

1. Legal Ad

Documents: [PB LEGAL AD 2-9-16.PDF](#)

2. 31 Fore Street

2.I. Memo

Documents: [FORE STREET - 31 \(MEMO\).PDF](#)

2.II. Memo Attachments

Documents: [FORE STREET - 31 \(MEMO ATTACHMENTS\).PDF](#)

2.III. Applicants Submittal

Documents: [FORE STREET - 31 \(APPLICANTS SUBMITTAL\).PDF](#)

2.IV. Public Comment

Documents: [FORE STREET - 31 \(PUBLIC COMMENT\).PDF](#)

2.V. Plans

Documents: [FORE STREET - 31 \(PLANS\).PDF](#)

3. 65 Munjoy Street

3.I. Report

Documents: [MUNJOY STREET - 65 \(REPORT\).PDF](#)

3.II. Report Attachments

Documents: [MUNJOY STREET - 65 \(REPORT ATTACHMENTS\).PDF](#)

3.III. Applicants Submittal

Documents: [MUNJOY STREET - 65 \(APPLICANTS SUBMITTAL\).PDF](#)

3.IV. Plans

Documents: [MUNJOY STREET - 65 \(PLANS\).PDF](#)

3.V. Public Comment

Documents: [MUNJOY STREET - 65 \(PUBLIC COMMENT\).PDF](#)

3.VI. Background Documents

Documents: [MUNJOY STREET - 65 \(BACKGROUND DOCUMENTS\).PDF](#)

4. Comprehensive Plan

4.I. Memo

Documents: [2016_02_COMP PLAN COMMUNICATION.PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, February 9, 2016, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

Workshop – 4:30 p.m.

- i. Level III Site Plan and Subdivision; 4 Unit Residential Building; Bob and Carrie LeBlanc, Applicants. (4:30 – 6:00 p.m. estimated time) The Planning Board will hold a workshop to consider a new four-unit residential building at 31 Fore Street. The proposal is to replace the existing three-unit building with a new structure that includes on-site parking for 6 vehicles. The proposal includes a mix of 1 one-bedroom, 1 two-bedroom, and 2 three-bedroom units. The site is located within the R-6 zone and is subject to the R6 Design Standards.

Public Hearing – 6:30 p.m.

- i. Level III Site Plan and Subdivision; 8 Unit Condominium; Adams Apple, LLC., Applicant. (6:30 p.m. – 7:30 p.m. estimated time) The Planning Board will hold a public hearing to consider the development of 8 residential condominium units at 65 Munjoy Street. The proposal includes 2 three-bedroom, 2 two-bedroom and 4 one-bedroom units. The proposal includes a total of 8 parking spaces with 6 parking spaces on the ground floor level of the building. The site is located in the Residential R-6 zone and is subject to the R6 Design Standards.

Evening Workshop – following Public Hearing:

- i. Portland Comprehensive Plan Update, City of Portland , Applicant. (estimated time 7:30) The Planning Board will hold a workshop to consider a summary of the survey results and the next steps for the update of Portland's Comprehensive Plan.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD



Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: February 5th, 2016

Re: **February 9th Planning Board Workshop**
Level III Subdivision and Site Plan:
Redevelopment to create 4 residential units, 31 Fore Street
Bob and Carrie LeBlanc, Peninsula Property Development, Applicants

I. INTRODUCTION

Bob and Carrie LeBlanc are requesting the Planning Board consider a Subdivision and Site Plan application for a new four-unit residential building at 31 Fore Street, at the corner of Fore Street and Waterville Street in the R-6 zone. The proposal is to replace the existing three-unit building with a new structure that includes a lower level for covered parking for 6 vehicles, stormwater treatment in a raingarden, and landscape and sidewalk improvements.

The proposal includes a mix of 1 one-bedroom, 1 two-bedroom, and 2 three-bedroom units, accessed by stairs and an elevator and with entrances at both the lower (garage) level and the Fore Street (first floor) level. The site is subject to the R-6 Design Standards.

A total of 115 notices were sent to property owners within 500 feet of the site and interested parties, and a legal ad was published in the *Portland Press Herald* on February 1 and 2, 2016. The project is not required to hold a Neighborhood Meeting.



Applicant: Bob and Carrie LeBlanc, Peninsula Property Development

Consultants: Will Savage, Acorn Engineering; Jason Pica, Port City Architecture; Owen Haskell, Surveyor; Tom Jewell, Attorney

Required Reviews and Waivers:

Review	Applicable Standards
Subdivision: Construction of new building with 4 residential dwelling units	<i>Section 14-497</i> for the division into 4 residential units.
Site Plan: Multifamily development	<i>Section 14-526</i> for the proposed multifamily residential development.
Waiver Requests to Planning Board	Applicable Standards
<i>Distance of driveway from corner:</i> The driveway is located 31 feet from the corner per the plans attached to this Memo. The applicant has indicated they could increase this slightly but would not be able to get to 35 ft and will therefore be requesting a waiver. (See background in <u>Att O</u>)	Technical Standard 1.7.1.7 requires “ <i>access driveways to corner lots shall be located a minimum of 35 ft from the intersection of the projection of right-of-way lines to the center line of the driveway</i> ”. The Traffic Engineering Reviewer supports a waiver to reduce this distance to 31 feet based on an understanding that the driveway is constrained by the architectural requirements (<u>Att. 6</u>); DPW has requested more info to support any waiver from this standard (<u>Att 5</u>).
<i>Parking Drive Aisle:</i> Waiver required for parking drive aisle that is approximately 25.7 ft wide to facilitate maneuvering within the garage.	Technical Standard 1.14 <i>Parking Lot and Parking Space Design</i> require a drive aisle of 24 feet width for 90 degree parking. The Traffic Engineering Reviewer supports this waiver (<u>Att 6</u>).

II. PROJECT DATA

SUBJECT	DATA		
Existing Zoning	R-6		
Existing Use	3 unit residential building		
Proposed Use	Residential (4 condominium units)		
Residential mix	2 three BR; 1 two BR; 1 one BR		
Parcel Size	4,180 sq ft		
	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Impervious Surface Area	2070 sq ft	2942 sq ft	872 sq ft
Building Footprint	1590 sq ft	2457 sq ft	867 sq ft
Building Floor Area	3120 sq ft	7371 sq ft	4251 sq ft
Parking Spaces	2	6	4
Bicycle Parking Spaces	0	2 (inside)	2
Estimated Cost of Project	\$2 million		

III. EXISTING CONDITIONS (see photos next page)

The site totals 4180 sq ft and slopes across two planes, with an approximate change in grade of 5 feet along the uphill side boundary and 9 feet between the highest (back east corner) and lowest (corner Fore and Waterville) points. The site is occupied by an existing 3 story with basement residential building of 1590 sq ft footprint dating from the 1870s.

The site currently has an open aspect across Fore Street over the eastern end of 58 Fore Street (Portland Company). The area around the existing house is mostly lawn with shrubs along both boundaries; there is one street tree on Fore Street and one on Waterville Street, as can be seen in the photographs below.



from Waterville Street



from corner of Waterville and Fore Street

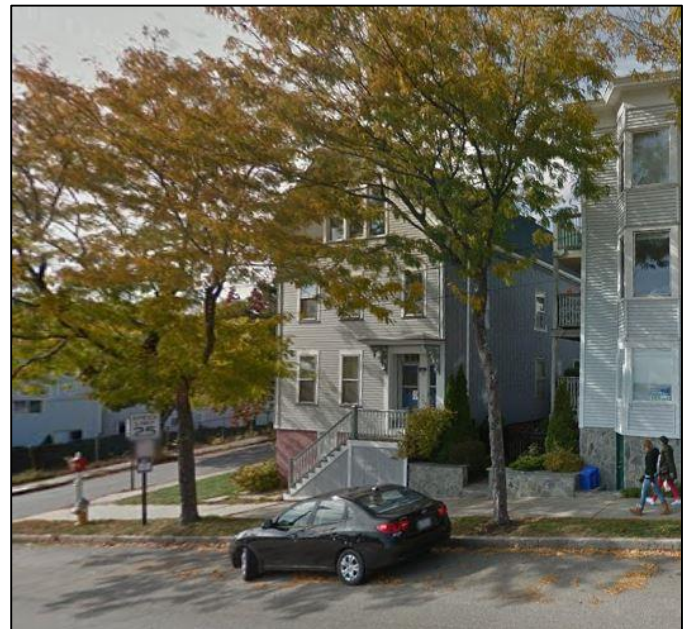
To the north on Waterville there is a relatively new (built 2005) residential building of 4 stories over a parking garage comprising 4 condo units.

Abutting the site to the east on Fore Street is a 3 story 3-unit condominium dating from the 1980s. This abutting building is currently 15 feet from the side of the existing building that is proposed to be demolished, separated by low planting.

Both of the abutting condo buildings have decks at all living levels that overlook the subject site.

To the west are the Munjoy South Townhouse apartments which are accessed from Fore Street.

The sidewalks along the frontage are concrete and in reasonable condition except where the existing large street tree has caused buckling. Brick is the specified sidewalk material for this area.



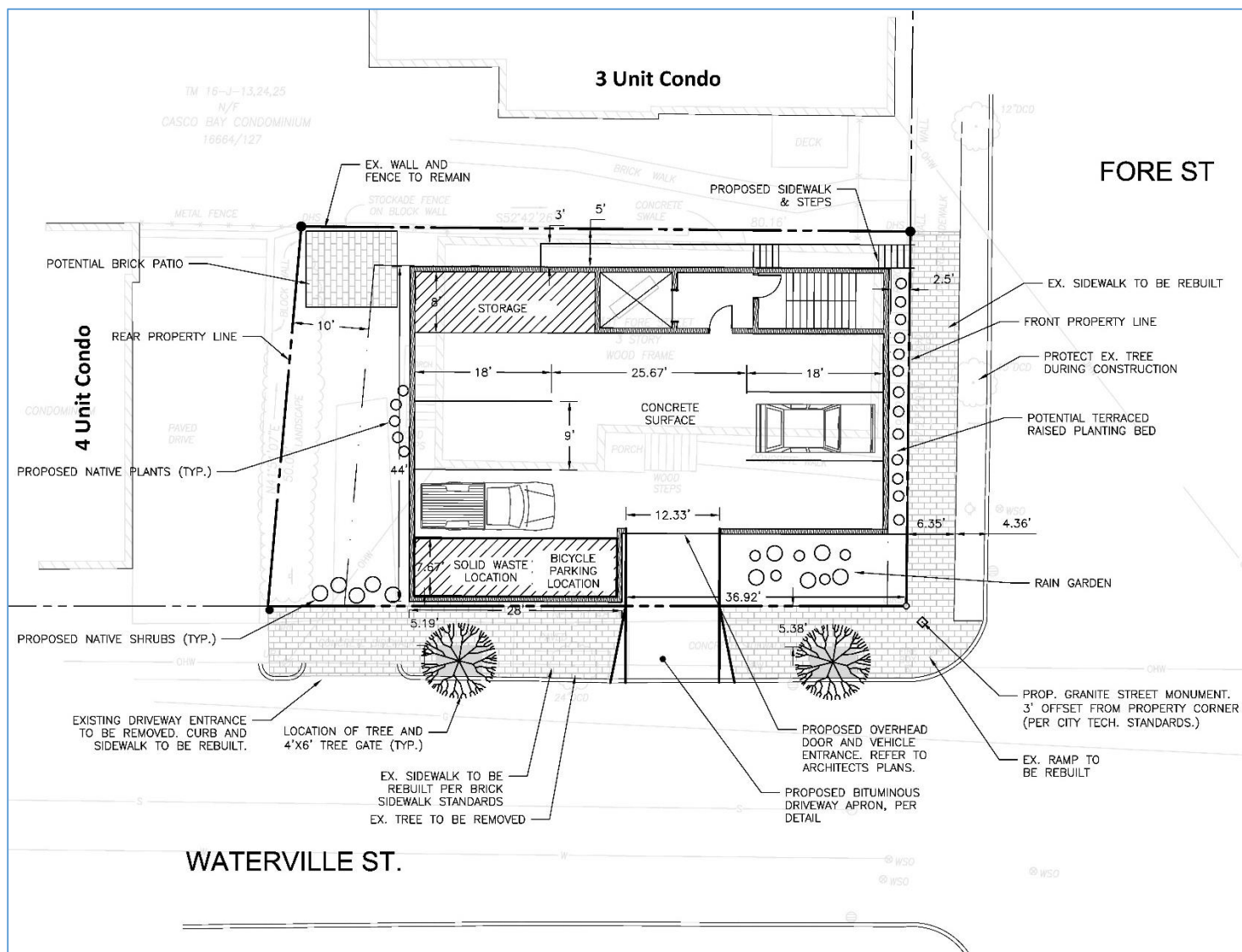
from Fore Street looking west

IV. PROPOSED DEVELOPMENT

The proposals comprise 4 residential condo units, 2 on the first floor and 1 each (3-bedroom) on the floors above (see site plan, elevations and floor plans in Plans P3., P8., and P9.). The ground floor (see plan below) is partially below ground and provides 6 parking spaces, with stair and elevator access to the floors above.

The footprint of the proposed building is about 870 sq ft larger than the existing building; it is approximately 3 feet closer to the abutting property on Waterville Street, it has been moved approximately 3 feet away from the side (uphill) property line.

The hatched area on the plan below denotes the location of a second set of stairs which the applicant understands may be needed to meet building codes. This has been questioned by staff as it has implications for required setbacks as discussed below and in Sections VI A. *Zoning* and VI C 4. *Site Design Standards*.



The proposed materials are primarily Dipped Cedar Shakes and Hardie Board or Azek Trim, with clapboard shown for the lowest level (see elevations below and Attachment L).



The elevation shows a small stepback at the back corner on the basis that the hatched area on the plans will be largely taken up by a second set of stairs and that most of the elevation would be exempt from the stepback requirements. Staff are awaiting clarification from the applicant and building code reviewers as to whether the second set of stairs is required by building codes, as a longer section of stepbacked façade, with windows and other articulation, would be the preferred design to meet the objectives of the zoning requirement - see Section VI A. *Zoning* below.

V. PUBLIC COMMENT

The Planning Division has not received any written comments although there have been several requests to see the proposed plans.

VI. STAFF REVIEW

A. ZONING ASSESSMENT

The site is within the R-6 zone which covers most of the surrounding area except along the waterfront which is B6.

The proposals meet the dimensional standards of the R-6 zone with the exception of the required stepbacks at 35 feet. The stepbacks are required under the R-6 zoning where a building is located within 10 feet of the side



boundary and 15 feet of the rear boundary. The ordinance (under Div 25. *Space and Bulk Regulations and Exceptions*) confirms the following as exceptions to the setback requirement:

14-430 (a) Roof structure. Roof structures for the housing of elevators, stairways, tanks, fans, or other building operating equipment not intended for human occupancy, skylights, steeples, roof signs, flag poles, chimneys, smokestacks, radio or television masts, water tanks, or silos may be erected above the height limitation herein prescribed for buildings.

The proposed building requires a 5 foot setback on the side (uphill) because it is 5 feet from the property boundary. The applicant has incorporated this setback for a small section at the rear (see elevations in Plan P9). This section is short because the floorplans (Plan P8.) anticipate 2 sets of stairs, a lobby and elevator along that side of the building and these are excepted from the setback requirement.

The area for the second set of stairs is shown hatched on the floor plans (Plan P8). Staff have questioned the need for a second set of stairs (between the elevator and the rear wall) as this affects whether the project is compliant with zoning.

Assistant Fire Chief Keith Gautreau has confirmed (Attachment 2) that since the building is proposed to be sprinkled and is 4 stories or less, the Fire Codes allow a single means of egress and the second set of stairs is not required. However, under Building Codes the second set of stairs would be required if the building is considered to be 4 stories as defined in the IBC, and not required if the building is defined as 3 stories. The definition of a story relates to the extent to which it is below final grade and the applicant has been requested to provide the relevant calculations in order to establish the number of stories.

Whatever part of the building is not comprised of stairs/elevator and over 35 feet will need to be stepped back 5 feet on the east side. The elevation would be expected to include windows and other articulation.

Division 20 of the land use ordinance provides an exception for the off-street parking requirement for the first three units in the R-6 zone and a 1:1 requirement thereafter. The proposal for 4 units would require one parking space on site, and this is met by the provision of the 6 parking spaces in the garage.

B. SUBDIVISION REVIEW (14-497(a). Review Criteria)

The subdivision review criteria have generally been met, except as noted below. In addition, the draft Subdivision Plat (Plan P2.) will need further revisions to meet survey standards (same comments as for the survey of existing conditions- see Attachment 5).

2 & 3. Adequacy of Water Supply

The applicant has requested a capacity letter from the Portland Water District (Attachment G).

6. Sanitary Sewer/Stormwater Disposal

The applicant has submitted Preliminary Stormwater and Erosion Control Reports in Attachments I and J. This is a preliminary review so these reports would be more complete as part of the final submissions. The proposals for the stormwater raingarden are acceptable in principle, and the Peer Engineer reviewer has requested some minor revisions and for the plans to include further details (Attachment 3.). A key review comment is the need for an oil/grease separator in the parking garage and the applicant would need to address that concern as part of the final submissions.

The applicant has submitted a wastewater capacity letter application in Attachment G, and this is awaited.

C. 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; for this Memorandum only the standards of relevance to this project are included.

Transportation Standards

a. Impact on Surrounding Street Systems

This small residential development is not a concern in terms of traffic except during construction, and the Traffic Engineering reviewer has requested a construction management plan for review and approval (Attachment 6). It should also be noted that the relocation of the driveway will necessitate changes in the parking regulations along the Waterville Street frontage, and the applicant is advised that this will require their support in the preparation of the City Council report materials.

b. Vehicle Access and Circulation

The proposals include a relocated driveway which improves the separation from the adjacent Waterville Street property driveway but brings it to 31 feet from the corner of Fore/Waterville, which does not meet the 35 foot Technical Standard for corner clearance. The applicant has indicated that they will need to request a waiver due to architectural constraints (Attachment O) although a detailed waiver request has not been submitted.

This particular waiver is not often granted. In looking at the plans, it appears there may be scope to increase the distance from the corner even if not to the full 35 feet. The Department of Public Works David Margolis-Pineo has requested the applicant look again at ways to meet the standard (Attachment 5) and the Traffic Engineer Reviewer Tom Errico is supportive of a waiver in principle due to the particular characteristics of this location (Attachment 6).

c. Pedestrian Circulation and ADA

While stepped entrances are common in the surrounding area because of the slopes, it is unfortunate that the "main" entrance on Fore Street is stepped as it leads direct to the lobby and elevator. The entrance from Waterville Street goes into the parking garage.

The applicant was requested to confirm how the proposals meet ADA requirements and the submitted narrative is included at Attachment M. The applicant has indicated that the garage will be the accessible route to meet ADA requirements, and has pointed out in Attachment P that the garage will be daylit and welcoming and the access will not be "inferior". Staff remain concerned that the ADA requirements are not fully addressed.

d. Parking

- Vehicle: The ordinance requirement for vehicle parking is one off-street space per unit, and in the R-6 zone parking for the first 3 units is not required. Six are being provided, which exceed the zoning requirements.
- Bicycle: The ordinance requirement is 2 spaces, which has technically been met by the proposed bike racks within the garage. On similar projects both staff and the Planning Board have requested some bicycle parking outside for visitors to the building, and it is recommended that there be bike parking spaces outside.

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 site is largely grassed with some small plantings along the boundary with the abutting condo on Waterville Street, and dense shrub and ornamental planting on the boundary shared with the abutter on Fore Street (uphill). There is a large existing street tree in the esplanade along the Waterville frontage and a smaller but mature street tree in Fore Street.

The proposals remove the street tree in Waterville Street and replace it with two new street trees placed to accommodate the relocated driveway (Plan P3.) The plan does not indicate replacement planting nor remedial planting within the site along the boundaries; minimal planting information is given for the raingarden.

Jeff Tarling, City Arborist, has commented (Attachment 7):

Street trees - The two new street trees proposed for Waterville Street should be 'Autumn Gold' Ginkgo 2" caliper, planted in 4 x 7' tree cut outs in the walk. Exact tree locations should match the 'in-between' spaces for any on-street parking to help avoid door openings into the tree trunk.

The street tree along Fore Street should be protected during construction, any broken branches damaged should be pruned as part of the project.

Landscape area - The area North or uphill of the project between the existing residential unit should receive landscape treatment. This should be in the form of trees / shrubs and ground treatment options of 'lawn' or 'groundcover'. The same for the space between the building and the next door unit on Fore Street. Vegetated buffer similar to existing should be considered for the proposed project.

Rain Garden - Specific details on the rain garden are requested, if the project is to qualify for 'Stormwater' credits the project should follow Portland Water Resources 'rain garden' guidelines.

c. Water Quality/Storm Water Management/Erosion Control

See above under Section VI B Subdivision Review.

3. Public Infrastructure and Community Safety Standards

a. Public Safety and Fire Prevention

Keith Gautreau, of the Fire Prevention Bureau, does not have any concerns and has noted that the second set of stairs is not required from a Fire Prevention Code viewpoint. (Att. 2).

b. Availability and Capacity of Public Utilities

See above under Section VI B Subdivision Review.

4. Site Design Standards

a. View Corridors

Waterville Street is not a protected view corridor.

b. Exterior Lighting

The applicant has indicated in Attachment D that lighting is proposed to light the steps and side entrance from Fore Street. Staff have not provided formal review comments as the entrance from Waterville Street has not been clarified and is likely to require some additional lighting. In both cases staff request that the light fixtures and photometric information that shows that lighting levels meet the standards and that there is no light trespass.

c. *Zoning-Related Design Standards*

1. R-6 Infill Development Design Principles and Standards

The applicant has submitted a narrative outlining how the proposed design addresses the R-6 design standards (Attachment L). Staff reviewed the applicant's submitted narrative and plans and provided preliminary detailed comments in Attachment 4. There were 3 areas where the proposals were considered to need further revisions to meet the **R-6 DESIGN STANDARDS**:

- Main entry (from Fore Street) needs to be better scaled and more clearly emphasized;
- Ground level materials, trim, fenestration and landscaping need further consideration;
- Size of balconies below standards.

2. Multi-family and Other Housing Types Design Standards

In addition, there are design standards that apply to all multifamily development including this proposal. These are more general standards that include design standards as well as several other standards as listed below with staff comments.

(i) TWO-FAMILY, SPECIAL NEEDS INDEPENDENT LIVING UNITS, MULTIPLE-FAMILY, LODGING HOUSES, BED AND BREAKFASTS, AND EMERGENCY SHELTERS:

(1) STANDARDS. Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts, and emergency shelters shall meet the following standards:

a. Proposed structures and related site improvements shall meet the following standards:

- 1. The exterior design of the proposed structures, including architectural style, facade materials, roof pitch, building form and height, window pattern and spacing, porches and entryways, cornerboard and trim details, and facade variation in projecting or recessed building elements, shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements;*
- 2. The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other streetscape elements;*

Staff comment: The proposals have been evaluated in the context of the R-6 Design Standards (above) which cover the design elements mentioned in standards 1 and 2 in greater detail (7 pages of specific standards). Please refer to the staff preliminary Design Review comments in Attachment 4.

- 3. Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;*

Staff comment: Three of the 4 new units will have balconies and there is a landscaped open area with patio to the rear of the building. The landscaped area requires further revisions to address the City Arborist comments (Attachment 7) and to meet the objectives outlined in this standard.

- 4. The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;*

Staff comment: This standard appears to be met, although the side elevation (where a stepback is required per zoning) has few windows.

- 5. The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;*

Staff comment: The parking is located underneath the units and therefore is screened.

VII. NEXT STEPS

The final submission will need to include:

- Subdivision Plat with revisions to address staff comments
- Revisions to address the zoning stepback requirements once the required number of stairwells to meet the building code is clarified
- Provision of details of entrances and address design review comments
- Increased screening and landscaping to meet the City Arborist comments and Multi-family design standards
- Modification of lighting (wall mounted/freestanding) to address technical and CPTED standards
- Revision of proposals to address the all review comments
- Additional information and compliance with ADA requirements
- Submission of waiver request for the distance from the corner
- Submission of utility capacity letters and construction management plan
- Revisions to add oil and grease separator in garage and outside bicycle parking
- Revisions to address Planning Board comments

ATTACHMENTS:

Attachments to Memorandum

1. Planner Prelim comments
2. Fire Department comments
3. Peer Engineer Review comments
4. Design Review comments
5. DPW comments
6. Traffic Engineering comments
7. City Arborist comments

Public comments

(none received at time Memo was completed)

Applicant's Submittal

- A. Cover Letter and Application
- B. Right, Title and Interest
- C. Financial Capability letter
- D. Zoning Analysis
- E. Fire Department checklist
- F. Solid Waste
- G. Utility cover letters
- H. Request for Waivers
- I. Preliminary Stormwater Report
- J. Erosion Control Plan
- K. Construction Management Plan
- L. R-6 Narrative re R-6 Design Standards
- M. ADA Narrative
- N. Average Grade analysis
- O. Waiver info for driveway distance from corner
- P. Add'l info re ADA compliance

Plans

- P1. Cover Sheet, Notes and Survey (3 sheets)
- P2. Draft Recording Plat
- P3. Site Layout and Landscape Plan as of 2.2.16
- P4. Utility Layout plan
- P5. Grading, Drainage and Erosion Control Plan
- P6. Site, Utility and Drainage Details (5 sheets)
- P7. Floor Plans as of 2.2.16
- P8. Elevations as of 2.2.16

From: Jean Fraser
To: Will Savage
Date: 1/21/2016 4:18 PM
Subject: Prelim review comments 31 Fore St
Attachments: R6 Infill.doc

Hello Will

Please find below the preliminary comments, pending the receipt of additional information from your team as requested below. I do not yet have written review comments and have not been able to speak to the City Arborist regarding the street trees and landscaping, so the following comments are not comprehensive - but I am sending them now as they relate to fundamental aspects that may require some redesign.

At this stage I am not sure that the proposal meets the R6 ordinance requirements, so the timing of the PB workshop will depend on whether we can confirm compliance with the basic zoning standards as set out in 14-139, especially regarding the height and setbacks above 35 feet. The application asserts that requirements have been met but does not include information for us to document that is the case.

Preliminary Zoning comments:

A **zoning analysis** needs to be prepared to show (referring to dimensions and showing calculations) how the proposals meet the following requirements (and the plans need to show precise dimensions, grading and contours with spot heights and setback lines; accurate elevations):

Minimum Front Yard Setback for Principal and Accessory Structures: *5 ft, or the average depths of adjacent front yards.* (need to state how this has been met (based on the advice given to you by the Zoning Administrator)

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.* (show setback lines and show that building above 35 ft in height meets these setbacks- appears not to on the uphill side and maybe also at the rear. The standard relates to the scale and bulk of the building, so it would not matter what's inside that part of the building. All parts of the building need to meet these applicable setback line(s), which should be shown on the plan. Since there is another abutting building very near we would expect the setbacks to be met.)

Maximum Height: *Principal and attached accessory structure: 45 ft* (see note below)

Landscaped Open Space: *20%. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.* (so the brick patio needs to be subtracted if impervious; please show calculations) (Plan needs to show all landscape including grass)

Height: this would be calculated by first establishing the average proposed grade at the base of the foundation/structural wall using information from the grading plan. At the moment that plan seems to indicate (using the 4 corner numbers) an average grade of around 60', while the roof is shown at 137' 4" on the elevation, giving an average height of 77'. It would be helpful if the plans and the elevation put dimensions in the same way (either as feet and inches, or as decimal feet). Also the proposed grades shown around the base of the building on the elevations are not realistic and do not match the plans - also the south west corner is shown as 2 different proposed grades on the elevations.

Elevations: As mentioned above these need to match the civil plans and show dimensions including for the garage door and for the height of the base level- this info is needed for the Design Review (see below) (info only at this stage)

Draft Subdivision Plat: the submitted draft needs revisions to meet the ordinance requirements and I will send review comments when available; revisions to the plat can be done at the final review stage, so this is a lower priority issue but I wanted to mention it.

Preliminary Engineering comments:

Grading information and contours are needed on the grading plan and need to be consistent as between plans/elevations;

Garage stormwater discharge (from cars) needs to be treated in some way- sumps? or could be directed outside of garage? This can be subject of further discussion.

Is patio impervious?

Show distance from access drive to corner (Fore/Waterville) and request waiver for this as it does not appear to meet Technical standards (section 1.7.1.7). (Reviewer is likely to grant the waiver)

Preliminary pedestrian access/ADA comments:

New housing construction must comply with the HUD Fair Housing and Maine Human Rights Act regarding ADA standards for accessible design. The architect should submit a narrative outlining how the proposals (including the access stairs from the sidewalk) meet these legal ADA requirements. We appreciate that the site is sloped and that a handicapped person living there who has a car would be able to access the elevator from the garage, but what about non car owners and visitors? By way of context, the City has been receiving complaints that new developments in Portland have been placing ADA pedestrian access at the rear or "back" doors rather than at the front and most convenient locations.

Also note that some bike parking needs to be outside for visitors.

Preliminary Design Comments:

There are actually two design review sections that apply- the **R6** Design Standards and the multi family design standards. I have excerpted the multifamily below (note particularly re open space), and attach the R6 Standards that I believe Barbara already sent you last week as a link.

The following comments are from a preliminary review of the proposal at 31 Fore Street under the R-6 Infill Development Design Principles & Standards:

Submittal requirements:

- material choices should be called out on the elevation
- a narrative should be provided that explains how the project fits into its context, major design decisions or considerations, and why you believe it meets the R6 design standards

Preliminary Design Comments:Garage Level:

- Generally, there is concern about the level of articulation at the garage level of the building facing the streets. The points below are in regards to the articulation of these two facades:
- What is the material at the base of the building?
- There is a lack of articulation and visual interest - this would be improved by adding elements such as clerestory windows or increasing the landscaping.
- Consider carrying the shingle material further down the facade 6" to 12" rather than ending at the window line. This will slightly improve the composition and proportion.
- Is there a garage door? What is the material choice? Are there windows in the door?

Entrance:

- As per Standard C-1 Entrances, a side entrance is allowed but must be emphasized at the street. Improve the visibility of this main entrance with elements such as an extended canopy or porch toward the sidewalk, indication at the street with the pavers or posts/markers, lighting.

Materials:

- Why are there dark panels on the facade facing Fore Street? This requires more explanation.

The formal design review will be undertaken once we have received the additional information requested re design narrative, dimensions, materials and zoning/setbacks

It would help staff and the Board to understand how the proposals would fit into the context to have a 3-D rendering (photo-montage) from the corner of Fore/Waterville (so that the abutting buildings on both Fore and Waterville can be seen)- you don't need to send photos of nearby buildings.

Clearly the biggest issues- which need to be resolved first- are the setbacks at 35 feet and the overall height, as if these R6 zoning standards are not met then the proposals would need to be revised and re-submitted. In view of this, please do not count on any particular date for the PB workshop as my previous "aim for" date was based on the assumption that the proposals already clearly met zoning requirements. Having said that, I will do my best to move this review forward quickly once we have the information.

Please do not hesitate to contact me if you have any questions.

Jean

Extract re Multifamily Design Standards: (City of Portland Design Manual Adopted May 11, 2010)

(1) STANDARDS. Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts, and emergency shelters shall meet the following standards:

a. Proposed structures and related site improvements shall meet the following standards:

1. The exterior design of the proposed structures, including architectural style, facade materials, roof pitch, building form and height, window pattern and spacing, porches and entryways, cornerboard and trim details, and facade variation in projecting or recessed building elements, shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements;
2. The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other streetscape elements;
3. Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;
4. The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;
5. The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;
6. Two-family or multiple-family dwellings shall not be converted to lodging houses unless all units in the building have been vacant for at least one (1) year prior to the date conversion is sought or unless the individual multiple-family units are less than one thousand (1,000) square feet in size. In no event shall any single-family dwelling in the R-5 or R-6 zone be converted in whole or in part to a lodging house.

Jean Fraser, Planner
City of Portland
874 8728

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2016-005
Date: 2/5/2016

Comments Submitted by: Keith Gautreau/Fire on 1/20/2016

Emergency access is real good to this site being on the corner of Fore and Waterville.

Comments Submitted by: Keith Gautreau/Fire on 1/20/2016

Hydrant located right in front of this building will be adequate water supply for this 4 unit light hazard building.

Comments Submitted by: Keith Gautreau/Fire on 2/5/2016

NFPA 101 2009 ed. Would allow a single means of egress in a sprinklered building up to 4 stories in height.

MEMORANDUM



TO: Jean Fraser, Planner
FROM: David Senus, PE
DATE: January 25, 2016
RE: 31 Fore Street, Preliminary Level III Site Plan Application

Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the proposed 4-unit condominium development at 31 Fore Street in Portland, Maine. The project involves the demolition of an existing house structure and the construction of a 4-unit condominium building with ground level parking below the units.

Documents Reviewed by Woodard & Curran

- Preliminary Level III Site Plan Application and attachments, dated January 5, 2016, prepared by Acorn Engineering, Inc. for Peninsula Property Development, LLC.
- Boundary & Topographic Survey, dated September 24, 2015 (Rev Oct. 17, 2015), prepared by Owen-Haskell, Inc., on behalf of Peninsula Property Development, LLC.
- Engineering Plans, Sheets C-1, C-2, C-20, C-30, C-40, C-41, C-42, C-43, C-44, dated January 5, 2016, prepared by Acorn Engineering, Inc. for Peninsula Property Development, LLC.

Comments

- 1) The Application is preliminary. As such, we anticipate additional information and details will be provided with the final submittal.
- 2) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standards: The written Plan included with the application addresses 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. The plan sheets should reflect specific elements of the plan, including catch basin inlet protection, a stabilized construction entrance, perimeter controls, and notes regarding dust control and frequent street sweeping.
 - b) General Standards: The project will result in a net increase of impervious area of just below 1,000 SF, as such, the project is not required to include stormwater management features for stormwater quality control. The Applicant has proposed to construct a rain garden to capture and treat stormwater runoff. We find this to be an acceptable approach for stormwater management for the site. We request additional grading detail be added to the site plan in and around the rain garden to understand how the rain garden in-slopes will transition to the building wall and the adjacent sidewalk. Also, a stabilized discharge location for the roof water into the raingarden should be identified in the Final submittal.
 - c) Flooding Standard: The project will result in a net increase of impervious area of just below 1,000 SF, as such, the project is not required to include stormwater management features for stormwater quantity control. The Applicant has proposed to construct a rain garden to capture and filter stormwater runoff. This measure will help to reduce the rate of runoff from the site to the combined sewer system; as such, we find the project to be in conformance with the Flooding Standard.
- 3) The Applicant has requested letters from utilities confirming capacity to serve the proposed development; evidence of confirmation of capacity to serve the proposed development should be provided upon receipt.
- 4) In accordance with Section 2.6.9 of the City's Technical Manual, all new (sewer) laterals connecting to a combined sewer system shall have a back water valve. The back water valve should be located on private property and a detail should be provided.



- 5) Pavement saw cut lines should be shown for the utility connections within Waterville Street.
- 6) An Oil/Water separator unit is required to treat the garage floor drains prior to entry into the City's combined sewer.
- 7) Future plans should indicate the location and connection point for the building foundation drain; this connection can be combined with the storm drain discharge from the site if preferable, but should not be combined with the sewer pipe discharge from the site.

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 31 Fore Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Thursday, January 21, 2016 *updated and received Jan 27, 2016*

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a multi-family dwelling at 31 Fore Street. The review was performed by Caitlin Cameron, Urban Designer, Jean Fraser, Planner, and Shukria Wiar, Planner, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual).

Design Review Criteria:

The project was reviewed with the Alternative Design Review which has the following criteria:

- A. Proposed design is consistent with all of the Principle Statements
- B. The majority of the Standards within each Principle are met
- C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two-block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
- D. The design plan is prepared by an architect registered in the State of Maine.

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

Principle A Overall Context –Met – see below.

- *A-1 Scale and Form:* The scale the project is larger than most buildings on this small street, but the height is three stories and does not overshadow the neighboring 2.5 or 3 story residential buildings. The form is defined by rectilinear masses in keeping with typical multifamily buildings in the neighborhood, the roof line is flat with expressed cornice lines. On Waterville Street, the building length is mitigated by breaking it into two masses.
- *A-2 Composition of Principal Facades:* The building overall takes its cues from the surrounding forms, materials, and façade composition but combines them in a contemporary way. The composition of the Fore Street façade is generally well balanced and provides much visual interest. As noted above, the overall composition of the facades meets the standard in terms of rhythm, size, orientation, and proportion of window and door openings except for the garage level which is lacking articulation.
- *A-3 Relationship to the Street:* The building placement is consistent with the spacing of the residential fabric on Fore and Waterville Streets. The ground floor is raised

consistent with residential development patterns. The street wall is maintained except right at the corner where the building is slightly setback but this pattern is consistent with the previous residential building on-site.

Principle B Massing – Met – The roof lines and building forms are a contemporary version of the traditional building character of the neighborhood; all other aspects of the building reflect the principle and the majority of the Standards are met by the proposed design.

- *B-1 Massing*: The proposed mass is wider on the street than the typical building context but the composition of the façade, the front yard setback, and the L-shaped massing mitigate the scale at the corner. The building placement and massing is similar to the existing residential building on-site.
- *B-2 Roof Forms*: The proposed roof form is flat – most multi-family buildings in the context have a flat roof with an overhang.
- *B-3 Main Roofs and Subsidiary Roofs*: There is a clear main roof form.
- *B-4 Roof Pitch*: The roof is flat which is found in the context.
- *B-5 Façade Articulation*: The project employs a canopy at the entry (but not at the façade) and balconies.
- *B-6 Garages*: The garage door is on the side façade, standard does not apply.

Principle C Orientation to the Street – Not Met – The project appropriately reflects the private/public relationship of residential buildings in this neighborhood except for the position and visibility of the main entrance.

- **C-1 Entrances**: The main entry is not well-emphasized at the street – improve the visibility of this main entrance with elements such as an extended canopy or porch toward the sidewalk, indication at the street with the pavers or posts/markers, signage, and lighting.
- *C-2 Visual Privacy*: Not applicable
- *C-3 Transition Spaces*: The project uses a side entry, canopy, and a vestibule for transition space.

Principle D Proportion and Scale – Met – The proportion and scale of the building overall are harmonious and human-scaled.

- *D-1 Windows*: The majority of windows are rectangular with a vertical proportion.
- *D-2 Fenestration*: The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building.
- **D-3 Porches**: The balconies must have a minimum depth of 6 feet and a minimum square footage of 48 square feet.

Principle E Balance – Met – The building façade composition creates a sense of balance with good use of overall and local symmetry and articulation of façade materials.

- *E-1 Window and Door Height*: The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment*: The majority of windows shall stack so that centerlines of windows are in vertical alignment.
- *E-3 Symmetry*: Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – Met – Based on the information given, the project employs visually interesting and well composed facades. Improvement could be made at the garage level.

- **F-1 Articulation:** The trim and window details and cornices create shadow lines. The shingle material and panel seams will also provide texture and visual interest. Balconies facing the streets also provide articulation with changes in plane and railing details.
More detail and articulation is needed on the ground level – fenestration, landscaping, or similar
- *F-2 Window Types:* Two window types are used, are of the same “family,” and have consistent detailing.
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good.
- *F-4 Delineation between Floors:* The windows and material changes delineate the floors.
- **F-5 Porches, etc.:** The stoop and canopy are small in proportion to the scale of the building. There is no issue with obscuring architectural features – the entry needs to become more of an architectural feature, especially to make it visible from the street.
- **F-6 Main Entries:** The main entry is not adequately emphasized. A side entry requires indication at the street – improve the visibility of this main entrance with elements such as an extended canopy or porch toward the sidewalk, indication at the street with the pavers or posts/markers, signage, and lighting.
- *F-7 Articulation Elements:* The rake of the roof meets the 6” requirement; trim is provided at the windows; the panels and corner trim boards add texture to the façade; balconies provide planer offsets; the cornice is pronounced.

Principle G Materials – Met – The material choices reference traditional building materials except for the base of the building.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The main mass uses shingle and composite trim in reference to this context. Masonry would be preferred at the base of the building.
- **G-2 Material and Façade Design:** The materials for the upper residential floors are appropriately placed. However, a half basement level typically uses masonry or concrete, rather than clapboard.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Two window types are used.
- *G-5 Patios and Plazas:* Not applicable.

From: David Margolis-Pineo
To: Barbara Barhydt; Jean Fraser
CC: Philip DiPierro; Tom Errico; William Clark
Date: 1/29/2016 5:26 PM
Subject: Review Comments - 31 Fore St.
Attachments: Fore St No 31 Survey Plan rev 10 17 2015 survey review 1 27 2016.pdf

January 29, 2016

Memo To: Jean Fraser
Barbara Barhydt
From: David Margolis-Pineo
Re: Review Comments for 31 Fore St. – Proposed Four Unit Condominium

The Department of Public Works has the following review comments on the above project.

Survey Comments: Please see attached

1. Add State Plane Coordinates for the property corners and three foot offset monument to be set.
2. Show the monument to be set on the Site Plan in addition to the Subdivision Plat.

Site Plan:

3. The proposed 12'-4" wide driveway on Waterville St. has an approximate 31' separation from the street corner as measured from the center of the drive to the street right of way (corner) of Fore St. Code requires 35'. Please try to make up the additional four feet by reducing the drive cut to 12', reduce the aisle width from 25'-8" to 24' and incorporate compact parking spaces (8' X 15') in an innovative manner. Thank you.

We have no further comments.

From: Tom Errico <thomas.errico@tylin.com>
To: Jean Fraser <JF@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, "Earley, Katherine" <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Tarling, Jeff" <JST@portlandmaine.gov>
Date: 2/3/2016 4:59 PM
Subject: **31 Fore Street - Traffic Comments**

Jean - I have reviewed the project application and generally find it to be acceptable with the following comments.

- * The proposed project does not meet City standards as it relates to corner clearance. City standards require 35 feet of clearance, and the project will be providing approximately 31 feet of clearance. Given that the project is providing a driveway on the lower volume street (not on Fore Street), providing increased separation with a nearby driveway, and site design factors, I find the driveway location to be acceptable and I support a waiver from City standards.
- * The aisle width for the parking lot is slightly wider than City standards. I support a waiver from City standards.
- * The applicant shall provide a construction management plan for review and approval.
- * On-street parking regulations appear to require changes with the project and will require City Council action. This comment is intended to notify the applicant of this requirement and will need to support City staff in preparation of the City Council packet.

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>
 Twitter | Facebook | LinkedIn | YouTube

From: Jeff Tarling
To: Jean Fraser
CC: David Margolis-Pineo
Date: 2/4/2016 3:47 PM
Subject: 32 Fore Street

Jean -

In review of the proposed 31 Fore Street project offer the following recommendations:

Street trees - The two new street trees proposed for Waterville Street should be 'Autumn Gold' Ginkgo 2" caliper, planted in 4 x 7' tree cut outs in the walk. Exact tree locations should match the 'in-between' spaces for any on-street parking to help avoid door openings into the tree trunk.

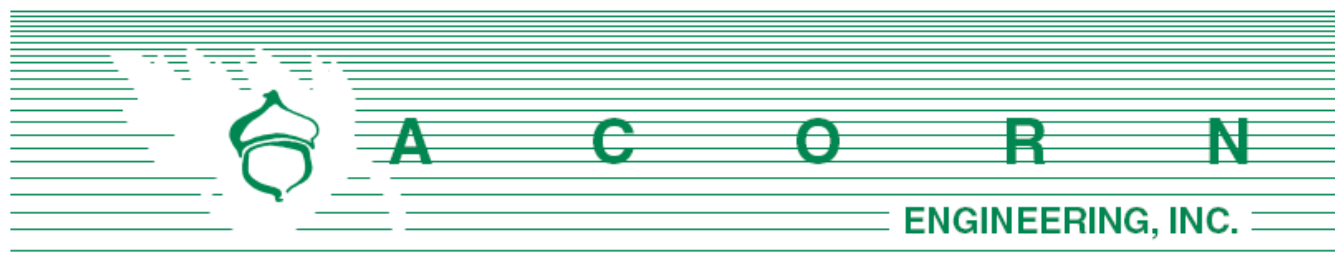
The street tree along Fore Street should be protected during construction, any broken branches damaged should be pruned as part of the project.

Landscape area - The area North or uphill of the project between the existing residential unit should receive landscape treatment. This should be in the form of trees / shrubs and ground treatment options of 'lawn' or 'groundcover'. The same for the space between the building and the next door unit on Fore Street. Vegetated buffer similar to existing should be considered for the proposed project.

Rain Garden - Specific details on the rain garden are requested, if the project is to qualify for 'Stormwater' credits the project should follow Portland Water Resources 'rain garden' guidelines.

Thanks,

Jeff Tarling



Barbara Barhydt -Development Review Services Manager
 Planning Division
 389 Congress Street, 4th Floor
 Portland, ME 04101

January 5, 2016

Subject: Preliminary Site Plan and Subdivision Application
 Redevelopment of 31 Fore Street - Portland, Maine

Dear Barbara Barhydt,

On behalf of Peninsula Property Development, LLC, we are pleased to submit the accompanying package of submission materials related to the proposed 4-unit condominium development at 31 Fore Street. This submission package is intended to meet the City's Preliminary Submission Requirements as outlined in the Level III Application procedures. The proposed project site is located on the southeasterly corner of the intersection of Waterville and Fore Street. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building. The existing 3-story, wood frame building will be removed as part of the construction of the urban infill development. The development site is located within the City's R-6 Zoning District, and the proposed development complies with the permitted uses within the zone.

Accompanying this cover letter are the following materials:

- Site Plan Application
- Architectural Renderings
- Section 1: Title, Right and Interest
- Section 2: Technical and Financial Capacity
- Section 3: Construction Management Plan
- Section 4: Stormwater Management Plan
- Section 5: Erosion and Sedimentation Control Plan
- Section 6: Utilities
- Section 7: Solid Waste Disposal
- Section 8: Fire Safety
- Section 9: Conformity with Applicable Zoning Requirements
- Section 10: Request for Waivers
- Section 11: Summary of Written Easements

On behalf of Peninsula Property Development, LLC, we look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. Please find one (1) hard copy of the application materials including one set each of 11x17 and full size plans, along with a CD containing PDF files for all submitted materials. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,



William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.





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:

☐

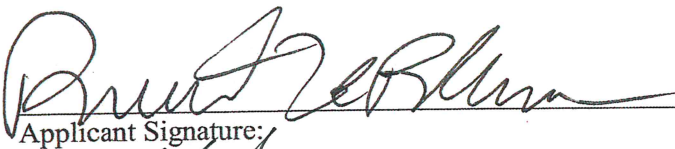
Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.

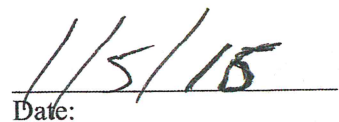
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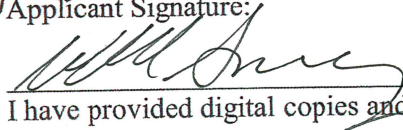
Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.

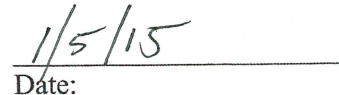
☒

I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.


Applicant Signature:


Date:


I have provided digital copies and sent them on:


Date:

NOTE:

All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd 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: 31 Fore Street Redevelopment

PROPOSED DEVELOPMENT ADDRESS:

31 Fore Street

PROJECT DESCRIPTION:

The urban infill development will include the removal of the existing building and construction of a 4-unit building with parking located below the building.

CHART/BLOCK/LOT: 16-J-26

PRELIMINARY PLAN

1/5/16 (date)

FINAL PLAN

 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Bob & Carrie LeBlanc Business Name, if applicable: Peninsula Property Development Address: 59 Moody Street City/State : Portland, Maine Zip Code: 04101	Applicant Contact Information Work # Home# Cell # (207) 776-0913 Fax# e-mail: robertleblanc1@me.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: Acorn Engineering, Inc Will Savage Address: 158 Danforth Street City/State : Portland, Maine Zip Code: 04102	Agent/Representative Contact information Work # (207) 775-2655 Cell # (207) 317-1884 e-mail: wsavage@acorn-engineering.com
Billing Information Name: Peninsula Property Development Address: 59 Moody Street City/State : Portland, Maine Zip Code: 04101	Billing Information Work # Cell # (207) 776-0913 Fax# e-mail: robertleblanc1@me.com

Engineer Name: Acorn Engineering, Inc Will Savage Address: 158 Danforth Street City/State : Portland, Maine Zip Code: 04102	Engineer Contact Information Work # (207) 775-2655 Cell # (207) 317-1884 Fax# e-mail: wsavage@acorn-engineering.com
Surveyor Name: Owen Haskell Address: 390 U.S. Route 1 - Unit 10 City/State : Falmouth, Maine Zip Code: 04105	Surveyor Contact Information Work # (207) 774-0424 Cell # Fax# e-mail: ebrewer@owenhaskell.com
Architect Name: Port City Architecture Andrew Hyland Address: 65 Newbury Street City/State : Portland, Maine Zip Code: 04101	Architect Contact Information Work # (20) 761-9000 Cell # Fax# e-mail: andy@portcityarch.com
Attorney Name: Tom Jewell Address: 477 Congress Street City/State : Portland, Maine Zip Code: 04101	Attorney Contact Information Work # (207) 774-6665 Cell # Fax# e-mail: tjewell@jewellbulder.com

APPLICATION FEES:

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

Level III Development (check applicable reviews) ☒ Less than 50,000 sq. ft. (\$500.00) ☐ 50,000 - 100,000 sq. ft. (\$1,000) ☐ 100,000 – 200,000 sq. ft. (\$2,000) ☐ 200,000 – 300,000 sq. ft. (\$3,000) ☐ over 300,00 sq. ft. (\$5,000) ☐ Parking lots over 11 spaces (\$1,000) ☐ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ☐ Planning Staff Review (\$250) ☐ Planning Board Review (\$500) 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.	Other Reviews (check applicable reviews) ☐ Traffic Movement (\$1,000) ☒ Stormwater Quality (\$250) ☒ Subdivisions (\$500 + \$25/lot) # of Lots ___ x \$25/lot = ____ ☐ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = ____ ☐ Other _____ ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ 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 and each document submitted as separate files. Naming conventions for the individual files 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-Documents-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:

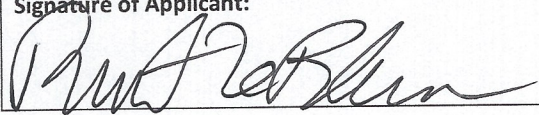
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence 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 III 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: 	Date: 1/5/16
--	-----------------

PROJECT DATA

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

Total Area of Site	4,180	sq. ft.
Proposed Total Disturbed Area of the Site	4,180	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.		
Impervious Surface Area		
Impervious Area (Total Existing)	2,070	sq. ft.
Impervious Area (Total Proposed)	2,942	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	1,590	sq. ft.
Building Footprint (Total Proposed)	2,457	sq. ft.
Building Floor Area (Total Existing)	3,120	sq. ft.
Building Floor Area (Total Proposed)	7,371	sq. ft.
Zoning		
Existing	R-6	
Proposed, if applicable		
Land Use		
Existing	Multi-Family	
Proposed	Multi-Family	
Residential, If applicable		
# of Residential Units (Total Existing)	3-units	
# of Residential Units (Total Proposed)	4-units	
# of Lots (Total Proposed)	1 Lot	
# of Affordable Housing Units (Total Proposed)	Market Rate	
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)		
# of One-Bedroom Units (Total Proposed)	One	
# of Two-Bedroom Units (Total Proposed)	One	
# of Three-Bedroom Units (Total Proposed)	Two	
Parking Spaces		
# of Parking Spaces (Total Existing)	Two	
# of Parking Spaces (Total Proposed)	Six	
# of Handicapped Spaces (Total Proposed)	N/A	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	None	
# of Bicycle Spaces (Total Proposed)	Two	
Estimated Cost of Project	2.0 Million	

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application form
X		1	Application fees
X		1	Written description of project
X		1	Evidence of right, title and interest
N/A		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
X		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
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.

WARRANTY DEED
Statutory Short Form

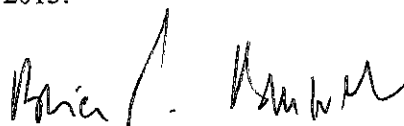
KNOW ALL BY THESE PRESENTS That I Brian R. Burwell of Freeport, Cumberland County, State of Maine for consideration paid, grant to Peninsula Property Development LLC, a Maine Limited Liability Company whose mailing address is 71 West Street, Portland, ME 04102 a thirty percent interest (30%) and 31 Fore Street, LLC a Maine Limited Liability Company whose mailing address is 71 West Street, Portland, ME 04102, a seventy percent interest (70%) as Tenants in Common, with Warranty Covenants, the real property in the City of Portland, County of Cumberland and State of Maine, more particularly described as follows:

A certain lot or parcel of land with the buildings thereon situated in Portland, County of Cumberland and State of Maine, bounded and described as follows: Beginning at the northerly corner of Fore and Waterville Streets and running thence northwesterly by the northerly bounds of Waterville Street eighty four (84) feet to land conveyed to Owen Gallagher by Patrick Gormley by deed dated September 7, 1866 and recorded in the Cumberland County Registry of Deeds in Book 347, Page 234; thence northeasterly by said land of Gallagher fifty three (53) feet to land formerly of John Sinclair; thence southeasterly by said land to Fore Street; thence southwesterly by said Fore Street to the point of beginning.

Reference is hereby made to a deed recorded in the Cumberland County Registry of Deeds at Book 4469, Page 177.

WITNESS my hand and seal this August 28, 2015.

Witness:



Witness to All

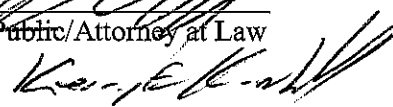
Brian R. Burwell

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

August 28, 2015

Personally appeared on the above date the above-named Brian R. Burwell, and acknowledged the foregoing to be his free act and deed.

Before me,

Notary Public/Attorney at Law
Print: 

Received
Recorded Register of Deeds
Sep 02, 2015 01:11:18P
Cumberland County
Nancy A. Lane

MAINE REAL ESTATE TAX PAID



December 28, 2015

City of Portland
Planning Division 4th Floor
389 Congress Street
Portland, Maine 04101

RE: Peninsula Property Development, Robert LeBlanc President

To Whom it May Concern:

Robert LeBlanc (Peninsula Property Development) has been a great customer of Gorham Savings Bank since October of 2012. To the best of our knowledge Peninsula Property Development has the adequate experience and financial ability to develop the proposed project located at 31 Fore Street, Portland, Maine.

Should you need further information or clarification, please contact me at (207) 221-8428.

Thank you.

Sincerely,

A handwritten signature in blue ink that reads "David N. Moravick". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

David N. Moravick
Vice President – Commercial Services

9. CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

9.1 OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will increase the existing non-conforming separation between driveways to a conforming separation. In order to meet the front setback requirements, parking layout and lot coverage requirements places the driveway at approximately 32' from the intersection ROW lines. Based upon the level of development, it is not anticipated that the development will create any significant impacts on the surrounding street system.

2. Access and Circulation:

a. Site Access and Circulation.

- (i) The development will provide safe access and internal circulation for both pedestrians and vehicles.
- (ii) Points of access and egress are located to the greatest extent practical from the intersection and adjacent driveway. It is not expected that a driveway serving 6 vehicles will create a conflict with existing turning movements or traffic flows.
- (iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing.

- (i) Not required. There will be adequate area along adjacent streets for infrequent periods of tenants moving in/out of the building.

c. Sidewalks.

- (i) Existing sidewalk are located along the project frontage on both Waterville and Fore Street.

- (ii) The existing concrete sidewalks will be rebuilt with brick sidewalks in accordance with the City of Portland Technical Standard. The existing driveway curb cut will be removed and sidewalk/curb rebuilt.
- (iii) Internal sidewalk will be provided to facilitate the movement of pedestrians to the City ROW.

3. Public Transit Access:

- a. The development does not exceed twenty (20) or more residential dwelling units.
- b. A new transit stop is not proposed as part of the project.
- c. A new transit stop is not proposed as part of the project.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The parking meets and exceeds the required 1 space per unit parking requirement on the peninsula.
- (ii) A parking study is not required.
- (iii) The amount of parking is appropriate for the two three bedroom units, one two-bedroom unit and one one-bedroom unit. The three-bedroom units will have preferred use of two parking spaces each.
- (iv) The parking space and aisles meet the dimensional standards of Section 1 of the Technical Manual.
- (v) The parking lot will be constructed of a permanent and durable surface consisting of concrete that is not subject to ponding or erosion.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) As shown on the site plan, secure covered storage for 2 bikes is being provided.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter parking but opportunities exist within the garage to provide access and parking.

d. Snow Storage:

- (i) Due to the proposed site development, in which the majority of the site will be covered by a building with a flat roof, very little snow removal will be required.

- (ii) Snow storage shall not be located where it will adversely impact the functionality of the stormwater management system.

5. Transportation Demand Management (TDM):

- a. A TDM plan is not required for this project.
- b. A TDM plan is not required for this project.
- c. A TDM plan is not required for this project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The existing site contains no prominent significant natural features therefore no issue related to the preservation of these features applies.
- b. Not applicable.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) The overhead power lines run through the existing 24" diameter deciduous tree canopy along Waterville Street. As such the tree canopy has been significantly altered through the years and appears more in the shape of a "Y". The tree will be removed as part of the building construction work. The existing landscaping between the project and adjacent condominiums at 7 Waterville Street will be protected during construction.



- (ii) Not applicable.

- (iii) Adequate measures to protect existing vegetation during construction will be provided.

- (iv) The applicant will require a waiver from this standard and the replacement with 2 trees.

- (v) Not applicable.

b. Site Landscaping.

- (i) Landscaped Buffers:

- (a) There are no visible service or loading areas.

(b) The project has 84 ft. of frontage on Waterville and 49 ft on Fore Street. As such 18 shrubs shall be planted or preserved on the site.

(c) Not applicable.

(d) Not applicable.

(ii) Parking Lot Landscaping:

a) Not applicable. The parking is within a garage.

a) Not applicable. The parking is within a garage.

a) Not applicable. The parking is within a garage.

a) Not applicable. The parking is within a garage.

a) Not applicable. The parking is within a garage.

(iii) Street Trees:

(a) Two new street trees are proposed along Waterville Street. The existing 15" diameter tree will be protected during construction. Several raised planting beds are proposed adjacent to the building exterior along Fore Street. Due to vehicle site lines additional street trees are not proposed adjacent to the intersection.

(b) Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) Runoff from the site will continue to be directed to the City's storm drainage systems in the adjacent street. The project will not create ponding or flooding on adjacent lots.

(ii) All stormwater runoff is proposed to discharge to the City's storm drainage system. The project will not increase the rate of runoff nor adversely impact adjacent lots or the City street system.

(iii) The project will not increase the rate of runoff nor adversely impact adjacent lots or the City street system..

(iv) The project will not increase the rate of runoff nor adversely impact adjacent lots or the City street system..

b. A site specific Stormwater Management Plan has been developed for the project

to show compliance with Section 5 of the Technical Manual, including the basic, general, and flooding standards of MeDEP Chapter 500. Please refer to the Stormwater Management plan for more information.

- c. The project is not located in a watershed of an urban impaired stream as listed by the MaineDEP.
- d. Not applicable.
- e. The development is not anticipated to pose a risk to groundwater contamination either during or post-construction. The project is serviced by both a public wastewater system and public drainage system.
- f. The development will provide for adequate and sanitary disposal or sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

- a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
- b. Not applicable.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting public and residential access.
- b. No changes to emergency access conditions within the surrounding streets is proposed.
- c. Fire hydrants are located within the adjacent street system. The new building will have fire suppression.

3. Availability and Adequate Capacity of Public Utilities:

- a. Public utilities in the vicinity of the site have the capacity to serve the proposed project. More information on utilities is included within the ability to serve letters to the respective utility companies.
- b. All on site electrical lines will be underground.
- c. All new utility infrastructures will meet the provisions of the Technical Manual.
- d. The project will be served by connection to the public sewer system within Waterville Street

- e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
- f. The proposed building includes provisions for internal storage of trash and recyclables temporarily until waste containers can be transported to the street.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:
 - a. The bulk, location and height of the existing building does not result in adverse impacts to abutting properties.
 - b. HVAC venting is proposed to be directed to the building roof and directed away from public spaces.
2. Shadows:
 - a. Not applicable.
3. Snow and Ice Loading:
 - a. The proposed building will have flat roofs; therefore, accumulated snow and ice will not fall onto adjacent properties or public ways.
4. View Corridors:
 - a. The project site is located outside the Downtown Vision View Corridor Protection Plan.
5. Historic Resources:
 - a. The development is not located in a historic district, historic landscape district or City designated landmark.
 - b. The development is not located adjacent to designated landmark, historic district, or historic landscape district. *Please notify the us if the project is within 100 ft. of a historic district.*
 - c. There are no known archaeological resources on the site.
6. Exterior Lighting:
 - a. Site Lighting
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. Cut sheets may be provided for the lighting typical of residential lights. Please let us know if a photometric plan is required for a project of this scale.

b. Architectural and Specialty Lighting

(i) No architectural or specialty lighting is proposed.

(ii) No up-lighting is proposed.

c. Street Lighting

(i) Existing street lights on Waterville and Fore Street will be protected during construction and will remain in use. No new street lights are proposed.

7. Noise and Vibration:

All HVAC and Mechanical equipment shall be accordance with the applicable zoning requirements.

8. Signage and Wayfinding:

a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

(i) The project is not located in a historic district or subject to Article IX.

(ii) Not applicable.

(iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

a. The project will be designed to meet the design standards within the R6 Zone.



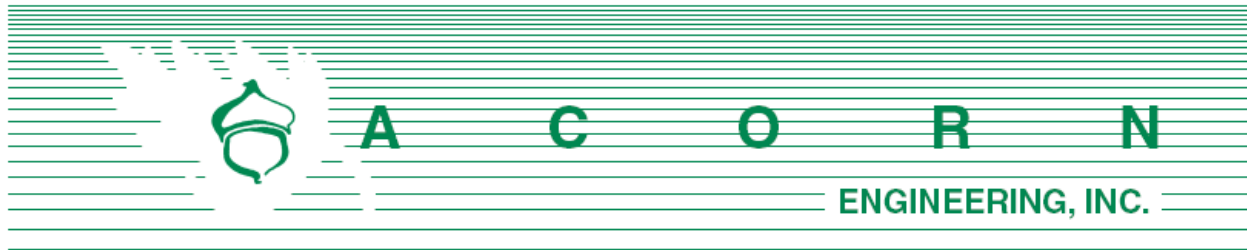
**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



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



Assistant Chief Keith Gautreau
City of Portland Fire Department
380 Congress St.
Portland, ME 04101

January 3, 2016

Subject: 31 Fore St. Site Review – Fire Department Checklist
Section 8 of Application

On behalf of Peninsula Property Development, LLC the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

Peninsula Property Development, LLC
Attn: Bob & Carrie LeBlanc
59 Moody Street
Portland, Maine 04101

2. Name address, telephone number of architect

Port City Architecture
Attn: Andrew Hyland
65 Newbury Street
Portland, Maine 04101

3. Proposed uses of any structures [NFPA and IBC classification]

The Code Analysis will be provided under separate cover by Port City Architecture.

4. Square footage of all structures [total and per story]

Garage Floor	2,457	sf
1 st Floor	2,457	sf
2 nd Floor	2,457	sf
3 rd Floor	2,457	sf
Total	9,828	sf

5. Elevation of all structures

The average building height is 45 ft. See attached elevations for additional information.

6. Proposed fire protection of all structures

The building will have a sprinkler system with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire system design which will be performed prior the request for a building permit.

7. Hydrant locations

An existing hydrant is located at the corner of Fore and Waterville Street. The hydrant is located approximately 10 ft. from the nearest building edge. Please refer to the Existing Conditions Plan for the exact location. Hydrant flow data from the Portland Water District will be forwarded to the City once obtained.

8. Water main size and location

The development will be serviced by the existing water main within Waterville Street. A 2" fire service line will extend from the existing water main to the building fire suppression system. The building is expected to have an internal sprinkler risers and a Fire Department pump connection on the Waterville Street side of the building.

9. Access to all structures [min. 2 sides]

Access to the structure is provided on Waterville and Fore Street

10. A code summary shall be included referencing NFPA 1 and all fire department technical standards.

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is located in a densely developed area and is fronted by a public street. The following street widths are currently available:

- Waterville Street 32 ft.
- Fore Street 42 ft.

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 ft. of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 ft. from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).



Response: Not applicable

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Response: As depicted on the site plan, the proposed building layout provides for minimum two sided access to the structure.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Response: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Response: The building will be provided with an exterior doors that will be within 50' of a Fire Department access route, namely Fore Street.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Response: A minimum of 9 ft. vertical clearance will be provided to the site.

3.4.6. Elevators shall be sized to accommodate an 80 x 24 inch stretcher.

Response: The elevator will be supplied to meet this requirement.

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Response: The applicant will work with the City's Public Services Division to assign street addresses and numbering to meet City Standards.

Please let me know if you have any additional questions or comments.

Sincerely,



William H. Savage, P.E.
Principal
Acorn Engineering, Inc.



7. Solid Waste Disposal

The four individual unit owners, or their property management company shall be responsible for relocating the solid waste and recyclable material to the street curb in accordance with City regulations. The proposed development includes an internal solid waste area as noted on the Site Plan (C-10).

The solid waste containers will be fully enclosed and screen from the public view.



6. Utilities

The proposed project will include installation of new utility services to the building. Presently the existing building is served by overhead electrical, telephone and cable. These overhead utilities will be rerouted underground as part of the project. Ability to serve letters have supplied to the respective utility companies in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Please refer to the attached letters. Responses will be forwarded to the planner once received.





A C O R N

ENGINEERING, INC.

Department of Public Services
Attn: David Margolis-Pineo
55 Portland Street
Portland, Maine 04101

January 4, 2016

Subject: 31 Fore Street Redevelopment
Re: Ability to Serve

Dear David,

On behalf of Peninsula Property Development, LLC, we are pleased to submit the following request for the Department of Public Services' ability to serve the proposed development. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building located at 31 Fore Street (16-J-26), within the R-6 residential zoning district, in Portland, Maine. The existing 3-unit, 3-story, wood frame building will be removed as part of the construction of the urban infill development.

On behalf of the client we are requesting the following information:

1. Any additional information, such as additional utility mapping within Waterville or Fore Street including inverts.
2. Alternative connection locations from the development to the existing system.
3. DPS's proposed infrastructure improvements within the project vicinity.
4. DPS's ability to serve the project.

I have attached an existing conditions plan by Owen Haskell and proposed preliminary utility plan by our office to facilitate your review. Please do not hesitate myself or the office for questions or clarifications.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



David Margolis-Pineo
Deputy City Engineer
207-874-8850
207-400-6696
dmp@portlandmaine.gov

Date: 1/5/16

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 31 Fore Street

Chart Block Lot Number: 16-J-26

Proposed Use: Multi-Family

Previous Use: Multi-Family

Existing Sanitary Flows: _____ GPD

Existing Process Flows: _____ GPD

Description and location of City sewer that is to
receive the proposed building sewer lateral.

Proposed connection in either Waterville or Fore St

Final location to be determined

Site Category | Commercial (see part 4 below)
Industrial (complete part 5 below)
Governmental
Residential
Other (specify)

X

Clearly, indicate the proposed connections, on the submitted plans.

2. Please, Submit Contact Information.

City Planner's Name: TBD Phone: _____

Owner/Developer Name: Bob LeBlanc - Peninsula Property Development, LLC

Owner/Developer Address: 59 Moody Street, Portland, Maine 04101

Phone: (207) 776-913 Fax: _____ E-mail: robertleblanc1@me.com

Engineering Consultant Name: Will Savage - Acorn Engineering, Inc.

Engineering Consultant Address: 158 Danforth Street Portland, Maine 04102

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: 300 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, Effective August 3rd, 2015

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:

N/A

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 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):

(<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, or attached, as a separate sheet.



A C O R N

ENGINEERING, INC.

Portland Water District
Attn: MEANS Department
225 Douglas Street
Portland, Maine 04104

January 4, 2016

Subject: 31 Fore Street Redevelopment
Re: Ability to Serve

To whom it may concern:

On behalf of Peninsula Property Development, LLC, we are pleased to submit the following request for Portland Water District's ability to serve the proposed development. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building located at 31 Fore Street (16-J-26), within the R-6 residential zoning district, in Portland, Maine. The existing 3-unit, 3-story, wood frame building will be removed as part of the construction of the urban infill development.

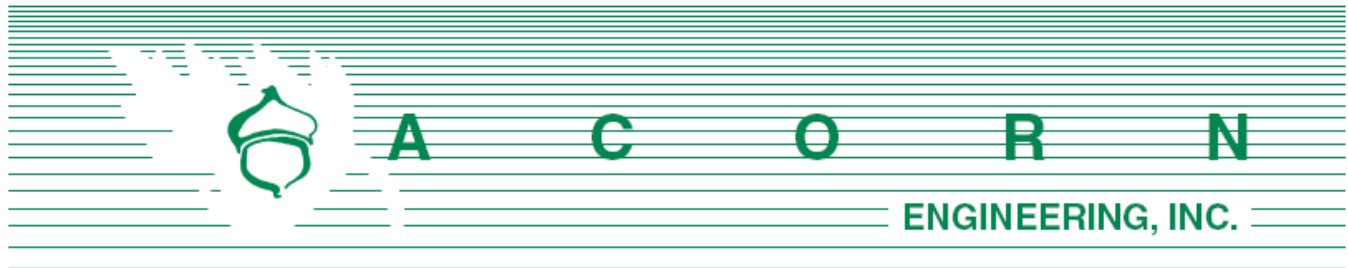
Based upon the Section 4 of the Maine Subsurface Water Disposal Rules, the project anticipates the following design flows:

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				
Residential Units	1 Bedroom	0	120	0
	2 Bedroom	3	210	630
	3 Bedroom	0	300	0
				<i>630</i>
Proposed flow				
Residential Units	1 Bedroom	1	120	120
	2 Bedroom	1	210	210
	3 Bedroom	2	300	600
	-			<i>930</i>
Net Change				300
*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 approximately 300 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.



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



On behalf of the client we are requesting the following information:

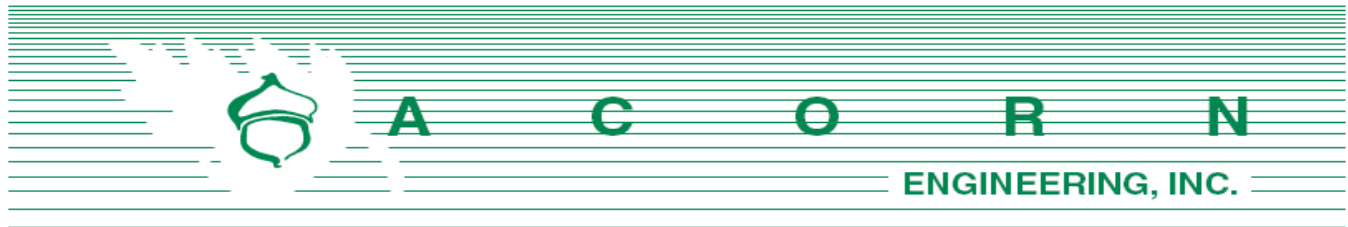
1. Any additional information, such as additional utility mapping within Waterville or Fore Street.
2. Alternative connection locations from the development to the existing system.
3. PWD's proposed infrastructure improvements within the project vicinity.
4. Flow data for adjacent hydrants.
5. PWD's ability to serve the project.

I have attached an existing conditions plan by Owen Haskell and proposed preliminary utility plan by our office to facilitate your review. Please do not hesitate myself or the office for questions or clarifications.

Sincerely,

A handwritten signature in black ink, appearing to read 'Will Savage'.

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Central Maine Power Company
Attn: Tony Tanquay
162 Canco Road
Portland, Maine 04103

January 4, 2016

Subject: 31 Fore Street Redevelopment
Re: Ability to Serve

Tony Tanquay,

On behalf of Peninsula Property Development, LLC, we are pleased to submit the following request for Central Maine Power's ability to serve the proposed development. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building located at 31 Fore Street (16-J-26), within the R-6 residential zoning district, in Portland, Maine. The existing 3-unit, 3-story, wood frame building will be removed as part of the construction of the urban infill development.

Presently power is supplied overhead to the 3-unit from the existing pole on Waterville Street approximately 100 ft away from the intersection with Fore St. It is proposed that the 4-unit building be served by an underground conduit from the existing pole with stand-off brackets. It is anticipated the 4-unit would be served by a pole mounted transformer on the existing pole.

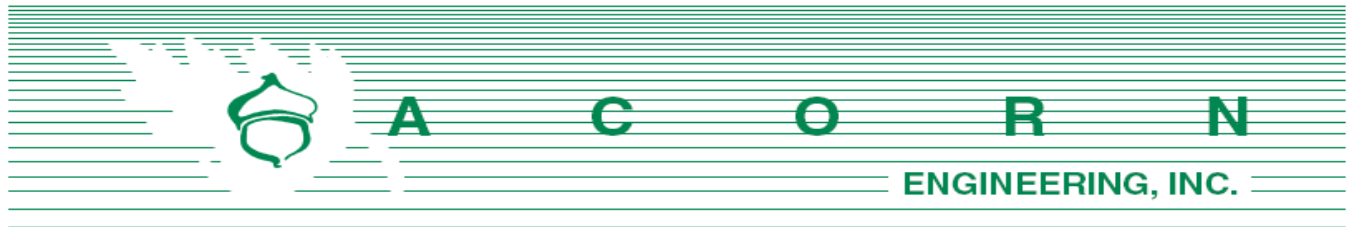
On behalf of the client we are requesting the following information:

1. Any easements for overhead services currently crossing the proposed development.
2. Alternative connection locations from the development to the existing system.
3. CMP's proposed infrastructure improvements within the project vicinity.
4. CMP's ability to serve the project.
5. Confirmation the existing pole will be an allowed location for the transformer.
6. Access requirements to the CMP meters.

I have attached an existing conditions plan by Owen Haskell and proposed preliminary utility plan by our office to facilitate your review. Please do not hesitate myself or the office for questions or clarifications.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Fairpoint Communications
Attn: Scott Derrig
5 Davis Farm Road
Portland, Maine 04103

January 4, 2016

Subject: 31 Fore Street Redevelopment
Re: Ability to Serve

Scott Derrig,

On behalf of Peninsula Property Development, LLC, we are pleased to submit the following request for Fairpoint Communication's ability to serve the proposed development. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building located at 31 Fore Street (16-J-26), within the R-6 residential zoning district, in Portland, Maine. The existing 3-unit, 3-story, wood frame building will be removed as part of the construction of the urban infill development.

We believe service is presently supplied overhead to the 3-unit from the existing pole on Waterville Street approximately 100 ft away from the intersection with Fore St. It is proposed that the 4-unit building be served by an underground conduit from the existing pole with stand-off brackets.

On behalf of the client we are requesting the following information:

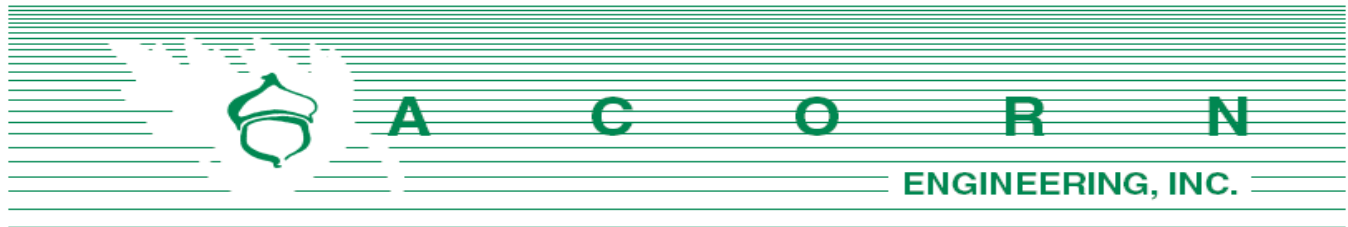
1. Any additional information, such as additional utility mapping within Waterville or Fore Street.
2. Any easements for overhead services currently crossing the proposed development.
3. Alternative connection locations from the development to the existing communication system.
4. Fairpoint's proposed infrastructure improvements within the project vicinity.
5. Fairpoint's ability to serve the project.

I have attached an existing conditions plan by Owen Haskell and proposed preliminary utility plan by our office to facilitate your review.

Please do not hesitate myself or the office for questions or clarifications.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Time Warner Cable
Attn: Mark Pelletier
5 Davis Farm Road
118 Johnson Road
Portland, Maine 04102

January 4, 2016

Subject: 31 Fore Street Redevelopment
Re: Ability to Serve

Mark Pelletier,

On behalf of Peninsula Property Development, LLC, we are pleased to submit the following request for Time Warner Cable's ability to serve the proposed development. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building located at 31 Fore Street (16-J-26), within the R-6 residential zoning district, in Portland, Maine. The existing 3-unit, 3-story, wood frame building will be removed as part of the construction of the urban infill development.

We believe service is presently supplied overhead to the 3-unit from the existing pole on Waterville Street approximately 100 ft away from the intersection with Fore St. It is proposed that the 4-unit building be served by an underground conduit from the existing pole with stand-off brackets.

On behalf of the client we are requesting the following information:

1. Any additional information, such as additional utility mapping within Waterville or Fore Street.
2. Any easements for overhead services currently crossing the proposed development.
3. Alternative connection locations from the development to the existing communication system.
4. Fairpoint's proposed infrastructure improvements within the project vicinity.
5. Fairpoint's ability to serve the project.

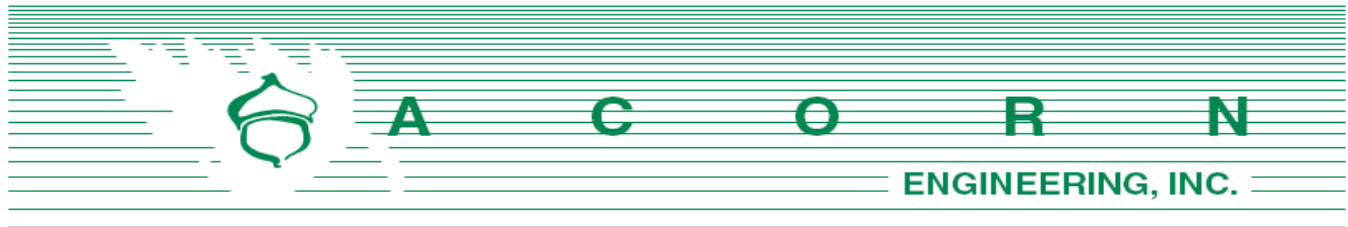
I have attached an existing conditions plan by Owen Haskell and proposed preliminary utility plan by our office to facilitate your review.

Please do not hesitate to contact myself or the office for questions or clarifications.

Sincerely,

A handwritten signature in black ink, appearing to read 'Will Savage'.

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Unitil Service Corp.
Attn: Kelly Fowler
P.O. Box 3586
Portland, Maine 04104

January 4, 2016

Subject: 31 Fore Street Redevelopment
Re: Ability to Serve

Kelly Fowler,

On behalf of Peninsula Property Development, LLC, we are pleased to submit the following request for Unitil's ability to serve the proposed development. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building located at 31 Fore Street (16-J-26), within the R-6 residential zoning district, in Portland, Maine. The existing 3-unit, 3-story, wood frame building will be removed as part of the construction of the urban infill development.

The developer plans to serve the proposed building with a gas service. At this time we have proposed that the new service be established from the existing underground line within Waterville Street, and into the mechanical closet for the development. Gas loading computations, delivery pressure, total number of meters, and other site information will be performed by the client's mechanical engineer, at a later date.

On behalf of the client we are requesting the following information:

1. Any additional information, such as additional utility mapping within Waterville or Fore Street.
2. Unitil's proposed infrastructure improvements within the project vicinity.
3. Unitil's ability to serve the project.

I have attached an existing conditions plan by Owen Haskell and proposed preliminary utility plan by our office to facilitate your review.

Please do not hesitate to contact myself or the office for questions or clarifications.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.

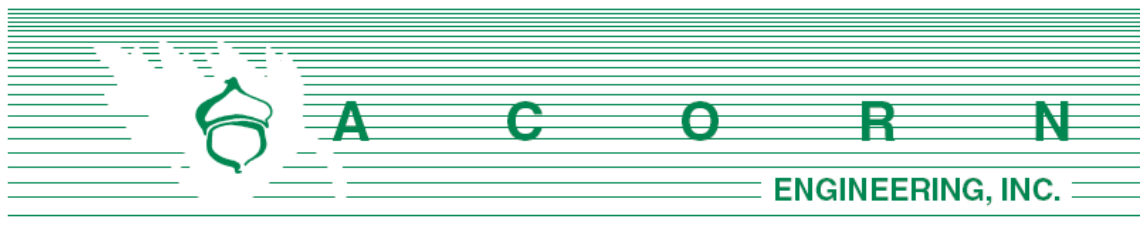
C: Joe Renda – Unitil Corporation

10. Written Request for Waivers

The following is a list of known project related waivers.

1. **Landscape Preservation** – The overhead power lines run through the existing 24” diameter deciduous tree canopy along Waterville Street. As such the tree canopy has been significantly altered through the years and appears more in the shape of a “Y”. We are proposing to remove the one tree as part of the building construction work and in its place plant two street trees in accordance with Section 14-526 Site Plan Standards (b)2.a.iv(a).
2. **Parking Lot Landscaping** – The applicant is requesting a waiver to the parking lot landscaping requirements for parking lots with 5 or more parking spaces. Because the parking is within an enclosed garage the landscaping required for 6 parking spaces will be provided for within the open space. As such a contribution to the City of Portland Tree Fund will not be necessary.
3. **Street Trees** – The applicant is seeking a waiver to the street trees requirements for multi-family residential properties. Due to the large proposed building footprint, existing tree to be preserved and limited sidewalk space along Waterville and Fore street fronts, it is not feasible to place the required 4 trees for every residential unit within the City ROW. Opportunities may exist onsite within the open space.
4. **Traffic Study** - Given the net increase in units is one we are requesting a waiver to complete a Traffic Impact Study as allowed for within the City of Portland Technical Manual Section 1.1.1.2. Scope of Study.
5. **Soil Survey Standards** - Given the urban development , no onsite wastewater is proposed, the applicant does not intend to perform a more intense (Class A, B, or C) hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/12 are met.





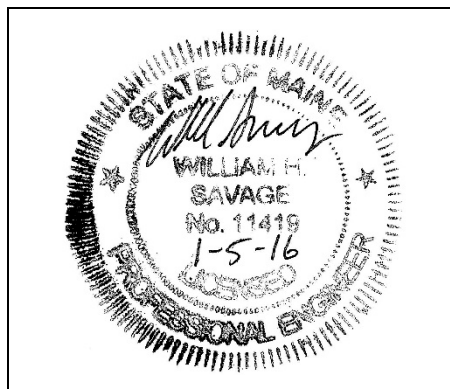
PRELIMINARY STORMWATER MANAGEMENT REPORT

Prepared For:

**Peninsula Property Development, LLC
31 Fore Street Redevelopment
31 Fore Street
Portland, Maine 04101**

Prepared By:

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



January 2016

INTRODUCTION

Acorn Engineering, Inc. has been retained by Peninsula Property Development, LLC to provide civil engineering services for the proposed redevelopment of 31 Fore Street. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building. The existing 3-story, wood frame building will be removed as part of the construction of the urban infill development.

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.

The proposed project will include the redevelopment of existing impervious area including rooftops, sidewalks, and gravel driveways with parking. The current course of action is to provide water quality treatment to the stormwater through filtration utilizing a Maine Department of Environmental Protection – Rain Garden (Bioretention Cell) approved stormwater Best Management Practice (BMP). This development shall incorporate green infrastructure to provide water quality treatment for no less than 95% of the new impervious area and 80% of the developed area.

The stormwater analysis is documented with supporting calculations and reports attached to this narrative.

EXISTING CONDITIONS

The proposed project site is located on the southeasterly corner of the intersection of Waterville and Fore Street. Portland has zoned this area as an R-6 Residential Zone. A boundary plan has been prepared by Owen Haskell, Inc. of Falmouth, Maine dated 9/24/15 and revised 10/17/15.

Abutting Uses:

- North R-6 Zone – Multi-Family Residential
- West R-6 Zone - Multi-Family Residential
- South R-6 Zone - Multi-Family Residential
- East B6 Zone – Portland Company

The project area is previously developed and comprised of grassed areas, rooftops, sidewalks, gravel driveways with parking. From south to north the grades are approximately 10% up to an existing retaining wall. The project area presently drains towards the intersection of Waterville and Fore Street before entering the municipal storm drain system.



The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting, existing free-draining soils and steep slopes 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

The proposed project is a residential 4-unit redevelopment of an existing 3-unit building. The existing 3-story, wood frame building will be removed as part of the construction of the urban infill development. To minimize the development's footprint and impervious area the project will include a parking garage beneath the building that will include 6 parking spaces, bicycle parking and solid waste/recycling storage area.

The moderate change in grade will be incorporated into the building design by terracing the building into the slope. Terracing will be completed through stepped foundations and reuse of the existing retaining walls. The proposed pedestrian access off of Fore Street will access the first floor above the garage level while the garage level will be accessed from the low point on Waterville Street setback the maximum distance from the intersection. Structural Integrity Consulting Engineering will provide the foundation/retaining wall design for the building permit application. The parcel will be landscaped with trees, shrubs and ornamental grasses.

The development will be served by the Portland Water District, underground power/cable/communications, natural gas and the municipal sewer system. The project anticipates incorporating Maine DEP approved stormwater Best Management Practices to meet the General and Flooding Standards.

GENERAL STANDARDS - WATER QUALITY

The development shall provide water quality treatment for no less than 95% of the new impervious area and 80% of the developed area. The project includes the redevelopment of existing impervious area including rooftops, asphalt and gravel driveways and parking. The entire parcel is previously developed and as such the will not create any new developed area. Water quality treatment shall be provided through the use of a Rain Garden meeting the specifications of a Maine DEP Bioretention Cell. From herein the Bioretention Cell shall be referred to as a Rain Garden.

The rain garden was sized to meet or exceed the requirements set forth within the MDEP Volume III: BMPs Technical Design Manual Section 7.2. Filtration BMPs have been shown to be very effective at removing a wide range of pollutants from stormwater runoff. The stormwater runoff shall first flow into the rain garden whose plants and storage area shall provide initial treatment. The stormwater shall be detained above the surface before flowing vertically through the soil filter layer. The treated stormwater shall then be collected within perforated pipes and released slowly by the outlet control at an attenuated rate. Larger storm events shall overflow into an oversized horizontal atrium grate.

The treatment of the impervious surface is as follows:



Table 1 - Impervious Treatment Area Table					
	Existing Impervious Area (SF)	Proposed Total Impervious Area (SF)	Net change in Impervious Area (SF)	Proposed Impervious Area with Treatment (SF)	% Overall New Imp. Area Treated
Rain Garden	2,070	2,842	772	2,457	318%

As shown above the project anticipates meeting and exceeding the required treatment for new impervious surfaces through the use of the rain garden BMP.

According to the requirements for a rain garden as defined in the Volume III: BMPs Technical Design Manual, Chapter 7.2, the surface area of the filter shall be no less than the sum of 7% of the tributary impervious area and 3% of the tributary vegetated area. The filter area is calculated by the following formula:

$$[(\text{Imp. SF} \times 0.07) + (\text{Veg. SF} \times 0.03)] = \text{Filter Area (SF)}$$

Please refer to Table 2 below.

Table 2 – Total Filter Surface Area, displays the proposed Rain Garden sizing requirements, actual size and the percentage of required area.

Table 2 –Total Filter Surface Area			
	Required Filter Area (SF)	Actual Filter Area (SF)	Percentage of Required Area (%)
Rain Garden	170	175	102%

The outflow from the Rain Garden is then tributary to the municipal stormwater system. As shown, the size of the soil filter area will meet and exceed the surface area requirements. Values from the HydroCAD calculations attached to this report.

In accordance with the Volume III: BMPs Technical Design Manual, a water quality volume of 1.0 inches times the tributary impervious area plus 0.4 inches times the tributary disturbed area is required to be treated by the Rain Garden. The water quality volume is calculated by the following formula:

$$\left(\frac{\text{Imp. SF} \times 1.0''}{12''/1'} \right) + \left(\frac{\text{Veg. SF} \times 0.4''}{12''/1'} \right) = \text{Treatment Volume (CF)}$$

The proposed water quality volume is as follows:

Table 3 - Water Quality Volume Table				
	Disturbed Area (SF)	Impervious Area (SF)	Treatment Volume Required (CF)	Treatment Volume Provided (CF)
Rain Garden	0	2,842	236	256



As shown, the size of the combined water quality volume will meet and exceed the treatment volume requirements. Values from the HydroCAD calculations are attached to this report.

Provided the infiltration rates of the water quality volume through the soil filter are variable a water quality outlet is modeled to provide the required minimum 24-hour release time. This is completed by adjusting the rainfall amount in HydroCAD until the inflow volume is equal to or greater than the calculated treatment volume. The storm events are modeled as type III, 24-hour storm events in HydroCAD.

A vertical orifice is modeled in HydroCAD at the outlet control structure. The orifice diameter is sized to detain the stormwater for an approximate period of 24 hours. The orifice shall be placed at the end of the outfall pipe into the municipal catch basin. The orifice is intended to be a PVC cap placed on the outfall pipe (no glue) with the orifice drilled into the cap eccentrically. The PVC cap can be easily inspected, removed or replaced if necessary. The orifice for the water quantity volume is then set above the peak elevation determined for the water quality volume.

FLOODING STANDARD – WATER QUANTITY

The proposed project 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 3.10", 4.60", and 5.80" 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).

Time of Concentration (T_c)

In our initial submission a time of concentration (T_c) of 5 minutes was applied to each subcatchment for both the pre and post-development condition, given the urban setting, and moderate slopes. This was a conservative approach that in the post-development condition would result in the two separate subcatchments peak flow rates combining at the reach at the same time. Using different T_c 's can result in a multiple peak flow rates and can result in an overall lower combined peak flow.

Curve Number

Conservative curve number (CN) runoff values were used within the subcatchment for the landscaped area. The stormwater calculations used the following CN values in the post development condition for vegetated areas, as follows:

- 75% Grass Cover, Good
- Woods/Grass Combination Good



Given the landscaping plan is to design a densely planted perennial gardens the Woods/Grass Combination was deemed an appropriate CN value for the projected portion of the project area to receive landscaping.

Pre-development Calculations

The pre-development condition was modeled as one subcatchment to determine the net impact of the development.

- Subcatchment 1 – The subcatchment area is defined by the property line to the intersection of Waterville and Fore Street.

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 C, or this report. Peak flow rates for the storm events are as follows:

Table 4 – Pre-Development Peak Stormwater Flows			
Drainage Area	2 – Year Storm Event (cfs)	10 – Year Storm Event (cfs)	25 – Year Storm Event (cfs)
POI #1	0.1	0.2	0.3

Post-development Calculations:

The one predevelopment subcatchment was broken into two separate subcatchments for the post-development condition.

- Subcatchment 1 – This is comprised of the building's roof and a small portion of the driveway.
- Subcatchment 2 – This is comprised of the landscaped area, patio and internal sidewalks.

The post development calculations include changes to the land use, and the compensation provided by the detention facility. The following table represents comparison of predevelopment and post-development condition peak runoff rates for the proposed development and tributary area.

Table 5 – Comparison of Peak Flows						
Drainage Area	2 – Year Storm Event (cfs)		10 – Year Storm Event (cfs)		25 – Year Storm Event (cfs)	
	Pre	Post	Pre	Post	Pre	Post
POI #1	0.1	0.1	0.2	0.2	0.3	0.3

As shown in Table 5 the net impact of 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 C of this report.



SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

Given the soils information, listed above, no onsite wastewater is proposed, the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/12 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 3 - “K” Value		
Soils Type	Subsurface	Substratum
Hinckley	.17	.17

The soil “K” values for the soils, listed above, show a low susceptibility to erosion. The site’s susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil “K” values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance, given the long sustained slopes.

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. As a result the design of the proposed development and stormwater system does not anticipate to create erosion, drainage or runoff problems either in the development or with respect to adjoining properties.

Attachments

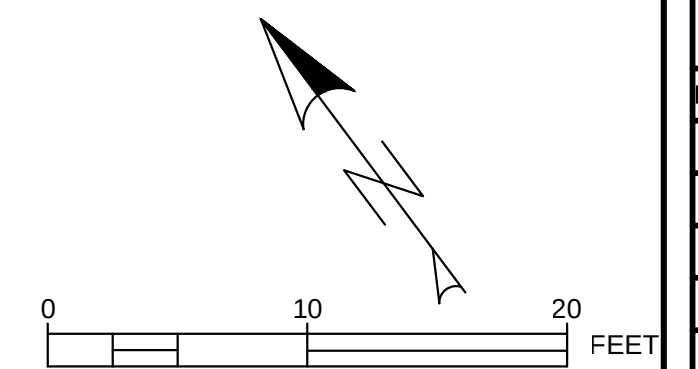
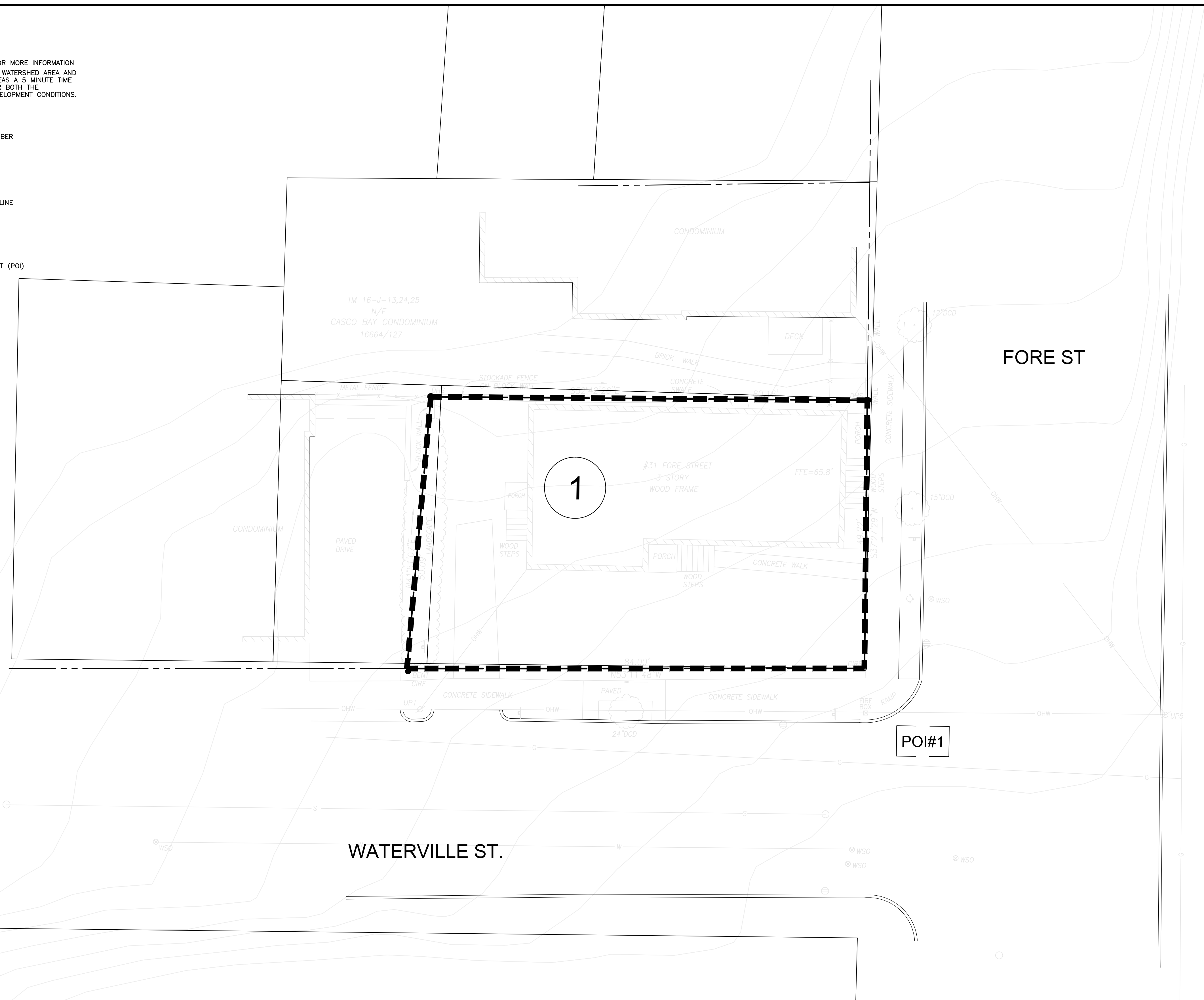
Attachment A: Pre Development Watershed Map
Attachment B: Post Development Watershed Map
Attachment C: HydroCAD Calculations



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

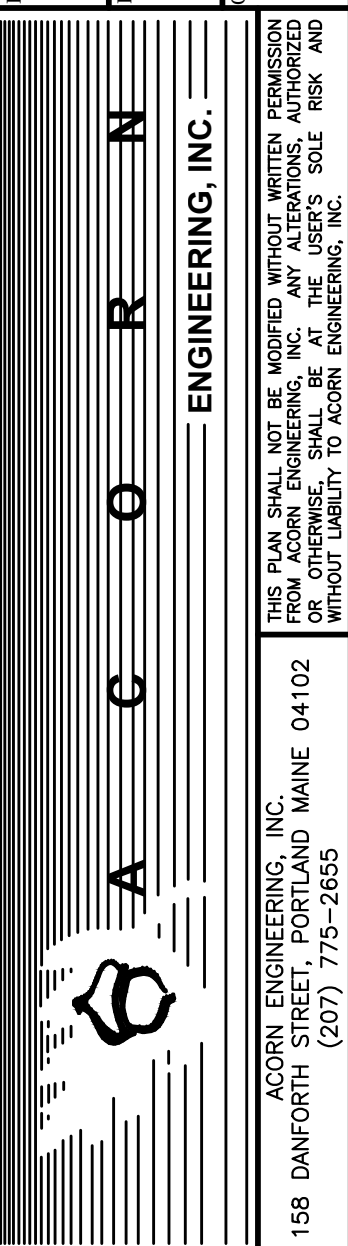
1 POINT OF INTEREST (POI)



ISSUED FOR
PERMITTING
NOT FOR CONSTRUCTION

ISSUED FOR	BY
	DATE
PRELIM. APPLICATION	WHS
	1/5/16
REVISION	REV.
	DATE

DRAWING NAME	PRE-DEVELOPMENT STORMWATER PLAN
PROJECT NAME	31 FORE STREET REDEVELOPMENT
CLIENT	PENINSULA PROPERTY DEVELOPMENT, LLC. 59 MOODY STREET, PORTLAND MAINE 04101



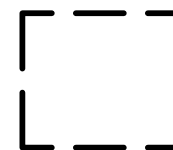
FILE:	1068_DETAILS
DATE:	12/28/15
JN:	1068
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	WHS
CHECKED BY:	WHS

DRAWING NO.
PRE

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.

1

SUBCATCHMENT NUMBER



SUBCATCHMENT OUTLINE

1

POINT OF INTEREST (POI)



ISSUED FOR
PERMITTING
NOT FOR CONSTRUCTION

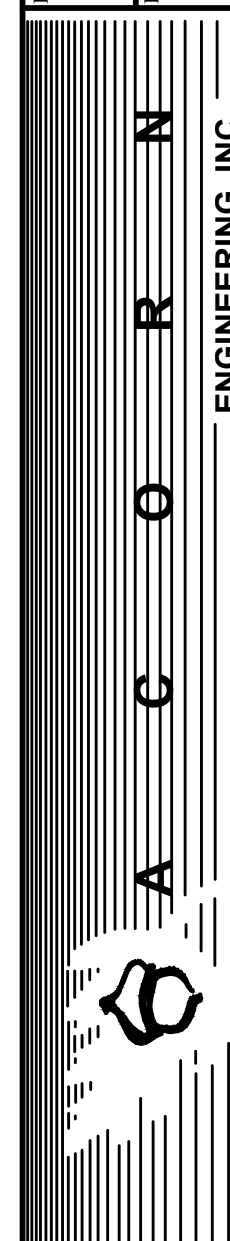
ISSUED FOR	BY
PRELIM. APPLICATION	DATE
	WHS
	1/5/16
REVISION	REV.
	DATE

POST-DEVELOPMENT STORMWATER PLAN

31 FORE STREET REDEVELOPMENT

PENINSULA PROPERTY DEVELOPMENT, LLC.

59 MOODY STREET, PORTLAND MAINE 04101

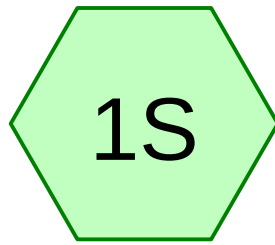


THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

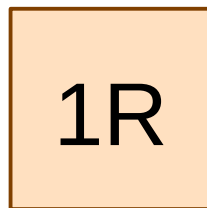
ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND MAINE 04102
(207) 775-2655

FILE:	1068_DETAILS
DATE:	12/28/15
JN:	1068
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	WHS
CHECKED BY:	WHS

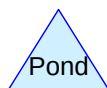
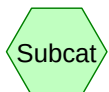
DRAWING NO.
POST



Pre 31 Fore



POI#1



Routing Diagram for Pre_12-31-15

Prepared by Acorn Engineering, Inc., Printed 1/4/2016
HydroCAD® 10.00-15 s/n 00620 © 2015 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.046	39	>75% Grass cover, Good, HSG A (1S)
0.037	98	Building (1S)
0.005	96	Gravel Parking (1S)
0.006	98	Stairs/Sidewalks (1S)
0.093	69	TOTAL AREA

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.046	HSG A	1S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.048	Other	1S
0.093		TOTAL AREA

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.046	0.000	0.000	0.000	0.000	0.046	>75% Grass cover, Good	1S
0.000	0.000	0.000	0.000	0.037	0.037	Building	1S
0.000	0.000	0.000	0.000	0.005	0.005	Gravel Parking	1S
0.000	0.000	0.000	0.000	0.006	0.006	Stairs/Sidewalks	1S
0.046	0.000	0.000	0.000	0.048	0.093	TOTAL AREA	

Pre_12-31-15

Type III 24-hr 2-year Rainfall=3.10"

Prepared by Acorn Engineering, Inc.

Printed 1/4/2016

HydroCAD® 10.00-15 s/n 00620 © 2015 HydroCAD Software Solutions LLC

Page 5

Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

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

Subcatchment1S: Pre 31 Fore

Runoff Area=4,068 sf 45.97% Impervious Runoff Depth=0.72"

Tc=5.0 min CN=69 Runoff=0.07 cfs 0.006 af

Reach 1R: POI#1

Inflow=0.07 cfs 0.006 af

Outflow=0.07 cfs 0.006 af

Total Runoff Area = 0.093 ac Runoff Volume = 0.006 af Average Runoff Depth = 0.72"
54.03% Pervious = 0.050 ac 45.97% Impervious = 0.043 ac

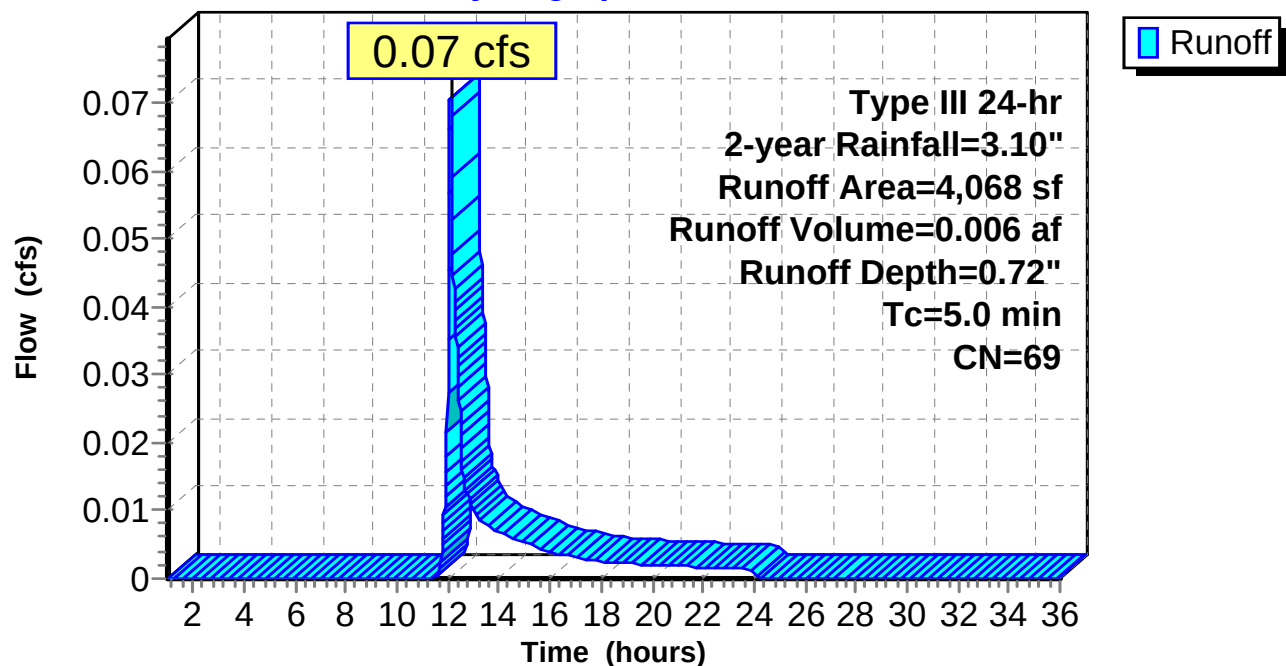
Summary for Subcatchment 1S: Pre 31 Fore

Runoff = 0.07 cfs @ 12.09 hrs, Volume= 0.006 af, Depth= 0.72"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.10"

	Area (sf)	CN	Description
*	1,590	98	Building
*	280	98	Stairs/Sidewalks
*	200	96	Gravel Parking
	1,998	39	>75% Grass cover, Good, HSG A
	4,068	69	Weighted Average
	2,198		54.03% Pervious Area
	1,870		45.97% Impervious Area

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

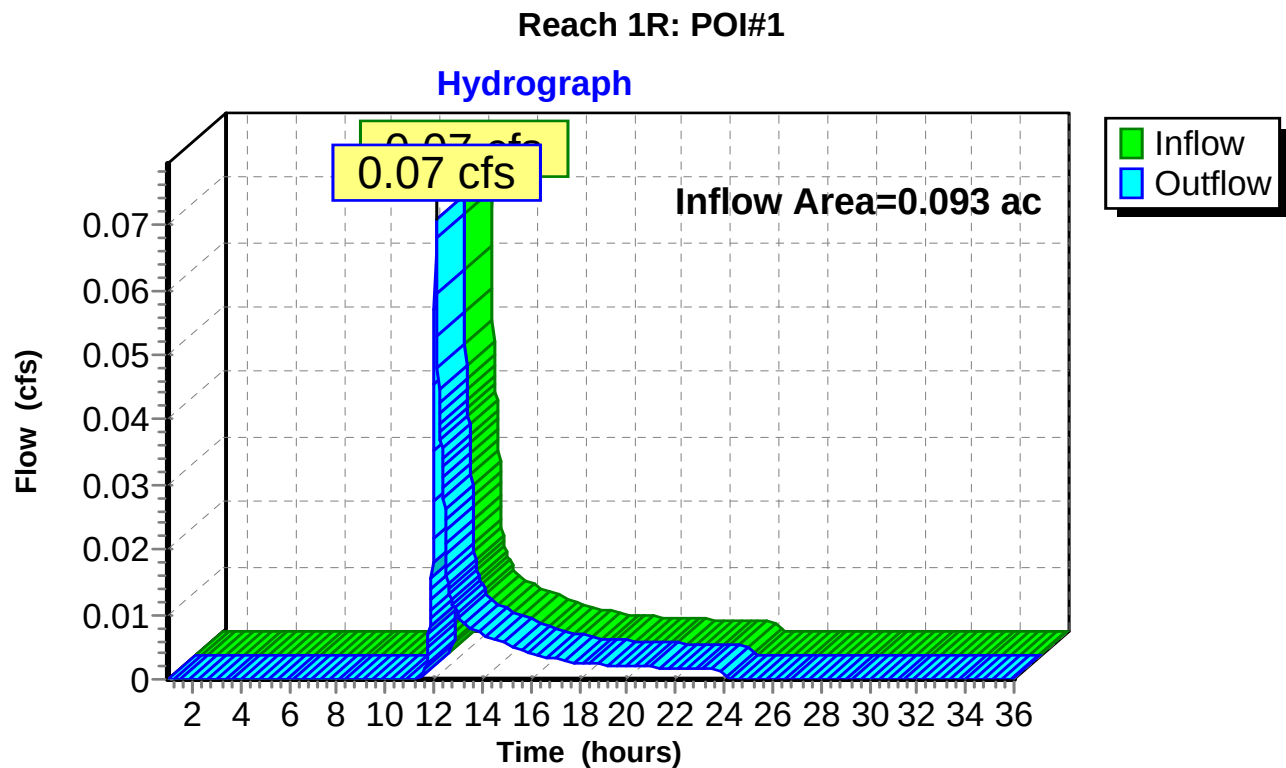
Subcatchment 1S: Pre 31 Fore**Hydrograph**

Summary for Reach 1R: POI#1

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.093 ac, 45.97% Impervious, Inflow Depth = 0.72" for 2-year event
Inflow = 0.07 cfs @ 12.09 hrs, Volume= 0.006 af
Outflow = 0.07 cfs @ 12.09 hrs, Volume= 0.006 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs



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Type III 24-hr 10-year Rainfall=4.60"

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Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

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

Subcatchment1S: Pre 31 Fore

Runoff Area=4,068 sf 45.97% Impervious Runoff Depth=1.67"

Tc=5.0 min CN=69 Runoff=0.18 cfs 0.013 af

Reach 1R: POI#1

Inflow=0.18 cfs 0.013 af

Outflow=0.18 cfs 0.013 af

Total Runoff Area = 0.093 ac Runoff Volume = 0.013 af Average Runoff Depth = 1.67"
54.03% Pervious = 0.050 ac 45.97% Impervious = 0.043 ac

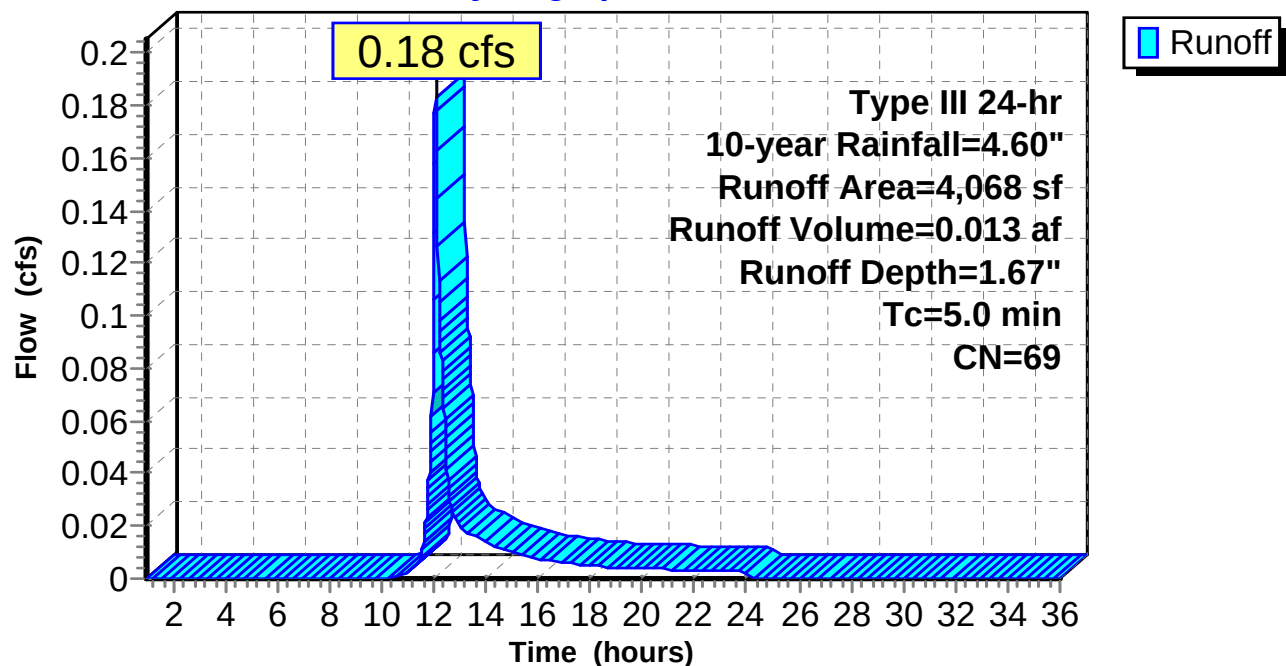
Summary for Subcatchment 1S: Pre 31 Fore

Runoff = 0.18 cfs @ 12.08 hrs, Volume= 0.013 af, Depth= 1.67"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.60"

	Area (sf)	CN	Description
*	1,590	98	Building
*	280	98	Stairs/Sidewalks
*	200	96	Gravel Parking
	1,998	39	>75% Grass cover, Good, HSG A
	4,068	69	Weighted Average
	2,198		54.03% Pervious Area
	1,870		45.97% Impervious Area

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

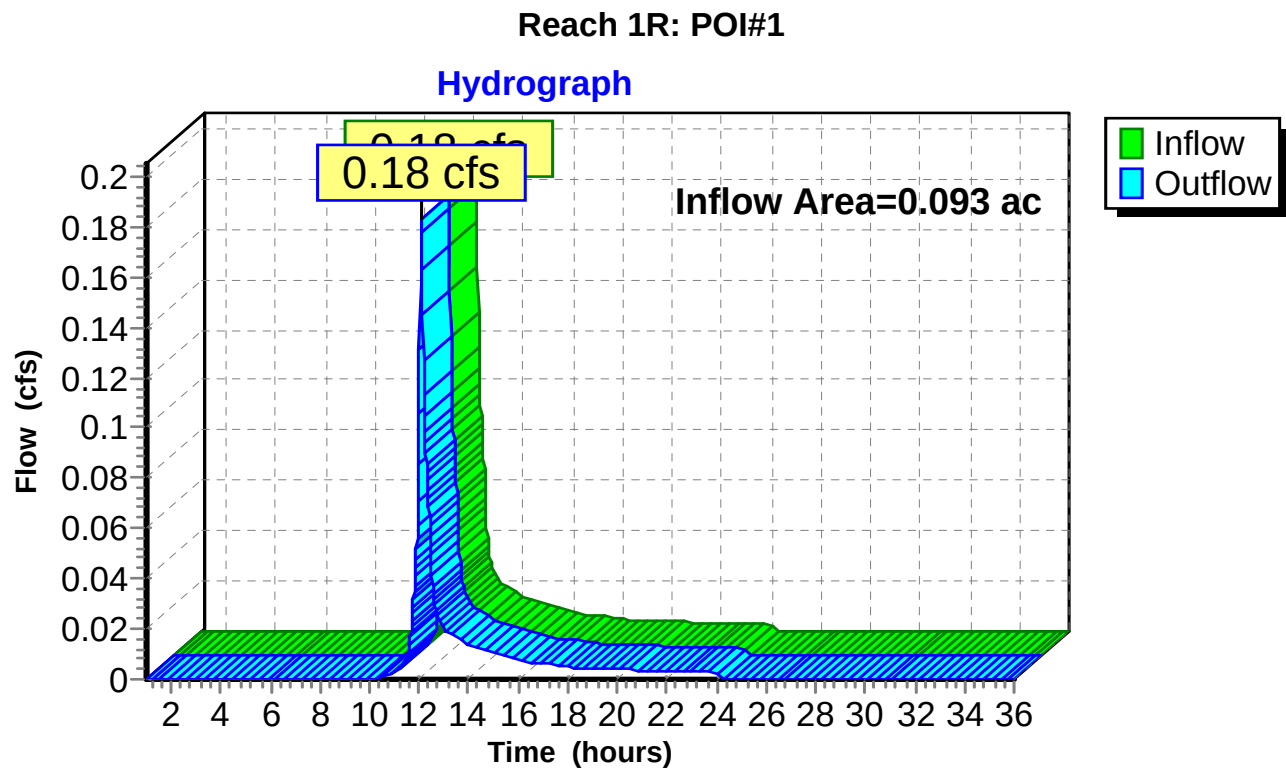
Subcatchment 1S: Pre 31 Fore**Hydrograph**

Summary for Reach 1R: POI#1

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.093 ac, 45.97% Impervious, Inflow Depth = 1.67" for 10-year event
Inflow = 0.18 cfs @ 12.08 hrs, Volume= 0.013 af
Outflow = 0.18 cfs @ 12.08 hrs, Volume= 0.013 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs



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Type III 24-hr 25-year Rainfall=5.80"

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Time span=1.00-36.00 hrs, dt=0.02 hrs, 1751 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

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

Subcatchment1S: Pre 31 Fore

Runoff Area=4,068 sf 45.97% Impervious Runoff Depth=2.56"

Tc=5.0 min CN=69 Runoff=0.29 cfs 0.020 af

Reach 1R: POI#1

Inflow=0.29 cfs 0.020 af

Outflow=0.29 cfs 0.020 af

Total Runoff Area = 0.093 ac Runoff Volume = 0.020 af Average Runoff Depth = 2.56"
54.03% Pervious = 0.050 ac 45.97% Impervious = 0.043 ac

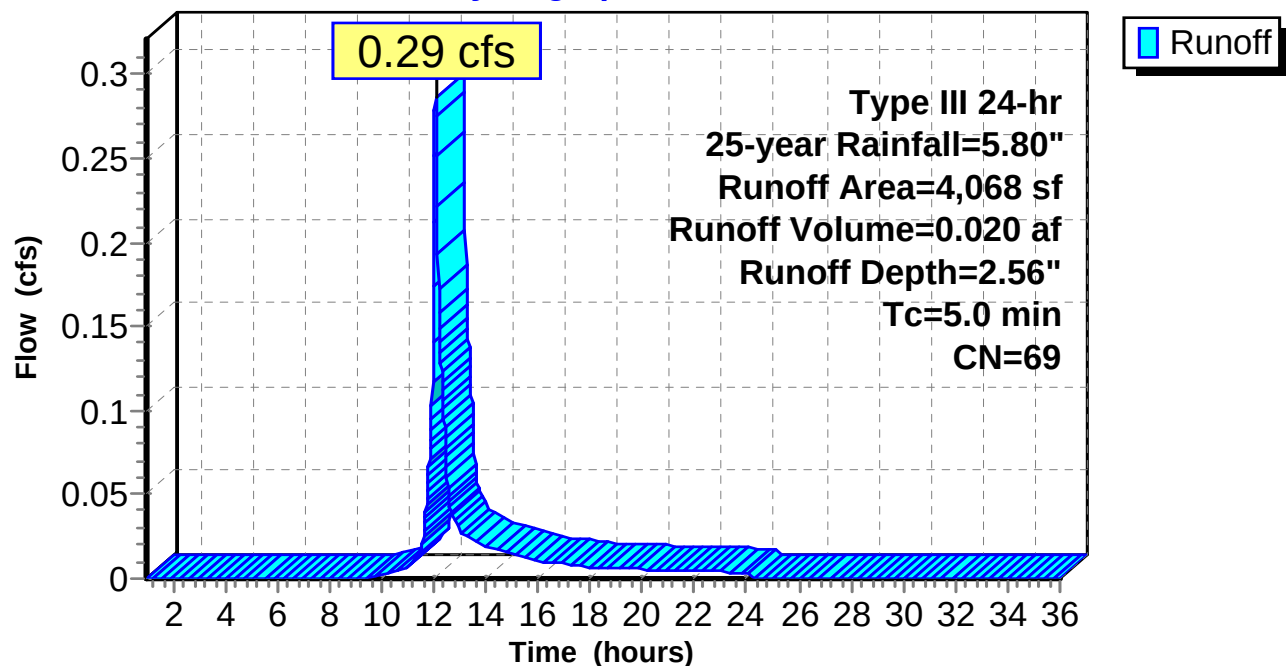
Summary for Subcatchment 1S: Pre 31 Fore

Runoff = 0.29 cfs @ 12.08 hrs, Volume= 0.020 af, Depth= 2.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=5.80"

	Area (sf)	CN	Description
*	1,590	98	Building
*	280	98	Stairs/Sidewalks
*	200	96	Gravel Parking
	1,998	39	>75% Grass cover, Good, HSG A
	4,068	69	Weighted Average
	2,198		54.03% Pervious Area
	1,870		45.97% Impervious Area

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

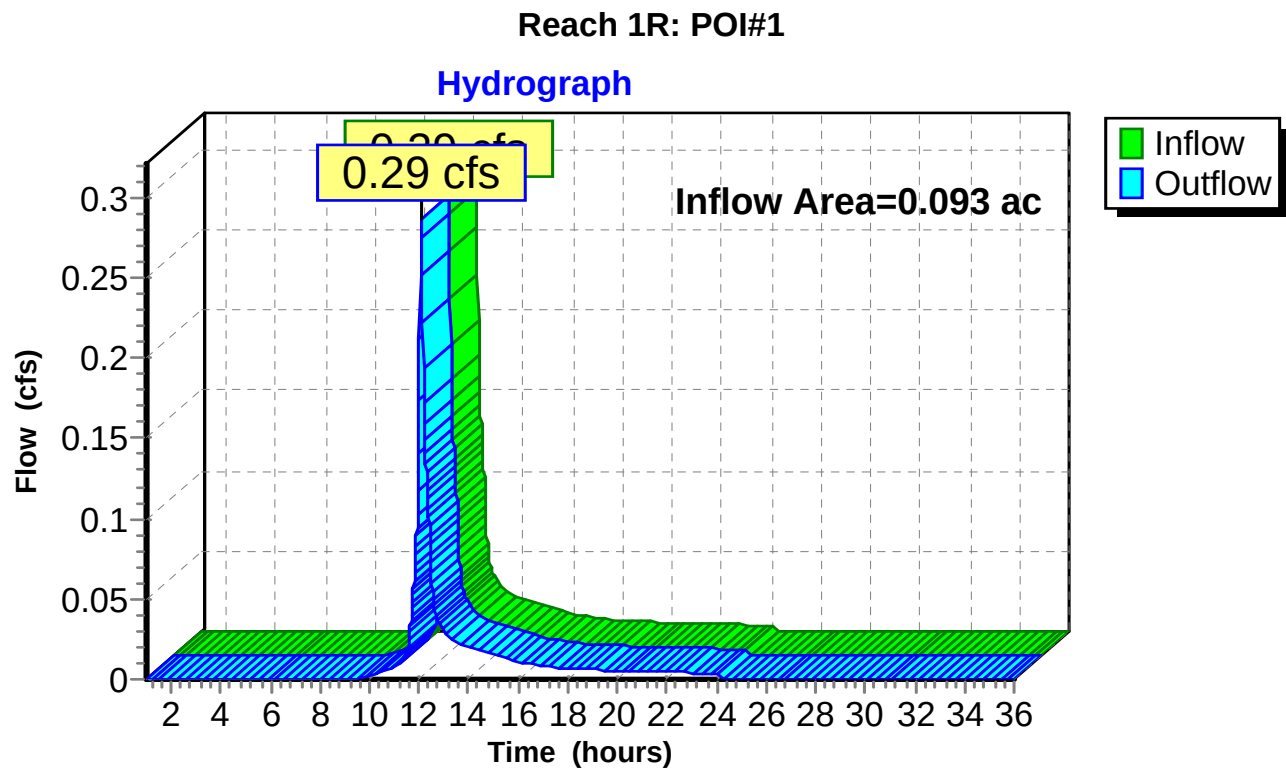
Subcatchment 1S: Pre 31 Fore**Hydrograph**

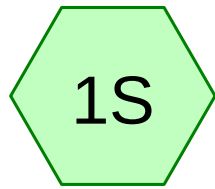
Summary for Reach 1R: POI#1

[40] Hint: Not Described (Outflow=Inflow)

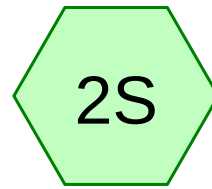
Inflow Area = 0.093 ac, 45.97% Impervious, Inflow Depth = 2.56" for 25-year event
Inflow = 0.29 cfs @ 12.08 hrs, Volume= 0.020 af
Outflow = 0.29 cfs @ 12.08 hrs, Volume= 0.020 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.02 hrs

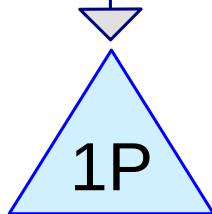




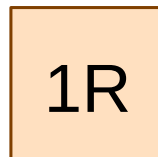
Roof Area



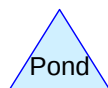
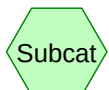
Land/Hardscaping



Rain Garden



POI#1



Routing Diagram for Post_12-31-15

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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.021	39	>75% Grass cover, Good, HSG A (2S)
0.056	98	Building (1S)
0.003	98	Patio (2S)
0.008	98	Stairs/Sidewalks (2S)
0.007	32	Woods/grass comb., Good, HSG A (2S)
0.096	80	TOTAL AREA

Post_12-31-15

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Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.028	HSG A	2S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.068	Other	1S, 2S
0.096		TOTAL AREA

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.021	0.000	0.000	0.000	0.000	0.021	>75% Grass cover, Good	2S
0.000	0.000	0.000	0.000	0.056	0.056	Building	1S
0.000	0.000	0.000	0.000	0.003	0.003	Patio	2S
0.000	0.000	0.000	0.000	0.008	0.008	Stairs/Sidewalks	2S
0.007	0.000	0.000	0.000	0.000	0.007	Woods/grass comb., Good	2S
0.028	0.000	0.000	0.000	0.068	0.096	TOTAL AREA	

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Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Diam/Width (inches)	Height (inches)	Inside-Fill (inches)
1	1P	51.00	50.90	10.0	0.0100	0.010	6.0	0.0	0.0

Post_12-31-15*Type III 24-hr 2-year Rainfall=3.10"*

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Time span=0.00-36.00 hrs, dt=0.02 hrs, 1801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Roof Area

Runoff Area=2,457 sf 100.00% Impervious Runoff Depth=2.87"
Tc=5.0 min CN=98 Runoff=0.18 cfs 0.013 af

Subcatchment2S: Land/Hardscaping

Runoff Area=1,711 sf 28.35% Impervious Runoff Depth=0.20"
Tc=5.0 min CN=54 Runoff=0.00 cfs 0.001 af

Reach 1R: POI#1

Inflow=0.09 cfs 0.014 af
Outflow=0.09 cfs 0.014 af

Pond 1P: Rain Garden

Peak Elev=54.63' Storage=94 cf Inflow=0.18 cfs 0.013 af
Outflow=0.09 cfs 0.013 af

Total Runoff Area = 0.096 ac Runoff Volume = 0.014 af Average Runoff Depth = 1.77"
29.41% Pervious = 0.028 ac 70.59% Impervious = 0.068 ac

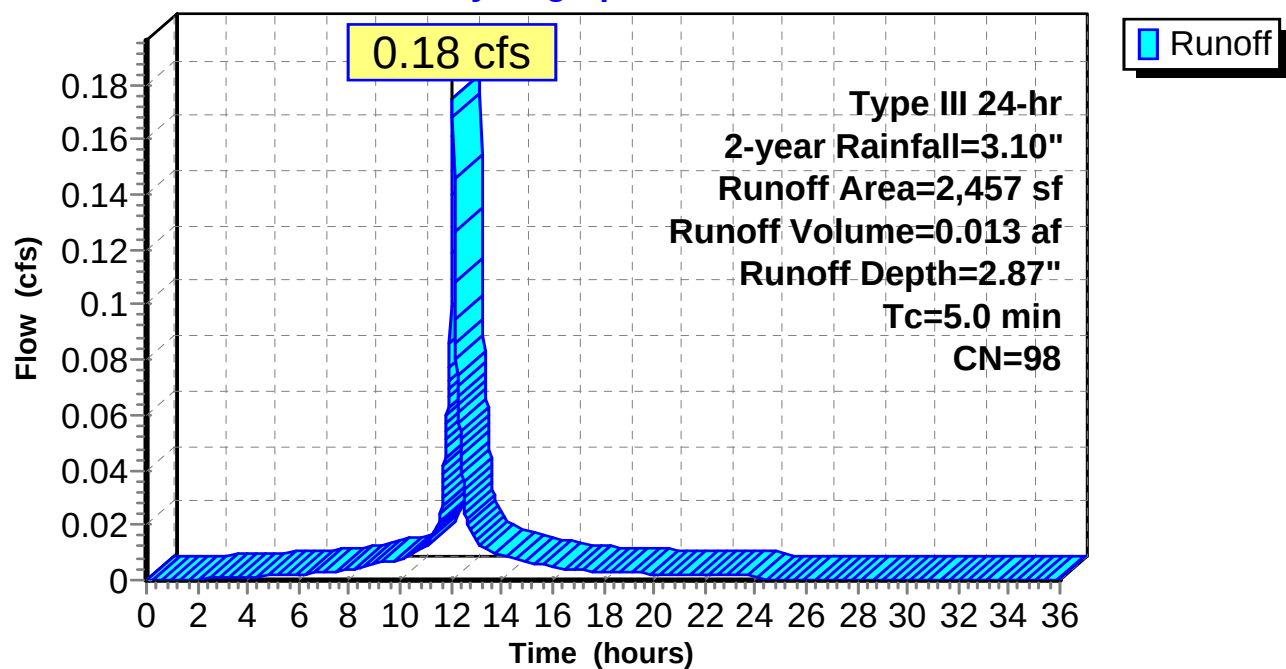
Summary for Subcatchment 1S: Roof Area

Runoff = 0.18 cfs @ 12.07 hrs, Volume= 0.013 af, Depth= 2.87"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.10"

	Area (sf)	CN	Description
*	2,457	98	Building
	2,457		100.00% Impervious Area

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

Subcatchment 1S: Roof Area**Hydrograph**

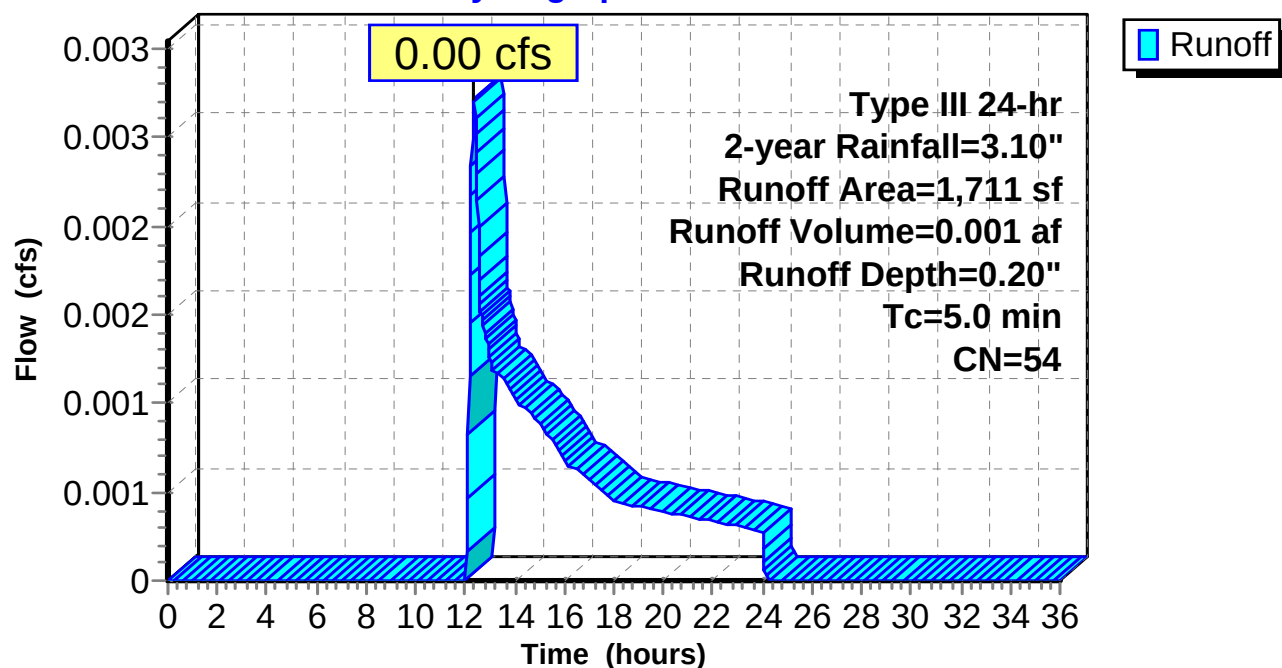
Summary for Subcatchment 2S: Land/Hardscaping

Runoff = 0.00 cfs @ 12.36 hrs, Volume= 0.001 af, Depth= 0.20"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 2-year Rainfall=3.10"

	Area (sf)	CN	Description
*	365	98	Stairs/Sidewalks
*	120	98	Patio
	926	39	>75% Grass cover, Good, HSG A
	300	32	Woods/grass comb., Good, HSG A
	1,711	54	Weighted Average
	1,226		71.65% Pervious Area
	485		28.35% Impervious Area

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

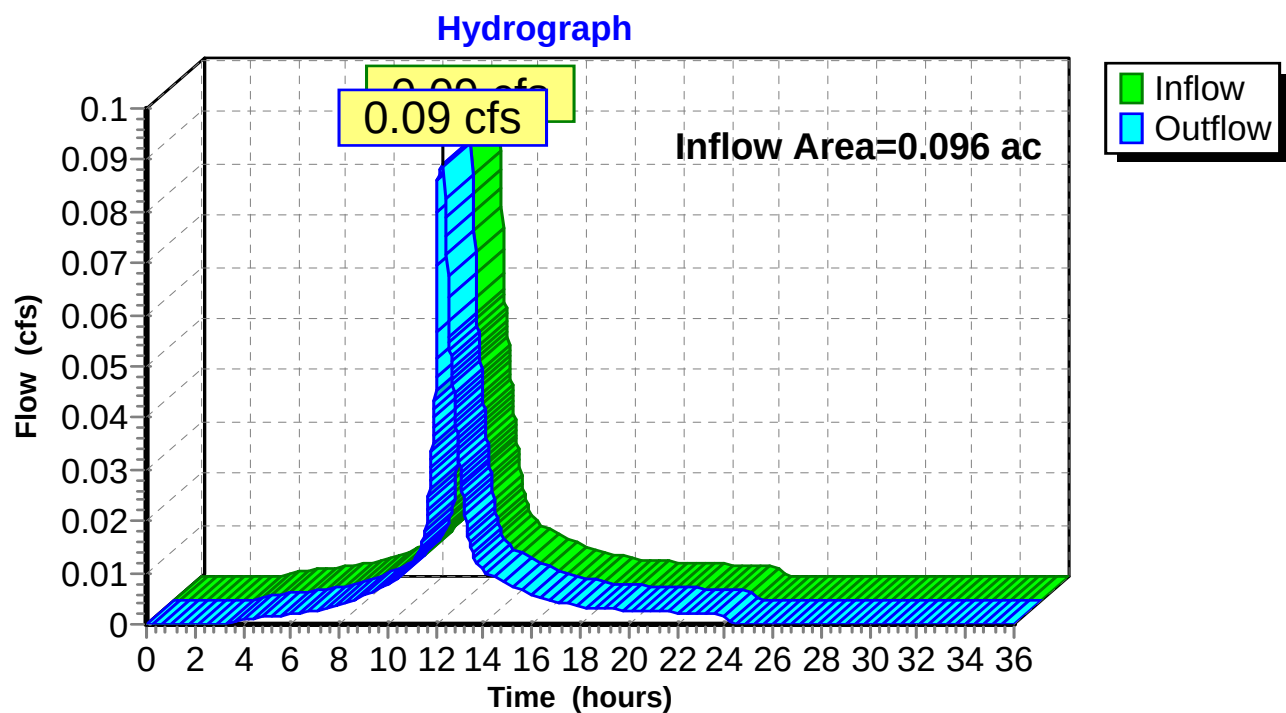
Subcatchment 2S: Land/Hardscaping**Hydrograph**

Summary for Reach 1R: POI#1

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.096 ac, 70.59% Impervious, Inflow Depth = 1.76" for 2-year event
Inflow = 0.09 cfs @ 12.27 hrs, Volume= 0.014 af
Outflow = 0.09 cfs @ 12.27 hrs, Volume= 0.014 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI#1

Summary for Pond 1P: Rain Garden

Inflow Area = 0.056 ac, 100.00% Impervious, Inflow Depth = 2.87" for 2-year event
 Inflow = 0.18 cfs @ 12.07 hrs, Volume = 0.013 af
 Outflow = 0.09 cfs @ 12.20 hrs, Volume = 0.013 af, Atten = 50%, Lag = 7.7 min
 Primary = 0.09 cfs @ 12.20 hrs, Volume = 0.013 af

Routing by Stor-Ind method, Time Span = 0.00-36.00 hrs, dt = 0.02 hrs
 Peak Elev = 54.63' @ 12.20 hrs Surf.Area = 319 sf Storage = 94 cf

Plug-Flow detention time = 19.6 min calculated for 0.013 af (99% of inflow)
 Center-of-Mass det. time = 15.0 min (771.2 - 756.1)

Volume	Invert	Avail.Storage	Storage Description
#1	54.50'	256 cf	Water Quality Volume (Prismatic) Listed below (Recalc)
#2	52.50'	20 cf	Loam/Soil Filter Media (Prismatic) Listed below (Recalc)
			200 cf Overall x 10.0% Voids
#3	51.00'	60 cf	Crushed Stone (Prismatic) Listed below (Recalc)
			150 cf Overall x 40.0% Voids
		336 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.50	100	0	0
55.00	175	69	69
56.00	200	188	256

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
52.50	100	0	0
54.50	100	200	200

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.00	100	0	0
52.50	100	150	150

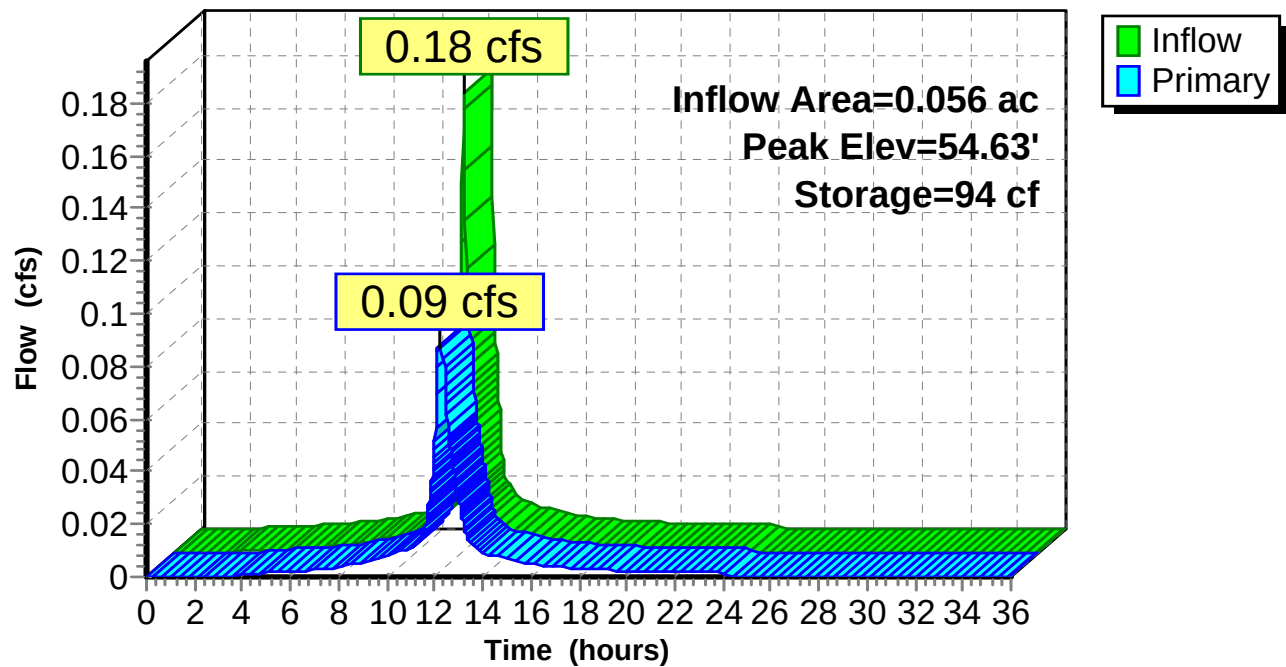
Device	Routing	Invert	Outlet Devices
#1	Primary	51.00'	6.0" Round Culvert L = 10.0' CMP, mitered to conform to fill, Ke = 0.700 Inlet / Outlet Invert = 51.00' / 50.90' S = 0.0100 1' Cc = 0.900 n = 0.010 PVC, smooth interior, Flow Area = 0.20 sf
#2	Device 1	55.00'	6.0" Horiz. Orifice/Grate C = 0.600 Limited to weir flow at low heads
#3	Device 1	51.10'	0.3" Vert. Orifice/Grate C = 0.600
#4	Device 1	51.10'	1.3" Vert. Orifice/Grate C = 0.600

Primary OutFlow Max=0.09 cfs @ 12.20 hrs HW=54.63' (Free Discharge)

- 1=Culvert (Passes 0.09 cfs of 1.53 cfs potential flow)
- 2=Orifice/Grate (Controls 0.00 cfs)
- 3=Orifice/Grate (Orifice Controls 0.00 cfs @ 9.03 fps)
- 4=Orifice/Grate (Orifice Controls 0.08 cfs @ 8.97 fps)

Pond 1P: Rain Garden

Hydrograph



Post_12-31-15*Type III 24-hr 10-year Rainfall=4.60"*

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Time span=0.00-36.00 hrs, dt=0.02 hrs, 1801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Roof Area

Runoff Area=2,457 sf 100.00% Impervious Runoff Depth=4.36"
Tc=5.0 min CN=98 Runoff=0.26 cfs 0.021 af

Subcatchment2S: Land/Hardscaping

Runoff Area=1,711 sf 28.35% Impervious Runoff Depth=0.73"
Tc=5.0 min CN=54 Runoff=0.02 cfs 0.002 af

Reach 1R: POI#1

Inflow=0.15 cfs 0.023 af
Outflow=0.15 cfs 0.023 af

Pond 1P: Rain Garden

Peak Elev=55.04' Storage=156 cf Inflow=0.26 cfs 0.021 af
Outflow=0.14 cfs 0.020 af

Total Runoff Area = 0.096 ac Runoff Volume = 0.023 af Average Runoff Depth = 2.87"
29.41% Pervious = 0.028 ac 70.59% Impervious = 0.068 ac

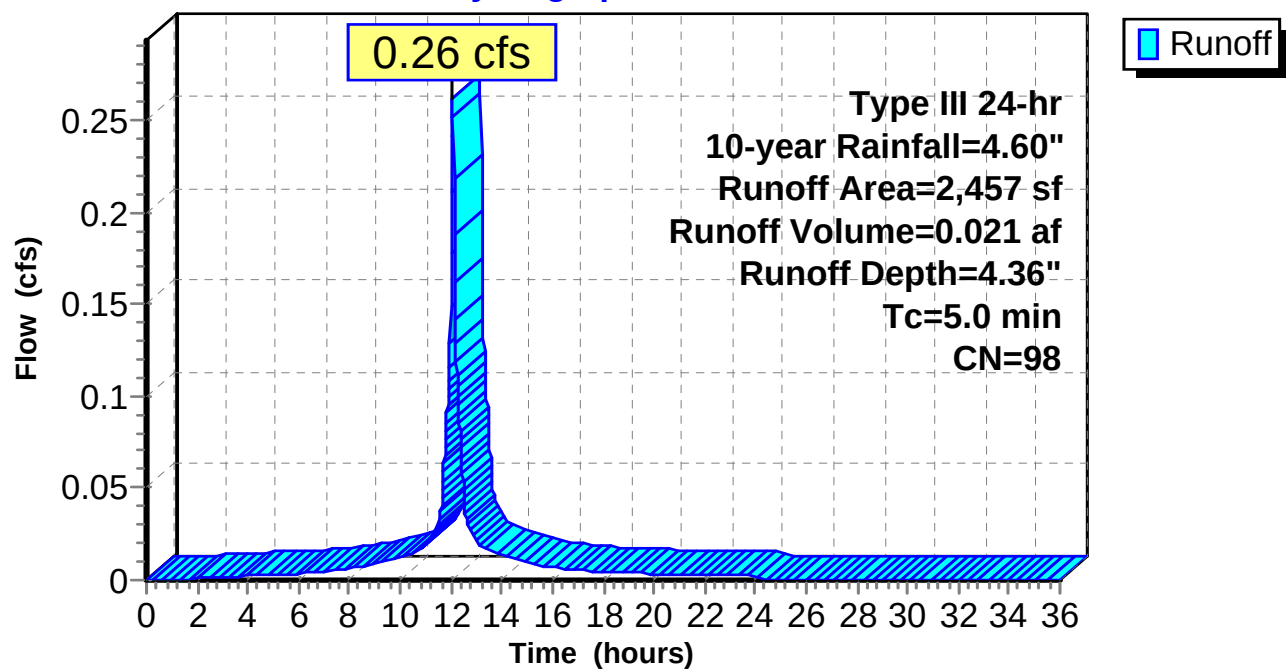
Summary for Subcatchment 1S: Roof Area

Runoff = 0.26 cfs @ 12.07 hrs, Volume= 0.021 af, Depth= 4.36"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
* 2,457	98	Building
2,457		100.00% Impervious Area

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

Subcatchment 1S: Roof Area**Hydrograph**

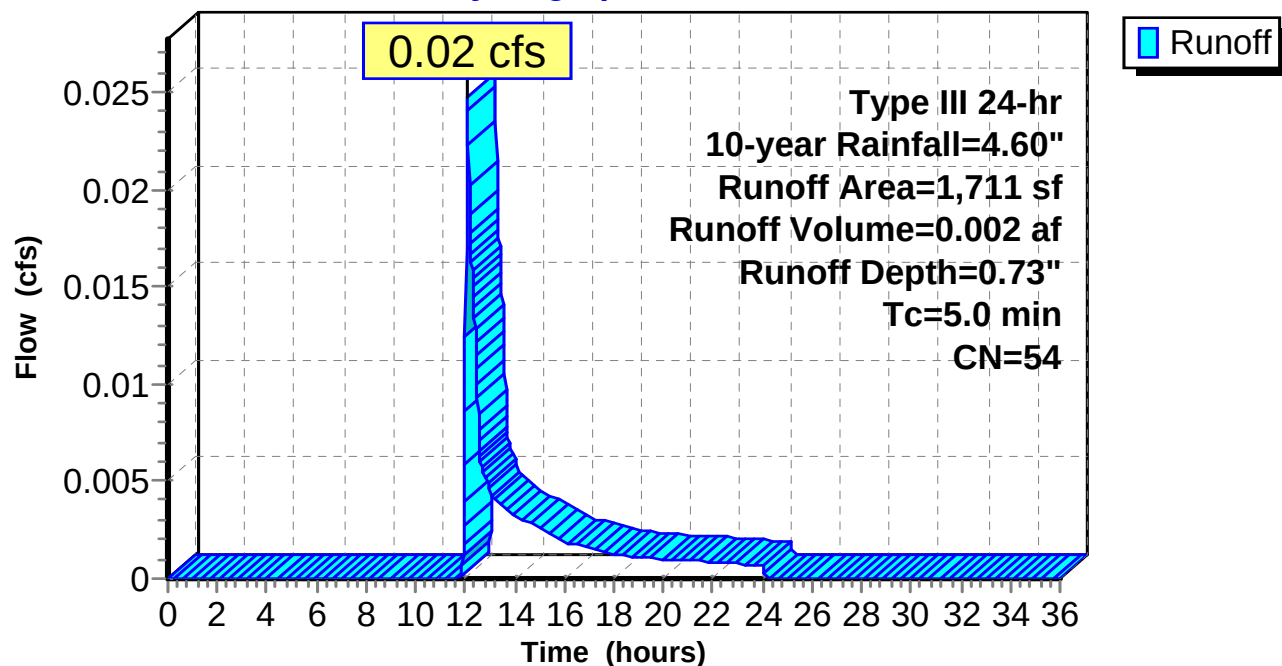
Summary for Subcatchment 2S: Land/Hardscaping

Runoff = 0.02 cfs @ 12.10 hrs, Volume= 0.002 af, Depth= 0.73"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 10-year Rainfall=4.60"

	Area (sf)	CN	Description
*	365	98	Stairs/Sidewalks
*	120	98	Patio
	926	39	>75% Grass cover, Good, HSG A
	300	32	Woods/grass comb., Good, HSG A
	1,711	54	Weighted Average
	1,226		71.65% Pervious Area
	485		28.35% Impervious Area

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

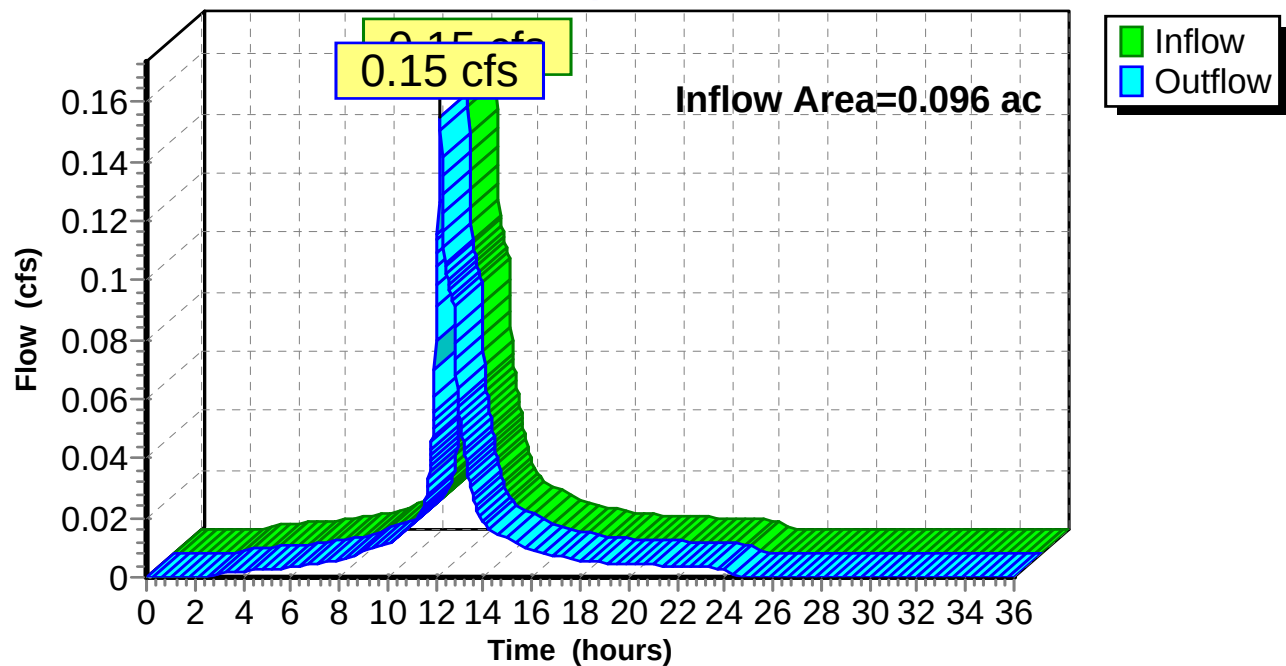
Subcatchment 2S: Land/Hardscaping**Hydrograph**

Summary for Reach 1R: POI#1

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.096 ac, 70.59% Impervious, Inflow Depth = 2.86" for 10-year event
Inflow = 0.15 cfs @ 12.19 hrs, Volume= 0.023 af
Outflow = 0.15 cfs @ 12.19 hrs, Volume= 0.023 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI#1**Hydrograph**

Summary for Pond 1P: Rain Garden

Inflow Area = 0.056 ac, 100.00% Impervious, Inflow Depth = 4.36" for 10-year event
 Inflow = 0.26 cfs @ 12.07 hrs, Volume = 0.021 af
 Outflow = 0.14 cfs @ 12.19 hrs, Volume = 0.020 af, Atten = 48%, Lag = 7.2 min
 Primary = 0.14 cfs @ 12.19 hrs, Volume = 0.020 af

Routing by Stor-Ind method, Time Span = 0.00-36.00 hrs, dt = 0.02 hrs
 Peak Elev = 55.04' @ 12.19 hrs Surf.Area = 376 sf Storage = 156 cf

Plug-Flow detention time = 18.9 min calculated for 0.020 af (99% of inflow)
 Center-of-Mass det. time = 15.9 min (764.4 - 748.5)

Volume	Invert	Avail.Storage	Storage Description
#1	54.50'	256 cf	Water Quality Volume (Prismatic) Listed below (Recalc)
#2	52.50'	20 cf	Loam/Soil Filter Media (Prismatic) Listed below (Recalc)
			200 cf Overall x 10.0% Voids
#3	51.00'	60 cf	Crushed Stone (Prismatic) Listed below (Recalc)
			150 cf Overall x 40.0% Voids
		336 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.50	100	0	0
55.00	175	69	69
56.00	200	188	256

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
52.50	100	0	0
54.50	100	200	200

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.00	100	0	0
52.50	100	150	150

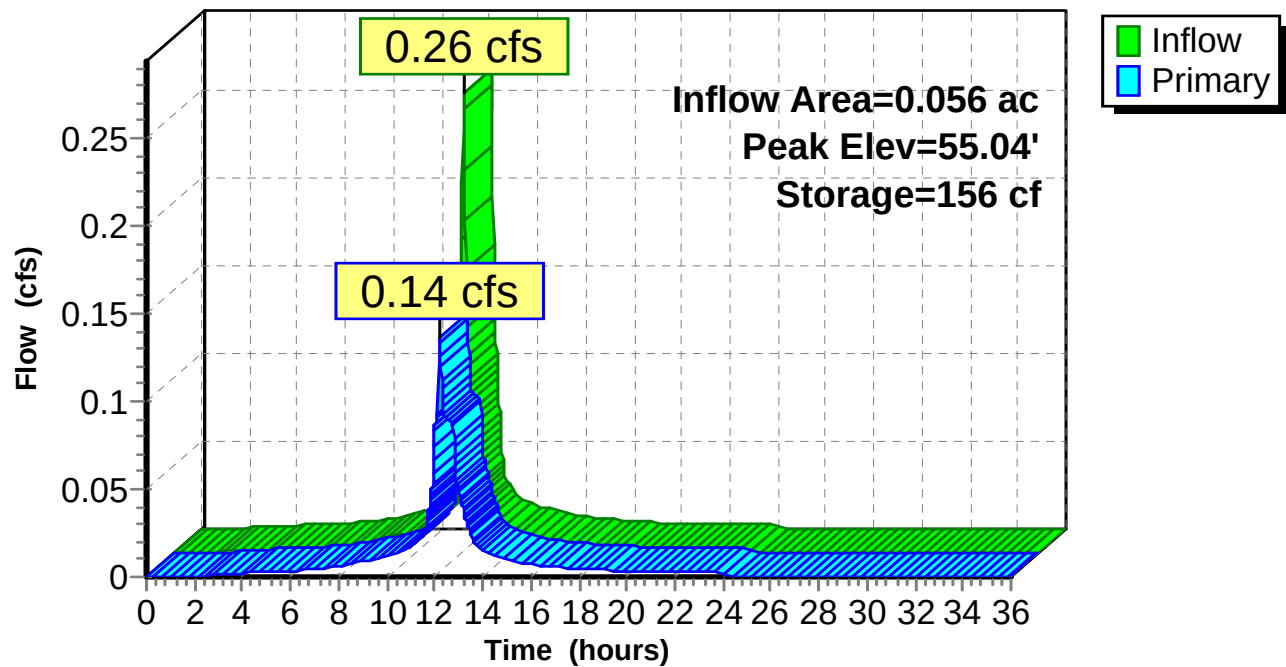
Device	Routing	Invert	Outlet Devices
#1	Primary	51.00'	6.0" Round Culvert L = 10.0' CMP, mitered to conform to fill, Ke = 0.700 Inlet / Outlet Invert = 51.00' / 50.90' S = 0.0100 1' Cc = 0.900 n = 0.010 PVC, smooth interior, Flow Area = 0.20 sf
#2	Device 1	55.00'	6.0" Horiz. Orifice/Grate C = 0.600 Limited to weir flow at low heads
#3	Device 1	51.10'	0.3" Vert. Orifice/Grate C = 0.600
#4	Device 1	51.10'	1.3" Vert. Orifice/Grate C = 0.600

Primary OutFlow Max=0.13 cfs @ 12.19 hrs HW=55.04' (Free Discharge)

- 1=Culvert (Passes 0.13 cfs of 1.62 cfs potential flow)
- 2=Orifice/Grate (Weir Controls 0.04 cfs @ 0.63 fps)
- 3=Orifice/Grate (Orifice Controls 0.00 cfs @ 9.54 fps)
- 4=Orifice/Grate (Orifice Controls 0.09 cfs @ 9.49 fps)

Pond 1P: Rain Garden

Hydrograph



Post_12-31-15*Type III 24-hr 25-year Rainfall=5.80"*

Prepared by Acorn Engineering, Inc.

Printed 1/5/2016

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Time span=0.00-36.00 hrs, dt=0.02 hrs, 1801 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Roof Area

Runoff Area=2,457 sf 100.00% Impervious Runoff Depth=5.56"
Tc=5.0 min CN=98 Runoff=0.33 cfs 0.026 af

Subcatchment2S: Land/Hardscaping

Runoff Area=1,711 sf 28.35% Impervious Runoff Depth=1.33"
Tc=5.0 min CN=54 Runoff=0.05 cfs 0.004 af

Reach 1R: POI#1

Inflow=0.33 cfs 0.030 af
Outflow=0.33 cfs 0.030 af

Pond 1P: Rain Garden

Peak Elev=55.11' Storage=168 cf Inflow=0.33 cfs 0.026 af
Outflow=0.28 cfs 0.026 af

Total Runoff Area = 0.096 ac Runoff Volume = 0.030 af Average Runoff Depth = 3.82"
29.41% Pervious = 0.028 ac 70.59% Impervious = 0.068 ac

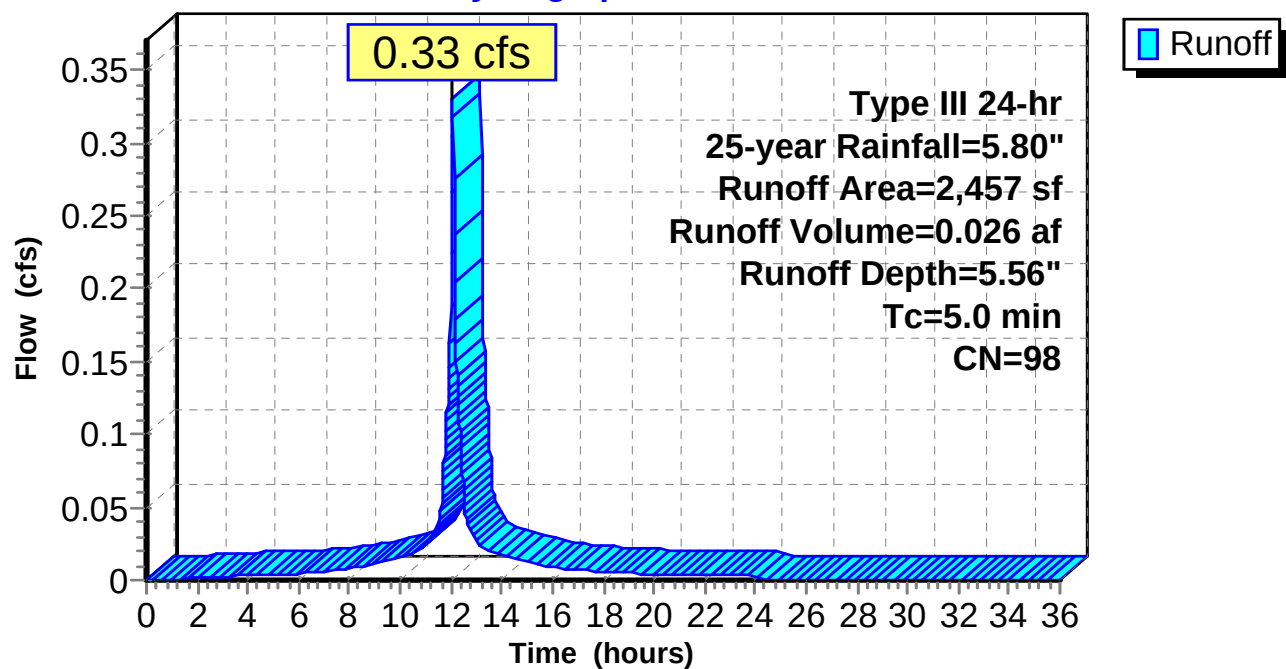
Summary for Subcatchment 1S: Roof Area

Runoff = 0.33 cfs @ 12.07 hrs, Volume= 0.026 af, Depth= 5.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=5.80"

	Area (sf)	CN	Description
*	2,457	98	Building
	2,457		100.00% Impervious Area

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

Subcatchment 1S: Roof Area**Hydrograph**

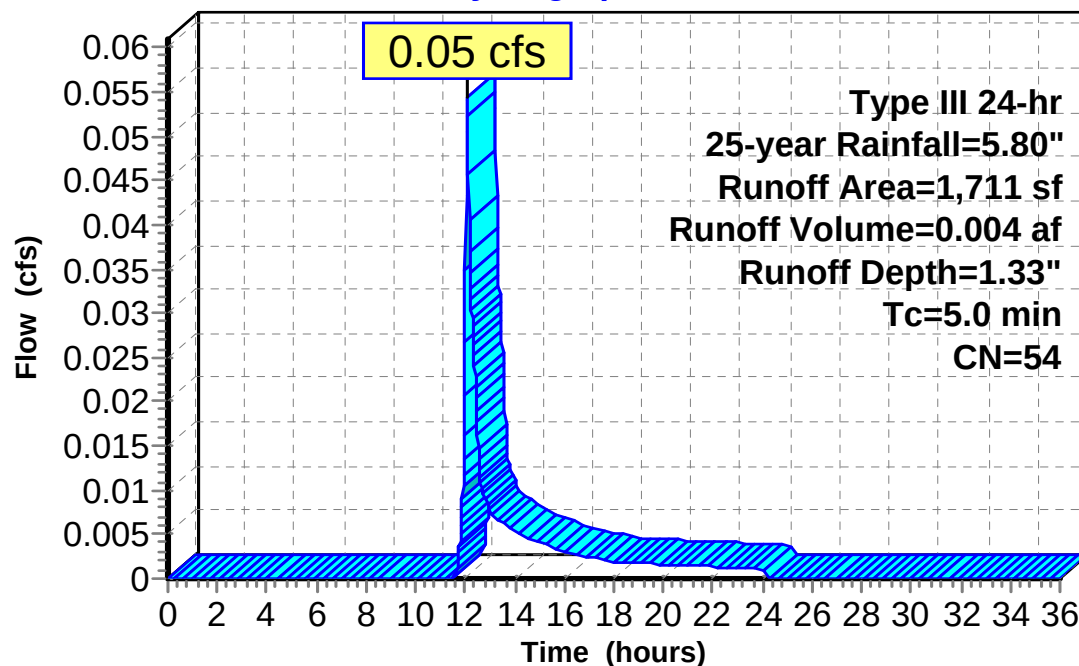
Summary for Subcatchment 2S: Land/Hardscaping

Runoff = 0.05 cfs @ 12.09 hrs, Volume= 0.004 af, Depth= 1.33"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-year Rainfall=5.80"

	Area (sf)	CN	Description
*	365	98	Stairs/Sidewalks
*	120	98	Patio
	926	39	>75% Grass cover, Good, HSG A
	300	32	Woods/grass comb., Good, HSG A
	1,711	54	Weighted Average
	1,226		71.65% Pervious Area
	485		28.35% Impervious Area

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

Subcatchment 2S: Land/Hardscaping**Hydrograph**

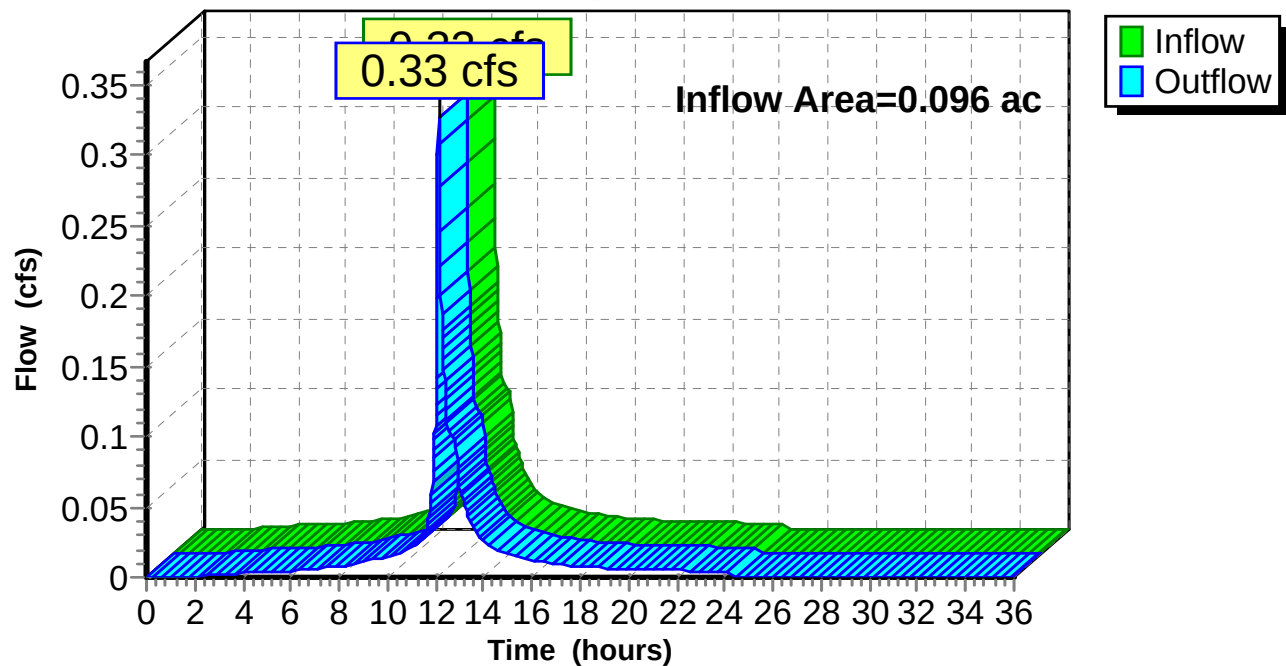
Runoff

Summary for Reach 1R: POI#1

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.096 ac, 70.59% Impervious, Inflow Depth = 3.81" for 25-year event
Inflow = 0.33 cfs @ 12.12 hrs, Volume= 0.030 af
Outflow = 0.33 cfs @ 12.12 hrs, Volume= 0.030 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.02 hrs

Reach 1R: POI#1**Hydrograph**

Summary for Pond 1P: Rain Garden

Inflow Area = 0.056 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-year event
 Inflow = 0.33 cfs @ 12.07 hrs, Volume = 0.026 af
 Outflow = 0.28 cfs @ 12.12 hrs, Volume = 0.026 af, Atten = 16%, Lag = 3.2 min
 Primary = 0.28 cfs @ 12.12 hrs, Volume = 0.026 af

Routing by Stor-Ind method, Time Span = 0.00-36.00 hrs, dt = 0.02 hrs
 Peak Elev = 55.11' @ 12.12 hrs Surf.Area = 378 sf Storage = 168 cf

Plug-Flow detention time = 17.1 min calculated for 0.026 af (100% of inflow)
 Center-of-Mass det. time = 14.7 min (759.4 - 744.7)

Volume	Invert	Avail.Storage	Storage Description
#1	54.50'	256 cf	Water Quality Volume (Prismatic) Listed below (Recalc)
#2	52.50'	20 cf	Loam/Soil Filter Media (Prismatic) Listed below (Recalc)
			200 cf Overall x 10.0% Voids
#3	51.00'	60 cf	Crushed Stone (Prismatic) Listed below (Recalc)
			150 cf Overall x 40.0% Voids
		336 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
54.50	100	0	0
55.00	175	69	69
56.00	200	188	256

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
52.50	100	0	0
54.50	100	200	200

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
51.00	100	0	0
52.50	100	150	150

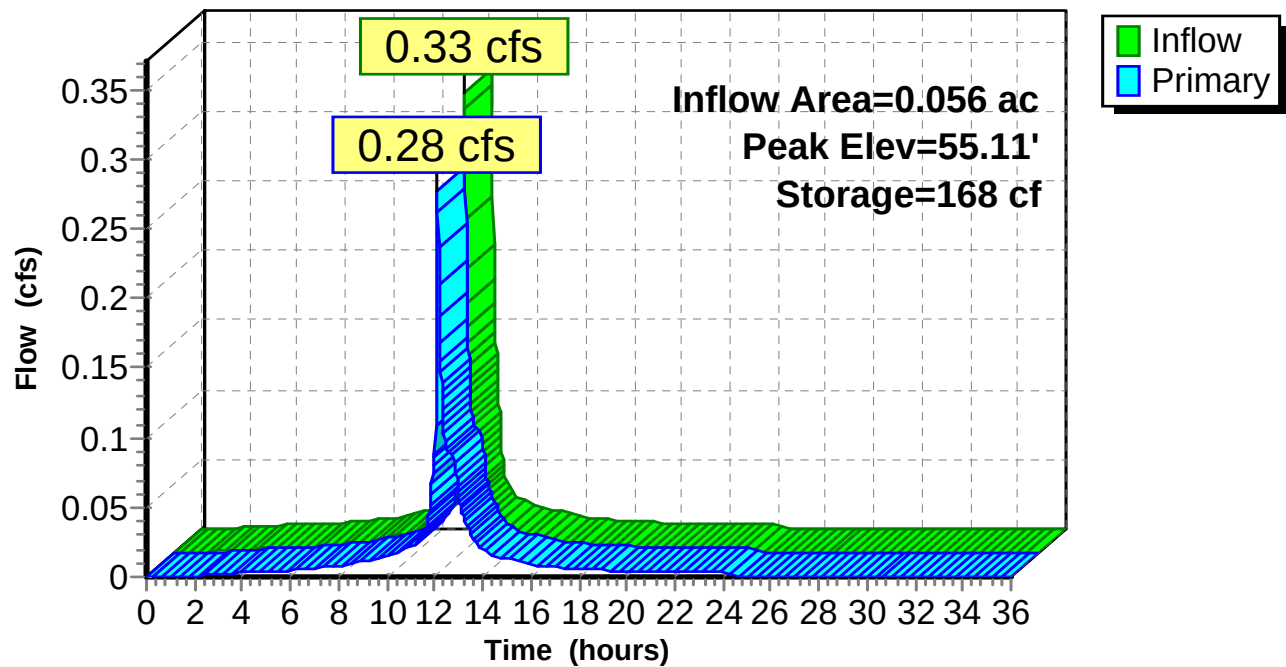
Device	Routing	Invert	Outlet Devices
#1	Primary	51.00'	6.0" Round Culvert L = 10.0' CMP, mitered to conform to fill, Ke = 0.700 Inlet / Outlet Invert = 51.00' / 50.90' S = 0.0100 1' Cc = 0.900 n = 0.010 PVC, smooth interior, Flow Area = 0.20 sf
#2	Device 1	55.00'	6.0" Horiz. Orifice/Grate C = 0.600 Limited to weir flow at low heads
#3	Device 1	51.10'	0.3" Vert. Orifice/Grate C = 0.600
#4	Device 1	51.10'	1.3" Vert. Orifice/Grate C = 0.600

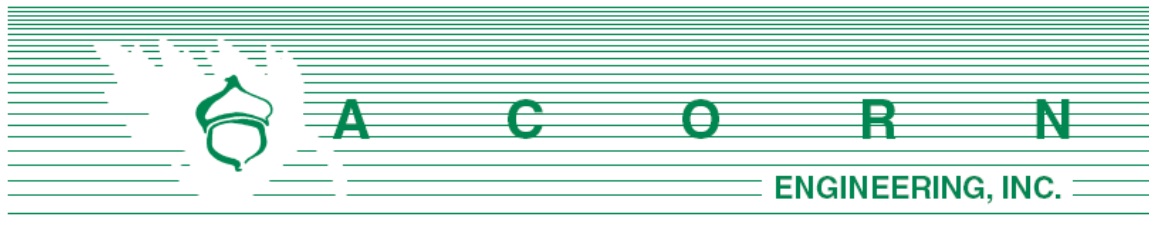
Primary OutFlow Max=0.27 cfs @ 12.12 hrs HW=55.11' (Free Discharge)

- 1=Culvert (Passes 0.27 cfs of 1.64 cfs potential flow)
- 2=Orifice/Grate (Weir Controls 0.18 cfs @ 1.07 fps)
- 3=Orifice/Grate (Orifice Controls 0.00 cfs @ 9.62 fps)
- 4=Orifice/Grate (Orifice Controls 0.09 cfs @ 9.57 fps)

Pond 1P: Rain Garden

Hydrograph





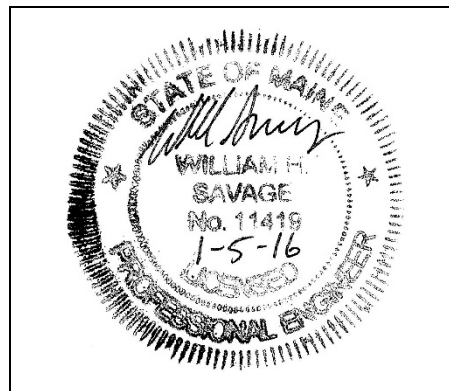
EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**Peninsula Property Development, LLC
31 Fore Street Redevelopment
31 Fore Street
Portland, Maine 04101**

Prepared By:

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



January 2016

INTRODUCTION

Acorn Engineering, Inc. has been retained by Peninsula Property Development, LLC to provide civil engineering services for the proposed redevelopment of 31 Fore Street. The proposed project is a residential 4-unit redevelopment of an existing 3-unit building. The existing 3-story, wood frame building will be removed as part of the construction of the urban infill development.

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), Amended January 11, 2015. 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 site is located on the southeasterly corner of the intersection of Waterville and Fore Street. Portland has zoned this area as an R-6 Residential Zone. A boundary plan has been prepared by Owen Haskell, Inc. of Falmouth, Maine dated 9/24/15 and revised 10/17/15.

Abutting Uses:

- North R-6 Zone – Multi-Family Residential
- West R-6 Zone - Multi-Family Residential
- South R-6 Zone - Multi-Family Residential
- East B6 Zone – Portland Company

The project area is previously developed and comprised of grassed areas, rooftops, sidewalks, gravel driveways with parking. From south to north the grades are approximately 10% up to an existing retaining wall. The project area presently drains towards the intersection of Waterville and Fore Street before entering the municipal storm drain system.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

Given the soils information, listed above, no onsite wastewater is proposed, the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/12 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 3 - "K" Value		
Soils Type	Subsurface	Substratum
Hinckley	.17	.17

The soil "K" values for the soils, listed above, show a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil "K" values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance, given the long sustained slopes.

1.2 Existing Erosion Problems

There are no existing erosion control issues.

1.3 Critical Areas

Critical areas that would require special attention during construction are the areas adjacent to the municipal stormwater system. This includes, but is not limited to, the catch basins located in the Southeast and Southwest corners of the property.

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 by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities within the project limits within the past 5 years.

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any 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 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.
- 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 Waterville and Fore Street shall be swept to control mud and dust from the construction site 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, 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 Specifications 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 1st, 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 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 seeded 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 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 15th, 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 1st, 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 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.

5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded 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 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%



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 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 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.

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.

6.1 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.

6.2 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.

6.3 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. 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.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.

6.6 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.

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. Commence installation of drainage infrastructure.
5. Prioritize the downhill foundation walls to contain runoff within the site while providing an engineered outlet with siltation barrier to the municipal stormwater system within Waterville.
6. Commence earthwork operations, wall and foundation installation.
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, 90% catch of grass has been obtained, or mulching of landscape areas is complete 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 areas to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall re-vegetate 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



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-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	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 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.



3. Construction Management Plan

Project Address: 31 Fore Street

Project Description:

The proposed project is a residential 4-unit redevelopment of an existing 3-unit building. The existing 3-story, wood frame building will be removed as part of the construction of the urban infill development.

Project Team Summary:

Owner:	Peninsula Property Development, LLC
General Contractor:	To be determined
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Port City Architecture
Structural Engineer:	Structural Integrity

Timeline and Schedule:

Projected Start Date:	Spring 2016
Project Duration:	The duration of the project will be approximately one year.
Projected Completion:	Spring 2017
Street Interruption:	During the installation of utilities within the street.

Emergency Contact: Bob LeBlanc
Cell (207) 776-0913

Work Hours:	7:00 am to 5:00 pm
Delivery Truck Access:	Contact Bob LeBlanc to coordinate.
Worker Parking:	On the street.

Peninsula Property Development, LLC and their contractor will work with the City of Portland, and adjacent landowners to minimize any project impacts.

The contractor will remain solely and completely responsible for enforcement of and compliance with 1) all contract plans and specifications and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case both by the contractor and its subcontractors. These include all OSHA, NIOSH, U.S. EPA, local ordinance and any other applicable governmental regulations.



11. Summary of Written Easements

- Existing Easements – The Existing Conditions Plan developed by Owen Haskell, Inc. did not note the presence of any existing easements.
- Proposed Easements – At this time we do not anticipate any temporary or permanent easements will be necessary during or after construction. The development team is proposing to use the existing foundation wall during construction adjacent to uphill abutter to mitigate the need for a temporary construction easement. The structural engineer will develop a method to reinforce the existing foundation wall during construction of the proposed building foundation.





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31 FORE ST R-6 Design Standards

Zoning Analysis:

City of Portland Zoning Codes: (See bold type for project specific information)

The project will meet all city of Portland zoning codes (listed below) as well NFPA and IBC.

Minimum lot size: 2,000 sf **Actual 4100 SF**

Minimum lot area/dwelling unit: 725 sf **5 Units Possible, 4 units proposed**

Minimum front yard setback (principal structure): 5 ft

Neighboring property is directly on front Property line, Average from City of Portland req and neighbor is 2'-6", As confirmed by Anne Machado of Zoning Dept, See attached Zone Analysis plan

Minimum rear yard setback (principal structure) : 10 ft **See attached Zone Analysis plan**

Minimum side yard setback (principal structure): 5 ft **See attached Zone Analysis plan**

Side yard on side street: 0 **See attached Zone Analysis plan**

Structure Step backs: Portions of a structure above 35ft shall be no closer than 10ft from the side property line and no closer than 15 ft from the rear property line when such property line abuts a residential zone. Does not apply to side yards on side street.

See Elevations and plans, This requirement does not apply to Circulation elements (Stairs, Elevators, Lobbies) As confirmed by Anne Machado of Zoning Dept

Maximum lot coverage: **60% 2460 SF allowed Proposed 2457 SF**

Maximum height: (Principal and attached accessory structure) 45ft **Proposed 43'-6", with average grade 42'-0"**
(accessory structure)- 18ft

Landscape open space: 20% not include parking areas or other impervious surfaces

Maximum garage opening: (front facades) not to exceed the greater of 9ft or 40% of the front façade & ever exceed on a front façade 20ft. **No Garage opening on Front Side (Fore ST)**

ADA/Pedestrian Access

Current proposed plan and design will meet all ADA requirements as per HUD Fair Housing and Maine Human Rights Act. Exterior bike parking for visitors will be incorporated into the landscape.

City of Portland R-6 Design Standards

Principle A Overall Context

Scale and Form: The proposed project meets the current City of Portland R-6 height Limit of 45' from average grade. Existing buildings in the surrounding area are mostly between 3-4 stories, the proposed project is a total of 4 stories including the garage level.

Composition of Principal Facades: Existing buildings in the Area consist of a mixture of typical Portland Regional Architecture, a modern Contemporary building (Modern design, Large open window/door fenestrations with modern cladding materials) directly behind on Waterville Street and across Waterville Street the Munjoy South Apartments (Small punched openings spaced sparingly on facades



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with little to no Architectural Merit) development site with little relation to local design standards. The proposed building incorporates regional design with a contemporary design standard, Punched window openings as well as large/modern windows to take advantage of Casco Bay views that are similar to two buildings directly neighboring the proposed site.

Relationship to street: The proposed project respects the rhythm, spacing and orientation of existing buildings in the neighborhood.

Principle B Massing

Massing: The buildings massing of the proposed building meets the massing of existing buildings in the area (Rectilinear shapes)

Roof Forms: Roof Forms within a 2-block radius include Gables Pitched roofs as well as flat roofs.

Main Roofs and Subsidiary Roofs: The proposed building has a clear roof form.

Roof Pitch: Not Applicable

Façade Articulation: Balconies, Recessed entries, Covered Porches and Covered Entries are incorporated in the proposed design.

Garages: The garage entrance is located on the Waterville St side of the property, Fore Street is considered the front façade. Not Applicable

Principle C Orientation to the Street

Entrances: Main Entrance is clearly articulated to the front façade of the building on Fore St. Landscape features as well as building features clearly indicate the main entrance.

Visual Privacy: Visual privacy is met on main living spaces with the building being raised a story above public pedestrian paths.

Transition Spaces: Landscape features create transitions from Public to private.

Principle D Proportion and Scale

Windows: Windows are rectangular and vertically proportioned.

Fenestration: Doors, Windows and other openings are scaled appropriately per the buildings massing and exceed 12% of the total façade area.



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Porches: Not applicable, no porches proposed on front façade.

Principle E Balance

The proposed design meets standards E-1 through E-3. See Elevations and Renderings

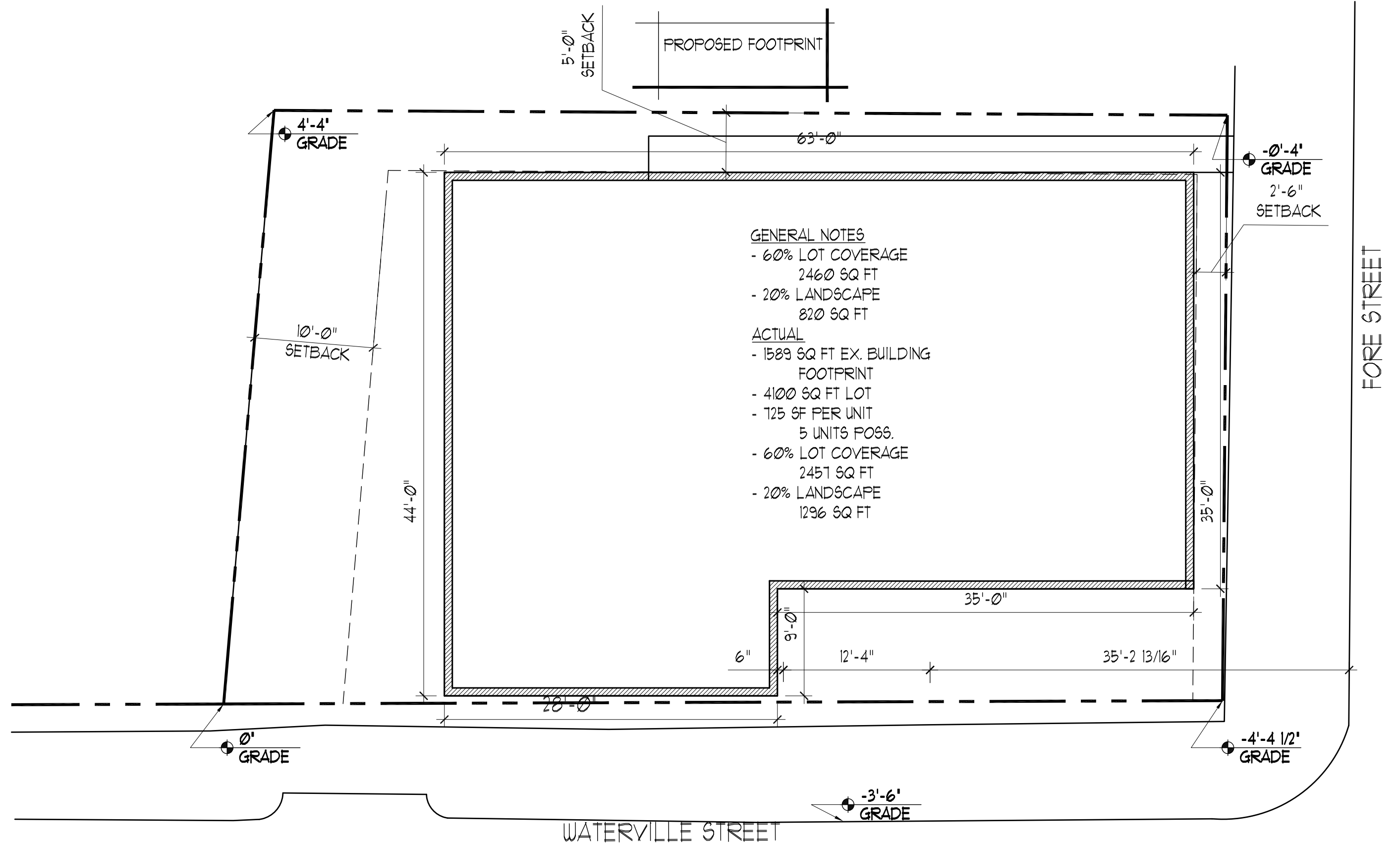
Principle F Articulation

The proposed design meets standards F-1 through F-8. See Elevations and Renderings

Principle G Materials

Materials: The proposed materials mainly consist of Dipped Cedar Shakes and Hardie Board or AZEK Trim. Existing buildings in the area materials consist of wood cladding, vinyl siding, Cedar shakes, Hardie Board and Brick.

The proposed design meets standards G-2 through G-5.





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31 FORE ST

ADA and Maine Human Rights Act

Since Accessibility requirements in IBC 2009 Chapter 11 were replaced with the Maine Human Rights Act. As per Maine Human Rights Act Part 12, Chapter 337, Subchapter 4, §4582-C. Standards for multifamily and public housing constructed on or after September 1, 2012 this project is defined as a "Covered Multifamily Dwellings" section 1 subsection C states:

C. "Covered multifamily dwellings" means:

- (1) Buildings consisting of 4 or more units if such buildings have one or more elevators; and
 - (2) Ground floor units in other buildings consisting of 4 or more units that have no elevators.
- [2011, c. 613, §14 (NEW); 2011, c. 613, §29 (AFF).]

The proposed project does have a full sized commercial elevator however does not contain any ground floor units. The next applicable section 3 states:

A. The failure to design and construct covered multifamily dwellings subject to this section in such a manner that:

- (1) The public use and common use portions of the dwellings are readily accessible to and usable by people with physical or mental disabilities;
- (2) All the doors designed to allow passage into and within all premises within the dwellings are sufficiently wide to allow passage by persons in wheelchairs; and
- (3) All premises within the dwellings contain the following features of adaptive design:
 - (a) An accessible route into and through the dwelling;
 - (b) Light switches, electrical outlets, thermostats and other environmental controls in accessible locations;
 - (c) Reinforcements in bathroom walls to allow later installation of grab bars; and
 - (d) Usable kitchens and bathrooms such that an individual in a wheelchair can maneuver about the space; [2011, c. 613, §14 (NEW); 2011, c. 613, §29 (AFF).]

The proposed project meets all Maine Human Rights act Requirements with a full sized commercial Elevator installed to service all floors of the building. Access to the elevator is through the garage which is accessible from the street. All public doors are sized at a minimum of 3'-0" wide to allow wheel chair accessibility, ADA 2010 requirement is 30" clear. All hallways meet the ADA 2010 width requirement of 3'-0" in and outside of each unit. All light switches, electrical outlets, thermostats and environmental controls will be installed at accessible heights as per ADA 2010. Reinforcements in bathroom walls to allow future installation of grab bars will be installed per the Maine Human Rights Act and ADA 2010. All kitchens will be designed to be wheel chair accessible as per the Maine Human Rights Act and ADA 2010.

3 UNIT CONDO

Att. N

FORE ST

FORE STREET

WATERVILLE STREET

4 UNIT CONDO

REUSE EX. FOUNDATION WALL DURING CONSTRUCTION TO SUPPORT SOIL PER 16664 STRUCTURAL ENGINEER'S RECOMMENDATIONS AND MITGATE NEED FOR TEMPORARY EASEMENTS.

MATCH EX. GRADES AT PROPERTY LINE (TYP.)

FIVE 7" RISERS

FIVE 7" RISERS
FIRST FLOOR ENTRANCE 65.25'

62.5'

EX.59.30'

58'

AVERAGE GRADE AT FOOTPRINT (OVALS)

PT 1	55.75'
PT 2	62.5'
PT 3	63.25'
PT 4	58.75'
TOTAL	240.25'
AVERAGE OF 4	60.06'
DIF. ABOVE GARAGE FFE OF 56.00'	4.06'

AVERAGE GRADE OF SITE (RECTANGLES)

PT 1	59.3'
PT 2	63.96'
PT 3	59.63'
PT 4	55.25'
TOTAL	238.14'
AVERAGE OF 4	59.5'
DIF. ABOVE GARAGE FFE OF 56.00'	3.5'

55.75'

EX. 55.25'

RAIN GARDEN (PER DETAIL)

CORE 6" CONNECTION TO EX. CATCH BASIN

DRAWING AND SITE GRADES TAKEN FROM CIVIL DRAWING C-30 BY ACORN ENGINEERING 12/28/15

EX. 55.60'

59.63'

58.75'

EX. 63.96'

63.25'

56.0'

GARAGE FLOOR ELEV. = 56.00'
FIRST FLOOR ELEV. = 65.25'

55.75

56.0'

56.0'

56.0'

2%

6.25'

9.44'

16'

GRADE AWAY FROM BUILDING (TYP)

METAL FENCE

STOCKADE FENCE ON BLOCK WALL

S52°42'26"E

N41°51'07"E

50.09'

LANDSCAPE

OHV

OHV

UTILITY

12"DCD

WALL

OHV

WALL

OHV

WALL

OHV

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OHV

From: William Savage <wsavage@acorn-engineering.com>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 2/2/2016 8:23 PM
Subject: RE: 31 Fore St- Tech Std waiver
Attachments: 31 FORE ST - RESIDENTIAL MULTI-UNIT PREAPP.PDF

Jean,

I did speak with Port City and they were very adamant that to meet the 35 ft setback in entirety would require a significant redesign of the building. We may be able to shift the driveway 6" up against the building and reduce the driveway width to 10 ft but in total this would only gain us 1'-6". We would be closer to 33 ft with these changes. Any plan changes would occur with our final submission and in either case we would still request a waiver although we believe we are meeting the intent of the technical standard. I will send along a separate email with our proposed waiver request. The request will not reflect the discussion noted above for our preliminary submission as this conversation is ongoing.

Please note that Port City has already shifted the driveway location once following input from staff on the pre-app meeting (I was not on the design team yet). They believe the present location reflects those discussions. Please refer to the attached plan that was submitted by Port City at the pre-app meeting for reference. Please note pg. 9 and 13.

Will Savage, PE
Principal

Licensed in Maine

Acorn Engineering, Inc
PO Box 3372
Portland, Maine 04104
www.acorn-engineering.com<<http://www.acorn-engineering.com>>

B. 207.775.2655

F. 207.358.7979

C. 207.317.1884

(page 9 and 13 attached) (within Pre Dev Mtg Submission Set)



Google earth

© 2015 Google

Imagery Date: 9/27/2014 43°39'49.77" N 70°14'40.80" W elev 84 ft eye alt 1900 ft

1998



31 Fore St

Fore St

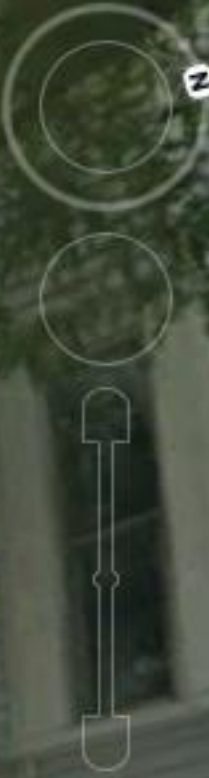
Google earth



© 2015 Google

Imagery Date: 9/27/2014 43°39'48.78" N 70°14'39.11" W elev 65 ft eye alt 598 ft

1998



SPEED
LIMIT
25

SPEED
LIMIT
25

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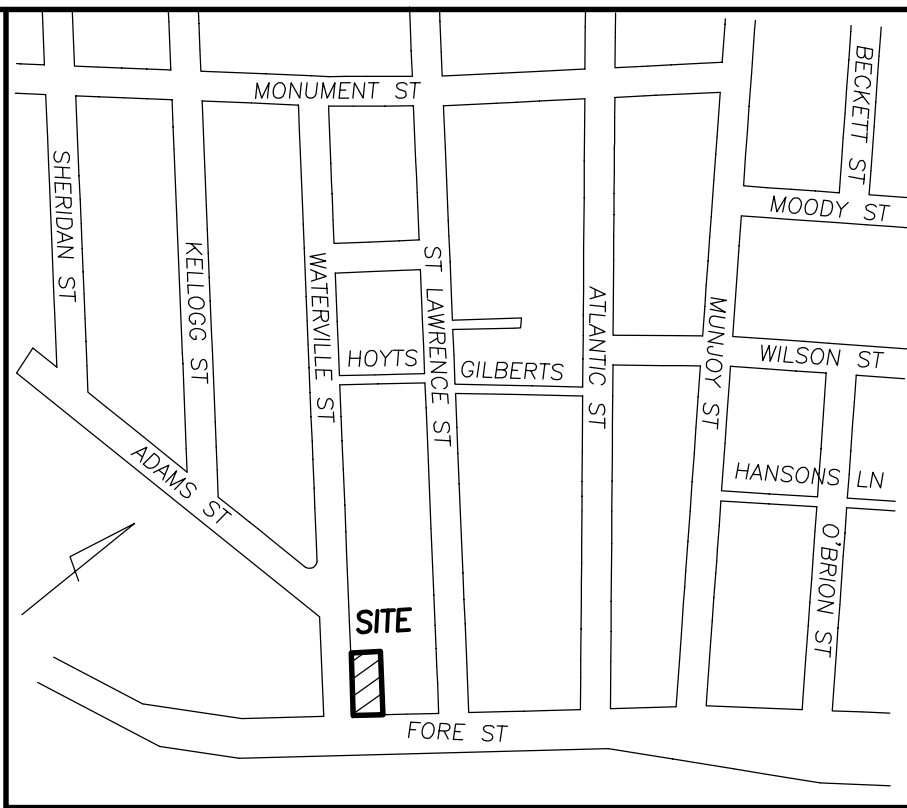
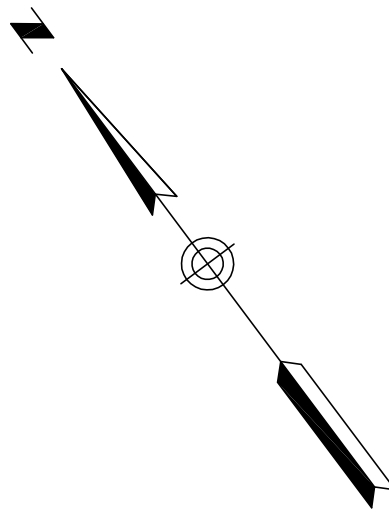
Google earth

11 ft

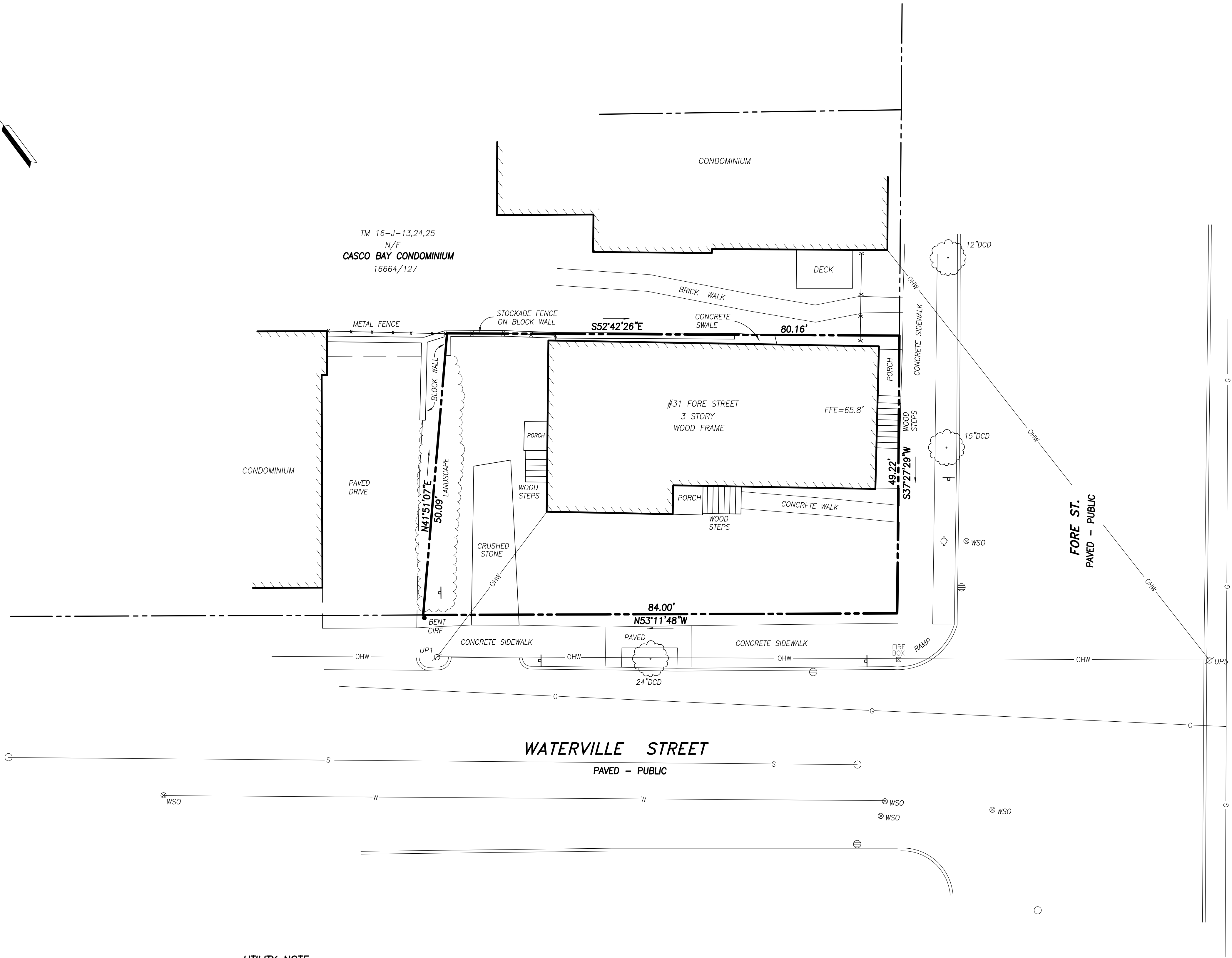








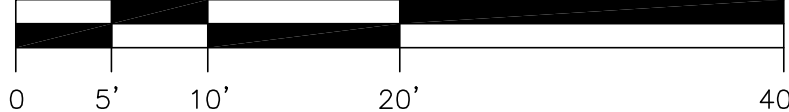
LOCATION MAP
N.T.S.



LEGEND

- IRON PIPE FOUND
- WATER SHUTOFF
- SIGN
- DECIDUOUS TREE
- CATCHBASIN
- FENCE
- HYDRANT
- CURB
- UTILITY POLE
- MANHOLE
- WATER LINE
- OVERHEAD WIRE
- GAS LINE
- SEWER LINE

GRAPHIC SCALE



UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

PLAN REFERENCES:

- BOUNDARY AND TOPOGRAPHIC SURVEY ON ST. LAWRENCE STREET FOR GEORGE ROBIN WHITTEN DATED OCTOBER 27, 2011 BY OWEN HASKELL, INC.
- STANDARD BOUNDARY SURVEY OF 1-3 ST. LAWRENCE STREET FOR CASCO BAY VENTURES DATED 2-20-2001 BY BACK BAY BOUNDARY, INC.
- STANDARD BOUNDARY SURVEY ON WATERVILLE STREET, PORTLAND, MAINE MADE FOR LARRY DAVIS DATED SEPT. 12, 2000 BY OWEN HASKELL, INC.

NOTES:

- OWNER OF RECORD: PENINSULA PROPERTY DEVELOPMENT LLC
CCRD 32563/21
- LOCUS IS SHOWN AS LOT 26 ON CITY OF PORTLAND ASSESSORS MAP 16 BLOCK J.
- PROPERTY IS LOCATED IN CITY OF PORTLAND RESIDENTIAL ZONE R6.
- BEARINGS ARE BASED ON MAINE STATE GRID COORDINATE SYSTEM.
- BENCH MARK: HIGHEST POINT ON "M" MONUMENT AT NORTHWESTERLY CORNER OF ST. LAWRENCE AND FORE STREET, ELEVATION=69.35 NGVD 1929.

CERTIFICATE

OWEN HASKELL, INC. CERTIFIES 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 BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

DATE

JOHN W. SWAN, PLS NO. 1038

CONDOMINIUM PLAT

ON
FORE ST. AND WATERVILLE ST, PORTLAND, MAINE
MADE FOR OWNER OF RECORD
PENINSULA PROPERTY DEVELOPMENT LLC
71 WEST ST., PORTLAND, ME 04102



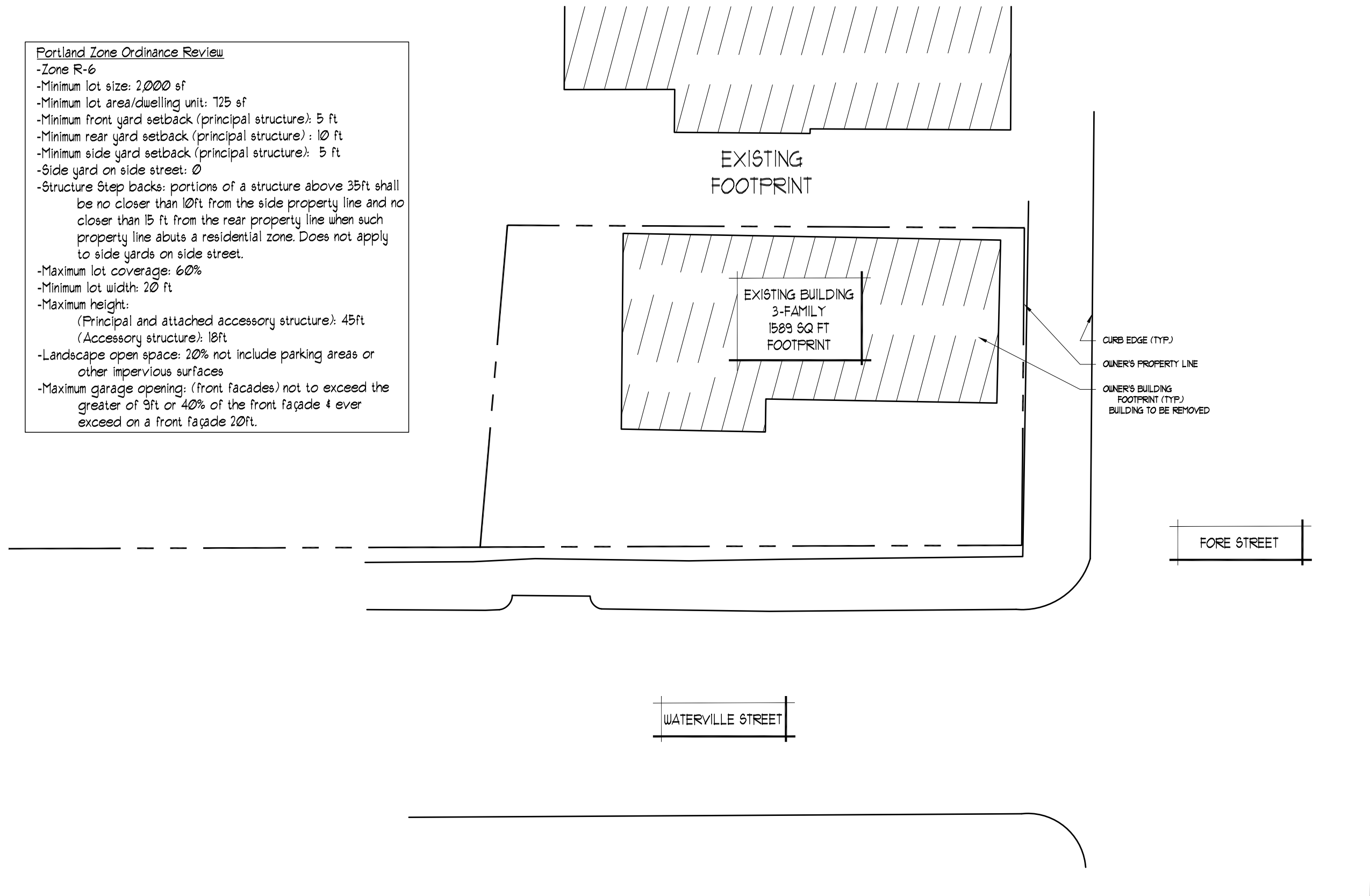
OWEN HASKELL, INC.

390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

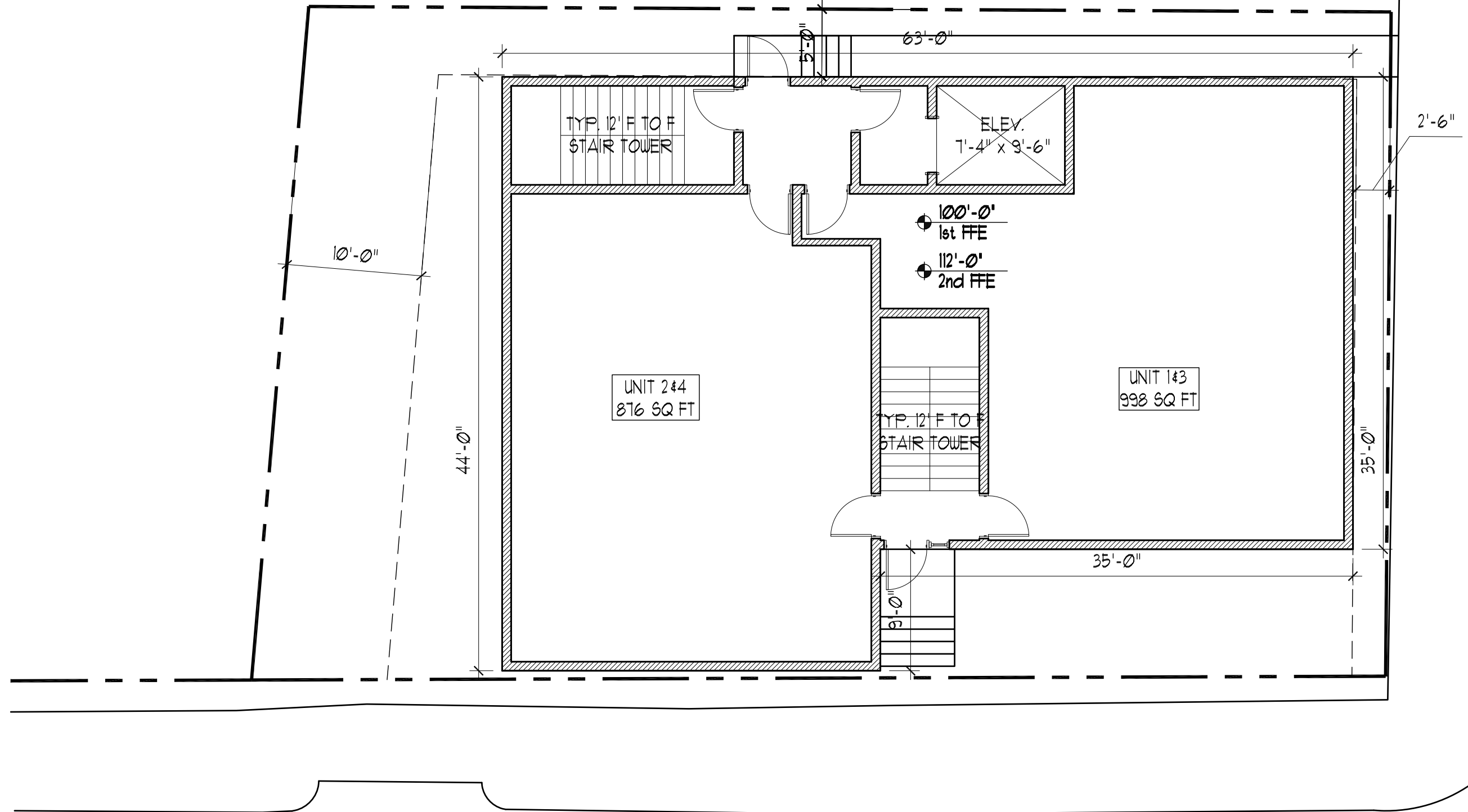
Drwn By	RS	Date	Job No.
Trace By	JLW	SEPTEMBER 24, 2015	2015-189P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 10'	1

Portland Zone Ordinance Review

- Zone R-6
- Minimum lot size: 2,000 sf
- Minimum lot area/dwelling unit: 725 sf
- Minimum front yard setback (principal structure): 5 ft
- Minimum rear yard setback (principal structure): 10 ft
- Minimum side yard setback (principal structure): 5 ft
- Side yard on side street: 0
- Structure Step backs: portions of a structure above 35ft shall be no closer than 10ft from the side property line and no closer than 15 ft from the rear property line when such property line abuts a residential zone. Does not apply to side yards on side street.
- Maximum lot coverage: 60%
- Minimum lot width: 20 ft
- Maximum height:
 - (Principal and attached accessory structure): 45ft
 - (Accessory structure): 18ft
- Landscape open space: 20% not include parking areas or other impervious surfaces
- Maximum garage opening: (front facades) not to exceed the greater of 9ft or 40% of the front façade & ever exceed on a front façade 20ft.

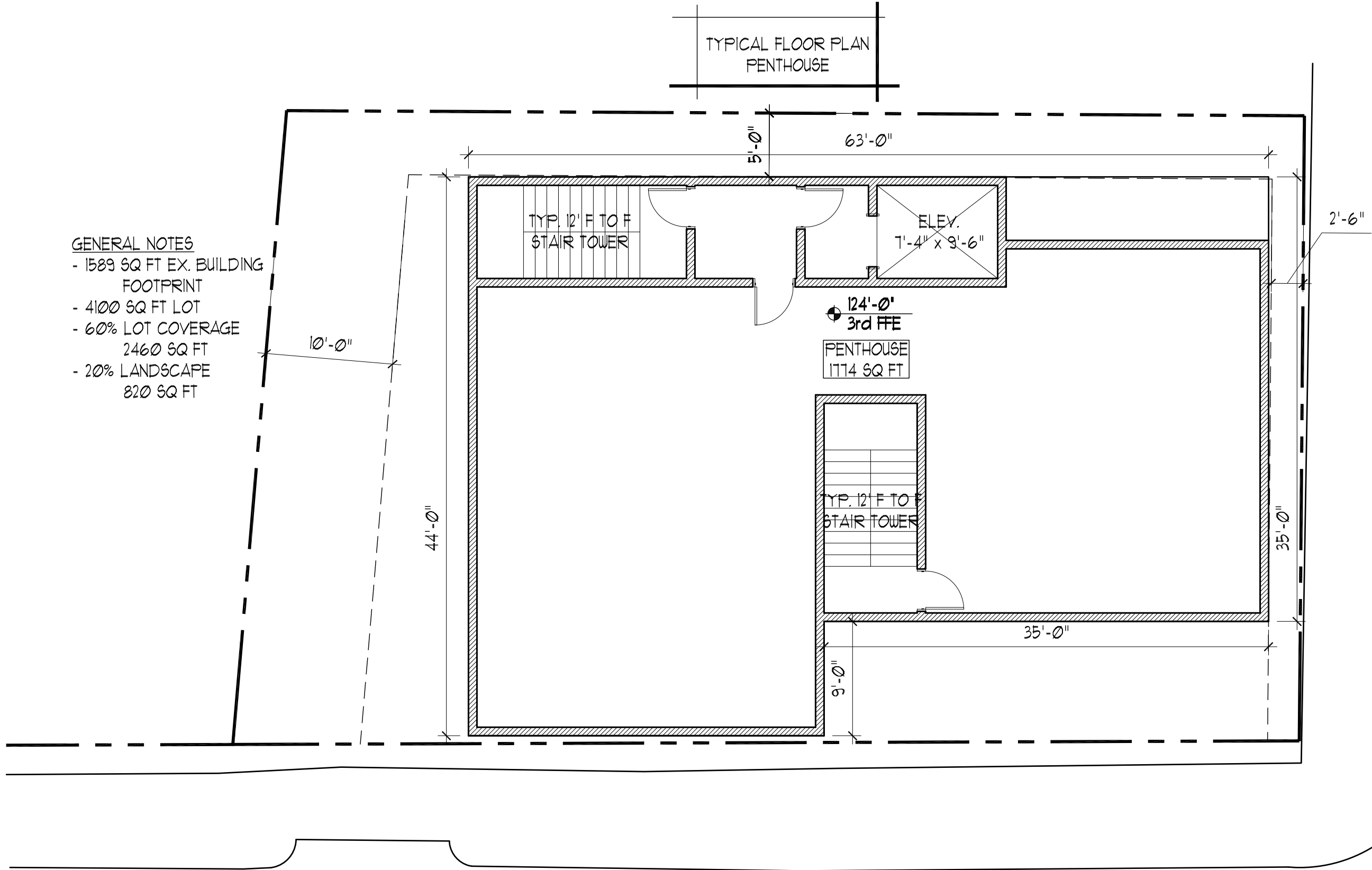


TYPICAL FLOOR PLAN
1ST & 2ND

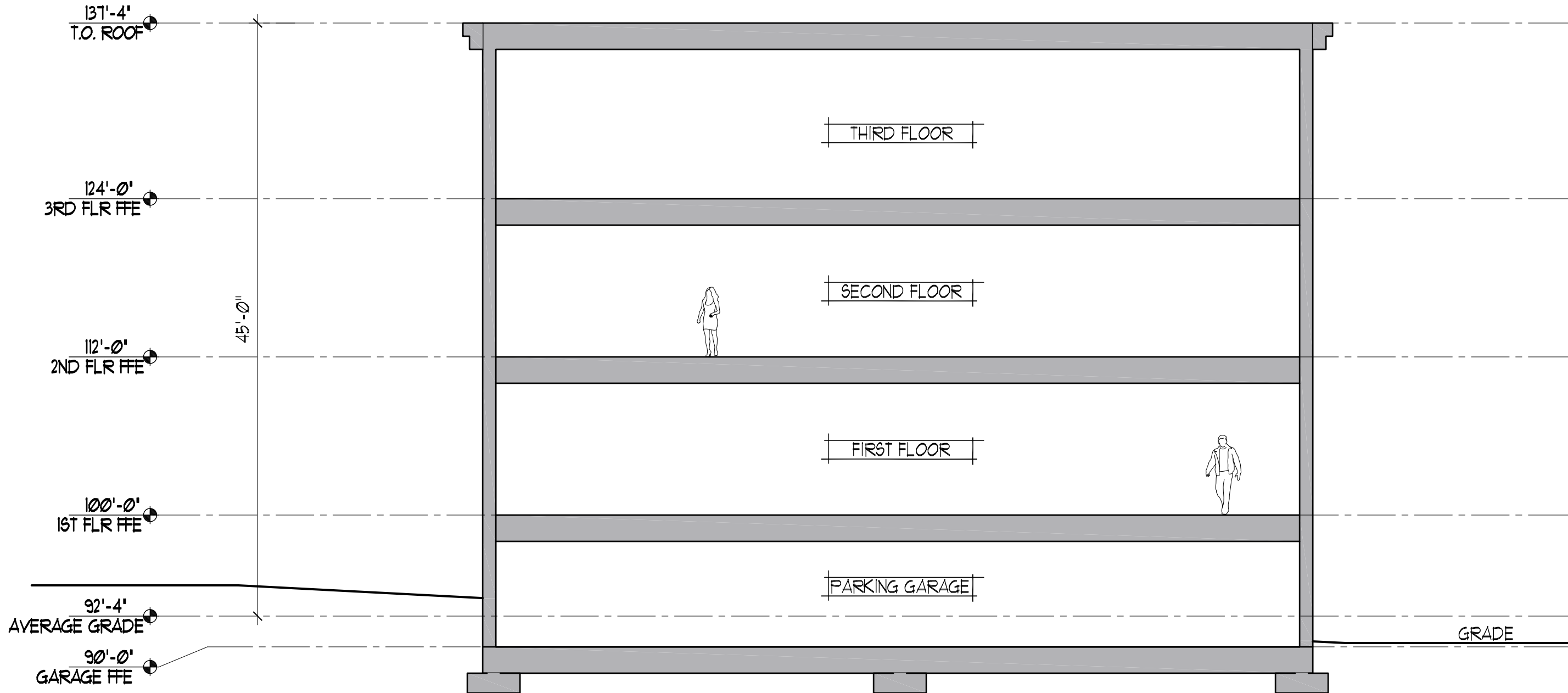


- GENERAL NOTES
- 1589 SQ FT EX. BUILDING FOOTPRINT
 - 4100 SQ FT LOT
 - 60% LOT COVERAGE
2460 SQ FT
 - 20% LANDSCAPE
820 SQ FT

TYPICAL FLOOR PLAN
PENTHOUSE



PRELIMINARY
BUILDING SECTION





PORT ■ CITY
ARCHITECTURE

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31 Fore St Portland Maine

Pre-Application Meeting Questions

1. What Level of Review will the city of Portland require going from a 3-unit to a 5-unit?
2. Is location of new curb cut acceptable as shown on drawings?
3. Are the Elevator and stair tower located within 10ft setback above 35' acceptable?
4. Is a Deck located within 10ft setback above 35' acceptable?

From: "Jason Pica" <jason@portcityarch.com>
To: "'Jean Fraser'" <JF@portlandmaine.gov>, "'William Savage'" <wsavage@acorn-engineering.com>
CC: "'Andrew Hyland'" <andy@portcityarch.com>, "'Olivia Dawson'" <odawson@acorn-engineering.com>
Date: 1/29/2016 10:42 AM
Subject: RE: ADA issues RE: Prelim review comments 31 Fore St

Good Morning, A couple of concerns on the ADA accessibility of the proposed project. I went to the site this morning and took some pitch measurements of the sidewalks around the site. On Fore St (The front street of the proposed project) has a pitch of around 1:6, legal ADA accessibility for a pitched slope is 1:12 (with a railing otherwise its 1:20), Technically a person in a wheel chair couldn't get to any entrance on Fore St based on these guidelines. The same issue exists on Waterville Street, a 1:8 pitch was measured and is also above the legal requirements. Unless the city of Portland is planning on re-grading the road, an ADA accessible approach is not possible to this site. The "Fair Housing Act Design Manual" states on page 14, part one "The Guidelines", requirement 1 states "

REQUIREMENT 1

*Accessible Building Entrance on an Accessible Route: Covered multifamily dwellings must have at least one building entrance on an accessible route, **unless it is impractical to do so because of terrain or unusual characteristics of the site.***

With the public sidewalks not meeting ADA accessibility, we believe the bold faced line above applies and the existing sidewalk makes an accessible entrance impractical. With that being said, if/when a Handicapped person comes to visit the building it would have to be by vehicle and they would have to pull up/pull in to the proposed garage, where street level access to the elevator is located. To alleviate the concerns about the garage being a second class entrance we would change the man door located on Waterville street to a more approachable entrance, A glass door with a canopy above, and a possible buzzer or PA system installed. We are already in the process of articulating the lower garage level exterior with some windows and a possible material change based on the notes you provided yesterday. So the garage would be day-lit, heated and also artificially well lit. Since these condos are meant to be on the higher end, the garage was already planned to be more than just a dark cold space, but a well lit and heated space. I hope this alleviates some concerns on the ADA accessibility. Thanks and let me know of any comments on this proposal.

Jason Pica

Senior Architectural Designer
 Port City Architecture
 (E) <mailto:jason@portcityarch.com> jason@portcityarch.com
 (P) (207)761-9000
 (C) (207)632-3523
 <http://www.portcityarch.com/> www.portcityarch.com
 65 Newbury St
 Portland Maine 04101

From: Denise Preisser <dpreisse@maine.rr.com>
To: Jean Fraser <JF@portlandmaine.gov>
Date: 2/6/2016 8:36 PM
Subject: Re: 31 Fore Street

Hello Jean,
Thank you for keeping me up to date on the plans of 31 Fore Street.

Overall, I think the plan submitted looks like it will fit in well in the neighborhood. Please add these comments for the Planning Board to consider and keep me posted on any changes. I would also like contact information of the person at the city to file complaints or concerns at any time during this construction process.

1. External buffers: An effective and permanent screening from neighboring properties and roadways;

Strengths:

- The limited number of windows on the side of the building abutting the 25 Fore Street condo and garden pathway is a real plus. The buildings are so close and this new design provides privacy for both buildings. As I interpret the plans the windows on this side will be only be for stairs and landings for each floor.

Concerns:

- The visitor/delivery entrance abutting 25 Fore Street property line does not seem to be an effective screening for privacy for 25 Fore decks and garden area. At this time our space is gated for security and privacy and this plan looks like anyone could walk up this side entrance and have access to our property. I want to make sure the developer makes provisions to compliment both properties, but also maintain the privacy and security for 25 Fore property that now exists. My first choice would be not to have an entrance on this side however, if that can not be addressed, I suggest fencing be added to define secure our property lines (like we currently have) and/or vegetation added that enhances the 5 foot space to be added the length of the building with the new footprint of this building.
- Demolition of the current 31 Fore property in regards to protecting the 25 Fore land on the uphill side from being disturbed and to prevent damage to our building structure must be highly observed. This land disturbance could really impact our property and wondering what protections we will have to prevent this? (i.e.. The new Bay House condo development affecting surrounding property foundations.)

Other comments:

- The curb appeal of the ground front and parking side areas needs special attention. This is a massive amount of siding that is a great wall for graffiti. Vegetation would enhance this since so much green space is being lost with this new building filling in grass area to the sidewalk.
- Brick sidewalks - tree roots from trees on this block of Fore Street have been a constant problem with lifting concrete as a pedestrian hazard. This has been a big safety issue and a city liability for this heavy foot traffic sidewalk for years. The removal of the tree on Waterville is a good idea with the insertion of tree wells added for the new trees to prevent this uprooting. I suggest removing the Fore Street tree as well and have the developer plant a new tree there with the same tree well to prevent this from happening again. I know the city has been wanting to improve the uneven sidewalks on Munjoy Hill and this would be a good start with this new addition to the neighborhood to do it right from the beginning.
- Construction vehicles and working hours to limit disruptions to the peaceful summers when all windows will be open.
- Parking is an issue and the denser the Hill gets the need for the city to protect residents on street parking rights is vital. I propose 2 hour parking limit signs on Waterville and (Fore Street residence side) and allow resident stickers to be issued.
- The antique fire post that now exists on the Fore/Waterville city sidewalk needs to be preserved. I would love to see this be saved and utilized somehow for the history of fires on Munjoy Hill.

Sincerely,
Denise Preisser

PENINSULA PROPERTY DEVELOPMENT, LLC
PORTLAND, MAINE

LEGEND:

EXISTING

STRIPING

BRICK SIDEWALK

GREEN SPACE

EDGE OF EX. PAVEMENT

RESURFACED PAVEMENT

RECONSTRUCTED ROAD

UTILITY PAVEMENT CUTS

SEDIMENTATION BARRIER

UNDERGROUND CONDUIT

UNDERDRAIN

CURB

SIGN

LAMP OR LIGHT POLE

UTILITY POLE

GUY WIRE

WATER VALVE

FIRE HYDRANT

SEWER MANHOLE

CATCH BASIN

DRAIN MANHOLE

INTERIOR DRAIN INLET

OVERHEAD UTILITY LINE

UNDERGROUND ELECTRIC LINE

UNDERGROUND WATER LINE

CONTOURS

GAS LINE

STORM DRAIN LINE

SEWER LINE

EXISTING/PROPOSED BUILDING

PROPERTY LINE

FOUNDATION DRAIN

ROOF DRAIN

HERDHEAD ELECTRICAL/TELEPHONE/CABLE

UNDERGROUND ELECTRICAL

PROPOSED

UTILITIES

SEWER:

PUBLIC SERVICES ENGINEERING DEPARTMENT
55 PORTLAND STREET
PORTLAND, MAINE 04101
CONTACT: DAVID MARGOLIS—PINEO
(207) 874-8850

WATER:

PORTLAND WATER DISTRICT
225 DOUGLAS STREET
PO BOX 3553
PORTLAND, MAINE 04104
ATTN: GLISSEN HAVU, E.I.
(207) 761-8310

ELECTRIC:

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: TONY TANGUAY
(207) 458-1925

TELEPHONE:

FAIRPOINT COMMUNICATIONS
45 FOREST AVE
PORTLAND MAINE 04101
CONTACT: SCOTT DERRIG
(207) 797-1866

CABLE:

TIME WARNER CABLE
118 JOHNSON ROAD
PORTLAND, MAINE, 04102
CONTACT: MARK PELLETIER
(877) 546-0962

NATURAL GAS:

UNITIL SERVICE CORP
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: KELLY FOWLER
(207) 541-2536

PROJECT TEAM

DEVELOPER:

PENINSULA PROPERTY DEVELOPMENT, LLC
PORTLAND, MAINE
CONTACT: ROBERT LEBLANC
(207) 776- 0913

ARCHITECT:

PORT CITY ARCHITECTURE
PORTLAND, MAINE
CONTACT: ANDY HYLAND, MAINE LICENSED ARCHITECT
(207) 761-9000

SURVEYOR:

OWEN HASKELL, INC.
FALMOUTH, MAINE
CONTACT: ELLEN BREWER, P.L.S.
(207) 774-0424

STRUCTURAL ENGINEER:

STRUCTURAL INTEGRITY CONSULTING ENGINEERS, INC.
PORTLAND, MAINE
CONTACT: AARON JONES, P.E.
(207) 774-4614

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE
CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CY	CUBIC YARD
DI	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TWC	TIME WARNER CABLE
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC

ISSUED FOR	BY
	DATE
RELIM. APPLICATION	WHS
	1/5/16
REVISION	REV.
	DATE

COVER SHEET

STREET REDEVELOPMENT

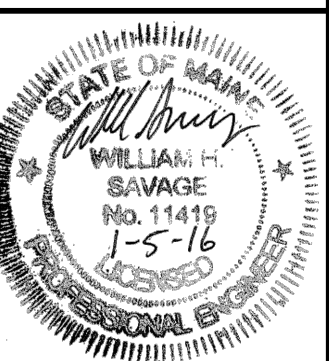
COVER SHEET

NAME: 31 FORE STREET REDEVELOPMENT

PENINSULA PROPERTY DEVELOPMENT, LLC.
59 MOODY STREET, PORTLAND MAINE 04101


A C O R N
ENGINEERING, INC.
 ACORN ENGINEERS, INC.
 58 DANFORTH STREET, PORTLAND, MAINE 04102
 (207) 775-2655

FILE:	1068_DETAILS
DATE:	12/28/15
LN:	1068
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	WHS
CHECKED BY:	WHS



DRAWING NO.
C-01

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

ISSUED FOR
PERMITTING
NOT FOR CONSTRUCTION

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE, ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS STAMPED "AS-BUILT".
6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. EXISTING CONDITIONS, BOUNDARY SURVEY FROM THE PLAN TITLED CONDOMINIUM PLAT BY OWEN HASKELL, INC. FOR PENINSULA PROPERTY DEVELOPMENT, DATED SEPTEMBER 24, 2015 AND REVISED ON OCTOBER 17TH, 2015.
8. EXISTING SPOT GRADE ELEVATIONS RECORDED BY THE OWNER.
9. SUBSURFACE DATA MAY BE OBTAINED FOR THE STRUCTURAL ENGINEER'S DESIGN. THE CONTRACTOR SHALL REQUEST AND REVIEW THE GEOTECHNICAL REPORT PRIOR TO SUBMITTING A BID. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
11. THE CONTRACTOR SHALL DEVELOP A CONSTRUCTION MANAGEMENT PLAN AND INCLUDE ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
12. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
13. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM STRUCTURES ADJACENT TO 31 FORE STREET. A COPY OF THE SURVEY SHALL BE PROVIDED TO THE OWNER.

CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP AND ERECTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE GENERAL CONTRACTOR PRIOR TO SUBMISSION FOR ENGINEER'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION, SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE.
12. THE ENGINEER BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND OBSERVATION VISITS TO THE SITE DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.

SPECIAL INSPECTION NOTES:

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS, AS WELL AS SITE DRAINAGE, SHALL BE REVIEWED BY A GEOTECHNICAL ENGINEER LICENSED IN THE STATE OF MAINE.
2. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT.
3. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
6. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
7. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
8. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.
9. SPECIAL INSPECTION FIRM SHALL BE EMPLOYED BY PENINSULA PROPERTY DEVELOPMENT AND COORDINATED BY THE CONTRACTOR.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, OR ELEVATION AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO THEIR ORIGINAL LOCATION BY A REGISTERED LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITIONS SHALL BE IMMEDIATELY REPORTED TO THE CIVIL ENGINEER FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE THE PROPOSED BUILDING CORNER LOCATIONS AND A TEMPORARY BENCHMARK WITHIN THE SITE.
6. CONTRACTOR TO ENSURE THAT DRIVEWAYS AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND IN USE AT ALL TIMES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN - LEVEL III AND SUBDIVISION PERMIT FROM THE CITY OF PORTLAND.
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.

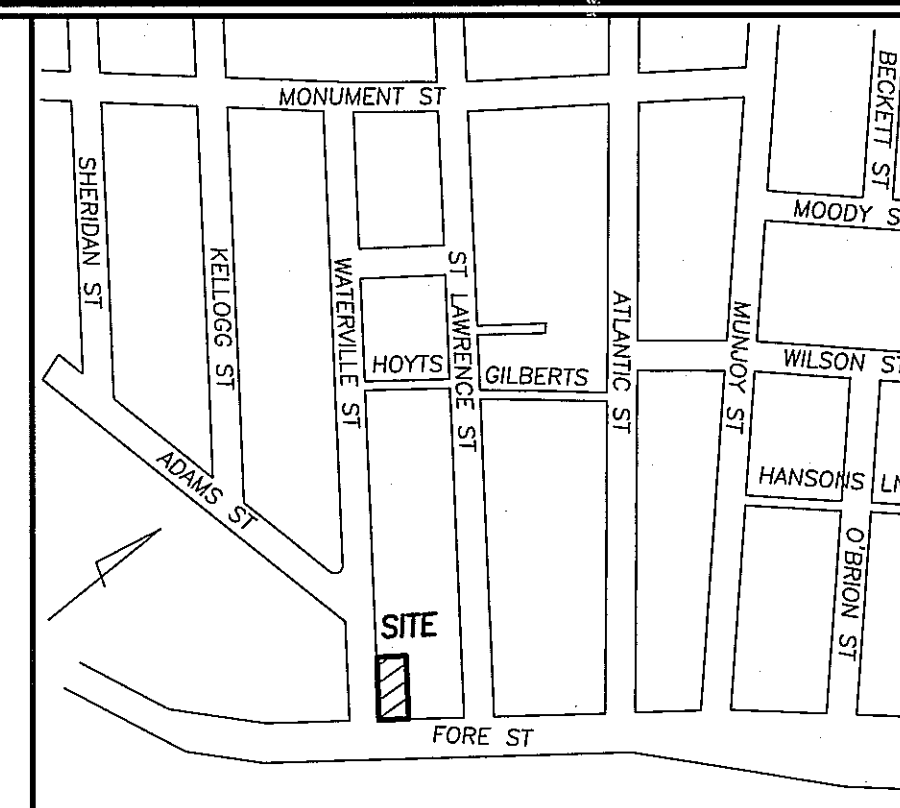
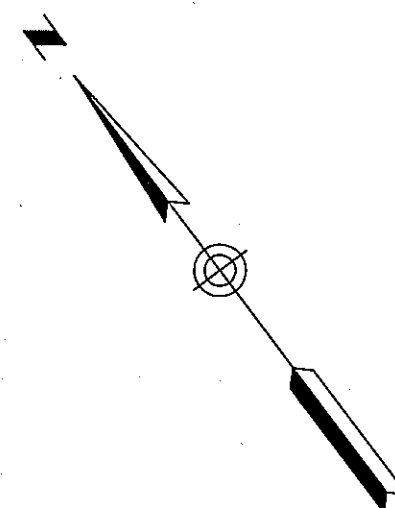
1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED WITHIN THE PROPOSED LIMITS OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY LOAM WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. SEE BORING LOGS FOR ADDITIONAL INFORMATION.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE OWNER. PRIOR TO THE CONTRACTOR PRICING THE WORK THE CONTRACTOR SHALL REQUEST PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. NO ADDITIONAL PAYMENT FOR UNSUITABLE MATERIALS.
6. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $N=0.012$ OR LESS.
7. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
8. 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.

1. ALL ROUTINE MAINTENANCE ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
2. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
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, AND PRIOR TO ANY STORM EVENT.
4. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
5. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
6. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE CIVIL ENGINEER FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR TO BYPASS EXISTING SEWER FLOW CONTROL AT CONNECTION TO EXISTING SYSTEM AT NO ADDITIONAL COST.
3. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES.
4. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED BEFORE BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.
5. SEWER MANHOLES SHALL BE 4' ID UNLESS OTHERWISE STATED ON THE PLANS.
6. CONTRACTOR TO PROVIDE 5'-6" OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.
7. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN ON SHEET C-42.
8. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT "WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURES", MOST RECENT REVISION.
9. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.
10. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.

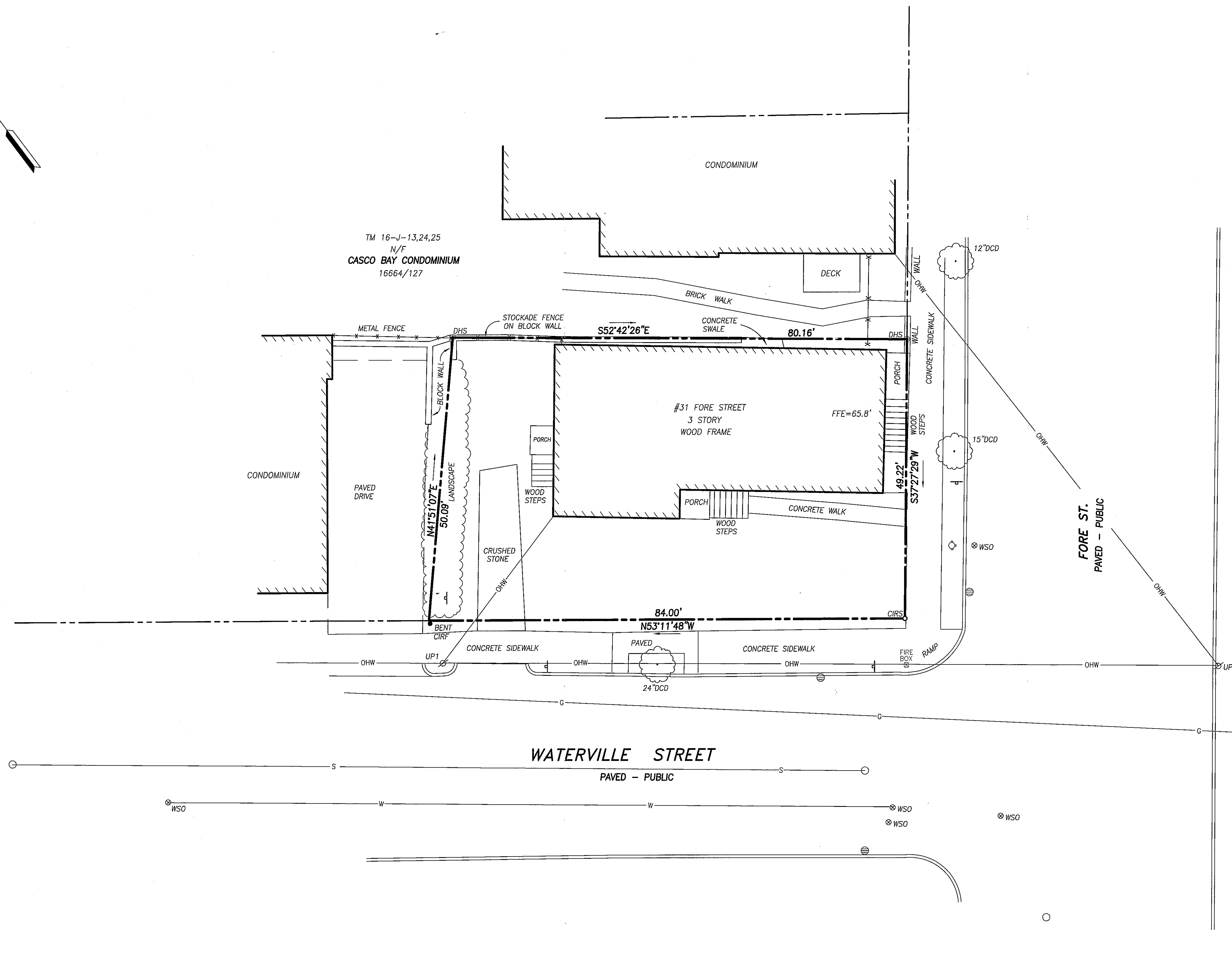
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LOCATION MAP
N.T.S.

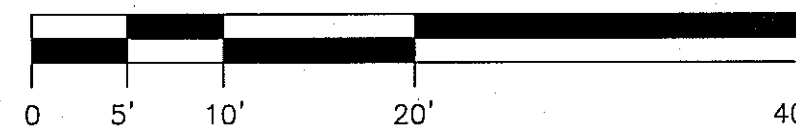
TM 16-J-13,24,25
N/F
CASCO BAY CONDOMINIUM
16664/127



LEGEND

- DHS @ DRILL HOLE SET
- CIRS @ CAPPED IRON ROD SET
- IRON PIPE FOUND
- WATER SHUTOFF
- SIGN
- DECIDUOUS TREE
- CATCHBASIN
- FENCE
- HYDRANT
- CURB
- UTILITY POLE
- MANHOLE
- WATER LINE
- OHW OVERHEAD WIRE
- G GAS LINE
- S SEWER LINE

GRAPHIC SCALE



UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

PLAN REFERENCES:

- BOUNDARY AND TOPOGRAPHIC SURVEY ON ST. LAWRENCE STREET FOR GEORGE ROBIN WHITTEN DATED OCTOBER 27, 2011 BY OWEN HASKELL, INC.
- STANDARD BOUNDARY SURVEY OF 1-3 ST. LAWRENCE STREET FOR CASCO BAY VENTURES DATED 2-20-2001 BY BACK BAY BOUNDARY, INC.
- STANDARD BOUNDARY SURVEY ON WATERVILLE STREET, PORTLAND, MAINE MADE FOR LARRY DAVIS DATED SEPT. 12, 2000 BY OWEN HASKELL, INC.

NOTES:

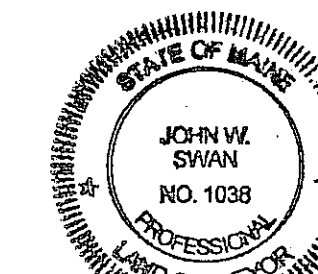
- OWNER OF RECORD: PENINSULA PROPERTY DEVELOPMENT LLC CCRD 32563/21
- LOCUS IS SHOWN AS LOT 26 ON CITY OF PORTLAND ASSESSORS MAP 16 BLOCK J.
- PROPERTY IS LOCATED IN CITY OF PORTLAND RESIDENTIAL ZONE R6.
- BEARINGS ARE BASED ON MAINE STATE GRID COORDINATE SYSTEM.
- BENCH MARK: HIGHEST POINT ON "M" MONUMENT AT NORTHWESTERLY CORNER OF ST. LAWRENCE AND FORE STREET, ELEVATION=69.35 NGVD 1929.

CERTIFICATE

OWEN HASKELL, INC. CERTIFIES 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 BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

12/22/15
DATE

JOHN W. SWAN, PLS NO. 1038



REV. 1 | 10/17/15 | ADD CORNER MARKERS SET

CONDOMINIUM PLAT
ON
FORE ST. AND WATERVILLE ST, PORTLAND, MAINE
MADE FOR OWNER OF RECORD
PENINSULA PROPERTY DEVELOPMENT LLC
71 WEST ST., PORTLAND, ME 04102

OWEN HASKELL, INC.
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424
PROFESSIONAL LAND SURVEYORS

Drwn By	RS	Date	Job No.
Trace By	JLW	SEPTEMBER 24, 2015	2015-189P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 10'	1

1. ZONING ANALYSIS COMPLETED BY PORT CITY ARCHITECTURE.
2. FOR INFORMATION REGARDING PROPOSED UTILITY CHANGES, REFER TO UTILITY PLAN, SHEET C-20, MOST RECENT VERSION.
3. FOR INFORMATION REGARDING PROPOSED GRADING CHANGES, REFER TO GRADING, DRAINAGE, & EROSION CONTROL PLAN, SHEET C-30, MOST RECENT VERSION.
4. UNIT FURNISHING PROVIDED BY PORT CITY ARCHITECTURE. REFER TO ARCHITECTURE PLANS FOR FLOOR PLAN AND BUILDING DETAILS.
5. TOTAL SITE AREA INCLUDES 0.096 ACRE (4180 S.F.). R.O.W. WIDTHS FOR FORE STREET AND WATERSVILLE STREET ARE 50-FOET WIDE. SEE EXISTING CONDITIONS PLAN FOR EXISTING CONDITIONS PLAN. REFER TO EXISTING CONDITIONS PLAN DATED 9/24/2015 AND REVISED 10/17/15.
6. LIGHTING PLAN.
7. PER REVIEW OF THE CITY OF PORTLAND HISTORICAL DISTRICTS UPDATED 4/9/15, THE PROPOSED REDEVELOPMENT SITE IS NOT WITHIN ANY IDENTIFIED DISTRICTS.
8. SITE BOUNDARIES PER EXISTING CONDITIONS PLAN AND PROPERTY PINS TO BE SET BY OWEN HASKELL, INC.
9. AS OF 10/17/2015, SITE IS BOUNDED BY THE FOLLOWING ZONES PER CITY OF PORTLAND GIS WEBSITE:
9.1. B-2 ZONE TO THE WEST ALONG ALBANY STREET, WATERSVILLE STREET AND WATERSVILLE STREET
9.2. B-6 ZONE TO THE EAST ALONG FORE STREET OCCUPIED BY PORTLAND COMPANY.

1. LOCUS PARCEL IS SHOWN ON THE CITY OF PORTLAND ASSESSOR'S MAP 16, BLOCK J, AS LOT 26, LISTED AS 31.01 ACRE STREET.
2. AREA OF LOCUS PARCEL IS 4180 SQUARE FEET (0.096 ACRE).
3. LOCUS PARCEL DOES NOT SCALE IN A SPECIAL FLOOD HAZARD AREA PER FEMA FLOOD INSURANCE RATE MAP. LOCUS PARCEL NUMBER 230051 00138, INDEX DATED DECEMBER 8, 1998.
4. ALL BUILDING CORNER OFFSETS TO BOUNDARY LINES ARE FROM CORNBORARDS AND NOT BUILDING CORNERS UNLESS OTHERWISE NOTED.
5. THIS SHEET IS THE SUBDIVISION PLAT FOR THE CREATION OF UP TO 4 DWELLING UNITS IN A REDEVELOPED BUILDING ON THE SUBJECT PROPERTY. APPROVAL OF THIS PLAT DOES NOT CREATE ANY SUBDIVISION OF THE LAND ON THE SUBJECT PROPERTY.
6. THE SIGNATURE OF THE CITY OF PORTLAND PLANNING BOARD ON THIS SUBDIVISION PLAT CONSTITUTE SUBDIVISION APPROVAL FOR THE CREATION OF 4 RESIDENTIAL UNITS.
7. MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SIDEWALKS, STORMWATER DEVICES, SITE LIGHTING, TRASH ENCLOSURES AND OTHER UTILITY DEVICES SHALL BE THE RESPONSIBILITY OF THE OWNER.
8. THE OWNER SHALL BE RESPONSIBLE FOR COMPLYING WITH THE CONDITIONS OF CHAPTER 32 STORMWATER INCLUDING ARTICLE III, POST-CONSTRUCTION STORMWATER MANAGEMENT, WHICH SPECIFIES ANNUAL INSPECTIONS AND REPORTING REQUIREMENTS AT A MINIMUM. IN ADDITION, THE OWNER SHALL BE RESPONSIBLE FOR COMPLYING WITH THE CITY OF PORTLAND STORMWATER MANAGEMENT PLAN AND THE APPROVED CITY OF PORTLAND PLANS, AND MEET CITY STANDARDS AND STATE GUIDELINES.

THE EXISTING CONDITIONS PLAN DEVELOPED BY OWEN HASKELL, INC. DID NOT NOTE THE PRESENCE OF ANY EXISTING EASEMENTS.

THE APPLICANT DOES NOT ANTICIPATE THE NEED FOR ANY TEMPORARY OR PERMANENT EASEMENTS DURING OR AFTER CONSTRUCTION; EXISTING CONDITIONS AND STRUCTURES WILL BE USED AS AIDS IN CONSTRUCTION.

OWEN HASKELL, INC. HEREBY STATES EXCLUSIVELY TO THE CLIENT LISTED HEREON THAT THE PARCEL BOUNDARIES DEPICTED ON THIS PLAN ARE 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.

THE SEALING OF THIS PLAN BY NADEAU LAND SURVEYS IS SOLELY FOR THE PARCEL BOUNDARIES AND EASEMENTS DEPICTED HEREON. THIS OFFICE SHALL NOT BE HELD LIABLE FOR ANY MATTERS REGARDING THIS SUBDIVISION PLAN OTHER THAN FOR THE PARCEL BOUNDARIES AND EASEMENTS DEPICTED HEREON.

JOHN W. SWAN, P.L.X. #

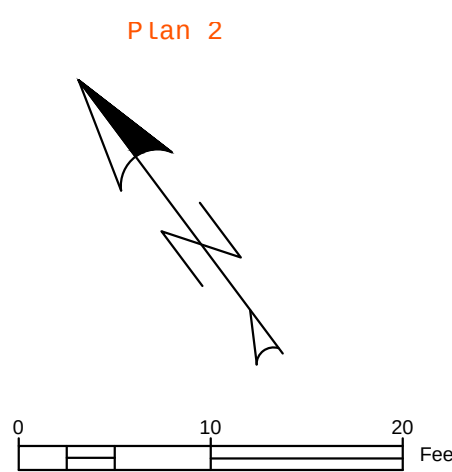
JOHN W. SWAN, P.L.X. #

DATE: _____

PENINSULA PROPERTY DEVELOPMENT LLC
PORTLAND, MAINE
CONTACT: ROBERT LEBLANC

ACORN ENGINEERING, INC.
PORTLAND, MAINE
CONTACT: WILL SAVAGE, P.E.

OWEN HASKELL, INC.
FALMOUTH, MAINE
CONTACT: JOHN W. SWAN, P.L.S.



STRIPING

BRICK SIDEWALK

GREEN SPACE

CURB

PROPOSED BUILDING

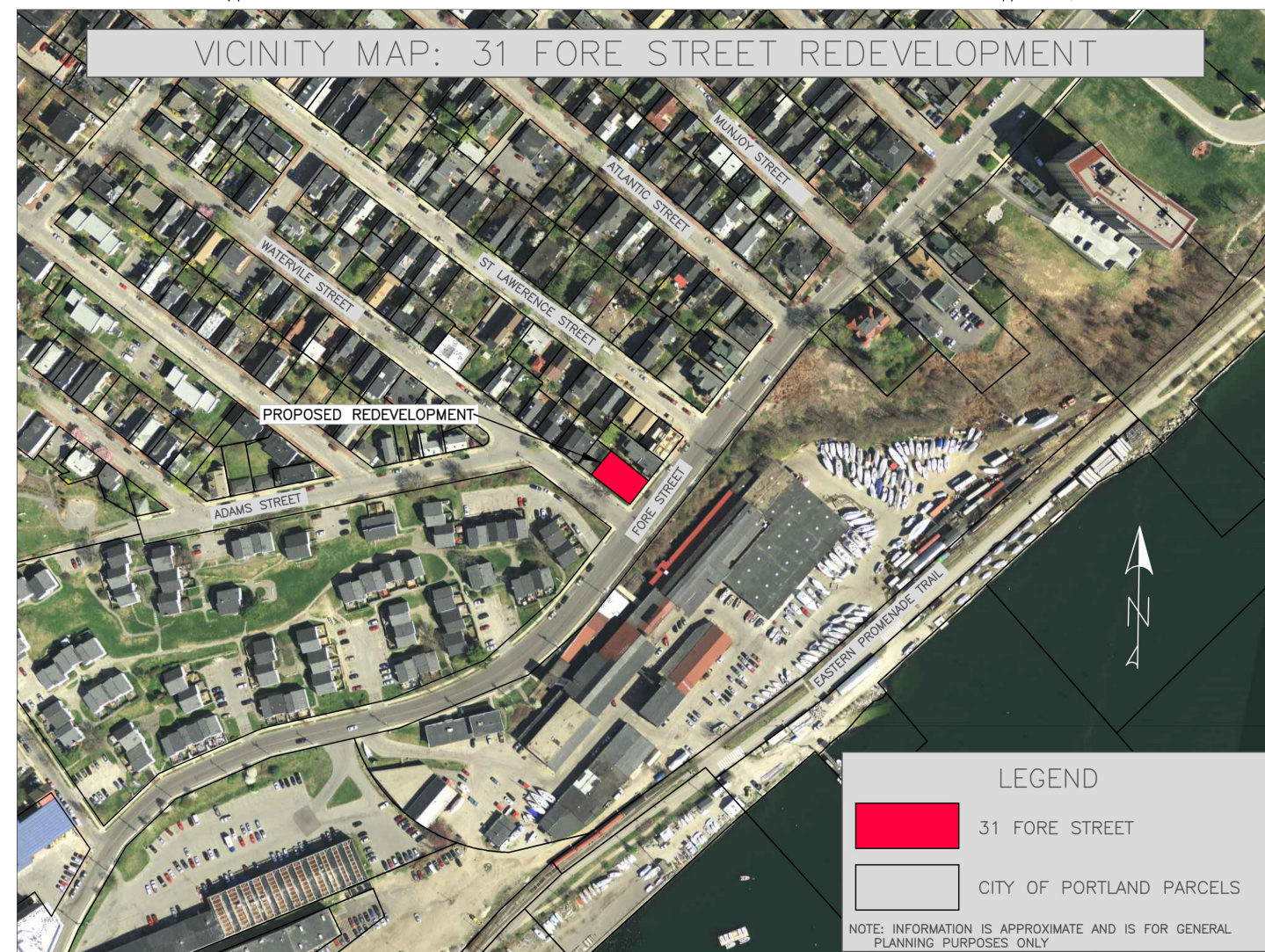
PROPERTY LINE

PROPERTY SETBACK

PARKING SUMMARY	
PARKING DIMENSION	# PARKING SPACES
STANDARD (9'X18')	6
COMPACT WIDTH/LENGTH (8'X15')	0
TOTAL SPACES	6

PARKING SUMMARY	
PARKING DIMENSION	# PARKING SPACES
STANDARD (9'X18')	6
COMPACT WIDTH/LENGTH (8'X15')	0
TOTAL SPACES	6

PRELIMINARY

[illegible]

RECORDING INFORMATION
STATE OF MAINE, CUMBERLAND
COUNTY REGISTRY OF DEEDS

RECEIVED: _____
RECORDED IN _____
ATTEST: _____
REGISTRAR

[illegible]

PRELIMINARY SUBDIVISION PLAT

PRELIMINARY SUBDIVISION PLAT
31 FORE STREET REDEVELOPMENT

PENINSULA PROPERTY DEVELOPMENT, LLC.

59 MOODY STREET, PORTLAND MAINE 04101

DRAWING NAME:

PROJECT NAME.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACCORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACCORN ENGINEERING, INC.

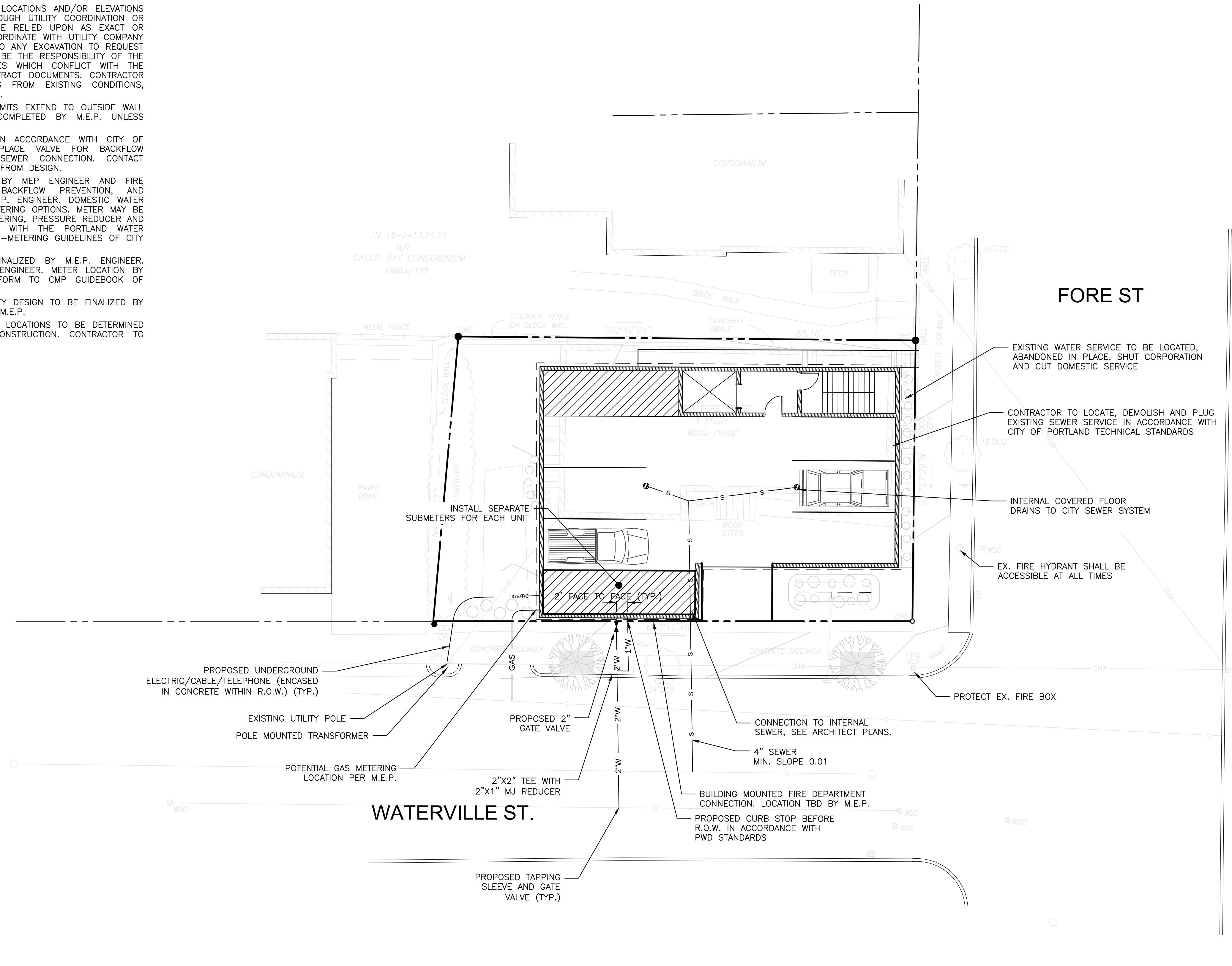
ACORN ENGINEERING, INC.
158 DANFORTH STREET, PORTLAND MAINE 04102
(207) 775-2655

FILE:	1068_CIVIL
DATE:	2/1/16
JN:	1068
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	WHS
CHECKED BY:	WHS

DRAWING NO.

SP-1

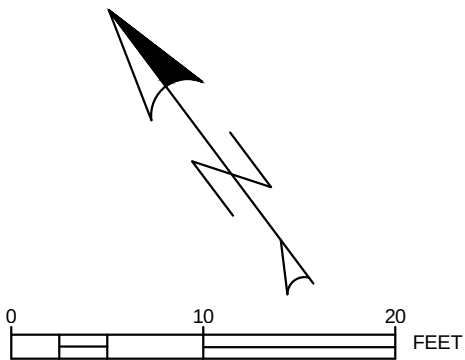
1. STORMWATER DRAINAGE INFRASTRUCTURE INDICATED ON SHEET C-30.
2. LOCATION OF PROPOSED CONNECTIONS APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
3. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH 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 RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY SURVEY, PRIOR TO ANY CHANGES.
4. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS EXTEND TO OUTSIDE WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
5. SEWER: SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. M.E.P. TO PLACE VALVE FOR BACKFLOW PREVENTION INSIDE OF BUILDING FOR EACH SEWER CONNECTION. CONTACT ENGINEER IF FIELD CONDITIONS FROM INVERT VARY FROM DESIGN.
6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY MEP ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURES REDUCED TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW SUB-METERING GUIDELINES OF CITY OF PORTLAND.
7. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION BY M.E.P. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION.
8. GAS UTILITIES: PROJECT GAS LOAD AND GAS UTILITY DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. GAS METERS TO BE LOCATED BY M.E.P.
9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY FAIRPOINT AND TIME WARNER PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE.



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PERMITTING
NOT FOR CONSTRUCTION

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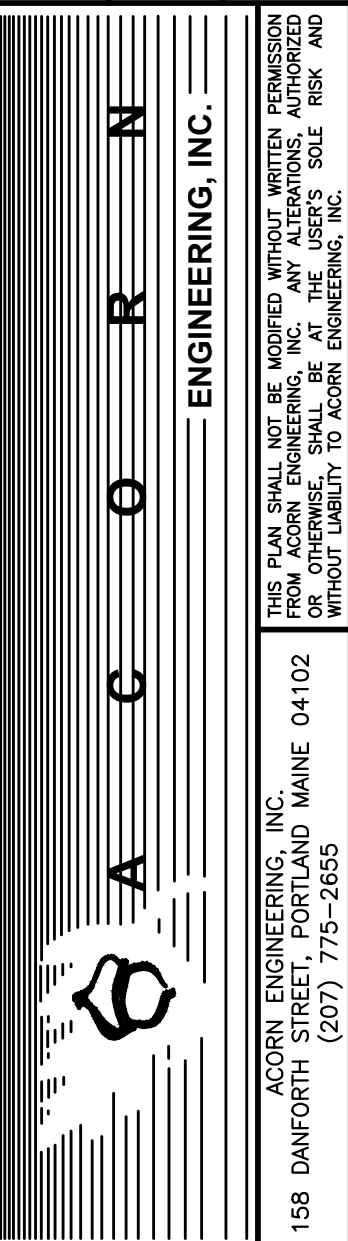
1. REFER TO STRUCTURAL ENGINEER'S PLANS FOR FOUNDATION WALL DESIGN. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
2. STORM DRAIN MH INVERT APPROXIMATE. CONTACT ENGINEER IF FIELD CONDITIONS FROM INVERT VARY FROM DESIGN.
3. CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRADIENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
4. LOCATION OF PROPOSED SEDIMENTATION BARRIER IS INDICATED ON PLAN. CONTRACTOR TO ENSURE THAT SEDIMENTATION BARRIER IS INSTALLED ALONG THE DOWN-GRADIENT LOCATION OF DISTURBANCE, PER DETAIL.
5. CONTRACTOR SHALL INSTALL CONSTRUCTION ENTRANCE AT ALL LOCATIONS OF INGRESS AND EGRESS DURING CONSTRUCTION TO THE SITE. SEE DETAIL.
6. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. IN INSTANCES WHERE CATCH BASIN HEADSTONES ARE TO BE REPLACED WITH TIPDOWNS, CONTRACTOR SHALL PROVIDE NEW GRANITE CURB TIPDOWN AND OTHER CURBING AS NECESSARY. CATCH BASIN HEADSTONES SHOULD ONLY BE REMOVED IF THEY ARE TO HINDER ADA ACCESS TO CURB RAMPS.
7. CONTRACTOR SHALL ENSURE THAT FOUNDATION DRAINS AND UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.



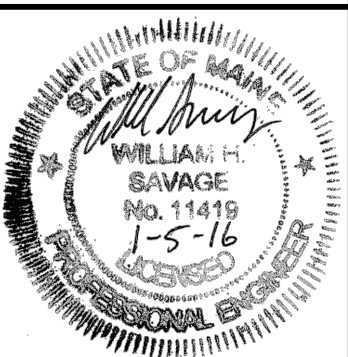
ISSUED FOR
PERMITTING
NOT FOR CONSTRUCTION

[illegible]

DRAWING NAME: GRADING, DRAINAGE & EROSION CONTROL PLAN
PROJECT NAME: 31 FORE STREET REDEVELOPMENT
CLIENT: PENINSULA PROPERTY DEVELOPMENT, LLC. 59 MOODY STREET, PORTLAND MAINE 04101



FILE:	1068_DETAILS
DATE:	12/28/15
JN:	1068
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	WHS
CHECKED BY:	WHS



DRAWING NO.
C-30

1. ALL PLANT SELECTION AND INSTALLATION WILL BE IN COMPLIANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN IMMEDIATE AREA.

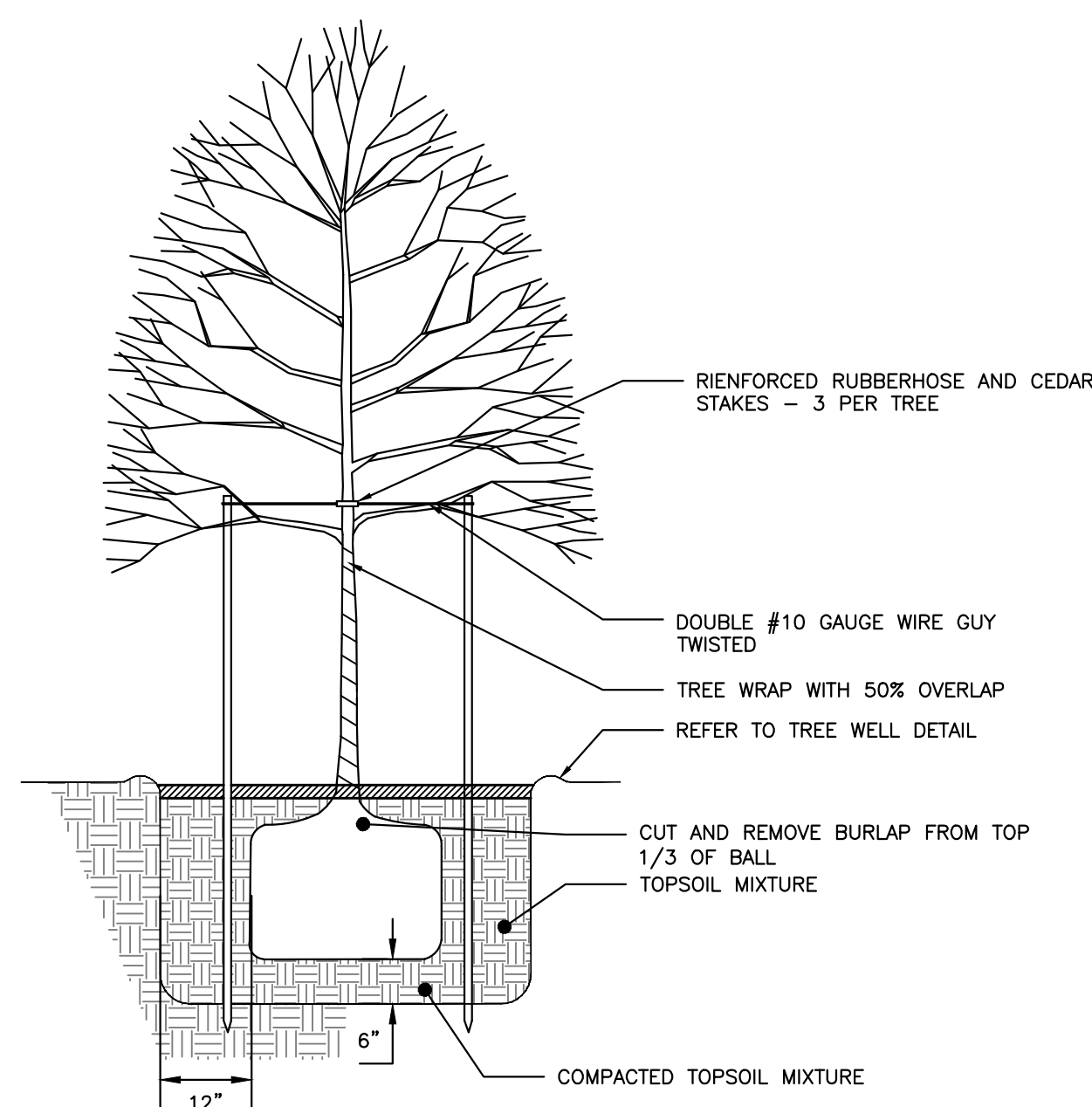
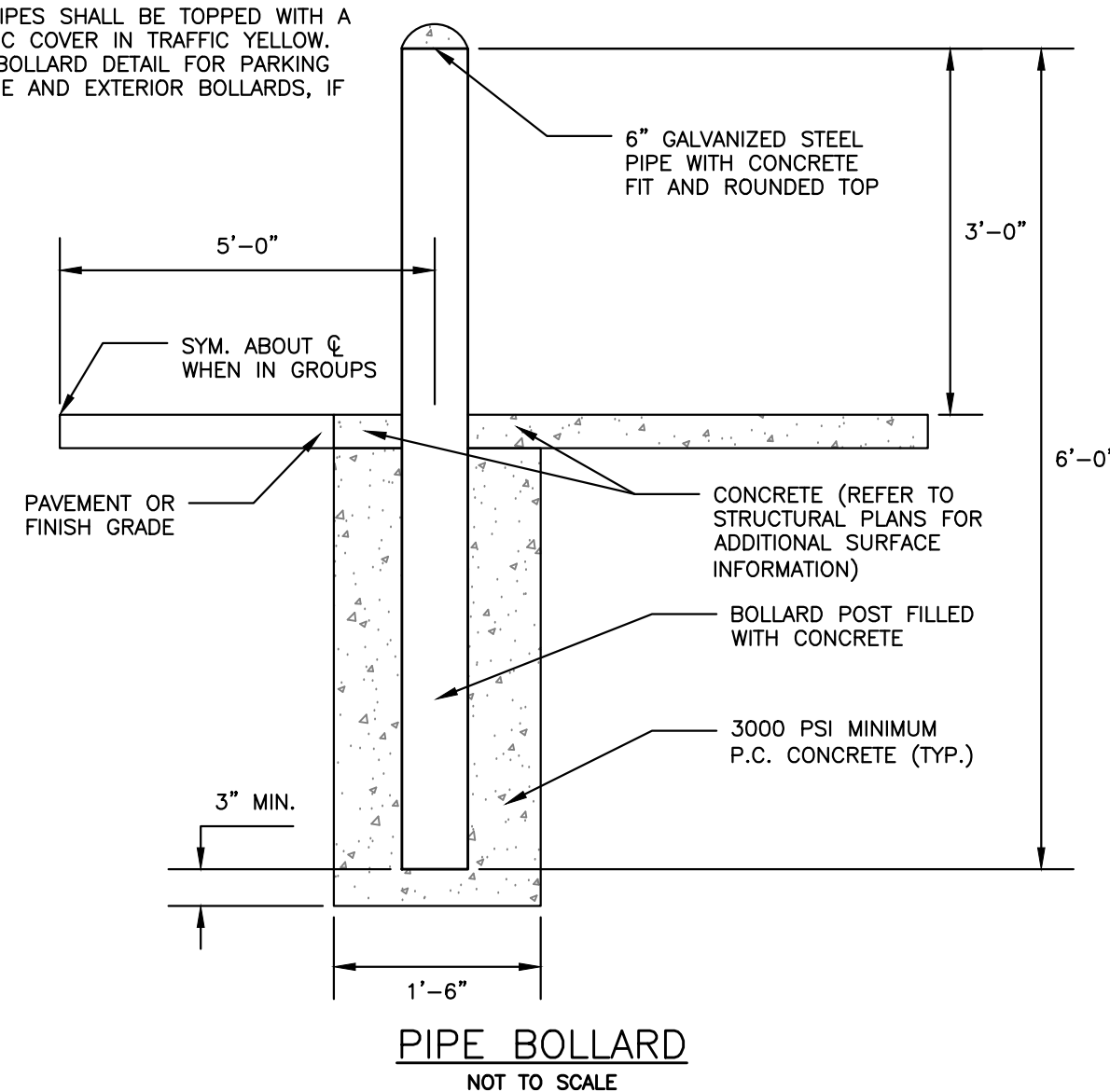
3. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
4. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
5. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER A MINIMUM OF 6 MONTHS.
6. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
7. CONTRACTOR SHALL REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO THE OWNER.
8. CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR FROM TIME OF PROVISIONAL ACCEPTANCE.
9. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE. ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
10. ALL PROPOSED PLANTS SHALL BE LOCATED CAREFULLY AS SHOWN ON THE PLANS AND THE PLACEMENTS SHALL BE APPROVED BY ENGINEER BEFORE THE PLANTS ARE INSTALLED.

11. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING RED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM

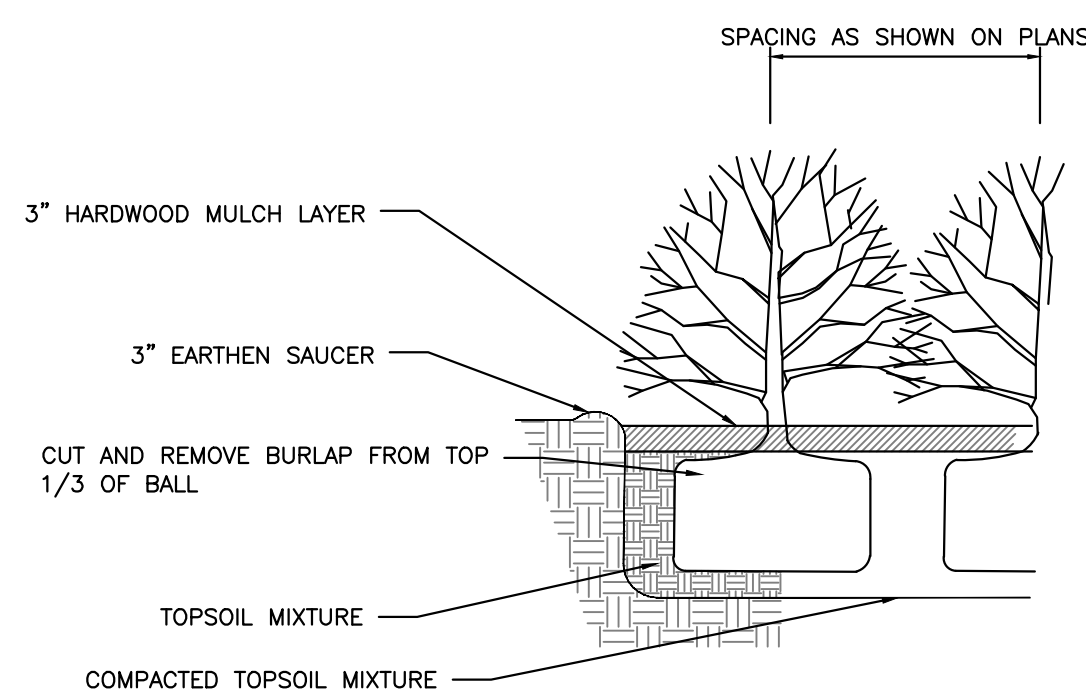
12. STAKING AND GUYING SHALL BE DETERMINED BY THE ENGINEER ON A TREE BY TREE BASIS. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING. IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.

13. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDED AS NECESSARY.
14. ENGINEER TO FLAG TREES TO BE PROTECTED ON SITE.
15. DIG HOLE AT LEAST 2 TIMES THE DIA. OF THE ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER) SET ROOT BALL CENTERED, WITH THE TOP AT GROUND LEVEL CORRECT HOLE DEPTH AS REQUIRED.
16. TOPSOIL BACKFILL SHALL BE NATURAL FRIABLE, FERTILE, FINE LOAMY SOIL POSSESSING THE CHARACTERISTICS OF TOPSOILS IN THE VICINITY WHICH PRODUCE A HEAVY GROWTH. TOPSOIL SHALL CONTAIN NOT LESS THAN 6% NOR MORE THAN 20% ORGANIC MATTER. TOP SOIL SHALL HAVE A PH VALUE OF NOT LESS THAN 5.5 NOR MORE THAN 7.0.
17. CONTAINER GROWN STOCK REMOVE CONTAINER PROTECTING THE ROOT BALL. GENTLY COMB OUT THE ROOTS. PRUNE DAMAGED ROOTS.
18. BACKFILL THE HOLE WITH TOPSOIL TO A DEPTH NOT TO EXCEED 8" THEN WATER SUFFICIENTLY TO SETTLE TOPSOIL. REPEAT SOIL BACKFILL, WATER, DRAIN. TOPSOIL SHALL BE TAMPED ON THE EDGES OF THE BALL PLANTS. BACKFILL TO FINISH GRADE AND CREATE AN EARTHEN SAUCER. SOAK PLANTS WITH WATER TWICE WITHIN THE FIRST TWENTY-FOUR HOURS OF PLANTING.

1. ALL PIPES SHALL BE TOPPED WITH A PLASTIC COVER IN TRAFFIC YELLOW.
2. PIPE BOLLARD DETAIL FOR PARKING GARAGE AND EXTERIOR BOLLARDS, IF ANY.

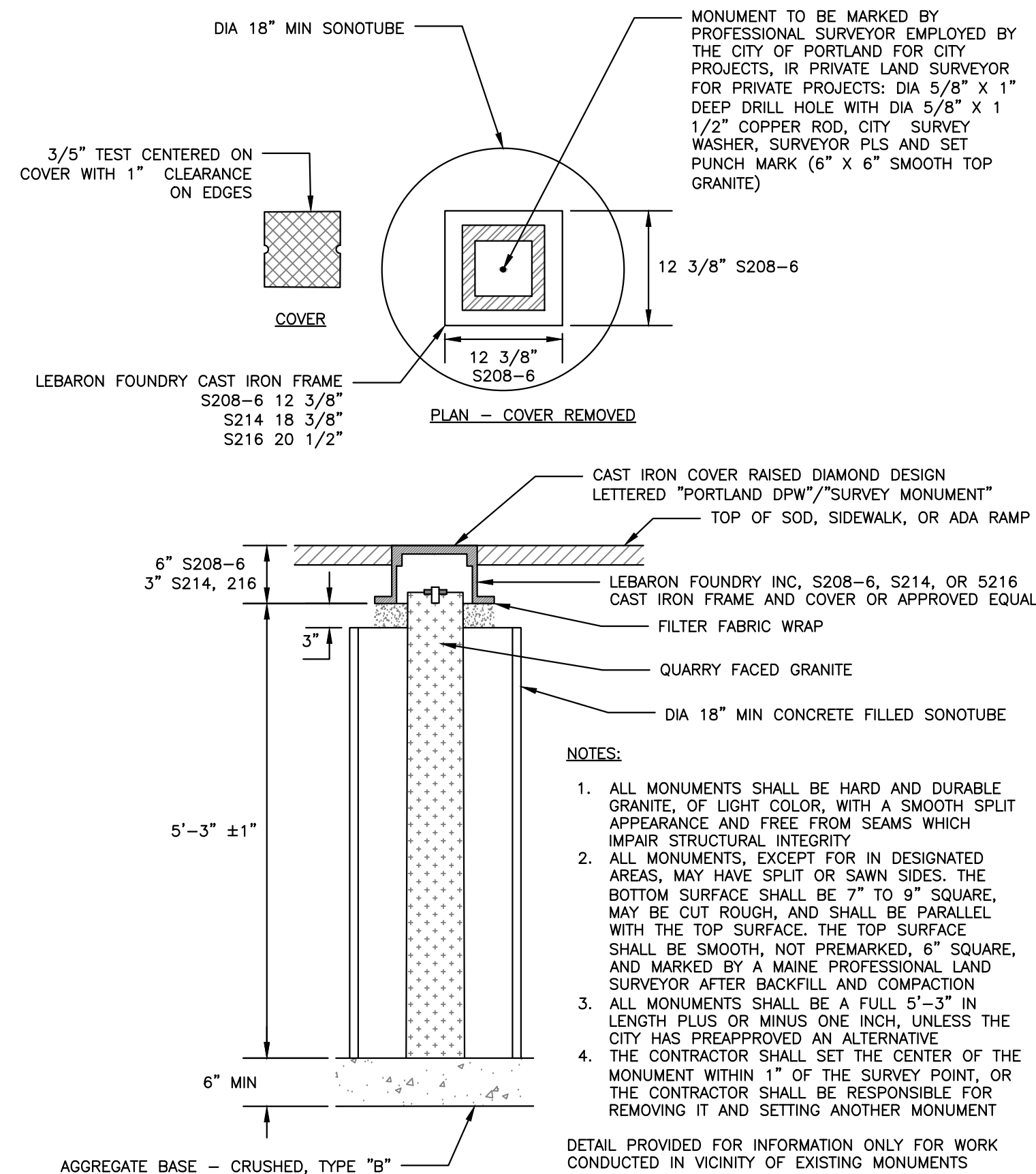


TREE PLANTING DETAIL
NOT TO SCALE

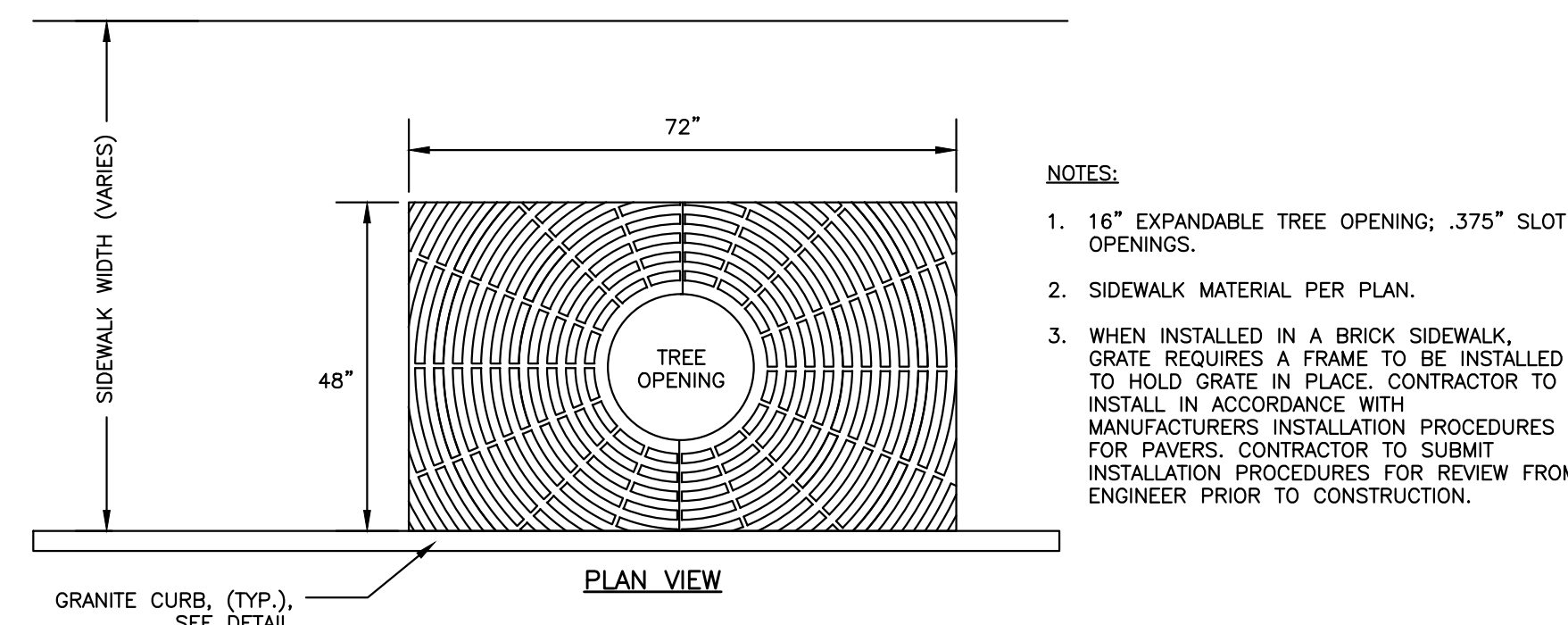


SHRUB PLANTING DETAIL

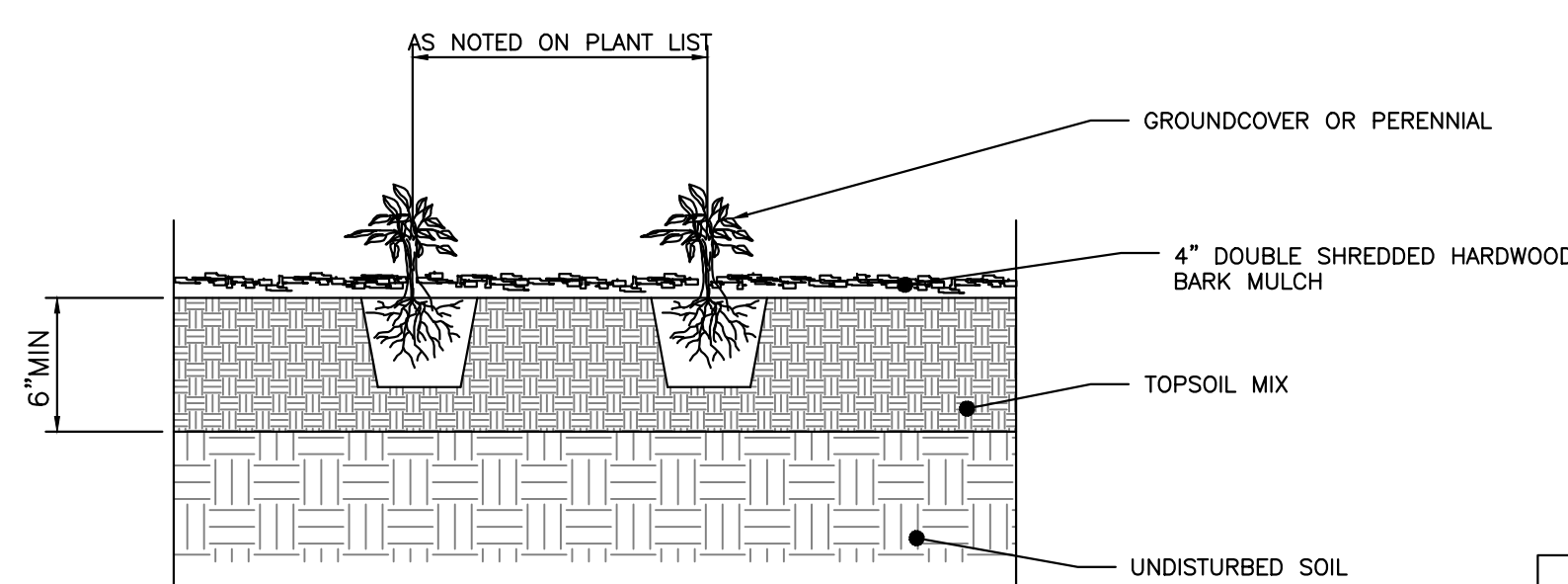
NOT TO SCALE



GRANITE STREET MONUMENT
NOT TO SCALE

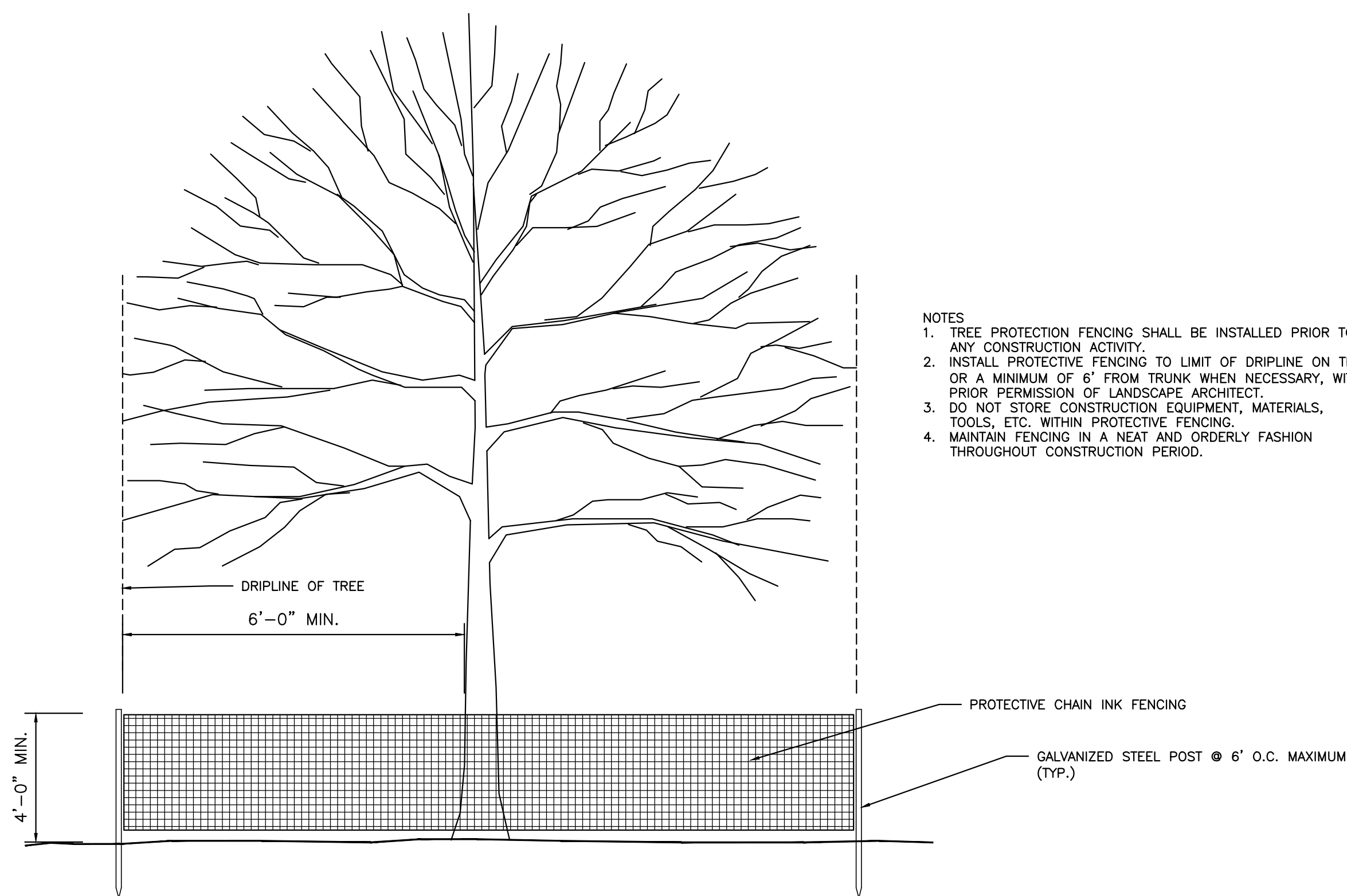


EXPANDABLE TREE GRATE NEENAH MODEL R-8811
NOT TO SCALE



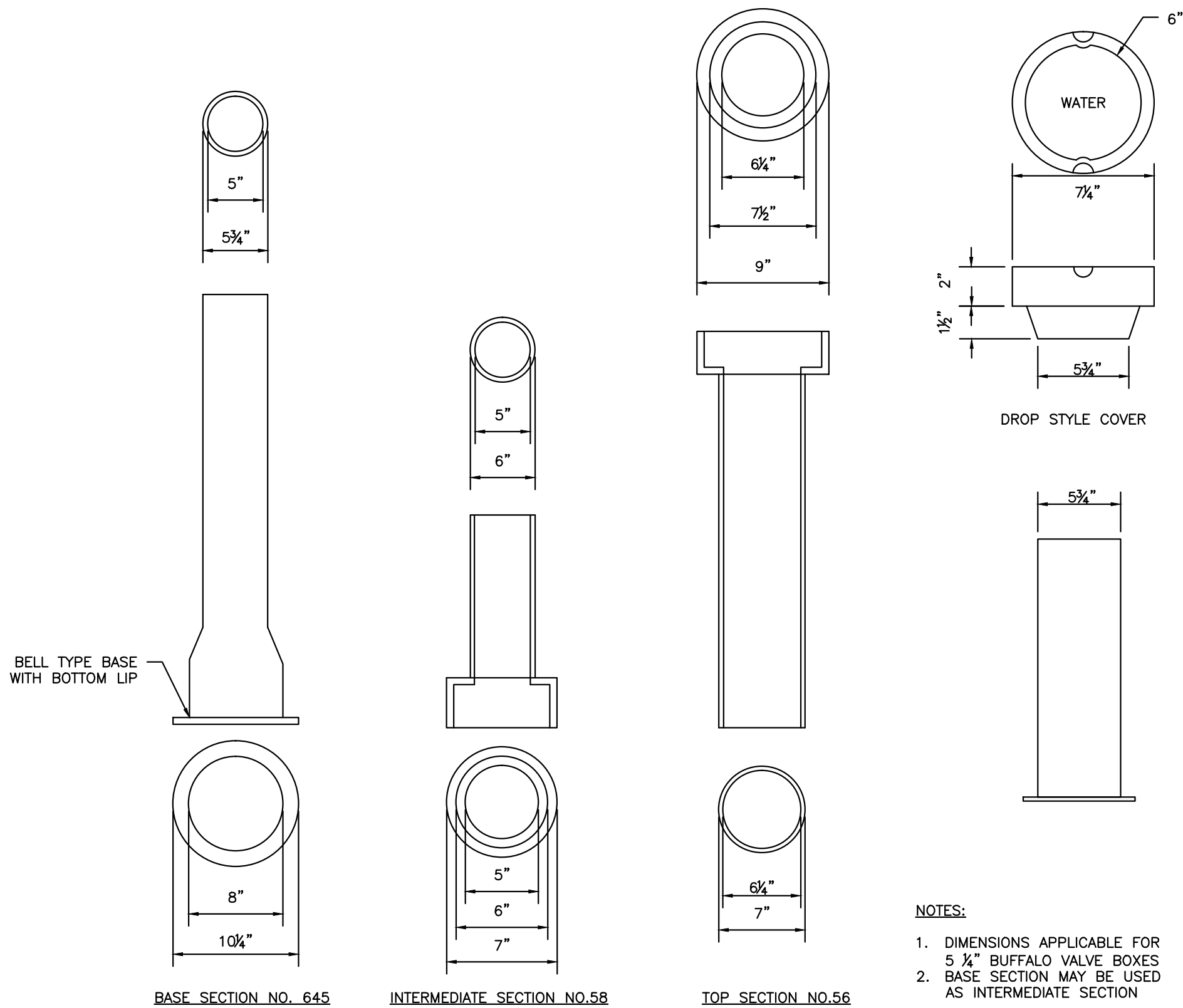
PERENNIAL PLANTING DETAIL
NOT TO SCALE

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NOT FOR CONSTRUCTION

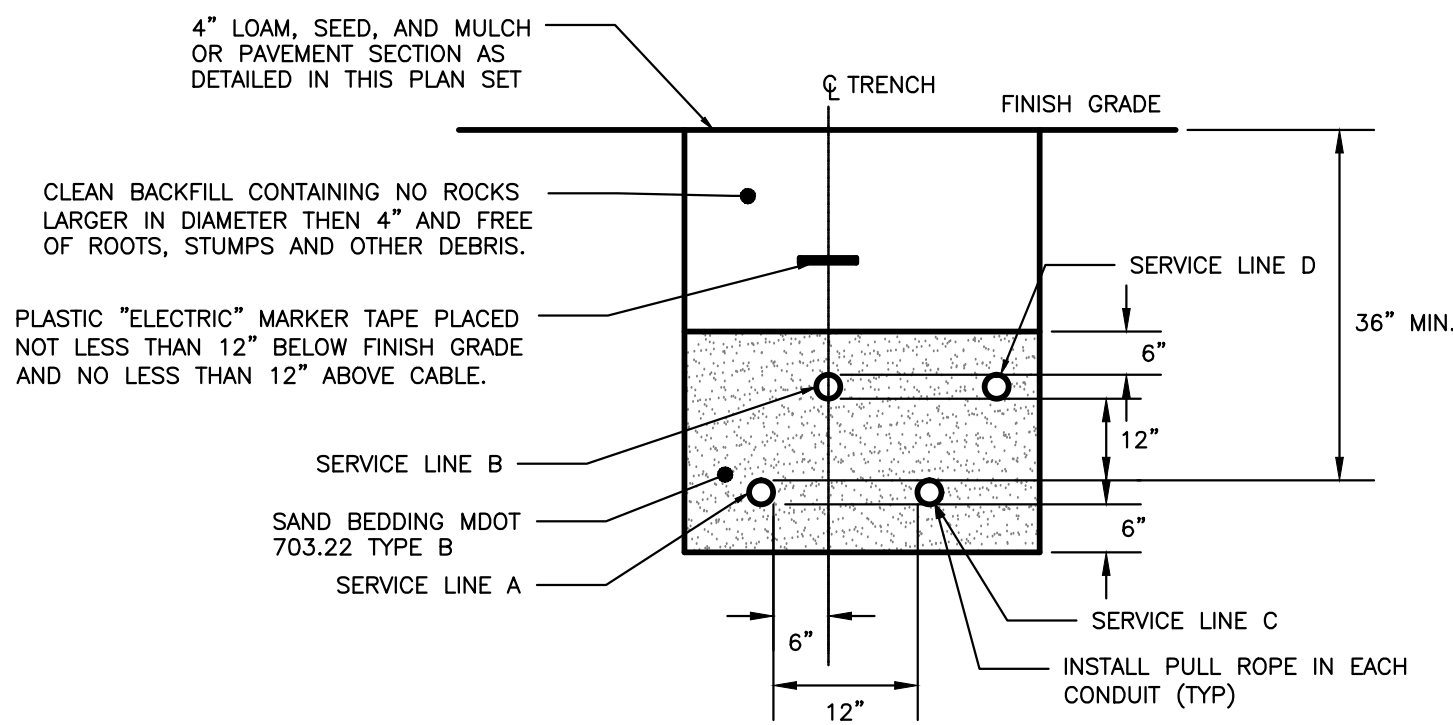


TREE PROTECTION DETAIL
NOT TO SCALE

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VALVE BOX & COVER
NOT TO SCALE

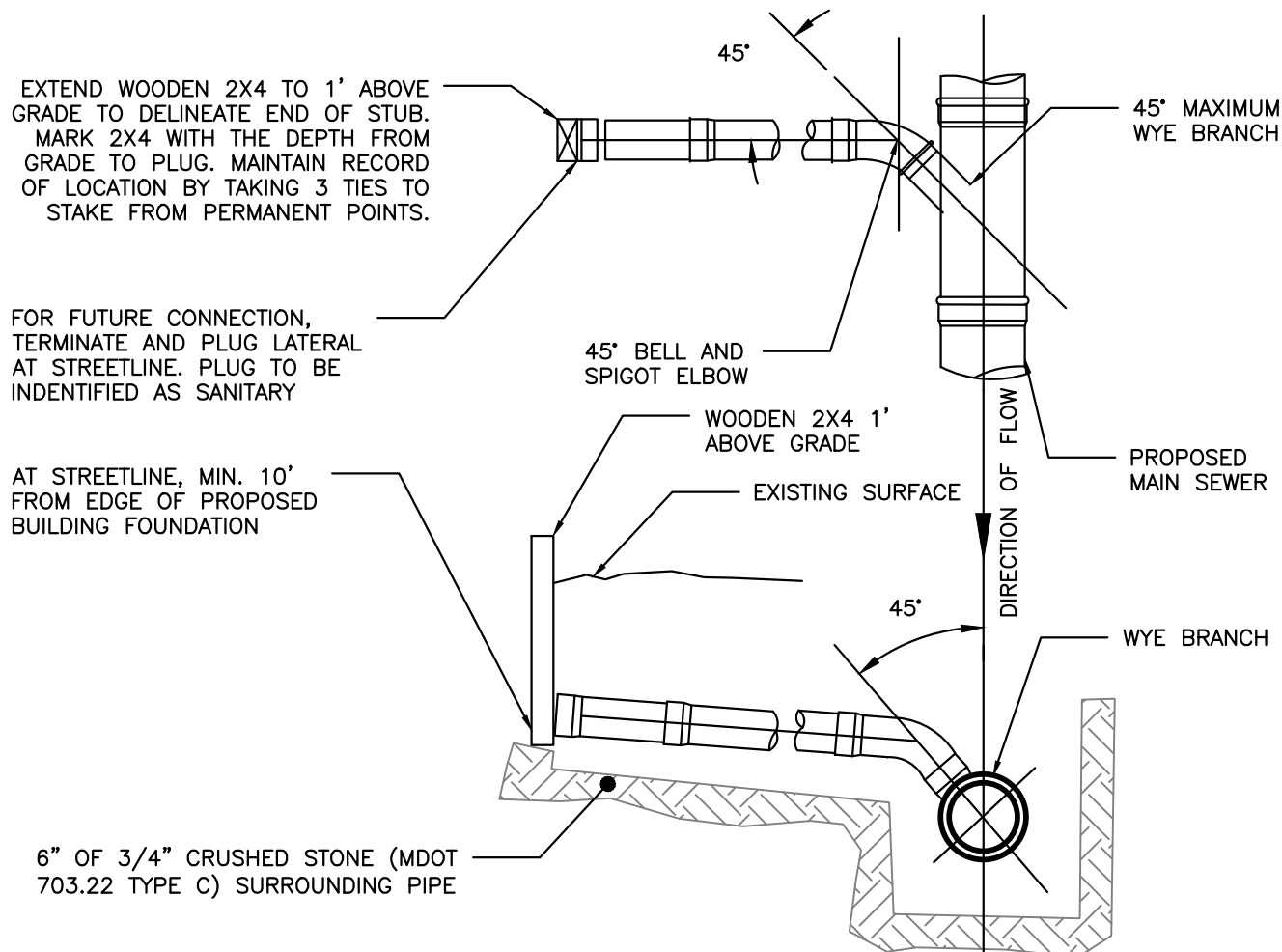


CONDUIT TYPE				
SERVICE	CONDUIT SIZE	GRASS AND PAVED AREAS	UTILITY	REMARKS
A	2-5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
B	2-4"	SCHEDULE 40 PVC	COMMUNICATION	-
C	2-4"	SCHEDULE 40 PVC ELECTRICAL GRADE	SPARE	IF REQUIRED
D	2-4"	SCHEDULE 40 PVC	CABLE	-

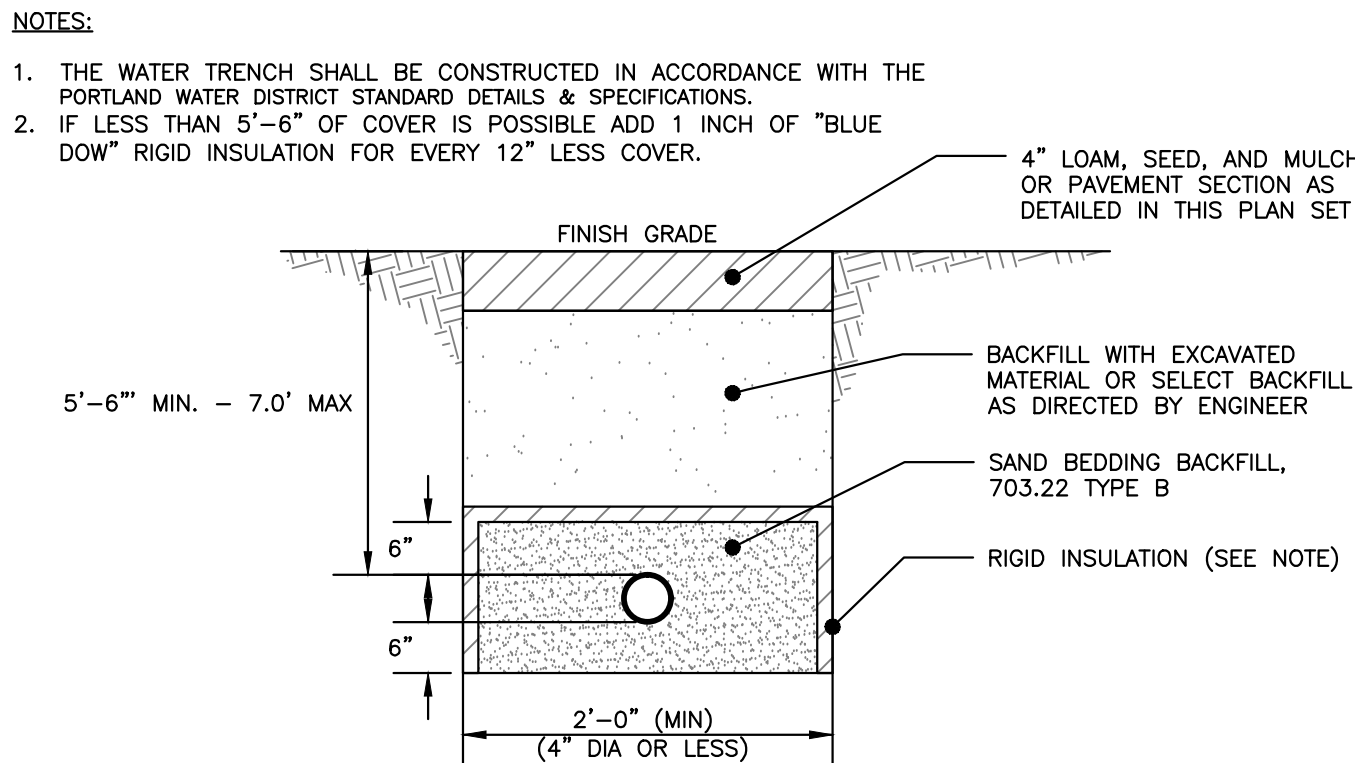
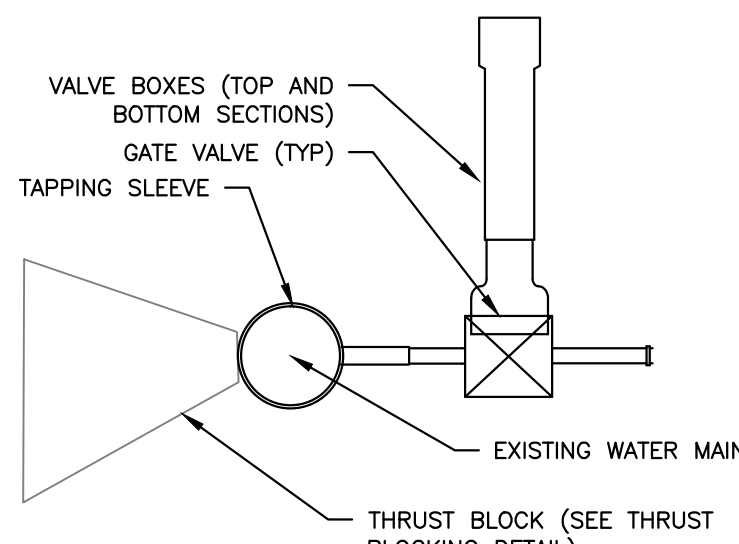
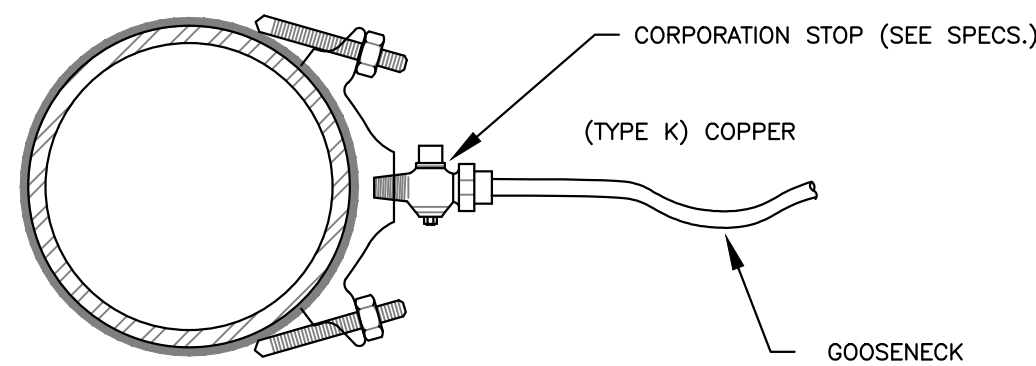
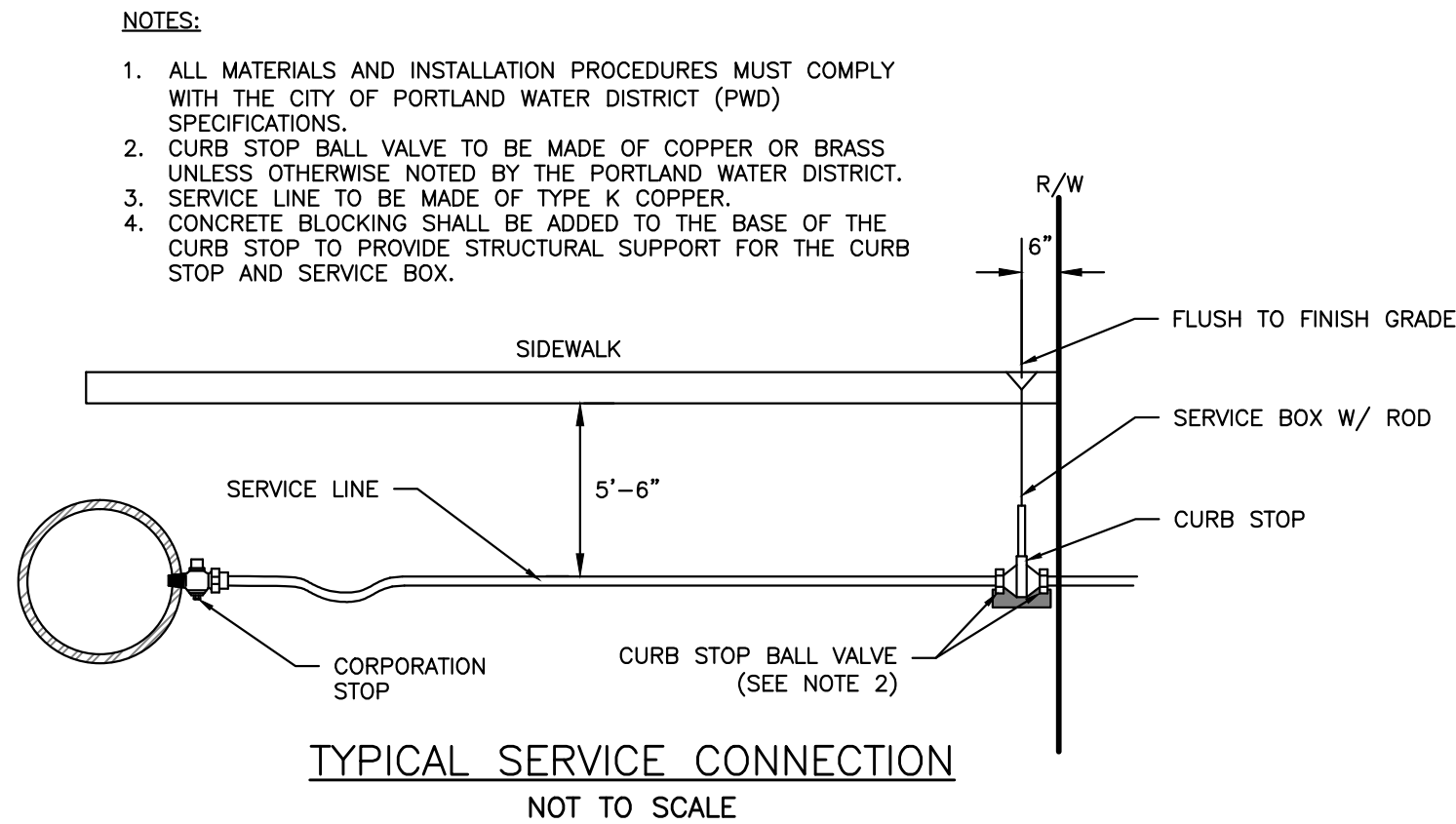
- NOTES:**
- ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS.
 - MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.

UTILITY TRENCH:
PRIMARY AND SECONDARY POWER, TELEPHONE, AND CABLE
NOT TO SCALE

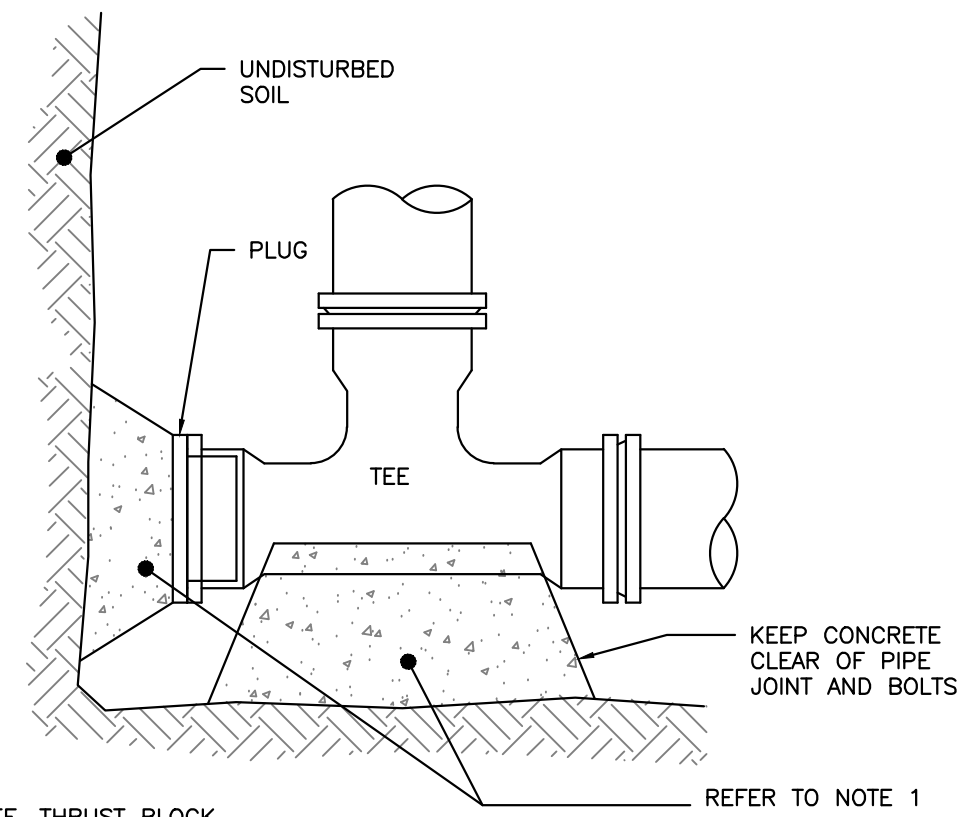
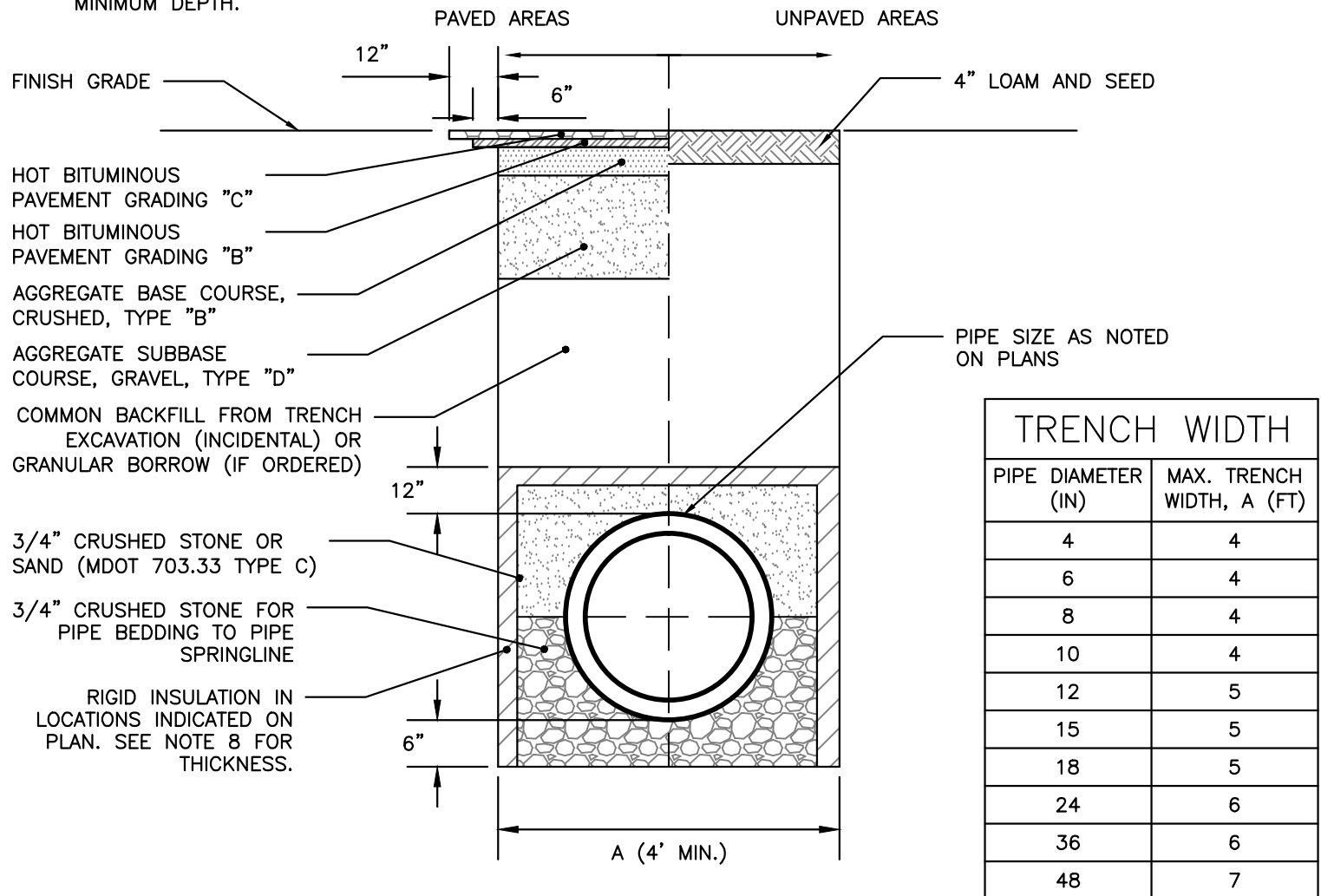
- NOTES:**
- LOCATION WITH WARNING TAPE SHALL BE INSTALLED OVER CENTERLINE OF PIPE AT A MAXIMUM OF 24 INCHES BELOW FINISH GRADE.
 - SITE CONTRACTOR TO COORDINATE CONNECTION OF SEWER LATERAL TO HOUSEHOLD PLUMBING WITH ARCHITECTURAL CONTRACTOR
 - CONNECTION OF PROPOSED SEWER LATERAL TO HOUSEHOLD PLUMBING SHOULD INCORPORATE USE OF SIMILAR PIPE MATERIALS. IN THE CASE OF DISSIMILAR PIPES BEING USED, A FERNCO FLEXIBLE COUPLING SHALL BE USED.



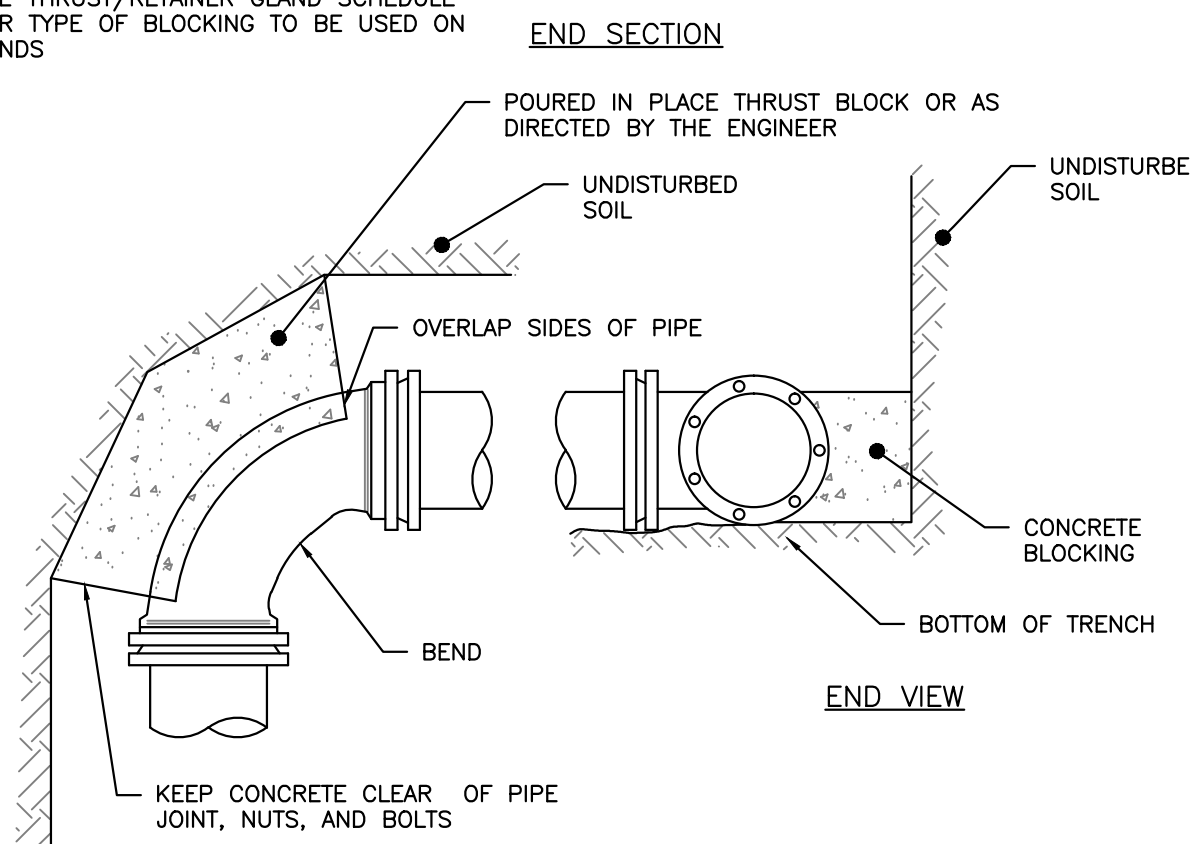
SEWER TEE/WYE CONNECTION DETAIL
NOT TO SCALE



- NOTES:**
- ANY ALTERNATE TRENCHING METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
 - ALL CONSTRUCTION METHODS SHALL CONFORM TO THE CITY OF PORTLAND TECHNICAL STANDARDS FIGURE II-2.
 - 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.
 - WHERE APPLICABLE, PERFORATIONS IN STORM DRAIN (PERFSD) SHALL BE ORIENTED UP.
 - 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
 - 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.
 - THIS DETAIL SHALL BE APPLIED ONLY TO PIPE TRENCHES WITHIN OF THE CITY OF PORTLAND ROW STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.

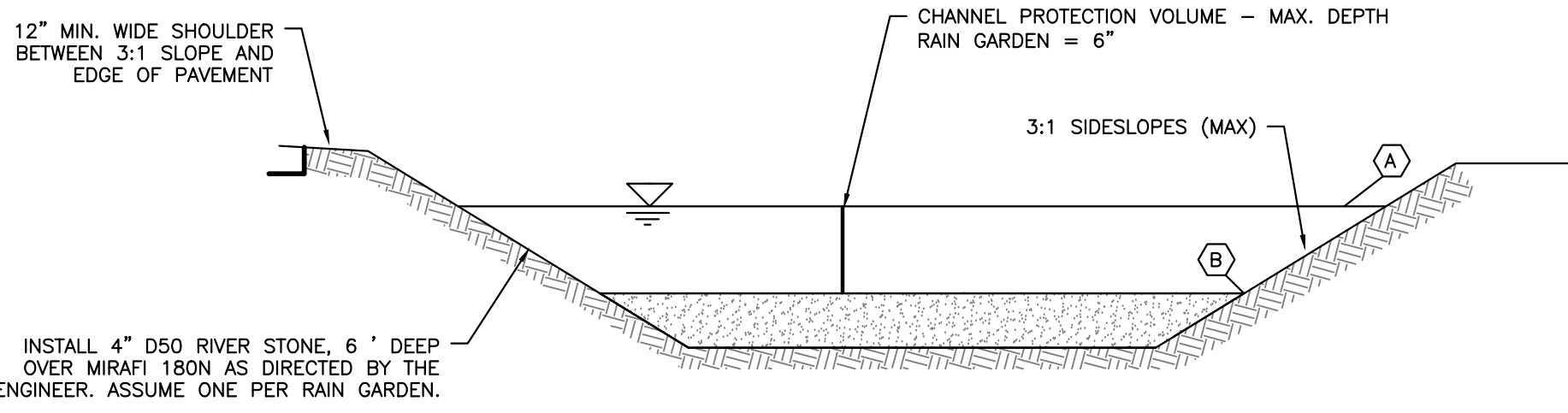


- NOTES:**
- IF DEAD END WITH TEE, THRUST BLOCK WOULD BE REQUIRED OR AS DIRECTED BY THE ENGINEER
 - SEE THRUST/RETAINER GLAND SCHEDULE FOR TYPE OF BLOCKING TO BE USED ON BENDS

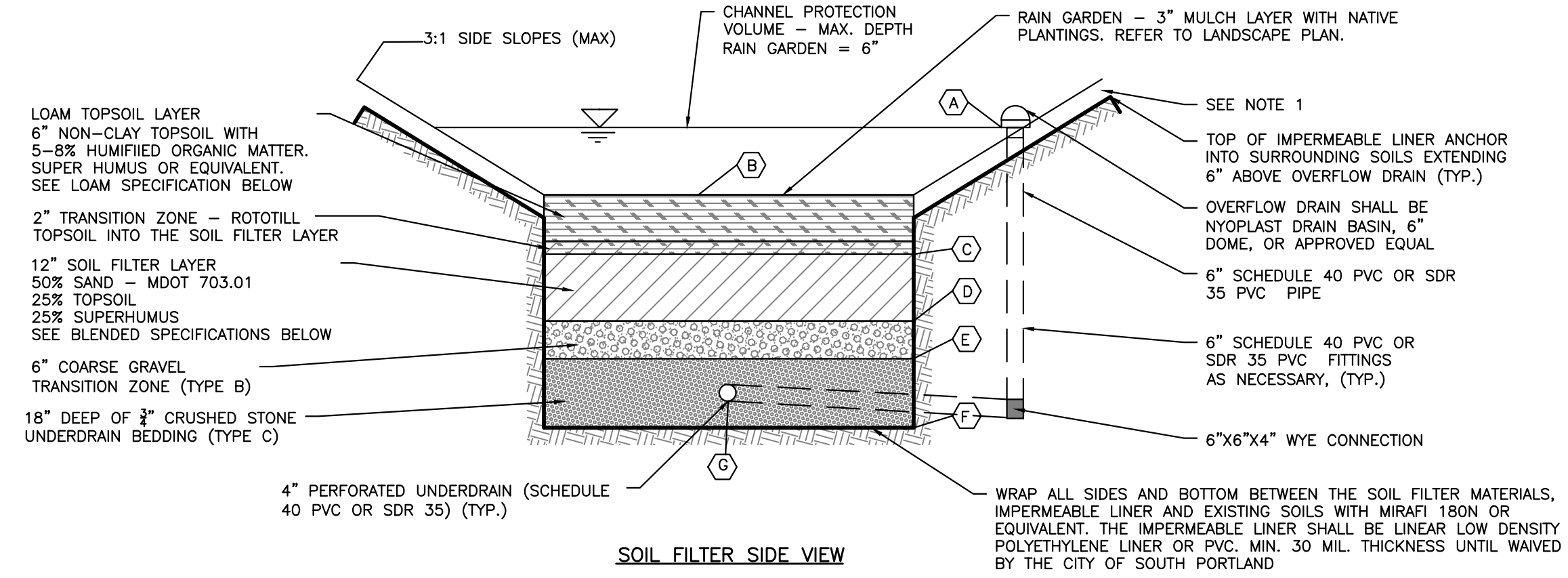


ISSUED FOR
PERMITTING
NOT FOR CONSTRUCTION

ISSUED FOR	BY
PRELIM. APPLICATION	WHS
DATE	12/28/15
REVISION	REV. DATE
UTILITY DETAILS	
31 FORE STREET REDEVELOPMENT	
PENINSULA PROPERTY DEVELOPMENT, LLC.	
59 MOODY STREET, PORTLAND MAINE 04101	
DRAWING NAME	PROJECT NAME
CLIENT	CLIENT
ACORN ENGINEERING, INC.	
158 DANFORTH (207) 779-2655	
FILE:	1068_DETAILS
DATE:	12/28/15
JN:	1068
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	WHS
CHECKED BY:	WHS
DRAWING NO.	
C-42	



SOIL FILTER CROSS SECTION



SOIL FILTER SIDE VIEW

- NOTES:
1. THE SIDESLOPES SHALL BE STABILIZED WITH A MIN. OF 4" LOAM, EROSION CONTROL BLANKETS SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL AND A CONSERVATION SEED MIX.
 2. LIGHT COMPACTION SOIL FILTER AND PIPE BEDDING MATERIAL. (90 TO 92% STANDARD PROCTOR). TESTING SHALL BE PERFORMED BY A QUALIFIED MATERIAL TESTING FIRM.
 3. THE SOIL FILTER MEDIA SHALL NOT BE CONSTRUCTED UNTIL THE AREA DRAINING TO THE BASIN HAS BEEN PERMANENTLY STABILIZED.
 4. A SCHEDULE OF APPROPRIATE PLANTS FOR THE RAIN GARDENS AT THE SITE CONDITIONS IS LOCATED IN THE GRADING PLAN. LANDOWNER IS TO FINALIZE THE SCHEDULE.
 6. TESTING: SIEVE ANALYSIS INCLUDING HYDROMETER TESTING FOR CLAY CONTENT FOR EACH LAYER SHALL BE PERFORMED BY A QUALIFIED SOIL TESTING LABORATORY AND SUBMITTED TO THE PROJECT ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO CONSTRUCTION. ALL TESTING AND SUBMITTALS SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE MAINE DEP - TECHNICAL DESIGN MANUAL SECTION 7.2.5 TESTING AND SUBMITTALS.
 7. ACORN ENGINEERING, INC., RECOMMENDS THE SOIL FILTER LAYER BE SUPPLIED BY JONES ASSOCIATES, INC., AUBURN, ME.

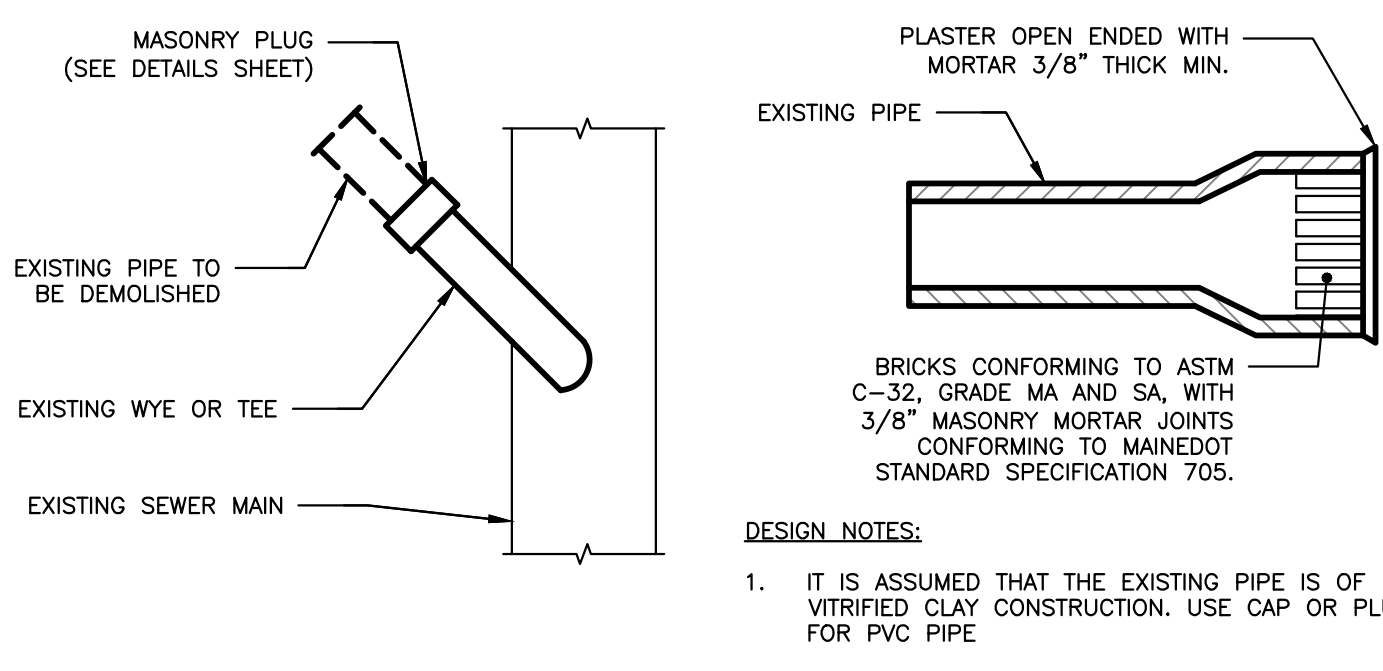
6" LOAM TOPSOIL LAYER SPECIFICATION	
SIEVE SIZE	% PASSING BY WEIGHT
#4	75-95
#10	60-90
#40	35-85
#200	20-70
1. CLAY FRACTION <10% PASSING THE #200 SIEVE.*	
2. LOAM SHALL BE LOOSE AND FRILABLE AND SHALL BE FREE FROM ADMIXTURE OF SUBSOIL, REFUSE, LARGE STONES, CLODS OR ROOTS OR RHIZOMES OR "WITCH GRASS" OR OTHER UNDESIRABLE GRASSES.	
*<10% CLAY PASSING THE #200 SIEVE ALLOWED PER EMAIL FROM MARIANNE HUBERT - MDEP TO WILL SAVAGE DATED 9/20/13	

SOIL FILTER BED - SUPERHUMUS OR EQUIV. SPECIFICATION	
SIEVE SIZE	% PASSING BY WEIGHT
1"	100
#200	0-5
MINIMAL CLAY CONTENT, NO MORE THAN 3-5% PASSING #200 SIEVE	

12" SOIL FILTER BED - BLENDED SAND, LOAM, SUPERHUMUS SIEVE ANALYSIS	
SIEVE SIZE	% PASSING BY WEIGHT
#10	85-100
#20	70-100
#60	15-40
#200	8-15
1. CLAY FRACTION <2% PASSING THE #200 SIEVE.	
2. SUPERHUMUS OR EQUIVALENT	

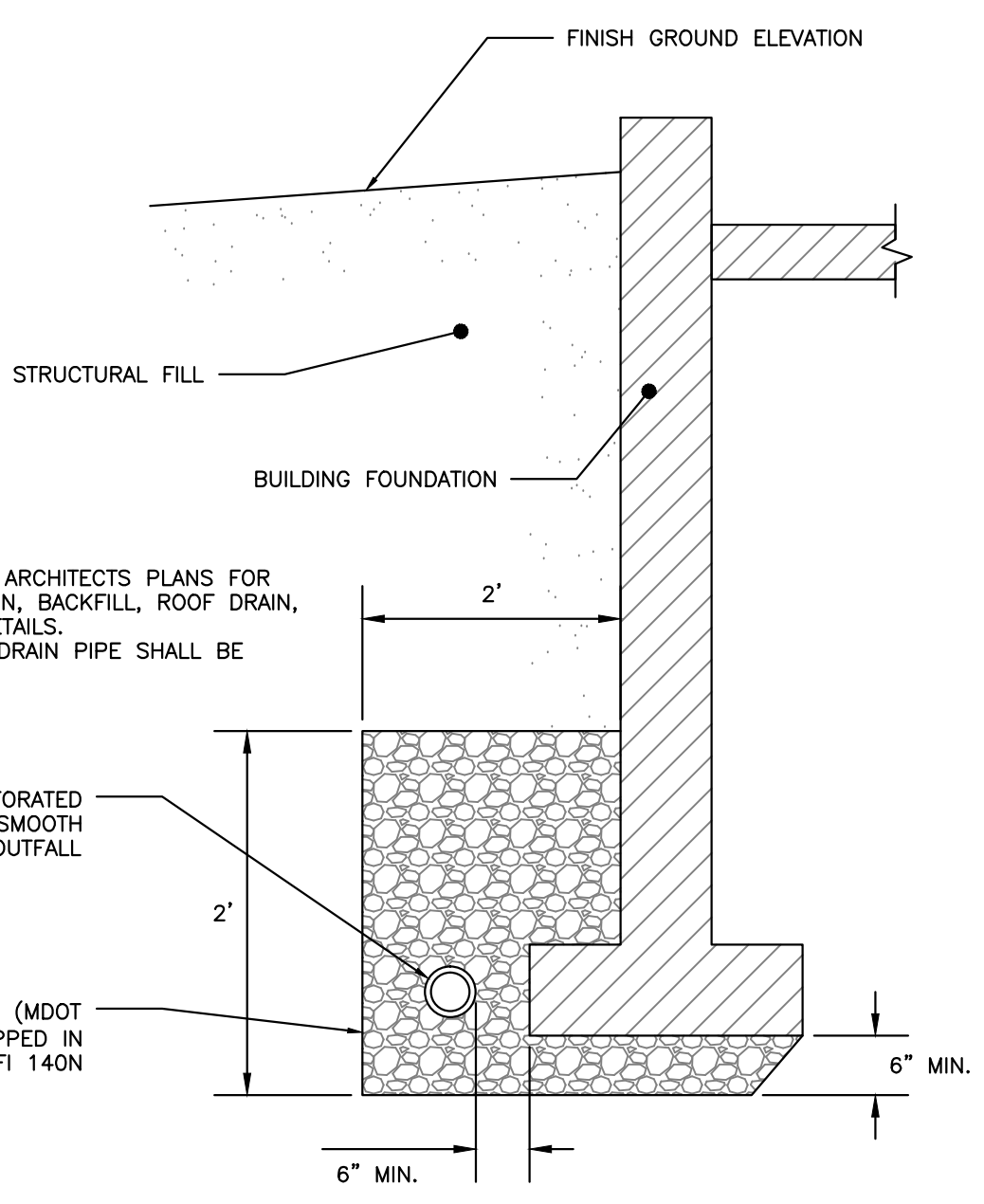
RAIN GARDEN DETAIL

NOT TO SCALE



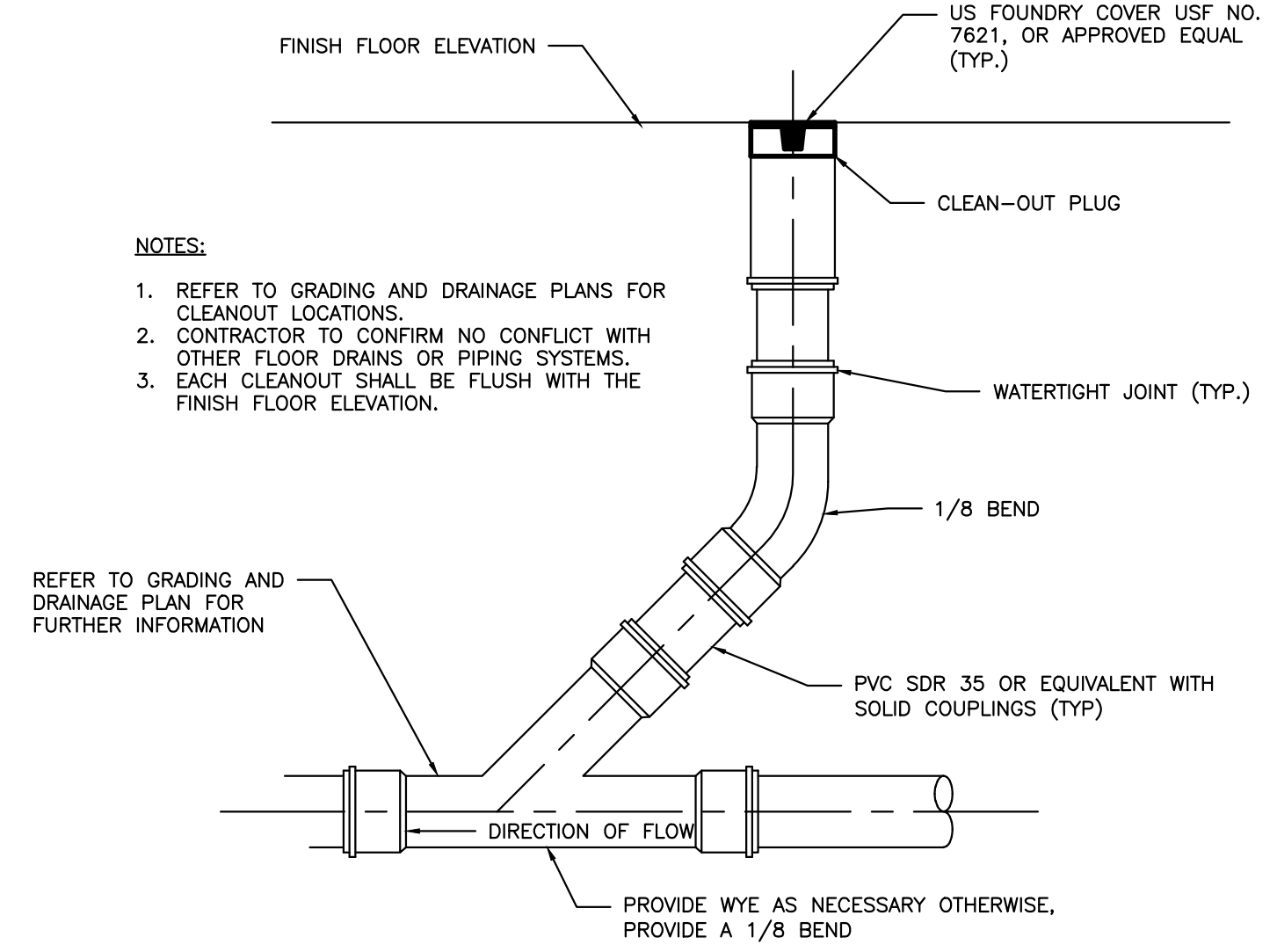
MASONRY PLUG DETAIL

NOT TO SCALE



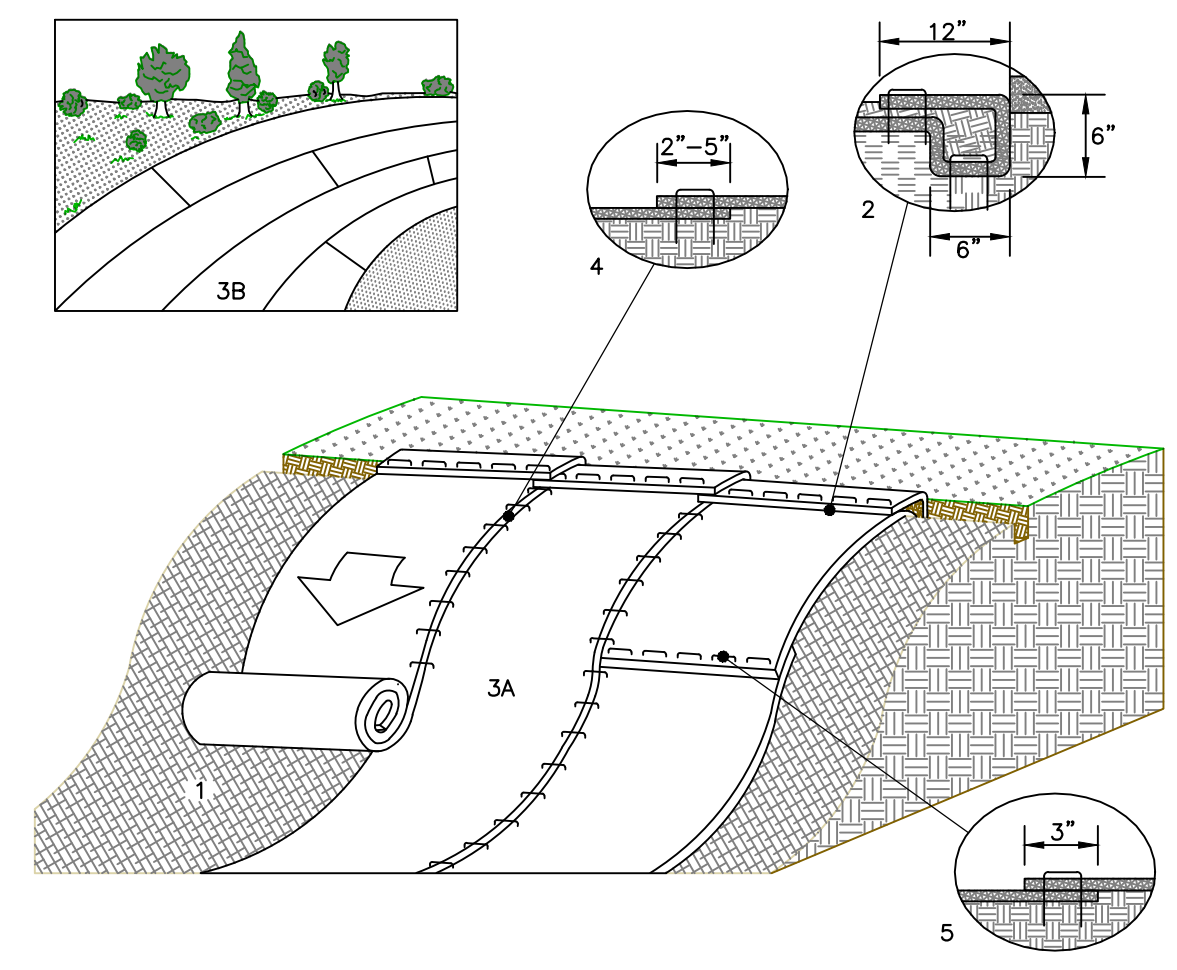
FOUNDATION DRAIN DETAIL

NOT TO SCALE



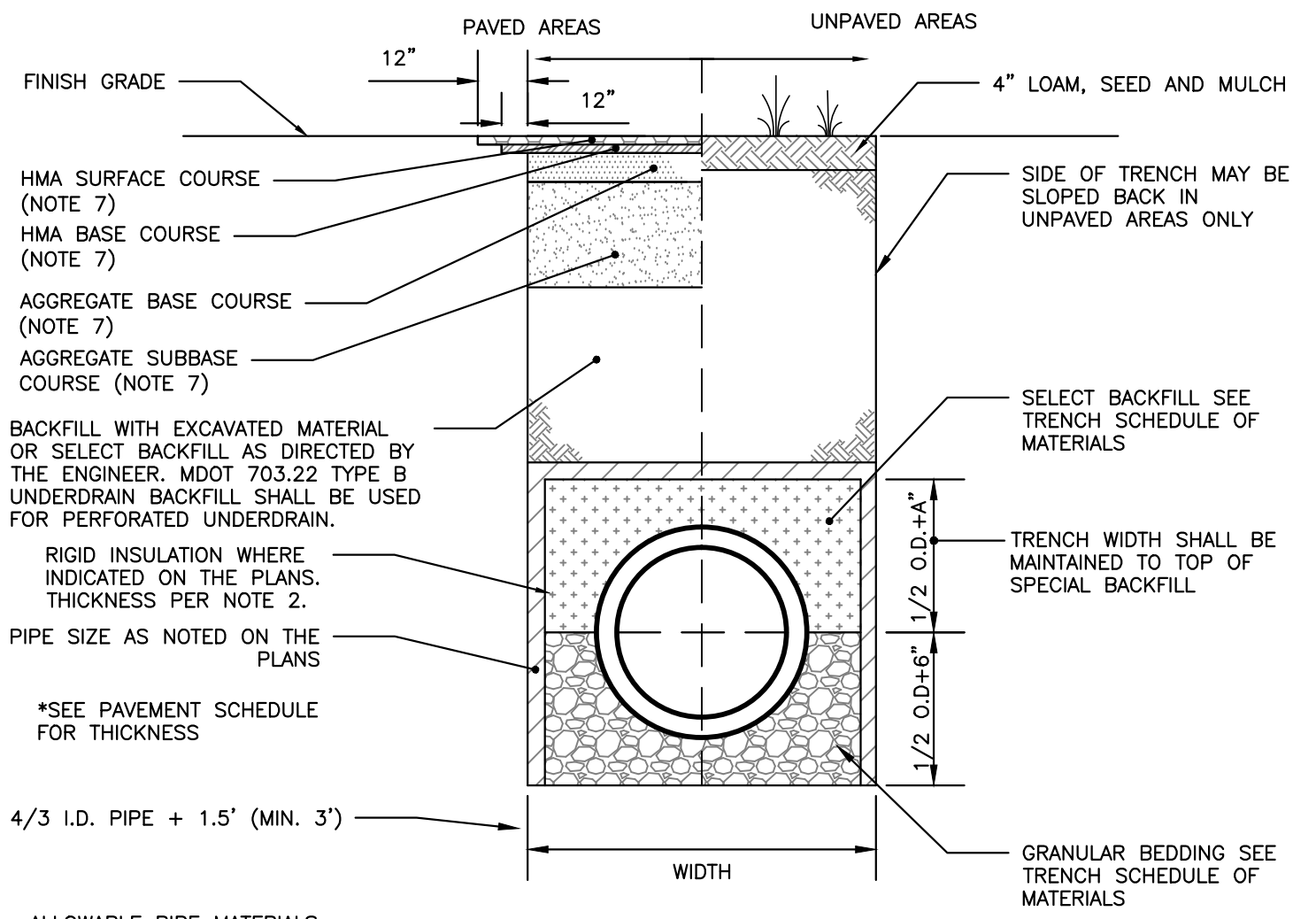
CLEANOUT DETAIL

NOT TO SCALE



EROSION CONTROL BLANKET SLOPE INSTALLATION

NOT TO SCALE



STORM DRAIN AND SEWER TYPICAL TRENCH SECTION

NOT TO SCALE

SCHEDULE OF MATERIALS		
TYPE OF PIPE	GRANULAR BEDDING	SELECT BACKFILL
CMP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC/HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
CMP	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

- NOTES:
1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
 2. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
 3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
 4. MINIMUM COVER
 - 4.1. 2'-0" - STORM DRAIN
 - 4.2. 5'-0" - SEWER
 5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE
 6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE TRENCHES OUTSIDE OF THE CITY OF PORTLAND ROW.
 7. THICKNESS AS NOTED BY SURFACE DETAILS

ISSUED FOR PERMITTING
NOT FOR CONSTRUCTION

ISSUED FOR
PRELIM. APPLICATION

BY
DATE
WHS
1/5/16

REVISION

REV.
DATE

DRAINAGE DETAILS 1

31 FORE STREET REDEVELOPMENT

PENINSULA PROPERTY DEVELOPMENT, LLC.
59 MOODY STREET, PORTLAND MAINE 04101

ACORN ENGINEERING, INC.

158 DANFORTH (207) 779-2655

FILE: 1068_DETAILS

DATE: 12/28/15

JN: 1068

SCALE: NTS

DESIGNED BY: WHS

DRAWN BY: WHS

CHECKED BY: WHS

STATE OF MAINE
WILLIAM F. SAVAGE
No. 11419
J-5-16
MAINE ENGINEER

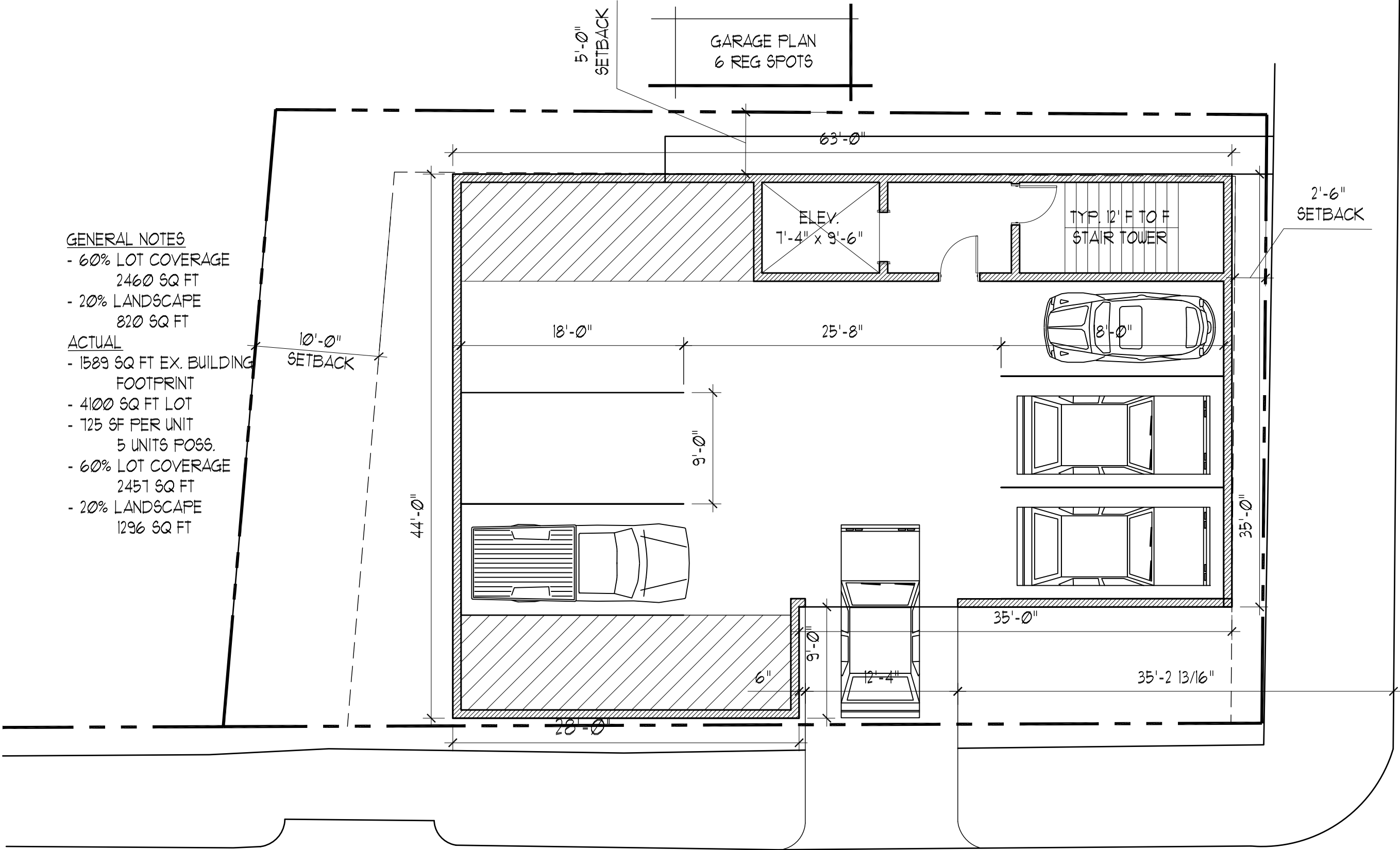
DRAWING NO.
C-43

GENERAL NOTES

- 60% LOT COVERAGE
2460 SQ FT
- 20% LANDSCAPE
820 SQ FT

ACTUAL

- 1589 SQ FT EX. BUILDING
FOOTPRINT
- 4100 SQ FT LOT
- 725 SF PER UNIT
5 UNITS POSS.
- 60% LOT COVERAGE
2457 SQ FT
- 20% LANDSCAPE
1296 SQ FT

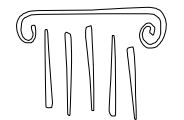
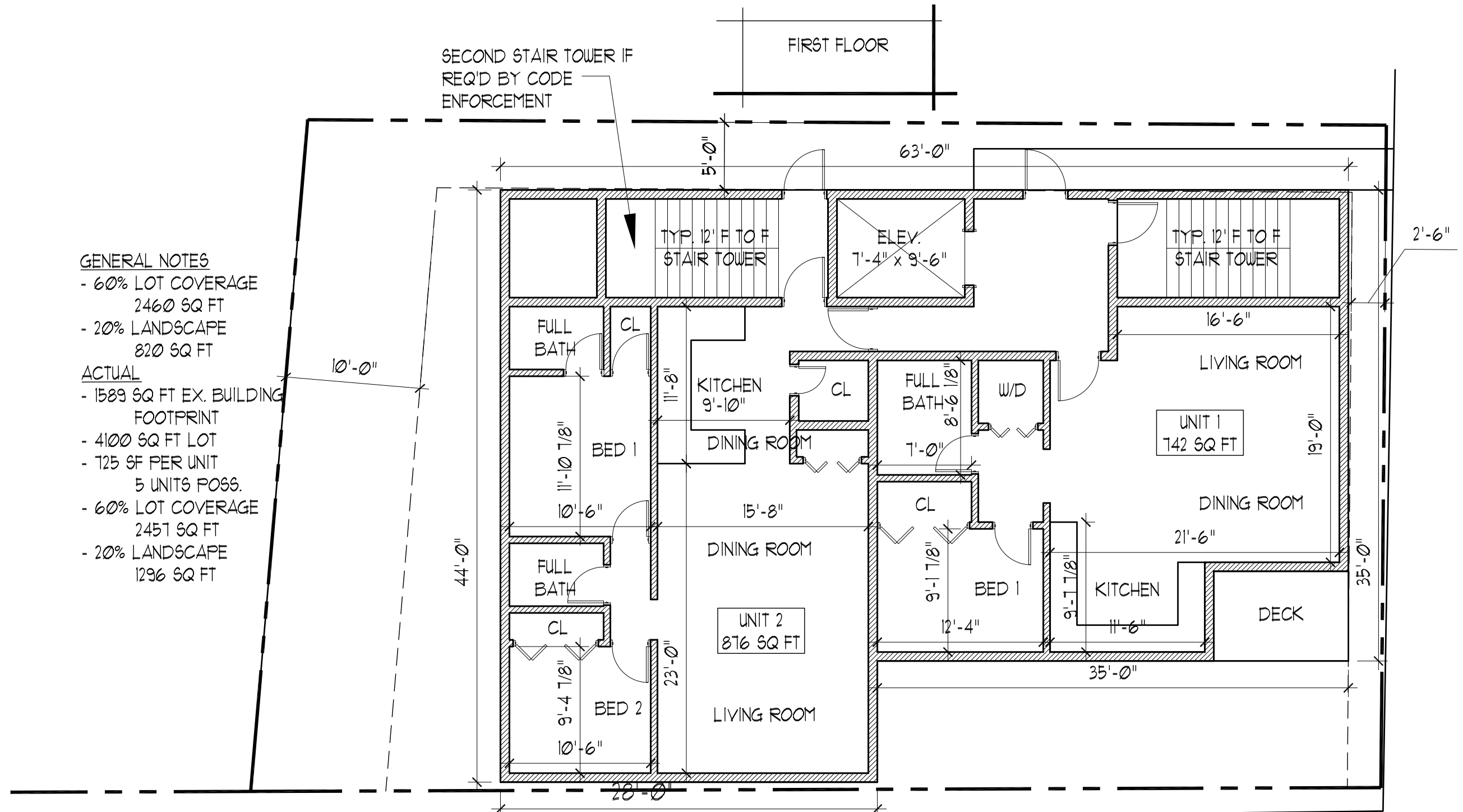


GENERAL NOTES

- 60% LOT COVERAGE
2460 SQ FT
- 20% LANDSCAPE
820 SQ FT

ACTUAL

- 1589 SQ FT EX. BUILDING
FOOTPRINT
- 4100 SQ FT LOT
- 125 SF PER UNIT
5 UNITS POSS.
- 60% LOT COVERAGE
2451 SQ FT
- 20% LANDSCAPE
1296 SQ FT



PORT CITY
ARCHITECTURE

RESIDENTIAL MULTI-UNIT STUDY
31 FORE STREET

Ref Dwg:

Scale: 1/8" = 1'-0"

Issued: 1.26.16

Revised:

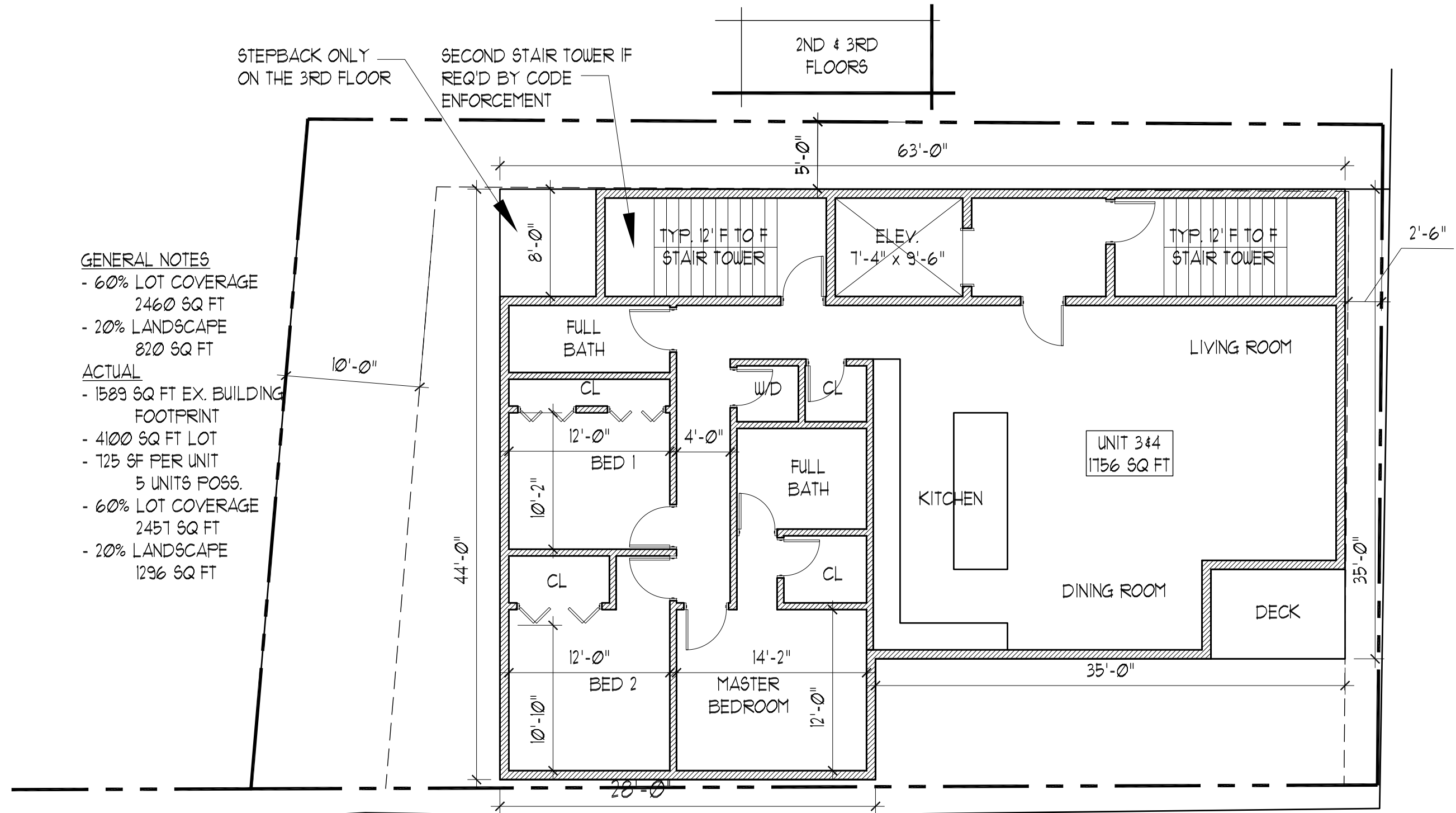
A2

GENERAL NOTES

- 60% LOT COVERAGE
2460 SQ FT
- 20% LANDSCAPE
820 SQ FT

ACTUAL

- 1589 SQ FT EX. BUILDING
FOOTPRINT
- 4100 SQ FT LOT
- 125 SF PER UNIT
5 UNITS POSS.
- 60% LOT COVERAGE
2451 SQ FT
- 20% LANDSCAPE
1296 SQ FT





PORT CITY
ARCHITECTURE

65 NEWBURY STREET
PORTLAND, ME 04101
207.761.9000



Consultants:

Owner :
Peninsula Property Dev.
attn: Mr. Bob LeBlanc
(207) 776-0913
robertleblanc@me.com

PRELIMINARY
DESIGN

31 FORE ST
CONDOS

31 Fore Street
Portland, Maine

#	DATE	DESCRIPTION

Date Issued	JANUARY 26, 2015
Project Number	15108
Drawing Scale	AS NOTED

ELEVATIONS

Drawn By	JAP
Checked By	ACH

NOTE: ELEVATION DATUMS HAVE
BOTH ARCHITECTURAL (A) AND
CIVIL (C) DIMENSIONS



4 ELEVATION - REAR
SCALE: 3/16" = 1'-0"



3 ELEVATION - FRONT - FORE ST
SCALE: 3/16" = 1'-0"



2 ELEVATION - SIDE
SCALE: 3/16" = 1'-0"



1 ELEVATION - SIDE - WATERVILLE ST
SCALE: 3/16" = 1'-0"

PLANNING BOARD REPORT PORTLAND, MAINE



8-unit Condominium Development
65 Munjoy Street
Level III Site Plan and Subdivision Review
2015-225
Adam's Apple LLC

Submitted to: Portland Planning Board Date: February 4, 2016 Public Hearing Date: February 9, 2016	Prepared by: Nell Donaldson, Planner CBL: 003 M 001 Project #: 2015-225
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I. INTRODUCTION

Adam's Apple, LLC appears before the Planning Board for a final site plan and subdivision review for an eight-unit affordable housing development at 65 Munjoy Street in the city's East End. The plans include a three-story building, eight parking spaces on a surface lot partially covered by the building, landscaping, stormwater treatment, and sidewalk improvements.

The 65 Munjoy Street site, as a portion of a larger property formerly occupied by the Adams School, is owned by the city. The site currently houses a surface parking lot. The city's Housing and Community Development Committee issued an RFP for the development of the site in 2014. The conceptual plan for this development was submitted in response.

This development is being referred to the Planning Board for compliance with the site plan and subdivision standards. No Planning Board workshop was held. A total of 281 notices were sent to property owners within 500 feet of the site and a legal ad for the Planning Board hearing ran on February 1 and 2, 2016.

Applicant: Ethan Boxer-Macomber, Adam's Apple, LLC

Consultants: John Mahoney, Ransom Consulting; Owen Haskell, Surveyor; Evan Carroll, Bild Architecture

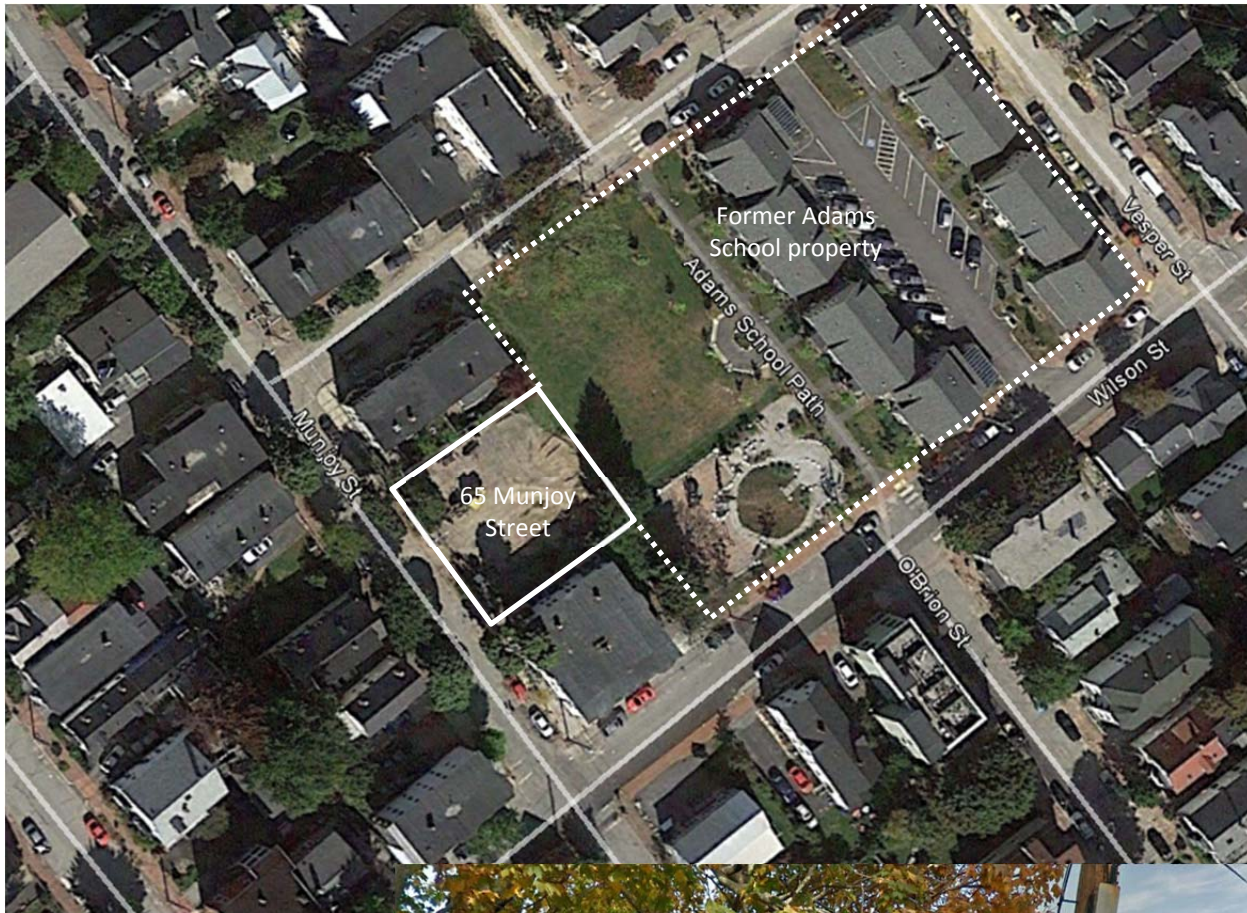
II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
Aisle width – To allow a 19' aisle in the parking area <i>Supported by consulting traffic engineer.</i>	Technical Manual, <i>Section 1.14</i> , requiring that aisle width for right-angle parking be 24' per Figure I-27.
Parking dimensions – To allow two 9' x 15' spaces and one 8' x 18' space <i>Supported by consulting traffic engineer.</i>	Technical Manual, <i>Section 1.14</i> , requiring that standard parking space be 9' x 18'.
Street trees – 8 units = 8 trees required. One street tree proposed to be preserved, five proposed to be visible from street along drive. Meets waiver. Contribution for two trees. <i>Supported by city arborist.</i>	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.
Review	Applicable Standards
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>

III. PROJECT DATA

Existing Zoning	R-6
Existing Use	Surface parking
Proposed Use	Residential (8 condominium units)
Parcel Size	6,778 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	0 SF	3,336 SF	3,336 SF
Building Floor Area	0 SF	10,008 SF	10,008 SF
Impervious Surface Area	6,470 SF	5,178 SF	-1,292 SF
Parking Spaces	24	8	-16
Bicycle Parking Spaces	0	2	2
Estimated Cost of Project	\$1.7 million		



Figures 1 and 2: 65 Munjoy Street and the former Adams School property from above (top) and from Munjoy Street (right).



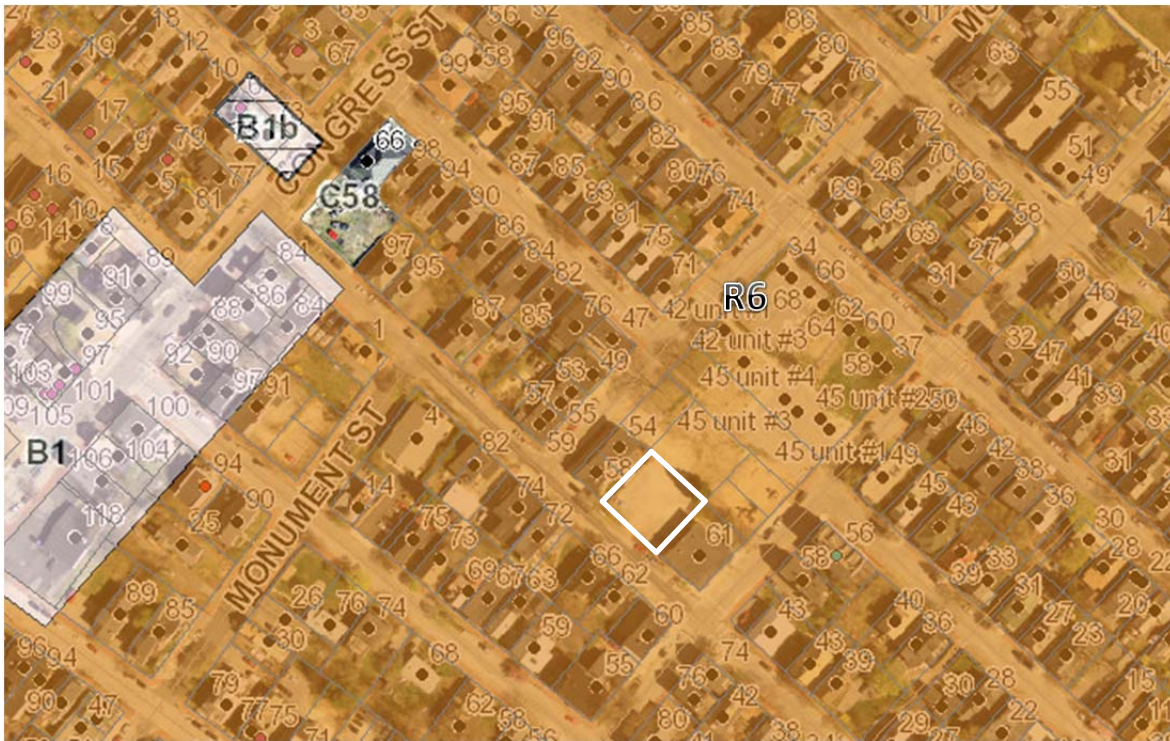


Figure 3: 65 Munjoy zoning context

IV. BACKGROUND

65 Munjoy Street is a city-owned lot located on the east side of Munjoy Street in the heart of Munjoy Hill. The site was originally part of a larger property which housed the grounds of the Adams School, an elementary school which served the Munjoy Hill neighborhood from the late 1950s until 2006. Shortly following the school's closure, the city established the Adams School Reuse Committee to consider possible future uses for the school property. The final report of the committee, completed in 2007, outlined a set of goals for the property's redevelopment (*Attachment BG-1*). The report informed an RFP (*Attachment BG-2*), and in 2010, the eastern portion of the former school property was sold and redeveloped into a 16-unit affordable housing complex (*Attachments BG-3 and 4*). Under the same plans, the middle portion was developed as a city park (*Attachments BG-3 and 4*). The redevelopment of the 65 Munjoy Street site was considered in the responses to the RFP, but not included in the final site plan. Instead, the lot remained as a surface parking area used mainly for the purposes of snow ban parking.

In 2014, the City Council's Housing and Community Development Committee (HCDC) issued an RFP for the sale and redevelopment of the 65 Munjoy site (*Attachment BG-5*). The RFP was informed by the original Adams School Reuse Committee report, public input from the surrounding neighborhood, an environmental site assessment performed by Credere Associates, LLC, and a feasibility study completed by Bluestone Planning Group. The city received one response from Adam's Apple, LLC (*Attachment BG-6*). The HCDC subsequently recommended that the council approve the sale of the land for the purposes of the Adam's Apple development. This development is the subject of the current site plan and subdivision review. A summary of this RFP process, described by Mary Davis, Director of the city's Housing and Community Development Division, is included as *Attachment BG-7*.

The site lies in an R-6 zone and is surrounded by residential uses, including both single and multi-family homes. As discussed above, a city park neighbors the site to the immediate northeast. Environmental contaminants, including lead, arsenic, Polycyclic Aromatic Hydrocarbons (PAHs), and Extractable Petroleum Hydrocarbons (EPHs), have been found in the soil on the site. These contaminants require remediation prior to redevelopment (*Attachment BG-5*).



Figure 4: Proposed development at 65 Munjoy Street, looking north

V. PROPOSED DEVELOPMENT

The applicant's plans show an eight-unit condominium building, including two 3-bedroom units, two 2-bedroom units, and four 1-bedroom units, all of which would be deed restricted to households of less than 120% of area median income for a period of 90 years. The plans show a driveway cut from Munjoy Street and eight parking spaces, six of which are proposed beneath the building. Entrances are shown at the front of the building on Munjoy Street, the side of the building, and the rear. The side entrance, near the parking, is proposed as the designated accessible entrance. The plans include landscaping at the front, side, and rear, a new brick sidewalk, and stormwater detention in three rain gardens. Some grading and landscaping on the site of the adjacent city park is proposed.

The building is designed to stand three stories in height, with clapboard and board-and-batten siding. A bay window is proposed on the southern portion of the front façade. The front entry is defined by a small porch feature with a concrete bench and steel columns. A small roof defines the side entry of the building as well.

VI. PUBLIC COMMENT

The Planning Division received comments on the plans from several neighboring property owners (*Attachments PC-1-10*). The applicant has also provided neighborhood meeting minutes (*Attachment Q*). The comments from these sources identify the following concerns:

- *Parking:* Neighbors expressed concern at the loss of snow ban parking and questioned whether additional residential development would overburden the existing parking supply.
- *Design:* Several neighbors have expressed concerns with respect to the design of the building, particularly its relationship to the surrounding context. These neighbors have questioned the height of the building, the width of the building, the level of articulation and detail, and the way the building references the neighborhood vernacular. Neighbors have suggested revising the design entirely to a side-by-side triple

decker typology, enhancing the front stoop, raising the first floor plate, and integrating additional traditional elements, such as bay windows.

- *Public Process:* Several neighbors have also raised concerns about the Adams School reuse process more broadly, from the time of the Adams School Reuse Committee's report to the current RFP and site plan and subdivision review. Several members of the committee have argued that the neighborhood's original design vision is not adequately reflected in the current proposal.

VII. RIGHT, TITLE, & INTEREST

On February 1, the City Council authorized a purchase and sale agreement for the sale and redevelopment of the 65 Munjoy Street site to Adam's Apple, LLC (*Attachment G*). The transaction includes an interim sale to the Portland Housing Development Corporation in order to secure a \$200,000 brownfields grant from Greater Portland Council of Governments for the purposes of environmental remediation.

The applicant's plans show regrading at the rear of the site which extends into the adjacent city park. This regrading is necessary to allow the site to capture and infiltrate its runoff. The applicant also shows landscaping on adjacent city property in order to screen the view of the parking area from the neighboring park. In conjunction with Corporation Counsel, David Margolis-Pineo, of the city's Department of Public Works, has requested a license for this work. He writes,

The applicant is required to execute an easement or license with the City of Portland for access, grading and landscaping by the applicant on City property.

This license has been included as a condition of approval.

VIII. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter from Gorham Savings Bank stating that the project team has "demonstrated both the management capabilities and the financial resources necessary to see a project like [65 Munjoy Street] through to completion" (*Attachment H*).

IX. ZONING ANALYSIS

Staff conducted a zoning analysis which found that the project meets the requirements of the R-6 zone, including minimum lot area per dwelling unit, setbacks, and building height. The elevations show the height, based on average grade, at 34.69' (*Plan 14*). The R-6 permits 45' in height.

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

The applicant has submitted a draft subdivision plat (*Plan 6*). A final plat, meeting the requirements of *Section 14-496*, will require review by William Clark, the city's surveyor, as well as Corporation Counsel. This review has been included as a condition of approval. A review of condominium documents has also been included as a condition of approval.

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

As discussed above, the project will involve some environmental remediation. The city has developed a Voluntary Response Action Program (VRAP) work plan to address the environmental site work. 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 P*).

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

Tom Errico, the city's consulting traffic engineer, has reviewed the plans and has not raised any concerns about impacts to the existing street network associated with trip generation (*Attachment 2*).

6. Sanitary Sewer/Stormwater Disposal

Sanitary sewer and stormwater impacts are discussed in more detail under site plan review below.

7. Solid Waste

The applicant has proposed a location for solid waste receptacles in the under-building parking area. Solid waste and recycling will be collected by the city.

8. Scenic Beauty

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

9. Comprehensive Plan

The plans meet multiple goals from the city's housing plan, including ensuring "the construction of a diverse mix of housing types that offers a continuum of options across all income levels" and "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."

10. Financial and Technical Capacity

As noted above, the applicant has submitted a letter from Gorham Savings Bank attesting to the applicant's financial capacity (*Attachment H*).

11. Wetland/Water Body Impacts

There are no anticipated impacts to wetlands or water bodies.

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.

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 development includes eight residential units, which are not anticipated to generate significant traffic volumes. Mr. Errico has reviewed the applicant's submittals and has not noted any appreciable impact on surrounding street systems (*Attachment 2*).

b. Access and Circulation

The final plans include a new eight foot brick sidewalk along the frontage of the site. This sidewalk would provide access to the front door of the building, which is proposed to be connected via corridor to the building's central stairwell. An accessible entrance is proposed on the side of the building. This entrance is proximate to parking and, in the revised plans, has been accentuated with a canopy.

The plans also include a new curb cut, which is shown in the plans with a brick apron. Of this material choice, Mr. Margolis-Pineo writes,

The applicant has proposed a brick driveway apron which does not meet the City's driveway apron material policy. If the applicant is agreeable to an agreement that the applicant will be responsible for maintaining the brick apron, this Department is supportive of waiving the material policy for this project.

The applicant would be required to have the change in material approved by the council. This has been included as a condition of approval.

The plans show a new paved drive aisle which would provide access to eight parking spaces, six of which would sit under the first floor of the building. The drive aisle is proposed at 19 feet in width, narrower than the city standard of 24 feet. As such, a waiver is required. Mr. Errico has met with the applicant to simulate parking maneuvers under the plan and expressed his support for this waiver (*Attachment 2*).

c. *Public Transit Access*

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

d. *Parking*

Division 20 of the land use ordinance provides an exception for the off-street parking requirement for the first three units in the R-6 zone and a 1:1 requirement thereafter. Per the ordinance then, only five off-street spaces are technically required. The applicant has elected to provide eight off-street spaces. On the final plans, the applicant shows three spaces whose dimensions technically fail to meet the *Technical Manual* standard; two spaces are proposed at 9' x 15' and one space is proposed at 8' x 18'. Mr. Errico has expressed his support for this waiver (*Attachment 2*).

Two bicycle spaces per five dwelling units are required under the site plan ordinance. As such, four bicycle parking spaces are required. The final plans denote a bicycle rack on the sidewalk in front of the building to provide space for one visiting bicycle. The architectural plans show additional bicycle parking spaces in the under-building parking area. The plans meet the bicycle parking standard.

e. *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 landscaping plan includes assorted perennials interspersed with decorative granite blocks along the building frontage and blueberries, dogwood, switchgrass, and iris in the rain gardens at rear. Jeff Tarling, the city's arborist, has reviewed the plans and offered the following comments,

Along Munjoy Street - would recommend adding in at least a few 'woody' plants for four season interest. Concern that this time of year just the granite blocks would be the only visible landscape feature. Also lets define 'Assorted Perennials' - It should be in keeping with the Native Sod theme and looks like it is from the perspective drawing. Note that establishing the native sod can be a challenge, extra water is needed for the first two years.

Rain Garden - ...plant names should show where plants are located. Caution on the use of 'Red Twig' knowing their expanding size,

might be worth looking at 'Kelsey Dwarf' or other low growing types to better fit this space.

Wilson Street side - Landscape Treatment, *This narrow space does not appear to have a landscape treatment type shown. Is this going to be the only turf area on the property or other?*

The plans also include some planting on the adjacent city park. Of these plans, Mr. Tarling writes,

Adams School Playground Plants - *We like the upright, 'Regal Prince' Oak, lets tweak the arrangement and line them up near the property line to reduce hiding spots and have the grasses grouped on the park side or near the corners. Grass type we would like to use 'The Blues', Little Bluestem grass vs the taller Switchgrass proposed.*

Mr. Tarling's comments have been reflected in the proposed conditions of approval.

Per the city's site plan ordinance, eight street trees are required for the eight residential units proposed. The plans include five ginkgo trees on the northern property line and the retention of one existing street tree. Mr. Tarling has agreed that the five ginkgos and the existing tree qualify toward the street tree requirement. Site constraints prevent the planting of additional street trees. A waiver for the planting of the two remaining street trees, with a contribution of \$400 as required by ordinance, is proposed.

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

As it stands as a surface parking lot, the site is mostly impervious, and the majority of the site drains toward the city park at the rear of the site. The proposed development will reduce the impervious area on site by approximately 20%. As a result, the applicant is not required by ordinance to treat stormwater runoff. However, the applicant has proposed three rain gardens, two at the rear of the site and one at the back of sidewalk, to capture and infiltrate stormwater. The majority of runoff would be directed to the gardens at rear, with a small area of the driveway directed to the garden at the front of the building. The applicant has designed the rain gardens at the back of the site to overflow via grassed level spreaders to the adjacent city park land. The system generally maintains existing drainage patterns but will decrease the amount of stormwater leaving the site. David Senus, the city's consulting civil engineer, has reviewed this system and indicated his approval (*Attachment 4*).

As noted above, prior to construction the site will undergo environmental remediation for contaminants found in the soil. The city has developed a Voluntary Response Action Program (VRAP) work plan and a Soil Management Plan in order to address the treatment of these contaminants. Remediation work is scheduled to begin this spring.

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*

Keith Gautreau, of the Fire Prevention Bureau, has noted that he is satisfied with the plans as proposed (*Attachment 5*). The site has generally been planned in accordance with Crime Prevention Through Environmental Design (CPTED) principles.

c. *Availability and Capacity of Public Utilities*

The plans depict underground electric from a pole directly in front of the proposed building on Munjoy Street. Electrical service to neighboring buildings will need to be moved in order to eliminate conflicts with the proposed building. This is noted on the plans.

A sewer connection is proposed to an existing line in Munjoy Street. The applicant has provided a wastewater capacity letter from David Margolis-Pineo of the Department of Public Works attesting to the

city's capacity to transport and treat the anticipated wastewater flows from the project via this sewer line (*Attachment P*).

Gas and water are also proposed to and from Munjoy Street. The applicant has provided evidence of water capacity (*Attachment P*).

4. Site Design Standards

a. Massing, Ventilation, and Wind Impact

The bulk, location, and height of the proposed building are not anticipated to result in health or safety problems from a reduction in ventilation or changes to the wind climate. Likewise, these elements of the plan are not anticipated to result in substantial diminution in the value or utility of neighboring structures. HVAC mechanisms are denoted at the center of the roof, away from the public park at the rear of the site, as well as the street.

b. Shadows

Per the city's *Technical Manual*, proposals for structures greater than 45 feet tall outside the B3, B5, B6, and B7 zones are required to include a preliminary shadow analysis to determine if adverse impacts to publicly accessible open spaces are likely. The proposed building stands less than 45 feet tall. However, in this case, since the site lies west of a city park, the city's advance planning work by the Bluestone Planning Group considered the issue of shadow impacts. The study found that a three story structure including eight dwelling units and set back from the rear property line, with an additional stepback, would "have very minimal shadow impact on the playground on Wilson Street, although there may be some shadows cast on the open space at the center of the block" (*Attachment BG-5*). It should be noted that the applicant's design differs from that identified in this preliminary shadow study. However, given that the building is generally similar in height, and that the height is well below 45 feet, no additional shadow study was required through site plan review.



Figure 5: Preliminary shadow study by Bluestone Planning Group

c. Snow and Ice Loading

Accumulated ice and snow are not anticipated to load onto adjacent properties or public ways.

d. View Corridors

Munjoy Street is not a protected view corridor.

e. Historic Resources

The site is not within or adjacent to a designated historic resource.

f. Exterior Lighting

The applicant has provided a photometric plan and a specification for a building light. The lighting meets the city's *Technical Manual* standards.

g. Noise and Vibration

On the final elevations, mechanical equipment is shown on the roof at the interior of the site.

h. *Signage and Wayfinding*

No signage or wayfinding is proposed.

i. *Zoning-Related Design Standards*

The 2014 RFP for the development of this site included guidelines around “design compatibility.” These guidelines were developed by the Adams School Reuse Committee in 2007 and suggest that the development “connect to the neighborhood,” be “reflective of the surrounding traditional neighborhood,” and “enhance the pedestrian experience and the public realm,” among other objectives (*Attachment BG-5*). In addition, the 2014 Bluestone report identified a preferred design concept for 65 Munjoy Street. This concept showed two triple deckers with shared access. The Bluestone report was included as an attachment to the RFP for 65 Munjoy (*Attachment BG-5*). Ms. Davis, the Director of Housing and Community Development, writes,

The issue of design was discussed as part of the process of drafting the RFP as well as during the work [Bluestone Planning Group] did to create the massing and feasibility study. The study looked at alternative designs for the site, and while there was one preferred alternative in the study, that did not rule out the possibility that respondents to the RFP could put forth other design options. The RFP included a section devoted to "Design Compatibility" which called for a high quality, compatible design. Detailed design review was acknowledged as the responsibility of the Planning Board.

Adam’s Apple responded to the 65 Munjoy Street RFP with drawings which depicted one larger building, instead of two side-by-side triple deckers. In their proposal, they wrote, “[i]nitial plans to develop the site with two buildings...was [sic] abandoned due to the much higher costs of building redundant foundations, envelopes, circulation spaces, utility connections, metering systems, mechanical systems, and stair towers.” They also noted the high cost of environmental remediation (*Attachment BG-6*).



Figure 6: Proposed development at 65 Munjoy Street from the north

The preliminary architectural drawings submitted by the applicant for the purposes of site plan review remained relatively unchanged from the response to the RFP (*Plans 12 and 13*). In these drawings, the exterior of the building was designed to appear as two adjoining triple deckers, but the interior of the building was organized as an apartment building with three units on the upper two floors and two on the first. Based on a preliminary R-6 design review, staff suggested that the applicant move away from the triple decker exterior design concept in an effort to more accurately reflect the interior composition of the building and improve the quality of interior spaces. Staff suggested that the applicant add elements reflective of the neighborhood which might lend articulation, such as bay windows, and modify the proportions of the front porch. The applicant subsequently held their neighborhood meeting to gain feedback on the design. Revised plans were provided to the city in late January.

Staff reviewed the revised plans (*Figures 6 and 7*) against the R-6 design guidelines and found that the proposed design met all design criteria. Caitlin Cameron, the city's urban designer, writes,



A-1 Scale and Form: The form is defined by rectilinear masses in keeping with typical multifamily buildings in the neighborhood, the roof line is flat with expressed cornice lines. The proposed mass is three stories and 55' wide on the street – the length of the building at the street is similar to neighboring double-houses; triple-deckers are also in the context making the height of three stories an appropriate scale. On Munjoy Street, the building length is mitigated by breaking it into two masses and a bay projection.



A-2 Composition of Principal Facades: The building overall takes its cues from the surrounding forms, materials, and façade composition but combines them in a contemporary way. The composition of the Munjoy Street façade is well-balanced and is simple but with visual interest created through a change in planes, bay window, and trim and material details. As noted

Figures 7 and 8: Proposed development at 65 Munjoy Street front elevation and massing study

below, the overall composition of the facades meets the standard in terms of rhythm, size, orientation, and proportion of window and door openings.

A-3 Relationship to the Street: The building placement is consistent with the spacing of the residential fabric – residential buildings are typically raised with a small front yard setback. The ground floor is raised consistent with residential development patterns. The street wall is maintained and the garage is side-facing. Architectural features such as a covered stoop and bay window are employed, picking up on the vernacular language in the neighborhood.

XIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed eight-unit condominium development at 65 Munjoy Street.

XIV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on February 9, 2016 for application 2015-225 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board **finds/does not find**, based upon the consulting transportation engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.14*) which requires that aisle width for right-angle parking be 24 feet per *Figure I-27*, that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the *Technical Manual* standard (*Section 1.14*) to allow a 19 foot wide aisle in the parking area;
2. The Planning Board **finds/does not find**, based upon the consulting transportation engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the *Technical Manual* standard (*Section 1.14*) which requires that a standard parking space be 9' x 18', that substantial justice and the public interest are secured with the proposed variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the *Technical Manual* standard (*Section 1.14*) to allow two 9' x 15' spaces and one 8' x 18' space;
3. The Planning Board **finds/does not find** that the applicant has demonstrated that site constraints prevent the planting of all required street trees in the right-of-way. The Planning Board **waives/does not waive** the site plan standard (*Section 14-526 (b) (iii)*) to allow for a contribution of \$400 to Portland's tree fund to be substituted for the provision of additional trees on site.

B. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on February 9, 2016 for application 2015-225 relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the subdivision standards of the land use code, subject to the following conditions of approval, which must be met prior to the signing of the plat:

1. The applicant shall finalize the subdivision plat for review and approval by Corporation Counsel, the Department of Public Services, and the Planning Authority; and
2. Prior to Certificate of Occupancy, the applicant shall finalize condominium documents for review and approval by Corporation Counsel.

C. DEVELOPMENT REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on February 9, 2016 for application 2015-225 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the site plan standards of the land use code, subject to the following conditions of approval that must be met prior to the issuance of a building permit, unless otherwise stated:

1. The applicant shall obtain a license agreement for grading and landscaping to be performed on the adjacent city park property for review and approval by the Department of Public Works and Corporation Counsel;
2. The applicant shall provide a revised plan set either eliminating the brick driveway apron or obtain a change in sidewalk material policy from City Council and submit a maintenance agreement for review and approval by the Department of Public Works; and
3. The applicant shall submit a revised landscaping plan depicting plant types and locations as requested by the city's arborist for review and approval by the city arborist.

XV. ATTACHMENTS**PLANNING BOARD REPORT ATTACHMENTS**

1. Department of Public Works review (memo from David Margolis-Pineo, 2/3/16)
2. Traffic engineer review (memo from Thomas Errico, 2/2/16)
3. City arborist review (memo from Jeff Tarling, 1/27/16)
4. Civil engineer review (memo from David Senus, 2/3/16)
5. Fire Prevention Bureau review (memo from Keith Gautreau, 1/7/16)
6. Design review (memo from Caitlin Cameron, 1/27/16)

APPLICANT'S SUBMITTALS

- A. Cover Letter (from John Mahoney, 12/11/15)
- B. Level III Site Plan Application
- C. Description of Project
- D. Accessibility Narrative
- E. Crime Prevention Through Environmental Design Narrative
- F. Compliance With Zoning
- G. Evidence of Right, Title, & Interest
- H. Evidence of Financial Capacity
- I. Parking Memo
- J. Stormwater Management Narrative
- K. Consistency with City Master Plans
- L. Solid Waste Management
- M. NFPA Code Summary
- N. Design Standards Assessment
- O. Geotechnical Report
- P. Utility Capacity Letters
- Q. Neighborhood Meeting Summary
- R. Comment Response Letter (from John Mahoney, 1/27/16)

PLANS

- Plan 1. Boundary Survey
- Plan 2. Site Plan
- Plan 3. Grading, Drainage, and Utilities Plan
- Plan 4. Details
- Plan 5. Details
- Plan 6. Subdivision Plat

- Plan 7. Landscape Plan
- Plan 8. Photometric Plan
- Plan 9. Construction Management Plan
- Plan 10. First Floor Plan
- Plan 11. Second and Third Floor Plan
- Plan 12. Preliminary Proposed Elevations (12/8/15)
- Plan 13. Preliminary Proposed Elevations (12/8/15)
- Plan 14. Final Proposed Elevations (1/27/16)
- Plan 15. Final Proposed Elevations (1/27/16)
- Plan 16. Perspective View
- Plan 17. Perspective View
- Plan 18. Perspective View
- Plan 19. Context Model

PUBLIC COMMENT

- PC-1. Thayer email (1/15/16)
- PC-2. Thayer editorial (1/20/16)
- PC-3. Thayer email (1/21/16)
- PC-4. Thayer email (1/21/16)
- PC-5. Thayer email (2/2/16)
- PC-6. Thayer email (2/3/16)
- PC-7. Marcisso email (2/3/16)
- PC-8. Lindholm email (2/4/16)
- PC-9. Lloyd email (2/4/16)
- PC-10. Thayer email (2/4/16)

BACKGROUND DOCUMENTS

- BG-1. Adams School Reuse Committee Report (7/27/2007)
- BG-2. Adams School Reuse RFP (2008)
- BG-3. Adams School Development Proposal, Avesta Housing (7/22/08)
- BG-4. Adams School Development Subdivision Plat (4/30/12)
- BG-5. 65 Munjoy Street RFP (including Credere Associates Work Plans and Bluestone Planning Group Reports) (11/19/14)
- BG-6. 65 Munjoy Development Proposal, Adam's Apple (1/13/15)
- BG-7. Division of Housing and Community Development memo (memo from Mary Davis, 2/1/16)

From: David Margolis-Pineo
To: Barbara Barhydt; Helen Donaldson
CC: Gregory Vining; Jeremiah Bartlett; Philip DiPierro; Tom Errico
Date: 2/3/2016 12:34 PM
Subject: Review Comments for 65 Munjoy St

February 3, 2016

Memo To: Nell Donaldson
Barbara Barhydt
From: David Margolis-Pineo
Re: 65 Munjoy St – Eight Unit Residential Unit

The Department of Public Works has the following final review comment for the above project.

1. The applicant is required to execute an easement or license with the City of Portland for access, grading and landscaping by the applicant on City property.
2. The applicant has proposed a brick driveway apron which does not meet the City's driveway apron material policy. If the applicant is agreeable to an agreement that the applicant will be responsible for maintaining the brick apron, this Department is supportive of waiving the material policy for this project.

This Department has no further comments.

From: Tom Errico <thomas.errico@tylin.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
Date: 2/2/2016 4:39 PM
Subject: RE: 65 Munjoy Street - Final Traffic Comments

Yes – I support waivers.

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>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

From: Helen Donaldson [mailto:HCD@portlandmaine.gov]
Sent: Tuesday, February 02, 2016 4:36 PM
To: Tom Errico <thomas.errico@tylin.com>
Subject: Re: 65 Munjoy Street - Final Traffic Comments

And you support aisle width and parking dimension waivers, correct?

>>> Tom Errico <thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>> 2/2/2016 4:14 PM >>>

Hi Nell – I have reviewed the revised site plan and I find conditions to be acceptable. I would note that the applicant and I met on-site to simulate parking maneuvers and accordingly the aisle width was increased based upon our test. Additionally, the narrow parking space was relocated from the building column. I have no further comment.

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>
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

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From: Jeff Tarling<JST@portlandmaine.gov> (Jeff Tarling)
To: Helen Donaldson
CC: David Margolis-Pineo
Date: 1/27/2016 12:32 PM
Subject: Landscape Review for 65 Munjoy project

Hi Nel -

I have reviewed the landscape plan and offer the following suggestions / conditions : (The Rain Garden should have plant labels to the plant graphic so we can find them when we do the final inspection)

a) Adams School Playground Plants - We like the upright, 'Regal Prince' Oak, lets tweak the arrangement and line them up near the property line to reduce hiding spots and have the grasses grouped on the park side or near the corners. Grass type we would like to use 'The Blues', Little Bluestem grass vs the taller Switchgrass proposed.

b) Along Munjoy Street - would recommend adding in at least a few 'woody' plants for four season interest. Concern that this time of year just the granite blocks would be the only visible landscape feature. Also lets define 'Assorted Perennials' - It should be in keeping with the Native Sod theme and looks like it is from the perspective drawing. Note that establishing the native sod can be a challenge, extra water is needed for the first two years.

c) Rain Garden - As mentioned above, plant names should show where plants are located. Caution on the use of 'Red Twig' knowing their expanding size, might be worth looking at 'Kelsey Dwarf' or other low growing types to better fit this space.

d) Wilson Street side - Landscape Treatment, This narrow space does not appear to have a landscape treatment type shown. Is this going to be the only turf area on the property or other? The existing, old Adams School chain link needs to be replaced with similar height, black vinyl chain link or solid wood fencing. (The existing fence was part of this projects original use fencing and not the Wilson Street property.)

The project landscape wise is acceptable with these conditions.

Thanks,

Jeff t

MEMORANDUM



TO: Nell Donaldson, Planner
FROM: David Senus, PE
DATE: February 3, 2016
RE: 65 Munjoy Street, Final Level III Site Plan Application, Response to Comments

Woodard & Curran has reviewed the Response to Comments submittal for the Final Level III Site Plan Application for the proposed 8-unit condominium located at 65 Munjoy Street in Portland, Maine. The project involves the construction of an 8-unit condominium building to be constructed on an existing paved parking lot area.

Documents Reviewed by Woodard & Curran

- Response to Comments Letter and attachments, dated January 27, 2016, prepared by Ransom Consulting, Inc. for Adams Apple 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 Standards: Sufficient plans, notes, and details have been provided 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.
 - b) General Standards: The project will result in a net decrease in impervious area of approximately 1,300 sq ft, as such, the project is not required to include stormwater management features for stormwater quality control. The Applicant has proposed to construct three rain gardens to capture and infiltrate stormwater runoff, along with a pervious paver patio area to infiltrate stormwater that falls onto the patio surface. We find this to be an acceptable approach for stormwater management for the site.
 - c) Flooding Standard: The project will result in a net decrease in impervious area of approximately 1,300 sq ft, as such, the project is not required to include stormwater management features for stormwater quantity control. The Applicant has proposed to construct three rain gardens to capture and infiltrate stormwater runoff, along with a pervious paver patio area to infiltrate stormwater that falls onto the patio surface. These measures will help to further reduce runoff from the site; as such, we find the project to be in conformance with the Flooding Standard.

From: Keith Gautreau
To: Helen Donaldson
Date: 1/7/2016 9:43 AM
Subject: Re: 65 Munjoy Street (2015-225)

Hi Nell,

I think you should be all set with me....let me know.

Keith Gautreau, Assistant Chief
Fire Prevention/Community Outreach
Portland Fire Department
380 Congress Street
Portland, ME 04101
(207)874-8400
kng@portlandmaine.gov

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 65 Munjoy Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Wednesday, January 27, 2016

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a multi-family dwelling at 65 Munjoy Street. The review was performed by Caitlin Cameron, Urban Designer, Nell Donaldson, Planner, and Shukria Wiar, Planner, all within the Planning Division of the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual).

Design Review Criteria:

The project was reviewed with the Alternative Design Review which has the following criteria:

- A. Proposed design is consistent with all of the Principle Statements
- B. The majority of the Standards within each Principle are met
- C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two-block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
- D. The design plan is prepared by an architect registered in the State of Maine.

Design Review Findings

The proposal passes all the criteria of the R6 Design Review. See below for comments.

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

Principle A Overall Context –Met – see below.

- *A-1 Scale and Form:* The form is defined by rectilinear masses in keeping with typical multifamily buildings in the neighborhood, the roof line is flat with expressed cornice lines. The proposed mass is three stories and 55' wide on the street – the length of the building at the street is similar to neighboring double-houses; triple-deckers are also in the context making the height of three stories an appropriate scale. On Munjoy Street, the building length is mitigated by breaking it into two masses and a bay projection.
- *A-2 Composition of Principal Facades:* The building overall takes its cues from the surrounding forms, materials, and façade composition but combines them in a contemporary way. The composition of the Munjoy Street façade is well-balanced and is simple but with visual interest created through a change in planes, bay window, and trim and material details. As noted below, the overall composition of the facades meets

the standard in terms of rhythm, size, orientation, and proportion of window and door openings.

- *A-3 Relationship to the Street:* The building placement is consistent with the spacing of the residential fabric – residential buildings are typically raised with a small front yard setback. The ground floor is raised consistent with residential development patterns. The street wall is maintained and the garage is side-facing. Architectural features such as a covered stoop and bay window are employed, picking up on the vernacular language in the neighborhood.

Principle B Massing – Met – The roof line and building form are a contemporary version of the traditional multi-family building character of the neighborhood.

- *B-1 Massing:* The building's massing is generally rectangular with a break in the front façade creating a secondary mass and bay in similar proportion to a triple-decker type. The mass is also of similar proportion as buildings surrounding it.
- *B-2 Roof Forms:* The proposed roof form is flat – most multi-family buildings in the context have a flat roof with a cornice overhang.
- *B-3 Main Roofs and Subsidiary Roofs:* There is a clear main roof form.
- *B-4 Roof Pitch:* The roof is flat which is found in the context.
- *B-5 Façade Articulation:* The project employs a covered entry, recessed entry, and a bay window.
- *B-6 Garages:* The garage is on the side façade, standard does not apply.

Principle C Orientation to the Street – Met – The project appropriately reflects the private/public relationship of residential buildings in this neighborhood with a raised ground floor and a small front yard setback.

- *C-1 Entrances:* The main entry is well-emphasized at the street – it faces the street directly and uses a canopy and recessed entry to signify the entrance point. The side entrance uses a canopy – **the path should be indicated from the street.**
- *C-2 Visual Privacy:* **Make sure ground floor living spaces meet the visual privacy standard – window sill height at least 48" above the adjoining sidewalk/park grade.**
- *C-3 Transition Spaces:* The project uses a recessed entry, covered entry, raised ground floor, and a vestibule for transition space.

Principle D Proportion and Scale – Met – The proportion and scale of the building overall are harmonious and human-scaled.

- *D-1 Windows:* The majority of windows are rectangular with a vertical proportion.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building.
- *D-3 Porches:* The front stoop street-facing, is at least 6 feet deep, and is 20% of the length of the façade.

Principle E Balance – Met – The building façade composition creates a sense of balance with good use of overall and local symmetry and articulation of façade materials.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.

- *E-3 Symmetricality:* Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – Met – The project employs visually interesting and well composed facades.

- *F-1 Articulation:* The trim details and cornices create shadow lines. The material choices also have texture fine grain scale. There is a shift in plane at the front façade as well as a bay window adding visual interest and shadow lines to the street-facing façade. The park-facing façade is more modest but includes some articulation features such as trim, cornice, canopy over the door.
- *F-2 Window Types:* Two window types are used, are of the same “family,” and have consistent detailing.
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good. Variation in materials is used to provide or emphasize articulation such as the bay.
- *F-4 Delineation between Floors:* The windows and trim delineate the floors.
- *F-5 Porches, etc.:* The stoop and canopy are integrated into the design.
- *F-6 Main Entries:* The main entry faces the street and is appropriately emphasized with a stoop, canopy, and recessed entry. The side entrance also uses a canopy to indicate the access point.
- *F-7 Articulation Elements:* The rake of the roof meets the 6” requirement; **window trim could be more substantial**; all other trim is of adequate size; the cornice is pronounced; the bay projection is at least 12” change in plane.

Principle G Materials – Met – The material choices reference traditional building materials found in the context.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The main mass uses clapboard and trim in reference to this context. Board and batten is also used as to accentuate the bay and has a material quality and scale consistent with the residential context.
- *G-2 Material and Façade Design:* The materials are appropriately placed with a concrete foundation and clapboard above.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Two window types are used.
- *G-5 Patios and Plazas:* Not applicable.



Consulting
Engineers
and Scientists

December 11, 2015

Project 141.06157

Barbara Barhydt, Development Review Manager
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, Maine 04103

RE: Level III Site Plan Application
8 Unit Residential Condominium Development
65 Munjoy Street
Portland, Maine

Dear Barbara:

On behalf of our client, Adams Apple LLC, we are pleased to submit this Final Level III Site Plan Application for the development of 8 residential condominium units at 65 Munjoy Street. Thanks again for your time during the pre-application meeting on November 18 and we look forward to continued collaboration in creating much needed affordable housing on Munjoy Hill.

In compiling this application, we have attempted to place the materials supporting our application in the same order as the City's checklist. Please feel free to contact me with any questions or concerns you may have regarding the attached application materials.

Sincerely,

RANSOM CONSULTING, INC.

A handwritten signature in blue ink that reads "John Mahoney". The signature is fluid and cursive, with the first name "John" and last name "Mahoney" clearly distinguishable.

John Mahoney, P.E.
Project Engineer

400 Commercial Street, Suite 404, Portland, Maine 04101, Tel (207) 772-2891, Fax (207) 772-3248
Pease International Tradeport, 112 Corporate Drive, Portsmouth, New Hampshire 03801, Tel (603) 436-1490
12 Kent Way, Suite 100, Byfield, Massachusetts 01922, Tel (978) 465-1822
2127 Hamilton Avenue, Hamilton, New Jersey 08619, Tel (609) 584-0090
60 Valley Street, Building F, Suite 106, Providence, Rhode Island 02909, Tel (401) 433-2160

www.ransomenv.com

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:

Date:

I have provided digital copies and sent them on:

Date:

NOTE: All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.

389 Congress Street * Portland Maine 04101-3509 * Phone: (207) 874-8703 * Fax: (207) 874-8716
<http://www.portlandmaine.gov/planning/buildinsp.asp> * E-Mail: buildinginspections@portlandmaine.gov



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: 65 Munjoy Streets

PROPOSED DEVELOPMENT ADDRESS:

65 Munjoy Street, Portland, Maine, 04101

PROJECT DESCRIPTION:

The proposed project entails construction of a new residential building housing 8 dwelling units.

CHART/BLOCK/LOT: 003 M005

PRELIMINARY PLAN _____ (date)

FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Ethan Boxer Macomber Business Name, if applicable: Adam's Apple LLC Address: 30 Danforth Street, Suite 213 City/State : Portland, Maine Zip Code: 04101	Applicant Contact Information Work # 207 272 8550 Home# Cell # Fax# e-mail: ethan@anew-development.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: John Mahoney; Ransom Consulting, Inc. Address: 400 Commercial Street, Suite 404 City/State : Portland, Maine Zip Code: 04101	Agent/Representative Contact information Work # 207 772 2891 Cell # 207 831 6165 e-mail: john.mahoney@ransomenv.com
Billing Information Name: Adam Boxer Address: 30 Danforth Street, Suite 213 City/State : Portland, Maine Zip Code: 04101	Billing Information Work # 207 272 8550 Cell # Fax# e-mail: ethan@anew-development.com

Engineer Name: John Mahoney, Ransom Consulting Address: 400 Commercial Street City/State : Portland, Maine Zip Code: 04101	Engineer Contact Information Work # 207 772 2891 Cell # 207 831-6165 Fax# e-mail: john.mahoney@ransomenv.com
Surveyor Name: Owen Haskell Inc. Address: 390 US Route 1 City/State : Falmouth, Maine Zip Code: 04105	Surveyor Contact Information Work # 207 774 0424 Cell # Fax# e-mail: ebrewer@owenhaskell.com
Architect Name: Evan Carroll, Bild Architecture Address: PO Box 8235 City/State : Portland, Maine Zip Code: 04104	Architect Contact Information Work # 207 408 0168 Cell # Fax# e-mail: evan@bildarchitecture.com
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work # Cell # Fax# e-mail:

APPLICATION FEES:

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

Level III Development (check applicable reviews) ☒ Less than 50,000 sq. ft. (\$500.00) ☐ 50,000 - 100,000 sq. ft. (\$1,000) ☐ 100,000 – 200,000 sq. ft. (\$2,000) ☐ 200,000 – 300,000 sq. ft. (\$3,000) ☐ over 300,00 sq. ft. (\$5,000) ☐ Parking lots over 11 spaces (\$1,000) ☐ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ☐ Planning Staff Review (\$250) ☐ Planning Board Review (\$500) 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.	Other Reviews (check applicable reviews) ☐ Traffic Movement (\$1,000) ☐ Stormwater Quality (\$250) ☒ Subdivisions (\$500 + \$25/lot) # of Lots <u>8</u> x \$25/lot = <u>\$200</u> ☐ Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots <u> </u> x \$200/lot = <u> </u> ☐ Other <u> </u> ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ Historic Preservation \$1,200 Subtotal -25% for Affordable Housing \$900 Grand Total
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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: 	Date: 2015-12-11
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PROJECT DATA

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

Total Area of Site	6,778 sq. ft.
Proposed Total Disturbed Area of the Site	2,778 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.	
Impervious Surface Area	
Impervious Area (Total Existing)	2,470 sq. ft.
Impervious Area (Total Proposed)	5,178 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	0 sq. ft.
Building Footprint (Total Proposed)	3,336 sq. ft.
Building Floor Area (Total Existing)	0 sq. ft.
Building Floor Area (Total Proposed)	10,008 sq. ft.
Zoning	
Existing	R-6
Proposed, if applicable	
Land Use	
Existing	Parking
Proposed	Residential
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	8
# of Lots (Total Proposed)	1
# of Affordable Housing Units (Total Proposed)	As described herein and in City RFP #4115
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	0
# of One-Bedroom Units (Total Proposed)	4
# of Two-Bedroom Units (Total Proposed)	2
# of Three-Bedroom Units (Total Proposed)	2
Parking Spaces	
# of Parking Spaces (Total Existing)	~22
# of Parking Spaces (Total Proposed)	8
# of Handicapped Spaces (Total Proposed)	2
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	2
Estimated Cost of Project	21.7 million

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Completed Application form
X		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
NA		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
X		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
X		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
NA		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
X		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
X		1	A code summary referencing NFPA 1 and all Fire Department technical standards
X		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
X		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
X		1	Final Site Plans including the following:
X			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
X			Existing and proposed structures on parcels abutting site;
X			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
X			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
X			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
X			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
X			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
X			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
X			Location of all snow storage areas and/or a snow removal plan;
X			A traffic control plan as detailed in Section 1 of the Technical Manual;
NA			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
NA			Location and proposed alteration to any watercourse;
NA			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
NA			Proposed buffers and preservation measures for wetlands;
X			Existing soil conditions and location of test pits and test borings;
X			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
X			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
X			Grading plan;
NA			Ground water protection measures;
X			Existing and proposed sewer mains and connections;

- Continued on next page -

X		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
X		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
NA		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
X		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;
X		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
X		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
X		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		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: 12/7/2015

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 65 Munjoy Street, Portland, Maine, 04101

Chart Block Lot Number: 003 M005

Proposed Use: Residential

Previous Use: Parking Lot

Existing Sanitary Flows: 0 GPD

Existing Process Flows: 0 GPD

Description and location of City sewer that is to
receive the proposed building sewer lateral.

Existing Munjoy Street Sewer

Site Category | Commercial (see part 4 below)
Industrial (complete part 5 below)
Governmental
Residential
Other (specify)

X

(Clearly, indicate the proposed connections, on the submitted plans)

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____

Owner/Developer Name: Adam's Apple LLC / Ethan Boxer-Macomber

Owner/Developer Address: 30 Danforth Street, Suite 213, Portland, ME, 04101

Phone: 207 272 8550 Fax: _____ E-mail: ethan@anew-development.com

Engineering Consultant Name: John Mahoney, Ransom Consulting

Engineering Consultant Address: 400 Commercial Street, Portland, ME, 04101

Phone: 207 772 2891 Fax: _____ E-mail: john.mahoney@ransomenv.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: 1,380 GPD

Peaking Factor/ Peak Times: _____

Specify the source of design guidelines: (i.e. X "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: NA

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: 22 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

65 Munjoy Street Sewer/Water Capacity Estimate

Dwelling Unit Type	Qty	Total Bedrooms	Flow per Bedroom (GPD)	Design Flow (GPD)
One-bedroom	4	4	120	480
Two-bedroom	2	4	90	360
Three-bedroom	2	6	90	540
	8	14		1380



Consulting
Engineers
and Scientists

December 9, 2015

Project 141.06157

Glissen Havu on behalf of MEANS
Design Engineer
MEANS Division
Portland Water District
225 Douglass Street
PO Box 3553
Portland, Maine 04104-3553

RE: Request for Capacity to Serve Determination.
8 Unit Condominium Development
65 Munjoy Street
Portland

Dear Glissen:

This letter is requesting a determination of whether the Portland Water District has the capacity to serve a proposed residential development located at 65 Munjoy Street. The development will be comprised of one to three-bedroom units for a total of 8 residential units and 14 bedrooms. Based on the number of bedrooms and the 2015 Maine State Plumbing Code, we anticipate a total demand of 1,380 GPD for domestic service. The attached table below provides the calculations used to determine the aforementioned estimate. The development will also have a sprinkler system for fire protection.

Enclosed, to assist in your review, is site plan. We propose to construct a new 4" ductile iron service from the main to the proposed building. The 4" water service will be used for fire protection. A 2" domestic service will be tapped off of the 4" service at the property line. Both services will have valves at the right-of-way boundary for independent operation. Please let us know whether this proposed configuration is acceptable in terms of capacity and operation, and provide us with any specific service connection requirements.

Please respond to me at the address below (or by email) at your earliest convenience. If you have any questions, please feel free to call me at (207) 772-2891.

Sincerely,

A handwritten signature in blue ink that reads "John Mahoney". The signature is fluid and cursive, with the first and last names clearly legible.

John Mahoney, P.E.
Project Engineer

Enclosure: Demand Estimate Spreadsheet, Utility Plan for 65 Munjoy Street

400 Commercial Street, Suite 404, Portland, Maine 04101, Tel (207) 772-2891, Fax (207) 772-3248
Pease International Tradeport, 112 Corporate Drive, Portsmouth, New Hampshire 03801, Tel (603) 436-1490
12 Kent Way, Suite 100, Byfield, Massachusetts 01922, Tel (978) 465-1822
2127 Hamilton Avenue, Hamilton, New Jersey 08619, Tel (609) 584-0090
60 Valley Street, Building F, Suite 106, Providence, Rhode Island 02909, Tel (401) 433-2160

www.ransomenv.com



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Description of Project

The proposed project at 65 Munjoy Street consists of eight deed-restricted condominium units. There will be two (2) 3-bedroom units, two (2) 2-bedroom units and four (4) 1-bedroom units and the units will be sold to households of moderate income (100%-120% of area median income).

The project design will be integrated within the surrounding neighborhood in massing, proportion, articulation and materials. The building will be designed to high standards of energy efficiency and sustainable design, with features including a code-exceeding low-air infiltration building envelope, high efficiency mechanical systems, low-VOC finishes and all the benefits gained from an urban-infill sight such as is 65 Munjoy Street.

The site and landscape design utilizes the on-site treatment of water run-off, indigenous plants that will not need irrigation once established, and lighting that meets both safety and light pollution standards. The project will provide one (1) parking space per unit with two (2) outdoor spaces and six (6) covered spaces within an open carport, and these spaces will be accessed via one curb-cut on Munjoy Street.

As a collaboration between Adam's Apple LLC, the City of Portland, and the Portland Housing Authority, 65 Munjoy Street will provide much needed housing for households of moderate income in an urban location that places minimal burden on municipal infrastructure.



Accessibility Narrative

The proposed project at 65 Munjoy Street will meet Fair Housing Accessibility Standards as is required for a new building. Due to the goal of providing housing at sub-market rates, no elevator will be installed and only the first floor units will need to meet the Fair Housing requirements. As no public spaces exist within the building, ADA will not apply.

The design includes two entrances: a contextual entrance and a practical entrance. The contextual entrance faces the street, has several steps and is slightly recessed. These elements give the building the same connection to the street that is found in the surrounding buildings and has documented historic precedent.

The practical entrance is on the side of the building adjacent to the parking and represents the shortest path by which to leave the building. This side entrance and the way it is used is also consistent with the surrounding buildings. The side entrance is the accessible entrance, and is immediately adjacent to the accessible parking spots.



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Crime Prevention Through Environmental Design Narrative

Natural surveillance will be used to the maximum extent possible with two one-bedroom apartments on the first floor. These units will have view of the entrance approach and the shared garden space.

The contextual front entrance and the practical parking entrance will be well lit, and while both entrances are recessed the recesses are wider than deep, preventing the possibility of entrapment. Both entrances have multiple sightlines to public ways. The open parking area will be lit during night hours to discourage unwanted use.

The landscape plan clearly delineates public and private space, utilizing plantings, monolithic rock features, fencing and retaining walls. The use of such features will clearly delineate private space without the need for signage.



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Compliance with Zoning

Purpose:

The purpose of the R-6 is 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 the 65 Munjoy project propose to provide 1, 2 & 3 bedroom dwellings at a density of (8) units per 0.156 acres or 51 units per acer.

Permitted Uses:

A multifamily dwelling is permitted in the R-6 zone, no open stairways are proposed, and no below-grade dwelling units are proposed. The project proposes (8) parking spaces while only (5) are required.

Dimensional Requirements:

The proposed 65 Munjoy Street project conforms to all dimensional standards as outlined below:

	Requirement	Proposed
Min. lot size	2,000sf	
Min. lot area/dwelling unit	725sf (9 units allowed on 6778sf)	847sf 8 units proposed
Min. street frontage	20ft	84ft
Min. front yard setback	5ft (or average of adjacent yards) (adjacent yards are both 0ft)	3'
Min. rear yard setback	10ft	15ft
Min. side yard setback	5ft	6ft & 23ft
Structural setbacks	Apply over 35ft	Building will be only 35ft tall
Max. lot coverage	60%	50% (3,389sf)
Min. lot width	20ft	84ft
Max. structure height	45ft	35ft
Min. landscaped open space	20%	23% (1579sf)
Max. garage opening	9ft or 40%	0ft (0%)

PURCHASE AND SALE AGREEMENT

THIS AGREEMENT for the purchase and sale of real estate made this 4th day of February, 2016 by and between PORTLAND HOUSING DEVELOPMENT CORPORATION, a Maine nonprofit corporation ("SELLER" or "PHDC"), and ADAM'S APPLE, LLC, a Maine limited liability company with a place of business in Portland, Maine and mailing address of 30 Danforth Street, #213, Portland, Maine 04101("BUYER").

WITNESSETH:

WHEREAS, pursuant to the terms of a Purchase and Sale Agreement between SELLER and the City of Portland (the "City") of near or even date herewith, the City intends to convey to SELLER certain land known as the Adams School Parking Lot located at 65 Munjoy Street in Portland, Maine, as more specifically described in Exhibit A, attached hereto and incorporated herein (the "Premises"), and as generally depicted in the plan attached as Exhibit B and incorporated herein; and

WHEREAS, the City published a November 19, 2014 "Request for Proposals For the Sale and Reuse of Property Located at 65 Munjoy Street, RFP #4115," as amended by Addendum #1, dated December 18, 2014, copies of which are attached hereto and collectively marked Exhibit C and incorporated herein (the Request for Proposals and Addendum #1 are collectively referred to herein as the "RFP"); and

WHEREAS, BUYER submitted a proposal in response to the RFP (the "Proposal"), a copy of which is attached hereto as Exhibit D and incorporated herein; and

WHEREAS, after reviewing all proposals submitted in response to the RFP, the City selected BUYER as the successful bidder; and

WHEREAS, BUYER desires to purchase the Premises and construct affordable housing on it in accordance with the terms of the Proposal and the RFP (the "Proposed Development"), and the City desires that BUYER do so; and

WHEREAS, the Premises is impacted by certain environmental contaminants as described in a July 1, 2014 Phase I Environmental Site Assessment and an August 8, 2014 Phase II Environmental Site Assessment, both by Credere Associates, LLC, copies of which are

attached hereto and collectively marked Exhibit E and incorporated herein by reference (collectively, the "ESAs"); and

WHEREAS, prior to constructing the Proposed Development, certain environmental remediation work must be completed as described in a certain September 17, 2014 Voluntary Response Action Program Work Plan and September 17, 2014 Soil Management Plan prepared by Credere Associates, LLC (collectively, the "VRAP Work Plan"), copies of which are attached hereto and collectively marked Exhibit F and incorporated herein by reference; and

WHEREAS, in order to finance the VRAP Work Plan, BUYER consulted with the Greater Portland Council of Governments ("GPCOG") regarding the availability of brownfields cleanup grants that might be available to cover the cost of the VRAP Work Plan; and

WHEREAS, GPCOG advised BUYER and the City that they would not qualify for GPCOG's Brownfields Remediation grants because the City may be a potentially responsible party for the environmental contaminants and Adam's Apple is not a public or nonprofit entity, but that SELLER, as a nonprofit corporation, would qualify for a grant if it were the owner of the Premises; and

WHEREAS, SELLER, with the assistance of BUYER, applied for and has been awarded a Brownfields Remediation Program grant from GPCOG in order to finance the VRAP Work Plan as set forth in GPCOG's January 21, 2016 letter to SELLER, a copy of which is attached hereto and marked Exhibit G and incorporated herein by reference; and

WHEREAS, BUYER and GPCOG have entered into a GPCOG Brownfields Program Subgrant Agreement of near or even date herewith (the "Grant Agreement"), a copy of which is attached hereto and marked Exhibit H and incorporated herein by reference; and

WHEREAS, SELLER, BUYER, and the City have agreed that in order to complete the VRAP Work Plan prior to the conveyance of the Premises to BUYER, the City would first convey the Premises to SELLER, provided that SELLER would then convey the Premises to BUYER after completion of the VRAP Work Plan; and

WHEREAS, SELLER and BUYER have entered into a Development Consulting Agreement of near or even date herewith pursuant to which BUYER shall act as SELLER's agent to oversee the VRAP Work Plan during SELLER's ownership of the Premises and be responsible for the administration of the Grant Agreement and all costs associated with the Grant Agreement at no cost to SELLER; and

WHEREAS, the SELLER desires to convey the Premises to BUYER in accordance with the terms and conditions of this Agreement, provided that the CITY conveys the Premises to SELLER pursuant to a Purchase And Sale Agreement between the City and SELLER of near or even date herewith (the "City-PHDC Agreement"), a copy of which is attached hereto as Exhibit N and incorporated herein by reference).

NOW THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties, intending to be legally bound, hereby agree as follows:

1. **RECITALS INCORPORATED BY REFERENCE.** The recitals set forth above are hereby incorporated herein by reference and made a part of this Agreement. The restatement in this document of any term of any of its attachments shall not be deemed to waive any term not so restated. If any disagreement is found between the RFP or the Proposal and this document, then this document shall govern; and the RFP shall govern over the Proposal, to the extent they disagree; provided, however, that this document and all of its attachments shall be construed to be supplemental to one another to the extent possible.
2. **SALE.** SELLER agrees to sell the Premises to BUYER, and BUYER agrees to buy the Premises in accordance with the terms and conditions set forth in this Agreement. This Agreement is for the sale of land only.
3. **CONSIDERATION.** The consideration for the Premises shall be One Dollar (\$1.00) (the "Purchase Price").
4. **TITLE.** SELLER shall convey the Premises to BUYER at the closing in fee simple with good and marketable or insurable title by quitclaim deed without covenant acceptable to BUYER. BUYER hereby acknowledges and agrees that title as reflected in the title commitment attached hereto as Exhibit M (the "Title Commitment") shall be deemed good and marketable as herein required. BUYER shall not have the right to terminate this Agreement on the basis of title except in the event of title defects caused by SELLER first arising after the date of the Title Commitment, in which case SELLER shall have a reasonable time period, not to

exceed 30 days from the time SELLER receives written notice of the defect, unless otherwise agreed to by both parties, during which it shall make a good faith effort to remedy the title, after which time, if such defect is not corrected so that there is marketable and insurable title, BUYER may within 2 days thereafter, at BUYER's option, terminate this Agreement, and neither party shall have any further obligation hereunder.

5. **POSSESSION.** Full possession of the Premises will be delivered to Buyer at the transfer of title, free and clear of all tenancies or occupancies by any person or entity.
6. **RISK OF LOSS.** The risk of loss or damage to the Premises by fire or otherwise, until transfer of title hereunder, is assumed by the SELLER. Except to the extent that the Premises may be altered by the work performed under the VRAP Work Plan, the Premises is to be delivered in substantially the same condition as of the date of this Agreement.
7. BUYER acknowledges that BUYER has had an opportunity to inspect the Premises, and to hire professionals to do so, and that the Premises will be sold "as is, where is" and "with all faults." SELLER, and its agents, make no representations or warranties with respect to the accuracy of any statement as to boundaries or acreage, or as to any other matters contained in any description of the Premises, or as to the fitness of the Premises for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without limitation, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of the Premises. Furthermore, SELLER and its agents make no representations or warranties regarding the number, quantity, quality, or count of any items of personal property. Acceptance by BUYER of the Deed at closing and payment of the purchase price shall be deemed to be full performance and discharge by the SELLER of every agreement and obligation contained herein.
8. **Intentionally omitted.**
9. **CLOSING; CITY TO HOLD DEED IN ESCROW.** Time is of the essence in the performance of this agreement. The closing shall be held at the office of BUYER's counsel, within thirty (30) days after the Maine DEP issues a Certificate of Completion of Remedial Actions ("COC") for the Premises. Buyer acknowledges that pursuant to the City-PHDC Agreement, the City has the right to repurchase the Premises from SELLER in the event that the COC is not issued on or before that date which is twelve (12) months after the date of the deed from the City to SELLER unless Adam's Apple exercises its right to require PHDC to convey the Premises to Adam's Apple pursuant to this paragraph 9 of the Purchase and Sale Agreement between PHDC and Adam's Apple and paragraph 8 of the Development Consulting Agreement. In the event that the City does so, this Agreement shall terminate and neither party shall have any liability to the other or any further obligation under this Agreement. Similarly, Seller acknowledges that pursuant to Paragraph 8 of the Development Consulting Agreement between Seller and Buyer of even or near even date herewith, in the event of a termination of that Agreement for reasons as specified

therein, Developer/BUYER, at its option, has a right to require PHDC/SELLER to convey the Premises to BUYER, in accordance with the terms of this Agreement, in the same condition it is in as of the date of termination or a better condition if BUYER opts to proceed with the Development, provided, however, that PHDC/SELLER shall have no obligation to improve or otherwise alter the condition of the Premises prior to such conveyance. In the event that the sale of the Premises to BUYER proceeds to closing, SELLER shall deliver to the City of Portland SELLER's deed to BUYER, which the City will hold in escrow. Upon receipt of written notice from SELLER and BUYER, the CITY shall record the deed along with a certain Mortgage and Security Agreement and a certain Declaration of Covenants, Conditions, Restrictions and Option to Repurchase between the City and BUYER of near or even date herewith.

10. **REAL ESTATE TAXES, PRORATIONS AND TRANSFER TAX.** Any real estate taxes and utilities for the Premises shall be prorated as of the closing. The Maine real estate transfer tax shall be paid for entirely by Buyer. The recording fee for the deed of conveyance and any expenses relating to BUYER's financing or closing shall be paid for by BUYER.
11. **TIME.** The SELLER and BUYER each confirm and agree that each of the time periods set forth herein are essential provisions of the terms of this Agreement.
12. **DEFAULT AND REMEDIES.** In the event that BUYER defaults hereunder for a reason other than the default of the SELLER, SELLER may pursue all legal or equitable remedies available to it. In the event SELLER defaults under this Agreement, and if BUYER is not then in default hereunder, BUYER shall have the right to pursue specific performance as its sole remedy.
13. **ENTIRE AGREEMENT.** This Agreement represents the entire and complete Agreement and understanding between the parties and supersedes any prior agreement or understanding, written or oral, between the parties with respect to the acquisition or exchange of the Premises hereunder. This Agreement cannot be amended except by written instrument executed by Seller and Buyer.
14. Notwithstanding anything to the contrary in this Agreement or any of its attachments, it is the intent of both parties that the BUYER shall develop the Premises in substantially the form and for the affordable housing uses set forth in the RFP and the Proposal. Accordingly, the parties covenant and agree that, prior to closing, BUYER will execute such additional documents as are not inconsistent herewith, including but not limited to Exhibits J, K and L, and as may be reasonably necessary to effectuate such intent.
15. **HEADINGS AND CAPTIONS.** The headings and captions appearing herein are for the convenience of reference only and shall not in any way affect the substantive provisions hereof.

16. **BINDING EFFECT.** This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, administrators, successors and assigns.

17. **GOVERNING LAW.** This Agreement shall be construed in all respects in accordance with, and governed by, the laws of the State of Maine. All parties hereto hereby consent to the exclusive jurisdiction of the Superior Court for the County of Cumberland in the State of Maine, for all actions, proceedings and litigation arising from or relating directly or indirectly to this Agreement or any of the obligations hereunder, and any dispute not otherwise resolved as provided herein shall be litigated solely in said Court. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

18. **NOTICE.** All notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, certified, return receipt requested, addressed to the recipient at the addresses set forth below. Either party may change addresses for purposes of this paragraph by giving the other party notice of the new address in the manner described herein.

FOR THE SELLER: Portland Housing Development Corporation
Attention: Mark Adelson
14 Baxter Blvd.
Portland, Maine 04101

With a copy to: Gary D. Vogel
Drummond Woodsum
84 Marginal Way, Suite 600
Portland, Maine 04101

FOR BUYER: Adam's Apple, LLC
17 Chestnut Street, 3rd Floor
Portland, Maine 04101

With a copy to: Barbara Vestal, Esq.
Chester & Vestal, P.A.
107 Congress Street
Portland, Maine 04101

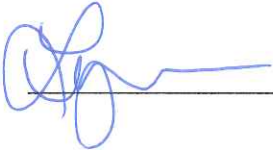
19. **SIGNATURES; MULTIPLE COUNTERPARTS.** This Agreement may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement. A signature in a faxed, pdf or other reproduced or electronic document shall be considered the equivalent of an original signature.

20. BROKERS. Seller and Buyer each represents and warrants that neither has dealt with a real estate broker in connection with this transaction. Buyer agrees to indemnify and hold harmless Seller from any claims made by any broker should Buyer's representation in this paragraph be false. Seller agrees to indemnify and hold harmless Buyer from any claims made by any broker should Seller's representation in this paragraph be false. The foregoing indemnities shall include all legal fees and costs incurred in defense against any such claim, and shall survive closing.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals on the day and year first written above.

WITNESS

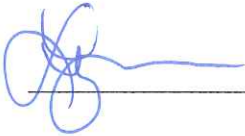
PORTLAND HOUSING DEVELOPMENT CORPORATION

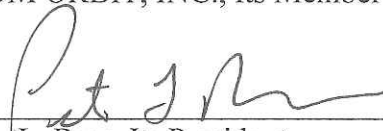


By: 
Mark B. Adelson
Its President

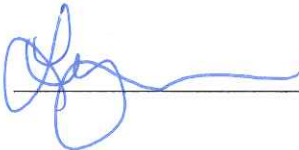
ADAM'S APPLE, LLC

By: RANDOM ORBIT, INC., Its Member



By: 
Peter L. Bass, Its President

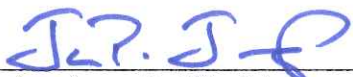
By: ANEW DEVELOPMENT, LLC, Its Member



By:  2-4-16
Mark Ethan Boxer-Macomber, Its Member

SEEN AND AGREED TO:

CITY OF PORTLAND

By: 
Jon P. Jennings, Its City Manager

PURCHASE AND SALE AGREEMENT

THIS AGREEMENT for the purchase and sale of real estate made this 4th day of February, 2016 by and between the CITY OF PORTLAND, a body politic and corporate located in Cumberland County, Maine, with a mailing address of 389 Congress Street, Portland, Maine 04101 (hereinafter referred to as "SELLER"), and the PORTLAND HOUSING DEVELOPMENT CORPORATION, a Maine nonprofit corporation ("BUYER" or "PHDC"), with a mailing address of 14 Baxter Boulevard, Portland, Maine 04101.

WITNESSETH:

WHEREAS, the SELLER is the owner of certain land known as the Adams School Parking Lot located at 65 Munjoy Street in Portland, Maine, as more specifically described in Exhibit A, attached hereto and incorporated herein (the "Premises"), and as generally depicted in the plan attached as Exhibit B and incorporated herein; and

WHEREAS, the SELLER desires to sell the Premises and published a November 19, 2014 "Request for Proposals For the Sale and Reuse of Property Located at 65 Munjoy Street, RFP #4115," as amended by Addendum #1, dated December 18, 2014, copies of which are attached hereto and collectively marked Exhibit C and incorporated herein (the Request for Proposals and Addendum #1 are collectively referred to herein as the "RFP"); and

WHEREAS, Adam's Apple, LLC, a Maine limited liability company ("Adam's Apple") submitted a proposal in response to the RFP (the "Proposal"), a copy of which is attached hereto as Exhibit D and incorporated herein; and

WHEREAS, after reviewing all proposals submitted in response to the RFP, the SELLER selected Adam's Apple as the successful bidder; and

WHEREAS, Adam's Apple desires to purchase the Premises and construct affordable housing on it in accordance with the terms of the Proposal and the RFP (the "Proposed Development"), and the SELLER desires that Adam's Apple do so; and

WHEREAS, the Premises is impacted by certain environmental contaminants as described in a July 1, 2014 Phase I Environmental Site Assessment and an August 8, 2014 Phase II Environmental Site Assessment, both by Credere Associates, LLC, copies of which are

attached hereto and collectively marked Exhibit E and incorporated herein by reference (collectively, the "ESAs"); and

WHEREAS, prior to constructing the Proposed Development, certain environmental remediation work must be completed as described in a certain September 17, 2014 Voluntary Response Action Program Work Plan and September 17, 2014 Soil Management Plan prepared by Credere Associates, LLC (collectively, the "VRAP Work Plan"), copies of which are attached hereto and collectively marked Exhibit F and incorporated herein by reference; and

WHEREAS, in order to finance the VRAP Work Plan, Adams Apple consulted with the Greater Portland Council of Governments ("GPCOG") regarding the availability of brownfields cleanup grants that might be available to cover the cost of the VRAP Work Plan; and

WHEREAS, GPCOG advised Adams Apple and SELLER that they would not qualify for GPCOG's Brownfields Remediation grants because SELLER may be a potentially responsible party for the environmental contaminants and Adams Apple is not a public or nonprofit entity, but that BUYER, as a nonprofit corporation, would qualify for a grant if it were the owner of the Premises; and

WHEREAS, BUYER, with the assistance of Adams Apple, applied for and has been awarded a brownfields cleanup grant from the Greater Portland Council of Governments ("GPCOG") in order to finance the VRAP Work Plan as set forth in the grant award letter dated January 21, 2016, a copy of which is attached hereto and marked Exhibit G and incorporated herein by reference; and

WHEREAS, BUYER and GPCOG have entered into a GPCOG Brownfields Program Subgrant Agreement of near or even date herewith (the "Grant Agreement"), a copy of which is attached hereto and marked Exhibit H and incorporated herein by reference; and

WHEREAS, SELLER, BUYER, and Adams Apple have agreed that in order to complete the VRAP Work Plan prior to the conveyance of the Property to Adams Apple, SELLER would first convey the Premises to BUYER, provided that BUYER shall then convey the Premises to Adams Apple after completion of the VRAP Work Plan; and

WHEREAS, Adam's Apple and BUYER have entered into a Development Consulting Agreement of near or even date herewith (the "Development Consulting Agreement") pursuant to which Adam's Apple shall act as BUYER's agent to oversee the VRAP Work Plan during BUYER's ownership of the Premises and be responsible for the administration of the Grant Agreement and all costs associated with the Grant Agreement at no cost to BUYER; and

WHEREAS, SELLER desires to convey the Premises to BUYER provided that BUYER conveys the Premises to Adams Apple in accordance with the terms and conditions of this Agreement and those of a separate Purchase and Sale Agreement between BUYER and Adams Apple of near or even date herewith, which agreement is subject to SELLER's prior written approval, attached hereto as Exhibit I.

NOW THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties, intending to be legally bound, hereby agree as follows:

1. **RECITALS INCORPORATED BY REFERENCE**. The recitals set forth above are hereby incorporated herein by reference and made a part of this Agreement. The restatement in this document of any term of any of its attachments shall not be deemed to waive any term not so restated. If any disagreement is found between the RFP or the Proposal and this document, then this document shall govern; and the RFP shall govern over the Proposal, to the extent they disagree; provided, however, that this document and all of its attachments shall be construed to be supplemental to one another to the extent possible.
2. **SALE**. SELLER agrees to sell the Premises to BUYER, and BUYER agrees to buy the Premises in accordance with the terms and conditions set forth in this Agreement. This Agreement is for the sale of land only.
3. **CONSIDERATION**. The consideration for the Premises shall be One Dollar (\$1.00) (the "Purchase Price").
4. **TITLE**. SELLER shall convey the Premises to BUYER at the closing in fee simple with good and marketable or insurable title by quitclaim deed without covenant acceptable to BUYER. If SELLER is unable to convey title to the Premises in accordance with the provisions of this paragraph, then SELLER shall have a reasonable time period, not to exceed 30 days from the time SELLER receives written notice of the defect, unless otherwise agreed to by both parties, during which it shall make a good faith effort to remedy the title, after which time, if such defect is not corrected so that there is marketable and insurable title, BUYER may within 5 days

thereafter, at BUYER's option, terminate this Agreement, and neither party shall have any further obligation hereunder.

5. **POSSESSION.** Full possession of the Property will be delivered to Buyer at the transfer of title, free and clear of all tenancies or occupancies by any person or entity.
6. **RISK OF LOSS.** The risk of loss or damage to the Premises by fire or otherwise, until transfer of title hereunder, is assumed by the SELLER. The Premises is to be delivered in substantially the same condition as of the date of this Agreement unless otherwise stated.
7. **PROPERTY SOLD "AS IS, WHERE IS."** BUYER acknowledges that BUYER has had an opportunity to inspect the Premises, and to hire professionals to do so, and that Premises will be sold "as is, where is" and "with all faults." SELLER, and its agents, make no representations or warranties with respect to the accuracy of any statement as to boundaries or acreage, or as to any other matters contained in any description of the Premises, or as to the fitness of the Premises for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without limitation, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of the Premises. Acceptance by BUYER of the Deed at closing and payment of the purchase price shall be deemed to be full performance and discharge by the SELLER of every agreement and obligation contained herein.
8. **CLOSING.** Time is of the essence in the performance of this Agreement. The closing shall be held at City Hall, within sixty (60) days after the date first set forth above.
9. **OPTION OF SELLER TO REPURCHASE PROPERTY.** In the event that the Maine DEP does not issue a Certificate of Completion of Remedial Actions ("COC") for the Premises on or before that date that is 12 months after the date of execution of the deed from SELLER to BUYER, the SELLER shall have the right to repurchase the Premises from the BUYER at the Purchase Price, unless Adam's Apple exercises its right to require PHDC to convey the Premises pursuant to paragraph 9 of the Purchase and Sale Agreement between BUYER and Adam's Apple and paragraph 8 of the Development Consulting Agreement. The provisions of this paragraph shall be included in SELLER's deed to BUYER.
10. **COVENANTS, RESTRICTIONS, AND OPTION TO REPURCHASE IN BUYER'S DEED TO ADAMS APPLE.** Within 30 days after the Maine DEP issues a COC, BUYER shall convey the Premises to Adam's Apple in accordance with the terms of the Purchase and Sale Agreement between BUYER and Adams Apple of near or even date herewith. This paragraph shall survive the closing of this Agreement. BUYER's deed to Adams Apple (also referred to herein as "Grantee") shall contain a declaration of covenants and restrictions that shall include, without limitation, the following provisions, which shall survive closing of that Agreement and run with the land:

- a. Grantee shall construct eight (8) new affordable ownership housing units on the Premises in substantially the form and for the affordable housing uses set forth in the Proposal and in the RFP, with Grantee's compliance with this provision to be satisfied by: (1) Grantee recording a subdivision plan for the Premises approved by the Planning Board of the City of Portland showing 8 housing units, and (2) with regard to a unit proposed to be conveyed, the City of Portland having issued a certificate of occupancy for that particular unit. At the request of Grantee, the City of Portland shall duly execute, from time to time, a verification of subdivision approval and issuance of certificates of occupancy in recordable form.
- b. The parties agree that the units shall be subject to an "Affordability Declaration" which shall be established by the due execution and recording of the following documents in substantially the same form as those attached hereto and incorporated herein by reference: (i) Declaration of Covenants, Conditions and Restrictions, Exhibit J, (ii) Affordability Agreement, Exhibit K, and (iii) Declaration of Condominium, Affordability of Units provision, Exhibit L.
- c. If Grantee has not started and diligently pursued construction of eight (8) new affordable ownership housing units as provided above by July 31, 2017, the City of Portland shall have the right, but not the obligation, to repurchase the Premises at the Purchase Price, provided, however, that the City of Portland must notify Grantee of its intent to repurchase the Premises in writing by August 15, 2017, and if the City of Portland fails to so notify Grantee, this provision, and the rights thereunder are waived. At the request of Grantee, the City of Portland shall promptly duly execute, from time to time, verification of the exercise or non-exercise of this right in recordable form.
- d. Environmental Indemnification. Grantee covenants and agrees to indemnify, defend, and hold Grantor and the City of Portland harmless from and against any and all claims, damages, losses, liabilities, obligations, settlement payments, penalties, assessments, citations, directives, claims, litigation, demands, defenses, judgments, costs, or expenses of any kind, including, without limitation, reasonable attorneys', consultants', and experts' fees incurred in investigating, defending, settling, or prosecuting any claim, litigation or proceeding, that may at any time be imposed upon, incurred by or asserted or awarded against Grantor or the City and relating directly or indirectly to the violation of or compliance with any federal, state, or local environmental laws, rules, or regulations governing the release, handling or storage of hazardous wastes or hazardous materials and affecting all or any portion of the Premises, including without limitation the environmental matters identified in the RFP, the ESAs, and the VRAP Work Plan. This duty to indemnify, defend, and hold harmless shall run with the land herein conveyed and be

binding upon Grantee's successors, assigns, and transferees until such date as Grantee, its successors, assigns or transferees obtain a Certificate of Completion of Remedial Actions ("COC") from the Maine DEP for the Project as described in a Development Consulting Agreement between Seller and Buyer of even or near even date herewith; upon that date, the Environmental Indemnification described in this paragraph (d) shall no longer run with the land to subsequent successors, assigns or transferees of Grantee.

- e. Payment In Lieu Of Property Taxes. Grantee agrees in the event that the Premises or any portion thereof shall be exempt from real and personal property taxes, by transfer, conversion, or otherwise, then the then-owner of the exempt portion shall make annual payments to the City of Portland in lieu of taxes in the amount equal to the amount of property taxes that would have been assessed on the exempt portion of the real and personal property situated on the Premises had such property remained taxable. Grantee shall possess and be vested with all rights and privileges as to abatement and appeal of valuations, rates, and the like as are accorded owners of real and personal property in Maine. This covenant shall run with the land herein conveyed and be binding upon Grantee's successors, assigns, and transferees.

11. ENTIRE AGREEMENT. This Agreement represents the entire and complete Agreement and understanding between the parties and supersedes any prior agreement or understanding, written or oral, between the parties with respect to the acquisition or exchange of the Property hereunder. This Agreement cannot be amended except by written instrument executed by Seller and Buyer.

12. HEADINGS AND CAPTIONS. The headings and captions appearing herein are for the convenience of reference only and shall not in any way affect the substantive provisions hereof.

13. BINDING EFFECT. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, administrators, successors and assigns.

14. TIME. The SELLER and BUYER each confirm and agree that each of the time periods set forth herein are essential provisions of the terms of this Agreement.

15. GOVERNING LAW. This Agreement shall be construed in all respects in accordance with, and governed by, the laws of the State of Maine. All parties hereto hereby consent to the exclusive jurisdiction of the Superior Court for the County of Cumberland in the State of Maine, for all actions, proceedings and litigation arising from or relating directly or indirectly to this Agreement or any of the obligations hereunder, and any dispute not otherwise resolved as provided herein shall be litigated solely in said Court. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

16. **NOTICE.** All notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after mailing if mailed to the party to whom notice is to be given by first class mail, postage prepaid, certified, return receipt requested, addressed to the recipient at the addresses set forth below. Either party may change addresses for purposes of this paragraph by giving the other party notice of the new address in the manner described herein.

FOR THE SELLER: City of Portland
ATTN: CITY MANAGER
389 Congress Street
Portland, ME 04101

With a copy to: The Office of the Corporation Counsel at the same address.

FOR BUYER: Portland Housing Development Corporation
Attention: Mark Adelson
14 Baxter Blvd.
Portland, Maine 04101

With a copy to: Gary D. Vogel
84 Marginal Way, Suite 600
Portland, Maine 04101

FOR GRANTEE: Adam's Apple, LLC
30 Danforth Street, #213
Portland, Maine 04101

With a copy to: Barbara A. Vestal
107 Congress Street
Portland, Maine 04101

17. **SIGNATURES; MULTIPLE COUNTERPARTS.** This Agreement may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement. A signature in a faxed, pdf or other reproduced or electronic document shall be considered the equivalent of an original signature.
18. **BROKERS.** Seller and Buyer each represents and warrants that neither has dealt with a real estate broker in connection with this transaction. Buyer agrees to indemnify and hold harmless Seller from any claims made by any broker should Buyer's representation in this paragraph be false. Subject to the limitations of liability set forth in the Maine Tort Claims Act, Seller agrees to indemnify and hold harmless Buyer from any claims made by any broker should Seller's representation in this paragraph be false. The foregoing indemnities shall include all legal fees and costs incurred in defense against

any such claim, and shall survive closing.

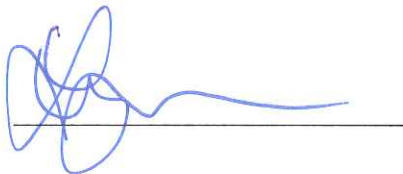
IN WITNESS WHEREOF, the parties have hereunto set their hands and seals on the day and year first written above.

CITY OF PORTLAND


WITNESS


for Jon P. Jennings
Its City Manager

WITNESS



PORTLAND HOUSING DEVELOPMENT
CORPORATION

By: 
Printed Name: Mark B. Adelson
Its: President

Approved as to Form:


Corporation Counsel's Office

Consenting to the terms hereof:

Adam's Apple, LLC

By: Random Orbit, Inc., its Member

By: 
Peter L. Bass
Its President

By: Anew Development, LLC, its Member

By:  2-4-16
Mark Ethan Boxer-Macomber
Its Member

65 Munjoy Street Development

Summary of Covenants

This project is in response to a City of Portland Request for Proposals with the goal to create and preserve access to decent and affordable housing and home-ownership opportunities for persons and families at the 120% median income level who are often denied such opportunities for lack of financial resources. Adam's Apple, LLC and the City have entered into an Affordability Agreement that by deed restricts sales and resales to that income level. Please see attached exhibit. The signed agreement is on file with the City.

EXHIBIT I

AFFORDABILITY AGREEMENT

This AGREEMENT made this ____ day of _____, 2015, by and between Adam's Apple, LLC, a Maine limited liability company with a principal place of business in Portland, Maine, and a mailing address of 17 Chestnut Street, Portland, Maine 04101 ("Developer"), and _____, whose mailing address is _____ (singly or, if more than one, collectively the "Owner") and the City of Portland, a public body corporate and politic with a mailing address of City Hall, 389 Congress Street, Portland, Maine 04101 ("City").

W I T N E S S E T H:

WHEREAS, Owner has this date purchased Unit No. ____ in the _____ Condominium, located at 65 Munjoy Street in Portland, Maine ("Condominium"), which unit is more particularly described in Exhibit A attached hereto and made a part hereof (said unit, together with its percentage interest in Common Elements and vote in the condominium association being referred to collectively herein as the "Unit"); and

WHEREAS, Developer developed the Condominium using funds and land provided by the City of Portland, pursuant to an agreement, the intent of which is to promote and provide affordable housing in Portland in accordance with Maine law; and

WHEREAS, the deed to Owner provides that the Unit was conveyed subject to a Declaration of Covenants, Conditions and Restrictions ("Declaration") recorded in the Cumberland County Registry of Deeds in Book _____, Page _____, and subject to the covenants, conditions and restrictions contained in this Agreement; and

WHEREAS, as required by the City of Portland, and in consideration of the conveyance of the Unit to Owner, Owner agreed and hereby agrees to certain restrictions on the resale of the Unit, including restrictions on the price at which the Unit may be sold and the parties who may purchase it, all on the terms and conditions hereinafter provided and in accordance with Maine law, including 33 M.R.S.A. §§ 121, et. seq.;

NOW THEREFORE, Owner and Adam's Apple, LLC, and the City of Portland, in consideration of the conveyance of the Unit to Owner and of the mutual undertakings set forth herein, hereby agree as follows:

1. Parties' Intent. The terms and conditions contained in this Agreement have been freely accepted by the parties, each with independent and informed advice. This Agreement exists to further the mutual purposes and goals of Owner, Developer, and the City set forth herein to create and preserve access to decent and affordable housing and home-ownership opportunities for persons and families who are often denied such opportunities for lack of financial resources. The terms and conditions of this Agreement are an integral part of the consideration of the transfer of the Unit by Developer to Owner.

2. Uses of Unit. Owner understands and agrees that the Unit must be used as Owner's principal residence, and Owner shall not use the Unit for the conduct of a business (except for a home occupation allowed under the City of Portland zoning ordinance) or as an investment property. Owner shall comply in all respects with the documents relating to the Condominium, including, without limitation, the Declaration, Bylaws and rules and regulations adopted by the condominium association. Owner shall keep the Unit in good, safe, and habitable condition and shall not commit waste. Owner

agrees that the City may from time to time verify that Owner is using the Unit solely as Owner's principal residence, and Owner agrees to furnish any such information as the City may require in order to confirm such use by Owner. Owner shall not lease the Unit for a term in excess of 12 months during the five years immediately following the conveyance of a Unit to Owner and shall not lease the Unit for a term exceeding three months each year thereafter. [***Is this something the City wants? It should be made consistent with the Condominium documents which (for Avesta) say one cannot rent for a period of less than 6 months.]

3. Transfer to Qualified Buyer. Owner may sell, transfer, or otherwise dispose of the Unit only to a Qualified Buyer, as that term is defined in this Section. Any purported sale, transfer, or other disposition to any person or entity without following the procedures set forth below or in violation of the price limitations set forth below, shall be null and void. As used in this Agreement, the term "Qualified Buyer" means a person or household whose income is no higher than one hundred twenty percent (120%) of the median family income for the Portland Metropolitan Statistical Area, as most recently promulgated by the United States Department of Housing and Urban Development, adjusted for family size, or if that index ceases to be promulgated, a successor or similar index as selected by the City.

4. Transfer to Owner's Heirs. Upon receipt of notice from the personal representative of the Owner's or co-Owner's estate given within ninety (90) days of the death of Owner (or the last surviving co-Owner of the Unit), the City shall, except for good cause shown, consent to a transfer of the Unit to and by one or more of the following:

A. the spouse or domestic partner of the Owner ("domestic partner" is defined as a person living with Owner and sharing a common domestic life but neither joined by marriage nor a civil union), including a transfer to such spouse or domestic partner by operation of law, or a transfer that results in Owner and Owner's spouse or domestic partner becoming co-owners of the Unit; or

B. the child or children of the Owner; or

C. member(s) of the Owner's household who have resided in the Unit for at least three years prior to the Owner's death.

The covenants set forth in this Agreement shall continue in full force and effect after the transfers described in subsections A. through C. above, and the transferee under this Section 4 shall be bound by this Agreement.

5. Notice To City: Procedure for Sale:

A. Whenever Owner intends to effect a sale, transfer or disposition of the Unit to a third party, prior to listing the Unit for sale or entering into a purchase and sale agreement, or otherwise taking any steps to consummate the sale of the Unit, Owner shall give the City written notice of such intent (the "Notice of Intent") addressed to the City of Portland at 389 Congress Street, Portland, Maine, or at such other address as the City shall provide to Owner by written notice.

B. Within thirty (30) days of receiving the Notice of Intent, the City shall determine (1) the qualifications and income guidelines for a Qualified Buyer hereunder; and (2) Owner's Maximum Allowable Price as determined under Section 7 below. The City shall communicate the results of such determinations to Owner within said thirty (30) day period (the "Notice of Determination"). Owner shall provide the City with whatever reasonable information the City requests in order to make the determinations under this subsection.

C. When Owner finds a prospective Buyer who may be a Qualified Buyer, Owner shall communicate that fact in writing to the City and shall cause the prospective Buyer to deliver to City such information, financial or otherwise, about the prospective Buyer as City shall reasonably request. City shall have the right in all cases to determine whether a proposed Buyer is a Qualified Buyer. City shall have ten (10) business days from the date it receives the information about the Buyer in which to determine if Owner's prospective Buyer is indeed a Qualified Buyer.

D. Within five (5) business days of executing any purchase and sale agreement with any party, Owner shall notify the City in writing that Owner has entered into such purchase and sale agreement and shall furnish the City with a copy of such agreement and any other information the City shall reasonably request.

E. When the Unit is sold to a Qualified Buyer under the terms of this Section 5, the Qualified Buyer shall be bound by all of the terms of this Agreement. No transfer to a Qualified Buyer shall be deemed to terminate this Agreement. Any transfer by Owner either in violation of this Agreement or to a person or persons who are not determined by the City to be Qualified Buyers shall be void and no force or effect.

6. City's Option Price. In the event of a foreclosure pursuant to Paragraph 10 or eminent domain pursuant to Paragraph 11, Option Price ("Option Price") shall be the lesser of the Maximum Allowable Price or the Market Value. For purposes of this section, "Market Value" means the fair market value of the Unit determined in an appraisal conducted by a mutually acceptable, professionally certified appraiser. If the parties are unable to agree on an appraiser, each party shall appoint a professionally certified appraiser, and Market Value shall be determined by taking the average of the values determined by the two appraisers.

7. Determination of Maximum Allowable Price. The "Maximum Allowable Price," as such term is used in this Agreement, shall be the price that is affordable to a reasonable range of Qualified Buyers, as determined by the City in its discretion.

8. Right of Entry and Inspection; Cooperation and Furnishing of Information. The City shall have the right upon reasonable prior written notice to enter the Unit at reasonable times during the daytime hours to assure that Owner is in compliance with the terms and conditions contained herein. Owner shall provide the City with such information relating to the occupants of the Unit and Owner's mortgagees as the City may reasonably request.

9. Construction and Duration. The covenants herein shall run with the land and shall be perpetual. Owner covenants and agrees for himself, his heirs, personal representatives and assigns that the rights and restrictions contained herein shall be for the benefit of the City and its successors and assigns, and shall be binding on all future purchasers of the Unit. Developer, Owner and the City agree and intend that this Agreement and the covenants contained herein are to be interpreted as "Affordable Housing Covenants" as defined by 33 M.R.S.A. §121. Both Developer and the City shall be deemed to be "Qualified Holders" under 33 M.R.S.A. §121 (3) from the date of execution of the Declaration until the date of the completion of the first sale of each of the units in the Development (hereinafter "Initial Sales Period"; during that Initial Sales Period, Developer shall have primary responsibility for the enforcement and administration of this Agreement and the City shall take no action either to enforce or administer this Agreement unless Developer fails to do so after written notice by the City. After the Initial Sales Period, provided Developer has not defaulted in its obligations under this Agreement, Developer shall cease to be a Qualified Holder and the City shall be the sole Qualified Holder with sole right and responsibility for enforcement and administration of this Agreement.

10. Applicability of This Agreement to Mortgagees. Notwithstanding anything to the contrary contained herein the terms of this Agreement shall not apply to the following types of transfers of the Unit:

- A. Transfers by the Owner to a mortgagee in lieu of foreclosure;
- B. Transfers by a mortgagee of Owner as a result of a foreclosure sale;
- C. Transfers by a mortgagee immediately following a transfer to such mortgagee as a result of a foreclosure;
- D. Transfers by the transferee of any transfer described in subsection C above which results from a mortgage servicing relationship between a servicing lender and a governmental entity serving as a secondary market mortgage purchaser;

provided, however, that this Agreement shall apply in full to all subsequent transfers of the Unit not described in subsections A through D of this Section 10 and any such transferees shall own the Unit subject in all respects to all of the terms and conditions of this Agreement. The provisions in this paragraph shall apply in the same manner to all subsequent holders of mortgages on the Unit.

The holder of record of any mortgage on the Unit (each, a "Mortgagee") shall notify the City in the event of any default for which such Mortgagee intends to commence foreclosure proceedings or similar remedial action pursuant to its mortgage, which notice shall be sent to the City not less than one hundred twenty (120) days prior to the foreclosure sale or the acceptance of a deed in lieu of foreclosure. The Owner expressly agrees to the delivery of such foreclosure notice and any other communications and disclosures made by such Mortgagee holder pursuant to this Agreement. Should the Mortgagee fail to provide notice as set forth in this section, Owner shall nonetheless promptly provide the City with copies of any notices of foreclosure received by Owner.

Upon receipt by the City of any notice of foreclosure from either a Mortgagee or from the Owner, the City shall have the option to acquire the Unit at the City's Option Price as defined in Paragraph 6. The City shall have sixty (60) days from the receipt of any notice under this paragraph within which to close on its acquisition of the Unit. The City shall have the right, but not the obligation, to cure any default by Owner in connection with a default notice sent by either Owner or a Mortgagee, and if the City cures such default, it shall be entitled to deduct all amounts paid by it before remitting to Owner any proceeds of sale in connection with the exercise by the City of the option granted to it under this Section 10.

11. Disbursement of Insurance and Eminent Domain Proceeds. In the event Owner receives proceeds as a result of a complete eminent domain taking of the Unit, Owner and the City shall share in such proceeds such that the Owner shall, subject to the rights of senior and junior mortgage holders in their respective order of priority, receive an amount equal to no more than the Option Price as determined under Section 6 above, with the City receiving the balance of the proceeds, if any. If there occurs a partial eminent domain taking, or if Owner receives any insurance proceeds as a result of any casualty loss to the Unit, then the parties shall share in the proceeds on a pro-rata basis, with Owner (subject to the rights of senior and junior mortgage holders in their respective order of priority) receiving a percentage of the Option Price based on the diminution of value of the Unit, with the City receiving the balance of the proceeds, if any.

12. Breach of Covenant: Remedies. In the event of a breach of this Agreement by Owner, which breach is not cured within thirty (30) days after written notice from the City, the City may enforce the terms of this Agreement in an action at law or in equity.

13. Miscellaneous. Any sale or transfer conducted contrary to the terms and conditions contained herein shall be null and void. All sales or transfers shall be subject to all terms and conditions contained herein. If any portion of this Agreement is declared unenforceable by a court of competent jurisdiction, such declaration shall not affect the validity or enforcement of the remaining provisions hereof. Notices hereunder shall be in writing and sent by first class mail, certified return receipt requested, addressed to the recipient at the address given above. If the City or its successors or assigns shall change addresses, it shall give notice of the new address in the manner provided in this paragraph.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first written above.

WITNESS:

ADAM'S APPLE, LLC

By: _____

Name:

Title: Its Member

Name:

Owner

CITY OF PORTLAND

By: _____

Name:

Title:

STATE OF MAINE
CUMBERLAND, SS.

, 201_

Personally appeared the above-named Peter L. Bass, Member of Adam's Apple, LLC, as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said company.

Before me,

Notary Public/Attorney at Law

Printed name: _____

My Commission Expires: _____

STATE OF MAINE
CUMBERLAND, SS.

, 201_

Personally appeared the above-named _____ and acknowledged the foregoing instrument to be his/her free act and deed.

Before me,

Notary Public/Attorney at Law

Printed name: _____

My Commission Expires: _____

STATE OF MAINE
CUMBERLAND, SS.

, 201_

Personally appeared the above-named _____, _____ of the City of Portland as aforesaid, and acknowledged the foregoing instrument to be his/her free act and deed in his/her said capacity and the free act and deed of said City of Portland.

Before me,

Notary Public/Attorney at Law

Printed name: _____

My Commission Expires: _____



December 10, 2015

Planning Board
City of Portland
Portland, Maine

Re: Development of 65 Munjoy Street Portland, Maine

Dear Planning Board Members,

I am writing on behalf of Adams Apple, LLC and its principals Peter Bass and Ethan Boxer-Macomber, Developers of the proposed project at 65 Munjoy Street Portland, Maine.

Peter Bass has successfully completed a number of commercial and residential development projects including affordable housing and live/work studios in Portland. His current project at 33 Lafayette Street in Portland is another example of his work in urban redevelopment. Gorham Savings Bank has had a deposit relationship and borrowing relationships with Peter Bass for many years.

Ethan Boxer-Macomber has been involved in housing and urban redevelopment in his former capacity as Senior Manager and Development Officer at Avesta developing low income housing and recently as owner of ANEW Development, LLC. He currently is redeveloping the former Roosevelt School in South Portland into 19 housing units.

Based on their technical and practical development experience, Peter and Ethan have demonstrated both the management capabilities and the financial resources necessary to see a project like this through to a successful completion.

This letter is not to be construed as a loan commitment

If you should need further information or clarification, please contact me at 222-1492.

Regards,

A handwritten signature in black ink, appearing to read "Karl Suchecki", written over a horizontal line.

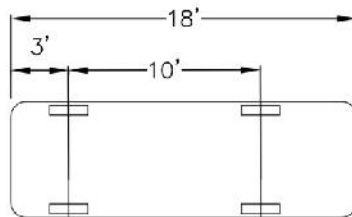
Karl Suchecki
Sr. Vice President



Memo

Date: December 11, 2015
 Subject: Proposed Parking at 65 Munjoy Street
 From: John Mahoney
 To: Barbara Barhydt and Thomas Errico

Five 9' wide by 18' long, one 8' wide by 18' long and two 9' wide by 15' long parking spaces are provided as shown on Sheet C1. The 8' wide space is next to a 5' wide isle, which will provide additional clearance. This 5' wide isle will also facilitate two accessible parking stalls. Vehicles will pull into the stalls forward and then back out onto Munjoy Street. Ransom conducted a turning template analysis using the passenger design vehicle template shown below.



MIN CENTERLINE RADIUS=21'
 BLOCK NAME – "CAR"

PASSENGER CAR (Pm)

In addition to the turning template analysis, Ransom reviewed the operations of the Marquis Lofts development at 33 Lafayette Street. The configuration is similar to 65 Munjoy with parking beneath the building at a right angle to the driveway. The turning template analysis revealed that the greatest constraint of this configuration is the width of the driveway. The width of the driveway (retaining wall to face of garage door) was measured to be 18.5 feet. The project's

400 Commercial Street, Suite 404, Portland, Maine 04101, Tel (207) 772-2891, Fax (207) 772-3248
 Pease International Tradeport, 112 Corporate Drive, Portsmouth, New Hampshire 03801, Tel (603) 436-1490
 12 Kent Way, Suite 100, Byfield, Massachusetts 01922-1221, Tel (978) 465-1822
 60 Valley Street, Building F, Suite 106, Providence, Rhode Island 02909, Tel (401) 433-2160
 2127 Hamilton Avenue, Hamilton, New Jersey 08619, Tel (609) 584-0090

developer Peter Bass has indicated that parking operations have been working reasonable well.

The driveway with for 65 Munjoy is proposed to be 18' which is slightly less than Marquis Lofts. However, although 65 Munjoy will have a retaining wall at the edge of the driveway, it will not project above the driveway. The vertical wall can create "shy" space (with vehicles maintaining clearance) and it does not allow bumpers or mirrors to project past the edge of the driveway. For these reasons, it is anticipated that parking operations at 65 Munjoy will be at least as good as those at Marquis Lofts.

It is our opinion that parking operations at this site will be typical of parking operations at other multi-unit sites on Munjoy Hill and that the design strikes an appropriate balance between the geometrically divergent goals of providing robust parking accommodations and minimizing impervious area. We recognize that during snowy winters, snow removal may be required to maintain the usability of all 8 parking spaces.



Consulting
Engineers
and Scientists

65 Munjoy Street Stormwater Management Narrative

Date: December 11, 2015
From: John Mahoney, P.E.
Peer Review: Stephen J. Bradstreet, P.E.
Location: 65 Munjoy Street, Portland, Maine

Existing Conditions:

The site is a 6,778 SF (.16 acres) acre parcel located at 65 Munjoy Street, which is on the east side of Munjoy Street between Moody and Wilson Streets. Nearly the entire parcel is paved. The parcel is relatively flat, with a difference in elevation of only approximately two feet between the highest point, near Munjoy Street, and the lowest point, at the back of the parcel.

Stormwater runoff currently drains across the existing paved parking lot from Munjoy Street towards the back of the lot and onto City owned land currently used by the public as a park. Approximately two thirds of the site drains towards the eastern corner of the parcel; then into a shallow grassed swale adjacent to the playground; then into an existing catch (adjacent to the paved trail that connects Becket to O'Brian Street) that discharges into Wilson Street stormdrain system. The remaining third of the site drains towards the northern corner of the parcel; then flows over the surface on City park land and is directed towards Moody Street; then flows along the Moody Street gutter line and into a catch basin on Moody Street.

The existing drainage systems on Wilson Street, Moody Street and Munjoy Street are currently combined sanitary sewer and stormdrain systems.

Based on the Cumberland County USDA soil survey GIS data, the existing soils on this site are hydrological group A, excessively drained.

Proposed Development:

The owner is proposing to construct an 8-unit residential building along with associated driveway and parking areas. The proposed development will reduce the impervious area by approximately 20%.

Proposed Sewer Separation:

Based on conversations with Dave Pineo and Justin Pellerin on November 23, it is our understanding that the City intends to separate the drainage system on both Moody and Wilson Streets. However (although this may happen at some point in the future) there is currently no plan to separate the drainage system on Munjoy Street.

Stormwater Management – Basic Standards:

Erosion and sedimentation control measures are detailed and described on Sheets C1 and C3. Good housekeeping practices shall be in accordance with Maine DEP Best Management Practices. A post construction stormwater management plan and a stormwater BMP inspection and maintenance log are included with this submission.

Stormwater Management - Quality:

We are proposing to construct three rain gardens to capture and infiltrate stormwater runoff. Approximately three quarters of the driveway will be conveyed to two rain gardens, one on either end of the driveway. The building's roof and the green space on the southeast side will drain to a larger rain garden in the northern corner of the building. The patio behind the building will consist of pervious pavers. The rain gardens will be 2" to 3" deep and consist of a central "riverbed" of natural rounded stone to dissipate concentrated flows and provide storage surrounded by soil filter media planted with perennials and native grasses.

As shown on C2, the outlets of the rain gardens are designed to preserve the site's existing drainage patterns. Overflow from the rain gardens will leave the site via grassed level spreaders. We considered piping the stormwater to the Munjoy Street combined sewer, but preserving the existing drainage will direct the stormwater towards Moody and Wilson Streets, which are proposed to be separated.

Stormwater Management - Quantity:

In our opinion, the combination of reducing the site's impervious area and constructing the proposed rain gardens will reduce peak runoff rates during rainfall events when compared with runoff rates of pre-development conditions. This, in turn, will reduce the burden on the City's drainage system.

65 Munjoy Street: Post-Construction Stormwater Compliance Requirements

The Applicant shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with the plan as follows:

- (a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.
- (b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.
- (c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.
- (d) *Filing fee.* Any persons required to file an annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.
- (e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

65 Munjoy Street: Stormwater BMP Inspection and Maintenance Log

The City of Portland, ME requires ongoing annual inspections to ensure the proper maintenance and operation of stormwater management facilities. Inspections must be conducted by third parties qualified by the City.

A. General Information

Use only one Cover Sheet per site with as many specific structural BMP Inspection Report attachments as needed. Attach required color digital photos of site, structures and devices as applicable with captions.

Project Name:	65 Munjoy Street	Inspection Date:	
Parcel Map, Block and Lot:	003 M005	Current Weather:	
BMP Owner:	Adams Apple LLC	Date / Amount Last Precip:	
Owner Mailing Address:	30 Danforth Street Suite 213, Portland ME	3PI Company:	
Owner Phone #:	(207) 272-8550	3PI Mailing Address:	
Owner Email:	ethan@anewdevelopment.com	Inspector Name:	
		Inspector Phone #:	
		Inspector Email:	

B. Inspection Report Attachments

Please document the number of each structural BMP type found at this site in the blank spaces provided below. Use additional Attachments if / as needed and submit all Attachments together with the Cover Sheet as a single report.

BMP Type	Number BMPs at site
Vegetated Areas	-
Rain Garden Areas	3
Parking-Driveway Area	1

Other (describe

C. Inspection Results

FAIL**

☐

** If any one item on an Inspection Report attachment is coded as "Work Needed" then entire BMP fails inspection.

** If a site has multiple BMPs and one fails inspection, mark as "Fail" until all BMPs pass inspection.

Note: Applicable BMP Inspection Reports and confirmatory color digital photos summarizing required repairs must be submitted to the City following completion of the preliminary inspection. A re-inspection and certification must be completed within 60 days of the failed preliminary report. It is recommended that the inspector be part of the repair / maintenance process to ensure that repairs are performed properly.

PASS

☐

Note: a qualified professional (as determined by the City) must sign below and include all applicable Inspection Report attachments and confirmatory digital color photos with captions.

D. Professional Certification (as qualified by City of Portland Stormwater Program Coordinator)

To be completed only when all BMPs at this site are functioning as designed with no outstanding maintenance issues.

I, _____, as a duly qualified third party inspector attest that a thorough inspection has been completed for ALL applicable BMPs that are associated with this particular site. All inspected structural BMPs are performing as designed and intended and are in compliance with the provisions of the City Portland's Standards

Signature: _____

Date: _____

Form Adapted from the City of South Portland's Annual Structural BMP Inspection Report Cover Sheet

	Date:
General Information	Observations
Inspection duration (hours)	
Days since last precipitation	
Quantity of last precipitation (in)	
Type of inspection	
Storm event	
Current weather	
Photos taken	☐ Yes ☐ No ☐ NA
Nearby natural resources	☐ Yes ☐ No ☐ NA
Copy of ESC plan	☐ Yes ☐ No ☐ NA
MEDEP Permit # (if applicable)	
General info notes	
Vegetated Areas	Observations
No bare areas (< 90% covered) with sparse growth	☐ Yes ☐ No ☐ NA
No erosion	☐ Yes ☐ No ☐ NA
Vegetated area notes	

Rain Garden Areas	Observations
Accumulated sediments and debris (trash) within the infiltration area have been removed and legally disposed of	☐ Yes ☐ No ☐ NA
Native grasses mowed. Required twice a year	☐ Yes ☐ No ☐ NA
Grades as shown on the Drainage & Utilities Plan – C1 have been retained	☐ Yes ☐ No ☐ NA
Plantings are healthy	☐ Yes ☐ No ☐ NA
Rain Garden Notes	
The rain garden areas are shallow depressions intended to slow and infiltrate stormwater run-off and it is critical that they not be filled in.	
Parking/Driveway Area	
Accumulated winter sand has been cleared	☐ Yes ☐ No ☐ NA
Pavement swept to help remove sediment	☐ Yes ☐ No ☐ NA
No stormwater is impeded by accumulations of material	☐ Yes ☐ No ☐ NA
Notes:	

Other Comments	Observations
Corrective action needed	☐ Yes ☐ No ☐ NA
<i>If corrective action is needed, please explain detail</i>	
Verbal notification provided to responsible party	☐ Yes ☐ No
Verbal notification contact	
Follow up required	☐ Yes ☐ No
<i>Final comment notes</i>	

Photos (use additional pages as needed)
Review Notes
Date Reviewed: Reviewed by: Date entered: Date edited: Edited by:

65 Munjoy Street, Portland, Maine
STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT AND
RELEASE FROM LIABILITY

IN CONSIDERATION OF the site plan and subdivision approval granted by the Planning Board of the City of Portland to a plan entitled **65 Munjoy Street: Civil and Landscape Drawings** prepared for **Adams Apple LLC**, by **Ransom Consulting, Inc.** dated **December 11, 2015** recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page _____ (the “Plan”) and pursuant to a condition thereof, **Adams Apple LLC** (owner) having a mailing address of **30 Danforth Street, Suite 213, Portland, Maine 04101**, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the stormwater drainage system, as shown on said plan, including but not limited to the **rain gardens, roof drain outlet level spreaders and drainage swales** in strict compliance with the Maintenance of Facilities as described in **65 Munjoy Street Stormwater Management Narrative and the 65 Munjoy Street Stormwater Inspection and Maintenance Log** (Stormwater Management Plan) dated **December 11, 2015** and Chapter 32 of the Portland City Code. Owner of the subject premises further agrees to keep a Stormwater Maintenance Log that will be made available for inspection by the City of Portland upon reasonable notice and request.

This Agreement is for the benefit of the said City of Portland and all persons in lawful possession of the property; further, that the said City of Portland may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice as described in this Agreement, and a stated time to perform, that the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon the property in question to maintain, repair, or replace said stormwater drainage system, including but not limited to the **rain gardens, roof drain outlet level spreaders and drainage swales** thereon in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall bind the undersigned only so long as it retains any interest in

said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear. The Owner agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions.

For the purpose of this Agreement the real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and liened if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the Owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by this Agreement shall be complete on the date the notice is mailed to the owner of record as shown on the tax roles on file in the City Assessor's Office. If the property has more than one owner on said tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this Agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or lienning it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 20__.

By: _____
Its: _____

STATE OF MAINE
CUMBERLAND, ss.

Date: _____

Personally appeared the above-named _____, and acknowledged the foregoing instrument to be his/his free act and deed in his/her said capacity, and the free act and deed of said _____.

Before me,

Notary Public/Attorney at Law

Print name: _____

Project Consistency with City Master Plans

The proposed subdivision is precisely the type of development that is encouraged by Portland's Comprehensive Plan. It meets multiple comprehensive plan goals, including at least the following, each of which is discussed in more detail below:

FUTURE LAND USE PLAN

- Encourage orderly growth and development in appropriate areas, making efficient use of public services and preventing development sprawl. (State Goal A, Comprehensive Plan, Vol. I, Portland's Goals and Policies for the Future, p. 21);
- In the R-6 zone, encourage the existing compact lot development pattern typically found on the peninsula. (Comprehensive Plan, Vol. II, Future Land Use Plan, p. 65)

HOUSING POLICIES

- Advance the overall goal of maintaining a 25% share of Cumberland County's population, taking advantage of the City's capacity to accommodate more people (Comprehensive Plan, Vol. I, Portland's Goals and Policies for the Future, p. 21-22);
- Create new housing to support Portland as an employment center and to achieve an improved balance between jobs and housing. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, pp. 21-22);
- Ensure that an adequate supply of housing is available to meet the needs and preferences of all Portland households, including a continuum of options across all income levels. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, p. 44);
- Identify vacant land and redevelopment opportunities throughout the City to facilitate the construction of new housing. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, p. 44);
- Promote residential densities that are consistent with past development patterns. (Housing: Sustaining Portland's Future, p. 27);

SUSTAINABILITY

- Increase efficient use of transportation resources by avoiding decentralizing land use trends and supporting land use patterns that favor density and concentration. Comprehensive Plan, Vol I, Transportation Resources, T-7-8);
- Design housing to use new technologies and materials that reduce costs and increase energy efficiency. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, p. 22)

A. Future Land Use Plan

In accordance with the mandate of the State Growth Management policies, the City designated all properties zoned R-6 as part of the growth area. However, the Future Land Use Plan went beyond that simple designation to assert that Portland needs growth to sustain it as a healthy city and to maintain its role as the economic, cultural and residential center for the region. (p. 55). Ideally, that growth will "provide housing near employment centers, support public transportation, attract families with children, expand the tax base, and stabilize neighborhoods." (p. 55)

In looking at where that growth can be accommodated within Portland, it found that only 9.75% of land in all residential zones is vacant, and in the highest density residential zone, the R-6 zone, only 2.77% of the land is vacant. As a way to foster the growth necessary to a healthy future, the Future Land Use Plan specifically endorses the recommendation, first made in Housing: Sustaining Portland's Future, to "rewrite[e] the zoning ordinance to encourage new housing and eliminate[e] barriers to development by allowing greater housing density and more efficient use of vacant land, infill lots, and redevelopment opportunities." (Future Land Use, p. 55) The Future Land Use Plan notes with approval that amendments are in process to make more of the vacant land available for development, stating:

Currently, the R-6 Zone Amendments for Small Lot Infill Development are being prepared to allow undersized vacant lots to be developed at former density and setback requirements. The intent of these amendments is to encourage new housing on small infill lots in a manner consistent with the existing compact lot development pattern typically found on the peninsula. (p. 65)

B. Housing Policies

Increased residential housing is viewed as a key to maintaining the health of the City. It is not sufficient for it merely to be an employment center for people to commute to by day, while living in and paying real estate taxes to suburban towns. The housing component of the comprehensive plan, Housing: Sustaining Portland's Future, calls for Portland to accommodate housing for more people so that the City increases to and then maintains a 25% share of the county's population. (p. 53)

One fundamental housing goal is to increase the supply of housing. To further that goal, the housing plan states the City should strive to ensure the construction of a diverse mix "that offers a continuum of options across all income levels." (p. 29) The City should also encourage higher density housing, "particularly located near services, such as schools, businesses, institutions, employers, and public transportation." (p. 30) Particular emphasis is placed on encouraging infill development, and housing within and adjacent to the downtown. In furtherance of the goal of developing a broad range of housing, it states the City should "[e]ncourage opportunities for the development of homes that are attractive to those households moving up in the real estate market . . . so Portland can remain competitive with surrounding suburban communities. (p. 32) Additional supply-based objectives include "identify[ing] vacant land and redevelopment opportunities throughout the city to facilitate the construction of new housing" and "[p]romot[ing] Portland as a Pro-Housing Community." (p. 33) While some parts of the housing plan emphasize affordable assisted housing, it states "the need for market rate housing for mid and higher income households is also critically important to Portland's future. Eliminating barriers to housing development and supporting market rate projects through the approval process can assist in this." (p. 62b)

Another basic housing plan goal is to maintain neighborhood stability and integrity. The plan calls for the City to “[e]ncourage innovative new housing development which is designed to be compatible with the scale, character, and traditional development patterns of each individual residential neighborhood.” (p. 44) The plan advocates “work[ing] with owners and developers to find productive uses for vacant and underutilized lots.” (p. 45) The plan makes it clear that it is not trying to encourage suburban, single-story ranch house infill development that was typical of prior periods. Instead the 2002 plan values traditional patterns of development and residential density, and criticizes the fact that (particularly in the R-6 zone) the traditional development pattern cannot be replicated under the zoning then in effect. (p. 27) Since that date, the City has implemented the R-6 small lot provisions so that infill development can replicate the traditional character and pattern of development.

C. Sustainability

The land use policy promoting infill development and increased housing stock in close proximity to downtown, discussed above, has been identified by the City as an important part of creating environmental and economic sustainability. (“Sustainable Portland”, Final Report of the Mayor’s Sustainable Portland Taskforce, November, 2007). The proposed development is consistent with these goals.

Similarly, the Sustainability Report identified green building as an important means for reducing pollution and our collective carbon footprint. (*Id.*, p. 6) This building is designed to have numerous green features including: all landscaping native species; roof water runoff collected in rain barrels for irrigation; building envelope sealed to prevent air leaks with insulation well above present construction standards; energy efficient windows with largest oriented to optimize solar gain and windows located for cross natural ventilation, without air-conditioning systems; energy efficient systems and appliances, air exchangers, and radiant floor heat in each unit; low VOC paints, glues and sealants; roof light color to prevent heat build up; and many green building materials, flooring, siding, and recycled products.

Solid Waste Management Plan: 65 Munjoy Street

Solid waste and recycling will be collected curbside by the city using pay per use purple bags and approved recycling bins. Appropriate trash containers will be placed in the mechanical storage room for weekly storage.



NFPA Code Summary

Building Area Information

Building Footprint:	3,336 SF
R-2 Net:	7,307 SF
Parking Net:	1,345 SF
Building Gross:	10,008 SF

NFPA Code Overview

Use:	New Residential Apartment Building & New Storage
Construction:	No minimum requirement
Sprinkler:	NFPA 13R (Supervised to meet standards set forth in Chapter 10 Article VIII of the City of Portland)
Occupancy:	41 Occupants

NFPA 10

NFPA 10	6.2.1.1	Each floor shall have a single (2) unit Class A Fire Extinguisher
---------	---------	---

NFPA 101

3.3.32.5	New Building
6.1.8.1.5	Residential Occupancy – Apartment Building (Chapter 30)
6.1.13.1	Storage – Enclosed Parking Structure (Chapter 42)
6.1.14.4.3	1 hour separation required in sprinkled building
6.2.2.3	Ordinary Hazard Contents
7.1.3.1	Exit access corridors shall have one-hour fire resistance rating
7.1.3.2.1	Stairs three stories or fewer shall have one-hour fire rating
7.1.5.1	Min headroom: 7'-6"
7.1.6.3	Cross Slope limited to 1:48
7.2.1.2.3.2	Egress door min clear width: 32"
7.2.1.4	Door swing and force to open shall comply with this section
7.2.1.5	Door locks, latches and alarms shall comply with this section
7.2.2.2.1.1	Max riser height: 7"
	Min Tread depth: 11"
	Min headroom: 6'-8"
7.2.2.2.1.2	Min stair width: 36" (for occupancy under 50)
7.2.2.3.2.3	Min landing depth: stair width
7.2.2.4.4.1	Handrail height: 36"
7.2.2.4.4.6	Handrail shape: 1 ½" circular cross section
7.2.2.4.4.9	Handrails shall return to wall or newel post
7.2.2.4.4.10	Handrails shall extend 12" at top of stair and one tread length at bottom
7.2.2.4.5.2	Min guard height: 42"
7.2.2.4.5.3	Open guards shall not allow the passage of a 4" sphere
7.2.2.5.4	Stairway identification shall comply with this section.
7.2.6.3	Stair discharge shall have a 1-hr fire resistance rating.



- 7.2.12.1.1 Sprinkler precludes need for area of refuge in stair.
- 7.3.1.2 **Occupancy Load**
Residential Apartment: 200 gross at 7307sf is 37 occupants
Storage: 500 gross at 1345sf is 3 occupants
Total Occupant Load: 40 occupants
- 7.3.4 Min Egress width: 36"
- 7.4.1.1 See 30.2.4.4
- 7.8 Egress Illumination shall be in accordance with this section.
- 7.9 Emergency Lighting shall be in accordance with this section.
- 7.10 Marking for means of egress shall comply with this section.
- 30.1.2.3 Dwelling units allowed over parking when either:
 - Parking is sprinkled with NFPA 13 system or
 - Uses are separated with a 1-hour fire ratingfire resistance rating.
- 30.1.6 No minimum construction requirements
- 30.2.1.1 Means of Egress shall comply with Chapter 7 and Chapter 30
- 30.2.4.4 Single stair permitted from building given
 - Less than 3 stories
 - Less than 3 units/floor
 - No basement
 - No distance from unit door to stair
 - 1-hr rated stair
 - Self-closing doors
 - No corridors
 - ½ hr rating between units
- 30.2.5 Common Path Limit: 50'
- 30.2.5.4.2 Dead-End Limit: 50'
- 30.2.6.2 Max Travel Distance within unit (sprinkled): 125'
- 30.2.6.3.2 Max Travel Distance from unit door to exit (sprinkled): 200'
- 30.3.4 Fire detection and alarm system shall comply with this section.
- 30.3.4.5 Smoke alarms shall be installed:
In every sleeping area
Outside every sleeping area
At least one on each level
- 30.3.5.2 Sprinkler system NFPA 13R permitted for four or fewer stories.
- 30.3.6.1.2 Corridor walls (sprinkled): ½ hour
- 30.3.7.2 Dwelling unit separation (sprinkled): ½ hour
- 42.1.6 No minimum construction requirements
- 42.2.4.1 Single means of egress allowed within common path of travel limit.
- 42.2.5 Dead End Corridor: 100'
Common Path of Travel: 100'
- 42.2.6 Maximum Travel Distance: 400'



Design Standards Assessment

Overall Context

The design for the 65 Munjoy Street is contextual in massing, articulation and materials, while utilizing contemporary details. The Flats offer apartment units in the traditional triple-decker style that is found throughout Portland and on Munjoy Hill. The unit density to land area ratio is comparable to nearby areas on Munjoy Hill.

Massing and Orientation to the Street

The form of the building is manipulated to create a massing that is similar to the surrounding buildings while allowing for a building footprint and circulation that is more efficient than two separate buildings. Off-street parking is concealed at the side of the building.

The main entrance of the Flats opens to the street, and is sheltered by a canopy. The windows on the street façade are arranged in a symmetrical and rhythmic pattern. The project proposes to provide designed space at the sidewalk edge with intentional landscaping.

Proportion, Scale and Balance

The Flats are designed with the common triple-decker as the model for proportion and scale. The building height, massing of the façade, and window arrangement seek to replicate the classic triple-decker building type.

Articulation and Materials

The articulation of details for the Flats seeks to utilize contemporary design within the contextual massing and proportion framework. The cornice and canopy are articulated with rough cut cedar as opposed to painted trim. The windows consist of fixed upper windows paired with lower awning windows instead of less energy efficient double-hung windows. While the primary masses of the building are clad in traditional clapboard, the base and highlight material will be a stained board and batten.

RIPCORDER ENGINEERING
PO BOX 4175
PORTLAND, ME 04101
(207) 331-7900



Mr. Evan Carroll
30 Danforth Street Suite 213
Portland, Maine
04101

December 6, 2015

Mr. Carroll,

The HVAC design effort for the multi-family residential project at 65 Munjoy Street has not yet begun in earnest, however Ripcord Engineering will specify that all HVAC equipment will meet any applicable state and federal emissions requirements.

Sincerely,

A handwritten signature in black ink, appearing to read "Sonia", is written over a thin, light gray horizontal line.

SONIA M. BARRANTES, P.E.
RIPCORDER ENGINEERING



Geotechnical Report

**New Residential Building
65 Munjoy Street
Portland, Maine**

Prepared for:

Anew Development
17 Chestnut Street, PO Box 201
Portland, Maine 04112

Prepared by:

Summit Geoengineering Services
P.O. Box 7216
Lewiston, Maine

Project #15232
November 2015



November 19, 2015
Summit #15232

Ethan Boxer-Macomber
Anew Development
17 Chestnut Street, PO Box 201
Portland, Maine 04112

Reference: Geotechnical Engineering Report, Proposed Residential Building
65 Munjoy Street, Portland, Maine

Dear Ethan;

We have completed the geotechnical investigation for the construction of a new residential building at 65 Munjoy Street in Portland, Maine. Our scope of services included performing five test borings at the site and preparing this report summarizing our findings and geotechnical recommendations.

Our scope of services for this project did not include an environmental site assessment or further investigation for the presence or absence of hazardous or toxic material on, below, or around the site.

1.0 Site and Project Description

We understand that the project consists of the construction of a new 3 story residential building with a footprint of approximately 3,300 square feet (60 feet by 55 feet). We further understand that the building is a slab-on-grade structure in the southern half and contains a car port at ground level in the northern half. The building will be wood framed and is proposed to have a conventional frost wall foundation.

The site, approximately 0.15 acres, is currently a paved parking lot sandwiched between two wood framed homes. The site is relatively flat.

Phase I and Phase II ESA's have been completed at the site by others. Based on the results of these studies, a soil management plan was recommended and will be implemented. We understand that the contaminated soil will be removed from the site and transported to a recycling facility. The excavated soil will be replaced to existing grade with uncontaminated granular soil.



2.0 Explorations

Summit Geoengineering Services (SGS) drilled a total of five borings at the site on October 20, 2015. The borings were located by Summit by taping from existing site features. The borings were completed using 2¼-inch hollow stem augers. Borings were drilled from 12 to 17 feet below the existing ground surface. Refusal in boring B-3 was encountered at a depth of 13.5 feet. Standard split spoon samples were obtained at the surface and at 5 foot intervals.

The location of the borings is shown on the Test Boring Location Plan in Appendix A. Logs of the explorations are included in Appendix B.

3.0 Subsurface Conditions

The soil at the site generally consists of the following materials and thicknesses.

- Pavement, 2 to 2-1/2 inches
- Fill, 4.5 to 7.5 feet
- Marine Regressive, 3.5 to 4 feet (B-3 and B-4 only)
- Glacial Till, 5 to greater than 10 feet
- Bedrock (13.5 feet at B-3)

The fill soil, encountered at all the boring locations, varies from brown to dark brown silty sand to brown sand with a little gravel. The fill contained a trace to little ash. No organics or other unsuitable materials were encountered. A 12 inch thick topsoil layer was encountered in B-4 from a depth of 3.5 to 4.5 feet. A slight petroleum odor was observed at the B-1 and B-5 locations. A strong petroleum odor was observed at the B-2 location. SPT-N values in the fill ranged from 2 to 16 blows per foot (bpf) and averaged 7 bpf.

The marine regressive layer, encountered at the B-3 and B-4 locations at depths of 5 and 4.5 feet, respectively, is described as brown clean (no fines) sand or gravelly sand. SPT-N values in the till ranged from 14 to 28 and averaged 22 bpf. This soil was dry and is classified as SP in accordance with the Unified Soil Classification System.

The glacial till soil, encountered at depths ranging from 6.5 to 8.5 feet, ranges from olive-gray sandy silt with gravel and clay to olive-gray silt with sand, gravel, and clay. SPT-N values in the till ranged from 40 to 57 and averaged 45 bpf. This soil is classified as ML.

Refusal, presumed to be bedrock, was encountered at a depth of 13.5 feet at the B-3 location. Refusal was not encountered at the other boring locations. Samples of the bedrock were not taken. Based on maps published by the Maine Geological Survey, the bedrock is part of the Spring Point Formation consisting of greenish-gray biotite-quartz schist and amphibolite.



Groundwater was observed at a depth of 5.1 feet at the B-2 location approximately 2 hours after completion of the drilling. Groundwater was not observed at the other boring locations. The sidewalls of the boreholes collapsed at depths of 6, 3.8, and 6.2 feet at the B-3, B-4, and B-5 locations, respectively. Collapsing of boreholes may indicate the groundwater level, but not definitely.

4.0 Foundation Design Recommendations

4.1 Allowable Bearing Pressure

We understand that the contaminated soil at the site will be removed and replaced. Based on the soil conditions observed in the borings and discussions at a project meeting, we recommend that 5 feet of soil be removed within the building footprint. This material should be replaced with Structural Fill (SF), specified below.

Based on the above and the required minimum frost depth, the exterior footings will be constructed on SF placed and compacted over the fill or marine regressive soil. The interior footing will be constructed on at least 3 feet of SF. We recommend that the interior and exterior footings for the proposed building be proportioned using an allowable bearing pressure of 4,000 psf. Column locations and loads were not available for this report. Assuming typical loading conditions for this type of building, total settlement for this allowable bearing pressure is estimated to be less than 1/2 inch and differential settlement will be negligible. This bearing pressure and associated settlement are based on the following conditions:

- At least 5 feet of existing soil is removed from the site.
- The exposed soil within the building footprint beneath the removed fill is proofrolled by making a minimum of 4 passes in each of two perpendicular directions using a vibratory roller with a minimum operating weight of 10 tons.
- The building footprint is backfilled with Structural Fill (SF), specified below, placed directly on the proofrolled soil.

SF should meet the following gradation requirements (MDOT 703.06, Type D).

STRUCTURAL FILL (SF)	
Sieve Size	Percent finer
3 inch	100
½ inch	35 to 80
1/4 inch	25 to 65
No. 40	0 to 30
No. 200	0 to 7



SF should be placed in a maximum of 12 inch lifts and be compacted to a minimum of 95% of ASTM D1557. The maximum particle size should be limited to 6 inches.

4.2 Frost Protection

Based on the required frost protection depth, exterior footings should be constructed at a minimum depth of 4 feet below the exterior finished grade. This frost protection depth is based on a design air-freezing index of 1,250-degree days for the Portland area.

We recommend that the exterior of the foundation walls be backfilled with SF as described above. As an alternative, Foundation Backfill (FB) soil meeting the following gradation specification (MDOT 703.06 Type E) can be used:

FOUNDATION BACKFILL	
Sieve Size	Percent finer
3 inch	100
¼ inch	25 to 100
No. 40	0 to 50
No. 200	0 to 7

Reference: MeDOT Specification 703.06, Type E

The maximum particle size should be limited to 6 inches. The Foundation Backfill should be compacted to a minimum of 95 percent of its maximum dry density, determined in accordance with ASTM D1557.

4.3 Groundwater Control

Groundwater was observed at the B-2 location at a depth of 5.1 feet. Groundwater was not observed in the other borings. Based on this perimeter underdrains are not strictly necessary at this site. Consideration should be given to the potential for contaminated groundwater to collect in the underdrain. With the above in mind, in order to account for potential changes in local and regional hydrogeology and infiltration of regionally generated surface water runoff, it may be desirable to install exterior perimeter underdrains. If used, perimeter underdrains should consist of 4 inch rigid perforated PVC placed adjacent to the exterior footings and surrounded by a minimum of 6 inches of crushed stone wrapped in filter fabric to prevent clogging from the migration of the fine soil particles in the foundation backfill soils. The underdrain pipe should be outlet to a location where it will be free flowing.



4.4 Seismic Design

The subgrade profile at the site is categorized as Site Class D, “Stiff Soil” in accordance with the 2012 International Building Code (IBC). The following seismic site coefficients should be used:

2009 IBC SEISMIC COEFFICIENTS	
Seismic Coefficient	Site Class D
Short period spectral response (S_s)	0.240
1 second spectral response (S_1)	0.078
Site coefficient (S_{ms})	0.384
Site Coefficient (S_{D1})	0.187
Design short period spectral response (S_{DS})	0.256
Design 1 second spectral response (S_{D1})	0.125

Soils susceptible to liquefaction were not encountered in the borings.

4.5 Slabs on Grade – Heated Areas

Site preparation will include removal of up to 5 feet of the existing fill and replacement with SF within the building footprint. Typically we recommend the slabs-on-grade in heated areas be constructed on a minimum 12-inch thick layer of Structural Fill (SF). Based on this, the slab can be constructed directly on the replacement SF. Refer to Section 4.1 above.

The slabs can be designed using a subgrade modulus value of 175 pci for the above subgrade conditions.

4.6 Slabs-on-Grade – Unheated Areas

As described above, exterior slabs within the building footprint can be placed directly on the replacement fill soil. We recommend that slabs on grade in unheated areas outside the building footprint (or outside the SF replacement area) be placed on a minimum of 30 inches of SF in order to provide frost heave protection. We further recommend that concrete slabs at entrances be constructed on a frost wall foundation. This construction method will exclude potential slab movements from interfering with doors.

5.0 Pavement Section Design

The mean annual freezing index for the Portland area is approximately 900 degree F days. The mean annual frost penetration depth for this freezing index and the soil at the site is approximately 30 inches.



Based on the subgrade soil conditions and the anticipated traffic (cars and light trucks traveling at low speeds) we recommend a minimum total pavement section thickness of approximately 60% of the mean annual frost penetration depth, or 18 inches. We further recommend that the pavement section consist of the following materials.

PAVEMENT SECTION MATERIAL THICKNESSES		
Material	Thickness (in)	Specification
Asphalt Surface Course	3/4	MeDOT 703.09 Type 9.5 mm
Asphalt Binder Course	2-1/4	MeDOT 703.09 Type 19 mm
Base Soil	3	MeDOT 703.06 Type A
Subbase Soil	12	MeDOT 703.06 Type D

The material specifications are referenced to the 2014 Maine Department of Transportation Standard Specifications.

We recommend that the subgrade soil in pavement areas be proofrolled as described in Section 4.1 above. Subbase and Base soil can each be placed in a single lift. These soils should be compacted to a minimum of 95 percent of their maximum dry density, determined in accordance with ASTM D1557, Modified Proctor Density.

In areas within the building footprint, the asphalt courses can be placed on 3 inches of Type A soil placed and compacted directly on the Structural Fill.

Groundwater is not an issue for pavement areas at this site and pavement underdrains are not necessary.

6.0 Construction Considerations

The composition of the existing fill is primarily mineral. The majority of the fill at the site will be removed from the site and therefore will not be available for re-use at the site.

The existing fill soil is classified as OSHA Type C. Temporary slopes deeper than 4 feet in the existing fill soil should be sloped no steeper than 1.5H:1V.

We understand that excavations to remove the existing soil may come close the existing houses. If the sides of the excavation cannot be sloped shoring may be required. One option may be to use large precast concrete blocks (“waste blocks”), jersey barriers, or other temporary barriers.



The groundwater is anticipated to be below the bottom of excavations and temporary dewatering of excavations should not be necessary.

7.0 Closure

Our recommendations are based on professional judgment and generally accepted principles of geotechnical engineering. Some changes in subsurface conditions from those presented in this report may occur. Should these conditions differ materially from those described in this report, Summit should be notified so that we can re-evaluate our recommendations.

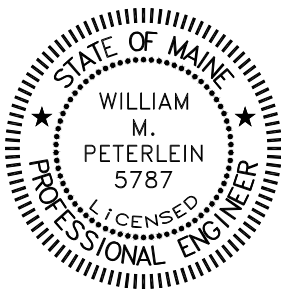
Finished grades and foundation loads were not available for this report. We recommend that SGS be given an opportunity to review the grading and foundation plans to confirm that the assumptions used to generate the recommendations in this report are valid.

We appreciate the opportunity to provide geotechnical engineering services on this phase of the project. If there are any questions please do not hesitate to contact me.

Sincerely,
Summit Geoengineering Services, Inc.

A handwritten signature in blue ink, reading "William M. Peterlein".

William M. Peterlein, P.E.
Principal Geotechnical Engineer



APPENDIX A

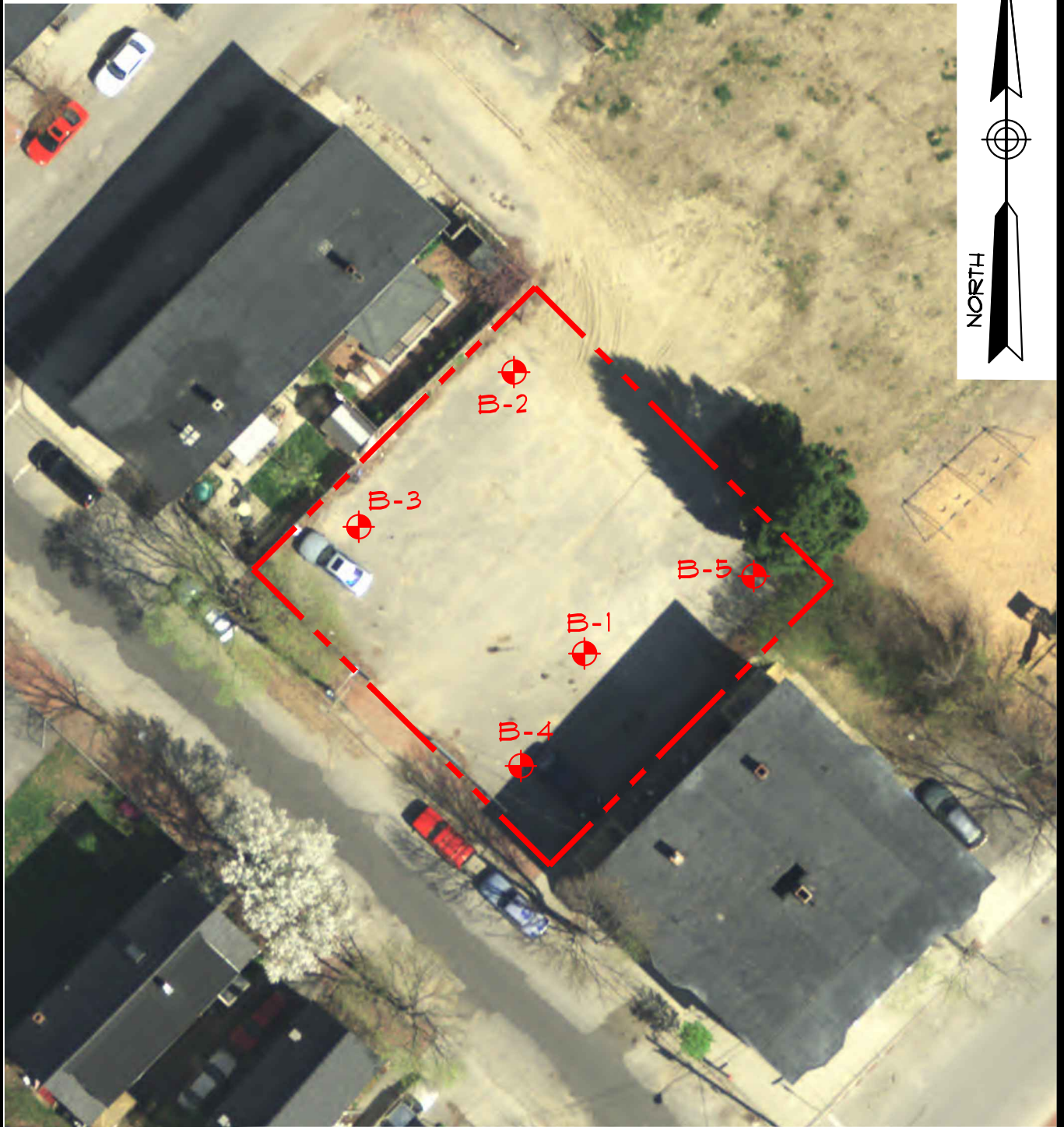
TEST BORING LOCATION PLAN

LEGEND

 **B-1** SUMMIT TEST BORING
(OCTOBER 20, 2015)

PLAN REFERENCE

AERIAL IMAGE (2012) OBTAINED
FROM MAINE OFFICE OF G.I.S.



TEST BORING LOCATION PLAN 65 MUNJOY STREET

PORTLAND, MAINE

PREPARED FOR

ANEW DEVELOPMENT

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

DATE: 10-22-2015	DRAWN BY: KRF	CHECKED BY: UMP
JOB: 15232	SCALE: 1" = 30'	FILE: 15232 BOR

APPENDIX B
BORINGS LOGS

EXPLORATION REPORT COVER SHEET

The exploration report has been prepared by the geotechnical engineer from both field and laboratory data. Differences between field logs and exploration reports may exist.

It is common practice in the soil and foundation engineering profession that field logs and laboratory data sheets not be included in engineering reports, because they do not represent the engineer's final opinion as to appropriate descriptions for conditions encountered in the exploration and testing work. The field logs will be retained in our office for review. Results of laboratory tests are generally shown on the borings logs or are described in the text of the report as appropriate.

Drilling and Sampling Symbols:

SS = Split Spoon
ST = Shelby Tube – 2" OD, disturbed
UT = Shelby Tube – 3" OD, undisturbed
HSA = Hollow Stem Auger
CS = Casing – size as noted
Sv = Vane Shear
PP = Pocket Penetrometer
RX = Rock Core – size as noted

Hyd = Hydraulic advance of probes
WOH = Weight of Hammer
WOR = Weight of Rod
GS = Grain Size Data
PI = Plasticity Index
LL = Liquid Limit
w = Natural Water Content
USCS = unified Soil Classification System

Water Level Measurements:

Water levels indicated on the boring logs are the levels measured in the boring at the times indicated. In pervious soils, the indicated elevations are considered reliable groundwater levels. In impervious soils, the accurate determination of groundwater elevations may not be possible, even after several days of observations; additional evidence of groundwater elevations via observation or monitoring wells must be sought.

Gradation Description and Terminology:

Boulders:	Over 8 inches	Trace:	Less than 5%
Cobbles:	8 inches to 3 inches	Little:	5% to 15%
Gravel:	3 inches to No.4 sieve	Some:	15% to 25%
Sand:	No.4 to No. 200 sieve	Silty, Sandy, etc.:	Greater than 25%
Silt:	No. 200 sieve to 0.005 mm		
Clay:	less than 0.005 mm		

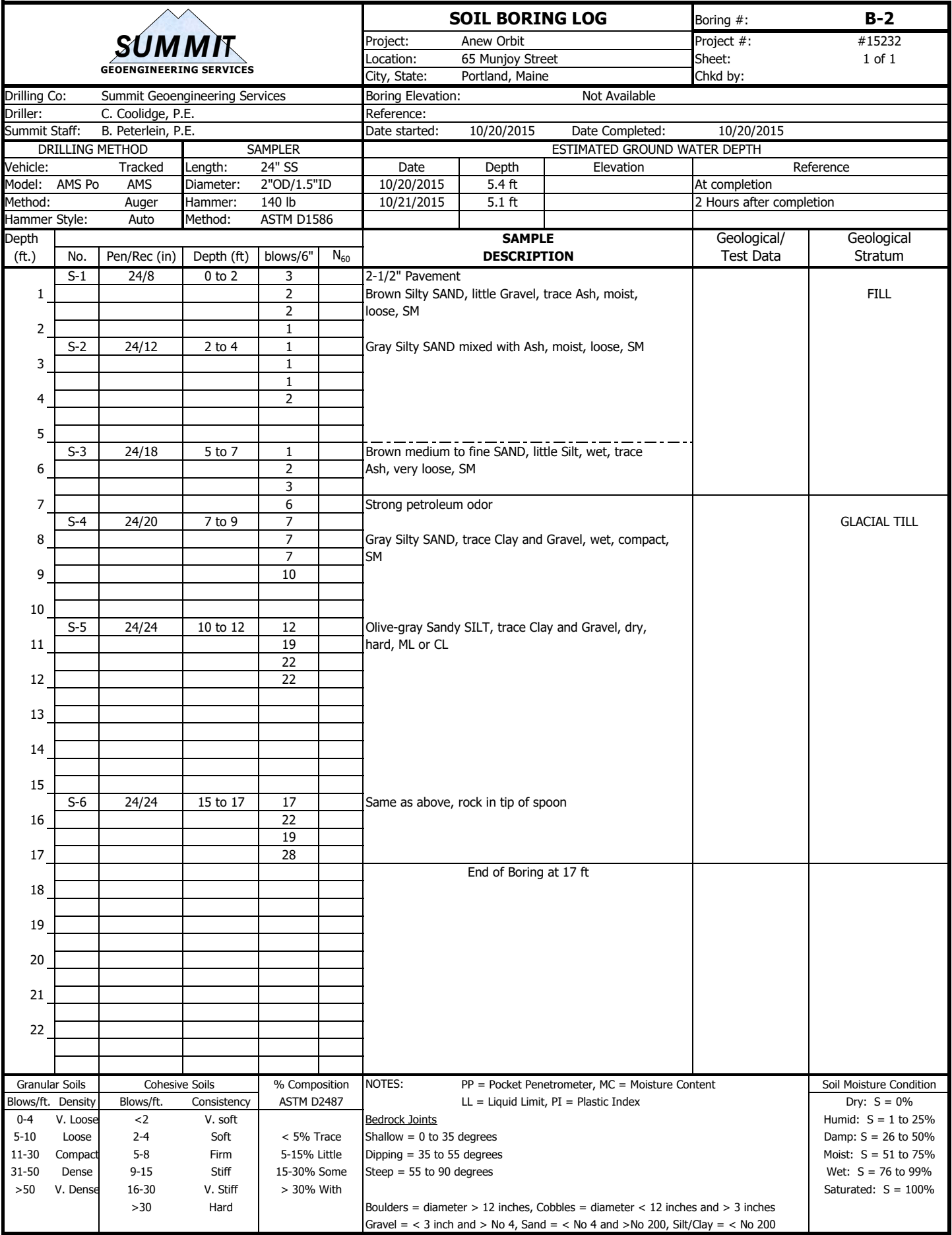
Density of Granular Soils and Consistency of Cohesive Soils:

CONSISTENCY OF COHESIVE SOILS		DENSITY OF GRANULAR SOILS	
SPT N-value blows/ft	Consistency	SPT N-value blows/ft	Relative Density
0 to 2	Very Soft	0 to 3	Very Loose
3 to 4	Soft	4 to 9	Loose
5 to 8	Firm	10 to 29	Compact
9 to 16	Stiff	30 to 49	Dense
17 to 32	Very Stiff	50 to 80	Very Dense
>32	Hard		

						SOIL BORING LOG		Boring #: B-1	
						Project: Anew Orbit		Project #: #15232	
Location: 65 Munjoy Street						Sheet: 1 of 1		Chkd by:	
City, State: Portland, Maine						Boring Elevation: Not Available			
Drilling Co: Summit Geoengineering Services						Reference:			
Driller: C. Coolidge, P.E.						Date started: 10/20/2015 Date Completed: 10/20/2015			
Summit Staff: B. Peterlein, P.E.									
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH			
Vehicle: Tracked			Length: 24" SS			Date	Depth	Elevation	Reference
Model: AMS Po AMS			Diameter: 2"OD/1.5"ID			10/20/2015			None Observed
Method: Auger			Hammer: 140 lb						
Hammer Style: Auto			Method: ASTM D1586						
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAMPLE DESCRIPTION		Geological/ Test Data	Geological Stratum
1	S-1	24/8	0 to 2	4		2" Pavement			FILL
				4		Black to dark brown silty SAND mixed with gray Ash, moist, loose, SM			
2				3					
				2					
3	S-2	24/12	2 to 4	2		Same as above			
				2		slight petroleum odor			
4				2					GLACIAL TILL
5				2					
6	S-3	24/18	5 to 7	2		Brown Silty SAND, trace Gravel, trace Ash, wet, compact, SM			
				6					
7				10					
				12		Brown medium to fine SAND, little Silt, moist, compact, SM			
8	S-4	24/24	7 to 9	17		Dark gray Sandy SILT, little Clay, trace Gravel, moist, compact, ML			GLACIAL TILL
				17					
9				28					
10									
11	S-5	24/24	10 to 12	24		Same as above			
				23					
12				27					GLACIAL TILL
				29					
13									
14									
15									
	S-6		15 to 17	18		Same as above			
16				27					GLACIAL TILL
				30					
17				50					
18						End of Boring at 17 ft			
19									
20									
21									
22									

Granular Soils		Cohesive Soils		% Composition	NOTES:	Soil Moisture Condition
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487		
0-4	V. Loose	<2	V. soft		PP = Pocket Penetrometer, MC = Moisture Content	Dry: S = 0%
5-10	Loose	2-4	Soft	< 5% Trace	LL = Liquid Limit, PI = Plastic Index	Humid: S = 1 to 25%
11-30	Compact	5-8	Firm	5-15% Little	<u>Bedrock Joints</u>	Damp: S = 26 to 50%
31-50	Dense	9-15	Stiff	15-30% Some	Shallow = 0 to 35 degrees	Moist: S = 51 to 75%
>50	V. Dense	16-30	V. Stiff	> 30% With	Dipping = 35 to 55 degrees	Wet: S = 76 to 99%
		>30	Hard		Steep = 55 to 90 degrees	Saturated: S = 100%

Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches
Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200



						SOIL BORING LOG				Boring #: B-3	
						Project: Anew Orbit		Project #: #15232		Sheet: 1 of 1	
Location: 65 Munjoy Street						City, State: Portland, Maine		Chkd by:			
Drilling Co: Summit Geoengineering Services						Boring Elevation: Not Available					
Driller: C. Coolidge, P.E.						Reference:					
Summit Staff: B. Peterlein, P.E.						Date started: 10/20/2015		Date Completed: 10/20/2015			
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Tracked			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS Po AMS			Diameter: 2"OD/1.5"ID			10/20/2015	None		Caved at 6 ft		
Method: Auger			Hammer: 140 lb								
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAMPLE DESCRIPTION			Geological/ Test Data	Geological Stratum	
1	S-1	24/8	0 to 2	2		2" Pavement Brown SAND, little Gravel, trace Silt, dry, loose, SP				FILL	
				4							
				3							
2				2							
	S-2	24/0	2 to 4	1		No recovery, rock in tip of spoon					
3				2							
				2							
4				2							
5						Brown SAND, clean, dry, compact, SP				MARINE REGRESSIVE	
	S-3	24/16	5 to 7	3							
6				7							
				7							
7				12		Brown SAND, trace Silt, dry, compact, SP					
	S-4	24/24	7 to 9	18							
8				21							
				7							
9				14		Olive-gray SILT, little Sand and Gravel, trace Clay, dry, very dense, ML				GLACIAL TILL	
10	S-5	24/24	10 to 12	12							
				19							
11				21		End of Boring on Auger Refusal at 13.5 ft					
12				29							
13											
14											
15											
16											
17											
18											
19											
20											
21											
22											

Granular Soils		Cohesive Soils		% Composition ASTM D2487	NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index <u>Bedrock Joints</u> Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200	Soil Moisture Condition Dry: S = 0% Humid: S = 1 to 25% Damp: S = 26 to 50% Moist: S = 51 to 75% Wet: S = 76 to 99% Saturated: S = 100%
Blows/ft.	Density	Blows/ft.	Consistency			
0-4	V. Loose	<2	V. soft			
5-10	Loose	2-4	Soft	< 5% Trace		
11-30	Compact	5-8	Firm	5-15% Little		
31-50	Dense	9-15	Stiff	15-30% Some		
>50	V. Dense	16-30	V. Stiff	> 30% With		
		>30	Hard			

						SOIL BORING LOG				Boring #: B-4	
						Project: Anew Orbit		Project #: #15232		Sheet: 1 of 1	
Location: 65 Munjoy Street						City, State: Portland, Maine		Chkd by:			
Drilling Co: Summit Geoengineering Services						Boring Elevation: Not Available					
Driller: C. Coolidge, P.E.						Reference:					
Summit Staff: B. Peterlein, P.E.						Date started: 10/20/2015		Date Completed: 10/20/2015			
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Tracked			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS Po AMS			Diameter: 2"OD/1.5"ID			10/20/2015	None		Caved at 3.8 ft		
Method: Auger			Hammer: 140 lb								
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAMPLE DESCRIPTION			Geological/ Test Data	Geological Stratum	
1	S-1	24/8	0 to 2	2		2" Pavement				FILL	
				3		Brown SAND, little Gravel and Silt, moist, loose, SM					
				3							
2				2							
	S-2	24/12	2 to 4	2		Gray SILT mixed with Ash, moist, loose, ML					
3				3							
				3							
4				4		Olive-brown Sandy SILT, trace rootlets, trace Gravel, moist, firm, ML					
5										MARINE REGRESSIVE	
	S-3	24/8	5 to 7	7		Brown Gravelly SAND, clean, dry, SP					
6				9							
				14							
7				15							
8											
9											
10										GLACIAL TILL	
	S-4	24/24	10 to 12	11		Olive-gray SILT, little fine Sand and Clay, trace Gravel, dry, hard, ML or CL					
11				24							
				18							
12				27					End of Boring at 12 ft		
13											
14											
15											
16											
17											
18											
19											
20											
21											
22											
Granular Soils		Cohesive Soils		% Composition		NOTES:					Soil Moisture Condition
Blows/ft. Density		Blows/ft. Consistency		ASTM D2487		PP = Pocket Penetrometer, MC = Moisture Content 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					

						SOIL BORING LOG				Boring #: B-5	
Drilling Co: Summit Geoengineering Services						Project: Anew Orbit				Project #: #15232	
Driller: C. Coolidge, P.E.						Location: 65 Munjoy Street				Sheet: 1 of 1	
Summit Staff: B. Peterlein, P.E.						City, State: Portland, Maine				Chkd by:	
Boring Elevation: Not Available						Reference:					
Date started: 10/20/2015						Date Completed: 10/20/2015					
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Tracked			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS Po AMS			Diameter: 2"OD/1.5"ID			10/20/2015	None		Caved at 6.2 ft		
Method: Auger			Hammer: 140 lb								
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAMPLE DESCRIPTION			Geological/ Test Data	Geological Stratum	
1	S-1	24/8	0 to 2	2		2-1/2" Pavement				FILL	
				3		Dark brown SAND, little Silt, trace Gravel, little Ash moist, loose, SM					
2				4							
				3							
3	S-2	24/12	2 to 4	4		Black Silty SAND, little Gravel mixed with Ash, damp, loose, SM					
4				3					Petroleum Odor		
				2							
5											
6	S-3	24/16	5 to 7	7		Brown to black Silty SAND, little Ash, trace Gravel, wet, compact, SM					
				15							
7				15					GLACIAL TILL		
8				9							
9											
10											
11	S-5	24/24	10 to 12	14		Gray Sandy SILT, trace Gravel, trace Clay, dry, very dense, ML or CL					
				18							
12				27							
				30							
13											
14											
15									Same as above		
16	S-6	24/24	15 to 17	15							
				20							
17				22							
				27							
18						End of Boring at 17 ft					
19											
20											
21											
22											
Granular Soils		Cohesive Soils		% Composition		NOTES:				Soil Moisture Condition	
Blows/ft. Density		Blows/ft. Consistency		ASTM D2487		PP = Pocket Penetrometer, MC = Moisture Content 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					



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

January 15, 2016

Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland ME 04101

Attn: John Mahoney, P.E.
Re: 65 Munjoy Street -Portland
Ability to Serve with PWD Water

Dear Mr. Mahoney:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on December 9, 2015. 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.

Conditions of Service

The following conditions of service apply:

- It is the District's understanding that the development of this property includes 8 residential units. New water services may be installed from the water main in Munjoy Street. The services should enter through the properties frontage on Munjoy Street at least 10-feet from any side property lines. It will be acceptable to install a 4-inch ductile iron fire service with a 2-inch copper domestic service tapped off the fire service within the public way. As noted, each service must have valves at the property line for independent operation.
- Water District approval of water infrastructure plans will be required for the project prior to construction. As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water main and water service line configuration. We will work with you to ensure that the design meets our current standards.

Existing Site Service

According to District records, the project site does not currently have existing water service.

Water System Characteristics

According to District records, there is an 8-inch diameter cast iron water main on the northeast side of Munjoy Street and a public fire hydrant located 100 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 52 psi on June 1, 2015.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. 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.

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 MEANS to request a hydrant flow test and we will work with you to get more complete data.

If the District can be of further assistance in this matter, please let us know.

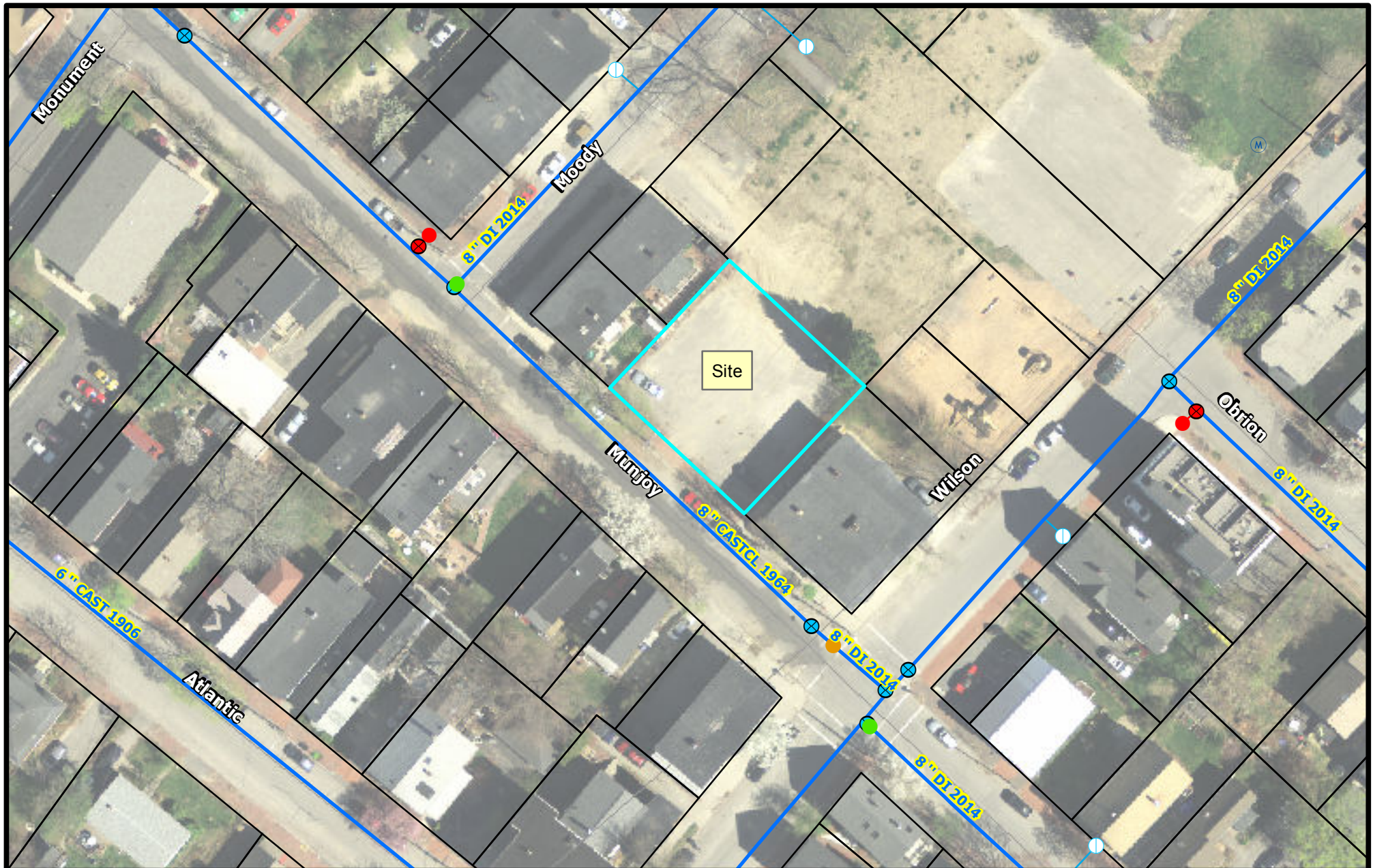
Sincerely,

Portland Water District



Olissen Havu, E.I.

Design Engineer



65 Munjoy Street

Portland



PORTLAND WATER DISTRICT
225 Douglass Street
Portland, ME 04104

Scale 0 15 30 60 90 120 Feet 1 inch = 60 feet

Legend

- | | | | |
|----------------|--------------------|--------------------|-----------|
| ● Air Valve | ● Connection | ① Combined Service | ● Manhole |
| ● Blow Off | ● Attribute Change | ① Domestic Service | ● CSO |
| ● By Pass | ▲ Reducer | ① Fire Service | → Gravity |
| ● Distribution | ● Hydrant | ● Private Hydrants | → Force |
| ● Transmission | ● Hydrant Control | ① Meter Pits | |



Disclaimer: This map is suitable for preliminary study and analysis and is based on PWD record information. PWD is not liable for any damages whatsoever resulting from inaccurate data or from errors made in the location and marking of its infrastructure.

Drawn By: Morris

Prepared For: Customer

Scale: As Noted

Date: 12/09/2015

From: David Margolis-Pineo
To: Ethan Boxer-Macomber; Helen Donaldson; John Mahoney; Peter Bass; Philip DiPierro
CC: John Emerson; Shukria Wiar
Date: 1/28/2016 11:52 AM
Subject: Revised approval letter

Guys, I have modified this approval to delete the requirement to install a backflow preventer since your building is on a slab and the slab elevation is above street level. John Mahoney went over this with me prior and I forgot. Sorry for any inconvenience. I'm not sending this to everyone except who I feel are the key players. Feel free to forward. January 28, 2016

RE: The Capacity to Handle Wastewater Flows from 65 Munjoy Street – Eight Unit Residential

Dear Ethan Boxer-Macomber:

The Department of Public Works, which includes the Water Resource Division have reviewed and determined that the downstream sewers from 65 Munjoy Street has the capacity to convey the estimated 1,380 gallons per day (gpd) of proposed wastewater which will be generated from this building.

As you may be aware, any addition of wastewater flows in this drainage area will have an impact on CSO discharge volumes. However, since you are proposing a rain garden infiltration system, additional wastewater volumes will be offset by reductions in stormwater runoff discharging to the combined sewer system. This system may be eligible for a stormwater runoff credit.

If the City can be of further assistance, please call 874-8850 or 400-6695.
Sincerely,

CITY OF PORTLAND

David Margolis-Pineo

David Margolis-Pineo

Deputy City Engineer

Anticipated Wastewater Flows from Proposed eight Unit Residential:

Four – One Bedroom Units @ 120 gpd each = 480 gpd
Two – Two Bedroom Units @ 180 gpd each = 360 gpd
Two – Three Bedroom Units @ 270 gpd each = 540 gpd

Total: 1,380 gpd

Shukria Wiar
John Emerson, Wastewater Coordinator, City of Portland
Ethan Boxer-Macomber
Peter Bass
John Mahoney



ingenuity thoughtfulness empathy

Neighborhood Meeting Certification

I, Evan Carroll, hereby certify that a neighborhood meeting was held on Thursday, January 21, 2016 at the Cummings Community Center, 134 Congress St, Portland, ME at 6:00pm.

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), 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 the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

A handwritten signature in blue ink that reads "Evan A. Carroll". The signature is fluid and cursive, written over a horizontal line.

Evan Carroll, AIA, LEED AP BC+D

1/26/2016

(date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



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Neighborhood Meeting Invitation: DATE & LOCATION CHANGE

January 6, 2015

Dear Neighbor:

Please join us for a neighborhood meeting as we share plans for the construction of 8 income restricted condominium units at 65 Munjoy Street in Portland.

This is the second letter for this event as we have had a DATE & LOCATION CHANGE. Please note the correct date, and location below. We apologize for any inconvenience.

Meeting Location: Cummings Community Center, 134 Congress St, Portland, ME
Meeting Date: Thursday, January 21, 2016
Meeting Time: 6:00pm

The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) 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 call Ethan Boxer-Macomber at 207-272-8550. Or email at ethan@anew-development.com

Sincerely,

A handwritten signature in blue ink that reads "Evan A. Carroll". The signature is fluid and cursive, with the first name "Evan" and last name "Carroll" clearly distinguishable.

Evan Carroll
Maine Licensed Architect

Note:

Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portland.gov

65 Munjoy Neighborhood Meeting Sign-in Sheet

[illegible]



ingenuity thoughtfulness empathy

65 Munjoy Street Neighborhood Meeting Minutes

6:00pm Thursday, January 21, 2016

Presenting:

- Evan Carroll, bild Architecture (EC)
- John Mahoney, Ransom Engineering (JM)
- Ethan Boxer-Macomber, Adam's Apple Development (EB)
- Peter Bass, Adam's Apple Development (PB)

Attendees:

- See attached sign-in sheet (ATT below, unless named)

Meeting Notes:

EC Welcome and agenda

- Intros
- Presentation
- Public Comment
- Done by 7:15pm
- Can stick around for unit sales information

Introductions:

All All presenters and attendees introduced themselves

Team Presentation:

EB General presentation of project

- Ethan has worked on visioning for this block in the past as part of the Adam's School Redevelopment Committee initiative.
- Ethan was the project manager and developer at Avesta for the original Adam's school condo's project.
- The parcel for 65 Munjoy was left out of that project, and the City put out an RFP for the development of the lot.
- The city RFP showed that middle class housing was a council priority.
- The goal of the RFP was to balance number of units with the urban context, so the RFP preferred a 3-story building over a zoning-allowed 4-story building.

JM Site Presentation:

- Illustrated orientation of project to street, park and neighboring buildings.
- Discussed goals of landscaping, including street trees, parking buffer trees, granite placement, and patio at rear of building.
- Described drainage philosophy which is to maintain or improve existing drainage patterns while avoiding use of limited storm-drain infrastructure. This is done utilizing two rain gardens at the rear of the building.

- The rain gardens and the patio at the rear of the building provide a private space that is also oriented to the existing city park.
 - Explained that parking is in a six-space open sided carport with two uncovered spaces, and that zoning only requires 5 spaces.
- EC Building Design Presentation:
- The proposed building will have (4) one-bedroom units, (2) two-bedroom units, and (2) three-bedroom units.
 - Building is based around the use of one stair and efficient layout of spaces around this stair.
 - The exterior design concept is in response to the original RFP from the City which expressed a preference for two separate buildings. The front of the building is expressed as two facades connected by a third material. The two facades are proportionally designed to evoke the common triple decker apartment building.
 - The building detailing is more contemporary with the use of rough cut natural cedar as an authentic material.
 - The front entrance faced the street and has three steps to the front door as is common throughout the neighborhood. The steps are sheltered by a canopy which is also common for neighboring porches.
 - The parking for cars and bicycles is found in the open car port where the functional entrance is accessible and goes directly to the main stair.
 - The building height of three stories is common in the neighborhood which generally ranges from 1 ½ stories to 4 stories.

ATT /Public Comment (ATT used when source of comment was not noted)

- Jan: She plans to make a decision whether or not to purchase her condo this evening and feels that she will not do so, and will move out of town as a result of the 65 Munjoy project occurring.
- Jan: Parking is a major concern with this project as it removes and does not replace parking spaces. Couples need to each have their own car and as such the project isn't providing enough parking spaces for tenants.
 - EB: We believe that the parking may not even be fully utilized.
- Jan: The proposed building will be directly outside Jan's back window, reducing her sunlight and privacy. (After the formal neighborhood meeting was completed, EC and Jan looked at the shadow study together and discovered that her kitchen window was not affected in the summer, and was shaded in mornings in the winter. This was less shading than she had feared.)
 - EC: We can look at the shadow study after the meeting if you would like.
- Jan: When the original Adam's School row houses were built a cloud of dust covered her vegetable garden. Please strive to prevent this from happening during construction.
- Eric: Don't like square windows, which seem to be out of context with traditional window proportions.
- Eric: Building doesn't need three siding colors. It's too small.
 - EC: Similar comments were provided by the City.
- Liv: Glad that parapet height is minimal. A project near Liv has a very tall artificial parapet.

- Jamie: Will anything be done with the “mound” portion of the park? It was never intended to be green space.
 - EB: No, it wasn’t part of the RFP.
- Doug: Can you talk further about the “toxic” site cleanup?
 - EB: The soils are not “toxic.” Based on the environmental sampling information available, these soils are considered Special Waste and not Hazardous Waste. They contain ash, petroleum products and metals from previous uses of the site. The soils will be remediated under VRAP (Voluntary Response Action Program) Agreement. Excavated soils will be removed from the site and cleaned/disposed of according to applicable State and Federal regulations. Soils that remain onsite will be capped with clean fill or pavement and covered with a geotextile warning layer to make future excavators aware that they are entering contaminated soils. Public notices and public comment will be part of this process as well.
- ATT: Clapboards and/or cedar shakes are preferred over board and batten.
- Jamie: In favor of this project. Housing is better than parking. The active entry with bench and canopy makes for a welcoming entrance. Canopy supports seem too thin, while ones on Avesta project are huge.
- Rita: Canopy posts could be pre-manufactured round columns.
- Eric: The project should be either more contemporary or more traditional. What about bay windows? Perhaps add more window articulation.
- Jocelyn: How much will the units cost?
 - EB: Condo prices may range from mid-200k to low-300k. Condo prices are based on what people can afford at certain income levels compared to the Area-Medium-Income.



Memo

Response to Comments: 65 Munjoy Street Condominium Development

Date: January 27, 2016

Comments Submitted by: Nell Donaldson, Planning Division on 2015-12-31

1. Provide turning templates showing access to parking spaces.

Response: See response to comments by Tom Errico the City's consulting Traffic Engineer.

2. Provide graphic depicting accessible route from sidewalk. In revised plans, show ADA accessible parking spaces as well. Additional comments on the ADA access may be forthcoming

Response: The ADA route from the sidewalk to the building is shown in the attached sketch: 65 Munjoy-ADA Access from Sidewalk as well as on the site plan C-1. As indicated by the spot elevations, the grades will be less than 2% in all directions along the entire route. The parking spaces on either side of the 5' isle are geometrically compatible with providing ADA parking accommodations for physically challenged condominium residents and will be designated to physically challenged condominium residents as applicable.

3. What will prevent parked cars from encroaching on utility closets or rear door?

Response: Concrete wheel stops will be installed at the end of the parking spaces as shown on the civil drawings.

4. Street tree standard for multi-family (TM 4.6.1):1 tree/unit in ROW – 8 required, 1 provided, 1 existing. Contribution for 6 remaining.

400 Commercial Street, Suite 404, Portland, Maine 04101, Tel (207) 772-2891, Fax (207) 772-3248
Pease International Tradeport, 112 Corporate Drive, Portsmouth, New Hampshire 03801, Tel (603) 436-1490
12 Kent Way, Suite 100, Byfield, Massachusetts 01922-1221, Tel (978) 465-1822
60 Valley Street, Building F, Suite 106, Providence, Rhode Island 02909, Tel (401) 433-2160
2127 Hamilton Avenue, Hamilton, New Jersey 08619, Tel (609) 584-0090

Response: We are proposing to install 5 trees at the end of the driveway on adjacent City land, which currently functions as a public park. We are asking that these trees be considered as a contribution. This would leave a contribution of 1 tree remaining, which could be addressed by planting an additional tree on City land or paying into the tree fund at the City's discretion.

5. OHE to property to south appears to cut through proposed building. Please provide alternative in revised plans.

Response: A conceptual alternative alignment has been provided on the revised civil plans.

6. Electrical service also appears to conflict with the existing street tree.

Response: The electrical service alignment has been adjusted to avoid this conflict. Good catch, thank you.

7. Need PWD capacity, DPW capacity

Response: PWD capacity has been provided. We have not heard back from DPW.

8. Is cobrahead necessary? Or could this be removed in favor of site lighting?

Response: The cobra head is not necessary for our needs. It is our understanding that the City's preference is to remove this streetlight and the plans have been adjusted to indicate this.

9. Waivers

- Aisle width
- Parking space dimensions

Response: See response to comments by Tom Errico, the City's consulting Traffic Engineer.

10. Additional Submittals Required

- Distance to Property lines (front and sides)
- Material on driveway
- Width of sidewalk

Response: The site plan (C1) has been revised to include the above information.

11. Zoning

Distance to Property Show full height on elevations (i.e. include distance from ground to FFE)

Response: The distance from ground to FFE has been included in the revised architectural drawings.

12. Easement

C2 notes need for temporary 'grading license' for grading to swale and catch basin at rear of site. Landscaping plan also shows note reading –'work with city arborist to finalize plant selections in this area'. An easement may technically be required pending further discussion with DPS.

Response: We are committed to working with the City to develop the appropriate legal vehicle in order to facilitate the proposed grading and planting.

Comments Submitted by: by Tom Errico on 1/7/2016

1. I find the driveway width and location to be acceptable.

Response: No response necessary.

2. The applicant notes conducting an auto-turn analysis for accessing the parking spaces. The analysis should be provided. The applicant also references a similar parking layout on Lafayette Street for documentation of vehicle circulation adequacy. I did conduct a field review of the Lafayette Street site and vehicle circulation is constrained. In addition to providing the analysis information, I would like to request a field meeting with the applicant at the Lafayette Street site.

Response: On Wednesday, January 20, John Mahoney and Tom Errico met in the parking lot at 65 Munjoy Street to field test the parking accommodations proposed for the development. The proposed parking geometry was "mocked up" using spray paint, cones and parked cars to simulate actual parking conditions.

Tom tested the parking accommodations with his personal vehicle and found the proposed dimensions were acceptable with the following modification: Approximately two thirds of the driveway (isle width) will be widened from 18' to 19' as show on Sheet C1.

Additionally, the consensus was agreed that a presentation of a turning template analysis would not be required.

3. The site plan locates the narrowest parking space in a location where the building column will constrain vehicle maneuvers. I would suggest that the narrow space be located without building column interference.

Response: The narrowest parking stall has been relocated as shown on Sheet C1.

4. I support a waiver for the non compliant dimensional parking spaces.

Response: Thank you

5. Backing maneuvers onto Munjoy Street will be required. I support this condition given low traffic speeds and volumes on Munjoy Street.

Response: Thank you

6. I am reviewing ADA accessibility compliance as it relates to access from the public sidewalk and will provide comments in the future.

Response: No response required.

Comments Submitted by: by Dave Senus on 1/7/2016

1) a) Basic Standards: Additional notes and details should be provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500. Specific attention should be paid to controlling the tracking of silt and mud onto the City roadway. The plans should include a requirement for frequent street sweeping of Munjoy Street (currently called out as “May Street” in the note on C2). Temporary catch basin inlet protection (silt sacks) should be installed at the catch basins downhill of the site, both at the corner of Munjoy & Wilson and at the field inlet within the park.

Response: The plans and notes have been updated to address the above comments.

1) b) General Standards: The project will result in a net decrease in impervious area of approximately 1,300 sq ft, as such, the project is not required to include stormwater management features for stormwater quality control. The Applicant has proposed to construct three rain gardens to capture and infiltrate stormwater runoff, along with a pervious paver patio area to infiltrate stormwater that falls onto the patio surface. We find this to be an acceptable approach for stormwater management for the site.

Response: No response required.

1) c) Flooding Standard: The project will result in a net decrease in impervious area of approximately 1,300 sq ft, as such, the project is not required to include stormwater management features for stormwater quantity control. The Applicant has proposed to construct three rain gardens to capture and infiltrate stormwater runoff, along with a pervious paver patio area to infiltrate stormwater that falls onto the patio surface. These measures will help to further reduce runoff from the site; as such, we find the project to be in conformance with the Flooding Standard.

Response: No response required.

2) The Applicant has requested letters from utilities confirming capacity to serve the proposed development; evidence of confirmation of capacity to serve the proposed development should be provided upon receipt.

Response: See response to Comment #7 from Nell Donaldson.

3) In accordance with Section 2.6.9 of the City's Technical Manual, all new (sewer) laterals connecting to a combined sewer system shall have a back water valve. The back water valve should be located on private property and a detail should be provided.

Response: Based on additional discussion with David Pineo and conditions specific to this site, a back water valve will not be required at the 65 Munjoy development. See attached email from Dave.

4) Runoff from the driveway area will enter a raingarden that is situated approximately 2.5' lower in elevation than the adjacent driveway grade through a break in a retaining wall. A detail should be provided to show the interface of the wall/inlet into the raingarden.

Response: A detail has been provided.

5) A detail should be provided for the proposed retaining wall.

Response: A detail has been provided.

6) The intent of having a "swale" within the tree lined vegetated strip between the driveway and the western property edge is unclear. The tree plantings in this location and snow storage is likely to impede drainage.

Response: The intent of the "swale" along the tree lined strip at the western edge of the property is to direct snow melt from the snow storage area onto City property (where it currently drains to) rather than onto adjacent residential property. Also a small portion (approximately 20%) of the proposed driveway will drain to this area. This area will see very little runoff from the proposed development and no runoff from offsite. While it is true that the trees and snow will impede drainage somewhat, we do not anticipate any issues because the drainage area is very small and concentrated flows are unlikely to develop.

7) Pavement saw cut lines should be shown for the utility connections within Munjoy Street.

Response: Pavement saw cut lines are now shown on the civil drawings.

8) As noted on the plans, additional coordination is needed to re-route overhead utilities that cross the property to provide service to the adjacent, abutting properties.

Response: No response is necessary.

Comments Submitted by: by Jeff Tarling on 1/11/2016

1. Overall the landscape plan works for this site. To meet City landscape standards the proposed 'Green Pillar' Oak should be 2" caliper vs 1.5". They could use "Regal Prince" variety of upright Oak also for the same effect with perhaps a better cultivar.

Response: The landscape plan has been adjusted to indicate 2" caliper trees and the suggested cultivar.

2. The sidewalk tree cut out should be rectangular in shape with a minimum width of 3.5' depending on ADA sidewalk requirements between back of sidewalk and the tree. Ideally we would like to see 4' width tree pit; the length should be roughly 7'.

Response: The tree pit has been adjusted to be 7' long by 4' wide.

3. Proposed landscape work in or near the Adams School "Park / Playground" can be reviewed as suggested in the Plan Notes. We like the native Little Bluestem grasses over the Switchgrass as a start.

Response: Final design and installation of landscaping work will be coordinated with the City and City Arborist. We look forward to a collaborative process.

Comments Submitted by: by Jeff Tarling on 1/11/2016

1. The Subdivision Plat dated 12 10 2015 looks good and the bearings and distances match the metes and bounds description I prepared on October 9 2015.

Response: No response necessary.

2. Might want to add the basis of the elevations on the Site Plan as revised through 12 11 2015.

Response: The basis of elevations has been added to the site plan.

NTS

●	IRON PIPE OR ROD FOUND
■	MONUMENT FOUND
○	UTILITY POLE
○	MANHOLE
○	SIGN
⊗	CATCH BASIN
⊙	HYDRANT
⊕	WATER VALVE OR SHUTOFF
⊗	LIGHT POLE
⊙	DECIDUOUS TREE
⊙	CONIFEROUS TREE
⊗	POSSIBLE BORING LOCATION
—	FENCE
—	CURB
—	OVERHEAD WIRES
W	WATER LINE
G	GAS LINE
SD	STORM DRAIN
SS	SANITARY SEWER
125	1' CONTOUR
N/F	NOW OR FORMERLY
CIR/000	DEED BOOK AND PAGE
CIRP	CAPPED IRON ROD FOUND
INV.	INVERT

MOODY STREET
PAVED - PUBLIC 50' WIDE

PAVED - PUBLIC 50' WIDE

TM 3-M-9
N/F
JEREMY S. & JESSICA A.
BOARDMAN
32239/112

TM 3-M-3
N/F
FIRST COUSINS
PROPERTIES LLC
30816/244

6,778 S.F.
0.156 ACRES

TM 3-M-8
N/F
WILSON STREET
CONDOMINIUM LLC
25439/180

~~MUNJOY STREET~~
PAVED - PUBLIC 50' WIDE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE ACCURATELY LOCATED. THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO ODDS OF ENCOUNTERING UNUSUAL DEPTHS, MATERIALS, INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

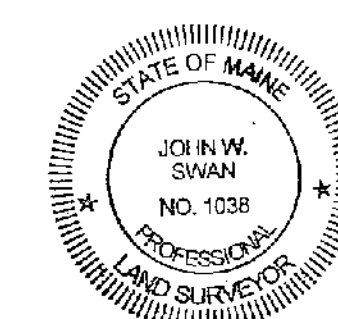
1. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR CITY OF PORTLAND, PROPOSED NEW SCHOOL, BECKETT STREET, DEC. 19, 1956, H.I. & E.C. JORDAN--SURVEYORS."
2. "BOUNDARY SURVEY 61-65 WILSON STREET, PORTLAND, MAINE MADE FOR MEREDITH TURNER AUGUST 13, 2007" BY OWEN HASKELL, INC.
3. "TOPOGRAPHIC & PLANNIMETRIC SURVEY ON MOODY ST., VESPER ST., WILSON ST. & MUNJOY ST., PORTLAND, MAINE MADE FOR WOODARD & CURRAN" JULY 21, 2010 BY OWEN HASKELL, INC.

1. OWNER OF RECORD: CITY OF PORTLAND
2. PREMISES SHOWN AS TAX MAP 3 BLOCK M LOT 5 ON CITY OF PORTLAND'S ASSESSORS MAP.
3. BEARINGS ARE GRID NORTH BASED ON CITY MONUMENTS T102-69-7 T102-68-5.
4. ELEVATIONS BASED ON CITY DATUM.

OWEN HASKELL, INC. HEREBY CERTIFIES 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 BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

12/10/15
DATE

JOHN W. SWAN, PLS NO. 1038

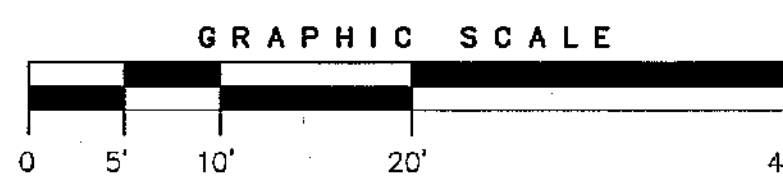


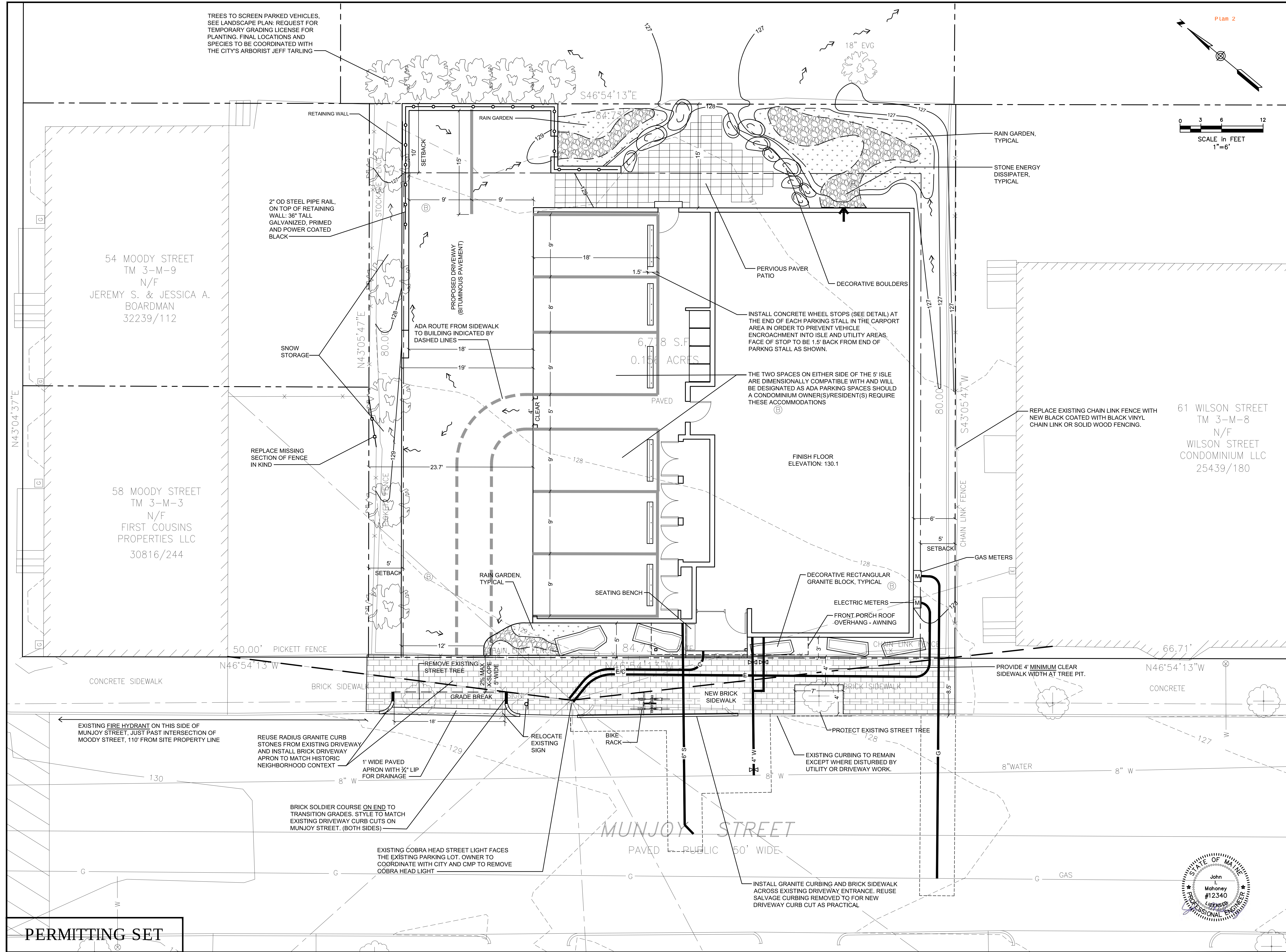
AT
65 MUNJOY STREET, PORTLAND, MAINE
MADE FOR
ANew DEVELOPMENT
17 CHESTNUT STREET, PORTLAND, MAINE

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS

390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 207-774-0424

Drawn By	RS	Date	Job No.
Trace By	JLW	OCTOBER 21, 2015	2015-234P
Check By	JCS	Scale	Dwg. No.
Book No.	ELL E	1" = 10'	1





Project

65 Munjoy Street
Portland, Maine

Owner / Developer:

Adams Apple, LLC
30 Danforth Street, Suite 213
Portland, Maine 04101
207-272-8550

Random Orbit, Inc.

30 Danforth Street, Suite 213
Portland, Maine 04101
207-712-0954

Consultants:

bild

ARCHITECTURE

Architect
Bild Architecture
30 Danforth Street, Suite 213
Portland, Maine 04101
207-408-0168

RANSOM

Consulting, Inc.

Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
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pbla

peter burke landscape architecture

Landscape Architect
Peter Burke Landscape Architecture
34 Brown Street
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Surveyor
Owen Haskell, Inc.
390 Route One
Falmouth, Maine 04105
207-774-0424

Structural Engineer

SEI

Shelley Engineering, Inc.
Structural Consultants
P.O. Box 1030
Gray, Maine 04039
Phone (207) 657-8031
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Geotechnical Engineer

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LEWISTON, ME 04240
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133 PLEASANT STREET
ROCKLAND, ME 04841
Tel: (207) 938-1161

Construction Manager
Wright-Ryan Construction
10 Danforth Street
Portland, Maine 04101
207-773-3625

WR

Wright-Ryan

SITE PLAN

No.	Revision/Issue	Date
D	CITY COMMENT RESPONSE	2/3/16
C	CITY COMMENT RESPONSE	1/27/16
B	SITE PLAN PERMITTING	12/11/15
A	PRE-APPLICATION MEETING	11/18/15

Design by:	Checked by:
JIM	SJB
Drawn by:	Approved by:
JIM	SJB
Project:	
141.06157	
Sheet No:	

C1

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NOTES

- THE CITY OF PORTLAND REQUIRES A PRE-CONSTRUCTION MEETING BEFORE SITE WORK CAN BEGIN.
- INSTALL EROSION AND SEDIMENTATION CONTROL IN COMPLIANCE WITH THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES AND GOOD HOUSEKEEPING PRACTICES IN ACCORDANCE WITH APPENDICES A, B AND C OF MAINE DEP CHAPTER 500.
CONTRACTOR SHALL UTILIZE VARYING BMPs TO MINIMIZE THE MIGRATION OF EXPOSED SOILS FROM THE SITE. THESE INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:
 - GRADE SITE TO DRAIN INTERNALLY
 - INSTALL LOCALIZED SEGMENTS OF MULCH BERM, SILT SOCK, HAY BALES AND/OR CRUSHED STONE CHECK DAMS TO FILTER RUNOFF BEFORE IT LEAVES THE SITE.
 - INSTALL SILT SACKS (OR APPROVED EQUAL) IN DOWNGRADE CATCH BASINS INCLUDING:
 - CB ON NORTH CORNER OF MUNJOY AND WILSON
 - CB ON SOUTH CORNER OF MOODY AND VESPER
 - FIELD INLET NORTHWEST OF PLAYGROUND AND ADJACENT TO MULTI-USE TRAIL.
 - INSTALL TEMPORARY CONSTRUCTION ENTRANCE TO MINIMIZE TRACKING OF SOILS ONTO MUNJOY STREET.
 - SWEEP MUNJOY STREET FREQUENTLY. WATER AND/OR VACUUMING SHALL BE USED TO CONTROL DUST WHEN SWEEPING.
- CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENTATION CONTROL MEASURES ON A WEEKLY BASIS AND AFTER RAIN/STORM EVENTS AND SHALL KEEP A LOG OF THESE INSPECTIONS. ANY ISSUES IDENTIFIED SHALL BE ADDRESSED AS SOON AS POSSIBLE AND BEFORE ADDITIONAL PRECIPITATION.
- ALL WORK IN THE RIGHT OF WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS
- ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. ANY DISCREPANCIES OR CONFLICTS SHALL BE IMMEDIATELY REPORTED TO THE ARCHITECT/ENGINEER.
- ALL UTILITY INSTALLATIONS SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND, AS WELL AS ANY OTHER LOCAL, STATE, UTILITY OWNER, AND FEDERAL REQUIREMENTS.
- SITE CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE GUIDELINES ESTABLISHED IN THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES (LATEST ADDITION) AND MAINTAINED THROUGHOUT CONSTRUCTION OF THIS PROJECT.
- ALL AREAS DISTURBED BY CONSTRUCTION NOT TO BE PAVED OR OTHERWISE TREATED SHALL BE LOAMED AND SEEDED ACCORDING TO THE PROJECT SPECIFICATIONS.

INSTALL MULCH BERM AT DOWN GRADIENT LIMIT OF WORK. SPECIFIC ALIGNMENT TO BE FLAGGED AND APPROVED BY THE CITY OF PORTLAND BEFORE INSTALLATION.

MAINTAIN EXISTING SURFACE DRAINAGE PATTERN. OVERFLOW FROM RAIN GARDENS FLOWS TO DRAINAGE SYSTEM ON MOODY STREET. IT IS OUR UNDERSTANDING THAT THE CITY HAS PLANS FOR A SEPARATED STORMDRAIN SYSTEM IN THIS AREA

REQUEST FOR TEMPORARY GRADING LICENSE TO PROVIDE GREATER ACCESSIBILITY BETWEEN PATIO AREA AND PUBLIC PARK

MAINTAIN EXISTING SURFACE DRAINAGE PATTERN. OVERFLOW FROM RAIN GARDENS FLOWS THROUGH AN EXISTING GRASS SWALE TO A CATCH BASIN ADJACENT TO THE MULTI-USE TRAIL. IT IS OUR UNDERSTANDING THAT THE CITY HAS PLANS FOR A SEPARATED STORMDRAIN SYSTEM IN THIS AREA

REQUEST FOR TEMPORARY GRADING LICENSE TO CHANNEL WATER INTO EXISTING GRASSED SWALE AND AWAY FROM PLAYGROUND WOOD CHIPS/ABUTTING RESIDENCE

ROUNDED NATURAL RIVER STONE (RIVER JACK OR APPROVED EQUAL) IN STONE HATCHED AREA, SEE RAIN GARDEN DETAIL

RAIN GARDEN SOIL FILTER MEDIA IN GRASS HATCHED AREA, TYPICAL SEE DETAIL

ROOF DRAIN DAYLIGHTS TO RAIN GARDEN: INV EL: 128.2

PERVIOUS PAVER PATIO

DECORATIVE BOULDERS TO TRANSITION GRADES, TYPICAL

INSTALL MULCH BERM ALONG DOWN GRADIENT EDGE OF PROPERTY. ALTERNATIVELY, EXISTING BITUMINOUS CURB MAY BE LEFT IN PLACE OR SITE MAY BE GRADED TO BE INTERNALLY DRAINING TO ADDRESS ESC IN THIS AREA.

END OF RETAINING WALL FLUSH WITH ADJACENT PAVEMENT, EL: 129.5
WALL THEN TRANSITIONS EL: 129.8 IN ORDER TO CREATE REVEAL

INSTALL STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE TRACKING OF SOILS ONTO MUNJOY STREET

EXISTING OVERHEAD UTILITIES FROM ABUTTING PROPERTY ENCROACH ONTO SUBJECT PROPERTY. DEVELOPER TO COORDINATE WITH ABUTTING PROPERTY OWNER AND UTILITY OWNERS TO RE-ROUTE UTILITIES

SEPARATE VALVES INSTALLED IN SIDEWALK AS SHOWN FOR INDEPENDENT OPERATION OF 4" FIRE PROTECTION SERVICE AND 2" DOMESTIC WATER SERVICE.
4" LINE SHALL BE DUCTILE IRON AND 2" COPPER. ALL WORK SHALL BE IN ACCORDANCE WITH PORTLAND WATER DISTRICT STANDARDS

EXISTING OVERHEAD UTILITIES FROM ABUTTING PROPERTY ENCROACH ONTO SUBJECT PROPERTY. DEVELOPER TO COORDINATE WITH ABUTTING PROPERTY OWNER AND UTILITY OWNERS TO RE-ROUTE UTILITIES

SAW CUT AND TACK COAT JOINT WITH EXISTING PAVEMENT

SAW CUT AND TACK COAT EXISTING PAVEMENT FOR NEW/RESET CURBING

UNDERGROUND ELECTRIC AND COMMUNICATIONS UTILITIES TO DROP FROM EXISTING UTILITY POLE

SANITARY SEWER SERVICE

NEW 4" WATER SERVICE TAPPED FROM 8" MUNJOY STREET WATERMAIN PER PWD STANDARDS

SAW CUT AND TACK COAT EXISTING PAVEMENT FOR UTILITY TRENCHES, TYPICAL



PERMITTING SET

Project:

65 Munjoy Street

65 MUNJOY STREET
PORTLAND, MAINE

Owner / Developer:

Adams Apple, LLC
30 Danforth Street, Suite 213
Portland, Maine 04101
207-272-8550

Random Orbit, Inc.

30 Danforth Street, Suite 213
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Consultants:



Architect
Bild Architecture
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207-408-0168



Civil Engineer
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400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891



Landscape Architect
Peter Burke Landscape Architecture
34 Brown Street
Westbrook, Maine 04092
207-632-7372

Surveyor
Owen Haskell, Inc.
390 Route One
Falmouth, Maine 04105
207-774-0424

Structural Engineer

SEI Shelley Engineering, Inc.
Structural Consultants
P.O. Box 1030
Gray, Maine 04039
Phone (207) 657-8031
www.ShelleyEngineering.com

Geotechnical Engineer



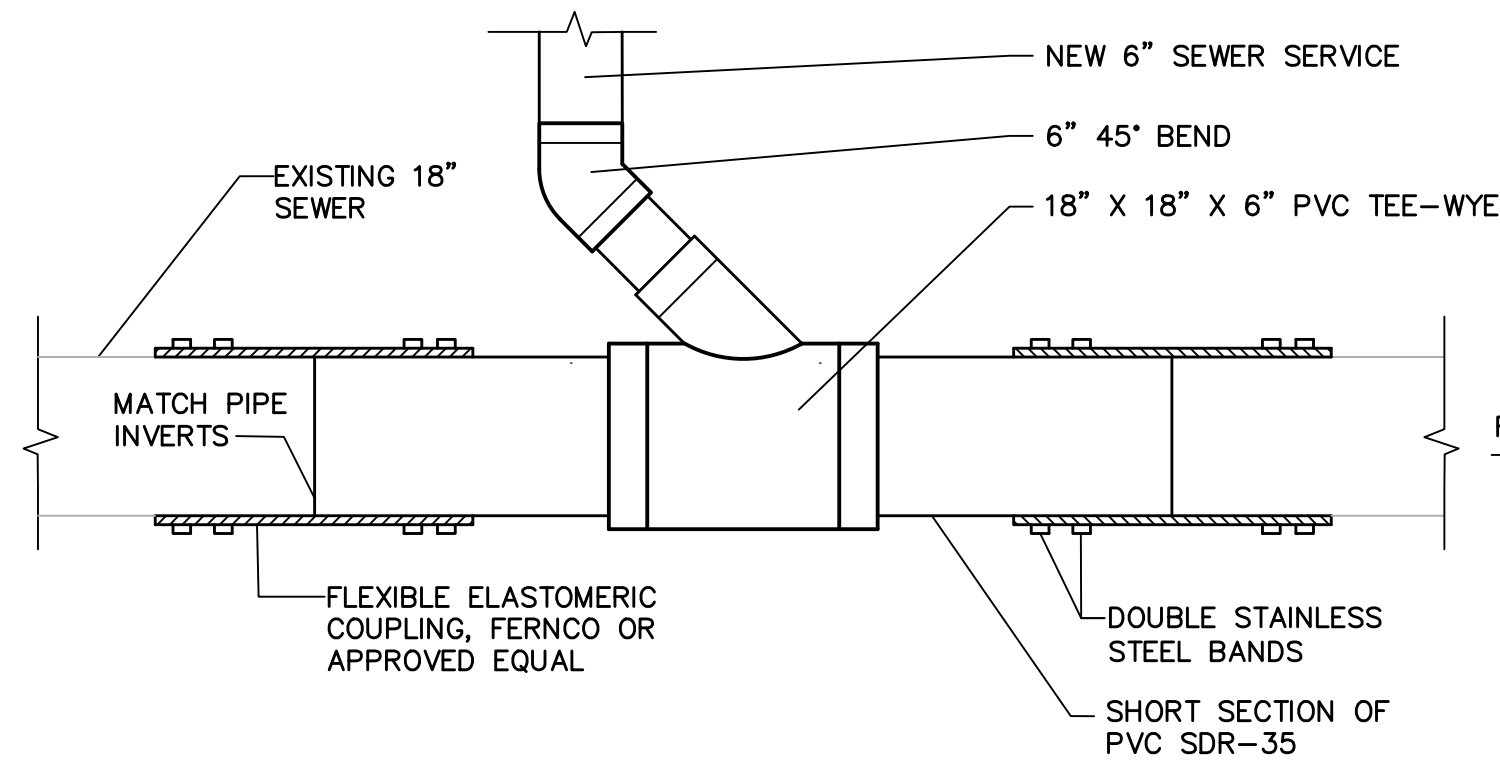
Construction Manager
Wright-Ryan Construction
10 Danforth Street
Portland, Maine 04101
207-773-3625



GRADING,
DRAINAGE AND
UTILITIES PLAN

No.	Revision/Issue	Date
C	CITY COMMENT RESPONSE	1/27/16
B	SITE PLAN PERMITTING	12/11/15
A	PRE-APPLICATION MEETING	11/18/15
Design by:	JIM	Checked by: SJB
Drawn by:	JIM	Approved by: SJB
Project:	141.06157	
Sheet No:		

C2

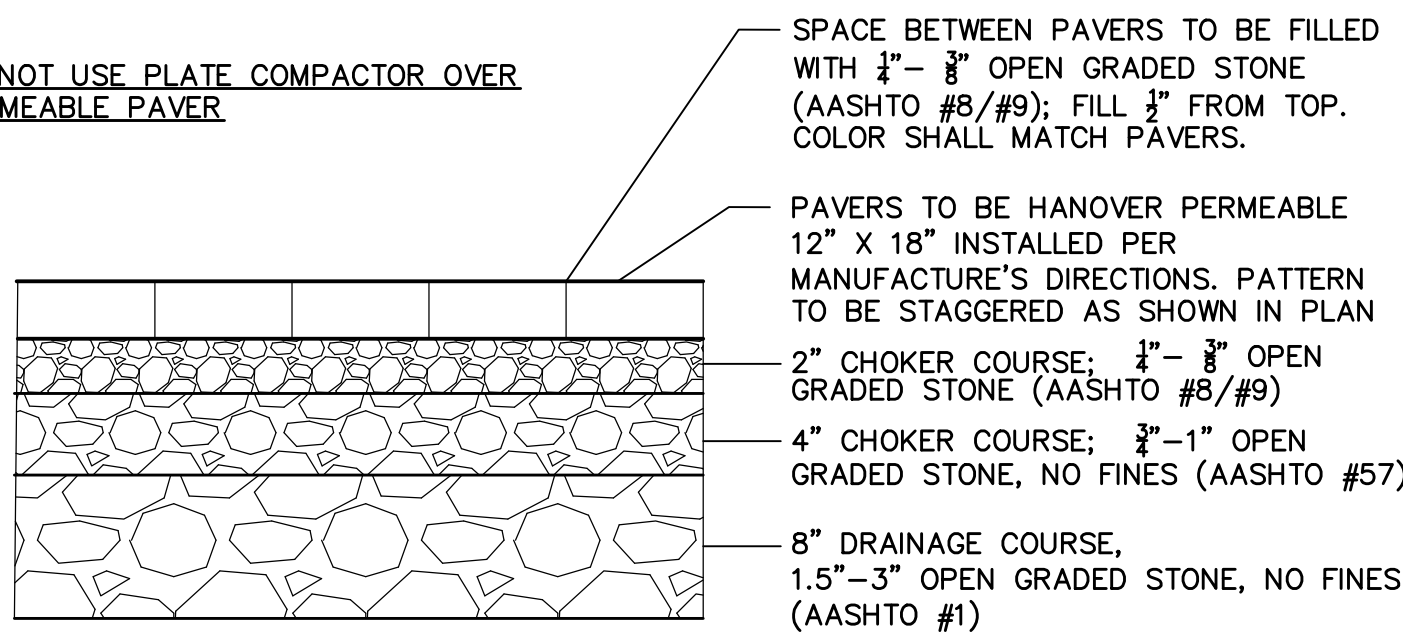


1. If the existing sewer is PVC then the connection shall be made using bell and spigot joints, NOT Ferncos.
2. All damaged piping shall be removed by saw cutting or removing an entire segment of pipe and replaced with new PVC. Contractor shall remove clay bell(s) (by saw cutting) to facilitate Fernco installation. Saw cuts shall be square so that joints between new and existing pipes do not have gaps.
3. Contractor is responsible for maintaining sewer flows while making the new sewer service and drain connections. If required, bypass pumping shall be coordinated with the City. Contractor shall provide the City 24 hours notice.
4. Bypass pumping may be required and shall be coordinated with the City

CONNECTION TO SANITARY SEWER

NOT TO SCALE

* DO NOT USE PLATE COMPACTOR OVER PERMEABLE PAVER

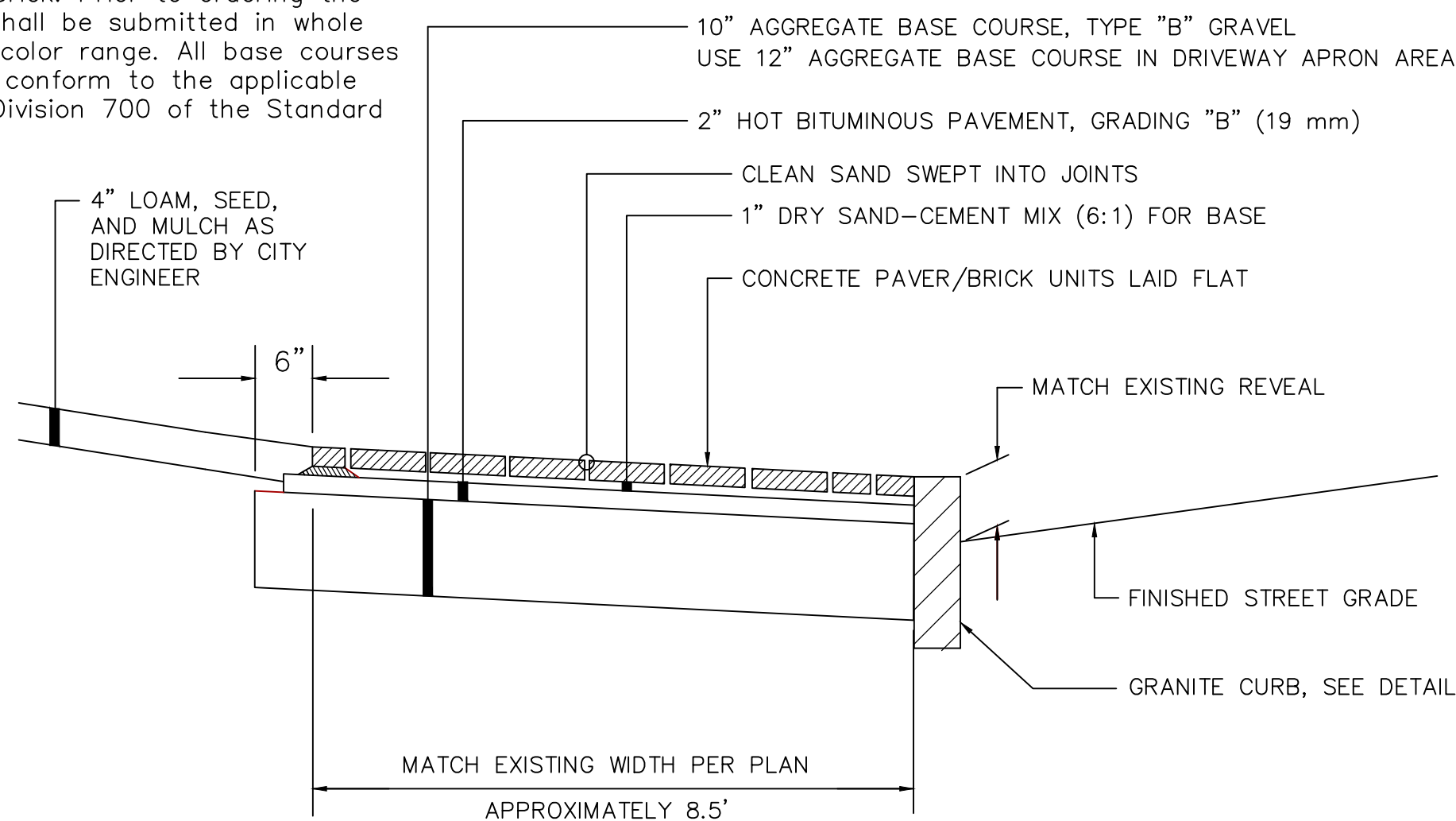


SUBGRADE TO BE BACKFILLED WITH COARSE SAND AFTER REMOVAL OF URBAN SOILS.

PERMEABLE PAVER DETAIL

NOT TO SCALE

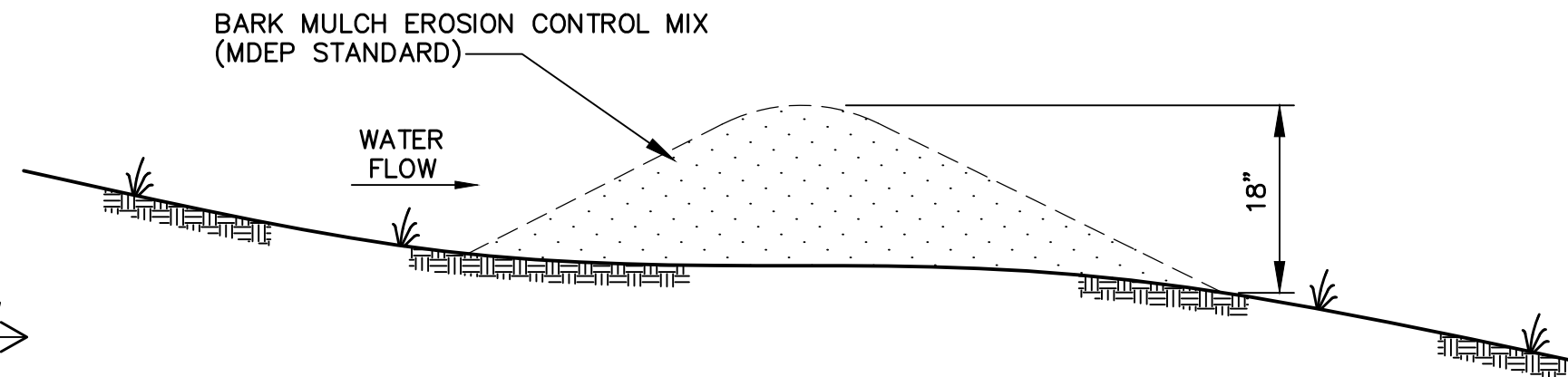
BRICKS SHALL BE:
Bricks shall be of standard size (2-1/4" x 4" x 8"). Bricks shall be Pine Hall Pathway Paver Brick as manufactured by Pine Hall Brick Co., Madison, North Carolina. Specification number: 4"x8"; LaChance item # 193623, Pine Hall Pathway Paver Brick. Prior to ordering the brick, samples shall be submitted in whole straps to show color range. All base courses and joints shall conform to the applicable subsections of Division 700 of the Standard Specifications



PERMITTING SET

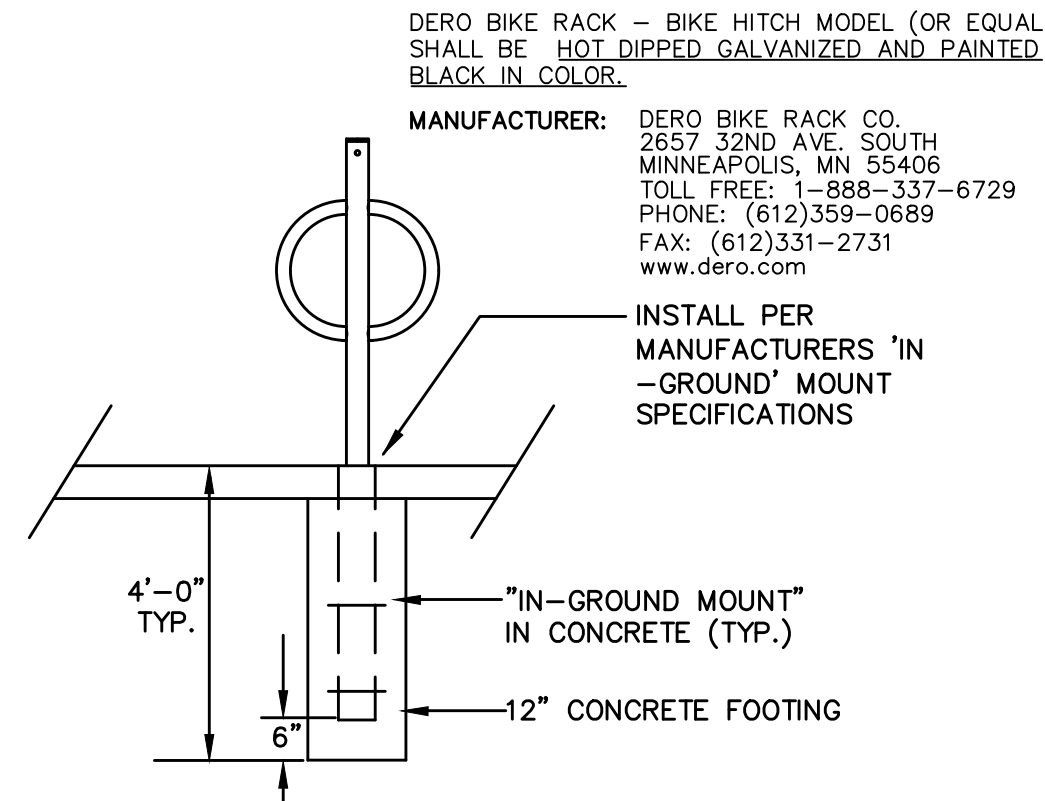
BRICK SIDEWALK WITH BITUMINOUS BASE

NOT TO SCALE



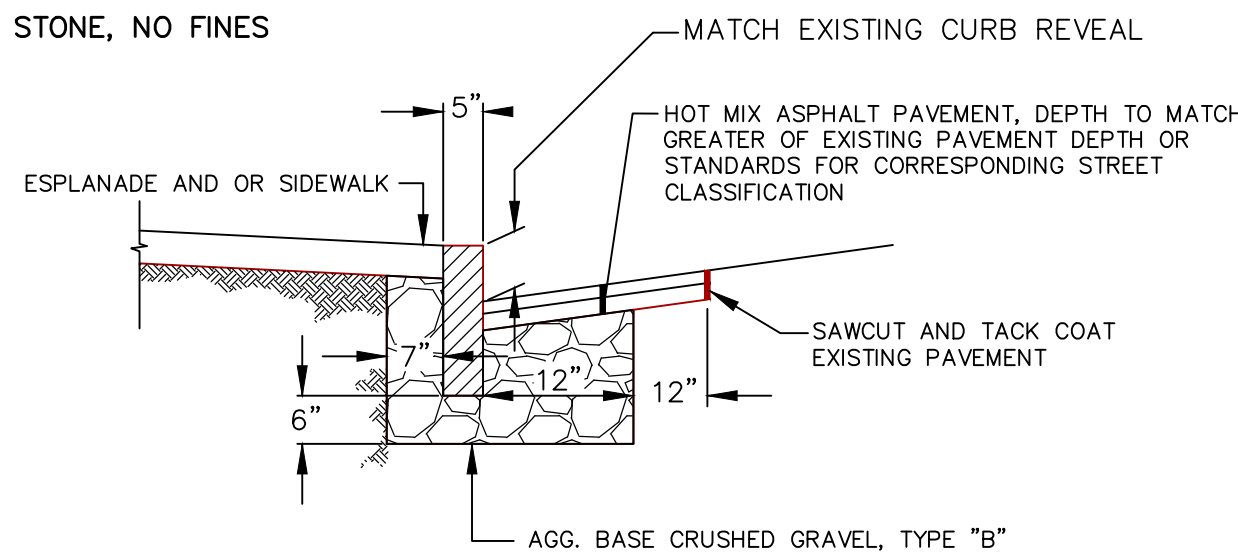
MULCH BERM DETAIL

NOT TO SCALE



BIKE RACK DETAIL

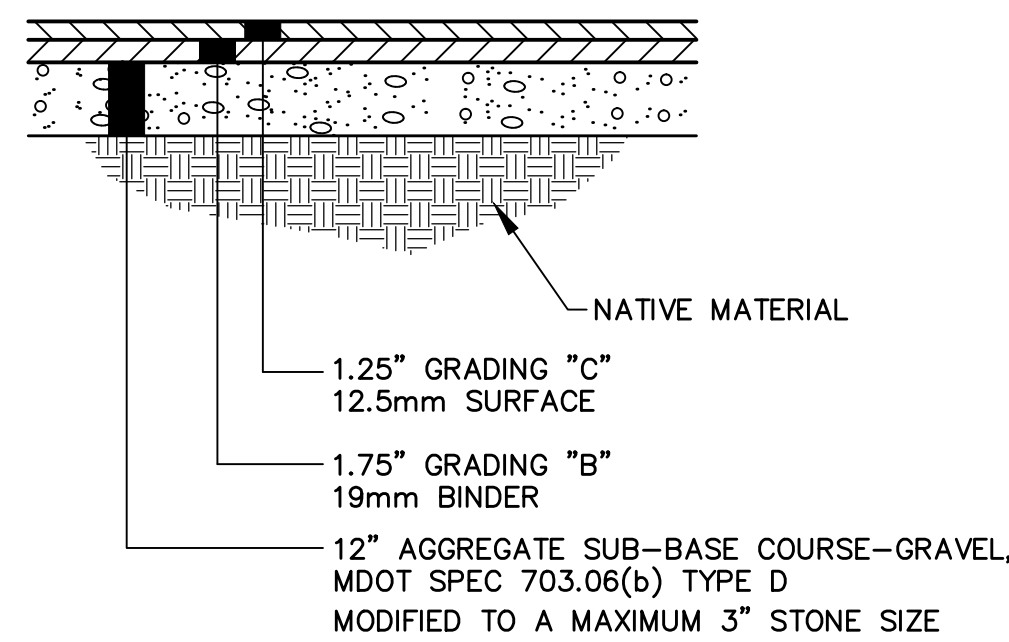
NOT TO SCALE



VERTICAL GRANITE CURB CROSS SECTION

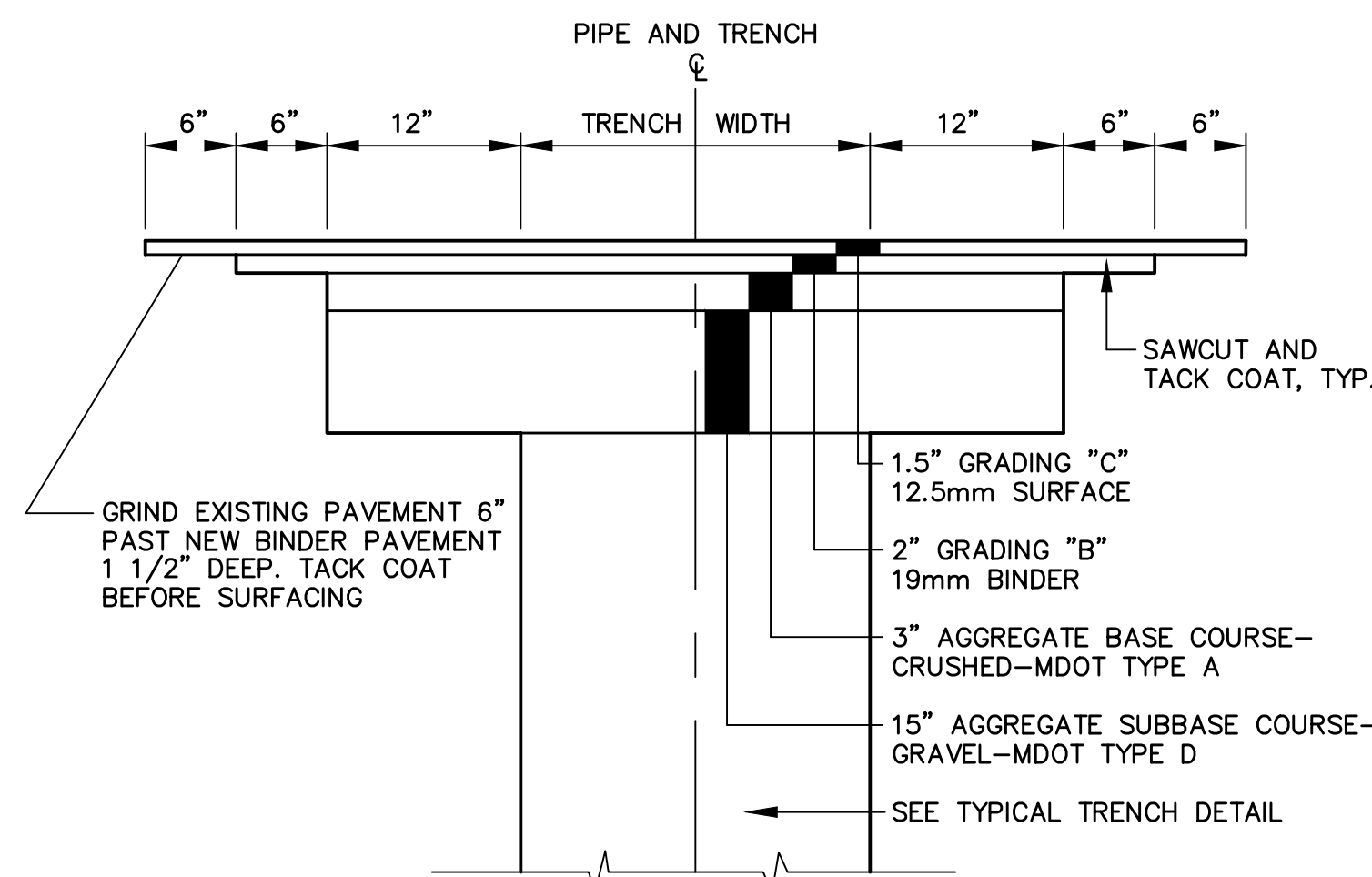
VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS

NOT TO SCALE



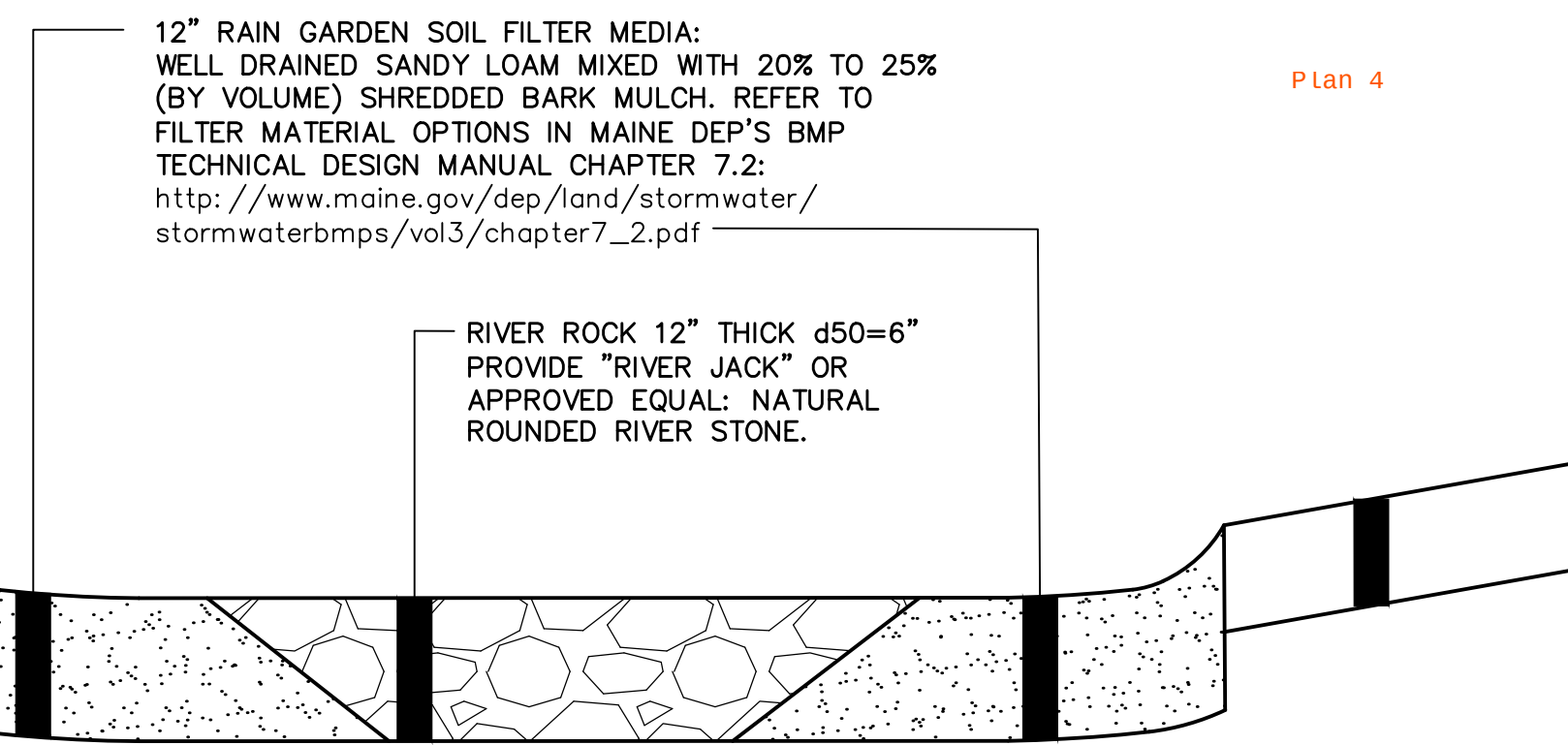
TYPICAL DRIVEWAY CONSTRUCTION OUTSIDE OF RIGHT OF WAY

NOT TO SCALE



TYPICAL TRENCH PAVING DETAIL

NOT TO SCALE

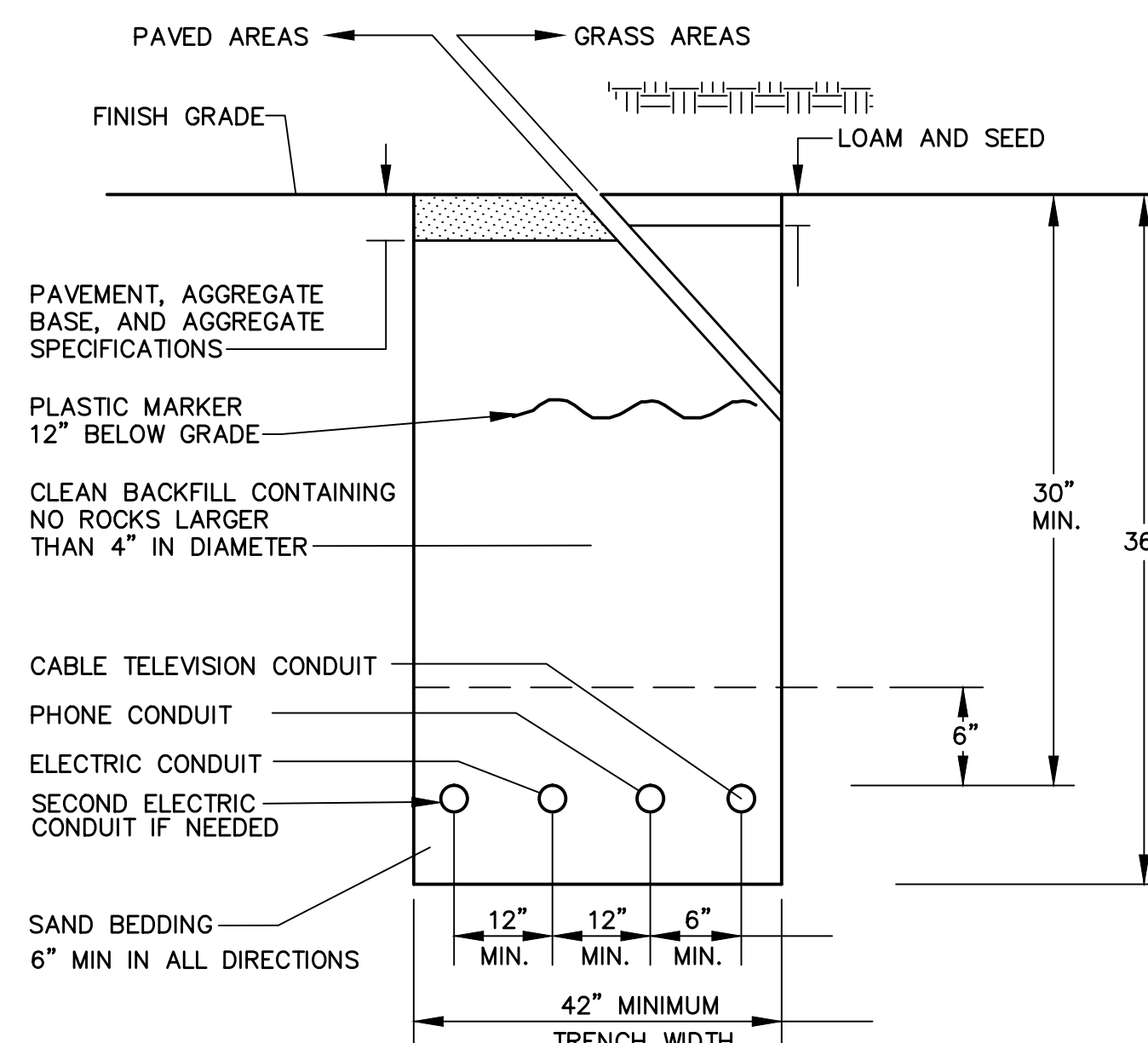


RAIN GARDEN AND GREEN SPACE NOTES:

1. GREEN SPACE OUTSIDE RAIN GARDEN AREAS TO RECEIVE 6" OF LOAM.
2. SEED RAIN GARDEN AND LOAMED AREAS WITH LOW-MOW/LOW-MAINTENANCE NATIVE GRASS SEED
3. SLOPE SOIL FILTER MEDIA INTO RIVER ROCK BED AS SHOWN IN ORDER TO MINIMIZE MIGRATION OF MEDIA INTO VOIDS BETWEEN STONES.

RAIN GARDEN DETAIL

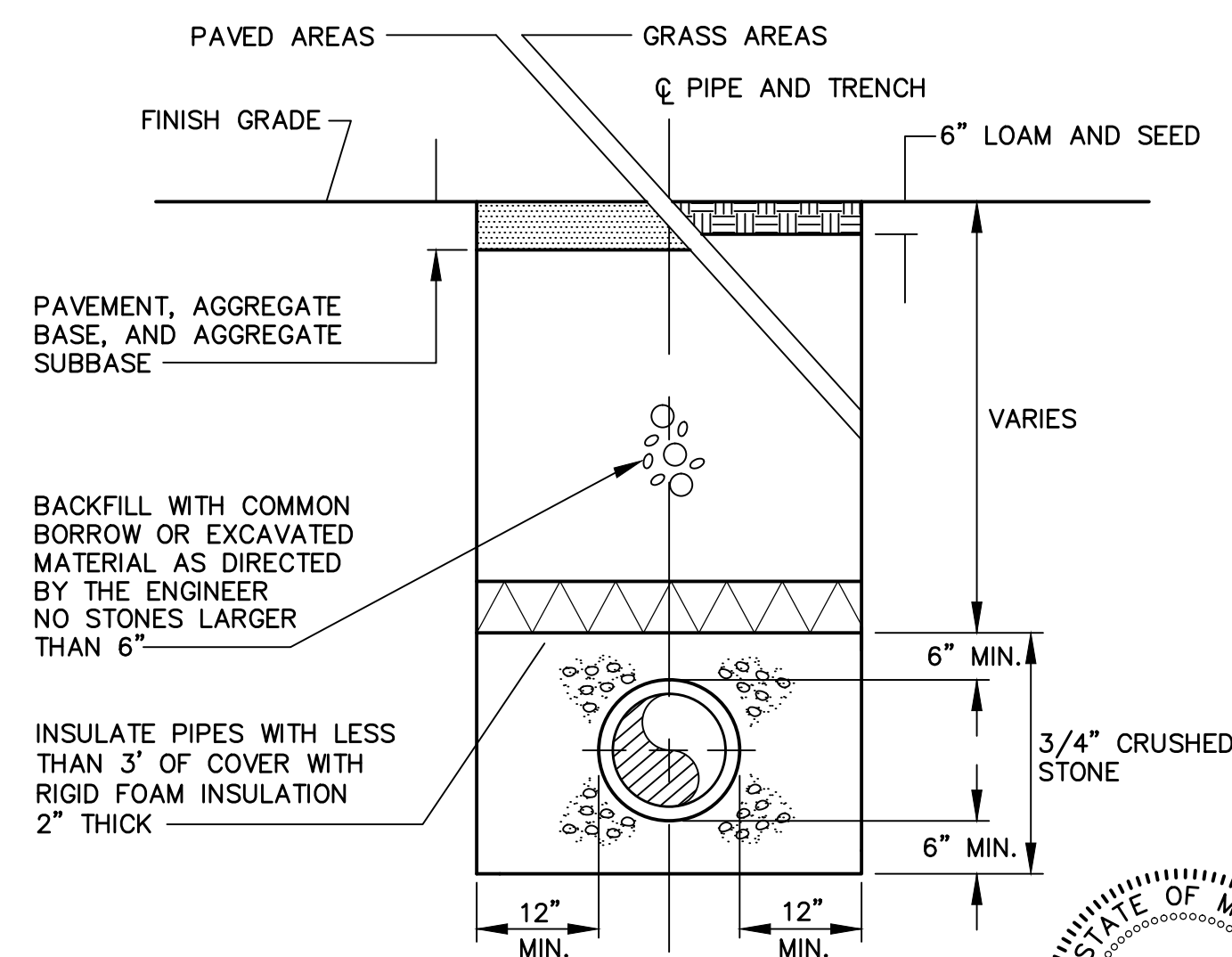
NOT TO SCALE



SEE ELECTRICAL PLANS FOR CONDUIT SIZES

UNDERGROUND UTILITY TRENCH DETAIL

NOT TO SCALE



TYPICAL TRENCH REPAIR DETAIL

NOT TO SCALE



Project

65 Munjoy Street
PORTLAND, MAINE

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30 Danforth Street, Suite 213
Portland, Maine 04101
207-272-8550

Random Orbit, Inc.

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Consultants:

bild

ARCHITECTURE

Architect
Bild Architecture
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207-408-0168

RANSOM

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pbla

peter burke landscape architecture

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Geotechnical Engineer

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Tel: (207) 518-1161

SUMMIT

GEOENGINEERING SERVICES
www.summitgeoeng.com

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WR

Wright-Ryan

CIVIL DETAILS

No.	Revision/Issue	Date
B	SITE PLAN PERMITTING	12/11/15
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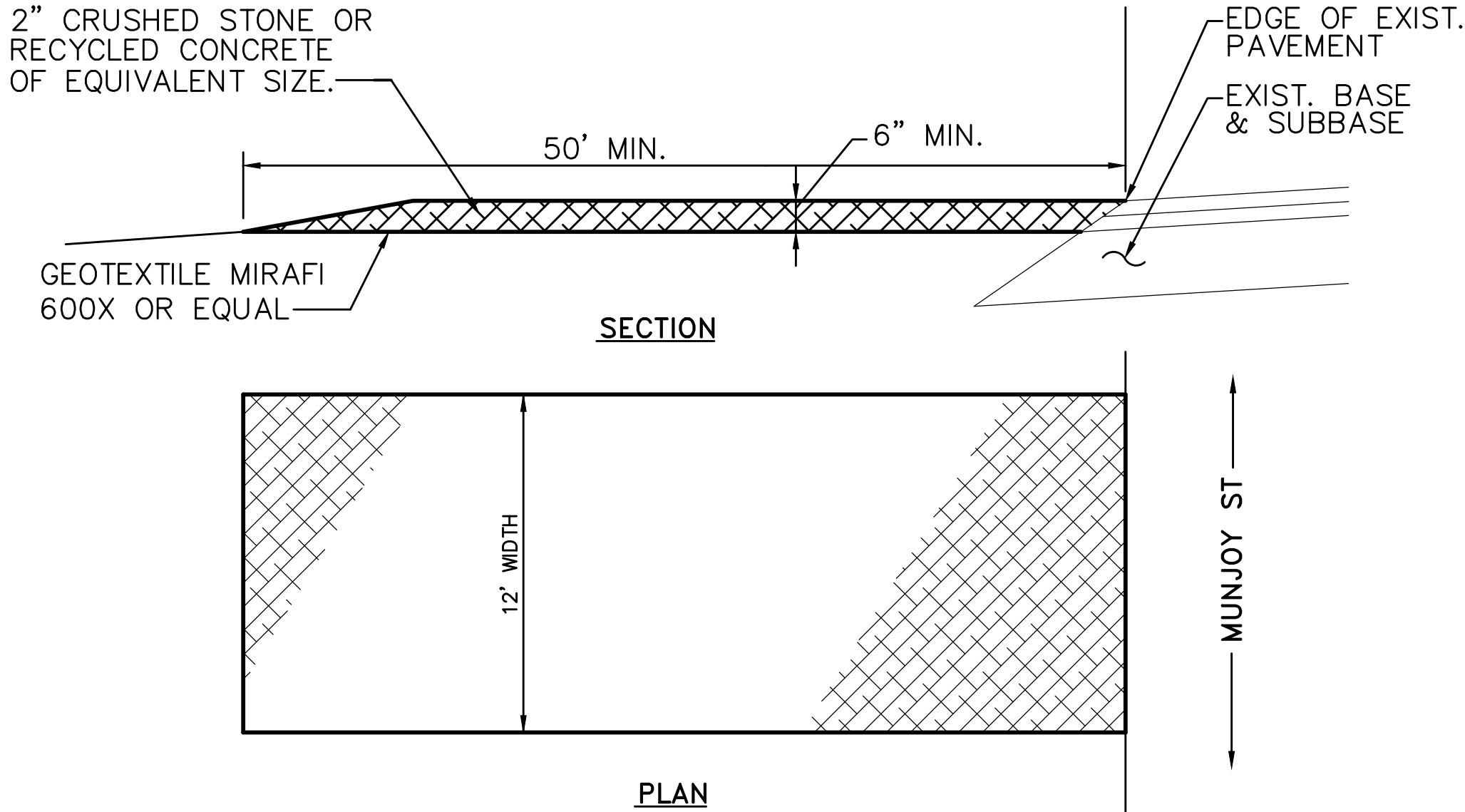
Design by: JIM
Checked by: SJB
Drawn by: JIM
Approved by: SJB

Project: 141.06157

Sheet No:

C3

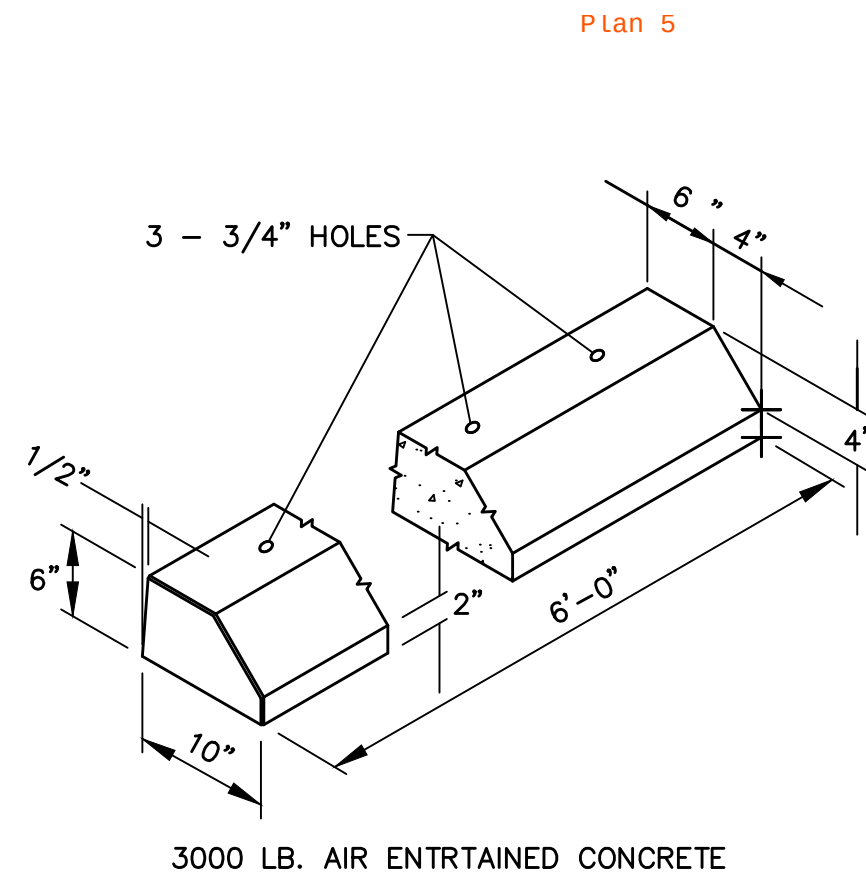
P:\2014\141.06157\04\Drawings\Working\Drawings\141.06157_C-1.dwg C-103 Dec 11, 2015- 3:28pm



- NOTES:
1. MAINTAIN ENTRANCE IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT OF WAY. IF WASHING IS REQUIRED PREVENT SEDIMENT FROM ENTERING WATERWAYS, DITCHES OR STORM DRAINS.
 2. REMOVE STABILIZED CONSTRUCTION ENTRANCE TO FINISH ROAD CONSTRUCTION & PAVEMENT.

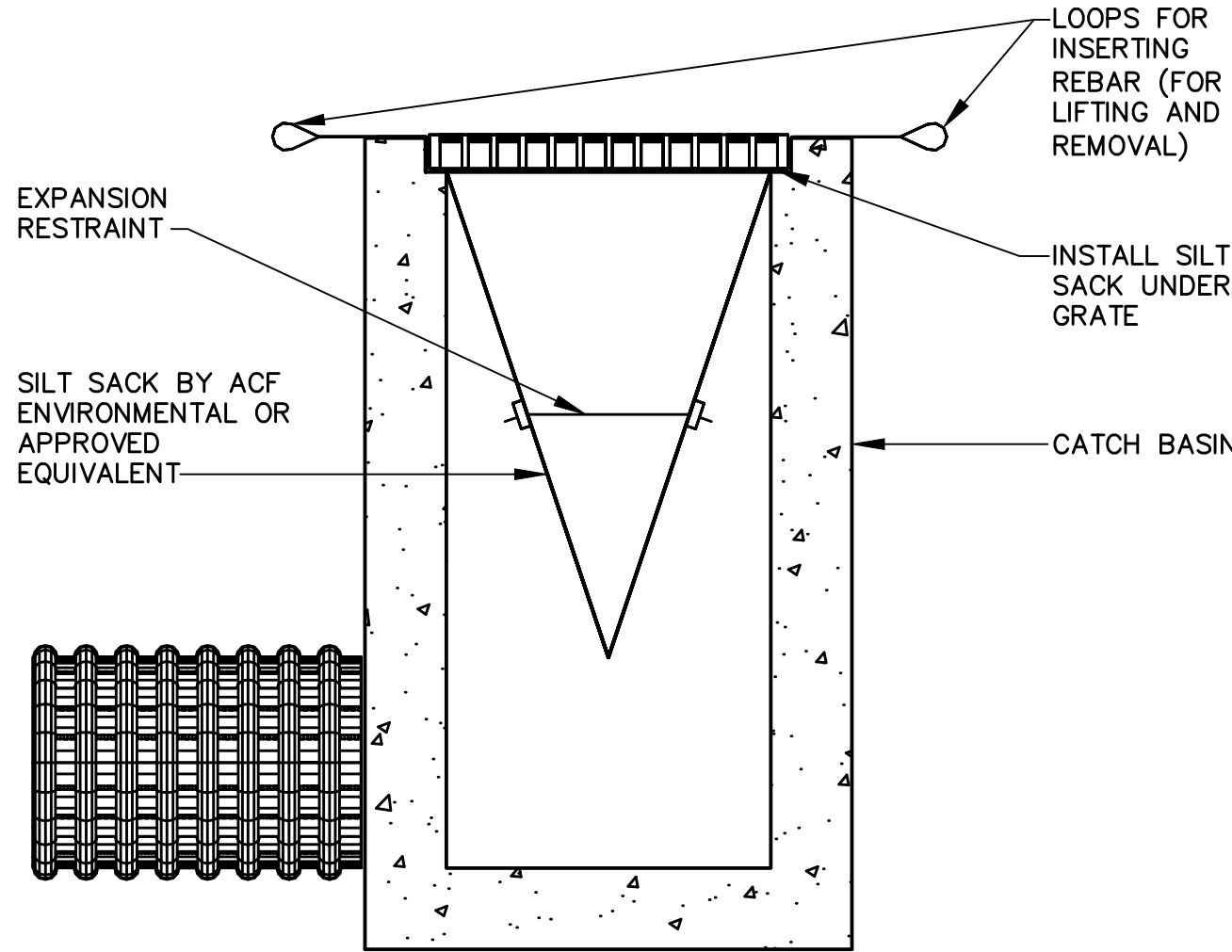
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



PRECAST CONC. WHEELSTOP

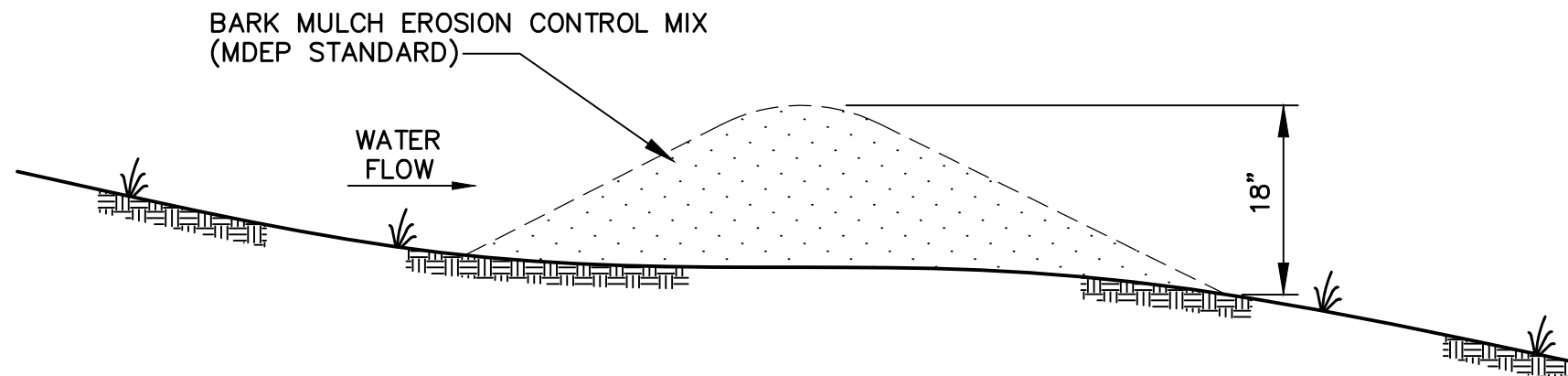
NOT TO SCALE



- NOTES:
1. INSTALL SILTSACK PER MANUFACTURER'S RECOMMENDATIONS.
 2. SILTSACKS SHALL BE CHECKED FOR SEDIMENT LEVEL AND OVERALL CONDITION IMMEDIATELY AFTER EVERY RAIN EVENT AND AT LEAST EVERY DAY DURING PROLONGED RAINFALL..
 3. SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO 1/2 THE DESIGN DEPTH OF THE SILTSACK. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT WILL NOT ERODE.
 4. SEDIMENT SHALL ONLY BE REMOVED BY REMOVING THE SILTSACKS FROM THE CATCH BASINS ACCORDING TO MANUFACTURER RECOMMENDATIONS.
 6. CARE SHALL BE TAKEN TO AVOID SPILLING SEDIMENT WHILE REMOVING THE SILTSACK.
 7. ANY DAMAGED SILTSACK SHALL BE REPLACED WITH A NEW SILTSACK.

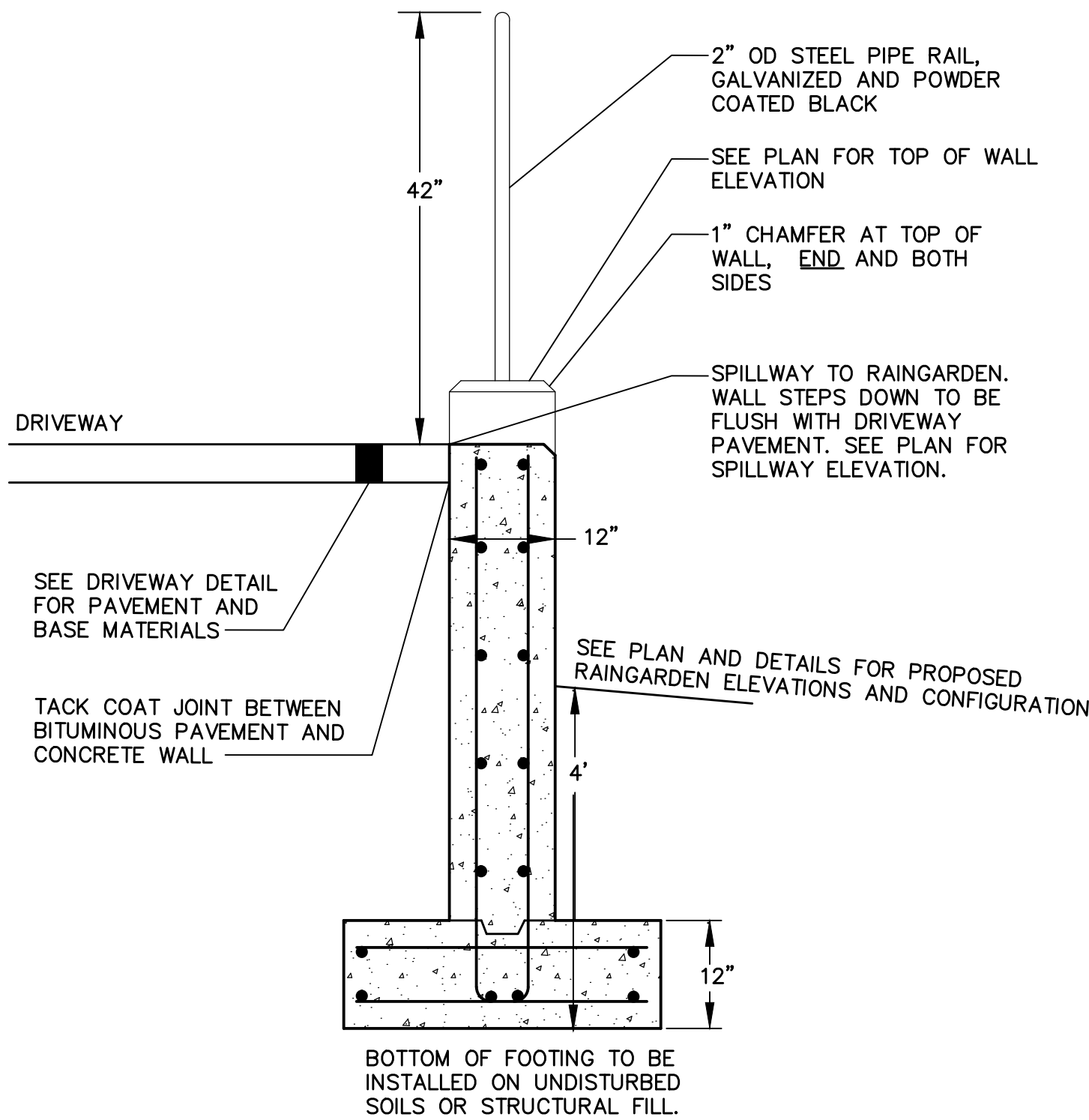
INLET PROTECTION - SILT SACK

NOT TO SCALE



MULCH BERM DETAIL

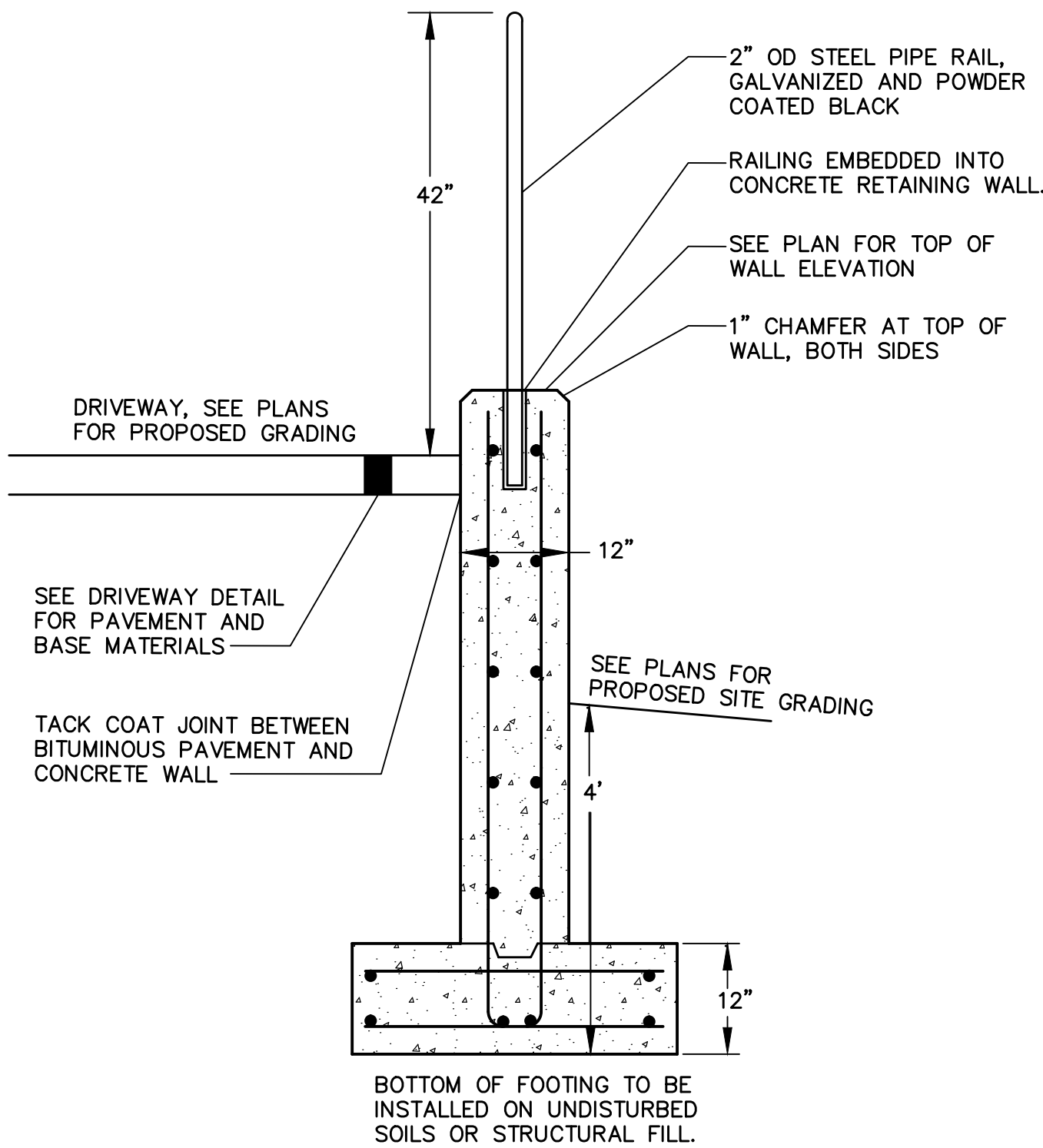
NOT TO SCALE



* DIMENSIONS AND CONFIGURATION OF RETAINING WALL TO BE FINALIZED DURING FINAL DESIGN.

RETAINING WALL DETAIL AT SPILLWAY TO RAIN GARDEN

NOT TO SCALE



* DIMENSIONS AND CONFIGURATION OF RETAINING WALL TO BE FINALIZED DURING FINAL DESIGN.

TYPICAL RETAINING WALL DETAIL

NOT TO SCALE

PERMITTING SET

Project:

65 Munjoy Street

65 MUNJOY STREET
PORTLAND, MAINE

Owner / Developer:

Adams Apple, LLC
30 Danforth Street, Suite 213
Portland, Maine 04101
207-272-8550

Random Orbit, Inc.
30 Danforth Street, Suite 213
Portland, Maine 04101
207-712-0954

Consultants:



Architect
Bild Architecture
30 Danforth Street, Suite 213
Portland, Maine 04101
207-408-0168



Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891



Landscape Architect
Peter Burke landscape Architecture
34 Brown Street
Westbrook, Maine 04092
207-632-7372

Surveyor
Owen Haskell, Inc.
390 Route One
Falmouth, Maine 04105
207-774-0424

Structural Engineer



Geotechnical Engineer



Construction Manager
Wright-Ryan Construction
10 Danforth Street
Portland, Maine 04101
207-773-3625



CIVIL DETAILS

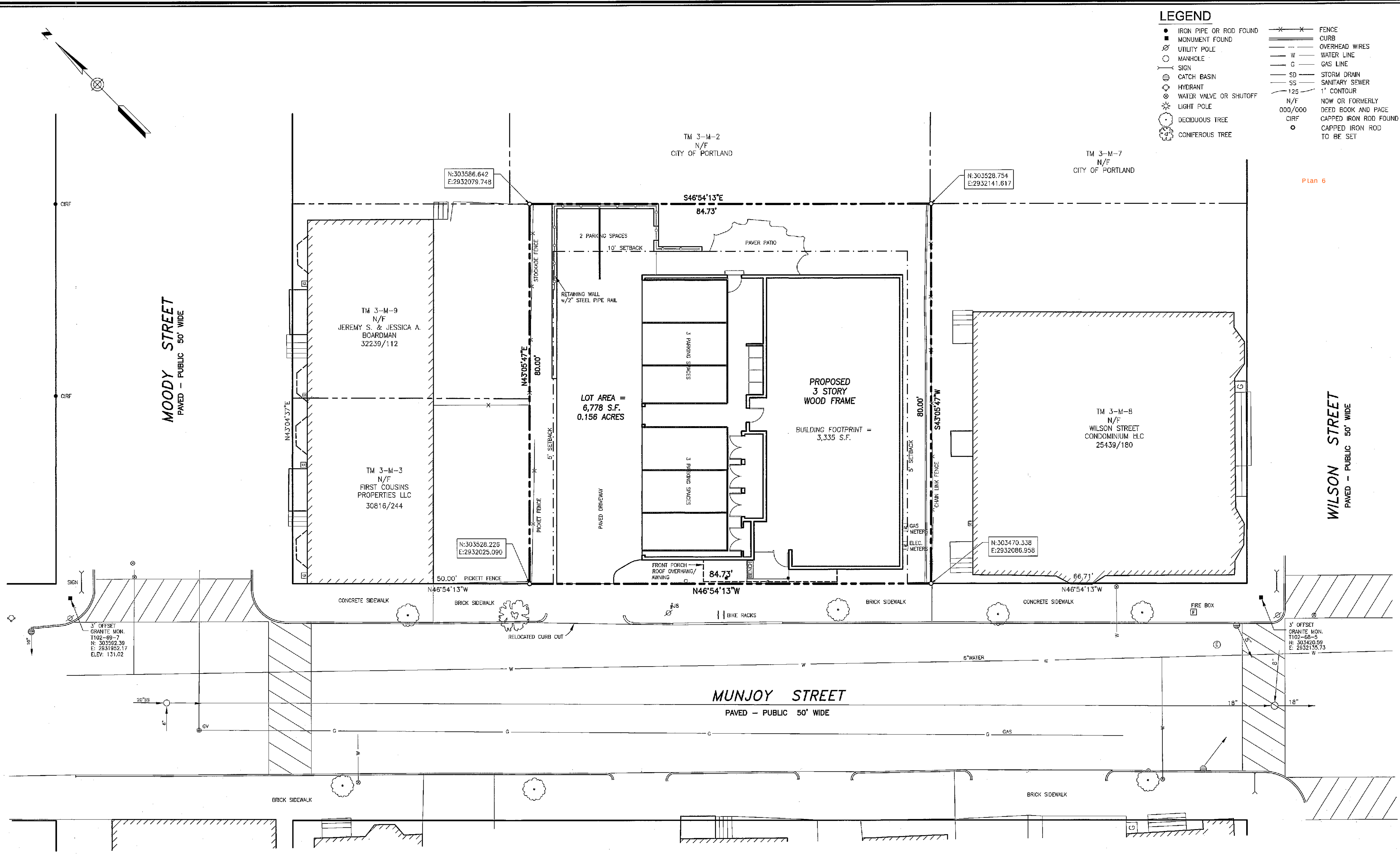
No.	Revision/Issue	Date
C	CITY COMMENT RESPONSE	1/27/16
B	SITE PLAN PERMITTING	12/11/15
A	PRE-APPLICATION MEETING	11/18/15

Design by:	Checked by:
JIM	SJB
Drawn by:	Approved by:
JIM	SJB

Project:	
141.06157	

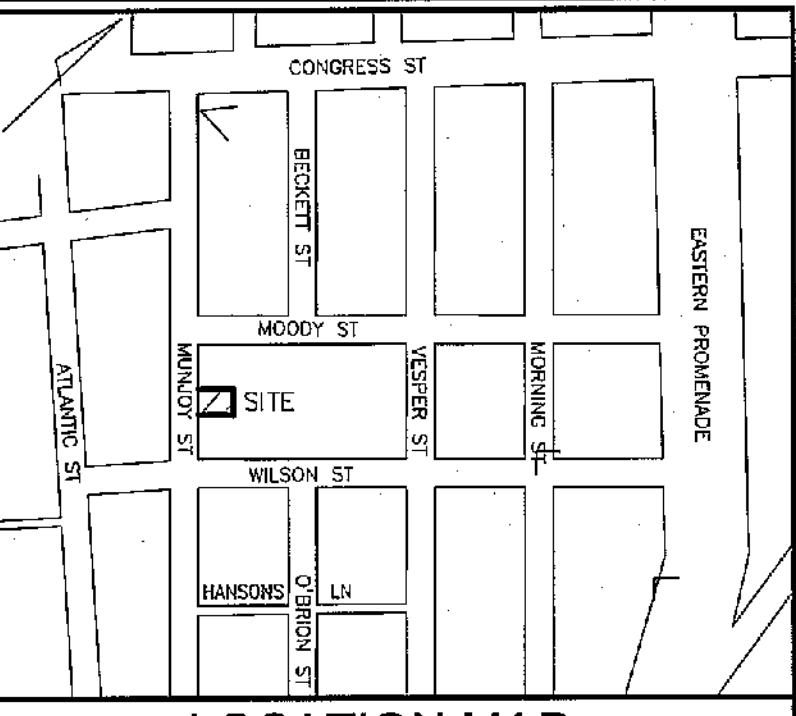
Sheet No:

C4



LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- MANHOLE
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- FENCE
- CURB
- OVERHEAD WIRES
- WATER LINE
- GAS LINE
- SD STORM DRAIN
- SS SANITARY SEWER
- 1" CONTOUR
- NOW OR FORMERLY DEED BOOK AND PAGE
- CAPPED IRON ROD FOUND
- CAPPED IRON ROD TO BE SET



ZONING

- R6 - RESIDENTIAL ZONE
- MINIMUM LOT SIZE: 2,000 S.F.
 - MINIMUM LOT AREA/DWELLING UNIT: 725 S.F.
 - STREET FRONTAGE: 20 FT.
 - MINIMUM FRONT YARD SETBACK: 5 FT., OR AVG. DEPTHS OF ADJACENT FRONT YARDS
 - MINIMUM REAR YARD SETBACK: 10 FT.
 - MINIMUM SIDE YARD SETBACK: 5 FT.
 - MAXIMUM LOT COVERAGE: 60%
 - MINIMUM LOT WIDTH: 20 FT.
 - MAXIMUM HEIGHT: 45 FT.
 - LANDSCAPED OPEN SPACE: 20%, NOT INCLUDING PARKING AREAS OR OTHER IMPERVIOUS SURFACES

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

GRAPHIC SCALE

0 5' 10' 20' 40'

APPROVED BY THE
CITY OF PORTLAND PLANNING BOARD

DATE _____

PLAN REFERENCES

- "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR CITY OF PORTLAND, PROPOSED NEW SCHOOL, BECKETT STREET, DEC. 19, 1956, H.I. & E.C. JORDAN-SURVEYORS."
- "BOUNDARY SURVEY 61-65 WILSON STREET, PORTLAND, MAINE MADE FOR MEREDITH TURNER AUGUST 13, 2007" BY OWEN HASKELL, INC.
- "TOPOGRAPHIC & PLANIMETRIC SURVEY ON MOODY ST., VESPER ST., WILSON ST. & MUNJOY ST., PORTLAND, MAINE MADE FOR WOODARD & CURRAN" JULY 21, 2010 BY OWEN HASKELL, INC.
- "PRELIMINARY SITE PLAN, MUNJOY STREET FLATS, 65 MUNJOY STREET, PORTLAND, MAINE" 11/18/15 BY RANSOM CONSULTING, INC.

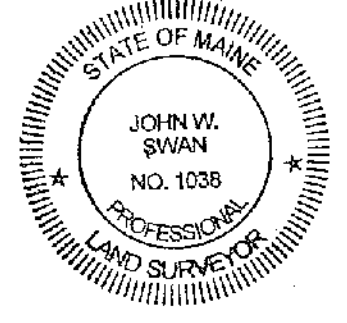
GENERAL NOTES

- OWNER OF RECORD: CITY OF PORTLAND, 389 CONGRESS STREET, PORTLAND, MAINE
- PREMISES SHOWN AS TAX MAP 3 BLOCK M LOT 5 ON CITY OF PORTLAND'S ASSESSORS MAP.
- BEARINGS ARE GRID NORTH BASED ON CITY MONUMENTS T102-69-7, T102-68-5.
- THE PROPOSED BUILDING WILL CONSIST OF 8 UNITS:
1ST FLOOR: 2 ONE BEDROOM, PARKING/MECHANICAL
2ND FLOOR: 1 ONE BEDROOM, 1 TWO BEDROOM, 1 THREE BEDROOM
3RD FLOOR: 1 ONE BEDROOM, 1 TWO BEDROOM, 1 THREE BEDROOM
PARKING SPACES PROVIDED: 8 SPACES

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES 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 BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

DATE 12/10/15
JOHN W. SWAN, PLS NO. 1038



RECORDING PLAT
65 MUNJOY STREET
65 MUNJOY STREET, PORTLAND, MAINE
MADE FOR
ANEW DEVELOPMENT
17 CHESTNUT STREET, PORTLAND, MAINE
OWNER OF RECORD: CITY OF PORTLAND

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
380 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 207-774-0424

Drawn By RS	Date DECEMBER 10, 2015	Job No. 2015-234P
Trace By JLW	Scale 1" = 10'	Drwg. No. 1RP
Check By JCS		
Book No. FILE		

Calculation Summary							
Label	Avg	Max	Min	Avg/Min	Max/Min	PtSpcLr	PtSpcTb
INTERIOR GARAGE	2.30	4.7	0.5	4.60	9.40	5	5
property line	0.02	0.6	0.0	N.A.	N.A.	5	N.A.
site	0.52	4.9	0.0	N.A.	N.A.	5	5

Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Symbol	Qty	Lum. Lumens	LLF	Lum. Watts	Description
W1		1	347	0.700	8.3	NS-LED-e23-WFL-12; AR-LED-TR-e
w2		5	568	0.900	11	CATALOG NO _ _ GL-6541-B-CC-R5-
B5R		1	5477	0.820	55.08	24NB-55-T5R-3k

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.



PRELIMINARY

TYPE W2



TYPE B5R



TYPE W1

PLAN VIEW

MUNJOY STREET
PORTLAND, ME
SITE LIGHTING LAYOUT

GENERATED FOR:
BILD ARCHITECTURE

SCALE: NOT TO SCALE
Pre-lim site .agi


SWANEY LIGHTING ASSOCIATES, INC.

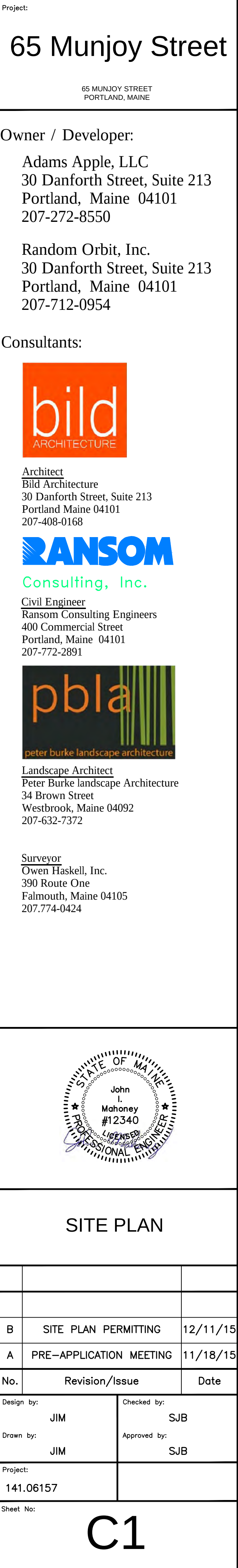
NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SWANEY LIGHTING ASSOCIATES. THIS DRAWING IS TO BE USED FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN AND IS NOT TO BE USED FOR ANY OTHER PROJECT OR SITE. ANY REUSE OF THIS DRAWING FOR ANY OTHER PROJECT OR SITE IS EXPRESSLY FORBIDDEN. THIS DRAWING IS NOT TO BE USED FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES. ANY REUSE OF THIS DRAWING FOR ANY OTHER PROJECT OR SITE IS EXPRESSLY FORBIDDEN. THIS DRAWING IS NOT TO BE USED FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES. ANY REUSE OF THIS DRAWING FOR ANY OTHER PROJECT OR SITE IS EXPRESSLY FORBIDDEN.

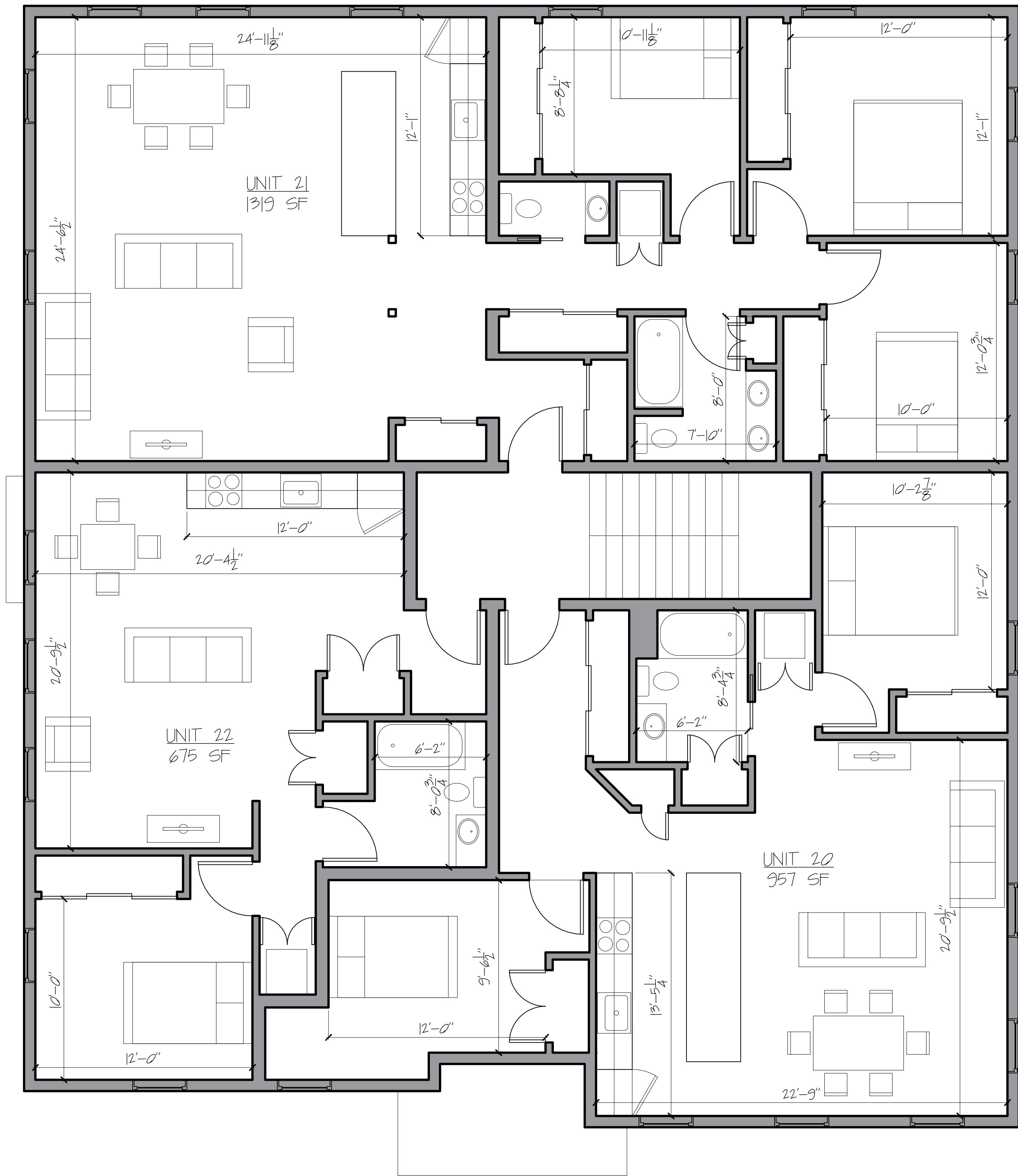
NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES TO ILLUMINATE THE SPACE AND/OR SITE. THE PERFORMANCE SHOWN IN THIS FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Date: 11/30/2015

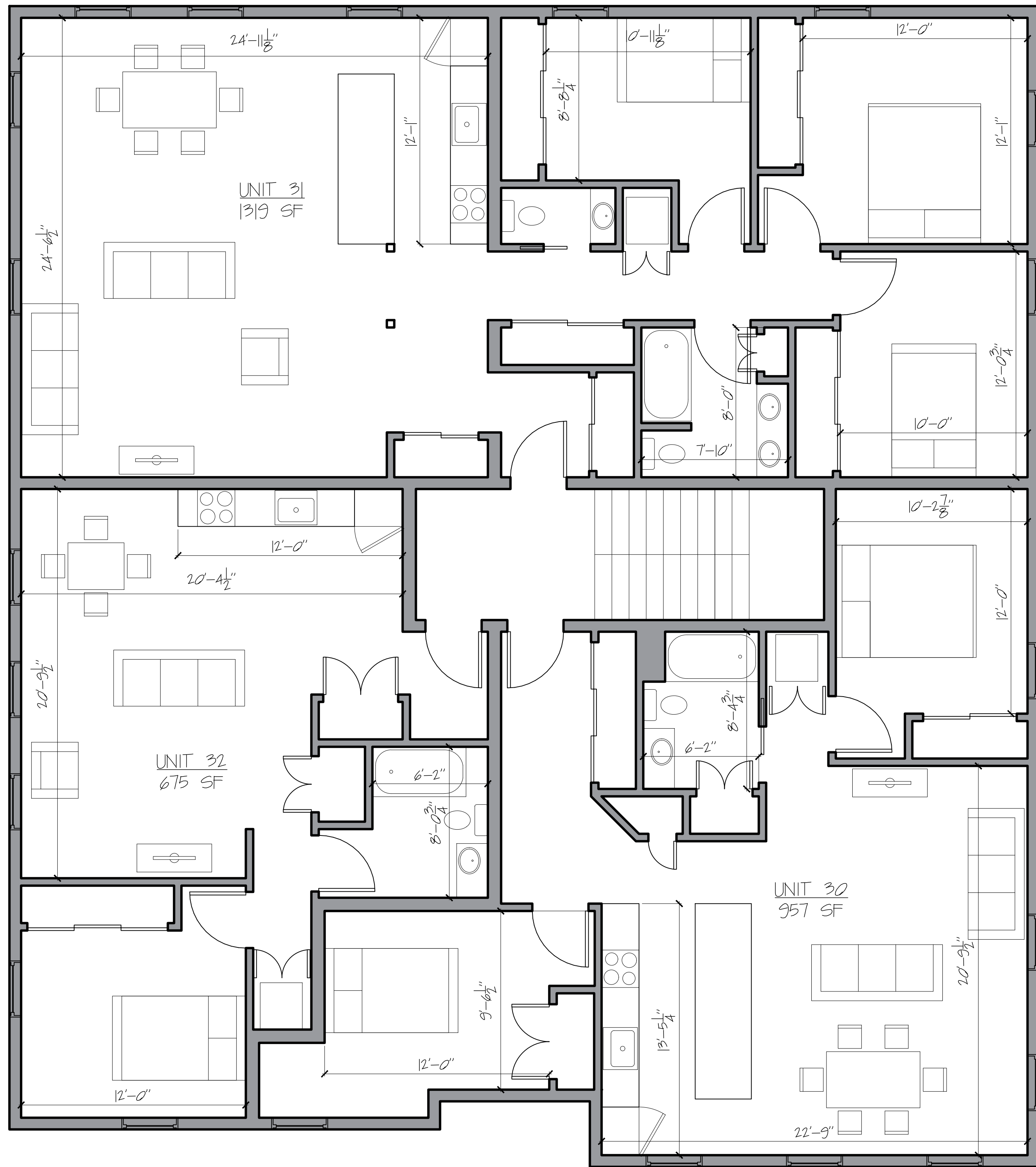
Page 1 of 1

GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com





10 SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"



10 THIRD FLOOR PLAN
SCALE: 1/4" = 1'-0"

Plan 11

ISSUE DATE
12/8/15
SHEET SCALE
1/4" = 1'-0"

DRAWN BY
EAC
SHEET TITLE

CONCEPT
DOCUMENTS
2ND & 3RD FLOOR

PROJECT NO.
14036
PROJECT NAME
65 MUNJOY STREET
ADAM'S APPLE LLC

Bild Architecture
PO Box 8235
Portland, ME
04104
207.408.0168
evan@bildarchitecture.com



1.1

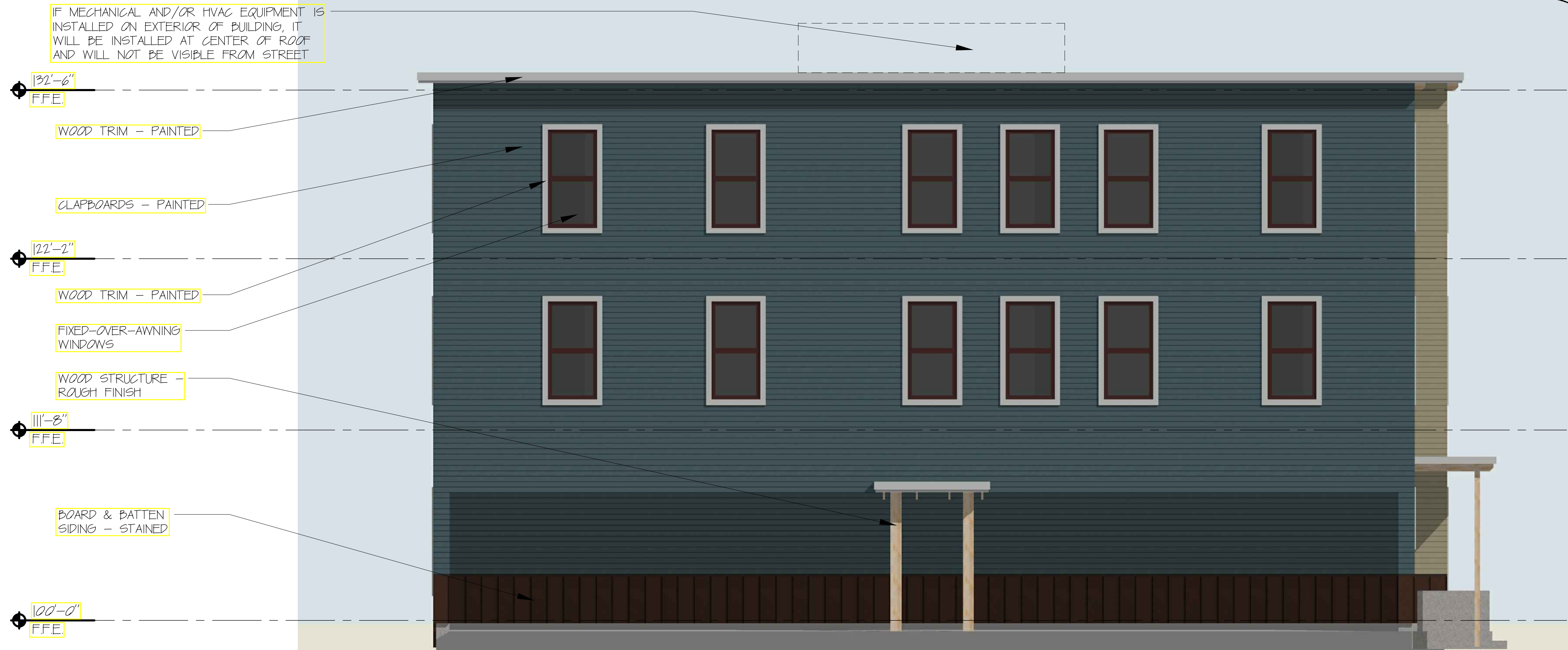
A



FRONT ELEVATION
0 4'-0" SCALE: 1/4" = 1'-0"



REAR ELEVATION
0 4'-0" SCALE: 1/4" = 1'-0"









VIEW FROM UPPER MUNJOY
0 X
SCALE: NTS

Bild Architecture
PO Box 8235
Portland, ME
04104
207.408.0168
evan@bildarchitecture.com



PROJECT NO.
14036
PROJECT NAME
65 MUNJOY STREET
ADAM'S APPLE LLC

REVISIONS	CONCEPT	
	DOCUMENTS	PERSPECTIVES
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-

ISSUE DATE
12/8/15
SHEET SCALE
NTS

DRAWN BY
EAC
SHEET TITLE

A
3.0



VIEW FROM LOWER MUNJOY
0 X SCALE: NTS

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VIEW FROM PLAYGROUND
0 1 2 3 4 5 X
SCALE: NTS

ISSUE DATE
12/8/15
SHEET SCALE
NTS

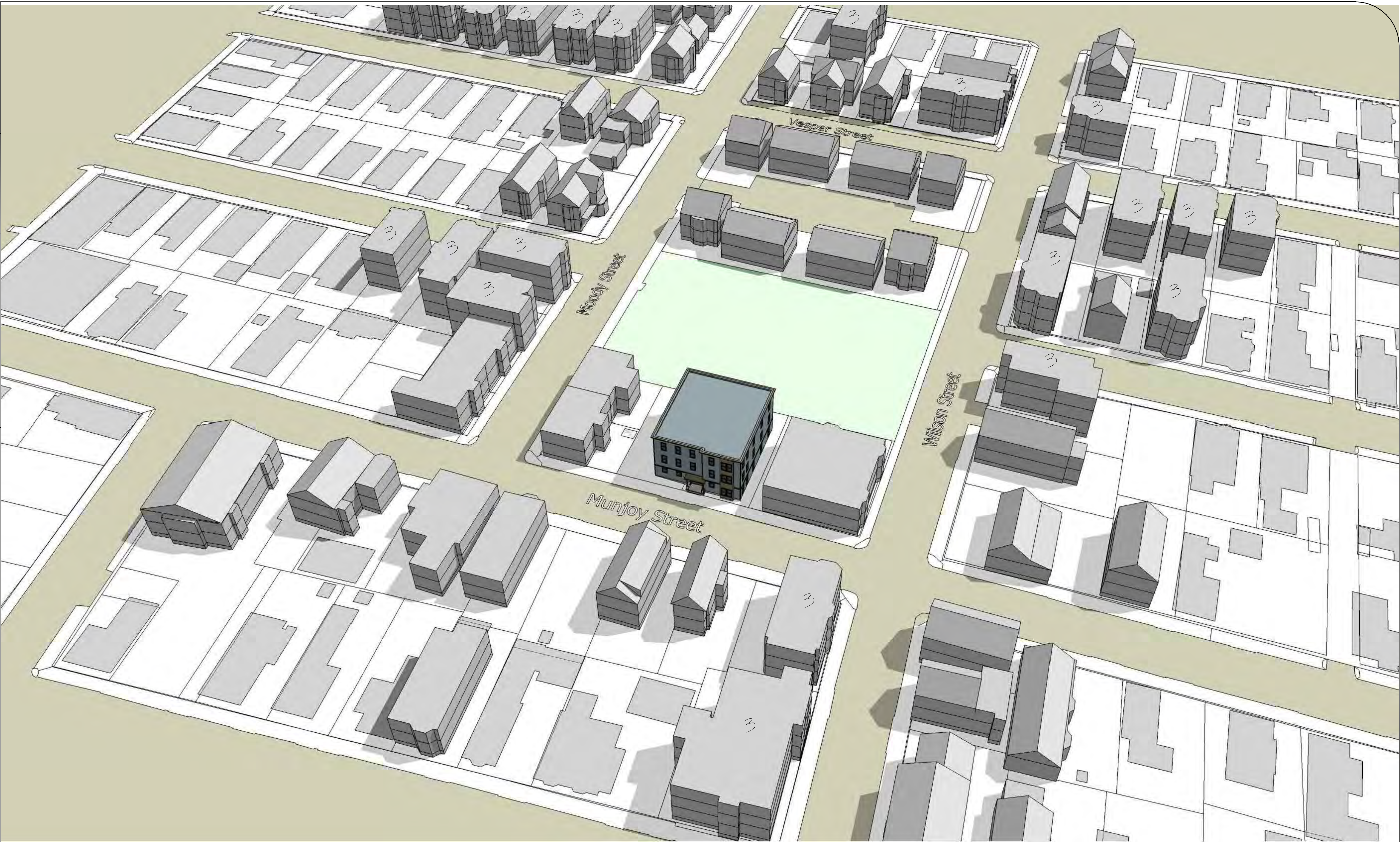
DRAWN BY
EAC
SHEET TITLE

CONCEPT DOCUMENTS
PERSPECTIVES

REVISIONS
1 -
2 -
3 -
4 -
5 -

PROJECT NO.
14036
PROJECT NAME
65 MUNJOY STREET
ADAM'S APPLE LLC

Bild Architecture
bild ARCHITECTURE
PO Box 8235
Portland, ME
04104
207.408.0168
evan@bildarchitecture.com



CONTEXT MODEL
0 1 2 3 4 5
SCALE: NTS

Bild Architecture
PO Box 8235
Portland, ME
04104
207.408.0168
evan@bildarchitecture.com



PROJECT NO.
14036
PROJECT NAME
65 MUNJOY STREET
ADAM'S APPLE LLC

REVISIONS	1	2/3/16
	2	-
	3	-
	4	-
	5	-

CONCEPT
DOCUMENTS
CONTEXT MODEL

ISSUE DATE
1/27/16
DRAWN BY
EAC
SHEET TITLE
CONTEXT MODEL
SHEET SCALE
NTS

A
3.1

From: Jeff Levine
To: Helen Donaldson
Date: 1/15/2016 3:09 PM
Subject: Fwd: 65 Munjoy St - City Design, Review Process

>>> Matt Thayer <mthayer777@gmail.com> 1/15/2016 3:06 PM >>>

Hi Jeff –

Just left you a voicemail. I'm hoping we can connect at some point about this proposed development at 65 Munjoy St. My wife and I own a property across the street, at 62 Munjoy, and I am the former co-chair of the City's Adams School Re-use Committee, so we have a vested interest in whether the project across the street is well designed, or is just tossed up to fill the available void in the streetscape, as well as some background in the public expectations about redevelopment of this site. We also have a concern because we'd like to see a great design for the benefit of park users, and the future owners of those units, and not just the neighbors who will be looking at it out their windows all day, or the folks using Munjoy St on a regular basis. And unfortunately, based on our own design sense, and based on conversations we've had with a couple local design professionals, and a national affordable housing design professional, we remain very concerned about the proposed design, the lack of articulation to break up the three-story mass, the lack of features that reference the surrounding vernacular (no bay windows, no porches...), the lack of human scale, the "sheer wall" that fronts the park, etc. We have been told by local design professionals speaking "off the record" that the building "lacks life" and "lacks soul," and on and on.

We have tried engaging the developer since last spring, but we have not yet received any substantive response to our concerns about their design, or sensed any eagerness or willingness on their part to make any improvements. Of course, you never know..., but after nine months of waiting..., and with what you said in that promo on Channel 13 the other day that the rush is now on to break ground soon, we're feeling that we have been cut out of the process, that the design might well be all but a fait accompli at this point.

So what is the best way for us to engage with the City at this point to try to improve the design? In a quick conversation with Peter Bass today he seemed to be saying they would be taking their design cues from city design professionals, working with you all on the final design, so I'm hoping for some clarification on how this process actually works, and on whether the City is actually driving design like it sounds like you might be in this case. Also, how do we as citizens and property owners plug into this semi-private design process? By the way, we are temporarily living out of state, so we can't come to meetings on short notice, which is why we started to reach out to the developer early last year, VERY early in the design process, in the hopes they would be responsive to public concerns.

Any and all thoughts appreciated at this point, because we are feeling like we have nothing to show yet for all of our efforts to engage with and collaborate with the developer over the past nine months. I should add that we even reached out to the city last spring, you may remember, but were told to work with the developer... and you know how that's gone so far.

Thanks so much.
 Matt and Margaret

--

Matt Thayer and Margaret Hazlett
 Owners, 62 Munjoy St.
 Matt: Co-Chair, City of Portland Adams School Re-use Committee
 mthayer777@gmail.com
 mobile 207-899-5772 (tel:207-899-5772)

-- Sent from my droid.

Maine Voices: Portland needs more affordable housing, but appearance matters, too

 www.pressherald.com/2016/01/20/maine-voices-portland-needs-more-affordable-housing-but-appearance-matters-too/

Recent columns in this paper have explored the importance of expanding Portland's stock of affordable housing, an initiative we wholeheartedly support.

An important issue left unaddressed, however, is that in the push to grow the stock of affordable housing in Portland, good design is not just important, but also essential, especially for "urban infill" affordable housing being worked into well-established city neighborhoods.



The Falcon/Border Street triple-decker pictured above is a modern but traditionally inspired urban infill affordable-housing complex in East Boston. Designed by The Narrow Gate affordable-housing design firm of Boston, it satisfies good design standards for affordable housing in that area and provides great design inspiration for the 65 Munjoy St. urban infill project. Photo courtesy of The Narrow Gate

ABOUT THE AUTHORS

Matt Thayer and his wife, **Margaret Hazlett**, own a home on Munjoy Hill in Portland. He was co-chair of the city's Adams School Reuse Committee and is a former executive vice president of Greater Portland Landmarks.

Search photos available for purchase: [Photo Store →](#)

Unfortunately, in the case of an affordable-housing project currently proposed for Munjoy Hill, on an old city-owned lot at 65 Munjoy St. at the former Adams School site, good design standards for affordable housing are not being followed.

And the weaknesses in design, compounded by the reluctance of some in the local design community to speak up about them, do not bode well for this individual “infill” development, or the long-term success of Portland’s push for well-designed, successful, vibrant infill affordable housing.

As noted in an article on affordable-housing design by Alan Mallach, a national expert in the field, and published in Shelterforce magazine in 2006: “Good design matters. It matters particularly with respect to affordable housing, which not only should embody social and community objectives that go well beyond the mere provision of shelter, but must also overcome the stigma of its association with the barren blocks ... of many public housing projects.”

He adds that “many have never given serious consideration” to design quality for affordable housing, thinking that it’s just “a frill or an elitist issue.”

Mallach offers more detail on good affordable-housing design standards in his 2009 book “A Decent Home: Planning, Building and Preserving Affordable Housing.”

He points out that good design in affordable housing is “best accomplished by making the housing fit into ... its neighborhood context and streetscape. Affordable housing, like most housing, is background architecture, forming a part of the neighborhood fabric rather than seeking to dominate it.”

So what’s wrong with the design of the proposed affordable-housing project at 65 Munjoy St.?

First, the proposed building is taller than adjacent properties, although as a three-story “triple-decker” design, it’s also not without precedent in the neighborhood.

A bigger issue is the width of the building, which at double the width of a normal triple-decker should either be two separate buildings, or should be more effectively designed so it appears as though it’s two buildings.

A building that is taller and much wider than others on its block will loom over the street and the adjacent Adams Park, unlike most other buildings in the neighborhood, which blend successfully into the streetscape and edges of the park.

The proposed design also fails to replicate or reference key design features seen in vernacular architecture around the neighborhood. For example, there is not a single double-decker or triple-decker in the neighborhood that doesn’t include a decent, fairly traditional front entry and stoop, and multiple bay windows in the front. Unfortunately, 65 Munjoy, as currently designed, has no such features.

The design has other substantial shortcomings, too – too numerous to mention here.

The goal of affordable-housing design, as noted in “A Decent Home” by Mallach, “is not to slavishly recreate the look of houses built ... 100 years ago, but to make the new housing fit in so that it seamlessly fills the holes in the neighborhood,” rather than “flaunting its incompatibility with the rest of the block.” Unfortunately, 65 Munjoy does not achieve this goal, and is incompatible with the rest of the block.

For those who are interested, a good source of design inspiration for urban infill affordable-housing projects is The Narrow Gate, a Boston-based affordable-housing design firm that follows the standards for good design (www.the-narrow-gate.com).

The reluctance of some in the local design community to address the problems with the 65 Munjoy design means it's imperative that organizations like Greater Portland Landmarks and Portland Trails address the design and the effect it will have on the streetscape and park, and advocate for a dramatically improved design, for the benefit of future residents at 65 Munjoy, as well as project neighbors and park users.

For Portland's affordable-housing initiative to be successful, and for these developments to thrive in the long run, urban infill affordable housing projects like 65 Munjoy need to be well-designed and attractive. City leaders should, therefore, make sure that this project is thoroughly redesigned in accordance with the standards of good design for urban infill affordable housing.

— Special to the Press Herald

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Were you interviewed for this story? If so, please fill out our [accuracy form](#).

[Send questions/comments to the editors.](#)



From: Matt Thayer <mthayer777@gmail.com>
To: Ethan Boxer-Macomber <ethan@anew-development.com>, Peter Bass <pbass@maine.rr.com>, Ethan Strimling <estrimling@portlandmaine.gov>, Belinda Ray <bsr@portlandmaine.gov>, Jeff Levine <JLEVINE@portlandmaine.gov>
CC: "Daniel T. Haley, Jr. CIC" <danielthaleyjr@gmail.com>, "Daniel T. Haley, Jr. CIC" <danielthaley@gmail.com>, Gary Marcisso <gmarcisso@yahoo.com>, Justina Marcisso <jmarcisso1@yahoo.com>, Eric Stark <eric.stark@maine.edu>, Margaret Hazlett <mhazlett@fandm.edu>
Date: 1/21/2016 6:17 PM
Subject: Quick Public Input - For Meeting - 65 Munjoy St

Hi all --

We submit these several comments in lieu of more detailed comments we would share if we were able to make tonight's meeting. We therefore may follow these up with more detailed comments concerning your proposed design in the coming week, or sooner, if you tell us that "sooner" is necessary in order for our additional comments to be reflected in the record, and to be helpful for public review and any possible public decision making.

Before turning to our comments, we ask that you please disregard a prior e-mail that appeared to include some comments from us, sent by accident, earlier this afternoon, as per my earlier note. It contained some notes I dictated into my phone the other day, but had not yet reviewed myself, or reviewed with my wife, or finalized in any way, so pls pay no attention to them, and please make sure they are not part of the public record. Thank you!

Our "quick" comments for tonight are as follows:

1. ***Public Process Concerns.*** We have many concerns about the "public" process re this project thus far, and esp. the lack of public process in the past nine or so months. The comments we have provided to (the city and) the developer over the last 9 months about the basic design direction of this project have not resulted in the opportunity for a robust dialogue about it, or about design alternatives to it that would be more in keeping with the recommendations of the Adams School Reuse Committee, and the RFP, good design guidelines for urban infill affordable housing, etc., so we hope that there is still an opportunity for real dialogue about your proposed design, & a real opportunity to consider alternative design directions, before you commit to a design. We are concerned, however, because it seems as though you have somehow over the last few months very much solidified your design direction and your detailed designs, without reaching back out to us to engage us as you said you would, and you are now about to go before the planning board to get your "green light" on your design, without any real back-and-forth with us or other members of the public about your design concept, so it's not clear the extent to which tonight's meeting represents an opportunity for real public input and a real consideration of options. In other words, we are hoping that this isn't just a formality to give your project the rubber stamp that it seems like you're looking for at this point, given that you have already submitted to the planning board.

2. ***Our Maine Voices Op Ed.*** I would like to ask that you incorporate our Maine Voices column that was in yesterday's ***Portland Press Herald*** into the meeting and public record, as we would have referenced the concerns in that column at the meeting tonight if we were there to speak for ourselves. The column was entitled: "Portland needs more affordable housing, but appearance matters, too: A project proposed on Munjoy Hill should be redesigned because it fails to blend in with the neighborhood." www.pressherald.com/2016/01/20/maine-voices-portland-needs-more-affordable-housing-but-appearance-matters-too <<http://www.pressherald.com/2016/01/20/maine-voices-portland-needs-more-affordable-housing-but-appearance-matters-too>>*

3. ***Maine Voices Photo.*** The on-line version of our Maine Voices column also includes a photo with caption that should be part of the public record.

4. ***Additional Photos of Projects that Provide Design Inspiration Consistent with Standards of Good Design for Urban Infill Affordable Housing.*** We would like to submit two photos for the public record, of multi-family affordable housing developments that provide better design

direction for this project than your mock-up; we will send them in another e-mail.

5. *Design Unresponsive to Prior Community Guidance. *We do not believe your design is consistent with the recommendations of the years-long initiative and community input process of the City of Portland Adams School Reuse Committee, the City RFP for this project, and other guidance documents that would suggest that the design should be more traditionally inspired, better articulated, etc., consistent with the relatively traditional or traditionally-inspired neighborhood surrounding 65 Munjoy St.

6. *Design Inconsistent with Good Design Standards for Urban Infill Affordable Housing. *Your design is not responsive to or consistent with good practice in urban infill affordable housing design as we discussed in our Maine Voices column. Pls refer to the column for more specifics.

7. *A Design "Fail:" Your Proposed Building Sits Too Low to Ground, Some First Floor Windows Too Small.* You appear to have done your design to first and foremost accommodate cars in the house. The unfortunate result of letting the "tail" of cars and parking wag the "dog" of designing for occupants is that the building sits very low to the ground for an urban neighborhood, as can be seen by reference to other buildings in the neighborhood. In fact, it sits at sidewalk level, rather than above sidewalk level like other buildings in the neighborhood, which is apparently now creating concerns by your design team about privacy issues for 1st floor occupants. As a result, you seem to be shrinking window size for the first floor units, which will be cutting down on daylight for those folks, and making the fenestration seem very weird and stand out for those viewing the building from the outside, while passing by on Munjoy St., etc. We believe this building sits too low to the ground, and with windows being shrunk to create a sense of privacy, represents an architectural design "fail." There must be another way to design this building that works better for the occupants and the neighborhood.

We will try to forward those couple photos, for the record, in a few minutes, or certainly this evening.

That's it for this quick round of public input. We would like the opportunity to submit more detailed feedback in the coming several days, in part because Margaret may want to supplement these comments. ** Pls let us know the best mechanism for providing those comments, and when those comments should be submitted in order to be considered during any public decision making process. **

I should add that we know of other stakeholders in this project who are unable to make tonight's meeting, and share our concerns, and urge you to give them an opportunity to submit comments for the public record as well.

By the way, you are free to share these comments, our Op Ed, and our photos with others at the meeting tonight.

Thanks so much.

Matt and Margaret

--

Matt Thayer and Margaret Hazlett
Owners, 62 Munjoy St.

Matt: Co-chair, former City of Portland Adams School Re-use Committee
339 Nevin St.
Lancaster, PA 17603
h 717-209-7007
m 207-899-5772

From: Jeff Levine
To: Helen Donaldson
Date: 1/22/2016 8:27 AM
Subject: Fwd: Re-start Design Process / Re: Quick Public Input - For Meeting - 65 Munjoy St

>>> Matt Thayer <mthayer777@gmail.com> 1/21/2016 7:19 PM >>>

Ethan and Peter –

By the way, at the risk of stating the obvious, I suppose we should offer an additional bullet point for this meeting and this round of public input...

We believe, for all of the previously stated reasons, both in today's e-mails and in our recent opinion piece in the Portland Press Herald, that you should re-start the design process and aim for a much more traditional design for this site, and perhaps using a design firm with deeper experience in designing affordable housing for urban infill settings in well-established neighborhoods such as that surrounding the old Adams School site.

This is the point we have been working so hard to convey to you for the last nine months, and that we thought we would have the opportunity to discuss with you EARLY in your design process, rather than after you submitted to the planning board. That's why we have been checking in with you at least every month for the last nine months awaiting that promised "early" opportunity. Pls add this additional comment to the record.

We look forward to hearing back from you. Thanks so much.

Matt

On Thu, Jan 21, 2016 at 6:16 PM, Matt Thayer <mthayer777@gmail.com> wrote:

We should clarify that these comments are being submitted "to" Ethan Boxer-Macomber and Peter Bass, as the developers, and sent with a cc to those from the City on this e-mail in case they are the ones who actually get them into the public record, and being sent with a cc to some of the other folks I know that are interested stakeholders in this project and process.

Thanks so much.

Matt and Margaret

From: Matt Thayer <mthayer777@gmail.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
CC: Margaret Hazlett <mhazlett@fandm.edu>
Date: 2/2/2016 3:19 PM
Subject: Fwd: Photos of Design Alternatives -- 65 Munjoy St -- "Quick" Public Input 2

Nell --

Pls review the below and attached, and *add these photos and e-mail to the public input record for the planning board*. We believe either of the first two attached photos provide much better design direction for #65 than the stripped down big box look the developer is going for, and aiming for despite the long record of public input geared toward either a better, more traditional design (Re-use Committee; Bluestone), or a better, more modern design but with traditional references (Avesta I).

We need to do more than just hang a few bay windows on the stripped down big box; that's only putting "lipstick on the..." swine, as they say (sorry to be so relatively blunt, but none of the developers of this project has shown any ability to pick up on the normal subtleties in communication). The building should be totally re-designed by an architect with extensive experience in urban infill affordable housing, and with reference to the lengthy public record on this project prior to 2015. These photos get at one possible design direction... more traditional... and Avesta's first submission from several years ago gets at another possible design direction, somewhat more modern but with many references to traditional Munjoy Hill vernacular. Either design direction or concept would be MUCH more consistent with the RFP and the Re-Use Committee's recommendations as adopted by City Council than is the stripped down big box (even with a couple decorations hung on it).

Thanks so much.

Matt

Matt Thayer and Margaret Hazlett
 Owners, 62 Munjoy St.

Matt: Co-Chair, former City of Portland Adams School Re-use Committee

339 Nevin St.
 Lancaster, PA 17603
 h 717-209-7007 <file://localhost/tel/717-209-7007>
 m 207-899-5772 <file://localhost/tel/207-899-5772>

----- Forwarded message -----

From: Matt Thayer <mthayer777@gmail.com>
 Date: Thu, Jan 21, 2016 at 6:54 PM
 Subject: Photos of Design Alternatives -- 65 Munjoy St -- "Quick" Public Input 2
 To: Ethan Boxer-Macomber <ethan@anew-development.com>, Peter Bass <pbass@maine.rr.com>
 Cc: Ethan Strimling <estrimling@portlandmaine.gov>, Belinda Ray <bsr@portlandmaine.gov>, Jeff Levine <JLEVINE@portlandmaine.gov>, "Daniel T. Haley, Jr. CIC" <danielthaleyjr@gmail.com>, "Daniel T. Haley, Jr. CIC" <danielthaley@gmail.com>, Eric Stark <eric.stark@maine.edu>, Gary Marcisso <gmarcisso@yahoo.com>, Justina Marcisso <jmarcisso1@yahoo.com>, Margaret Hazlett <mhazlett@fandm.edu>

Hi Ethan and Peter / All --

As promised in our earlier note, we submit the attached couple of photos of urban infill affordable housing projects developed in the Boston area using good design standards for urban infill affordable housing and that are appropriate as design inspiration for well established and traditional neighborhood settings. One was attached to the online version of our Op Ed, in case you saw that; the other is for sure new to you. The source of

both photos is The Narrow Gate affordable housing architecture firm. I believe there is in fact a third photo attached of another new affordable housing development, but it appears to us to be too suburban in nature to provide decent design inspiration for this project.

We encourage you to consider a more traditionally-inspired design, such as the first and second photos, and other traditionally-inspired designs like these, as something like these would be a better fit for the 65 Munjoy St block and neighborhood, and would be more consistent with various types of guidance that was supposed to have influenced project design.

By the way, the photo of the new yellow-beige house or project -- might be the first photo -- is interesting in that it appears to be a very deliberate attempt to create a new three-story urban infill affordable housing complex that looks like it was once a two-story apartment house or condo project; you'll note that the 3rd floor appears very much like an addition to an old two-story house. Given that two two-story buildings "sandwich" 65 Munjoy St, one to the north, one to the south, this design technique is worth keeping in mind. Anything like this at #65 might need to be a bit wider, but the basic concept of the 3rd floor "addition" to break up the three-story mass is worth considering for the 65 Munjoy site.

The guys at The Narrow Gate clearly have years of experience specifically in urban infill affordable housing design that is relevant for sites such as 65 Munjoy and neighborhoods such as that around the old Adams School.

Please add these photos and this note to the public record of this meeting.

And please let us know if you have any questions.

Thanks so much.

Matt and Margaret

--

Matt Thayer and Margaret Hazlett
Owners, 62 Munjoy St.
m 207-899-5772

--

Matt Thayer
339 Nevin St.
Lancaster, PA 17603
h 717-209-7007
m 207-899-5772







From: Matt Thayer <mthayer777@gmail.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
CC: Jeff Levine <JLEVINE@portlandmaine.gov>, Margaret Hazlett <mhazlett@fandm.edu>
Date: 2/3/2016 1:47 PM
Subject: Fwd: Sample - Recent Infill
Attachments: IMG_20150430_114447221_HDR.jpg

Nell --

As promised, I'm forwarding a photo of the Scott Teas design done for a site on Sheridan Street a few years back, and that I sent to Ethan at Adams Apple LAST SPRING (see the date on my first e-mail below, it was MAY 7!!). We thought and still think this project could provide great design inspiration for 65 Munjoy, if you stripped the glass penthouse off the top and kept it at three stories.

Anyway, I followed-up this May 7 e-mail/photo to Ethan with a phone call, so I gave him all the context about the purpose of the photo, and our desire to engage them in a discussion of a design concept more in keeping with the RFP and Adams Re-use Committee recommendations. He even referenced the photo in a Sept e-mail in which he said to be patient, because no progress was being made on the design yet, and he'd be in touch as soon as they re-engaged with the architect. And of course, as you know, he never reached back out to us, despite our attempts to follow up. Next we knew, they'd finished their end-run around a real public process and were already at the planning board. Wow!

This whole experience -- 10 years of leading and participating in a City-sponsored public visioning process, only to see the neighborhood's design recommendations ignored at the very end, including by the City! -- is not making us happy campers!

Pls add this e-mail chain and photo to the public record and materials for the Planning Board.

Thanks.

Matt

Matt Thayer and Margaret Hazlett
 Owners, 62 Munjoy St.

Matt: Co-Chair, former City of Portland Adams School Re-use Committee

m 207-899-5772 <file://localhost/tel/207-899-5772>

----- Forwarded message -----

From: Matt Thayer <mthayer777@gmail.com>
 Date: Tue, Jan 12, 2016 at 5:06 PM
 Subject: Fwd: Sample - Recent Infill
 To: Ethan Boxer-Macomber <ethan@anew-development.com>, pbass@maine.rr.com, cbayrea1@maine.rr.com
 Cc: Margaret Hazlett <mhazlett@fandm.edu>

Hi Ethan, Peter and Rita --

As promised in my earlier note, and as shared with Ethan over the summer, I am forwarding a photo of a nearby quality urban infill project for your consideration. As I discussed with Ethan, a three-story version of the attached building, if built with quality materials, would be a much better fit for #65 Munjoy than your current design. While we are not architects, the articulation of this Scott Teas design appears strong, it's a nice blend of traditional inspiration with modern touches, it relates well to the street, it looks like it's built with quality materials... So we are hoping your current renderings are still very early stage.

We look forward to hearing back about the questions in our earlier note, and your thoughts on whether you can take some design inspiration from the

attached Scott Teas project.

Thanks so much.

Matt and Margaret

--

Matt Thayer and Margaret Hazlett
Owners, 62 Munjoy St.
m 207-899-5772

----- Forwarded message -----

From: Matt Thayer <mthayer777@gmail.com>
Date: Thu, May 7, 2015 at 2:05 PM
Subject: Sample - Recent Infill
To: Ethan Boxer-Macomber <ethan@anew-development.com>

--

Matt Thayer
m 207-899-5772

--

Matt Thayer
339 Nevin St.
Lancaster, PA 17603
h 717-209-7007
m 207-899-5772



From: Justina Marcisso <jmarcisso1@yahoo.com>
To: "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>
CC: Matt Thayer <mthayer777@gmail.com>, Gary Marcisso <gmarcisso@yahoo.com>, Margaret Hazlett <mhazlett@fandm.edu>, "lindholm@maine.edu" <lindholm@maine.edu>
Date: 2/3/2016 11:34 AM
Subject: 65 Munjoy Street

Good morning, I'm writing to you as a concerned home owner of Munjoy Hill, specifically the neighborhood surrounding the proposed 65 Munjoy Street project. I'm co-owner of 3 buildings on Vesper street, across from the phase 1 Adams Reuse project. Not only do I own property, I'm 3rd generation to that neighborhood with families growing up on the corner of Munjoy and Monument, Vesper and Moody, and Wilson street to name a few. It feels like only yesterday we were going before city hall strongly voicing our concerns about the intentions for the Adams School reuse project. During which time, we gathered a committee of new and old "hill" blood to stand as a platform for our neighbors with the attempt to preserve the dignity of our little peninsula.

It's safe to say we were pacified by phase 1, ascetically speaking. It has NOT impacted parking as we had been concerned about, however, the construction process was horrendous to say the least, the contaminants alone that were airborne over that year span was an issue that were visible to the naked eye. I can only imagine what we were breathing in.

The playground was a big save, we were all happy (especially my toddler at the time) to see that stay, however the mound of "roped off new grass seed" in the phase 2 lot was always in the back of our heads..."let's plant grass on a landfill" as a solution to remediation is absurd, not to mention contradicting to the "plan".

That all aside, we as a community know that the highest bidder wins over popular demand of the locals, however, it needs to be said, aired, written, documented, what have you.

Take a look around, when you drive down these streets there is a personality, a theme that stems back to the blue collar tradesmen of the time that these houses were built...for instance..the stained glass framed window accent you see on a good number of houses throughout the hill, that's character, that is a piece of history that you come to appreciate being a resident..you see it and you know that one man made a living putting that feature on the houses back in the day. You see the pitched roof line, you see the little man doors going into the cellar ways, you see the old rock lines that were built instead of iron fences, you see cobble stone "if you're lucky" poking up through the pavement...this is history, not a featured blueprint in Maine Magazine but it's what makes up this area of our city, you have to keep that in mind when building up in the middle of these neighborhoods. A 3-story, flat roof building belongs on the prom, belongs on congress, belongs on certain areas of this island, but not here. We're a brick walk way, unique but comparable siding, friendly and inviting neighborhood and we stand pretty firm on what we can live with and what just doesn't belong. You can be sophisticated and "affordable" without destroying the integrity of our community.

We want safe work zones, and a lot more consideration given on how to contain the mess that comes with tearing up the toxic underground that we know lies beneath that property.

All it really comes to is allowing the ones directly affected by the project to be part of the planning instead of being notified of a hearing that will ultimately explain what is going to happen without input or consideration by the immediate neighborhood.

Thank you for your time

Justina Marcisso-Hussey Portland Yacht Services/Events 100 West Commercial St Portland, Maine 04101 207-774-1067 p 207-774-7035 f justina@portlandyacht.comjmarcisso1@yahoo.com

From: Jan-Marie Lindholm <lindholm@maine.edu>
To: <HCD@portlandmaine.gov>
CC: Margaret Hazlett <mhazlett@fandm.edu>, Matt Thayer <mthayer777@gmail.com>
Date: 2/4/2016 10:40 AM
Subject: 65 Munjoy Street

Good morning Nell--

My name is Jan-Marie Lindholm and I live at 52 Moody Street right behind the proposed project. I've been in touch with some of my neighbors regarding this project and to say that I'm not upset is the understatement of the year. I left the neighborhood meeting regarding this project in almost tears. It was noted in the minutes that my fears were assuaged from meeting with the developer. That is not accurate.

Here are my concerns:

--Parking is a serious problem currently on Moody Street. By adding another 8 units with only one parking space, you are only compounding the problem. What about snow ban parking? This parking lot is utilized by the owners of 52, 54, 56, and 58 Moody and nearby neighbors that currently don't have a parking space.

--The proposed building is 3 stories and does not fit in with the aesthetics of the neighborhood. Our building and the apartment on Wilson is only 2 stories. The building would be able to look into our windows very easily. Our privacy would be compromised.

--The building would block any light coming into our home. We have paid a lot of money for our home and now this project may cause us to move.

--The construction phase would be a serious disruption to us in every way.

--The lack of transparency in this process has been seriously troubling.

I know Portland is in dire need of affordable housing, but the need is more apartment buildings, not more condominiums.

My hometown is changing so rapidly that professionals like myself will be moving out in droves. It will no longer be a city of native Portlanders, but individuals from Connecticut, Massachusetts, and New York. I'm asking you as a courtesy to please think about the surrounding homeowners and please add my comments to the public record.

Sincerely,

Jan-Marie Lindholm
 Owner, 52 Moody Street

--

Jan-Marie Lindholm, MS, RD, LD

From: abigail lloyd <abigail.c.lloyd@gmail.com>
To: <hcd@portlandmaine.gov>
Date: 2/4/2016 10:51 AM
Subject: issues with the 65 Munjoy proposal

Dear Nell Donaldson,

Please include my comments for review of the proposal at 65 Munjoy St.

As a home-owner of 66 Munjoy Street, I was glad to hear that Portland is taking an opportunity to create more affordable below-market-rate housing on the Hill. I think it is incredibly important for cities to take initiative in developing an economically diverse urban community. However, when I saw the plans for the building, I was disappointed and concerned. The proposed design does not fulfil the requirements of the RFP. The building does not fit in with the dominant architecture of Munjoy Hill. There is nothing interesting or dynamic about the minimalism of the design: it has obviously been designed to keep costs down at the expense of everything else. Considering that this project is supposed to blend in with the neighborhood, it is clear this design is a failure. It is not only aesthetics at stake; by building affordable housing that sticks out like a sore thumb, we are "othering" the folks who will buy these homes. This is classist and problematic. It seems obvious after even a quick survey of the proposal images that a large rectangular block of a building does not match its neighboring homes.

I think it is vital to include families with varied economic situations in (ideally) every community; it is problematic to house people in buildings that stick out: buildings that underline economic disparity. Even a cursory glance at the politics surrounding the construction of public housing in other urban areas will show the impact of cutting costs and building poorly designed unattractive buildings. I love Munjoy Hill as a home-owner, I have friends who love Munjoy Hill as tenants. We have an opportunity to challenge developers to make attractive units that folks will be proud to own-- apartments that flow with Munjoy Hill's dynamic and pervasive aesthetic. I strongly recommend that we take this opportunity to maintain Munjoy Hill's charm and inclusive aesthetic. I don't want to live across the street from neighbors whose homes were constructed at cut-costs and without a sense of inclusivity. I want our new neighbors to move in and feel like they belong in this neighborhood.

Please understand there is nothing novel about my opinion: it is widely shared among neighbors on the Hill and people in virtually every urban area. Haven't you had the experience of walking down the street in a city and noticing a big basic rectangular building that obviously sticks out and looks cheap? When I see buildings like this I generally assume someone's greed has won out over people's needs and neighborhood cohesiveness. The people who are going to be moving to Munjoy Street deserve better than to have everyone who walks by wonder why the city would build something like that.

Thank you for your time and please contact me if you have further questions.

Best,

Abigail Lloyd
 owner, 66 Munjoy street

please read:

article about affordable housing pitfalls and disparity
 <<http://www.alternet.org/civil-liberties/poor-doors-are-only-tip-affordable-housing-iceberg>>

MEMORANDUM

TO: City of Portland Planning Board

FROM: Matt Thayer and Margaret Hazlett
Owners, 62 Munjoy St.
Matt: Co-Chair, City of Portland Adams School Re-use Committee

DATE: February 3, 2016

RE: Adams School Redevelopment Phase II a.k.a. 65 Munjoy Street:
Some Supplemental Comments about Design & Process Problems
[Rough but Meaningful DRAFT]

We are writing to call your attention to several major concerns we have with the proposed design and lack of appropriate public process with respect to the planned 65 Munjoy St. affordable housing project, and to offer several possible solutions. These comments supplement the information in several e-mails we have submitted as well.

Our concerns and suggestions are highlighted here, and are detailed below:

- 1) **Project Design Concerns**
 - a. Incompatible with the Neighborhood
 - b. Inconsistent with the RFP
 - c. Inconsistent with Good Design Standards for Urban Infill Affordable Housing
- 2) **Design Team Concerns**
 - a. Project Design Team Needs -- but Lacks -- an Architect with Extensive Experience in Urban Infill Affordable Housing Design
 - b. Local Designers Reluctant to Criticize "On the Record"
- 3) **Public Input Processes: Long History and Recent Problems**
 - a. 2006-2014 Neighborhood and Public Visioning Processes Ignored by Developers, but Still Highly Relevant
 - b. 2015 Public Input Process on Project Design Non-existent
 - c. 2016 Public Input Process is "Too Little, Too Late;" Violated Spirit (and Letter?) of Planning Board "Early On" Public Process Standards
 - d. Lack of Planning Board Workshop
- 4) **Possible Solutions**
 - a. Re-start RFP Process
 - b. Complete Project Re-design
 - c. Conduct Formal *Design Review* by Architectural Firm with Extensive Experience in Urban Infill Affordable Housing Design
- 5) **Recommended Solutions: Deny Approvals; Conduct Formal Design Review and/or Re-start Design Process**

Before we delve into the above points, we first offer some background in the 10-year long City-sponsored neighborhood input processes that we have been a part of since their inception, and that brings us to where we are today.

I. Background

65 Munjoy Street is proposed for a parcel of land that has been the subject of a 10-year long neighborhood visioning process. The City of Portland Adams School Re-use Committee¹ worked during 2006 and 2007 to present a vision and recommendations for redevelopment of the site of the former Adams School. Most of the site was redeveloped several years ago as Adams School Phase I. The current proposal – called 65 Munjoy Street -- is Adams School Redevelopment Phase II.

The neighborhood visioning process included a Community Design Day in which dozens of people provided design ideas for the site. The recommendations that emerged from the Community Design Day and the numerous other public meetings that were hosted by the committee were ultimately reflected in a report that made specific recommendations regarding redevelopment of the site.

The essence of these design standards, for urban infill affordable housing, were more or less captured in the two subsequent city RFPs for the site, and in numerous mock-ups of proposed buildings for the site, all the way up to the fall of 2014.

II. Design Guidance, Design Concerns

We have major concerns about the compatibility of Adams Apple's original 65 Munjoy design -- and their current design -- with the design recommendations of the Adams School Reuse Committee and the design requirements of the RFP.

In order for you to understand our concerns, we will quickly re-cap the neighborhood design recommendations and subsequent design guidance and ideas submitted over the years that are consistent with the neighborhood vision and with the RFP.

A. 2006-2007 Adams School Re-use Committee Report

The committee recommended high quality, traditionally-inspired urban infill affordable housing. Specific design standards include those highlights under RFP II below.

B. 2008 RFP for Adams Redevelopment

The RFP sought high quality, traditionally-inspired urban infill affordable housing. Specific design standards include those highlights under RFP II below.

¹ Matt was Co-Chair of the City of Portland Adams School Re-use Committee.

C. 2008 Avesta Housing Bid Submission – “Avesta I”

Avesta’s initial bid submission covered both parts of the site, both Avesta I and the current 65 Munjoy Street projects, and was consistent with the neighborhood vision and the design guidelines in the two RFPs, and was compatible with the neighborhood.

Avesta’s initial proposal for 65 Munjoy St. can be seen in the lower-left corner of the below sketch. It was a couple of traditionally-inspired, well-articulated triple deckers.



Here’s another look at Avesta’s design for 65 Munjoy, in the upper right-hand corner.



SITE VIEW LOOKING SOUTH



BECKETT GREEN
CONCEPT SITE PLAN
NO SCALE
July 19, 2008



Finally, the below is a close-up of Avesta's design ideas for both Adams I and Adams II (65 Munjoy). Their design ideas are compatible with the neighborhood, are consistent with the design standards that emerged from the neighborhood visioning process, are consistent with the design standards in RFP I and RFP II, and are consistent with good design standards for urban infill affordable housing.



VIEW LOOKING SOUTH ALONG MOODY STREET



BECKETT GREEN

NO SCALE
JULY 19, 2008



D. 2010-2012 Avesta Housing Re-design – “Avesta II”

Avesta Housing had to scale back their plans when the economy “tanked” in 2008, and only develop the first 2/3 of the site, BUT importantly, they stuck with a high quality, well-articulated urban infill design, as seen in the photo below.



E. Bluestone Group Report and Recommendations to the City

The city went back out to bid for Adams Phase II in 2014, but not first before engaging a consultant for ideas on project concepts that would be consistent with all the prior guidance. The Bluestone Group came back and recommended that the city proceed to bid seeking a development to include a couple of separate triple decker that would be designed in a way that respected the design concepts articulated in the Adams School Re-use report, in RFP I, etc. They suggested a traditionally-inspired design and development that would look like the below, which is from their report.



Though the Bluestone design is more traditionally inspired than the Avesta I and Avesta II designs, it represents a high quality, well-articulated design with robust references to the neighborhood vernacular, so we concluded that the Bluestone report design idea was consistent with earlier guidance, and suggested that the city was at that point still on the right track with a traditionally inspired, well articulated, high quality design.

We believe that ALL of the above design concepts – both traditionally inspired and more modern -- represent high quality designs that are compatible with the neighborhood, and with the various guidance documents, including the RFPs. We believe the Adams Apple design looks nothing like any of the above designs, that it's essentially just a poorly articulated "big box" that is incompatible with the neighborhood, and inconsistent with the various guidance documents, including both RFPs, and incompatible with good design for urban infill affordable housing.

F. RFP II

The RFP for this project included the following City Goals:

The goal for the sale and development of the property at 65 Munjoy Street is to promote the development of affordable housing with a high standard of quality, design, and livability... Design principles should promote efficient use of land to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements that are reflective of the surrounding traditional neighborhood. Heights shall be less than or equal to the surrounding buildings and should minimize the impact of shadows on the adjacent public playground... Proposals should consider the recommendations outlined in the Munjoy Street Affordable Housing Feasibility Study completed by Bluestone Planning Group ... In summary, the study identifies the preferred design concept as two triple-decker styled flats with flat roofs...

The RFP also included the following Design Compatibility Standards.

Projects must be designed to contribute to the character of the neighborhood and adhere to the following guidelines.

1. **Connect the Neighborhood.** The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community.
2. **Design Considerations**
 - a. **High Quality Design.** Excellence in architectural and landscape design is expected.
 - b. **Traditional Design.** Design shall be reflective of the surrounding traditional neighborhood and shall create an infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings should orient to the street.
 - c. **Streetscape.** The development shall enhance the pedestrian experience and the public realm...
 - d. **Height.** Heights shall be less than or equal to the average of structures in the surrounding block and should minimize the impact of shadows on the adjacent public playground.
 - e. **Permeability.** Design shall be permeable or porous. View corridors are encouraged.

G. Selected Design Problems

We believe the project design suffers from the following problems, among others:

1. **“Big Box” Design (even with “new” bay windows hanging at one end)**
2. **Large and Fairly “Flat” Façades Facing Munjoy St and Park**
3. **Should Look Like a Couple Individual Buildings, with Connector in Middle.**

4. **Poorly Articulated**
5. **Insufficient Reference to Traditional Design Elements & Neighborhood Vernacular**
6. **Design Fail: Designed So You Can Park Your Car in the House!** Sits Too Low to Ground, so Now Designers Want to Install Porthole or Mini Windows in First Floor to Create a Sense of Privacy for First Floor Occupants. Will look ugly!
7. **Porthole or Mini Windows.** See #5 above. Also, all first floor windows facing the street should be full size. Frost the lower panes if necessary for any mini windows on first floor, including the garage, to help address the urge to go “mini.”
8. **Shouldn't Build a 3rd Floor So You Can Park Cars in Your House!** Gives the building a bad look at street level, and shades the homes on Moody Street.
9. **Designer Claims He Can't Design an Effective Interior If He has to go with Traditionally-Inspired, Well-Articulated Façades.** But why not? Architects have been doing “triple decker” designs for a century, both a century ago, and even today for urban infill projects. What's different now? Nothing!
10. **The “Look.”** Should be considering a more traditional look (Bluestone), or a more modern look but with better articulation (Avesta I). What you have right now is neither, it looks like just a cheap, low-budget big box.

H. Selected Design Comments from Local Design Professionals

We have spoken with several design professionals who were happy to provide thoughts on the quality – or not – of the design, but who were reluctant to speak on the record about their concerns, presumably out of concern for their business relationships.

Here are some of their comments about the design:

1. **Lacks Life**
2. **Lacks Soul**
3. **Represents a Missed Opportunity**
4. **Presents Just a “Sheer Wall” Toward the Park**
5. **Sits Too Low. Shouldn't Be Designed Both Low to Ground -- and High in Air -- to Accommodate Cars**
6. **Small First Floor Windows Look Strange, Make First Floor Look Lifeless**

The first several comments alone should motivate a second look at the design.

I. Other: Good Design Standards for Urban Infill Affordable Housing

If anyone cares, you might also want to reference our recent opinion piece on affordable housing design in the Press Herald that's at www.pressherald.com/2016/01/20/maine-voices-portland-needs-more-affordable-housing-but-appearance-matters-too/ It includes a good photo of what this project should look more like -- a couple triple deckers -- versus what it actually looks like, which is a stripped down big box, with some modest design changes recently tacked on, changes that do little to solve the fundamental problems with the underlying big box design. While the opinion

piece specifically addresses design standards for urban infill affordable housing, the issues are very similar... project "fit" with the neighborhood... being careful about building mass... creating many traditional references or design elements in new buildings... many of the same requirements as in the Adams Report and the RFP.

In summary, the design is fundamentally flawed. Hanging a few more local design elements on the box won't help it enough. The design process should start over, and the public should be invited to participate in a discussion of design concepts that would better meet the design vision articulated during the 2006-2014 public processes.

Public Input Processes: Recent Problems

As you know, the long public input process for Adams School Phase II a.k.a. 65 Munjoy St. reaches back to 2006. From 2006 to 2014, the design standards and designs that emerged from that public process and guiding language were consistent and appropriate. Opportunities to weigh in were sufficiently frequent and meaningful that the design ideas stayed on the right track. All of this up through 2014.

But 2015 has been a different story. We remain very disappointed that we were encouraged to share our concerns with and work with the developer on design changes beginning last spring, and that for nine months, we were essentially given just lip service by the developer about how they would work with us on design concept when the time was right, when they began to really consider a design. In the meantime, the developer did an end-run around us and headed for the planning board, getting their approvals and agreements with the city in place, doing final design work, etc., all while never reaching back out to us to have a substantive discussion about our concerns with their design. Once I finally got them to respond in January 2016, it was only after they had spent months finalizing their design. We should add that our various e-mails to the developer during the critical fall period ALL went without a response, leaving us with the impression that nothing was happening, while they worked feverishly to finish their design and get to the planning board.

E-mails from Developer. More specifically, in case you are curious, in a late Sept e-mail from the developer (below), they commit to reach back out to us once they start the design process, but the below is the last we heard from them, for months, until they all-but finalized their design and made it into the "end-zone" of the planning board...

On Thu, Sep 24, 2015 at 12:03 PM, Ethan Boxer-Macomber <ethan@anew-development.com> wrote:

Hi Matt-

Unfortunately I don't have any new news for you on the design front. We've invested the whole of the spring and summer in negotiating and securing a grant to perform the environmental clean up of the site. During that same time, the City came up with some new ideas about buyer

restrictions that had to be negotiated, vetted with our sales team and construction lender, etc. ...

It's all coming together now but, given the delays, **we are probably not looking at getting back into the design in earnest until late fall...**

I added the image that you sent me of the Scott T project to the top of the design file. I also provided it to the architect to generate some ideas. We do intend to elevate the ground floor units, better articulate the facade, and define exterior materials. ... **Let's stay in touch. I'd like to share our progress with you both and get your feedback once we get back on to the architect's boards.**

Ethan

Unfortunately, that was the last we heard from the developer about their design, and soliciting our input on the design, despite several e-mails from us in the following several months attempting to follow up. I have also tried calling the developer before, but often hit a full voicemail box.

So the next communication from the developer about the design came months later, on Jan 15, and included the following statement:

"[A]s of late fall, we have taken design to a *significantly* (sic) more refined level having now worked through all of the engineering (survey, geotech, environmental, civil, structural, mechanical, electrical), unit and common area layouts, and code review." In other words, we're now done with the design.

So there was no "sharing of progress," no "getting your feedback," as had been promised, at least not while there was still an opportunity to influence the overall design concept and direction to make the project design more consistent with the City RFP and the recommendations of the Adams School Re-use Committee.

Planning Board Public Participation Process Expectations. The way we've been treated during this process also makes a mockery of the below statement about public participation from the planning board page on the city website. We have begged for a real conversation with the developer about their design concept for a full nine months -- at the direction of the City -- and have been completely blown off.

Planning Board Public Participation (from City of Portland website)

Over the years, there has been an increase in public participation in the development reviews. ... The changes require the development community to work with the impacted surrounding neighborhoods during the design development phase. Through a series of neighborhood meetings, communication between the groups offers an opportunity for the

applicant to hear neighborhood concerns and to address any issues early on through quality design.

How ironic we were personally reaching out to the developer, via phone and e-mail, and even attempts to meet them in person, and they all but ignored us until they made it to the planning board. The also didn't have a neighborhood design meeting or a substantive conversation with us "early on" in the design process about alternative design concepts; they first finalized their design and applied to the planning board, and then held a token "post design" neighborhood meeting in January apparently so they could check it off their "to do" list, making a couple minor design tweaks so they could say they were responsive to public input, all while ignoring our pleas to have a real conversation about the design concept and direction before they pushed to finalize it.

So Who's In Charge of Determining Design Compatibility with RFP at City Hall? So can you all tell us who has determined that this project meets the design standards in the RFP, and the letter and spirit of the Re-use Committee public input process and report, and any design requirements associated with the public funding? Is it an architect skilled in urban infill affordable housing design? If so, how come this project diverges so much from what was originally envisioned, and from what's been envisioned over the years (a couple triple deckers, or something that looked like a couple triple deckers), and diverged from designs like the below urban infill affordable housing designs from affordable developments in the Boston area, in urban neighborhoods not unlike Munjoy Hill, such as East Boston and Jamaica Plain?



*** By the way, the above new yellow-beige project is interesting in that it is a very deliberate attempt to create a new three-story urban infill affordable housing complex that looks like it was once a two-story apartment house or condo project; you'll note that the 3rd floor appears very much like an addition to an old two-story house. Given that two, two-story buildings "sandwich" 65 Munjoy, one to the north, one to the south, this design technique is worth keeping in mind. Anything like this at #65 might need to be a bit wider, but the basic concept of the 3rd floor "addition" to break up the three-story mass is worth considering for the 65 Munjoy site.*

Possible Solutions

Conduct Design Review by Experienced Urban Infill Affordable Housing Design Architects. We encourage you to send this project for a formal **Design Review** by an architectural firm skilled in urban infill affordable housing, since so much for public resources is being put into it. The Commonwealth of Massachusetts reportedly has four such firms, including The Narrow Gate in Boston, that are hired to perform Design Reviews of other architect's plans in certain circumstances, in part to ensure quality designs that are consistent with design requirements of any associated RFPs or public funding sources, and to ensure that the projects represent good quality design for urban infill affordable housing. Selecting an experienced out-of-state firm for a formal Design Review of this project would have the added benefit of bringing in experts who won't be afraid to speak their minds about this project, as they presumably have less at stake than local design professionals if they speak up about it, and will therefore be more frank in their assessment of it (please see related discussion in our recent opinion piece in the Press Herald, referenced above).

In summary, this project cries out for a formal design review by an architect experienced in urban infill affordable housing in well-established neighborhoods.

In the meantime, we urge you to deny any requested permits or approvals for this project, and urge you to require the developer to outsource a genuine design review of their project, and ultimately, to re-engage the neighbors in a discussion of design concepts and design alternative that will lead to an improved design. We also ask they you direct them to return e-mails and phone calls from affected neighbors re their project design, and to engage substantively with neighbors about their concerns.

If anyone has any questions or concerns about the "big box" design, and about the lack of fit with the neighborhood, and lack of compatibility with the design standards in the RFP, and/or about how we've been treated during this process, pls let us know.

Concluding Comments

We shudder to think what the future holds for Portland if this process in any way represents how the city and developers are going to go about building the thousands of units of affordable housing in Portland that are your goal, what they are going to look like, how prior neighborhood visioning processes will be respected (or not!), and how neighbors and adjacent property owners will be treated and ignored during the process.

REUSE OF THE ADAMS SCHOOL SITE

Final Draft Report
July 27, 2007



**City of Portland Planning Division and the
Adams School Reuse Committee**

Participants – January to June 2007

Committee:

Co-Chair - Daniel T. Haley, Jr.
Co-Chair - Matthew Thayer
Kenneth Bailey
Richard D'Entremont
Cynthia Fitzgerald
Justina Marcisso
Eric Stark

City:

City Councilor Kevin Donoghue
Alex Jaegerman, AICP, Planning Division Director, City of Portland
Carrie M. Marsh, AICP, Urban Designer, City of Portland
Amy Grommes Pulaski, Housing and Community Development Program Manager

Contributors:

Scott Hanson, Preservation Compliance Coordinator, City of Portland (history of site)
William Needelman, Senior Planner, City of Portland (graphics and maps)
Caroline Parras, Economic and Community Planner, Greater Portland Council of Governments
Michael Pulaski, PhD, LEED AP, Project Manager, Fore Solutions (meeting facilitation)
Thank you to real estate developers Peter Bass, Nathan Szanton and Richard Berman, and senior housing specialists Matt Teare of Sea Coast Management and Deb Riddle from Piper Shores.

Community Design Day:

Hilary Bassett	Jonah Fertig	Bobbi Keppel	Jason Ryan
Odelle Bowman	Cynthia Fitzgerald	Shannon Litourneau	Betsey Sawyer-Manter
Fred Brancato	Saul Fonterot-Amede	Chris MacClinchy	Lynn Shaffer
Leslie Brancato	Janet Friskey	Teresa Macias	Joan Sheedy
Katie Brown	Ron Goodwin	Brian Madigan	Faith Sheehan
Wendy Cherubini	Dan T. Haley Jr.	Christian McNeil	Peter Smith
Michael Chestnut	Pamela Hawkes	Markos Miller	Jay Stabile
Nan Cumming	Anne Holland	Kevin Moquin	Sally Struever
Heather Curtis	Deborah Jabine	Ryan Neale	Robin Tannenbaum
Ed Democracy	Ian Jones	Matthew Petrie	Scott Teas
R. D'Entremont	Kay Joyce	Michael Pulaski	Matt Thayer
Sara Devlin	Philip Kaminsky	Richard Renner	Erin Tito
Kevin Donoghue	Sherrie Kaminsky	Jordan Ruff	David and Elise

The Community Design Day was facilitated by USM's Muskie School for Public Service, Community Planning and Development Program, Planning Workshop Spring 2007, Alan Holt, Adjunct Professor, Erin Tito, Sara Devlin, Ryan Neale, Matti Gurney, Ian Jones, Anne Holland, Chris MacClinchy, and Brian Madigan. Design assistance was provided by the University of Maine at Augusta, Bachelor of Arts in Architecture program, Eric Stark, Assistant Professor of Architecture, and students Jason Ryan, Matthew Petrie, and Teresita Macias.

Thank you to the architects who participated in the Design Day: Michael Chestnut, Ron Goodwin, Pamela Hawkes, Philip Kaminsky, Sherrie Kaminsky, Kevin Moquin, Richard Renner, Lynn Shaffer, Robin Tannenbaum, and Scott Teas.

For more information on the reuse of the Adams School site, please contact the City of Portland, Division of Planning, 389 Congress Street, Portland, ME 04101, 207-874-8723, cmarsh@portlandmaine.gov

This report was prepared by Carrie M. Marsh and Amy Grommes Pulaski, City of Portland.

O:\PLAN\5 DEVELOPMENT REVIEW\1Dev Rev Projects\Munjoy Street - 65 (8 unit condominium)\background_RFP\2008 RFP\FINAL

ADOPTED Committee Report 072707.doc

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Executive Summary

The Adams School site at 44 Moody Street is 1.5 +/- acres bounded by Munjoy, Moody, Vesper and Wilson Streets. Beckett Street once ran through the site. The site is on Munjoy Hill, on the southeast end of the Portland peninsula, in a neighborhood which is largely defined by 19th and early 20th century buildings. A public playground is on the site. The site is zoned R-6.

The Adams School opened in 1958 and served for many decades as a neighborhood school, community center, and gathering place for the Munjoy Hill community. The school was closed in 2006 when the East End School was opened.

The City established the Adams School Reuse Committee to gather information about the site and input from the community, and to make recommendations to the City Council regarding the re-use of the site. The Committee held public meetings twice a month, January through July 2007.

The Committee carefully reviewed the document titled “Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006” which was generated at a Munjoy Hill Neighborhood Organization meeting. This document was used as a basis of discussion, consideration, refinement, and recommendation throughout the entire process.

City staff provided a large amount of resource material to the Committee, including a thorough site assessment, relevant sections of the City’s Comprehensive Plan, Zoning Code, and Design Guidelines, and Census data. Information was provided on neighborhood scale design, green design, innovative ownership models, and infill development. A developer’s panel was held in which local real estate developers discussed projects that they had developed in the City’s R-6 zones. A meeting was held with senior housing developers to evaluate that option for the site.

A Community Design Day was held to facilitate brainstorming, generate “crazy ideas”, and enable creative designs for the Adams School site. The goal was to provide a full day workshop for citizens to envision and design possible alternatives for the reuse of the site. Over 50 community members participated in the day.

The Adams School Reuse Committee considered the input generated by the public process conducted through July 2007 and made the recommendations listed below. These recommendations are respectfully submitted to the City Council, for its consideration when developing the criteria for the Request for Proposals for the site, and the selection of a developer.

Policy Issues

- **Life Cycle Living.** The goal is to create the possibility of life-cycle living on Munjoy Hill. A variety of unit sizes, a mix of incomes, and accessible design should be incorporated in order to allow housing opportunities for all.

- **Connect the Neighborhood.** The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community. The design of the site should knit the neighborhood together both physically and functionally.

Design Considerations

- **High Quality Design.** Excellence in architectural and landscape design is expected.
- **Traditional Design:** Design shall be reflective of the surrounding traditional neighborhood. New Urbanist principles shall be used to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings should orient to the street.
- **Green Design.** The site and buildings shall be designed to be certifiable on the principles of *Leadership in Energy and Environmental Design for Neighborhood Design (LEED ND)*. The actual application for the certificate is the developer's choice.
- **Streetscape.** The development shall enhance the pedestrian experience and the public realm. Alternative transportation modes shall be accommodated and incorporated in the project.
- **Height:** Heights shall be less than or equal to the average of structures in a 2 block radius.
- **Permeability.** Design shall be permeable or porous. View corridors are encouraged. If the existing building is removed, Beckett Street shall be re-connected to its full width as a public, non-motorized right of way. If the existing building remains, a public walkway shall be provided along the north-south axis of the site. Year round accessibility is required.
- **Heterogeneity.** Design of the buildings on the site shall be heterogeneous, not homogenous.
- **Existing Building.** Reuse or removal of the existing building is the developer's choice.
- **Accessibility:** Universal Design principles shall be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users.

Housing Uses

- **Mixed Income and Affordability.** A mixed income development shall be provided, with the maximum number of affordable units that are feasible. Note that "affordability" is not necessarily defined by federal standards, but is open to creative interpretation and may be provided through mechanisms such as quality of finish materials or smaller unit sizes. From the outside of the units, there should be no distinguishable difference between unit values.
- **Ownership.** The maximize number of ownership units possible is desired (100% is encouraged). The Committee desires that there be a limit of one unit per buyer if this is feasible.
- **Alternative Ownership Models.** Alternative ownership models such as limited equity units, co-housing, or a land trust are encouraged in order to keep the units affordable over time.
- **Mix of unit sizes.** Units should be the following mix to accommodate families and singles:
 - 50% larger units (3-4 bedrooms) to serve family or blended family housing.
 - 25% smaller units (studios and 1 bedroom) suitable for single young people or seniors.
 - 25% to be decided by the developer.

Other Uses

- **Indoor Public Space.** Indoor public space that serves the needs of the Munjoy Hill community may be provided, such as a community center, community-based non-profit space, or elderly or child day care.
- **Outdoor Public Space.** Outdoor public space shall be provided for residents and members of the surrounding community, in addition to the existing playground. If the existing building is removed, Beckett Street shall be re-connected to its full width as a public, non-motorized right of way. If the existing building remains, the equivalent square footage in public open space shall be created elsewhere on the site. This shall incorporate a public walkway along the north-south axis of the site. Year round accessibility is required.
- **Playground.** A public playground shall be provided and maintained by the City either in its current location or relocated elsewhere on the south side of the site. A new playground shall be of equal size or greater to the existing. [Note: this may be parceled off prior to the RFP]
- **Parking.** Provide sufficient parking so as to not impact the existing neighborhood.

Introduction

The Adams School site at 44 Moody Street is 1.5 +/- acres and is bounded by Munjoy, Moody, Vesper and Wilson Streets on Munjoy Hill. Beckett Street once ran through the site. The Adams School was opened in 1958 and served for many decades as a neighborhood school, community center, and gathering place for the Munjoy Hill community. The school was closed in 2006 when the East End School was opened.

The City established the Adams School Reuse Committee in the Fall of 2006 to gather information about the site, and input from the community, and to make recommendations to the City Council regarding the re-use and re-development of the site. The Committee was established in October 2006 and held public meetings twice a month, January through July 2007.

The Committee included Daniel T. Haley Jr., Co-Chair; Matt Thayer, Co-Chair; Kenneth Bailey; Richard D'Entremont; Cynthia Fitzgerald; Justina Marcisso; and Eric Stark. City Councilor Kevin Donoghue also participated in the process. City staff was Alex Jaegerman, Planning Director; Carrie Marsh, Urban Designer; and Amy Grommes Pulaski, HCD Program Manager.

City staff worked with the Committee to compile a large amount of resource materials including a thorough site assessment, relevant sections of the City's Comprehensive Plan, Zoning Code, and Design Guidelines, Census information on neighborhood demographics, and city housing data. Information was provided on innovative mixed use development and green design such as New Urbanism, and Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND). Examples were provided of innovative ownership models such as co-housing and community land trusts. Carline Parras of Greater Portland Council of Governments, provided models for infill development of applicable scale and mix of uses.

The Committee carefully reviewed the Munjoy Hill Neighborhood Organization's compilation "Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006" from notes compiled by Markos Miller. This information was used to create a Summary of Community Objectives for the site which is included at the end of this report.

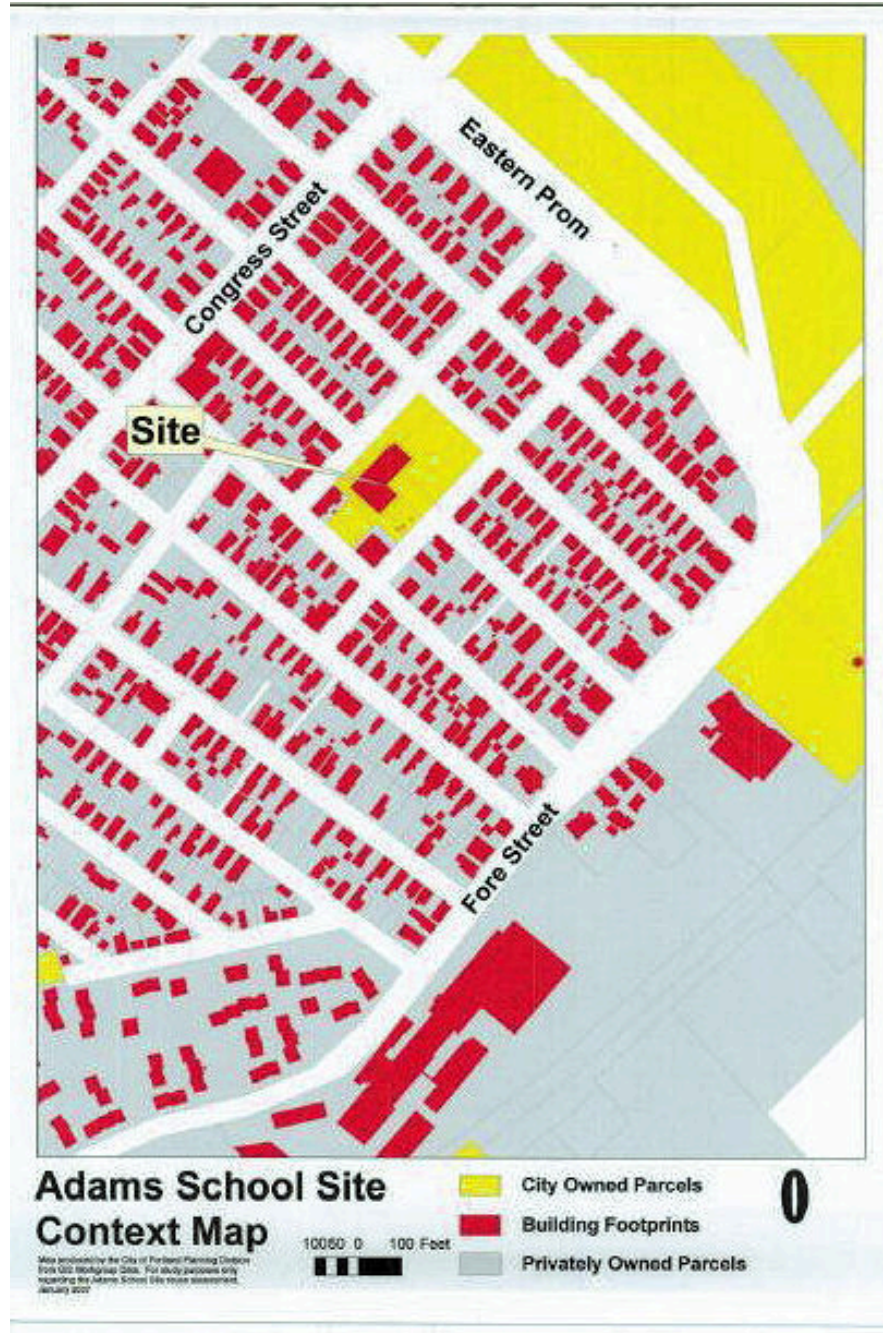
A developer's panel was held in which local real estate developers Peter Bass, Nathan Szanton and Richard Berman discussed projects that they had developed in the City's R-6 zones.

A Community Design Day was held to facilitate brainstorming, generate "crazy ideas", and enable creative designs for the Adams School site on Munjoy Hill. The goal was to provide a full day workshop for citizens to envision and design possible alternatives for the reuse of the former Adams School site. The Community Design Day was facilitated by Alan Holt, and his students from the Muskie School, and Eric Stark and his architecture students from the University of Maine at Augusta. The final ideas are summarized later in this report.

Finally, the Committee requested to meet with developers with experience in senior housing to determine the feasibility of this option for the site. A meeting was held with Matt Teare of Sea Coast Management and Deb Riddle from Piper Shores, to discuss senior housing in general.

Description of the Site

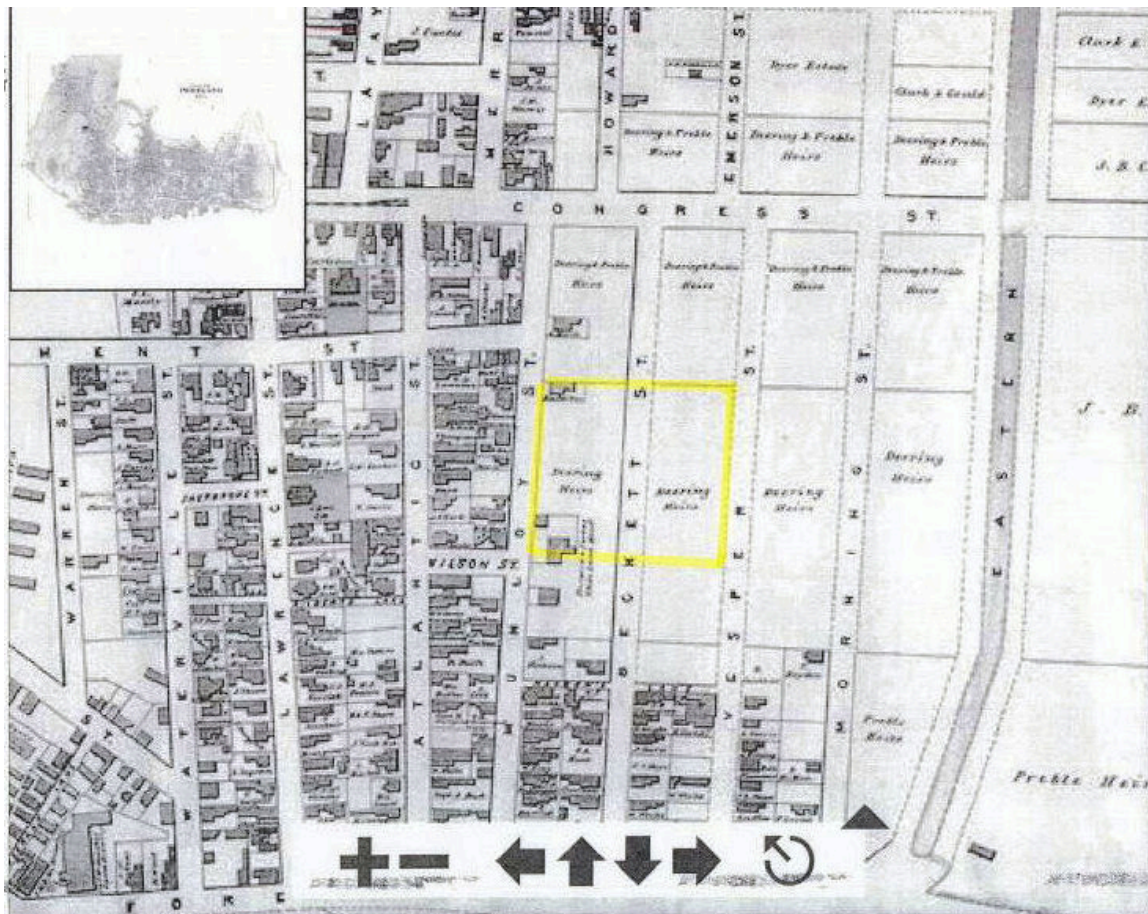
The Adams School site at 44 Moody Street is 1.5 +/- acres bounded by Munjoy, Moody, Vesper and Wilson Streets. Beckett Street once ran through the site. The site is on Munjoy Hill, on the southeast end of the Portland peninsula, in a neighborhood which is largely defined by 19th and early 20th century buildings. A school building was opened in 1958, and closed in 2006. A public playground is currently on the site. The site is zoned R-6.



History

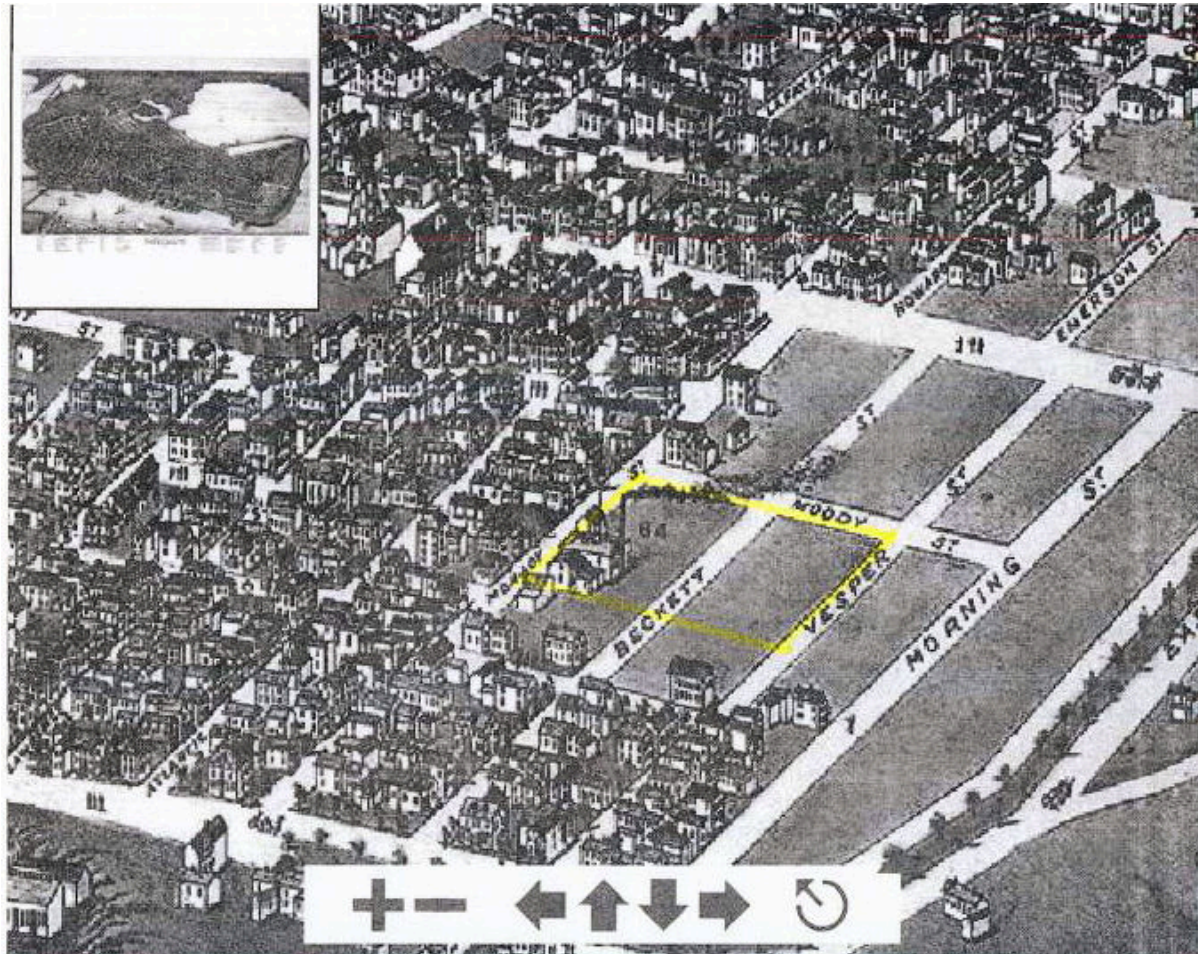
A number of historic maps are available which provide a time line for development of the Adams School site. The area was undeveloped well into the 19th century. The 1856 map shows no development on the site but Munjoy Street appears on the map (un-named) suggesting it was laid out and not yet built on. The area enclosed by Congress Street, Eastern Promenade and Munjoy Street is one large undeveloped block. It apparently was owned by the Deering Heirs, who owned a number of large undeveloped tracts in the City.

The 1866 map shows Munjoy Street as named and the southern blocks of Beckett, Vesper, and Morning Streets are in place (Morning Street has no name) with Hanson's Lane (also not named) connecting Munjoy, Beckett and Vesper. The 1871 map shows the first development on the site. Beckett, Vesper and Morning Streets are extended through to Congress Street. Burgess and Forbes white lead manufacturer is shown facing onto Munjoy Street across from the intersection of Wilson Street (which runs only from Atlantic to Munjoy at this point). Most of the newly laid out blocks are owned by the Deering Heirs.



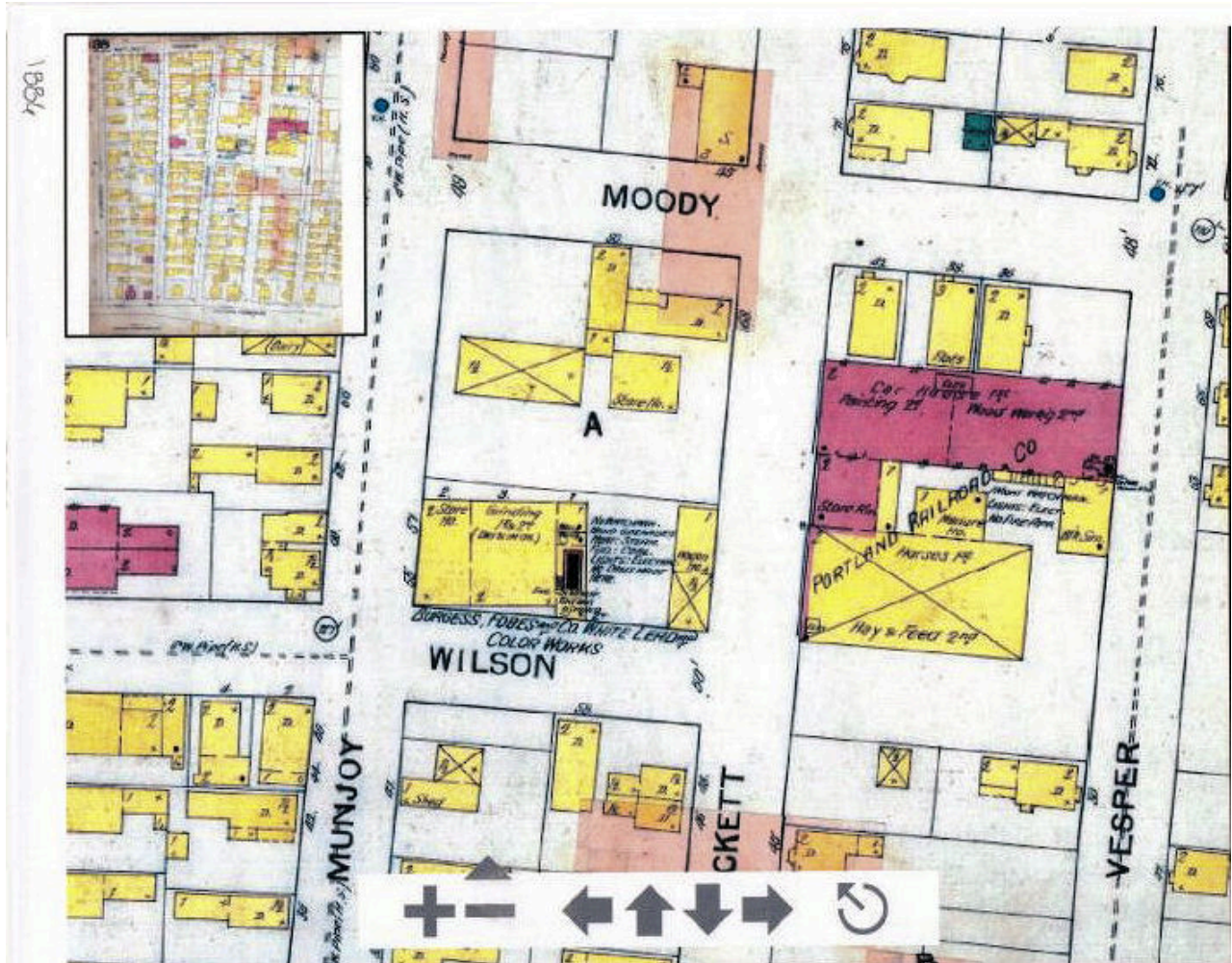
1871

The 1876 bird's eye view of Portland shows Burgess, Forbes and Co.'s expanded white lead works on the site, facing onto Munjoy Street. Wilson Street still has not been extended through the site. The 1879 map shows no change from the 1876 bird's eye view.



Sanborn's 1882 map shows that Wilson Street had been cut through the site from Munjoy to Beckett, next to Burgess and Forbes (now: "white lead and color works"). Several other structures had been built on the lot facing onto Moody Street.

Portland Railroad Company (the horse car street railway that preceded electric trolleys in Portland) had a large stable and shops for black smithing, wood working, and car painting on the other half of the site, across Beckett Street. Wilson Street did not yet cut through this block. Three residential buildings ("flats") faced onto Moody Street, north of the railroad company.



1886

By 1914 a map by Richards Map Co. shows the property where Burgess, Forbes & Co. had been located redeveloped with residential buildings, barns and sheds. The horse car barns had become the Cumberland County Power and Light Co. car barns, indicating that electric trolleys had replaced the horse cars.

The 1953 Sanborn map shows the car barn block intact, although trolley service had ceased in the 1940s. The center parcels on the other block had been infilled with what appear to be residential units around a courtyard. It is unclear exactly what was there, as the map studied was updated with a new drawing pasted over the site after the Adams School was built in 1957.

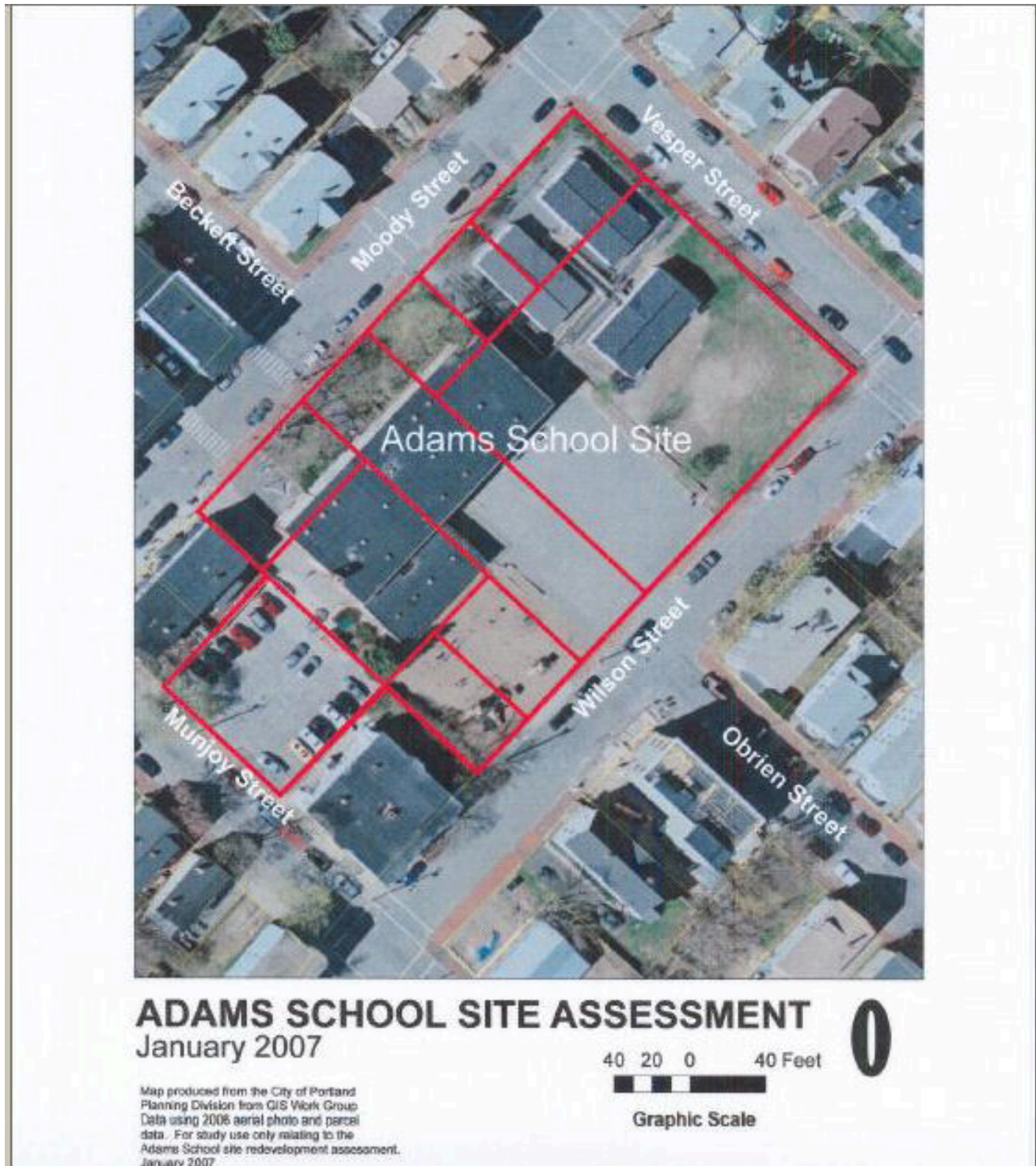
The Adams School project cleared the car barn block, removed a block of Beckett Street and cleared all of the buildings on the other block except those at the corners of Wilson and Munjoy Streets, and Moody and Munjoy Streets. The updated map shows the site as it is today.

Adams School 1958 – 2006



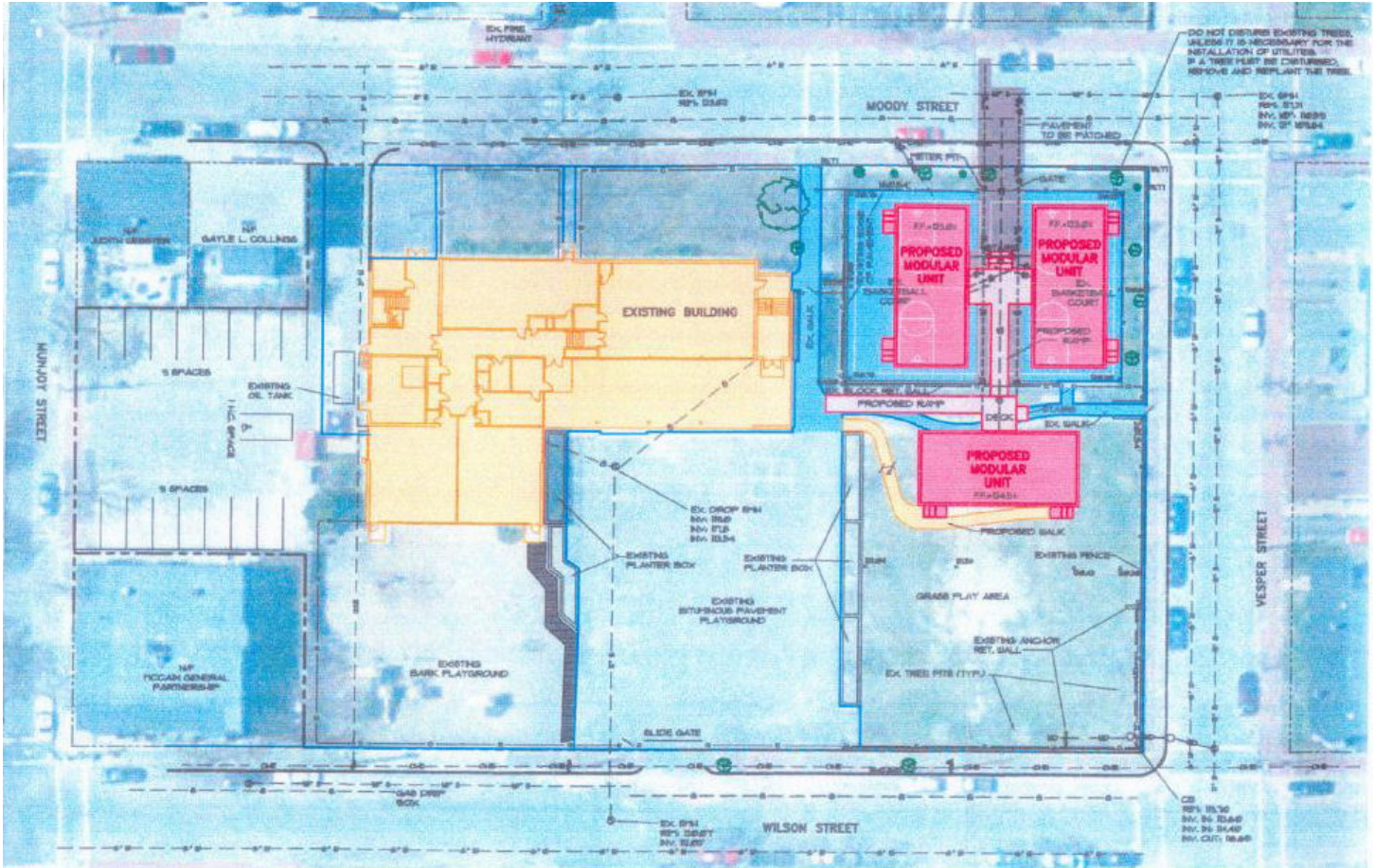
Aerial View

Note: The three portable classrooms at Moody and Vesper Streets have been removed.
The parcel lines do not need to be preserved in the future design of the site.

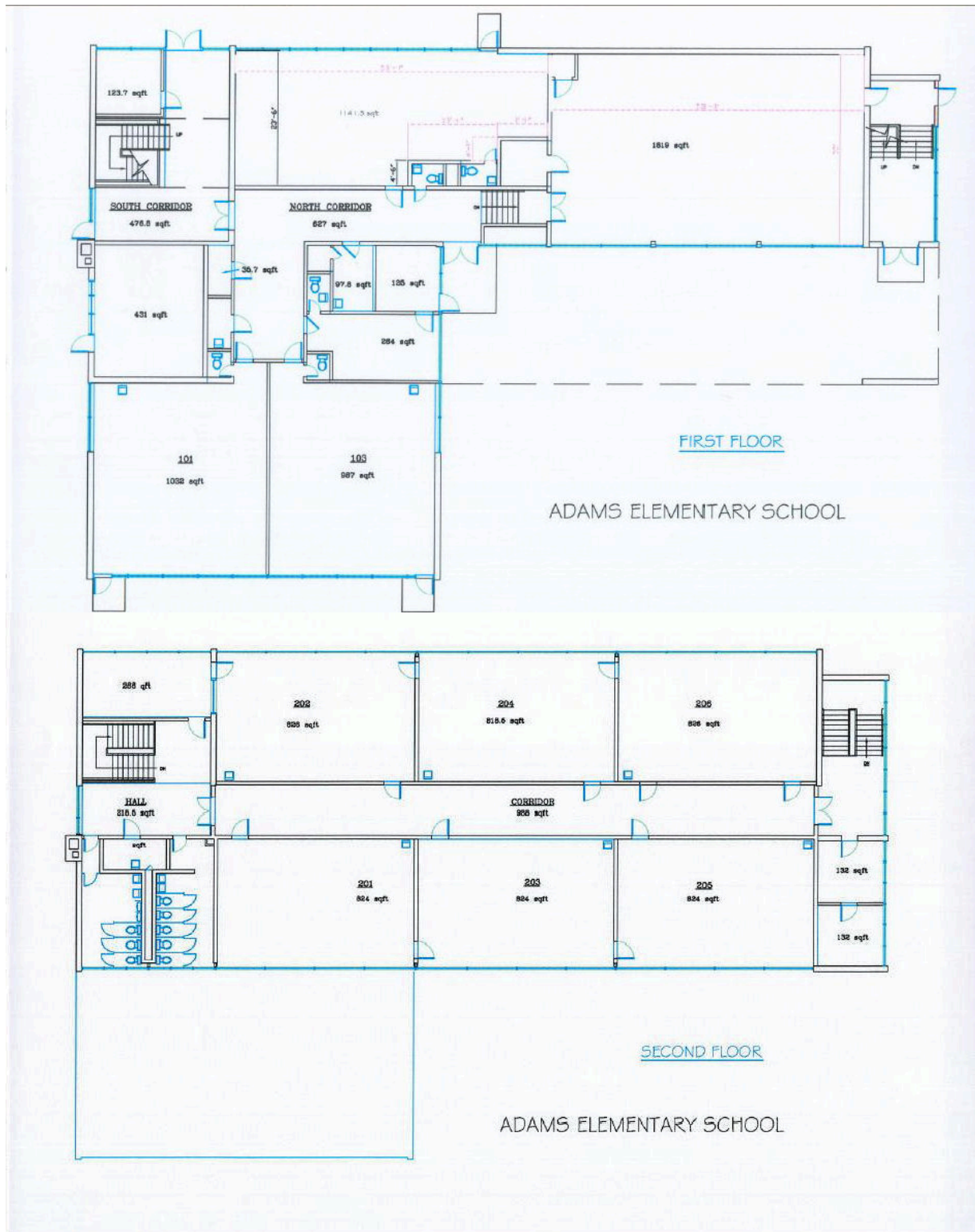


Site Plan

Note: The three portable classrooms (red) at Moody and Vesper Streets have been removed.



Building Plans



Background Information

City staff compiled a large amount of resource materials for the Committee, including a thorough site assessment; relevant sections of the Comprehensive Plan, Zoning Code, and Design Guidelines; Census information; and City housing data. Information was provided on innovative mixed use development such as New Urbanism, and green design such as Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND). Examples were provided of innovative ownership models such as co-housing and community land trusts. Major findings are presented below, and attached at the end of this document.

Community Input

The Committee carefully reviewed the Munjoy Hill Neighborhood Organization's document, "Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006" from notes compiled by Markos Miller. The Committee further considered input gathered from the public during its regularly scheduled meetings, during the Community Design Day, at the panel discussion with local developers, and at a meeting with senior housing developers.

Housing

A goal of the Adams School Reuse Committee was to provide the opportunity for people to live a lifetime on Munjoy Hill, from birth through elder years - renting their first apartments, buying their first home, upgrading as needed and eventually downsizing for their elder years.

The Committee focused its recommendations on the gap in household types that currently exists in the area. Information was presented from the Census, the City of Portland's Comprehensive Plan, the City of Portland's Housing Plan, as well as feedback from the community.

2000 Census Data Statistics

- The population in the East End decreased from 1990 to 2000
- Average household size decreased by 6% from 2.21 to 2.08
- 14.4% of people who live in the East End are over the age of 60
- The City of Portland has a total population of 64,249
- 43% of Portland residents own their own home
- Sales prices increased 44% in Portland between 1992 and 2000
- Housing units in the East End total 2,579, which is an increase of 34 over the past decade.

City of Portland's Comprehensive Plan

- During the past decade, the demand for housing increased significantly due to a change in the average number of people living in each housing unit (household). The city's average household size dropped from 2.21 to 2.08. This drop in household size is the result of the growth in single person households and other non-family type households. The city lost 1,090 families and gained 2,650 new non-family households.

- Families are leaving Portland and school enrollment is declining.
- In 1995 there were 823 children born to Portland residents. Only 533 of these children were enrolled in Portland kindergarten classes in 2000.
- Compared to other Cumberland County municipalities, Portland has the largest percentage of young adults, the lowest percentage of population between 30 and 65, and the highest percentage of population over 75. This age distribution, combined with the declining school enrollments, suggests that families with children are leaving Portland.
- The demand for housing for persons with disabilities continues to grow.

The above data indicates that Portland has a much smaller share of the total households in Cumberland County than it once did. Cumberland County is experiencing sprawl as families leave Portland and other urban areas. The Committee supported the fact that the City must encourage appropriately-sized infill housing developments where possible to slow this trend, and maintain its historic share of the overall County population.

Based on this information, the Committee decided to recommend housing types that would serve young and growing families, and single individuals both young and older who live on Munjoy Hill. The Committee recommended ownership for mixed income with maximum affordability.

To encourage families to remain on Munjoy Hill, the Committee recommended that 50% of the units have three or four bedrooms. The Committee recommended that 25% of the units be studios or one bedroom units to serve the single adult population, young and old. The remaining 25% of housing units will be up to the discretion of the developer based on market needs.

Ownership

The Census and housing data above was captured in a Portland Press Herald article, *Housing imbalance may hurt city*, by Kelley Bouchard, 2005, which was of interest to some Committee members (<http://pressherald.maine.com/specialrpts/portlandatacrossroads/1.html>). The article notes the lack of affordable, family-sized, owner-occupied units in Portland.

Data presented to the Committee indicated that most of the affordable housing built in Portland since 2000 has been rental. Very little affordable home ownership opportunities have been created, including on Munjoy Hill. Island View is the only recently-built housing development of any size offering affordable units, and they are entirely rental housing.

The Committee therefore recommended 100% home ownership opportunities be created within a mixed income development. The home ownership opportunities shall include a proportion of affordable units that would support a healthy, balanced, mixed income development.

Committee members considered alternative ownership models, such as co-housing, limited equity models, and land-trusts to assist in keeping units affordable. The Committee encouraged alternative ownership models to increase the number of affordable units in a mixed income development. The Committee felt that the development on this site should be 100% ownership.

Accessibility

The Committee felt strongly about providing housing to serve an elderly population. Discussion at several meetings focused on senior housing, assisted living and nursing home facilities. Senior housing developers provided input on the feasibility of elderly housing on the site. The recommendation was that there were limitations on the site that would make it difficult to create an elderly housing development. Rather, the suggestion was that the units be designed to be accessible to all ages. The developers also suggested the option of providing elderly services such as an adult daycare facility to serve the residents of the site and the neighborhood.

The Committee recommended that the maximum percentage of units be accessible. Principles of Universal Design could be incorporated to ensure that the housing is physically adaptable to the widest range of users (this is discussed below). The Committee recommended that new development incorporate these principles wherever feasible, particularly in the smaller units.

Non-Residential Uses

The Community Design Day resulted in a number of recommendations from the public for non-residential uses on the site such as a neighborhood center, public open space, playground, multi-cultural center, non-profit incubator, wellness center, artist work studios, and more. These uses had varying levels of community interest (the results are discussed further in the report).

The majority of the ideas from the Community Design Day can be realized within the parameters of the Committee's recommendation to "create leased or owned space to organizations that provide services that compliment the needs of the surrounding Munjoy Hill community."

That stated, there are a few uses that the Committee did not recommend for the Adams School site, including space for retail, or non-profit groups that do not serve the Munjoy Hill community. Results of the Community Design Day supported small scale or niche retail (grocery or hardware), however the Committee felt that this was not necessary due to the close proximity to Congress Street. The Committee felt it would be beneficial to encourage retail and most other non-residential uses to locate along the Congress Street corridor where parking was more convenient and accessible, and where such uses could help to enhance the fledgling Congress St. commercial and office district by concentrating foot traffic in the existing corridor.

The Committee also noted that some of the community uses that were met at the Adams School are now met at the East End School, including a library and large community meeting space.

Parking was a concern of several Committee members, especially snow-ban parking. There was much discussion and support of lowering parking requirements to one car per housing unit. This did not gain full Committee support, therefore "sufficient" parking is recommended.

The Committee also felt that publicly accessible green space was a very important criteria for development. The provision of such space would be in addition to the existing playground.

Design

The Committee was briefed on design standards including Leadership in Energy and Environmental Design (LEED), and principles of New Urbanism in relation to infill development. Housing that is physically accessible to all was important, and Universal Design Principles were discussed. The Committee considered the information below in its recommendations.

Massing Studies

Professor Eric Stark compiled massing studies of the site, which are attached to the end of this document. These studies show options for the site that recreate or closely respect the current scale and massing of the existing neighborhood. These massing studies show what might be feasible for individual, or smaller multi family buildings on the site.

Leadership in Energy and Environmental Design (LEED)

The Committee was in favor of the criteria defined by *Leadership in Energy and Environmental Design for Neighborhood Design (LEED ND)*. The Committee recommended that projects on the site should be certifiable under the LEED Neighborhood Development Rating System™, though actual application for the certificate would be the developer's choice.

LEED ND is a nationally accepted benchmark for the design, construction, and operation of high performance green buildings and sustainable neighborhoods. LEED ND integrates the principles of smart growth, urbanism, and green building into the first national standard for neighborhood design. Information is available on the U.S. Green Building Council's website (www.usgbc.org). The principles are attached to this report.

LEED ND principles include criteria that support the traditional neighborhood design on Munjoy Hill. These criteria include walkable streets, compact design, diversity of housing types, affordable for-sale housing, access to public spaces, reduced automobile dependence, housing and jobs proximity, energy efficient building design, etc.

Universal Design

The Committee expressed a desire that development on the site be accessible, so that people could be accommodated throughout their lifetime. Principles of Universal Design include features that make spaces physically accessible to everyone such as smooth ground surfaces of entranceways, no stairs; wide interior doors and hallways; lever handles for opening doors rather than twisting knobs; light switches with large flat panels rather than small toggle switches, etc.

These principles are detailed in the document *Universal Design for Housing*, which is available on the website of the Center for Universal Design (www.design.ncsu.edu). A graphic describing the "Next Generation Universal Home" is attached to this document.

New Urbanist Principles for Infill Development

New Urbanism is a methodology for creating infill development that knits neighborhoods back together, by encouraging design that reflects the existing pattern, streetscape, scale, massing and design elements of traditional neighborhoods. The pedestrian experience and the public realm are critical components of the design of New Urbanist developments.

The Committee considered the document *Strategies for Successful Infill Development*, by the Congress for the New Urbanism (<http://www.nemw.org/infillbook.htm>). This document includes Design Principles for Infill (attached to this report) such as the following:

Citizen and Community Involvement: Engage residents, neighbors, civic leaders, politicians, developers, local institutions throughout the process of designing change for neighborhoods.

Neighborhoods: Neighborhoods are compact, pedestrian-friendly, and mixed use with many activities of daily life available within walking distance. New development should help repair existing neighborhoods or create new ones and should not take the form of an isolated “project.”

Streets: Neighborhoods should have an interconnected network of streets and public open space.

Diversity: Provide a broad range of housing types and price levels to bring people of diverse ages, races, and incomes into daily interaction.

Safety and Civic Engagement: The relationship of buildings and streets should encourage interaction and community identity. Provide a clear definition of public and private realm through block and street design that responds to local traditions.

Accessibility: Buildings should be designed to be accessible and visitable while respecting the traditional urban fabric.

Local Architectural Character: the image and character of new development should respond to the best traditions of residential and mixed-use architecture in the area.

Community Design Day

A Community Design Day was held on April 29, 2007 to facilitate brainstorming, generate “crazy ideas”, and enable creative designs for the Adams School site. The intent was to provide a full day workshop for citizens to envision and design possible alternatives for the reuse of the former Adams School site. The Community Design Day was facilitated by Alan Holt and his students from the University of Southern Maine’s Muskie School, and Eric Stark and his students from the architecture program at the University of Maine at Augusta.

Over 50 people attended, and worked in teams to prioritize Policy and Land Use Ideas for the site which are summarized below (the numbers represent the number of votes that were given to a particular topic during a preference exercise). The topics were taken from the Munjoy Hill Neighborhood Organization’s input gathered in October 2006. Each team also created a visual presentation of its desired development options (attached at the end of this report).

The summary of Policy Ideas by the participants at the Community Design Day includes a preference for the following (in order of greatest votes received above five votes): perpetuate the diversity of housing on Munjoy Hill (age, income, cultures); create great architecture and landscaping; serve as a neighborhood center in a quiet, safe, strong community; incorporate sustainable green design principles; provide space for activities and after school programs for youth/teens; and offer a familiar public open space, gathering place, and playground.

POLICY IDEAS FOR THE ADAMS SCHOOL SITE	TOTAL
Perpetuate the diversity of housing on Munjoy Hill (age, income, cultures)	18
Create great architecture and landscaping	11
Serve as a neighborhood center in a quiet, safe, strong community	9
Provide space for activities and after school programs for youth/teens	8
Incorporate sustainable green design principles (added by Team 4)	8
Offer a familiar public open space, gathering place, and playground	7
Beckett/O’Brion as low traffic streets	4.5
Create identity, strengthen community, neighborhood more desirable	4
Provide retail that meets needs and fits community	3
Encourage pedestrian and bicycle access to Downtown, Prom, water, etc.	3
Integrate with transit	3
Provide a percentage of open space in the development	2
Provide employment opportunities	2
Address needs of immigrant community- get their input	2
Meet housing needs of seniors in their neighborhood	1.5
Positively impact nearby land values	0

The summary of Land Use Ideas by the participants at the Community Design Day includes a preference for the following (in order of greatest votes received above five votes): Park, plaza, piazza, playground, arboretum, trees; multi-use housing, live/work (artists), flexible space; mixed income housing, or entirely affordable housing; senior housing, or diversity of housing serving various ages; mixed use with small scale retail; community center; multicultural center, teen center, or recreation center; non-profit incubator, immigrant organizations, shared infrastructure; cooperative housing model; and community gardens or greenhouse.

LAND USE IDEAS FOR THE ADAMS SCHOOL SITE	TOTAL
Park, plaza, piazza, playground, arboretum, trees	21
Mixed income housing, or entirely affordable housing	17
Multi-use housing, live/work (artists), flexible space	17
Senior housing, or diversity of housing serving various ages	15
Mixed use with small scale retail - grocery, co-op, coffee, hardware	13
Community center	12
Multicultural center, teen center, rec. center	9
Non-profit incubator, immigrant organizations, shared infrastructure	8
Cooperative housing model	6
Community gardens, greenhouse	5
Artist work studio spaces	3
Community college, adult educational space	3
Owner occupied or rental family housing	1
Athletic facilities, pool, wellness center	1
Faith based, community service, church	0
Library	0

The participants of the Community Design Day worked in four teams to develop visions for the site, and to provide graphic presentation boards that illustrated the visions. Photographs of the boards are provided at the end of this document.

The following tables present summaries of the ideas that were graphically presented on the boards. The number in the Total column represents the number of teams (four total) that included that line item in the presentation of preferences.

The teams presented fully developed visions which included the following elements:

Four teams included a windmill, and showed a walkway where Beckett Street would extend, which also provides a view corridor.

Three teams included a community center; housing diversity; green roofs and solar panels; and pedestrian walkways.

Two teams included business/retail/commercial on the first floor with residential or offices on the second floor; grocery; hardware; mixed income; live/work; co-op housing; community gathering space; playground; reduced car dependence; and reuse part/all of the existing building.

A number of other interesting ideas were shown on the development scenarios, and are listed below, or shown in the photos at the end of this document.

SUMMARY OF DEVELOPMENT IDEAS	Total
Wind turbine/ windmill	4
Beckett Street walkway	4
Housing Diversity	3
Neighborhood/ Community Center	3
Solar Panels / PV	3
Rooftop gardens/ Green roofs	3
Park	3
Neighborhood businesses	2
Hardware Store	2
Business/ Retail/ Commercial 1 st floor with Residential or Offices on 2 nd floor	2
Mixed Income	2
Live / work efficiency units	2
Coop housing	2
Gathering Space	2
Reduce car dependence	2
Create safe pedestrian walkways	2
Community Gardens	2
Reuse the building	2

Below is a summary of the development ideas by land use and the desired design elements, as shown on the presentation boards which were created at the Community Design Day.

SUMMARY OF DEVELOPMENT IDEAS	Total
Mixed Use	
Neighborhood businesses	2
Hardware	2
Business/ Retail/ Commercial 1 st floor with Residential or Offices on 2 nd floor	2
Grocery w/ produce	1
Coop	1
Bakery	1
Outdoor Market	1
Learning Café	1
Shops	1
Business incubator	1
Coffee	1
Childcare	1
Housing	
Housing Diversity	3
Mixed Income	2
Diversity of Users families, elderly, immigrants, young people, artists	1
Diverse Coop Housing	1
Decks on units	1
Town homes that face the street	1
Apartments	1
Mixed age	1
Housing Types	
Live / work efficiency units	2
Family, workforce, middle income	1
Elderly	1
High end efficiency	1
Starter units	1
Ownership Models	
Coop housing	2
Limited equity	1
Traditional ownership models	1

Community Space	
Neighborhood/ Community Center	3
Gathering Space	2
Youth/ Teen Space (Rec Center)	1
Multi-cultural space	1
Green Design	
Wind turbine/ windmill	4
Solar Panels / PV	3
Rooftop gardens/ Green roofs	3
Leadership in Energy and Environmental Design	1
Rainwater catch basins	1
Zero New energy Use	1
Transportation	
Reduce car dependence	2
Create safe pedestrian walkways	2
Bike safe	1
Transportation HUB	1
Parking interior to the site	1
Transportation Alternatives	1
Zip cars	1
Shuttles	1
Residential Parking	1
Underground parking	1
Greenspace	
Park	3
Community Gardens	2
Playground	1
Trees, plants, benches	1
Shade trees	1
Other	
Beckett Street walkway	4
Reuse the building	2
Handicap accessibility	1
Wellness Center	1
Incorporate corner pockets (buy)	1

Summary of the Committee Workshop

The Adams School Reuse Committee held a workshop on May 24, 2007 so that it could participate in a similar process to that which had been provided to the public during the Community Design Day. There were seven participants in the voting. The meeting was facilitated by Michael Pulaski, PhD, LEED AP, Project Manager, Fore Solutions. The Committee members were given the same list of Land Use items and Policy Ideas that had been summarized from the Munjoy Hill Neighborhood Organization meeting in October 2006.

The Committee voted unanimously for senior housing or a diversity of housing serving various ages. Four members voted for a park, plaza, piazza, playground, trees. Three members voted for mixed use small scale retail. These top choices were consistent with the top preferences from public participants at the Community Design Day.

The Committee's votes diverged from the participants at the Community Design Day with regard to the provision of mixed income/affordable housing, and multi-use housing such as live/work spaces. These two land use types were tied for the second choice for the Community Design Day participants, but received 1 or zero votes respectively from the Committee.

The Committee preferences are below in order of percentage of 7 votes, as well as the percentage of 50 votes from the participants at the Community Design Day).

Land Use

Committee% Public%

100	30	Senior housing or a diversity of housing serving various ages
57	42	Park, plaza, piazza, playground, trees
43	26	Mixed use with small scale retail: grocery, co-op, coffee, hardware, bakery
28	24	Community Centers
28	6	Parking for the neighborhood
28	2	Owner occupied or rental family housing
14	34	Mixed Income/ Affordable
14	2	Athletic facilities, pool, wellness center
0	34	Multi use housing, live/ work (artists)

Policy Ideas

43	22	Great architecture and landscaping
14	36	Perpetuate diversity of housing on Munjoy Hill (age, income cultures)
14	3	Elderly Housing, meet housing needs of seniors in their neighborhood
14	6	Retail that meets needs and fits community
14	9	Beckett/ O'Brien as low traffic
14	16	Youth Teen space for constructive activities

The Committee discussed the design elements on the presentation boards from the Community Design Day. Ideas that were appreciated by the Committee include the view corridors around the Adams site; variable heights of buildings; green/ open space; greenspace along the perimeter; replication of the feel of the existing space/surrounding neighborhood; porosity on the site; and the inclusion of the playground. One Committee member did not like the alley.

A discussion was had about whether to keep the existing building. It was determined that this should be a decision of a developer.

A discussion was had about the option to divide the site into lots that are in keeping with the existing fabric of the neighborhood. There was general agreement in the Committee for this idea. There is the potential for approximately 13 lots at the neighborhood scale.

The Committee discussed the option of mixed use retail. There was consensus that there is some need for retail/commercial on Munjoy Hill, but it does not belong on the Adams School site.

The Committee continued to discuss site specific physical design features, program uses, and proposed policy ideas. These ideas are presented below.

Physical Design

View corridor

Playground

Beckett Street walk-thru that meets the street pattern and width

Height restrictions on new construction

Design should reflect the traditional neighborhood.

Housing styles should be “blendable” and compatible with existing neighborhood

Development should be LEED ND certifiable

Neutral as to the reuse or removal of the existing school building

Whether developed in its entirety or in parts, it must be of heterogeneous design.

Program Use

Family housing

Senior housing

Community spaces and access (community-based programs)

Sufficient parking

Policy Ideas

Permeability/ porosity

Housing - mixed income/ mixed ownership/ affordable

Life-cycle living on the Hill

Elbow room - open green space, common public space

Knitting the neighborhood back together, physically and functionally

Enhanced community

Green/sustainable

Create ownership opportunities

Committee Recommendations for the Adams School Site

The Adams School Reuse Committee considered all of the input generated by the public process conducted from October 2006 through July 2007 and made the following recommendations.

Policy Issues

- **Life Cycle Living.** The goal is to create the possibility of life-cycle living on Munjoy Hill. A variety of unit sizes, a mix of incomes, and accessible design should be incorporated in order to allow housing opportunities for all.
- **Connect the Neighborhood.** The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community. The design of the site should knit the neighborhood together both physically and functionally.

Design Considerations

- **High Quality Design.** Excellence in architectural and landscape design is expected.
- **Traditional Design:** Design shall be reflective of the surrounding traditional neighborhood. New Urbanist principles shall be used to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings should orient to the street.
- **Green Design.** The site and buildings shall be designed to be certifiable on the principles of *Leadership in Energy and Environmental Design for Neighborhood Design (LEED ND)*. The actual application for the certificate is the developer's choice.
- **Streetscape.** The development shall enhance the pedestrian experience and the public realm. Alternative transportation modes shall be accommodated and incorporated in the project.
- **Height:** Heights shall be less than or equal to the average of structures in a 2 block radius.
- **Permeability.** Design shall be permeable or porous. View corridors are encouraged. If the existing building is removed, Beckett Street shall be re-connected to its full width as a public, non-motorized right of way. If the existing building remains, a public walkway shall be provided along the north-south axis of the site. Year round accessibility is required.
- **Heterogeneity.** Design of the buildings on the site shall be heterogeneous, not homogenous.
- **Existing Building.** Reuse or removal of the existing building is the developer's choice.
- **Accessibility:** Universal Design principles shall be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users.

Housing Uses

- **Mixed Income and Affordability.** A mixed income development shall be provided, with the maximum number of affordable units that are feasible. Note that "affordability" is not necessarily defined by federal standards, but is open to creative interpretation and may be provided through mechanisms such as quality of finish materials or smaller unit sizes. From the outside of the units, there should be no distinguishable difference between unit values.

- **Ownership.** The maximize number of ownership units possible is desired (100% is encouraged). The Committee desires that there be a limit of one unit per buyer if this is feasible.
- **Alternative Ownership Models.** Alternative ownership models such as limited equity units, co-housing, or a land trust are encouraged in order to keep the units affordable over time.
- **Mix of unit sizes.** Units should be the following mix to accommodate families and singles:
 - 50% larger units (3-4 bedrooms) to serve family or blended family housing.
 - 25% smaller units (studios and 1 bedroom) suitable for single young people or seniors.
 - 25% to be decided by the developer.

Other Uses

- **Indoor Public Space.** Indoor public space that serves the needs of the Munjoy Hill community may be provided, such as a community center, community-based non-profit space, or elderly or child day care.
- **Outdoor Public Space.** Outdoor public space shall be provided for residents and members of the surrounding community, in addition to the existing playground. If the existing building is removed, Beckett Street shall be re-connected to its full width as a public, non-motorized right of way. If the existing building remains, the equivalent square footage in public open space shall be created elsewhere on the site. This shall incorporate a public walkway along the north-south axis of the site. Year round accessibility is required.
- **Playground.** A public playground shall be provided and maintained by the City either in its current location or relocated elsewhere on the south side of the site. A new playground shall be of equal size or greater to the existing. [Note: this may be parceled off prior to the RFP]
- **Parking.** Provide sufficient parking so as to not impact the existing neighborhood.

Appendix

Community Objectives 04/12/07

Summary of the Community Design Day 04/29/07

Presentation Boards from the Community Design Day

Massing Studies for the Site

Leadership in Energy and Environmental Design (LEED)

Next Generation Universal Home

Design Principles for Infill Development

Minutes of all Adams School Reuse Committee meetings

Summary of Community Objectives 04/12/07

The Committee carefully reviewed the document titled "Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006" which was generated at a Munjoy Hill Neighborhood Organization meeting. This document was used as a basis of discussion, consideration, refinement, and recommendation throughout the entire process. The ideas in that document were summarized by the Committee and are presented below.

Meaning/History

Serves as a 'neighborhood center' in a quiet, safe, strong community
Offers the familiarity as a public open space and playground
Provides parking for the neighborhood

Conceptual Ideas

Create identity for neighborhood, strengthen community, make neighborhood more desirable
Development could be a percentage or ratio of open space to development
Great architecture and landscaping
Gathering space for community
Low impact pedestrian friendly, integration to transit
Positively impact the value of surrounding property
Perpetuate diversity of housing stock of rest of Munjoy Hill (age, incomes, cultures, etc)

Housing

Appropriate mixed income housing, or entirely affordable housing
Senior housing (assisted and/or independent), or diversity of housing serving various ages
Owner occupied or rental housing for families
Multi-use housing, live/work - (artists, family)
Mixed income cooperative housing opportunity

Community Space

Community center, multi-use community space, meeting space
Community gardens, green space
Non-profit incubator, shared infrastructure
Multicultural center, teen center, recreation center
Athletic facilities, pool, classes, wellness (like Freeport "Y")

Commercial

Mixed use w/ retail, produce market, small scale (retail, grocery, co-op, coffee, hardware)
Retail that meets needs and fits style of community
Employment opportunities

Non-Profits

Faith based mission work/community service, church and community center
Community non-profits
Community college, educational space

Specific Uses and Places

Artist studio space
Park/plaza/piazza/
Playground
Landscaping, arboretum, strategic tree planting
Community garden and greenhouse
Swimming pool
Boatbuilding
Adult education
Home of immigrant organizations
Library

Transportation

Respect that Beckett/O'Brion are low traffic streets
Walkable/bikeable to Downtown, Eastern Prom, water, and amenities (St. Lawrence, businesses)
Integration to transit, add to walkable neighborhood

Serving Diverse Populations

Elderly housing - meet housing needs of seniors within their own neighborhood
Youth/teens - space for constructive activities, after school programming
Opportunity to address needs of immigrant community- get their input

SOURCES

Munjoy Hill Observer, October 2006, Markos Miller, "Community Comes Together to Envision Adams School Site",

Munjoy Hill Observer, December 2006, Markos Miller, "Some Ideas for 'Adams Square'"

Munjoy Hill Neighborhood Organization, Members Input from Adams School Re-Use Meeting Organized Thematically, October 12, 2006, Notes organized by Markos Miller

Community Design Day 04/29/07

A Community Design Day was held on April 29, 2007 to facilitate brainstorming, generate “crazy ideas”, and enable creative designs for the Adams School site. The intent was to provide a full day workshop for citizens to envision and design possible alternatives for the reuse of the former Adams School site. Over 50 people attended, and worked in teams to create development scenarios for the site. These ideas were visually presented on boards (photos below). The ideas for each team are summarized on the chart below.

	Team 1	Team 2	Team 3	Team 4
MIXED USE/ RETAIL/ BUSINESS ETC.	X			
Neighborhood businesses	X	X		
Grocery w/ produce	X	X		
Coop	X			
Hardware	X	X		
Bakery		X		
Book	X			
Outdoor Market	X			
Business/ Retail/ Commercial 1 st floor with Apartments/ Residential or Offices on 2 nd floor	X	X		
Learning Café	X			
Shops		X		
Business incubator				X
Coffee				X
Childcare				X
HOUSING				
Housing Diversity	X		X	X
Diversity of Users - families, elderly, immigrants, young people, artists	X			
Diverse Coop Housing	X			
Decks on units	X			
Town homes that face the street		X		
Apartments		X		
Mixed Income		X	X	X
Mixed age				X
Housing Types				
Family, workforce, middle income			X	
Elderly			X	
High end to subsidize affordable			X	
Affordable			X	
Live / work housing			X	X
Starter units			X	
64 units (24 flats, 24 townhouses, 16 lofts)				X
Ownership Models				
Limited equity			X	
Coop housing	X		X	
Traditional ownership models			X	

COMMUNITY SPACE	X			
Youth/ Teen Space (Rec Center)	X			
Gathering Space/ Flex space	X		X	
Senior Center		X		
Neighborhood/ Community Center/ open to neighborhood	X		X	X
Multi-cultural space	X			
SUSTAINABILITY FEATURES	X	X	X	X
LEED	X			
Wind turbine/ windmill	X	X		X
Solar Panels / PV	X	X		X
Rooftop gardens/ Green roofs	X	X	X	
Rainwater catch basins	X			
Zero New energy Use				X
TRANSPORTATION				
Reduce car dependence	X			X
Create safe pedestrian walkways	X			X
Integrate with transit,	X			
Transportation HUB		X		
Transportation Alternatives		X		
Zip cars		X		
Shuttles		X		
Bike safe				X
Parking				
Business Parking (interior to the site)		X		
Residential Parking		X		
Underground parking				X
GREEN SPACE	X	X		X
Greenhouse	X			
Park		X		
Playground		X	X	
Community Gardens		X		
Trees, plants, shade	X	X		
Benches		X		
OTHER				
Reuse the original Adams School	X		X (partial)	X
Handicap accessibility	X			
Beckett Street walkway	X	X	X	X
Wellness Center		X		
Incorporate corner pockets (buy)				X
Enhance Water view/ view corridor				
Diversity of building façade materials to reflect the neighborhood		X		
Eyes on the street			X	
Sidewalk improvements				X

Presentation Boards from the Community Design Day 04/29/07

Thank you to the architects who provided design assistance to the Community Design Day: Michael Chestnut, Ron Goodwin, Pamela Hawkes, Philip Kaminsky, Sherrie Kaminsky, Kevin Moquin, Richard Renner, Lynn Shaffer, Eric Stark, Robin Tannenbaum, and Scott Teas.

Team 1A



Detail from Team 1A

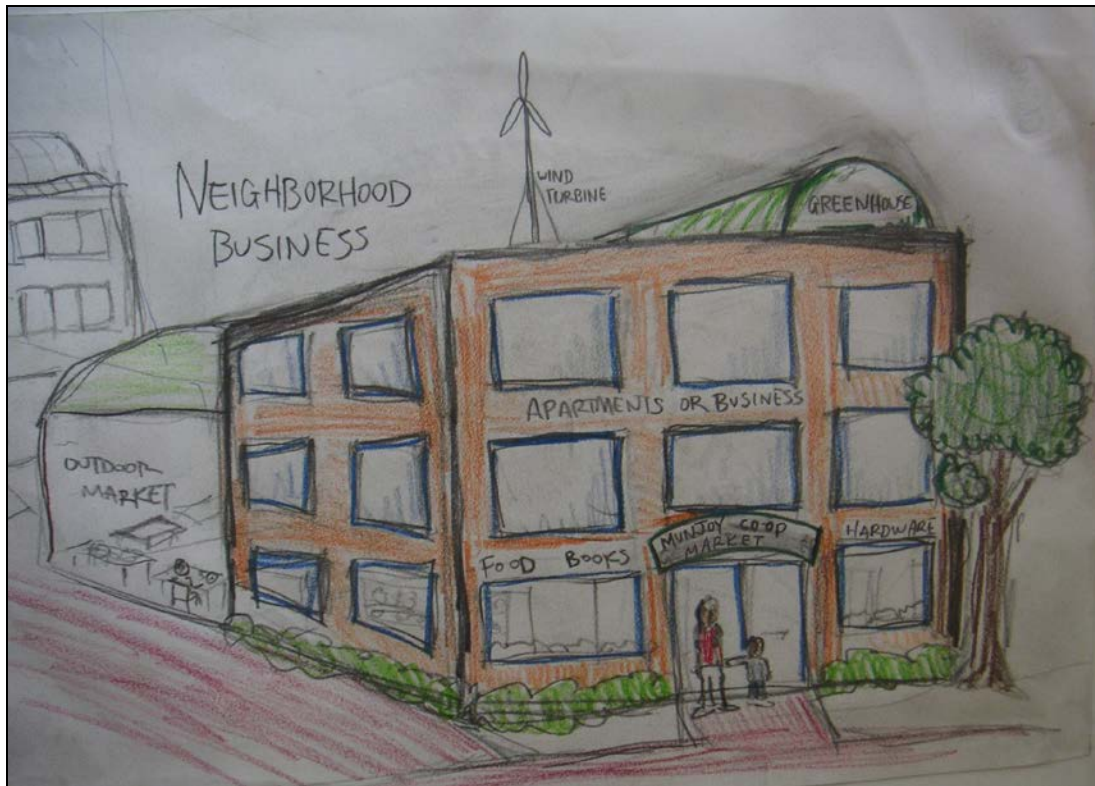
Team 1B



Detail from Team 1B



Details from Team 1B

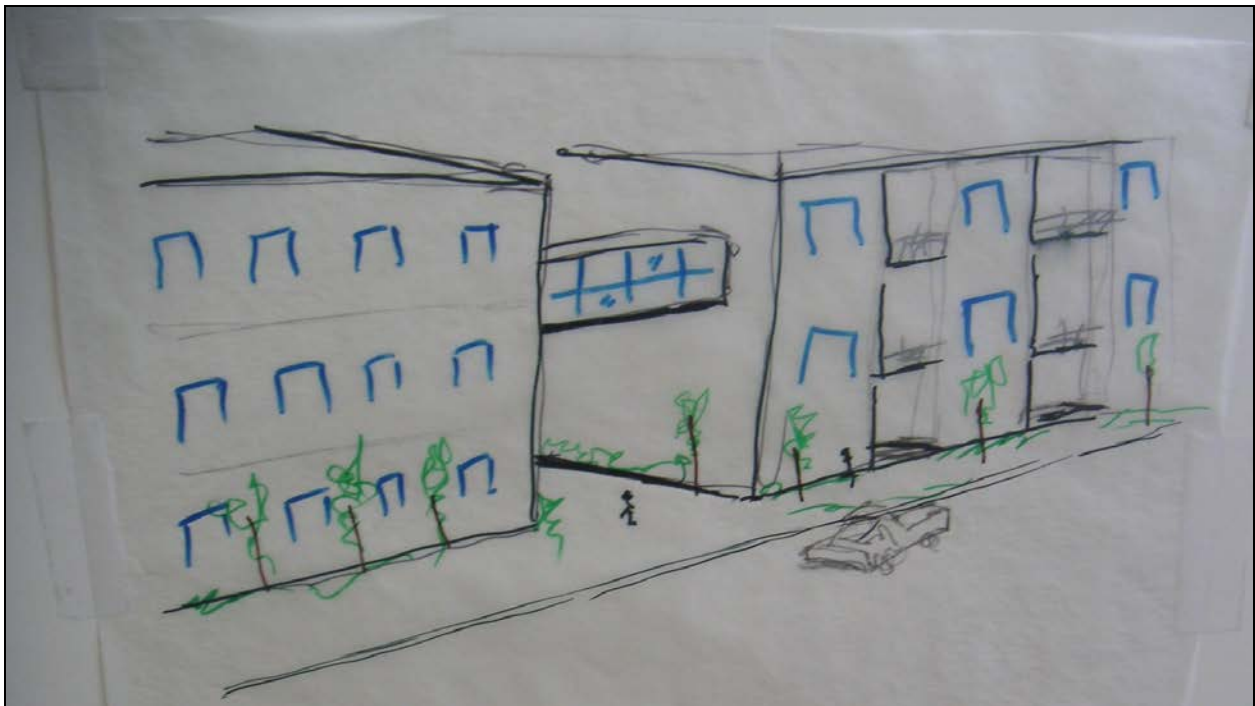


Team 2

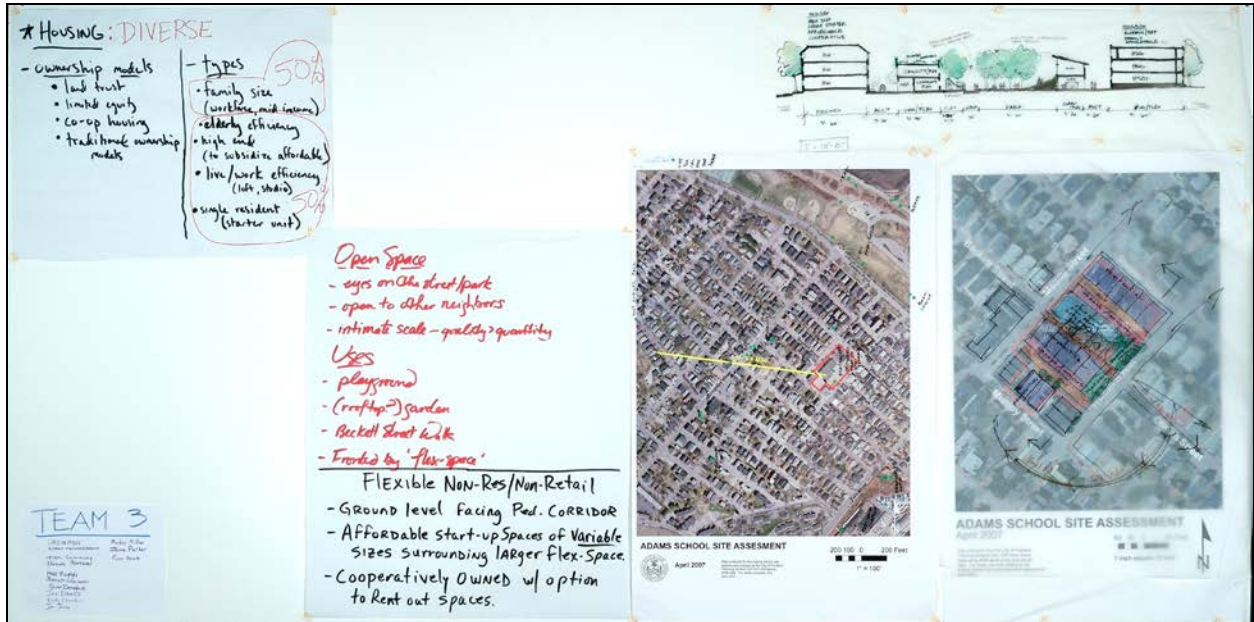


Detail from Team 2

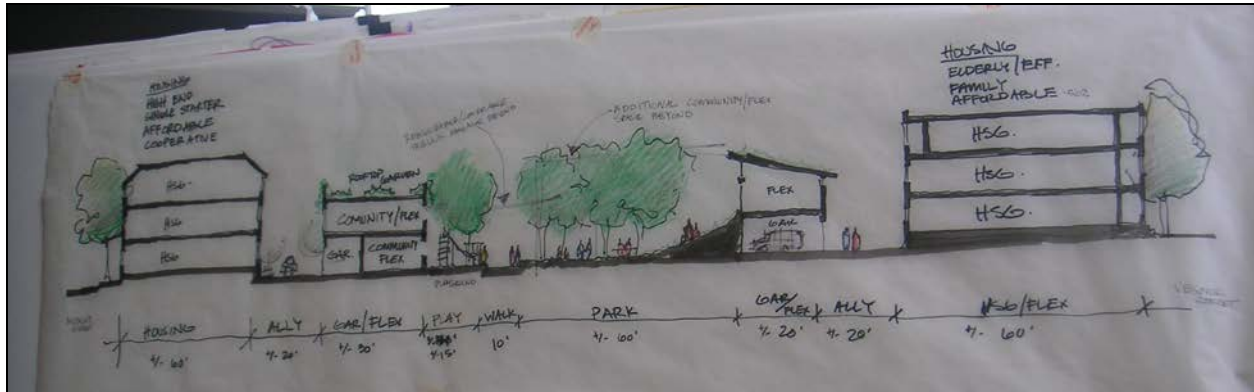
Details from Team 2



Team 3



Detail from Team 3



Beckett Street

Moody Street

Wilson Street

Munby Street

Resident 1st

garage

Columbian

No. 100

Park

SUN

WIND

North Arrow

Team 4



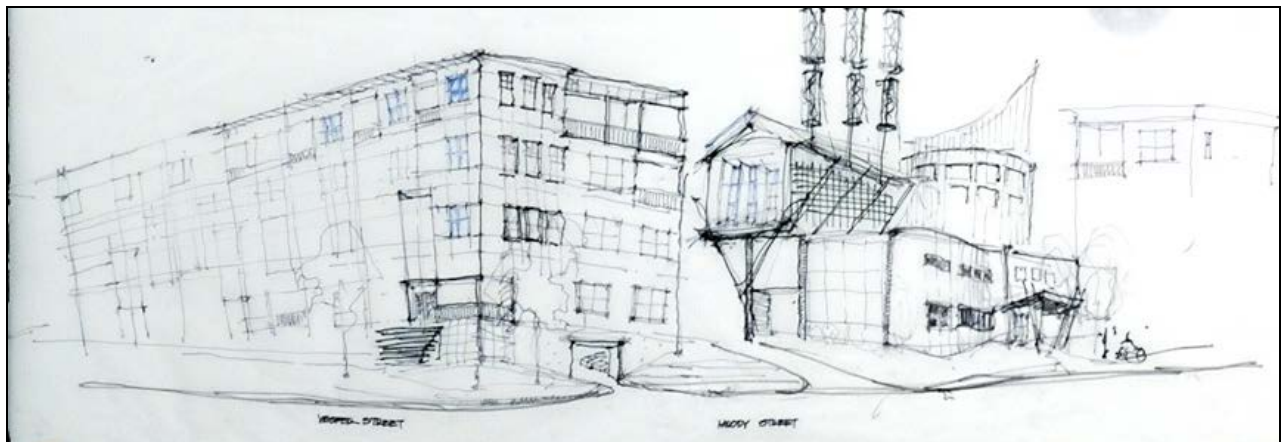
Detail from Team 4



Details from Team 4

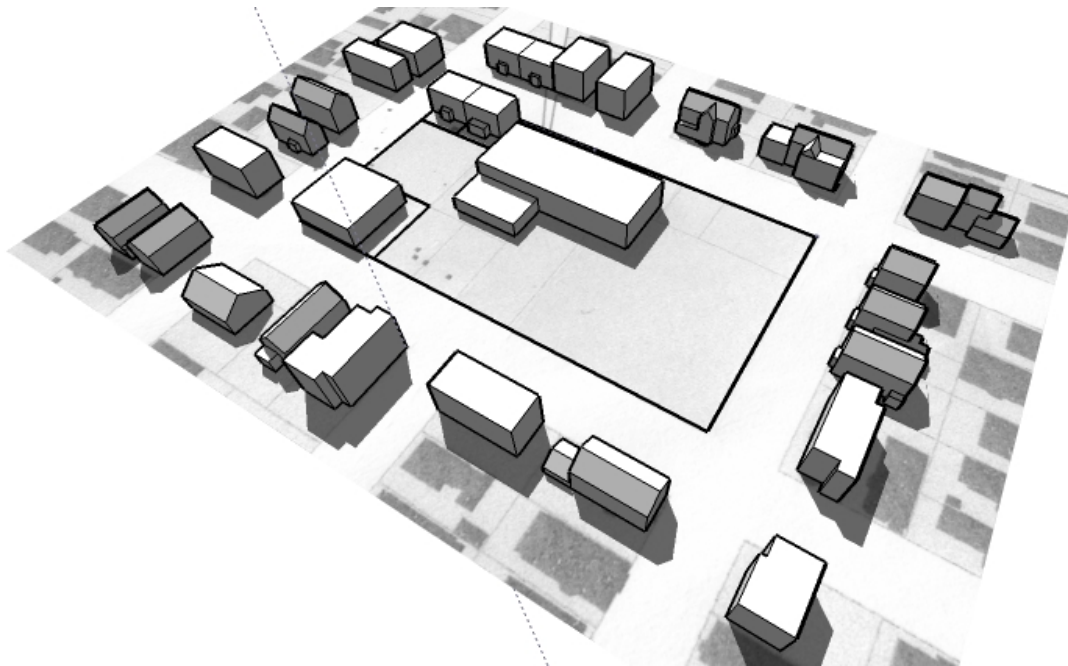


Details from Team 4

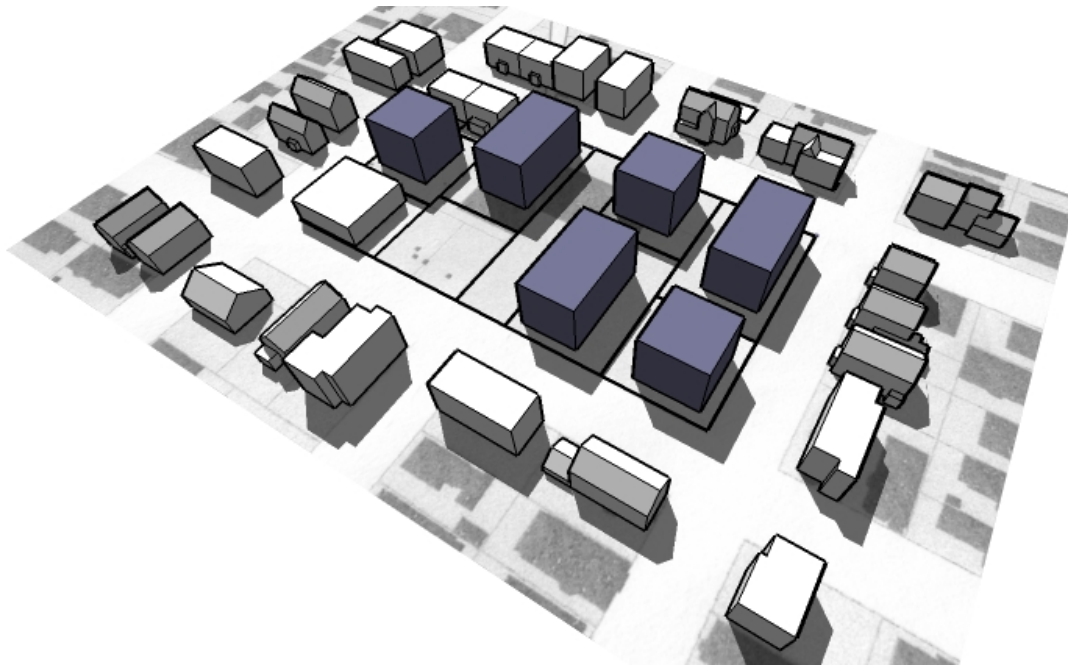


Massing Studies for the Adams School Site

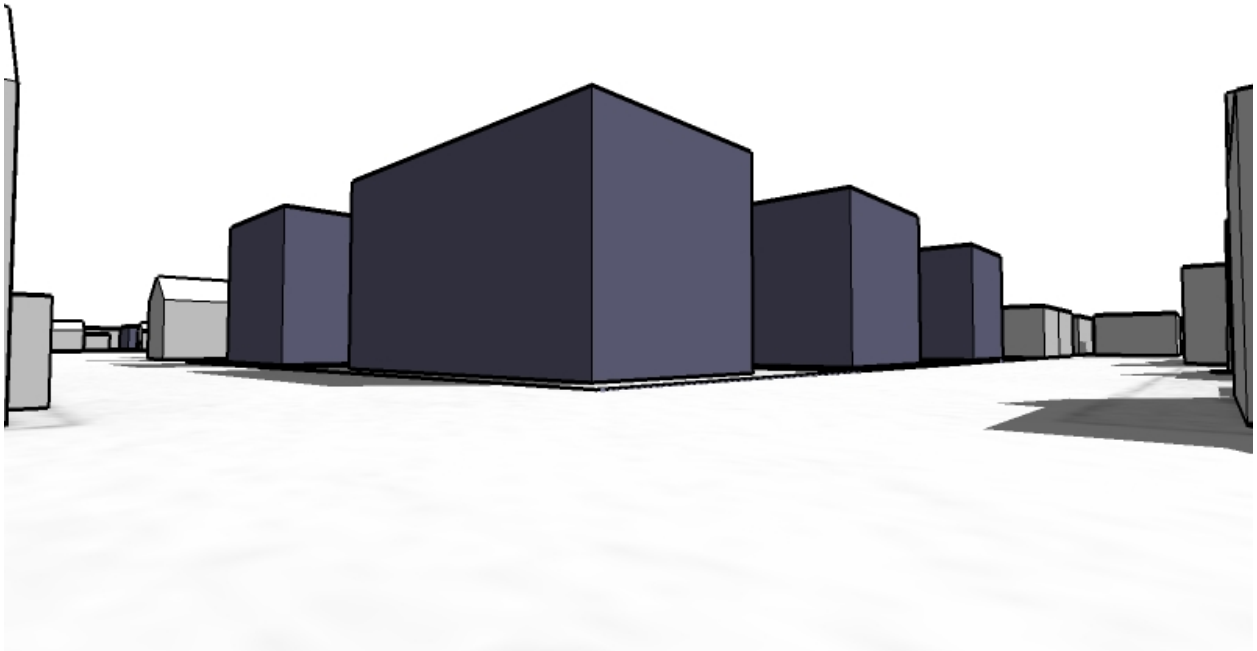
Professor Eric Stark compiled massing studies of the site which show options for the site that recreate or respect the scale and massing of the existing neighborhood. These massing studies show what might be feasible for individual, or smaller multi family buildings on the site.



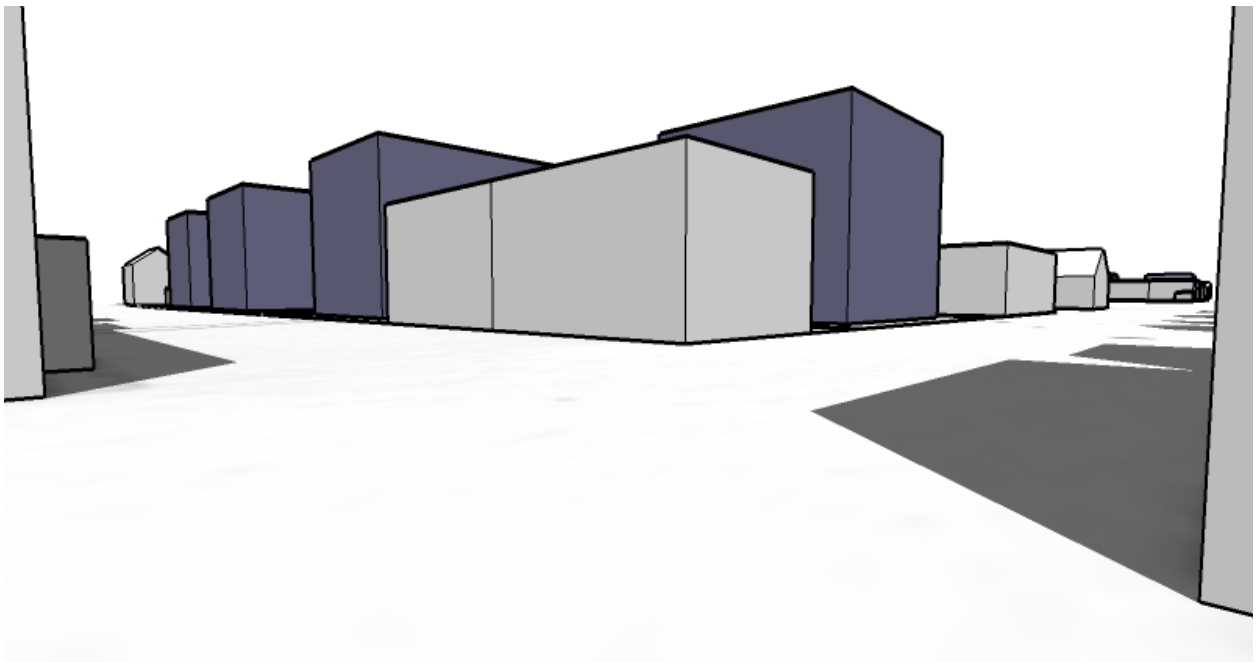
Existing Conditions



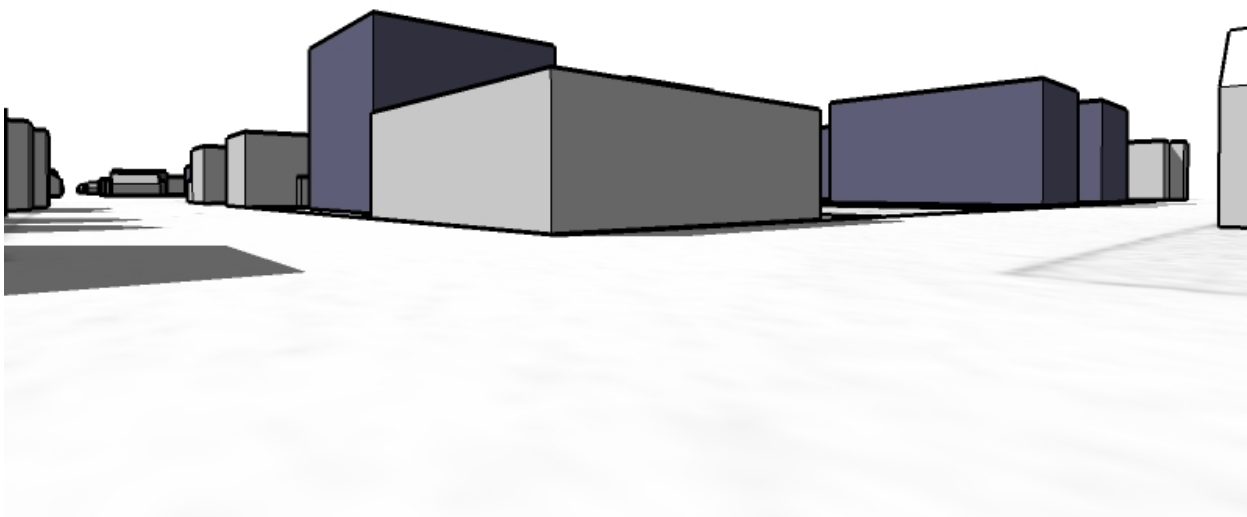
Six Potential Lots



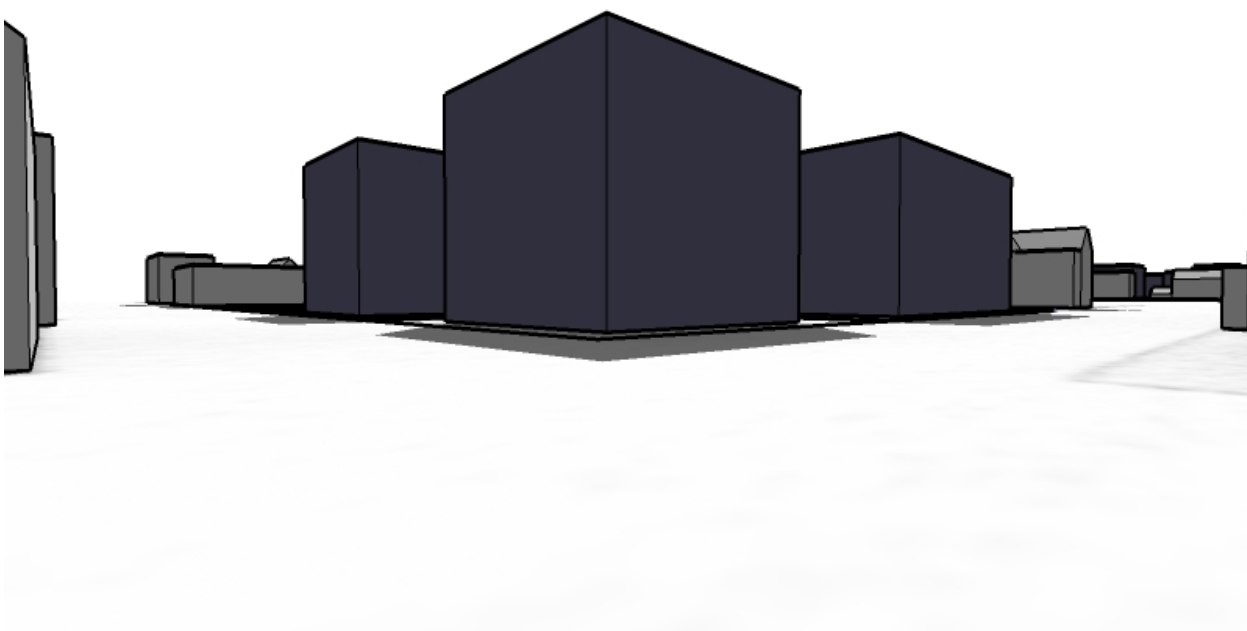
Massing Study at the Corner of Moody and Vesper Streets



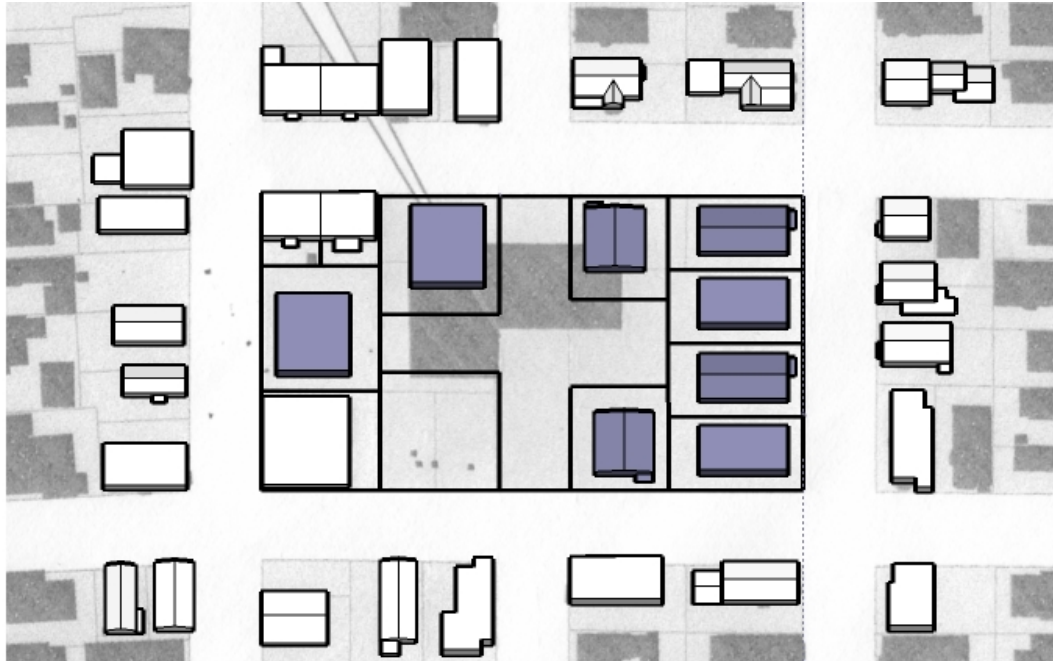
Massing Study at the Corner of Moody and Munjoy Streets



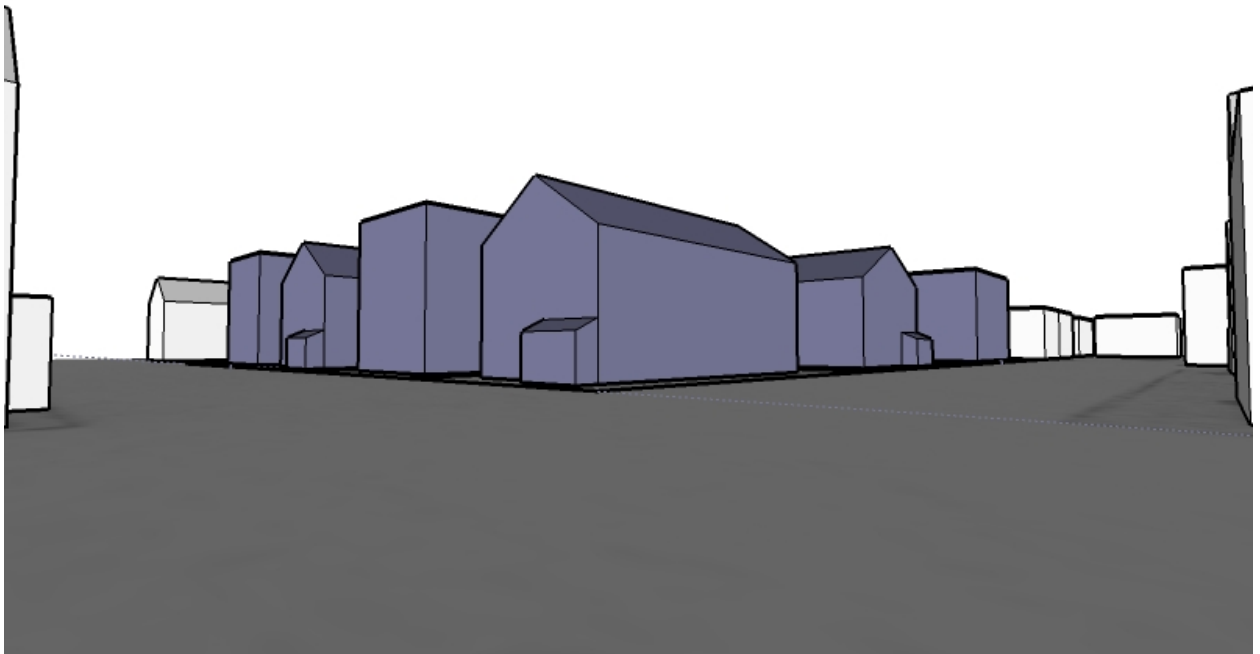
Massing Study at the Corner of Munjoy and Wilson Streets



Massing Study at the Corner of Wilson and Vesper Streets



Eight Potential Lots



Massing Study at the Corner of Moody and Vesper Streets

Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND)

The Pilot Version of the LEED for Neighborhood Development Rating System (06/07) includes the following criteria. (Source: <https://www.usgbc.org/ShowFile.aspx?DocumentID=2845>)

Smart Location and Linkage 30 Possible Points

Prereq 1 Smart Location Required
Prereq 2 Proximity to Water and Wastewater Infrastructure Required
Prereq 3 Imperiled Species and Ecological Communities Required
Prereq 4 Wetland and Water Body Conservation Required
Prereq 5 Agricultural Land Conservation Required
Prereq 6 Floodplain Avoidance Required
Credit 1 Brownfield Redevelopment 2
Credit 2 High Priority Brownfields Redevelopment 1
Credit 3 Preferred Locations 2-10
Credit 4 Reduced Automobile Dependence 1-8
Credit 5 Bicycle Network 1
Credit 6 Housing and Jobs Proximity 3
Credit 7 School Proximity 1
Credit 8 Steep Slope Protection 1
Credit 9 Site Design for Habitat or Wetlands Conservation 1
Credit 10 Restoration of Habitat or Wetlands 1
Credit 11 Conservation Management of Habitat or Wetlands 1

Neighborhood Pattern and Design 39 Possible Points

Prereq 1 Open Community Required
Prereq 2 Compact Development Required
Credit 1 Compact Development 1-7
Credit 2 Diversity of Uses 1-4
Credit 3 Diversity of Housing Types 1-3
Credit 4 Affordable Rental Housing 1-2
Credit 5 Affordable For-Sale Housing 1-2
Credit 6 Reduced Parking Footprint 2
Credit 7 Walkable Streets 4-8
Credit 8 Street Network 1-2
Credit 9 Transit Facilities 1
Credit 10 Transportation Demand Management 2
Credit 11 Access to Surrounding Vicinity 1
Credit 12 Access to Public Spaces 1
Credit 13 Access to Active Public Spaces 1
Credit 14 Universal Accessibility 1
Credit 15 Community Outreach and Involvement 1
Credit 16 Local Food Production 1

Green Construction & Technology 31 Possible Points

Prereq 1 Construction Activity Pollution Prevention Required
Credit 1 Certified Green Buildings 1-3
Credit 2 Energy Efficiency in Buildings 1-3
Credit 3 Reduced Water Use 1-3
Credit 4 Building Reuse and Adaptive Reuse 1-2
Credit 5 Reuse of Historic Buildings 1
Credit 6 Minimize Site Disturbance through Site Design 1
Credit 7 Minimize Site Disturbance during Construction 1
Credit 8 Contaminant Reduction in Brownfields Remediation 1
Credit 9 Stormwater Management 1-5
Credit 10 Heat Island Reduction 1
Credit 11 Solar Orientation 1
Credit 12 On-Site Energy Generation 1
Credit 13 On-Site Renewable Energy Sources 1
Credit 14 District Heating and Cooling 1
Credit 15 Infrastructure Energy Efficiency 1
Credit 16 Wastewater Management 1
Credit 17 Recycled Content in Infrastructure 1
Credit 18 Construction Waste Management 1
Credit 19 Comprehensive Waste Management 1
Credit 20 Light Pollution Reduction 1

Innovation & Design Process 6 Possible Points

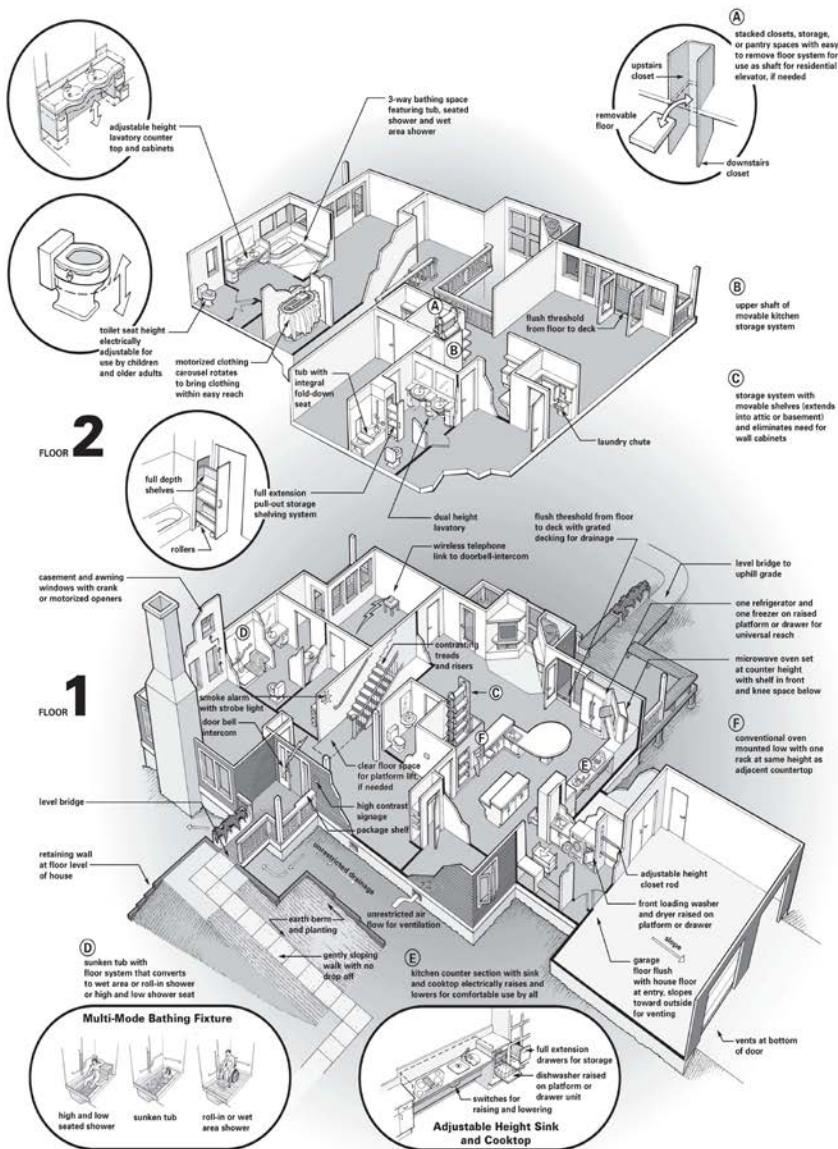
Credit 1 Innovation in Design 1-5
Credit 2 LEED Accredited Professional 1

Project Totals 106 Possible Points

Certification Levels:

Certified 40-49 points
Silver 50-59 points
Gold 60-79 points
Platinum 80-106 points

Next Generation Universal Home Design



Next Generation Universal Home

© 1998 THE CENTER FOR UNIVERSAL DESIGN • School of Design • North Carolina State University • Raleigh, North Carolina USA
Major funding provided by the National Institute on Disability and Rehabilitation Research, US Department of Education

Source: http://www.design.ncsu.edu/cud/pubs_p/docs/nextgenbw.pdf

Design Principles for Infill

The Congress for the New Urbanism has created 14 *Principles for Inner City Neighborhood Design*. Many are relevant to successful infill projects everywhere:

1 Citizen and community involvement: Engage residents, neighbors, civic leaders, politicians, bureaucrats, developers, and local institutions throughout the process of designing change for neighborhoods.

2 Economic opportunity: The design of neighborhood development should accommodate management techniques and scales of construction that can be contracted to local and minority businesses.

3 Diversity: Provide a broad range of housing types and price levels to bring people of diverse ages, races, and incomes into daily interaction—strengthening the personal and civic bonds essential to an authentic community.

4 Neighborhoods: Neighborhoods are compact, pedestrian-friendly, and mixed use with many activities of daily life available within walking distance. New development should help repair existing neighborhoods or create new ones and should not take the form of an isolated “project.”

5 Infill development: Reclaim and repair blighted and abandoned areas within existing neighborhoods by using infill development strategically to conserve economic investment and social fabric.

6 Mixed-use: Promote the creation of mixed-use neighborhoods that support the functions of daily life: employment, recreation, retail, and civic and educational institutions.

7 Citywide and regional connections: Neighborhoods should be connected to regional patterns of transportation and land use, to open space, and to natural systems.

8 Streets: The primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Neighborhoods should have an interconnected network of streets and public open space.

9 Public open space: The interconnected network of streets and public open space should provide opportunities for recreation and appropriate settings for civic buildings.

10 Safety and civic engagement: The relationship of buildings and streets should enable neighbors to create a safe and stable neighborhood by providing “eyes on the street” and should encourage interaction and community identity. Provide a clear definition of public and private realm through block and street design that responds to local traditions.

11 Dwelling as mirror of self: Recognize the dwelling as the basic element of a neighborhood and as the key to self-esteem and community pride. This includes the clear definition of outdoor space for each dwelling.

12 Accessibility: Buildings should be designed to be accessible and visitable while respecting the traditional urban fabric.

13 Local architectural character: The image and character of new development should respond to the best traditions of residential and mixed-use architecture in the area.

14 Design codes: The economic health and harmonious evolution of neighborhoods can be improved through graphic urban design codes that serve as predictable guides for change.

Source: Strategies for Successful Infill Development. Congress for the New Urbanism, and the Northeast-Midwest Institute. Available online at <http://www.nemw.org/infillbook.htm>

Meeting Minutes of the Adams School Reuse Committee

The meeting minutes for the Adams School Reuse Committee may be found online at <http://www.portlandmaine.gov/adamschool.htm>, or by contacting the City of Portland Planning Division, 874-8721, cmarsh@portlandmaine.gov.

City of Portland, Maine Request for Proposals

For the sale and reuse of the former Adams School Site

Buildings and property are located in the block bounded by
Munjoy, Moody, Vesper and Wilson Streets.



I. NOTICE AND SPECIFICATIONS

The City of Portland, Maine seeks proposals from qualified developers for the purchase, rehabilitation and reuse of the former Adams School site located in the block bounded by Munjoy, Moody, Vesper and Wilson Streets (hereafter, “the school”). The site is designated on the City of Portland Tax Assessor’s Map as Map 3, Block H, Lots 1 to 4; Block P, Lot 1; and Block M, Lots 1, 2, 5, 6 and 7.

Sealed proposals for the project, including an original and seven (7) copies, will be received by the Purchasing Office, Room 103, City Hall, 389 Congress Street, Portland, Maine 04101, until 3:00 p.m., Tuesday, July 22, 2008, at which time they will be publicly opened. Proposals shall be submitted with the attached form, and returned in sealed envelopes plainly marked on the outside “Sale and Re-Use of the Former Adams School Property.” Proposals that are late and/or submitted via facsimile shall not be accepted. All proposals shall be held open to acceptance for sixty days from opening.

Potential proposers and their contractors, architects, engineers, etc. are free to view the property on the following dates. Access will be from the Moody Street entrance of the school.

- **Wednesday, June 18, 2008 from 2:00 to 3:00 pm**
- **Wednesday, June 25, 2008 from 2:00 to 3:00 pm**
- **Wednesday, July 9, 2008 from 2:00 to 3:00 pm**

All parties entering the above named premises are required to execute and present the attached RELEASE AND HOLD HARMLESS form prior to admittance. No questions will be answered during this tour.

Questions must be submitted in writing to the Purchasing Office. These may be mailed; hand delivered, faxed to (207) 874-8652 or e-mailed to mff@portlandmaine.gov and received not later than five (5) business days prior to the opening date. Questions received after this time will not be addressed. Any interpretation, correction, or change of this Request for Proposals will be made only by written addenda. Changes in any other manner will not be binding on the City. Proposers should not contact City Staff with regard to this Request unless to obtain general public information as specified in the document.

The disposal of this real estate shall be on the basis of a negotiated proposal, with the City of Portland reserving the right to refuse any or all proposals. *All proposers are advised that the property will be sold “as-is” and “where-is”, in its existing condition, with no warranties either expressed or implied.* The City disclaims any and all responsibility for injury to proposers, their agents or others while examining the property or at any other time.

All proposals shall signify, by signing the attached proposal form, that the proposer has read and understands all conditions concerning the development of the land being offered, as outlined in this Request for Proposals, and that the proposal is made in accordance with this Request.

II. BACKGROUND

The Adams School site at 44 Moody Street is 1.5 +/- acres bounded by Munjoy, Moody, Vesper and Wilson Streets. Beckett Street once ran through the site. The site is on Munjoy Hill, on the southeast end of the Portland peninsula, in a neighborhood which is largely defined by 19th and early 20th century buildings. A public playground is on the site. The site is zoned R-6.

The Adams School opened in 1958 and served for many decades as a neighborhood school, community center, and gathering place for the Munjoy Hill community. The school was closed in 2006 when the East End School was opened.

The City established the Adams School Reuse Committee to gather information about the site and input from the community, and to make recommendations to the City Council regarding the reuse of the site. A final report of the Adams School Reuse Committee is attached to this RFP.

A. Reuse of the Adams School Site Final Draft Report July 27, 2007

The *Reuse of the Adams School Site Final Draft Report* should be referred to as a summary of site information, and for guidance on the community process and preferences. It is the proposer's responsibility to review the Final Adams School Reuse Committee Report either on the web or in print in the City's Purchasing Office in Room 103 City Hall. The document can be viewed online at: <http://www.portlandmaine.gov/adamschoolfinalreport.pdf> The Adams School Reuse Committee identified the following for the redevelopment of the site:

1. Policy Issues

- a. **Life Cycle Living** The goal is to create the possibility of life-cycle living on Munjoy Hill. A variety of unit sizes, a mix of incomes, and accessible design should be incorporated in order to allow housing opportunities for all.
- b. **Connect the Neighborhood** The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community. The design of the site should knit the neighborhood together both physically and functionally.

2. Design Considerations

- a. **High Quality Design** Excellence in architectural and landscape design is expected.
- b. **Traditional Design** Design shall be reflective of the surrounding traditional neighborhood. New Urbanist principles shall be used to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings should orient to the street.
- c. **Green Design** The site and buildings shall be designed to be certifiable on the principles of *Leadership in Energy and Environmental Design for Neighborhood Design (LEED ND)*. The actual application for the certificate is the developer's choice.
- d. **Streetscape** The development shall enhance the pedestrian experience and the public realm. Alternative transportation modes shall be accommodated and incorporated in the project.
- e. **Height** Heights shall be less than or equal to the average of structures in a 2 block radius.
- f. **Permeability** Design shall be permeable or porous. View corridors are encouraged. If the existing building is removed, Beckett Street shall be re-connected to its full width as a public, non-motorized right of way (a paved street is not desired). If the existing building remains, a public walkway shall be provided along the north-south axis of the site. Year round accessibility is required.
- g. **Heterogeneity** Design of the buildings on the site shall be heterogeneous, not homogenous.
- h. **Existing Building** Reuse or removal of the existing building is the developer's choice.

- i. **Accessibility** Universal Design principles shall be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users.

3. **Housing Uses**

- a. **Mixed Income and Affordability** A mixed income development shall be provided, with the maximum number of affordable units that are feasible. Note that “affordability” is not necessarily defined by federal standards, but is open to creative interpretation and may be provided through mechanisms such as quality of finish materials or smaller unit sizes. From the outside of the units, there should be no distinguishable difference between unit values.
- b. **Ownership** The maximize number of ownership units possible is desired (100% is encouraged). The Committee desires that there be a limit of one unit per buyer if this is feasible.
- c. **Alternative Ownership Models** Alternative ownership models such as limited equity units, co-housing, cooperative, or a land trust are encouraged in order to keep the units affordable over time.
- d. **Mix of unit sizes** Units should be the following mix to accommodate families and singles:
 - 50% larger units (3-4 bedrooms) to serve family or blended family housing.
 - 25% smaller units (studios and 1 bedroom) suitable for single young people or seniors.
 - 25% to be decided by the developer.

4. **Public Uses**

- a. **Indoor Public Space.** Indoor public space that serves the needs of the Munjoy Hill community may be provided, such as a community center, community-based non-profit space, or elderly or child day care.
- b. **Parking.** Provide sufficient parking so as to not impact the existing neighborhood.

5. **Alternative Ownership Models for Affordable Housing**

Proposers are encouraged to consider alternative forms of ownership that will encourage a mixed income community with long term affordability for the maximum number of units.

The City is specifically soliciting proposals to reuse existing Adams School site for a mixed income, owner-occupied community with the maximum number of units permanently affordable. Affordability can be secured by a land use restriction covenant in the deed.

Ownership may take a variety of forms including, but not limited to, condominium, limited equity cooperative or land trust as long as permanent affordability survives the resale of units. Proposals must outline how they will maintain mixed incomes and affordability.

B. Land Use Regulations

Any redevelopment of this property will be subject to all applicable codes and regulations, including but not limited to building codes and zoning, site plan, subdivision and historic preservation requirements. Some relevant portions of these regulations are summarized below. Proposers are advised to refer to source documents for further information.

R6 Residential Zone. The Adams School site is located in the R6 Residential Zone. The R6 zone is characterized primarily by multifamily dwellings at a high density. Regulations for this zone are intended to provide a wide range of housing for differing types of households and to conserve the existing housing stock and residential character of the neighborhood. Parking requirements in the R-6 zone are 1.5 off-street spaces per dwelling unit.

R-7 Zoning Overlay. It is possible, given the City's interest in creating housing on the Portland Peninsula, that a proposed density for the reuse of the site may not meet the current R-6 zoning. Proposers may pursue an R-7 Zone change. The R-7 Zone allows higher density development and reduces the amount of off-street parking required to one off street space per dwelling unit.

Contract Zoning. The City of Portland's Land Use Code also provides for conditional or contract zoning in certain situations and circumstances. Under contract zoning, specific conditions or restrictions are drafted to provide zoning flexibility for the new use and ensure that the rezoning and reuse are consistent with the City's Comprehensive Plan. The new use must also be compatible with the surrounding neighborhood. Any zone changes would be subject to Planning Board review and approval and City Council approval if applicable.

Incentives for Affordable Housing. Portland's Zoning Ordinance provides incentives to developers of market-rate housing to incorporate affordable units. Information is found in Division 30 Section 14-484 of the City's Land Use Code. The incentives to encourage affordable rental and ownership opportunities include a reduction of development review and building permit fees, expedited review through the City's planning process, and bonuses for density and parking.

C. Property Taxes

The City requires that the property shall pay full property taxes as determined by Portland's Tax Assessor, once it is redeveloped.

III. THRESHOLD REQUIREMENTS

All proposals must incorporate the following threshold requirements for financial feasibility, green design, provision of a playground, a provision of public outdoor space, and salvage of the mural in the project design. These are threshold requirements that must be met, in order for the project to be eligible for further review.

A. Financial Capacity and Project Feasibility

The applicant must demonstrate financial capacity and project feasibility by:

- provide a business plan, which shall include prospective and committed sources of funding, development and operating budgets;
- a letter from a lending institution indicating the applicant's ability to finance the projected costs; and
- provide examples of prior projects that indicate the proven ability to develop a project of similar type and scale from a fiscal perspective.

B. Green Design

The site and buildings shall be designed to be certifiable on the principles of *Leadership in Energy and Environmental Design for Neighborhood Design (LEED ND)*, to be evaluated by a professional certified in LEED. The actual application for the certificate is the developer's choice.

C. Playground

A public playground exists on the site. It shall remain in its current location, or be relocated elsewhere on the south side of the site at the cost of the developer. Any new playground shall be of equal size and amenity, or greater to the existing. The playground will be parceled off during the review process, and owned and maintained by the City.

D. Outdoor Public Space

Outdoor public space shall be provided for residents and members of the surrounding community, in addition to the existing playground. There are two options to achieve this goal as follows. If the existing building is removed, Beckett Street shall be re-connected as a public, non-motorized right of way, access and view corridor (a paved street is not desired). If the existing building remains, public open space shall be created elsewhere on the site. This shall incorporate a public walkway along the north-south axis of the site. Year round accessibility is required.

E. Existing Mural

There is a concrete mural on the existing building that holds sentimental value for many neighborhood residents. The mural is made of concrete with an indented design. It was originally created by school children, one of whom is now a noted artist. Proposals for the site shall either present a plan to remove and store the mural with the assistance of an art conservator, or incorporate the mural in the proposed design, in a manner that is visible from the public realm.

IV. SUBMISSION REQUIREMENTS

Proposals shall be written and presented in the following format; please use the headings presented below for the organization of responses. Submission of graphic materials is desirable.

A. Proposal Submission

1. **Developer** Name, address, telephone, fax number of the proposed owner/developer and the name(s) of an alternative contact person(s).
2. **Proposal** Each proposal submitted must specifically outline the proposed reuse of the property. This proposal should include the requirements for the site, and the compliance with the goals in the *Reuse of the Adams School Site Final Draft Report*.
3. **Financial Feasibility.** Provide a business plan, which shall include prospective and committed sources of funding, development and operating budgets; a letter from a lending institution indicating the applicant's ability to finance the projected costs; and provide examples of prior projects that indicate the proven ability to develop a project of similar type and scale from a fiscal perspective.
4. **Timetable** Provide an overview of how the proposal will be implemented. Include approximate schedule for completion of each element, including applications for other public or private financing, and approximate cost estimate for each element.
5. **Developer Capacity** Identify the qualifications and experience of the development team for the project including a list of previously completed projects similar to the proposed project. This team may include key staff of the developer, architect, general contractor and future property management. Also discuss the ability to complete the project including the qualifications of the development team, management plan, experience, capacity, project readiness to proceed, and timeframe for completion.
6. **Occupancy and Management Plan** Present a plan detailing the ownership structure (condominium, cooperative, etc.), resale restrictions and resale process to ensure mixed income and long-term affordability.
7. **Purchase Price** Proposed purchase price for the property.
8. Drawing submissions which include, but are not limited to the following:
 - Schematic Design
 - Site and Layout Plan
 - Elevation Drawings
 - Sample Floor Plan
 - Perspective Renderings.
9. **Copies** 7 copies, with the original so marked, of each proposal shall be submitted.

V. REVIEW PROCESS

- A. Proposals will be reviewed for completeness.

- B. A technical team will review submissions and give the City Council's Community Development Committee (CDC) a summary of the proposals, recommendations and a report detailing the approach of each proposal. The team's recommendations are advisory only.
- C. The Community Development Committee will review the proposals and recommend one to the full City Council for review and approval.
- D. Upon completion of the award, a purchase and sale agreement will be negotiated (see legal requirements).

Public presentations may be required at any or all stages of the process.

VI. EVALUATION OF PROPOSALS

A. Conditions for Review

In general, the proposals for the site will be evaluated according to the policy goals for the site identified by the Adams School Reuse Committee. In addition, proposals must incorporate the threshold requirements listed below, in order for the project to be eligible for further review.

1. **Life Cycle Living** The goal is to create the possibility of life-cycle living on Munjoy Hill. A variety of unit sizes, a mix of incomes, and accessible design should be incorporated in order to allow housing opportunities for all.
2. **Connect the Neighborhood** The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community. The design of the site should knit the neighborhood together both physically and functionally.
3. **Threshold Requirements** Additionally, the proposals shall incorporate the requirements listed in Section III page 6 for the incorporation of LEED ND design requirements, provision of a public playground, access through the site, and preservation of the existing mural.

B. Criteria for Review the proposals will be evaluated according to the criteria below:

Compliance with Design, Housing and Public Use Goals (As described in Section II. 2, 3, and 4 on pages 3 and 4)	50 pts
Ability to complete the project including the qualifications of the development team, management plan, experience, capacity, project readiness to proceed, and timeframe for completion.	20 pts
Total price offered for property.	30 pts

VII. FINANCIAL RESOURCES

A. City of Portland Economic Development Center Resources

1. A variety of loan programs are available to assist business and industries redevelop this property. Loans may be used for building renovation, leasehold improvements, working capital and machinery and equipment. Loans are considered gap financing. Loan amounts are dependent upon the source of the loan funds and their use. Loans of up to \$200,000 may be available for building improvements.
2. Development Action Grants are available to provide assistance to property owners by providing funds to assist in the construction of public infrastructure required by private development. Development Action Grants are capped at \$25,000.

Loans and grants are subject to the approval of the Downtown Portland Corporation.

B. Housing Resources

1. City of Portland Housing Program

The City of Portland's Housing Program offers homeownership and housing rehabilitation focusing on providing decent, safe and affordable housing for low and moderate income residents of Portland. For more information please visit the website at <http://www.portlandmaine.gov/planning/housingprog.asp>

2. City of Portland's Housing Replacement Fund

The Housing and Neighborhood Services Division is offering an RFP to distribute Housing Replacement Funds in the City of Portland. The purpose of this fund is to promote and facilitate an adequate supply of housing, particularly affordable housing. For more information please call, 756-8246.

3. Maine State Housing Authority

Maine Housing offers several programs to encourage private development of affordable rental housing for families, seniors or persons with special needs. Low income housing tax credits, development loans, direct development subsidies, affordable housing tax increment financing and more. Please see their website for more information, www.mainehousing.org

4. Federal Home Loan Bank of Boston

The Federal Home Loan Bank of Boston administers an Affordable Housing Program through a competitive application process. For more information phone 888-424-3863 or visit their website, www.fhlbboston.com

VIII. LEGAL REQUIREMENTS

The selected developer will be required to provide a performance guaranty in the form of a letter of credit or a performance bond, the performance of the developer's obligations outlined in this Request for Proposal and subsequent contract to be negotiated with the City. This performance guaranty is separate from any performance guaranty that will be required as a result of the City's site plan review process.

The City shall convey the described real estate by quitclaim deed to the developer, or where the City has obtained a warranty deed for the real estate, it shall provide a warranty deed for the same to the developer. Any deed from the City will contain a restriction in the deed that the property must meet the permanent affordability requirements as described in this Request for Proposals.

In the event the City makes a financial contribution to a developer and to secure the developer's obligations, the City shall have a security interest in the form of a mortgage in the real estate to be developed. The terms of the mortgage shall be negotiated with the developer at the time of the commitment of funds.

IX. RESERVATION OF RIGHTS

The City of Portland reserves the right, at its sole discretion, to award all, a portion, or none of the available funding from this RFP, as well as reject any and all proposals for the City owned land, based on the quality and merits of the proposals received, or when it is determined to be in the public interest to do so. Furthermore, the City may extend deadlines and timeframes, as needed.

The City reserves the right to waive any informalities in proposals, to accept any proposal, and, to reject any and all proposals, should it be deemed for the best interest of the City to do so. The City reserves the right to substantiate the Proposer's qualifications, capability to perform, availability, past performance record and to verify that the proposer is current in its obligations to the City, as follows:

Pursuant to City procurement policy and ordinance, the City is unable to contract with businesses or individuals who are delinquent in their financial obligations to the City. These obligations may include but are not limited to real estate and personal property taxes and sewer user fees. Bidders who are delinquent in their financial obligations to the City must do one of the following: bring the obligation current, negotiate a payment plan with the City's Treasury office, or agree to an offset which shall be established by the contract which shall be issued to the successful bidder.

May 19, 2008

Matthew F. Fitzgerald
Purchasing Manager

X. ATTACHMENTS

1. Release and Hold Harmless Form
2. City Proposal Form

Reuse of the Adams School Site Final Draft Report is available for viewing in the City's Purchasing Office, Room 103, Portland City Hall, 389 Congress Street, Portland, ME between 8:00 am and 4:30 pm or online at <http://www.portlandmaine.gov/adamschoolfinalreport.pdf>.

RELEASE AND HOLD HARMLESS

I/We fully understand that the City of Portland, its agents, officers and employees accept no responsibility and will not be liable for any injury, harm or damage to my/our person or property occurring during or arising out of the entry by me/us onto the property known as the Adams School. To the fullest extent permitted by law, I/We do hereby agree to assume all risk of injury, harm or damage to my/our person or property (including but not limited to all risk of injury, harm or damage to my/our property caused by the negligence of the City of Portland, its agents, officers or employees) arising during or in connection with the said entry onto the property known as the Adams School. I/We hereby release and agree to indemnify and hold harmless the City of Portland, its agents, officers and employees from any and all liability, actions damages and claims of any kind and nature whatsoever (including but not limited to liability actions, damages and claims caused by or arising from the negligence of the City of Portland, its agents, officers or employees) for injury, harm or damages to my/our person or property known as the Adams School.

Dated: _____

Signature _____

Print name _____

Address: _____

PROPOSAL***THIS PAGE MUST BE INCLUDED***

The UNDERSIGNED hereby declares that they have read and understand all conditions as outlined in the invitation for bids, and that their proposal is made in accordance with same.

The UNDERSIGNED hereby declares that any person(s) employed by the City of Portland, Maine, who has direct or indirect personal or financial interest in this proposal or in any portion of the profits that may be derived therefrom, has been identified and the interest disclosed by separate attachment. (Please include in your disclosure any interest which you know of. An example of a direct interest would be a City employee who would be paid to perform services under this proposal. An example of indirect interest would be a City employee who is related to any officers, employees, principal or shareholders of your firm or to you. If in doubt as to status or interest, please disclose to the extent known).

TOTAL PRICE OFFERED FOR THE PROPERTY \$ _____ *

The proposer acknowledges the receipt of Addenda numbered _____
(If Applicable)

COMPANY NAME: _____
(Individual, Partnership, Corporation, Joint Venture)

AUTHORIZED SIGNATURE: _____ DATE: _____
(Officer, Authorized Individual or Owner)

PRINT NAME & TITLE: _____

ADDRESS: _____

TELEPHONE: _____ FAX: _____

E-MAIL: _____ FEDERAL TAX ID NUMBER: _____

SALES TAX EXEMPTION NUMBER: _____

NOTE: All submittals must bear the handwritten signature of a duly authorized member or employee of the organization making the proposal. This sheet must be signed and returned with the proposal package.

City of Portland
Request for Proposals

For the Sale and Reuse of the Former Adams School Site

July 22, 2008

Beckett Green & Marada Adams Park



Submitted by:

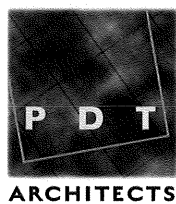


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Executive Summary

This is a proposal to create **Beckett Green**, a 40 unit residential development and **Marada Adams Park**, a new city park facility. Beckett Green will occupy approximately one acre and Marada Adams Park will occupy about a half acre.

The development team is comprised of Avesta Housing, PDT Architects, Bay Realty, Woodard and Curran, and Community Design Studio. Individual members of the team have extensive experience living and working on Munjoy Hill.

This proposal calls for the demolition of the existing school building based on its quality, condition, and placement. This clean slate approach makes most efficient use of precious urban land and best allows the new development to complement and enhance the existing neighborhood and satisfy the goals and objectives of the RFP.

Beckett Green is named for its connection to the Marada Adams Park green space and for reestablishing Beckett Street as a view corridor and public way. Marada Adams Park is named after Marada Adams herself and as a tribute to the Munjoy Hill elementary school community.

Beckett Green is comprised of 20 3-bedroom units, each stacked over a 1-bedroom unit for a total of 40 housing units. Avesta proposes to make most or all of the units affordable to households of moderate means with incomes in the range of 80 – 120% of Area Median Income. At present, this target would serve families earning approximately between \$38,000 and \$81,000 per year. All individually sold units will include deed restrictions to guarantee that units be sold only to an owner-occupying, qualifying buyer at an affordable maximum sales price in perpetuity.

Avesta will market most of the units at Beckett Green as a “clustered pair”; a 3-bedroom unit together with the 1 bedroom unit below. In the clustered pair scenario, the owner will be required to occupy one of the two units. The additional unit is to be used to house a family member such as an aging parent or a mid-twenties child seeking their own place in Portland. Alternatively, the second unit can be used for a home occupation or artist studio. Ideally each clustered pair can support cradle to grave family living situations.

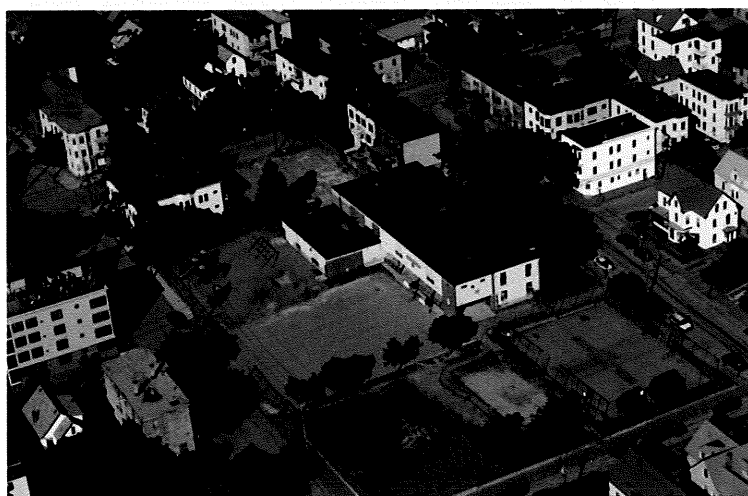
Beckett Green’s design is based on the neo-traditional, New Urbanist principle of the private rear ally or “mews”. Beckett Green’s mews will place automobile circulation and parking to the interior of the housing development to deemphasize cars and garages and guarantee that public streetscape and park provide welcoming architecture and landscaping. All units at Beckett Green meet or exceed the standards of the USGBC’s LEED for Homes and LEED Neighborhood Design programs and will seek certification for project under the same.

Marada Adams Park is designed to address the unmet public recreation, open space, programming, and public art needs of the neighborhood. Once developed, the park will be owned and operated by the City of Portland. Marada Adams Park provides a natural adventure playspace as an alternative to the manufactured play structures that are already in place around Munjoy Hill. The park also provides for natural public open space to facilitate quiet passive recreational use and to provide an intimate outdoor community programming venue.

Marada Adams Park will feature public art components including the re-setting of the existing concrete Adams School mural into a curved seat wall at the center of the playspace and a large, prominent sculptural piece to be commissioned at a later date. A pedestrian esplanade which continues the Beckett and Obrion Street sidewalks will connect the park to the neighborhood and provide permeability.

The redevelopment of the site will cost \$10.6 million. Key sources of funds will include; home sales, Federal Home Loan Bank of Boston, NeighborWorks® America, the City of Portland, and MaineHousing. The costs of the development include land purchase of \$600,000, construction costs of \$7.7 million and soft costs of \$1.7 million. The cost of building Marada Adams Park will be \$830,000 and the balance is for the housing.

The entire development team is committed to a public engagement and dialog as this development progresses. Great effort has been made to design a development that is consistent with and contributes to the residential character of Munjoy Hill. Further engagement of the public will refine this proposal to a development that will contribute greatly to Portland's livability.



Existing Conditions



Proposed Project



1. Developer

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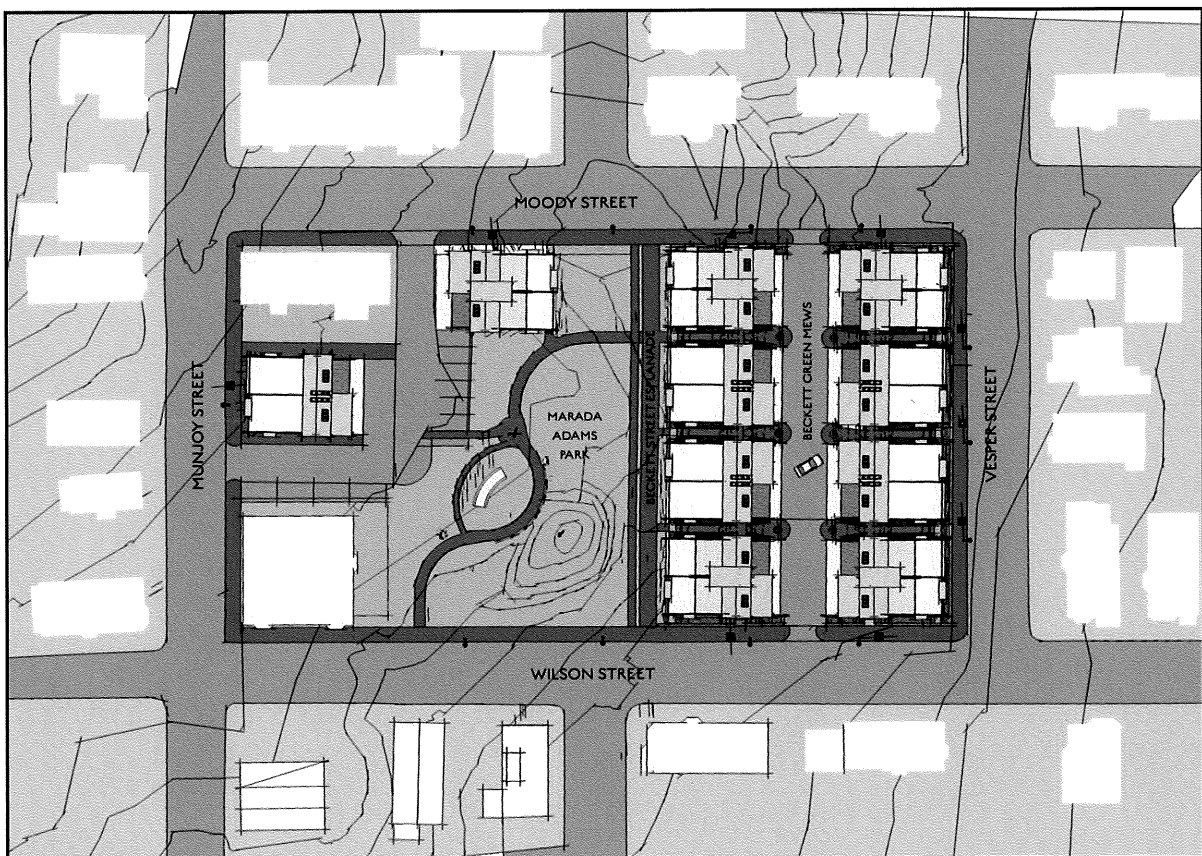
2. Proposal

A. Development Proposal Summary

Project Design / Description

The proposal calls for the clearing of the site except for the preservation of certain tree specimens of significance. Given the age, condition, and placement of the existing school building, Avesta's development team concluded that a "table rasa" approach makes most efficient use of the site and best allows the new development to complement and enhance the existing neighborhood and satisfy the goals and objectives of the RFP.

The proposal allocates approximately 1-Acre of the 1.5-Acres site to the development of **Beckett Green**, a mix of 40, 1 and 3 bedroom units of high quality, new, LEED certified housing. The remaining .5-Acres are set aside for the development of **Marada Adams Park**, a City-owned, neighborhood open space designed to complement existing city facilities and provide for the neighborhood's unmet public space needs.



Beckett Green

Becket Green provides 20 3-bedroom units and 20 1-bedroom units housed in 10 buildings. Most or all of the units will be marketed to buyers with moderate incomes of between 80 and 120% of Area Median Income (AMI). This range currently includes families earning between approximately \$38,000 and \$81,000 per year. Some minor percentage of units may be sold at market rates.

The project design “stacks” each of the 3 units over one of the 1 bedroom units. The majority of the units in Beckett Green will be marketed and sold as a “clustered pair”; a 3-bedroom unit together with a 1-bedroom accessory unit, which may provide its owner with rental income to offset the cost of a mortgage. The final ratio of individual unit sales to clustered pair sales in the project will be determined by buyer demand at time the project is ready to be marketed. In the case of a clustered pair one of the two units will always be required to remain owner-occupied.

By offering a mix units sizes, and the option to purchase units in clustered pairs, the project is adaptive to a varying variety of household types and circumstances. For example, a family with young children may own and occupy a 3-bedroom unit of a clustered pair and rent the 1-bedroom unit to a student. As the years go by, that family may find they have a need for an artist studio or an apartment to house an elderly parent or a child that has completed their education and is starting their career and needs a place of their own. Alternatively, the owners may find themselves “empty nesters” and opt to move into the 1-bedroom and rent the 3-bedroom to a child that is starting a family of their own. In this way, the project provides lifecycle housing; adaptable to many walks and stages of life.

All homes sold as “affordable units” at Beckett Green will be so maintained in perpetuity through deed restrictions which will limit sales to moderate income buyers and will cap maximum sale price by formulaic reference to the Area Median Income as it changes from year to year.



The land and structures at Beckett Green will be owned and managed by a homeowner's association which will be solely responsible for maintenance and upkeep of the property and enforcement of association rules and restrictions. Avesta Housing's management division will offer a complete host of administrative and maintenance services to the association.

The scale and density envisioned in Beckett Green are slightly less than those which currently exist in the surrounding neighborhood (Exhibit A). Beckett Green is designed to complement and enhance the rhythm and character of the existing neighborhood through context sensitive architecture and excellence in urban design.

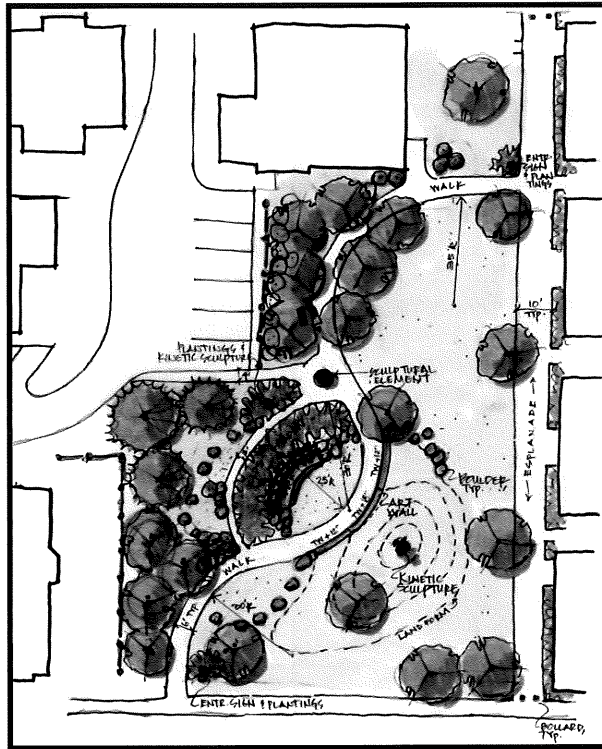
Avesta believes that the attached conceptual plan for Beckett Green can be accommodated by an R6 to R7 overlay map amendment. A zoning analysis is provided within this proposal. Avesta and the project design team look forward to the opportunity to work with the neighborhood, the City's Planning staff, Planning Board, and the City Council in further refining the project through the public review process.



Marada Adams Park

Public space serves as the central unifying component for the proposed redevelopment of the Adams School site. The plan incorporates a half acre for the new **Mirada Adams Park** and a wide pedestrian esplanade that reestablishes the traditional street block pattern in the neighborhood, once again linking Beckett and Obrion Streets. Housing is arranged along the esplanade, providing a continuation of the streetscape, a sense of scale, and a safer park interior. At the center of the site, the new Mirada Adams Park features a large, sunny community green bordered by a curved walk, shade trees and benches and a new and exciting children's play environment.

The proposed Mirada Adams playspace incorporates art, landscape, and natural elements to create rich and varied play experiences intended to supplement the more conventional playgrounds which already exist in the neighborhood. The proposed children's garden and natural play space features interactive sculptures, places to showcase community art, landform, boulders, plantings, open lawns, paths, seating and a small performance space. The original concrete mural form the former Adams School is recast into a new curved seat wall at the center of the play space. All elements combine to create a dynamic play environment integral to the greater park experience and appealing to all ages.



The design team based the design for Marada Adams Park and Playspace on the requirements of the RFP, a recent community needs assessment conducted by the City's Parks Department, and an inventory of existing parks and playspace amenities currently available in the neighborhood. The proposed design is successful at addressing the neighborhood's need for adventure playspace and informal open / green space. The design team looks forward to working with the City and the public to further consider and refine the park design.

B. Compliance with Adams School Reuse Committee Recommendations

1. Policy Issues

a. Life Cycle Living

Beckett Green offers increased opportunity for life cycle living on Munjoy Hill by:

- Providing a variety of unit sizes to serve varying family sizes, ages, and needs
- Making those units available to people of moderate income who would not have otherwise had access to quality ownership housing in the community
- Making clustered pairs of units available to families thereby providing greater flexibility of use (i.e. rental, artist studio, accessory unit for family members etc.)
- Maximizing the handicap accessibility of the units through universal design

b. Connect to the Neighborhood

The project design is based on careful study and analysis of the existing neighborhood context; rhythm; scale; circulation; viewsheds; streetscape; and community public space needs. It was also developed under careful consideration of an extensive community visioning process. The result is a project that re-knits the neighborhood, provides it with a new community focal point, and blends with and enhances the existing streetscape. In these ways, the project exemplifies a high degree of excellence in context sensitive urban design.

2. Design Considerations

a. High Quality Design

Excellence in architectural and landscape design will be achieved by the exemplary experience of the team chosen for this project.

b. Traditional Design

The design is reflective of the surrounding traditional neighborhood. New Urbanist principals are used to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings orient to the street. While there is much tradition on Munjoy Hill, there is also much diversity when it comes to residential architecture allowing for a variety of architectural richness. The schematic design as proposed includes massing which is similar to the adjacent multifamily units bordering the site, and includes a variety of details taken from the neighboring architecture including projecting cornices, flat roofs, pitched roofs, oriel or vertical box-bay windows, traditional double hung two-over-two windows, and a blend of exterior trim and cladding materials that compliment the texture of the surrounding neighborhood.

c. Green Design

The site and buildings will be designed to be certified under the Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND) program. To that end, the development team includes several LEED Accredited design professionals with a track record of providing high performance housing. Designing towards sustainability is at the personal

and professional core of the development team. Beckett Green is, by design, a perfect candidate for both LEED for ND and LEED for Homes.

d. Streetscape

The development enhances the pedestrian experience and the public realm. The Beckett Green team has approached the overall design with the goal of minimizing the impact of cars and increasing the sense of streetscape and pedestrian scale. The retaining wall that borders the site on the Vesper Street side provides a visual base similar to many of the abutting residential buildings that have a daylight basement and are raised three to four feet above finish grade with a brick foundation. While this retaining wall provides a similar base to other buildings in the neighborhood, it also provides a sense of privacy and entry for the ground floor units. The inclusion of a central court or “mews” provides for vehicle access to the individual units while maximizing frontage to both Vesper Street and the public park/play area opposite.

e. Heights

Heights are less than or equal to the average of structures in a two block radius. The units are three stories high to a flat roof or the eave of a pitched roof and are similar in orientation and flat-roof/pitched-roof mix to those within a two-block radius.

f. Permeability

The design is highly permeable or porous. The removal of the former Adams school reconnects Beckett Street as a non-motorized pedestrian/bicycle way and re-establishes the Beckett Street view corridor. Additional visual permeability and physical accessibility is provided between the units connecting Vesper to the mews and the open space to the mews.

g. Heterogeneity

Design of the buildings on the site is heterogeneous, not homogenous. The design team has developed a design with a ‘kit of parts’ approach that provides for unifying design elements and at the same time provides for individual identity.

h. Existing Building

After careful consideration, including spatial and financial analysis, the development team has opted to remove the existing school. The mural located at the front of the school is proposed to be relocated in a seat wall at the center of the playspace in Marada Adams Park. This approach will allow for its continued and improved enjoyment by the community.

i. Accessibility

Universal Design principals will be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users. Zero grade entries are provided to units off the mews. Universal design will guide the refinement of the unit interior designs.

3. Housing Uses

Beckett Green provides a maximum number of units possible on the site while respecting the existing neighborhood context, the standards of the R7 Overlay Zone, and the need to set aside significant land for public open space. Beckett Green also makes a clear majority of units

affordable to moderate income Portland residents. Market rate units in Beckett Green are completely indistinguishable from those sold at an affordable rate.

100% of the units at Beckett Green will be sold to individuals who will occupy the property. In the case of the alternative ownership model of clustered pairs; second units may become available on the open market as rental units. In all such cases the renting resident will be living directly above or below the unit's owner and in the vast majority of the cases the renter will be a relative of the owner.

50% of the projects units are 3-bedroom units and the balance are 1 bedroom units.

4. Public Uses

Indoor Public Space

The project provides no indoor public space. A community center was carefully considered early in the design process. The team came to a quick and clear consensus to abandon that concept and instead focus on an outdoor play space and City Park. This decision was based on present availability of indoor community space on Munjoy Hill, cost, and a desire to maximize land available for neighborhood open space. The park design maximizes its potential to be used throughout the four seasons.

Parking

The project provides one private covered parking space per unit consistent with the R7 Overlay zone. The project also provides up to 10 additional spaces for use by guests, delivery vehicles, or service workers. The developer intends to fully explore the possibility of using a Zip Car type of system at Beckett Green and anticipates that his concept will be more feasible in the coming year or two.

5. Alternative Ownership Models for Affordable Housing

The project provides a unique ownership model by providing owners with the opportunity to own 2 units while living in one and renting the other to a family member. This approach is responsive to the Adams Reuse Committee's desire to see mixed-income and long term affordability in the maximum number of units.

C. Land Use Regulations

The subject site could not support the proposed project under the current R6 zoning standards. Specifically, parking, density, and lot coverage standards are exceeded by Beckett Green. A rezoning of the property from R6 to an R7 Overlay accommodates the project and allows it to better integrate with the existing fabric of the neighborhood and increases the financial feasibility of the public park. The R7 Overlay was designed for compact urban development and provides a preferable alternative to the conditional rezoning process.

The following table demonstrates how Beckett Green comports with the standards of the R6 and R7 Overlay zone. Yellow cells indicate an R6 standard not met by the project.

Standard	R6	R7	Beckett Green
Allowable Use	Multi-Family Dwellings	As R6	Multi-Family Dwellings
Parking	Per Div. 20 (52 spaces)	1 to 1 (24 Spaces)	24+ Guest Parking
Lot Size	4,500 min	No min	43,560+
Frontage	40 ft. min	No min	300+
		435 s.f. when near park,	
S.F. per DU	1,000 first 3- 1,200 thereafter	725 otherwise	Over 1,000 s.f. per unit
Ft. Yard	10 ft. or Average of existing		Build to street
Side Yard(s)	10 ft. (up to 3 stories)	None, but as R6	Achievable
Back Yard	20 Ft.	where abutting R6	Achievable
Lot Coverage	40% of lot area for 20+ units	100%	Over 40%
Width	50 ft. min		Over
Height	45 feet	50 feet	Under
Minimin unit s.f.		400	Over
Design Standards	No	Yes	Achievable
Floor Area			Under
Imperv Surface			Under

D. Property Taxes

Owners of Beckett Green units will be responsible to pay property taxes for their units. It is estimated that a typical 3-bedroom unit will generate tax revenue of up to 4,000 a year and that a 1-bedroom unit will generate up to \$3,000. These combined taxes will generate up to \$140,000 in year one, a figure which will grow through the life of the project.

Through a Tax Increment Financing instrument, in the first 30 years of the project, taxes will support credit enhancement agreements to allow for the development of extensive public infrastructure necessitated by the development and will also support the overall feasibility and affordability of the project.

E. Compliance with Threshold Criteria

A. Financial Capacity and Project Feasibility

A detailed project plan and budget are contained within this proposal. The business plan for Beckett Green reflects a creative approach to achieving the goals and objectives of the RFP by leveraging a variety sub-market financing from 5 local, state, and federal sources to result in a balanced budget. Avesta Housing's hallmark is its proven ability to make difficult housing development projects work in this way. Avesta has committed working relationships with each of the sources presented and a history of successfully financing projects in this manner.

In recent years, Avesta has completed several residential developments with total development costs between \$5 and \$13 million using complex and multiple finance sources. Pearl Place apartments in Bayside, for example, successfully blended sub-market financing from 6 unique local, state, and federal sources. Through this ability to channel leveraged funds to build high quality affordable housing, Avesta has attracted millions of dollars in leveraged funds to Maine communities. Avesta has net assets of \$34,000,000 and more discussion of capacity is provided on page 19.

Per the requirements of the RFP a letter from Bangor Savings Bank indicating Avesta's financial capacity is attached (Exhibit D).

B. Green Design

Avesta is committed to green design in all of its projects. The development team assembled to design and build Beckett Green includes several LEED accredited design professionals with a track records of providing high performance housing. Designing towards sustainability is at the personal and professional core of the development team. Beckett Green is, by design, a perfect candidate for both LEED for ND and LEED for Homes and will be designed to the standards of each.

C. Playground

The proposal calls for the preservation of nearly a full third of the site for the creation of a high quality public space. Marada Adams Park is sited at the southern end of the site to maximize sunlight exposure. The proposal calls for the removal of the existing manufactured playground equipment to make way for a playspace of greater size and amenity.

The proposed children's garden and natural play space features interactive sculptures, places to showcase community art, landform, boulders, plantings, open lawns, paths, seating and a small performance space. The original concrete mural from the former Adams School is recast into a new curved seat wall at the center of the play space. All elements combine to create a dynamic play environment integral to the greater park experience and appealing to all ages.

D. Outdoor Public Space



The proposal meets the standards of the RFP through the removal of the existing school building and the reestablishment of the Beckett Street corridor to both views and bicycle and pedestrian circulation. Additionally, Marada Adams Park provides high quality open space and a new focal point for the neighborhood.

E. Exiting Mural

The development team has carefully studied the existing mural on the front facade of the existing Adams School building. The team shares the community's desire to preserve and celebrate this very special piece of public art and community history.

The mural appears to have been casts in concrete on a simple plywood form. While the mural appears sound from the exterior, there is little known about its thickness, integrity or condition where it is concealed inside the wall of the school. Given these unknowns, the development team consulted with local art conservator Jonathan Taggart to develop a reasonable and appropriate approach to the preservation of the mural.

Step one will be to carefully document the mural through measurements, photographs, and transfers. Next, wall areas around and behind the mural will be carefully demolished to better assess its thickness, construction, integrity, and the viability of transporting it to a new location without causing damage.

If feasible, the first approach will be to relocate and reinstall the existing mural in its new location. Otherwise, it will not be difficult to recast an exact replica of the mural from.

In addition to preserving the Adams School mural, the proposal also calls for the creation of additional public art in Marada Adams Park following the Portland Public Art Committee's guidelines for Community-Based art projects.

3. Financial Feasibility

As illustrated in the table below, total project cost is estimated to be approximately \$10.7 million. Of that figure, approximately \$830,000 is required to develop off-site infrastructure and Marada Adams Park. Sources include nearly \$7.4 million in units sales, approximately \$1.66 million in bank equity supported by an affordable housing TIF and credit enhancement agreement, \$800,000 in granted capital from NeighborWorks America, \$600,000 in granted capital from the Federal Home Loan Bank of Boston, \$300,000 in HCD support from the City of Portland, and \$240,000 in subsidy through MaineHousing's Affordable Housing Subdivision Program.

Development Costs	Housing	Public	Totals
Land	400,000	200,000	600,000
Site Improvements (Streetscape)		325,000	325,000
Demolition	125,000		125,000
Site Improvements (Housing)	640,800		640,800
Site Improvements (Park)		150,000	150,000
Construction	6,208,000		6,208,000
10% Contingency and Inflation	697,380		697,380
Total Construction	7,671,180	475,000	8,146,180
Architecture and Engineering	420,297	33,000	453,297
Survey	10,000	2,000	12,000
Special Inspections	5,000		5,000
Construction Management	24,000		24,000
Legal & Recording	15,000		15,000
Permits/Fees	20,000		20,000
Marketing	15,000		15,000
Housing Facility Loan Interest and Fees	69,018		69,018
Revolving Loan Interest and Fees	402,837		402,837
Public Revolving Loan Interest and Fees		42,809	
TIF Loan Float (interim Debt Service)	78,094	77,877	
Sales Costs	220,626		220,626
Developer O & P	436,148		436,148
Soft Cost Contingency	100,000		100,000
Total Soft Costs	1,816,020	155,686	1,971,706
TDC:	9,887,200	830,686	10,717,886

SOURCES	Housing	Public	Totals
Unit Sales	7,354,200		7,354,200
Credit Enhanced TIF Loan (Housing)	833,000		833,000
Credit Enhanced TIF Loan (Off-Site Improvements)		830,686	830,686
FHLBB	800,000 <i>400</i>		800,000
NeighborWorks America	600,000		600,000
City HOME, CHODO, CDBG	300,000 <i>←</i>		300,000
MSHA Subdivision Program	240,000		0
TOTAL	9,887,200	830,686	10,717,886
Surplus / Deficit	0	0	0

Final unit mix (Moderate to Market, Individual to Clustered Pairs) will be determined once all sources are committed and development costs are known. The target sales mix is as follows:

#Units	# Sales	Unit Type	Unit Price	Totals
28	14	Moderate Clustered Pair	341,000	4,774,000
4	4	Moderate Individual 3-Bed	190,000	760,000
4	4	Moderate Individual 1-Bed	155,000	620,000
2	2	Market Individual 3-Bed	250,000	500,000
2	2	Market Individual 1-Bed	175,000	350,000
				7,004,000
40		AMI Inflation at 2.5% per year		350,200
		TOTAL		7,354,200

By blending a leveraging sub-market financing from 5 different local, state and federal programs, Beckett Green will offer high quality home ownership to families who would not otherwise have had any options in Portland's current housing market.

4. Timetable

The following table illustrates a current best estimate of the project timetable. The timetable assumes that the project will be developed in two phases.

Task	Date
Proposal selected by the Portland City Council	October 2008
Zone Change Application Process	November 2008 – May 2009
Phase I FHLBB Financing Application	April 2009
Site Plan / Subdivision Review Process	April – July 2009
Construction Bid Document Preparation	July – September 2009
Negotiate TIF and credit enhancement agreements	
Phase I NeighborWorks Capital Grant Application	
Project Out to Bid	September 2009
Construction Loan Closing – Commence Phase I	November 2009
Phase I Completion / Sales	July 2010
Phase II Capital Grant Applications to NeighborWorks and FHLBB	September 2010
Phase II Construction Start	November 2010
Phase II Completion / Sales	July 2011
Permanent TIF Loan Closing / Project Completion	November 2011

5. Development Team Capacity

Developer: Avesta Housing

Founded in 1972 with a shoestring budget and a staff of three, Avesta Housing has grown to become one of the country's most innovative and respected leaders in affordable housing. Today, Avesta is the largest non-profit developer of affordable housing in northern New England. Avesta consistently receives high marks from its many state, federal, and private-sector partners and is recognized nationally for groundbreaking work in bringing together nonprofit, private, and public-sector organizations for the benefit of Maine communities.

Currently Avesta Housing has total assets of over \$90,000,000 and a \$20,000,000 annual budget. Avesta's 14-member Board of Directors is drawn from the financial, business, public-sector community, social-service, and housing spheres. Avesta has over 80 employees with administrative headquarters in Portland.

In Portland alone, Avesta has developed and now owns and manages 149 units in 5 projects, including Logan Place and Fore River Apartments on Frederic Street, Pearl Place at the corner of Pearl and Oxford Streets, and Shailer and Emerson on Munjoy Hill. In recent years, Avesta has also developed an additional 30 units in Portland on behalf of Iris Network on Park Street.

Avesta has developed more than 50 housing developments in more than half of all of the communities of southern Maine. In addition to its extensive experience in rental housing development, Avesta has developed 2 successful affordable ownership subdivisions including a 14-unit project in Saco and a 22-unit project in Grey. Avesta currently has 4 additional ownership projects in its pre-development pipeline.

Whatever the housing development challenge Avesta Housing has a consistent and proven track record of successfully blending multiple financing sources to make difficult projects possible and enhance Maine communities.

Avesta's development division draws upon years of fruitful relationships with the financial industry, community leaders, and housing advocates. Avesta's has a proven track record of completing projects on time, on budget, and exceeding expectations.

Avesta's current development division staff draws from broad and extensive experience in the areas of housing, finance, community lending, urban planning and development, law, and advocacy.

Dana Totman became the President and CEO of Avesta Housing in 2000. Prior to that, Mr. Totman was the Deputy Director of Maine State Housing from 1994 to 2000 and previously was employed by Coastal Economic Development Corporation from 1984 to 1994 where he was the Executive Director.

Mr. Totman's career has focused on non profit and government management and leadership including leading organizations through significant change. Mr. Totman has designed numerous housing

development, social service and community development programs. Mr. Totman has a B.A. in Public Management from the University of Maine and an MBA from Southern New Hampshire University and he has attended Duke University's Government Leadership Program.

His community service includes Midcoast Regional Redevelopment Authority; Brunswick Planning board; MEREDA Board (V.P.); Maine Affordable Housing Coalition (Sec/Treasurer); Federal Home Loan Bank Advisory Council; Bath Chamber of Commerce (Board Chair) , Southern Maine Affordable Rental Housing Coalition (Chairman), Interagency Taskforce on Homelessness (Chairman), Maine Community Action Association (President), MREDA (Board) , Maine Association of Realtors Foundation (Board), Tedford Shelter (Board Treasurer), Midcoast Health Services (Board), Northern New England Housing Investment Fund (Board) and Brunswick Welfare Appeals Board.

Debora Keller joined Avesta Housing in October 2004 and serves as Director of Development. She manages the development, financing and construction of Avesta's affordable housing efforts. Ms. Keller previously served as Development Officer for Avesta.

Prior to joining Avesta, Deb was Associate Director of the Genesis Fund, a Maine-based Community Development Financial Institution providing loans to nonprofit organizations. At Genesis, Deb managed the organization's \$3.0 million loan portfolio and was responsible for marketing, underwriting, monitoring, and servicing for all lending activity. She has extensive past work experience with non-profit community development organizations around the country. Deb started her housing career as a VISTA Volunteer in Iowa where she created a security deposit loan program for low income clients and a breakfast café for the homeless.

Ms. Keller holds a Bachelor of Arts from Indiana University and a Masters Degree from Tufts University in Urban and Environmental Policy and Planning. She currently serves on Maine's Region I Homeless Council.

Ethan Boxer-Macomber joined Avesta Housing in 2006 as a Development Officer. He is responsible for managing all aspects of multifamily rental and single family ownership projects from concept to completion. Mr. Boxer-Macomber also advocates for affordable housing in the region.

Mr. Boxer-Macomber has broad experience in the areas of land use planning and community and international development. He has worked as an Urban Planner for the Cities of Davis, California and Portland, Maine and as the City of Portland's CDBG Program Manager. He has also managed programs for at-risk youth and served as a Protected Areas Management Volunteer in Honduras with the US Peace Corps.

Mr. Boxer-Macomber earned a BS in Natural Resources and Ecology from the University of Maine, Orono and an MS in Community Planning and Development from the University of California, Davis and is a certified land use planner with the American Institute of Certified Planners (AICP).

Gregory Payne joined Avesta Housing in 2007 as a Development Officer. In addition to his responsibilities for managing all aspects of multifamily rental projects from concept to completion, Mr. Payne serves as staff to the Maine Affordable Rental Housing Coalition.

Mr. Payne has more than 15 years of experience working on issues related to housing and homelessness both in Georgia, where he worked for the Metro Atlanta Task Force for the Homeless, and in Massachusetts, where he worked for the Massachusetts Coalition for the Homeless. Following his graduation from law school, he worked in Boston for five years as a real estate attorney specializing in affordable housing, most recently at Goulston & Storrs P.C.

Mr. Payne earned a B.A. in Economics from the College of the Holy Cross in Worcester, MA and a J.D. from Northeastern University School of Law in Boston. Mr. Payne is an admitted member of the Maine Bar Association.

Planning and Design: Alan Holt – Community Design Studio

Alan Holt received his Masters in Architecture from Columbia University and has been a registered architect since 1990. Alan has focused his career on creating healthy communities through community planning and urban design.

From 2003 to 2008 Alan was the co-founder of Holt & Lachman Architects + Planners in Portland, Maine where he led community planning efforts for municipalities around the State (Portland, South Portland, OOB, Harpswell, Brunswick, Topsham, Ogunquit), as well as working for neighborhood groups and developers. Before that, he served for six years as the *Urban Designer* for the City of Portland, Maine, where his work included designing streetscapes, parks and plazas; development of design guidelines; and facilitating community-planning projects for neighborhood revitalization and waterfront redevelopment. Before coming to Portland, Alan covered a similar range of urban design for the City of New Bedford, Massachusetts as that city's first *Director of Design and Construction*.

Since 2001 Alan has been an *Adjunct Professor* at the Muskie School of Public Service where he teaches on the Planning Workshop in the Community Planning program. In 2007, the Planning Workshop assisted the City of Portland with a Design Workshop for creating a vision for the Adams School.

Architects: Alan Kuniholm and Marilyn Leivian - Portland Design Team

Alan Kuniholm was one of the first architects in Maine to receive LEED accreditation, and is known as an advocate for sustainable design and for his extraordinary design and drawing skills. Alan has been a principal at PDT architects since 1994 and has been practicing architecture in Maine for 24 years.

Alan is the designer of 50 Sewall St., Maine's first LEED-certified office building, and he was principal-in-charge of the College of Education, Health, and Rehabilitation at the University of Maine at Farmington, which has received LEED Silver certification.

His recent design work includes Brunswick Elementary School; Unity College Master Plan; Lewiston District Court, which received a 2003 Statewide Historic Preservation Honor Award; and the Maine Criminal Justice Academy, which received the same award in 2002.

Alan is currently the Green Schools Advocate for the Maine Chapter of the U.S. Green Building Council, and he is a frequent speaker on green, sustainable design issues.

Marilyn Leivian, a registered architect in Maine for 22 years, rejoined PDT Architects in 2006 after fourteen years in solo practice. Using her expertise in housing design and project management, Marilyn has been project architect/manager for several multi-unit residential projects throughout southern and central Maine.

At PDT, Marilyn strengthens the team with extensive knowledge of finely detailed design and special attention to budget and schedule as well as considerable management skills. Besides her housing projects, she has been project architect/manager of a district-wide five-school group of renovation and addition projects for MSAD #15. She is also the chair of the Membership Committee of the Maine Chapter of the U.S. Green Building Council.

Landscape Architect: Regina Leonard

Regina Leonard is a licensed landscape architect and Maine native. Her landscape architecture and design practice based in Topsham, Maine, offers a diverse range of site planning and design services in both the public and private sectors. Ms. Leonard's experience includes a wide range of civic-scale work, including streetscape and downtown master planning and site redevelopment projects; design and planning for public parks, playgrounds, and trails.

Ms. Leonard is registered with the State of Maine and is professional certified by the Council of Landscape Architecture Registration Board. She is also a member of the American Society of Landscape Architects and its local Boston Chapter.

Regina Leonard is well-acquainted with the City of Portland, both through her professional work as a landscape architect and as a long-time resident of the Parkside Neighborhood. Her background as a municipal landscape architect for the City of Portland lends a unique perspective to her practice today. She understands the inherent complexities of moving projects forward in a municipal setting and has demonstrated experience working with City of Portland staff, elected officials, neighborhoods, and interest groups toward common goals. Her ongoing projects in Portland include work at Fort Sumner and Fort Allen Parks, the Eastern Promenade, Winslow Park, and Deering Oaks.

Site / Civil Engineer: Barry Sheff – Woodard and Curran

Barry Sheff, P.E. is a Senior Project Manager at Woodard & Curran with 15 years of experience with civil/site development and environmental engineering projects, and a background in hazardous waste and surveying. Barry has permitted, designed, and managed many major projects in the City of Portland for the public and private sectors, and has tried to focus his work on what sustainable environmental design; he is committed to finding the balance between process, relationships, and results, and is energized by collaborating with owners and stakeholders to develop practical solutions

to complex problems. Barry also has significant City of Portland design experience that enables him to successfully design infill and urban redevelopment projects on and off the peninsula. In his engineering role Barry provides professional services for roadway, stormwater management and drainage systems, and utility infrastructure design; environmental and land-use permitting including Federal, State and local permitting processes; and wastewater collection system planning, permitting, and design. In the project management role, Barry is responsible for maintaining regular communications with his clients, coordinating Woodard & Curran staff, contracting, and invoicing; he has strong cost estimating experience; a track record of understanding expectations; consistent budget controls; and excellent communication skills.

Sales and Marketing: Rita Yarnold – Bay Realty

Rita Yarnold was born and raised on Munjoy Hill and attended the Marada Adams School as a child. In 1986 Rita formed Bay Realty, which for 22 years has focused on all forms of residential real estate transactions; primarily on the Portland peninsula. Rita is the current president elect of the Maine Association of Realtors and is a past President of the Greater Portland Board of Realtors.

6. Occupancy and Management Plan

A. Ownership Structure

With the development of Beckett Green will come the creation of a Beckett Green homeowner's association. The property's land and structures will be owned and managed by the association which will be solely responsible for maintenance and upkeep of the property and enforcement of association rules and restrictions. In this way, residents of moderate income will have the ease and dependability of having exterior building maintenance, grounds work, and snow removal, and property insurance covered in a single monthly association fee. Likewise, abutters will enjoy assurances that the property will be well maintained. Avesta Housing's property management division will offer a complete host of administrative and management services to the home owner's association.

All individual units and at least one of any clustered pair of units will always be owner occupied as dictated by deed restrictions.

B. Pricing and Affordability

A clear majority of the units in Beckett Green will be sold at prices affordable to qualified families earning between 80 and 120% of Area Median Income. This calculation will be inclusive of mortgage principle, interest, tax, insurance, and association fees.

Avesta will also assist potential buyers in identifying and qualifying for favorable financing terms through programs such as MaineHousing first time homebuyer program and by working with a community lender to develop a loan portfolio for the project.

C. Resale Restrictions

Sellers will be bound to a maximum sale price as determined by a formula driven by the Area Median Income. The unit will be made affordable to a qualifying family purchasing at same income targeting that the seller did when he/she purchased the property. As AMI increases from year to year, so will each owner's equity in the project.

Provisions for exceeding the maximum sale price will be made for cases where a seller can document that substantial physical improvements of continuing value and utility have been made to the property.

D. Resale Process

At time of sale, Avesta Housing will monitor transactions to ensure that the terms of deed restricted affordability covenants are carefully and consistently followed. Avesta currently provides this service to three affordable ownership projects and has tracking systems in place.

7. Purchase Price

\$600,000 will be paid to the City of Portland for the purchase of the site. At \$15,000 per affordable unit, this sale price is consistent with recent land sales on the Portland peninsula.

\$400,000 of the sale price is capitalized to Beckett Green and \$200,000 is capitalized to the development of Marada Adams Park and other off site public improvements as per the development budget contained herein.

The price offered is contingent on the results of a Maine DEP Phase I Environmental Site Assessment (ESA). Industrial uses which included the handling of potentially toxic chemicals and metals are known to have been active on the site historically. To date the City of Portland has not conducted an ESA of any scope. If the ESA reveals that substantive remediation is necessary for the site to be developed, the City and the developer will work collaboratively on a solution and renegotiate the purchase price if necessary to offset clean up costs.

PROPOSAL

THIS PAGE MUST BE INCLUDED

The UNDERSIGNED hereby declares that they have read and understand all conditions as outlined in the invitation for bids, and that their proposal is made in accordance with same.

The UNDERSIGNED hereby declares that any person(s) employed by the City of Portland, Maine, who has direct or indirect personal or financial interest in this proposal or in any portion of the profits that may be derived therefrom, has been identified and the interest disclosed by separate attachment. (Please include in your disclosure any interest which you know of. An example of a direct interest would be a City employee who would be paid to perform services under this proposal. An example of indirect interest would be a City employee who is related to any officers, employees, principal or shareholders of your firm or to you. If in doubt as to status or interest, please disclose to the extent known).

TOTAL PRICE OFFERED FOR THE PROPERTY \$ 600,000 *

The proposer acknowledges the receipt of Addenda numbered #1 and #2, attached
(If Applicable)

COMPANY NAME: AVESTA HOUSING
(Individual, Partnership, Corporation, Joint Venture)

AUTHORIZED SIGNATURE: [Signature] DATE: 7/22/2008
(Officer, Authorized Individual or Owner)

PRINT NAME & TITLE: PRESIDENT

ADDRESS: 307 CUMBERLAND AVENUE
PORTLAND, ME 04101

TELEPHONE: (207) 553-7777 FAX: (207) 553-7778

E-MAIL: dtotman@avestahousing.org FEDERAL TAX ID NUMBER: 01-0315296

SALES TAX EXEMPTION NUMBER: _____

NOTE: All submittals must bear the handwritten signature of a duly authorized member or employee of the organization making the proposal. This sheet must be signed and returned with the proposal package.

EXHIBIT A

RELEASE AND HOLD HARMLESS

I/We fully understand that the City of Portland, its agents, officers and employees accept no responsibility and will not be liable for any injury, harm or damage to my/our person or property occurring during or arising out of the entry by me/us onto the property known as the Adams School. To the fullest extent permitted by law, I/We do hereby agree to assume all risk of injury, harm or damage to my/our person or property (including but not limited to all risk of injury, harm or damage to my/our property caused by the negligence of the City of Portland, its agents, officers or employees) arising during or in connection with the said entry onto the property known as the Adams School. I/We hereby release and agree to indemnify and hold harmless the City of Portland, its agents, officers and employees from any and all liability, actions damages and claims of any kind and nature whatsoever (including but not limited to liability actions, damages and claims caused by or arising from the negligence of the City of Portland, its agents, officers or employees) for injury, harm or damages to my/our person or property known as the Adams School.

Dated: 7/22/2008

Signature Dana Toltman

Print name DANA TOLTMAN

Address: 307 CUMBERLAND AVENUE
PORTLAND, ME 04101

ADDENDUM #1

EXHIBIT B

FOR THE SALE AND REUSE OF THE FORMER ADAMS SCHOOL SITE -
Bid #7308**DATE: June 26, 2008**

The attention of firms submitting proposals for the work named in the above Invitation is called to the following modifications to the documents as were issued.

The items set forth herein, whether of clarification, omission, addition and/or substitution, shall be included and form a part of the Contractor's submitted material and the corresponding Contract when executed. No claim for additional compensation, due to lack of knowledge of the contents of this Addendum will be considered.

ALL BIDDERS ARE ADVISED THAT RECEIPT OF THIS NOTICE MUST BE DULY
ACKNOWLEDGED ON THE BID PROPOSAL FORM OR BY THE INSERTION OF THIS
SHEET, SIGNED, AND SUBMITTED WITH YOUR PROPOSAL.

MATTHEW F. FITZGERALD
PURCHASING MANAGER

PLEASE NOTE THE FOLLOWING RESPONSES TO QUESTIONS WE HAVE RECEIVED
REGARDING THE CITY OF PORTLAND'S BID NUMBER 7308 -
FOR THE SALE AND REUSE OF THE FORMER ADAMS SCHOOL SITE

Question: *Do you have the square footage of the existing Adams School?*
Answer: Our School Dept. records indicate (though neither unofficial nor double checked for accuracy) 16,989 SF

Receipt of Addendum No. 1 to the For the Sale and Reuse of the Former Adams School Site-
Bid #7308

COMPANY NAME:

ARISTA HOUSING

SIGNED BY:

Dana TotmanDATE: 7/22/2008

PRINT NAME & TITLE:

DANA TOTMAN, PRESIDENT

ADDRESS:

307 CUMBERLAND AVENUEPORTLAND, ME 04101

Zip Code

Addendum #1

EXHIBIT B

ADDENDUM #2

FOR THE SALE AND REUSE OF THE FORMER ADAMS SCHOOL SITE -
Bid #7308**DATE: July 10, 2008**

The attention of firms submitting proposals for the work named in the above Invitation is called to the following modifications to the documents as were issued.

The items set forth herein, whether of clarification, omission, addition and/or substitution, shall be included and form a part of the Contractor's submitted material and the corresponding Contract when executed. No claim for additional compensation, due to lack of knowledge of the contents of this Addendum will be considered.

ALL BIDDERS ARE ADVISED THAT RECEIPT OF THIS NOTICE MUST BE DULY ACKNOWLEDGED ON THE BID PROPOSAL FORM OR BY THE INSERTION OF THIS SHEET, SIGNED, AND SUBMITTED WITH YOUR PROPOSAL.

MATTHEW F. FITZGERALD
PURCHASING MANAGER

PLEASE NOTE THE FOLLOWING RESPONSES TO QUESTIONS WE HAVE RECEIVED
REGARDING THE CITY OF PORTLAND'S BID NUMBER 7308 -
FOR THE SALE AND REUSE OF THE FORMER ADAMS SCHOOL SITE

Question: We are looking into the operational expenses of the school whatever info we can gather concerning the City of Portland's outlays for it, plus anticipated property tax revenues given any number of scenarios for the structure or land.

Answer: The utilities costs for the Adams School for the last Fiscal Year were: Water & Sewer \$800, Heating Oil \$8,900, and Electricity \$4,700. Taxes will be dependent on the type of development proposed. Since it's currently exempt, there is no accurate assessed value on it at this time.

Receipt of Addendum No. 2 to the For the Sale and Reuse of the Former Adams School Site-
Bid #7308

COMPANY NAME: AVESTA HOUSINGSIGNED BY: Dana Totman DATE: 7/22/2008PRINT NAME & TITLE: DANA TOTMAN, PRESIDENTADDRESS: 307 CUMBERLAND AVENUEPORTLAND, ME 04101

Zip Code

Addendum #2

EXHIBIT C

BECKETT GREEN

Analysis of the Physical Context



Building coverage: Percentage of the building footprint on the overall parcel.

- ✓ *Beckett Green is consistent within 1% of the neighborhood context for building coverage.*

Floor Area Ratio (FAR): Whole building area (footprint and all additional floors/living areas) compared to the parcel area. The FAR is an expression of physical density.

- ✓ *Beckett Green has a physical density that is slightly less than the overall neighborhood average (9% lower FAR)*

Density (DU/net acre): The number of residential dwellings per net parcel area (net does not include public road rights-of-way).

- ✓ *Beckett Green provides slightly less residential density than the surrounding neighborhood.*

Community Green Space: The immediate neighborhood has no community green space.

- ✓ *Beckett Green sets aside 37% of the property for a public park.*

Additional green space: Private green space that is viewable from the sidewalks. This visual connection expands the pedestrian's experience of open space, and adds to the greening of the neighborhood.

- ✓ *Beckett Green sets aside 7% for this additional green space. Combined with the public park, 44% of the Adams site will be green space.*

Study Area Data	Number of Parcels	Total Dwellings	Total Parcels Area NET	Total Building Footprints	Total Building Area (NET)
<i>Neighborhood Context</i>	104	242	343,686 SF	129,587 SF	297,522 SF
<i>Beckett Green</i>	1	40	65,413 SF	24,000 SF	49,400 SF

Study Area Analysis	Building Coverage	Floor Area Ratio	Density Net DU/Acre	Community Green Space	Additional Green Space
<i>Neighborhood Context</i>	38%	0.86	30.7	0%	N/A
<i>Beckett Green</i>	37%	0.75	26.7	36%	7%

**Bangor
Savings Bank**

You matter more.

EXHIBIT D

Avesta Housing
307 Cumberland Avenue
Portland ME 04101

City of Portland
389 Congress Street
Portland, ME 04101

July 22, 2008

RE: City of Portland, Maine Request for Proposal for the sale and reuse of the former
Adams School site

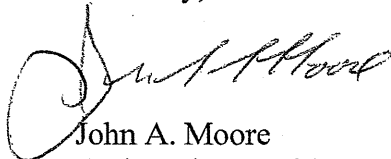
Gentlemen:

On behalf of Bangor Savings Bank I am pleased to provide this letter in support for the Avesta Housing submission for the above referenced Request for Proposals. Based on our prior experience with Avesta Housing for similar affordable housing development projects and a review of the financial elements of the proposal for the Adams School site we believe that that the applicant has the "ability to finance projected costs and develop a project of similar type and scale from a fiscal perspective".

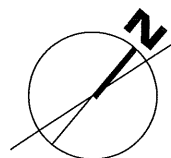
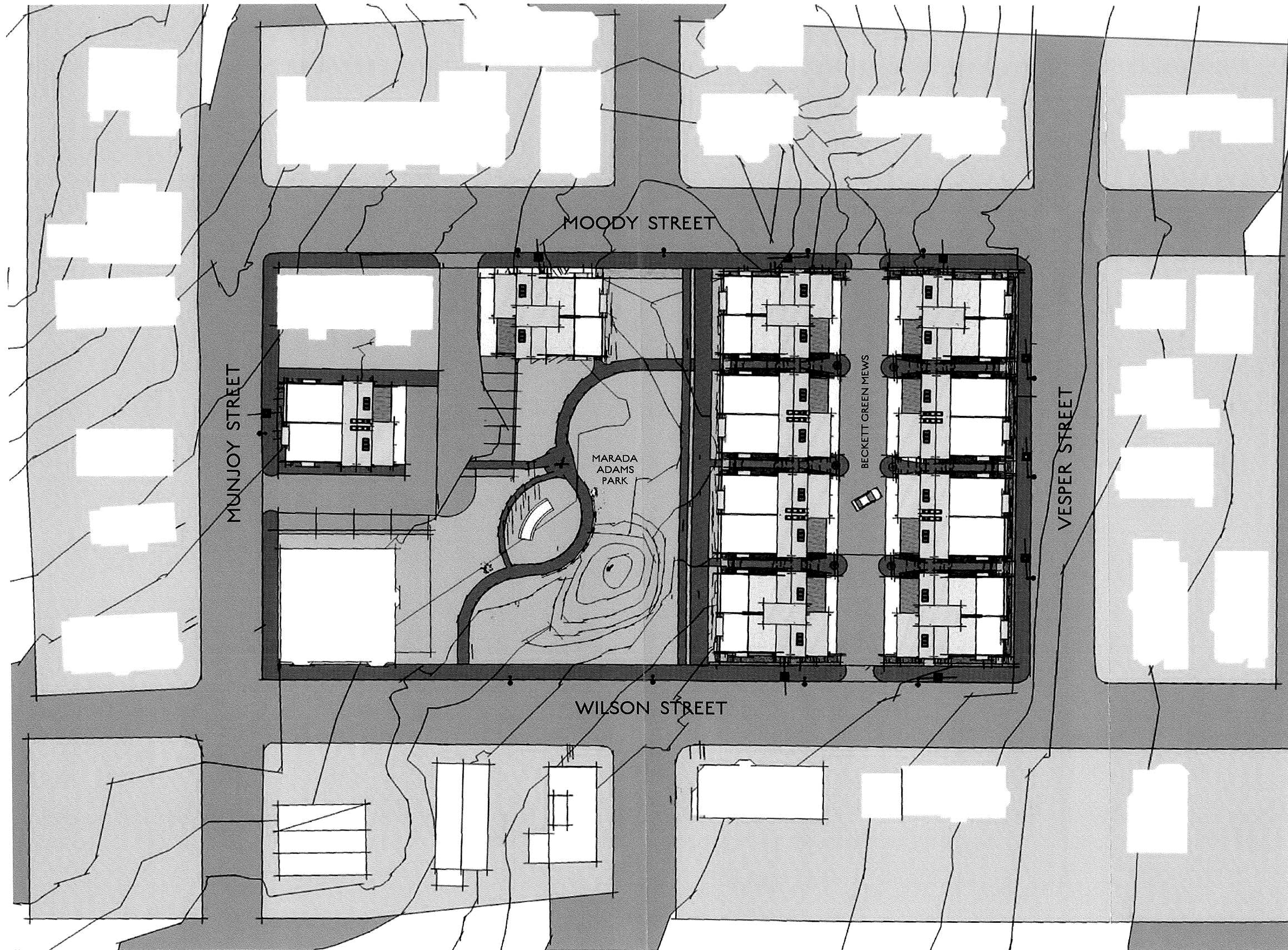
Bangor Savings Bank has helped Avesta Housing complete successful affordable housing projects including Avesta Brickhill Cottages and Avesta Brickhill Heights in South Portland and Avesta Fore River Housing in Portland. The Bank has successfully sponsored Federal Home Loan Bank applications for Affordable Housing Program equity grants for Avesta Housing and has the capability to provide financing through tax increment financing credit enhancement agreements.

While this letter of support is not a commitment to lend, Bangor Savings Bank would welcome the opportunity to be a resource to Avesta Housing for financing and sponsorship any equity awards necessary in connection with this project. Our experience is that Avesta Housing is, in many ways, the premier affordable housing development organization in Maine with a solid record of supporting healthy and inclusive neighborhoods and helping to build strong and sustainable communities.

Sincerely,



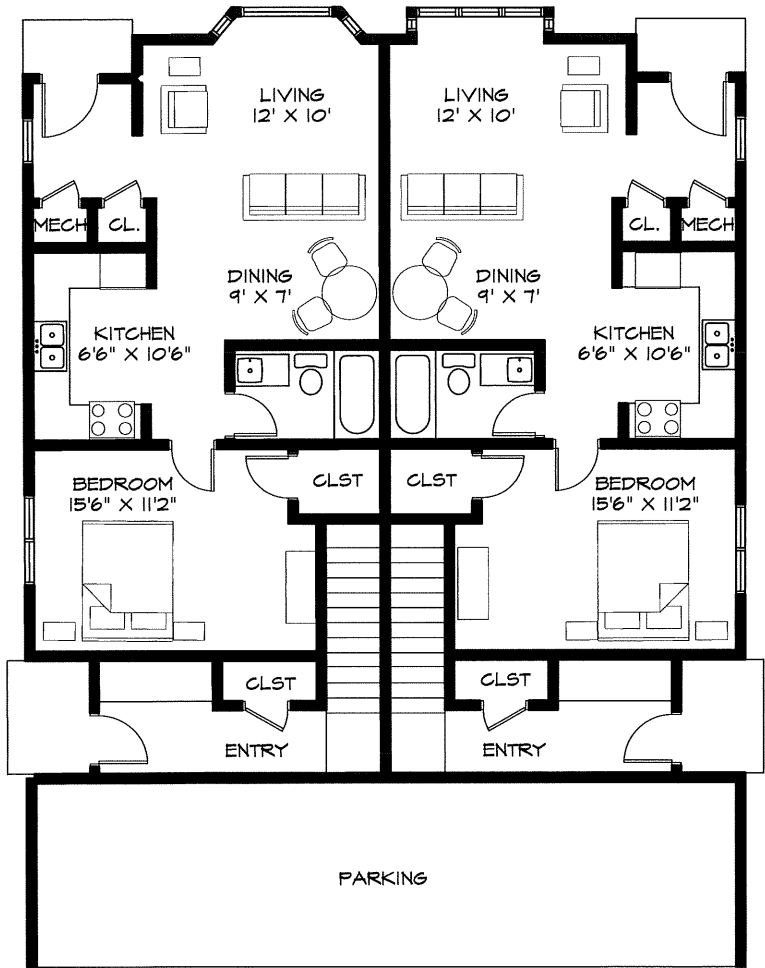
John A. Moore
Senior Vice President
Community Development Lending



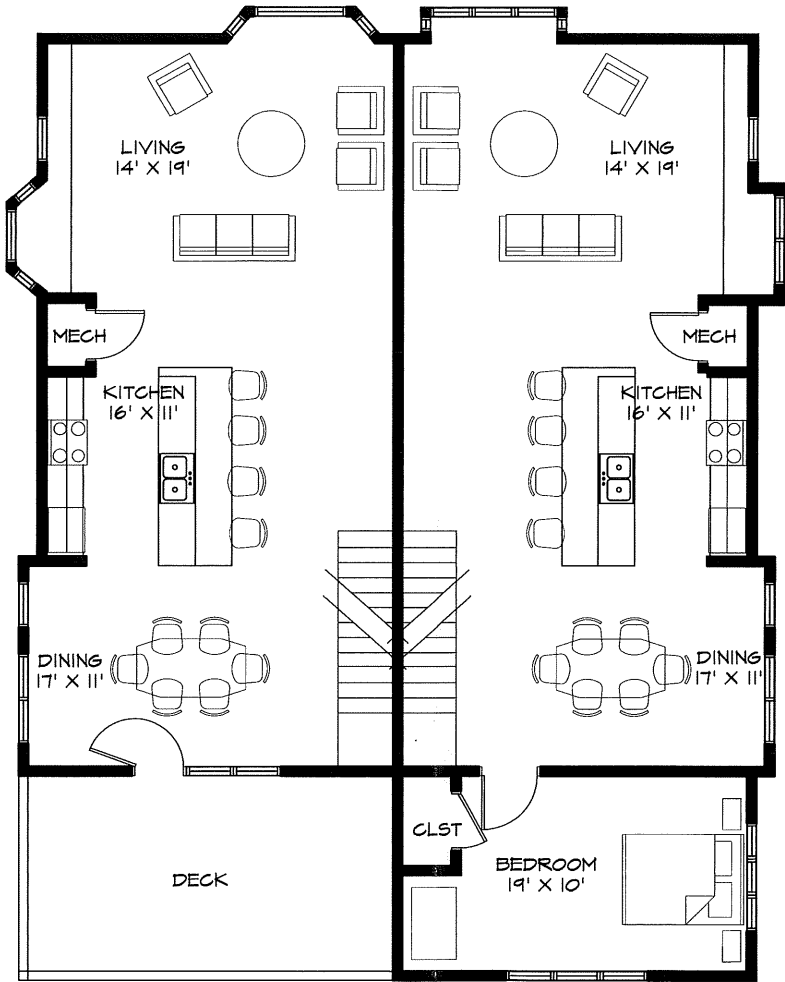
SCHEME A

1 BR 660 SF
3BR 1,810 SF w/deck
3BR 2,035 SF

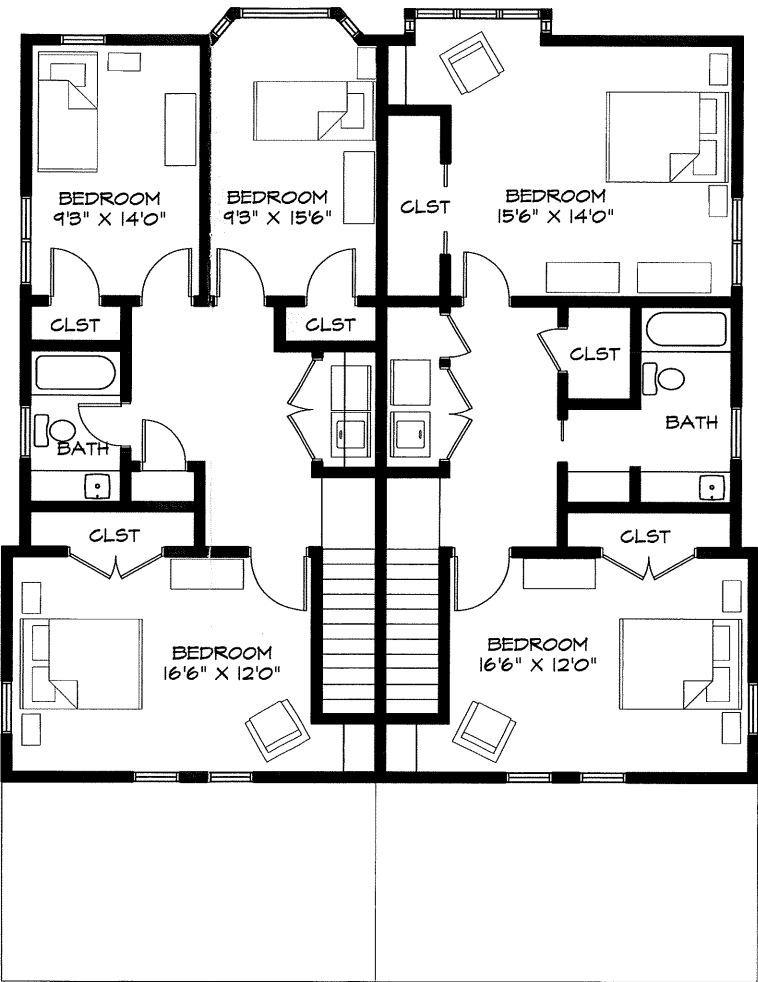
PARKING: 400 SF



FIRST FLOOR PLAN



SECOND FLOOR PLAN
3 BR - Scheme A



THIRD FLOOR PLAN
3 BR - Scheme A



BECKETT GREEN
CONCEPT PLANS

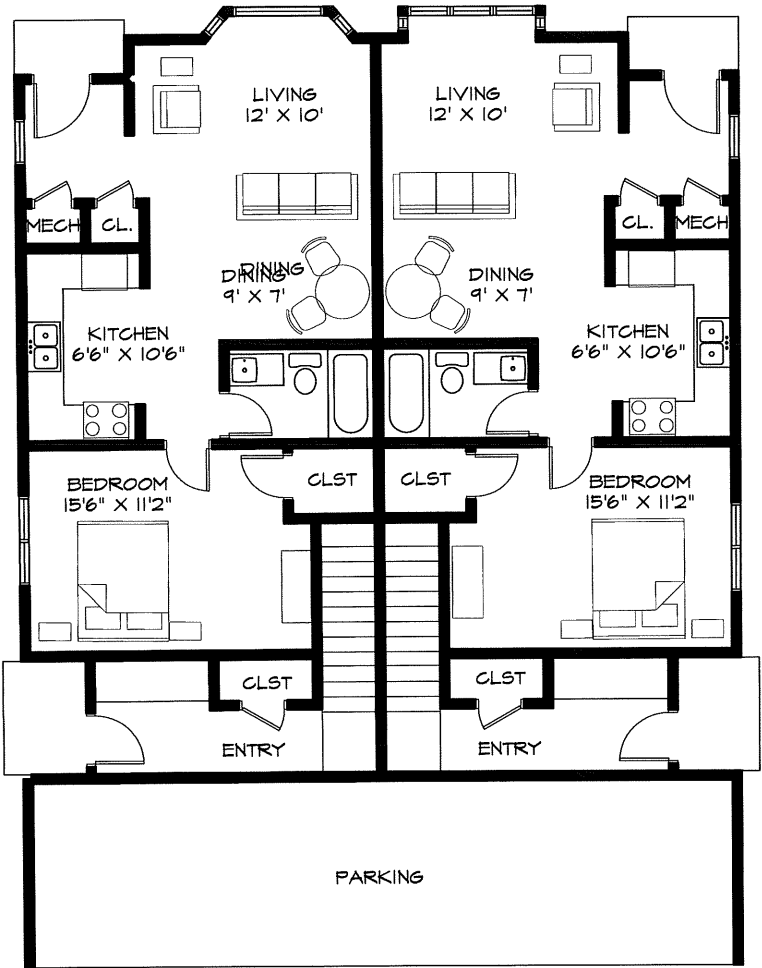
SCALE: 3/32" = 1'-0"
July 18, 2008



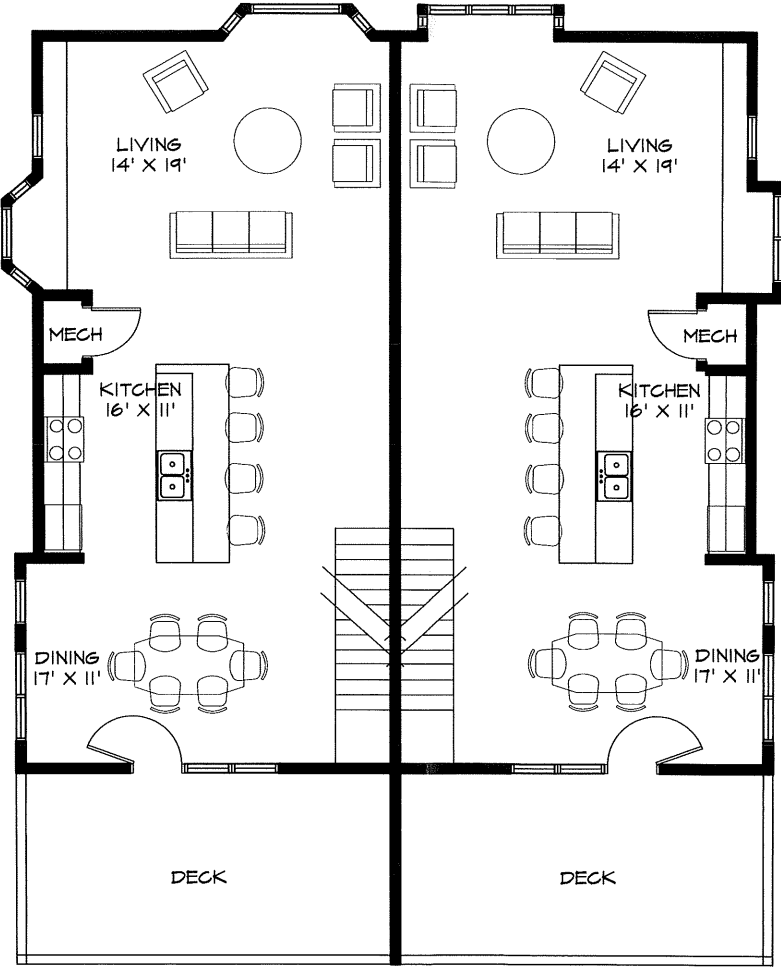
SCHEME B

1 BR 660 SF
3BR 1,810 SF w/deck

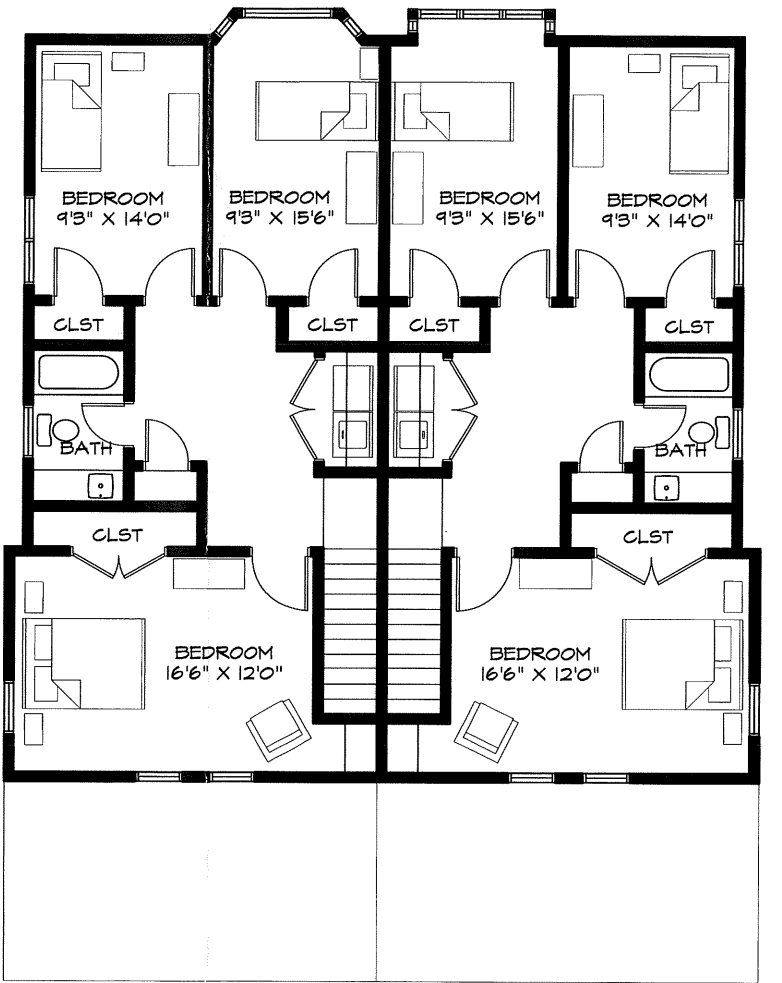
PARKING: 400 SF



FIRST FLOOR PLAN



SECOND FLOOR PLAN
3 BR - Scheme B



THIRD FLOOR PLAN
3 BR - Scheme B



SITE VIEW LOOKING SOUTH



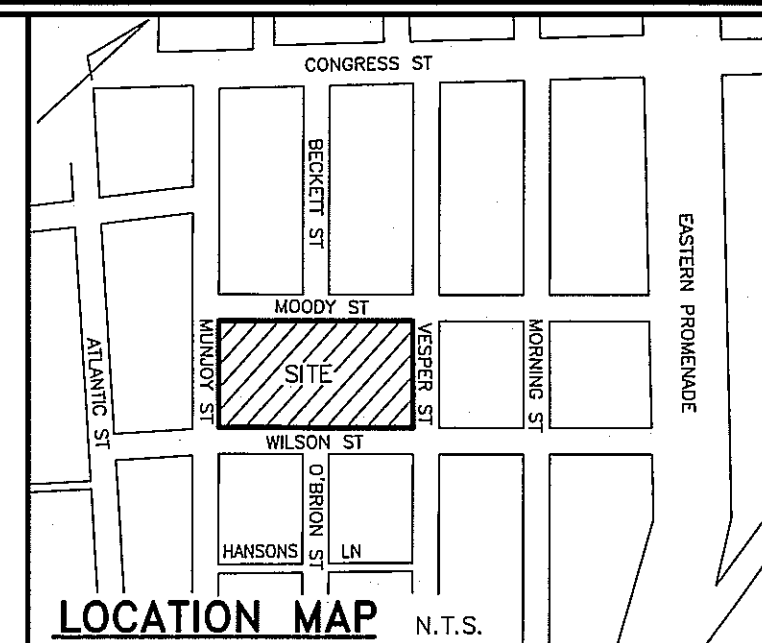
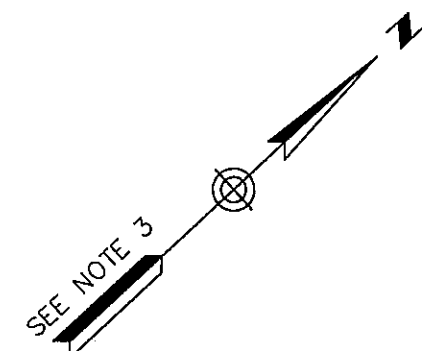
VIEW LOOKING SOUTH ALONG MOODY STREET



VIEW LOOKING LOOKING WEST ALONG VESPER STREET



VIEW LOOKING TOWARD ENTRY COURT

**LEGEND**

CAPPED IRON ROD TO BE SET	○ CRTBS	CONIFEROUS TREE	○
MANHOLE	○	DECIDUOUS TREE	○
CATCH BASIN	○	IRON ROD FOUND	○
UTILITY POLE W/GUY	○	MONUMENT FOUND	○
UTILITY POLE	○	GAS LINE	—
ELECTRIC METER BOX	○	OVERHEAD ELECTRIC	—
GAS METER BOX	○	WATER MAIN	—
GAS GATE	○	PROPERTY LINE	—
WATER GATE	○	RIGHT OF WAY	—
HYDRANT	○	FENCE	—
SIGN	○	CURB	—

NOTE:

PER LETTER OF APPROVAL FROM THE CITY OF PORTLAND WITH ATTACHMENTS DATED AUGUST 23, 2011 PROJECT ID: 10-9970009

WAIVERS

ON THE BASIS OF THE APPLICATION, PLANS, REPORTS AND OTHER INFORMATION SUBMITTED BY THE APPLICANT, FINDINGS AND RECOMMENDATIONS CONTAINED IN THE PLANNING BOARD REPORT # 17-11 FOR ADAMS SCHOOL REDEVELOPMENT, 48 MOODY STREET APPLICATION # 10-99700009 RELEVANT TO PORTLAND'S TECHNICAL AND DESIGN STANDARDS AND OTHER REGULATIONS, AND THE TESTIMONY PRESENTED AT THE PLANNING BOARD HEARING, THE PLANNING BOARD FINDS THE FOLLOWING:

THE PLANNING BOARD VOTED 4-0 (LEWIS, O'BRIEN AND SILK ABSENT) TO WAIVE TECHNICAL STANDARD, SECTION 2.1.1 TO ALLOW THE STORMWATER FROM HOUSING, PARK AND PLAYGROUND AREAS TO DISCHARGE INTO THE COMBINED SEWERS IN NEARBY STREETS AS SHOWN IN THE APPROVED PLANS.

GENERAL NOTES

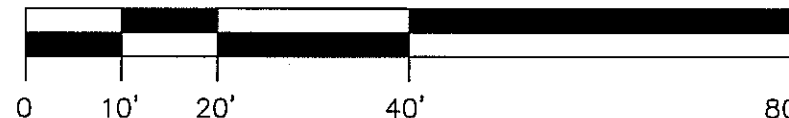
1. OWNER OF RECORD: AVESTA HOUSING DEVELOPMENT CORPORATION, 307 CUMBERLAND AVENUE, PORTLAND, MAINE C.C.R.D. BOOK 28370 PAGE 248.
2. PREMISES SHOWN AS TAX MAP 3-M-1, 2, 5, 6, 7 AND 3-H-1, 2, 3, 4, AND 3-P-1
3. BEARINGS ARE GRID NORTH BASED ON CITY MONUMENTS T102-69-7, T102-68-5.
4. LOCATION OF PROPOSED IMPROVEMENTS TAKEN FROM PLAN REFERENCE 4.
5. STORMWATER MANAGEMENT AGREEMENT IS AVAILABLE UPON REQUEST AND IS ON FILE WITH THE CITY OR PORTLAND'S PLANNING AND URBAN DEVELOPMENT DEPARTMENT.

APPROVED BY
THE CITY OF PORTLAND PLANNING BOARD

DATE

STATE OF MAINE, CUMBERLAND, ss
REGISTRY OF DEEDS
RECEIVED
AT _____ hr. _____ min. _____ m AND RECORDED
IN PLAN BOOK _____, PAGE _____
ATTEST: _____ REGISTER

GRAPHIC SCALE

**UTILITY NOTE**

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

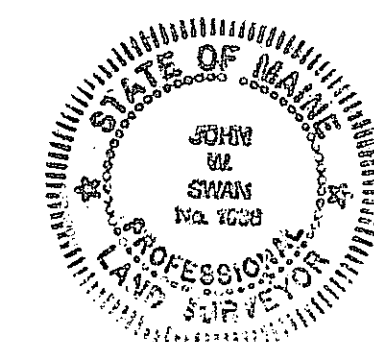
PLAN REFERENCES

1. "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR CITY OF PORTLAND, PROPOSED NEW SCHOOL, BECKETT STREET, DEC. 19, 1956, H.I. & E.C. JORDAN-SURVEYORS."
2. "BOUNDARY SURVEY 61-65 WILSON STREET, PORTLAND, MAINE MADE FOR MEREDITH TURNER AUGUST 13, 2007" BY OWEN HASKELL, INC.
3. "TOPOGRAPHIC & PLANIMETRIC SURVEY ON MOODY ST., VESPER ST., WILSON ST. & MUNJOY ST., PORTLAND, MAINE MADE FOR WOODARD & CURRAN JULY 21, 2010 REV. 1 11/30/10" BY OWEN HASKELL, INC.
4. "SITE PLAN AVESTA-ADAMS SCHOOL SITE REDEVELOPMENT, PORTLAND, MAINE DECEMBER 14, 2010" BY PDT ARCHITECTS.

R-6 ZONE DIMENSIONAL REQUIREMENTS

	REQUIRED	PROVIDED
FRONT YARD SETBACK	10 FT. OR AVERAGE OF EXISTING FRONT YARD SETBACKS	5 FT. (AVERAGE OF EXISTING FRONT YARD SETBACKS)
SIDE YARD SETBACK*	4.2 FT. AT MOODY STREET 4 FT. AT WILSON STREET	4.2 FT. AT MOODY STREET 4 FT. AT WILSON STREET
REAR YARD SETBACK*	5 FT.	5 FT.
LOT SIZE	4,500 SF (MIN.)	32,340 SF
MINIMUM AREA PER DWELLING UNIT	1,000 SF/UNIT	2,021 SF/UNIT
STREET FRONTAGE	40 FT. MIN.	>200 FT.
MAX. LOT COVERAGE	50% OF LOT AREA FOR DEVELOPMENTS WITH <20 UNITS	40%
MAX. BUILDING HEIGHT	45 FT.	<45 FT.
MIN. LOT WIDTH	50 FT.	160 FT.
MIN. OPEN SPACE (20% OF LOT FOR DEV. W/<20 UNITS)	0.15 ACRES	0.22 ACRES
PARK'G SPACES (1 PER UNIT)	16	16

*PER ZONING BOARD OF APPEALS APPROVAL FOR SETBACK VARIANCE, SEPTEMBER 2010



JOHN W. SWAN, PLS NO. 1038
DATE: 4-30-2012

RECORDING PLAT

ON
MOODY ST., VESPER ST., WILSON ST. & MUNJOY ST.
PORTLAND, MAINE
MADE FOR RECORD OWNER
AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE, PORTLAND, MAINE

**OWEN HASKELL, INC.**

390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-0424

PROFESSIONAL LAND SURVEYORS

Drwn By	RS	Date	Job No.
Trace By	JLW	APRIL 30, 2012	2010-080P
Check By	JWS	Scale	Drwg. No.
Book No.	FILE	1" = 20'	1RP



**City of Portland
Request for Proposals
For the Sale and Reuse of Property
Located at 65 Munjoy Street**

RFP # 4115

Notice and Specifications

Sealed proposals for furnishing the City of Portland with the Development of Affordable Housing, as specified herein, will be received by the Purchasing Office, Room 103, City Hall, 389 Congress Street, Portland, Maine 04101, until Tuesday, January 13, 2015 at 3:00 p.m. at which time they will be publicly opened. Proposals shall be submitted with the attached forms, and returned in sealed envelopes plainly marked on the outside **“SALE AND REUSE OF 65 MUNJOY STREET.”** Proposals that are late, faxed or submitted electronically will not be accepted. All proposals shall be held open to acceptance for sixty days from opening.

Copies of the above documents will be available at the Purchasing Office, Room 103, City Hall, 389 Congress Street, Portland, ME 04101. Each prospective proposer will be required to obtain from the City each copy of the proposal form and each set of plans; e-mail jrl@portlandmaine.gov, phone (207) 874-8654, or fax (207) 874-8652. Six (6) complete copies of your proposal submission, including any descriptive literature, shall be submitted on the forms provided and in an envelope plainly marked on the outside with the RFP's title and number

All questions must be submitted in writing to the Purchasing Office. These may be mailed; hand delivered, faxed to (207) 874-8652 or e-mailed to mff@portlandmaine.gov and be received no later than five (5) business days prior to the opening date. Questions received after this time will not be addressed. Any interpretation, correction, or change of this document will be made only by written addenda. Changes in any other manner will not be binding on the City of Portland.

The disposal of this real estate shall be on the basis of a negotiated proposal, with the City of Portland reserving the right to refuse any or all proposals. *All proposers are advised that the property will be sold “as-is” and “where-is”, in its existing condition, with no warranties either expressed or implied.* The City disclaims any and all responsibility for injury to proposers, their agents or others while examining the property or at any other time.

Proposals from vendors not registered with the Purchasing Office may be rejected; receipt of this document directly from the City of Portland indicates registration. Should a vendor receive this Request from a source other than the City of Portland, please contact (207) 874-8654 to ensure that your firm is listed as a vendor for this RFP.

GENERAL INFORMATION

The City of Portland, Maine seeks proposals from qualified developers for the purchase and development of the former Adams School parking lot site located at 65 Munjoy Street (hereafter, “the lot”). The site is designated on the City of Portland Tax Assessor’s Map as Map 3, Block M, Lot 5.

Summary of Request

The City of Portland is committed to provide a balance of housing opportunities and has set a goal to evaluate the use of city-owned property to construct affordable housing. As one step in accomplishing this goal, the City of Portland will accept proposals for the development of affordable housing on the lot located at 65 Munjoy Street, Portland, Maine (Map 3, Block M, Lot 5).

An environmental assessment was conducted at the lot by Credere Associates, LLC through a subcontract with the City. Polycyclic aromatic hydrocarbons (PAHs), lead, and arsenic were detected in soil exceeding Maine Department of Environmental Protection (DEP) regulatory guidelines, which should be considered during preparation of proposals. The property is currently being reviewed for inclusion in the Maine DEP Voluntary Response Action Program (VRAP) and the VRAP Work Plan is attached to this RFP as Exhibit 2.

To facilitate the development of this site, the City of Portland may make funding available from the City resources noted below: However, strong preference will be given where the value of the property is the only source of subsidy provided by the City of Portland.

1. FY 2014-2015 HUD Home Investment Partnership Program (HOME) Funds (which may include a mandatory set-aside for CHDO organizations or organizations eligible for CHDO certification). The HUD definition of a CHDO organization is attached as Exhibit #1 entitled Definition of a Community Housing Development Organization (CHDO).
2. Brownfield Revolving Loan Funds through the City of Portland’s Economic Development Department.
3. FY 2014 City Housing Trust Funds

The City of Portland’s Division of Housing and Community Development uses the RFP process to ensure that public resources are utilized for maximum public benefit while accomplishing specific objectives and providing fair access to all applicants.

General Guidelines

Developments shall provide affordable rental or home ownership units. Note that “affordability” is defined by the standards outlined in Division 30 Section 14-485 of the City’s Land Use Code.

Proposals which include the use of HOME funds must meet the income and/or rent restrictions of the HOME program. Rental developments shall provide units to households earning no more than 60% of the area median income and ownership developments shall provide units to households earning no more than 80% of area median income.

Proposals which include the use of City Housing Trust Funds must meet the income and rent restrictions outlined in City Ordinance Chapter 14, Division 30, Section 14-485 which requires that rental developments shall be affordable to households earning no more than 80% of the area median income and ownership developments shall be affordable to households earning no more than 120% of the area median income.

The minimum term of affordability is 90 years, to be secured by a land use restriction covenant in the deed.

Redevelopment should incorporate costs and measures to properly manage contaminated soil in compliance with state and federal regulations. In general, any soil disturbance should be conducted in accordance with the requirements of the Maine DEP VRAP Work Plan.

The proposed use of funds, leveraging of other public and private resources, terms of affordability, design compatibility, readiness, financial feasibility, development experience, management capacity, and unit mix are among the scoring factors to be used in the review process.

This RFP outlines the selection criteria which all projects applying for these funds must meet, as well as scoring factors which will be used by the City of Portland to evaluate the proposals.

I. Background

The site at 65 Munjoy Street contains approximately 6,771 square feet. It is located on Munjoy Hill, on the southeast end of the Portland peninsula, in a neighborhood which is largely defined by 19th and early 20th century buildings. A public playground is adjacent to the site. The site is zoned R-6.

An ASTM E 1527-13 compliant Phase I Environmental Site Assessment (ESA) was conducted for the lot by Credere Associates, LLC dated July 1, 2014. The ESA identified surface staining, documented petroleum impacts, and historical industrial use of the lot and surrounding area as conditions of environmental concern. These conditions were assessed during a Phase II ESA conducted in July 2014. Results of the investigation identified approximately 150 to 200 cubic yards of petroleum impacted soil at a depth of approximately 5 to 7 feet, and approximately 950 to 1,250 cubic yards of PAH, lead, and arsenic impacted soil. These results were submitted to VRAP for review and inclusion in the program. These contaminated soils will likely require offsite disposal as special or hazardous waste during development in accordance with the VRAP Work Plan.

II. Goals for This RFP

The goal for the sale and development of the property at 65 Munjoy Street is to promote the development of affordable housing with a high standard of quality, design, and livability. Proposals should not require a contract or conditional zone (although other rezoning consistent with the City's Comprehensive Plan may be considered, including the potential R-6 Zone changes currently under consideration). Design principles should promote efficient use of land to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements that are reflective of the surrounding traditional neighborhood. Heights shall be less than or equal to the surrounding buildings and should minimize the impact of shadows on the adjacent public playground. They should also incorporate high standards of energy efficiency and "green" design criteria.

Proposals should consider the recommendations outlined in the Munjoy Street Affordable Housing Feasibility Study completed by Bluestone Planning Group a copy of which is included as Exhibit #3. In summary, the study identifies the preferred design concept as two triple-decker styled flats with flat roofs. The design would create 8 home-ownership units targeted to households with incomes between 100% to 120% of the area median income (Family of Two = \$61,875-\$74,250 & Family of Four = \$77,313-\$92,760). The design concept suggests four units in each building – two 2-bedroom units on the ground floor of approximately 800 net square feet and one 2- 3 bedroom unit of approximately 1,000 square feet on the 2nd and 3rd floors and include two on-site surface parking spaces. Based on a subsequent review of the study at the September 24th meeting of the Housing and Community Development Community, design proposals should include one practical tandem space per unit be included on site.

SCOPE OF SERVICES

General Specifications

All proposals submitted for this funding must meet the following selection criteria to be considered further in the review process.

A. Eligible Projects

- 1) Projects must create affordable ownership housing units targeted to households with incomes between 100% and 120% of the area median income (Family of Two = \$61,875-\$74,250 & Family of Four = \$77,313-\$92,760).
- 2) Projects requesting HOME funds must provide home ownership units to households that meet the income the HOME Program.
- 3) Projects receiving funding through this RFP must include a written occupancy policy that prohibits smoking in the units and the interior common areas of the project in addition to including a non-smoking clause in the lease for every household and making educational materials on tobacco treatment programs available to residents through the resident

service coordinator, occupancy specialist, or property manager, such as the phone number for the statewide Maine Tobacco HelpLine.

- 4) Projects that will properly manage contaminated soil in accordance with state and federal regulations.

B. Site Information and Criteria

- 1) **Purchase Price:** The City of Portland is willing to consider the value of the property as a subsidy source for projects that provide at least six (6) with a preference of eight (8) or more affordable units. The use of the City's Housing Trust Fund will be considered, however, strong preference will be given to proposals where the value of the property is the only source of subsidy by the City of Portland.
- 2) **Local Approvals:** Local land use approval is not required prior to submittal of the proposal.
- 3) The applicant must submit an analysis of the project in relation to local land use regulations and site feasibility.
- 4) Proposals must not require a contract or conditional zone (although other rezoning consistent with the City's Comprehensive Plan may be considered, including the potential R-6 Zone changes currently under consideration).
- 5) Proposal must include language indicating the applicant has considered the environmental conditions of the lot and understands the implications of these conditions. The proposal may include a plan summary for addressing said environmental conditions and any planning institutional controls to be applied to the property.

C. Financial Feasibility

- 1) **Financial Projections:** Financial proposals must be developed in accordance with the underwriting guidelines of the primary funding source, including adequate cash flow and debt coverage ratio.
- 2) **Use of City funding resources:** All projects will be reviewed for the proposed use of City funds compared to other resources. Applicants must describe the proposed mortgage and security position for the City of Portland's funding.

D. Applicant Capacity

All applicants must demonstrate capacity to develop, own and manage the proposed project. In the case of a proposal for home ownership housing, applicants must demonstrate capacity to market the units for the sale. All proposals must provide evidence of a development team with the capacity to successfully complete the project including;

- 1) Key staff members assigned to the project with the abilities and experience to successfully complete the project within the proposed timeframe.
- 2) An architect, general contractor and professionals on the team with the experience and capacity to complete the project.
- 3) An environmental consultant to ensure proper management and handling of contaminated soils as well as establish an environmental management plan after development.
- 4) A management team with qualified personnel and the capacity and experience to operate, manage and maintain the affordable rental property of size and mix of the proposed project and/or effectively market affordable home ownership housing.
- 5) Qualified staff with the capacity to perform ongoing property ownership requirements such as budgeting, tax accounting and oversight of management and maintenance.
- 6) A portfolio of current affordable housing projects that are financially sound and meeting their established goals. Projects that successfully redeveloped contaminated properties should be highlighted.
- 7) Support Services: Proposals containing rental units targeted to special needs populations must include commitments for support services to be provided to the residents.

E. Term of Affordability

The minimum term of affordability is 90 years, to be secured by a land use restriction covenant in the deed. Proposals which include the use of HOME funds for home ownership projects must have a plan for long-term affordability that meets HOME Program recapture or resale regulations.

F. Design Compatibility

Projects must be designed to contribute to the character of the neighborhood and adhere to the following guidelines.

- 1) **Connect the Neighborhood** The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community.

2) Design Considerations

- a. **High Quality Design** Excellence in architectural and landscape design is expected.
- b. **Traditional Design** Design shall be reflective of the surrounding traditional neighborhood and shall create an infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings should orient to the street.
- c. **Green Design** The site and buildings shall be designed to meet the City's Green Building Code.
- d. **Streetscape** The development shall enhance the pedestrian experience and the public realm. Alternative transportation modes shall be accommodated and incorporated in the project.
- e. **Height** Heights shall be less than or equal to the average of structures in the surrounding block and should minimize the impact of shadows on the adjacent public playground.
- f. **Permeability** Design shall be permeable or porous. View corridors are encouraged.
- g. **Heterogeneity** Design of the buildings on the site shall be heterogeneous, not homogenous.
- h. **Accessibility** Universal Design principles shall be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users.

G. Timeframe

The applicant must describe projected dates by which commitments will be obtained; the closing will take place, construction start-up, substantial completion, final completion and occupancy. Timeframes must be realistic and achievable. All funded projects must be able to start construction within 12 months of notice of award.

PROPOSAL REQUIREMENTS

Complete responses to this RFP, should include eight (8) complete copies of each proposal including one original bearing the hand written signature of an officer or employee having authority to bind the organization and the following, in the order outlined below.

Note: All respondents should investigate legal and zoning requirements for proposed projects prior to submission of proposal.

i. Project Summary

A brief description of the project, no longer than two pages, to include the number and type of units, tenants or owners to be served, special features, the impact on the neighborhood and other ways the proposal meets the selection criteria and preference guidelines.

Photographs and maps of the site and area are required.

ii. All Proposals Must Provide The Following:

- 1) Conceptual architectural and site plans
- 2) A soil management plan or provision to prepare one including who shall prepare the document and their qualifications upon award
- 3) A project schedule showing critical path events and their timeframe for completion;
- 4) Map showing location of site
- 5) Corporation/partnership articles and by-laws
- 6) Most recent audit or federal tax returns for the last three years, and financial statements for the last two years
- 7) Documentation demonstrating certification or eligibility to obtain certification as a CHDO (if seeking HOME CHDO funds)
- 8) A brief development team summary, including:
 - The type of organization/ownership structure
 - The names of Board of Directors, Corporate Officers, or Owners, as appropriate
 - Name, title and relevant experience of individuals involved in managing the business entity and this proposed project. A copy of the 501(3)(c) exemption certification
 - Brief description of similar projects completed
 - A list of all projects currently in development with status and projected timeframe
- 9) A sources and uses funding statement
- 10) Evidence of financial commitments, or explanation of the ability and timing to secure those commitments. A statement describing the applicant's capacity for and experience in raising the type of capital needed to finance projects of this size and type.
- 11) Applicant must include a marketing plan for the sale of home ownership units.
- 12) An analysis and discussion of market demand justifying the need for the proposed project.

SELECTION PROCESS

Selection criteria will be used in reviewing and scoring the proposals.

I. Point System for Evaluating and Scoring Proposals (Maximum Points 100)

1. Proposed use of resources to achieve the City of Portland's goals and address demonstrated need. **25 points**

Maximum points will be awarded for those proposals that demonstrate sufficient market demand, create housing options which promote economic diversity in the neighborhood in which the development is located, include a policy prohibiting smoking and where the value of the property is the only source of subsidy by the City of Portland.

2. Financial feasibility, including cost, development budget, operating pro forma and the provision of secured and leverage funds. **25 points**

Maximum points will be awarded for those proposals that include a complete set of financial documents to support the financing request, contain a realistic set of sources and uses development budgets.

3. Applicant's ability to complete project, including development team, experience, capacity, project readiness and timeframe for completion. **20 points**

Maximum points will be awarded for those proposals that demonstrate a development team with a successful track record in projects of similar size, scale, type and complexity to the proposed project and capacity to fulfill their responsibilities and the readiness of the project to proceed.

4. Impact on surrounding neighborhood, including design compatibility and environmental issues. **30 points**

Maximum points will be awarded for those proposals where the design is consistent with neighborhood design characteristics and minimizes the impact of shadows on the adjacent public playground, amenities and unit design are well thought out and appropriate, meet the requirements of the City of Portland's Green Building Code, and where provisions to protect the surrounding community during contaminated soil disturbance are proposed.

II. RFP Evaluation and Selection Process and Timeframe

Proposals will be reviewed by an evaluation team that will include City of Portland staff. The following process will be used:

- 1) Upon closing of the RFP application period, all proposals will be reviewed for completeness.

- 2) Complete proposals will be reviewed under the scoring factors in order to recommend the most qualified proposals based on the information submitted. The proposal review team may confer with the applicants and/or third parties to clarify or verify information and request additional information.
- 3) Recommendations, along with all proposals and scoring information, will be forwarded to the City Council's Housing and Community Development Committee for review and approval. Their recommendations will be forwarded to the City Council for final review and approval. Public presentations may be required.
- 4) Applicants will be kept informed throughout the review process, specifically in regard to recommendations and funding levels.
- 5) The evaluation and review process should be substantially complete by January 30, 2015. Applicants will be notified of their proposal status as soon as possible.
- 6) Based on City Council approval, a purchase and sale agreement will be negotiated (see legal requirements) and as appropriate, successful applicants will receive a letter of funds reservation. A letter of funds reservation is not a commitment letter but an agreement to set aside budgeted funds for up to six months, to allow the project sponsor to proceed with securing other commitments.

INSTRUCTIONS AND OTHER INFORMATION

- A. The City of Portland reserves the right, at its sole discretion, to award all, a portion, or none of the available funding from this RFP, as well as reject any and all proposals for city funding, based on the quality and merits of the proposals received, or when it is determined to be in the public interest to do so. Furthermore, the City of Portland may extend deadlines and timeframes, as needed.
- B. Confidentiality: Proposals received by the City of Portland shall become a matter of public record subject to public inspection, except to the extent, which an applicant designates in writing, proprietary data to be confidential and submits that data under separate cover, such information may be held from public inspection, as provided in Maine law: 5 MRSA Sections 13119-A and 13119-B
- C. Compliance with Federal Law: The selected applicant will be required to certify that the development and management of the proposed housing will be in compliance with all applicable laws, executive orders, OMB Circulars and federal regulations, including but not limited to: Fair Housing Act, Equal Opportunity and Non-discrimination, National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Policies Act, the Davis-Bacon Act, the Lead Based Paint Poisoning Prevention Act, Flood Disaster Protection Act, Conflict of Interest, Contractor Debarment and Cost Principles.

- D. All applications seeking HOME Program funding must meet the rules and regulations of the HOME Program as noted in 24 CFR Part 92 and the requirements of the Consolidated and Further Continuing Appropriations Act of 2012 (PL 112-55).**

LEGAL REQUIREMENTS

The selected developer will be required to provide a performance guaranty in the form of a letter of credit or a performance bond, the performance of the developer's obligations outlined in this Request for Proposal and subsequent contract to be negotiated with the City. This performance guaranty is separate from any performance guaranty that will be required as a result of the City's site plan review process.

The City shall convey the described real estate by quitclaim deed to the developer, or where the City has obtained a warranty deed for the real estate, it shall provide a warranty deed for the same to the developer. Any deed from the City will contain a restriction in the deed that the property must meet the permanent affordability requirements as described in this Request for Proposals.

In the event the City makes a financial contribution to a developer and to secure the developer's obligations, the City shall have a security interest in the form of a mortgage in the real estate to be developed. The terms of the mortgage shall be negotiated with the developer at the time of the commitment of funds.

EQUAL EMPLOYMENT OPPORTUNITIES

Vendor shall comply fully with the Nondiscrimination and Equal Opportunity Provisions of the Workforce Investment Act of 1998, as amended (WIA, 29 CFR part 37); the Nontraditional Employment for Women Act of 1991; title VI of the Civil Rights Act of 1964, as amended; section 504 of the Rehabilitation Act of 1973, as amended; the Age Discrimination Act of 1975, as amended; title IX of the Education Amendments of 1972, as amended; and with all applicable requirements imposed by or pursuant to regulations implementing those laws, including but not limited to 29 CFR part 37.

Reservation of Rights

The City of Portland reserve the right, at its sole discretion, to award all, a portion, or none of the available funding from this RFP, as well as reject any and all proposals based on the quality and merits of the proposals received, or when it is determined to be in the public interest to do so. Furthermore, the City of Portland may extend deadlines and timeframes, as needed.

The City of Portland reserves the right to substantiate any proposers' qualifications, capability to perform, availability, past performance records and to verify that the bidder is current in its financial obligations to the City of Portland.

All materials and equipment used as well as all methods of installation shall comply at a minimum with any and all Federal, OSHA, State and/or local codes, including applicable municipal ordinances and regulations. Additionally, all contaminated soil should be managed in accordance with state and federal regulations.

The successful bidder shall agree to defend, indemnify and save the City of Portland harmless from all losses, costs or damages caused by its acts or those of its agents, and, before signing the contract, will produce evidence satisfactory to the City of Portland's Corporation Counsel of coverage for General Public and Automobile Liability insurance in amounts not less than \$400,000 per person, for bodily injury, death and property damage, protecting the contractor and the City of Portland, and naming the City of Portland as an additional insured from such claims, and shall also procure Workers' Compensation insurance.

Pursuant to City of Portland procurement policy and ordinance, the City of Portland is unable to contract with businesses or individuals who are delinquent in their financial obligations to the City of Portland. These obligations may include but are not limited to real estate and personal property taxes and sewer user fees. Bidders who are delinquent in their financial obligations to the City of Portland must do one of the following: bring the obligation current, negotiate a payment plan with the City of Portland's Treasury office, or agree to an offset which shall be established by the contract which shall be issued to the successful bidder.

The City of Portland, Maine, reserves the right to waive any informality in proposals, to accept any proposal or portion thereof, and, to reject any and all proposals, should it be in the best in the best interest of the City of Portland to do so.

It is the custom of the City of Portland, Maine to pay its bills 30 days following equipment delivery and acceptance, and following the receipt of correct invoices for all items covered by the purchase order. In submitting bids under these specifications, bidders should take into account all discounts; both trade and time allowed in accordance with this payment policy and quote a net price. The City of Portland is exempt from the State's sales and use tax as well as all Federal excise taxes.

November 19, 2014

Matthew F. Fitzgerald
Purchasing Manager

Appendices

Exhibit #1. HUD definition of a Community Housing Development Organization (CHDO)

Exhibit #2. VRAP Work Plan

Exhibit # 3. Munjoy Street Affordable Housing Feasibility Study completed by Bluestone Planning Group

PROPOSAL***THIS PAGE MUST BE INCLUDED***

The UNDERSIGNED hereby declares that he/she or they are the only person(s), firm or corporation interested in this proposal as principal, that it is made without any connection with any other person(s), firm or corporation submitting a proposal for the same.

The UNDERSIGNED hereby declares that they have read and understand all conditions as outlined in the invitation for bids, and that their proposal is made in accordance with same.

The UNDERSIGNED hereby declares that any person(s) employed by the City of Portland, Maine, who has direct or indirect personal or financial interest in this proposal or in any portion of the profits that may be derived there from, has been identified and the interest disclosed by separate attachment. (Please include in your disclosure any interest which you know of. An example of a direct interest would be a City of Portland employee who would be paid to perform services under this proposal. An example of indirect interest would be a City of Portland employee who is related to any officers, employees, principal or shareholders of your firm or to you. If in doubt as to status or interest, please disclose to the extent known).

The proposer acknowledges the receipt of Addenda numbered _____
If Applicable

COMPANY NAME: _____
(Individual, Partnership, Corporation, Joint Venture)

AUTHORIZED SIGNATURE: _____ DATE: _____
(Officer, Authorized Individual or Owner)

PRINT NAME & TITLE: _____

ADDRESS: _____

TELEPHONE: _____ FAX: _____

E-MAIL: _____ FEDERAL TAX ID NUMBER: _____

NOTE: All bids must bear the handwritten signature of a duly authorized member or employee of the organization making the bid. This sheet must be signed and returned with the proposal package.

EXHIBIT #1 – DEFINITION OF A COMMUNITY HOUSING DEVELOPMENT ORGANIZATION

1. Is a private nonprofit organization under State or local laws;
2. Has no part of its net earnings inuring to the benefit of any member, founder, contributor, or individual;
3. Is neither controlled by, nor under the direction of, individuals or entities seeking to derive profit or gain from the organization. A community housing development organization may be sponsored or created by a for-profit entity, but:
 - i. The for-profit entity may not be an entity whose primary purpose is the development or management of housing, such as a builder, developer, or real estate management firm.
 - ii. The for-profit entity may not have the right to appoint more than one-third of the membership of the organization's governing body. Board members appointed by the for profit entity may not appoint the remaining two-thirds of the board members; and
 - iii. The community housing development organization must be free to contract for goods and services from vendors of its own choosing;
4. Has a tax exemption ruling from the Internal Revenue Service under section 501(c)(3) or (4) of the Internal Revenue Code of 1986;
5. Does not include a public body (including the participating jurisdiction). An organization that is State or locally chartered may qualify as a community housing development organization; however, the State or local government may not have the right to appoint more than one-third of the membership of the organization's governing body and no more than one-third of the board members may be public officials or employees of the participating jurisdiction or State recipient. Board members appointed by the State or local government may not appoint the remaining two thirds of the board members;
6. Has standards of financial accountability that conform to 24 CFR 84.21, "Standards for Financial Management Systems;"
7. Has among its purposes the provision of decent housing that is affordable to low-income and moderate-income persons, as evidenced in its charter, articles of incorporation, resolutions or bylaws;
8. Maintains accountability to low-income community residents by:
 - i. Maintaining at least one-third of its governing board's membership for residents of low-income neighborhoods, other low-income community residents, or elected representative of low-income neighborhood organizations. For urban areas, "community" may be a neighborhood or neighborhoods, city, county or metropolitan area; for rural areas, it may be a neighborhood or neighborhoods, town, village, county, or multi-county area (but not the entire State); and

- ii. Providing a formal process for low-income program beneficiaries to advise the organization in its decisions regarding the design, siting, development, and management of affordable housing;
9. Has a demonstrated capacity for carrying out activities assisted with HOME funds. An organization may satisfy this requirement by hiring experienced key staff members who have successfully completed similar projects, or a consultant with the same type of experience and a plan to train appropriate key staff members of the organization; and
10. Has a history of serving the community within which housing to be assisted with HOME funds is to be located. In general, an organization must be able to show one year of serving the community before HOME funds are reserved for the organization. However, a newly created organization formed by local churches, service organizations or neighborhood organizations may meet this requirement by demonstrating that its parent organization has at least a year of serving the community.



CREDERE ASSOCIATES, LLC

776 Main Street
Westbrook, Maine 04092
Phone: 207-828-1272
Fax: 207-887-1051

September 17, 2014

Mr. Nicolas Hodgkins
Maine Department of Environmental Protection
Bureau of Remediation and Waste Management
Division of Remediation
Voluntary Response Action Program
17 State House Station
Augusta, Maine 04333-0017

**Subject: Voluntary Response Action Program Work Plan
Adams School Parking Lot (Map 3, Block M, Lot 5)
65 Munjoy Street, Portland, Maine**

Dear Mr. Hodgkins:

On behalf of the City of Portland (the City), Credere Associates, LLC (Credere) has prepared an environmental work plan (the Work Plan) for the property located at 65 Munjoy Street in Portland, Maine (the Site). The Site was formerly the parking lot for the former Marada Adams School, which was located adjoining the Site to the northeast. The current owner of the Site is the City of Portland; however, the City intends to sell the Site to be development as a multi-family residential property. This work plan outlines proposed soil handling practices to be implemented if/when the Site is redeveloped.

Credere is concurrently submitting a Voluntary Response Action Program (VRAP) Application for Technical Assistance to the Maine Department of Environmental Protection (DEP). This work plan will supplement the application in that it provides the means of assuring contaminated soil at the Site will remain beneath the current asphalt cover until redevelopment occurs, and that soil will be properly managed and disposed once redevelopment begins.

Lead and arsenic have been documented in surface soil exceeding the residential Maine DEP Remedial Action Guidelines (RAGs) across the Site. The Phase II investigation concluded that the arsenic and lead impacts were consistent with the observed fill material, which was generally located from 0 to 4 or 5 feet below ground surface (bgs). It was estimated approximately 950 to 1250 cubic yards of lead and arsenic impacted soil, or fill material, is present at the Site's surface.

Additionally, extractable petroleum hydrocarbon (EPH) fractions C11-C22 aromatics were detected in two locations along the northeast side of the Site at a depth of 5 to 7 feet bgs. The petroleum impacted soil at the Site was presumed to have been impacted by the former/historical

USTs associated with the adjacent former Marada Adams School, which was located near the northern corner of the Site. It was estimated approximately 150 to 200 cubic yards of petroleum impacted soil are located at the interval of approximately 5 to 7 feet along the northeast edge of the Site.

The following sections present our cleanup approach to addressing these Site contaminants during redevelopment.

Soil Management

Soil impacted by concentrations of oil and/or hazardous substances at levels that exceed the Maine DEP residential RAGs have been identified at the Site. Current known soil conditions were described in Credere's August 8, 2014, Phase II Environmental Site Assessment (ESA), and is enclosed with the VRAP application.

Based on the currently available information, impacted soil would meet the definition of a "special waste" as presented in the Maine DEP's Maine Solid Waste Management Rules: Chapter 400 upon removal from the Site. Soil at the Site has not been assessed for hazardous waste characterization at this time.

Currently, the Site being used as a parking lot and is covered with an intact layer of asphalt serving as a cover. Based on the nature of the Site and likely structural needs (i.e. sub-grade foundation) of a future multifamily building, the removal of impacted soil will be conducted in certain areas. Due to the size of the Site, onsite reuse is not expected to be feasible and offsite disposal will be necessary. Soil characterization, handling, and offsite disposal should be conducted in accordance with the Soil Management Plan included in **Attachment A**. If contaminated soil remains onsite after redevelopment, a cover system should be installed for areas of the Site not covered by the building footprint.

Following the completion of special waste soil removal and disposal activities and the construction of the cover system over remaining impacted soil, a summary of completed actions and the applicable disposal documentation will be submitted to the Maine DEP.

Groundwater Management

Groundwater impacted by concentrations of oil and/or hazardous substances have not been assessed at the Site; however, based on the documented impacts to soil at the groundwater interface and evident migration of petroleum contamination with groundwater, excess groundwater generated during excavation activities for utilities, foundations, and other subsurface structures will be collected and managed on-site. Following appropriate analysis and facility acceptance, this water will be discharged to the Portland Water District publically owned treatment works (POTW) or other suitable facility.

Please note that groundwater may percolate up to the ground surface during the installation of piles and during the compaction of soils. This groundwater may be infiltrated back into the subsurface environment, however, it must be prevented from entering the storm water system.

Following the completion of groundwater removal and disposal activities, a summary of completed actions and the applicable disposal documentation will be submitted to the Maine DEP.

Closing

We hope that the information included in this document meets the requirements for the development of a NAAL to ensure liability protection for the City, their successors, assigns, lenders, and fiduciaries as provided by the VRAP.

If any questions or concerns arise during your review of this submittal, please do not hesitate to contact the undersigned at (207) 828-1272 extension 15 or adrouin@crederelc.com.

Sincerely,
Credere Associates, LLC


Allison Drouin
Geologist/Project Lead



Robert I. Patten, P.E., L.S.P., LEED-AP
Vice President

cc: Nick Hodgkins, Maine DEP
Mary Davis, City of Portland

Attachment A – Soil Management Plan

Attachment A – Soil Management Plan





CREDERE ASSOCIATES, LLC

776 Main Street
Westbrook, Maine 04092
Phone: 207-828-1272
Fax: 207-887-1051

September 17, 2014

Mary Davis
City of Portland
389 Congress Street
Portland, Maine 04101

RE: **Soil Management Plan
Adams School Parking Lot
65 Munjoy Street, Portland, Maine**

Dear Ms. Davis:

The following document describes methods and procedures to be used during the redevelopment of the Adams School Parking Lot property located at 65 Munjoy Street in Portland, Maine (the Site). The activities and practices described below are necessary to fulfill the applicable regulatory requirements and to manage potential risk to human and environmental receptors associated with contaminated soil. Included in this Soil Management Plan (SMP) are:

- A description of soil conditions and associated regulatory applicability
- A listing of proper health and safety work practices and protective equipment for use during Site work activities
- A description of onsite soil management procedures including soil handling, stockpiling, and dust control for use during Site work activities
- A description of the onsite soil reuse procedures including the soil cover system
- A summary of the methods to be used for the proper transport and disposal of excess soil that may be generated during redevelopment

1. INTRODUCTION & APPLICABILITY

According to previously completed environmental investigations, soil at the Site has been impacted by concentrations of oil and/or hazardous materials exceeding the May 8, 2013, Maine Department of Environmental Protection (DEP) Remedial Action Guidelines (RAGs) and May 23, 2014, RAGs for Petroleum Sites. Maximum contaminant concentrations based on available data are summarized below:

Table 1 - Maximum Known Contaminant Concentrations		
Analytical Group	Analyte	Maximum Concentration (mg/kg)
Carbon Fraction Range Extractible Petroleum Hydrocarbons (EPH)	C11-C22 aromatic hydrocarbons	1,400
Polycyclic Aromatic Hydrocarbons (PAH)	2-Methylnaphthalene	3.9
	Fluorene	2.3
	Phenanthrene	4.6
Total RCRA 8 Metals	Arsenic	24
	Lead	3,300

Bold - exceeds the Maine DEP residential RAG

2. GENERAL HEALTH AND SAFETY PLAN

The following serves as guidelines for health and safety procedures to be employed during general construction activities at the Site. These guidelines should be supplemented by a Site-specific health and safety plan to be prepared by the contractor.

Based on previous environmental assessments completed at the Site, the expected contaminants of concern include, EPH, lead, and arsenic in soil. The primary route for contact with impacted materials at the Site is dermal absorption. Secondary routes include inhalation, dermal absorption, incidental uptake and active ingestion. As such, the utilization of basic personal protective equipment (PPE) will minimize the potential for exposure while conducting construction activities at the Site.

Training

Based on previous environmental assessments completed at the Site, the contaminants of concern include arsenic, lead, PAHs, and petroleum constituents in soil. Consistent with these conditions, all personnel who will be directly handling or otherwise may be exposed to impacted media shall have 40 hour Occupational Safety & Health Administration (OSHA) CFR 1910.120 training, 3 days of supervised field experience, and current 8-hour OSHA refresher training.

Exposure pathways at the Site include dermal absorption (e.g. through contact with soil), incidental uptake (e.g., inhalation of dust), active ingestion (e.g. eating with dirty hands), and inhalation (i.e. inhalation of volatilized vapors). As such, the utilization of basic Level D personal protective equipment (PPE) will minimize the potential for exposure to contaminants while conducting site work activities at the Site.

Personal Protective Equipment

Based on the hazard evaluation, Level D PPE has been initially designated for all personnel who will be directly handling or otherwise may be exposed to impacted media at the Site. The contractor's Health and Safety Officer may upgrade PPE to Level C or higher if additional hazards are identified during Site work.



Specific Level D PPE to be used at the Site includes the following:

- Steel toe work boots with latex over boots as required
- Safety glasses with side shields
- Work gloves
- Nitrile inner gloves
- Hard hat
- Coveralls

Work Zone Monitoring

Due to the potential for impacts to ambient air during construction, the work zone should be monitored periodically using a photoionization detector (PID), particularly when petroleum impacted soil is exposed or disturbed. Ambient air should not exceed 10 parts per million by volume (ppm_v) sustained for a 15 minute period.

Additionally, the property boundaries should be monitored for ambient dust levels to ensure fugitive dust is not migrating from the Site onto adjoining or nearby properties. As a general rule of thumb, visible ambient dust should be controlled using wet suppressant methods and exposed soil should be covered during down time.

General Operating Procedures

In addition to the above basic health and safety guidelines, the following procedures will be followed during activities conducted at the Site which create the potential for exposure to impacted soil:

- Work conducted at the Site shall be directed by a qualified environmental professional.
- The Site shall be surveyed and cleared by DigSafe.
- All equipment used during excavation activities shall be properly cleaned and decontaminated.
- Any indication of conditions more hazardous than those anticipated, or the observation circumstances which would render the above basic health and safety procedures inappropriate, shall result in the evacuation of the work area and a reassessment of health and safety procedures by a qualified environmental professional.

3. ONSITE SOIL MANAGEMENT

The following section will provide procedures for the excavation, storage, and disposal of excess soil generated during construction activities at the Site.



All impacted soil that will remain at the Site, including materials planned for reuse and undisturbed *in situ* impacted soil if identified in the future, will be covered to minimize the direct contact hazard for future Site users.

Onsite Reuse of Soil

All areas of the Site should be covered according to the below specifications:

- All features and subsurface infrastructure will be installed and the grading of impacted materials shall be completed consistent with the design requirements for the Site.
- Any excess or future identified impacted soil that cannot be re-used at the Site will be removed in accordance with **Section 4** of this SMP.
- A permeable geotextile fabric or similar material, such as snow fence (i.e. marker layer), will be placed directly over the impacted soil to indicate the distinction between the cover and the underlying impacted soil to remain at the Site. A separate marker layer will not be necessary below impermeable surfaces such as concrete walkways, asphalt pavement, or concrete foundations, since these materials will serve as the marker layer. The geotextile marker layer will extend from landscaped areas to the exterior limit of these impermeable areas.
- A minimum of 12 inches of clean fill shall be placed as cover material over the marker layer. The covered areas will be loamed, seeded, mulched, or otherwise permanently stabilized to prevent erosion and damage to the soil cover. If the marker layer must be compromised to facilitate landscape installation, a replacement marker layer shall be installed prior to the placement of any new non-impacted material.
- As necessary, existing pavement located atop competent base materials will be removed and properly disposed off-Site. Asphalt removal will be conducted in such a way as to prevent disturbance of the base materials below. Clean gravel may be added to meet finish grades but no soil disturbance will occur unless conducted by appropriate trained personnel and required by Site construction plans. The new pavement or concrete (minimum of 3 inches) will be considered to be the marker layer and cover in these areas.

Soil Stockpiling and Storage

Soil excavated from the Site may be temporarily stored or removed following waste disposal characterization and acceptance at an appropriate receiving facility. Soil stored at the Site will be placed atop 20-mil polyethylene sheeting and securely covered by 10-mil or 20-mil polyethylene sheeting. Berms shall be constructed around the edges of the stockpiles, the base shall be sloped to create leachate collection points, and storm water runoff will be diverted away from any soil stockpile or storage area when feasible.

Due to the size of the Site, soil may be more conveniently live loaded into trucks for offsite disposal at an appropriate facility or temporarily stored within secure, water resistant, DOT-



approved bulk containers. All stockpiled or containerized soil will be stored within a secure area of the Site and properly labeled to minimize potential contact. In addition, all soil stockpiled or otherwise stored at the Site will be inspected daily for tears, holes, or other failures in the polyethylene sheeting or storage container.

Dust Control

Dust control requirements will be a contractual responsibility of the general contractor for the Site and will be documented by the owner's Environmental Professional during redevelopment activities. Dust control measures shall be employed during excavation and grading, and to control dust around stockpiles, haul roads, and any other exposed soils.

- At a minimum, wet suppression shall be used to provide temporary control of dust. Wet suppression will be applied on a routine basis and/or as directed by the owner's Environmental Professional to adequately control dust. Depending upon weather conditions and work activity, several wet suppression applications per day, and/or the use of granular calcium chloride or similar commercially manufactured dust control agents, may be necessary to adequately control dust. Aside from routine wet suppression, alternate dust control measures are subject to approval by the owner's Environmental Professional.
- Water runoff generated by dust control will be retained and disposed in accordance with the requirements of the appropriate regulatory agencies.
- Vehicles leaving the Site shall have no mud or dirt on the vehicle body or wheels. Any foreign matter on the vehicle body or wheels will be physically removed prior to vehicles entering a public roadway. Vehicles will not be permitted to leave the Site with exterior mud or dirt that has the potential to be deposited on public roadways.

4. OFFSITE SOIL DISPOSAL

During redevelopment or if future need arises, all excess impacted soil (e.g. during future landscape installations) shall be transported and disposed offsite in accordance with all applicable federal and state regulations. The following subsections provide appropriate procedures for the characterization and offsite disposal of special waste soil.

Waste Characterization Sampling

Waste characterization sampling will be required in order to meet facility acceptance requirements. As such, the owner's Environmental Professional will collect representative samples from the special waste soil for analysis by an independent, Maine-certified laboratory. At a minimum, and in accordance with disposal facility requirements, laboratory criteria will include, but may not be limited to, the following analyses:



- Total petroleum hydrocarbons (TPH)
- Volatile organic compounds (VOC)
- Semi-volatile organic compounds (SVOC)
- Polychlorinated biphenyls (PCB)
- RCRA 8 Metals
- pH
- Ignitibility, conductivity, and reactivity (sulfide and cyanide)
- Additional toxicity characteristics leaching procedure (TCLP) analysis where necessary

Following the results of the above analyses, an appropriate disposal or recycling method will be selected and a soil disposal acceptance package should be prepared and submitted to the facility.

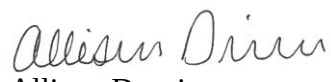
Soil Transport and Recycling / Disposal

Prior to shipment, an appropriate recycling or disposal application will be submitted to the selected facility to obtain acceptance approval. Following facility acceptance, impacted soil will be removed from the Site for proper recycling or disposal. The loading of impacted soil will be conducted in accordance with the requirements of this SMP. All impacted soil loading and transport activities will be overseen by the owner's Environmental Professional. All equipment used for the transport of impacted soil will be properly licensed in accordance with applicable state and federal regulations. Haul truck cargo areas shall be securely and completely covered during material transport on public roadways.

Each shipment of impacted soil will be accompanied by appropriate transport documentation, such as a hazardous waste manifest or bill of lading. An official record of each shipment of impacted soil from the Site, including tonnage, will be presented to the owner's Environmental Professional following delivery to the receiving facility.

If there are any questions, please contact the undersigned.

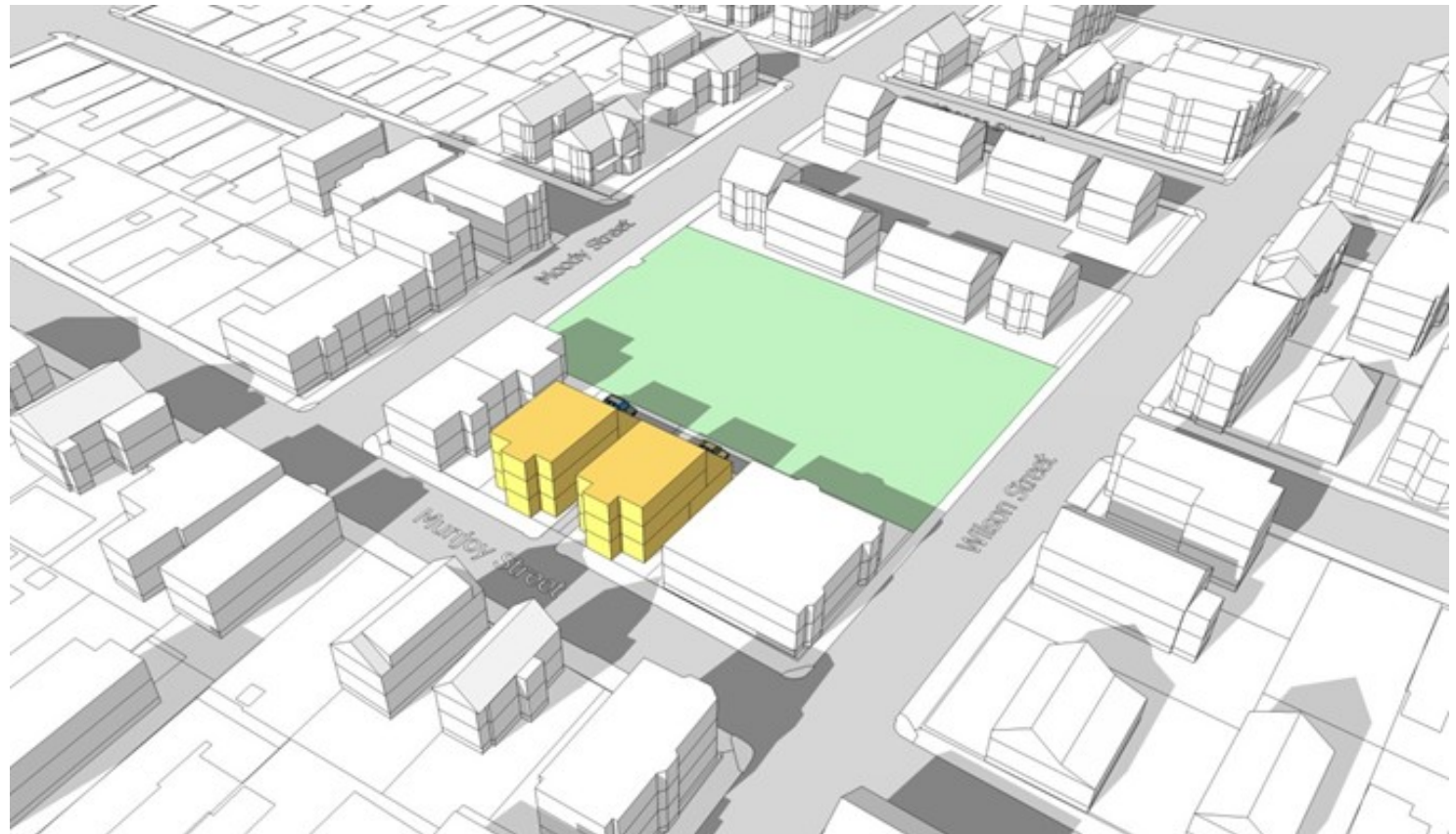
Sincerely,
Credere Associates, LCC


Allison Drouin
Geologist/Project Lead


Rip Patten, P.E., L.S.P., LEED-AP
Vice President

Munjoy Street Affordable Housing Feasibility Study

FINAL DRAFT



City of Portland, Maine
Planning & Urban Development Department

BPG / Bluestone Planning Group
Stantec Consulting Services, Inc.
Stull and Lee, Inc.

August 28, 2014



Munjoy Street Site illustrating the adjoining neighborhood context and scale: This photograph shows the old Adams School before it was demolished and before the new Adams School Condominiums on Vesper Street, and the new midblock playground and park were recently constructed.

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1.0 Introduction & Goals

In July of 2014, the City of Portland Maine and the City Council, via its Planning & Urban Development Department, asked our team of design and real estate financial and funding consultants to examine the feasibility of developing new permanently affordable family-sized housing units on a small city-owned parcel of land on Munjoy Street in a residential neighborhood north of downtown Portland. This small 6,800 sq. ft. (0.15 acre) remnant parcel had been a part of the former Adams School block bounded by Vesper, Moody, Munjoy and Wilson Streets, and was used as that school's parking lot. In 2013 - 2014 most of the block was redeveloped as the Adams School Condominiums on Vesper Street and a new city playground and open space at mid-block.

The assignment given our team was to explore physical alternatives and financial feasibility to maximize affordable housing options on the target site while simultaneously blending in size and scale with the surrounding two and three story multi-family residences on adjoining parcels and blocks. Specifically, the goals of this feasibility exercise were to:

- ❑ Attempt to maximize the number of affordable family size housing units (min. 2 bedroom units), but in no case provide fewer than eight (8) new apartments;
- ❑ Develop housing no taller than three floors in height to fit the scale and height of homes on the surrounding blocks;
- ❑ Design the housing to meet new proposed R-6 District zoning standards and dimensional criteria;
- ❑ Provide only a limited number of on-site parking spaces, in accordance with parking criteria proposed in the new R-6 District zoning amendments. Provide the remainder of required parking on-street;
- ❑ Try to avoid locating new on-site parking spaces along the Munjoy Street frontage. Instead, either place on-site parking at the side or rear of the lot, and/or visually screen parking from street view;
- ❑ Design the new housing to a scale and height so as not to cast extended shadows over a new adjoining playground and green open space; and
- ❑ Examine the financial and funding feasibility of developing this housing for permanent affordable ownership family housing and provide the option of utilizing HOME funds.



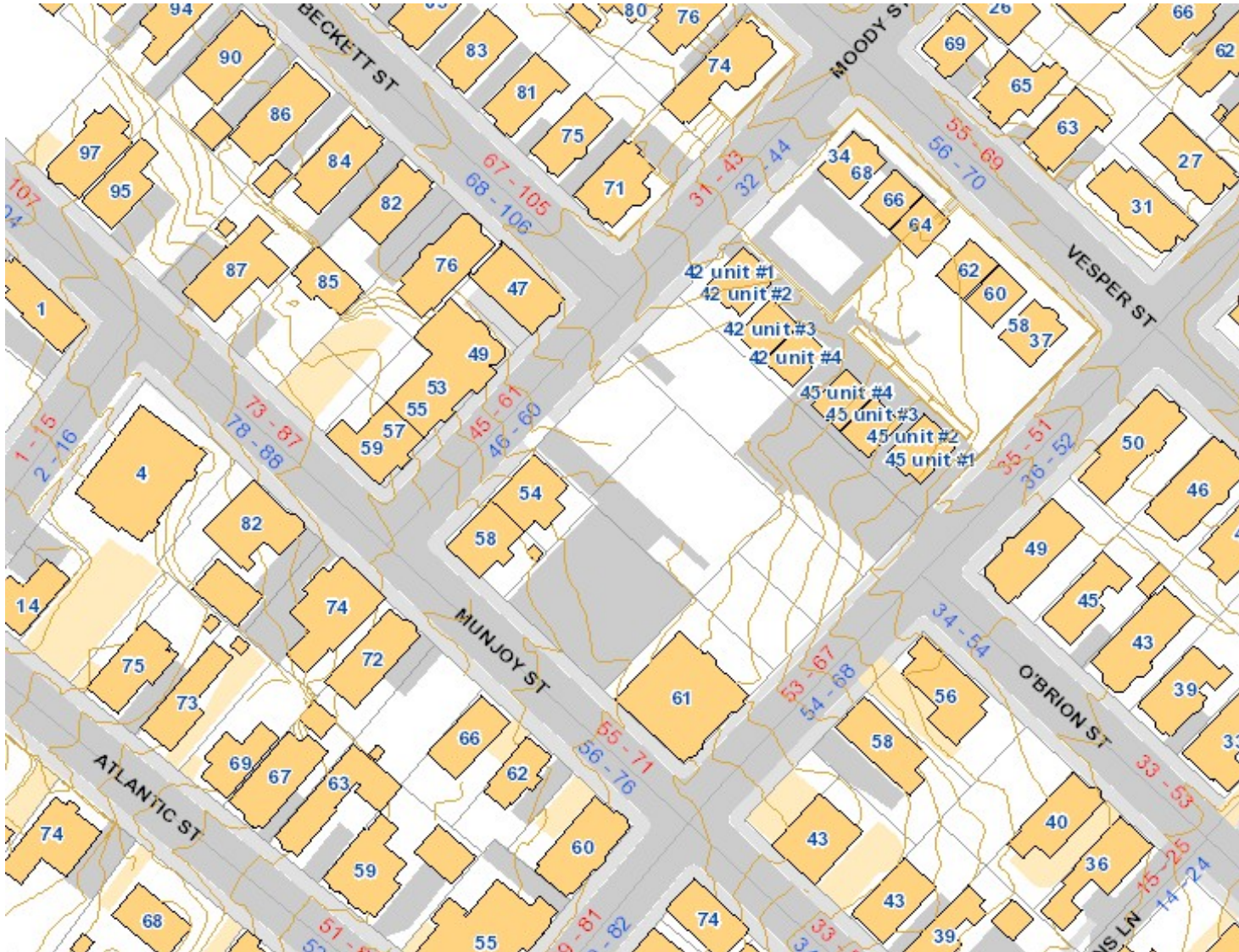
Munjoy Street Affordable Housing Site

2.0 Background and Context

The 6,800 sq. ft. (0.15 acre) Munjoy Street parcel is located in a relatively dense two and three story residential neighborhood north of downtown Portland and is close to the harbor. The site was once part of the city's Adams School property. In recent years, the school was closed and torn down so that the site could be redeveloped for affordable ownership housing, a playground, and open space.



Over the past year, sixteen (16) new family-sized two-story affordable townhouse units - Adams School Condominiums - were completed on the northeast portion of the block adjoining Vesper St. on a significantly larger parcel of land. Immediately to the southeast of this new housing, in the center of the former Adams School block, the City has also developed a new playground and green open space. The target Munjoy Street site is the last remaining undeveloped remnant parcel of the old Adams School. It is adjoined on Munjoy Street, on either side, by two-story privately-owned multi-family residential buildings.

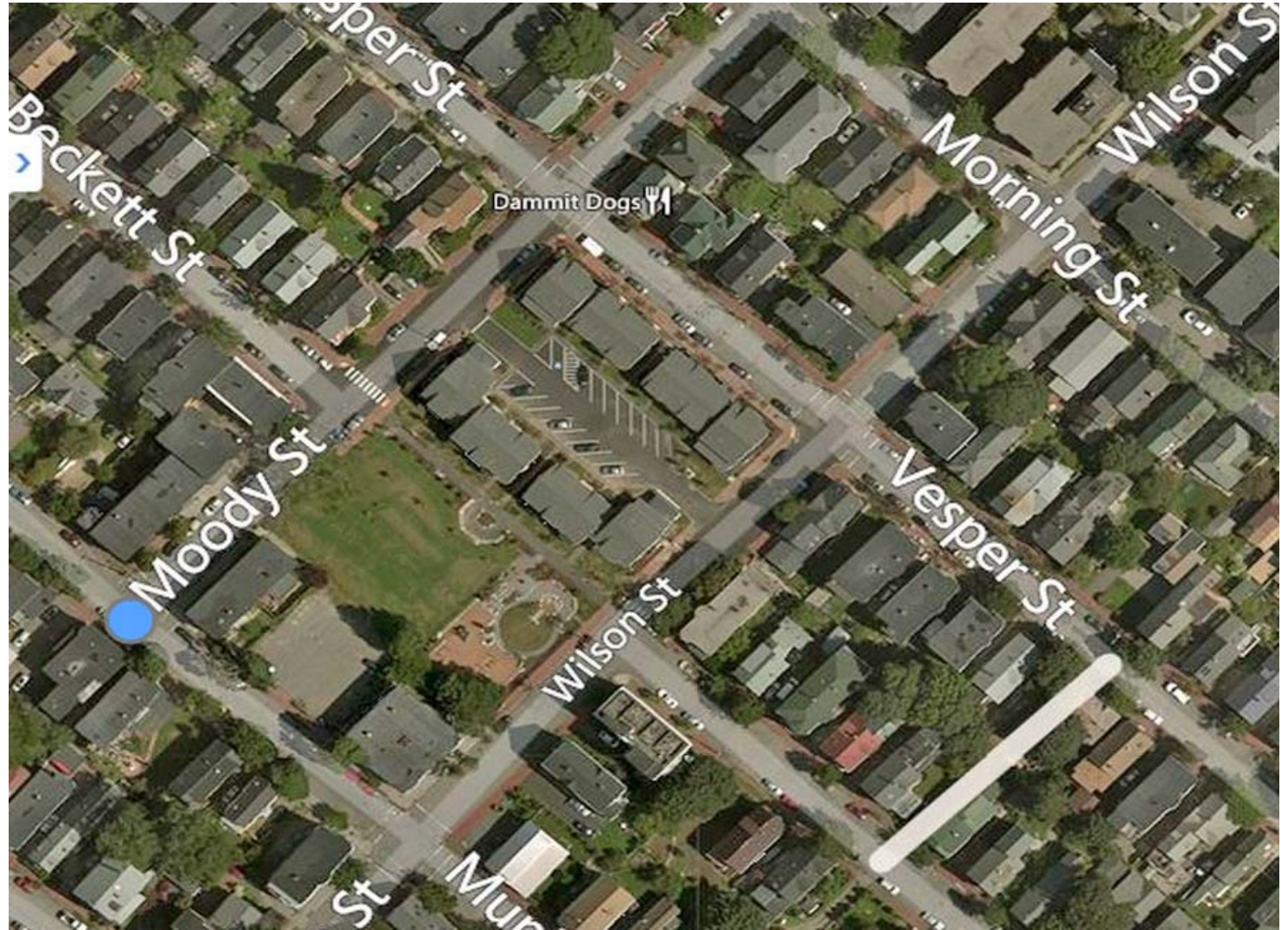


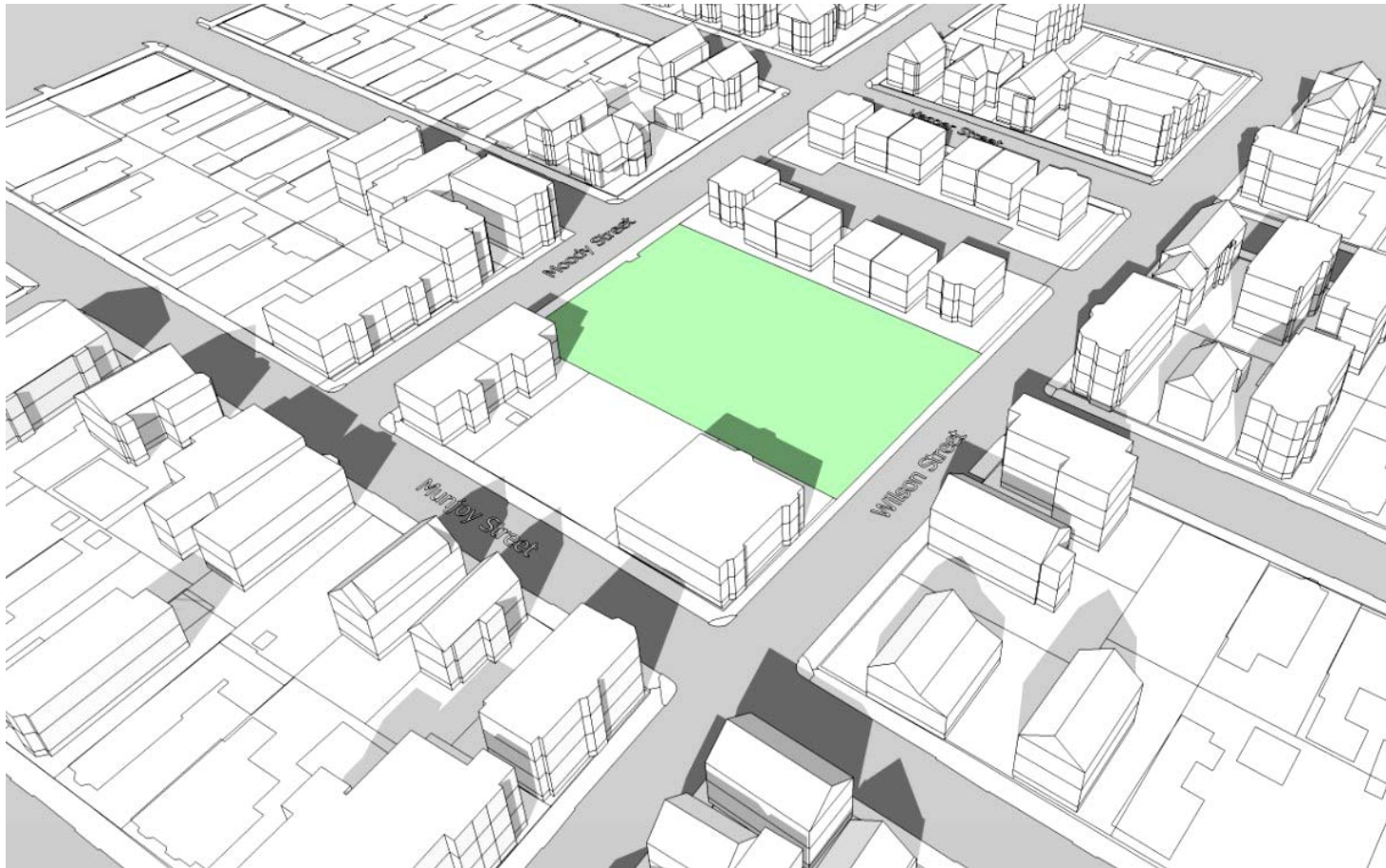
Adams School Condominiums on Vesper Street

3.0 Existing Site Conditions

3.1 The Site

The 6,800 sq. foot site is topographically flat. Approximately 80 feet wide and 85 feet deep, the site is 0.15 acres in size. It is bounded on its northeast by a new city green open space and a playground on Wilson Street.





Aerial view looking northeast with the new Vesper Street affordable housing units to the top of the old Adams School block, the new playground and future park in the middle of the block, and the target site on Munjoy Street situated between existing multi-family residential buildings to either side.



Adams School Condominium
Vesper St. two-story housing:
Architectural elevations

3.2 Existing & Proposed R-6 District Zoning Standards

In anticipation of new development at this site and elsewhere in the R-6 Zoning District, the City is proposing zoning amendments to allow increased residential densities.

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

3.3 Phase I Environmental Site Assessment (ESA) Report Conclusions

On July1, 2014, Credere Associates LLC, working in behalf of the City of Portland, completed a Phase I Environmental Site Assessment of the former Adams School site and target Munjoy Street Site based on a history of earlier identified contaminants on adjoining sites. Credere Associates recommended that a Phase II ESA investigation be conducted at the Site to assess Recognized Environmental Conditions (RECs) identified in the Phase I ESA.

4.0 Issues & Opportunities

4.1 Opportunities

- ❑ Provide an opportunity to build additional affordable family home-ownership housing on Munjoy Street at the site of the former Adams School parking lot.
- ❑ Strengthen, through infill, the residential street frontage on Munjoy Street, instead of a parking lot, to visually enhance the residential character of Munjoy Street.

4.2 Issues

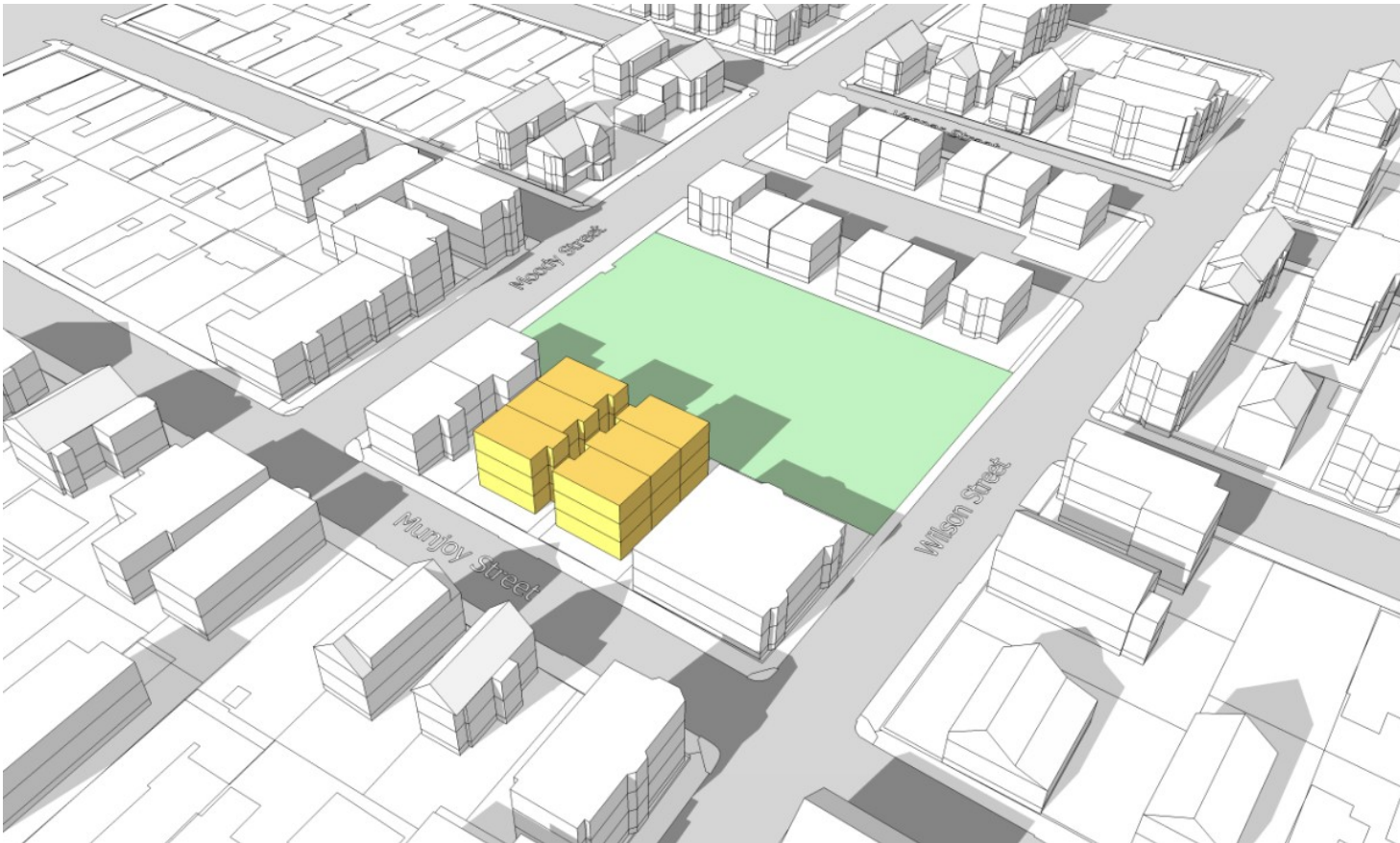
- ❑ Because the site is small (0.15 acres) and dimensionally limited (80 ft. x 85 ft.), it is difficult to fit both the minimum target number of new housing units (8 DUs min.) on the site and a sufficient number of surface on-site parking spaces to support this number of housing units, as required by zoning; *unless*, 1) some spaces are built at grade but under the overhang of upper floors, or 2) the target site is subdivided into two lots so that the 3-car parking space exemption per lot provided for in the proposed zoning can be taken advantage to minimize the total on-site parking requirements.
- ❑ To accommodate the minimum number of target housing units (8DUs), it is likely that three story buildings will be required. Means must therefore be sought (e.g. rear upper story building setbacks adjacent to the park) to minimize shadows cast on the adjacent playground and future park. By further adding pitched roofs as a desired design feature, the length of shadows may be extended.
- ❑ A Phase II Environmental Site Assessment (ESA) may be required for the Munjoy Street site. If contaminants are found, they may have to be remediated or removed.

5.0 Alternative Housing Scenarios

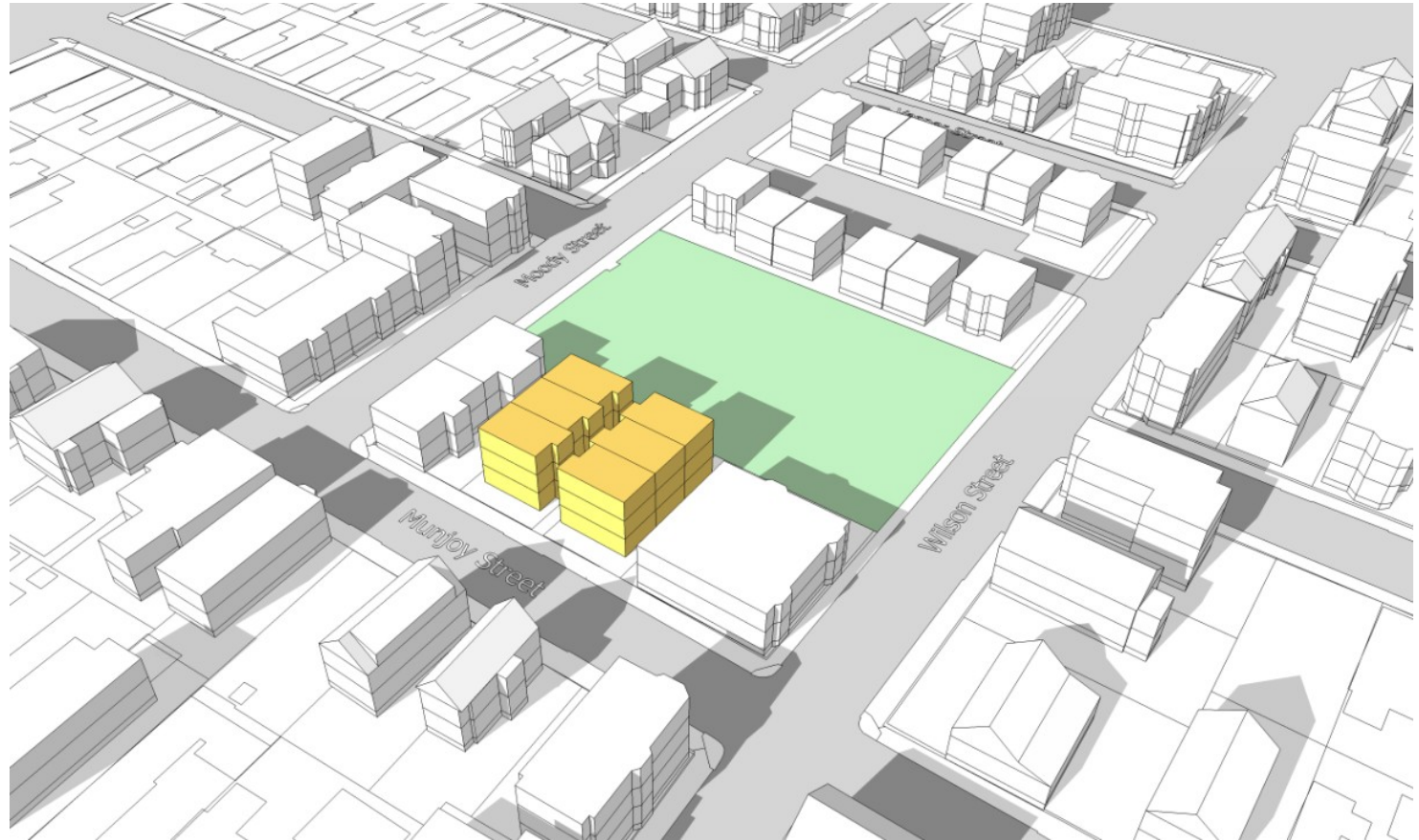
A number of alternative housing typologies were investigated for the Munjoy Street site before a Preferred Alternative was selected. These options are summarized below. Illustrations of each Alternative are shown on the following pages.

Alternative Housing Scenarios: Summary Table					
Alt. No.	Housing Type	No. of Units	No. of Floors	No. of Parking Spaces	Density [DUs / Acre] / Comments
Alt. A	Attached Two-Story Townhouses	6	2	0	40 DUs / acre - Pitched Roof
Alt. B1	Attached two-Story Townhouses over Ground Floor Flats [Facing center walkway]	12	3	0	80 DUs / acre - Flat roofs
Alt. B2	Attached Two-Story Townhouses over Ground Floor Flats [Facing street & facing park]	12	3	4 tandem spaces in 2 driveways	80 DUs / acre - Flat roofs
Alt. C1	Garden Apartment Flats [4 DUs / ea. floor]	12	3	2 tandem spaces in driveway	80 DUs / acre - Flat roof
Alt. C2	Garden Apartment Flats [4 DUs / ea. upper floor + 2 DUs / ground floor]	10	3	6-7 surface spaces underneath upper floors	66 DUs / acre - Flat Roof
Alt. D1	Two 'Triple Decker' Flats [1 DU on ea. upper floor + 2 smaller DUs on ground floor] [Subdivided Lot]	8	3	2 surface spaces at rear or in driveway	52 DUs / acre - Flat roof - Subdivided Lot
Alt. D2	Two 'Triple Decker' Flats [1 DU on ea. upper floor + 2 smaller DUs on ground floor] [Subdivided Lot]	8	3	2 tandem surface spaces in driveway	52 DUs / acre - Pitched Roof - Subdivided Lot

Alternative A: Attached Two-Story Townhouses – 6 DUs



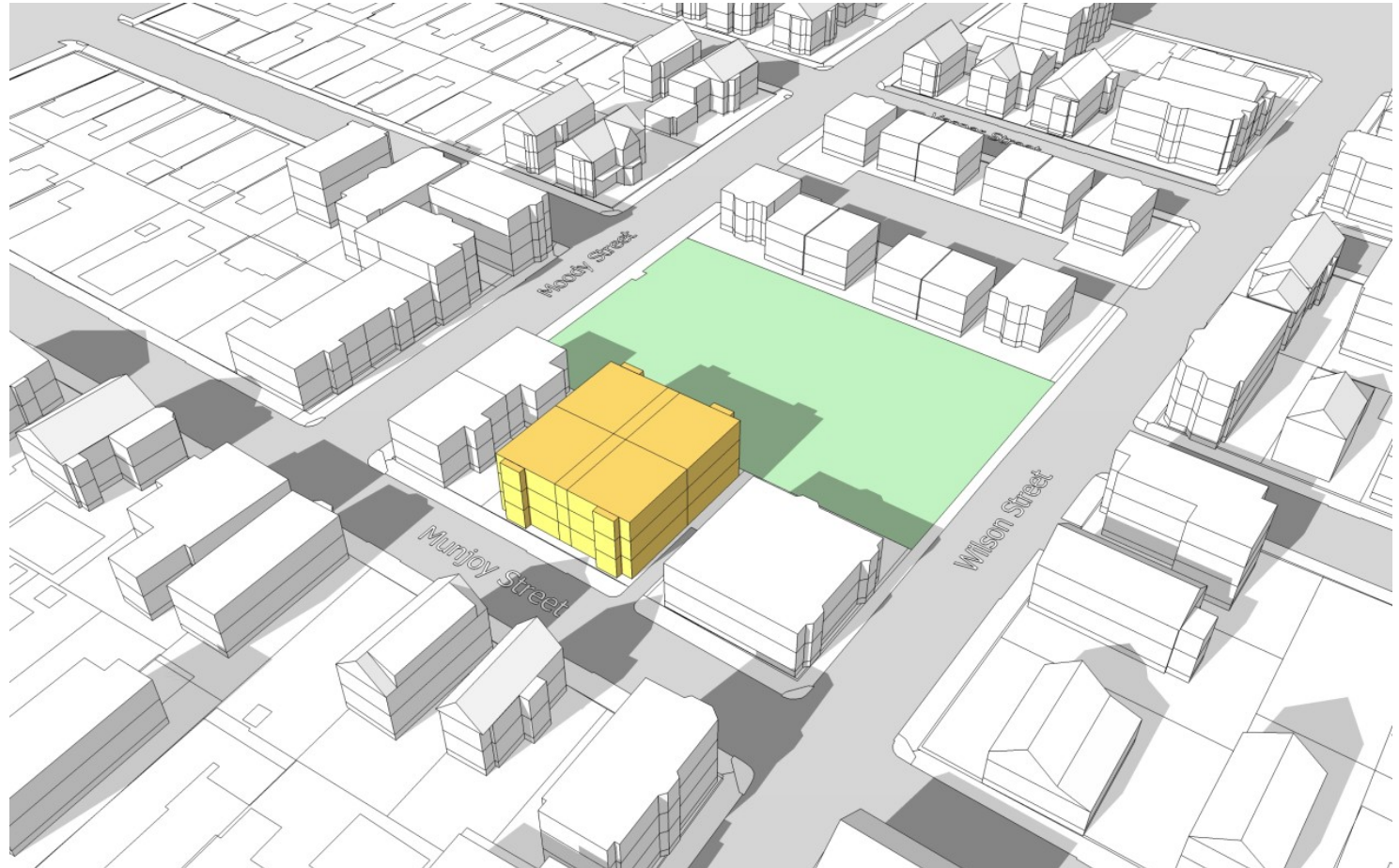
*Alternative B1: Attached Two-Story Townhouses Over Ground Floor Flats – 12 DUs
[Fronts facing internal walkway]*



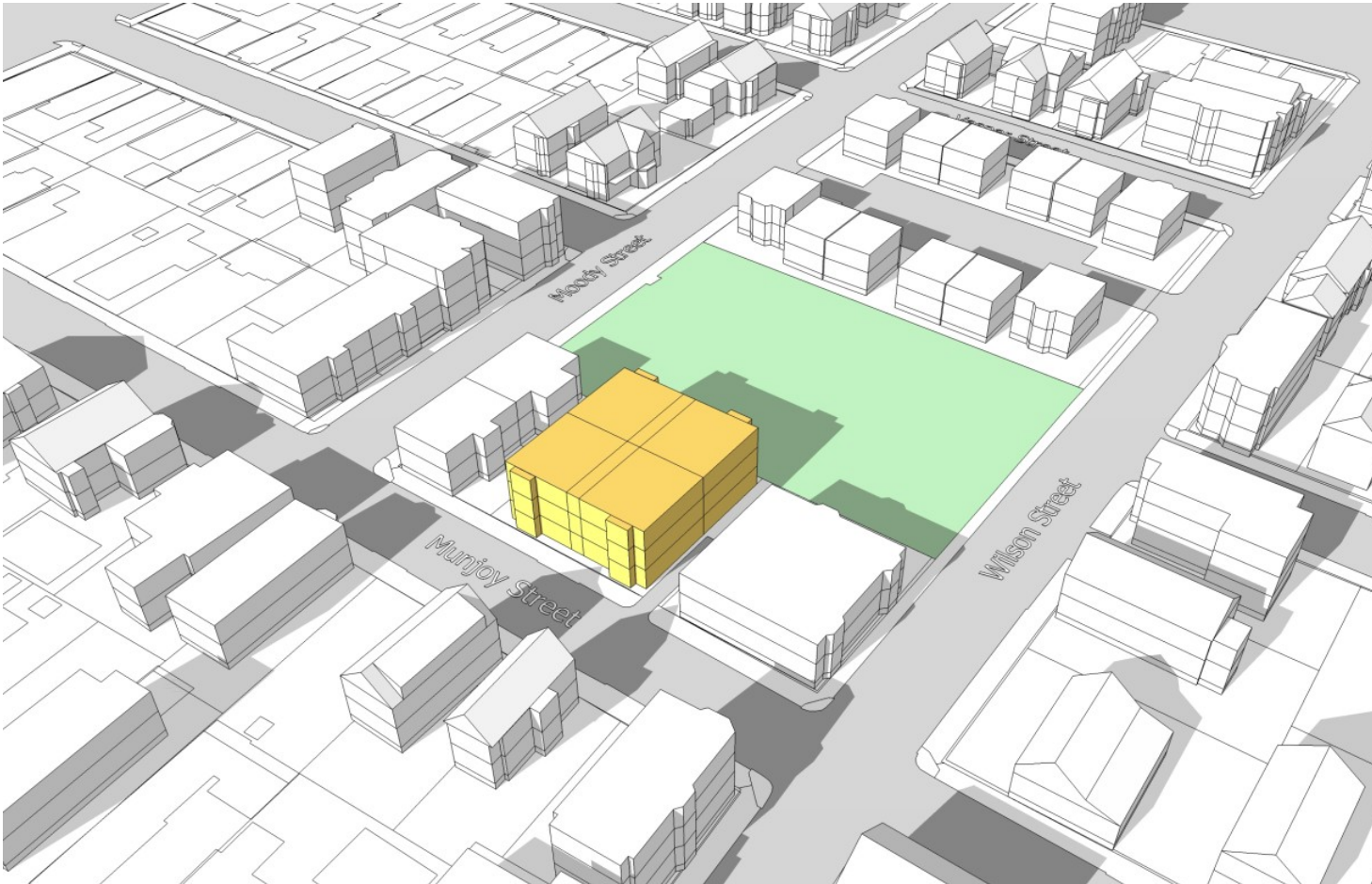
*Alternative B2: Attached Two Story Townhouses over Ground Floor Flats – 12 DUs
[Building fronts facing both Munjoy Street and the Park]*



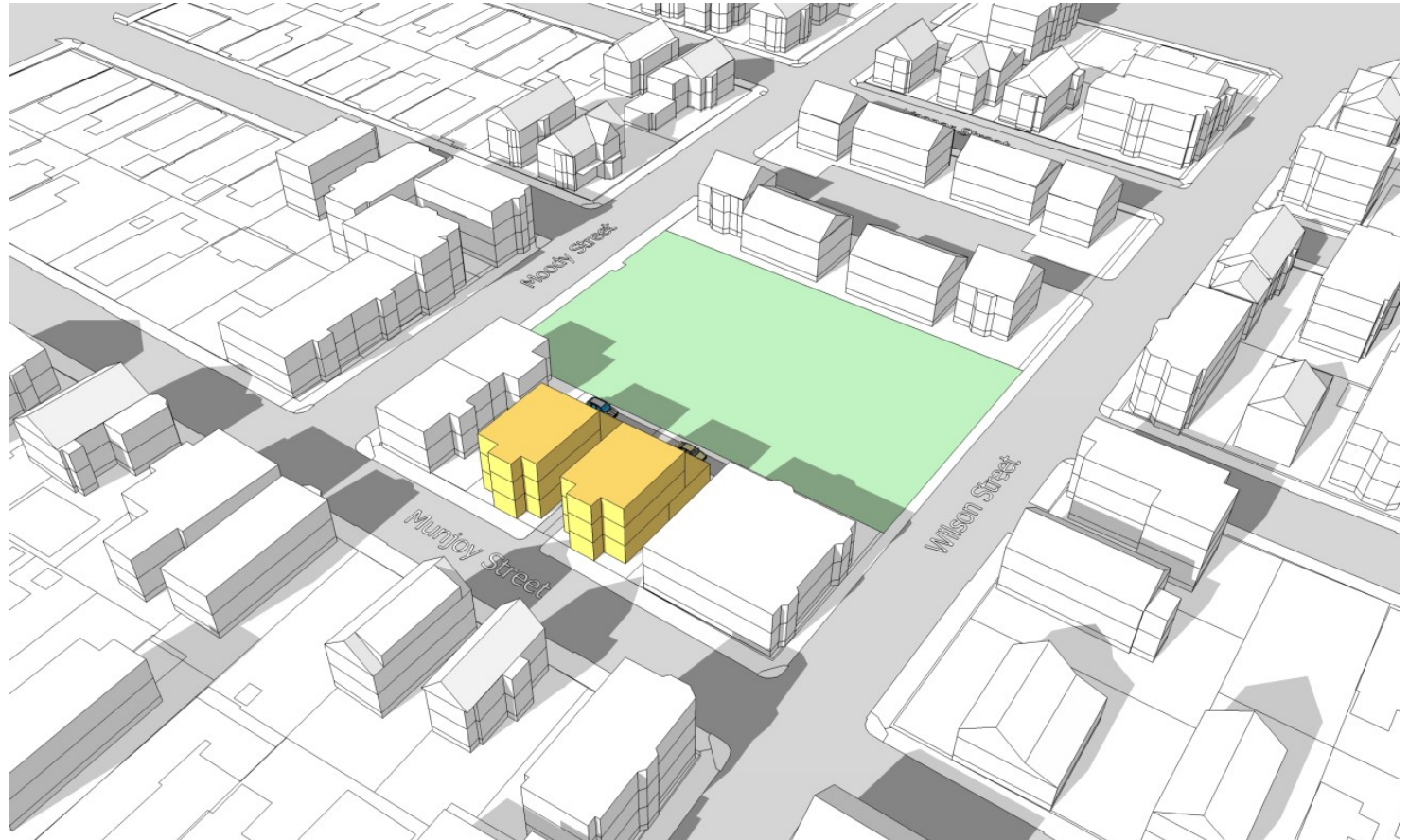
Alternative C1: Garden Apartment Flats (4 DUs / floor) – 12 DUs



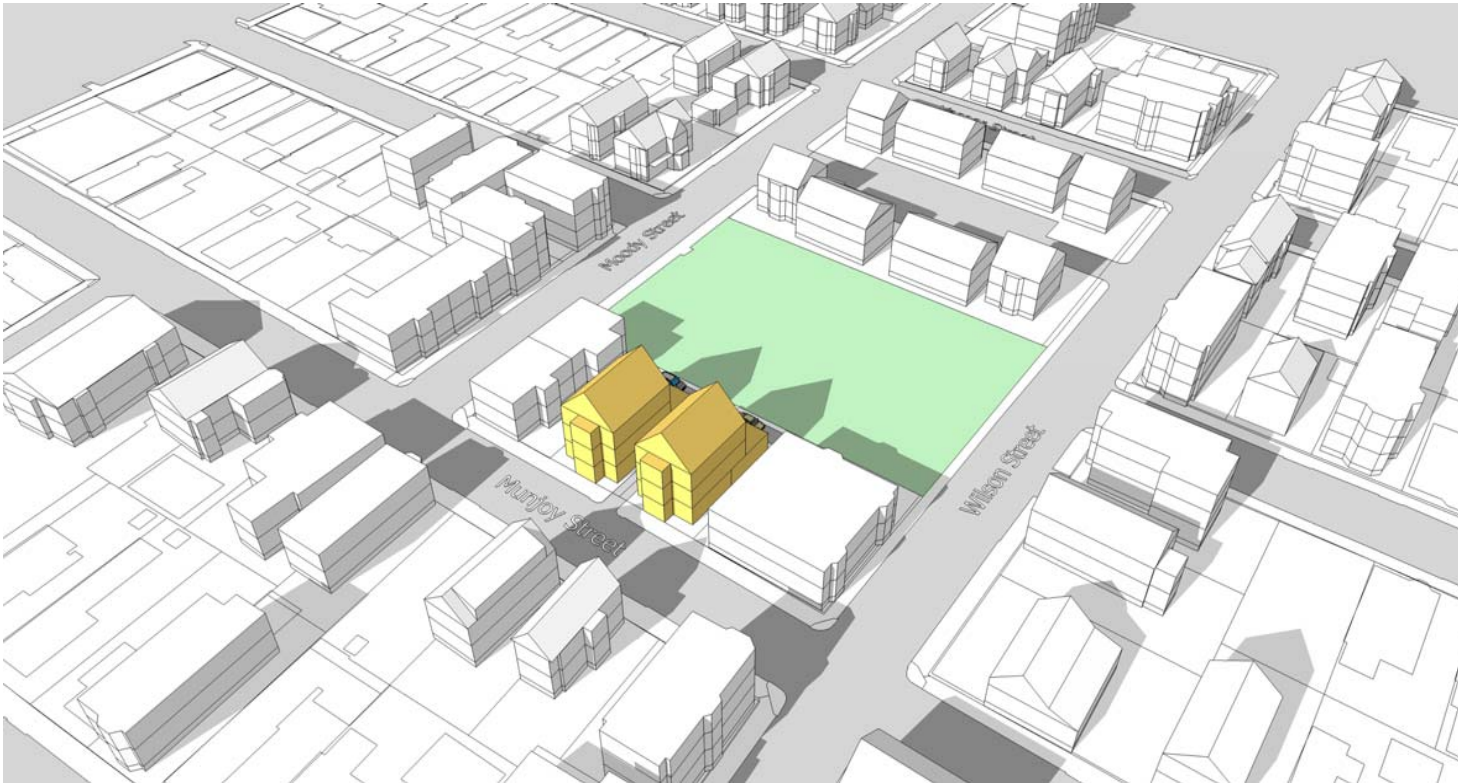
*Alternative C2: Garden Apartment Flats – 10 DUs
[Parking on grade under the overhang of upper floors]*



Alternative D1: Two 'Triple-Decker' Styled Flats – 8 DUs
[Flat roofs]



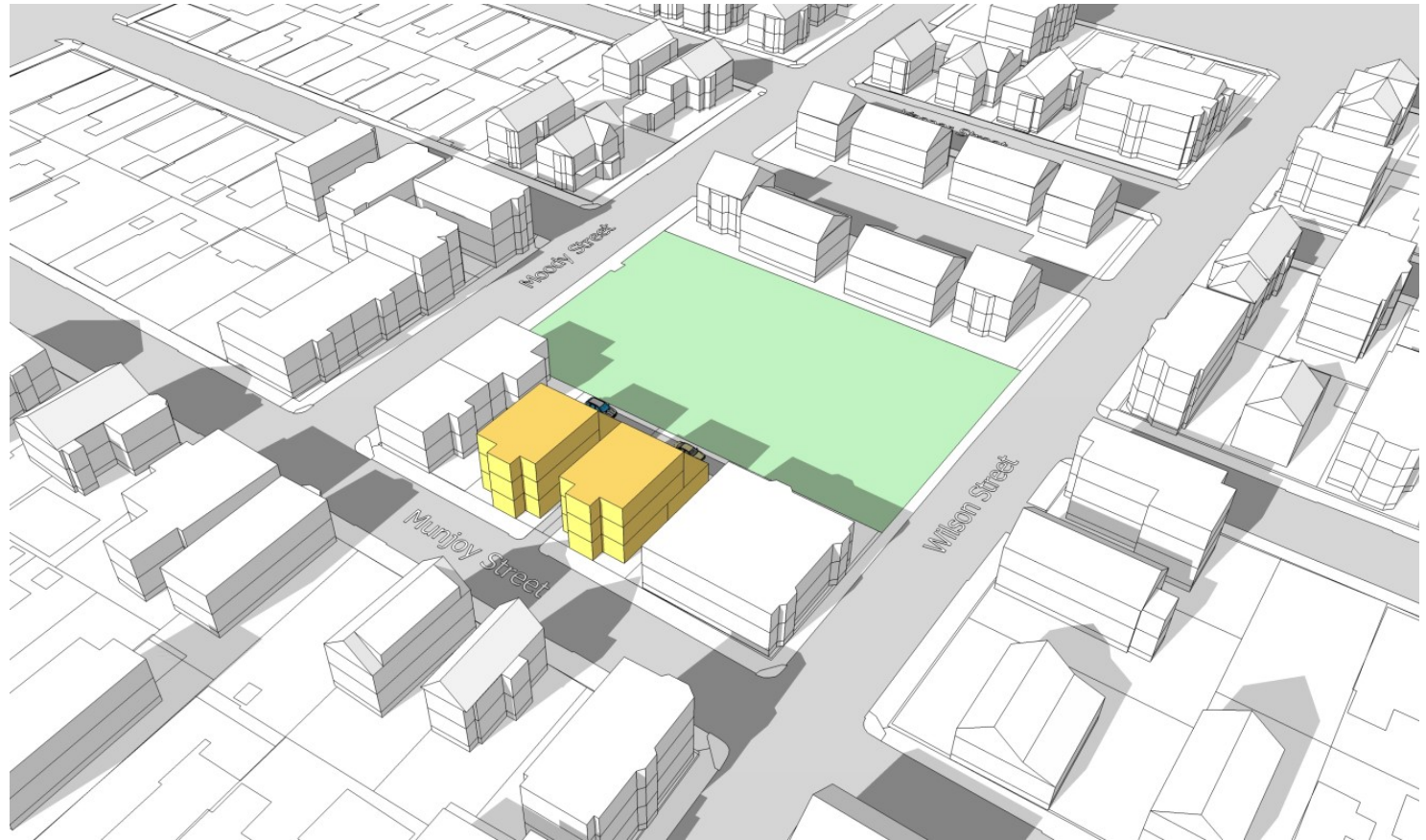
*Alternative D2: Two 'Triple Decker' Styled Flats - 8 DUs
[Pitched roofs]*



6.0 Preferred Housing Alternative – ‘Triple Decker’ Styled Flats [8 DUs]

Based upon the City’s review of the alternatives illustrated on the previous pages, a preference was expressed for Alt. D1 – ‘Two Triple Decker-Styled Flats’ with flat roofs because it best fit the scale and style of surrounding neighborhood residences. This scenario illustrates a larger flat on each of upper floors 2 and 3, and two smaller flats on the ground floor of these three story buildings – for a total of 8 DUs. Each upper story flat is approximately 1,000 net square feet in size (2 or 3 BRs); and each of the smaller ground floor flats are approximate 800 net square feet in size (2 BRs).

A total of two surface parking spaces are provided on-site. In order to meet the zoning parking requirement of 1 parking space / unit, the land parcel is subdivided into two lots – which allows 6 parking spaces in total to be exempted from the parking requirements – thereby leaving a requirement for only 2 on-site spaces.

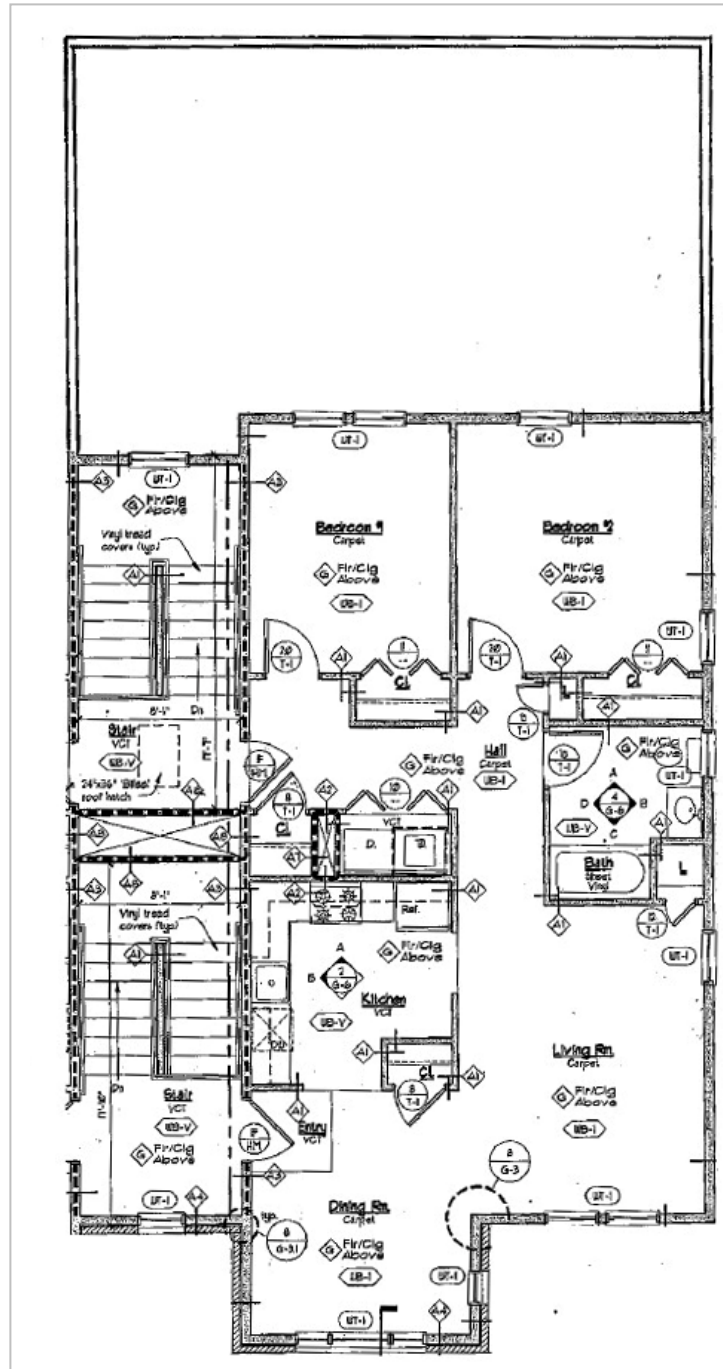


**Preferred Housing Plan:
Example Upper Floor (Floors 2 & 3) Flat Plan**

The prototypical floor plan shown at the right illustrates a typical 2 bedroom apartment flat plan on each of upper floors 2 and 3. (These units are sufficiently large in size to be designed as 3 bedroom units as well).

At the top of the plan is the roof deck over the rear ground floor apartment.

This plan is illustrative only. Other floor plan layouts are of course possible.



*Preferred Housing Plan:
Prototype Triple-Decker
Style Example*

*The photo at right illustrates
two side-by-side three-story
triple-decker styled housing
types that are similar in scale
to the suggested Preferred
Plan.*



7.0 Shadow Impact Evaluation

In order for the City to evaluate the shadow impacts of each housing alternative on the adjacent open space and playground to the north of the Munjoy St. site, all the alternatives were prepared in 3D SketchUp drawing software which allows shadows to be studied on any day of the year and at any time of the day. The illustration below shows the plan-view impact of shadows from the Preferred Alternative on March 21st at 3 pm. *In general, the Preferred Alternative will have very minimal shadow impact on the Playground on Wilson Street, although there may be some shadows cast on the open space at the center of the block.*

Our consultant team has provided the Planning and Urban Development Department with the digital SketchUp models so it can test the alternatives in-house for any time of day and any day of the year.



8.0 Financing, Funding & Implementation Strategies

[Stantec Consulting Services, Inc.]

To:	Jeff Levine City of Portland	From:	Carol Gladstone Stantec Consulting
Cc:	Larry Bluestone Drew Leff	Date:	August 27, 2014

As part of the Munjoy Street Affordable Housing Feasibility Study, we reviewed financial feasibility of two alternative scenarios – affordable rental with HOME eligible rental levels (60% AMI), and affordable home ownership at a mix of 100 and 120% AMI.

Primary Findings:

- The preferred plan is relatively inefficient since it is two side-by-side buildings (and thus has two sets of stairs), and the square footage per unit at 1154 GSF is therefore high. The units themselves were also relatively large as one and two bedroom unit. The project is more feasible if these are developed as small two and three bedroom units, which is what we have assumed in the analysis. However, it is noted that these are now relatively small units.
- Because of unit size, costs per unit are relatively high at \$236,000 per unit. The project is too small to consider use of low income tax credits, and HOME funding alone cannot bridge the sizable gap between supportable debt and project cost for affordable rental.
- There is a better fit with affordable home ownership. Assuming units prices half at 100% AMI and half at 120%, the project is roughly break-even on a cost basis. This reflects sales prices that are consistent with prices being achieved in affordable ownership projects currently on the market.
- The financial analysis reflects the assumption that there is no land cost.
- There are two unknowns that should be explored further as the project advances.
 - o We did not have information about potential remediation scope and cost, and the budget carried for site development needs verification.
 - o The current plans do not include on-site parking for residents. The feasibility of this assumption should be further tested.

Financial Analysis – Assumptions and Summary:

Program: the preferred plan is a building of 9232 gross square feet, and 7312 net rentable square feet, and includes eight units. The average unit size is 1154 GSF/unit, which is relatively high due to the inefficiency of the preferred plan with side-by-side buildings, and thus two internal stairs. The units themselves average 914 NSF, and we suggested that as the plans develop that they be considered as two and three bedroom units rather than one and two bedroom units. Revenue projections are based on this program.

Project Costs: based on current construction costs of comparable projects of \$125/GSF and standard soft costs, we projected total development costs of \$205/ SF, which is consistent with other

current projects. This includes 10% construction contingency and 5% project contingency, to address potential construction cost escalation and other potential scope issues. This assumes land is contributed by the City. The budget does not include potential premiums for site remediation beyond an \$100,000 site development allowance.

Project costs per unit of \$236,600 are relatively high because of the relatively larger unit sizes compared to other affordable housing projects.

Rental Revenue and Debt Capacity: based on rental rates at the 60% AMI level, and operating expenses, taxes and reserves of \$5800/ unit, the net operating income is \$58,000 when stabilized in current dollars. This can support approximately \$784,000 of debt, leaving a sizable funding gap of \$1.1 million, or \$138,000/ unit.

Sales Projections: sales revenue was projected based on supportable prices at the 100 and 120% level, and then adjusted downwards to correspond to prices being achieved **today** in other affordable ownership projections. No price escalation was included in the projections. Based on sales prices of \$217,000 – \$235,000 for two bedroom units and \$245,000 - \$285,000 for three bedroom units, the project is roughly break-even.

Other Assumptions:

- **Land Cost:** land is included at no cost to the project.
- **Remediation:** no premiums for potential remediation costs are included beyond an \$100,000 site development allowance.
- **Parking:** two spaces are provided in the plans, and are designated as visitor parking, not parking for residents.

Financial summary pages follow, including:

Program and Development Cost Summary

Net Operating Income Projection

Gap Analysis: Loan Summary/Debt Capacity and Sales Projection

STANTEC CONSULTING SERVICES INC.

Carol Gladstone
Principal
Phone: 617-654-6035
Fax: Sender's Fax

**Munjoy Street Affordable Housing
Program & Development Cost Summary**

8/28/2014

Site and Building Area

Site SF			6,800
Gross Building Area SF			9,232
Net rentable SF (NSF)			7,312
Total Usable	79%	net-to-gross	7,312
Site Uses			
Parking Spaces on site	400	SF	2
Lanscaped Areas	2,520		
Building Footprint	3,880	SF	

Building Program

3 Levels/ side-by-side walk up units	NSF	Units	NSF/Unit
Level 1	3,240	4	810
Level 2	2,036	2	1018
Level 3	2,036	2	1018
Total	7312	8	
<i>Average Unit Size (NSF)</i>	914		
<i>Average Unit Size (GSF)</i>	1154		

Development Costs Summary

Acquisition			\$0
Construction			
Site Work + Remediation	LS		\$129,200
Construction	\$125	Per GSF	\$1,154,000
Construction Contingencies	10%		\$115,400
		TOTAL:	\$1,398,600
Soft Costs			\$340,330
A&E + related fees	\$143,664		
Project legal & insurance	\$137,963		
Financing & Interest	\$58,703		
Developer Fee	4%		\$67,000
Project Contingency	5%		\$86,947
TOTAL DEVELOPMENT COST			\$1,892,877
	Cost/ GSF		\$205
	Cost/ Unit		\$236,610

Net Operating Income Projection - Affordable Rental

Program

	SF	Market	High Home (60% AMI)	Total Units
2 BR	810		4	4
3 BR	1018		4	4
Unit Count		0	8	8
		0%	100%	100%

Monthly Rental Rates

	Market	HUD FMR	High Home
Studio		\$688	
1 BR	\$900-\$1000	\$819	\$831
2 BR	~ \$1250	\$1,012	\$1,019
3 BR	\$1300+?	\$1,339	\$1,273

Rental Revenue

	Market	High Home	All Units
Studio			
1 BR		\$0	
2 BR		\$4,076	
3 BR	\$0	\$5,092	
Total Monthly	\$0	\$9,168	\$9,168
Total Annual	\$0	\$110,016	\$110,016

Parking Revenue

Parking Spaces (Visitor spaces)	2
Monthly Rate	\$0
Monthly Revenue	\$0
Annual Revenue	\$0

Effective Gross Income

	Per Unit	Total
Apartments	\$13,752	\$110,016
Parking	\$0	\$0
Subtotal	\$13,752	\$110,016
Less: Vacancy Loss 5.00%	(\$688)	(\$5,500)
EGI	\$13,065	\$104,516

Expenses & Utilities

	Per Unit/Annual	Total/Annual
Expenses		
Total Expenses	\$4,450	\$35,600
	Per Unit/Annual	Total/Annual
Utilities		
Total Utilities	\$950	\$7,600
Total Annual Expenses & Utilities	\$5,400	\$43,200

Annual Net Operating Income (NOI)

	Per Unit	Total
EGI	\$13,065	\$104,516
Less: Expenses & Utilities	(\$5,400)	(\$43,200)
Less: Reserves per unit	(\$400)	(\$3,200)
NOI	\$7,265	\$58,116

Gap Analysis

Loan Summary - Debt Capacity

Loan Amount

NOI	\$58,116
DSC	115%
Available for Debt Service	\$50,536

Debt Terms

Rate	5.0%
Amortization (years)	30

Loan Amount

Loan Amount	\$784,489
Fee	inc in costs
Total	\$784,489
Annual Loan Payment:	\$50,536
Total Development Costs	\$1,892,877
Gap	(\$1,108,388)
Gap per Unit	(\$138,549)

Affordable Home Ownership Sales Projection

	SF	100%	120%	Total Units
Studio	445	n/a		0
1 BR				0
2 BR	810	2	2	4
3 BR	1018	2	2	4
Unit Count		4	4	8
		50%	50%	100%

Sales Prices

	Per Unit	Per Unit	Total
2 BR Units	\$217,000	\$235,000	\$904,000
3 BR Units	\$245,000	\$285,000	\$1,060,000
			\$1,964,000
Less: cost of Sales - 2.0 %		2.0%	(\$39,280)
Total Revenue from sales			\$1,924,720

Project Costs

	\$1,892,877
Gap	\$32,000
Per unit	\$4,000

City of Portland
Request for Proposals
RFP# 4115

For the Sale and Reuse of Property Located at
65 Munjoy Street

January 13, 2015



Respectfully Submitted by:



In Partnership with:



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Exhibit A:	Required RFP Form & Addendum 1
Exhibit B:	Site Plan, Floor Plans, & Perspective Renderings
Exhibit C:	Environmental Management Plan
Exhibit D:	Environmental and Construction Estimation
Exhibit E:	Comparative Market Assessment
Exhibit F:	Team Support Letters
Exhibit G:	Financial Projections
Exhibit H:	Construction Financing Letter
Exhibit I:	Corporate Documents
Exhibit J:	Financial/Tax Returns of Controlling Entities **Sealed Confidential**

1. Executive Summary

Adam's Apple, LLC proposes to create a new a 8-unit residential condominium development at 65 Munjoy Street in conformance with the goals and criteria of RFP #4115 For the Sale and Reuse of 65 Munjoy Street.

The development team is comprised of Developers Peter Bass and Ethan Boxer-Macomber of Adam's Apple, LLC, Bild Architects, Bay Realty, Chester & Vestal Attorneys at Law, Gorham Saving's Bank, Ransom Consulting, Inc., the Avesta Homeownership Center, and Wright Ryan Construction. Each member of this entirely Portland-based team has very recent and relevant experience successfully developing similar projects on Munjoy Hill in recent years.

The project is comprised of two (2) 3-bedroom units, two (2) 2-bedroom units, and four (4) 1-bedroom unit in a single, three-story walk up building totaling eight (8) housing units. Six (6) onsite covered parking spaces are provided in a concealed parking area underneath the building.

The project design integrates and blends in with the surrounding neighborhood by use of traditional or complementary massing, forms, configuration, and materials. The building will be designed to high standards of energy efficiency and sustainable design and will meet or exceed the standards of the USGBC's LEED for Homes program. The entire development team is committed to facilitating public engagement and dialog as this development progresses. Great effort will be taken made to design a development that is consistent with and contributes to the residential character of Munjoy Hill.

The developer proposes to make all of the units affordable to households of moderate incomes in the range of 100% – 120% of Area Median Income. At present, this target would serve households earning between approximately \$55,000 and \$75,000 per year. All individually sold units will include deed restrictions to guarantee that units be sold only to an owner-occupying, qualifying buyer in that same range at an affordable maximum sales price for a period of no less than 90 years.

The proposed redevelopment of the site will cost \$2.2 million. Sources of funds will include home sales, developer equity, and a commercial construction loan. Net unit sales will fall approximately \$300,000 short of fully covering development costs due to affordability restrictions. The developer is requesting that the City of Portland provide a \$300,000 grant to the project from its Housing Trust Fund consistent with subsidy levels customarily required by affordable housing projects of this nature and necessary at 65 Munjoy Street as evidenced in the project budget.

The soils under the subject site are known to be both environmentally contaminated and structurally unsuitable. In order to facilitate the project, the site will require over excavation, monitored removal and disposal of unsuitable soils, interim shoring of open excavation areas and the introduction of clean structural fill. These requirements are estimated to cost the project on the order of \$200,000 in added development expense. The project is proposed to offset this expense by the land being donated by the City.

65 Munjoy Street will provide myriad public benefits including eight quality new affordable housing units, context-sensitive infill of an underutilized urban parcel, +\$30,000 in new annual property tax revenue, \$2.2MM in development activity predominantly by Portland-based companies, and eight new Portland households to Munjoy Hill to contributing to its vibrancy and economic development. The entire 65 Munjoy development team is eager to see this exciting new project go forward.

2. Development Team

Developer:

Adam's Apple, LLC

17 Chestnut Street, 3rd Floor
Portland, Maine 04101

Co-Owners / Co-Managers:

Peter Bass, Random Orbit, Inc.
207-712-0954
pbass@maine.rr.com

Ethan Boxer-Macomber, Anew Development, LLC
207-272-8550
ethan@anew-development.com

Attorney:

Barbara Vestal, Chester & Vestal, P.A.
107 Congress Street
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vestal@chesterandvestal.com
(207) 772-7426

Site / Civil Engineer:

John Mahoney, Ransom Consulting, Inc.
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Construction Lender:

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Portland, Maine 04101
ksuchecki@gorhamsavingsbank.com
(207) 222-1492

Sales / Marketing Agent:

Rita Yarnold, Bay Realty
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Portland, Maine 04101
rita@bayrealtyassociates.com
(207) 775-3838

Architect:

Evan Carroll, Bild Architecture
17 Chestnut Street, PO Box 8235
Portland, Maine 04101
evan@bildarchitecture.com
(207) 408-0168

Homebuyer Education & Certification

David Stolt, Avesta Homeownership Center
Avesta Housing
307 Cumberland Avenue
Portland, Maine 04101
dstolt@avestahousing.org
(207) 553-7777

Environmental Engineer:

Peter Sherr, Ransom Consulting, Inc.
400 Commercial Street
Portland, ME 04101
kenneth.milender@ransomenv.com
Tel. (207) 772-2891

Developer: Adam's Apple, LLC

The proposed project at 65 Munjoy Street will be purchased, developed, marketed, and sold by Adam's Apple, LLC, a new Limited Liability Company, to be formed. Adam's Apple, LLC will be equally co-owned and co-managed by Random Orbit, Inc. and Anew Development, LLC and their respective principals, Peter Bass and Ethan Boxer-Macomber.

Both Peter and Ethan bring complete and comprehensive residential development experience and capacity to the 65 Munjoy project. Each has a long development track record and a proven ability to successfully complete complex and innovative residential infill projects. Peter and Ethan, and the high quality development team that they have formed for the project, are well prepared to take on all aspects of the 65 Munjoy Project including context sensitive design, brownfields mitigation, and long-term affordability. Peter and Ethan are both passionate about quality infill projects like 65 Munjoy for the broad community and economic development benefits that they provide.

For 65 Munjoy, Peter and Ethan have assembled a development team of uniquely qualified, Portland-based professionals.

Peter Bass – Random Orbit

Peter Bass has been doing progressive development in Southern Maine for over 25 years. He has focused on finding unique value and uses for properties and forming collaborations to realize his vision.

In Peter's early years of real estate development, he created Portland's first dedicated artist studio building in 1986. This six-studio building is still managed by Peter and offers long-term affordable rents to artists. Peter later collaborated with Steve Tibbetts and the Brunswick-Topsham Land Trust to create Larrabee Farms, a 15 lot residential subdivision. Larrabee Farms was the first subdivision in Maine with an original vision to partner with a land trust to protect a significant portion of its land under conservation easement.

Peter also joined with Linda Mansfield to do one of the first preservation-minded condo conversions in Portland. This created 5 condominiums while saving a lovely brick Greek revival building from serious neglect and deterioration.

In the year 2000, Peter formed Random Orbit, Inc. to further pursue cutting edge, smart growth development. Random Orbit looks at high-density, infill projects in both adaptive re-use and new construction contexts. Random Orbit's goal is to create inspiring, unique, and affordable properties that will foster community and produce a positive impact on the region.

In its first 14 years, Random Orbit, Inc. has completed several innovative residential and commercial infill projects including:

- *East Bayside Studios*, 145 Anderson St., Portland – 8 live/work condominium units.
- *Park Street Lofts*, 18 Park St., Saco – 34 live/work condominium units in a former industrial mill building.
- *Parkside Studios*, Portland – 8 artist live/work condominiums in a converted elementary school in the Parkside neighborhood. This project used deed restrictions to keep the units affordable and in artist ownership in perpetuity.
- *29 Waterville Street, Portland* – 3-unit private condominium residence providing quality and context sensitive infill development on Munjoy Hill.

- *Peloton Labs*, Portland – a two-story infill office building structured as an innovative new co-working space to support Portland’s burgeoning creative economy.
- *Marquis Lofts*, Portland – 6 residential condominium units with on-site covered parking on a small infill lot on Munjoy Hill.

Random Orbit’s current pipeline includes the finalization of sales at Marquis Lofts, Management and redevelopment of 50 Cove St., a significant commercial building that maintains creative economy uses in East Bayside.

Ethan Boxer-Macomber – Anew Development, LLC

Ethan Boxer-Macomber is Principal of Anew Development, an independent real estate development company founded in 2013 and based in Portland, Maine. Anew partners with a broad array of non-profit and for-profit organizations and individuals to develop high quality, context sensitive, and affordable infill residential development projects. Anew is committed to ensuring that all of its projects are responsibly developed in a manner that promotes sustainability and positive community and economic outcomes. Anew’s current development pipeline includes:

Meetinghouse Lofts, South Portland

19 units of market rate residential condominiums adapted to a former 1927 John Calvin Stevens elementary school on Meetinghouse Hill in South Portland, Maine. Sourced with local private equity and community bank financing. Currently 20% constructed and experiencing strong sales activity. Total development cost +\$5MM. www.meetinghouselofts.com

62 Spring Street, Auburn

39 rental housing units; 31 affordable and 8 market rate, over +/-2,400 s.f. flex retail space at street level. Developed in partnership with Auburn Housing, the project, located in the epicenter of downtown Auburn adjacent to abundant goods, services, employment and transportation options, is an exemplary example of mixed-use urban infill. Permitting is complete and final financing awards are anticipated in 2015. Total development cost +9MM.

Riverview Terrace / Larrabee Woods

82 units of Public Housing located in two properties in Westbrook, Maine. Anew is leading the project through new HUD program which converts aging public housing to a local ownership model; attracting substantial private equity to preserve and restore the public housing stock nationally. Anew’s Westbrook project is the first in Maine to enter the program. Total development costs +\$8MM

Larrabee Commons

38 units of low-income senior rental housing in Westbrook, Maine developed in partnership with Westbrook Housing. This new construction project is currently in the design and planning stages and is expected to receive land use in 2015 and to receive financing approvals and start construction in 2016. Total Development costs +\$7MM.

Prior to launching Anew Development, Ethan worked 7 years as Senior Development Officer and later as Director of Acquisitions and Asset Management for Avesta Housing; Northern New England’s largest non-profit housing developer. In those roles, Ethan successfully managed over a dozen affordable housing development projects across Southern Maine representing a diverse array of new construction, adaptive reuse, and acquisition/rehabilitation projects ranging from 12 to 154 residential units and \$2MM to \$24MM in

total development cost. Much of Ethan's development work with Avesta Housing was centered in the City of Portland including projects such as Pearl Place Apartments, the Oak Street Lofts, Shailer and Emerson Schools, Butler Payson and PROP portfolio acquisitions, and the Adam's School Condominiums adjacent to the subject site.

Prior to his career in real estate development, Ethan was an AICP certified Urban Planner with the Cities of Davis, California and Portland, Maine and also served as the City of Portland's Community Development Program Manager. Ethan is a Returned Peace Corps Volunteer having served in Honduras from '96-'98. He continues this commitment to community volunteerism in Portland, serving now or in the past on such efforts as the Inclusionary Zoning Ordinance Committee, the Green Building Ordinance Committee, the East End Elementary School Grounds Greening Committee, the Franklin Street Redevelopment PAC, the India Street Neighborhood Planning PAC, and as a New Mainers bicycle program instructor through the Bicycle Coalition of Maine.

Ethan holds a BS in Natural Resources and Ecology from the University of Maine, an MS in Community Planning and Development from the University of California, Davis, and is a LEED Accredited Professional (AP) with the US Green Building Council.

Architect

Evan Carroll – Bild Architecture

Evan Carroll founded Bild Architecture in 2011 along with his wife, Sasha Salzberg. The Greater Portland focused practice places emphasis on the community building aspects of architecture and design. Bild seeks out projects with locally based entrepreneurs, non-profits, business owners and developers and works with them to deliver designs that benefit both the clients and the greater context.

Evan Carroll is a Maine Licensed Architect with several years' experience in Portland area architecture projects, and Sasha has a degree in Business Administration and over fifteen years of experience in running local Maine businesses. Bild Architecture designs both residential and commercial projects, and is proud of its reputation of collaboration and constructive working relationships.

Evan has a strong sense of responsibility to help owners and contractors understand the long term value of creating buildings that efficiently use energy, provide healthy interior environments, and are located on sites that maximize use of local infrastructure and local social networks.

Bild recently completed the 6-unit Marquis Lofts condominium development on Lafayette Street with developer Peter Bass.

Attorney

Barbara Vestal – Chester & Vestal

Barbara Vestal has been practicing law in Maine since 1977. Barbara's practice focuses on real estate, including assisting clients with the purchase and sale of real estate, development projects, and condominium conversion and management. She has been part of Peter Bass's development team from the inception of Random Orbit Inc. She has guided him through projects with complex ownership and use models including the redevelopment of the Sacred Heart School, an artist live/work project which used deed restrictions to keep the affordable units in artist ownership in perpetuity.

Barbara's community work has included years of early involvement with the fledgling Munjoy Hill Neighborhood Organization and its affiliated Munjoy Hill Housing Association, including serving on their

Boards of Directors; seven years as a Trustee of the Portland Ministry at Large; approximately ten years as a member of Portland's Planning Board, including two years as its chair; six years on the Board of Trustees of Greater Portland Landmarks, and continuing involvement as an Advisory Trustee; and many years of involvement in a variety of municipal issues, particularly focused on Portland's waterfront and historic preservation.

Site / Civil Engineer

John Mahoney – Ransom Consulting, Inc.

John has over 10 years of experience in engineering design and project management including: stormwater management, stormwater treatment, site design, utility design, streetscape design, transportation planning/design, stakeholder coordination and project management on multiple public and private infrastructure, transportation and development projects. Mr. Mahoney also has 10 years of diverse experience in construction, which gives him unique insight into utility coordination, as well as the technical and political challenges of building in constrained urban areas. He is a seasoned professional engineer that specializes in working with diverse groups of stakeholders to develop context sensitive designs that balance multiple goals and respond to surrounding land uses. Mr. Mahoney was the lead civil engineer on the North Boyd Street Trail, the Oakdale-Falmouth Street intersection redesign and the Bayside Anchor development project in Portland, as well as the Meeting House Lofts development in South Portland, where Ransom Partnered with Anew Development to design and permit 19 residential condominium units.

Mr. Mahoney is currently working with the City of Portland to design two roundabouts at the University of Southern Maine and is collaborating with the City and MDOT on pedestrian accessibility improvements in the Old Port. He also serves on the City of Portland's Crosswalk Committee and is a member of the City's Complete Streets Working Group. Mr. Mahoney's work in Portland and in partnership with the City has provided him with an understanding of the details of Portland's site plan process as well as the City's long term goals for infrastructure improvements and water quality.

Environmental Engineer

Peter Sherr – Ransom Consulting, Inc.

Mr. Sherr is a Senior Project Manager at Ransom and has over 25 years of experience working as an environmental consultant. Peter graduated from the University of Maine in 1990 with a B.S. in Chemical Engineering and a Technical Concentration/Minor in Environmental Engineering. He has also completed graduate courses in Environmental Engineering from the University of Maine. Peter is a Professional Engineer (PE) in the State of Maine and is Treasurer on the Board of the Economic Development Council of Maine (EDCM).

Peter has also worked extensively assisting communities with securing U.S. EPA Brownfields Assessment, Cleanup, and RLF Grants and supplemental cleanup and infrastructure improvement funding to maintain redevelopment activities at Brownfield sites. In addition, he has also gained extensive experience with supplemental State, Federal, and Private funding mechanisms including Community Development Block Grants (CDBG), State and Federal Historical Tax Credits, Maine State Housing and U.S. HUD, Community for Maine's Future Grants, Rails to Trails Grants, and other potential grant funding sources necessary for the successful redevelopment and revitalization of Brownfields properties.

Construction

Cordelia Pitman - Wright Ryan Construction

Cordelia is the Director of Preconstruction Services for Wright-Ryan. She joined Wright Ryan in 2009 from Winton Scott Architects where she was a project architect for over 15 years. Cordelia has spent years leading projects from inception through design and construction, and has hands on experience coordinating architecture, structure and MEP. Cordelia graduated with a BA in Physics from Middlebury College. She has also earned her Master of Architecture from Columbia University. Cordelia served on, and chaired, the City of Portland Historic Preservation Board for over a decade, and is currently a member of the Greater Portland Landmarks Board of Directors.

Sales and Marketing

Rita Yarnold – Bay Realty

Rita Yarnold was born and raised on Munjoy Hill and attended the former Marada Adams School as a child. In 1986 Rita formed Bay Realty, which for 28 years has focused on all forms of residential real estate transactions; primarily on the Portland peninsula. Rita brings her broad, extensive, and invaluable experience leading the sales and marketing efforts of residential condominiums on Munjoy Hill and the Portland Peninsula; including units with affordability restrictions such as those proposed at 65 Munjoy Street.

Homebuyer Certification

David Stolt – Avesta Housing Homeownership Center

The Avesta HomeOwnership Center believes that strong, thriving communities help residents enjoy a better quality of life, and that homeownership, education and leadership support healthy communities.

Established in June 2012, the Avesta HomeOwnership Center serves as a one-stop shop for individuals and families looking to buy their first home, improve the home they own or avoid foreclosure. The Avesta HomeOwnership Center is a NeighborWorks® HomeOwnership Center.

Since opening, the Avesta HomeOwnership Center has helped more than 500 individuals and families buy homes, learn how to maintain their home, avoid foreclosure and improve their credit and overall financial capability.

3. Development Proposal

65 Munjoy presents a unique opportunity to simultaneously achieve multiple community goals; re-knitting an interrupted neighborhood streetscape, cleaning up environmental and structurally unsuitable soils, providing new affordable housing opportunity, all while supporting Portland businesses and bringing a new residential property onto City tax rolls.

The team's proposal for the development of 65 Munjoy Street is designed to be highly responsive to the goals and criteria in City's Request for Proposals and to its own observations and understanding of the rich and dynamic neighborhood context.

65 Munjoy will feature a single, three story walk up building with a combination of eight (8) residential condominium units, in a configuration of 1, 2, and 3 bedroom flats. The building will feature a center stair and front entry from Munjoy Street. Six (6) covered parking spaces will be provided in a covered bay accessed from a driveway alongside the building. Two (2) additional spaces could be accommodated onsite if deemed necessary through the permitting process or to address market demand.

Background / Subject Site

The approximately 6,771 square foot lot is currently City-owned and is a residual component of the former Marada Adams Elementary school which was demolished in 2010. The subject site once served as the staff parking lot for the school and has since been left vacant and unprogrammed. The roughly 80' x 85' site today is 100% paved with impervious surface.



Site Context Map and Approximate Property Line

The site has frontage on Munjoy Street to the West and along a City-owned public open space to the East. The site is flanked by existing two-story, multi-family structures to the North and South. The neighborhood context is a rich assortment of two, three, and four story structures.

The site has a long history of varying use and is known to have unsuitable soils from the stand-point of environmental contaminants and lack of structural integrity.

Located in the City's R6 zone. Policy revisions to the R6 zone are currently moving through process with the Portland Planning Board and the Portland City Council.

Design

The design for the 65 Munjoy Street is contextual in massing, articulation and materials, while utilizing contemporary details. The project offer condominium units in the traditional triple-decker style that is found throughout Portland and on Munjoy Hill. The unit density to land area ratio is comparable to nearby areas on Munjoy Hill.

The form of the project creates a massing that is similar to the surrounding buildings while allowing for a building footprint and circulation that is more efficient than two separate buildings. Off-street parking is concealed at the side of the building.

The main entrance of the project opens to the street, and is sheltered by a canopy. The windows on the street façade are arranged in a symmetrical and rhythmic pattern. The project proposes to provide a structure at the sidewalk edge, either with the building itself or with pedestrian scale landscaped planters.

The project is designed with the common triple-decker as the model for proportion and scale. The building height, massing of the façade, and window arrangement replicate the classic triple-decker building type.

The articulation of details for the project seeks to utilize contemporary design within the contextual massing and proportion framework. The cornice and canopy are articulated with rough cut cedar as opposed to painted trim. The windows consist of fixed upper windows paired with lower awning windows instead of less energy efficient double-hung windows. While the primary masses of the building may be clad in traditional material such as clapboard or shingle the base and highlight material may be an exterior tile or other unique modern material.

Affordability

65 Munjoy Street will provide four (4) 1-bedroom, two (2) 2-bedroom, and two (2) 3-bedroom flats in the three story, walk-up building. All eight (8) flats will be marketed and sold as condominiums. Through 90-year deed restrictions, the sale of all units at 65 Munjoy will be restricted to buyers with moderate household incomes of between 100% and 120% of Portland Area Median Income (AMI) as published annually by the US Department of Housing and Urban Development (HUD).

Initial sales at 65 Munjoy will be held to an affordability test based on no buyer paying more than 30% of their annual income for the cumulative annual cost of Principal, Interest, Taxes, Insurance, and Condo Association Dues.



For example, current 100% AMI figures for Portland are approximately \$55,000 for a single member household and rise from there to approximately \$75,000 for a four-member household. Sales price is then based on a calculation of what an affordable mortgage would be at current rates and terms assuming 30% of income for housing and after subtracting for the cost of taxes, insurance, and condo fees. This calculation yields maximum sales values in the low \$200s for the 100% – 120% AMI single-member household and in the high \$200s for the four-member household. At these ranges, the affordable units at 65 Munjoy will be sold at a deeply discounted rate when compared to the average cost for new condominium units on Munjoy Hill.

Subsequent sales at 65 Munjoy will not be subject to any maximum sales price per se, that might unduly limit buyers' ability to preserve their equity and see some reasonable return on their investment in the unit. However, the lasting income restrictions will naturally hold down the future resale value of the unit based on the limited ability of any given 100-120% AMI eligible buyer to gather down-payment equity and secure bank financing.

Deed restrictions at 65 Munjoy will further require that all initial and subsequent buyers will be subject verification of their household income by a third party service. To provide this service, our team has partnered with Portland-based Avesta Housing's Homeownership Center (HOC). The Homeownership Center has established systems and protocol for performing income verifications in conformance with HUD guidelines. The HOC also supports point of sale transactions by consulting with buyers, sellers, and their respective sales agents and financial institutions with regard to the affordability verification process. Avesta's HOC currently provides such services on a fee-for-service at point-of-sale basis for a number of other area affordable homeownership developments.

The affordability provisions proposed at 65 Munjoy mirror those already in place at the adjacent Adams School Condominium development where income verifications and sales consultation are also provided by Avesta's HOC which were developed and refined in close coordination with the City of Portland.



Permitting

The subject site is located full within the City of Portland's R6 zone. The R6 zone is currently undergoing an amendment process which will have some effect on the dimensional and density requirements of the zone. The 65 Munjoy Street has been designed to conform to the draft R6 standards currently undergoing City review as encouraged by the development examples shown in the RFP.

Sustainability

The project will be insulated well beyond code requirements and will utilize detailing to minimize air infiltration. The mechanical systems will be electric mini-split heat pumps sized accordingly with the reduced envelope load. The site provided by the City allows the project to benefit from all the sustainable principals of urban infill: brownfield remediation, reduced car trips for daily living, use of existing city infrastructure, and preservation of remote greenfield sites. The building will be designed to high standards of energy efficiency and sustainable design and will meet or exceed the standards of the USGBC's LEED for Homes program; although in order to reduce project expense and preserve affordability, the developers do not intend to seek certification.

Financial Terms

As presented in greater detail in the project budget (Exhibit G), the total development cost of the project is estimated at approximately \$2.2MM based on \$1.78MM in hard costs related to construction and environmental site mitigations and another approximately \$420,000 in customary soft costs such as design, engineering, permitting, developer, legal and finance fees plus carry costs, and contingency.

Construction and environmental clean-up costs have been provided by Wright Ryan construction in coordination with the environmental and civil engineers at Ransom Consulting as detailed in estimation letters attached hereto (Exhibit D). These estimations are based on comparisons to several new construction condominium developments recently completed or currently under construction in Portland as well as the project site and architectural plans and reports provided within the RFP.

It should be noted that the final estimated construction costs for 65 Munjoy are substantially higher on a square foot basis than the figure estimated by the City's development consultant as outlined in the August 28, 2014 feasibility study prepared by Bluestone Planning Group (BPG). The BPG report assumes a project of this scale and configuration could be constructed at a total construction cost of \$125 per square foot where the final costs to construct the project at 65 Munjoy have fallen more on the order of \$155 per square foot.

In the team's collective experience, \$125 per square foot construction cost is sometimes achievable in the case of large-scale (20-60 units) low-income rental apartment projects on low barrier suburban and rural sites. 65 Munjoy, however, is a more costly project to build based on its small size and loss of relative economies of scale, constraints of building on a tight urban site, and higher finish level. Additionally, the cost of contending with unsuitable soil at 65 Munjoy adds significant additional cost to the project. These soils must be removed and relocated in conformance with environmental rules and regulations due not only to their contaminated nature but also to their poor structural qualities and inability to soundly support a three-story structure.

The development team has made every reasonable effort to achieve the City's full program for the project while maximizing efficiencies and minimizing construction costs. Initial plans to develop the site with two buildings, for example, was abandoned due to the much higher costs of building redundant foundations, envelopes, circulation spaces, utility connections, metering systems, mechanical systems, and stair towers.

The total net projected sales, after broker fees, taxes and other closing costs, are estimated at approximately \$1.95MM. While \$1.95MM is supported by a combination of developer equity and construction financing through the permitting, construction, and sales phases of the project, it leaves a \$300,000 gap in project financing.

Were the project to be sold at market value rather than the proposed affordable price points, this gap would not be present. However, with the 100% -120% AMI limits to sales values in place, the \$300,000 gap remains. The team proposes that this gap be filled with a \$300,000 City of Portland grant to the project from the City's Housing Trust Fund. This level of City support is consistent on a per unit basis with affordable housing grants typically provided by the City through Federal housing programs such as the HOME fund and similar programs instituted by HUD as stimulus through the past recession. This use of the Housing Trust Fund leverages the multiple goals of the RFP from clean up a contaminated site, to providing 8 units of long term affordable housing, and a quality new infill project to add new vitality to the neighborhood and generate in excess of \$30,000 per year annually in new City property taxes.

Property Management

The land and building at 65 Munjoy will be owned and managed by the 65 Munjoy Condominium Association (the Association) which will be solely responsible for maintenance and upkeep of the property and enforcement of established association rules



and restrictions. These rules will include, among other things, a strict prohibition on smoking anywhere on the property including common areas and within individual units.

The developer will contract with a local property management company to provide services to the Association including but not limited to collecting monthly condo fees, paying monthly expenses, and procuring and overseeing contract services such as grounds and building maintenance. This property manager will be the contracted agent of the Association shall report to a resident controlled Association Board at such time that the association is transferred.

4. Project Budget

As illustrated in the table below, total development costs for the 65 Munjoy Street project are \$2,232,987. Construction and environmental mitigation expenses total \$1,779,156 and make up over 80% of the project budget. Soft costs including permits, fees, finance costs, carrying costs make up the balance of project expenses.

DEVELOPMENT COST					
Uses Of Funds	Cost	%PPU	Notes		
Construction	1,531,250		Wright Ryan Construction		
Site Work / Environmental	197,040				
CM Contingency	34,566	2.00%			
Utility Connections	5,000				By Owner
Window Treatments	7,500				By Owner
Materials Testing	3,800		SW Cole		By Owner
Subtotal Construction Costs	1,779,156				
Building Permits	22,969		By Owner		
Land Use Permits and Fees	8,000		Planning Apps and Fees		
Survey	3,500		Owen Haskell		
Architecture & Engineering	103,697	6.00%	Structural, LA, Site/Civil, Interiors		
Owner Legal	10,000				
Title & Recording	3,000				
Accounting	2,000				
Construction Period Tax	2,000				
Print and Web Marketing	3,000				
FF&E	1,500				
Subtotal Soft Costs	159,666				
		Rate		Max Balance	Period
Finance Costs	69,000	4.00%		\$ 1,725,000.00	24
CL Legal	0				
CL Fee	4,313	0.25%			
Bank Engineer	2,900		500 precon, 200 per month, 12 months		
Return on Private Equity	46,797	15.00%			
Subtotal Finance Costs	76,213				
Appraisal	3,500				
Builder's Risk/GL Insurance	8,500				
GeoTech	4,200				
Environmental (ESA & Over)	6,000				
Subtotal Miscellaneous	22,200				
Acquisition: Land and Buildi	1	PU			
Acquisition: Tax	0	0			
Acquisition: Legal	3,000				
Subtotal Acquisition	3,001				
Insurance	3,500				
HOA OpEx Coverage	5,500				
Post Construction Utilities	5,000				
Subtotal Carrying Costs	14,000				
Project Contingency	98,751	5.00%			
Development Services Fee	80,000	4.00%			
Subtotal Fee & Continger	178,751				
TDC	2,232,987				

Projects costs are supported initially by three primary sources of funding; \$207,987 in developer equity, \$1,725,000 in construction loan financing from Gorham Savings Bank, and a \$300,000 Housing Trust Fund Grant from the City of Portland.

SOURCES		Type			
Owner Equity	207,987	9.31%	Payable Debt		
Construction Loan	1,725,000	77.25%	Payable Debt		
City of Portland Housing Trust	300,000	13.43%	Grant to Project for Deeded Affordability		
TOTAL SOURCES	2,232,987				
Surplus / (Gap)	0				
End Payable Debt	1,932,987				

Of these three sources, two represent total payable debt of \$1,932,987. Repayment of this debt must be achieved through the sale of the 8 units at 65 Munjoy Street. Total net units sales after payment of broker fees, taxes, and other incidental closing costs total \$1,932,987, resulting in a total project of \$20,873.

SALES FORECAST							Assumptions:
UNIT	Bedrooms	Bathrooms	SF	Price	Brokerage	Net	RE Tax
1A	1	1	729	235,000	(11,750)	222,433	2.20
1B	1	1	725	235,000	(11,750)	222,433	per 1,000
							Brokerage
2A	2	1	1,024	274,000	(13,700)	259,397	5.00%
2B	3	1.5	1,363	298,000	(14,900)	282,144	
2C	1	1	688	225,000	(11,250)	212,955	
							Bank Unit Close
3A	2	1	1,024	274,000	(13,700)	259,397	Fee
3B	3	1.5	1,363	298,000	(14,900)	282,144	300
3C	1	1	688	225,000	(11,250)	212,955	
TOTALS				2,064,000	(103,200)	1,953,859	
Averages				258,000			
					Debt Repayer	1,932,987	
				Profit / (Loss)		20,873	
						0.93%	

At less than 1% of project cost, the forecasted end project profits are unusually modest and put the developer at risk in the event of unforeseen conditions or shortfalls. However, in light of the strong condo market and highly desirable and affordable nature of the product, and in an effort to minimize the need for Housing Trust Fund resources, the developers are willing to accept this risk.

5. Affordability, Sales, & Marketing Plan

A. Ownership Structure

With the development of 65 Munjoy Street will come the creation of the 65 Munjoy Street Condominium Association (the Association). The property's land and structure will be owned and managed by the Association, which will be solely responsible for maintenance and upkeep of the property and enforcement of association rules and restrictions. In this way, residents of moderate income will have the ease and predictability of having exterior building maintenance, grounds work, and snow removal, and property insurance covered in a single monthly association fee. Likewise, abutters will enjoy assurances that the property will be orderly and well maintained.

A local property management company will be contracted to provide the Association with a full host of administrative and management services.

Condo Association rules will be typical for an Association of this nature except that owners will be subject to smoking restrictions and restrictions to renting their properties except for limited periods and under certain limited circumstances such as family crisis, temporary assignment, sabbatical, and the like.

B. Pricing and Affordability

All units at 65 Munjoy Street will be sold at prices affordable to qualified households with total household incomes between 100 and 120% of Area Median Income. Initial sales figures are set such that the annual expense of mortgage principle, interest, tax, insurance, and association fees are not in excess of 30% of a 100% AMI income level as published by HUD.

The developers will partner with Avesta Housing's Homeownership Center. Avesta will provide homebuyer education, and homebuyer income certification. Bay Realty and Avesta will assist buyers in identifying and qualifying for favorable financing terms in the local mortgage market.

C. Resale Restrictions

At points of sale, deed restrictions will require that only an income eligible buyer in the range of 100% to 120% of AMI may be qualified to purchase any unit at 65 Munjoy Street. These restrictions are expected to be similar to those established and approved by the City at the adjacent Adam's School Condominiums recently developed by Avesta Housing. These income restrictions at 65 Munjoy Street will be deed restriction for a period of no less than 90 years from date of original purchase.

D. Resale Process

At time of sale, each subsequent buyer shall be required by deed restriction to secure an income certification by a qualified third party. The developers will partner with the Homeownership Center at Avesta Housing to provide this service to initial and subsequent buyers and to monitor transactions to ensure that the terms of deed restricted affordability covenants are carefully and consistently followed.

Avesta currently provides this service to other existing affordable homeownership developments in several Maine Communities and has the professional staff and administrative systems in place to support 65 Munjoy Street.

E. Sales & Marketing Plan

The developers will contract with Bay Realty to provide sales and marketing services in the initial sales at 65 Munjoy Street. Bay Realty is not only highly experienced in marketing and selling condominium developments in general but also has very current and relevant experience in marketing and selling affordable homeownership condos having brokered sales at both 135 Sheridan and the Adams School Condominiums.

The 65 Munjoy Street marketing campaign will employ a multi-modal approach including:

- Thorough and well-designed listings; MLS, Realtor.com, Zillow, etc
- Local Media releases at key project benchmarks; approvals, construction, completion
- Project website with complete and comprehensive information for buyers
- Social Media- Facebook page, Twitter feed, and similar
- Broker community mailings and open house events
- Outreach to affordable housing community such as homeownership centers and affordable housing rental companies to identify potential first time homebuyers.

Avesta's Homeownership Center will also be an integral member of the sales and marketing team; providing buyer education, certification, and referral.

6. Timetable

The following table illustrates a current best estimate of the project timetable.

Task	Date
<u>Project Proposal submitted</u> to City of Portland	January 13, 2015
Proposal selected by the Portland City Council	February-March 2015
Final Purchase and Sale Agreement	March 2015
Neighborhood Meeting / Design Development	March –April 2015
Planning Board application submitted to City	April 2015
<u>Planning Board approvals</u>	May 2015
Record subdivision and condominium documents	May-June 2015
Construction Bid Document Preparation	May – June 2015
Initiate marketing campaign, accept early reservations	June 2015
Project out for construction bidding	June-July 2015
Construction Loan Closing/ <u>Construction Commencement</u>	July 2015
End 9-month construction phase / <u>Certificate of Occupancy</u>	April 2016
Final Unit Sales / Transition to Condominium Association	August - October 2016

7. Compliance with RFP Goals, Criteria & Requirements

Selection Criteria

A. Eligible Projects

1) Affordable Ownership

- ✓ 65 Munjoy creates affordable homeownership units targeted to households with incomes between 100% and 120% AMI.

2) HOME Funds

- ✓ The development team evaluated the potential use of HOME funds and determined that the project would not be feasible as a HOME funded project whereas sales prices and therefore project income would be greatly reduced in order to meet the 80% AMI test. At the same time, project costs would be significantly higher in order to comply with HUD regulations which would require, among other things, that an elevator be installed. Wright Ryan has estimated the additional cost to the project to provide an elevator is approximately \$95,000.

3) Smoking Prohibitions

- ✓ Rules and Regulations of the 65 Munjoy Street Condominium Association will include strict prohibitions to smoking anywhere on the 65 Munjoy Street property. The condo documents will contain the following restriction:

"No Unit Owner, Tenant or Resident or guest or invitee of a Unit Owner, Tenant or Resident shall smoke any tobacco product anywhere upon the Common Elements or Limited Common Elements of the Property, including but not limited to the halls, stairs, parking areas, driveway, and entrances, nor shall they smoke any tobacco product anywhere within any Unit or portion thereof".

The developers have instituted non-smoking policies like this at recent condo developments finding that buyers consider it a value added aspect of the property. The development team shares the City's desire to see a non-smoking policy instituted at 65 Munjoy Street.

4) Soil Management

- ✓ The development team has reviewed the contaminated soils situation at the subject site and has fully considered the means, methods and costs associated with soils mitigation. The soil management plan is outlined in January 7, 2015 letter from Ransom Consulting attached hereto (Exhibit C). The project will be managed and overseen by the project Environmental Engineer to ensure compliance with all applicable state and federal regulations.

B. Site information and Criteria

1) Purchase Price

- ✓ 65 Munjoy Street provides affordability restrictions for all 8 residential units. However, the proposal that the City donate the land to the project is not driven by income restriction but rather by the site's known environmental liabilities.

The developers' experience is that income restricted housing developments can typically afford to absorb between \$12-15,000 in site acquisition cost which, at 8 units, would result in a potential land value of \$96,000 to \$120,000 for the 65 Munjoy Street lot. However, the soils under the subject site are known to be both environmentally contaminated and structurally unsuitable. In order to facilitate the project, the site will require over excavation, monitored removal and disposal of unsuitable soils, interim shoring of open excavation areas and the introduction of clean structural fill. These requirements are estimated to cost the project on the order of \$200,000 in added development expense (Exhibit D).

By donating the land, the City will effectively offset these environmental liabilities of the property.

2) Local Approvals

- ✓ 65 Munjoy Street has not been locally approved. Local approvals are not required by RFP #4115.

3) Land Use Analysis

- ✓ Per the following analysis, 65 Munjoy Street has been designed to conform with the anticipated new R6 standards. Aside from the proposed new square foot per dwelling unit standard, the project is largely in conformance with the existing R6 standards.

Standard	Current R6	Draft Amended R6	65 Munjoy Street
Allowable Use	Multi-Family Dwellings	Multi-Family Dwellings	Multi-Family Dwellings
Parking	Per Div. 20 (8 Spaces)	None for first three units 1 Space for each unit thereafter (5 Spaces)	6 covered spaces, 2 potential additional spaces (Up to 8 spaces)
Lot Size	4,500 s.f. min	2,000 s.f.	6,771 s.f.
Frontage	40 ft. min	20 Feet	+/- 80 Feet
S.F. per DU	1,000 first 3- 1,200 thereafter	725	846 s.f. per dwelling unit
Ft. Yard	10 ft. or Average of existing	5 or no more than average of adjacent	Built to sidewalk as adjacent structures
Side Yard(s)	10 ft. (up to 3 stories)	5 feet	5 feet
Back Yard	20 Ft.	10 Feet	In excess of 10'
Max Lot Coverage	50% of lot area for 20+ units	60%	+/- 50%
Lot Width	50 ft. min	20 Feet	80 Feet
Height	45 feet	45 feet	+/- 33 feet

4) Rezoning

- ✓ While the team is hopeful that the new R6 standards will be adopted by the City Council in time to allow the project to advance according to timeline, in the event that the new R6 standards are not adopted or are adopted but fail to provide the needed standards, the developers would then work with the City to seek an alternative path toward zoning compliance through rezoning.

5) Environmental Considerations

✓ The development team has considered the environmental conditions of the lot and understands the implications of these conditions as further described and explained in this proposal (Attachments C & D). The developer's plan for addressing said environmental conditions including environmental controls and monitoring are provided herein (Attachment C).

C. Financial Feasibility

1) Projections

✓ Per section 5 and Exhibit G of this proposal, the project has been underwritten to conform to best condominium development underwriting practices and provides for adequate loan to value ratios, and project contingency and carrying cost allowances.

2) Financial Participation by City

✓ The only proposed City funding source is a \$300,000 grant from the Housing Trust Fund (HTF). The developers anticipate that a grant agreement will be negotiated between the City and the developer. The developer will request that the HTF funds be "first in" at the land and construction loan closing so as to reduce and delay the need for interest bearing financing.

The developers also request the City subordinate its grant dollars to the construction lender's construction loan in the unlikely event of recapture.

D. Applicant Capacity

- 1) Key Project Leaders**
- 2) Architect, General Contractor, & Consultants**
- 3) Environmental Consultant**
- 4) Marketing**
- 5) Ownership**

✓ Please see Section 2- Development Team

E. Term of Affordability

✓ In conformance with the requirements of the RFP, 65 Munjoy Street will include deed restrictions providing for the continuance of affordability for no fewer than 90 years.

F. Design Compatibility

1) Connect to the Neighborhood

✓ As described in Section 3 – Project Description, the project design integrates and blends in with the surrounding neighborhood by use of traditional or complementary massing, forms, configuration, and materials.

2) Design Considerations

a. High Quality Design

- ✓ Excellence in urban, architectural and landscape design has been exemplified in the proposal and will continue to be enhanced through the design development process by the professional team chosen for this project.

b. Traditional Design

- ✓ The design is reflective of the surrounding traditional neighborhood and respects its existing pattern, streetscape, density, scale, massing, exterior materials and design elements. While there is much tradition on Munjoy Hill, there is also much diversity when it comes to residential architecture allowing for a variety of architectural richness. The design as proposed includes massing which is similar to the adjacent multifamily units bordering the site, and includes a variety of details taken from the neighboring architecture.

c. Green Design

- ✓ The project will be insulated well beyond code requirements and will feature construction detailing to minimize air infiltration. The mechanical systems will be electric mini-split heat pumps sized accordingly with the reduced envelope load. The site provided by the City allows the project to benefit from all the sustainable principals of urban infill: brownfield remediation, reduced car trips for daily living, use of existing city infrastructure, and preservation of remote greenfield sites.

d. Streetscape

- ✓ The project enhances the pedestrian experience by replacing a vacant parking lot with an active and engaging, pedestrian-scaled residential entry. The subject site is in closing walking distance of a primary MetroBus route.

e. Height

- ✓ At three stories and with a flat roof, the proposed project is consistent with average peak roof heights in the surrounding neighborhood. While zoning would allow for a 45 foot tall building on the site, allowing for a 4 story building, the team has held the project to three stories so as to minimize potential shadow impact on the nearby Marada Admas Park.

f. Permeability

- ✓ The site features substantial areas of permeable grounds. Views through to the public open space are maintained over the southern end of the site and the project's access drive.

g. Heterogeneity

- ✓ The project features a single structure which will contribute positively to the heterogeneous character of the Munjoy Hill neighborhood.

h. Accessibility

- ✓ Universal Design principals will be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users. Zero grade, wheel chair accessibility will be provided for the two (2) first floor units.

G. Timeframe

- ✓ Please see Section 7 – Project Timetable

Proposal Requirements

i. Project Summary

- ✓ Please see Section 1 – Executive Summary

ii. Required Documentation

1. Architectural Plans

- ✓ Please see Exhibit B - Site Plan, Floor Plans, & Perspective Renderings

2. Soil Management Plan

- ✓ Please see Exhibit C –Environmental Management Engagement Letter & Plan

3. Project Schedule

- ✓ Please see Section 7 – Project Timetable

4. Site Map

- ✓ Please see Section 3 – Project Description

5. Corporation/Partnership Articles and By-Laws

- ✓ Please see Exhibit I- Corporate Documents

6. Three-year's financials

- ✓ Please see Exhibit J – Corporate Financials (Sealed envelope, confidential, and not for public distribution)

7. CHDO Eligibility

- ✓ Not applicable

8. Team Summary / Narratives

- ✓ Please see Section 2 – Development Team

9. Source and Uses Statement

- ✓ Please see Exhibit G- Project Budget

10. Evidence of Financial Commitments

- ✓ Financial commitments cannot be made by regulated financial institutions without performing full due diligence and underwriting process. Such a process is not possible in advance of survey, title search, appraisal, evidence of site control, etc.

Nonetheless, the proposed project has been presented to Gorham Savings Bank where the developers have current and past banking and construction lending relationships. Gorham Savings has expressed strong interest in providing construction financing to the 65 Munjoy Street project.

11. Marketing Plan

- ✓ Please see section 5 – Affordability, Sales, and Marketing Plan

12. Analysis of Market Demand

- ✓ Please see Exhibit E – Bay Realty CMA (Comparative Market Assessment)

8. Terms of Purchase & Sale

65 Munjoy presents a unique opportunity to simultaneously achieve multiple community goals; re-knitting an interrupted neighborhood streetscape, cleaning up environmental and structurally unsuitable soils, providing new affordable housing opportunity, all while supporting Portland community businesses and bringing significant new residential property onto City tax rolls for generations to come.

The team's proposal for the development of 65 Munjoy Street is designed to be highly responsive to the goals and criteria in City's Request for Proposals and provides for these numerous public benefits that would not otherwise be achieved in an open market development; 90-year deeded income restrictions, environmental mitigation, design guidelines, etc. The developer's enthusiastically support these goals and will partner with the City in a transparent and collaborative manner to make 65 Munjoy Street a prideful achievement for our Portland community.

The feasibility of the project hinges on two primary ways in which the City will participate as a financial partner:

1. Donated Land

The proposal requests that the City of Portland donate the land to the project.

65 Munjoy Street provides affordability restrictions for all 8 residential units. However, the proposal that the City donate the land to the project is not driven by income restriction but rather by the site's known environmental liabilities.

The soils under the subject site are well documented to be both environmentally contaminated and structurally unsuitable. In order to facilitate the project, the site will require over excavation, monitored removal and disposal of unsuitable soils, interim shoring of open excavation areas and the introduction of clean structural fill. These requirements are estimated to cost the project added development expense on the order of \$200,000.

The developers' experience is that income restricted housing developments can typically afford to absorb between \$12-15,000 in site acquisition cost which, at 8 units, would result in an assumed hypothetical market land value for the 65 Munjoy Street lot in a range of \$96,000 to \$120,000.

By donating the land, the City will effectively be providing a partial offset to the expense of addressing these environmental liabilities of the property.

2. \$300,000 Housing Trust Fund Grant

The proposal requests that the City of Portland provide a Housing Trust Fund Grant to the project in the amount of \$300,000.

The proposed redevelopment of the site will cost \$2.2 million. Net unit sales will fall approximately \$300,000 short of fully covering market development costs due to required affordability restrictions. The developer is therefore requesting this City gap filling grant consistent with subsidy levels customarily required by affordable housing projects of this nature and necessary at 65 Munjoy Street as evidenced in the project budget.

PROPOSAL

THIS PAGE MUST BE INCLUDED

The UNDERSIGNED hereby declares that he/she or they are the only person(s), firm or corporation interested in this proposal as principal, that it is made without any connection with any other person(s), firm or corporation submitting a proposal for the same.

The UNDERSIGNED hereby declares that they have read and understand all conditions as outlined in the invitation for bids, and that their proposal is made in accordance with same.

The UNDERSIGNED hereby declares that any person(s) employed by the City of Portland, Maine, who has direct or indirect personal or financial interest in this proposal or in any portion of the profits that may be derived there from, has been identified and the interest disclosed by separate attachment. (Please include in your disclosure any interest which you know of. An example of a direct interest would be a City of Portland employee who would be paid to perform services under this proposal. An example of indirect interest would be a City of Portland employee who is related to any officers, employees, principal or shareholders of your firm or to you. If in doubt as to status or interest, please disclose to the extent known).

The proposer acknowledges the receipt of Addenda numbered Addendum #1
If Applicable

COMPANY NAME: Adam's Apple, LLC
(Individual, Partnership, Corporation, Joint Venture)

AUTHORIZED SIGNATURE: [Signature] [Signature] DATE: 1/13/2015
(Officer, Authorized Individual or Owner)

PRINT NAME & TITLE: Peter Bass, Co-owner
Ethan Boxer-Maconnberg, Co-owner

ADDRESS: 17 Chestnut Street

Portland, ME 04101

TELEPHONE: (207) 772-6005 (Peter) (207) 272-8550 (Ethan) FAX: N/A

E-MAIL: pbass@maine-rr.com ethan@anew-development.com FEDERAL TAX ID NUMBER: # 46-3189836 (Anew)
20-2915747

NOTE: All bids must bear the handwritten signature of a duly authorized member or employee of the organization making the bid. This sheet must be signed and returned with the proposal package.

A2

Addendum #1

CITY OF PORTLAND, MAINE

FOR THE SALE AND REUSE OF PROPERTY LOCATED AT 65 MUNJOY STREET
RFP #4115

Current Date: December 18, 2014

The attention of firms submitting proposals for the work named in the above Invitation is called to the following modifications to the documents as were issued.

The items set forth herein, whether of clarification, omission, addition and/or substitution, shall be included and form a part of the Contractor's submitted material and the corresponding Contract when executed. No claim for additional compensation, due to lack of knowledge of the contents of this Addendum will be considered.

ALL BIDDERS ARE ADVISED THAT RECEIPT OF THIS NOTICE MUST BE DULY ACKNOWLEDGED ON THE RFP PROPOSAL FORM OR BY THE INSERTION OF THIS SHEET, SIGNED, AND SUBMITTED WITH YOUR PROPOSAL.

**MATTHEW FITZGERALD
PURCHASING MANAGER**

Please see attached for our response to questions recently received related to this RFP.

Receipt of Addendum No. 1 to the City of Portland's RFP #4115 For the Sale and Reuse of Property Located at 65 Munjoy Street is hereby acknowledged.

COMPANY: Adam's Apple, LLC

NAME: Peter Bass and Ethan Boxer-Malomber

SIGNED BY:   DATE: 1/13/2015

PRINT NAME & TITLE: Peter Bass, Co-owner
Ethan Boxer-Malomber, Co-owner

ADDRESS: Adam's Apple, LLC

17 Chestnut Street

Portland, ME 04101

ZIP CODE

CITY OF PORTLAND, MAINE

FOR THE SALE AND REUSE OF PROPERTY LOCATED AT 65 MUNJOY STREET
RFP #4115**Questions:**

1. *Please confirm that it is acceptable for respondents to present the City with draft articles and by-laws for a to-be-formed corporation?*

Yes, this is okay.

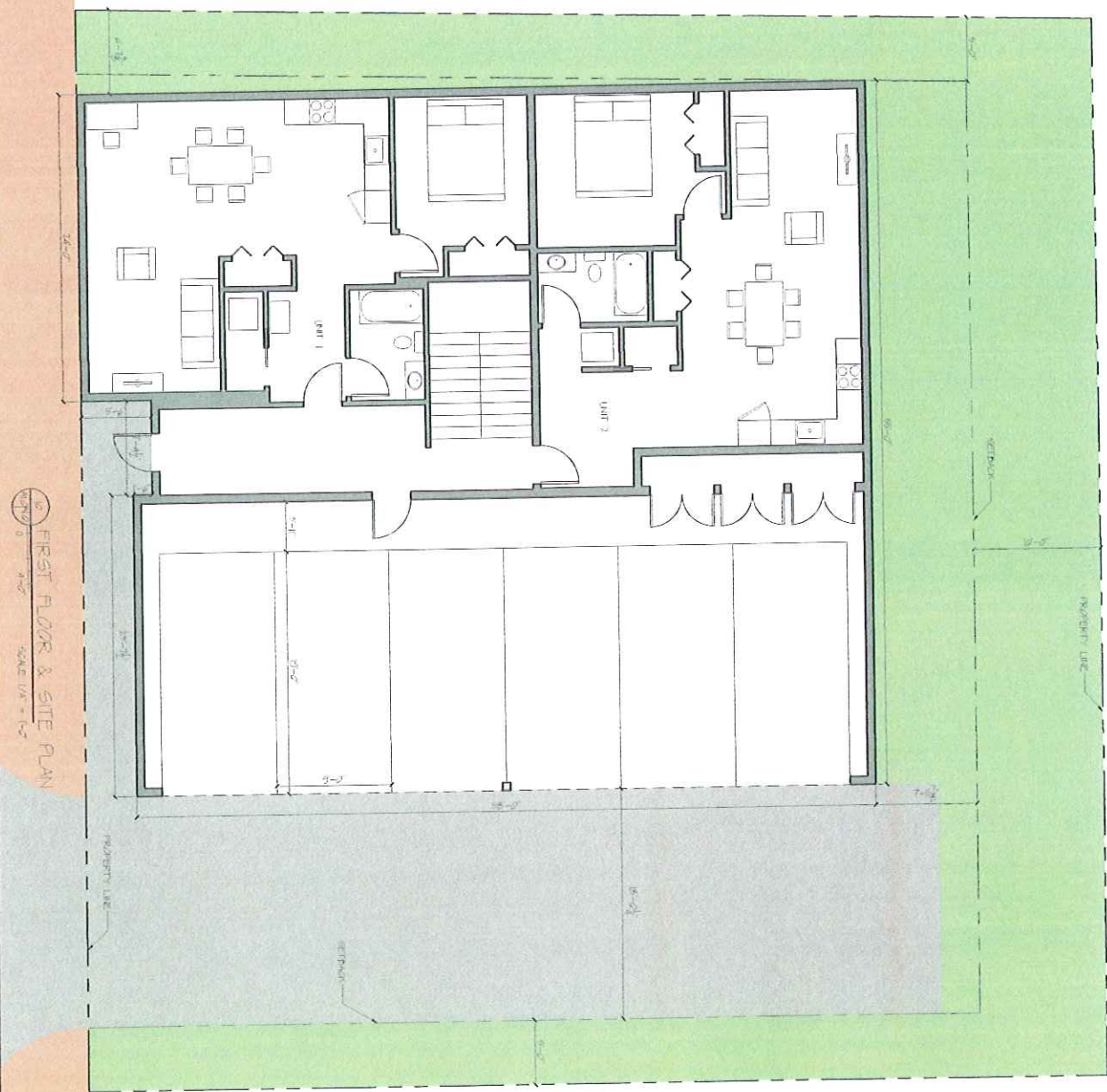
2. *Please confirm whether the City will accept proposals from private individual developer/investors without inclusion of private Federal tax returns? Would the City instead assess financial capacity based on responses required under subsection ii.(10)?*

Respondents can provide business tax returns in a sealed envelope marked proprietary/confidential; personal tax returns are not required. Please note, The City of Portland is subject to the *Freedom of Access* law. Under this law, it must make public information which it receives in the solicitation of proposals. The *Freedom of Access* law does, however, have an exception applicable to “proprietary/confidential information.” In the event that the proposal you submit contains any proprietary/confidential information, the city agrees that it will not disclose such information to any third party, and that such disclosure shall occur only if the city is compelled to disclose such information by a final judgment, after giving you the opportunity to litigate the issue. Proprietary/confidential information must be submitted in a separate sealed envelope to the city along with your sealed proposal. The outside of the envelope must clearly be marked “proprietary/confidential information.” The city agrees that proprietary/confidential information will only be viewed by Portland city officials, and will be reviewed only on a “need to know” basis. The information will not be shared with any third party without your express consent or a court order.

3. *Would the City make available a full copy of the ESA prepared by CREDERE Associates in July including all attachments such as field logs, notes, tables, and the like?*

Yes, a copy is available upon request. Please call James Lobley in the City of Portland Purchasing Office at (207) 874-8654 or e-mail: JRL@portlandmaine.gov.

UNIT	TOTAL SQUARE FOOTAGE	# BEDROOMS	# BATHROOMS
1A	720	1	1
1B	720	1	1
2A	1024	2	1
2B	1024	2	1
3A	1024	2	1
3B	1024	2	1
4A	1024	2	1
4B	1024	2	1
5A	1024	2	1
5B	1024	2	1
TOTAL	7008	10	10







VIEW FROM UPPER MUNDY
SCALE: 1/8" = 1'-0"



⊕ VIEW FROM LOWER MUNJOY
SCALE 1/8" = 1'-0"

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ISSUE DATE
1/7/15
SHEET SCALE
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EAC
SHEET TITLE

PERSPECTIVES

CONCEPT
DOCUMENTS

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PROJECT NO.
14036
PROJECT NAME
MUNJOY ST. FLATS
ANWU ORBIT

bild

Bild Architecture
PO Box 8235
Portland, ME
04104
207.408.0163
evan@bild-architecture.com



VIEW FROM PLAYGROUND
SCALE: 1/8" = 1'-0"



Consulting
Engineers
and Scientists

January 7, 2015

Proposal 141.06157

Mr. Ethan Boxer-Macomber
Anew Development, LLC
17 Chestnut Street, P.O. Box 201
Portland, ME 04112

Re: Acknowledgement of Environmental Conditions & Qualifications for Professional Services
65 Munjoy Street
Portland, Maine

Dear Mr. Boxer-Macomber:

Ransom Consultants, Inc. (Ransom) has prepared this letter in support of your proposal to the City of Portland Request for Proposal (RFP) for the sale and reuse of property located at 65 Munjoy Street (the Site). The purpose of this letter is to provide acknowledgment of existing environmental soil conditions at the Site and to present our general qualifications and capacity for providing professional engineering services in support of the project development team established in response to the City's RFP. It is anticipated that Ransom will provide environmental, geotechnical, and site civil engineering professional services to the project team.

ACKNOWLEDGEMENT OF EXISTING ENVIRONMENTAL CONDITIONS:

Ransom understands that several historical environmental assessments and investigations have been previously conducted for the Site. These reports include:

1. Phase I Environmental Site Assessment (ESA), dated July 1, 2014, prepared by Credere Associates, LLC;
2. Phase II Environmental Site Assessment (ESA), dated August 8, 2014, prepared by Credere Associates, LLC;
3. Maine Department of Environmental Protection (MEDEP) Voluntary Response Action Program (VRAP) Work Plan, dated September 17, 2014, prepared by Credere Associates, LLC;
4. Soil Management Plan, dated September 17, 2014, prepared by Credere Associates, LLC; and
5. City of Portland Request for Proposals For the Sale and Reuse of Property Located at 65 Munjoy Street, prepared by the City of Portland.

400 Commercial Street, Suite 404, Portland, Maine 04101, Tel (207) 772-2891, Fax (207) 772-3248
Pease International Tradeport, 112 Corporate Drive, Portsmouth, New Hampshire 03801, Tel (603) 436-1490
12 Kent Way, Suite 100, Byfield, Massachusetts 01922-1221, Tel (978) 465-1822
60 Valley Street, Building F, Suite 106, Providence, Rhode Island 02909, Tel (401) 433-2160
2127 Hamilton Avenue, Hamilton, New Jersey 08619, Tel (609) 584-0090

Mr. Ethan Boxer-Macomber
Anew Development, LLC

Based on our review of these reports (or excerpts of these reports), the site was formerly used for industrial operations including a railroad/automobile garage and white-lead manufacturing in addition to residential use prior to being developed as a parking lot for the former Adams School. During the previous Site investigations, we understand that polycyclic aromatic hydrocarbons (PAHs), lead, and/or arsenic were detected in Site soils at concentrations exceeding their corresponding MEDEP Remedial Action Guidelines (RAGs). The PAHs, lead, and arsenic impacts were consistent with the observed fill materials (including ash and brick debris), which were identified from approximately 0 to 5 feet below ground surface (bgs) across the Site. Up to 950 to 1,250 cubic yards of PAH, arsenic, and lead impacted soils is estimated to be present at the Site. In addition, extractable petroleum hydrocarbon (EPH) fractions were detected in soil samples collected from the northeast portion of the Site at depths of approximately 5 to 7 feet bgs; approximately 150 to 200 cubic yards of petroleum impacted soils have been estimated. The urban fill soils clearly present additional significant redevelopment complexities, both from an environmental and geotechnical consideration. We have taken the time to review the available background information currently available for the Site and feel that we have a good understanding of these complexities as they relate to the project team's proposed redevelopment plans for the housing units.

We also understand that the identified impacted soils will need to be managed in accordance with the requirements of the MEDEP VRAP Work Plan and the Soil Management Plan prepared for the Site. Excess or displaced soils that cannot be reused on-Site during future Site redevelopment activities will likely require off-Site disposal as a special waste. Impacted soils to remain in-place or to be reused on-Site will require installation of cover systems (e.g., building foundations, pavement, concrete, soil cover systems, sidewalks, patios, etc.) to mitigate direct contact with the impacted soils during future site reuse. Groundwater has also been estimated at 5 to 7 feet bgs. If over-excavation of soils is necessary to install supplemental structural fill to meet bearing capacities of the proposed building structures, groundwater will likely be encountered and will also need to be managed in accordance with the MEDEP VRAP Work Plan and Soil Management Plan.

We have considered the environmental conditions of the Site, as stated herein, and the conceptual redevelopment plan includes costs and measures to properly manage the identified impacted soils in compliance with State and Federal regulations. Furthermore, a deed restriction in the form of a declaration of environmental covenant (DEC) along with a long-term soil and cover system management plan will likely be required for any impacted soils to remain or be reused on-Site beneath engineered cover systems (e.g., building foundations, pavement, concrete, soil cover systems, sidewalks, patios, etc.).

RANSOM PROFESSIONAL QUALIFICATIONS

Stephen Ransom founded Ransom in 1988 with a vision of providing extraordinary service in environmental consulting and engineering, which continues to this day. Since our founding over 25 years ago, Ransom has realized steady growth both in professional staff, geographic reach and service areas. Ransom has grown to 70 environmental/engineering professionals working out of five regional offices in Maine, New Hampshire, Massachusetts, Rhode Island, and New Jersey. Our Portland, Maine office has our largest population of technical staff with 20 employees.

Ransom focuses on providing practical and creative solutions to environmental and engineering challenges. We recognize there are numerous solutions to any given problem, and are committed to

Mr. Ethan Boxer-Macomber
Anew Development, LLC

remaining open-minded and working with our clients to develop the approach which will best meet their needs. Our success is a direct result of our dedication to the fundamental values of honesty, integrity, and loyalty in all our relationships and to the highest standards of excellence in all our work.

Since our founding, our service offerings have expanded, both in type and geographic reach, from a single office, focusing on environmental due diligence and regulatory compliance, into a multi-disciplinary environmental and engineering consulting firm with a strong northeast regional presence. We have expanded our core services to include the following:

- EPA-funded Brownfields Assessments, Cleanup, & RLF Programs (ASTM & CERCLA)
- Site Cleanup / Remediation Planning
- Site Civil Engineering
- Geotechnical Engineering
- Stormwater Management
- Geographic Information Systems (GIS)
- In-plant Environmental and Engineering Services
- Environmental Resource Protection and Permitting (NRPA, U.S.ACE, CWA, Shoreland Zoning, etc.)
- Environmental Risk Characterizations / Risk Assessments
- Construction Oversight and Management
- Environmental Compliance Auditing
- Wastewater Systems Design/Upgrades
- Water Supply Investigation/Planning
- Industrial Hygiene, OSHA Compliance Services, and Training
- Historical and Archeological Surveys (NHPA and ME SHPO)
- Hazardous Materials Inventories, Assessments and Surveys (Asbestos, Lead, Radon, Hazardous Wastes [RCRA], Universal Wastes, and Mold)

Ransom has over twenty five years of experience working in the State of Maine and with U.S. EPA and MEDEP regulatory requirements. Ransom team members have conducted hundreds of Phase I ESAs and Phase II investigations, remediation and abatement planning and design, redevelopment and reuse planning, smart growth initiative planning, local and state permitting, geophysical investigations, risk assessments, geotechnical engineering studies, site civil engineering design, feasibility studies, cost estimates and cost control, quality management plans, sustainable development planning, historic preservation, and public education and outreach programs. We have also developed site remediation strategies, conducted cleanup actions, and evaluated financially feasible redevelopment options that best fit the Site conditions, the needs of the community, and/or the owner's desired outcomes for their site redevelopment projects.

Ransom staff members consist of Professional Engineers, Professional/Certified Geologists and Hydrogeologists, Environmental Scientists, GIS Specialists, CAD Operators and Technicians, Hazardous Materials Specialists (Building Materials), Industrial Hygienists, Construction Managers and Supervisors, and other support staff. Our professional staff has strong relationships with a broad range of MEDEP and U.S. EPA regulatory staff. These relationships help ensure that our clients are provided with the highest quality service possible.

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Mr. Ethan Boxer-Macomber
Anew Development, LLC

Peter Sherr, P.E. – Principal & Senior Project Manager/Environmental Engineer

Peter Sherr will serve as the overall Project Manager and main point of contact for Anew Development, LLC, overseeing coordination of resources, project schedules, and providing overall project management. Peter managed Ransom's engineering and consulting services for Anew Development on the Meeting House Lofts development project in South Portland, where Ransom partnered with Anew Development to conduct environmental due diligence, geotechnical investigation, design, and permitting of 19 residential condominium units in the former Roosevelt School. Peter also managed Ransom's engineering and consulting services for Anew Development on the former Dillingham & Sons Funeral Home site in Auburn, Maine, which is being redeveloped into a housing complex in conjunction with the Auburn Housing Authority.

Mr. Sherr is a Senior Project Manager at Ransom and has over 25 years of experience working as an environmental consultant. Peter graduated from the University of Maine in 1990 with a B.S. in Chemical Engineering and a Technical Concentration/Minor in Environmental Engineering. He has also completed graduate courses in Environmental Engineering from the University of Maine. Peter is a Professional Engineer (PE) in the State of Maine and is Treasurer on the Board of the Economic Development Council of Maine (EDCM).

Peter has also worked extensively assisting communities with securing U.S. EPA Brownfields Assessment, Cleanup, and RLF Grants and supplemental cleanup and infrastructure improvement funding to maintain redevelopment activities at Brownfield sites. In addition, he has also gained extensive experience with supplemental State, Federal, and Private funding mechanisms including Community Development Block Grants (CDBG), State and Federal Historical Tax Credits, Maine State Housing and U.S. HUD, Community for Maine's Future Grants, Rails to Trails Grants, and other potential grant funding sources necessary for the successful redevelopment and revitalization of Brownfields properties.

Stephen Bradstreet, P.E. – Senior Project Manager / Civil Engineer

Stephen Bradstreet has nearly 30 years of civil engineering experience related to municipal, commercial, and private development projects. Mr. Bradstreet has extensive engineering experience related to infrastructure improvements, and has designed numerous transportation and utility projects throughout Maine and New England. He will serve as the Senior Project Manager and Quality Assurance/Quality Control (QA/QC) advisor for the site civil engineering aspects of the redevelopment project and will conduct senior engineering reviews.

Mr. Bradstreet has served as project manager and design engineer for all aspects of sewer and water line projects, highway design, including utility layout, grading and drainage, stormwater management, erosion control, and local and state permitting. In addition to design, he has served as project manager and technical lead on hydraulic evaluations for large and small storm drain systems. As the QA/QC advisor for the site civil engineering aspects of the redevelopment project, Mr. Bradstreet will bring his considerable knowledge of municipal infrastructure design. Mr. Bradstreet has also provided peer review services to the Towns of Bar Harbor, Cumberland, Cape Elizabeth, Yarmouth and York. Mr. Bradstreet is Local Project Administration (LPA) certified and is a former President of the Maine Chapter of the American Public Works Association (APWA). Mr. Bradstreet is a licensed Professional Engineer in the State of Maine.

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Mr. Ethan Boxer-Macomber
Anew Development, LLC

John I. Mahoney, P.E. – Assistant Project Manager / Project Engineer

John Mahoney has over 10 years of experience in engineering design and project management including: stormwater management, stormwater treatment, site design, utility design, streetscape design, transportation planning/design, stakeholder coordination and project management on multiple public and private infrastructure, transportation and development projects. Mr. Mahoney also has 10 years of diverse experience in construction, which gives him unique insight into utility coordination, as well as the technical and political challenges of building in constrained urban areas. He is a seasoned professional engineer that specializes in working with diverse groups of stakeholders to develop context sensitive designs that balance multiple goals and respond to surrounding land uses. Mr. Mahoney was the lead civil engineer on the North Boyd Street Trail, the Oakdale-Falmouth Street intersection redesign and the Bayside Anchor development project in Portland, as well as the Meeting House Lofts development in South Portland, where Ransom Partnered with Anew Development to design and permit 19 residential condominium units. The project is now under construction and will repurpose a 1927 John Calvin Stevens building that had previously been abandoned.

Mr. Mahoney is currently working with the City of Portland to design two roundabouts at the University of Southern Maine and is collaborating with the City and MDOT on pedestrian accessibility improvements in the Old Port. He also serves on the City of Portland's Crosswalk Committee and is a member of the City's Complete Streets Working Group. Mr. Mahoney's work in Portland and in partnership with the City has provided him with an understanding of the details of Portland's site plan process as well as the City's long term goals for infrastructure improvements and water quality.

Mr. Mahoney will be responsible for utility design, drainage design and stormwater management as well as collaborating with the project team on site design.

Kenneth W. Milender, P.E. – Senior Project Manager / Geotechnical Engineer

Ken Milender has 25 years of experience in the applied geosciences and engineering. He is the engineering lead for Ransom's geotechnical group and has conducted and managed geotechnical evaluations throughout New England for a wide variety of geotechnical conditions (the soft clays of Maine, the shallow bedrock and deep rock cuts of Massachusetts, and the dense glacial till and sand deposits of New Hampshire).

In his role as geotechnical engineer, Ken is involved with construction planning and design at contaminated urban sites, where we combine his engineering skills with his regulatory proficiency to find creative solutions to development/environmental concerns. His experience bridges the gap between our environmental services and our clients' development and re-development projects.

Additional company or personnel qualifications and/or resumes will be provided upon request.

In closing, we believe this letter provides the supplemental information requested in the City's Request for Proposals for considering the environmental conditions of the Site and understanding the implications of these conditions as it relates to the proposed Site redevelopment. By executing this letter, Ransom acknowledges that it has reviewed the results of the historical environmental assessments and understands the commitments, terms, and conditions made in the RFP.

Mr. Ethan Boxer-Macomber
Anew Development, LLC

Ransom is eager to offer our experience and expertise to Anew Development, LLC. We appreciate the opportunity to submit this acknowledgement letter and our qualifications. If you have any questions or require further information regarding our proposal, please contact us at (207) 772-2891 or by e-mail (peter.sherr@ransomenv.com or nsabatine@ransomenv.com).

Sincerely,

RANSOM CONSULTING, INC.



Peter J. Sherr, P.E.
Principal / Senior Project Manager



Nicholas O. Sabatine, P.G.
Vice President / Senior Geologist

Cc: Peter Bass, Random Orbit, Inc.
Evan Carroll, Bild Architecture
Sean Keay & Cordelia Pitman, Wright-Ryan Construction



January 9, 2015

Revision 1

Mr. Peter Bass, Ethan Boxer-Macomber
Adam's Apple, LLC
17 Chestnut St.
Portland, ME 04101

RE: 65 Munjoy St. Conceptual Design Estimate-

Dear Peter and Ethan,

Wright-Ryan Construction is pleased to provide you with this conceptual level estimate for your project which consists of a wood framed building providing eight walk-up living units totaling 9,852 square feet of residential space and covered parking area.

Our estimated construction costs to build your project are \$1,728,290 which equates to approximately \$175 per gross square foot. We realize this may seem high when compared to housing projects recently delivered in the mid \$138 - \$148 per square foot range and have developed a brief summary of significant reasons for this increase below.

- The 65 Munjoy St. site is expensive when compared to typical "Greenfield" scenarios due to required removal of contaminated soils, potential over excavation of unsuitable soils, and shoring requirements.
- The relatively small size of this project does not provide any economy of scale typically associated with larger buildings. This incremental increase in items such as plumbing fixtures, kitchen cabinets/tops, building finishes etc. contributes to higher overall costs per square foot.
- Mechanical heating and cooling loads are greater at 65 Munjoy due to more enclosed rooms as opposed to the efficient, small open concept floor plans found in other housing lay outs.
- Though not luxurious, the medium level of finishes prescribed for the 65 Munjoy St. units are a step above the typical low income housing project.
- Over the past 6-8 months we have observed recent industry-wide increases in labor and building materials.

This Proposal is based on the following documents:

- Concept Documents: 7 Sheets Total, by Bild Architecture, Dated 12/15/14.
- Phase II ESA by Credere Associates, Dated 8/15/14
- City of Portland RFP #4115
- Geotechnical Report for Adams School Redevelopment by S.W.Cole, Dated 3/16/11
- Technical Memorandum by Ransom Consulting, Inc., Dated 1/7/15

In addition, this Proposal is based on the following assumptions, clarifications, and exclusions:

Building Maine's Great Spaces

Wright-Ryan Construction, Inc. • 10 Danforth Street • Portland, Maine 04101
Phone (207)773-3625 • Fax (207)773-5173 • www.wright-ryan.com

Division 1 - General Requirements

1. We have excluded the costs for purchasing the Builder's Risk Insurance Policy or paying any deductibles. Wright-Ryan, and its subcontractors and suppliers of any tier will need to be listed as additionally insured on the owner's policy prior to the commencement of construction.
2. This estimate excludes the cost of providing 100% Payment & Performance Bonds. Additional costs for Wright-Ryan's surety to provide a bond would be in the neighborhood of \$12,000.
3. Our estimate includes Maine Sales Tax.
4. This estimate includes a 4% design/estimating contingency but does not include the project contingency.
5. We have excluded the cost of purchasing the City of Portland building permit.
6. This estimate excludes paying any impact/service fees.
7. Our estimate excludes paying for any utility company charges of any type, whether the work performed by the utility company is on-site or off-site. An example includes, but is not limited to the power company providing and installing electrical primary work and/or the transformer, or the gas company installing a new LP tank (above or below ground).
8. We have not included any costs for conducting Quality Control Testing or for paying for any IBC Special Inspections.
9. We have included allowances for snow removal and temporary heat for building finishes and enclosures. We have assumed the owner's natural gas service will be installed by the time temporary heat is required and is available as fuel to provide temporary heat for the project. It is also assumed that the owner's electrical service will be available at the property at no cost to us.
10. Our estimate does not include Davis-Bacon or State of Maine Prevailing Wage Rates.
11. This estimate is based on a eight month construction schedule starting in June-July 2015 and being substantially complete in early 2016. Please note certain scopes of work such as exterior painting and landscaping may need to be completed in the spring of 2016.
12. Our estimate excludes costs related to providing and/or installing any FF&E items. These items include, but are not limited to residential furniture, artwork, etc.

Division 2 - Demolition/Earthwork

1. Based on the information available at this time we have included a \$20/sft allowance for the site work related project costs. This allowance is intended to cover the following site elements:
 - a. Removal of contaminated and unsuitable soils.
 - b. Site utilities
 - c. Site improvements
 - d. Storm water management
 - e. Site paving and city sidewalks.
2. Due to the excavation required to remove unsuitable existing soils and the building's overall proximity to neighboring properties, we anticipate shoring will be required at the North and West sides of the project site. A shoring allowance of \$52,000 is included in this estimate. It is assumed the South and East side of the building can be excavated safely with an "open cut" strategy without the use of shoring. This may require permission of an abutter.
3. Given the urban nature at this site, there may be some unmarked, improperly documented, or other utility identification challenges that exist. We have not included any costs to manage/mitigate these unforeseen conditions, but can work with your team to identify these risks.
4. This estimate does not include an oil/gas separator for drainage of the parking areas.
5. Wright-Ryan is excluding any fees or costs associated with City of Portland street opening moratoriums.

Division 3 - Concrete

1. We have assumed a 6 foot high foundation wall to bear on native soils based on the findings of the 2011 S.W.Cole geotechnical report for the adjacent Adams School development. Foundation sizes assumed to be adequate are a typically reinforced 24" wide footing and 8" thick wall.
2. We have included a 4" slab on grade at the first floor and in the garage area. 2" Rigid insulation will be provided under the heated areas. The garage area will be treated with a Saltguard floor sealer.
3. Our estimate does not include any moisture mitigation measures for the concrete slab on grade. We have been recommending an allowance of \$5.50/sft to prepare concrete substrates to receive flooring products/ adhesives with low relative humidity requirements. The eventual costs to make the floors ready for finish products would be dependent on the finish flooring selected.

Division 4 - Masonry

1. No Masonry included.

Division 5 - Metals

1. We have included an allowance for structural steel required to carry loads across the open spans at the garage area.

Division 6 - Woods & Plastics

1. Load bearing walls will be commonly available 2x6 dimensional/engineered lumber, and pre-engineered floor and roof trusses.
2. We have included an R-sheathing Zip panel system as both the structural sheathing layer and the weather resistive barrier.
3. We have included homasote underlayment at areas to receive wood flooring for reduction of floor to floor sound transmission.
4. Interior baseboard, door and window trim will be paint grade poplar 1x4. Windows will have a drywall head/jamb returns with a painted wood sill and apron.
5. Paint grade wood skirt boards and base will be provided in the new stair way. Wood hand railings and commercial grade brackets included.
6. The entrance canopy is assumed to be framed of rough sawn cedar with exposed tongue and groove soffit.
7. This estimate does not include any roof decks or ground supported decks.

Division 7 - Thermal & Moisture Protection

1. We have assumed the exterior walls are insulated with dense packed cellulose. The roof truss cavity is assumed to be filled with cellulose though based on our recent experience with similar projects this detail needs to be evaluated to determine the best practice for this building.
2. We have assumed James Hardie or equal products for the fiber cement clapboard siding at the exterior elevations and at the garage walls. An air space will be provided by installing furring strips behind the siding. We have assumed preformed, low profile aluminum trims will be used at inside and outside corners and at horizontal transitions.
3. In addition to the fiber cement clapboards, this estimate includes budget level pricing for cladding products that will provide architectural accents to the building's exterior appearance.
4. Our estimate does not include any spray fireproofing or intumescent paint. Design team to verify final details and code analysis.
5. We have included an EPDM pitched membrane roof with 4" of polyiso insulation, minimal parapets and a one piece shop fabricated painted aluminum trim.
6. Fiberglass sound batts are included at all interior partitions.

Division 8 - Doors & Windows

1. We have included budget pricing for eight (8) unit-entry hollow metal frame, solid core rated doors and fifty-six (56) wood frame, molded Masonite-style non-rated doors within the living units.

2. The entry door from the garage to the foyer is assumed to be an insulated hollow metal door and frame.
3. Aluminum storefront main entry included.
4. The window package is based on the Kohltech, Triple-Glazed, "Supreme" series. There are no patio doors included in this estimate.

Division 9 - Finishes

1. We have included level four finish gypsum wallboard systems at walls and ceilings. Non load bearing partitions will be framed with light gauge cold formed metal framing.
2. A floor/ceiling system consisting of two layers of 5/8" drywall attached to the bottom of an open web pre-engineered floor truss with resilient channel, sound isolation clips, and homasote underlayment on the sheathing layer above is assumed to be adequate for the STC and IIC requirements of these living units. This estimate does not include any Gypcrete/Acoustimmatt systems.
3. The interior finish flooring products are assumed to be equivalent to Shaw SW-120 series engineered wood in the living areas and ceramic tile floors/tub surrounds in the bathrooms. This estimate also includes carpet in the \$3.50/sft price range for the bedroom areas. Carpet will be provided in the stairs and landings.
4. Interior and exterior wall/ceiling surfaces will receive one coat of primer and two coats of a latex paint.

Divisions 10-12 - Specialties, Equipment, Furnishings

1. Miscellaneous building specialty allowances are included for interior/exterior signage and residential mailboxes. Standard toilet accessories and mirrors are included as a per bath allowance.
2. We have included allowances for closet shelving based on a site-built shelf with a wall cleat, metal bracket and pole.
3. A \$4,000 per unit allowance is included to provide residential kitchen appliances. Washer and Dryer appliances are assumed to be provided by the individual buyers. Each unit will include the required gas piping, electrical and plumbing rough-in/hook-ups to be move-in ready.
4. We have not included any window treatments.

Division 14 - Conveyance

1. We have not included any lifts, hoists, or elevators. See separate section of alternates for elevator pricing.

Division 15 - Plumbing, HVAC, Sprinkler

1. The Mechanical heating/cooling system is assumed to be a design-build delivery with the following basis of design package:
 - a. Mini-split heat pumps will be integrated with a heat recovery unit for fully ventilated ducted distribution of conditioned air. The rooftop outsider condenser will be connected to a combination of concealed cassette air handlers and wall mounted inside units. Equipment selections based on Daikin or Fujitsu products.
 - b. Resistive electric wall cabinet heaters will supplement the heat pumps in the living units and provide comfort heat in the common areas.
 - c. Kitchen exhaust hoods and dryer vents will be directly vented to the outside of the building. Based on Broan product lines.
2. Plumbing fixtures are assumed to be white china and chrome finishes equivalent to a medium level Kohler product. Domestic hot water will be from on demand gas fired Rinnai hot water heaters.
3. Plumbing means assume use of PVC, CPVC, Pex tubing piping methods.
4. We have included budget pricing to provide an NFPA 13- R sprinkler. The garage area will require a dry system. This estimate does not include a fire pump, or jockey pump and assumes there is adequate water pressure to the building.

Division 16 - Electrical

1. We have included budget pricing for Design-Build Electrical systems including new service entrance/metering, general power devices and receptacles, switching and circuitry for lighting.
2. Fire alarm wiring, enunciators and testing per code included.
3. Cable/Tel-Data systems with home runs to an electrical closet per typical residential set up included.
4. We have not included any security or low voltage systems other than those mentioned above. Card reader or access control systems are not included.
5. Basic intercom system is included with actuation from each of the living units to the main entrance door.
6. We have not included an emergency generator or any switchgear related to set up of a future generator as none has been discussed for the project.
7. This estimate includes an allowance of \$20,000 for lighting fixtures which equates to approximately \$2,500 per unit. This package will provide a combination of track mounted, surface mounted and recessed lights. We will analyze available lighting options with the intent of incorporating energy efficient LED fixtures to the greatest extent possible.

Allowances-

This estimate includes the following allowances (inclusive of labor, materials, subcontractor, equipment, and other categories associated with the pricing, procurement, & installation):

1. Sidewalk Closure and Traffic Control	\$5,000
2. Temp. Heat for Concrete & Enclosures	\$4,926
3. Snow Removal	\$3,400
4. Shoring and Shoring Design	\$52,000
5. Site-work Complete	\$197,040
6. Landscaping	\$8,000
7. Structural Steel	\$9,500
8. Firestopping	\$500
9. Flashing	\$5000
10. Mailboxes	\$800
11. Signage	\$800
12. Shelving	\$6,400
13. Toilet Accessories	\$3,200
14. Lighting Fixtures	\$20,000

Per your request we have prepared some "budget level" alternate pricing for your review (not included in the numbers above):

1. Provide a three stop elevator complete with related masonry, concrete, steel and additional square footage of building. Add \$ 95,000

Thank you for the opportunity to provide estimates for your proposed development. Please do not hesitate to contact us if you or any of your associates have questions relative to this proposal. We look forward to working with you to shape this project so it best suits your needs.

Sincerely,



Sean Keay,
Project Estimator

Cc: Cordelia Pitman, John Ryan

January 8, 2015

Proposal 141.06157

Mr. Ethan Boxer-Macomber
ANEW Development, LLC
17 Chestnut Street, P.O. Box 201
Portland, ME 04112

Re: Preliminary Soils Evaluation & Cost Estimate for Soil Removal and Backfill
65 Munjoy Street, Portland, Maine

Dear Mr. Boxer-Macomber:

Ransom Consulting, Inc. (Ransom) has prepared the following preliminary soils evaluation and estimates of quantities and costs for the excavation, fill materials and soil removal needed to support the proposed development at 65 Munjoy Street in Portland, Maine (the Site). The Site currently consists of a parking lot formerly used by the Adams School. The proposed Site redevelopment includes a three story 8 unit residential apartment complex. A summary of our existing soils evaluation is presented below. Our assumptions are listed first; these are followed by material quantity estimates, estimated costs, and finally, suggestions on reducing the volume of soil removal suggestions on addition investigations. As part of our evaluation, Ransom visited the Site and reviewed the following Documents:

1. Voluntary Response Action Program Work Plan – Adams School Parking Lot by Credere Associates dated September 17, 2014.
2. Soil Management Plan – Adams School Parking Lot by Credere Associates dated September 17 2014.
3. Phase II Environmental Site Assessment – Adams School Parking Lot by Credere Associates dated August 8, 2014.
4. Geotechnical Engineering Report – Proposed Adams School Redevelopment Vesper Street, Moody Street and Wilson Street by SW Cole Engineering dated March 16, 2011.
5. Preliminary Architectural Drawings by Bild Architecture dated December 15, 2014.

Mr. Ethan Boxer-Macomber

Anew Development, LLC

ASSUMPTIONS:

The above quantities are based on the following assumptions:

1. It is our understanding that additional borings were conducted on the Site by SW Cole in 2009 and adjacent to the Site by Credere in 2011. Ransom has not yet received these boring logs.
2. The proposed building footprint is approximately 55' x 60.5' (3,328 S.F.) based on preliminary drawings by Bild Architecture.
3. Based on a review of the environmental reports prepared to date for the Site, targeted soil excavation and removal of impacted soils is not required to meet regulatory requirements. However, if existing impacted soils are geotechnically unsuitable or are displaced and deemed excess due to new foundations, utilities, or other structures, and also cannot be reused on-site, these excess/displaced soils will be disposed of off-Site as a special waste.
4. We estimate that the frost line will be 4.5 feet below grades, and the foundations will be founded at that depth.
5. The foundation trench width will be 4 feet wide and we added 2 feet to each end of each trench.
6. We have assumed that 2' to 3' of over excavation will be required beneath the building footings and that 1' of over excavation will be required beneath the slab in order to remove structurally inadequate fill material.
7. The utility trench runs from the street to the back of the building, 10' wide to account for sewer and water separation.
8. The proposed building will be founded on a conventional, shallow foundation system of footings and frost walls.
9. Infiltration of stormwater will not be required because if the entire site is paved, the proposed development will decrease the site's imperviousness.
10. Groundwater was observed at 5' to 7' below ground surface during previous investigations.

EXCAVATIONS:

The following volumes were estimated based on the proposed building design footprint and include:

1. Exterior foundation trench volume = 160 CY

Mr. Ethan Boxer-Macomber

Anew Development, LLC

2. Over excavation beneath building footings = 100 CY
3. One interior trench for foundations and utilities = 80 CY
4. Excavate 12" below the slab-on-grade = 120 CY
5. Over excavate beneath slab = 120
6. Excavation for driveway = 35 CY
7. Soil cover system (1' thickness) for landscaped areas = 55 CY
8. We estimate the excavation total to be approximately 670 CY

IMPORTED MATERIALS

Structural fill will need to be imported to the Site for use as backfill as follows.

1. Structural backfill around foundation = 110 CY (assumes foundation wall/footing volume of 50 CY)
2. Interior trench and for foundations and utilities = 60 CY (Assumes pipe bedding and interior foundation volume of 20 CY)
3. Structural backfill around beneath slab = 120 CY
4. Additional structural backfill beneath slab to compensate for over excavation = 120 CY
5. Driveway base = 30 CY
6. Soil cover for landscaped areas = 50 CY
7. We estimate total volume of granular fill to be approximately 500 CY
8. The available data suggests that groundwater may be encountered when over excavating beneath the proposed building footings. As such, we suggest that the 100 CY of backfill required in this area be crushed stone.

COST ESTIMATES:

We have prepared the following rough cost estimates for the supplemental geotechnical and environmental earthwork. We want to highlight that these are supplemental costs based on environmental and geotechnical considerations and not intended to cover all of the redevelopment earthwork.

Mr. Ethan Boxer-Macomber

Anew Development, LLC

1. Approximately 670 CY of on-Site soil could require off-site disposal as a special waste. Based on a cost of \$100/CY, this cost is estimated to be approximately \$67,000. Note that the \$100 per CY cost does not include fine grading for foundation trenches and slab subgrade.
2. Approximately 490 CY of crushed gravel, structural fill, common borrow and loam will be required for the foundation, slab, driveway base and soil cover system in the landscaped areas. Based on a cost of \$40/CY, this cost is estimated to be approximately \$25,000 installed.
3. Approximately 100 CY of crushed stone will be needed to compensate for over excavation beneath the proposed footings, work anticipated to be in the wet. Based on a cost of \$60/CY, this cost is estimated to be approximately \$6,000 installed.

OTHER SUGGESTIONS & OPTIONS:

The quantity of material that needs to be hauled off of the site could potentially be reduced by using a thinner pavement section (which would require reduced excavation) and/or by constructing a landscape berm behind the proposed building. Excavated soils can be reused on-Site, when practicable, provided they are maintained beneath soil cover systems (e.g., clean soil, buildings, foundations, pavement, concrete, walkways/sidewalks, raised landscape beds, behind retaining walls, etc.); which could help reduce off-site disposal costs. It may be possible to reuse roughly 70 CY of excavated material to backfill around the outside of the foundation. Additionally, over excavation may not be necessary. We will be able to provide a more refined estimate of costs and quantities after we have conducted a geotechnical evaluation.

Sincerely,

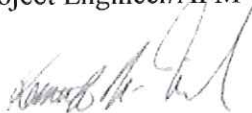
RANSOM CONSULTING, INC.



John I. Mahoney, P.E.
Project Engineer/APM



Peter J. Sherr, P.E.
Principal/Senior Project Manager



Kenneth Milender P.E., P.G.
Senior PM/Senior Geotechnical Engineer

EXHIBIT
E1

DAY

REALTY

559 Congress Street • Portland, Maine 04101 • 775-3838

January 6, 2015

Dear Peter and Ethan,

In summary and to accompany my CMA materials, I thought it may be prudent to point out an important detail. Based on my latest market research, as well as my knowledge and experience with the Munjoy Hill market, I find that the proposed condo values at 65 Munjoy Street could easily be an average of \$35,000. above the actual proposed sales prices.

The average values reflected in the CMA materials make the deed restricted properties at 65 Munjoy Street terrific values for a qualified buyer.

Regards,

Rita

Rita

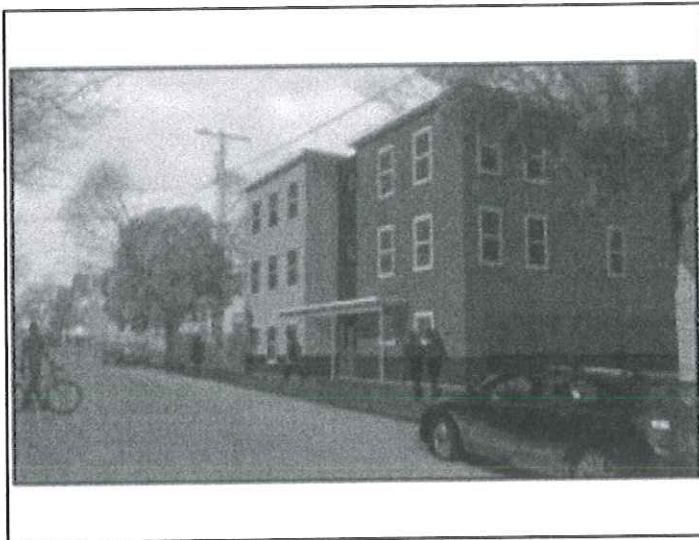
Rita Yarnold
Bay Realty

Comparative Market Analysis

E2

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Researched and prepared by

Rita Yarnold

Prepared exclusively for

Ethan Boxer-Macomber

Prepared on
January 12, 2015

Subject Property

65 Munjoy Street #1A

Portland, Maine

04101

Rita Yarnold

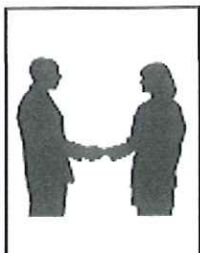
Bay Realty

559 Congress St.

Portland, ME 04101

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CBAYREA1@MAINE.RR.COM





Comparative Market Analysis

65 Munjoy Street #2A
Portland, 04101

Monday, January 12, 2015

Summary of Comparable Listings

This page summarizes the comparable listings contained in this market analysis.

Sold Listings

Address	Price	Beds	Bth F	Bth H	Ttl Fin SqFt	\$/SqFt	Sold Date
65 Munjoy Street #2A		2	1	0	1,024	\$0.00	
234 Eastern Promenade #A2	\$279,900	2	1	0	646	\$433.28	11/14/2014
83 Vesper Street #3	\$295,000	2	1	0	1,108	\$266.25	11/21/2014
33 Lafayette Street #2	\$325,000	2	1	0	900	\$361.11	12/22/2014
Averages:	\$299,967	2.0	1.0	0.0	885	\$353.55	

	Low	Median	Average	High	Count
Comparable Price	\$279,900	\$295,000	\$299,967	\$325,000	3
Adjusted Comparable Price	\$267,900	\$285,000	\$290,967	\$320,000	3

On Average, the 'Sold' status comparable listings sold in 23 days for \$299,967



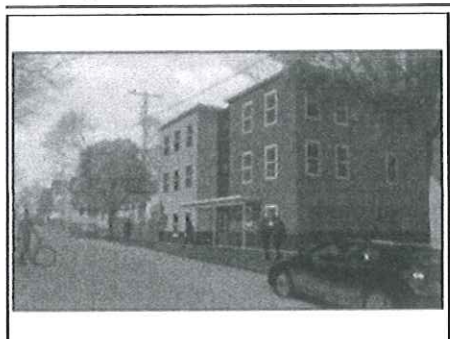
Comparative Market Analysis

65 Munjoy Street #1A
Portland, 04101

Monday, January 12, 2015

CMA Price Adjustments

This page outlines the subject property versus comparables properties.



<u>Subject Property</u>		<u>Details</u>	<u>Adjust</u>	<u>Details</u>	<u>Adjust</u>
65 Munjoy Street #1A		21 Chestnut Street #404 #4SE		45 Eastern Promenade #11B	
MLS#		1144976		1100140	
List Price		\$239,900		\$269,000	
List Date		07/03/2014		06/27/2013	
Status		Sold		Sold	
Category	Residential	Residential		Residential	
Type	Condominium	Condominium		Condominium	
DOM	N/A	15		452	
Nbrhd/Assc	Munjoy Hill	Chestnut Street Lofts		Portland House Condo Associa	
Year Built	2015	2007		1969	20,000
Ttl Fin Sqft +/-	725	895	-5,000	884	-5,000
Beds	1	1		1	
Total Baths	1/0	1/0		1/0	
Style	Contemporary	Contemporary, High Rise, Othe		High Rise	
# Units	8				
# Stories	3				
Heat Fuel	Gas	Gas-Natural		Gas-Natural	
Water	Public	Public		Public	
Water Wst Dis	Public	Public		Public	
Amenities	Wood, Carpet & Tile Floc	Deck, Elevator Passenger, Fire	-10,000	1st Floor Bedroom, Bathtub, Cl	
Road Frontg					
Restrictions	TBD	Other Restrictions		Other Restrictions	
Parking	1C	1-4 Spaces, Paved		1-4 Spaces, On Site, Reserved	
Vehicle Stor	Covered Parking	1 Car, Off Street Parking	15,000	Garage, Heated	
\$/SqFt	317.24	\$268.04		\$304.30	
Full Tax Amt	TBD	\$3,286		\$5,029	
Lot Sz Acres	0	0.000		0.000	
Lot Desc		10-4SE		7	
Location	Urban	Intown, Near Shopping, Neight		Intown	
Water Front	0	No		No	
Basement	No Basement	No Basement		Other Basement	
Zoning	R-6	B3/DEOZ		Res	
Sold Price		\$239,900		\$269,000	
Sold Date		08/21/2014		10/24/2014	

Price	\$239,900	\$269,000
Total Adjustments	\$0	\$15,000
Adjusted Price	\$239,900	\$284,000

Summary

The following table summarizes the prices calculated from the adjusted comparables:

	Low	Median	Average	High	Count
Comparable Price	239,900	254,450	254,450	269,000	2
Adjusted Comparable Price	239,900	261,950	261,950	284,000	2

Additional Analysis

This section provides some additional pricing statistics obtained by comparing the subject property with the comparables:

Suggested List Price

*Based on the location and the comparable sales above, a qualified Buyer would be receiving a substantial value at a sales price of \$225K-\$230K.

Characters Remaining: 106

Check Spelling [English](#)

Notes

Enter any additional comments which should appear with the price.

Characters Remaining: 1000

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Comparative Market Analysis

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Researched and prepared by

Rita Yarnold

Prepared exclusively for

Ethan Boxer-Macomber

Prepared on
January 12, 2015

Subject Property

65 Munjoy Street #2A

Portland, Maine

04101

Rita Yarnold

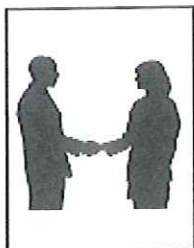
Bay Realty

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Portland, ME 04101

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Comparative Market Analysis

65 Munjoy Street #2A
Portland, 04101

Sunday, January 11, 2015

Summary of Comparable Listings

This page summarizes the comparable listings contained in this market analysis.

Sold Listings

Address	Price	Beds	Bth F	Bth H	Ttl Fin SqFt	\$/SqFt	Sold Date
65 Munjoy Street #2A		2	1	0	1,024	\$0.00	
21 Chestnut Street #205	\$247,000	2	1	0	1,090	\$226.61	10/10/2014
234 Eastern Promenade #A2	\$279,900	2	1	0	646	\$433.28	11/14/2014
83 Vesper Street #3	\$295,000	2	1	0	1,108	\$266.25	11/21/2014
33 Lafayette Street #2	\$325,000	2	1	0	900	\$361.11	12/22/2014
Averages:	\$286,725	2.0	1.0	0.0	936	\$321.81	

	Low	Median	Average	High	Count
Comparable Price	\$247,000	\$287,450	\$286,725	\$325,000	4
Adjusted Comparable Price	\$242,000	\$276,450	\$278,725	\$320,000	4

On Average, the 'Sold' status comparable listings sold in 19 days for \$286,725



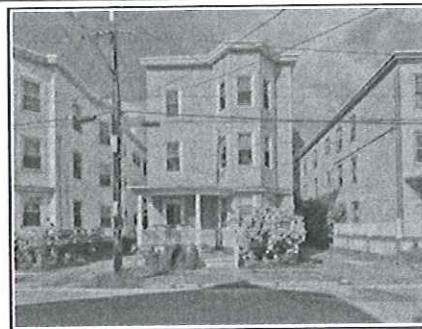
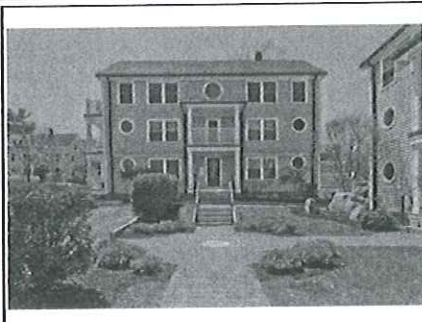
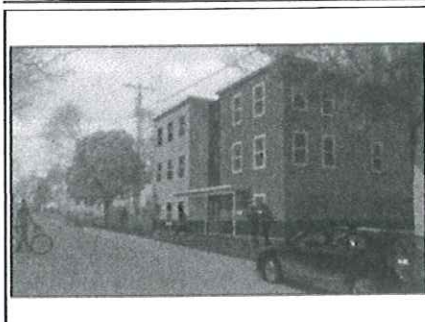
Comparative Market Analysis

65 Munjoy Street #2A
Portland, 04101

Monday, January 12, 2015

CMA Price Adjustments

This page outlines the subject property versus comparables properties.



Subject Property

65 Munjoy Street #2A

MLS#

List Price

List Date

Status

Category Residential
Type Condominium

DOM

Nbrhd/Assc Munjoy Hill

Year Built 2015

Ttl Fin Sqft +/- 1024

Beds 2

Total Baths 1/0

Style Contemporary

Units 8

Stories 3

Heat Fuel Gas

Water Public

Water Wst Dis Public

Amenities HVAC, Wood, Tile & Car

Road Frontg TBD

Restrictions 1C

Parking Covered Parking

Vehicle Stor

\$/SqFt

Full Tax Amt TBD

Lot Sz Acres 0

Lot Desc

Location Munjoy Hill

Water Front N/A

Basement No Basement

Zoning R-6

Sold Price

Sold Date

Details

234 Eastern Promenade #A2

1155511

\$279,900

09/26/2014

Sold

Residential
Condominium

24

East End ~ Eastern Promenade

1960

646

2

1/0

Colonial

Gas-Natural

Public

Public

Deck, Sprinkler, Storage

Other Restrictions

On Site, Reserved

1 Car, Off Street Parking

\$433.28

\$0

0.330

13

Abuts Conservation, Intown, Ne

No

Full, Unfinished

R6

\$279,900

11/14/2014

Adjust

-10,000

5,000

-10,000

3,000

Details

83 Vesper Street #3

1151092

\$300,000

08/20/2014

Sold

Residential
Condominium

43

83 Vesper Condominium Assoc

1899

1,108

2

1/0

Townhouse

Oil

Public

Public

Deck

40

Other Restrictions

No Vehicle Storage

\$266.25

\$4,410

0.000

14

Intown, Near Shopping

No

Full

RES

\$295,000

11/21/2014

Adjust

5,000

-3,000

5,000

-20,000

3,000

Price
Total Adjustments
Adjusted Price

\$279,900
\$-12,000
\$267,900

\$295,000
\$-10,000
\$285,000

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Bay Realty Associates, Inc.

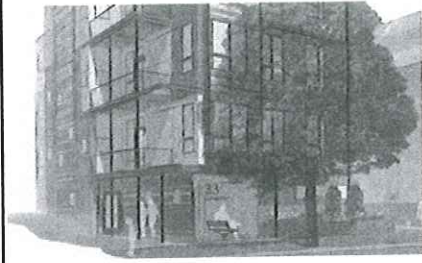
Comparative Market Analysis

65 Munjoy Street #2A
Portland, 04101

Monday, January 12, 2015

CMA Price Adjustments

This page outlines the subject property versus comparables properties.



Subject Property

65 Munjoy Street #2A

MLS#

List Price

List Date

Status

Category Residential

Type Condominium

DOM

Nbrhd/Assc Munjoy Hill

Year Built 2015

Ttl Fin Sqft +/- 1024

Beds 2

Total Baths 1/0

Style Contemporary

Units 8

Stories 3

Heat Fuel Gas

Water Public

Water Wst Dis Public

Amenities HVAC, Wood, Tile & Car

Road Frontg

Restrictions TBD

Parking 1C

Vehicle Stor Covered Parking

\$/SqFt \$361.11

Full Tax Amt TBD \$0

Lot Sz Acres 0 0.000

Lot Desc 21

Location Munjoy Hill Intown

Water Front N/A No

Basement No Basement No Basement

Zoning R-6 B1

Sold Price \$325,000

Sold Date 12/22/2014

Details

33 Lafayette Street #2

1146244

\$350,000

07/15/2014

Sold

Residential

Condominium

3

Marquis lofts

2014

900

2

1/0

Contemporary

Electric

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Public

Adjust

-5,000

Price
Total Adjustments
Adjusted Price

\$325,000
\$-5,000
\$320,000

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Bay Realty Associates, Inc.



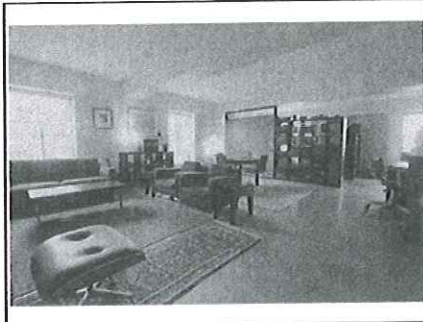
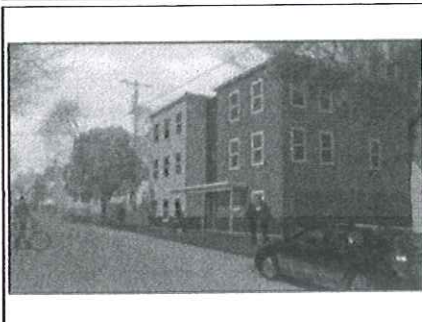
Comparative Market Analysis

65 Munjoy Street #2A
Portland, 04101

Sunday, January 11, 2015

CMA Price Adjustments

This page outlines the subject property versus comparables properties.



<u>Subject Property</u>		<u>Details</u>	<u>Adjust</u>	<u>Details</u>	<u>Adjust</u>
65 Munjoy Street #2A		21 Chestnut Street #205		234 Eastern Promenade #A2	
MLS#		1151510		1155511	
List Price		\$249,900		\$279,900	
List Date		08/25/2014		09/26/2014	
Status		Sold		Sold	
Category		Residential		Residential	
Type		Condominium		Condominium	
DOM		5		24	
Nbrhd/Assc		Munjoy Hill		East End ~ Eastern Promenade	
Year Built		2015		1960	-10,000
Ttl Fin Sqft +/-		1024	5,000	646	
Beds		2		2	
Total Baths		1/0		1/0	
Style		Contemporary		Colonial	
# Units		8			
# Stories		3			
Heat Fuel		Gas		Gas-Natural	
Water		Public		Public	
Water Wst Dis		Public		Public	
Amenities		HVAC, Wood, Tile & Car		Deck, Sprinkler, Storage	5,000
Road Frontg					
Restrictions		TBD		Other Restrictions	
Parking		1C		On Site, Reserved	
Vehicle Stor		Covered Parking	-10,000	1 Car, Off Street Parking	-10,000
\$/SqFt				\$433.28	
Full Tax Amt		TBD		\$0	
Lot Sz Acres		0		0.330	
Lot Desc				13	
Location		Munjoy Hill		Abuts Conservation, Intown, Ne	
Water Front		N/A		No	
Basement		No Basement		Full, Unfinished	3,000
Zoning		R-6		R6	
Sold Price		\$247,000		\$279,900	
Sold Date		10/10/2014		11/14/2014	

Price	\$247,000	\$279,900
Total Adjustments	\$-5,000	\$-12,000
Adjusted Price	\$242,000	\$267,900



E11

Summary

The following table summarizes the prices calculated from the adjusted comparables:

	Low	Median	Average	High	Count
Comparable Price	279,900	295,000	299,967	325,000	3
Adjusted Comparable Price	267,900	285,000	290,967	320,000	3

Additional Analysis

This section provides some additional pricing statistics obtained by comparing the subject property with the comparables:

Suggested List Price

Based on the current comparable sales data above, a 2BR condo at 65 Munjoy Street could be priced in the \$285K-\$290K range.

Characters Remaining: 127

Check Spelling [English](#)

Notes

Enter any additional comments which should appear with the price.

Characters Remaining: 1000

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Comparative Market Analysis

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Researched and prepared by

Rita Yarnold

Prepared exclusively for

Ethan Boxer-Macomber

Prepared on
January 11, 2015

Subject Property

65 Munjoy Street #3A

Portland, Maine

04101

Rita Yarnold

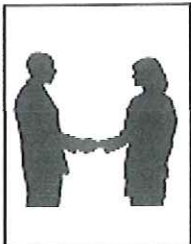
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Comparative Market Analysis

65 Munjoy Street #3A
Portland, 04101

Sunday, January 11, 2015

Summary of Comparable Listings

This page summarizes the comparable listings contained in this market analysis.

Sold Listings

Address	Price	Beds	Bth F	Bth H	Ttl Fin SqFt	\$/SqFt	Sold Date
65 Munjoy Street #3A		3	1	1	1,363	\$0.00	
62 Saint Lawrence Street #2	\$250,000	3	1	0	1,426	\$175.32	11/14/2014
94 Saint Lawrence Street #2	\$330,000	3	1	0	1,258	\$262.32	09/12/2014
1 St. Lawrence Street #1	\$365,000	3	2	0	1,100	\$331.82	10/15/2014
Averages:	\$315,000	3.0	1.3	0.0	1,261	\$256.49	

	Low	Median	Average	High	Count
Comparable Price	\$250,000	\$330,000	\$315,000	\$365,000	3
Adjusted Comparable Price	\$255,000	\$335,000	\$309,000	\$336,999	3

On Average, the 'Sold' status comparable listings sold in 73 days for \$315,000

E14

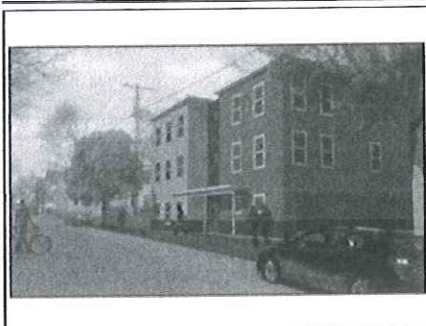
Comparative Market Analysis

65 Munjoy Street #3A
Portland, 04101

Sunday, January 11, 2015

CMA Price Adjustments

This page outlines the subject property versus comparables properties.



Subject Property

65 Munjoy Street #3A

MLS#

List Price

List Date

Status

Category

Type Condominium

DOM

Nbrhd/Assc Munjoy Hill

Year Built 2015

Ttl Fin Sqft +/- 1363

Beds 3

Total Baths 1/1

Style Contemporary

Units 8

Stories 3

Heat Fuel Gas

Water Public

Water Wst Dis Public

Amenities HVAC, Wood, Tile & Car

Road Frontg TBD

Restrictions 1C

Parking Open Garage

Vehicle Stor

\$/SqFt

Full Tax Amt TBD

Lot Sz Acres 0

Lot Desc

Location Urban

Water Front 0

Basement No Basement

Zoning R-6

Sold Price

Sold Date

Details

62 Saint Lawrence Street #2

1155296

\$254,900

09/24/2014

Sold

Residential

Condominium

14

East End

1891

1,426

3

1/0

Other Style

Gas-Natural

Public

Public

Deck, Laundry-Hookup, Storag

Pet

No Parking

No Vehicle Storage

\$175.32

\$3,752

0.000

1

Intown, Near Shopping, Neight

No

Full

R6

\$250,000

11/14/2014

Adjust

5,000

-5,000

-5,000

20,000

-10,000

Details

94 Saint Lawrence Street #2

1127202

\$349,500

03/31/2014

Sold

Residential

Condominium

148

Munjoy Hill

1850

1,258

3

1/0

Federal

Gas-Natural

Public

Public

Deck, Laundry-Hookup, Securit

Other Restrictions

1-4 Spaces, On Site, Paved

Off Street Parking

\$262.32

\$4,730

0.000

2

Intown, Neighborhood

No

Full

R5

\$330,000

09/12/2014

Adjust

5,000

5,000

-5,000

Price
Total Adjustments
Adjusted Price

\$250,000
\$5,000
\$255,000

\$330,000
\$5,000
\$335,000

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Bay Realty Associates, Inc.

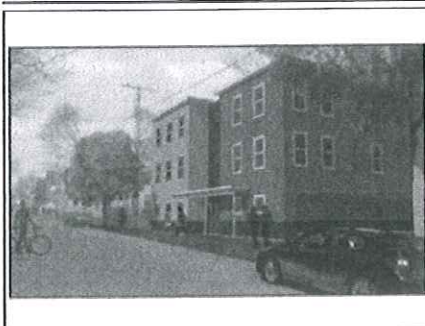
Comparative Market Analysis

65 Munjoy Street #3A
Portland, 04101

Sunday, January 11, 2015

CMA Price Adjustments

This page outlines the subject property versus comparables properties.



<u>Subject Property</u>		<u>Details</u>	<u>Adjust</u>
65 Munjoy Street #3A		1 St. Lawrence Street #1	
MLS#		1143421	
List Price		\$399,900	
List Date		06/30/2014	
Status		Sold	
Category		Residential	
Type		Condominium	
DOM		58	
Nbrhd/Assc		Munjoy Hill/Casco Bay Condor	
Year Built		1850	5,000
Ttl Fin Sqft +/-		1,100	10,000
Beds		3	
Total Baths		2/0	-1/0
Style		New Englander	
# Units		8	
# Stories		3	
Heat Fuel		Gas	Gas-Natural
Water		Public	Public
Water Wst Dis		Public	Public
Amenities		HVAC, Wood, Tile & Car	
Road Frontg			
Restrictions		TBD	Other Restrictions
Parking		1C	
Vehicle Stor		Open Garage	Off Street Parking 10,000
\$/SqFt			\$331.82
Full Tax Amt		TBD	\$5,910
Lot Sz Acres		0	0.000
Lot Desc			24
Location		Urban	Intown, Near Shopping, Neight -50,000
Water Front		0	No
Basement		No Basement	Full, Unfinished -3,000
Zoning		R-6	Res
Sold Price			\$365,000
Sold Date			10/15/2014

Price	\$365,000
Total Adjustments	\$-28,001
Adjusted Price	\$336,999

Summary

The following table summarizes the prices calculated from the adjusted comparables:

	Low	Median	Average	High	Count
Comparable Price	250,000	330,000	315,000	365,000	3
Adjusted Comparable Price	255,000	335,000	309,000	336,999	3

Additional Analysis

This section provides some additional pricing statistics obtained by comparing the subject property with the comparables:

Suggested List Price

Based on the current comparable sales data above, a 3BR condo at 65 Munjoy Street, could be priced in the \$309K to \$335K range.

Characters Remaining: 123

Check Spelling [English](#)

Notes

Enter any additional comments which should appear with the price.

Characters Remaining: 1000

Check Spelling [English](#)



January 12, 2015

Mary Davis, Director
Housing and Community Development
City of Portland

Re: Development of 65 Munjoy Street Portland, Maine

Peter Bass
Random Orbit, Inc.
17 Chestnut Street
Portland, Maine 04112

Ethan Boxer-Macomber
ANEW Development, LLC
17 Chestnut Street
Portland, Maine 04112

Dear Director Davis,

I am writing on behalf of Peter Bass and Ethan Boxer-Macomber, Co-Developers of the proposed project at 65 Munjoy Street Portland, Maine.

Peter Bass has successfully completed a number of commercial and residential development projects including affordable housing and live/work studios in Portland. His current project at 33 Lafayette Street in Portland is another example of his work in urban redevelopment. Gorham Savings Bank has had a deposit relationship and borrowing relationships with Peter Bass for many years.

Ethan Boxer-Macomber has been involved in housing and urban redevelopment in his former capacity as Senior Manager and Development Officer at Avesta developing low income housing and recently as owner of ANEW Development, LLC. He currently is redeveloping the former Roosevelt School in South Portland into 19 housing units.

Based on their technical and practical development experience, Peter and Ethan have demonstrated both the management capabilities and the financial resources necessary to see a project like this through to a successful completion.

This letter is not to be construed as a loan commitment

If you should need further information or clarification, please contact me at 222-1492.

Regards,

A handwritten signature in dark ink, appearing to read "Karl Suchecki", written over a horizontal line.

Karl Suchecki
Sr. Vice President

CHESTER & VESTAL

A PROFESSIONAL ASSOCIATION

ATTORNEYS AT LAW

107 Congress Street, Portland, Maine 04101
Telephone (207) 772-7426 Fax (207) 761-5822

EDWIN P. CHESTER
BARBARA A. VESTAL
MICHAEL P. DIXON
NICOLE R. BISSONNETTE

chester@chesterandvestal.com
vestal@chesterandvestal.com
dixon@chesterandvestal.com
nicole@chesterandvestal.com

December 29, 2014

Mayor Michael Brennan and City Council
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Sale and Reuse of 65 Munjoy Street

Dear Mayor Brennan and Councilors:

I would be pleased to work with a limited liability company to be comprised of members Peter Bass and Ethan Boxer-Macomber on its purchase and reuse of 65 Munjoy Street. This project is particularly interesting to me because it is designed to bring eight units of affordable housing to Munjoy Hill.

Our law firm, located on Munjoy Hill for over 37 years, has represented Mr. Bass in numerous real estate transactions over the last twenty years, including both residential and commercial properties. During that time, among other ventures, we have represented Mr. Bass as he has been the principal involved in the creation of over ninety condominium units. This has involved both new construction and adaptive reuse of institutional and industrial buildings.

In the course of those developments, we have worked with Mr. Bass to implement his vision for a variety of creative housing types including artist live/work units with separate studio space, urban loft-style units, and units with shared vehicles in lieu of some parking. We have assisted Mr. Bass as he worked closely with the City through processes such as zoning compliance, site plan and subdivision review, obtaining conditional rezonings, and responding to RFPs. One project, similar to that envisioned for 65 Munjoy Street, involved the creation of legal mechanisms and implementing documents to redevelop the former City-owned Sacred Heart School as affordable, limited equity condominium units for individuals who qualify as bona fide artists and meet City-determined income limits.

It is always a pleasure to work with Mr. Bass because of his thoughtful, community-minded approach to development. He produces well-designed housing, intelligently delivering the highest value within the monetary constraints set by the price affordable by the particular target audience.

Very truly yours,


Barbara A. Vestal

BAY

R E A L T Y

559 Congress Street • Portland, Maine 04101 • 775-3838

January 6, 2015

Dear Ethan and Peter,

Thank you, I'm honored to have the opportunity to represent your upcoming Affordable Housing Development on 65 Munjoy Street.

With my long history of condominium sales on Portland's Peninsula, I believe I can share some innovative ideas. As you may know, I've been a local real estate professional since 1985, making 2015 my 31st year in the industry.

I began my condo debut in the late 80's when I represented Developer, Pritham Singh in the sale of 38 condos at 99 Silver Street. Since then, I've been fortunate to successfully represent a long list of Peninsula condo developments.

Of late, I've represented Developers Greg Shinberg and Justin Alfond in the sale of 21 condos at 135 Sheridan, Avesta Housing in the sale of 16 condos at the Adams School site and now, Brackett Street Properties in the sale of 7 condos at the Hopkins Milliken House at 73 Brackett Street.

Although 135 Sheridan offered only 2 affordable condos, the Adams School Condos offered a valuable learning curve in the realm of affordable housing. I feel I can lend our team a strong background in various state, local and federal government programs, as well as many creative financing ideas.

I'll forward Comparable Market Analysis (CMA) data in separate reports. The data will illustrate projected sale prices, based on recent sales, for 1, 2 and 3 BR units at the future Munjoy Street Condos. Please don't hesitate to ask questions or comment about this data.

I look forward to being involved through the various stages of planning, construction, marketing and sales.

Thanks again for this exciting opportunity to work on your team.

Rita

Rita

Rita Yarnold

President

65 Munjoy Street, Portland

January 13, 2015

SUMMARY				
Owning Entity / Seller:	Adam's Apple, LLC (TBF)	Project Type:	For Sale / Condo	
	50% Random Orbit, 50% Anew	Units:	8	
Developer	Adam's Apple, LLC (TBF)	Approximate Gross S.F.	9,852	
Construction Lender	Gorham Savings Bank	TCC / S.F.	155	
Property Manager:	TBD	TCC / Unit		222,394
Sales Agent	Bay Realty	TDC / Unit		279,123
Address:	65 Munjoy Street Portland, Maine			
DEVELOPMENT COST				
Uses Of Funds	Cost	%/PPU	Notes	
Construction	1,531,250		Wright Ryan Construction	
Site Work / Environmental	197,040			
CM Contingency	34,566	2.00%		
Utility Connections	5,000		By Owner	
Window Treatments	7,500		By Owner	
Materials Testing	3,800		SW Cole	
Subtotal Construction Cos	1,779,156			
Building Permits	22,969		By Owner	
Land Use Permits and Fees	8,000		Planning Apps and Fees	
Survey	3,500		Owen Haskell	
Architecture & Engineering	103,697	6.00%	Structural, LA, Site/Civil, Interiors	
Owner Legal	10,000			
Title & Recording	3,000			
Accounting	2,000			
Construction Period Tax	2,000			
Print and Web Marketing	3,000			
FF&E	1,500			
Subtotal Soft Costs	159,666			
		Rate	Max Balance	Period
Finance Costs	69,000	4.00%	\$ 1,725,000.00	24
CL Legal	0			
CL Fee	4,313	0.25%		
Bank Engineer	2,900		500 precon, 200 per month, 12 months	
Return on Private Equity	46,797	15.00%		
Subtotal Finance Costs	76,213			
Appraisal	3,500			
Builder's Risk/GL Insurance	8,500			
GeoTech	4,200			
Environmental (ESA & Over)	6,000			
Subtotal Miscellaneous	22,200			
Acquisition: Land and Buildir	1	PU		
Acquisition: Tax	0	0		
Acquisition: Legal	3,000			
Subtotal Acquisition	3,001			
Insurance	3,500			
HOA OpEx Coverage	5,500			
Post Construction Utilities	5,000			
Subtotal Carrying Costs	14,000			
Project Contingency	98,751	5.00%		
Development Services Fee	80,000	4.00%		
Subtotal Fee & Contingenc	178,751			
TDC	2,232,987			

G2

SOURCES		Type
Owner Equity	207,987	9.31% Payable Debt
Construction Loan	1,725,000	77.25% Payable Debt
City of Portland Housing Tru	300,000	13.43% Grant to Project for Deeded Affordability
TOTAL SOURCES	2,232,987	
Surplus / (Gap)	0	
End Payable Debt	1,932,987	

SALES FORECAST								Assumptions:
UNIT	Bedrooms	Bathrooms	SF	Price	Brokerage	Net		RE Tax 2.20 per 1,000
1A	1	1	729	235,000	(11,750)	222,433		
1B	1	1	725	235,000	(11,750)	222,433		
2A	2	1	1,024	274,000	(13,700)	259,397		Brokerage 5.00%
2B	3	1.5	1,363	298,000	(14,900)	282,144		
2C	1	1	688	225,000	(11,250)	212,955		
3A	2	1	1,024	274,000	(13,700)	259,397		Bank Unit Close Fee 300
3B	3	1.5	1,363	298,000	(14,900)	282,144		
3C	1	1	688	225,000	(11,250)	212,955		
TOTALS				2,064,000	(103,200)	1,953,859		
Averages				258,000				
						Debt Repayment	1,932,987	
						Profit / (Loss)	20,873	
							0.93%	

CONFIDENTIAL TERM SHEET

January 12, 2015

Ethan Boxer-Macomber & Peter Bass

THE TERMS AND CONDITIONS DESCRIBED BELOW ARE SUBJECT TO SATISFACTORY SUBMISSION BY THE APPLICANT OF ALL INFORMATION AS MAY BE REQUIRED BY GORHAM SAVINGS BANK FOR ITS USE IN CONSIDERATION OF THE APPLICATION, AND SUBJECT TO GORHAM SAVINGS BANK'S SATISFACTORY DUE DILIGENCE, ITS INTERNAL CREDIT AND LOAN APPROVAL PROCESS, AND SATISFACTION OF SUCH OTHER MATTERS AND ISSUES AS IT DEEMS NECESSARY IN ITS SOLE DISCRETION. A FINANCING COMMITMENT, IF ISSUED, WILL BE IN WRITING.

Borrower: Adam's Apple, LLC

Amount: up to \$1,725,000 Construction Loan

Purpose: Finance up to eighty percent (80%) of the cost of redevelopment of 65 Munjoy Street Portland, Maine as a six unit condominium with an estimated total project cost of \$2,200,000.

Term: Eighteen (18) months from the date of closing

Payment Schedule: Monthly interest only payments with principal reductions from the sale of underlying condominium units. Bank to receive one hundred percent (100%) of the net proceeds after closing costs and commissions.

Interest Rate: Variable interest rate at Wall Street Journal Prime, currently 3.25%, plus ½%.

Prepayment Premium: None

Fee: None

Collateral: First Real Estate Mortgage, Assignment of all contracts and agreements with general contractors, Assignment of all plans, specifications, documents and approvals for the project and Assignment of Purchase & Sale Agreements and Deposits.

Guarantors: Peter Bass and Ethan Boxer-Macomber, including guaranty of completion.

Construction Requirements: Satisfactory review and approval by Bank and Bank Inspector of final project plans, construction budget, contracts, and contractors. Loan disbursements to be made in accordance with a Construction Loan Agreement. Borrower will pay a fee of \$500 for each disbursement and inspection.

Borrower to obtain a fixed price or guaranteed maximum contract for construction of the project from Wright Ryan. General Contractor will be required execute a guaranty of completion.

Other Conditions: Acceptable appraisal of the property pledged as collateral for the loan establishing a minimum "as completed" loan to value not to exceed 80%, completed by an appraisal firm acceptable to the Bank.

Subject to Borrower obtaining Project Grant from the City of Portland Housing Trust.

Satisfactory review of environmental condition of the property by the Bank.

Evidence satisfactory to Bank and Bank's counsel that all permits, licenses and approvals required for the construction and use of the Project have been obtained, together with a legal opinion to such effect.

Borrower to open and maintain all deposit accounts associated with the Project during the term of the loan.

Borrower to pay all costs of documentation and closing of the loans, including but not limited to recording fees, closing costs, appraisal and bank attorney fees.

Financial Reporting: Annual submission of Borrower's personal financial statement, Guarantor's personal federal income tax returns and federal income tax returns for closely held interests and such other information as requested by Bank and personal financial statement.

**MAINE****Department of the Secretary of State****Bureau of Corporations, Elections and Commissions**

Corporate Name Search

Information Summary

[Subscriber activity report](#)

This record contains information from the CEC database and is accurate as of: Mon Jan 12 2015 12:40:49. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
ANew DEVELOPMENT, LLC	20134525DC	LIMITED LIABILITY COMPANY (DOMESTIC)	GOOD STANDING

Filing Date	Expiration Date	Jurisdiction
06/26/2013	N/A	MAINE

Other Names (A=Assumed ; F=Former)

ANew REAL PROPERTY DEVELOPMENT	A
-----------------------------------	---

ANew	A
------	---

Clerk/Registered Agent

LAURI BOXER-MACOMBER
PO BOX 597
PORTLAND, ME 04112

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[Short Form without
amendments](#)
(\$30.00)

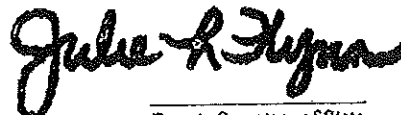
[Long Form with
amendments](#)
(\$30.00)
[Certificate of Existence](#) ([more info](#))

MAINE
LIMITED LIABILITY COMPANY

STATE OF MAINE

CERTIFICATE OF FORMATION

File No. 20134525DC Pages 2
Fee Paid \$ 175
DCN 2131931920047 DLLC
FILED
06/26/2013



Deputy Secretary of State

A True Copy When Attested By Signature



Deputy Secretary of State

Pursuant to 31 MRSA §1531, the undersigned executes and delivers the following Certificate of Formation:

FIRST: The name of the limited liability company is:

Anew Development, LLC

(A limited liability company name must contain the words "limited liability company" or "limited company" or the abbreviation "L.L.C.," "LLC," "L.C." or "LC" or, in the case of a low-profit limited liability company, "L3C" or "l3c" - see 31 MRSA 1508.)

SECOND: Filing Date: (select one)



Date of this filing; or



Later effective date (specified here): _____

THIRD: Designation as a low profit LLC (Check only if applicable):



This is a low-profit limited liability company pursuant to 31 MRSA §1611 meeting all qualifications set forth here:

- A. The company intends to qualify as a low-profit limited liability company;
- B. The company must at all times significantly further the accomplishment of one or more of the charitable or educational purposes within the meaning of Section 170(c)(2)(B) of the Internal Revenue Code of 1986, as it may be amended, revised or succeeded, and must list the specific charitable or educational purposes the company will further;
- C. No significant purpose of the company is the production of income or the appreciation of property. The fact that a person produces significant income or capital appreciation is not, in the absence of other factors, conclusive evidence of a significant purpose involving the production of income or the appreciation of property; and
- D. No purpose of the company is to accomplish one or more political or legislative purpose within the meaning of Section 170(c)(2)(D) of the Internal Revenue Code of 1986, or its successor.

FOURTH: Designation as a professional LLC (Check only if applicable):



This is a professional limited liability company* formed pursuant to 13 MRSA Chapter 22-A to provide the following professional services:

(Type of professional services)

FIFTH: The Registered Agent is a: (select either a Commercial or Noncommercial Registered Agent)

☐ Commercial Registered Agent CRA Public Number: _____

(Name of commercial registered agent)

☒ Noncommercial Registered Agent

Lauri Boxer-Macomber, Esq.

(Name of noncommercial registered agent)

53 Exchange Street, Portland, ME 04101

(physical location, not P.O. Box – street, city, state and zip code)

PO Box 597, Portland, ME 04112

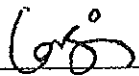
(mailing address if different from above)

SIXTH: Pursuant to 5 MRSA §105.2, the registered agent listed above has consented to serve as the registered agent for this limited liability company.

SEVENTH: Other matters the members determine to include are set forth in the attached Exhibit _____, and made a part hereof.

****Authorized person(s)**

Dated June 24, 2013


(Signature of authorized person)

Lauri Boxer-Macomber, Registered Agent
(Type or print name of authorized person)

(Signature of authorized person)

(Type or print name of authorized person)

***Examples of professional service limited liability companies are accountants, attorneys, chiropractors, dentists, registered nurses and veterinarians. (This is not an inclusive list – see 13 MRSA §723.7)**

****Pursuant to 31 MRSA §1676.1.A, Certificate of Formation MUST be signed by at least one authorized person.**

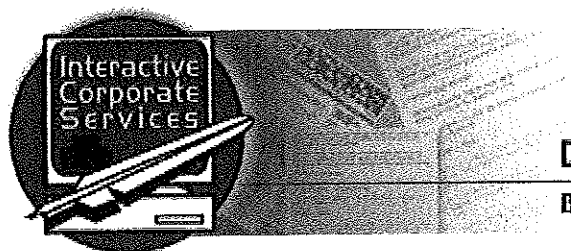
The execution of this certificate constitutes an oath or affirmation under the penalties of false swearing under 17-A MRSA §453.

Please remit your payment made payable to the Maine Secretary of State.

Submit completed form to:

Secretary of State
Division of Corporations, UCC and Commissions
101 State House Station
Augusta, ME 04333-0101
Telephone Inquiries: (207) 624-7752

Email Inquiries: CEC.Corporations@Maine.gov



MAINE

Department of the Secretary of State

Bureau of Corporations, Elections and Commissions

Corporate Name Search

Information Summary

Subscriber activity report

This record contains information from the CEC database and is accurate as of: Mon Jan 12 2015 12:39:13. Please print or save for your records.

Legal Name	Charter Number	Filing Type	Status
RANDOM ORBIT, INC.	20052412 D	BUSINESS CORPORATION	GOOD STANDING

Filing Date	Expiration Date	Jurisdiction
03/30/2001	N/A	MAINE

Other Names	(A=Assumed ; F=Former)
RANDOM ORBIT, LLC	F

Clerk/Registered Agent

PETER L. BASS
795 CONGRESS STREET
PORTLAND, ME 04102

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(\$30.00)	(\$30.00)

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Portland, Maine



Yes. Life's good here.

Mary Davis

Division Director, Housing & Community Development Division

To: Helen Donaldson
 From: Mary Davis, Housing and Community Development Division Director
 Date: February 1, 2016
 Re: Development Proposal - 65 Munjoy Street

At the November 12, 2014 meeting of the City Council's Housing and Community Development Committee, approval was given for the issuance of a RFP for the sale and development of city-owned property at 65 Munjoy Street. The decision to issue this RFP followed several rounds of public input. Notices were mailed to property owners within a 500 foot radius of 65 Munjoy Street for the August 27, September 24 and November 12, 2014 Housing and Community Development Committee (HCDC) meetings. In addition, flyers were hand delivered to each property on the surrounding streets on September 12, 2014. Planning Department staff attended the October 13, 2014 Munjoy Hill Neighborhood Association meeting to discuss the proposed RFP and the design concept created by Bluestone Planning Group (BPG), a consultant hired by the City to complete a feasibility/massing study ("*Munjoy Street Affordable Housing Feasibility Study*") of the site prior to the issuance of the RFP.

The City received one response to the RFP from Adam's Apple LLC. The Adam's Apple LLC proposal was reviewed by the HCDC (HCDC) on February 11, 2015. In July 2015, the HCDC made a recommendation to the City Council to approve the transaction.

In terms of design review, the RFP required that the project be consist with zoning and the developer indicated that the project was designed to conform to amendments being proposed, at that time, to the R-6 zone. The expectation was that the project would need to complete the development review process through the Planning Board.

The issue of design was discussed as part of the process of drafting the RFP as well as during the work BPG did to create the massing and feasibility study. The study looked at alternative designs for the site, and while there was one preferred alternative in the study, that did not rule out the possibility that respondents to the RFP could put forth other design options. The RFP included a section devoted to "Design Compatibility" which called for a high quality, compatible design. Detailed design review was acknowledged as the responsibility of the Planning Board

The Adam's Apple, LLC proposal envisions an 8-unit residential condominium development comprised of two (2) 3-bedroom units, two (2) two-bedroom units and four (4) 1-bedroom units in a single, three-story walk up building. The proposal includes six on-site covered parking spaces in a concealed parking area under the building. The units will be affordable to households earning between 100% and 120% of the area median

Portland, Maine



Yes. Life's good here.

Mary Davis

Division Director, Housing & Community Development Division

income and the project will include deed restrictions that will guarantee future sales to income-qualified owner-occupants for no less than 90 years.

Housing and Community Development staff determined that the design of the project was essentially comparable to the Munjoy Street Affordable Housing Feasibility Study prepared by the Bluestone Planning Group and met the parameters set forth in the RFP.

Attachments:

Request For Proposals for the Sale and Reuse of Property at 65 Munjoy Street
Munjoy Street Affordable Housing Feasibility Study, by Bluestone Planning Group



**City of Portland
Request for Proposals
For the Sale and Reuse of Property
Located at 65 Munjoy Street**

RFP # 4115

Notice and Specifications

Sealed proposals for furnishing the City of Portland with the Development of Affordable Housing, as specified herein, will be received by the Purchasing Office, Room 103, City Hall, 389 Congress Street, Portland, Maine 04101, until Tuesday, January 13, 2015 at 3:00 p.m. at which time they will be publicly opened. Proposals shall be submitted with the attached forms, and returned in sealed envelopes plainly marked on the outside **“SALE AND REUSE OF 65 MUNJOY STREET.”** Proposals that are late, faxed or submitted electronically will not be accepted. All proposals shall be held open to acceptance for sixty days from opening.

Copies of the above documents will be available at the Purchasing Office, Room 103, City Hall, 389 Congress Street, Portland, ME 04101. Each prospective proposer will be required to obtain from the City each copy of the proposal form and each set of plans; e-mail jrl@portlandmaine.gov, phone (207) 874-8654, or fax (207) 874-8652. Six (6) complete copies of your proposal submission, including any descriptive literature, shall be submitted on the forms provided and in an envelope plainly marked on the outside with the RFP's title and number

All questions must be submitted in writing to the Purchasing Office. These may be mailed; hand delivered, faxed to (207) 874-8652 or e-mailed to mff@portlandmaine.gov and be received no later than five (5) business days prior to the opening date. Questions received after this time will not be addressed. Any interpretation, correction, or change of this document will be made only by written addenda. Changes in any other manner will not be binding on the City of Portland.

The disposal of this real estate shall be on the basis of a negotiated proposal, with the City of Portland reserving the right to refuse any or all proposals. *All proposers are advised that the property will be sold “as-is” and “where-is”, in its existing condition, with no warranties either expressed or implied.* The City disclaims any and all responsibility for injury to proposers, their agents or others while examining the property or at any other time.

Proposals from vendors not registered with the Purchasing Office may be rejected; receipt of this document directly from the City of Portland indicates registration. Should a vendor receive this Request from a source other than the City of Portland, please contact (207) 874-8654 to ensure that your firm is listed as a vendor for this RFP.

GENERAL INFORMATION

The City of Portland, Maine seeks proposals from qualified developers for the purchase and development of the former Adams School parking lot site located at 65 Munjoy Street (hereafter, “the lot”). The site is designated on the City of Portland Tax Assessor’s Map as Map 3, Block M, Lot 5.

Summary of Request

The City of Portland is committed to provide a balance of housing opportunities and has set a goal to evaluate the use of city-owned property to construct affordable housing. As one step in accomplishing this goal, the City of Portland will accept proposals for the development of affordable housing on the lot located at 65 Munjoy Street, Portland, Maine (Map 3, Block M, Lot 5).

An environmental assessment was conducted at the lot by Credere Associates, LLC through a subcontract with the City. Polycyclic aromatic hydrocarbons (PAHs), lead, and arsenic were detected in soil exceeding Maine Department of Environmental Protection (DEP) regulatory guidelines, which should be considered during preparation of proposals. The property is currently being reviewed for inclusion in the Maine DEP Voluntary Response Action Program (VRAP) and the VRAP Work Plan is attached to this RFP as Exhibit 2.

To facilitate the development of this site, the City of Portland may make funding available from the City resources noted below: However, strong preference will be given where the value of the property is the only source of subsidy provided by the City of Portland.

1. FY 2014-2015 HUD Home Investment Partnership Program (HOME) Funds (which may include a mandatory set-aside for CHDO organizations or organizations eligible for CHDO certification). The HUD definition of a CHDO organization is attached as Exhibit #1 entitled Definition of a Community Housing Development Organization (CHDO).
2. Brownfield Revolving Loan Funds through the City of Portland’s Economic Development Department.
3. FY 2014 City Housing Trust Funds

The City of Portland’s Division of Housing and Community Development uses the RFP process to ensure that public resources are utilized for maximum public benefit while accomplishing specific objectives and providing fair access to all applicants.

General Guidelines

Developments shall provide affordable rental or home ownership units. Note that “affordability” is defined by the standards outlined in Division 30 Section 14-485 of the City’s Land Use Code.

Proposals which include the use of HOME funds must meet the income and/or rent restrictions of the HOME program. Rental developments shall provide units to households earning no more than 60% of the area median income and ownership developments shall provide units to households earning no more than 80% of area median income.

Proposals which include the use of City Housing Trust Funds must meet the income and rent restrictions outlined in City Ordinance Chapter 14, Division 30, Section 14-485 which requires that rental developments shall be affordable to households earning no more than 80% of the area median income and ownership developments shall be affordable to households earning no more than 120% of the area median income.

The minimum term of affordability is 90 years, to be secured by a land use restriction covenant in the deed.

Redevelopment should incorporate costs and measures to properly manage contaminated soil in compliance with state and federal regulations. In general, any soil disturbance should be conducted in accordance with the requirements of the Maine DEP VRAP Work Plan.

The proposed use of funds, leveraging of other public and private resources, terms of affordability, design compatibility, readiness, financial feasibility, development experience, management capacity, and unit mix are among the scoring factors to be used in the review process.

This RFP outlines the selection criteria which all projects applying for these funds must meet, as well as scoring factors which will be used by the City of Portland to evaluate the proposals.

I. Background

The site at 65 Munjoy Street contains approximately 6,771 square feet. It is located on Munjoy Hill, on the southeast end of the Portland peninsula, in a neighborhood which is largely defined by 19th and early 20th century buildings. A public playground is adjacent to the site. The site is zoned R-6.

An ASTM E 1527-13 compliant Phase I Environmental Site Assessment (ESA) was conducted for the lot by Credere Associates, LLC dated July 1, 2014. The ESA identified surface staining, documented petroleum impacts, and historical industrial use of the lot and surrounding area as conditions of environmental concern. These conditions were assessed during a Phase II ESA conducted in July 2014. Results of the investigation identified approximately 150 to 200 cubic yards of petroleum impacted soil at a depth of approximately 5 to 7 feet, and approximately 950 to 1,250 cubic yards of PAH, lead, and arsenic impacted soil. These results were submitted to VRAP for review and inclusion in the program. These contaminated soils will likely require offsite disposal as special or hazardous waste during development in accordance with the VRAP Work Plan.

II. Goals for This RFP

The goal for the sale and development of the property at 65 Munjoy Street is to promote the development of affordable housing with a high standard of quality, design, and livability. Proposals should not require a contract or conditional zone (although other rezoning consistent with the City's Comprehensive Plan may be considered, including the potential R-6 Zone changes currently under consideration). Design principles should promote efficient use of land to create infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements that are reflective of the surrounding traditional neighborhood. Heights shall be less than or equal to the surrounding buildings and should minimize the impact of shadows on the adjacent public playground. They should also incorporate high standards of energy efficiency and "green" design criteria.

Proposals should consider the recommendations outlined in the Munjoy Street Affordable Housing Feasibility Study completed by Bluestone Planning Group a copy of which is included as Exhibit #3. In summary, the study identifies the preferred design concept as two triple-decker styled flats with flat roofs. The design would create 8 home-ownership units targeted to households with incomes between 100% to 120% of the area median income (Family of Two = \$61,875-\$74,250 & Family of Four = \$77,313-\$92,760). The design concept suggests four units in each building – two 2-bedroom units on the ground floor of approximately 800 net square feet and one 2- 3 bedroom unit of approximately 1,000 square feet on the 2nd and 3rd floors and include two on-site surface parking spaces. Based on a subsequent review of the study at the September 24th meeting of the Housing and Community Development Community, design proposals should include one practical tandem space per unit be included on site.

SCOPE OF SERVICES

General Specifications

All proposals submitted for this funding must meet the following selection criteria to be considered further in the review process.

A. Eligible Projects

- 1) Projects must create affordable ownership housing units targeted to households with incomes between 100% and 120% of the area median income (Family of Two = \$61,875-\$74,250 & Family of Four = \$77,313-\$92,760).
- 2) Projects requesting HOME funds must provide home ownership units to households that meet the income the HOME Program.
- 3) Projects receiving funding through this RFP must include a written occupancy policy that prohibits smoking in the units and the interior common areas of the project in addition to including a non-smoking clause in the lease for every household and making educational materials on tobacco treatment programs available to residents through the resident

service coordinator, occupancy specialist, or property manager, such as the phone number for the statewide Maine Tobacco HelpLine.

- 4) Projects that will properly manage contaminated soil in accordance with state and federal regulations.

B. Site Information and Criteria

- 1) **Purchase Price:** The City of Portland is willing to consider the value of the property as a subsidy source for projects that provide at least six (6) with a preference of eight (8) or more affordable units. The use of the City's Housing Trust Fund will be considered, however, strong preference will be given to proposals where the value of the property is the only source of subsidy by the City of Portland.
- 2) **Local Approvals:** Local land use approval is not required prior to submittal of the proposal.
- 3) The applicant must submit an analysis of the project in relation to local land use regulations and site feasibility.
- 4) Proposals must not require a contract or conditional zone (although other rezoning consistent with the City's Comprehensive Plan may be considered, including the potential R-6 Zone changes currently under consideration).
- 5) Proposal must include language indicating the applicant has considered the environmental conditions of the lot and understands the implications of these conditions. The proposal may include a plan summary for addressing said environmental conditions and any planning institutional controls to be applied to the property.

C. Financial Feasibility

- 1) **Financial Projections:** Financial proposals must be developed in accordance with the underwriting guidelines of the primary funding source, including adequate cash flow and debt coverage ratio.
- 2) **Use of City funding resources:** All projects will be reviewed for the proposed use of City funds compared to other resources. Applicants must describe the proposed mortgage and security position for the City of Portland's funding.

D. Applicant Capacity

All applicants must demonstrate capacity to develop, own and manage the proposed project. In the case of a proposal for home ownership housing, applicants must demonstrate capacity to market the units for the sale. All proposals must provide evidence of a development team with the capacity to successfully complete the project including;

- 1) Key staff members assigned to the project with the abilities and experience to successfully complete the project within the proposed timeframe.
- 2) An architect, general contractor and professionals on the team with the experience and capacity to complete the project.
- 3) An environmental consultant to ensure proper management and handling of contaminated soils as well as establish an environmental management plan after development.
- 4) A management team with qualified personnel and the capacity and experience to operate, manage and maintain the affordable rental property of size and mix of the proposed project and/or effectively market affordable home ownership housing.
- 5) Qualified staff with the capacity to perform ongoing property ownership requirements such as budgeting, tax accounting and oversight of management and maintenance.
- 6) A portfolio of current affordable housing projects that are financially sound and meeting their established goals. Projects that successfully redeveloped contaminated properties should be highlighted.
- 7) Support Services: Proposals containing rental units targeted to special needs populations must include commitments for support services to be provided to the residents.

E. Term of Affordability

The minimum term of affordability is 90 years, to be secured by a land use restriction covenant in the deed. Proposals which include the use of HOME funds for home ownership projects must have a plan for long-term affordability that meets HOME Program recapture or resale regulations.

F. Design Compatibility

Projects must be designed to contribute to the character of the neighborhood and adhere to the following guidelines.

- 1) **Connect the Neighborhood** The development should not be an island unto itself, but rather blend into and enhance the surrounding Munjoy Hill community.

2) Design Considerations

- a. **High Quality Design** Excellence in architectural and landscape design is expected.
- b. **Traditional Design** Design shall be reflective of the surrounding traditional neighborhood and shall create an infill development that reflects and respects the existing pattern, streetscape, density, scale, massing, exterior materials and design elements of the neighborhood. Buildings should orient to the street.
- c. **Green Design** The site and buildings shall be designed to meet the City's Green Building Code.
- d. **Streetscape** The development shall enhance the pedestrian experience and the public realm. Alternative transportation modes shall be accommodated and incorporated in the project.
- e. **Height** Heights shall be less than or equal to the average of structures in the surrounding block and should minimize the impact of shadows on the adjacent public playground.
- f. **Permeability** Design shall be permeable or porous. View corridors are encouraged.
- g. **Heterogeneity** Design of the buildings on the site shall be heterogeneous, not homogenous.
- h. **Accessibility** Universal Design principles shall be incorporated wherever feasible, to ensure that the design is physically accessible to the greatest range of users.

G. Timeframe

The applicant must describe projected dates by which commitments will be obtained; the closing will take place, construction start-up, substantial completion, final completion and occupancy. Timeframes must be realistic and achievable. All funded projects must be able to start construction within 12 months of notice of award.

PROPOSAL REQUIREMENTS

Complete responses to this RFP, should include eight (8) complete copies of each proposal including one original bearing the hand written signature of an officer or employee having authority to bind the organization and the following, in the order outlined below.

Note: All respondents should investigate legal and zoning requirements for proposed projects prior to submission of proposal.

i. Project Summary

A brief description of the project, no longer than two pages, to include the number and type of units, tenants or owners to be served, special features, the impact on the neighborhood and other ways the proposal meets the selection criteria and preference guidelines.

Photographs and maps of the site and area are required.

ii. All Proposals Must Provide The Following:

- 1) Conceptual architectural and site plans
- 2) A soil management plan or provision to prepare one including who shall prepare the document and their qualifications upon award
- 3) A project schedule showing critical path events and their timeframe for completion;
- 4) Map showing location of site
- 5) Corporation/partnership articles and by-laws
- 6) Most recent audit or federal tax returns for the last three years, and financial statements for the last two years
- 7) Documentation demonstrating certification or eligibility to obtain certification as a CHDO (if seeking HOME CHDO funds)
- 8) A brief development team summary, including:
 - The type of organization/ownership structure
 - The names of Board of Directors, Corporate Officers, or Owners, as appropriate
 - Name, title and relevant experience of individuals involved in managing the business entity and this proposed project. A copy of the 501(3)(c) exemption certification
 - Brief description of similar projects completed
 - A list of all projects currently in development with status and projected timeframe
- 9) A sources and uses funding statement
- 10) Evidence of financial commitments, or explanation of the ability and timing to secure those commitments. A statement describing the applicant's capacity for and experience in raising the type of capital needed to finance projects of this size and type.
- 11) Applicant must include a marketing plan for the sale of home ownership units.
- 12) An analysis and discussion of market demand justifying the need for the proposed project.

SELECTION PROCESS

Selection criteria will be used in reviewing and scoring the proposals.

I. Point System for Evaluating and Scoring Proposals (Maximum Points 100)

1. Proposed use of resources to achieve the City of Portland's goals and address demonstrated need. **25 points**

Maximum points will be awarded for those proposals that demonstrate sufficient market demand, create housing options which promote economic diversity in the neighborhood in which the development is located, include a policy prohibiting smoking and where the value of the property is the only source of subsidy by the City of Portland.

2. Financial feasibility, including cost, development budget, operating pro forma and the provision of secured and leverage funds. **25 points**

Maximum points will be awarded for those proposals that include a complete set of financial documents to support the financing request, contain a realistic set of sources and uses development budgets.

3. Applicant's ability to complete project, including development team, experience, capacity, project readiness and timeframe for completion. **20 points**

Maximum points will be awarded for those proposals that demonstrate a development team with a successful track record in projects of similar size, scale, type and complexity to the proposed project and capacity to fulfill their responsibilities and the readiness of the project to proceed.

4. Impact on surrounding neighborhood, including design compatibility and environmental issues. **30 points**

Maximum points will be awarded for those proposals where the design is consistent with neighborhood design characteristics and minimizes the impact of shadows on the adjacent public playground, amenities and unit design are well thought out and appropriate, meet the requirements of the City of Portland's Green Building Code, and where provisions to protect the surrounding community during contaminated soil disturbance are proposed.

II. RFP Evaluation and Selection Process and Timeframe

Proposals will be reviewed by an evaluation team that will include City of Portland staff. The following process will be used:

- 1) Upon closing of the RFP application period, all proposals will be reviewed for completeness.

- 2) Complete proposals will be reviewed under the scoring factors in order to recommend the most qualified proposals based on the information submitted. The proposal review team may confer with the applicants and/or third parties to clarify or verify information and request additional information.
- 3) Recommendations, along with all proposals and scoring information, will be forwarded to the City Council's Housing and Community Development Committee for review and approval. Their recommendations will be forwarded to the City Council for final review and approval. Public presentations may be required.
- 4) Applicants will be kept informed throughout the review process, specifically in regard to recommendations and funding levels.
- 5) The evaluation and review process should be substantially complete by January 30, 2015. Applicants will be notified of their proposal status as soon as possible.
- 6) Based on City Council approval, a purchase and sale agreement will be negotiated (see legal requirements) and as appropriate, successful applicants will receive a letter of funds reservation. A letter of funds reservation is not a commitment letter but an agreement to set aside budgeted funds for up to six months, to allow the project sponsor to proceed with securing other commitments.

INSTRUCTIONS AND OTHER INFORMATION

- A. The City of Portland reserves the right, at its sole discretion, to award all, a portion, or none of the available funding from this RFP, as well as reject any and all proposals for city funding, based on the quality and merits of the proposals received, or when it is determined to be in the public interest to do so. Furthermore, the City of Portland may extend deadlines and timeframes, as needed.
- B. Confidentiality: Proposals received by the City of Portland shall become a matter of public record subject to public inspection, except to the extent, which an applicant designates in writing, proprietary data to be confidential and submits that data under separate cover, such information may be held from public inspection, as provided in Maine law: 5 MRSA Sections 13119-A and 13119-B
- C. Compliance with Federal Law: The selected applicant will be required to certify that the development and management of the proposed housing will be in compliance with all applicable laws, executive orders, OMB Circulars and federal regulations, including but not limited to: Fair Housing Act, Equal Opportunity and Non-discrimination, National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Policies Act, the Davis-Bacon Act, the Lead Based Paint Poisoning Prevention Act, Flood Disaster Protection Act, Conflict of Interest, Contractor Debarment and Cost Principles.

- D. All applications seeking HOME Program funding must meet the rules and regulations of the HOME Program as noted in 24 CFR Part 92 and the requirements of the Consolidated and Further Continuing Appropriations Act of 2012 (PL 112-55).**

LEGAL REQUIREMENTS

The selected developer will be required to provide a performance guaranty in the form of a letter of credit or a performance bond, the performance of the developer's obligations outlined in this Request for Proposal and subsequent contract to be negotiated with the City. This performance guaranty is separate from any performance guaranty that will be required as a result of the City's site plan review process.

The City shall convey the described real estate by quitclaim deed to the developer, or where the City has obtained a warranty deed for the real estate, it shall provide a warranty deed for the same to the developer. Any deed from the City will contain a restriction in the deed that the property must meet the permanent affordability requirements as described in this Request for Proposals.

In the event the City makes a financial contribution to a developer and to secure the developer's obligations, the City shall have a security interest in the form of a mortgage in the real estate to be developed. The terms of the mortgage shall be negotiated with the developer at the time of the commitment of funds.

EQUAL EMPLOYMENT OPPORTUNITIES

Vendor shall comply fully with the Nondiscrimination and Equal Opportunity Provisions of the Workforce Investment Act of 1998, as amended (WIA, 29 CFR part 37); the Nontraditional Employment for Women Act of 1991; title VI of the Civil Rights Act of 1964, as amended; section 504 of the Rehabilitation Act of 1973, as amended; the Age Discrimination Act of 1975, as amended; title IX of the Education Amendments of 1972, as amended; and with all applicable requirements imposed by or pursuant to regulations implementing those laws, including but not limited to 29 CFR part 37.

Reservation of Rights

The City of Portland reserve the right, at its sole discretion, to award all, a portion, or none of the available funding from this RFP, as well as reject any and all proposals based on the quality and merits of the proposals received, or when it is determined to be in the public interest to do so. Furthermore, the City of Portland may extend deadlines and timeframes, as needed.

The City of Portland reserves the right to substantiate any proposers' qualifications, capability to perform, availability, past performance records and to verify that the bidder is current in its financial obligations to the City of Portland.

All materials and equipment used as well as all methods of installation shall comply at a minimum with any and all Federal, OSHA, State and/or local codes, including applicable municipal ordinances and regulations. Additionally, all contaminated soil should be managed in accordance with state and federal regulations.

The successful bidder shall agree to defend, indemnify and save the City of Portland harmless from all losses, costs or damages caused by its acts or those of its agents, and, before signing the contract, will produce evidence satisfactory to the City of Portland's Corporation Counsel of coverage for General Public and Automobile Liability insurance in amounts not less than \$400,000 per person, for bodily injury, death and property damage, protecting the contractor and the City of Portland, and naming the City of Portland as an additional insured from such claims, and shall also procure Workers' Compensation insurance.

Pursuant to City of Portland procurement policy and ordinance, the City of Portland is unable to contract with businesses or individuals who are delinquent in their financial obligations to the City of Portland. These obligations may include but are not limited to real estate and personal property taxes and sewer user fees. Bidders who are delinquent in their financial obligations to the City of Portland must do one of the following: bring the obligation current, negotiate a payment plan with the City of Portland's Treasury office, or agree to an offset which shall be established by the contract which shall be issued to the successful bidder.

The City of Portland, Maine, reserves the right to waive any informality in proposals, to accept any proposal or portion thereof, and, to reject any and all proposals, should it be in the best in the best interest of the City of Portland to do so.

It is the custom of the City of Portland, Maine to pay its bills 30 days following equipment delivery and acceptance, and following the receipt of correct invoices for all items covered by the purchase order. In submitting bids under these specifications, bidders should take into account all discounts; both trade and time allowed in accordance with this payment policy and quote a net price. The City of Portland is exempt from the State's sales and use tax as well as all Federal excise taxes.

November 19, 2014

Matthew F. Fitzgerald
Purchasing Manager

Appendices

- Exhibit #1. HUD definition of a Community Housing Development Organization (CHDO)
- Exhibit #2. VRAP Work Plan
- Exhibit # 3. Munjoy Street Affordable Housing Feasibility Study completed by Bluestone Planning Group

PROPOSAL***THIS PAGE MUST BE INCLUDED***

The UNDERSIGNED hereby declares that he/she or they are the only person(s), firm or corporation interested in this proposal as principal, that it is made without any connection with any other person(s), firm or corporation submitting a proposal for the same.

The UNDERSIGNED hereby declares that they have read and understand all conditions as outlined in the invitation for bids, and that their proposal is made in accordance with same.

The UNDERSIGNED hereby declares that any person(s) employed by the City of Portland, Maine, who has direct or indirect personal or financial interest in this proposal or in any portion of the profits that may be derived there from, has been identified and the interest disclosed by separate attachment. (Please include in your disclosure any interest which you know of. An example of a direct interest would be a City of Portland employee who would be paid to perform services under this proposal. An example of indirect interest would be a City of Portland employee who is related to any officers, employees, principal or shareholders of your firm or to you. If in doubt as to status or interest, please disclose to the extent known).

The proposer acknowledges the receipt of Addenda numbered _____
If Applicable

COMPANY NAME: _____
(Individual, Partnership, Corporation, Joint Venture)

AUTHORIZED SIGNATURE: _____ DATE: _____
(Officer, Authorized Individual or Owner)

PRINT NAME & TITLE: _____

ADDRESS: _____

TELEPHONE: _____ FAX: _____

E-MAIL: _____ FEDERAL TAX ID NUMBER: _____

NOTE: All bids must bear the handwritten signature of a duly authorized member or employee of the organization making the bid. This sheet must be signed and returned with the proposal package.

EXHIBIT #1 – DEFINITION OF A COMMUNITY HOUSING DEVELOPMENT ORGANIZATION

1. Is a private nonprofit organization under State or local laws;
2. Has no part of its net earnings inuring to the benefit of any member, founder, contributor, or individual;
3. Is neither controlled by, nor under the direction of, individuals or entities seeking to derive profit or gain from the organization. A community housing development organization may be sponsored or created by a for-profit entity, but:
 - i. The for-profit entity may not be an entity whose primary purpose is the development or management of housing, such as a builder, developer, or real estate management firm.
 - ii. The for-profit entity may not have the right to appoint more than one-third of the membership of the organization's governing body. Board members appointed by the for profit entity may not appoint the remaining two-thirds of the board members; and
 - iii. The community housing development organization must be free to contract for goods and services from vendors of its own choosing;
4. Has a tax exemption ruling from the Internal Revenue Service under section 501(c)(3) or (4) of the Internal Revenue Code of 1986;
5. Does not include a public body (including the participating jurisdiction). An organization that is State or locally chartered may qualify as a community housing development organization; however, the State or local government may not have the right to appoint more than one-third of the membership of the organization's governing body and no more than one-third of the board members may be public officials or employees of the participating jurisdiction or State recipient. Board members appointed by the State or local government may not appoint the remaining two thirds of the board members;
6. Has standards of financial accountability that conform to 24 CFR 84.21, "Standards for Financial Management Systems;"
7. Has among its purposes the provision of decent housing that is affordable to low-income and moderate-income persons, as evidenced in its charter, articles of incorporation, resolutions or bylaws;
8. Maintains accountability to low-income community residents by:
 - i. Maintaining at least one-third of its governing board's membership for residents of low-income neighborhoods, other low-income community residents, or elected representative of low-income neighborhood organizations. For urban areas, "community" may be a neighborhood or neighborhoods, city, county or metropolitan area; for rural areas, it may be a neighborhood or neighborhoods, town, village, county, or multi-county area (but not the entire State); and

- ii. Providing a formal process for low-income program beneficiaries to advise the organization in its decisions regarding the design, siting, development, and management of affordable housing;
9. Has a demonstrated capacity for carrying out activities assisted with HOME funds. An organization may satisfy this requirement by hiring experienced key staff members who have successfully completed similar projects, or a consultant with the same type of experience and a plan to train appropriate key staff members of the organization; and
10. Has a history of serving the community within which housing to be assisted with HOME funds is to be located. In general, an organization must be able to show one year of serving the community before HOME funds are reserved for the organization. However, a newly created organization formed by local churches, service organizations or neighborhood organizations may meet this requirement by demonstrating that its parent organization has at least a year of serving the community.



CREDERE ASSOCIATES, LLC

776 Main Street
Westbrook, Maine 04092
Phone: 207-828-1272
Fax: 207-887-1051

September 17, 2014

Mr. Nicolas Hodgkins
Maine Department of Environmental Protection
Bureau of Remediation and Waste Management
Division of Remediation
Voluntary Response Action Program
17 State House Station
Augusta, Maine 04333-0017

**Subject: Voluntary Response Action Program Work Plan
Adams School Parking Lot (Map 3, Block M, Lot 5)
65 Munjoy Street, Portland, Maine**

Dear Mr. Hodgkins:

On behalf of the City of Portland (the City), Credere Associates, LLC (Credere) has prepared an environmental work plan (the Work Plan) for the property located at 65 Munjoy Street in Portland, Maine (the Site). The Site was formerly the parking lot for the former Marada Adams School, which was located adjoining the Site to the northeast. The current owner of the Site is the City of Portland; however, the City intends to sell the Site to be development as a multi-family residential property. This work plan outlines proposed soil handling practices to be implemented if/when the Site is redeveloped.

Credere is concurrently submitting a Voluntary Response Action Program (VRAP) Application for Technical Assistance to the Maine Department of Environmental Protection (DEP). This work plan will supplement the application in that it provides the means of assuring contaminated soil at the Site will remain beneath the current asphalt cover until redevelopment occurs, and that soil will be properly managed and disposed once redevelopment begins.

Lead and arsenic have been documented in surface soil exceeding the residential Maine DEP Remedial Action Guidelines (RAGs) across the Site. The Phase II investigation concluded that the arsenic and lead impacts were consistent with the observed fill material, which was generally located from 0 to 4 or 5 feet below ground surface (bgs). It was estimated approximately 950 to 1250 cubic yards of lead and arsenic impacted soil, or fill material, is present at the Site's surface.

Additionally, extractable petroleum hydrocarbon (EPH) fractions C11-C22 aromatics were detected in two locations along the northeast side of the Site at a depth of 5 to 7 feet bgs. The petroleum impacted soil at the Site was presumed to have been impacted by the former/historical

USTs associated with the adjacent former Marada Adams School, which was located near the northern corner of the Site. It was estimated approximately 150 to 200 cubic yards of petroleum impacted soil are located at the interval of approximately 5 to 7 feet along the northeast edge of the Site.

The following sections present our cleanup approach to addressing these Site contaminants during redevelopment.

Soil Management

Soil impacted by concentrations of oil and/or hazardous substances at levels that exceed the Maine DEP residential RAGs have been identified at the Site. Current known soil conditions were described in Credere's August 8, 2014, Phase II Environmental Site Assessment (ESA), and is enclosed with the VRAP application.

Based on the currently available information, impacted soil would meet the definition of a "special waste" as presented in the Maine DEP's Maine Solid Waste Management Rules: Chapter 400 upon removal from the Site. Soil at the Site has not been assessed for hazardous waste characterization at this time.

Currently, the Site being used as a parking lot and is covered with an intact layer of asphalt serving as a cover. Based on the nature of the Site and likely structural needs (i.e. sub-grade foundation) of a future multifamily building, the removal of impacted soil will be conducted in certain areas. Due to the size of the Site, onsite reuse is not expected to be feasible and offsite disposal will be necessary. Soil characterization, handling, and offsite disposal should be conducted in accordance with the Soil Management Plan included in **Attachment A**. If contaminated soil remains onsite after redevelopment, a cover system should be installed for areas of the Site not covered by the building footprint.

Following the completion of special waste soil removal and disposal activities and the construction of the cover system over remaining impacted soil, a summary of completed actions and the applicable disposal documentation will be submitted to the Maine DEP.

Groundwater Management

Groundwater impacted by concentrations of oil and/or hazardous substances have not been assessed at the Site; however, based on the documented impacts to soil at the groundwater interface and evident migration of petroleum contamination with groundwater, excess groundwater generated during excavation activities for utilities, foundations, and other subsurface structures will be collected and managed on-site. Following appropriate analysis and facility acceptance, this water will be discharged to the Portland Water District publically owned treatment works (POTW) or other suitable facility.

Please note that groundwater may percolate up to the ground surface during the installation of piles and during the compaction of soils. This groundwater may be infiltrated back into the subsurface environment, however, it must be prevented from entering the storm water system.



Following the completion of groundwater removal and disposal activities, a summary of completed actions and the applicable disposal documentation will be submitted to the Maine DEP.

Closing

We hope that the information included in this document meets the requirements for the development of a NAAL to ensure liability protection for the City, their successors, assigns, lenders, and fiduciaries as provided by the VRAP.

If any questions or concerns arise during your review of this submittal, please do not hesitate to contact the undersigned at (207) 828-1272 extension 15 or adrouin@crederelc.com.

Sincerely,
Credere Associates, LLC


Allison Drouin
Geologist/Project Lead



Robert I. Patten, P.E., L.S.P., LEED-AP
Vice President

cc: Nick Hodgkins, Maine DEP
Mary Davis, City of Portland

Attachment A – Soil Management Plan

Attachment A – Soil Management Plan





CREDERE ASSOCIATES, LLC

776 Main Street
Westbrook, Maine 04092
Phone: 207-828-1272
Fax: 207-887-1051

September 17, 2014

Mary Davis
City of Portland
389 Congress Street
Portland, Maine 04101

RE: **Soil Management Plan
Adams School Parking Lot
65 Munjoy Street, Portland, Maine**

Dear Ms. Davis:

The following document describes methods and procedures to be used during the redevelopment of the Adams School Parking Lot property located at 65 Munjoy Street in Portland, Maine (the Site). The activities and practices described below are necessary to fulfill the applicable regulatory requirements and to manage potential risk to human and environmental receptors associated with contaminated soil. Included in this Soil Management Plan (SMP) are:

- A description of soil conditions and associated regulatory applicability
- A listing of proper health and safety work practices and protective equipment for use during Site work activities
- A description of onsite soil management procedures including soil handling, stockpiling, and dust control for use during Site work activities
- A description of the onsite soil reuse procedures including the soil cover system
- A summary of the methods to be used for the proper transport and disposal of excess soil that may be generated during redevelopment

1. INTRODUCTION & APPLICABILITY

According to previously completed environmental investigations, soil at the Site has been impacted by concentrations of oil and/or hazardous materials exceeding the May 8, 2013, Maine Department of Environmental Protection (DEP) Remedial Action Guidelines (RAGs) and May 23, 2014, RAGs for Petroleum Sites. Maximum contaminant concentrations based on available data are summarized below:

Table 1 - Maximum Known Contaminant Concentrations		
Analytical Group	Analyte	Maximum Concentration (mg/kg)
Carbon Fraction Range Extractible Petroleum Hydrocarbons (EPH)	C11-C22 aromatic hydrocarbons	1,400
Polycyclic Aromatic Hydrocarbons (PAH)	2-Methylnaphthalene	3.9
	Fluorene	2.3
	Phenanthrene	4.6
Total RCRA 8 Metals	Arsenic	24
	Lead	3,300

Bold - exceeds the Maine DEP residential RAG

2. GENERAL HEALTH AND SAFETY PLAN

The following serves as guidelines for health and safety procedures to be employed during general construction activities at the Site. These guidelines should be supplemented by a Site-specific health and safety plan to be prepared by the contractor.

Based on previous environmental assessments completed at the Site, the expected contaminants of concern include, EPH, lead, and arsenic in soil. The primary route for contact with impacted materials at the Site is dermal absorption. Secondary routes include inhalation, dermal absorption, incidental uptake and active ingestion. As such, the utilization of basic personal protective equipment (PPE) will minimize the potential for exposure while conducting construction activities at the Site.

Training

Based on previous environmental assessments completed at the Site, the contaminants of concern include arsenic, lead, PAHs, and petroleum constituents in soil. Consistent with these conditions, all personnel who will be directly handling or otherwise may be exposed to impacted media shall have 40 hour Occupational Safety & Health Administration (OSHA) CFR 1910.120 training, 3 days of supervised field experience, and current 8-hour OSHA refresher training.

Exposure pathways at the Site include dermal absorption (e.g. through contact with soil), incidental uptake (e.g., inhalation of dust), active ingestion (e.g. eating with dirty hands), and inhalation (i.e. inhalation of volatilized vapors). As such, the utilization of basic Level D personal protective equipment (PPE) will minimize the potential for exposure to contaminants while conducting site work activities at the Site.

Personal Protective Equipment

Based on the hazard evaluation, Level D PPE has been initially designated for all personnel who will be directly handling or otherwise may be exposed to impacted media at the Site. The contractor's Health and Safety Officer may upgrade PPE to Level C or higher if additional hazards are identified during Site work.



Specific Level D PPE to be used at the Site includes the following:

- Steel toe work boots with latex over boots as required
- Safety glasses with side shields
- Work gloves
- Nitrile inner gloves
- Hard hat
- Coveralls

Work Zone Monitoring

Due to the potential for impacts to ambient air during construction, the work zone should be monitored periodically using a photoionization detector (PID), particularly when petroleum impacted soil is exposed or disturbed. Ambient air should not exceed 10 parts per million by volume (ppm_v) sustained for a 15 minute period.

Additionally, the property boundaries should be monitored for ambient dust levels to ensure fugitive dust is not migrating from the Site onto adjoining or nearby properties. As a general rule of thumb, visible ambient dust should be controlled using wet suppressant methods and exposed soil should be covered during down time.

General Operating Procedures

In addition to the above basic health and safety guidelines, the following procedures will be followed during activities conducted at the Site which create the potential for exposure to impacted soil:

- Work conducted at the Site shall be directed by a qualified environmental professional.
- The Site shall be surveyed and cleared by DigSafe.
- All equipment used during excavation activities shall be properly cleaned and decontaminated.
- Any indication of conditions more hazardous than those anticipated, or the observation circumstances which would render the above basic health and safety procedures inappropriate, shall result in the evacuation of the work area and a reassessment of health and safety procedures by a qualified environmental professional.

3. ONSITE SOIL MANAGEMENT

The following section will provide procedures for the excavation, storage, and disposal of excess soil generated during construction activities at the Site.



All impacted soil that will remain at the Site, including materials planned for reuse and undisturbed *in situ* impacted soil if identified in the future, will be covered to minimize the direct contact hazard for future Site users.

Onsite Reuse of Soil

All areas of the Site should be covered according to the below specifications:

- All features and subsurface infrastructure will be installed and the grading of impacted materials shall be completed consistent with the design requirements for the Site.
- Any excess or future identified impacted soil that cannot be re-used at the Site will be removed in accordance with **Section 4** of this SMP.
- A permeable geotextile fabric or similar material, such as snow fence (i.e. marker layer), will be placed directly over the impacted soil to indicate the distinction between the cover and the underlying impacted soil to remain at the Site. A separate marker layer will not be necessary below impermeable surfaces such as concrete walkways, asphalt pavement, or concrete foundations, since these materials will serve as the marker layer. The geotextile marker layer will extend from landscaped areas to the exterior limit of these impermeable areas.
- A minimum of 12 inches of clean fill shall be placed as cover material over the marker layer. The covered areas will be loamed, seeded, mulched, or otherwise permanently stabilized to prevent erosion and damage to the soil cover. If the marker layer must be compromised to facilitate landscape installation, a replacement marker layer shall be installed prior to the placement of any new non-impacted material.
- As necessary, existing pavement located atop competent base materials will be removed and properly disposed off-Site. Asphalt removal will be conducted in such a way as to prevent disturbance of the base materials below. Clean gravel may be added to meet finish grades but no soil disturbance will occur unless conducted by appropriate trained personnel and required by Site construction plans. The new pavement or concrete (minimum of 3 inches) will be considered to be the marker layer and cover in these areas.

Soil Stockpiling and Storage

Soil excavated from the Site may be temporarily stored or removed following waste disposal characterization and acceptance at an appropriate receiving facility. Soil stored at the Site will be placed atop 20-mil polyethylene sheeting and securely covered by 10-mil or 20-mil polyethylene sheeting. Berms shall be constructed around the edges of the stockpiles, the base shall be sloped to create leachate collection points, and storm water runoff will be diverted away from any soil stockpile or storage area when feasible.

Due to the size of the Site, soil may be more conveniently live loaded into trucks for offsite disposal at an appropriate facility or temporarily stored within secure, water resistant, DOT-



approved bulk containers. All stockpiled or containerized soil will be stored within a secure area of the Site and properly labeled to minimize potential contact. In addition, all soil stockpiled or otherwise stored at the Site will be inspected daily for tears, holes, or other failures in the polyethylene sheeting or storage container.

Dust Control

Dust control requirements will be a contractual responsibility of the general contractor for the Site and will be documented by the owner's Environmental Professional during redevelopment activities. Dust control measures shall be employed during excavation and grading, and to control dust around stockpiles, haul roads, and any other exposed soils.

- At a minimum, wet suppression shall be used to provide temporary control of dust. Wet suppression will be applied on a routine basis and/or as directed by the owner's Environmental Professional to adequately control dust. Depending upon weather conditions and work activity, several wet suppression applications per day, and/or the use of granular calcium chloride or similar commercially manufactured dust control agents, may be necessary to adequately control dust. Aside from routine wet suppression, alternate dust control measures are subject to approval by the owner's Environmental Professional.
- Water runoff generated by dust control will be retained and disposed in accordance with the requirements of the appropriate regulatory agencies.
- Vehicles leaving the Site shall have no mud or dirt on the vehicle body or wheels. Any foreign matter on the vehicle body or wheels will be physically removed prior to vehicles entering a public roadway. Vehicles will not be permitted to leave the Site with exterior mud or dirt that has the potential to be deposited on public roadways.

4. OFFSITE SOIL DISPOSAL

During redevelopment or if future need arises, all excess impacted soil (e.g. during future landscape installations) shall be transported and disposed offsite in accordance with all applicable federal and state regulations. The following subsections provide appropriate procedures for the characterization and offsite disposal of special waste soil.

Waste Characterization Sampling

Waste characterization sampling will be required in order to meet facility acceptance requirements. As such, the owner's Environmental Professional will collect representative samples from the special waste soil for analysis by an independent, Maine-certified laboratory. At a minimum, and in accordance with disposal facility requirements, laboratory criteria will include, but may not be limited to, the following analyses:



- Total petroleum hydrocarbons (TPH)
- Volatile organic compounds (VOC)
- Semi-volatile organic compounds (SVOC)
- Polychlorinated biphenyls (PCB)
- RCRA 8 Metals
- pH
- Ignitibility, conductivity, and reactivity (sulfide and cyanide)
- Additional toxicity characteristics leaching procedure (TCLP) analysis where necessary

Following the results of the above analyses, an appropriate disposal or recycling method will be selected and a soil disposal acceptance package should be prepared and submitted to the facility.

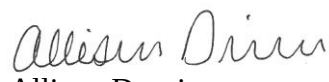
Soil Transport and Recycling / Disposal

Prior to shipment, an appropriate recycling or disposal application will be submitted to the selected facility to obtain acceptance approval. Following facility acceptance, impacted soil will be removed from the Site for proper recycling or disposal. The loading of impacted soil will be conducted in accordance with the requirements of this SMP. All impacted soil loading and transport activities will be overseen by the owner's Environmental Professional. All equipment used for the transport of impacted soil will be properly licensed in accordance with applicable state and federal regulations. Haul truck cargo areas shall be securely and completely covered during material transport on public roadways.

Each shipment of impacted soil will be accompanied by appropriate transport documentation, such as a hazardous waste manifest or bill of lading. An official record of each shipment of impacted soil from the Site, including tonnage, will be presented to the owner's Environmental Professional following delivery to the receiving facility.

If there are any questions, please contact the undersigned.

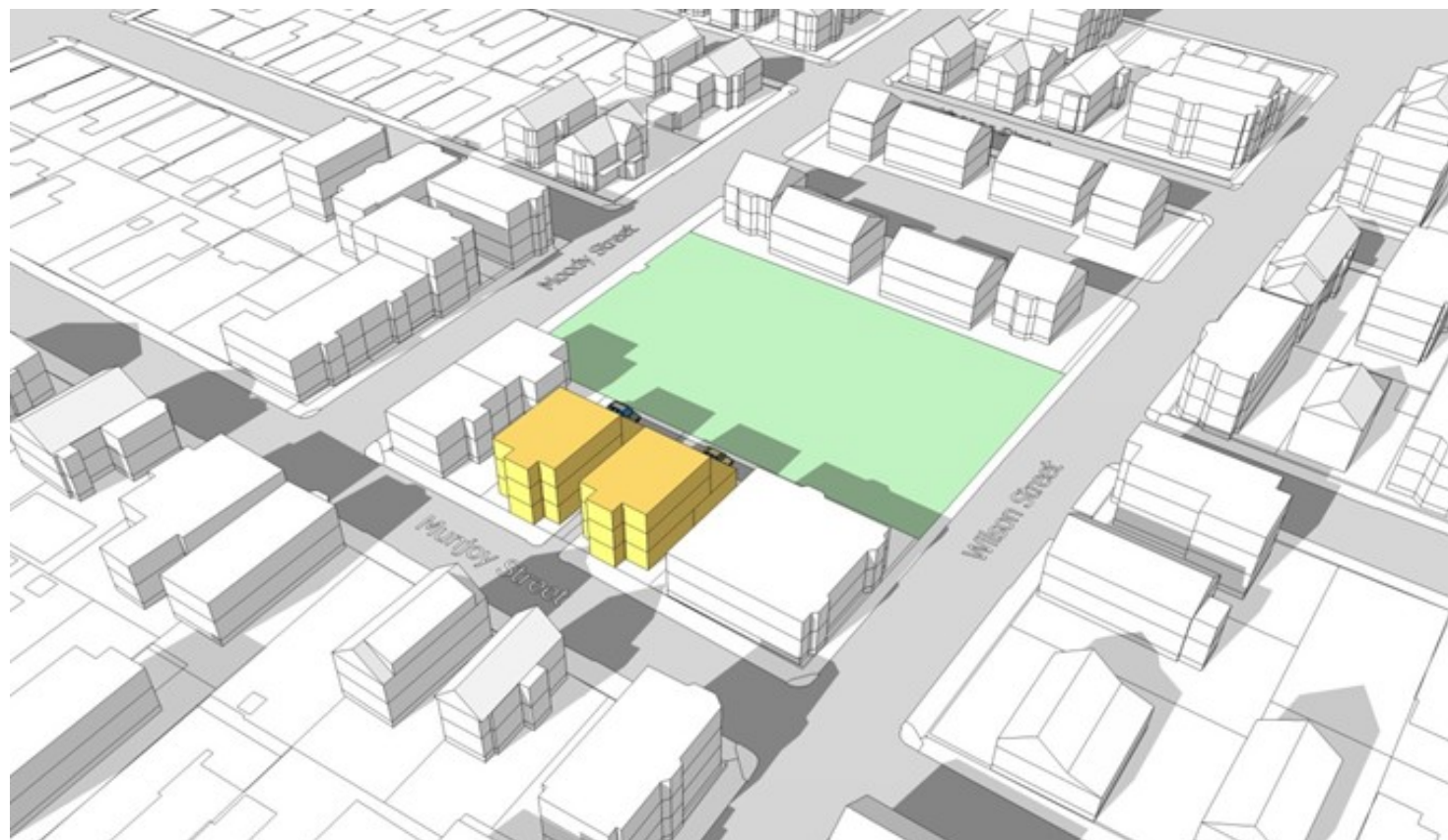
Sincerely,
Credere Associates, LCC


Allison Drouin
Geologist/Project Lead


Rip Patten, P.E., L.S.P., LEED-AP
Vice President

Munjoy Street Affordable Housing Feasibility Study

FINAL DRAFT



City of Portland, Maine
Planning & Urban Development Department

BPG / Bluestone Planning Group
Stantec Consulting Services, Inc.
Stull and Lee, Inc.

August 28, 2014



Munjoy Street Site illustrating the adjoining neighborhood context and scale: This photograph shows the old Adams School before it was demolished and before the new Adams School Condominiums on Vesper Street, and the new midblock playground and park were recently constructed.

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1.0 Introduction & Goals

In July of 2014, the City of Portland Maine and the City Council, via its Planning & Urban Development Department, asked our team of design and real estate financial and funding consultants to examine the feasibility of developing new permanently affordable family-sized housing units on a small city-owned parcel of land on Munjoy Street in a residential neighborhood north of downtown Portland. This small 6,800 sq. ft. (0.15 acre) remnant parcel had been a part of the former Adams School block bounded by Vesper, Moody, Munjoy and Wilson Streets, and was used as that school's parking lot. In 2013 - 2014 most of the block was redeveloped as the Adams School Condominiums on Vesper Street and a new city playground and open space at mid-block.

The assignment given our team was to explore physical alternatives and financial feasibility to maximize affordable housing options on the target site while simultaneously blending in size and scale with the surrounding two and three story multi-family residences on adjoining parcels and blocks. Specifically, the goals of this feasibility exercise were to:

- ❑ Attempt to maximize the number of affordable family size housing units (min. 2 bedroom units), but in no case provide fewer than eight (8) new apartments;
- ❑ Develop housing no taller than three floors in height to fit the scale and height of homes on the surrounding blocks;
- ❑ Design the housing to meet new proposed R-6 District zoning standards and dimensional criteria;
- ❑ Provide only a limited number of on-site parking spaces, in accordance with parking criteria proposed in the new R-6 District zoning amendments. Provide the remainder of required parking on-street;
- ❑ Try to avoid locating new on-site parking spaces along the Munjoy Street frontage. Instead, either place on-site parking at the side or rear of the lot, and/or visually screen parking from street view;
- ❑ Design the new housing to a scale and height so as not to cast extended shadows over a new adjoining playground and green open space; and
- ❑ Examine the financial and funding feasibility of developing this housing for permanent affordable ownership family housing and provide the option of utilizing HOME funds.



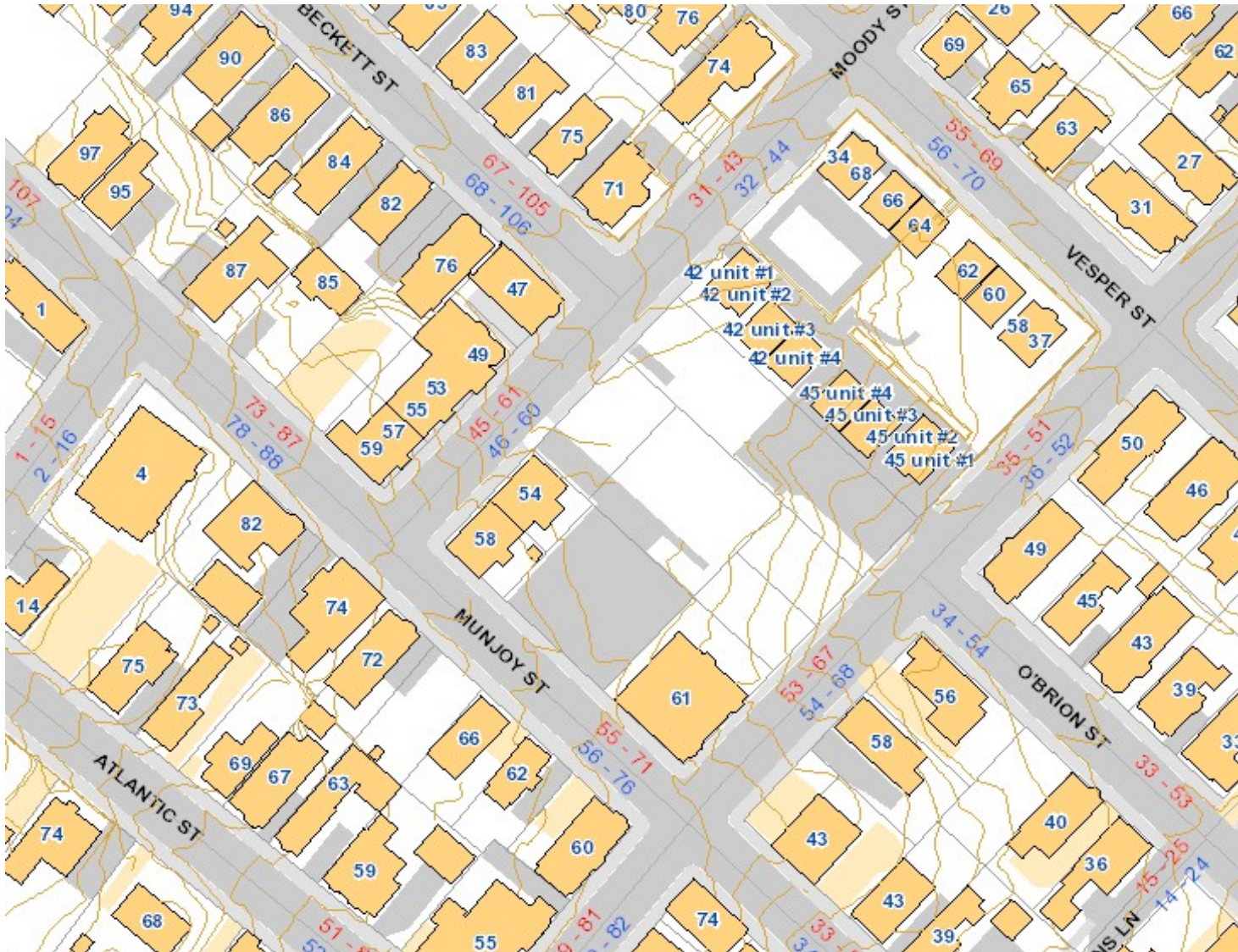
Munjoy Street Affordable Housing Site

2.0 Background and Context

The 6,800 sq. ft. (0.15 acre) Munjoy Street parcel is located in a relatively dense two and three story residential neighborhood north of downtown Portland and is close to the harbor. The site was once part of the city's Adams School property. In recent years, the school was closed and torn down so that the site could be redeveloped for affordable ownership housing, a playground, and open space.



Over the past year, sixteen (16) new family-sized two-story affordable townhouse units - Adams School Condominiums - were completed on the northeast portion of the block adjoining Vesper St. on a significantly larger parcel of land. Immediately to the southeast of this new housing, in the center of the former Adams School block, the City has also developed a new playground and green open space. The target Munjoy Street site is the last remaining undeveloped remnant parcel of the old Adams School. It is adjoined on Munjoy Street, on either side, by two-story privately-owned multi-family residential buildings.

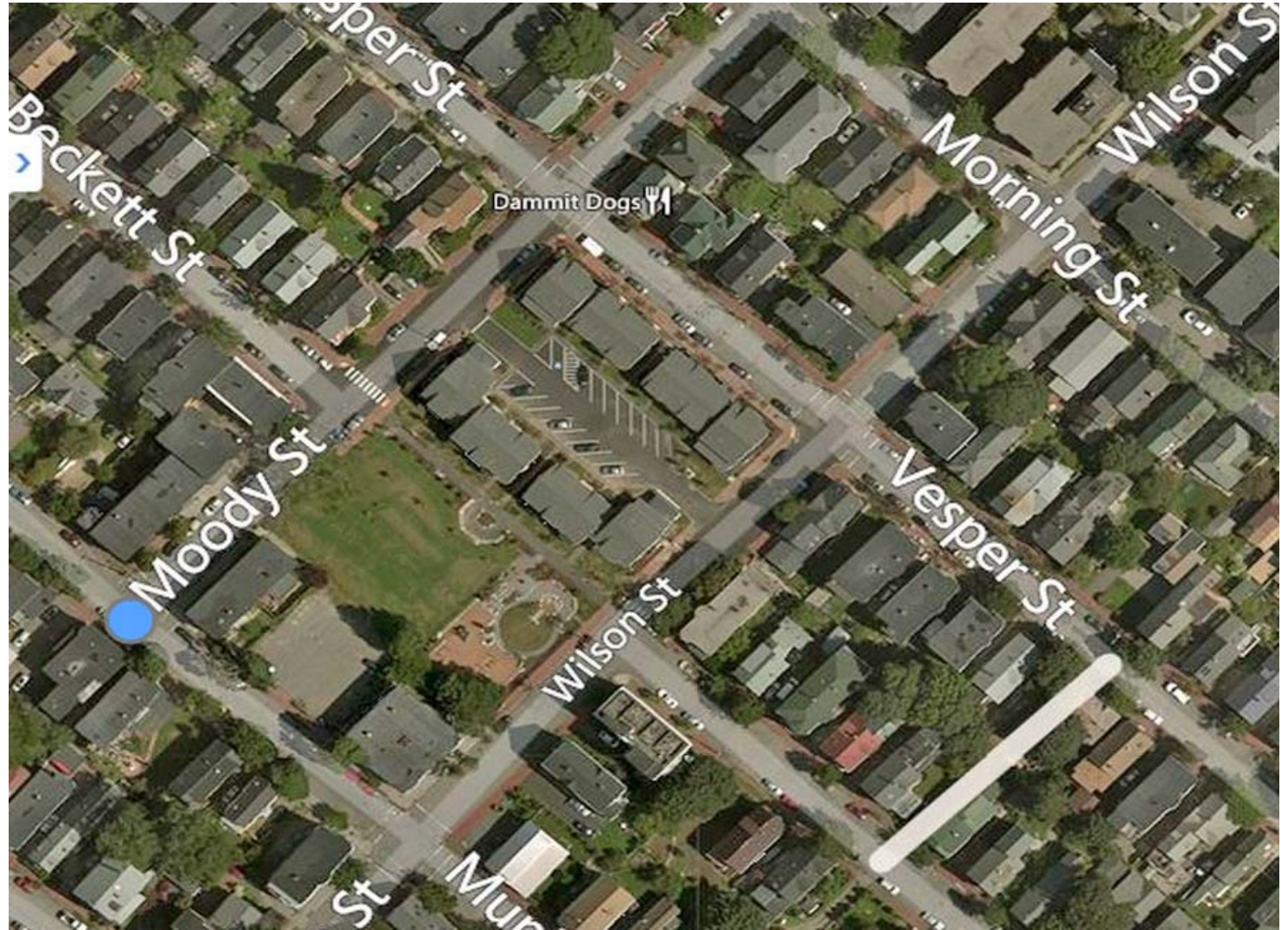


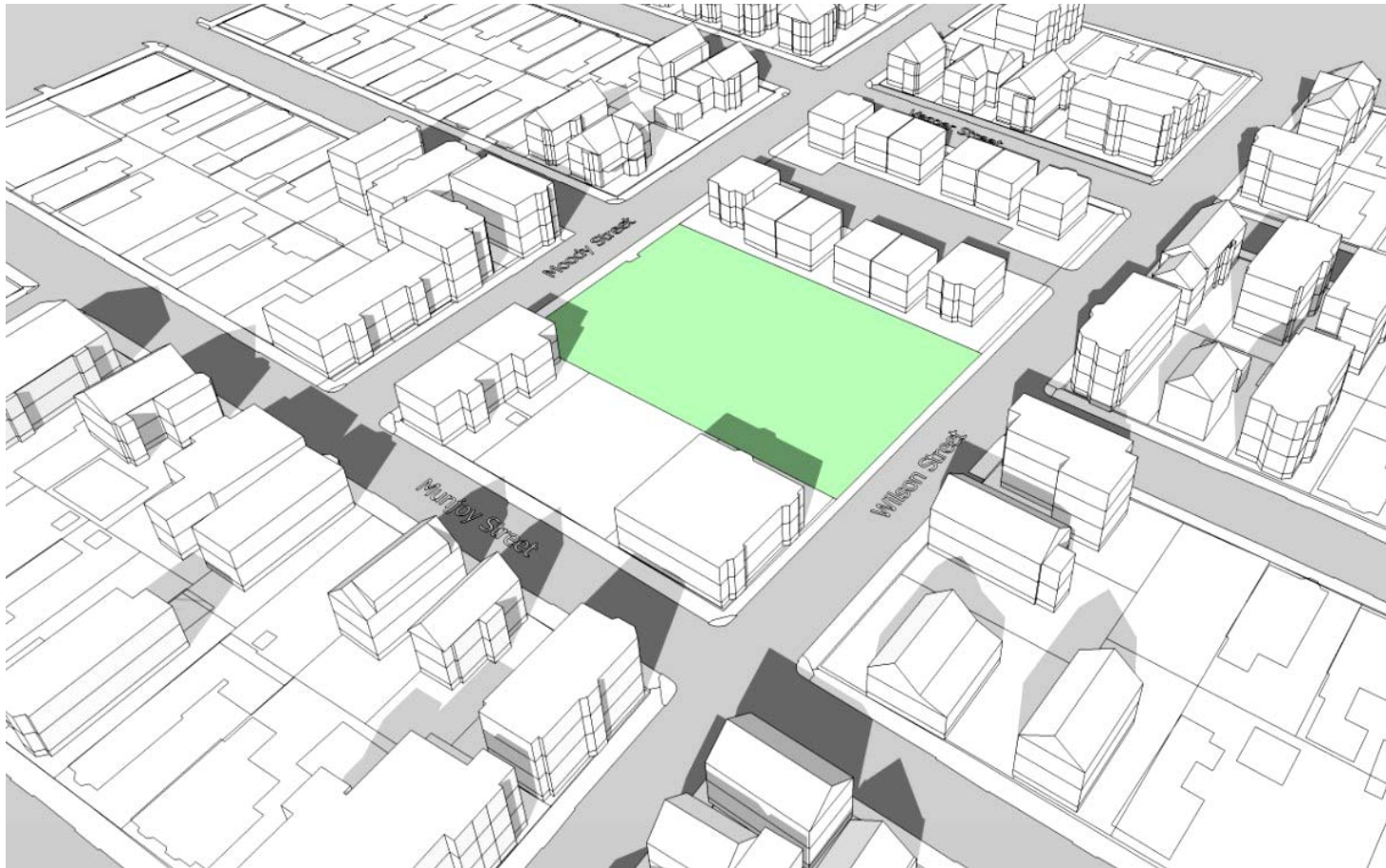
Adams School Condominiums on Vesper Street

3.0 Existing Site Conditions

3.1 The Site

The 6,800 sq. foot site is topographically flat. Approximately 80 feet wide and 85 feet deep, the site is 0.15 acres in size. It is bounded on its northeast by a new city green open space and a playground on Wilson Street.





Aerial view looking northeast with the new Vesper Street affordable housing units to the top of the old Adams School block, the new playground and future park in the middle of the block, and the target site on Munjoy Street situated between existing multi-family residential buildings to either side.



*Adams School Condominium
Vesper St. two-story housing:
Architectural elevations*

3.2 Existing & Proposed R-6 District Zoning Standards

In anticipation of new development at this site and elsewhere in the R-6 Zoning District, the City is proposing zoning amendments to allow increased residential densities.

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

3.3 Phase I Environmental Site Assessment (ESA) Report Conclusions

On July1, 2014, Credere Associates LLC, working in behalf of the City of Portland, completed a Phase I Environmental Site Assessment of the former Adams School site and target Munjoy Street Site based on a history of earlier identified contaminants on adjoining sites. Credere Associates recommended that a Phase II ESA investigation be conducted at the Site to assess Recognized Environmental Conditions (RECs) identified in the Phase I ESA.

4.0 Issues & Opportunities

4.1 Opportunities

- ❑ Provide an opportunity to build additional affordable family home-ownership housing on Munjoy Street at the site of the former Adams School parking lot.
- ❑ Strengthen, through infill, the residential street frontage on Munjoy Street, instead of a parking lot, to visually enhance the residential character of Munjoy Street.

4.2 Issues

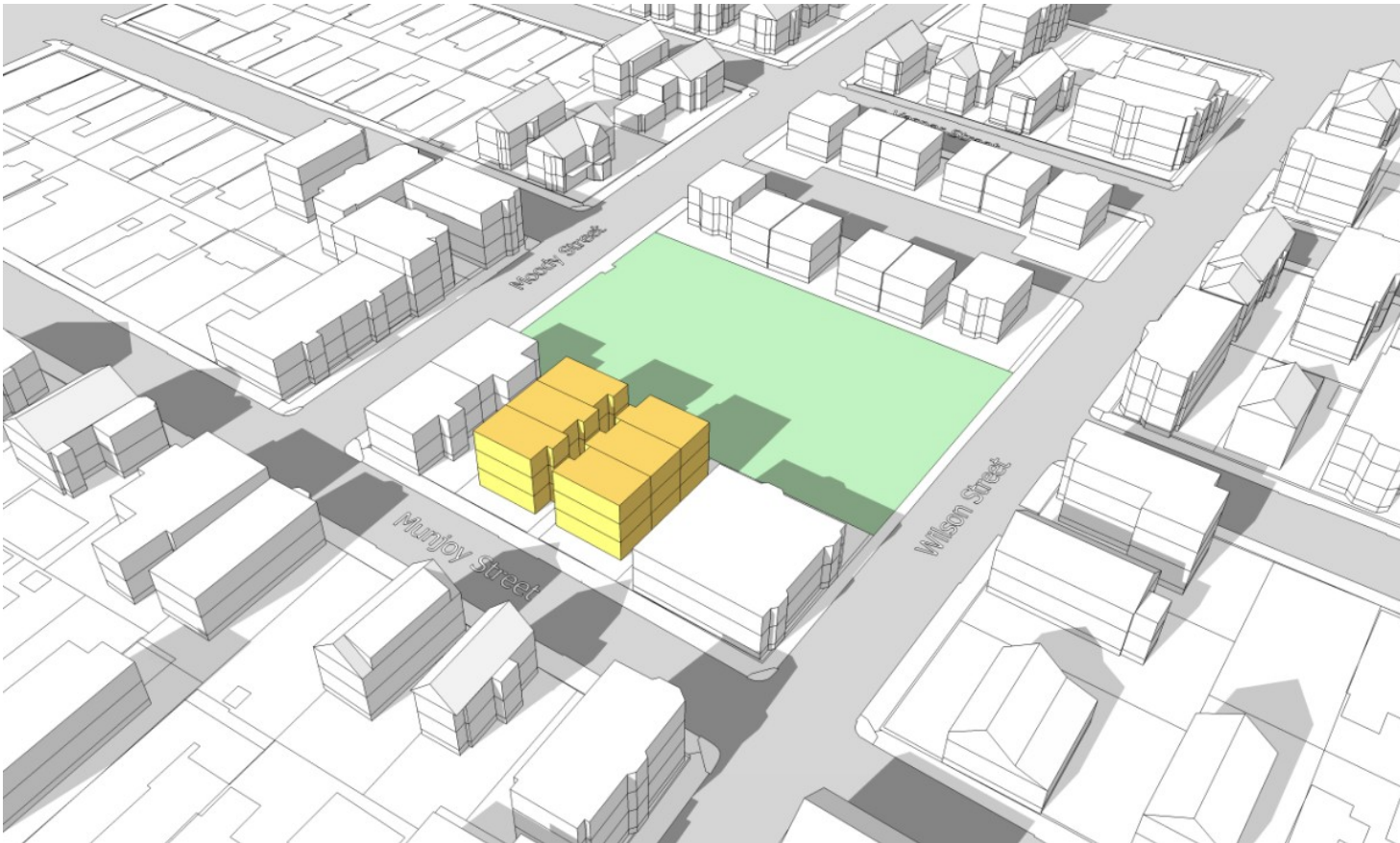
- ❑ Because the site is small (0.15 acres) and dimensionally limited (80 ft. x 85 ft.), it is difficult to fit both the minimum target number of new housing units (8 DUs min.) on the site and a sufficient number of surface on-site parking spaces to support this number of housing units, as required by zoning; *unless*, 1) some spaces are built at grade but under the overhang of upper floors, or 2) the target site is subdivided into two lots so that the 3-car parking space exemption per lot provided for in the proposed zoning can be taken advantage to minimize the total on-site parking requirements.
- ❑ To accommodate the minimum number of target housing units (8DUs), it is likely that three story buildings will be required. Means must therefore be sought (e.g. rear upper story building setbacks adjacent to the park) to minimize shadows cast on the adjacent playground and future park. By further adding pitched roofs as a desired design feature, the length of shadows may be extended.
- ❑ A Phase II Environmental Site Assessment (ESA) may be required for the Munjoy Street site. If contaminants are found, they may have to be remediated or removed.

5.0 Alternative Housing Scenarios

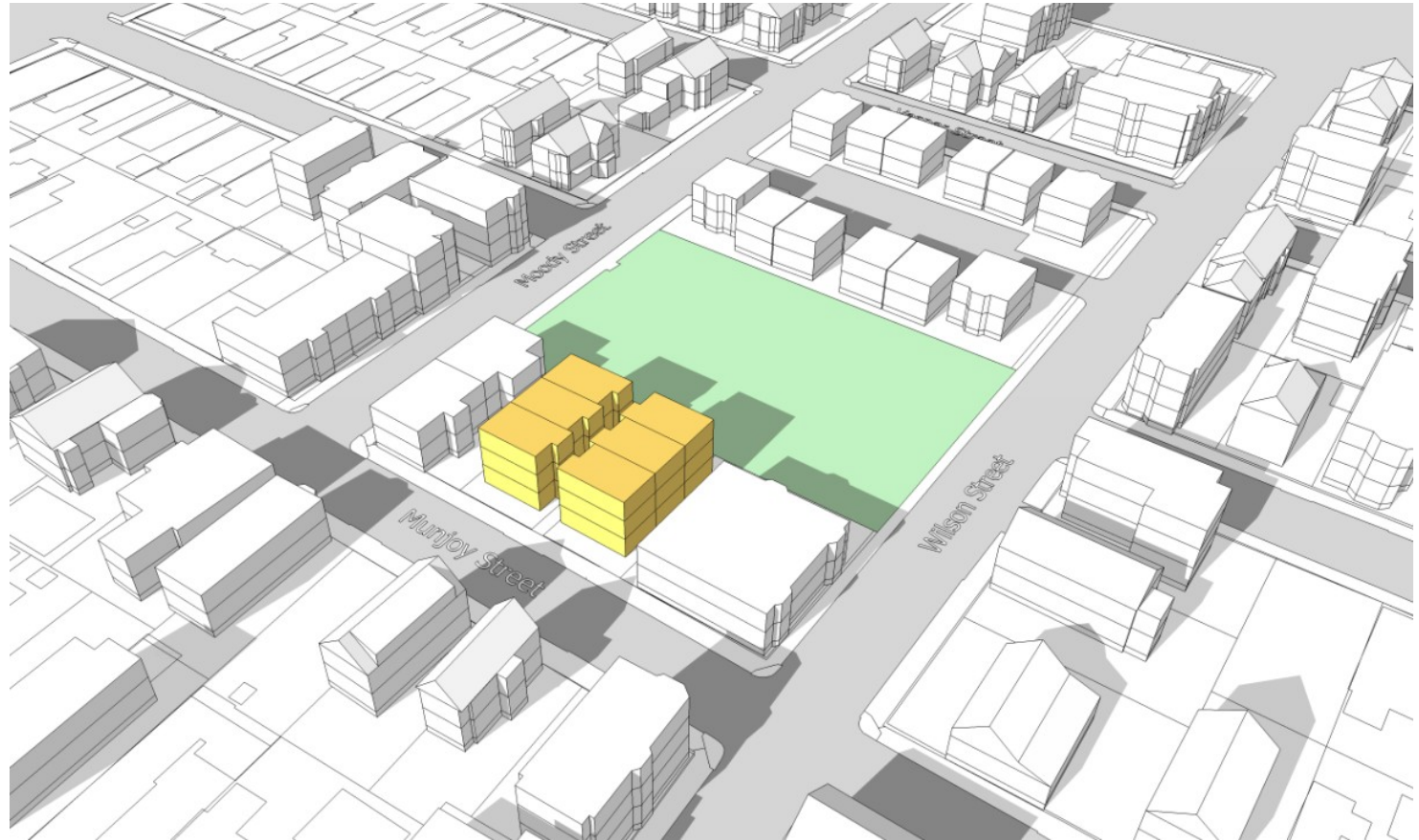
A number of alternative housing typologies were investigated for the Munjoy Street site before a Preferred Alternative was selected. These options are summarized below. Illustrations of each Alternative are shown on the following pages.

Alternative Housing Scenarios: Summary Table					
Alt. No.	Housing Type	No. of Units	No. of Floors	No. of Parking Spaces	Density [DUs / Acre] / Comments
Alt. A	Attached Two-Story Townhouses	6	2	0	40 DUs / acre - Pitched Roof
Alt. B1	Attached two-Story Townhouses over Ground Floor Flats [Facing center walkway]	12	3	0	80 DUs / acre - Flat roofs
Alt. B2	Attached Two-Story Townhouses over Ground Floor Flats [Facing street & facing park]	12	3	4 tandem spaces in 2 driveways	80 DUs / acre - Flat roofs
Alt. C1	Garden Apartment Flats [4 DUs / ea. floor]	12	3	2 tandem spaces in driveway	80 DUs / acre - Flat roof
Alt. C2	Garden Apartment Flats [4 DUs / ea. upper floor + 2 DUs / ground floor]	10	3	6-7 surface spaces underneath upper floors	66 DUs / acre - Flat Roof
Alt. D1	Two 'Triple Decker' Flats [1 DU on ea. upper floor + 2 smaller DUs on ground floor] [Subdivided Lot]	8	3	2 surface spaces at rear or in driveway	52 DUs / acre - Flat roof - Subdivided Lot
Alt. D2	Two 'Triple Decker' Flats [1 DU on ea. upper floor + 2 smaller DUs on ground floor] [Subdivided Lot]	8	3	2 tandem surface spaces in driveway	52 DUs / acre - Pitched Roof - Subdivided Lot

Alternative A: Attached Two-Story Townhouses – 6 DUs



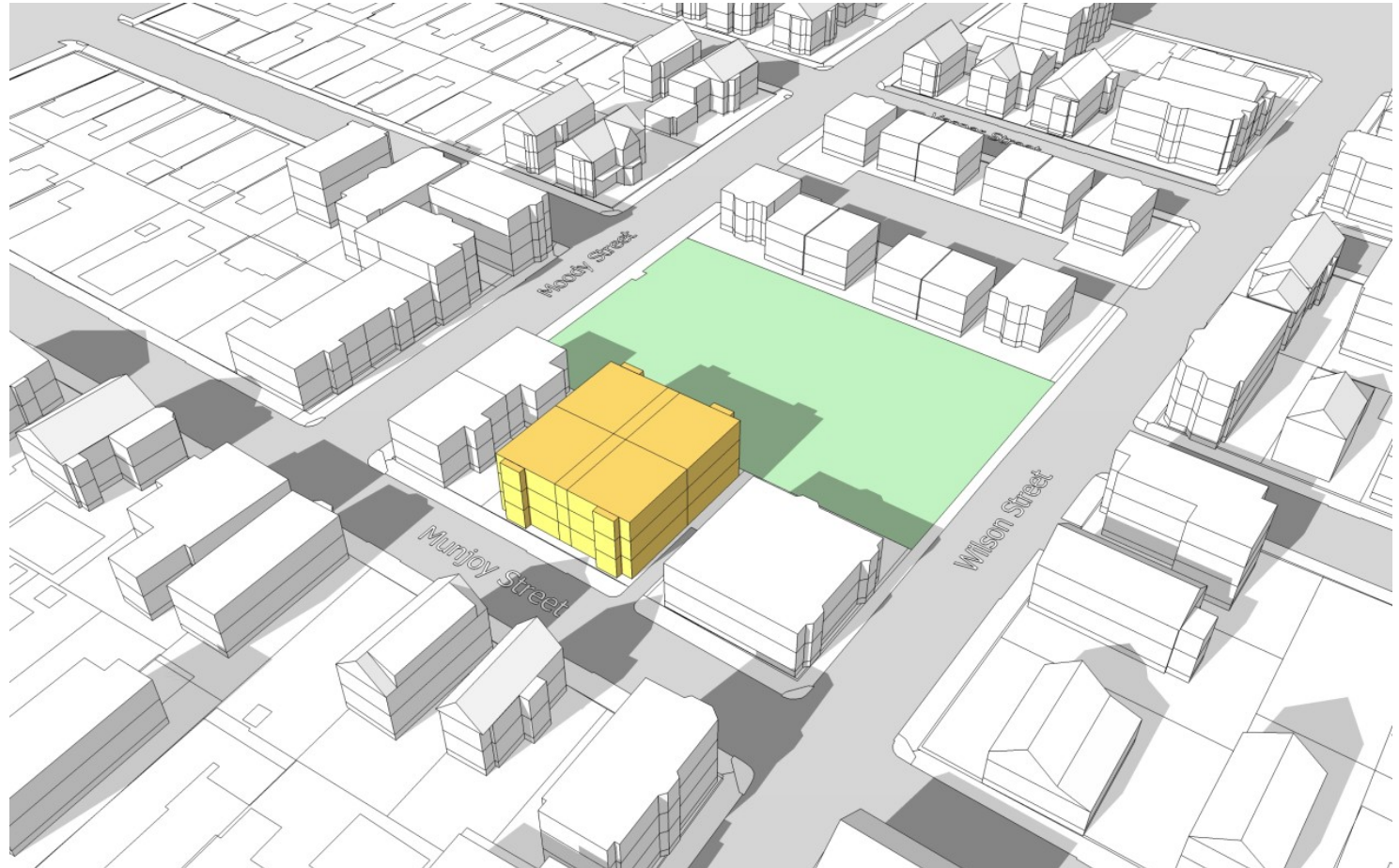
*Alternative B1: Attached Two-Story Townhouses Over Ground Floor Flats – 12 DUs
[Fronts facing internal walkway]*



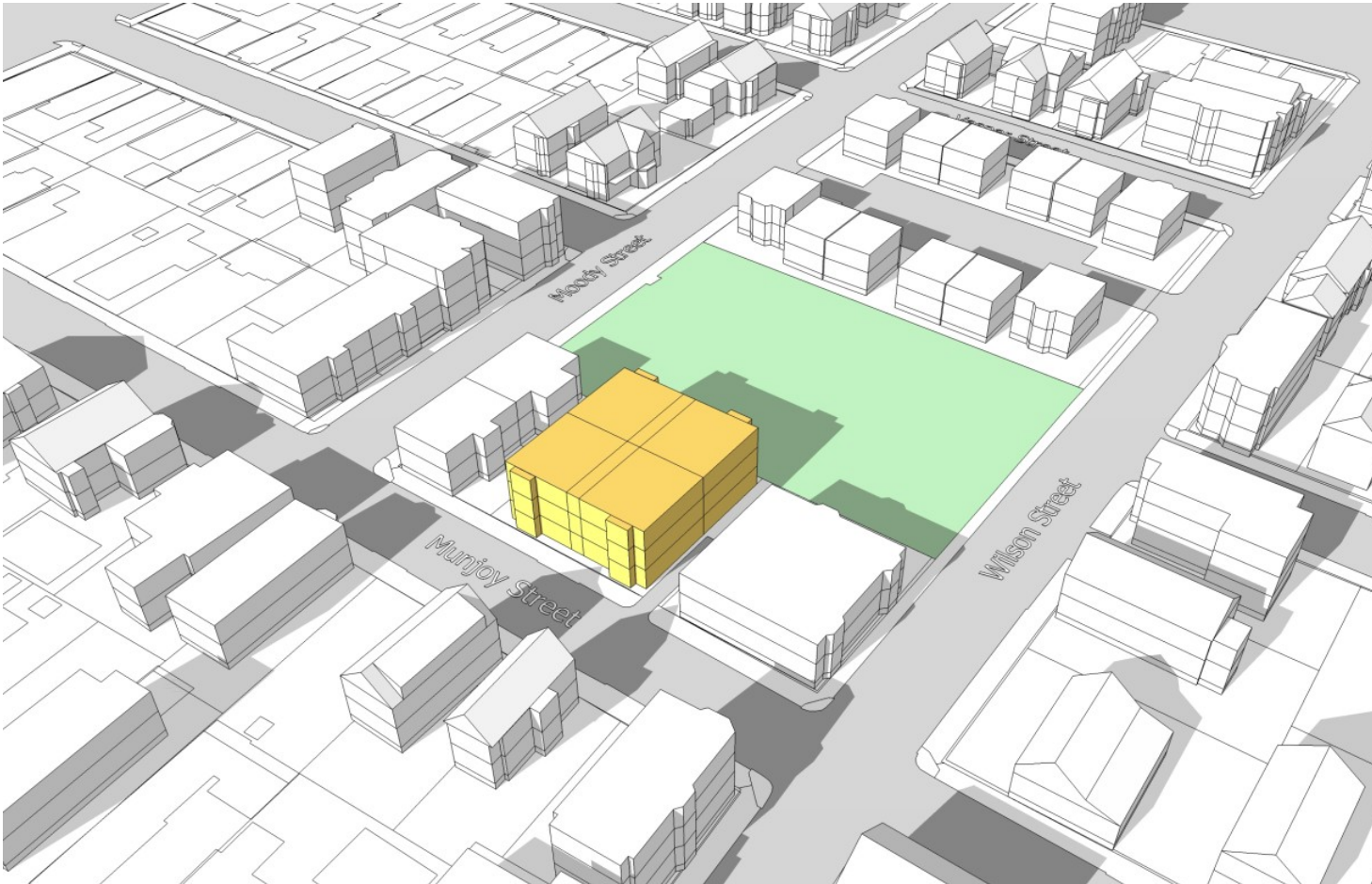
*Alternative B2: Attached Two Story Townhouses over Ground Floor Flats – 12 DUs
[Building fronts facing both Munjoy Street and the Park]*



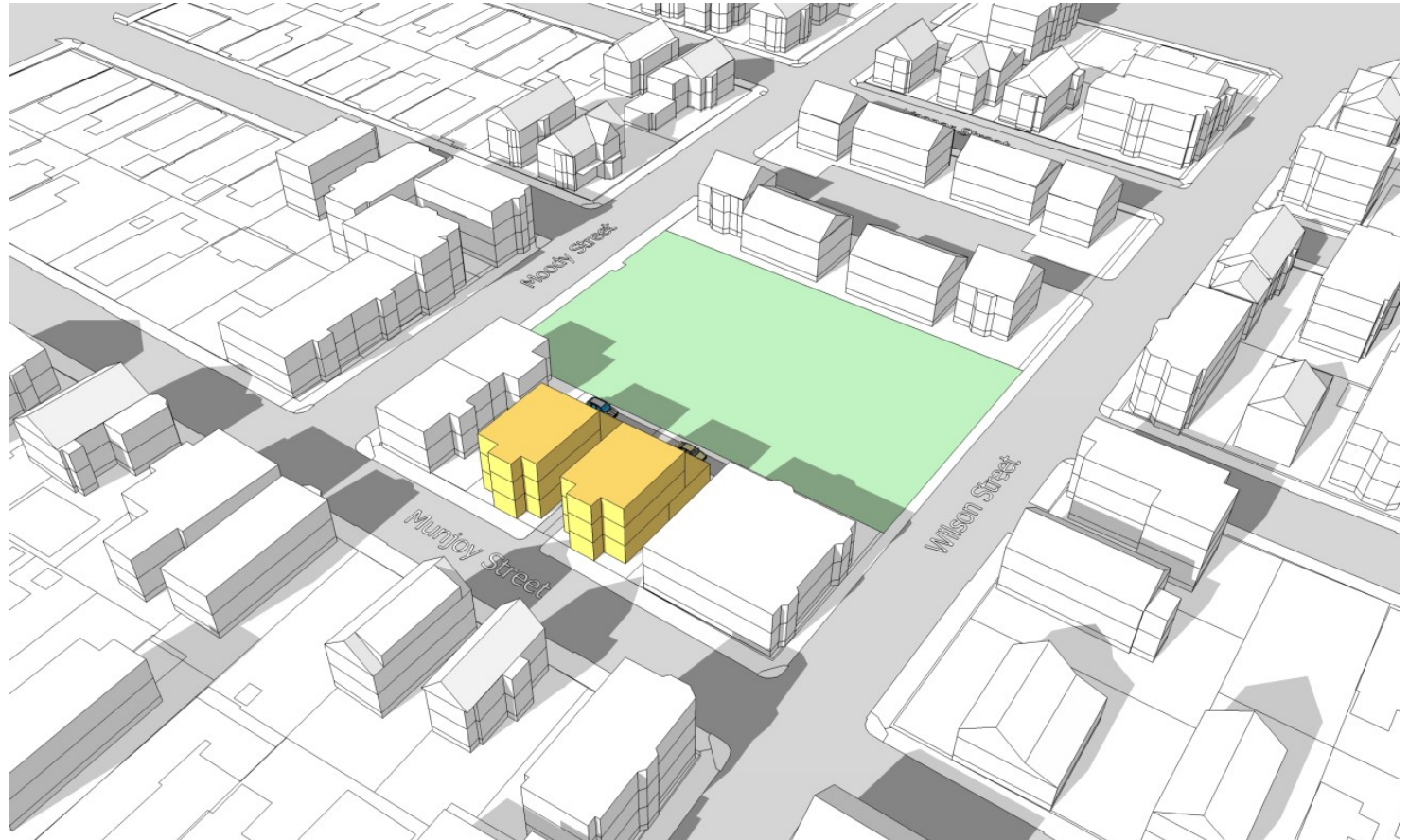
Alternative C1: Garden Apartment Flats (4 DUs / floor) – 12 DUs



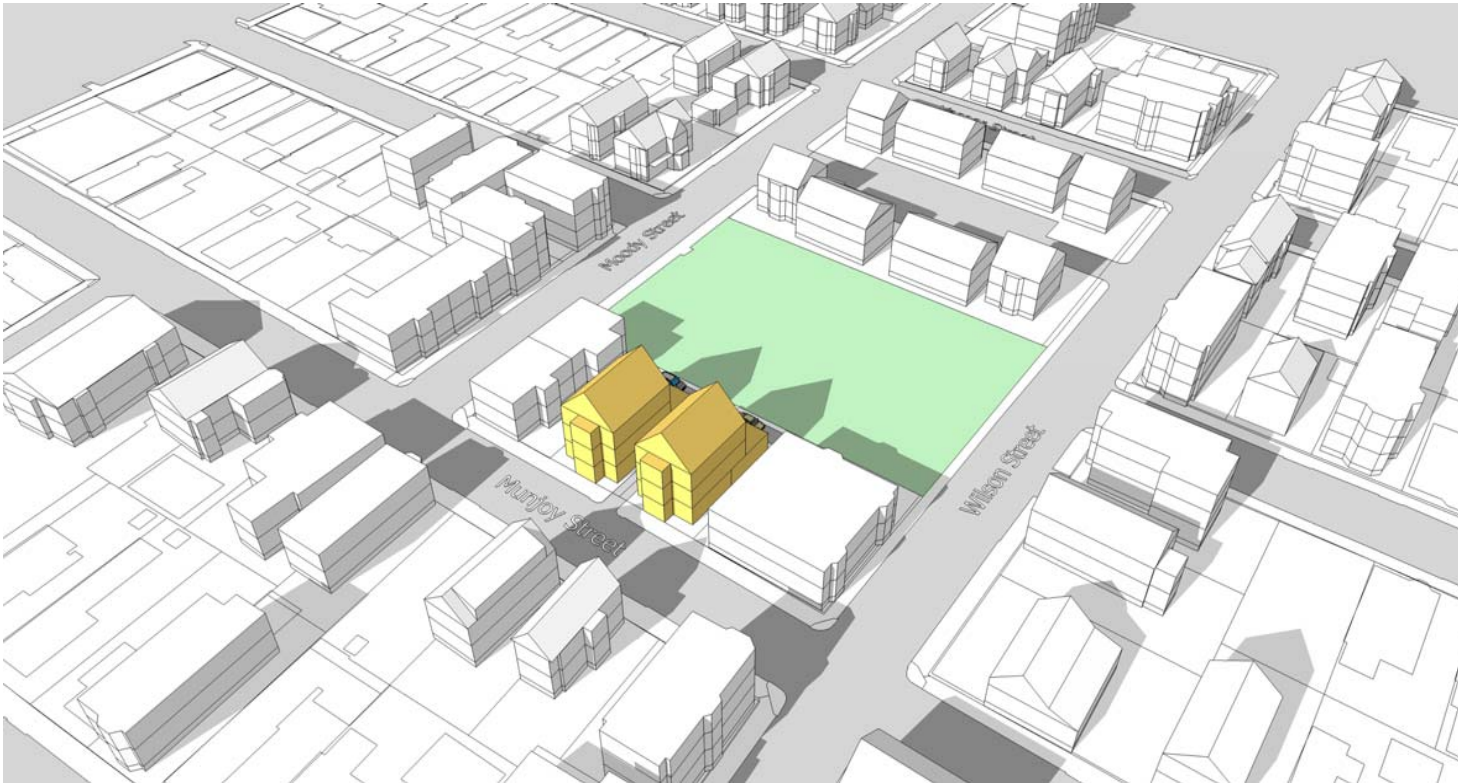
*Alternative C2: Garden Apartment Flats – 10 DUs
[Parking on grade under the overhang of upper floors]*



Alternative D1: Two 'Triple-Decker' Styled Flats – 8 DUs
[Flat roofs]



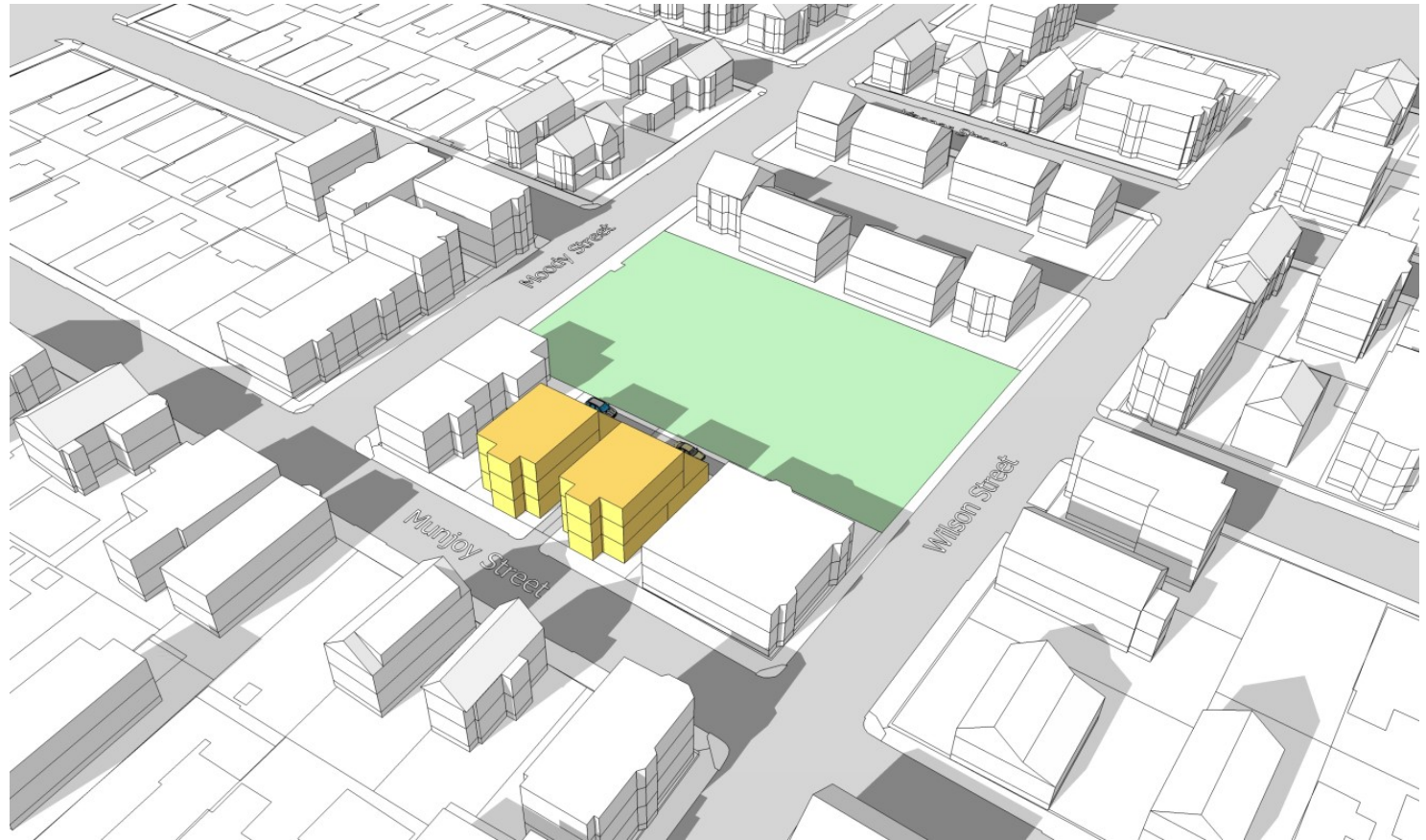
*Alternative D2: Two 'Triple Decker' Styled Flats - 8 DUs
[Pitched roofs]*



6.0 Preferred Housing Alternative – ‘Triple Decker’ Styled Flats [8 DUs]

Based upon the City’s review of the alternatives illustrated on the previous pages, a preference was expressed for Alt. D1 – ‘Two Triple Decker-Styled Flats’ with flat roofs because it best fit the scale and style of surrounding neighborhood residences. This scenario illustrates a larger flat on each of upper floors 2 and 3, and two smaller flats on the ground floor of these three story buildings – for a total of 8 DUs. Each upper story flat is approximately 1,000 net square feet in size (2 or 3 BRs); and each of the smaller ground floor flats are approximate 800 net square feet in size (2 BRs).

A total of two surface parking spaces are provided on-site. In order to meet the zoning parking requirement of 1 parking space / unit, the land parcel is subdivided into two lots – which allows 6 parking spaces in total to be exempted from the parking requirements – thereby leaving a requirement for only 2 on-site spaces.

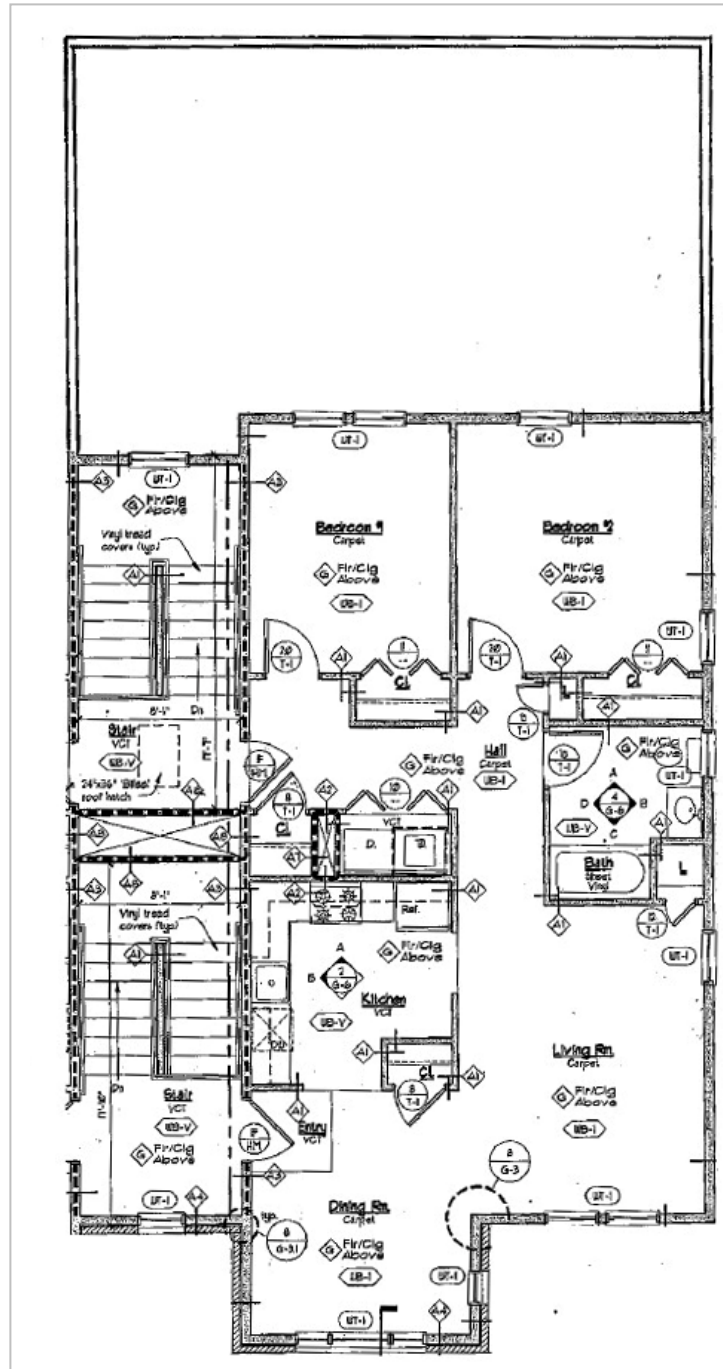


Preferred Housing Plan:
Example Upper Floor (Floors 2 & 3) Flat Plan

The prototypical floor plan shown at the right illustrates a typical 2 bedroom apartment flat plan on each of upper floors 2 and 3. (These units are sufficiently large in size to be designed as 3 bedroom units as well).

At the top of the plan is the roof deck over the rear ground floor apartment.

This plan is illustrative only. Other floor plan layouts are of course possible.



*Preferred Housing Plan:
Prototype Triple-Decker
Style Example*

*The photo at right illustrates
two side-by-side three-story
triple-decker styled housing
types that are similar in scale
to the suggested Preferred
Plan.*



7.0 Shadow Impact Evaluation

In order for the City to evaluate the shadow impacts of each housing alternative on the adjacent open space and playground to the north of the Munjoy St. site, all the alternatives were prepared in 3D SketchUp drawing software which allows shadows to be studied on any day of the year and at any time of the day. The illustration below shows the plan-view impact of shadows from the Preferred Alternative on March 21st at 3 pm. *In general, the Preferred Alternative will have very minimal shadow impact on the Playground on Wilson Street, although there may be some shadows cast on the open space at the center of the block.*

Our consultant team has provided the Planning and Urban Development Department with the digital SketchUp models so it can test the alternatives in-house for any time of day and any day of the year.



8.0 Financing, Funding & Implementation Strategies

[Stantec Consulting Services, Inc.]

To:	Jeff Levine City of Portland	From:	Carol Gladstone Stantec Consulting
Cc:	Larry Bluestone Drew Leff	Date:	August 27, 2014

As part of the Munjoy Street Affordable Housing Feasibility Study, we reviewed financial feasibility of two alternative scenarios – affordable rental with HOME eligible rental levels (60% AMI), and affordable home ownership at a mix of 100 and 120% AMI.

Primary Findings:

- The preferred plan is relatively inefficient since it is two side-by-side buildings (and thus has two sets of stairs), and the square footage per unit at 1154 GSF is therefore high. The units themselves were also relatively large as one and two bedroom unit. The project is more feasible if these are developed as small two and three bedroom units, which is what we have assumed in the analysis. However, it is noted that these are now relatively small units.
- Because of unit size, costs per unit are relatively high at \$236,000 per unit. The project is too small to consider use of low income tax credits, and HOME funding alone cannot bridge the sizable gap between supportable debt and project cost for affordable rental.
- There is a better fit with affordable home ownership. Assuming units prices half at 100% AMI and half at 120%, the project is roughly break-even on a cost basis. This reflects sales prices that are consistent with prices being achieved in affordable ownership projects currently on the market.
- The financial analysis reflects the assumption that there is no land cost.
- There are two unknowns that should be explored further as the project advances.
 - o We did not have information about potential remediation scope and cost, and the budget carried for site development needs verification.
 - o The current plans do not include on-site parking for residents. The feasibility of this assumption should be further tested.

Financial Analysis – Assumptions and Summary:

Program: the preferred plan is a building of 9232 gross square feet, and 7312 net rentable square feet, and includes eight units. The average unit size is 1154 GSF/unit, which is relatively high due to the inefficiency of the preferred plan with side-by-side buildings, and thus two internal stairs. The units themselves average 914 NSF, and we suggested that as the plans develop that they be considered as two and three bedroom units rather than one and two bedroom units. Revenue projections are based on this program.

Project Costs: based on current construction costs of comparable projects of \$125/GSF and standard soft costs, we projected total development costs of \$205/ SF, which is consistent with other

current projects. This includes 10% construction contingency and 5% project contingency, to address potential construction cost escalation and other potential scope issues. This assumes land is contributed by the City. The budget does not include potential premiums for site remediation beyond an \$100,000 site development allowance.

Project costs per unit of \$236,600 are relatively high because of the relatively larger unit sizes compared to other affordable housing projects.

Rental Revenue and Debt Capacity: based on rental rates at the 60% AMI level, and operating expenses, taxes and reserves of \$5800/ unit, the net operating income is \$58,000 when stabilized in current dollars. This can support approximately \$784,000 of debt, leaving a sizable funding gap of \$1.1 million, or \$138,000/ unit.

Sales Projections: sales revenue was projected based on supportable prices at the 100 and 120% level, and then adjusted downwards to correspond to prices being achieved **today** in other affordable ownership projections. No price escalation was included in the projections. Based on sales prices of \$217,000 – \$235,000 for two bedroom units and \$245,000 - \$285,000 for three bedroom units, the project is roughly break-even.

Other Assumptions:

- **Land Cost:** land is included at no cost to the project.
- **Remediation:** no premiums for potential remediation costs are included beyond an \$100,000 site development allowance.
- **Parking:** two spaces are provided in the plans, and are designated as visitor parking, not parking for residents.

Financial summary pages follow, including:

Program and Development Cost Summary

Net Operating Income Projection

Gap Analysis: Loan Summary/Debt Capacity and Sales Projection

STANTEC CONSULTING SERVICES INC.

Carol Gladstone
Principal
Phone: 617-654-6035
Fax: Sender's Fax

**Munjoy Street Affordable Housing
Program & Development Cost Summary**

8/28/2014

Site and Building Area

Site SF			6,800
Gross Building Area SF			9,232
Net rentable SF (NSF)			7,312
Total Usable	79%	net-to-gross	7,312
Site Uses			
Parking Spaces on site	400	SF	2
Lanscaped Areas	2,520		
Building Footprint	3,880	SF	

Building Program

3 Levels/ side-by-side walk up units	NSF	Units	NSF/Unit
Level 1	3,240	4	810
Level 2	2,036	2	1018
Level 3	2,036	2	1018
Total	7312	8	
<i>Average Unit Size (NSF)</i>	914		
<i>Average Unit Size (GSF)</i>	1154		

Development Costs Summary

Acquisition			\$0
Construction			
Site Work + Remediation	LS		\$129,200
Construction	\$125	Per GSF	\$1,154,000
Construction Contingencies	10%		\$115,400
		TOTAL:	\$1,398,600
Soft Costs			\$340,330
A&E + related fees	\$143,664		
Project legal & insurance	\$137,963		
Financing & Interest	\$58,703		
Developer Fee	4%		\$67,000
Project Contingency	5%		\$86,947
TOTAL DEVELOPMENT COST			\$1,892,877
	Cost/ GSF		\$205
	Cost/ Unit		\$236,610

Net Operating Income Projection - Affordable Rental

Program

	SF	Market	High Home (60% AMI)	Total Units
2 BR	810		4	4
3 BR	1018		4	4
Unit Count		0	8	8
		0%	100%	100%

Monthly Rental Rates

	Market	HUD FMR	High Home
Studio		\$688	
1 BR	\$900-\$1000	\$819	\$831
2 BR	~ \$1250	\$1,012	\$1,019
3 BR	\$1300+?	\$1,339	\$1,273

Rental Revenue

	Market	High Home	All Units
Studio			
1 BR		\$0	
2 BR		\$4,076	
3 BR	\$0	\$5,092	
Total Monthly	\$0	\$9,168	\$9,168
Total Annual	\$0	\$110,016	\$110,016

Parking Revenue

Parking Spaces (Visitor spaces)	2
Monthly Rate	\$0
Monthly Revenue	\$0
Annual Revenue	\$0

Effective Gross Income

	Per Unit	Total
Apartments	\$13,752	\$110,016
Parking	\$0	\$0
Subtotal	\$13,752	\$110,016
Less: Vacancy Loss 5.00%	(\$688)	(\$5,500)
EGI	\$13,065	\$104,516

Expenses & Utilities

	Per Unit/Annual	Total/Annual
Expenses		
Total Expenses	\$4,450	\$35,600
	Per Unit/Annual	Total/Annual
Utilities		
Total Utilities	\$950	\$7,600
Total Annual Expenses & Utilities	\$5,400	\$43,200

Annual Net Operating Income (NOI)

	Per Unit	Total
EGI	\$13,065	\$104,516
Less: Expenses & Utilities	(\$5,400)	(\$43,200)
Less: Reserves per unit	(\$400)	(\$3,200)
NOI	\$7,265	\$58,116

Gap Analysis

Loan Summary - Debt Capacity

Loan Amount

NOI	\$58,116
DSC	115%
Available for Debt Service	\$50,536

Debt Terms

Rate	5.0%
Amortization (years)	30

Loan Amount

Loan Amount	\$784,489
Fee	inc in costs
Total	\$784,489
Annual Loan Payment:	\$50,536
Total Development Costs	\$1,892,877
Gap	(\$1,108,388)
Gap per Unit	(\$138,549)

Affordable Home Ownership Sales Projection

	SF	100%	120%	Total Units
Studio	445	n/a		0
1 BR				0
2 BR	810	2	2	4
3 BR	1018	2	2	4
Unit Count		4	4	8
		50%	50%	100%

Sales Prices

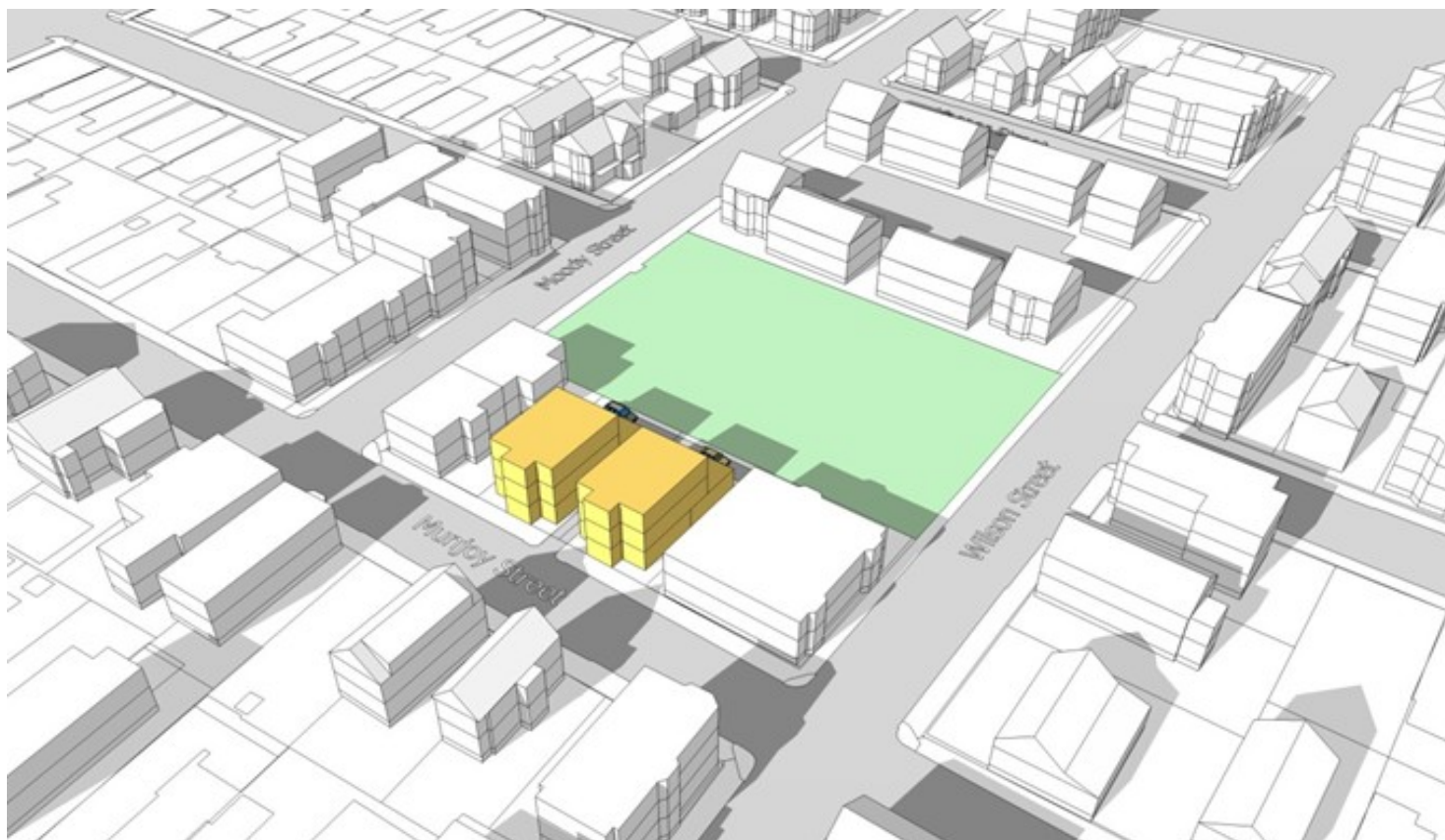
	Per Unit	Per Unit	Total
2 BR Units	\$217,000	\$235,000	\$904,000
3 BR Units	\$245,000	\$285,000	\$1,060,000
			\$1,964,000
Less: cost of Sales - 2.0 %		2.0%	(\$39,280)
Total Revenue from sales			\$1,924,720

Project Costs

	\$1,892,877
Gap	\$32,000
Per unit	\$4,000

FINAL DRAFT

Munjoy Street Affordable Housing Feasibility Study



City of Portland, Maine
Planning & Urban Development Department

BPG / Bluestone Planning Group
Stantec Consulting Services, Inc.
Stull and Lee, Inc.

August 28, 2014



Munjoy Street Site illustrating the adjoining neighborhood context and scale: This photograph shows the old Adams School before it was demolished and before the new Adams School Condominiums on Vesper Street, and the new midblock playground and park were recently constructed.

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1.0 Introduction & Goals

In July of 2014, the City of Portland Maine and the City Council, via its Planning & Urban Development Department, asked our team of design and real estate financial and funding consultants to examine the feasibility of developing new permanently affordable family-sized housing units on a small city-owned parcel of land on Munjoy Street in a residential neighborhood north of downtown Portland. This small 6,800 sq. ft. (0.15 acre) remnant parcel had been a part of the former Adams School block bounded by Vesper, Moody, Munjoy and Wilson Streets, and was used as that school's parking lot. In 2013 - 2014 most of the block was redeveloped as the Adams School Condominiums on Vesper Street and a new city playground and open space at mid-block.

The assignment given our team was to explore physical alternatives and financial feasibility to maximize affordable housing options on the target site while simultaneously blending in size and scale with the surrounding two and three story multi-family residences on adjoining parcels and blocks. Specifically, the goals of this feasibility exercise were to:

- ❑ Attempt to maximize the number of affordable family size housing units (min. 2 bedroom units), but in no case provide fewer than eight (8) new apartments;
- ❑ Develop housing no taller than three floors in height to fit the scale and height of homes on the surrounding blocks;
- ❑ Design the housing to meet new proposed R-6 District zoning standards and dimensional criteria;
- ❑ Provide only a limited number of on-site parking spaces, in accordance with parking criteria proposed in the new R-6 District zoning amendments. Provide the remainder of required parking on-street;
- ❑ Try to avoid locating new on-site parking spaces along the Munjoy Street frontage. Instead, either place on-site parking at the side or rear of the lot, and/or visually screen parking from street view;
- ❑ Design the new housing to a scale and height so as not to cast extended shadows over a new adjoining playground and green open space; and
- ❑ Examine the financial and funding feasibility of developing this housing for permanent affordable ownership family housing and provide the option of utilizing HOME funds.



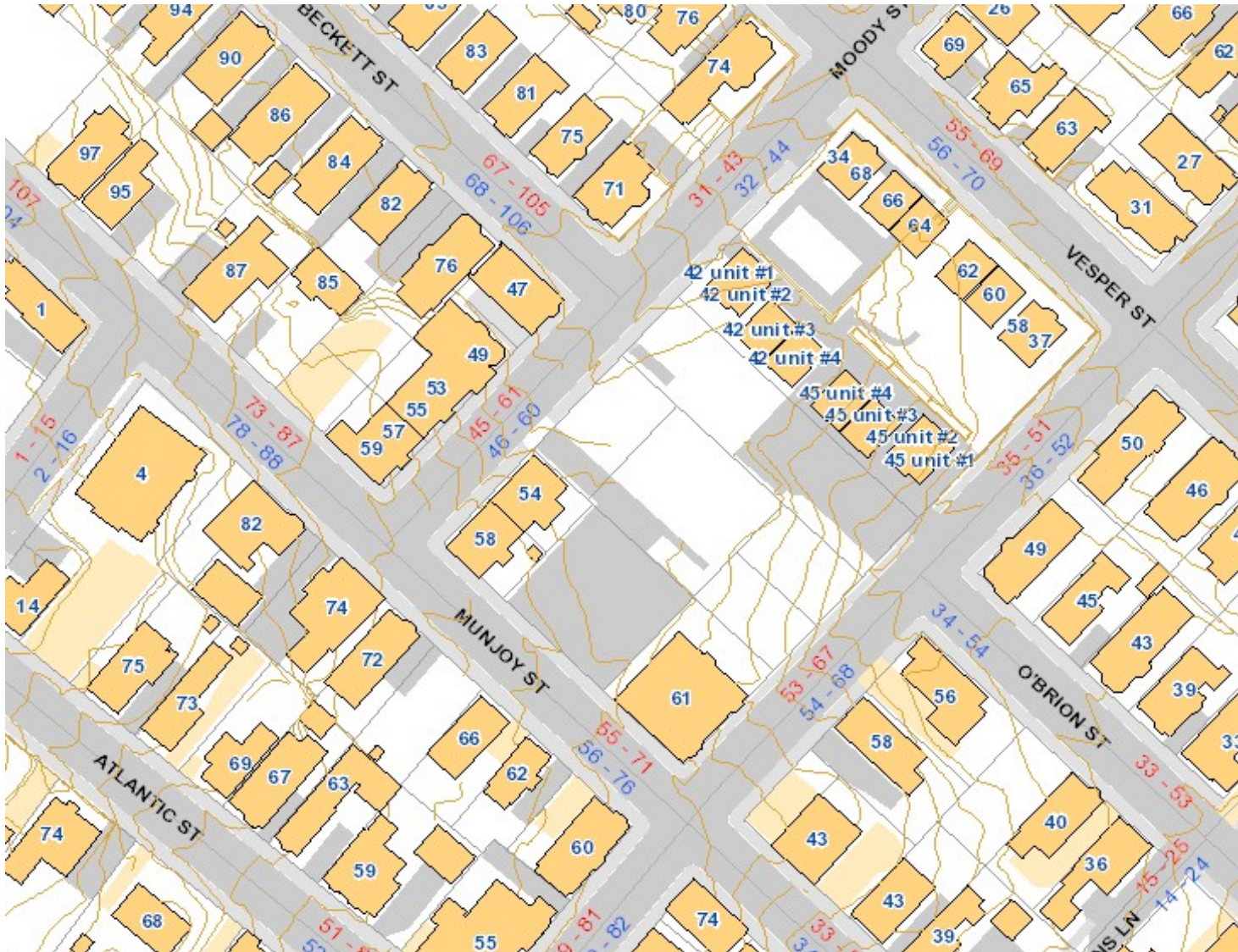
Munjoy Street Affordable Housing Site

2.0 Background and Context

The 6,800 sq. ft. (0.15 acre) Munjoy Street parcel is located in a relatively dense two and three story residential neighborhood north of downtown Portland and is close to the harbor. The site was once part of the city's Adams School property. In recent years, the school was closed and torn down so that the site could be redeveloped for affordable ownership housing, a playground, and open space.



Over the past year, sixteen (16) new family-sized two-story affordable townhouse units - Adams School Condominiums - were completed on the northeast portion of the block adjoining Vesper St. on a significantly larger parcel of land. Immediately to the southeast of this new housing, in the center of the former Adams School block, the City has also developed a new playground and green open space. The target Munjoy Street site is the last remaining undeveloped remnant parcel of the old Adams School. It is adjoined on Munjoy Street, on either side, by two-story privately-owned multi-family residential buildings.

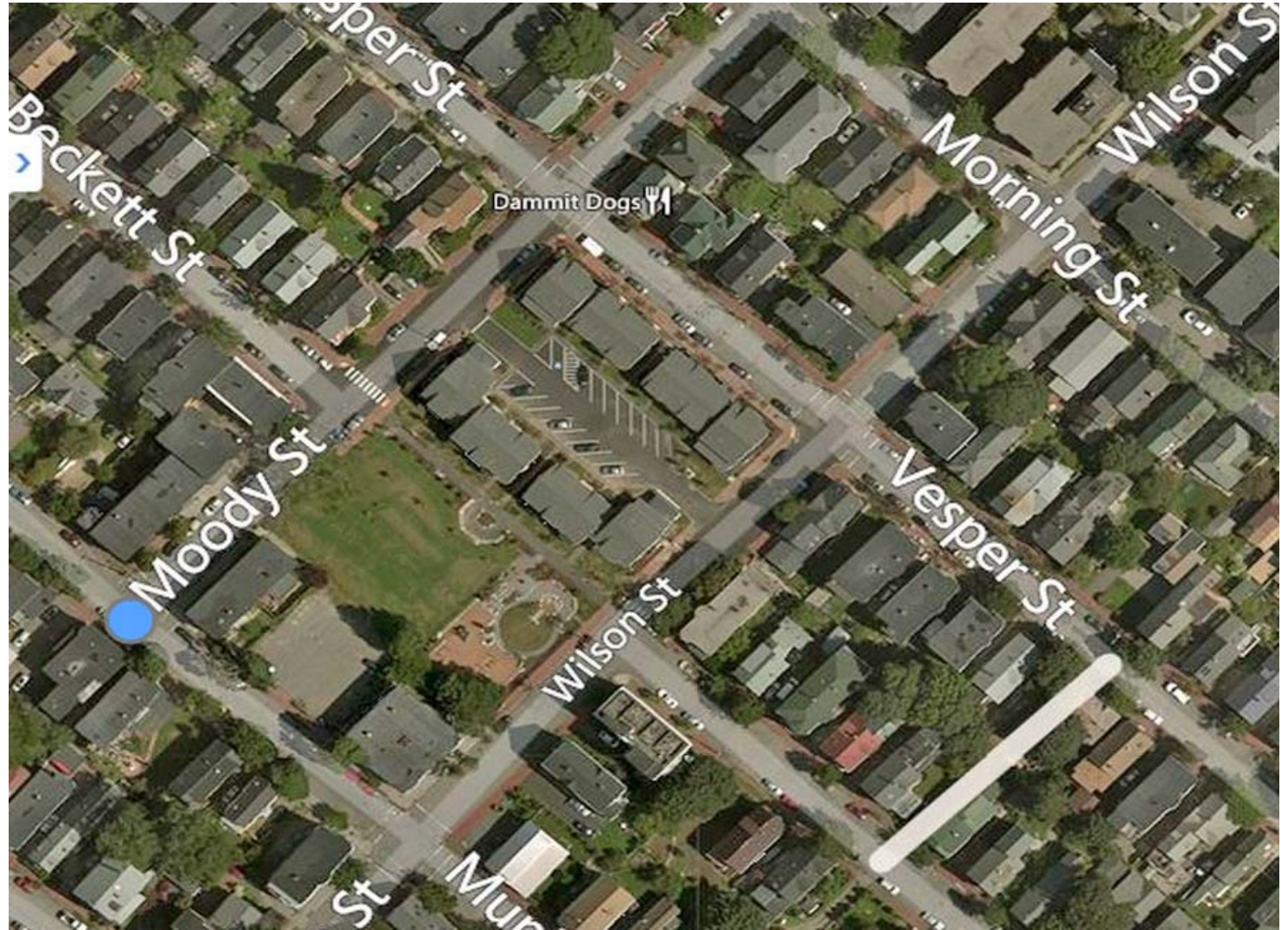


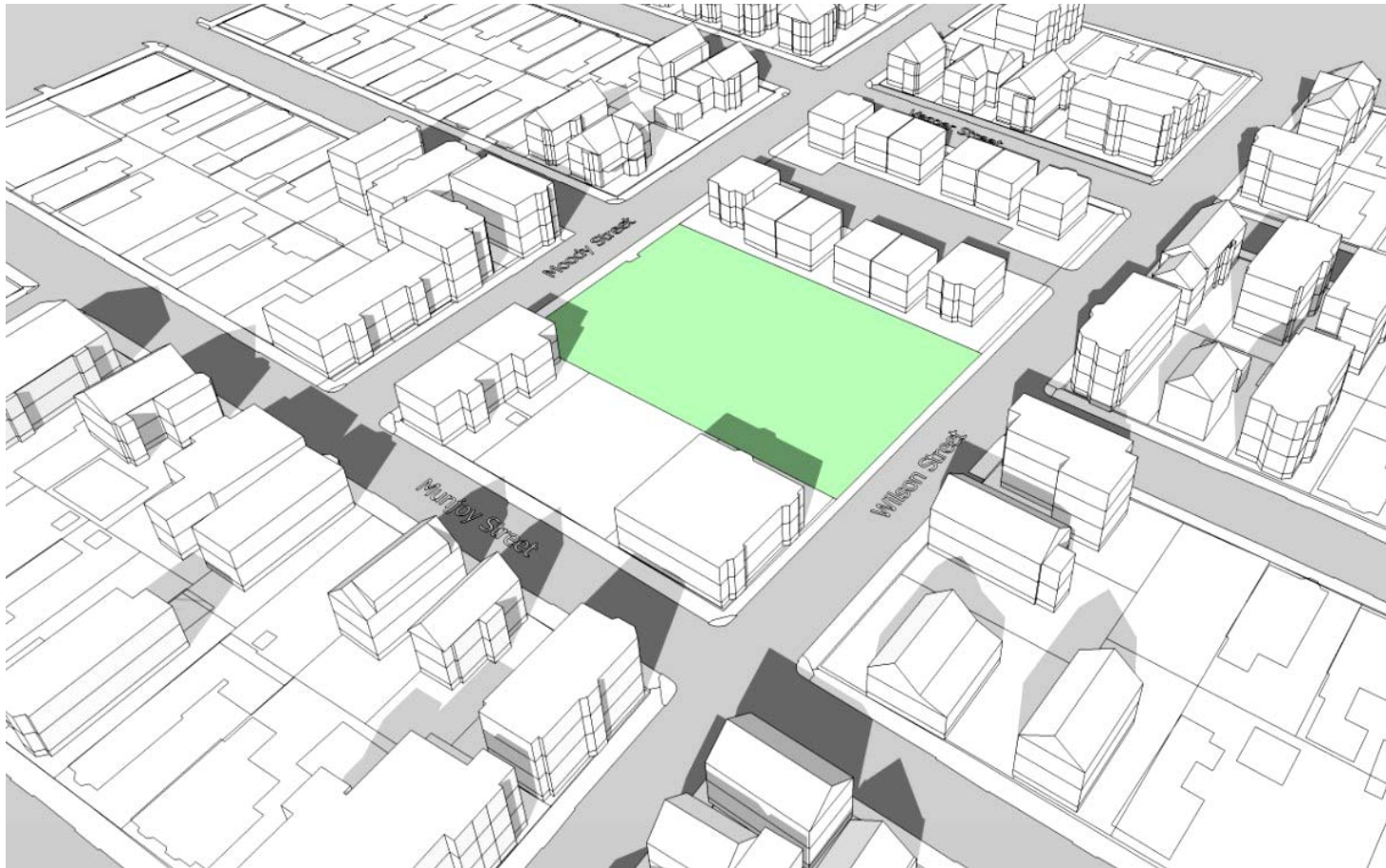
Adams School Condominiums on Vesper Street

3.0 Existing Site Conditions

3.1 The Site

The 6,800 sq. foot site is topographically flat. Approximately 80 feet wide and 85 feet deep, the site is 0.15 acres in size. It is bounded on its northeast by a new city green open space and a playground on Wilson Street.





Aerial view looking northeast with the new Vesper Street affordable housing units to the top of the old Adams School block, the new playground and future park in the middle of the block, and the target site on Munjoy Street situated between existing multi-family residential buildings to either side.



*Adams School Condominium
Vesper St. two-story housing:
Architectural elevations*

3.2 Existing & Proposed R-6 District Zoning Standards

In anticipation of new development at this site and elsewhere in the R-6 Zoning District, the City is proposing zoning amendments to allow increased residential densities.

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

3.3 Phase I Environmental Site Assessment (ESA) Report Conclusions

On July1, 2014, Credere Associates LLC, working in behalf of the City of Portland, completed a Phase I Environmental Site Assessment of the former Adams School site and target Munjoy Street Site based on a history of earlier identified contaminants on adjoining sites. Credere Associates recommended that a Phase II ESA investigation be conducted at the Site to assess Recognized Environmental Conditions (RECs) identified in the Phase I ESA.

4.0 Issues & Opportunities

4.1 Opportunities

- ❑ Provide an opportunity to build additional affordable family home-ownership housing on Munjoy Street at the site of the former Adams School parking lot.
- ❑ Strengthen, through infill, the residential street frontage on Munjoy Street, instead of a parking lot, to visually enhance the residential character of Munjoy Street.

4.2 Issues

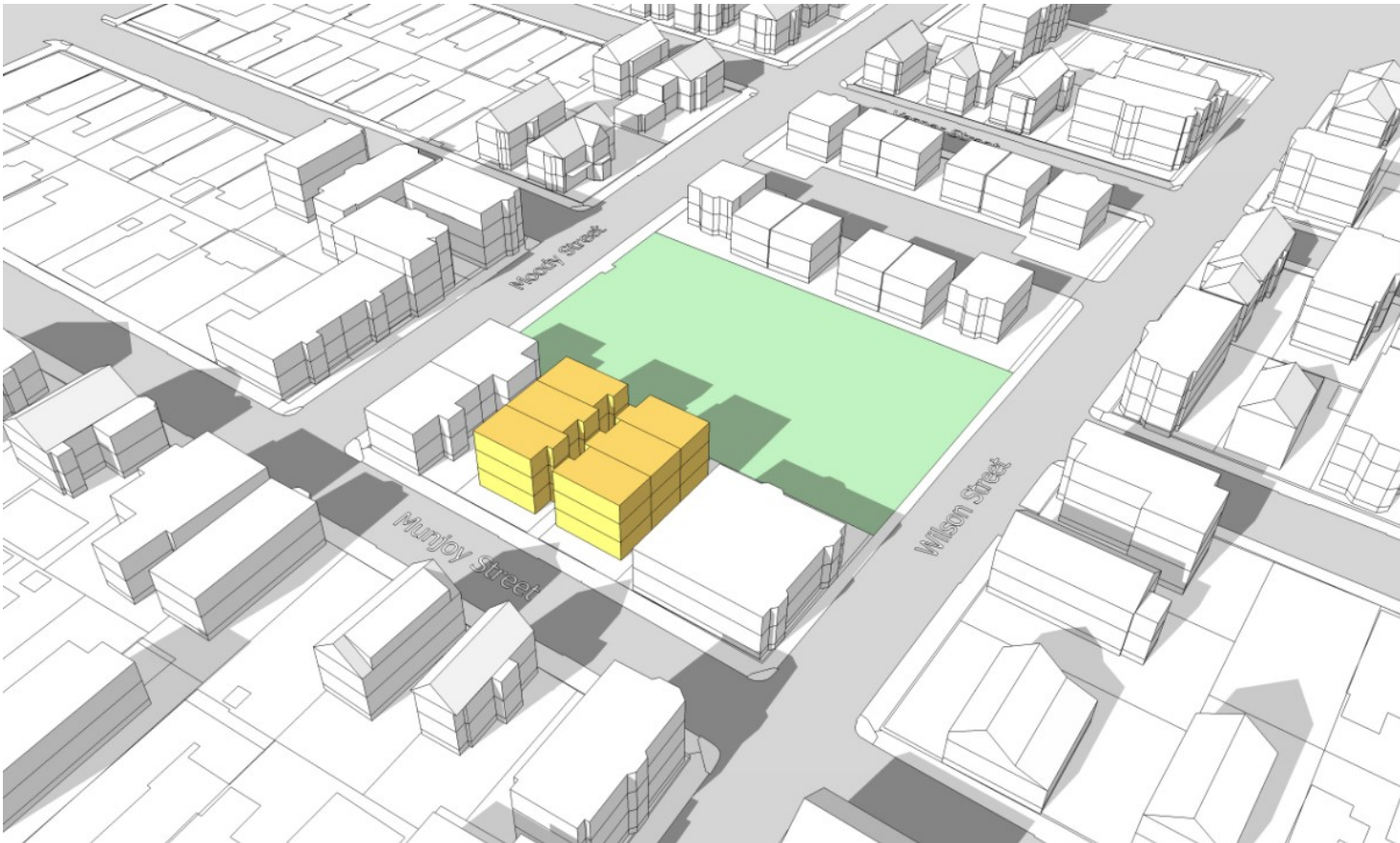
- ❑ Because the site is small (0.15 acres) and dimensionally limited (80 ft. x 85 ft.), it is difficult to fit both the minimum target number of new housing units (8 DUs min.) on the site and a sufficient number of surface on-site parking spaces to support this number of housing units, as required by zoning; *unless*, 1) some spaces are built at grade but under the overhang of upper floors, or 2) the target site is subdivided into two lots so that the 3-car parking space exemption per lot provided for in the proposed zoning can be taken advantage to minimize the total on-site parking requirements.
- ❑ To accommodate the minimum number of target housing units (8DUs), it is likely that three story buildings will be required. Means must therefore be sought (e.g. rear upper story building setbacks adjacent to the park) to minimize shadows cast on the adjacent playground and future park. By further adding pitched roofs as a desired design feature, the length of shadows may be extended.
- ❑ A Phase II Environmental Site Assessment (ESA) may be required for the Munjoy Street site. If contaminants are found, they may have to be remediated or removed.

5.0 Alternative Housing Scenarios

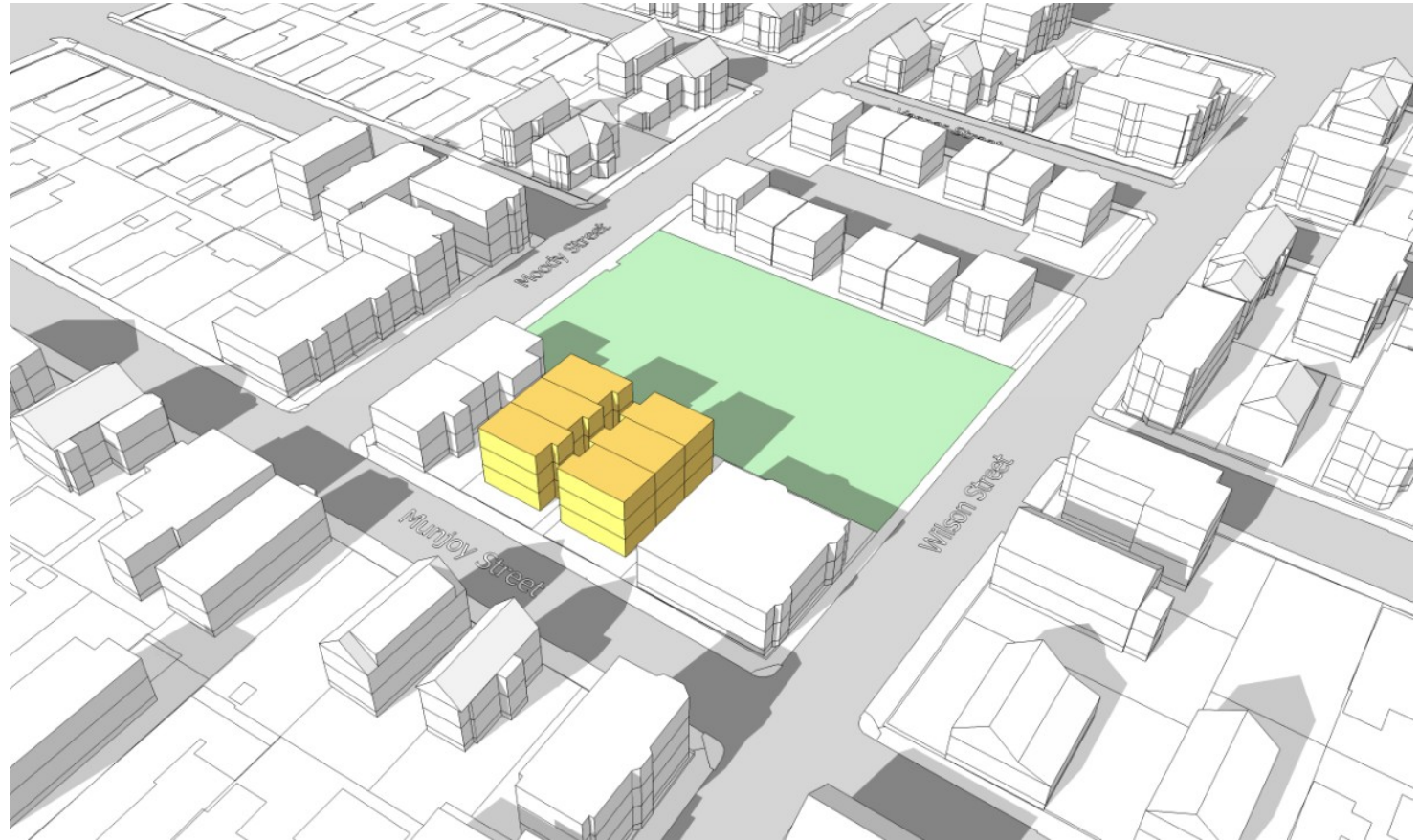
A number of alternative housing typologies were investigated for the Munjoy Street site before a Preferred Alternative was selected. These options are summarized below. Illustrations of each Alternative are shown on the following pages.

Alternative Housing Scenarios: Summary Table					
Alt. No.	Housing Type	No. of Units	No. of Floors	No. of Parking Spaces	Density [DUs / Acre] / Comments
Alt. A	Attached Two-Story Townhouses	6	2	0	40 DUs / acre - Pitched Roof
Alt. B1	Attached two-Story Townhouses over Ground Floor Flats [Facing center walkway]	12	3	0	80 DUs / acre - Flat roofs
Alt. B2	Attached Two-Story Townhouses over Ground Floor Flats [Facing street & facing park]	12	3	4 tandem spaces in 2 driveways	80 DUs / acre - Flat roofs
Alt. C1	Garden Apartment Flats [4 DUs / ea. floor]	12	3	2 tandem spaces in driveway	80 DUs / acre - Flat roof
Alt. C2	Garden Apartment Flats [4 DUs / ea. upper floor + 2 DUs / ground floor]	10	3	6-7 surface spaces underneath upper floors	66 DUs / acre - Flat Roof
Alt. D1	Two 'Triple Decker' Flats [1 DU on ea. upper floor + 2 smaller DUs on ground floor] [Subdivided Lot]	8	3	2 surface spaces at rear or in driveway	52 DUs / acre - Flat roof - Subdivided Lot
Alt. D2	Two 'Triple Decker' Flats [1 DU on ea. upper floor + 2 smaller DUs on ground floor] [Subdivided Lot]	8	3	2 tandem surface spaces in driveway	52 DUs / acre - Pitched Roof - Subdivided Lot

Alternative A: Attached Two-Story Townhouses – 6 DUs



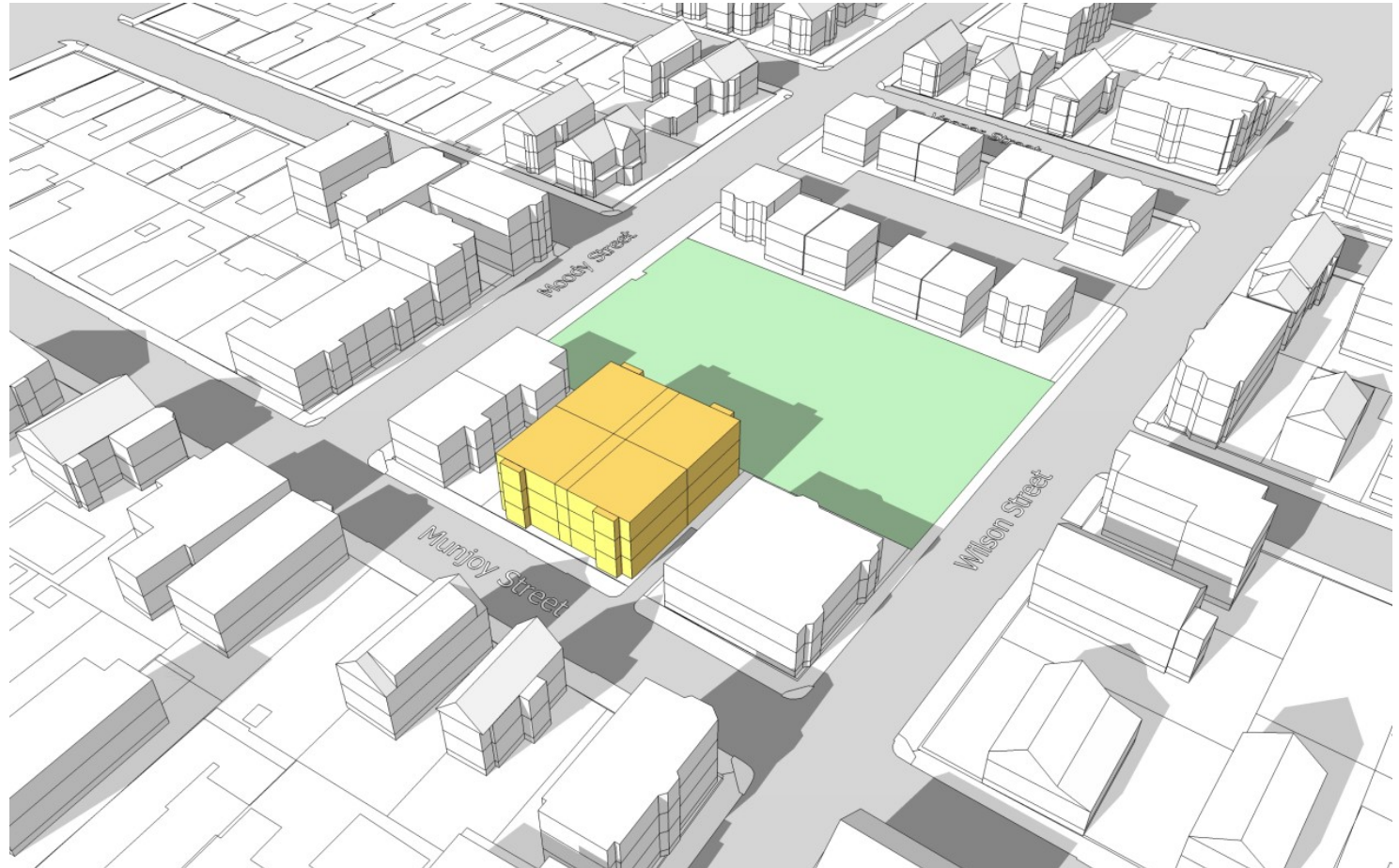
*Alternative B1: Attached Two-Story Townhouses Over Ground Floor Flats – 12 DUs
[Fronts facing internal walkway]*



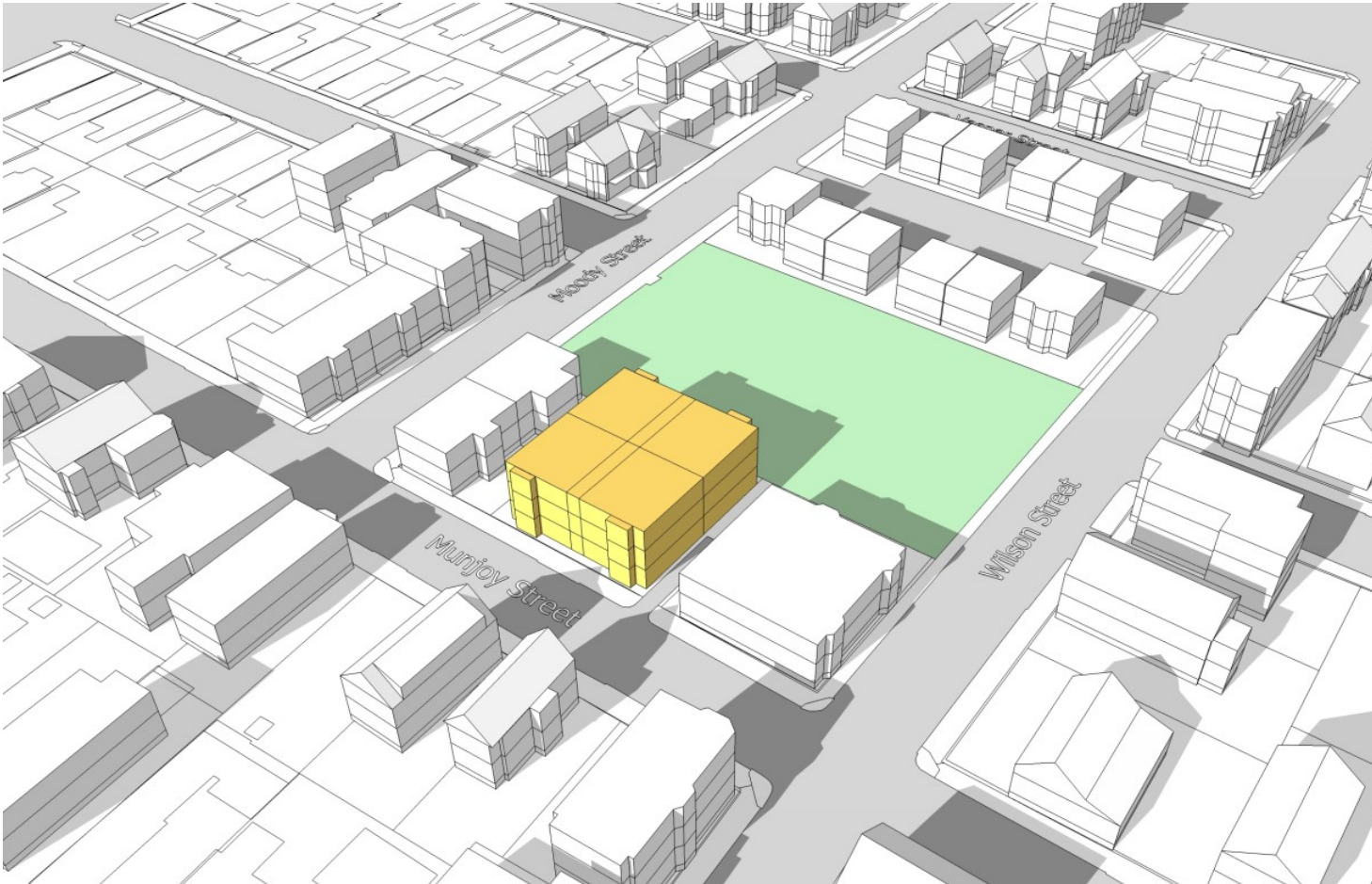
*Alternative B2: Attached Two Story Townhouses over Ground Floor Flats – 12 DUs
[Building fronts facing both Munjoy Street and the Park]*



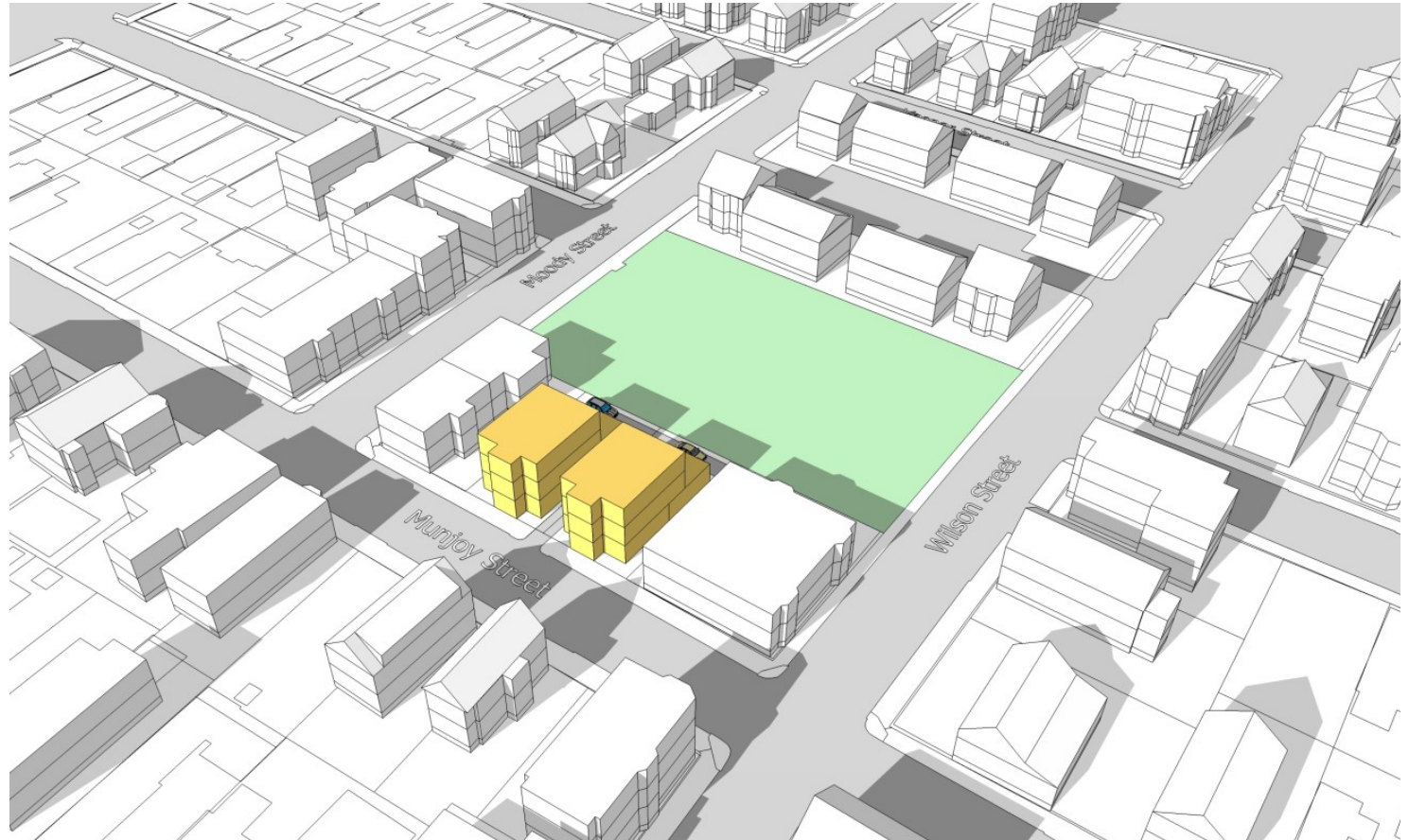
Alternative C1: Garden Apartment Flats (4 DUs / floor) – 12 DUs



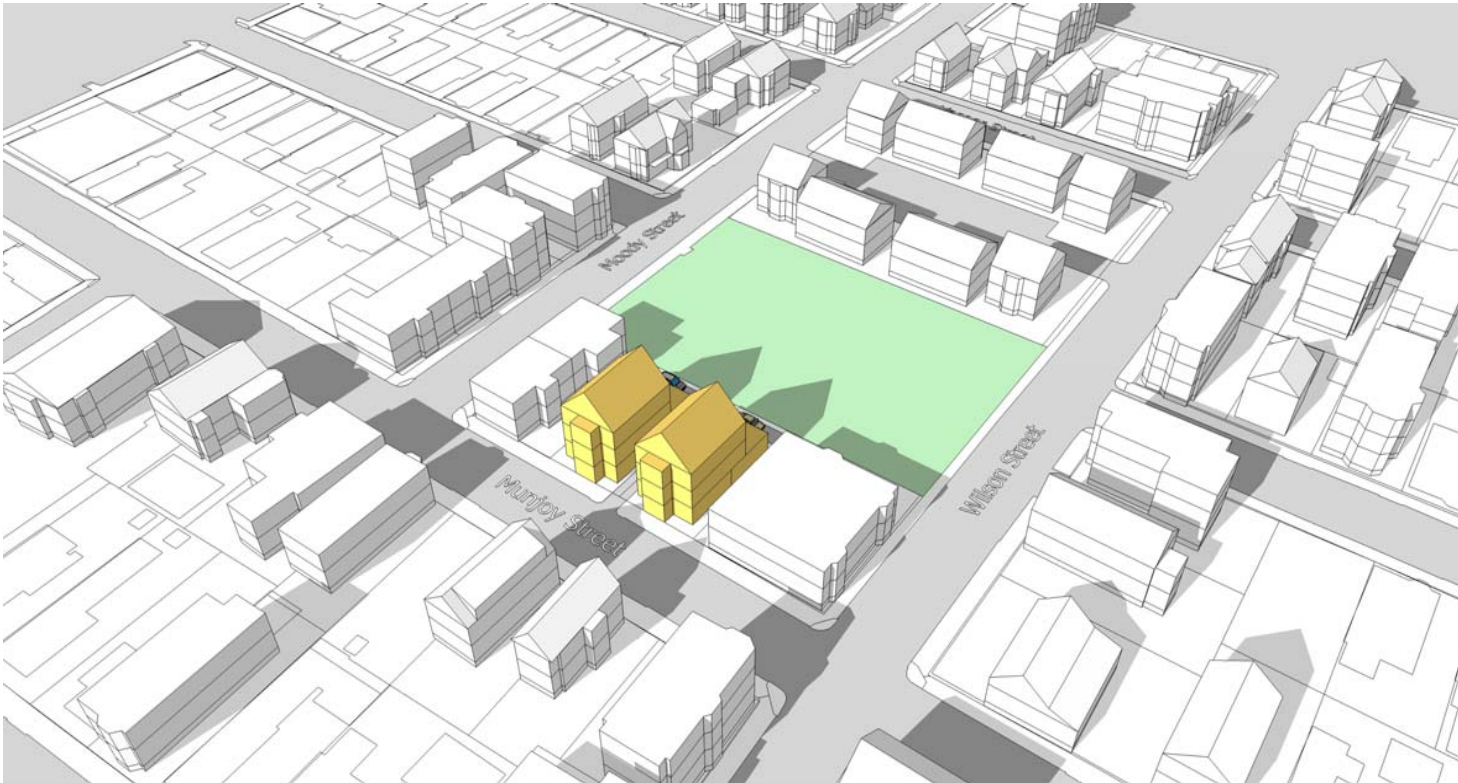
*Alternative C2: Garden Apartment Flats – 10 DUs
[Parking on grade under the overhang of upper floors]*



Alternative D1: Two 'Triple-Decker' Styled Flats – 8 DUs
[Flat roofs]



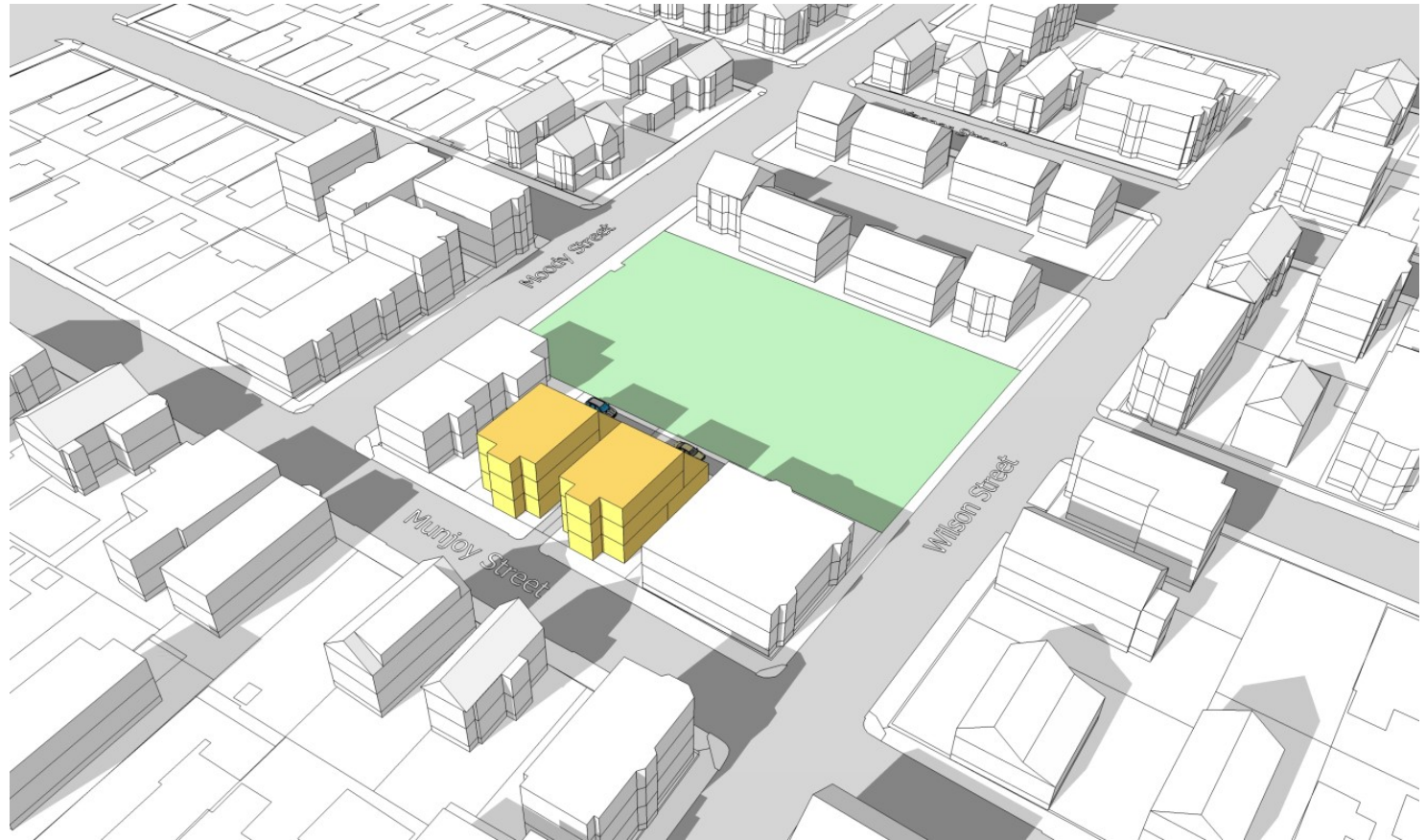
*Alternative D2: Two 'Triple Decker' Styled Flats - 8 DUs
[Pitched roofs]*



6.0 Preferred Housing Alternative – ‘Triple Decker’ Styled Flats [8 DUs]

Based upon the City’s review of the alternatives illustrated on the previous pages, a preference was expressed for Alt. D1 – ‘Two Triple Decker-Styled Flats’ with flat roofs because it best fit the scale and style of surrounding neighborhood residences. This scenario illustrates a larger flat on each of upper floors 2 and 3, and two smaller flats on the ground floor of these three story buildings – for a total of 8 DUs. Each upper story flat is approximately 1,000 net square feet in size (2 or 3 BRs); and each of the smaller ground floor flats are approximate 800 net square feet in size (2 BRs).

A total of two surface parking spaces are provided on-site. In order to meet the zoning parking requirement of 1 parking space / unit, the land parcel is subdivided into two lots – which allows 6 parking spaces in total to be exempted from the parking requirements – thereby leaving a requirement for only 2 on-site spaces.

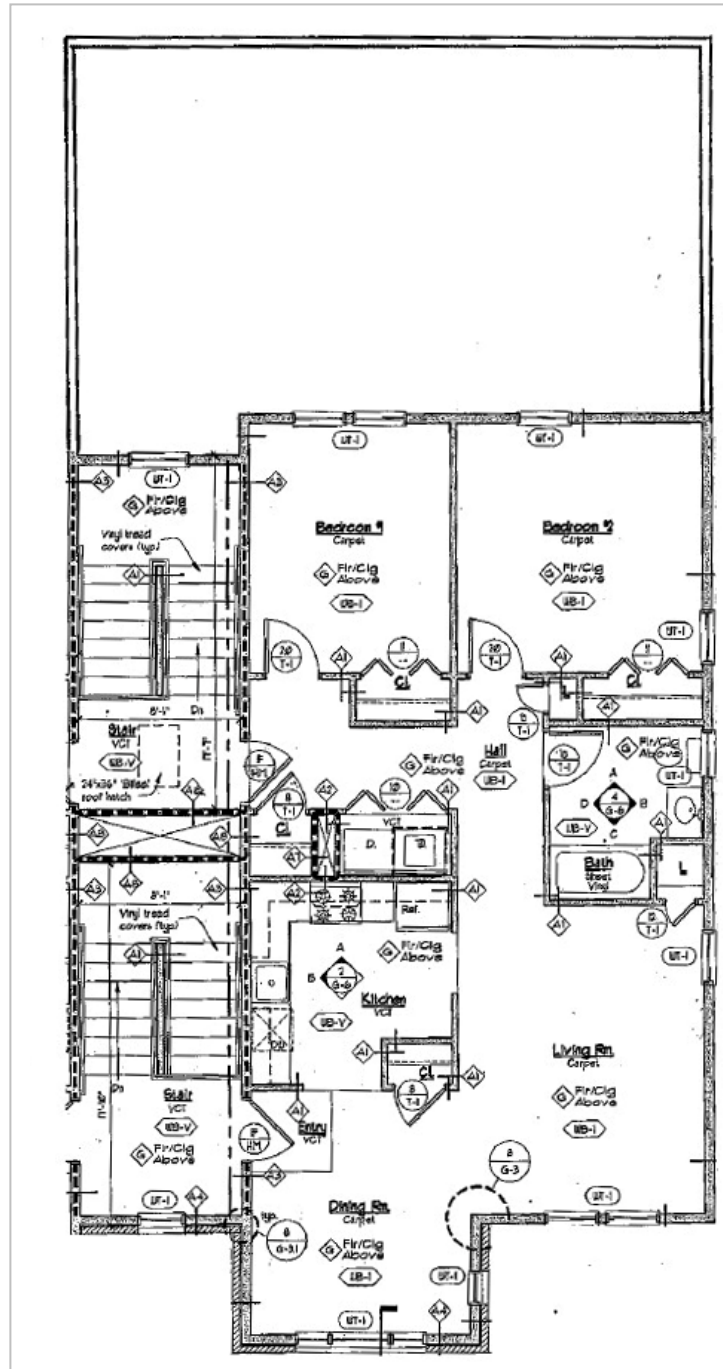


**Preferred Housing Plan:
Example Upper Floor (Floors 2 & 3) Flat Plan**

The prototypical floor plan shown at the right illustrates a typical 2 bedroom apartment flat plan on each of upper floors 2 and 3. (These units are sufficiently large in size to be designed as 3 bedroom units as well).

At the top of the plan is the roof deck over the rear ground floor apartment.

This plan is illustrative only. Other floor plan layouts are of course possible.



*Preferred Housing Plan:
Prototype Triple-Decker
Style Example*

*The photo at right illustrates
two side-by-side three-story
triple-decker styled housing
types that are similar in scale
to the suggested Preferred
Plan.*



7.0 Shadow Impact Evaluation

In order for the City to evaluate the shadow impacts of each housing alternative on the adjacent open space and playground to the north of the Munjoy St. site, all the alternatives were prepared in 3D SketchUp drawing software which allows shadows to be studied on any day of the year and at any time of the day. The illustration below shows the plan-view impact of shadows from the Preferred Alternative on March 21st at 3 pm. *In general, the Preferred Alternative will have very minimal shadow impact on the Playground on Wilson Street, although there may be some shadows cast on the open space at the center of the block.*

Our consultant team has provided the Planning and Urban Development Department with the digital SketchUp models so it can test the alternatives in-house for any time of day and any day of the year.



8.0 Financing, Funding & Implementation Strategies

[Stantec Consulting Services, Inc.]

To:	Jeff Levine City of Portland	From:	Carol Gladstone Stantec Consulting
Cc:	Larry Bluestone Drew Leff	Date:	August 27, 2014

As part of the Munjoy Street Affordable Housing Feasibility Study, we reviewed financial feasibility of two alternative scenarios – affordable rental with HOME eligible rental levels (60% AMI), and affordable home ownership at a mix of 100 and 120% AMI.

Primary Findings:

- The preferred plan is relatively inefficient since it is two side-by-side buildings (and thus has two sets of stairs), and the square footage per unit at 1154 GSF is therefore high. The units themselves were also relatively large as one and two bedroom unit. The project is more feasible if these are developed as small two and three bedroom units, which is what we have assumed in the analysis. However, it is noted that these are now relatively small units.
- Because of unit size, costs per unit are relatively high at \$236,000 per unit. The project is too small to consider use of low income tax credits, and HOME funding alone cannot bridge the sizable gap between supportable debt and project cost for affordable rental.
- There is a better fit with affordable home ownership. Assuming units prices half at 100% AMI and half at 120%, the project is roughly break-even on a cost basis. This reflects sales prices that are consistent with prices being achieved in affordable ownership projects currently on the market.
- The financial analysis reflects the assumption that there is no land cost.
- There are two unknowns that should be explored further as the project advances.
 - o We did not have information about potential remediation scope and cost, and the budget carried for site development needs verification.
 - o The current plans do not include on-site parking for residents. The feasibility of this assumption should be further tested.

Financial Analysis – Assumptions and Summary:

Program: the preferred plan is a building of 9232 gross square feet, and 7312 net rentable square feet, and includes eight units. The average unit size is 1154 GSF/unit, which is relatively high due to the inefficiency of the preferred plan with side-by-side buildings, and thus two internal stairs. The units themselves average 914 NSF, and we suggested that as the plans develop that they be considered as two and three bedroom units rather than one and two bedroom units. Revenue projections are based on this program.

Project Costs: based on current construction costs of comparable projects of \$125/GSF and standard soft costs, we projected total development costs of \$205/ SF, which is consistent with other

current projects. This includes 10% construction contingency and 5% project contingency, to address potential construction cost escalation and other potential scope issues. This assumes land is contributed by the City. The budget does not include potential premiums for site remediation beyond an \$100,000 site development allowance.

Project costs per unit of \$236,600 are relatively high because of the relatively larger unit sizes compared to other affordable housing projects.

Rental Revenue and Debt Capacity: based on rental rates at the 60% AMI level, and operating expenses, taxes and reserves of \$5800/ unit, the net operating income is \$58,000 when stabilized in current dollars. This can support approximately \$784,000 of debt, leaving a sizable funding gap of \$1.1 million, or \$138,000/ unit.

Sales Projections: sales revenue was projected based on supportable prices at the 100 and 120% level, and then adjusted downwards to correspond to prices being achieved **today** in other affordable ownership projections. No price escalation was included in the projections. Based on sales prices of \$217,000 – \$235,000 for two bedroom units and \$245,000 - \$285,000 for three bedroom units, the project is roughly break-even.

Other Assumptions:

- **Land Cost:** land is included at no cost to the project.
- **Remediation:** no premiums for potential remediation costs are included beyond an \$100,000 site development allowance.
- **Parking:** two spaces are provided in the plans, and are designated as visitor parking, not parking for residents.

Financial summary pages follow, including:

Program and Development Cost Summary

Net Operating Income Projection

Gap Analysis: Loan Summary/Debt Capacity and Sales Projection

STANTEC CONSULTING SERVICES INC.

Carol Gladstone
Principal
Phone: 617-654-6035
Fax: Sender's Fax

**Munjoy Street Affordable Housing
Program & Development Cost Summary**

8/28/2014

Site and Building Area

Site SF			6,800
Gross Building Area SF			9,232
Net rentable SF (NSF)			7,312
Total Usable	79%	net-to-gross	7,312
Site Uses			
Parking Spaces on site	400	SF	2
Lanscaped Areas	2,520		
Building Footprint	3,880	SF	

Building Program

3 Levels/ side-by-side walk up units	NSF	Units	NSF/Unit
Level 1	3,240	4	810
Level 2	2,036	2	1018
Level 3	2,036	2	1018
Total	7312	8	
<i>Average Unit Size (NSF)</i>	914		
<i>Average Unit Size (GSF)</i>	1154		

Development Costs Summary

Acquisition			\$0
Construction			
Site Work + Remediation	LS		\$129,200
Construction	\$125	Per GSF	\$1,154,000
Construction Contingencies	10%		\$115,400
		TOTAL:	\$1,398,600
Soft Costs			\$340,330
A&E + related fees	\$143,664		
Project legal & insurance	\$137,963		
Financing & Interest	\$58,703		
Developer Fee	4%		\$67,000
Project Contingency	5%		\$86,947
TOTAL DEVELOPMENT COST			\$1,892,877
	Cost/ GSF		\$205
	Cost/ Unit		\$236,610

Net Operating Income Projection - Affordable Rental

Program

	SF	Market	High Home (60% AMI)	Total Units
2 BR	810		4	4
3 BR	1018		4	4
Unit Count		0	8	8
		0%	100%	100%

Monthly Rental Rates

	Market	HUD FMR	High Home
Studio		\$688	
1 BR	\$900-\$1000	\$819	\$831
2 BR	~ \$1250	\$1,012	\$1,019
3 BR	\$1300+?	\$1,339	\$1,273

Rental Revenue

	Market	High Home	All Units
Studio			
1 BR		\$0	
2 BR		\$4,076	
3 BR	\$0	\$5,092	
Total Monthly	\$0	\$9,168	\$9,168
Total Annual	\$0	\$110,016	\$110,016

Parking Revenue

Parking Spaces (Visitor spaces)	2
Monthly Rate	\$0
Monthly Revenue	\$0
Annual Revenue	\$0

Effective Gross Income

	Per Unit	Total
Apartments	\$13,752	\$110,016
Parking	\$0	\$0
Subtotal	\$13,752	\$110,016
Less: Vacancy Loss 5.00%	(\$688)	(\$5,500)
EGI	\$13,065	\$104,516

Expenses & Utilities

	Per Unit/Annual	Total/Annual
Expenses		
Total Expenses	\$4,450	\$35,600
Utilities		
Total Utilities	\$950	\$7,600
Total Annual Expenses & Utilities	\$5,400	\$43,200

Annual Net Operating Income (NOI)

	Per Unit	Total
EGI	\$13,065	\$104,516
Less: Expenses & Utilities	(\$5,400)	(\$43,200)
Less: Reserves per unit	(\$400)	(\$3,200)
NOI	\$7,265	\$58,116

Gap Analysis

Loan Summary - Debt Capacity

Loan Amount

NOI	\$58,116
DSC	115%
Available for Debt Service	\$50,536

Debt Terms

Rate	5.0%
Amortization (years)	30

Loan Amount

Loan Amount	\$784,489
Fee	inc in costs
Total	\$784,489
Annual Loan Payment:	\$50,536
Total Development Costs	\$1,892,877
Gap	(\$1,108,388)
Gap per Unit	(\$138,549)

Affordable Home Ownership Sales Projection

	SF	100%	120%	Total Units
Studio	445	n/a		0
1 BR				0
2 BR	810	2	2	4
3 BR	1018	2	2	4
Unit Count		4	4	8
		50%	50%	100%

Sales Prices

	Per Unit	Per Unit	Total
2 BR Units	\$217,000	\$235,000	\$904,000
3 BR Units	\$245,000	\$285,000	\$1,060,000
			\$1,964,000
Less: cost of Sales - 2.0 %		2.0%	(\$39,280)
Total Revenue from sales			\$1,924,720
Project Costs			\$1,892,877
	Gap		\$32,000
	Per unit		\$4,000



Memorandum

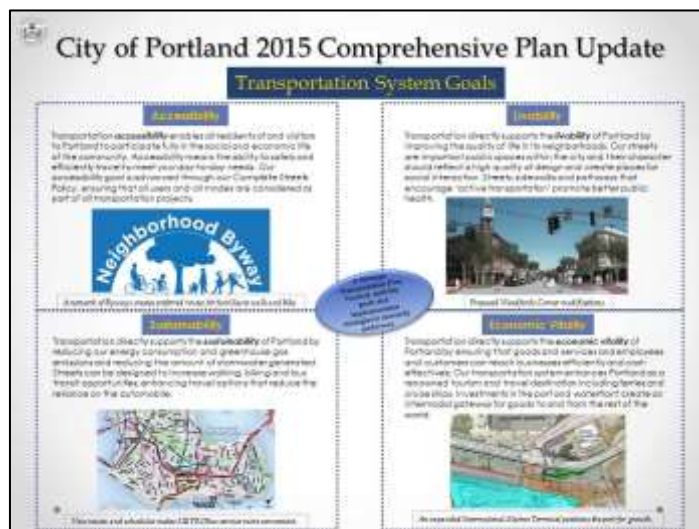
Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Planning Board
From: Christine Grimando, Senior Planner
Date: February 5, 2016
Re: Comprehensive Plan Update
Meeting Date: February 9, 2016

In July 2015, the Planning Board was briefed on the initiation of a process to update Portland's Comprehensive Plan. The State's consistency finding on our current Plan expired in early 2014 (At the time of Portland's original certification of its Comprehensive Plan, in 2003, there was no expiration date for Comprehensive Plans), which means that our current Plan is valid and still in effect, but that the consistency status of it with the State's Growth Management Act is "unknown." It behooves the City comply with this mandate with an updated Comprehensive Plan as soon as possible, and to that end the City contracted with Greater Portland Council of Governments last summer to begin this process. Below is a summary of activities through the fall and winter to date.

Open Houses. Two four hour open houses were held in September. On September 17th at City Hall, and on September 24th at Deering High School. These events were comprised of a plethora of stations, with posters and handouts providing information on current City policies and major initiatives. Subject areas corresponded to those of the Comprehensive Plan: economic development, waterfront resources, transportation, housing, etc. (example of an open house poster is shown in Figures 1)



Staff from various divisions attended to speak with those in attendance, answer questions, and hear feedback wherever possible.

Neighborhood Associations. Staff has met with four neighborhood organizations to date: Munjoy Hill Neighborhood Organization, the Bayside Neighborhood Association, The Stroudwater Village Association, and the Western Promenade Neighborhood Association. We've offered to meet with all of them on request, and will continue to make ourselves available to the associations throughout the process, as well as communicate with them regularly as related events arise.

Survey. An online survey was open from November 23rd through January 22nd, and notice of it made in press releases, on the City's website, an article in the Portland Press Herald, via flyers in the computer carrels at the downtown branch of Portland Public Library, on the Time and Temperature flashing sign, discussion of it on CTN's *City Desk*, among other outlets. The response was robust, with a total of 2,105 responses received. We're excited to process the responses to the extensive range of questions, including many open ended questions. This gives us the opportunity to view responses by topic area, as well as by neighborhood (respondents were asked to identify the neighborhood they lived and/or worked in).

While the Open Houses, the survey, and outreach to neighborhood groups and other stakeholder groups has taken place in recent months, Greater Portland Council of Governments has been compiling and analyzing the required data for the plan, including housing and population trends, assessment of open space, historic and archeological resources, economic conditions, and others, and has generated draft "Inventory and Analysis" appendices chapters for several of these. This large quantity of information forms a critical foundation for the body of the plan.

This winter and spring will involve analyzing the survey results and then reporting out to the community on the feedback we've received, as well as producing a first full draft of the plan. Both the survey and a draft will be brought back to the Board for a future workshop for review and discussion.