

1. Legal Ad

Documents:

[PB LEGAL AD 12-13-16.PDF](#)

2. Agenda

Documents:

[PB AGENDA 12-13-16.DOCX](#)

3. Communication Items

Documents:

[COMMUNICATION - PB MINUTES 10-18-16.PDF](#)
[COMMUNICATION - PB MINUTES 12-6-16.PDF](#)

4. Institutional Overlay Zone; Maine Medical Center

4.I. Memo And Attachments

Documents:

[IOZ \(MEMO AND ATTACHMENT\).PDF](#)

4.II. Background And IDP Approach - MMC Proposals

Documents:

[BACKGROUND AND IDP APPROACH- MMC PROPOSALS.PDF](#)

5. Technical Manual Update; Sidewalk Material Policy

5.I. Report And Attachments

Documents:

[SIDEWALK MATERIAL \(REPORT AND ATTACHMENTS\).PDF](#)

6. 75 Chestnut Street

6.I. Report

Documents:

[CHESTNUT ST. - 75 \(REPORT\).PDF](#)

6.II. Report Attachments

Documents:

[CHESTNUT ST. - 75 \(REPORT ATTACHMENTS\).PDF](#)

6 III Applicants Submittal

6.III. Applicant's Submittal

Documents:

[CHESTNUT ST. - 75 \(APPLICANTS SUBMITTAL\).PDF](#)

6.IV. Plans

Documents:

[CHESTNUT ST. - 75 \(PLANS\).PDF](#)

6.V. Public Comment

Documents:

[CHESTNUT ST. - 75 \(PUBLIC COMMENT\).PDF](#)

7. Tabling Request For Waterfront Port Development Zone Text Amendment

Documents:

[TABLING REQUEST - WPDZ TEXT AMENDMENT .PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, December 13, 2016, Council Chambers, 2nd Floor, City Hall, 389 Congress Street.

Public comments will be taken for each item on the agenda during the estimated allotted time.

Workshop - 4:30 p.m.

- i. Institutional Overlay Zone; Maine Medical Center, City of Portland (4:30 - 6:00 p.m. estimated time) The Board will consider the outline for an institutional overlay zone (IOZ) that will present the main proposed components of the new Institutional Overlay Zone ordinance. The purpose of the ordinance is to provide a predictable growth management and planning process for the major institutions in Portland. Maine Medical Center is expected to seek an IOZ within this new framework and will outline their current work on preparing the required development plan at the workshop.

Public Hearing – 7:00 p.m.

- i. Technical Manual Update – Sidewalk Material Policy (7:00 - 7:15 p.m. estimated time). The Board will hold a public hearing on incorporating the city's official sidewalk material policy and map as an appendix into the Technical Manual. On October 5, 2016, the City Council adopted an amendment to the sidewalk material policy to require concrete sidewalks, rather than brick, on various secondary streets throughout Bayside, and to require concrete sidewalks, rather than asphalt, on portions of outer Brighton Avenue and in Morrill's Corner. The proposal also contains modifications to the language of the city's sidewalk material policy to address partial sidewalk replacements, material upgrade requests, and the composition of driveway aprons.
- ii. Level III Site Plan and Subdivision; 54 Housing Units and Commercial Space; 75 Chestnut Street; Lou Woods representing A & M Partners, Inc., Applicant. (7:15 - 8:15 p.m. estimated time) The Board will hold a public hearing on a proposal to construct a 7 story building with 54 housing units and 2,750 sq. ft. of commercial space. One (1) parking space per unit will be provided in the existing parking structure. The bedroom mix includes 2 efficiency, 14 one-bedroom and 38 two-bedroom units. The proposal will also be reviewed under the Conditional Use Application to meet Ensure Workforce Housing requirements and is in the B-7 zone.

Evening Workshop (immediately following the public hearing)

- iii. Text Amendments to the WPDZ Zone; Americold for Maine Port Authority; City of Portland Economic Development Department, Applicant. (8:15 p.m. – estimated time) The Board will hold a second workshop to consider proposed text amendments to the Waterfront Port Development (WPDZ). After presenting three alternatives for consideration at the previous workshop and receiving feedback from the Planning Board and the public, the City of Portland Economic Development Department is currently proposing the following amendments: 1) defining and adding *cold storage* as a permitted use, 2) increasing *building heights to 50 feet* for the entire zone, 3) allowing taller *buildings up to 70 feet in height as a Conditional Use, subject to performance standards* requiring view corridors, limits on building width, and absolute limits on roof ridge heights and roof top mechanical installations at 70 feet above average grade.

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD

Elizabeth Boepple, Chair
Sean Dundon, Vice Chair
Carol Morrisette
David Eaton
Kristien Nichols
Maggie Stanley
Lisa Whited

AGENDA PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on **Tuesday, December 13, 2016**, Council Chambers, 2nd Floor, City Hall, 389 Congress Street.

PUBLIC COMMENT WILL BE TAKEN FOR EACH ITEM ON THE AGENDA DURING THE ESTIMATED ALLOTTED TIME.

WORKSHOP - 4:30 p.m.

- i. Institutional Overlay Zone; Maine Medical Center, City of Portland
(4:30 - 6:00 p.m. estimated time) The Board will consider the outline for an institutional overlay zone (IOZ) that will present the main proposed components of the new Institutional Overlay Zone ordinance. The purpose of the ordinance is to provide a predictable growth management and planning process for the major institutions in Portland. Maine Medical Center is expected to seek an IOZ within this new framework and will outline their current work on preparing the required development plan at the workshop.

PUBLIC HEARING – 7:00 p.m.

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATIONS AND REPORTS

- i. Approval and adoption of minutes taken at the October 18, 2016 meeting.
- ii. Approval and adoption of minutes taken at the December 6, 2016 meeting.

3. REPORT OF ATTENDANCE AT THE FOLLOWING MEETING:

October 25, 2016:

Workshop: Dundon, Eaton, Morrisette, Nichols, Stanley and Whited present; Boepple absent.

Public Hearing: Dundon, Eaton, Morrisette, Nichols, Stanley and Whited present; Boepple absent.

November 9, 2016:

Workshop: All members were present.

November 15, 2016:

Workshop: Boepple, Dundon, Eaton, Morrisette, Stanley and Whited present; Nichols absent.

November 22, 2016:

Workshop: Boepple, Dundon, Eaton, Morrisette, Stanley and Whited present; Nichols absent.

December 6, 2016:

Workshop: Boepple, Dundon, Eaton, Stanley and Whited, present. Morrisette and Nichols absent.

4. REPORT OF DECISIONS AT THE MEETING HELD ON OCTOBER 25, 2016:

- i. Level III Site Plan; 7 Unit Residential Building; 30 Merrill Street; Banner Properties, LLC.. Applicant. Morrisette moved and Eaton seconded a motion to waive the parking aisle width from 24 feet to the width shown on the plan. Vote: 6-0, Boepple absent. Morrisette moved and Eaton seconded a motion to waive the parking space size to allow five 8 x 15 ft spaces. Vote: 6-

0, Boepple absent. Morrisette moved and Eaton seconded a motion to waive the driveway separation to allow 11 feet between driveways. Vote: 6-0, Boepple absent. Morrisette moved and Eaton seconded a motion to waive the street tree requirement and to contribute \$1,000 to the street tree fund. Vote: 6-0, Boepple absent. Morrisette moved and Eaton seconded a motion to approve the subdivision plan with 2 conditions of approval. Vote: 6-0, Boepple absent. Morrisette moved and Eaton seconded a motion to approve the site plan with 3 conditions of approval. Vote: 6-0, Boepple absent.

- ii. IS-FBC (India Street Form-Based Code) Map Amendment; 10 Washington Avenue; Hay Runner, LLC., Applicant. Morrisette moved and Eaton seconded a motion recommend to City Council the adoption of the proposed zoning map amendment from B-2b to IS-FBC UA as shown on the map. Vote: 6-0, Boepple absent.
- iii. Level III Subdivision; Mixed Use Project; 23 Ocean Avenue; 23 Ocean Avenue Assoc., LLC., Applicant. Morrisette moved and Eaton seconded a motion to waive the parking aisle width from 24 feet to 21 feet in the parking area. Vote: 6-0, Boepple absent. Morrisette moved and Eaton seconded a motion to approve the subdivision plan with 2 conditions of approval. Vote: 6-0, Boepple absent. Morrisette moved and Eaton seconded a motion to approve the site plan with 7 conditions of approval. Vote: 6-0, Boepple absent.

5. NEW BUSINESS

- i. Technical Manual Update – Sidewalk Material Policy (7:00 - 7:15 p.m. estimated time). The Board will hold a public hearing on incorporating the city's official sidewalk material policy and map as an appendix into the Technical Manual. On October 5, 2016, the City Council adopted an amendment to the sidewalk material policy to require concrete sidewalks, rather than brick, on various secondary streets throughout Bayside, and to require concrete sidewalks, rather than asphalt, on portions of outer Brighton Avenue and in Morrill's Corner. The proposal also contains modifications to the language of the city's sidewalk material policy to address partial sidewalk replacements, material upgrade requests, and the composition of driveway aprons.
- ii. Level III Site Plan and Subdivision; 54 Housing Units and Commercial Space; 75 Chestnut Street; Lou Woods representing A & M Partners, Inc., Applicant. (7:15 - 8:15 p.m. estimated time) The Board will hold a public hearing on a proposal to construct a 7 story building with 54 housing units and 2,750 sq. ft. of commercial space. One (1) parking space per unit will be provided in the existing parking structure. The bedroom mix includes 2 efficiency, 14 one-bedroom and 38 two-bedroom units. The proposal will also be reviewed under the Conditional Use Application to meet Ensure Workforce Housing requirements and is in the B-7 zone.

6. EVENING WORKSHOP (immediately following the public hearing)

- iii. **THE FOLLOWING ITEM IS BEING TABLED:**

Text Amendments to the WPDZ Zone; Americold for Maine Port Authority; City of Portland Economic Development Department, Applicant. **With the agreement of the Maine Port Authority and Americold, the City of Portland Economic Development Department respectfully requests to postpone the December 13 Planning Board Workshop to consider text amendments to the Waterfront Port Development Zone. The applicants and proponents of the amendments request additional time to better document and illustrate design concepts that reflect the exciting potential of Portland's International Marine Terminal and the working waterfront. We additionally request a place on a Planning Board agenda in the month of January to keep potential development options on track.**

CITY OF PORTLAND, MAINE

PLANNING BOARD

Elizabeth Boepple, Chair
Sean Dundon, Vice Chair
Carol Morrisette
David Eaton
Kristien Nichols
Maggie Stanley
Lisa Whited

MINUTES PORTLAND PLANNING BOARD MEETING

The Portland Planning Board held a meeting on **Tuesday, October 18, 2016.**

Attendance:

Workshop: Boepple, Eaton, Morrisette, Stanley, and Whited, present. Dundon and Nichols, absent.

Public Hearing: Boepple, Eaton, Morrisette, Stanley, and Whited, present. Dundon and Nichols, absent.

WORKSHOP - 4:30 p.m. (SITE WALK)

Workshop Attendance: Boepple, Eaton, Morrisette, Stanley, and Whited, present. Dundon and Nichols, absent.

- i. Site Walk, Master Development Plan; 58 Fore Street; CPBS, LLC., Applicant.

Jim Brady and David Senus led the site walk of 58 Fore Street. Staff members in attendance included Stuart O'Brien, Christine Grimando, Deb Andrews, and Barbara Barhydt. The walk started at the entrance along Fore Street and led up Fore Street to the far northeasterly corner of the site with stops at the view corridor locations along Fore Street. The participants then returned to the entrance and looked at the painted markings for the proposed access road and intersections with Fore Street and the Thames Street extension. The walk continued along the waterfront where the marina is proposed and trail revisions. The group then returned to the interior of the complex looking at the retaining wall at the northwest corner near building #5. The board then walked in the alley between buildings 1,2,3,4 and 6. Lastly the Board walked along the narrow alley between buildings 1,2,3,4 and building 24,14,15, and 16.

The Board returned to City Council Chambers to take public comment and discussion.

Public Comment: Public comment was received from three residents (Tica, **XXx**, Barbara Vestal, and Carol DeTine). The comments included the following points:

- Renderings don't show the views and scale of the building from the water.
- Hard to believe the plan would allow this kind of blockage of views.
- Renderings of hill from Water should be shown.
- Can't believe this is consistent with E. Waterfront Plan.
- Sought clarification of the building heights, particularly on the east side of the site.
- Not enough to meet the technical standards, but also meet the intent of the Eastern Waterfront Master Plan and the Design Guidelines
- Trying to fit into the B-6, which had the street network.

- One large site - mega building under the zoning calculation.
- Height study in stories not building height.
- Orientation above 45 feet. Certain distance apart. Lost if allowing 9 story buildings.
- Sought clarification on level of review and in terms what is expected for building and how fine a detail required at the MDP stage.

Discussion: The Board addressed that the parameters of review at the MDP stage is the density, massing, cohesion and an indication of the total build out along with consistency with the comprehensive plan. At the site plan stage there is greater specificity.

Questions from the Board:

- Clarify the symbols on the legend so there is a greater clarity on paved areas versus proposed buildings.
- Want to have the calculation of height at another workshop.
- Present a vehicular and pedestrian circulation of the site. Seeking more development of the pedestrian circulations
- Clarify the permeability of the site with the raised garage the views from the water (level of ferry)
- Provide information on how much a contributing building can be modified.
- The retaining wall is fascinating and dramatic, so intrigued to see related plans.
- Provide the legal documentation regarding the DOT narrow gauge lease, ROW of Portland Trails and any other documents. Want to understand the logistics and vetting of legal documents on how this will happen and work.

Workshop adjourned at 6:30.

PUBLIC HEARING – 7:00 p.m.

1. ROLL CALL AND DECLARATION OF QUORUM

Public Hearing: Boepple, Eaton, Morrisette, Stanley, and Whited, present. Dundon and Nichols, absent.

2. COMMUNICATIONS AND REPORTS-

The tentative meeting scheduled for October 27th is cancelled.

3. REPORT OF ATTENDANCE AT THE FOLLOWING MEETING HELD ON OCTOBER 12, 2016:

Workshop: Boepple, Dundon, Morrisette, Eaton, Whited and Stanley present; Nichols absent.

Public Hearing: Boepple, Dundon, Morrisette, Eaton, Whited and Stanley present; Nichols absent.

4. REPORT OF DECISIONS AT THE MEETING HELD ON OCTOBER 12, 2016:

- Level III Site Plan; 7 Unit Residential Building; 30 Merrill Street; Banner Properties, LLC., Applicant. Dundon moved and Morrisette seconded a motion to table this item to the October 25, 2016 Planning Board meeting at 7:00 p.m. Vote: 6-0 (Nichols absent)
- Level III Site Plan: Phased mixed use development; 230 Commercial Street; Proprietors of Union Wharf, Applicant. Dundon moved and Morrisette seconded a motion to waive parking aisle and space dimensions to allow for variations as shown in Plans P5-P7 to facilitate

enhanced pedestrian accommodations and address building structure constraints. Vote: 6-0 (Nichols absent); Dundon moved and Morrisette seconded a motion to waive site lighting to facilitate the development of lighting plans for the new external lighting (including building mounted, pedestrian walkway and in the parking area under the Phase 1 office building) and existing site lighting, that meets the objectives of the standards as well as ensuring security and safe conditions. Vote 6-0 (Nichols absent); Dundon moved and Morrisette seconded a motion that the plan is in conformance with the site plan standards of the land use code, subject to conditions; Vote 6-0 (Nicholas absent).

5. NEW BUSINESS

- i. Subdivision Review – Dirigo Plaza; 1190 Brighton Avenue (58 and 80 Main Street, Westbrook), Jones and Beach Engineers, Inc. on behalf of J & J Gove Development, LLC, Applicant.

Staff Presentation: Barbara Barhydt and Bruce Hyman outlined the changes to the Stormwater Management plan under the DEP permit and the traffic mitigation requirements under the Traffic Movement Permit and the City’s subdivision ordinance. The staff recommended approving the subdivision plan.

Applicant’s Presentation: Jim Katsifacas outlined the project. He noted that the developer is seeking a changed in the Site Location Permit for a 75 foot rather than 100 foot stream buffer. All other aspects including the \$208,000 contribution to Portland for stormwater mitigation of Nason’s Brook under the DEP permit. The off-site traffic impacts under the TMP will be \$2.2 million with \$1.2 million being spent in Westbrook. In addition, the developer committed to paying \$220,000 for streetscape improvements along Brighton Avenue.

Public Comment: None

Decision: Morrisette moved and Eaton seconded a motion to approve the subdivision plat with three conditions of approval. Vote: 5-0, Dundon and Nichols, absent.

6. EVENING WORKSHOP (Immediately following the Public Hearing)

- i. Level III Site Plan; 23 Orono Road; City of Portland, Applicant.

Staff Presentation: Barbara Barhydt made a brief presentation on the proposed project based upon Shukria Wiar’s memo to the Planning Board. She noted some of the comments from various reviewers.

Applicant’s Presentation: Jonah DeWaters from Oak Point provided a presentation of proposed Hall School project, which is a 22 acres site with high value trees and a major waterline transecting the site. There are wetlands on the property, but no vernal pools. The proposed parking lot is being designed with 100 spaces and a bus turn-around with the capacity for 5 vehicles is proposed. The intent is to phase the development so the current school can remain in operation during construction, followed by demolishing the school and finalizing the site. The anticipated construction schedule is start in the spring of 2019.

Public Comment: None

Board Discussion: Lisa Whited asked for clarification about a connection to the high school from public comment received for the workshop. Bicyclists cross the Hall School site and take

Warwick to Ludlow Street for access to Deering. David Eaton sought clarification on the walkways and playground. The Board discussed the new road and safe pedestrian access to the school. Maggie Stanley suggested that the team consult with Portland Trails as there are many walkers and mountain bikers who use the Capisic Trail. Board asked that all waiver requests be articulated before a public hearing.

ii. Level III Site Plan and Subdivision; 54 Housing Units and Commercial Space; 75 Chestnut Street; Lou Woods representing A & M Partners, Inc., Applicant.

Staff Presentation: Jean Fraser made a brief presentation on the proposed project and the changes to the application since the first workshop.

Applicant's Presentation: Lou Wood, developer, made a presentation on the overall intent of the project and some of the changes since the plan was first presented. Judy Cody discussed the site plan changes, including the sidewalks, landscaping and stormwater management. Bill Hopkins and Kathryn Detemer, discussed the changes to the architecture, including more entrances, a community room, a trash room, live work access, canopies and patios, mechanicals, mezzanines, and exterior materials.

Clarifying Questions from the Board: David Eaton asked for clarification on the top floor mezzanines.

Public Comment:

- A resident asked if the trees were to remain and if the stormwater management would be a retaining pond. She questioned some of the features as she noted there is a problem with loitering in the neighborhood and people hiding in landscaped areas. It is an inevitable problem and what to see is addressed in the plan.
- Steve Hirshon: He supports the project and has seen it evolve since the first workshop. Need more eyes on the street and want residents who call Bayside home.
- Alex Landry: He noted that few developers come to the neighborhood first and that is what Lou Wood did. Likes the street trees that have been added and likes the live work unit. Suggested that the bike parking looks crowded and that maybe it could be accommodated safely in the garage. Suggested that maybe tenants could get a rebate on their rent if they are car free. Provide an incentive to not have a car.

Board Discussion: Maggie Stanley appreciated the extra renderings and felt Chestnut Street was more active. Oxford Street still feels like the back of the building. She asked about the programming of the corner and not sure that the patio is useful. Again appreciated the building façade renderings, but still busy and wondered how the canopies work. Some bike racks should stay outside for visitors.

David Eaton appreciated the progress. He is still struggling to see how the program applies to the B-7 design standards in terms of the neighborhood context and sensitive transitions. There needs to be a transition between the zones – R-6 and B-7 so need to address transition to heights of R-6, possibly through articulation. Pearl Place steps back and don't see the mitigation of height here. Understand the economics and need for stories, but can you make it appear lower. Would like to come to a compromise that addresses the applicable design standards ("edges shall mitigate").

Carol Morrisette asked if they could come up with some sort of transition. The massing is still somewhat problematic. Wondered if the parapet height and proud cornice is taking the building out of scale. The site does have a grade difference of 10 feet. Glad to have the activation of the street. Need improvement not only at street level but at roof line. Roofline goes up and steps out.

Beth Boepple wondered why the applicant was keeping the garage with a limited life span. The applicant responded that it supports their office building on Congress Street and that it costs \$25,000 to \$30,000 to build a new structured parking space. Not economically feasible to replace. She asked if there is another location on the site where the building could be built that would have the proximity to the garage, but could perhaps be more sensitive to the surrounding neighborhood. Very much appreciate that you listened and like the improvements on Chestnut Street, the improved green space.

Lisa Whited pointed out that the zoning allows a maximum height of 105 feet and that the project is proposed at 75 feet. The Board asked the developer to look the roofline of the building, consider stepbacks for relief from scale, to pay special attention to the surrounding context, and noted a good vertical element along Chestnut, but not on Oxford Street.

Meeting Adjourned.

CITY OF PORTLAND, MAINE

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Maggie Stanley
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MINUTES PORTLAND PLANNING BOARD MEETING

The Portland Planning Board held a meeting on **Tuesday, December 6, 2016.**

WORKSHOP – 6:00 p.m. Riverton School

Attendance:

Workshop: Boepple, Dundon, Eaton, Stanley, and Whited, present. Morrisette and Nichols, absent.

Portland Comprehensive Plan Update: Portland Department of Planning and Urban Development, Applicant.

Christine Grimando presented the outline of the future land use section of the Comprehensive Plan. The future land use principles include:

- One Portland
- Complete Neighborhoods
- Connect the Chain
- Reinforce the Center
- Support the Waterfront

The plan seeks to support complete neighborhoods that provide basic necessities with easy access by all modes of transportation. The priority growth areas are shown on the Priority Growth Areas Map, designated with key nodes and corridors. The areas are categorized based as the following:

- Evaluate
- Transform
- Enhance

The open space map presents the existing open space and trail network and identifies the priority connections for the future. A third map for the future land use chapter, yet to be developed, has also been conceived. This map might look like a more traditional future land use map. An implementation plan will be prepared also. At this time, the staff continues to gather feedback and is developing the draft land use chapter, to include these maps.

Questions from the Board members:

1. *Distinctions between Evaluate, Enhance, and Transform?*

- a. Evaluate – Areas where little planning work has been done, but a consensus that study is warranted
 - b. Transform – Nodes that have been previously recognized as target areas for transformation, but need comprehensive revisioning
 - c. Enhance – Areas which have been studied and planned for and are awaiting implementation of a vision
2. *Is the distinction a measure of how much planning has been done?* To some extent, and we want to set goals that we can meet or make progress addressing.
3. *Will the draft sketch out the differences and specific actions for each area?* The text will explain categories, but will not outline particular actions for each area. Broadly, the implementation plan will guide prioritization.
4. *What will be our annual process for checking in?* Will need to set implementation schedule and check in. Will require a variety of approaches as not just one mechanism for measuring progress.
5. *On the third map, could it overlay the open space with the priorities and open space connections?* A suggestion was offered to use colored block areas for the Land Use plan to provide the visual elements of the plan and to evaluate how we can anticipate growth. Illustrative to show in a coarse way and trying to present the story. Want to move away from the Land Use plan being like the zoning map. Seeking a higher level of perspective on the land uses. Also want maps to be clear and legible.
6. *How is the plan going to be a guide for economic development?* Helpful to get feedback from businesses. Want the plan to be useful for businesses that may want to locate or grow here.
7. *Suggestion to number the nodes and corridors and then name them in a legend in order to orient people. Also suggested using a variable dot pertaining to the size or density factors of neighborhoods and use a different symbol to show the significance of industrial or commercial areas. Maybe like a heat map.*

Public Comment

1. Cecelia Smith – Nason’s Corner
 - a. What has been the largest growth sector and are we expected to see more growth, such as residential, commercial, or industrial?
 - b. The priority corridors are the major transportation corridors. Will there be a buffer around the corridors or is growth anticipated just in the narrow corridor?
 - c. Does ‘evaluate’ mean that there is no plan yet or is there a plan for those areas?
2. Craig Ray – Lexington
 - a. What were the criteria for applying the designations of evaluate, enhance and transform?
 - b. Did you assign weights?
 - c. Could you do an overlay with transform and enhance, etc.?
 - d. Could green space be added to the map?
3. Jason Lambert – off Allen Ave
 - a. Morrill’s Corner- so much growth on the peninsula, but there is a whole other part of Portland that has more area than the peninsula, which does not appear to be in the picture. A lot of places off-peninsula with the potential to alleviate housing issues. Real potential for more development.
4. Ellen Bailey – Hammond Street
 - a. Don’t forget transportation as it affects land use.

- b. Question E. Bayside as evaluate. Feels like it is transforming. It is a complete neighborhood.
 - c. What kind of commitment for setting plans for neighborhoods? How will neighborhoods be involved with the planning?
- 5. Gwen Williams - Danforth Street
 - a. Will the future land use plan set priorities or identify what is specifically needed to be complete neighborhoods? Will the plan stay this vague?
 - b. Will there be more opportunities for public comment?
- 6. George Row – Hanover Street
 - a. Why is West Bayside in the transform category versus enhance? It is one of the most planned and studied areas in the city. Some say there has been incremental success and others say it has been a disaster.
 - b. Concerned that the plan supports status quo and not many opportunities for growth. No sense in plan of what has worked. Shouldn't be informed by what is just politically possible. Need to have appreciable growth.
 - c. Is there data available on the projects that never went forward. Useful data set to understand the patterns of development.
- 7. Cynthia Cochran – Hammond Street
 - a. Need to better define evaluate, transform, and enhance.
 - b. Like the suggestion for a key to identify areas.
 - c. Give specificity of what is a complete neighborhood.
 - d. Don't see how the implementation part fits into the plan.
 - e. What will the draft include and when will it be available?
 - f. The discussion by the Board on Nov 9th was the most substantive on the plan.
 - g. Encourage more outreach.
 - h. Who were the experts that reviewed the snapshots?
 - i. How does the public provide questions to the Board?
- 8. Julie Larry – Portland Landmarks, High Street
 - a. Wording on retaining character and nodes, but how is the land use plan going to capture and retain where you don't need to transform, for example Deering Center.

Board Discussion

Christine provided an overview of the draft Comprehensive Plan, which will be in two volumes. Volume I will be the policy and vision statements. Volume II will be data heavy with the trends, demographics, and maps. The plan is being incrementally rolled out. Communication avenues include press releases, newsflashes on city's web page, twitter account, facebook, Planning Board agendas, and e-mail list maintained by Christine Grimando. Another community forum is being planned for January. After full drafting and incorporating feedback, the draft will be presented to the Planning Board for a recommendation to City Council. City Council will then consider and act upon the proposed plans. Comments may be submitted to Christine or to the general e-mail of planningboard@portlandmaine.gov. The major policy areas of the plan include Housing, Transportation, Economic Development, Historic Preservation, Environment, Waterfront, Public Infrastructure, and Open Space/Recreation.

Housing has been the largest growth area for the city in the past 10 years. Areas not designated on the Priority Growth Areas map are not frozen from development, but the development may be more incremental. Buffers around corridors will not be defined at the parcel level. Different corridor will handle growth differently. Not one set answer. Trying to get a balance and expect a lot of absorption in corridors. The zoning has to be consistent with the Comprehensive Plan and there are opportunities off peninsula to accommodate growth incrementally, such as with accessory units, but

also in major nodes – such as Morrill’s Corner. The plan will call for zoning modernization, looking to have it based on hard data, define the terms and criteria for mapping. Case studies could be used as examples.

Workshop adjourned at 8:10.



Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Stuart O'Brien, City Planning Director

Date: December 9, 2016

Re: **Institutional Overlay Zone (IOZ) Draft**

I. INTRODUCTION

On November 15, 2016, the Planning Board met to review the concept of an Institutional Overlay Zone (IOZ). Planning Division staff introduced the rationale behind the overlay zone, the concept of the zone, and a basic structure for the Institutional Development Plan (IDP), the core element of the overlay framework. The meeting evoked questions from the Planning Board members on various elements of the zoning concept – how the IOZ would vary from existing zoning mechanisms used in the city, what best practice staff had consulted, and how institutions would be defined, for example – and ended with the directive that staff proceed with developing an outline of draft language for the zone.

In the wake of the workshop, staff have met with Maine Medical Center (MMC), the University of Southern Maine (USM), Mercy Hospital, and continued to keep University of New England (UNE) apprised of the development of an outline for the zone. Staff have also met with representatives of the Saint John Valley Neighborhood Association and fielded questions from neighbors of various institutions. With the perspectives of all of these parties in mind, staff have developed an annotated outline of the IOZ language for review by the Board. The purpose of the December 13 workshop is to discuss this outline, and to review initial concepts from Maine Medical Center as to their approach to the IOZ.

II. BACKGROUND

The Institutional Overlay Zone under consideration here is the result of a confluence of factors. Maine Medical Center (MMC) wants to move forward in the near future with an expansion that would increase their footprint by about 25%. At the same time, the University of New England, over the course of recent site plan and conditional use reviews, has recognized the inherent challenges in the fact it straddles several different zones, including R5, and has engaged the city in a review of its zoning. Fundamentally, the city recognizes that these and other major institutions are keys to economic growth, not only in the city, but in the region and state. The concept behind the IOZ is to support the health of the city's major institutions within a clear, predictable growth management structure that allows flexibility but also requires proactive planning and a more transparent and defined mechanism for understanding and addressing community concerns. As currently considered, the IOZ would only apply to the main campuses of the four major institutions.

The IOZ, like all overlay zones, is designed to apply over previously established zones, such that the underlying zones continue to exist, but to establish alternative or additional standards for those properties within the zone. The overlay zone approach is not new to the city - the city has existing overlay zones at Waynflete and USM, in addition to the shoreland zoning and historic districts, for example. And many cities across the country use overlays to address medical and educational facilities within their borders – Providence, RI, Seattle, WA, Yakima, WA, and Cambridge, MA among them. Each of these cities applies the institutional overlay differently, but many use it to achieve the goals shared here – to encourage long-range institutional planning, to provide more flexibility to institutions, and to provide more transparency as well.

III. INSTITUTIONAL OVERLAY ZONE OUTLINE

Planning Division staff relied on a number of sources to develop a first draft of the Institutional Overlay Zone, including feedback received from the November 15 Planning Board meeting; a review of the city's existing overlay zones; a review of the city's code provisions for master development plans; a survey of institutional zoning ordinances from around the country; input received from neighbors; and meetings with MMC, UNE, USM, and Mercy. In addition, staff has consulted with Victoria Morales, Corporation Counsel, on the basic structure of the proposed Institutional Overlay Zone.

The outline of the IOZ language is as follows:

1. Purpose

- a. *To acknowledge that major institutions play a prominent role in the health, economy and well-being of the local and regional community, and in order to sustain that role may need to change and grow;*
- b. *To facilitate proactive planning for institutional growth and support the formation of mutually beneficial local public/private partnerships;*
- c. *To allow major institutions to seek designation as IO Zones that are consistent in terms of the process and zoning framework, but with unique regulatory requirements as appropriate to the particular institution and location;*
- d. *To recognize that institutional change and growth is likely to have a variety of impacts at neighborhood, city, and regional levels which should be identified and addressed by the zoning framework and associated long range planning;*
- e. *To reflect Comprehensive Plan and other policy objectives that seek to reduce the use of single occupancy vehicles (SOVs), preserve environmental resources, and retain existing housing;*
- f. *To ensure that change and growth integrates and complements the surrounding communities through attention to the design of the IOZ "edge"; and*
- g. *To support an ongoing public involvement process that benefits the institutions, nearby neighborhoods.*

2. Eligibility and applicability

Initially the IOZ designation would be available to two major hospital institutions of Maine Medical Center and Mercy Hospital, and to the two major academic institutions of University of Southern Maine and University of New England, in view of their distinctive scale. The eligibility could be widened in the future.

3. Establishment of an IOZ

- a. *Application by the Institution*
- b. *Required Public Process*
- c. *Institutional Development Plan (IDP) Requirement*
- d. *Reviewing Authority (Planning Board to approve IDP and recommend adoption of regulatory framework and IOZ to City Council)*
- e. *Amendments*
 1. *Minor amendments to the IDP to be reviewed administratively*
 2. *Major amendments to the IDP to be reviewed by Planning Board*
 3. *Amendments to regulatory framework and/or IOZ to be reviewed by Planning Board and recommended to Council*
 4. *Acquisition and expansion*
 1. *No amendment required if a use/development proposed by the institution outside the IOZ boundary complies with existing zoning for permitted uses. Any institution-associated changes in use/ownership outside boundary of IOZ would be integrated into IOZ at time of required IDP update;*
 2. *Any proposed non-compliant use/conditional use outside the IOZ boundary associated with the institution would necessitate an amendment to the IOZ;*
 3. *Expansion that results in a loss of housing would trigger housing replacement.*

4. Institutional Development Plan (IDP)

- a. Purpose
- b. Term (including any requirements for updates)
- c. Submission Requirements
 - i. Background
 - ii. Mission/Vision/Purpose Statement
 - iii. Development Plan (and how impacts to be addressed)
 - 1. Existing Program and Land Use
 - 2. Future Needs/Growth Projections
 - 3. Transportation and Circulation (with analysis based on existing and future growth)
 - a. Traffic Analysis (to include analysis of all modes and integrate TDM and multi-modal level of service analyses)
 - b. Parking Analysis (to include TDM and impact on residents on street parking)
 - a. Transit, Traffic, Parking, Loading, and TDM Plan
 - 4. Environmental (with analysis based on existing and future growth)
 - a. Natural Resource Analysis
 - b. Stormwater Management Analysis
 - c. Sustainability Analysis (including energy)
 - d. Hazardous Materials Analysis
 - e. Utility Capacity Analysis
 - f. Noise Analysis
 - g. Environmental Plan
 - 5. Design (with analysis based on existing and future growth)
 - a. Architectural Analysis (including historic preservation, wind, sun)
 - b. Streetscape Analysis
 - c. Landscape Analysis
 - d. CPTED Analysis
 - e. Sign Analysis
 - f. Lighting Analysis
 - g. Neighborhood Interface Analysis
 - h. Design Guidelines
 - 6. Neighborhood Integration
 - a. Ongoing Community Engagement Process
 - b. Housing Impact Analysis
 - c. Construction Management Framework
 - d. Ongoing Property Management Framework
 - 7. Conceptual Institutional Development Plan (to include boundaries of IOZ and to include phasing, if applicable)
 - iv. Regulatory Framework and Boundaries (specific regulatory statements relating to the IDP contents)
- d. Review Criteria (standards for reviewing the IDP for conformance with IOZ)
The IDP and its Regulatory Framework and boundaries, shall:
 - i. Apply to property to which institution holds right, title, and interest only, and clarify necessary off-site improvements that support the integration of the institution into the community and city-wide infrastructure;
 - ii. Demonstrate consistency with the comprehensive plan and the purpose of this ordinance;
 - iii. Address the submittal requirements;

- iv. *Demonstrate that the proposed growth and associated development proposals are key to the future sustainability of the institution and relate to realistic programmatic timeframes;*
- v. *Demonstrate that traffic and parking impacts have been anticipated and would be satisfactorily mitigated, with an emphasis on Transportation Demand Management principles, including options such as improved transit and bicycle access;*
- vi. *Demonstrate that environmental impacts have been anticipated and would be satisfactorily mitigated;*
- vii. *Demonstrate that infrastructure capacity both on and off site is adequate to sustain the proposed level of growth;*
- viii. *Reflect a comprehensive, design-integrated approach (including compliance with Historic Preservation ordinance);*
- ix. *Include specific streetscape and edge-of-zone measures and regulations that ensure integration with the scale and character of neighboring communities; and*
- x. *Promote compatibility with surrounding uses with the aim of maintaining traditional housing patterns and supporting local amenities.*

5. New Development in IOZ

- a. *Must be consistent with regulatory framework, guided by the IDP. (As above, if project requires amendment to the regulatory framework or IOZ boundary, Council action would be required. If project requires an amendment to the adopted IDP, such amendment could be reviewed administratively or by Planning Board)*
- b. *Is subject to site plan ordinance and must meet applicable site plan standards (unless those standards are superseded by regulatory framework under IOZ)*

IV. PUBLIC COMMENT

Staff received one public comment from a resident specific to Maine Medical Center's plan for growth (Attachment PC-1). This neighbor expressed concerns about how the hospital's future plans address height and setbacks, streetscape, traffic circulation, environmental impacts, and maintenance of public spaces, such as sidewalks.

V. MMC UPDATE

While all four of the major institutions have been consulted about the development of the IOZ, Maine Medical Center is expected to seek an IOZ within this new framework prior to the others. As such, MMC has met with the city to discuss initial concepts for their Institutional Development Plan. MMC will outline their current work on this plan at the workshop.

VI. NEXT STEPS

If the Board agrees with the direction of the draft IOZ outline, staff will move to further develop the structure and language of the zone. Simultaneously, staff will continue to work with the four major institutions to solicit their input on the outline. Staff will also develop and implement a plan for public engagement in the development of the zone.

Maine Medical Center will continue their efforts to develop an Institutional Development Plan as envisioned under the proposed IOZ.

VII. ATTACHMENTS

PC-1. Barowitz email (12/6/16)



Helen Donaldson <hcd@portlandmaine.gov>

Fwd: MMC Expansion notes for the Planning Board meeting Tuesday night

Jean Fraser <jf@portlandmaine.gov>

Tue, Dec 6, 2016 at 12:45 PM

To: "Donaldson, Helen" <hcd@portlandmaine.gov>

for inclusion in the PB Memo on IOZ

----- Forwarded message -----

From: **Zack Barowitz** <zbarowitz@gmail.com>

Date: Mon, Dec 5, 2016 at 7:01 AM

Subject: MMC Expansion notes for the Planning Board meeting Tuesday night

To: jf@portlandmaine.gov

Cc: Tuck O'Brien <tuckobrien@me.com>, Damon Yakovleff <Damon.yakovleff@gmail.com>, Nikki Anderson

<n.annetteanderson@gmail.com>, Norman Maze <nmaze@shalomhouseinc.org>, Emma Holder

<pna@parksideneighborhood.org>, Anne Pringle <oldmayor@maine.rr.com>, Ian Jacob <iancasperjacob@gmail.com>

Jean,

Please review the following points for the Planning Board to consider in conjunction with the proposal to expand Maine Medical Center:

1. Implementation of the Libbytown traffic study, particularly the **restoration of two-way traffic on Congress Street between 295 and St. John Street**. Currently, the one-way streets are serving to divert through traffic *into* downtown. The current traffic alignment simply would not work. What's more, ambulances get stuck waiting for trains (this is a common enough occurrence that I was able to snap a picture--see attached). Thus, MMC needs to get on board with the traffic study recommendations for the expansion plan to work.

2. I wrote a column for the *Phoenix* outlining how the current agglomeration of **Maine Medical is blighting the surrounding streets and neighborhoods**. Were expansion to continue in the same manner the blight would undoubtedly spread and any economic development would have to be counter-balanced by decrease in value of abutting areas (e.g; tax revenue). You can find the article below or link to it [here](#). My suggestions:

- Improve the streetscape for pedestrians and develop vibrant commercial spaces (24-hour cafe, pharmacy, restaurant, beauty salon) on Congress Street around the new entrance.
- Set backs to create a human-scale feel
- Buildings overhanging sidewalks (like in the wild west, to provide protection from weather)
- Heated sidewalks (currently they salt the heck out of the area with is costly and environmentally destructive)

3. Convert the surface parking lot on Brackett/Vaughn be turned into **housing**.

I have copied members of adjacent neighborhood association on this message.

Thanks,
Zack

Sick Building: The Maine Medical Center's \$512,000,000 Expansion

Maine Medical Center dug through its couch cushions and came up with \$512 million to spend on an expansion of its Portland campus. Although the plan doesn't add any new beds, it does call for 128 new rooms — which the hospital must have in order to meet new demands of patient care and stay competitive in a growing industry.

In addition to being a renowned hospital, Maine Medical Center is one of the largest employers in the state. So when it says it wants to build, it's fairly easy for officials to respond "how high?"

MMC's proposed expansion will create hundreds of jobs in the health care, construction and IT sectors. But those jobs come at a cost, and those that pay are unlikely to reap many benefits; a large hospital's effect on a neighborhood can be akin to having a cement block dropped on a flower pot.

So why is this?

Hospitals are notoriously among the most difficult types of buildings to design. The sheer volume of people, technology and movement, coupled with the turnover of all of the above, make their containment nearly impossible. Throw in the challenge of creating a building that is both sterile and uplifting, and it's enough to drive the most talented designer to review RFPs for wastewatertreatment plants.

Given the difficulties and contingencies of designing a hospital, it's little wonder that their exteriors often appear an afterthought. Situated high upon the Western Promenade, Maine Med's current configuration is an undistinguished agglomeration of stark Modernist edifices and brutalist parking structures crowded around a (somewhat gloomy) original 1874 structure. Fortress-like

facades have rendered blight beyond the castle walls to the boundary streets below. Gilman, Congress, Crescent, Wescott, Bramhall and Forest streets are all fairly run-down and have been for decades despite their proximity to some of the most valuable real estate in Maine.

Portland-area residents have every reason to be concerned with the planned Maine Med expansion; the shadows will loom longer, the winds will whip colder, parking garages will become larger, and the traffic will grow denser — adding to the spread of decay.

Ironically, the westward roll of commercial and residential development along Congress Street from Longfellow Square to Thompson's Point is hot, with hundreds of proposed housing units, restaurants and (of course) breweries. The break in the path is smack in the area designated for the bulk of the expansion. The quarter-mile stretch of Congress Street from Salvage BBQ to Bramhall Square has just two commercial spaces (La Bodega Latina and Portland Glass), not including the permanently "unfinished" storefronts in the MMC parking garage. The blight is attributable to a monotonous pedestrian experience: a steep hill, fast traffic and bleak streetscape of retaining walls and parking garages. It should come as little consolation that a recent beautification effort included hanging banners declaring competency in "Urology," "Gynecology" and "Cancer."

Were this projected expansion slated for an isolated green expanse (such as the MMC Scarborough campus), the peripheral pedestrian experience would be of little consequence. But in a dense urban environment, great care must be taken to scale and form but also to use.

Far from being a monument that sucks in automobiles, the hospital necessarily should learn how to interact with the street, starting with an improved pedestrian experience that heals the neighborhoods on its borders. Street-level commercial development — visitors' cafe, gift shop, pharmacy, restaurant and even a bookstore — will not only better serve hospital customers but make for a healthy bottom line, both for the institution and the city as a whole.

--

[207-838-6120](tel:207-838-6120)

[917-696-5649](tel:917-696-5649)

ZacharyBarowitz.com

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Jean Fraser, Planner
City of Portland
874 8728



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Maine Medical Center, located at 22 Bramhall Street in Portland, is the state's largest medical center, licensed for 637 beds and employing more than 6000 people. After an assessment of existing structures and an analysis of its immediate clinical needs and expectations of future demand, it has developed a Project proposal to present to the City of Portland. The Project was designed under an existing zoning concept known as Conditional Rezoning.

In light of the City's desire to create a more consistent approach to land use by institutions throughout the City, Maine Medical Center has been asked by City staff to assist in the development of an Institutional Overlay Zone and to frame its Project in the form of an accompanying Institutional Development Plan (IDP). Maine Medical Center is excited to undertake this collaborative process in concert with the City and the neighbors surrounding the Medical Center.

The Hospital will be submitting an application for approval of its initial Institutional Development Plan within the next month. However, with the indulgence of the Planning Staff we are given the opportunity to meet with the Planning Board to introduce you to the Project as currently developed, recognizing there will be more to come.

It is important to understand why MMC is proposing its Project. The Hospital has immediate clinical needs that must be addressed, in the near term, in order to provide high quality medical care to the people within our community, the state of Maine and northern New England. Capacity at the hospital is needed; infrastructure must be updated; and transportation issues must be addressed. In this light, MMC proposes to provide you with background on the following:

- MMC's immediate Clinical needs
- Results of a campus-wide building inventory – Building needs
- Parking issues of importance – parking needs

MMC will present an outline of its proposed Project to address these needs which include replacement beds to accommodate growing clinical demand for single-bed occupancy; additional medical procedure suites to accommodate specialized surgical and other equipment, and an increased number of specialized providers caring for a patient population with a growing degree of acuity due to trends within the larger health care system; a new front entrance to revitalize and energize Congress Street and allow for easier wayfinding; an addition to the existing visitor parking garage; and the replacement of a parking structure nearing the end of its useful life.

MMC looks forward to our dialogue about the Project in the context of the new Institutional Overlay Zone and IDP.



Project Introduction – City of Portland Planning Board

Master Facility Plan Phase IIB

December 13, 2016



Cancer | Cardiology & Heart Surgery | Geriatrics | Gynecology
Nephrology | Orthopedics | Pulmonology | Urology



Opening Remarks

Jeff Sanders

Executive Vice President & Chief Operating Officer
Maine Medical Center

Contents

- Opening Remarks
- MMC Zoning
- Why we are Proposing this Project
 - Clinical Needs
 - Infrastructure Needs
- How We Will Get There
- IDP Potential
- Conclusion

MMC Zoning

Penny St. Louis

Corporate Counsel

MaineHealth

Why We Are Proposing this Project.

Clinical Needs

Joel Botler, M.D.

Interim Chief Medical Officer
Maine Medical Center

A Day in the Life of the Medical Center

Thursday, July 28, 2016 @ 0700

Gassed beds

Total Inpatient Beds:	632
Patient condition closures:	49
Construction closures:	13
Staffing closures:	11
Open beds:	559
Held for assigned admits:	10
Census at 0700:	527
Beds remaining:	22

Available Beds

Medical/Surgical:	7
Intermediate Care:	0
Intensive Care:	3
Psychiatric:	3
Pediatric:	4
Infants:	5
Beds remaining:	22

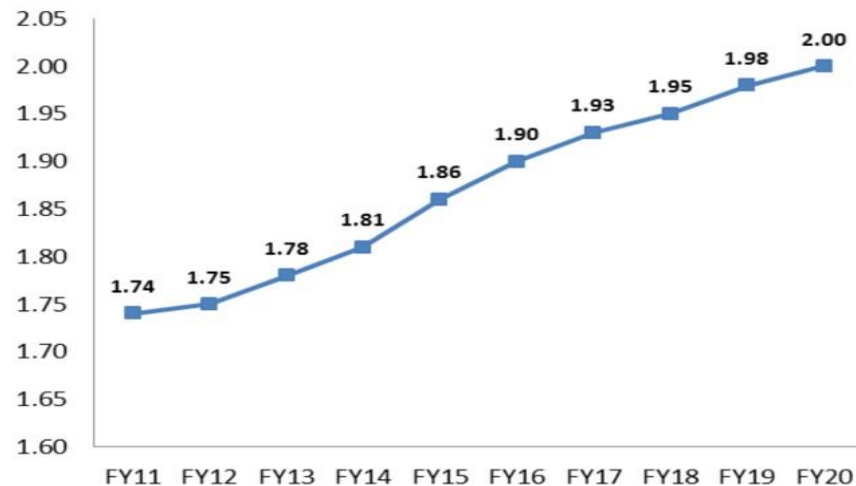
- At 7:00 AM on a typical weekday we can expect:
 - 45 to 50 admissions from Surgery
 - 45 to 50 admissions from the Emergency Department
 - 5 to 10 transfers from other hospitals

Our average case grows ever-more complex:

Health care is evolving in a way that concentrates the most complex cases at large, tertiary-care hospitals like Maine Medical Center. Treating our patients in the future will demand more single rooms, modern treatment facilities (i.e. operating rooms) and world-class doctors and healthcare professionals. They will be drawn not only by Portland's quality of life and teaching opportunities through our affiliation with Tufts University School of Medicine, but also our world-class facilities.



Case Mix Index



Why We Are Proposing this Project.

Infrastructure Needs

Mark Harris

Senior Vice President of Planning
Maine Medical Center

Building History



Building Assessments - 2015

Clinical Care

Existing Facilities Evaluation

	MAINE MAINE GENERAL	ANNEXES Annex B	Annex C	Annex A	ESB Eng Svc Bldg	PAVILIONS PAVILION A Building	PAVILION C - D Building	NDF New Diag. Bldg.	RICHARDS RICHARDS Building	DANA DANA Building	BEAN BEAN Building	EAST TOWER EAST TOWER	GARAGES Parking One	Parking Two
Year	1870	1870+	1870+	1929	1978	1929	1956	1976	1968	1987	1985	2008		2008
BGSF	72,915	36,252	13,192	10,111	23,836	66,375	83,464	89,147	228,920	19,306	231,834	200,000		
% of Total BGSF	7%	3%	1%	1%	2%	6%	8%	8%	21%	2%	22%	19%		
Levels	G 1 2 4 5	SB G 1 2	G 1 2	G 1 2 3	SB B G	B G	B G 1 2 3 4 5 6	B - G	G B 1 2 3 4 5 6 7 8 9	B G 1 2	SB B G 2 4 5 6	SB B G 2 3 4 5	1 - 10	1 - 8
ARCHITECTURE														
Foundations	Good	Fair	Fair	Fair	Fair	Good	Good	Fair	Good	Good	Good	Excellent	Good	Excellent
Framing	Fair	Fair	Fair	Fair	Fair	Good	Good	Fair	Good	Good	Fair	Excellent	Poor	Excellent
Exterior Walls	Good	Fair	Fair	Fair	Fair	Good	Good	Fair	Good	Good	Fair	Fair	NA	Excellent
Openings	Good	Fair	Fair	Fair	Fair	Good	Good	Fair	Good	Good	Good	Excellent	NA	NA
Roofing	Good	Fair	Fair	Fair	Fair	Good	Good	Fair	Good	Good	Good	Excellent	NA	NA
Interior Finishes	Fair	Fair	Fair	Fair	Fair	Good	Good	Fair	Good	Good	Good	Excellent	NA	NA
Vertical Transport	Poor	Fair	Fair	NA	Fair	Poor	Poor	Fair	Good	Good	Good	Excellent	Poor	Excellent
Barrier-Free Access	Fair	Fair	Fair	Poor	Poor	Poor	Poor	Fair	Good	Good	Good	Excellent	Poor	Excellent
Healing/Aesthetics	Fair	Fair	Poor	Poor	Poor	Fair	Fair	Fair	Fair	Good	Fair	Excellent	NA	NA
Building Plate	Fair	Poor	Poor	Poor	Poor	Fair	Fair	Poor	Fair	Fair	Fair	Excellent	Excellent	Excellent
HVAC														
Piping Distribution	Good	Poor	Poor	Poor	Fair	Poor	Poor	Fair	Poor	Very Good	Fair	Excellent	NA	NA
Air Distribution	Good	Poor	Poor	Poor	Fair	Poor	Poor	Fair	Poor	Very Good	Fair	Excellent	NA	NA
Control Systems	Fair	Poor	Poor	Poor	Poor	Poor	Poor	Fair	Poor	Fair	Fair	Excellent	NA	NA
Energy Efficiency	Good	Poor	Poor	Poor	Fair	Poor	Poor	Fair	Fair	Fair	Fair	Excellent	NA	NA
Air Quality	Fair	Fair	Poor	Fair	Fair	Fair	Fair	Fair	Poor	Good	Fair	Excellent	NA	NA
PLUMBING														
Water	Good	Fair	Fair	Fair	Fair	Good	Good	Good	Good	Good	Fair	Excellent	NA	NA
Sanitary	Fair	Fair	Fair	Fair	Fair	Poor	Good	Good	Good	Good	Fair	Excellent	Fair	Excellent
Storm	N/A	N/A	N/A	N/A	N/A	Good	Good	Good	Good	Good	Fair	Excellent	Fair	Excellent
Medical Gases	N/A	N/A	N/A	N/A	N/A	Fair	Poor	Good	Poor	N/A	Fair	Excellent	NA	NA
FIRE PROTECTION														
Standpipes	Good	Fair	Fair	Fair	Good	Good	Good	Good	Good	Good	Fair	Excellent	Fair	Excellent
Sprinklers	Good	Good	Good	Good	Good	Poor	Good	Good	Good	Fair	Fair	Excellent	N/A	N/A
ELECTRICAL														
Normal Distribution	Fair	Poor	Poor	Poor	Good	Poor	Fair	Poor	Fair	Good	Fair	Excellent	Poor	Excellent
Emergency Distribution	Fair	Poor	Poor	Poor	Good	Fair	Fair	Poor	Good	Good	Fair	Excellent	NA	Excellent
Capacity	Fair	Poor	Poor	Poor	Good	Poor	Fair	Poor	Good	Good	Fair	Excellent	Good	Excellent
Separation of Systems	NA	NA	NA	NA	NA	NA	Good	Poor	Good	Good	Fair	Excellent	NA	NA
Fire Alarm System	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Fair	Excellent	NA	Excellent
Lighting	Good	Good	Good	Fair	Good	Good	Good	Good	Good	Good	Fair	Excellent	Fair	Excellent
Communications	Good	Good	Good	Fair	Good	Good	Good	Good	Good	Good	Fair	Excellent	Fair	Excellent
SITE ACCESS														
Pedestrian	Fair	Poor	Poor	Fair	Fair	Fair	Fair	Fair	Fair	Very Good	Fair	Excellent	Good	Excellent
Vehicular	Fair	Poor	Poor	Poor	Fair	Fair	Fair	Fair	Fair	Good	Fair	Excellent	Good	Excellent
Public Transit	Poor	Poor	Poor	Fair	Poor	Fair	Fair	Fair	Fair	Good	Fair	Good	Good	Excellent
Parking	Fair	Poor	Poor	Fair	Poor	Poor	Poor	Fair	Good	Good	Fair	Excellent	Good	Excellent
Grounds	Good	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Very Good	Fair	Very Good	Good	Excellent

RATING CODE:

Excellent

Very Good

Good

Fair

Poor

How Are We Going to Get There

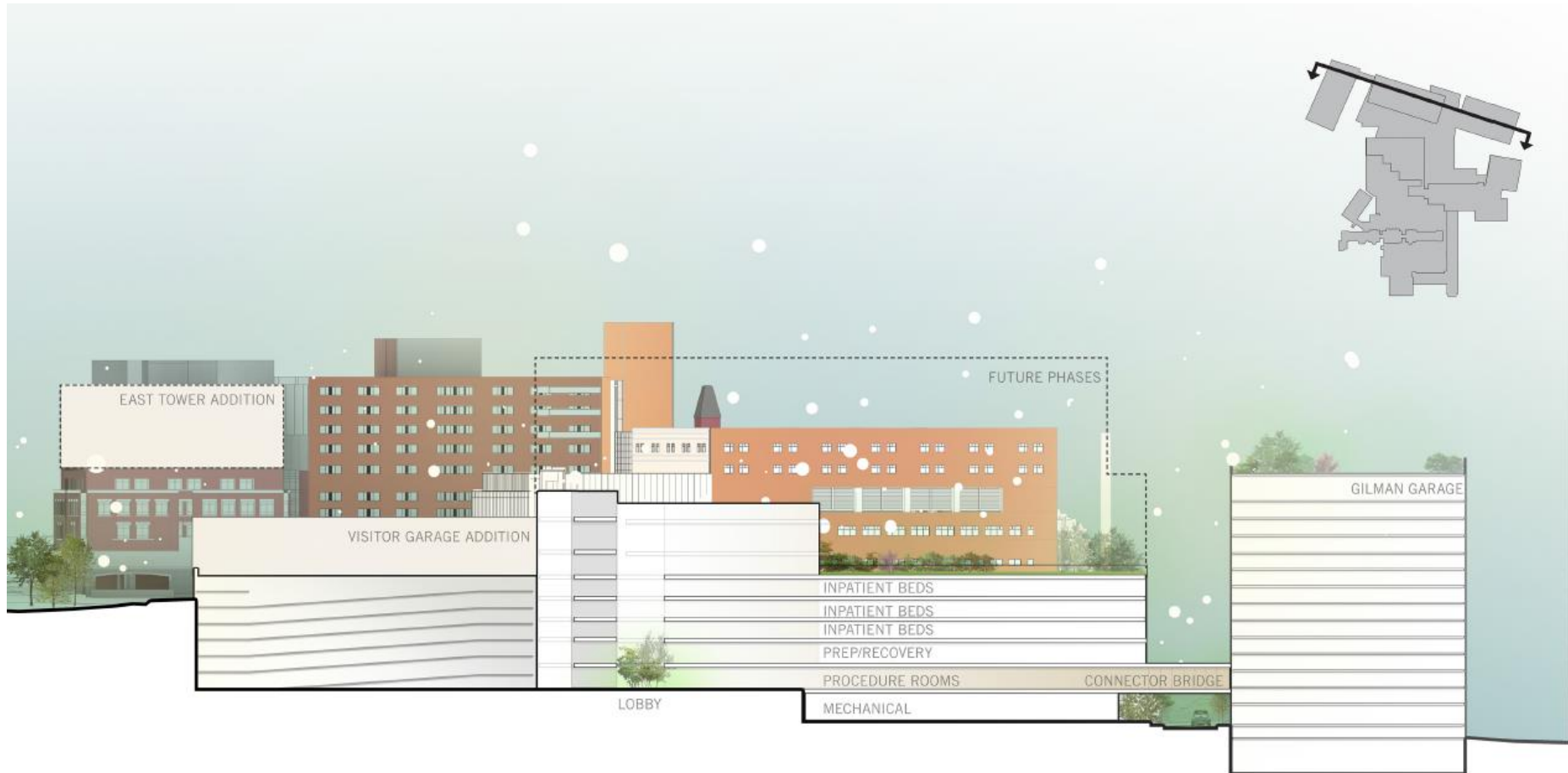
Jeff Keilman

Project Architect, Senior Associate
Perkins & Will

Planning Today – Phase IIB



Planning Today – Future Phases



Institutional Develop Plan Potential

Basak Alkan

AICP, LEED AP

Perkins & Will

Conclusion

Jeff Sanders

Executive Vice President & Chief Operating Officer
Maine Medical Center

Questions ?





PLANNING BOARD REPORT PORTLAND, MAINE

Update of Sidewalk Material Policy and
Associated Text Amendments to Chapter 1 and Appendix 15.1, Portland Technical Manual
City of Portland, Applicant

Submitted to: Portland Planning Board	Date: December 9, 2016
Prepared by: Nell Donaldson, Planner	Public Hearing Date: December 13, 2016

I. INTRODUCTION

On October 5, 2016, the City Council unanimously adopted text amendments to the city's official sidewalk material policy (*Attachment 1*). These changes were developed by the Planning Division, in conjunction with the city's Department of Public Works, and were designed align the city's sidewalk material requirements with both other city policies, such as the complete streets policy, and the existing land use and transportation context. Further, the text changes were designed to provide DPW and the public with a predictable set of rules for dealing with partial sidewalk replacement and upgrades.

The changes included edits to the city's official sidewalk material map to require concrete sidewalks, rather than brick, on various secondary streets throughout Bayside, and to require concrete sidewalks, rather than asphalt, on portions of outer Brighton Avenue and in Morrill's Corner. The proposal also contained modifications to the language of the city's sidewalk material policy, including edits to address partial sidewalk replacements, material upgrade requests, and the composition of driveway aprons. Last, staff recommended eliminating language in the policy which verbally described the sidewalk material map, which is attached to the written policy by reference.

Following adoption, the revised sidewalk material policy became effective on October 15, 2016. As is common with Council action of this nature, however, the changes in the official sidewalk material policy necessitated minor edits to the city's Technical Manual. The purpose of this hearing is to formally adopt these edits and to incorporate the Council's sidewalk material policy as an appendix to the Technical Manual.

II. PROPOSED TECHNICAL MANUAL EDITS

The proposed edits to the Technical Manual were developed by DPW in conjunction with the Planning Division and are two-fold:

1. Minor edits to Section 1.8 to align the text of Section 1 – Transportation Systems and Street Design with that of the revised sidewalk material policy (*Attachment 2*). These edits add concrete as a permissible material in driveway aprons, clarify material requirements in historic districts, and clarify technical requirements regarding sidewalks through driveway aprons.
2. Edits to replace Appendix 15.1 with the revised policy and map (*Attachment 3*).

III. CONSISTENCY WITH COMPREHENSIVE PLAN

In correspondence with the City Council, staff has found that the change in the sidewalk material policy and the associated edits to the Technical Manual proposed here help the city achieve a number of transportation goals, including the Council's goal, derived from the Comprehensive Plan, to "develop a transportation system that advances healthy living, minimizes environmental impacts and promotes the local economy by advancing opportunities for mass transit, bicycle use, and walking."

IV. PUBLIC COMMENT

Staff received one public comment on the proposed edits (*Attachment PC-1*). This comment raised concerns about the quality of concrete as a material, the potential for mid-block changes in sidewalk material, and the potential for the use of stamped concrete or asphalt as an alternative to brick. Staff responded to these comments to note that DPW shares concerns regarding the long-term maintenance of concrete and has developed a strategy for addressing these concerns with additional edits to the Technical Manual, to be brought to the Board in the near future, that the policy is designed to avoid mid-block changes in material, and that the policy likewise allows DPW to approve upgrades in sidewalk material, so long as such materials are built to applicable city standards.

XIV. PROPOSED MOTIONS

Based on the material provided in Planning Board Report for the Update of Sidewalk Material Policy and Associated Text Amendments to Chapter 1 and Appendix 15.1, Portland Technical Manual, public testimony, a review of applicable policies, and other information, the Planning Board finds that the proposed text amendment to Chapter 1 and Appendix 15.1 of the Portland Technical Manual [is or is not] consistent with the Comprehensive Plan and [approves or does not approve] the proposed amendments.

XV. ATTACHMENTS**PLANNING BOARD REPORT ATTACHMENTS**

1. City Council Order 63-16/17
2. Technical Manual Edits – Chapter 1 – Transportation Systems and Street Design
3. Technical Manual Edits – Appendix 15.1

PUBLIC COMMENTS

- PC-1. Public comment (email from Zack Barowitz, 12/2/16)

Order 63-16/17

Passage: 8-0 (Thibodeau absent) on 10/5/2016

Effective 10/15/2016

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
EDWARD J. SUSLOVIC (3)
JUSTIN COSTA (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

DAVID H. BRENERMAN (5)
JILL C. DUSON (A/L)
JON HINCK (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

ORDER AMENDING
THE SIDEWALK MATERIALS POLICY AND MAP

ORDERED, that amendments to the Sidewalk Materials Policy are hereby approved in substantially the form attached hereto; and

BE IT FURTHER ORDERED, that revisions to the sidewalk materials map are hereby approved in substantially the form attached hereto.

SIDEWALK MATERIALS POLICY

Revised ~~September~~ August 20102016

The following policy is intended to be used as a standard for all sidewalk construction in the City of Portland, Maine, when developing improvement projects for sidewalks to be either built or rebuilt utilizing Housing and Community Development, Capital Improvement, State or Federal Financing and General Operating Budget Funding. This policy will ~~also~~ be employed when reviewing ~~private~~ development proposals involving public infrastructure within the City of Portland.

The final approved copy of this policy ~~will include a complete set of street maps for each District. The policy~~ and associated maps will be incorporated as part of the ~~City's~~ Technical Manual.

Sidewalk Material

The Sidewalk Material map identifies three sidewalk materials, brick, concrete, and asphalt, specific to each city street. Within the city's historic districts, only brick shall be used.

Note that the following exceptions may apply:

Brick Sidewalks:

- ~~• Within Portland's designated historic districts~~
- ~~• On the Peninsula from Eastern Promenade to Western Promenade and from Marginal Way to Commercial Street (see the attached maps for District 1 & 2)~~
- ~~• The entire length of Clifton Street, in District 4, has been designated for brick sidewalk replacement~~
- ~~• Woodmont Street, Montrose Street, Colonial Road (Brighton Avenue to Rockland Avenue), Belfield Street, and Marlow St. shall be designated for brick sidewalk replacement.~~
- ~~• Whitney Avenue, between Congress Street and Brighton Avenue (both east and west sides of the street) shall be designated for brick sidewalk replacement.~~
- ~~• Forest Avenue between Bedford and Falmouth Streets; southwest side only.~~
- Exception to brick sidewalks: ~~On~~ sidewalks, or sections of sidewalks, where the slope exceeds 10% percent, the ~~Director-Department~~ of Public ~~Services-Works~~ may approve, ~~based upon a recommendation from the City Engineer,~~ the use of alternative material in lieu of brick if ~~he or she finds that~~ such alternative material would provide a more slip resistant surface to improve pedestrian safety. The alternative material includes concrete for sidewalks outside of the designated historic districts, and Pinehall /Pathway Lachance item # 193623 Brick Pavers, for sidewalks within all designated historic districts.
- Partial replacement: The Department of Public Works may approve a deviation from the sidewalk material policy to match existing sidewalks in cases where:

1. A substantial portion of sidewalks adjacent to and in the area surrounding the portion to be constructed or disturbed are of a material other than that designated on the Sidewalk Material map, and:
 - Existing sidewalks on the affected street frontage, other than those in the area to be disturbed, are in sound condition, and
 - Less than 50% of the existing sidewalk on the affected block is to be disturbed; or
2. Other unusual circumstances exist, subject to the approval of the City Manager.

Asphalt Sidewalks:

- ~~The areas designated for asphalt sidewalk replacement are specified by District as follows:~~
 1. ~~District 3...All streets between Machigonne Street and the Portland/Westbrook City limits; all streets from Congress Street southerly to the Fore River; all streets westerly of Capisic Street and Stevens Avenue to the Westbrook and South Portland boundaries.~~
 2. ~~District 4...All streets easterly of Allen Ave. to Casco Bay and northerly of Read Street, Pya Street and Baxter Boulevard to the Falmouth town line.~~
 3. ~~District 5...All streets shall have asphalt sidewalk replacement designation with the following exceptions: Best, Leonard, Richardson, Brentwood, New, Crosby, Alba, Mabel, and Leland Streets, Concord Street West and Pleasant Avenue. These streets shall be designated for concrete sidewalk replacement.~~

Driveway Aprons

- All driveway aprons shall be constructed of the designated sidewalk material within the pedestrian zone. ~~replacement shall utilize asphalt throughout the Peninsula and off Peninsula streets with the following exceptions:~~
 1. ~~Those located within Portland's designated historic districts shall utilize brick driveway apron replacement, exclusively.~~
- Driveway apron material replacement shall not occur if it can be identified that the homeowner has installed the existing apron at their expense and the driveway is in good condition. Otherwise, driveway replacement shall conform to the accepted policy.

Curbing

All curb material shall be granite curb. The recycling of existing curb shall be employed in historic districts as a priority and in other districts where appropriate.

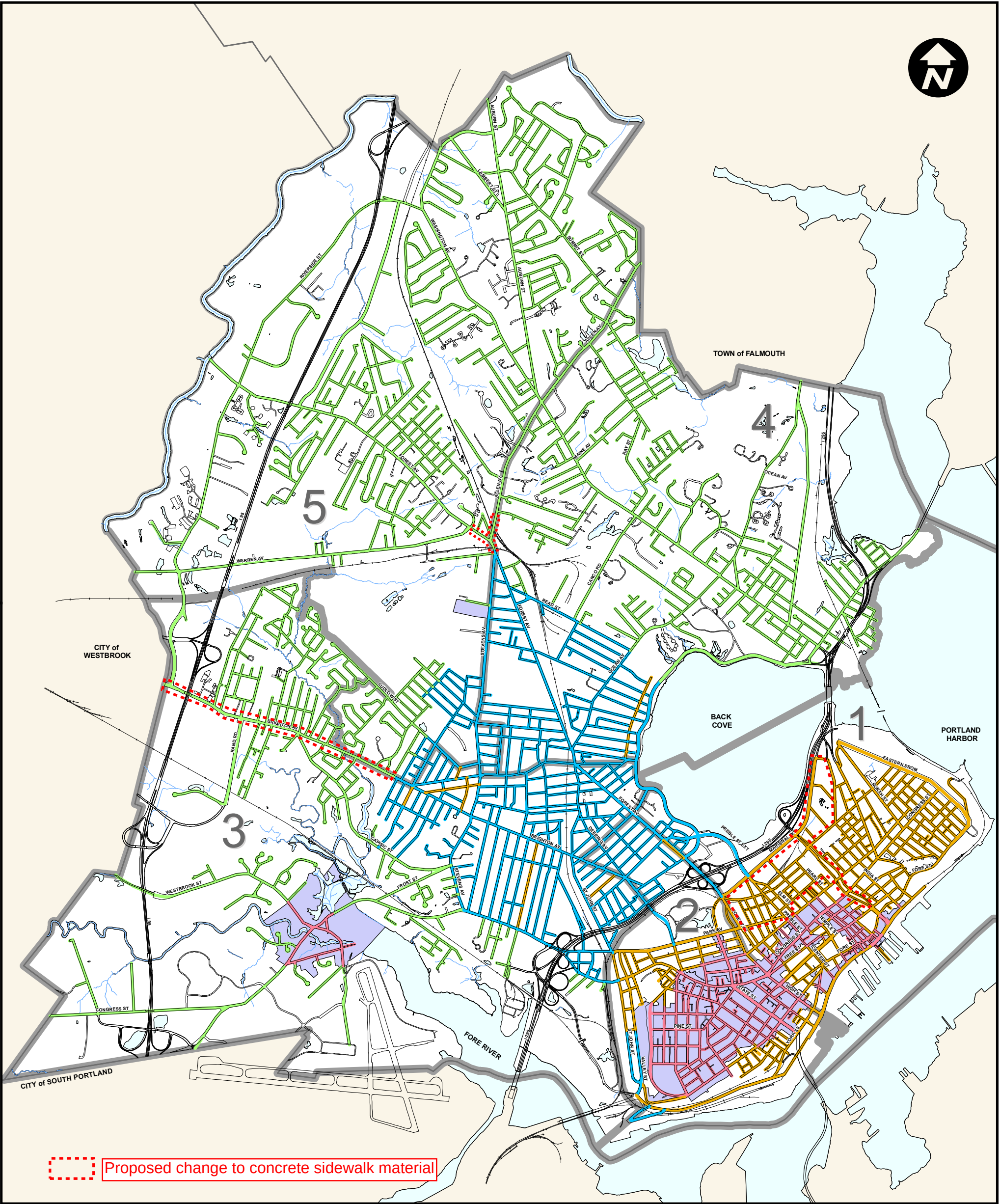
ADA: Handicap Accessible Sidewalk Ramps

Ramps shall be constructed of the same sidewalk material as designated for that respective ~~District~~street, with the exception of the required detectable surface within the ramp.

Upgrades

The Department of Public Works may approve a change in sidewalk or apron material to an alternative, higher grade material, so long as such sidewalks and aprons are built to applicable city standards and adequate protections are made on behalf of the city with respect to the terms of repair and replacement.

Note: Construction details for sidewalk replacement, ADA ramps, driveway aprons and curb are included as part of the City's Technical Manual.



Proposed change to concrete sidewalk material

To be modified to reflect amended apron material policy

SIDEWALK REPLACEMENT MATERIAL

PORTLAND, MAINE AUGUST 24, 2010

CLAY BRICK SIDEWALK with CLAY BRICK APRON
BRICK SIDEWALK with ASPHALT APRON

CONCRETE SIDEWALK
ASPHALT SIDEWALK

HISTORIC DISTRICT

COUNCIL DISTRICT

0 1,250 2,500 5,000 7,500 10,000 Feet

Map prepared by the City of Portland's Department of Public Services

1.8. SIDEWALKS AND DRIVEWAY APRONS

1.8.1. Driveway Aprons

Any driveway, or section thereof, located within any public street right-of-way shall be designed and built with a permanent, erosion resistant, surface, such as hot mix asphalt pavement, concrete, or brick, as illustrated in Figures I-10 through I-12. At a minimum, All driveway aprons shall be constructed of the designated sidewalk material within the pedestrian access route zone.

1.8.2. Sidewalk Construction and Materials.

Sidewalks shall be brick, concrete or hot mix asphalt. The City Sidewalk Materials Policy (Appendix-1 of this manual) shall be consulted to determine the appropriate type of sidewalk and driveway construction to use on various streets and in different areas of the City. Within the city's historic districts, only brick shall be used. Sidewalk and driveway construction details are illustrated in Figures I-10 through I-15.

All new concrete sidewalks and driveway aprons which abut existing concrete sidewalks must be doweled in prior to pouring.

1.8.3. Sidewalk Design for Accessibility.

The minimum sidewalk width shall be five (5) feet, including the zone pedestrian access route through driveway aprons. Where obstructions, such as utility poles, are located in sidewalks, a minimum clear path width of five (5) feet shall be required between the obstruction and one edge of the sidewalk.

The maximum allowed vertical level change at any point is ¼-inch. A level change of ¼-inch to ½-inch shall be formed with a beveled slope no steeper than 26.6 degrees (2:1). Level changes greater than ½-inch shall be designed as ramps.

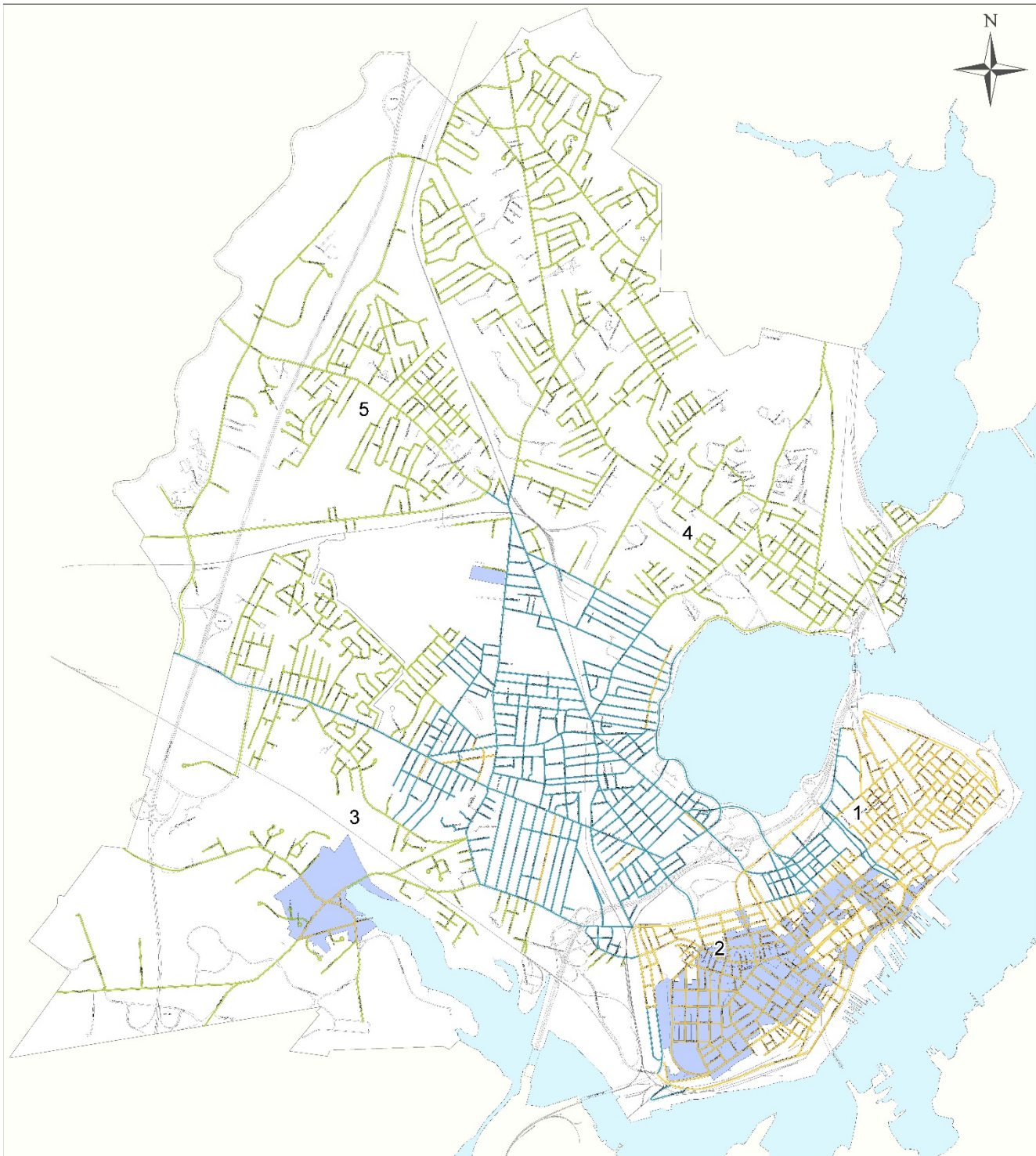
Sidewalks shall be designed with a running slope no greater than the adjacent street slope.

Sidewalks shall be designed with a cross slope of 2%, including the zone pedestrian access route through driveway aprons.

Accessible sidewalk ramps shall be required on all projects involving construction of new streets or new sidewalks and all projects involving major alteration, including repaving, of existing streets and sidewalks.

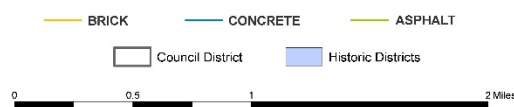
15. APPENDICES

15.1. CITY SIDEWALK & DRIVEWAY APRON MATERIALS MAP



Sidewalk & Driveway Apron Material Policy

Department of Public Works, Portland, ME



Map Created on: 11/2/2016

15.2 City Sidewalk & Driveway Apron Materials Policy

The following policy is intended to be used as a standard for all sidewalk construction in the City of Portland, Maine. This policy will be employed when reviewing development proposals involving public infrastructure within the City of Portland.

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 2. Other unusual circumstances exist, subject to the approval of the City Manager.

Driveway Aprons

- All driveway aprons shall be constructed of the designated sidewalk material within the pedestrian zone.
- Driveway apron material replacement shall not occur if it can be identified that the homeowner has installed the existing apron at their expense and the driveway is in good condition. Otherwise, driveway replacement shall conform to the accepted policy.

Curbing

All curb material shall be granite curb. The recycling of existing curb shall be employed in historic districts as a priority and in other districts where appropriate.

ADA Handicap Accessible Sidewalk Ramps

Ramps shall be constructed of the same sidewalk material as designated for that respective street, with the exception of the required detectable surface within the ramp.

Upgrades

The Department of Public Works may approve a change in sidewalk or apron material to an alternative, higher grade material, so long as such sidewalks and aprons are built to applicable city standards and adequate protections are made on behalf of the city with respect to the terms of repair and replacement.



Helen Donaldson <hcd@portlandmaine.gov>

Comments on TECHNICAL MANUAL UPDATE - SIDEWALK MATERIAL POLICY

Zack Barowitz <zbarowitz@gmail.com>

Fri, Dec 2, 2016 at 12:28 AM

To: hcd@portlandmaine.gov

Nell,

I would like to submit the following comments to the Planning Board on the subject of sidewalk paving policy:

I am not sure why or how it was concluded that concrete or asphalt is somehow a superior paving material than brick. Portland has brick sidewalks that are well over 50 years old which are in pretty decent shape. Whereas there are much more recently installed concrete sidewalks (near me, for example, at Congress & Frederick Street) that are already starting to crumble after just a couple or few years; indeed one need look no further than the concrete in front of Cityhall to see that concrete is prone to decay. What's more brick is more easily repaired (as it needs only to be reset) while other materials need to be torn out, carted, and the holes patched. It also bears mentioning that brick is a eco-friendly material where cement and asphalt are not.

This is not to say that concrete and asphalt don't have their virtues, they are perfectly suitable for certain applications, but they should not be used to replace a useful, attractive, and historic material on the basis of being better or safer because, ultimately, what matters is the method and quality of installation Current standards call for an asphalt sub layer, then brick/sand. This was done at 183 Brackett Street for the newish West End Place project. The result is a smooth flat surface.

Alternately, when the city replaced the old brick sidewalk near me with cement they did so mid-block, the abrupt change is jarring. The surface should have remained brick or at least some aesthetic consideration should have been made (such as a brick "fade out" or colored patterned concrete).

As such, I would like to put in a plug for colored asphalt and colored/patterned cement as these materials are particularly useful for the composition of driveway aprons where a low-cost alternative to brick is specified (so as not to interrupt the sidewalk and prioritize motorists). A good example of a patterned concrete sidewalk may be found in North Street Park, one needs to look hard to see that the paving of the path to the scenic lookout is cement, not brick.

Just as a concrete building isn't inherently better than a brick building, the same holds true for sidewalks. What matters is application, context, budget, and quality of installation.

Thank you for your consideration.

Zack Barowitz
Huntress Street
Portland

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[207-838-6120](tel:207-838-6120)[917-696-5649](tel:917-696-5649)ZacharyBarowitz.com**ATTENTION:**

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PLANNING BOARD REPORT PORTLAND, MAINE

Westerlea View Lofts: 54 unit residential development plus 1 commercial space

75 Chestnut Street

Level III Subdivision and Site Plan
Conditional Use Inclusionary Zoning

A&M Partners Inc, Applicant

Project #2016-184 (Subdivision & Site Plan)
Project #2016-185 (Conditional Use Inclusionary Zoning)
CBL: 26/E/10

Submitted to: Portland Planning Board Public Hearing Date: December 9 th , 2016	Prepared by: Jean Fraser, Planner Date: December 13 th , 2016
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I. INTRODUCTION

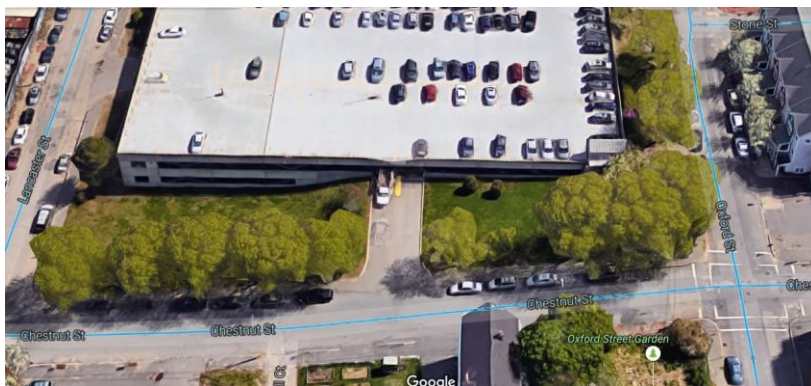
A&M Partners Inc have requested a final review of the proposed Westerlea View Lofts on Chestnut Street. A preliminary Level III Site Plan and Subdivision application was submitted at the end of July and the Planning Board has held two Workshops (9.13.16 and 10.18.16)

The project is located at the corner of Chestnut Street and Lancaster Street in the B7 zone. The proposal is for a 7 story 54 unit residential building (plus one commercial unit) to be constructed on part of the open area surrounding the Chestnut Street parking garage.

The proposal is subject to the Inclusionary Zoning ordinance and a separate conditional use application was submitted for review which proposes 5 units to meet the definition of workforce housing units.

The site abuts the R6 zone along Chestnut and Oxford Streets and is currently an amenity area comprising 10 mature locust street trees and an access drive to the middle level of the parking garage. The building would be constructed over the garage access.

Applicant: Lou Wood, A & M Partners, Inc
Agent and Engineer: Tom Greer, Pinkham & Greer
Architect: William Hopkins, Archetype



Required reviews and waivers:

Applicant's Proposal	Applicable Standards
New structure of 54 dwelling units	Subdivision Review
Multifamily building of 75,800 sq ft	Level III Site Plan Review and B-7 Design Review
New structure of 54 dwelling units	Inclusionary Zoning Section "Ensuring Workforce Housing" 14-487

Waiver Requests	Applicable Standards
Street trees – project includes 22 street trees, less than required (this application came in prior to the Amendment to the waiver provisions)	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, to allow contribution of a proportionate amount to Tree Fund. <i>54 units less 22 street trees proposed or existing = 32 street trees required; contribution of \$6400 recommended, as the submission was prior to the new ordinance and technical standards regarding street trees.</i>

II. PROJECT DATA

SUBJECT	DATA
Existing Zoning	B-7
Existing Use	Parking garage and open, landscaped surrounds
Proposed Use	54 residential units & 1 commercial unit
Parcel Size	92,202 sq ft
Impervious Surface Area	
--Existing	53,832 sq ft
--Proposed	64,796 sq ft
--Net Change	10,964 sq ft
Total Disturbed Area	22,309 sq ft
Building Footprint	
--Existing	49,326 sq ft
--Proposed	59,126 sq ft
--Net Change	9,800 sq ft
Building Floor Area	
--Existing	147,978 sq ft (existing garage)
--Proposed	223,778 sq ft
-Net Change	75,800 sq ft
Residential	
- # of Existing Res. Units	0
- # of proposed Res. Units	54
- # of lots	2
- # of affordable housing units	6
Proposed Bedroom Mix	
-Efficiency Units	2
One-Bedroom Units	14
Two-Bedroom Units	38
Three-Bedroom Units	0
Parking Spaces	446 existing in garage, of which 54/55 spaces (1:1) proposed for tenants
Handicapped Spaces	2
Bicycle parking Spaces	44 (36 inside; 8 outside) (none existing)
Estimated Cost of the project:	\$5,850,000

III. EXISTING CONDITIONS

The proposal site abuts the west side of the 2-3 story parking garage, with the main frontage of the new building along Chestnut Street. The site slopes downhill about 20 feet from Oxford Street to Lancaster Street.

The building is proposed to be at the “top” of the slope at the corner of Chestnut and Oxford Streets and next to the pedestrian steps leading to the top deck of the parking garage- see photos right and below.



Corner of Oxford and Chestnut Streets



Looking towards site from garage deck

IV. PROPOSED DEVELOPMENT

The proposals in terms of the site layout have changed slightly by relocating the footprint 10 feet further away from Oxford Street ([Plan P4 Site Plan](#)). The proposed 7 story building abuts the parking garage and is built over the drive access to the garage. The main entrance to the building faces Chestnut Street and is located just uphill from the garage access drive. There is also an entrance from the parking lot to the elevator lobby and seven secondary entrances to specific units or rooms (eg community room) (see [Floor Plan in Plan P14](#)).

The sidewalk along Lancaster, Chestnut and Oxford Streets (ie whole of the lot) is proposed to be rebuilt in concrete based on the City’s new sidewalk materials standard. It was widened to 8 feet as recommended by staff and supported by the Board at the first Workshop. Seven of the ten existing mature trees along Chestnut would be removed ([Plan P2](#)) but the revised proposals add in 15 street trees along Lancaster, Chestnut and Oxford Streets.

The new building would provide 54 apartment units; these are understood to be market-rate apartments with the exception of 6 units proposed to meet the definition of “Work Force” housing. In addition, there is a 2-level unit next to the garage access drive that is considered commercial although it has been suggested it may be a “live-work”. It totals approximately 3550 sq ft., with an entrance on Chestnut Street and from the common amenity space on the north side. The first full level of apartments (floor 3) have cantilevered decks out over the top deck of the parking garage (see elevations, [Plan P13](#)), and a total of 42 units have balconies.

[illegible]

This hearing was noticed to 160 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on December 5 & 6, 2016. The applicant held a Neighborhood Meeting on August 31, 2016. The Planning Division received two public comments from Louis Christen (PC1 and PC2) who is concerned that the building does not respect the nearby much lower buildings and should be lower.

<i>Issues raised at Workshops</i>	<i>Information/revisions submitted/included</i>
Building needs better engagement with the community/street	Community room identified in ground level; re-orientation of entrance to live/work space so from Chestnut
Concern re height in context of neighborhood-transition to surrounding lower heights and public comment request to remove one floor	Neighborhood Architectural Overview (Attachment M) with sections and renderings and floorplans- overall massing has not changed except for stepbacks on Oxford Street elevation
Concern re siting and massing of building re R6; Oxford elevation seems like the “back”	Moved 10 ft from Oxford Street with additional stepbacks at upper levels on Oxford St elevation
Concern about design- using colors to break up bulk; lack of urban scale at street	Updated re entrances and one color for apartment walls (see Att. M)
Windows/apartments at ground level - Oxford facing apartments might better be a different use	Remain as apartments, but with entrances direct from Oxford Street sidewalk.
Street trees	Removing 7 existing and replaced with 5 new ones on Chestnut, plus adding 10 additional street trees on the lot

Site Landscape- screen blank wall of garage	Added viburnum along base of garage
Site landscape- outdoor recreational space- design and security	Added steel slatted picnic table on paved area
Site landscape- adding green elements	Trees and planting have been added- see Plan P6 .
Traffic safety analysis Lancaster and Chestnut	Submitted
Information about parking supply /demand /management	Attachment O provides additional information
Sidewalks- need to be widened to at least 8 feet	Sidewalks widened to 8 feet
Sidewalks- extend replacement to Lancaster & Oxford	Concrete sidewalk (as allowed under new standards, all at 8 ft wide) extended along all street frontages of larger (garage) site)
Street lighting	Added 6 street lights (Bayside medium) along Chestnut and Lancaster
ROW- ADA ramps at corners	Revised to meet staff recommendations
Stormwater - Peer Engineer comments	Addressed all comments except re PWD capacity letter
Clarification of external mechanicals on facades	Not specifically addressed
Parking- allow residents without car to have a rebate instead of parking space	The Traffic engineering reviewer considers this has been addressed (Attachment 5).
Bike parking- some inside and some on street for visitors	36 inside; 8 outside

VI. STAFF REVIEW

A. ZONING ASSESSMENT

The proposed development is on the edge of the B7 zone and faces the R6 zone on Chestnut and Oxford Streets. The B7 zone includes a number of unique requirements concerning setbacks and the length of the building wall.

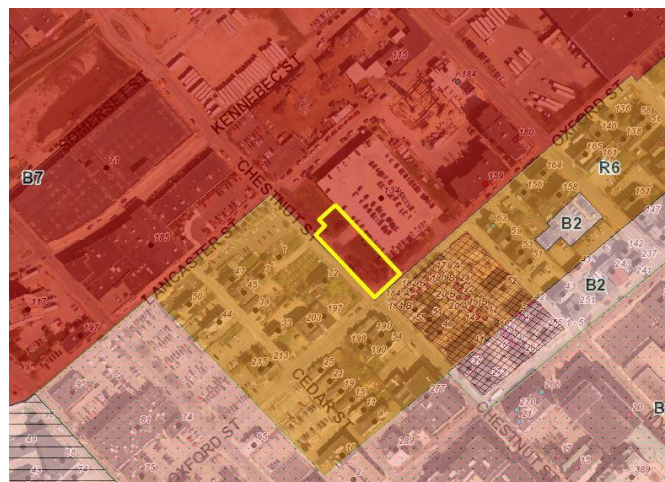
The applicant has not confirmed the use of the “commercial” space between the garage entrance and Lancaster Street on the lowest floor and staff request details be submitted when available to ensure there are no zoning or site plan issues (see suggested condition of approval).

The applicant has submitted a Zoning Analysis ([Attachment C](#)) and staff consider that the proposed development meets all of the dimensional requirements of this zone. The

Bayside Height Overlay Map (2006) identifies the site as within the “Intermediate Height District” of 3 floors minimum and a maximum of 105 ft. The R6 zoned areas across Chestnut and Oxford Streets are identified as “Traditional Neighborhood Height” with a minimum of 2 floors and a maximum height of 55 feet.

[Plan P13](#) Building Elevations show the calculation for the average grade which is used to calculate the height based on the zoning definition of height. The average grade is 24.125 feet and top most roof structure is 104.0 feet (both from same datum) so the zoning height is 79.875 feet. A table of heights per zoning compared to “absolute” heights is included in section VI D to provide information in the context of the discussion of height transition from this site to abutting buildings.

The B7 Zoning ordinance also specifically requires compliance with the *B7 Design Principles and Standards*, which includes requirements for access and circulation, sidewalks and crosswalks, and lighting in addition to building design. The relevant building design standards are included in section VI D.



B. SUBDIVISION STANDARDS

14-496. Subdivision Plat Requirements

The applicant has submitted a draft plat which has been revised to address preliminary staff comments and will be finalized prior to signature in accordance with the standard condition of approval. The location of the five identified easements on the plat is one of the staff concerns.

14-497. General Requirements (a) Review Criteria

Water, Air Pollution and Soil Erosion

A revised Erosion Control Plan has been submitted (Plan 7) and staff find this is acceptable (Attachment X). The Portland Water District has just issued a water capacity letter and this will be available at the Hearing.

Traffic

The applicant has submitted the requested Traffic Assessments (Attachment H) and these are acceptable to the Traffic Engineering Reviewer (Attachment 5).

Parking

The applicant has noted that there is a 450 space parking garage abutting the project and in principle the parking supply is adequate. Under Zoning and Site Plan ordinances there is a requirement for additional information and this is discussed below.

Sanitary Sewer/Soils

The application has been reviewed by the consulting Peer Engineer (Attachments 4) and is acceptable subject to confirmation of wastewater capacity. The wastewater capacity letter has been received (Attachment G).

Storm water

The applicant proposes to manage stormwater impacts by collecting the stormwater and directing it to an underdrained soil filter at the corner of the site near Lancaster/Chestnut Streets. The revised submissions additional detail and address the Peer Engineer comments (Attachments 4).

Scenic Beauty and Street Trees

The proposal results in the removal of 7 of the 10 mature trees at the back of the sidewalk on Chestnut Street (Plan P2). The Landscape Plan has been revised to add 5 new maple street trees along Chestnut Street and 10 new trees elsewhere on the site. The street tree requirement is discussed under the Site Plan review.

Comprehensive Plan

The project is consistent with the Housing Goals and Policies of the Comprehensive Plan.

Electrical Service

The Subdivision ordinance requires electrical service to be underground and the proposals have been revised to place the services crossing Chestnut Street underground (Plan P5).

C. SITE PLAN STANDARDS

14-526 Site Plan Standards

Traffic - Access, Circulation, Loading and Servicing

Staff have confirmed that they concur with the submitted traffic data and that no further action is required (Att. 5).

Right of Way

The applicant is proposing to reconstruct the sidewalk at least 8 feet in width and in concrete along the Chestnut, Oxford and Lancaster Streets in accordance with the Council's current materials policy. Staff recommend that this addresses the Technical Standards, but have noted that some details need to be revised to address drainage, slopes of the sidewalks where they cross aprons, and lighting requirements (Attachment 5). A suggested condition addresses this comment.

Public Transit Access - these do not apply to this project.

Parking

The applicant is proposing the provision of parking on a one to one ratio within the parking garage and has submitted a TDM ([Attachment N](#).) and additional parking information ([Attachment O](#)) to clarify the proposed parking provision and how adequate spaces will be available for tenants including ADA spaces. The Planning Board is required to establish the parking requirement based on a submitted parking analysis. The Traffic Engineer Tom Errico has confirmed that both the number of spaces provided and the information is acceptable, subject to the TDM being implemented with annual monitoring studies that are carried out in accordance with specification included in the suggested condition of approval ([Attachment 5](#)). Further clarification regarding ADA required parking is also the subject of a suggested condition of approval.

Bicycle Parking

The proposals show 44 bicycle parking spaces (8 outside near the commercial space; 36 inside the parking garage) on the site plan and this meets the requirement of 2 bicycle parking spaces for every 5 dwelling units.

Snow Storage

This requirement does not apply.

Transportation Demand Management

The Site Plan ordinance requires that all Level III development in the B7 zone shall design and implement a Transportation Demand Management (TDM) Plan. The applicant has submitted a TDM Plan ([Attachment N](#)) and this is considered by staff to be acceptable subject to the annual monitoring studies being carried out in accordance with the reviewer's recommendations ([Attachment 5](#)). A suggested condition of approval reflects the reviewer comments.

Landscape Preservation / Site Landscaping and Screening

The proposals include viburnum planting around the base of the parking garage planting around the base of the building and around the rain garden, and 9 new street trees ([Plan P6](#)). Staff are concerned at the lack of detail regarding hardscape materials, character of the planting re CPTED issues, and boundary fencing along Oxford Street and in the amenity area; suggested conditions require further detail for review and approval by staff.

Street Trees

The proposals retain 7 existing street trees, add 5 street trees in the Chestnut Street ROW, and add 10 trees on the site near the ROW, giving a total of 22 street trees provided as part of the proposal.

Water quality, Stormwater Management and Erosion Control - see discussion under Subdivision Review above.

Public Safety

The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime.

The proposals bring the gated entrance to the parking garage (under the building) near to Chestnut Street and this addresses concerns regarding the previous proposal for a closed "tunnel" which limited surveillance and access control. The proposed amenity area between the building and Lancaster Street is not lit and includes grass and shrub planting. Staff are concerned that this area may not have any immediate surveillance from the building (as its next to the commercial space) and suggest a condition that allows for further consideration and review of the design details of this area to ensure it is as safe and secure as possible.

Fire Prevention

The Fire Department has provided comments which are subject of a suggested condition of approval ([Attachment 3](#).) One comment requested sight of the PWD capacity letter; this was provided this week and further comments are awaited.

Public Utilities

The Peer Engineer has reviewed the utilities and these are considered acceptable ([Attachment 4](#)).

Massing, Ventilation and Wind Impact

The Site Plan ordinance includes the following requirement in respect of wind impacts:

- a. *The bulk, location or height of proposed buildings and structures shall not result in health or safety problems from a reduction in ventilation to abutting structures or changes to the existing wind climate that would result in unsafe wind conditions for users of the site and/or adjacent public spaces.*

The submissions do not include any detailed information regarding the wind conditions anticipated to be created by the proposed 7 story building at this location. Staff do not consider that the proposed building would result in any problems or unsafe conditions.

Shadows

The applicant has submitted a Shadow Study ([Attachment J](#)). The shadows created by the building largely affect the parking garage.

Historic Resources- this does not apply to this project.

Exterior Lighting including Street Lighting

Building mounted lighting is proposed within the balconies and in sconces near the entrances; the specifications are included in [Attachment L](#). Staff consider these meet the technical requirements, subject to the sconces being mounted so they direct the light downward. This requirement is specified in a suggested condition of approval.

As noted in the discussion of public safety, the absence of pole lighting in the amenity area may present security and safety issues and a suggested condition requires that this be reviewed further.

Regarding street lighting in the ROW, the applicant has added three street lights to meet the staff requests regarding lighting in Chestnut Street and Lancaster Street. Technically the applicant could be requested (per Technical Standards and B7 *Design Standards*) to replace the street light fixtures along Oxford Street, but staff recommend that the applicant be requested to provide just the underground lighting conduit as part of the reconstruction of the sidewalk in order to allow for LED lighting in the future. The City has issued an RFP to update the street lighting, so the city would prefer to have the conduit for the future upgrades.

Noise and Vibration

The applicant has confirmed that rooftop appurtenances will be located on the roof without screening (set back) and staff assume this will include HVAC mechanicals. A public comment also asked about whether any mechanical devices would be protruding from the sides of the building. The suggested conditions address concerns about noise, screening and mechanical fixtures on the facades.

D. DESIGN STANDARDS

B-7 Zone Design Principles and Standards

The applicant has submitted an updated narrative explaining how the design has been revised to mitigate the height on the Oxford Street elevation, break up the roof line generally and modify entrances/uses at ground level ([Attachment M.](#)). These address the comments from the two PB Workshops (including public comments), which generally related to:

- Building needs better engagement with the community/street
- Concern re height in context of neighborhood- transition to surrounding lower heights
- Concern re siting and massing of building re R6
- Concern about design- using colors to break up bulk; lack of urban scale at street

The “Neighborhood Architectural Overview” in [Attachment M](#) also provides birds eye aerials, renderings, sections, floor plans and elevations to illustrate how the proposed building integrates into the existing urban fabric.

Both members of the public and the Board have focused on assessing the way the building “*ensures sensitive transitions to surrounding neighborhoods*” (B7 Design Standards- Principle A as extracted below) as this requires a sensitivity to existing buildings as well as to the zoning maximums for each zone. This issue is not only related to height, but also to the material placement and design of the pedestrian realm.

Height

The following tables have been prepared to help frame the final review of this issue in the context of the proposals where heights are shown based on two different ways of measuring height: the zoning height (height above the average grade) and the absolute height (height of the building at a particular point in relation to the grade at that location).

The absolute height of the proposed building (from Oxford Street) is shown as 71 feet on the elevation in Plan P13; this would be about 35 feet higher than the roof ridge of the townhouses opposite on Oxford Street, and 30-40 feet higher than the Pearl Place buildings further east on the same side of Oxford Street.

Table of proposed heights: (see Plan P13)

Heights of proposed elements of new building	Per zoning definition (height from average grade)	Absolute height (from grade at that location)	Maximum height allowed by zoning
Mezzanine at Oxford St facade	79.875 ft	71 ft approx	105 ft
Mezzanine at Lancaster St end	79.875 ft	86 ft 10 in	
Top of highest main floor at Oxford St end	71.875 ft	63 ft approx	
Top of highest floor at Lancaster St end	71.875 ft	78 ft 7 in	
Lowest stepback at Oxford St facade	59.875 ft	41 ft approx	

Table of Surrounding Zoning Heights allowed and Absolute Heights of existing buildings:

Surrounding zones on opposite side of street from the development	Maximum zone height allowed on opposite side of street	Absolute height of existing buildings nearby as noted
Chestnut Street	55 ft	40 ft approx. (one building on opposite side of Chestnut St)
Oxford Street	55 ft	35 ft approx. (row of buildings on opposite side of Oxford St)
Lancaster Street	105 ft	Existing parking lot
(Other side is parking garage)	105 ft	30-40 ft approx. (Pearl Place buildings nearest Oxford St on other side of garage)

Pedestrian Realm and Materials

The City's Urban Designer has provided comments on the final design in the context of the standards (Attachment 2) and recommends the following condition of approval:

That final proposals comply with Design Standards A-2, A-5, C-2, D-1, D-4, E-1, E-3, E-4 and shall be reviewed and approved by Planning staff to address the staff design comments dated 12.9.16 which primarily relate to material placement and design of the pedestrian realm.

The suggested condition is based on the following comments from the Urban Designer that address other aspects of the issue of "sensitive transitions" (Attachment 2):

Principle A: Urban Design

All development in Bayside shall be designed to create a strong urban identity and sense of place. Buildings may be a variety of architectural styles, particularly those that are innovative and express the aesthetic of the time in which they were built, and shall be organized according to principles of urban design that integrate with the urban fabric of surrounding neighborhoods and Portland as a whole. These principles shall . . . ensure sensitive transitions to surrounding neighborhoods, enhance the physical amenities of the neighborhood, and create a pedestrian oriented environment with safe and vital streets.

A-2: Edges and Transitions – *Transitions between larger scale, mixed use buildings and smaller-scale residential uses shall be designed so that there is a seamless connection to adjacent residential neighborhoods to ensure that these zones remain stable, quiet, and secure. This shall be achieved through the mitigation of height, massing, stepbacks, materials, and details and design of the façade at the pedestrian level. . . . Larger scale developments may use public open spaces to provide transitions to lower scale uses.*

- To address the standard and the board comment, the applicant modified the massing on the Oxford Street façade. The revisions result in a graduated massing that places a four-story mass at the street, of similar scale and proportion to the residential architecture around it. The changes in plane are accentuated with changes in material. The façade continues to have a “secondary” presence on the street – Chestnut Street being the principal façade with the primary residential entrance. The secondary aspect of the façade is reflected in the design of the door and the smaller, elevated windows at the street to indicate the private use.
- On Chestnut Street, the detail and design of the façade at the pedestrian level should be strengthened to improve the sense of scale through revisions to material placement and the addition of articulation elements that relate to the pedestrian realm experience (Standards E-1, E-3, E-4).

A-5: Pedestrian Environment – *Development on public streets or public spaces shall be human scale at the pedestrian level and enhance the pedestrian environment through the use of elements at the first floor such as . . . fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; outdoor seating and sales displays; adequately sized sidewalks; gathering spaces; trees and landscaping; street furniture; . . .*

- The project uses fenestration at the ground levels, entrances emphasize with canopies and material change, and open space at the end of the block.
- Where the standard is still not met is the detail and design of the building façade at the ground level. Little to no massing or façade variation is used to differentiate the ground floor – the result is a flat façade for the full 6 stories of the building. The staff recommends that the architecture team further articulate and detail the pedestrian level to create a sense of enclosure and the placement of materials to reflect the uses rather than arbitrary placement. These comments also apply to Standard E-1 Architectural Design, E-3 Massing, and E-4 Articulation.

A-7: Building Orientation – *The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment.*

- The project faces onto two streets and is set close to the property line.
- Chestnut Street is treated like the primary façade with the primary residential entrance. Oxford Street is the secondary façade but addresses the street with a minor residential entrance, some visual interest and massing variation, and a maintenance of the street wall.

Principle C: Parking, Loading and Service Areas

C-2: Parking Entrances – *The entrance to parking garages shall respect the pedestrian realm and minimize the visual impact of the garage . . .*

- For CPTED concerns, staff recommended that the design of the “tunnel” to the garage entrance on Chestnut Street be revised – the applicant has addressed the concern by adding a gate at the façade. However, the design of that gate and vehicle entrance/exit should be clarified so as to not encroach on the sidewalk/pedestrian path. Car stacking should also be considered in the placement of the gate.

Principle D: Open Space and the Public Realm

D-1: Open Space Design – *Publicly-accessible parks, plazas, and other open space shall be accessible from sidewalks and surrounding buildings. . . . Pedestrian amenities such as seating, lighting, artwork, trash receptacles, etc. shall be compatible with the City’s Streetscape Standards for Bayside. . . . Solar access, wind protection, and landscaping shall be considered to enhance pedestrian comfort and provide a variety of sunny and shaded areas.*

- It is not clear whether the open space provided is accessible from the sidewalk. The space shown as plaza and seating is visible from the sidewalks, streets, and buildings as required by the standard. The amenity provided appears to be a paved area with seating that is under shade, and additional landscaping throughout the space. No lighting is proposed.

D-4: Pedestrian Amenities – *Pedestrian amenities shall comply with the City's Technical Manual at a minimum, and also with the streetscape standards selected for Bayside.*

- Seating: One linear foot of seating for each thirty (30) square feet of open space, or 30 linear feet of pedestrian route shall be provided within publicly accessible open space.
- It is not clear whether the seating proposed in the open space meets this standard – what kind of seating and what linear feet of seating are proposed?

Principle E: Architectural Design

New development shall create a mixed-use, pedestrian-friendly setting that contributes to the context of the surrounding urban fabric and provides a sensitive transition to adjacent residential neighborhoods. . . . The scale, massing, and fenestration of new development shall reflect its context, . . .

E-1: Architectural Design – *New development in Bayside may be a variety of architectural styles, . . . and shall be organized according to principles of urban design that integrate with the urban fabric of surrounding neighborhoods and Portland as a whole. A respectful integration of contemporary design within the existing context shall complement, reinforce, and enhance the prevailing patterns and proportions of adjacent buildings without requiring imitation or repetition.*

- Overall, staff does not find the placement of materials to be contextual. In some cases, the materials correspond to the massing or use, but in other cases, materials change at corners or in arbitrary ways that result in a patchwork quilt effect that does not benefit the overall design nor does it relate to the pattern or use of materials in the context. Staff recommends a simplification of material placement (example below). Visual interest should be achieved through articulation rather than a material pastiche.

E-2: Height – *Heights along the edges of the B-7 Zone shall transition to the scale of adjacent neighborhood development through design elements such as variations in massing; articulation of the facades in intervals that reflect exiting structures or platting pattern, stepping the architecture to adjacent buildings and/or contextual proportions of building elements, use of architectural style and details such as roof lines, belt courses, cornices, or fenestration, and color or materials that derive from the less intensive zone.*

- The Planning Board's concerns regarding transition of height have been addressed by the revisions to the Oxford Street façade.

E-3: Massing – *Large expanses of undifferentiated façade or uniform cladding is not allowed along public rights of way. . . . The composition of a proposed building façade shall be defined by horizontal and vertical articulation, with vertical articulation being predominant, in keeping with the local context of the urban form.*

- As stated above, little to no massing or façade variation is used to differentiate the ground floor – the result is a flat façade for the full 6 stories of the building.

New buildings that are four stories or higher shall have three components: base, middle, and top.

- The base of the building should be more consistently defined, especially on the Chestnut Street side. At this point, that can best be achieved through articulation, material placement and detailing. The corner, double-height live-work unit could also be more substantially differentiated from the other masses of the building.

E-4: Articulation – *Façades visible from public rights of way shall incorporate design elements that break the facades into components scaled to the pedestrian, and to the context of other buildings on the street.*

This may be accomplished through an expression of the building's base, middle and top, vertical fenestration, variation in the planes of the façade, architectural details such as windows, doors, bays, balconies, cornices, reveals, expansion joints, trim, changes in color, texture, and material, permanent artwork, etc.

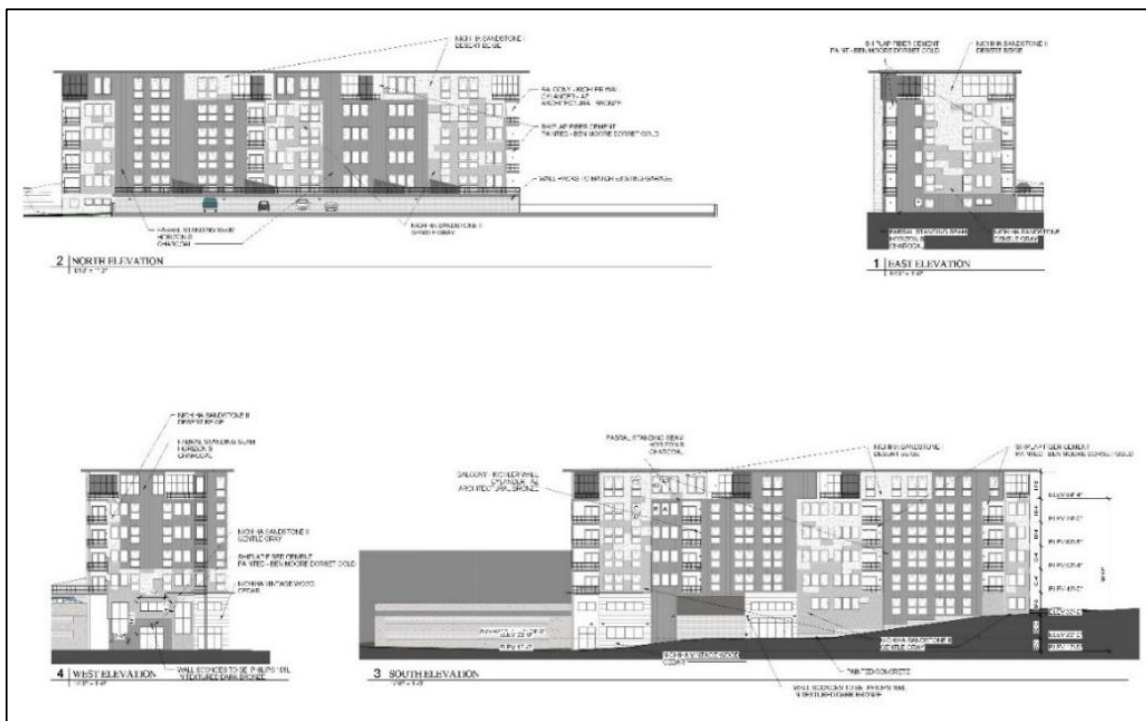
- The project uses fenestration at the ground levels, entrances emphasize with canopies and material change, recessed bays at the upper floors, and open space at the end of the block.

The base of the building which relates to the pedestrian realm shall be designed with a high level of detailing and material quality utilizing the options listed above. . . . Buildings which are six and seven stories shall meet this standard on the first 24 feet, or the first two floors at a minimum.

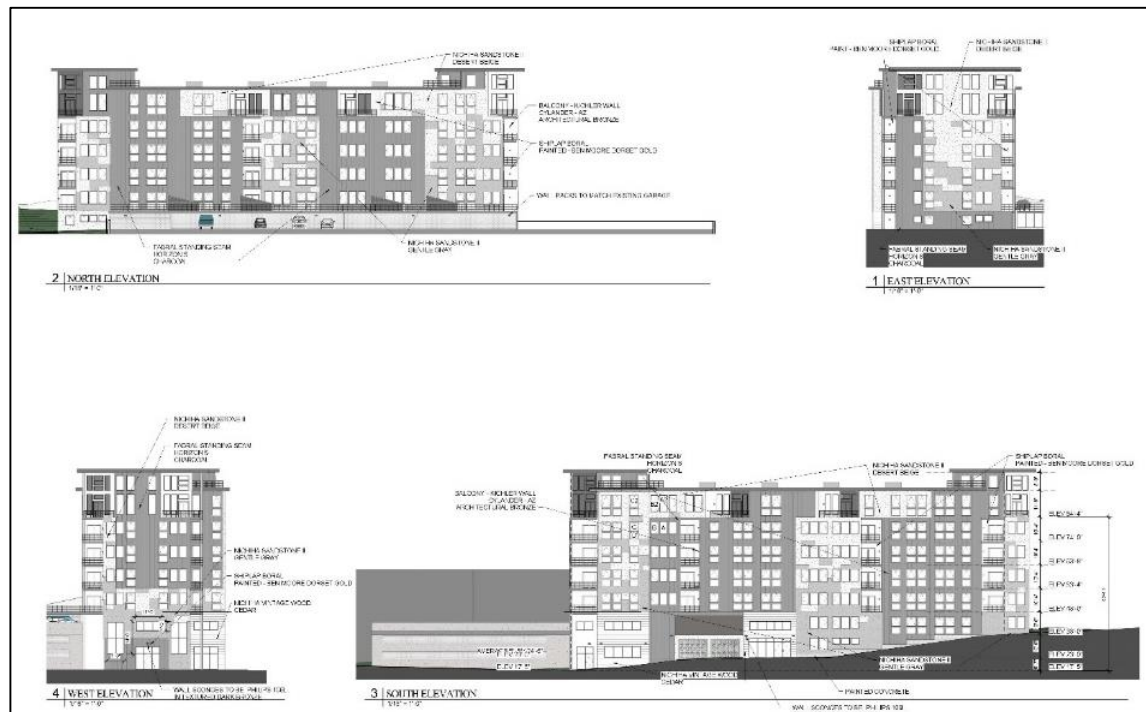
- (see sketch in Attachment 2 annotating the elevations to clarify the comments)

The series of elevations below illustrates how the design has evolved from the original submissions to the final plans included in this Report:

***Initial
submitted
Elevations:***



Elevations as presented to the first Workshop (see PB Memo 9.13.16):



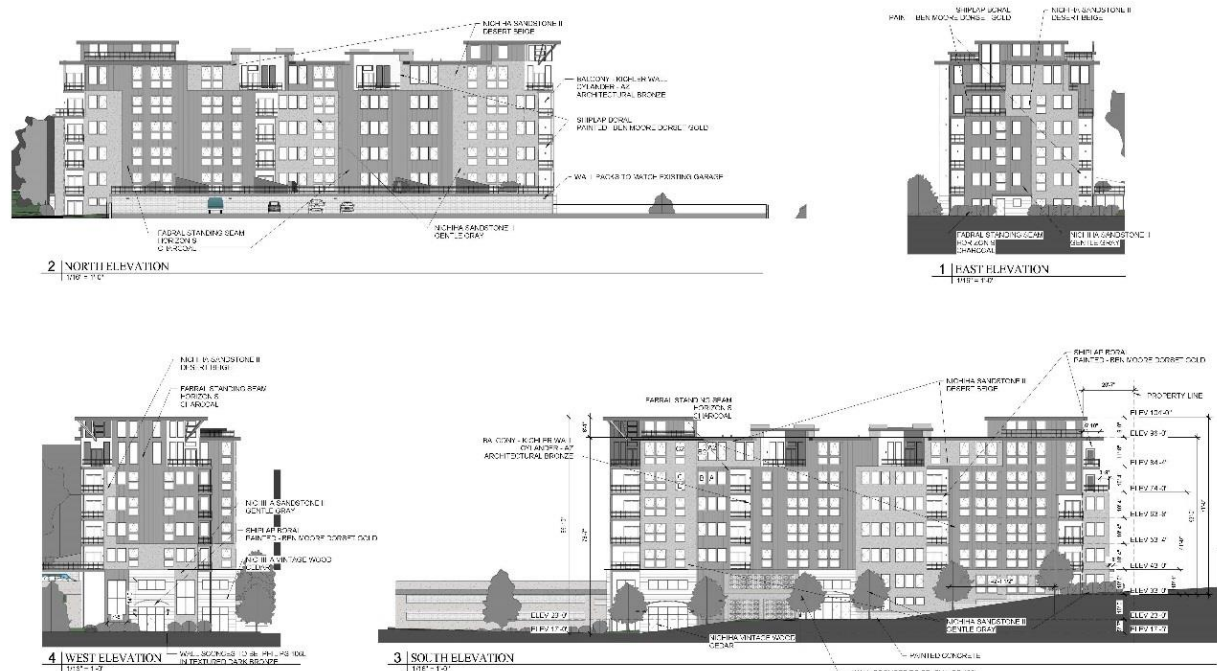
2 NORTH ELEVATION
115' - 112'

1 EAST ELEVATION
115' - 112'

4 WEST ELEVATION
115' - 112'

3 SOUTH ELEVATION
115' - 112'

FINAL ELEVATIONS AND RENDERING (See Plan P13 & Attachment M)



AVERAGE GRADE ELEVATION CALC
4 CORNERS OF BUILDING (SEE SITE PLAN)
 $13.8' + 17.2' + 33.0' + 32.5' = 96.5'$
 $96.5' / 4 = 24.125'$

104.0' - 24.125' = 79.875' TO TOP OF MEZZANINE
79.875' - 8' = 71.875' TO TOP OF 7TH FLOOR ROOF

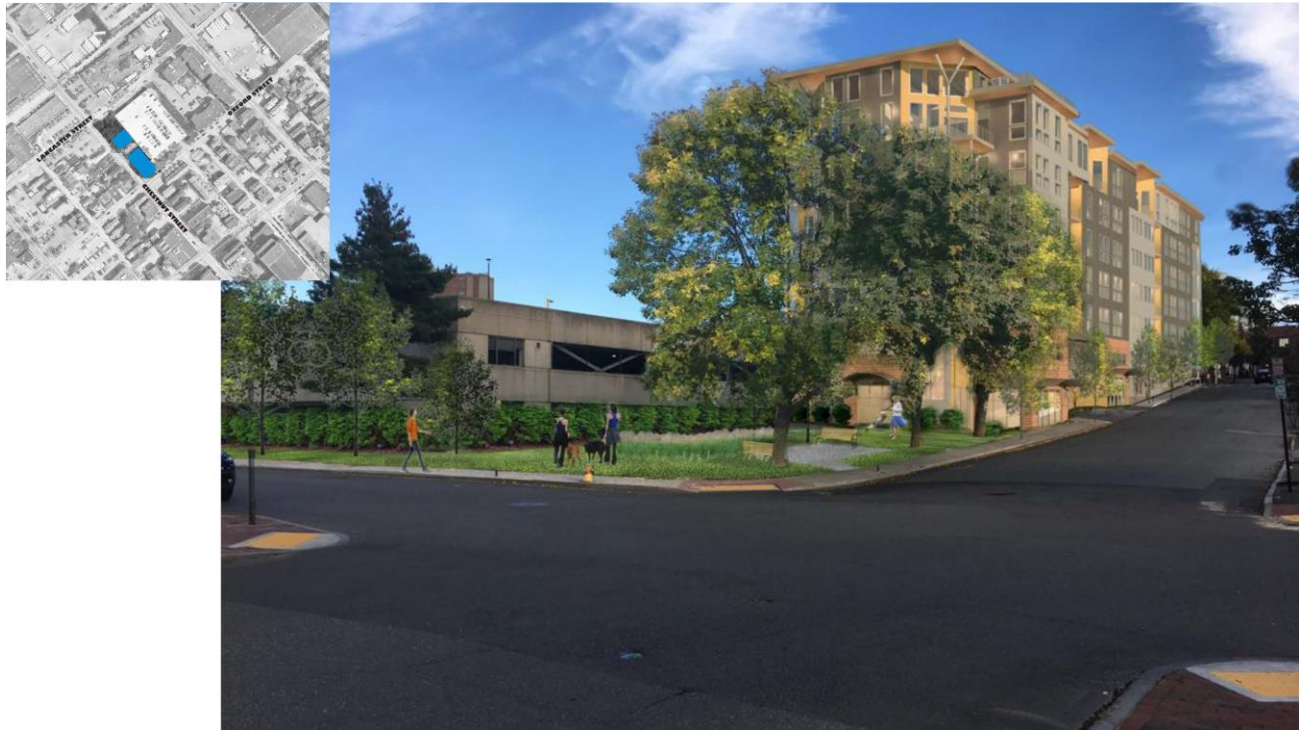
Final elevations



Final Oxford Street frontage:



Final from Lancaster Street:



Multi-family and Other Housing Types Design Standard

This design standard also applies to this proposal and most of the standards are already included in the B7 Standards above. However, the standard regarding open space is relevant:

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: 42 of the new units will have balconies, though about 5 of these are cantilevered over the top deck of the parking garage and may not serve an “open space function”. Clarification of the design and materials of the deck are requested and subject of a suggested condition of approval. The site includes an open amenity area near the corner of Chestnut Street and Lancaster Street, but this is partly taken up by the stormwater system and it is unclear how much of the area would serve as open space for resident/public access. A condition of approval requests further details of this area to ensure safety and security issues are addressed.

XII. INCLUSIONARY ZONING CONDITIONAL USE

Housing Planner Tyler Norod reviewed the Conditional Use for Affordable Housing application at 75 Chestnut Street. Conditional Use is authorized by Division 30, Section 14-487, Ensuring Workforce Housing, to secure the creation of Workforce Housing Units as part of new residential projects that propose 10 or more units. The ordinance requires a minimum of 10% of the project to be restricted for Workforce Households and that the number of bedrooms required under Section 14-487(e)3 be at least 10% of the total number of bedrooms made available as part of the project. The project located at 75 Chestnut Street proposes the creation of 54 residential rental units. Based on a total of a proposed 55 units (since the commercial unit has also been described as a live-work space), the project will be required to provide a minimum of five (5) on-site workforce units with a total of nine (9) bedrooms.

The project has proposed to provide six (6) workforce units on-site with a total of 9 bedrooms, the project has met the minimum requirements set forth in Section 14-487. These workforce units will be dispersed throughout the project with two (2) studios and two (2) two-bedroom units located on the second floor, one (1) one-bedroom unit located on the third floor, and one (1) two-bedroom unit located on the fifth floor.

The ordinance defines *Workforce housing unit for rent* to mean a dwelling unit which:

- (a) Is affordable to a household earning less than 100% of HUD AMI; and
- (b) Annual rent increases for that unit are limited by deed restriction or other legally binding agreement to the percentage increase in the HUD Greater Portland Metropolitan Statistical Area median income figures for a household of that size.

The memo from the Housing Planner confirms the project complies with the ordinance and includes a condition requiring an Affordable Housing Agreement to clarify and document the details of affordability restrictions. (Attachment 1).

XIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the planning board approve the Site Plan, Subdivision and Conditional Use for the proposed residential development at 75 Chestnut Street (Westerlea View Lofts).

XIV. PROPOSED MOTIONS FOR THE BOARD TO CONSIDER

A. WAIVER

(This project was submitted before the recently adopted Street Tree Amendment that became effective on 12.7.2016)

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 December 13, 2016 for application 2016-184 (75 Chestnut Street) 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** 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)*) requiring one street tree per unit for multi-family development and concludes that the applicant shall contribute \$6,400 to Portland's tree fund.

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 December 13, 2016 for application 2016-184 (75 Chestnut Street) 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 and **approves/does not approve** the application, subject to the following conditions of approval, which must be met prior to the signing of the plat:

- i. The applicant shall submit a final subdivision plat for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority;
- ii. The applicant shall provide drafts of all necessary easements, including but not limited to:
 - a. Temporary construction easement from the City of Portland to Westerlea View Lofts;
 - b. License from the City of Portland to Westerlea View Lofts for building footings;
 - c. Easement(s) for the deck extensions above the existing parking garage structures (air rights);
 - d. Access easement for sidewalks that are on the site property.

for review and approval by Corporation Counsel, the Department of Public Works, and the Planning Authority, with evidence of executed easements to be submitted prior to the issuance of a building permit.

C. SITE PLAN

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in planning board report for the public hearing on December 13, 2016 for application 2016-184 (75 Chestnut Street) relevant to the Site Plan Ordinance and other 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:

- i. That final proposals comply with Design Standards A-2, A-5, C-2, D-1, D-4, E-1, E-3, E-4 and shall be reviewed and approved by Planning staff to address the staff design comments dated 12.9.16 which primarily relate to material placement and design of the pedestrian realm; and
- ii. That the project is subject to the submitted Transportation Demand Management Plan dated October 2016, to include annual monitoring studies that comply with the requirements set out in the comments of the Traffic Engineering reviewer Tom Errico dated 12.9.2016; and
- iii. That the applicant submit a revised and more detailed plan for the amenity area between the building and Lancaster Street that demonstrates that the safety and security of the area meets CPTED standards eg re lighting, visual surveillance and similar issues including landscape features; and
- iv. That the applicant and all assigns shall comply with the conditions of Chapter 32 stormwater including Article III, post-construction storm water management, which specifies the annual inspections and reporting requirements. The developer/contractor/subcontractor must comply with conditions of the submitted construction stormwater management plan and sediment and erosion control plan dated 9.30.2016 based on City standards and State guidelines. A Maintenance Agreement for the stormwater drainage system shall be approved by Corporation Counsel and the Department of Public Works, and submitted, signed and recorded prior to the issuance of a Certificate of Occupancy with a copy to the Department of Public Works; and
- v. That plans showing details for the areas listed below shall be submitted to the Planning Authority for review and approval prior to the issuance of a building permit:
 - a. Patio/entrances on Oxford Street
 - b. Doors for entrance to parking garage on Chestnut Street
 - c. Decks over parking lot
 - d. Live-work unit
 - e. Parking layout (dimensioned) for ADA spaces and demonstration that it meets applicable state and federal standards regarding ADA van parking.
- vi. That the applicant shall revise plans and provide design details for the following elements in the City's Right of Way, for review and approval prior to the issuance of a building permit:
 - a. Driveway aprons on Oxford Street and Lancaster Street, noting a pedestrian accessibility route with a maximum 2% cross-slope, and whether full or partial adjustment to the grade of the driveway apron is required;
 - b. Grading adjustments for the sidewalk ramp construction at the corner of Chestnut Street and Lancaster Street to address the ponding of water that currently impacts the pedestrian walking route; and
 - c. The provision of an underground lighting conduit as part of the sidewalk reconstruction along the lot frontage on Oxford Street.
- vii. That the applicant shall submit details of the location, design and screening of façade and rooftop external heating, ventilation and other mechanical equipment, and associated information to document the sound levels meet the City's Site Plan, Zoning and Technical Standards, for review and approval by the Planning Authority; and
- viii. That the applicant address the Fire Department comments dated 9.7.2016; and
- ix. That the proposed building mounted wall sconces shall be installed so that the light is directed downward.

D. INCLUSIONARY ZONING CONDITIONAL USE

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 December 13, 2016 for application 2016-185 (75 Chestnut Street) relevant to the Conditional Use as authorized by Division 30, Section 14-487 Ensuring Workforce Housing; and the testimony presented at the planning board hearing, the planning board finds that the Conditional Use **is/is not** in conformance with the standards of the land use code and **approves/does not approve** the application, subject to the following conditions of approval:

- i. Provided the Applicant and the City enter into an Affordable Housing Agreement (AHA) before a Building Permit may be issued.
- ii. The AHA will outline the details of the affordability restrictions placed on the workforce units and will be filed as a covenant to the 75 Chestnut Street property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

ATTACHMENTS TO THIS REPORT:

Attachments

1. Final Housing & Comm Dev Review of IZ
2. Final Design Review comments
3. Final Fire Department comments
4. Final Engineering Review comments
5. Final Traffic Engineering review comments
6. Final City Arborist comments

Public Comments (all received since project submitted)

- PC1. Louis Christen 9.12.16
PC2. Louis Christen 10.17.16

Applicants Final Submittal

- A. Cover Letter and Subdivision/Site Plan Applic. w/revised data sheet
- B. Cover letter & Inclusionary Zoning Cond. Use Applic.
- C. Zoning analysis
- D. B-7 Design Standards Compliance narrative
- E. Right, title and Interest
- F. Financial Capability letter
- G. Utility letters of capacity
- H. Traffic Assessments
- I. Stormwater Reports
- J. Shadow Study
- K. Neighborhood Meeting Certification
- L. Updated Lighting Specifications
- M. Updated Neighborhood Architectural Overview including revised perspectives
- N. TDM Plan
- O. Additional Parking Information

Final Plans

- P1. Boundary Survey
 - P2. Existing Conditions and Demolition Plan
 - P3. Draft Subdivision Plat
 - P4. Site Plan
 - P5. Grading and Utilities Plan
 - P6. Landscape Plan
 - P7. Erosion Control Plan
 - P8. Details
 - P9. Details
 - P10. Details
 - P11. Details
 - P12. Drainage analysis
 - P13. Building Elevations
 - P14. Floor Plans
- (Note- Perspectives and Renderings are in Att. M.)



To: Jean Fraser, Planner, Planning & Urban Development Department

From: Tyler Norod, Housing Planner, Housing & Community Development Division

Date: November 14, 2016

Subject: 75 Chestnut Street – Inclusionary Zoning Conditional Use

Conditional Use is authorized by Division 30, Section 14-487, Ensuring Workforce Housing, to secure the creation of Workforce Housing Units as part of new residential projects that propose 10 or more units. The ordinance requires a minimum of 10% of the project to be restricted for Workforce Households and that the number of bedrooms required under Section 14-487(e)3 be at least 10% of the total number of bedrooms made available as part of the project. The project located at 75 Chestnut Street proposes the creation of 55 apartment units. Based on the latest floor plans showing the size and total number of units, the project will be required to provide a minimum of five (5) on-site workforce units with a total of nine (9) bedrooms.

By providing six (6) workforce units on-site with a total of 9 bedrooms, the project has met the minimum requirements set forth in Section 14-487. These workforce units will be dispersed throughout the project with two (2) studios and two (2) two-bedroom units located on the second floor, one (1) one-bedroom unit located on the third floor, and one (1) two-bedroom unit located on the fifth floor.

Staff recommends the Board Approve this Conditional Use provided the Applicant and the City enter into an Affordable Housing Agreement (AHA) before a Building Permit may be issued. The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the workforce units and will be filed as covenant to the 75 Chestnut Street property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

Sincerely,

Tyler Norod
Housing Planner



Planning and Urban Development Department Planning Division

Subject: B7 Design Review – 75 Chestnut Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, December 5, 2016

Design Review Criteria:

The project must meet the B-7 *Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual).

Findings of the Design Review:

Below are the standards relevant to the Planning Board comments from the September 13, 2016 and October 18, 2016 workshops with staff comment. Those standards not listed in this memo are either met or not applicable.

Staff recommends a condition of approval that states: That final compliance with Design Standards A-2, A-5, C-2, D-1, D-4, E-1, E-3, E-4 shall be reviewed and approved by Planning staff to address the staff design comments dated 12.9.16 which primarily relate to material placement and design of the pedestrian realm.

Principle A: Urban Design

All development in Bayside shall be designed to create a strong urban identity and sense of place. Buildings may be a variety of architectural styles, particularly those that are innovative and express the aesthetic of the time in which they were built, and shall be organized according to principles of urban design that integrate with the urban fabric of surrounding neighborhoods and Portland as a whole. These principles shall . . . ensure sensitive transitions to surrounding neighborhoods, enhance the physical amenities of the neighborhood, and create a pedestrian oriented environment with safe and vital streets.

A-2: Edges and Transitions – *Transitions between larger scale, mixed use buildings and smaller-scale residential uses shall be designed so that there is a seamless connection to adjacent residential neighborhoods to ensure that these zones remain stable, quiet, and secure. This shall be achieved through the mitigation of height, massing, setbacks, materials, and details and design of the façade at the pedestrian level. . . . Larger scale developments may use public open spaces to provide transitions to lower scale uses.*

- To address the standard and the board comment, the applicant modified the massing on the Oxford Street façade. The revisions result in a graduated massing that places a four-story mass at the street, of similar scale and proportion to the residential architecture around it. The changes in plane are accentuated with changes in material. The façade continues to have a “secondary” presence on the street – Chestnut Street being the principal façade with the primary residential entrance. The secondary aspect of the façade is reflected in the design of the door and the smaller, elevated windows at the street to indicate the private use.

- On Chestnut Street, the detail and design of the façade at the pedestrian level should be strengthened to improve the sense of scale through revisions to material placement and the addition of articulation elements that relate to the pedestrian realm experience (Standards E-1, E-3, E-4).

A-5: Pedestrian Environment – *Development on public streets or public spaces shall be human scale at the pedestrian level and enhance the pedestrian environment through the use of elements at the first floor such as . . . fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; outdoor seating and sales displays; adequately sized sidewalks; gathering spaces; trees and landscaping; street furniture; . . .*

- The project uses fenestration at the ground levels, entrances emphasize with canopies and material change, and open space at the end of the block.
- Where the standard is still not met is the detail and design of the building façade at the ground level. Little to no massing or façade variation is used to differentiate the ground floor – the result is a flat façade for the full 6 stories of the building. The staff recommends that the architecture team further articulate and detail the pedestrian level to create a sense of enclosure and the placement of materials to reflect the uses rather than arbitrary placement. These comments also apply to Standard E-1 Architectural Design, E-3 Massing, and E-4 Articulation.

A-7: Building Orientation – *The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment.*

- The project faces onto two streets and is set close to the property line.
- Chestnut Street is treated like the primary façade with the primary residential entrance. Oxford Street is the secondary façade but addresses the street with a minor residential entrance, some visual interest and massing variation, and a maintenance of the street wall.

Principle C: Parking, Loading and Service Areas

C-2: Parking Entrances – *The entrance to parking garages shall respect the pedestrian realm and minimize the visual impact of the garage . . .*

- For CPTED concerns, staff recommended that the design of the “tunnel” to the garage entrance on Chestnut Street be revised – the applicant has addressed the concern by adding a gate at the façade. However, the design of that gate and vehicle entrance/exit should be clarified so as to not encroach on the sidewalk/pedestrian path. Car stacking should also be considered in the placement of the gate.

Principle D: Open Space and the Public Realm

D-1: Open Space Design – *Publicly-accessible parks, plazas, and other open space shall be accessible from sidewalks and surrounding buildings. . . . Pedestrian amenities such as seating, lighting, artwork, trash receptacles, etc. shall be compatible with the City’s Streetscape Standards for Bayside. . . . Solar access, wind protection, and landscaping shall be considered to enhance pedestrian comfort and provide a variety of sunny and shaded areas.*

- It is not clear whether the open space provided is accessible from the sidewalk. The space shown as plaza and seating is visible from the sidewalks, streets, and buildings as required by the standard. The amenity provided appears to be a paved area with seating that is under shade, and additional landscaping throughout the space. No lighting is proposed.

D-4: Pedestrian Amenities – *Pedestrian amenities shall comply with the City’s Technical Manual at a minimum, and also with the streetscape standards selected for Bayside.*

- *Seating: One linear foot of seating for each thirty (30) square feet of open space, or 30 linear feet of pedestrian route shall be provided within publicly accessible open space.*
- It is not clear whether the seating proposed in the open space meets this standard – what kind of seating and what linear feet of seating are proposed?

Principle E: Architectural Design

New development shall create a mixed-use, pedestrian-friendly setting that contributes to the context of the surrounding urban fabric and provides a sensitive transition to adjacent residential neighborhoods. . . . The scale, massing, and fenestration of new development shall reflect its context, . . .

E-1: Architectural Design – *New development in Bayside may be a variety of architectural styles, . . . and shall be organized according to principles of urban design that integrate with the urban fabric of surrounding neighborhoods and Portland as a whole. A respectful integration of contemporary design within the existing context shall complement, reinforce, and enhance the prevailing patterns and proportions of adjacent buildings without requiring imitation or repetition.*

- Overall, staff does not find the placement of materials to be contextual. In some cases, the materials correspond to the massing or use, but in other cases, materials change at corners or in arbitrary ways that result in a patchwork quilt effect that does not benefit the overall design nor does it relate to the pattern or use of materials in the context. Staff recommends a simplification of material placement (example below). Visual interest should be achieved through articulation rather than a material pastiche.

E-2: Height – *Heights along the edges of the B-7 Zone shall transition to the scale of adjacent neighborhood development through design elements such as variations in massing; articulation of the facades in intervals that reflect existing structures or platting pattern, stepping the architecture to adjacent buildings and/or contextual proportions of building elements, use of architectural style and details such as roof lines, belt courses, cornices, or fenestration, and color or materials that derive from the less intensive zone.*

- The Planning Board's concerns regarding transition of height have been addressed by the revisions to the Oxford Street façade.

E-3: Massing – *Large expanses of undifferentiated façade or uniform cladding is not allowed along public rights of way. . . . The composition of a proposed building façade shall be defined by horizontal and vertical articulation, with vertical articulation being predominant, in keeping with the local context of the urban form.*

- As stated above, little to no massing or façade variation is used to differentiate the ground floor – the result is a flat façade for the full 6 stories of the building.

New buildings that are four stories or higher shall have three components: base, middle, and top.

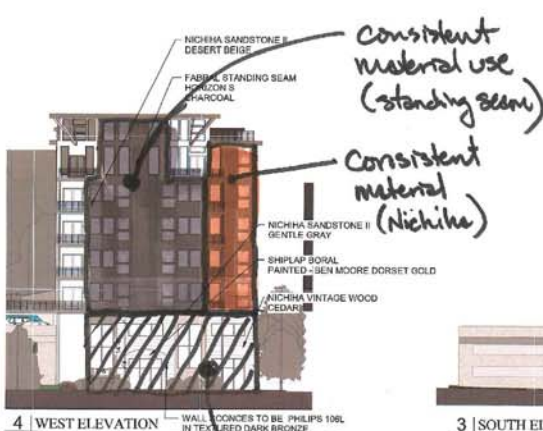
- The base of the building should be more consistently defined, especially on the Chestnut Street side. At this point, that can best be achieved through articulation, material placement and detailing. The corner, double-height live-work unit could also be more substantially differentiated from the other masses of the building.

E-4: Articulation – *Façades visible from public rights of way shall incorporate design elements that break the facades into components scaled to the pedestrian, and to the context of other buildings on the street. This may be accomplished through an expression of the building's base, middle and top, vertical fenestration, variation in the planes of the façade, architectural details such as windows, doors, bays, balconies, cornices, reveals, expansion joints, trim, changes in color, texture, and material, permanent artwork, etc.*

- The project uses fenestration at the ground levels, entrances emphasize with canopies and material change, recessed bays at the upper floors, and open space at the end of the block.

The base of the building which relates to the pedestrian realm shall be designed with a high level of detailing and material quality utilizing the options listed above. . . . Buildings which are six and seven stories shall meet this standard on the first 24 feet, or the first two floors at a minimum.

- The level of detail and articulation on the Chestnut Street elevation is not sufficient, especially at the street level. Material changes are mostly arbitrary and other than at the entrance, do not correspond to uses or plane changes. Revisions to meet this standard could come in form of enclosure; articulation and detail (reveals, dimensional trim, material transitions, detail); placement of material that corresponds with uses.



Consistent material use differentiating this corner unit

Ped level articulation + match floor plans

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2016-184
Date: 12/9/2016

Comments Submitted by: Keith Gautreau/Fire on 9/7/2016

I would like to see a letter from the Portland Water District of their ability to serve domestic and fire protection demand for the proposed high rise building.

Comments Submitted by: Keith Gautreau/Fire on 9/7/2016

Emergency vehicle access is two sides only, Chestnut and Oxford. This is acceptable to the Fire Dept. although because of the arrangement and height of the building I would like to require the overhead power line on Chestnut Street going to the transformer to be underground. This will drastically restrict the Aerial Ladder trucks operation at this proposed site.

Comments Submitted by: Keith Gautreau/Fire on 9/7/2016

Fire Department Access shall have an unobstructed vertical clearance of not less than 13 ft 6 in. We will NOT be requiring this vertical clearance as emergency vehicles will not be entering the parking garage.

Comments Submitted by: Keith Gautreau/Fire on 9/7/2016**Premises Identification**

The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.

Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer.

If the building entry faces a different street, both the street name and number should be large enough to read from the street.

Address numbers must be a minimum of 4 inches high.

The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").

Color: Addresses should be in a color that contrasts with the background.

Whenever possible, should be illuminated.

Provide additional address signs at entrances to the property when the building address is not legible from the public street.

MEMORANDUM



TO: Jean Fraser, Planner
FROM: Lauren Swett, PE
DATE: October 12, 2016
RE: 75 Chestnut Street, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application Response to Comments for the proposed development located at 75 Chestnut Street in Portland, Maine. The project involves the construction of a 7 Story building with 54 residential units.

Documents Reviewed by Woodard & Curran

- Level III site Plan Application response to comments and attachments, dated September 30, 2016, prepared by Pinkham & Greer Civil Engineers, on behalf of A&M Partners.
- Revised Engineering Plans, dated September 30, 2016, prepared by Pinkham & Greer Civil Engineers, on behalf of A&M Partners.

Comments *(comments repeated from previous memos are provided in italics)*

- 1) *The Applicant has requested letters from utilities conforming capacity to serve the proposed development, and evidence of confirmation of capacity to serve the proposed development should be provided upon receipt.* Applicant has noted that utility information is pending.
- 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 Standard: Plans, notes, and details have been 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.
 - b) General Standard: The project will result in an increase in impervious area of approximately 11,600 square feet. As such, the project is required to include specific stormwater management features for stormwater quality control. The Applicant will be utilizing an underdrained soil filter for stormwater treatment.
 - c) Flooding Standard: The project will result in a increase in impervious area of approximately 11,600 square feet. As such, the project is required to include specific stormwater management features to control the rate or quantity of stormwater runoff from the site. The underdrained soil filter will provide adequate flow control for stormwater runoff in accordance with the Flooding Standard.
- 3) All comments have been addressed at this time.

75 Chestnut Street - Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Fri, Dec 9, 2016 at 8:00 AM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>, Jeff Tarling <jst@portlandmaine.gov>

Jean – The following is a status update of my previous comments and represents my final traffic comments.

November 3, 2016 Comments

- The City adopted a revised sidewalk materials policy and 75 Chestnut Street has two options for sidewalk material at this time:
 - Option 1: Continue to propose brick sidewalks and retain the bituminous material parking garage driveway aprons with required adjustments to provide a minimum 4-foot wide accessible route (maximum 2% cross slope) on the driveways.
 - Option 2: Provide concrete material sidewalks and continue the concrete material through the parking garage driveway aprons with provision of an accessible route as defined in Option 1.

Status: The applicant has revised the plans to concrete material or Option 2. Thus ALL site driveways (Lancaster and Oxford shall be included) shall be modified to concrete material according current City Policy.

Final Status: The applicant shall provide design details for driveway aprons on Oxford Street and Lancaster Street noting a pedestrian accessibility route with a maximum 2% cross-slope, and whether full or partial adjustment to the grade of the driveway apron is required.

- The plans should be revised to account for the following site plan street lighting requirements:

- The applicant is proposing four (4) street lights on Chestnut Street along the property frontage. It is suggested that the northern most light be located near the Lancaster Street corner and the remaining middle two (2) lights be spaced equidistant to all lights. It is also suggested that a greater separation between the light at the corner of Oxford Street and the tree box be provided.

Status: The plans have been revised and the light nearest Oxford Street shall be located as close to the corner as possible taking into account the corner sidewalk ramp.

Final Status: Jeff Tarling should confirm that adequate separation to the nearby tree is provided.

- Given the City's initiative to provide enhanced street illumination along Oxford Street, the applicant is not required to install lighting.

Status: I was incorrect in making my original comment. While standards require installation of street lights along the property frontage, the City is requesting that only underground conduit be installed for future light fixture installation due to reconstruction of the sidewalk by the applicant.

Final Status: The current plans do not include the requested conduit. A condition of approval shall be included noting that the applicant shall revise the plans to include lighting conduit for review and approval by the City.

- The applicant shall install street lights along the Lancaster Street property frontage. Given the likelihood of redevelopment on the opposite side of Lancaster Street, it is suggested that a staggered pattern be provided with 150-200 foot on center spacing.

Status: The plans propose one light near the Chestnut Street intersection. A second light fixture shall be installed on Lancaster Street near the easterly boundary.

Final Status: The plans have been revised and I have no further comment.

- The applicant shall conduct a traffic and safety assessment of the Chestnut Street/Lancaster Street intersection. The assessment shall consist of conducting intersection turning movement counts during the weekday AM and PM peak periods and evaluating crash information. The assessment should determine the appropriateness of the current two-way STOP configuration (which may cause confusion given other area intersection control conditions) and whether a four-way STOP condition is warranted.

Status: I reviewed the traffic data submitted and concur that no action is required of the applicant. I have no further comment.

Final Status: I have no further comment.

- The City Ordinance notes the following; *Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.* Accordingly, A parking demand and management study shall be conducted that documents the projects expected parking demand according to ITE and/or local accepted data. The study shall also document how garage parking spaces will be managed including but not limited to: will spaces be specifically designated for the proposed tenants; will tenant parking spaces be bundled with each residential unit or an additional amenity; who currently uses the garage and are any users associated with an approved site plan. I would note that I do not expect any issues related to providing a sufficient off-street parking supply.

Status: The applicant shall provide the specific number of parking spaces being allocated to this project; specifically how many spaces are currently available for use in the garage; and if current parking leases are being terminated, documenting that none are associated with an approved site plan. As noted above, the applicant should provide details on how the parking garage will be managed at the point of project occupancy and in future time periods when parking demand may increase with tenant changes. The applicant has provided a TDM Plan and I generally find it to be acceptable. I would note that the annual monitoring shall also include information on parking demand for the project and where tenant parking occurs (in the garage or on-street). I'll provide additional direction on the monitoring program in advance of the public hearing.

Status:

- **The applicant has noted that the proposed project will require a need for 54 parking spaces and I find this estimate to be reasonable. I have no further comment.**

- **The applicant has provided sufficient documentation that under current conditions the existing garage has excess capacity for the additional 54 parked vehicles. I have no further comment.**
- **The annual monitoring study shall include a survey of existing tenants on automobile ownership and where they park their vehicles. The methods of the survey shall be reviewed and approved by the City's Planning Department. Other information related to the TDM plan shall also be included in the survey. The intent of the survey is to inform the TDM Plan and adjust action items for implementation. The applicant shall identify a target trip reduction goal for use in assessing TDM strategies. A factor to be determined from the survey is whether tenants of the development are using the garage (the goal is not to use on-street parking spaces), and if so what strategies should be considered to direct tenants with vehicles to the garage.**
- Sidewalks along the entire frontage of a project site shall meet City standards. The proposed project is currently proposing full sidewalk upgrades along Chestnut Street where the residential building is being constructed and disturbing the existing sidewalk. Existing sidewalks along the property frontage on Lancaster Street and Oxford Street do not meet the City sidewalk material policy. I would further note that during my field investigation the sidewalk on Lancaster Street is in poor condition with a uneven surface that creates ponding during rain events. DPW continues to review sidewalk conditions and requirements such that the project meets City standards.

Status: Refer to the above comments.

Final Status: Refer to previous comments for final status. I would also note that in conjunction with sidewalk ramp construction at the corner of Chestnut Street and Lancaster Street, the applicant shall incorporate grading adjustments to address the ponding of water that currently impacts the pedestrian walking route.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLININTERNATIONAL

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

Visit us online at www.tylin.com

[Twitter](#) | [Facebook](#) | [LinkedIn](#) | [YouTube](#)

"One Vision, One Company"

Please consider the environment before printing.

File: 16105

July 28, 2016

Att. A

Ms. Barbara Barhydt
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: SITE PLAN APPLICATION, WESTERLEA VIEW LOFTS
75 CHESTNUT STREET

Dear Barbara,

On behalf of A&M Partners, Inc. we are pleased to provide the accompanying package of submission materials related to a 54-unit apartment complex with a main lobby entranced at 75 Chestnut Street. This submission package is intended to meet the City's Preliminary Submission requirements as outlined in the Level III Application procedures. The materials represent the development of currently undeveloped land adjacent to the 3 level Chestnut Street Garage. The proposed 7 story apartment building will abut the garage and have access to it but will be a separate building both in ownership and under the building code.

The site is on the east side of Chestnut St, north of Oxford St. and south of Lancaster. There is currently access to the 2nd level of the garage from Chestnut Street. This will be retained in our proposal. From Oxford to Lancaster Street the site drops some 20 feet. The proposed 1st floor will be unexcavated at the southerly end and follow the grade as it drops going north. The second floor and above will be level

The proposed building will contain 38 2-bedroom units, 14 1-bedroom units and 2 studios for a total of 54 units. With an additional 2,328+/- sq. ft. of 1st floor space is for uses as yet undetermined Commercial use with a proposed 800 sq. ft. residential living space on a second level.

The proposed footprint of the structure is 11,600 sq. ft.

The site area is 92,224 sq. ft.

Parking for the apartments at a ratio of one space to one unit will be in the existing garage.

Ms. Barbara Barhydt
July 28, 2016
File: 16142
Page 2 of 2

Accompanying this project description are the following materials:

Site Plan Application w/ Checklist
Deed
Financial Capacity Letter
Zoning Analysis
Letter to PWD
City Wastewater Application
Light Cut Sheets
Traffic Assessment
Stormwater Analysis
Shadow Study

Survey
Site & Subdivision Plans
Architectural Plans

We look forward to the review with the Staff and the Planning Board.

Sincerely,

PINKHAM & GREER,
CIVIL ENGINEERS



Thomas S. Greer, P.E.

cc: (1) Lou Wood, (1) Bill Hopkins, (1) File

Enclosures

TSG/rjs

PROJECT NAME: Westerlea View Lofts

PROPOSED DEVELOPMENT ADDRESS:

75 Chestnut Street

PROJECT DESCRIPTION:

This is the construction of a seven story building for 54 residential units.

CHART/BLOCK/LOT: 26 / E / 10

PRELIMINARY PLAN

X (date)

FINAL PLAN

 (date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Lou Woods Business Name, if applicable: A & M Partners, Inc Address: 120 Exchange Street City/State : Portland, ME Zip Code: 04101	Applicant Contact Information Work # 207-879-1358 Home# Cell # Fax# e-mail: lcwood@ampartners.me
Owner – (if different from Applicant) Name: Same as Applicant Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Thomas S. Greer, P.E. Name: Pinkham & Greer, Civil Engineers Address: 28 Vannah Avenue City/State : Portland, ME Zip Code: 04103	Agent/Representative Contact information Work # 207-781-5242 Cell # e-mail: tgreer@pinkhamandgreer.com
Billing Information Name: Same as Applicant Address: City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:

Engineer Thomas S. Greer, P.E. Name: Pinkham & Greer, Civil Engineers Address: 28 Vannah Ave City/State : Portland, ME Zip Code: 04103	Engineer Contact Information Work # 207-781-5242 Cell # Fax# 207-781-4245 e-mail: tgreer@pinkhamandgreer.com
Surveyor Del Maxfield Name: Maine Survey Consultants, Inc. Address: PO Box 485 City/State : Harrison, ME Zip Code: 04040	Surveyor Contact Information Work # 207-583-6159 Cell # Fax# 207-583-6159 e-mail: dmaxfield@mainesurveyconsultants.com
Architect Bill Hopkins Name: Archetype Architects Address: 48 Union Wharf City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work # 207-772-6022 Cell # Fax# 207-772-4056 e-mail: hopkins@archetypepa.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) <u> X </u> 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-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 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: 12/1/14
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PROJECT DATA

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

Total Area of Site	92,202 sq. ft.
Proposed Total Disturbed Area of the Site	22,309 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)	53,832 sq. ft.
Impervious Area (Total Proposed)	64,796 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	49,326 sq. ft.
Building Footprint (Total Proposed)	59,126 sq. ft.
Building Floor Area (Total Existing)	147,978 sq. ft.
Building Floor Area (Total Proposed)	223,778 sq. ft.
Zoning	
Existing	B7
Proposed, if applicable	
Land Use	
Existing	Parking Garage
Proposed	Parking Garage & Residential
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	54
# of Lots (Total Proposed)	2
# of Affordable Housing Units (Total Proposed)	6
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	2
# of One-Bedroom Units (Total Proposed)	14
# of Two-Bedroom Units (Total Proposed)	38
# of Three-Bedroom Units (Total Proposed)	0
Parking Spaces	
# of Parking Spaces (Total Existing)	450
# of Parking Spaces (Total Proposed)	446
# of Handicapped Spaces (Total Proposed)	2
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	44
Estimated Cost of Project	\$5,850,000.00

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application form
		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;
X			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);
n/a			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.

File: 16105

July 29, 2016

Att. B

Ms. Barbara Barhydt
City of Portland, Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: WESTERLEA VIEW LOFTS, 75 CHESTNUT STREET

Dear Barbara,

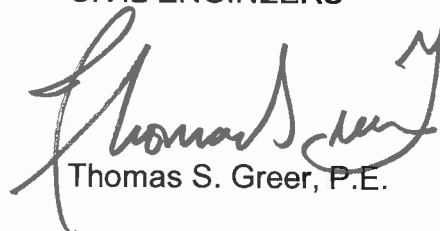
Attached is the application for Inclusionary Zoning. This project will provide 6 units to meet this requirement. It will include:

- (2) second floor, 2 bedroom units
- (2) second floor, 1 bedroom units
- (1) third floor, 2 bedroom unit
- (1) third floor, 1 bedroom unit

Standard restriction on units will be part of the final application.

Sincerely,

PINKHAM & GREER,
CIVIL ENGINEERS



Thomas S. Greer, P.E.

cc: (1) Lou Wood, (1) Bill Hopkins, (1) File

Enclosures

TSG/rjs



Conditional Use for Ensuring Workforce Housing Inclusionary Zoning Planning Board Review Application Portland, Maine

Planning and Urban Development Department
Planning Division and Housing and Community Development

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 Conditional Use review of applications to ensure workforce housing in development projects that create ten or more new dwelling units. The units may be for rent or for sale and created through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or rent. All developments of ten units or more a conditional uses subject to Planning Board review on the condition that they comply with the requirements of section 14-487.

A. Ensuring Workforce Housing: Standards -Section 14-484

(d) Workforce Housing Minimum At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or for rent. The number of units required is rounded down to a whole number if providing units on- or off-site, or shall include a fractional value in cases where a project prefers to pay a fee-in-lieu as per (e)3. below.

(e) Standards

1. Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, affordable units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.
2. Workforce units are encouraged to be integrated with the rest of the development, should use a common entrance and should provide no indications from common areas that these units are workforce housing units.
3. Workforce units need not be the same size as other units in the development but the number of bedrooms in such units, either on- or off-site, shall be 10 percent of the total number of bedrooms in the development. For the purposes of this section, for every 400 square feet in a market rate unit will count as a bedroom if the actual number of bedrooms in the unit is lower.
4. As an alternative to providing workforce housing units, projects may pay a fee in lieu of some or all of the units. In-lieu fees shall be paid into the Housing Trust Fund as defined in Sec. 14-489. The fee for affordable units not provided shall be \$100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement.
5. Workforce housing units for sale, if converted to workforce housing units for rent, shall become subject to the income limits and other requirements of such units.
6. If at least 33 percent of the units in a development are workforce units, the development is eligible for subsidy through an Affordable Housing TIF, subject to City Council approval.

7. The term of affordability for the required 10 percent workforce units provided shall be defined as follows:

Percentage of Workforce Units Provided	Minimum Term of Affordability for Required Workforce Units
10%	Longest term permitted under federal, state and local laws and ordinances
25%	30 years
50%	20 years
100%	10 years

(f) Implementing Regulations. Regulations to further specify the details of this section shall be developed, including, but not limited to:

1. Specific methodology for income verification;
2. Situations where less than permanent affordability might be considered; and
3. Guidelines for meeting the requirement that off-site units be "in the same neighborhood".

B. Site Plan Application: Please submit the Conditional Use Application in addition to the applicable Site Plan Application.

PROJECT NAME: Westerlea View Lofts

PROPOSED DEVELOPMENT ADDRESS: 75 Chestnut Street

ASSESSOR'S CHART/BLOCK/LOT (s): 26 / E / 10 **Applicable Zone:** B7

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Lou Woods Business Name, if applicable: A & M Partners, Inc. Address: 120 exchange Street City/State : Portland, ME Zip Code: 04101	Applicant Contact Information Work # 207-879-1358 Home# Cell # Fax# e-mail: lcwood@ampartners.me
Owner – (if different from Applicant) Name: Same as Applicant Address: City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Billing Information Name: Same as Applicant Address: City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:

RIGHT, TITLE OR INTEREST:

Owner

(Please identify the status provide documentary evidence, attached to this application, of the applicant's right, title, or interest in the subject property (ex: deed, option or contract to purchase or lease the property.)

EXISTING USE: Describe the existing use of the subject property.

Parking Garage

PROJECT DESCRIPTION:

Construction of an 11,600 sq. ft. footprint, 7 story building with 54 residential units.

INCLUSIONARY ZONING:	
# IZ Units	
On-Site IZ Units	
Off-Site IZ Units	
# IZ Homeownership Units	
# IZ Rental Units	
# IZ Efficiencies	2
# IZ 1-Beds	2
# IZ 2-Beds	2
# IZ 3-Beds	
IZ Fee In-Lieu	

APPLICATION FEES:

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

____ Conditional Use Review to Ensure Workforce Housing (\$100.00) (Please submit a separate application for the applicable site plan review. Fees and charges are listed within the application)	The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$50.00 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.
--	---

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-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.

Applicant Checklist	Planner Checklist	# of Copies	Written Submissions Checklist
X		1	Application form that is completed and signed.
X		1	Cover letter stating the nature of the project.
X		1	Evidence of right, title and interest.
		1	Written Submittals that address the conditional use standards of Sec. 14-484, including unit size and bedroom count
		1	Draft Workforce Housing Agreement
		1	Proposed Marketing Strategy
		1	Written Proposal for providing workforce units on-site, off-site, or payment of fee-in-lieu.
		1	If the project is to be phased, provide written description of project phasing and accommodation of workforce units.
			Plans and Construction Details Submission Checklist
X		1	An accompanying site plan application, as applicable.
X		1	Floor Plans of all units and identifying proposed designated workforce housing units
		1	Interior Standards for Units for market rate and workforce housing units, including kitchen, bathroom, flooring and closet amenities
		1	If workforce units are proposed off-site, provide vicinity map with project location and workforce unit locations within the applicable census block group map or within 1500 feet of the project.

The Conditional Use Application to Ensure Workforce Housing must be complete, including but not limited to the contact information, project data, application checklist, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

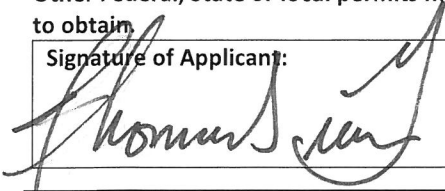
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:

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 Conditional Use 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:

8/9/16

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) 874-8710

Housing and Community Development
Room 313, Third Floor, City Hall
389 Congress Street
(207) 483-5030

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

**ZONING ANALYSIS
75 CHESTNUT STREET
WESTERLEA VIEW LOFTS
PORTLAND, MAINE**

Zoning Analysis

This site is in the B7 Zone, A. It is at the edge of the bayside area as well as the downtown area. The zone encourages these districts to acquire a distinctly urban form through dense development featuring a mix of uses such as housing, retail, offices, research and development, and artisan studios and that emphasizes a quality pedestrian experience, promotes public transit, and demonstrates exemplary urban design.

This project will focus on the housing portion of that goal.

- Multifamily Housing is an allowed use. There are no density restrictions. The site is in a well-established area of the city with existing sidewalks throughout the area. The Chestnut Street walk will be upgraded to brick in compliance with the City Technical Standards.

Below are the dimensional requirements for the project.

<u>Space Standards</u>	<u>Required</u>
Minimum Lot Size	None
Minimum Street Frontage	None
Minimum Front Yard Setback	None
Minimum Rear Yard Setback	None
Minimum Side Yard Setback	None
Minimum Length of Building Wall	25% of perimeter
Maximum Building Lot Coverage	100%
Maximum Residential Density	None
Maximum Building Height	75 Feet
Minimum Building Height	-
Off Street Parking	1 Per Unit
Bike Racks	12

Performance Standards

- All storage of items will be inside the structure.
- Waste will be stored inside and picked up by a private waste hauler.
- All of the mechanical equipment will be roof mounted. It will meet the City's noise requirements.

- Parking is taking place in the existing garage. No additional parking is required.
- This project will have minimal glare. The building materials will be non-reflective. Lighting will be shielded and down lit.
- This site with residential uses will not generate odors.
- The project will connect to existing public utilities; sewer, water, gas, and communications.

Westerlea View Lofts
75 Chestnut Street
Portland, Maine 04101

Compliance with B-7 Mixed Use Urban Design Principles and Standards

Principle A:

Westerlea View lofts creates a dense siting of mixed use by stacking seven stories of residential above a first floor of residential and a large, double height space that has potential to be used for a gym/live work/retail space. The building is able to offer this space because of its advantageous use of the site's slope.

The density of the building is achieved through its height while the footprint is long and narrower with the narrow end facing toward Back Cove keeping any blocked neighboring views to a minimum. The height also allows the tenants of the building to benefit from the views afforded by the site.

The building footprint sits on only a little more than half of the vacant lot that exists now leaving a large portion to be developed as green space to be utilized by the tenants (both the residential and that of the first floor space) and the public and is directly accessible from the double-height space.

The owner of the building is also the owner of the existing 3-story garage located adjacent to Westerlea View Lofts. The existing entrance to the second level of the garage is located midway along the proposed footprint and this access will be maintained through a tunnel under the residential tower and dividing the residential portion of the at ground level from the double height space. This garage entrance creates the desired mid-block permeability. The parking garage will also provide all of the necessary parking for the project.

The material choice for the building includes multiple new materials as is encouraged in this zone. Although the materials are modern, the finishes chosen relate to more historic materials both in finish and color.

The building is to be located near the property lines on Oxford and Chestnut. The angled property line on Chestnut influenced the stepping nature of that street's façade which made for a positive breaking up of the mass along the public right-of-way. The main entrances of the residential and the double-height space are also located on this façade and are denoted by a warm textured finish giving the street level a strong and welcoming presence.

Principle B:

Both the access for the existing garage and the large green area create ample mid-block permeability.

The existing sidewalks will be maintained and resurfaced and will meet the project with areas of planting, crushed stone and bike storage. Where the public way crosses the garage entrance the pedestrian lane will be clearly marked.

Although several trees will need to be removed for the project to be near the property line as required by zoning, other trees will be added in the green space as well as around the perimeter of the existing garage extending the area that will benefit from planting beyond that of the proposed site.

Principle C:

The parking garage for this project is an already existing and successful structure in terms of traffic. The relationship of the entrances to the building are previously mentioned. Bike racks will be included both at the Chestnut Street entry and at the garage entry on Oxford Street.

The design takes advantage of the façade backed up against the garage by placing service, utility and mechanical infrastructure in the zone here where fenestration is not possible. Another space has been allocated for such infrastructure that needs ample venting in a screened platform above the tunnel access to the garage.

Principle D:

For planting and landscaping see site plan

Principle E:

The design of Westerlea View Lofts is innovative yet sensitive to its surrounding and site.

All facades are broken up through stepping of the building, material changes, fenestration and carved out decks. There is a clear base to the building where the entrances are located and the potential for mixed-use exists. The middle of the building, although broken up in massing, does provide a rhythm through pattern, glazing and stacking of units and decks. The top floor breaks from the pattern with larger areas of glazing and angled decks allowing for maximum views towards Back Cove.

The primary entrance on Chestnut street provides direct access to the elevators and stairs as well as a pass through to the second story of the garage.

Windows, both fixed and operable will cover a large portion of all the facades with a larger quantity on the ground level due to storefront and on the top floor due to the angled decks and a greater floor to ceiling height.

The back side of the building is that next to the garage. In order for glazing to be allowed on the second residential level, a horizontal rated surface will extend from the building over the first 10' of the garage so this has been turned into the opportunity to create large deck space for those units and visually soften the connection of the two structures.

A variety of new durable materials are to be used for the façade. Steel siding with a concealed fastening system will be used in conjunction with Nichiha, both in sandstone and wood finishes. The Nichiha system has an extremely well developed connection system that creates a more finished look that withstands high wind loads.

Canopies will be included at the entrances on Chestnut Street.

The orientation of the building and the location of the existing garage keep shadows on neighboring buildings to a minimum as shown in the included shadow studies.

QUITCLAIM DEED

MAINE REAL ESTATE TAX PAID

MTM PORTLAND PROPERTIES, LLC, a Maine limited liability company with its principal place of business in Portland, County of Cumberland and State of Maine, for consideration paid, grants to A & M PARTNERS, INC., a Maine corporation with its principal place of business in Portland, County of Cumberland and State of Maine and having a mailing address of 120 Exchange Street, Portland, ME 04101, WITH QUITCLAIM COVENANT, that certain condominium unit situated in Portland, County of Cumberland and State of Maine, the legal description of which is as follows:

Unit No. 2 (hereinafter referred to as the "Unit") in the Chestnut Street Parking Condominium (hereinafter referred to as the "Condominium"), situated at Oxford and Chestnut Streets in the City of Portland, County of Cumberland and State of Maine, as more particularly described in the Declaration of Chestnut Street Parking Condominium dated June 29, 1988, and recorded in the Cumberland County Registry of Deeds in Book 8355, Page 99, as amended by a certain Amendment to Declaration of Chestnut Street Parking Condominium, dated March 5, 1991 and recorded in Book 9485, Page 18, and also by Certificate of Amendment, dated March 5, 1991, and recorded in Book 9485, Page 36 and re-recorded in Book 9548, Page 66, and by Second Amendment to Declaration of Chestnut Street Parking Condominium dated February 11, 2005 and recorded in Book 22383, Page 1, and Second Amendment to Bylaws of Chestnut Street Parking Condominium Association dated February 5, 2005 and recorded in Book 22383, Page 30, and as shown on the five (5) page set of Plats and Plans incorporated into the Declaration and recorded in said Registry of Deeds in Plan Book 171, Pages 68 through 72 (herein collectively referred to as the "Plats and Plans") by virtue of the recording of which Declaration, Plats and Plans, the said Oxford Development Associates, as Declarant, created the Condominium pursuant to the Maine Condominium Act, Title 33 of the Maine Revised Statutes of 1964, as amended, Chapter 31, Section 1601-101 et seq., as amended.

TOGETHER WITH an undivided interest in the Common Elements of the Condominium, the liability for Common Expenses of the Condominium, and Votes in the Association of Unit Owners of the Condominium allocated to the Unit pursuant to the Declaration;

TOGETHER WITH the rights to use the Limited Common Elements allocated to the Unit as described, specified and allocated pursuant to the Declaration;

TOGETHER WITH an easement in common with the Owners of other units to use the Common Elements of the Condominium for the purposes of ingress and egress in accordance with the Declaration and the exclusive right and easement for the use, occupancy and enjoyment of the Unit;

TOGETHER WITH an easement in common with all other Unit Owners to use all pipes, wires, ducts, cable, conduits, public utility lines and other Common Elements serving the Unit and located in any of the other units;

TOGETHER WITH an easement, to the extent necessary, for structural and subjacent support over every other unit and over the Common Elements;

TOGETHER WITH all other rights, easements, rights-of-way, interests, Allocated Interests, privileges and appurtenances as more particularly described, located, defined, allocated, or referred to in the Declaration, the Plats and Plans, and the Bylaws described in the Declaration, all of which are incorporated herein by reference thereto;

ALSO HEREBY CONVEYING, TRANSFERRING and ASSIGNING, without any warranty covenants or covenant of title, all of the Reserved Development Rights described in Articles XVI and XVII of said Declaration, together with all Special Declarant Rights and all easements described or referred to in said Declaration and on said Plats and Plans which are necessary or convenient to the exercise of said Reserved Development Rights or to the construction, ownership, use, sale or lease of any condominium units, common elements or limited common elements created by the exercise of said Reserved Development rights, including, but not limited to, the easements, rights, and privileges described in Sections 7.4, 7.5, 7.6, 7.8, 7.9, 7.11, 7.12, 7.13 and 7.14 and Article XII of said Declaration.

SUBJECT TO the matters affecting title described in the Declaration and the Plats and Plans and the terms, conditions, covenants, agreements, easements and provisions of the Declaration and Bylaws as the same may be amended from time to time, which terms, conditions, covenants, agreements, easements and provisions, together with any amendments thereto, shall constitute covenants running with the land and shall bind the Grantee and any person having at any time any interest or estate in the Unit, as though such provisions were recited and stipulated at length herein;

SUBJECT TO an easement in common with the Owners of other units to use all pipes, wires, ducts, cables, conduits, public utility lines and other Common Elements serving the other units and located in the Unit and to an easement for structural and lateral support in favor of every other unit;

AND, by the recording of or by acceptance of this deed the Grantee does accept and agree for the Grantee, its successors and assigns, to be bound by and subject to all of the provisions, terms, conditions, covenants, agreements, easements and provisions of the Act, the Declaration, the Bylaws and the Plats and Plans, as the same may be amended from time to time.

Grantee, for itself and its successors and assigns, agrees and acknowledges that Grantee is purchasing the Unit in the Condominium by virtue and in furtherance of Grantee's exercise of a certain right of first offer set forth in a certain Agreement dated February 11, 2005 (the "Agreement") between Grantee and Blethen Maine Newspapers, Inc., a Washington corporation. A Memorandum of Right of First Offer dated June 11, 2009 pertaining to the Agreement was duly recorded by Grantee on the same date in the Cumberland County Registry of Deeds in Book 26984, Page 27 (the "Memorandum"). Reference is further made to a certain Notice of Transfer from the Grantor to the Grantee dated, served on the Grantee and recorded on June 16, 2009 in said Registry of Deeds in Book 26998, Page 124 pertaining to the Agreement and Memorandum. By its purchase of the Unit in the Condominium at the purchase price set forth in the Notice of Transfer, and by its acceptance of this deed, the Grantee agrees and acknowledges that (a) the Grantor has fully complied with its obligations under the Agreement and the Memorandum, (b) Grantee's right of first offer in the Agreement and referred to in the Memorandum and the Notice of Transfer has merged with the fee estate conveyed hereby and (c) the right of first offer and all other rights of Grantee under the Agreement and the Memorandum have been terminated and no longer encumber the Unit in the Condominium.

FOR SOURCE OF TITLE reference is hereby made to the Release Deed of Blethen Maine Newspapers, Inc. dated June 15, 2009 and recorded in said Registry of Deeds in Book 26992, Page 159. Grantor means and intends to convey all and the same estate and premises acquired by it from Blethen Maine Newspapers, Inc. under said deed, subject to the matters noted in this instrument.

IN WITNESS WHEREOF, the undersigned MTM PORTLAND PROPERTIES, LLC has caused this instrument to be executed and delivered by

the undersigned officer hereunto duly authorized, this 17th day of August, 2009.

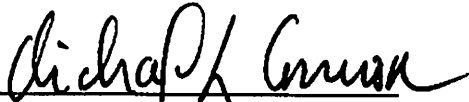
Signed, Sealed and Delivered

MTM PORTLAND PROPERTIES, LLC

By: MaineToday Media, Inc., its Sole
Manager



Witness

By: 

Name: Richard L. Connor

Title: Chief Executive Officer

STATE OF MAINE

Cumberland, ss.

August 17, 2009

Personally appeared the above named Richard L. Connor in his stated capacity for MaineToday Media, Inc., the Sole Manager of MTM Portland Properties, LLC, and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of MaineToday Media, Inc. and MTM Portland Properties, LLC.

Before me,



~~Notary Public~~

PAUL F. DRISCOLL

Attorney-at-Law

Received
Recorded Register of Deeds
Aug 17, 2009 09:24:56A
Cumberland County
Pamela E. Lovley



Att. F

May 23, 2016

To Whom It May Concern,

This letter will confirm that Lou Wood and A&M Partners have been longstanding clients of Norway Savings Bank for many years and have always handled their relationships with Norway Savings Bank in an exemplary fashion. Norway Savings Bank has extended numerous credit facilities to Mr. Wood and A&M Partners over the course of this relationship and they have an impeccable repayment history with our institution. Norway Savings Bank can confirm that Mr. Wood and A&M Partners have sufficient financial capacity based on their deposit and loan relationship with us.

Please don't hesitate to call me at (207) 482-7901 if I can be of service.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Walsh", is written over the word "Sincerely,".

Daniel P. Walsh
Senior Vice President &
Senior Commercial Lender

Portland, Maine



Yes. Life's good here.

September 20, 2016

Re: Wastewater Capacity Authorization

Address: **75 Chestnut Street**

Applicant: A & M Partners, Inc.

Planner: Jean Fraser

Anticipated Wastewater Flow:

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				
Vacant				0
Proposed flow				
Employees at place of employment with no showers	# Employees	10	12 GPD/Employee	120
Multiple Family Dwelling Units	Studio Above Commercial Space	1	120	120
Multiple Family Dwelling Units	Studio	2	120	240
Multiple Family Dwelling Units	1-Bedroom	14	120	1680
Multiple Family Dwelling Units	2-Bedroom	38	180	6840
Net Change				+ 9,000
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

Comments:

The Department of Public Works, which includes the Water Resource Division, have reviewed and determined that the downstream sewers from the project address have the capacity to convey the estimated dry weather wastewater flows which will be generated from this development.

You are reminded that the sewers you are proposing to connect into convey both sanitary and stormwater (Combined Sewer) and therefore a backflow preventer is suggested.

If the City can be of further assistance, please contact me at all 874-8840 or brad@portlandmaine.gov

Sincerely,
CITY OF PORTLAND

A handwritten signature in dark ink, reading "Bradley A. Roland", is displayed on a light gray rectangular background.

Bradley A. Roland, P.E.
Senior Project Engineer

CC:

Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland

Stuart O'Brien, Planning Director, Department of Planning and Urban Development, City of Portland

Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of Portland

Kathi Earley, City Engineer/Engineering Manager, Portland Department of Public Works

Nancy Gallinaro, Water Resources Manager, Portland Department of Public Works

Rachel Smith, Industrial Pretreatment Coordinator, Portland Department of Public Works

John Emerson, Wastewater Coordinator, Portland Department of Public Works

Lauren Swett, Woodard & Curran, DPW Development Review

Scott Firmin, Director of Wastewater, Portland Water District

File: 16142

July 14, 2016

Mr. Gordon Johnson
Portland Water District
PO Box 3553
Portland, ME 04104-3553

RE: CAPACITY TO SERVE LETTER, CHESTNUT STREET, PORTLAND

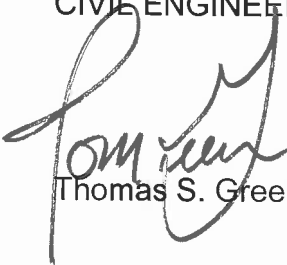
Dear Gordy,

Attached is information for the Chestnut Street Project. There will be 53 units in the 6 floors of housing with two levels of parking. The access to parking will be from Chestnut Street for the lowest level and Oxford Street for the upper level. The flow will be 8,190 gpd as well as a sprinkler system.

If you could provide a capacity to serve letter for the City of Portland it would be greatly appreciated.

Sincerely,

PINKHAM & GREER,
CIVIL ENGINEERS



Thomas S. Greer, P.E.

cc: (1) File

enclosures

TSG/rjs

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: July 28, 2016

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

Site Address: Chestnut Street

Chart Block Lot Number: 26 / E / 10

Proposed Use: Parking Lot / 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.

Chestnut Street

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: Barbara Barhydt Phone: 207-874-8699

Owner/Developer Name: A & M Partners, Inc.

Owner/Developer Address: 120 Exchange St. Portland, ME 04101

Phone: 207-879-1358

Fax: _____ E-mail: lcwood@ampartners.me

Engineering Consultant Name:

Thomas S. Greer, P.E., Pinkham & Greer, Civil Engineers

Engineering Consultant Address:

28 Vannah Ave, Portland, ME 04103

Phone: 207-781-5242

Fax: 207-781-4245

E-mail: tgreer@pinkhamandgreer.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: 8,280 GPD

Peaking Factor/ Peak Times: 3

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)
90 gpd per bedroom

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

Estimated Industrial Process Wastewater Flows Generated:

N/A

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.



Traffic Solutions
 William J. Bray, P.E.
 235 Bancroft Street
 Portland, ME 04102
 (207) 774-3603
 (207) 400-6890 mobile
trafficsolutions@maine.rr.com

July 27, 2016

Traffic Assessment
 For Proposed
“Westerlea View Lofts”
 Portland, Maine

INTRODUCTION

A&M Partners, Inc. is proposing a seven story apartment building at 75 Chestnut Street on an undeveloped parcel of land located adjacent to the existing Chestnut Street Garage. A total of 54 apartments are proposed to include; (38) 2-bedroom units, (14) 1-bedroom units and 2 studio units. Additionally, the proposed project will include approximately 2,328 square feet of commercial-retail space on the first floor and an 800 square foot residential living space on the second floor. Parking at a ratio of one space per apartment unit will be provided in the existing and adjacent Chestnut Street Garage.

This document determines peak hour trip generation of the proposed project during both peak commuter time periods and examines current roadway safety trends in the general vicinity of the proposed project.

SITE TRAFFIC

Site Trip Generation: Trip generation was determined for the proposed “Westerlea View Lofts” project based upon trip tables presented in the seventh edition of the Institute of Transportation Engineers (ITE) “**TRIP GENERATION**” handbook. The analysis assumes the proposed commercial space will be leased as office space and the 800 square foot residential space proposed for the second floor considered as an additional apartment unit. The following trip rates were used in that effort:

Land-Use Code 223 – Mid-Rise Apartment

Street Peak Hour – AM Peak = 0.30 trips/dwelling unit
Street Peak Hour – PM Peak = 0.39 trips/dwelling unit

Land-Use Code 715 – Single-Tenant Office Building

Street Peak Hour – AM Peak = 1.80 trips/1,000sf building area
Street Peak Hour – PM Peak = 1.73 trips/1,000sf building area

Accordingly, the proposed 55 apartment units (54 apartment units + 800-sf residential space) can be expected to generate 17 vehicle trips in the “*morning*” peak hour and an additional 21 trips in the “*afternoon*” peak hour. The 2,328 square feet of single-tenant office space will generate an additional 4 peak hour trips in each peak hour time period. In total, the proposed “Westerlea View Lofts” project can be expected to generate approximately 21 vehicle trips in the AM peak hour and 25 trips during the PM peak hour.

EXISTING SAFETY CONDITIONS

The Maine Department of Transportation's (MaineDOT) Accident Records Section provided the latest three-year (2013 through 2015) crash data for the section of Chestnut Street between Cumberland Avenue and Somerset Street, a distance of approximately 0.22 miles. Their report is presented as follows:

2013 -2015 Traffic Accident Summary

<u>Location</u>	<u>Total Crashes</u>	<u>Critical Rate Factor</u>
1. Chestnut Street @ Cumberland Avenue	9	2.52
2. Chestnut Street @ Oxford Street	1	1.39
3. Chestnut Street @ Lancaster Street	3	5.01
4. Chestnut Street @ Kennebec Street	1	1.07
5. Chestnut Street @ Somerset Street	4	1.21
6. Chestnut Street btw. Cumberland Avenue and Oxford Street	7	9.98
7. Chestnut Street btw. Oxford Street and Lancaster Street	1	1.40
8. Chestnut Street btw. Lancaster Street and Kennebec Street	1	2.34
9. Chestnut Street btw. Kennebec Street and Somerset Street	1	2.70

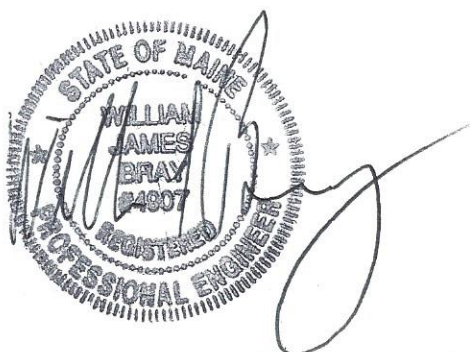
The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- **8 or more accidents**
- **A Critical Rate Factor greater than 1.00**

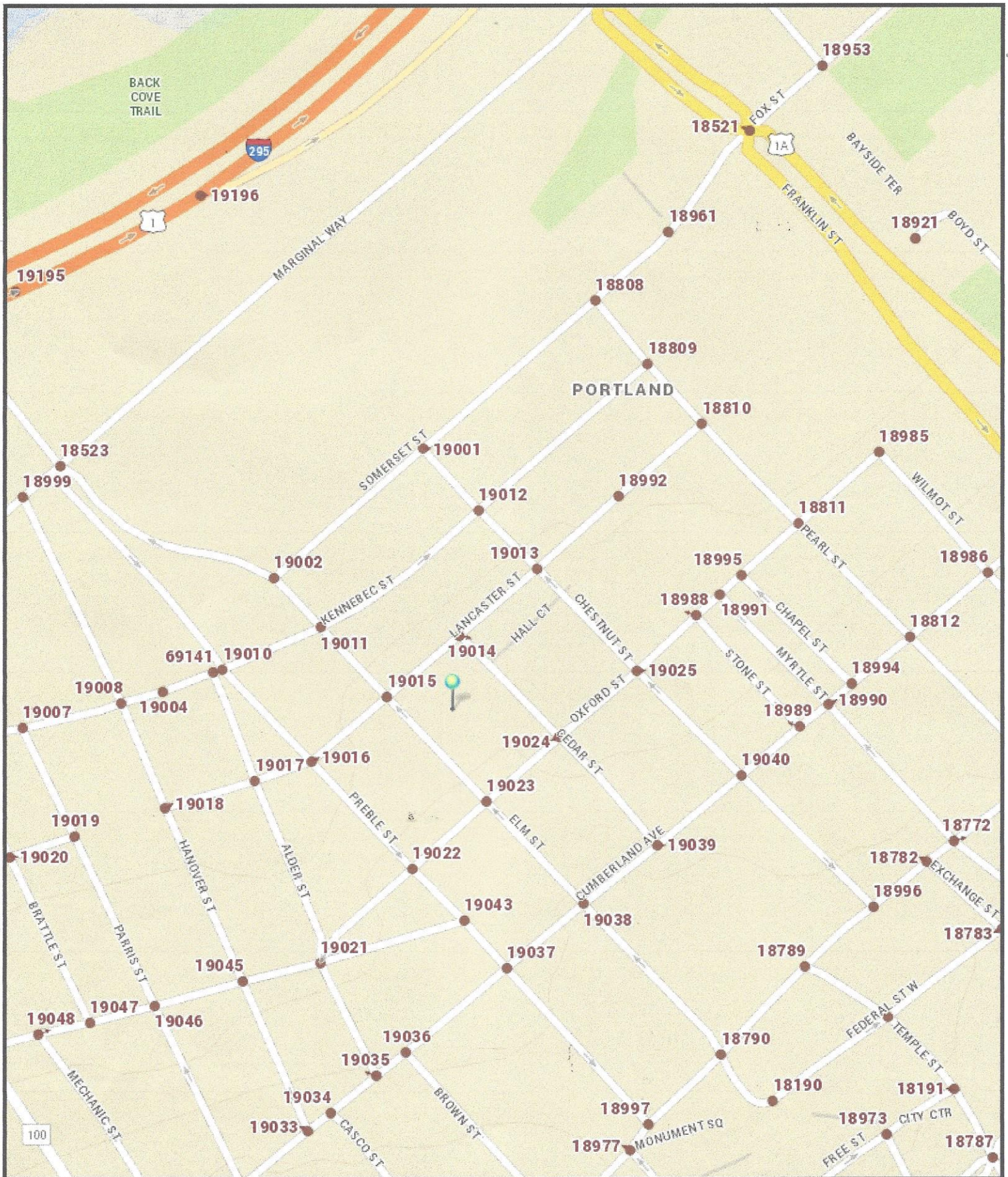
As the data presented in the table shows, the intersection of Chestnut Street and Cumberland Avenue (Highlighted in green) meets MaineDOT's criteria as a high crash location. A total of 9 crashes and a Critical Rate Factor (CRF) of 2.52 were reported by MaineDOT. A more in-depth review (preparation of detailed vehicle collision diagrams) was prepared to determine if a clear pattern of accident is occurring (Copies of the Collision Diagram is attached as an appendix to the report). The detailed analysis shows that the majority of the vehicle crashes (a total of 5 collisions) directly or indirectly involved a pedestrian crossing within the intersection.

Vehicle sightlines were reviewed at the intersection and were found to be more than adequate for the approach speeds of traffic on Cumberland Avenue. Roadway pavement markings, specifically crosswalk markings, are high visibility ("*piano-key*") markings and all appropriate pedestrian crossing signs exist within the intersection.

The City may want to consider the effectiveness of converting the Cumberland Avenue/Chestnut Street intersection to a multi-way stop controlled intersection; greatly enhancing the safety of pedestrians crossing within the intersection.



CHESTNUT AREA



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.08
Miles
1 inch = 0.08 miles

Date: 7/21/2016
Time: 2:24:07 PM

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I

☐ Section Detail

☒ Crash Summary II

☐ 1320 Public

☐ 1320 Private

☐ 1320 Summary

REPORT DESCRIPTION

Chestnut

REPORT PARAMETERS

Year 2013, Start Month 1 through Year 2015 End Month: 12

Route: 0560135

Start Node: 19040

End Node: 19001

Start Offset: 0

End Offset: 0

☐ Exclude First Node

☐ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total		Injury Crashes				Percent Annual M		Crash Rate	Critical Rate	CRF
				Crashes	K	A	B	C	PD	Injury	Ent-Veh			
19040	0560135 - 0.09	Int of CHESTNUT ST CUMBERLAND AV	2	9	0	0	1	4	4	55.6	3.136	0.96	0.38	2.52
										Statewide Crash Rate:		0.13		
19025	0560135 - 0.16	0509445 POR,CHESTNUT,OXFORD ST.	2	1	0	1	0	0	0	100.0	0.397	0.84	0.60	1.39
										Statewide Crash Rate:		0.14		
19013	0560135 - 0.24	Int of CHESTNUT ST LANCASTER ST	2	3	0	0	0	1	2	33.3	0.331	3.02	0.60	5.01
										Statewide Crash Rate:		0.14		
19012	0560135 - 0.28	0509432 POR,CHESTNUT,KENNEBEC ST.	2	1	0	0	0	0	1	0.0	0.528	0.63	0.59	1.07
										Statewide Crash Rate:		0.14		
19001	0560135 - 0.31	0509421 POR,SOMERSET,CHESTNUT ST.	2	4	0	0	0	1	3	25.0	2.632	0.51	0.42	1.21
										Statewide Crash Rate:		0.14		
Study Years: 3.00			NODE TOTALS:											
			18	0	1	1	6	10	44.4	7.024	0.85	0.32	2.68	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section Crash Summary I

Sections																
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Percent Injury	Annual HMMVM	Crash Rate	Critical Rate	CRF
19025	19040	194734	0 - 0.07	0560135 - 0.09	0.07	2	7	0	0	0	7	0.0	0.00014	16544.24	1657.05	9.98
0509445 POR,CHESTNUT,OXFORD ST.				RD INV 05 60135										Statewide Crash Rate: 384.17		
19013	19025	194711	0 - 0.08	0560135 - 0.16	0.08	2	1	0	0	0	1	0.0	0.00014	2324.95	1656.22	1.40
Int of CHESTNUT ST LANCASTER ST				RD INV 05 60135										Statewide Crash Rate: 384.17		
19012	19013	194709	0 - 0.04	0560135 - 0.24	0.04	2	1	0	0	0	1	0.0	0.00009	3742.80	1601.68	2.34
0509432 POR,CHESTNUT,KENNEBEC ST.				RD INV 05 60135										Statewide Crash Rate: 384.17		
19001	19012	194692	0 - 0.03	0560135 - 0.28	0.03	2	1	0	0	0	1	0.0	0.00008	4204.61	1555.80	2.70
0509421 POR,SOMERSET,CHESTNUT ST.				RD INV 05 60135										Statewide Crash Rate: 384.17		
Study Years: 3.00					Section Totals:	0.22	10	0	0	0	10	0.0	0.00045	7362.48	1386.03	5.31
Grand Totals:					0.22	28	0	1	1	6	20	28.6	0.00045	20614.94	1649.61	12.50

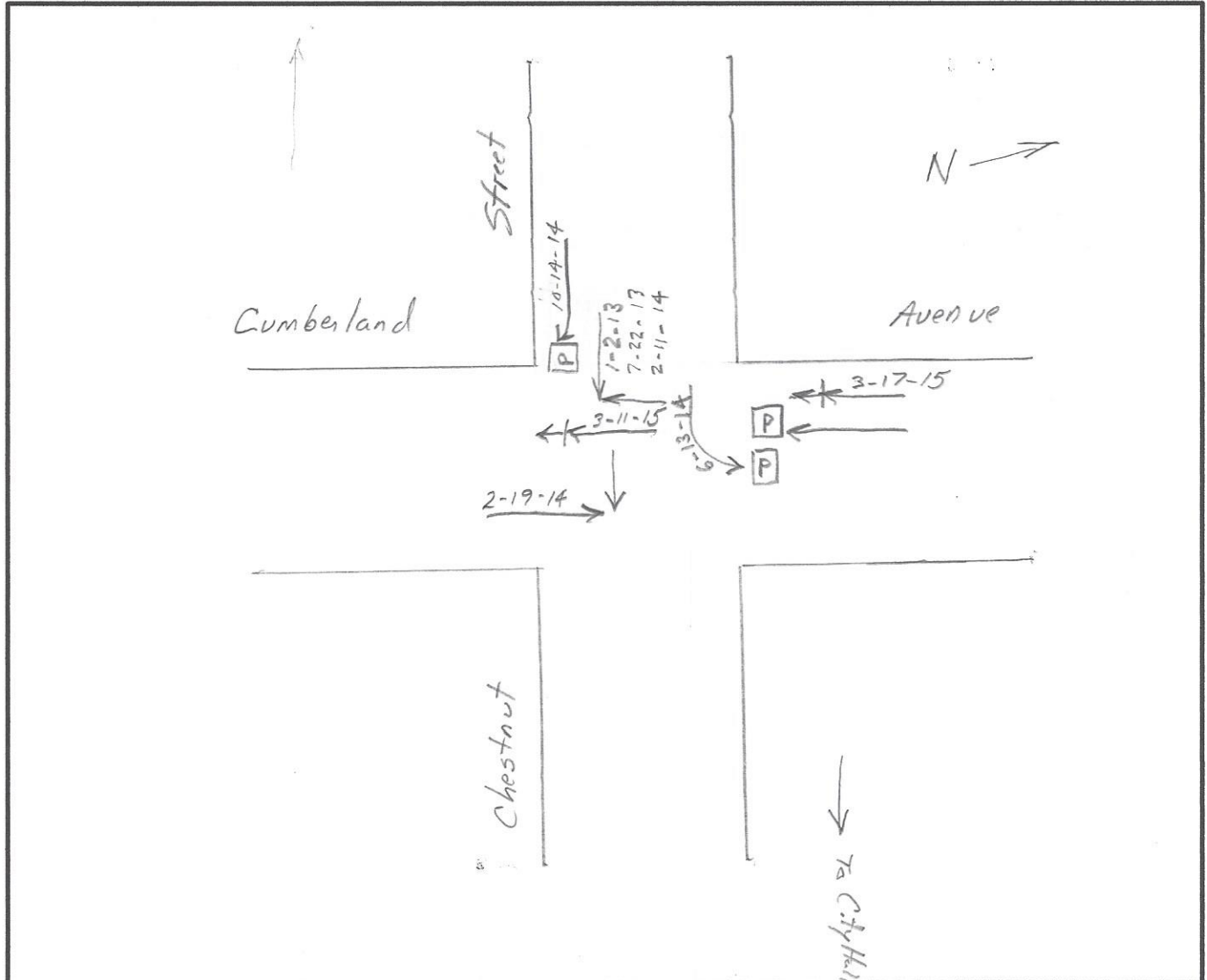
COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Chestnut Street @ Cumberland Avenue

TOWN Portland NODE NO(S) 19040

YEARS REVIEWED 2013-2015 DATE PREPARED 7-24-2016



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____

LIGHT

- | | | |
|-------------------------|-------------------------|--------------------------|
| 1. DAWN (MORNING) | 2. DAYLIGHT | 3. DUSK (EVENING) |
| 4. DARK (ST. LIGHTS ON) | 5. DARK (NO ST. LIGHTS) | 6. DARK (ST. LIGHTS OFF) |
| 7. OTHER | | |

ROAD SURFACE

- | | | |
|---------------------------|--------------------------|-----------------------------|
| 1. DRY | 2. WET | 3. SNOW/SLUSH-SANDED |
| 4. ICE/PACKED SNOW-SANDED | 5. MUDDY | 6. DEBRIS |
| 7. OILY | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER | | |

APPARENT CONTRIBUTING FACTORS - HUMAN

- | | | |
|--------------------------------------|-------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION | 2. FAIL TO YLD. RIGHT OF WAY | 3. ILLEGAL UNSAFE SPEED |
| 4. FOLLOW TOO CLOSE | 5. DISREGARD TRAFFIC CONTROL DEVICE | 6. IMPROPER TURN |
| 6. DRIVING LEFT OF CENTER-NO PASSING | 7. IMPROPER PASS-OVERTAKING | 10. IMPROPER TURN |
| 8. IMP. UNSAFE LANE CHANGE | 9. IMP. PARKING START/STOP | 13. IMPEDING TRAFFIC |
| 11. UNSAFE BACKING | 12. NO SIGNAL OR IMP. SIGNAL | 15. DRIVER INEXPERIENCE |
| 14. DRIVER INATTENTION-DISTRACTION | 17. PHYSICAL IMPAIRMENT | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 16. PEDEST. VIOLATION ERROR | 19. VISION OBSCURED-SUN/HEADLIGHTS | 30. OTHER HUMAN VIOLATION FACTOR |
| 20. OTHER VISION OBSCUREMENT | 31. HIT AND RUN | 51. UNKNOWN |

- VEHICULAR

- | | | |
|------------------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS |
| 44. DEFECTIVE SUSPENSION OR FACTOR | 45. DEFECTIVE STEERING | 50. OTHER VEHICLE DEFECT |
| | 51. UNKNOWN | |

SYMBOLS

- | | | | | | |
|----------------|---|----------------|-----|------------------|-------|
| ANGLE | ↓ | PEDESTRIAN | → P | FATAL ACCIDENT | ● |
| BACKING | ↔ | REAR END | → | VEHICLE (MOVING) | → |
| FIXED OBJECT | □ | SIDE SWIPE | → | BICYCLE | --- B |
| HEAD ON | ↔ | TURNING MOVE | ↗ | ANIMAL | --- A |
| OVERTURN | ↻ | CHANGE LANE | ↗ | SLED | --- S |
| PARKED VEHICLE | □ | OUT OF CONTROL | ↗ | | |

C = CLEAR
SL = SLEET

WEATHER

F = FOG
S = SNOW
R = RAIN
CL = CLOUDY
XW = CROSS WINDS

INJURIES

K = FATAL
A = INCAPACITATING
B = NON-INCAPACITATING
C = POSSIBLE INJURY

COLLISION DIAGRAM

SHEET 2 OF 2

LOCATION Chestnut Street @ Cumberland Avenue
TOWN Portland NODE NO(S) 19040
YEARS REVIEWED 2013-2015 DATE PREPARED 7-24-2016

[illegible]



Traffic Solutions
William J. Bray, P.E.
235 Bancroft Street
Portland, ME 04102
(207) 774-3603
(207) 400-6890 mobile
trafficsolutions@maine.rr.com

September 28, 2016

Tom Greer, P.E.
Pinkham and Greer, Consulting Engineers
28 Vannah Avenue
Portland, Maine 04103

RE: 75 Chestnut Street Apartments – Response to Traffic Comments

Dear Tom:

This letter provides written response to Tom Errico's, P.E. preliminary comment requesting additional review of the proposed projects traffic impact on the Chestnut Street/Lancaster Street intersection. He specifically requested the following additional study:

"The applicant shall conduct a traffic and safety assessment of the Chestnut Street/Lancaster Street intersection. The assessment shall consist of conducting intersection turning movement counts during the weekday AM and PM peak periods and evaluating crash information. The assessment should determine the appropriateness of the current two-way STOP configuration (which may cause confusion given other area intersection control conditions) and whether a four-way STOP condition is warranted."

Manual turning movement counts were collected at the Chestnut Street/Lancaster Street intersection on September 12/13, 2016 between the hours of 7:00 and 9:00 AM and, again, between the hours of 3:00 and 6:00 PM (Copies of the traffic data are attached). From a summary of the data, a peak hour was determined for both peak commuter time periods. The morning peak hour occurred between 7:30 and 8:30 AM and the afternoon peak hour occurs between 4:30 and 5:30 PM.

Traffic data collected during time periods other than the summer months of July and August require an adjustment to reflect peak travel conditions. MaineDOT provides, in their annual Traffic Count Report, factors for completing the required adjustment. MaineDOT's report suggests a factor of 1.03 is appropriate for converting September data to peak summer travel conditions. Figure 1 depicts the estimated 2016 design hour traffic volumes for the study intersection. A very modest volume of approximately 400 total vehicles enter the intersection during each peak hour time period.

The MaineDOT's Accident Records Section provided the most recent three-year (2013 through 2015) vehicle crash records for the subject intersection including copies of each reported vehicle crash. A total of three crashes were reported for the three years (Copies of the crash reports are attached). Each of the three vehicle collisions were "angle" crashes with a through vehicle traveling on Chestnut Street colliding with a vehicle entering the intersection from either Lancaster Street approach. Winter road conditions may have been a contributing factor with two of the three crashes.

The Chestnut Street/Lancaster Street intersection presently operates as a two-way STOP controlled intersection with both Lancaster Street approaches STOP controlled. Traffic flow at the intersection was observed for several minutes during both peak travel periods to determine if motorists experience hesitation and/or uncertainty in traveling through the intersection. The observations suggest that the majority of motorists are likely daily commuters very familiar with travel patterns on the full length of Chestnut Street and operate their vehicles accordingly.

The Manual on Uniform Traffic Control Devices (MUTCD), a federal publication, provides specific criteria that should be considered in recommending "multi-way" stop control at an intersection. That criterion, as presented in the 2009 edition of the MUTCD, is listed below followed by a general assessment as to whether existing conditions at the Chestnut Street/Lancaster Street intersection satisfy the minimum requirements:

A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*

This criterion is not applicable to conditions at the intersection.

B. *A crash problem, as indicated by 5 or more reported crashes in a 12-month period, that is susceptible to correction by a multi-way stop installation. Such crashes include right and left-turn collisions, as well as, right-angle collisions.*

A total of three "angle" crashes were reported at the intersection by MaineDOT over a three-year time period. Criterion not met.

C. *Minimum Volumes:*

1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day and,*

The following hourly volumes of traffic were for both approaches of Chestnut Street on September 12/13:

7:00 to 8:00AM = 216

8:00 to 9:00AM = 220

3:00 to 4:00PM = 144

4:00 to 5:00PM = 169

5:00 to 6:00PM = 148

As the data shows, the minimum value of 300 vehicles is not met during any of the five survey hours.

2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours with an average delay to minor street vehicular traffic of a least 30 seconds per vehicle during the highest hour but,*

The following hourly vehicular, pedestrian, and bicycle volumes were measured entering the intersection from both Lancaster Street approaches on September 12/13:

7:00 to 8:00AM = 82

8:00 to 9:00AM = 103

3:00 to 4:00PM = 175

4:00 to 5:00PM = 185

5:00 to 6:00PM = 176

The minimum traffic volumes are not met during any of the noted study hours.

3. *If the 85th percentile approach speed of the major-street traffic exceeds 65 km/h (40 mph), the minimum vehicular volume warrants are 70 percent of the above values.*

Field observations conducted at the intersection would suggest that the 85th percentile approach speed on Chestnut Street is well below 40mph.

D. *Where no single criterion is satisfied but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Prevailing traffic conditions found at the study intersection do not meet the warrant exception of 80%.

Existing traffic conditions at the Chestnut Street/Lancaster Street intersection do not currently satisfy the “multi-way” stop control warrants as stated in the 2009 MUTCD.

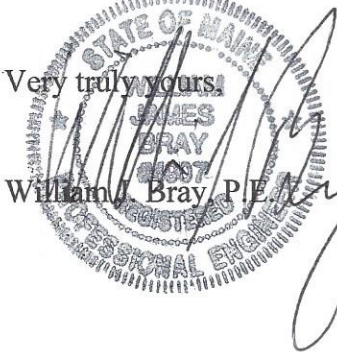
In summary:

- Traffic volumes of less than 400 entering vehicles were recorded at the Chestnut Street/Lancaster Street intersection during each peak commuter time period; a very low to modest volume of traffic.
- MaineDOT roadway safety report for the three year time period of 2013 through 2015 showed a total of three crashes occurred at the intersection. Each of the three vehicle collisions were “*angle*” crashes with a through vehicle traveling on Chestnut Street colliding with a vehicle entering the intersection from either Lancaster Street approach. Winter road conditions may have been a contributing factor with two of the three crashes.
- The Chestnut Street/Lancaster Street intersection presently operates as a two-way STOP controlled intersection with both approaches of Lancaster Street under STOP control. The primary user of the intersection during both peak commuter time periods is daily commuters traveling to/from their work location seeking the least congested travel route to their destination. Their travel through the intersection is generally without hesitation, based upon a number of field observations completed during both peak time periods.
- The results of a multi-way STOP control warrant analysis concludes that present conditions at the intersection do not satisfy the minimum standards for multi-way STOP control.

Modifying traffic control at the intersection from two-way STOP control to multi-way STOP control or reversing the STOP control from Lancaster Street to Chestnut Street is a simple low cost improvement easily implemented by the City if prevailing conditions in the future warrant.

Very truly yours,

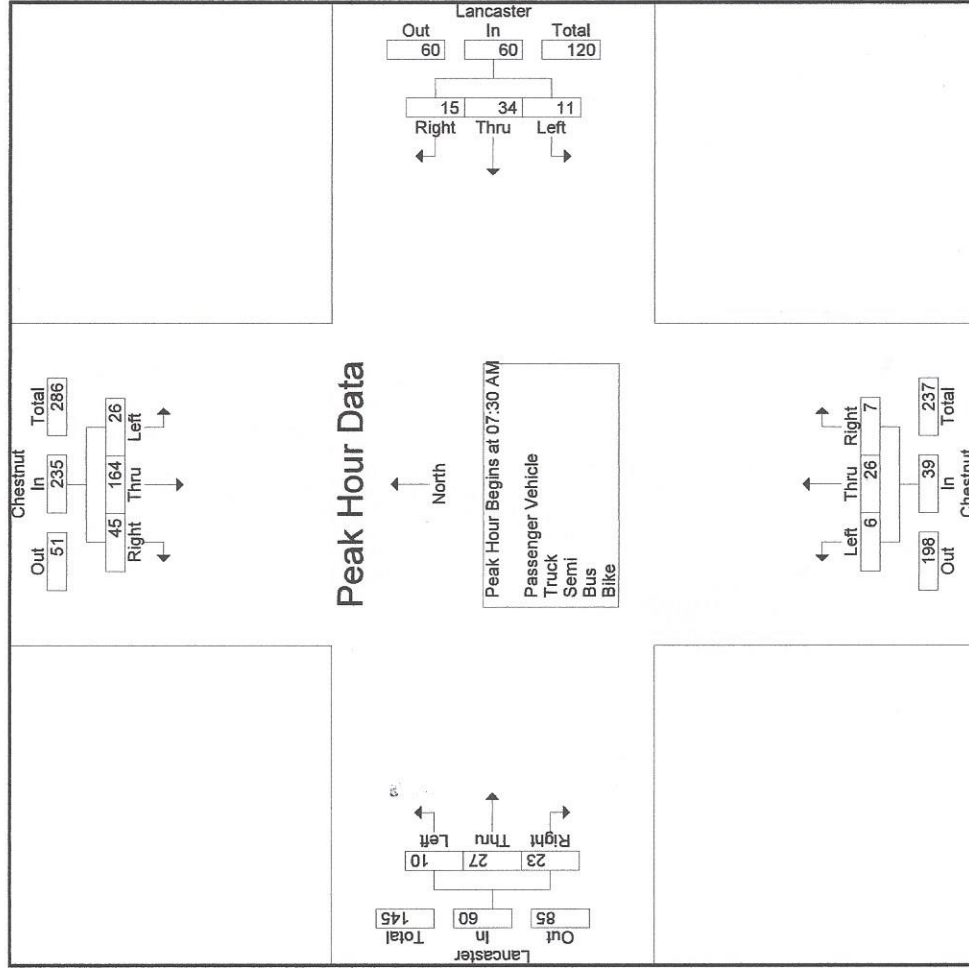
William A. Bray, P.E.



Portland: Lancaster & Chestnut
 Tuesday September 13, 2016
 Sunny
 Count By: Dawn-Marie Fahey

File Name : Portland Lancaster & Chestnut 091316
 Site Code : 00091316
 Start Date : 9/13/2016
 Page No : 5

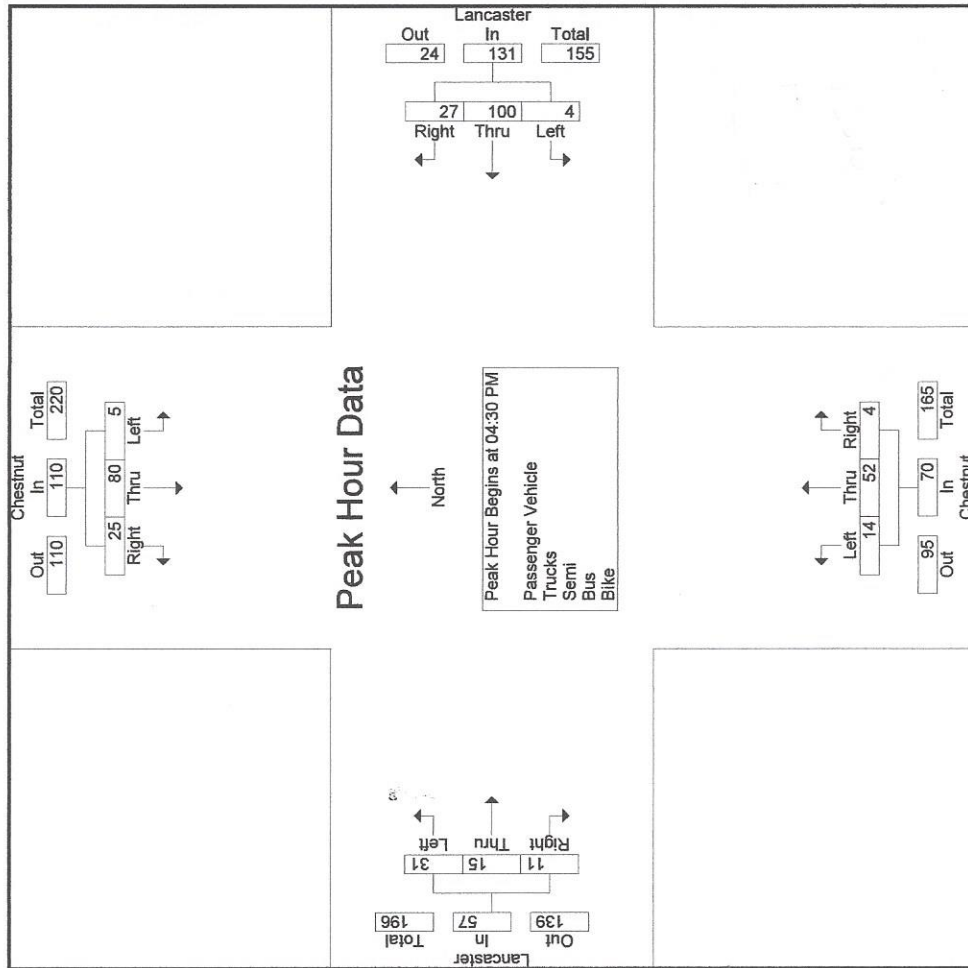
	Chestnut From North				Lancaster From East				Chestnut From South				Lancaster From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	36	7	58	2	10	2	14	3	9	1	13	5	8	1	14	99
07:45 AM	11	58	10	79	2	12	3	17	0	5	2	7	9	8	3	20	123
08:00 AM	9	37	5	51	7	7	3	17	3	9	1	13	4	7	5	16	97
08:15 AM	10	33	4	47	4	5	3	12	1	3	2	6	5	4	1	10	75
Total Volume	45	164	26	235	15	34	11	60	7	26	6	39	23	27	10	60	394
% App. Total	19.1	69.8	11.1		25	56.7	18.3		17.9	66.7	15.4		38.3	45	16.7		
PHF	.750	.707	.650	.744	.536	.708	.917	.882	.583	.722	.750	.750	.639	.844	.500	.750	.801



Portland: Lancaster & Chestnut
Monday September 12, 2016
Sunny
Count By: Dawn-Marie Fahey

File Name : Portland Lancaster & Chestnut 091216
Site Code : 00091216
Start Date : 9/12/2016
Page No : 5

		Chestnut From North				Lancaster From East				Chestnut From South				Lancaster From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	5	19	0	24	4	25	1	30	0	9	1	10	0	7	8	15	79	
04:45 PM	9	27	4	40	5	25	2	32	0	11	3	14	3	3	11	17	103	
05:00 PM	4	20	0	24	6	23	1	30	2	17	4	23	3	4	6	13	90	
05:15 PM	7	14	1	22	12	27	0	39	2	15	6	23	5	1	6	12	96	
Total Volume	25	80	5	110	27	100	4	131	4	52	14	70	11	15	31	57	368	
% App. Total	22.7	72.7	4.5		20.6	76.3	3.1		5.7	74.3	20		19.3	26.3	54.4			
PHF	.694	.741	.313	.688	.563	.926	.500	.840	.500	.765	.583	.761	.550	.536	.705	.838	.893	



VEHICLE VOLUME COUNT GRAPHIC SUMMARY SHEET

Intersection of CHESTNUT ST. @ LANCASTER ST. Date _____

Weather _____ Road Surface Condition _____ Time _____ to _____

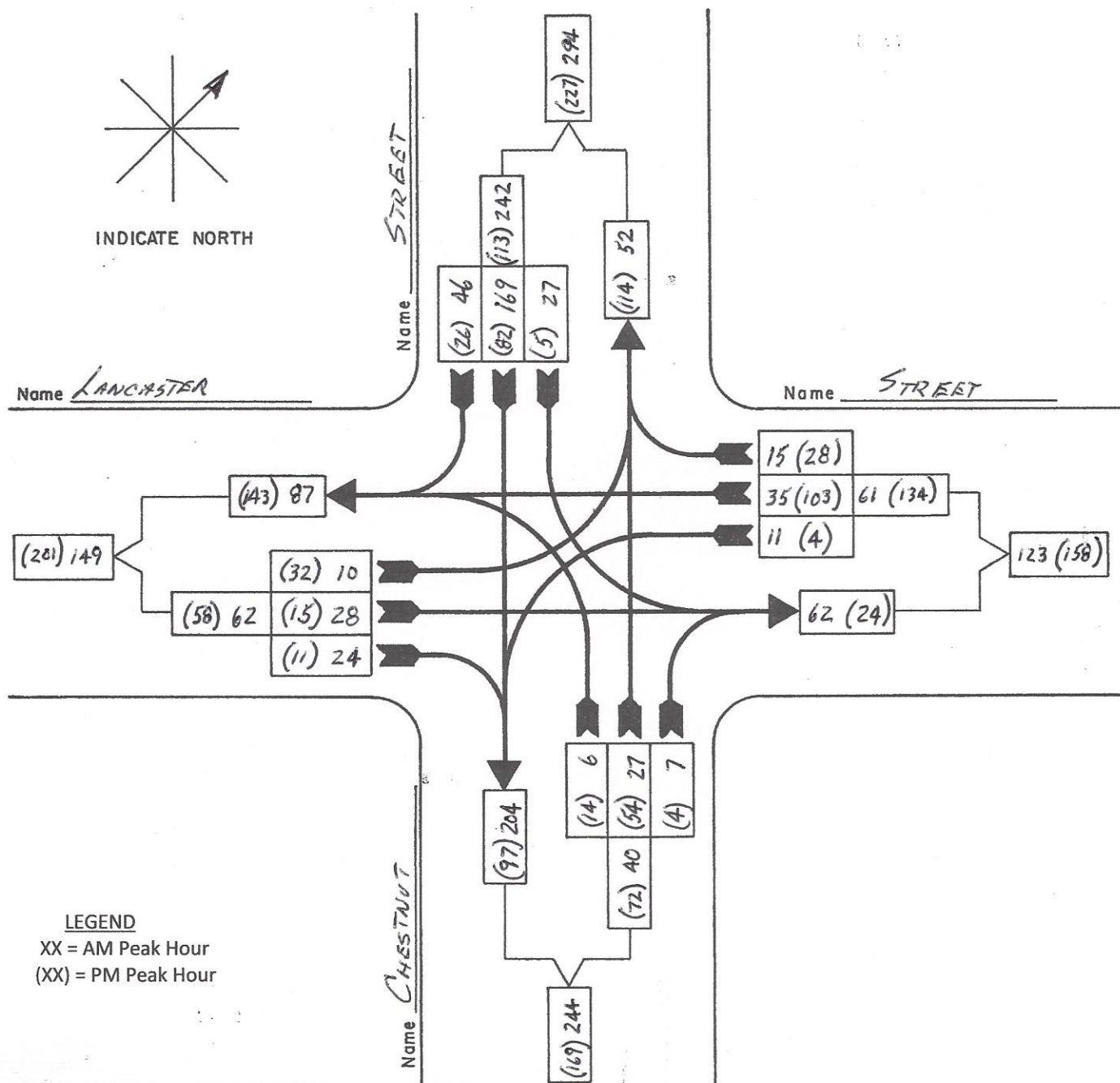


FIGURE 1: 2016 Design Hour Traffic – AM and PM Peak Hours

Crash Date: 12/13/2015 Time: 15:20 City: Portland Street/Highway: CHESTNUT ST
 Start Node: 19013 Int of CHESTNUT ST LANCASTER ST End Node: 0 Offset: 0
 OE Start Node: 19013 Int of CHESTNUT ST LANCASTER ST OE End Node:

Type of Crash: 4 - Intersection Movement

Weather: 1 - Clear

Road Grade: 1 - Level

Traffic Control: 5 - Stop Signs - Other

Cont. Circ. Env 1 1 - None

Cont. Circ. Road 1 1 - None

Type of Location: 4 - Four Leg Intersection

Light: 3 - Dusk

Surface Condition: 1 - Dry

Cont. Circ. Env 2

Cont. Circ. Road 2

Narrative

U1 WAS HEADING SOUTHBOUND ON LANCASTER
 APPROACHING THE INTERSECTION OF CHESTNUT/LANCASTER.

U2 WAS HEADING EASTBOUND ON CHESTNUT APPROACHING
 THE INTERSECTION.

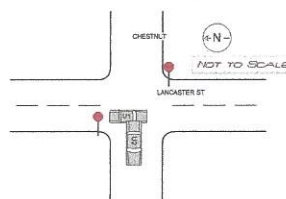
U1 HAD A STOP SIGN AND FAILED TO MAKE A FULL STOP
 ROLLING THROUGH THE INTERSECTION.

U2 DID NOT HAVE A STOP SIGN AND WAS CONTINUING TO
 DRIVE STRAIGHT THROUGH THE INTERSECTION.

U1 ROLLED THROUGH THE STOP SIGN PRIOR TO NOTICING U2.

U2 THEN HIT U1 IN THE CENTER PASSENGER SIDE OF THE
 VEHICLE....

Diagram



Unit: 1

Type: 1 - Passenger Car

Most Damaged Area: 3 - Center Passenger Side

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 5 - Ran Stop Sign

Veh. Travel Dir.: 2 - Southbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	73	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car

Most Damaged Area: 12 - Front

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

15-004160

Narrative / Diagram Supplemental

U1 WAS HEADING SOUTHBOUND ON LANCASTER APPROACHING THE INTERSECTION OF CHESTNUT/LANCASTER.

U2 WAS HEADING EASTBOUND ON CHESTNUT APPROACHING THE INTERSECTION.

U1 HAD A STOP SIGN AND FAILED TO MAKE A FULL STOP ROLLING THROUGH THE INTERSECTION.

U2 DID NOT HAVE A STOP SIGN AND WAS CONTINUING TO DRIVE STRAIGHT THROUGH THROUGH THE INTERSECTION.

U1 ROLLED THROUGH THE STOP SIGN PRIOR TO NOTICING U2.

U2 THEN HIT U1 IN THE CENTER PASSENGER SIDE OF THE VEHICLE.

U2 WAS TOWED BY AAA.

Reviewed: Sgt. J. Titcomb 12/22/2015

Crash Date: 2/16/2015 Time: 09:00 City: Portland Street/Highway: CHESTNUT ST
 Start Node: 19013 Int of CHESTNUT ST LANCASTER ST End Node: 0 Offset: 0
 OE Start Node: 19013 Int of CHESTNUT ST LANCASTER ST OE End Node:

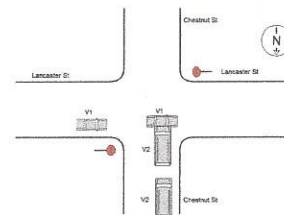
Type of Crash: 4 - Intersection Movement
 Weather: 1 - Clear
 Road Grade: 1 - Level
 Traffic Control: 5 - Stop Signs - Other
 Cont. Circ. Env 1 1 - None
 Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)

Type of Location: 4 - Four Leg Intersection
 Light: 1 - Daylight
 Surface Condition: 3 - Snow
 Cont. Circ. Env 2
 Cont. Circ. Road 2 1 - None

Narrative

Vehicle 1 was stopped at the stop sign, westbound on Lancaster Street at the intersection of Chestnut Street. Vehicle 2 was traveling southbound on Chestnut Street. The operator of vehicle 1 thought that she had enough time to cross the intersection and felt that vehicle 2 was speeding. The operator of vehicle 2 said that vehicle 1 had pulled out in front of him. There were no skid marks due to the road being snow covered.

Diagram



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 3 - Center Passenger Side
 Pre-Crash Actions: 9 - Starting in traffic
 Seq. Events 1: 47 - Unknown
 Seq. Events 3: 47 - Unknown
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 3 - Eastbound
 Most Harmful Event: 39 - Unknown
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2: 47 - Unknown
 Seq. Events 4: 47 - Unknown
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	22	2 - Female	5 - No Injury
2 - Passenger	25	2 - Female	5 - No Injury
2 - Passenger	26	2 - Female	5 - No Injury
2 - Passenger	26	2 - Female	4 - Possible Injury

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 47 - Unknown
 Seq. Events 3: 47 - Unknown
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound
 Most Harmful Event: 39 - Unknown
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2: 47 - Unknown
 Seq. Events 4: 47 - Unknown
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	39	1 - Male	5 - No Injury

Crash Date: 1/19/2014 Time: 10:39 City: Portland Street/Highway: LANCASTER ST 2
 Start Node: 19013 Int of CHESTNUT ST LANCASTER ST End Node: 0 Offset: 0
 OE Start Node: 19013 Int of CHESTNUT ST LANCASTER ST OE End Node:
 ST

Type of Crash: 4 - Intersection Movement	Type of Location: 4 - Four Leg Intersection
Weather: 6 - Snow	Light: 1 - Daylight
Road Grade: 1 - Level	Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other	
Cont. Circ. Env 1 2 - Weather Conditions	Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)	Cont. Circ. Road 2 1 - None

Narrative

UNIT 2 WAS TRAVELING EAST ON LANCASTER ST. UNIT 1 WAS TRAVELLING SOUTH ON CHESTNUT ST. UNIT 2 FAILED TO YIELD THE RIGHT OF WAY. UNIT 1 STRUCK UNIT 2 NEAR THE CENTER OF THE INTERSECTION.

Diagram



Unit: 1	Type: 1 - Passenger Car	Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 11 - Front Driver Corner		Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway		Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport		Seq. Events 2:
Seq. Events 3:		Seq. Events 4:
Driver Distracted By: 1 - Not Distracted		Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action		Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	22	1 - Male	5 - No Injury

Unit: 2	Type: 3 - Passenger Van	Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 8 - Rear Driver Quarter Panel		Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway		Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport		Seq. Events 2:
Seq. Events 3:		Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted		Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way		Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	28	1 - Male	5 - No Injury
2 - Passenger	41	2 - Female	5 - No Injury
2 - Passenger	27	1 - Male	5 - No Injury
2 - Passenger	8	2 - Female	5 - No Injury
2 - Passenger	8	2 - Female	5 - No Injury
2 - Passenger	9	2 - Female	5 - No Injury
2 - Passenger	11	1 - Male	5 - No Injury
2 - Passenger	11	2 - Female	5 - No Injury

Maine Crash Report Summary

2 - Passenger	29	1 - Male	5 - No Injury
2 - Passenger	15	1 - Male	5 - No Injury
2 - Passenger	14	1 - Male	5 - No Injury

Att. I

**STORMWATER MANAGEMENT REPORT
WESTERLEA VIEW LOFTS
PORTLAND, MAINE**

**July 28, 2016
Revised September 30, 2016**

Project Description:

This project is the construction of a 54 residential unit at 75 Chestnut Street. The site has an existing 3 story parking garage. This project will add an 11,600 sq. ft. footprint building to the site. As agreed to by staff the calculations are limited to the building area.

Existing Conditions:

The site has 49,326 sq. ft. of existing parking garage and a lawn area of 38,713 sq. ft. around the garage. The site has slopes in the 4-8% range. It has street frontage on Chestnut, Lancaster, and Oxford Street. It is considered an urban site.

Developed Conditions:

The Chestnut Street side of the site will be developed with an 11,600 sq. ft. building and a small grass area. The site will be landscaped and an underdrained soil filter will be installed at the low corner of Chestnut.

Methodology:

This stormwater analysis was performed using HydroCad Software based on TR-55 modeling conditions. This model requires assumptions as to the land cover, slopes and soils. These are enhanced by the topography mapping, soils mapping, and on-site observations. The flows were determined using a Type III coastal storm and rainfall totals for the 24 hour period for a 2 year storm, 3.1", for a 10 year storm, 4.6", and for a 25 year storm, 5.8". These data are published in the manual for Stormwater Management for Maine: Best Management Practices, published by the Maine Department of Environmental Protection.

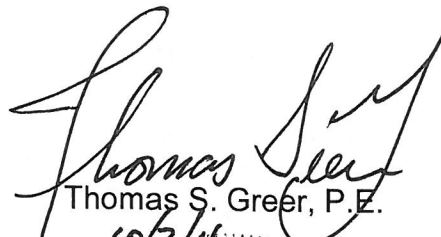
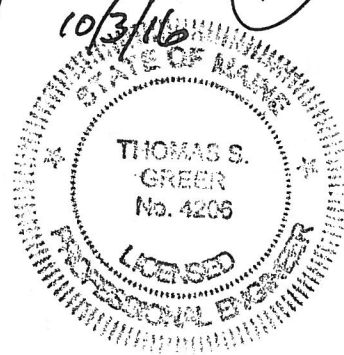
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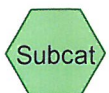
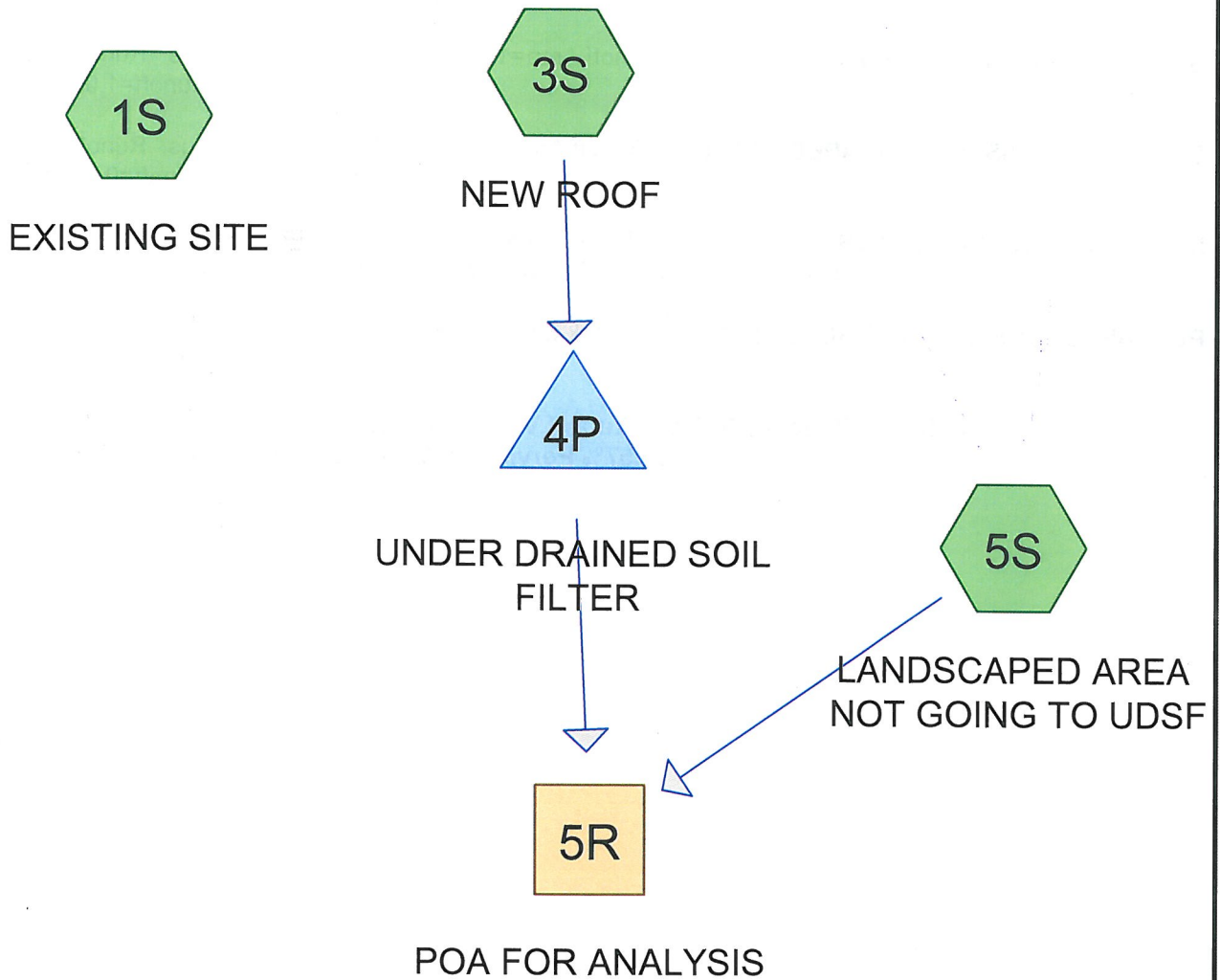
A simple model of the site was developed to determine the relative impact of adding the 11,600 sq. ft. of building. This shows a slight decrease in peak flows with the underdrained soil filter (UDSF).

Peak Flows with UDSF Cubic Feet Per Second (cfs)		
	Existing	Developed
2 Year	0.6	0.21
10 Year	1.25	0.90
25 Year	1.80	1.76

Conclusion:

The use of the underdrained soil filter to capture and treat roof runoff will not result in any unreasonable impacts to downstream properties.


Thomas S. Greer, P.E.
10/3/16




CHESTNUT STREET TSG 16142

Prepared by Hewlett-Packard Company

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Type III 24-hr 2 YEAR Rainfall=3.10"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: EXISTING SITE

Runoff Area=21,268 sf 9.51% Impervious Runoff Depth>1.05"
Tc=7.0 min CN=77 Runoff=0.60 cfs 0.043 af

Subcatchment 3S: NEW ROOF

Runoff Area=17,133 sf 72.40% Impervious Runoff Depth>2.13"
Tc=5.0 min CN=92 Runoff=1.02 cfs 0.070 af

Subcatchment 5S: LANDSCAPED AREA

Runoff Area=4,138 sf 15.59% Impervious Runoff Depth>1.16"
Tc=5.0 min CN=79 Runoff=0.14 cfs 0.009 af

Reach 5R: POA FOR ANALYSIS

Avg. Flow Depth=0.12' Max Vel=3.82 fps Inflow=0.21 cfs 0.073 af
12.0" Round Pipe n=0.010 L=10.0' S=0.0200 '/' Capacity=6.55 cfs Outflow=0.21 cfs 0.073 af

Pond 4P: UNDER DRAINED SOIL FILTER

Peak Elev=10.68' Storage=1,341 cf Inflow=1.02 cfs 0.070 af
Outflow=0.09 cfs 0.064 af

Total Runoff Area = 0.977 ac Runoff Volume = 0.121 af Average Runoff Depth = 1.49"
64.57% Pervious = 0.631 ac 35.43% Impervious = 0.346 ac

Summary for Subcatchment 1S: EXISTING SITE

Runoff = 0.60 cfs @ 12.11 hrs, Volume= 0.043 af, Depth> 1.05"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,023	98	IMPERVIOUS
*	19,245	75	LANDSCAPED
	21,268	77	Weighted Average
	19,245		90.49% Pervious Area
	2,023		9.51% Impervious Area

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

Summary for Subcatchment 3S: NEW ROOF

Runoff = 1.02 cfs @ 12.07 hrs, Volume= 0.070 af, Depth> 2.13"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	12,405	98	ROOF
*	4,728	75	LANDSCAPED
	17,133	92	Weighted Average
	4,728		27.60% Pervious Area
	12,405		72.40% Impervious Area

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

Summary for Subcatchment 5S: LANDSCAPED AREA NOT GOING TO UDSF

Runoff = 0.14 cfs @ 12.08 hrs, Volume= 0.009 af, Depth> 1.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2 YEAR Rainfall=3.10"

	Area (sf)	CN	Description
*	3,493	75	LANDSCAPED
*	645	98	IMPERVIOUS
	4,138	79	Weighted Average
	3,493		84.41% Pervious Area
	645		15.59% Impervious Area

CHESTNUT STREET TSG 16142

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Type III 24-hr 2 YEAR Rainfall=3.10"

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

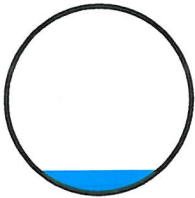
Summary for Reach 5R: POA FOR ANALYSIS

Inflow Area = 0.488 ac, 61.35% Impervious, Inflow Depth > 1.80" for 2 YEAR event
 Inflow = 0.21 cfs @ 12.09 hrs, Volume= 0.073 af
 Outflow = 0.21 cfs @ 12.09 hrs, Volume= 0.073 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Max. Velocity= 3.82 fps, Min. Travel Time= 0.0 min
 Avg. Velocity= 2.37 fps, Avg. Travel Time= 0.1 min

Peak Storage= 1 cf @ 12.09 hrs
 Average Depth at Peak Storage= 0.12'
 Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 6.55 cfs

12.0" Round Pipe
 n= 0.010
 Length= 10.0' Slope= 0.0200 '
 Inlet Invert= 0.00', Outlet Invert= -0.20'

**Summary for Pond 4P: UNDER DRAINED SOIL FILTER**

Inflow Area = 0.393 ac, 72.40% Impervious, Inflow Depth > 2.13" for 2 YEAR event
 Inflow = 1.02 cfs @ 12.07 hrs, Volume= 0.070 af
 Outflow = 0.09 cfs @ 12.97 hrs, Volume= 0.064 af, Atten= 91%, Lag= 54.1 min
 Primary = 0.09 cfs @ 12.97 hrs, Volume= 0.064 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 10.68' @ 12.97 hrs Surf.Area= 1,372 sf Storage= 1,341 cf

Plug-Flow detention time= 145.8 min calculated for 0.064 af (92% of inflow)
 Center-of-Mass det. time= 118.0 min (884.9 - 766.9)

Volume	Invert	Avail.Storage	Storage Description
#1	9.50'	3,675 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
9.50	900	0	0
11.00	1,500	1,800	1,800
12.00	2,250	1,875	3,675

CHESTNUT STREET TSG 16142*Type III 24-hr 2 YEAR Rainfall=3.10"*

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Device	Routing	Invert	Outlet Devices
#1	Primary	9.50'	2.410 in/hr Exfiltration over Surface area Conductivity to Groundwater Elevation = 5.00'
#2	Primary	11.00'	2.0" x 2.0" Horiz. Orifice/Grate X 26.00 C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.09 cfs @ 12.97 hrs HW=10.68' (Free Discharge)↑ **1=Exfiltration** (Controls 0.09 cfs)└ **2=Orifice/Grate** (Controls 0.00 cfs)

CHESTNUT STREET TSG 16142*Type III 24-hr 10 YEAR Rainfall=4.60"*

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: EXISTING SITE

Runoff Area=21,268 sf 9.51% Impervious Runoff Depth>2.13"
Tc=7.0 min CN=77 Runoff=1.25 cfs 0.087 af

Subcatchment 3S: NEW ROOF

Runoff Area=17,133 sf 72.40% Impervious Runoff Depth>3.50"
Tc=5.0 min CN=92 Runoff=1.64 cfs 0.115 af

Subcatchment 5S: LANDSCAPED AREA

Runoff Area=4,138 sf 15.59% Impervious Runoff Depth>2.29"
Tc=5.0 min CN=79 Runoff=0.27 cfs 0.018 af

Reach 5R: POA FOR ANALYSIS

Avg. Flow Depth=0.25' Max Vel=5.78 fps Inflow=0.90 cfs 0.116 af
12.0" Round Pipe n=0.010 L=10.0' S=0.0200 ' / ' Capacity=6.55 cfs Outflow=0.90 cfs 0.116 af

Pond 4P: UNDER DRAINED SOIL FILTER

Peak Elev=11.05' Storage=1,880 cf Inflow=1.64 cfs 0.115 af
Outflow=0.78 cfs 0.098 af

Total Runoff Area = 0.977 ac Runoff Volume = 0.219 af Average Runoff Depth = 2.70"
64.57% Pervious = 0.631 ac 35.43% Impervious = 0.346 ac

Summary for Subcatchment 1S: EXISTING SITE

Runoff = 1.25 cfs @ 12.11 hrs, Volume= 0.087 af, Depth> 2.13"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	2,023	98	IMPERVIOUS
*	19,245	75	LANDSCAPED
	21,268	77	Weighted Average
	19,245		90.49% Pervious Area
	2,023		9.51% Impervious Area

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

Summary for Subcatchment 3S: NEW ROOF

Runoff = 1.64 cfs @ 12.07 hrs, Volume= 0.115 af, Depth> 3.50"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	12,405	98	ROOF
*	4,728	75	LANDSCAPED
	17,133	92	Weighted Average
	4,728		27.60% Pervious Area
	12,405		72.40% Impervious Area

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

Summary for Subcatchment 5S: LANDSCAPED AREA NOT GOING TO UDSF

Runoff = 0.27 cfs @ 12.08 hrs, Volume= 0.018 af, Depth> 2.29"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 10 YEAR Rainfall=4.60"

	Area (sf)	CN	Description
*	3,493	75	LANDSCAPED
*	645	98	IMPERVIOUS
	4,138	79	Weighted Average
	3,493		84.41% Pervious Area
	645		15.59% Impervious Area

CHESTNUT STREET TSG 16142

Type III 24-hr 10 YEAR Rainfall=4.60"

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

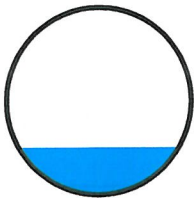
Summary for Reach 5R: POA FOR ANALYSIS

Inflow Area = 0.488 ac, 61.35% Impervious, Inflow Depth > 2.85" for 10 YEAR event
 Inflow = 0.90 cfs @ 12.27 hrs, Volume= 0.116 af
 Outflow = 0.90 cfs @ 12.27 hrs, Volume= 0.116 af, Atten= 1%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Max. Velocity= 5.78 fps, Min. Travel Time= 0.0 min
 Avg. Velocity= 2.73 fps, Avg. Travel Time= 0.1 min

Peak Storage= 2 cf @ 12.27 hrs
 Average Depth at Peak Storage= 0.25'
 Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 6.55 cfs

12.0" Round Pipe
 n= 0.010
 Length= 10.0' Slope= 0.0200 '/'
 Inlet Invert= 0.00', Outlet Invert= -0.20'

**Summary for Pond 4P: UNDER DRAINED SOIL FILTER**

Inflow Area = 0.393 ac, 72.40% Impervious, Inflow Depth > 3.50" for 10 YEAR event
 Inflow = 1.64 cfs @ 12.07 hrs, Volume= 0.115 af
 Outflow = 0.78 cfs @ 12.27 hrs, Volume= 0.098 af, Atten= 52%, Lag= 11.8 min
 Primary = 0.78 cfs @ 12.27 hrs, Volume= 0.098 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 11.05' @ 12.27 hrs Surf.Area= 1,540 sf Storage= 1,880 cf

Plug-Flow detention time= 135.4 min calculated for 0.098 af (85% of inflow)
 Center-of-Mass det. time= 91.1 min (847.0 - 755.8)

Volume #1	Invert 9.50'	Avail.Storage 3,675 cf	Storage Description Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
9.50	900	0	0
11.00	1,500	1,800	1,800
12.00	2,250	1,875	3,675

CHESTNUT STREET TSG 16142*Type III 24-hr 10 YEAR Rainfall=4.60"*

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Device	Routing	Invert	Outlet Devices
#1	Primary	9.50'	2.410 in/hr Exfiltration over Surface area Conductivity to Groundwater Elevation = 5.00'
#2	Primary	11.00'	2.0" x 2.0" Horiz. Orifice/Grate X 26.00 C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.71 cfs @ 12.27 hrs HW=11.05' (Free Discharge)└─**1=Exfiltration** (Controls 0.11 cfs)└─**2=Orifice/Grate** (Weir Controls 0.60 cfs @ 0.72 fps)

CHESTNUT STREET TSG 16142*Type III 24-hr 25 YEAR Rainfall=5.80"*

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1S: EXISTING SITE Runoff Area=21,268 sf 9.51% Impervious Runoff Depth>3.08"
Tc=7.0 min CN=77 Runoff=1.80 cfs 0.125 af

Subcatchment 3S: NEW ROOF Runoff Area=17,133 sf 72.40% Impervious Runoff Depth>4.60"
Tc=5.0 min CN=92 Runoff=2.12 cfs 0.151 af

Subcatchment 5S: LANDSCAPED AREA Runoff Area=4,138 sf 15.59% Impervious Runoff Depth>3.28"
Tc=5.0 min CN=79 Runoff=0.39 cfs 0.026 af

Reach 5R: POA FOR ANALYSIS Avg. Flow Depth=0.35' Max Vel=7.08 fps Inflow=1.75 cfs 0.156 af
12.0" Round Pipe n=0.010 L=10.0' S=0.0200 '/' Capacity=6.55 cfs Outflow=1.76 cfs 0.156 af

Pond 4P: UNDER DRAINED SOIL FILTER Peak Elev=11.15' Storage=2,039 cf Inflow=2.12 cfs 0.151 af
Outflow=1.48 cfs 0.130 af

Total Runoff Area = 0.977 ac Runoff Volume = 0.302 af Average Runoff Depth = 3.71"
64.57% Pervious = 0.631 ac 35.43% Impervious = 0.346 ac

Summary for Subcatchment 1S: EXISTING SITE

Runoff = 1.80 cfs @ 12.10 hrs, Volume= 0.125 af, Depth> 3.08"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	2,023	98	IMPERVIOUS
*	19,245	75	LANDSCAPED
	21,268	77	Weighted Average
	19,245		90.49% Pervious Area
	2,023		9.51% Impervious Area

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

Summary for Subcatchment 3S: NEW ROOF

Runoff = 2.12 cfs @ 12.07 hrs, Volume= 0.151 af, Depth> 4.60"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	12,405	98	ROOF
*	4,728	75	LANDSCAPED
	17,133	92	Weighted Average
	4,728		27.60% Pervious Area
	12,405		72.40% Impervious Area

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

Summary for Subcatchment 5S: LANDSCAPED AREA NOT GOING TO UDSF

Runoff = 0.39 cfs @ 12.08 hrs, Volume= 0.026 af, Depth> 3.28"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 25 YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	3,493	75	LANDSCAPED
*	645	98	IMPERVIOUS
	4,138	79	Weighted Average
	3,493		84.41% Pervious Area
	645		15.59% Impervious Area

CHESTNUT STREET TSG 16142

Type III 24-hr 25 YEAR Rainfall=5.80"

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

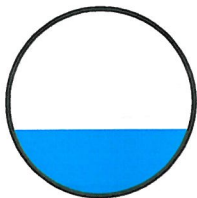
Summary for Reach 5R: POA FOR ANALYSIS

Inflow Area = 0.488 ac, 61.35% Impervious, Inflow Depth > 3.82" for 25 YEAR event
 Inflow = 1.75 cfs @ 12.15 hrs, Volume= 0.156 af
 Outflow = 1.76 cfs @ 12.15 hrs, Volume= 0.156 af, Atten= 0%, Lag= 0.1 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Max. Velocity= 7.08 fps, Min. Travel Time= 0.0 min
 Avg. Velocity = 2.92 fps, Avg. Travel Time= 0.1 min

Peak Storage= 2 cf @ 12.15 hrs
 Average Depth at Peak Storage= 0.35'
 Bank-Full Depth= 1.00' Flow Area= 0.8 sf, Capacity= 6.55 cfs

12.0" Round Pipe
 n= 0.010
 Length= 10.0' Slope= 0.0200 '/'
 Inlet Invert= 0.00', Outlet Invert= -0.20'

**Summary for Pond 4P: UNDER DRAINED SOIL FILTER**

Inflow Area = 0.393 ac, 72.40% Impervious, Inflow Depth > 4.60" for 25 YEAR event
 Inflow = 2.12 cfs @ 12.07 hrs, Volume= 0.151 af
 Outflow = 1.48 cfs @ 12.16 hrs, Volume= 0.130 af, Atten= 30%, Lag= 5.4 min
 Primary = 1.48 cfs @ 12.16 hrs, Volume= 0.130 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 11.15' @ 12.16 hrs Surf.Area= 1,615 sf Storage= 2,039 cf

Plug-Flow detention time= 110.3 min calculated for 0.130 af (86% of inflow)
 Center-of-Mass det. time= 67.4 min (818.0 - 750.6)

Volume #1	Invert 9.50'	Avail.Storage 3,675 cf	Storage Description Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
9.50	900	0	0
11.00	1,500	1,800	1,800
12.00	2,250	1,875	3,675

CHESTNUT STREET TSG 16142*Type III 24-hr 25 YEAR Rainfall=5.80"*

Prepared by Hewlett-Packard Company

Printed 9/30/2016

HydroCAD® 10.00-16 s/n 01454 © 2015 HydroCAD Software Solutions LLC

Page 13

Device	Routing	Invert	Outlet Devices
#1	Primary	9.50'	2.410 in/hr Exfiltration over Surface area Conductivity to Groundwater Elevation = 5.00'
#2	Primary	11.00'	2.0" x 2.0" Horiz. Orifice/Grate X 26.00 C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.45 cfs @ 12.16 hrs HW=11.15' (Free Discharge)↑ **1=Exfiltration** (Controls 0.11 cfs)└ **2=Orifice/Grate** (Orifice Controls 1.34 cfs @ 1.85 fps)

**WESTERLEA VIEW LOFTS
75 CHESTNUT STREET, PORTLAND, MAINE
September 30, 2016**

**INSPECTION AND MAINTENANCE
OF STORMWATER MANAGEMENT FACILITIES**

The owner is A&M Partners, INC., 120 Exchange Street, Portland, Maine 04101. The owner will be responsible for the inspection and maintenance of all stormwater management facilities, the establishment of any contract services required to implement the program, and the keeping of records and maintenance log book as described herein. At a minimum, the appropriate and relevant activities for each of the stormwater management facilities should be performed on the prescribed schedule. Periodic inspection and maintenance of these site features and devices is necessary to prevent erosion and remove pollutants from stormwater runoff.

POST CONSTRUCTION MONITORING:

32-38. Post-construction stormwater management plan compliance.

Any person owning, operating, or otherwise having control over a BMP required by a post Construction stormwater management plan shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with that 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 and 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.

(Ord. No. 35-09/10, 8-17-09)

CATCH BASINS, FIELD INLETS AND DRAIN MANHOLES:

Catch Basins and field inlets are precast concrete structures with sumps and cast iron grates used to collect stormwater and trap heavy sediments. Drain Manholes are similar structures constructed with a channel instead of a sump and a solid cast iron cover instead of a grate. Drain Manholes exist at changes in direction and/or size of storm drain pipe. Catch Basins, field inlets and drain manholes provide access to the closed storm drain system for inspection and maintenance.

Throughout the winter / spring sanding period, inspect catch basins and field inlets monthly and after every significant rainfall event or period of heavy snowmelt. Clean catch basin and field inlet sumps when sediment level is within 3 inches of the outlet pipe invert. Record dates of inspections, observations and maintenance measures implemented (if any) on the forms provided and initial the entry.

Confined space entry safety procedures should be practiced when entering these structures.

DRAIN PIPES:

Drain pipes connect catch basins and field inlets. Inspect drain pipes when inspecting other stormwater maintenance facilities. At least annually make a visual inspection of the pipe. During the daylight you should be able to see light through most pipes as they have been laid to a straight line and grade. In some cases (e.g. pipe runs to a catch basin, or is blocked) you will need a light to inspect pipes.

Clean pipes as necessary. Record inspections on the forms provided noting condition of pipe and any maintenance procedures implemented.

SWALES, DITCHES AND PAVED SURFACES:

Swales, ditches and paved surfaces are easily inspected during a site walk or even a ride-by. Since visual inspection is easy, their condition should be assessed during and/or after significant rainfall events such as thundershowers and periods of heavy or extended rainfall and during periods of significant snowmelt. Any damage or unusual condition

such as sedimentation of a ditch, erosion, damaged pavement or dying vegetation should be recorded, dated and initialed by the inspector when observed. Even if there is no damage, the inspector should make record of these inspections at least twice annually.

Paved surfaces should be visually inspected monthly during the winter. The inspector should pay particular attention to the build up of ice and sand along the edge of the road and remove accumulations that block the free flow of surface runoff to the catch basins. Paved areas should be swept at least once annually. The date and initials of the inspector should be recorded on the forms provided as well as a notation of any cleanup effort that was made.

UNDERDRAINED SOIL FILTERS:

There is one underdrained soil filter located on the project site. An underdrained soil filter is a landscaped depression with an underdrained soil bed or soil filter that exfiltrates the stormwater. The depression is designed to temporarily store runoff, which will drain through the soil filter into the underdrains; excess runoff will flow over the downhill lip.

Soil Filter Inspection: The soil filter should be inspected after every major storm in the first few months to ensure proper function. Thereafter, the filter should be inspected at least once every six months to ensure that it is draining within 48 hours; and that, after storms that fill the system to overflow, it drains in no less than 24 hours. If the system drains too fast, the orifice on the underdrain outlet may need to be modified.

Soil Filter Replacement: The top several inches of the filter shall be replaced with fresh material when water ponds on the surface of the bed for more than 72 hours. The removed sediments should be disposed in an acceptable manner.

Sediment Removal: Sediment and plant debris should be removed from the pretreatment structure at least annually.

Mowing: Filters with grass cover should be mowed no more than 2 times per growing season to maintain grass heights less than 12 inches.

Fertilization: Fertilization of the underdrained filter area should be avoided unless absolutely necessary to establish vegetation.

Harvesting and Weeding: Harvesting and pruning of excessive growth will need to be done occasionally. Weeding to control unwanted or invasive plants may also be necessary. Add new mulch as necessary for bioretention cells.

Record all maintenance on forms provided.

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET, PORTLAND, MAINE

INSPECTION / MAINTENANCE LOG

CATCH BASINS, FIELD INLETS, DRAIN MANHOLES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
7/31/15	ABC	I, C	EXAMPLE: Remove sand deposits and debris as necessary.

**WESTERLEA VIEW LOFTS
75 CHESTNUT STREET, PORTLAND, MAINE**

INSPECTION / MAINTENANCE LOG

DRAIN PIPES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
7/31/15	DEF	I, C	EXAMPLE: Cleared debris from ends of pipes. Called ACME to clean debris from field inlets.

**WESTERLEA VIEW LOFTS
75 CHESTNUT STREET, PORTLAND, MAINE**

INSPECTION / MAINTENANCE LOG

SWALES, DITCHES, PAVED SURFACES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
7/31/15	GHI	I, C	EXAMPLE: Removed sand along the edge of the road. Heavy rain over the weekend.

**WESTERLEA VIEW LOFTS
75 CHESTNUT STREET, PORTLAND, MAINE**

INSPECTION / MAINTENANCE LOG

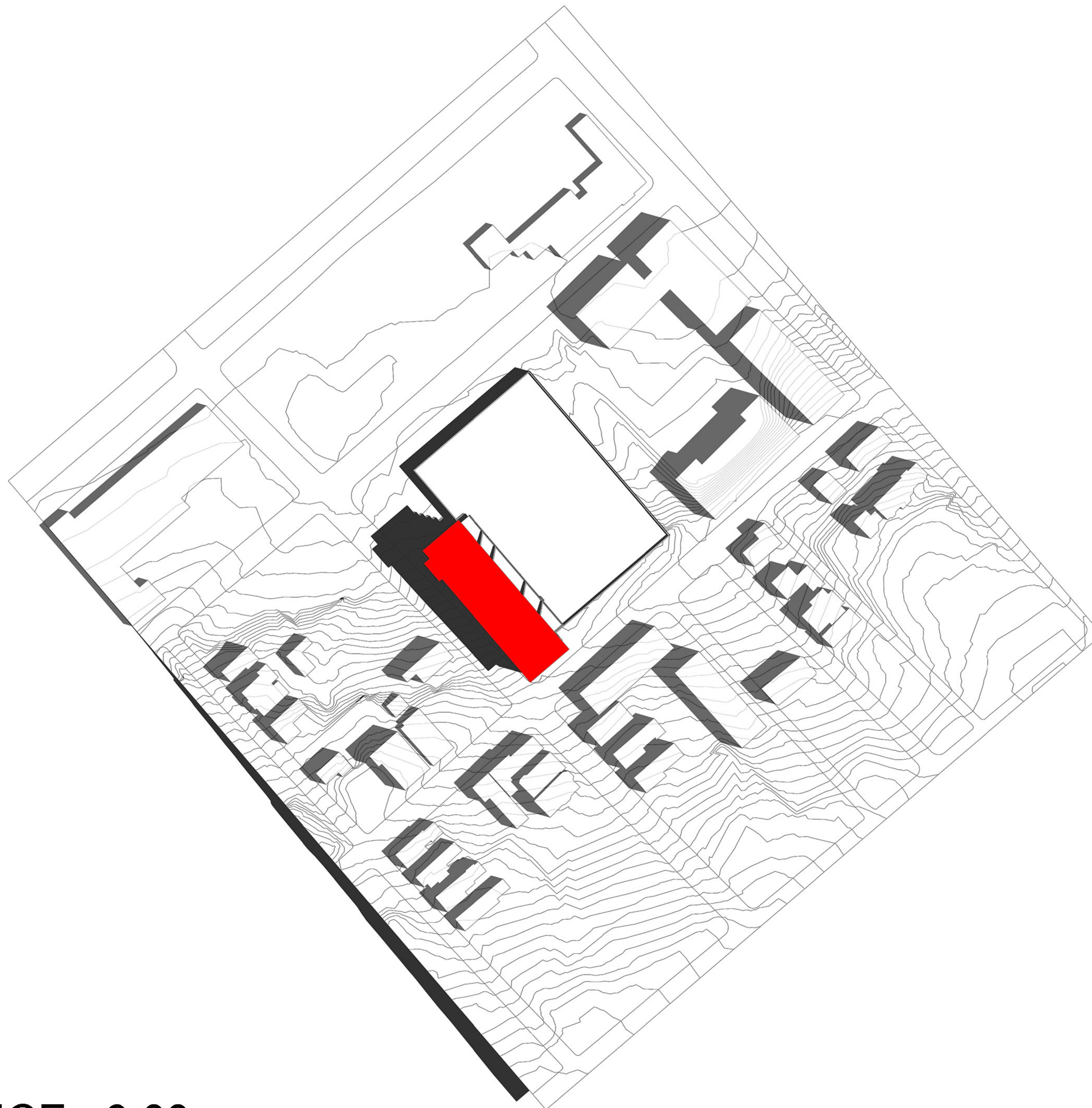
UNDERDRAINED OIL FILTER

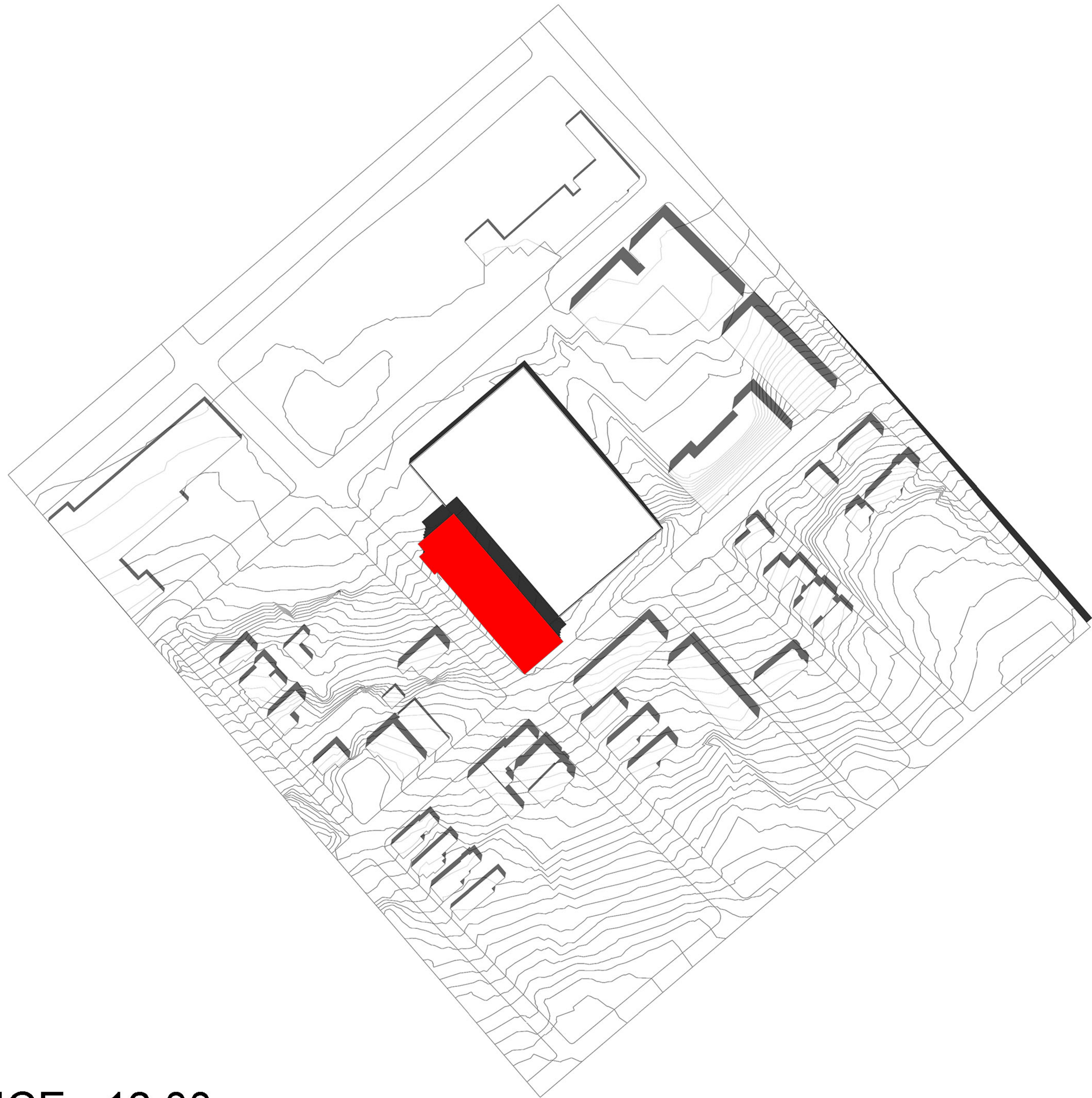
I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
7/31/15	GHI	I, C	EXAMPLE: Units cleaned by ACME, 2 truckloads to Pike.

**STORMWATER MANAGEMENT SYSTEM
MAINTENANCE PROGRAM
SUMMARY CHECKLIST**

Item	Commentary	Frequency			
		Month	Semi-Annual	Annual	Long-Term
Open Swale, Ditches & Inlet Structures	Inspect for debris accumulation, erosion and excessive vegetation. Mow monthly, remove debris, repair and revegetate any area of erosion	X Mow		X	
Pavement	Review for damage and buildup of debris and sand.	X	X Sweep		
Catchbasin and Drain Manholes	I Inspect grates to assure optimum water flows into the structures. Inspect sump and casco traps for blockage and sediment accumulation. Clean out sumps.	X Inspect		X Sediment removal	
Pipelines	Inspect for sediment build-up in pipe. Flush and remove as required.			X	
Underdrain Soil Filter	Mow twice per year. Inspect for erosion.		X		

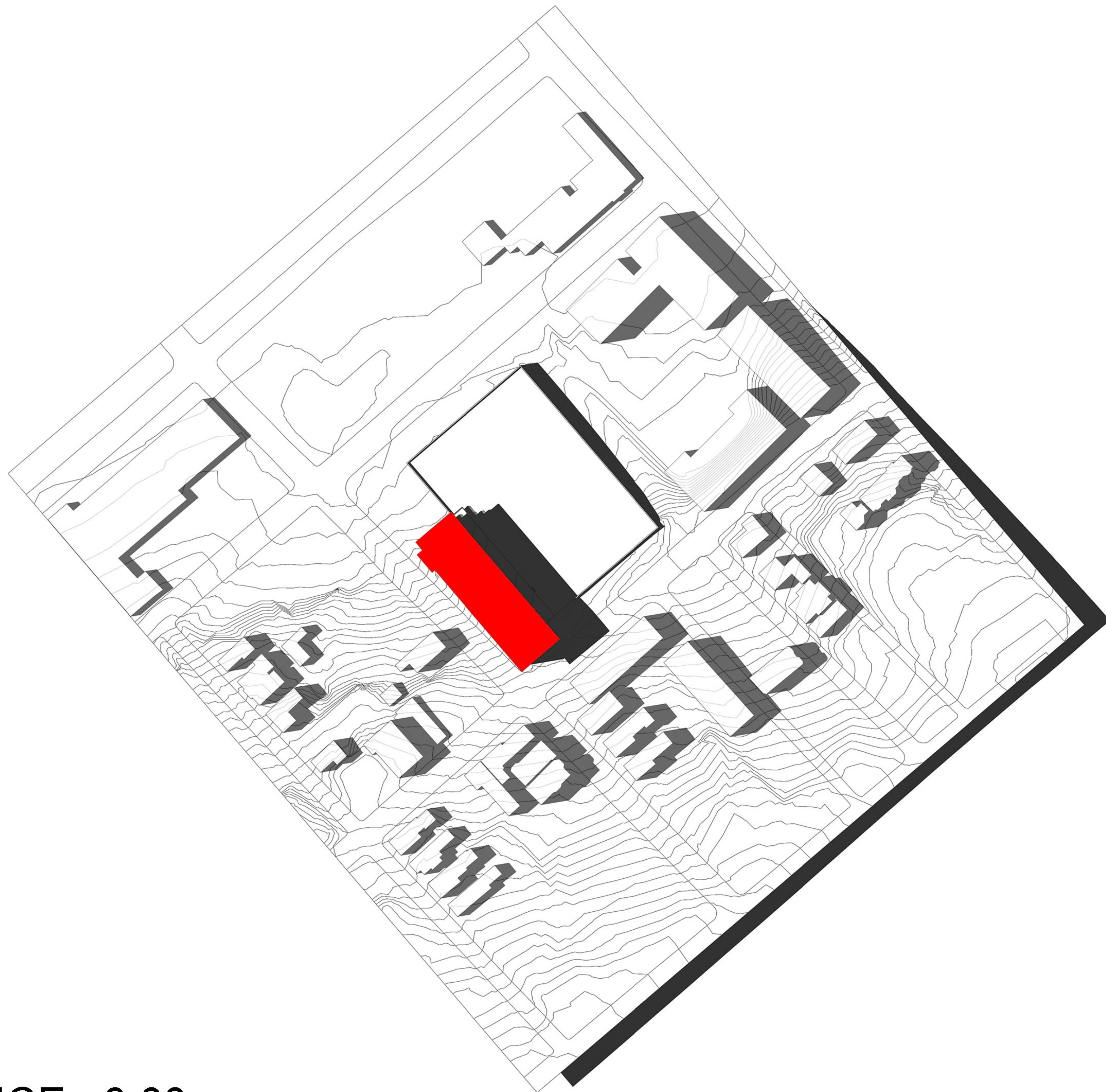




SUMMER SOLSTICE - 12:00 p.m.

Chestnut Street - Portland, Maine





SUMMER SOLSTICE - 3:00 p.m.

Chestnut Street - Portland, Maine

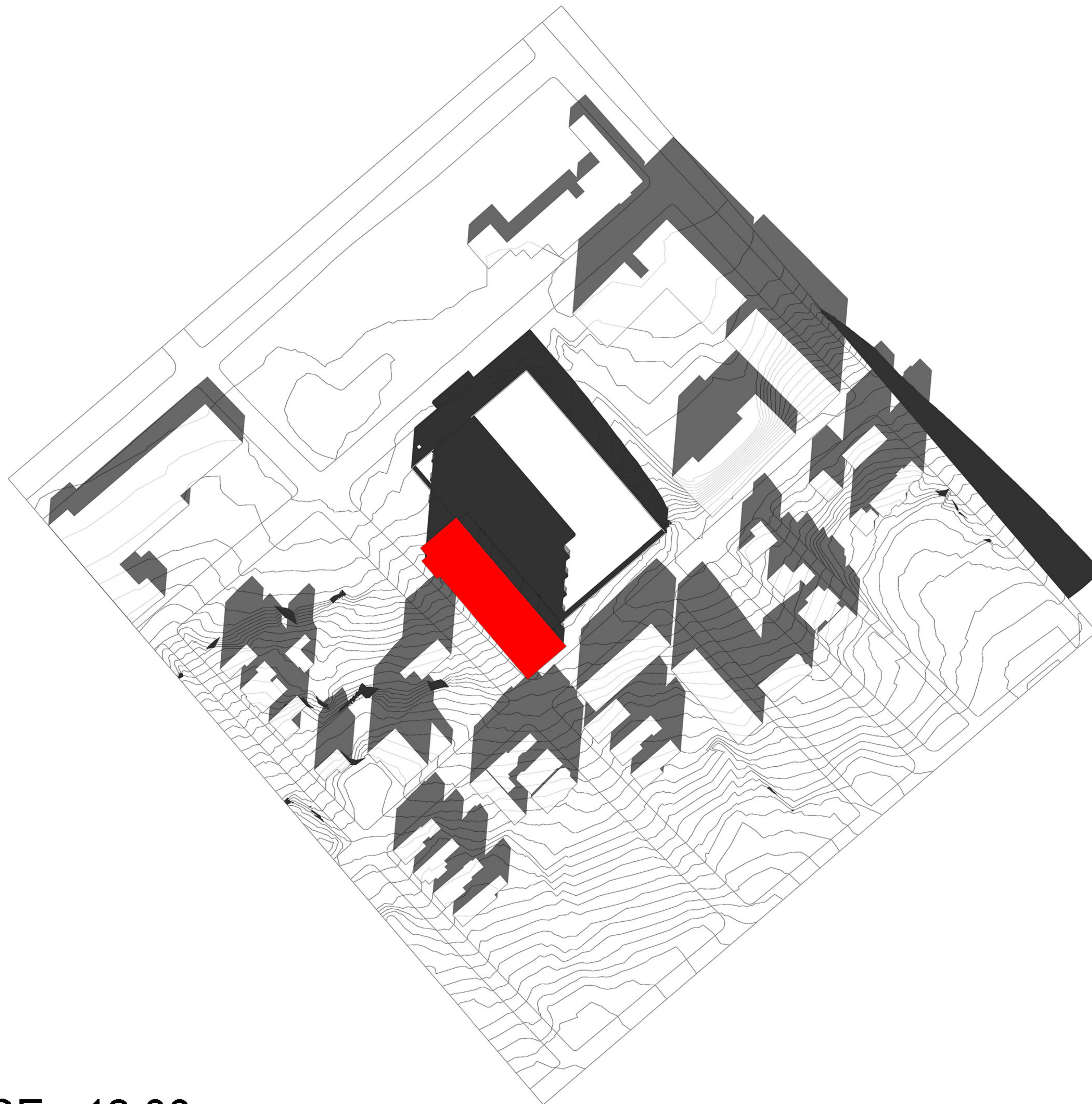




WINTER SOLSTICE - 9:00 a.m.

Chestnut Street - Portland, Maine

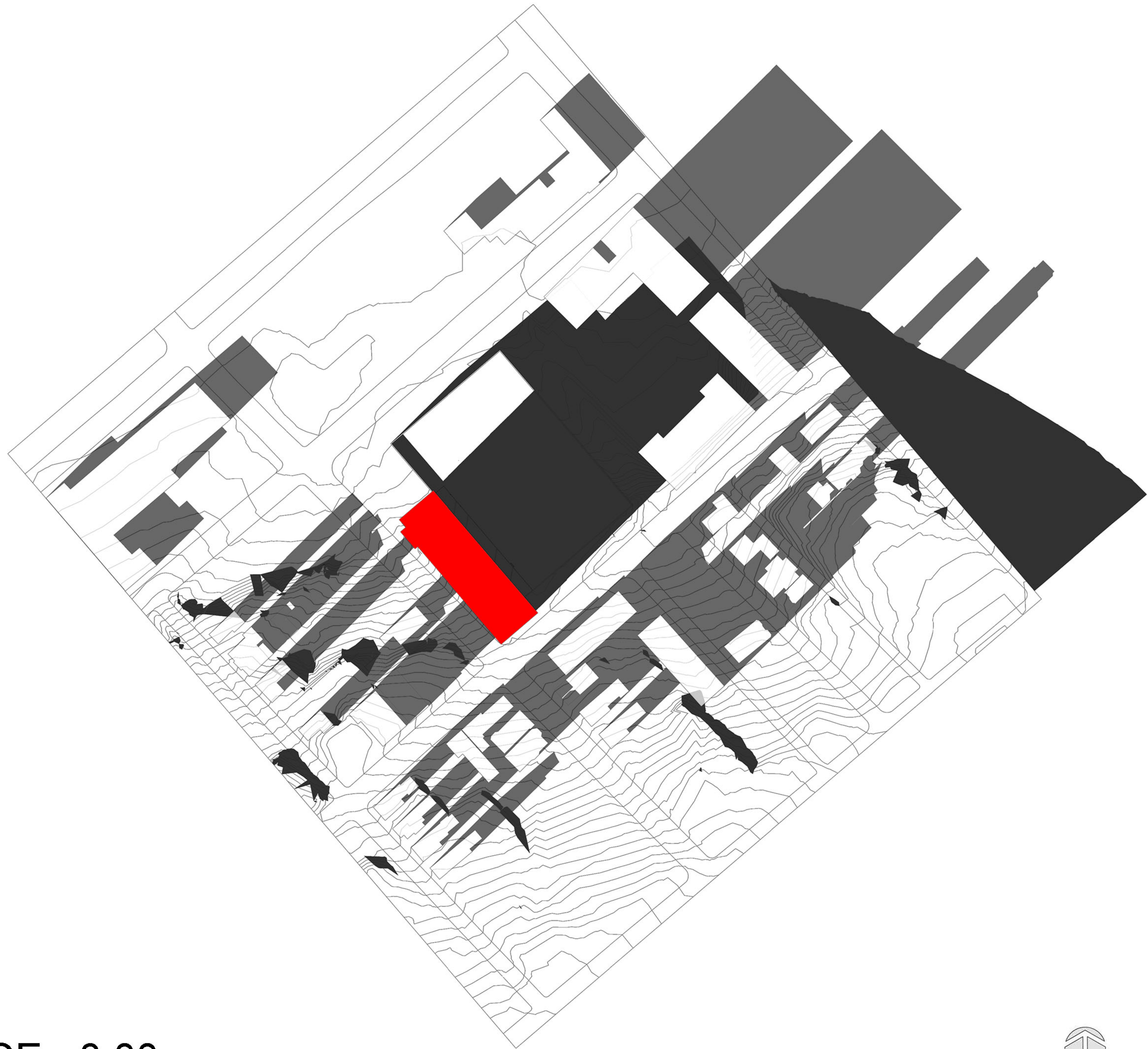




WINTER SOLSTICE - 12:00 p.m.

Chestnut Street - Portland, Maine

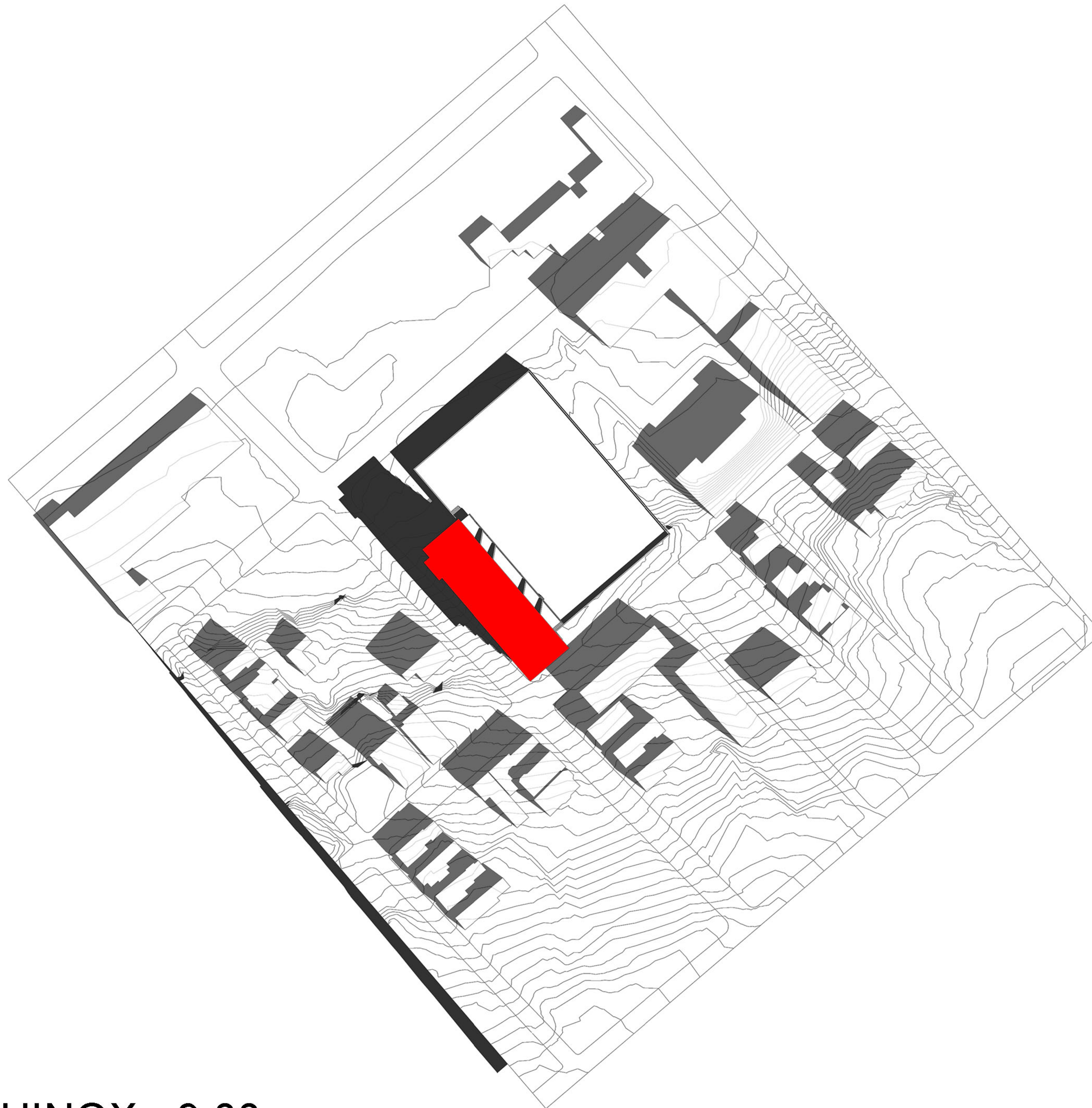




WINTER SOLSTICE - 3:00 p.m.

Chestnut Street - Portland, Maine

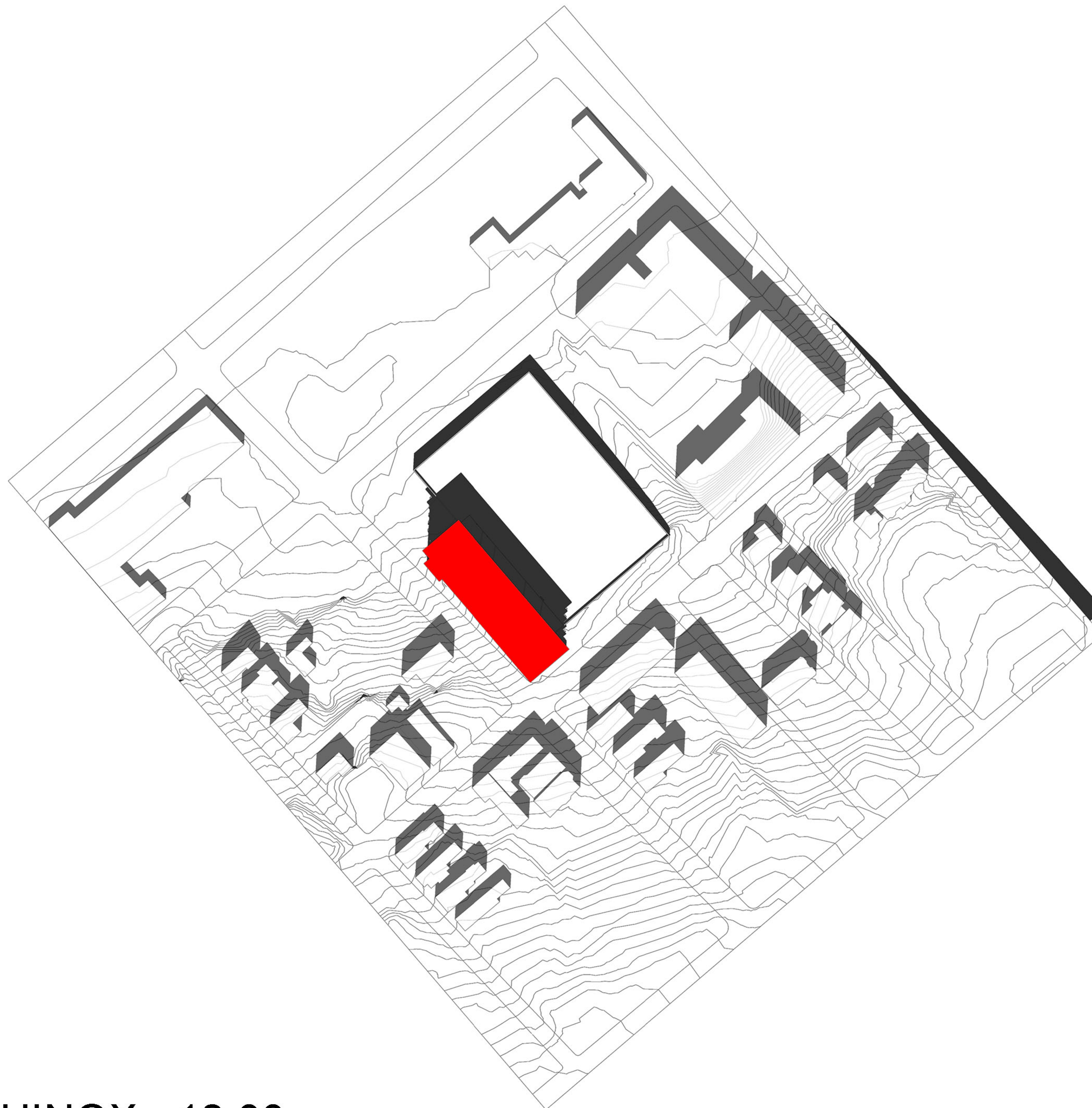




SPRING/FALL EQUINOX - 9:00 a.m.

Chestnut Street - Portland, Maine

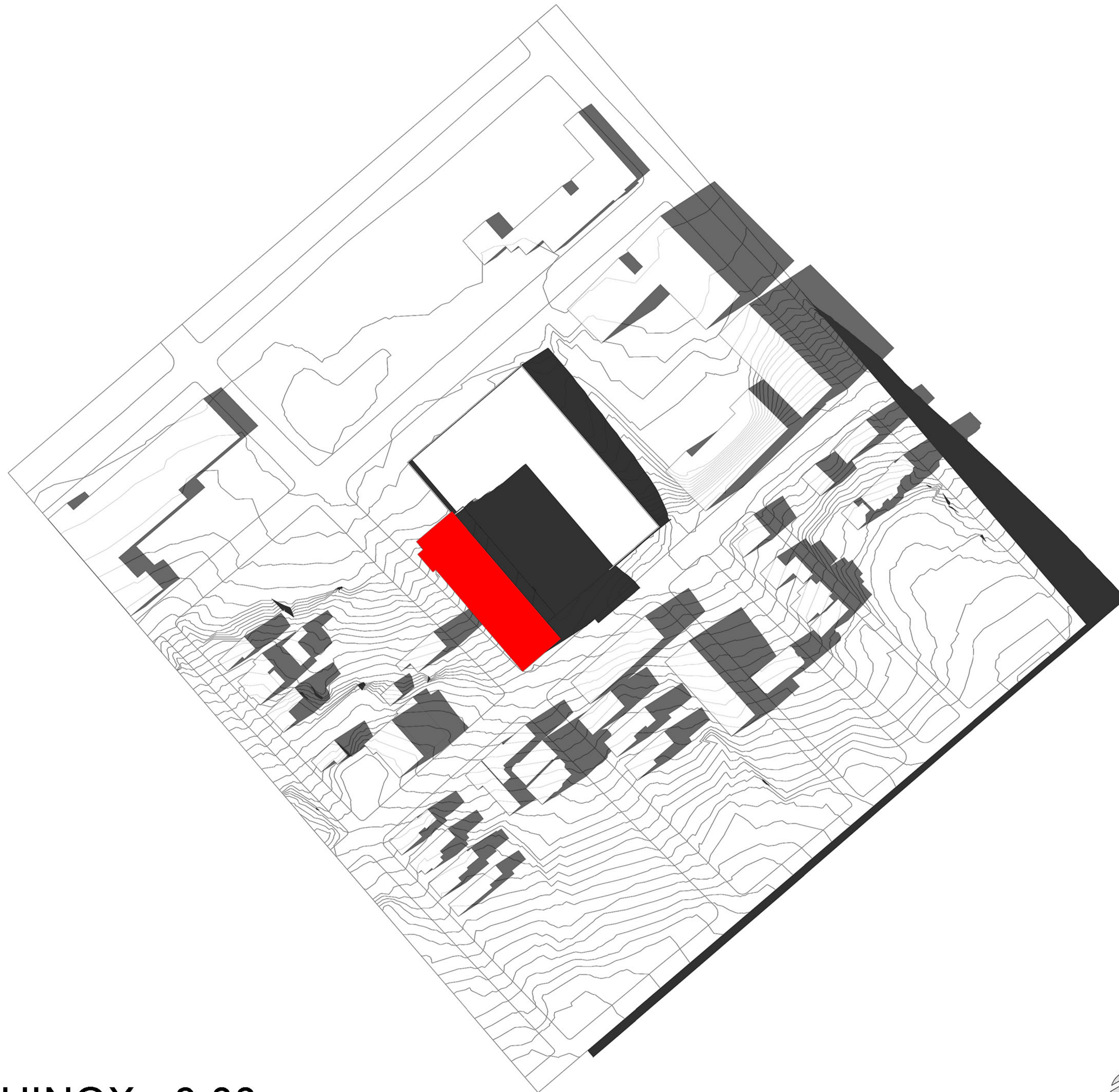




SPRING/FALL EQUINOX - 12:00 p.m.

Chestnut Street - Portland, Maine





SPRING/FALL EQUINOX - 3:00 p.m.

Chestnut Street - Portland, Maine



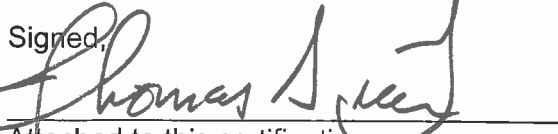
Att. K

Neighborhood Meeting Certification

I, Thomas S. Greer hereby certify that a neighborhood meeting was held on August 31, 2016 at 75 Chestnut Street Parking Garage, in Portland at 6:00PM concerning 75 Chestnut Street (Westerlea View Lofts).

I also certify that on August 16, 2016, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change and the residents on the "interested parties" list.

Signed,



9/2/16 (date)

Attached to this certification are.

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

Neighborhood Meeting

August 16, 2016

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a 54 residential unit, Westerlea View Lofts at 75 Chestnut Street. The site has an existing 3 story parking garage. This project will add an 11,600 sq. ft. footprint building to the site.

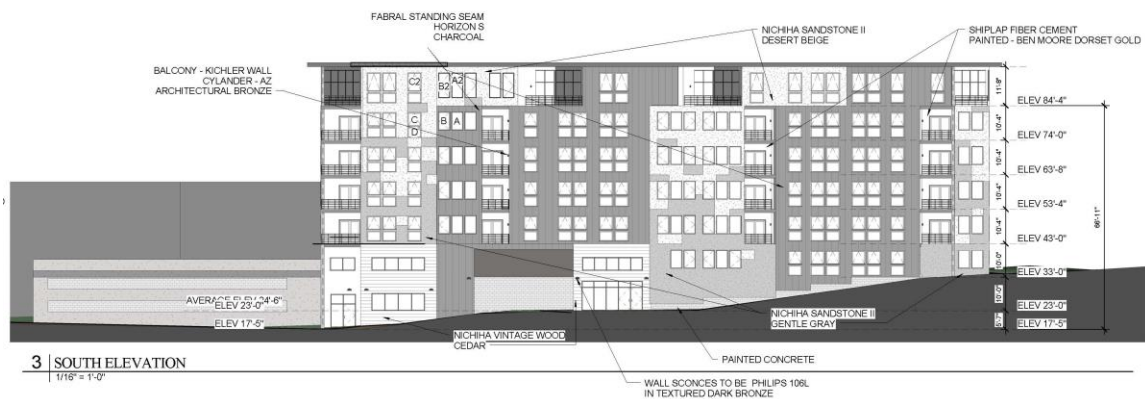
Meeting Location: 75 Chestnut Street (Parking Garage)
the corner of Chestnut Street and Oxford Street

Meeting Date: August 31, 2016 (Wednesday)

Meeting Time: 6:00pm

The purpose of this meeting is to introduce the project to our neighbors as part of the City approval process.

If you have any questions, please call Thomas S. Greer, P.E., Pinkham & Greer, Civil Engineers at 207-781-5242 or email him at tgreer@pinkhamandgreer.com.





PINKHAM & GREER
CIVIL ENGINEERS
28 HANCOCK AVE., PORTLAND, ME. 04101
TEL: 603.761.2274 FAX: 603.761.2275

REV.	DATE	DESCRIPTION

A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN	DRAWN BY: JDC
DATE: AUGUST 11, 2016	DESIGN BY: JEF
PROJECT: 15142	CHECK BY:

WESTLERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

SITE PLAN COLOR UP

NEIGHBORHOOD MEETING ATTENDEE LIST
75 Chestnut Street (Westerlea View Lofts)
August 31, 2016

Name & Address	Name & Address
Thomas S. Greer Pinkham & Greer Civil Engineers 28 Vannah Avenue Portland, ME 04103	Steve Hyslop 18 Hanover St
Ron Spinella 377 Cumberland Ave PORTLAND 04101 ronspinella@maine-rr.com	Ja-York 58 Wilmet St. jay@jayyork.biz
Deborah Van Hooeyk 21 Chestnut St., #301 Portland, ME 04101	KELLY WALLACE Kellywallace@ 28 HANOVER yahoo.com PORTLAND, ME 04101
SARA MICHAEL WICZ 47 CEDAR ST. PORTLAND, ME 04101	Richard Murphy PO Box 10645 Portland, ME 04104
LOUIS CHASTEN 239 Cumberland Ave #164 Portland 04101 Pearl St Unit C	
LIAM CONNOLLY 198 OXFORD STR.	
FRANK DIDONATO 72 CHESTNUT ST	
Robert C. Wains 250 Holm Ave. Portland	
SUSAN McCLOSKEY 25 PARRIS ST	
George Rheault 28 Hanover St.	

Neighborhood Meeting Notes

75 Chestnut Street (Westerlea View Lofts)

August 31, 2016

- There are concerns that this is an Avesta project and will bring in bums
 - Will there be any other community space offered? (other than the park and the first floor space that could be retail/gym/live/work)
 - The neighborhood likes having the current green space so they are glad part of the site will be maintained as a green space
 - The size of the building is perfect
 - There are concerns about on street parking – the street parking in the area is already maxed out
 - What if residents have more than 1 car? (they can rent a second spot, one automatically comes with the rental)
- If there is another space available in the garage for lease can it be discounted?
- How will the graffiti that is common in the neighborhood be dealt with?
 - There are concerns about children going into the retention pond when it is filled
 - There should not be any hidden corners in that neighborhood
 - Will there be on-site security?
 - Will there be cameras?
 - How tall is the project compared to other buildings on the block?

1 Light Outdoor Wall Cylinder -AZ

9234AZ (Architectural Bronze)



Dimensions

Height	7.00"
Width	4.75"

Alternate Lamps

Lamp Included	Bulb Listing	Light Source	Max Wattage/Range	Bulb Product ID	Dimming
No	Hybrid	CFL	13-15W		

Balcony Wall

Project Name: _____

Location: _____

Type: _____ **Att. L**

Qty: _____

Comments: _____

Ordering Information

Product ID	9234AZ
Finish	Architectural Bronze
Available Finishes	AZ, BA, WH

Dimensions

Extension	7.00"
Height from center of Wall opening	3.50"
Base Backplate	5.00 X 4.75
Weight	0.95 LBS

Specifications

Material	Aluminum
----------	----------

Electrical

Voltage	120V
---------	------

Qualifications

Safety Rated	Wet
Dark Sky	Yes
Warranty	www.kichler.com/warranty

Primary Lamping

Light Source	Incandescent
Lamp Included	Not Included
Number of Lights/LEDs	1
Max or Nominal Watt	65W
Socket Wire	150
Socket Type	Medium
Lamp Type	BR30

PITCH SINGLE WALL SCONCE



An architectural profile reminiscent of beautifully classic roof lines delivers significant light output in this modern LED wall sconce suitable for both indoor and outdoor applications. The Pitch Single's die-cast metal body houses powerful LED light sources that create visual appeal as light cascades down along a wall.

High quality LM80-tested LEDs

for consistent long-life performance and color

Outstanding protection against the elements:

- Marine-grade powder coat finishes
- Stainless Steel mounting hardware
- Impact-resistant, UV stabilized frosted acrylic lensing

Can be mounted for up lighting or down lighting

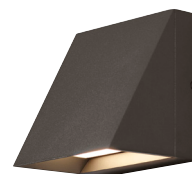
SPECIFICATIONS

DELIVERED LUMENS	823
WATTS	26.1
VOLTAGE	120V, 277V
DIMMING	ELV
LIGHT DISTRIBUTION	Symmetric
MOUNTING OPTIONS	Downlight or Uplight
CCT	3000K
CRI	80+
COLOR BINNING	3 Step
BUG RATING	B1-U0-G0
DARK SKY	Compliant (Downlight)
WET LISTED	IP65
GENERAL LISTING	ETL, Title 24
START TEMP	-30°C
FIELD SERVICEABLE LED	No
CONSTRUCTION	Aluminum
HARDWARE	Stainless Steel
FINISH	Marine Grade Powder Coat
LED LIFETIME	L70; 70,000 Hours
WARRANTY*	5 Years

* Visit techlighting.com for specific warranty limitations and details.



PITCH SINGLE
shown in black



PITCH SINGLE
shown in bronze



PITCH SINGLE
shown in charcoal

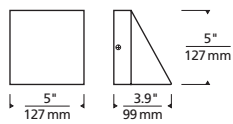


PITCH SINGLE
shown in silver

ORDERING INFORMATION

700WSPIT	SIZE	FINISH	LAMP
	S SINGLE	B BLACK	-LED830 LED 80 CRI, 3000K 120V
		Z BRONZE	-LED830277 LED 80 CRI, 3000K 277V
		H CHARCOAL	
		I SILVER	

PITCH SINGLE WALL SCONCE

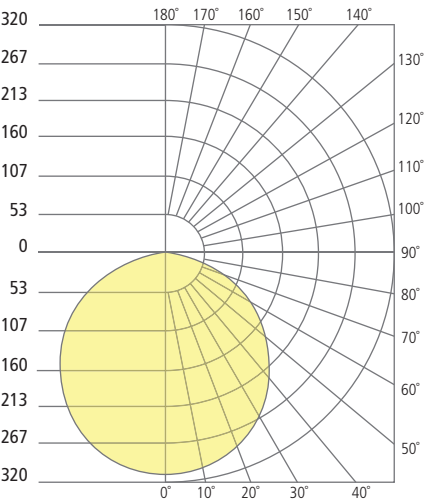


Pitch Single

PHOTOMETRICS*

*For latest photometrics, please visit www.techlighting.com/OUTDOOR

PITCH SINGLE	
Total Lumen Output:	823
Total Power:	26.2
Luminaire Efficacy:	31.4
Color Temp:	3000K
CRI:	80+
BUG Rating:	B1-U0-G0



PROJECT INFO

FIXTURE TYPE & QUANTITY	JOB NAME & INFO	NOTES



GENERATION BRANDS
7400 Linder Avenue, Skokie, Illinois 60077
T 847.410.4400 F 847.410.4500



REPORT

545 E. Algonquin Rd., Arlington Heights, IL 60005

Project No. G102056385

Date: April 2, 2015

REPORT NO. 102056385CHI-017

TEST OF ONE LED WALL SCONCE

MODEL NO. 700WSPITSI-LED830
LED MODEL NO. EVERLIGHT 62-217B/KK2C-S3030QAR2B42Z15/2T
DRIVER MODEL NO. LTF TA60WA12LED-0000

RENDERED TO

GENERATION BRANDS
7400 LINDER AVE
SKOKIE, IL 60077

TEST: Electrical and Photometric tests as required to the IESNA test standard.

STATEMENT OF LIMITATION: This report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST, or any agency of the federal government.

AUTHORIZATION: The testing performed was authorized by signed quote number 500587731.

STANDARDS USED: The following American National Standards or Illuminating Engineering Society of North America Test Guides were used in part or totally to test each specimen:

IESNA LM-79 - 2008: Electrical and Photometric Measurements of Solid State Lighting

ANSI NEMA ANSLG C78.377: 2012: Specifications of the Chromaticity of Solid State Lighting Products

DESCRIPTION OF SAMPLE: The client submitted one production sample of model number 700WSPITSI-LED830. The sample was received by Intertek on March 27, 2015, in undamaged condition and one sample was tested as received. The sample designation was 03272015125121-009.

DATES OF TESTS: April 1, 2015 through April 2, 2015.

This report is for the exclusive use of Intertek's Client and is provided pursuant to the agreement between Intertek and its Client. Intertek's responsibility and liability are limited to the terms and conditions of the agreement. Intertek assumes no liability to any party, other than to the Client in accordance with the agreement, for any loss, expense or damage occasioned by the use of this report. Only the Client is authorized to copy or distribute this report and then only in its entirety. Any use of the Intertek name or one of its marks for the sale or advertisement of the tested material, product or service must first be approved in writing by Intertek. The observations and test results in this report are relevant only to the sample tested. This report by itself does not imply that the material, product, or service is or has ever been under an Intertek certification program.

SUMMARY

Model No.:	700WSPITSI-LED830
Description:	LED Wall Sconce

Criteria	Result	
	Sphere	Goniometer
Total Lumen Output (Lumens)	544.6	543.7
Total Power (W)	19.18	19.07
Luminaire Efficacy (LPW)	28.39	28.51

Criteria	Result
Power Factor	0.927
Current ATHD %	37.39
Correlated Color Temperature (CCT - K)	3217
Color Rendering Index (CRI - Ra)	84.2
Color Rendering Index (CRI - R9)	23.3
DUV	0.004
Chromaticity Coordinate (x)	0.418
Chromaticity Coordinate (y)	0.389
Chromaticity Coordinate (u')	0.245
Chromaticity Coordinate (v')	0.512

EQUIPMENT LIST

Equipment Used	Model Number	Control Number	Last Date Calibrated	Calibration Due Date	Date Used
Yokogawa Power Meter	WT210	146919	07/16/14	07/16/15	04/02/15
Omega Thermometer	DPI8-C24	146920	10/09/14	10/09/15	04/02/15
LSI High Speed Mirror Goniometer	6440T	146928	VBU	VBU	04/02/15
Newport Hygrometer	iServer	146956	01/06/15	01/06/16	04/02/15
Elgar, AC Power Supply	CW1251P	146918	VBU	VBU	04/02/15
Labsphere 2M Sphere & Spectroradiation	CDS1100	146137	VBU	VBU	04/01/15
Elgar AC Power Supply	CW1251M	146113	VBU	VBU	04/01/15
Sorenson DC Power Supply	XFR150-8	146847	VBU	VBU	04/01/15
Yokogawa Power Analyzer	WT1600	146767	04/09/14	04/09/15	04/01/15
Omega Temperature Meter	MDSi8	146873	07/15/14	07/15/15	04/01/15
Newport Thermohygrometer	iTHX-M	146382	07/02/14	07/02/15	04/01/15

TEST METHODS

Seasoning in Sample Orientation – LED Products

No seasoning was performed in accordance with IESNA LM-79.

Photometric and Electrical Measurements – Integrating Sphere Method

A Labsphere Model CDS 1100 CCD Array Spectroradiometer and Two Meter or Ten Foot Sphere was used to measure correlated color temperature, chromaticity coordinates, and the color rendering index for each SSL unit.

Ambient temperature was measured at a position inside the sphere. Each SSL unit was operated on the client provided driver at the rated input voltage in its designated orientation. Each SSL unit was allowed to stabilize for at least thirty minutes before measurements were made. Electrical measurements including voltage, current, and power were measured using the Xitron or Yokogawa Power Analyzer.

The calibration of the sphere photometer-spectroradiometer system is traceable to the National Institute of Standards and Technology.

Photometric and Electrical Measurements – Distribution Method

A LSI Type C High Speed Model 6440 Mirror Goniometer was used to measure the intensity (candelas) at each angle of distribution for each sample.

Ambient temperature was measured equal to the height of the sample mounted on the Goniometer equipment. Each sample was operated at input rated voltage in its designated orientation. Each sample was allowed to stabilize for at least thirty minutes before measurements were made. Electrical measurements including voltage, current, and power were measured using the Xitron or Yokogawa Power Analyzer.

Some graphics were created with Photometrics Plus software.

RESULTS OF TEST

Photometric and Electrical Measurements at Ambient Temperature (25°C +/- 1°C) - Integrating Sphere Method

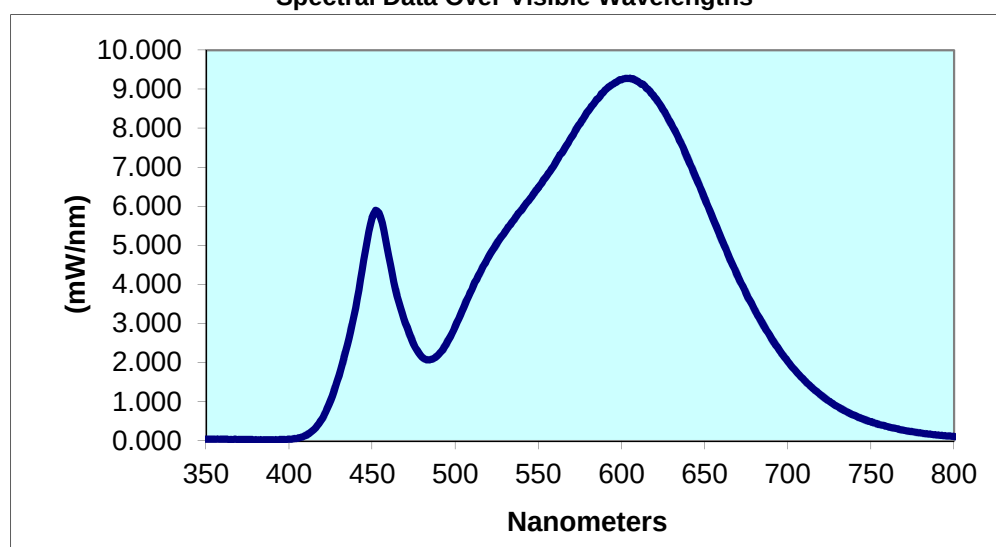
Intertek Sample No.	Base Orientatio n	Input Voltage {Vac}	Input Current (mA)	Input Power (Watts)	Input Power Factor	Current ATHD (%)	Luminous Flux (Lumens)	Lumen Efficacy (LPW)
03272015125121-009	UP	120.0	172.4	19.18	0.927	37.39	544.6	28.39

Correlated Color Temperature (K)	CRI -Ra	CRI -R9	DUV	CIE 31' Chromaticity Coordinate (x)	CIE 31' Chromaticity Coordinate (y)	CIE 76' Chromaticity Coordinate (u')	CIE 76' Chromaticity Coordinate (v')
3217	84.2	23.3	0.004	0.418	0.389	0.245	0.512

Spectral Distribution over Visible Wavelengths

nm	mW/nm	nm	mW/nm	nm	mW/nm	nm	mW/nm	nm	mW/nm
350	0.044	440	3.403	530	5.360	620	8.788	710	1.551
355	0.041	445	4.630	535	5.645	625	8.479	715	1.348
360	0.043	450	5.701	540	5.913	630	8.110	720	1.169
365	0.038	455	5.737	545	6.204	635	7.690	725	1.015
370	0.034	460	4.734	550	6.492	640	7.212	730	0.877
375	0.032	465	3.714	555	6.780	645	6.716	735	0.757
380	0.030	470	3.019	560	7.104	650	6.208	740	0.653
385	0.028	475	2.477	565	7.434	655	5.697	745	0.566
390	0.028	480	2.151	570	7.782	660	5.192	750	0.490
395	0.033	485	2.080	575	8.122	665	4.687	755	0.423
400	0.042	490	2.213	580	8.443	670	4.219	760	0.367
405	0.069	495	2.516	585	8.744	675	3.774	765	0.318
410	0.140	500	2.930	590	8.982	680	3.366	770	0.273
415	0.293	505	3.411	595	9.137	685	2.994	775	0.236
420	0.575	510	3.874	600	9.241	690	2.640	780	0.202
425	1.040	515	4.315	605	9.280	695	2.321		
430	1.670	520	4.711	610	9.196	700	2.034		
435	2.456	525	5.055	615	9.029	705	1.780		

Spectral Data Over Visible Wavelengths



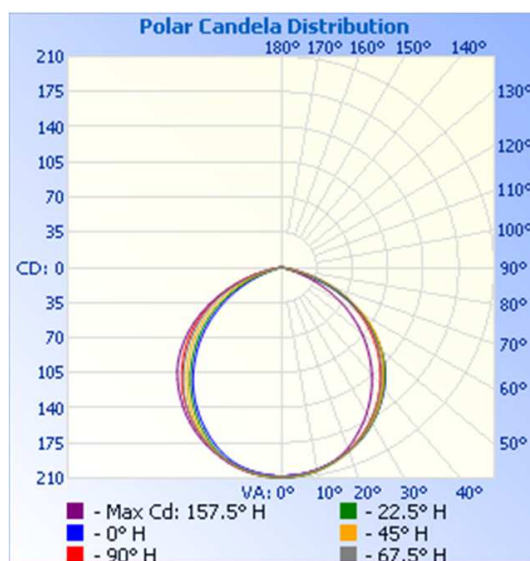
RESULTS OF TEST (cont'd)

Photometric and Electrical Measurements at Ambient Temperature (25°C +/- 1°C) – Distribution Method

Intertek Sample No.	Base Orientatio n	Input Voltage {Vac}	Input Current (mA)	Input Power (Watts)	Input Power Factor	Absolute Luminous Flux (Lumens)	Lumen Efficacy (Lumens Per Watt)
03272015125121-009	UP	120.0	176.0	19.07	0.903	543.7	28.51

Intensity (Candlepower) Summary at 25°C - Candelas

Angle	0	22.5	45	67.5	90
0	208	208	208	208	208
5	207	209	208	207	207
10	205	206	205	205	204
15	200	201	201	200	200
20	195	195	195	194	194
25	188	188	187	186	186
30	179	179	178	177	176
35	169	169	168	166	165
40	158	157	156	153	152
45	145	145	142	139	138
50	129	129	128	124	122
55	111	111	113	108	105
60	91	91	94	90	87
65	68	69	73	72	68
70	43	46	51	52	48
75	21	22	27	30	27
80	7	6	7	10	9
85	3	3	2	1	0
90	0	0	0	0	0

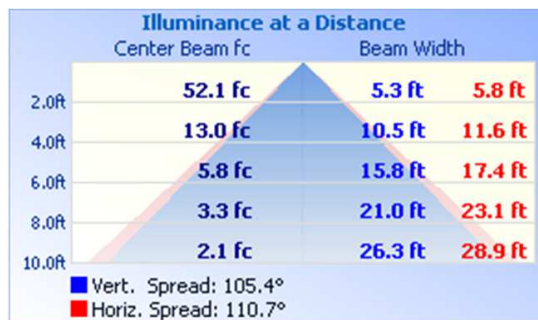


RESULTS OF TEST (cont'd)

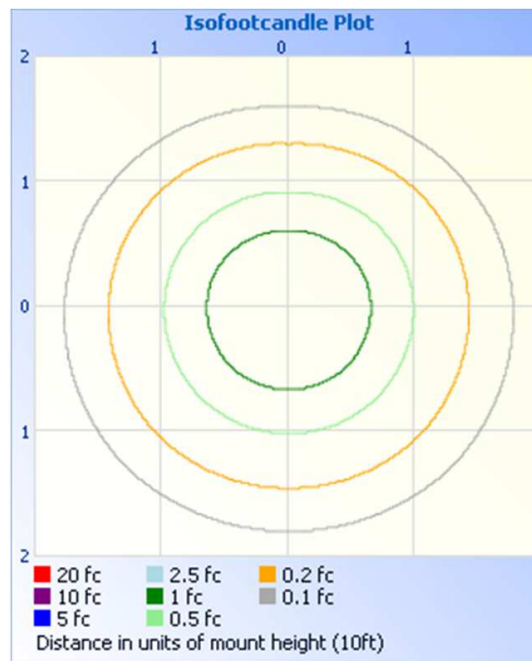
Illumination Plots

Mounting Height: 10 ft.

Illuminance - Cone of Light



Isoillumination Plot



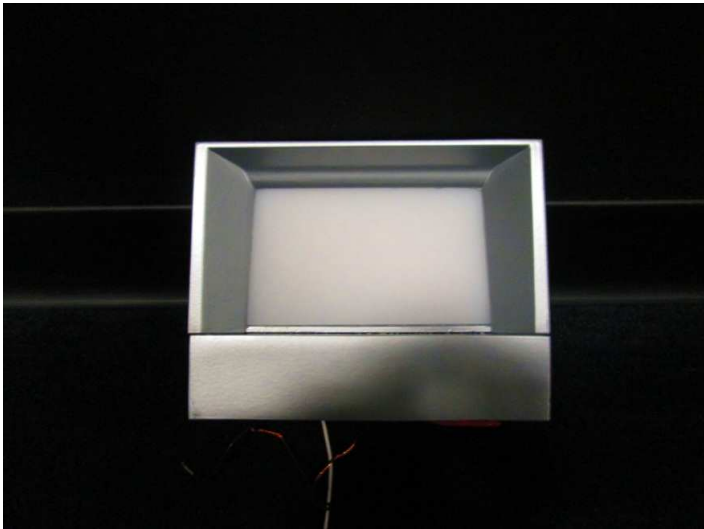
Zonal Lumen Summary and Percentages at 25°C

Zone	Lumens	% Luminaire
0-30	161.4	29.7
0-40	263.3	48.4
0-60	458.0	84.2
60-90	85.7	15.8
0-90	543.7	100.0
90-180	0.0	0.0
0-180	543.7	100.0

Zonal Lumens and Percentages at 25°C

Zone	Lumens	% Luminaire
0-10	19.7	3.6
10-20	56.5	10.4
20-30	85.2	15.7
30-40	101.9	18.7
40-50	104.1	19.1
50-60	90.6	16.7
60-70	61.4	11.3
70-80	22.6	4.2
80-90	1.8	0.3

PICTURES (not to scale)



CONCLUSION

The results tabulated in this report are representative of the actual test samples submitted for this report only. The data is provided to the client for further evaluation. Compliance to the referenced specification requirements was not determined in this report.

In Charge Of Tests:



Vladimir Kozak
Senior Associate Engineer
Lighting Division

Attachment: None

Report Reviewed By:



Timothy Quigley
Engineer
Lighting Division

Westerlea View Lofts

Planning Board Reviews

Responses to First Planning Board Workshop

In this round of Westerlea View loft images we are trying to address the architectural concerns that were brought to our attention by both the public and the board itself. This includes comments on the architecture itself as well as a need to use imagery that helps to explain the relationship to its surroundings.

The first three images are zoomed out and look at the scale of the surrounding city from the top of Congress Street all the way down to 295. These images highlight structures, existing and proposed that are of equal or greater scale to Westerlea, and it can be seen that the site lies in between the urban scale of Congress Street and the remaining industrial fabric down along Lancaster and Kennebec along with the more newly developed commercial scale of Marginal Way. It sits on the border of these larger scale zones and a strip of smaller scale residential. By diagraming the current zoning of the Bayside area, it can be seen to relate directly to the commercial and industrial zones while recognizing the pocketed areas of residential.

Zooming in to sections of the neighboring blocks and noting the zoned heights show where the transition of scale from the 55' heavily residential zone to the 85' transition areas and onto the 105' and 125'. Westerlea lies in a 105' zone that sits directly next to a 55' zone and our proposal takes advantage of the higher zone without maxing out the allowable height and remaining sensitive to the lower residential zone.

The floor plans have been updated and included and now match the renderings. There has been further development in the first floor to provide more shared resident space being sensitive to what is placed street side versus garage side. The entrance to the rentable first floor space has been relocated to face Chestnut Street to increase the building's relationship to the street.

The elevations have also been updated. The entrances to the building have been rethought to bring more direct relationship to Chestnut Street and the secondary entrance to the rentable space is now wrapped in the wood Nichiha to highlight it across the lawn. The color scheme has been adjusted with only one shade of Nichiha being used for the apartment walls but a new material color being brought in for the underside of the roof and the deck ceilings. This color ties to that of the entrance Nichiha – the wood finish – and helps to accentuate the horizontal planes that occur with the faces of the building are carved to create decks. The vents for the unit have been added as well.

The remaining images are renderings of the building dropped into the site from multiple vantage points. This allows the viewer to see more clearly what the site is currently and how the form and scale of Westerlea View lofts relates to it.

Responses to Second Planning Board Workshop

The major area of revision based on the second workshop is the Oxford Street elevation. This is the end of the building directly across the street from a R6 residential zone with a lower height allowance than

the site we are designing for. In the design standards of our B7 zone we are to create a “seamless connection to adjacent residential neighborhoods to ensure that these zones remain stable, quiet and secure. This shall be achieved through the mitigation of height, massing, step backs, materials and details and design of the facade at pedestrian level.”

Initially Westerlea View Lofts attempted to achieve this through keeping its entire structure well below the zoned 105’ but it has been decided that further design moves need to be made at the Oxford Street elevation to connect to the residential buildings across from it. In this round we have taking the mezzanine level and pushed it back away from the face of the building on all sides helping the maximum height of the building to not read from the street level. We have also created several more step backs on the Oxford elevation that wrap the corners and help to break down the mass at that entire end of the building. Change in materiality on each step back help to accentuate the new forms created.

The door from the unit that exits to Oxford has now been wrapped in the wood Nichiha that wraps the major entrances of the building, although in a smaller area, to help add to the presence of passage into the building at street level. The smaller proportion of this entrance and lack of awning help to differentiate from the common/public entrances and scale it to the R6 zone.

In trying to make the building have more street presence, our previous round of revisions included patio areas for the tenants at street level on the Oxford side. It has been decided that the current neighborhood conditions do not make this a good location for private patios with any furniture so we are revising this area to be planted and potentially become more usable for the tenants in time if the nature of the neighborhood allows for it.

The other design change introduced is parapets added at the roof above decks on the Chestnut façade and the façade along the garage. It was brought to our attention that a long continuous roofline makes the building appear larger. The parapets help to break up the roofline and they also create a barrier behind which the HVAC units can be placed to help block the from view from more angles.



A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN
DATE: NOVEMBER 21, 2016
PROJECT: 15142

3 11/21/16 REVD PER STAFF REVIEW
2 11/17/16 REVD PER CITY COMMENTS
1 9/29/16 REVD PER CITY REVIEW

REV. DATE DESCRIPTION

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

ILLUSTRATIVE SITE PLAN

An aerial view of a city, likely Philadelphia, showing a dense urban area with various buildings, streets, and a river. A red dot is placed on a building, and a label "Chestnut St" is positioned next to it. The image is a 3D rendering from Google Earth, with some buildings highlighted in grey.

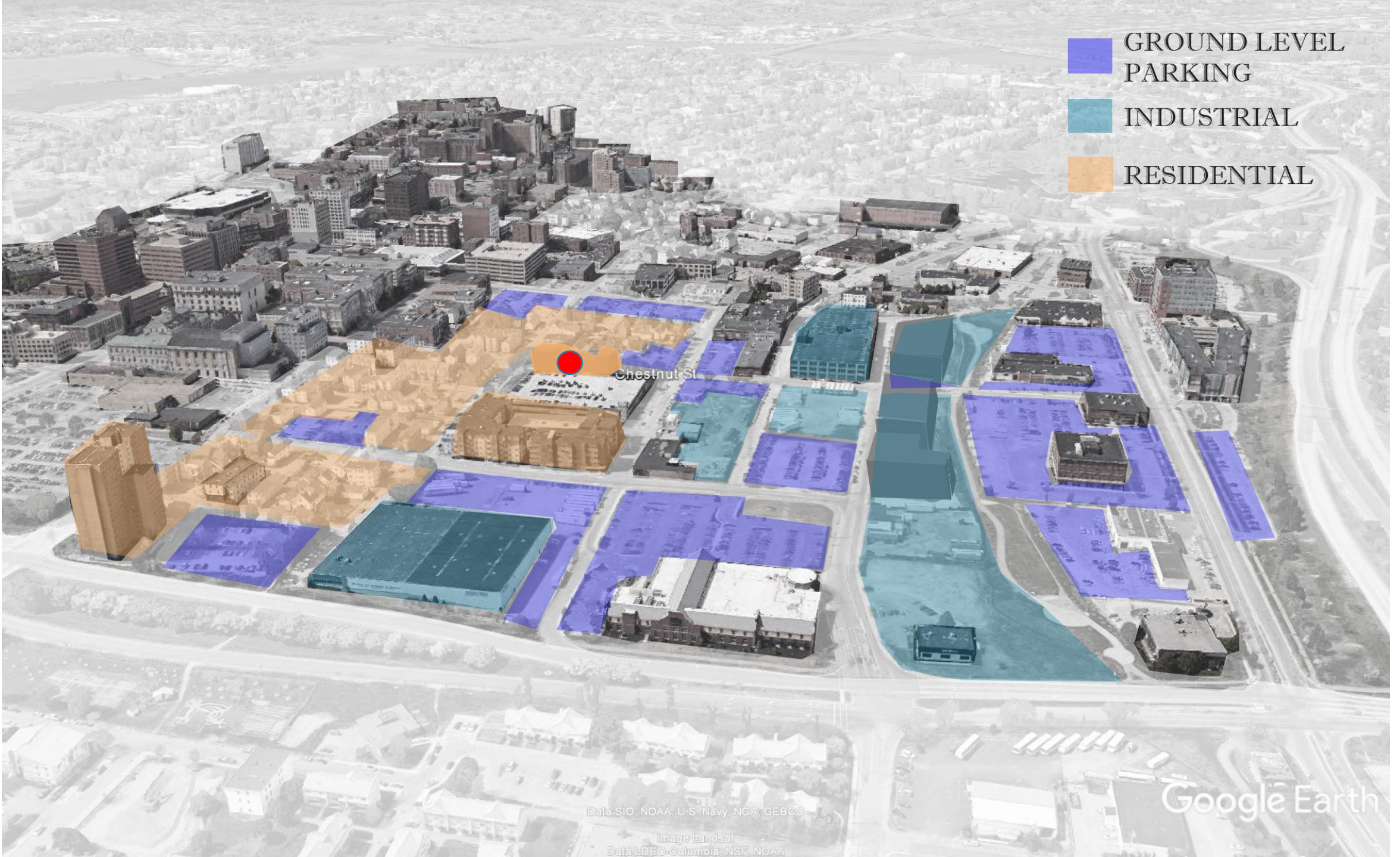
Chestnut St

Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Image Landsat
Data LDEO, Columbia, NSF, NOAA

Google Earth

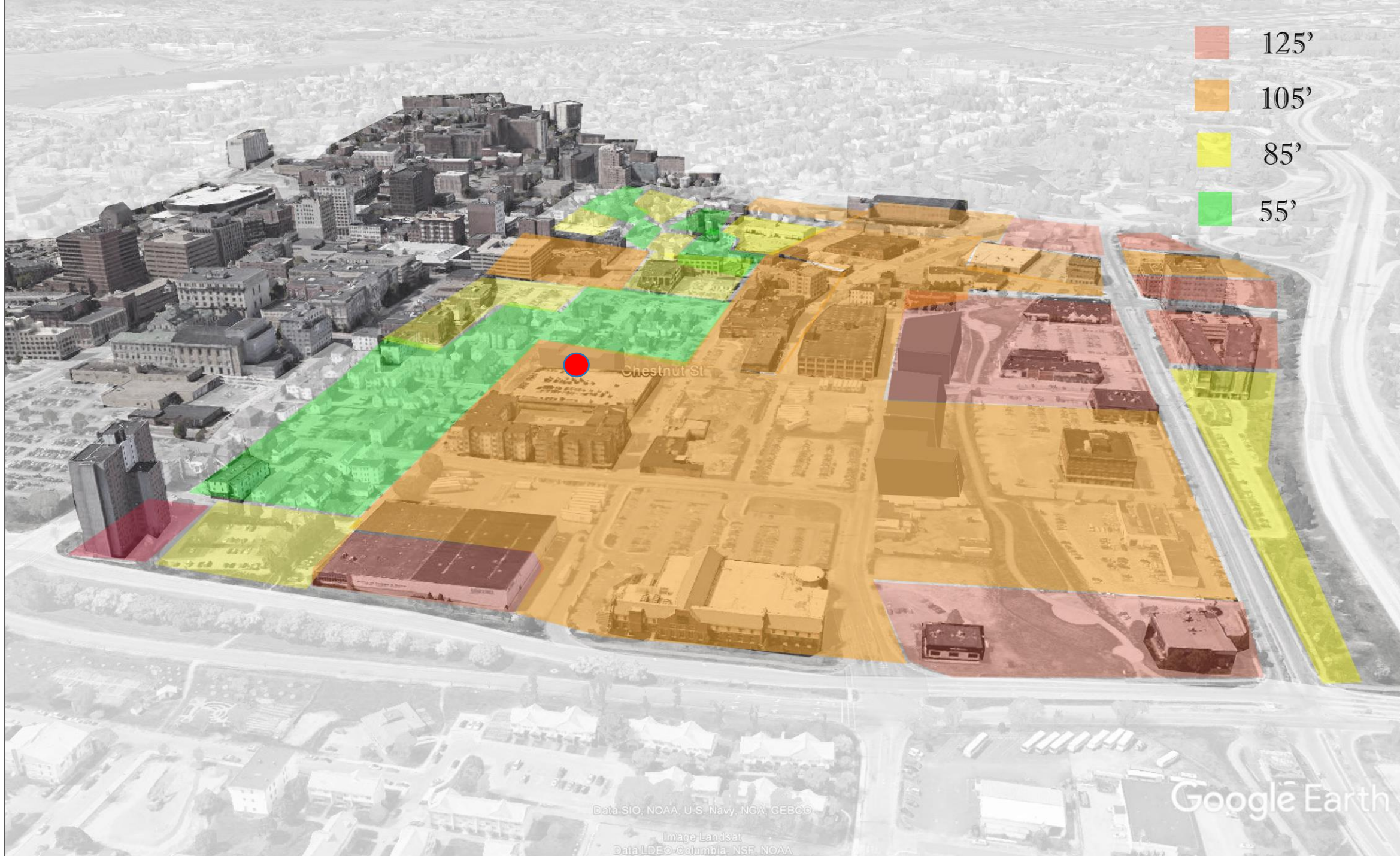
- GROUND LEVEL PARKING
- INDUSTRIAL
- RESIDENTIAL



Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Image Landsat
Data LDEO, Columbia, NSF, NOAA

Google Earth



Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Image Landsat
Data LDEO-Columbia, NSF, NOAA

Google Earth



WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

ILLUSTRATIVE NEIGHBORHOOD

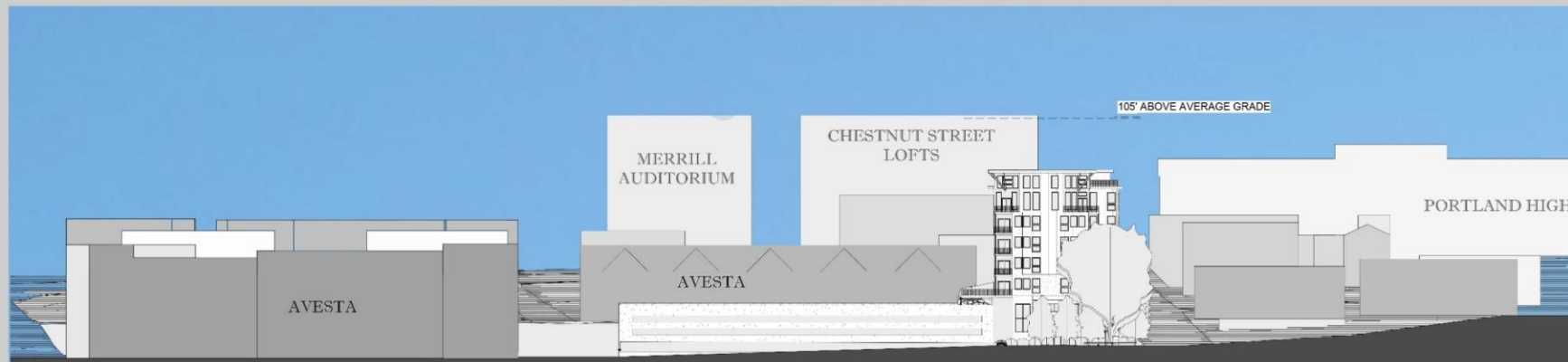
A & M PARTNERS, INC.
100 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN
DATE: AUGUST 11, 2016
PROJECT: 1001

DRAWN BY: JAC
CHECKED BY: TMS
DATE: 08/01/16

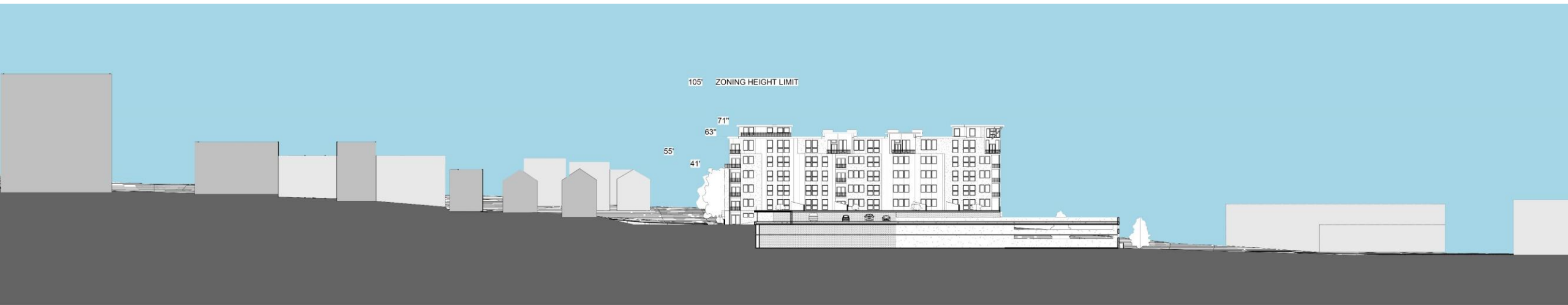
NO.	REVISION/DESCRIPTION	DATE
1	ISSUED FOR PERMIT	08/01/16

PIRKMAN & GREER
CIVIL ENGINEERS
"A SEAL OF APPROVAL IS NOT
VALID UNTIL 08/31/2017"

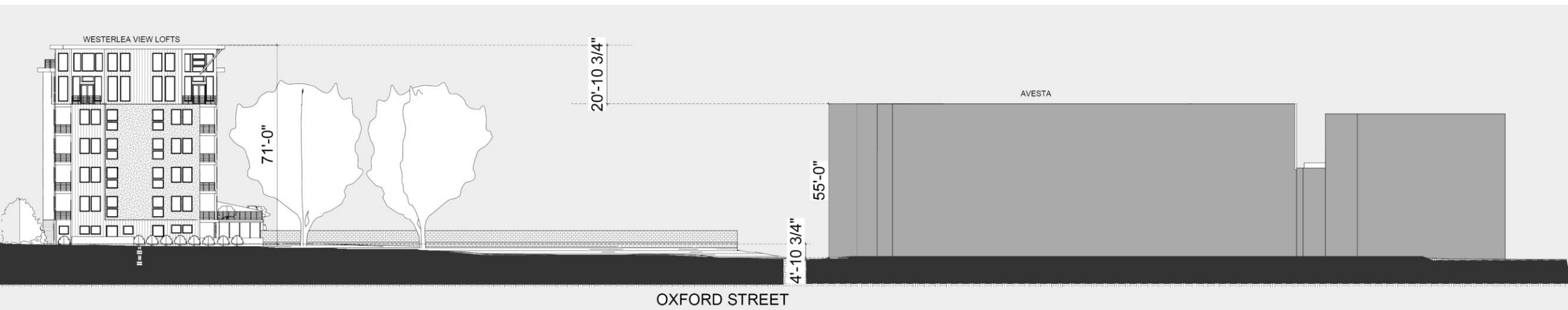


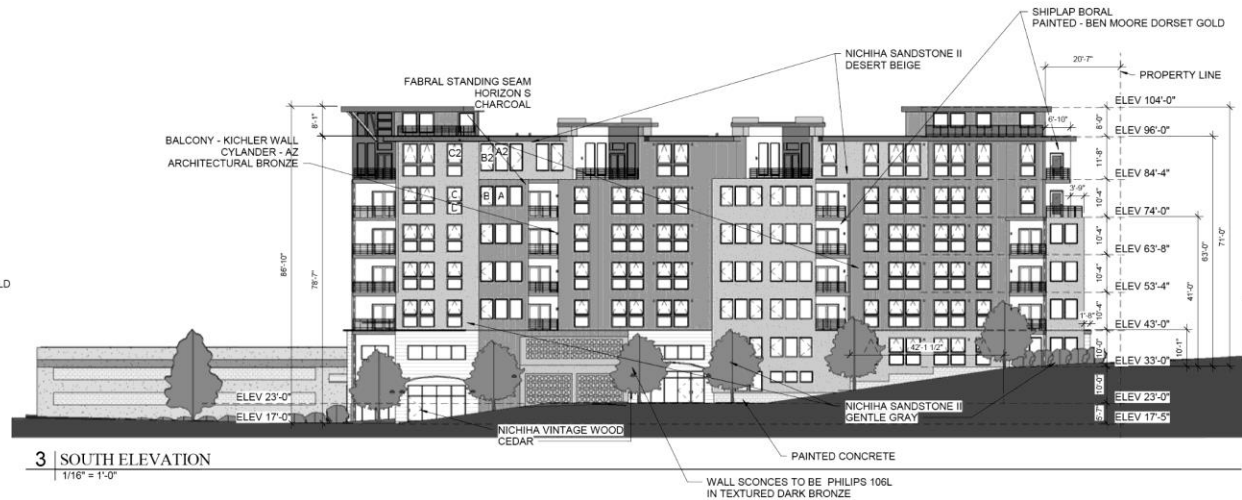
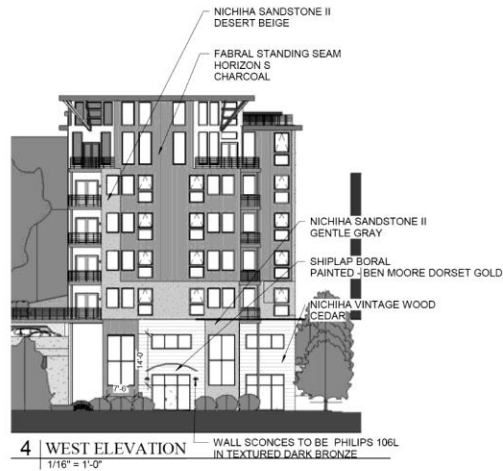
1 | NEIGHBORHOOD
SECTION A
1/32" = 1'-0"

LANCASTER STREET



2 NEIGHBORHOOD
SECTION B
1/32" = 1'-0"





AVERAGE GRADE ELEVATION CALC
4 CORNERS OF BUILDING (SEE SITE PLAN)
 $13.8' + 17.2' + 33.0' + 32.5' = 96.5'$
 $96.5' / 4 = 24.125'$

$104.0' - 24.125' = 79.875'$ TO TOP OF MEZZANINE
 $79.875' - 8' = 71.875'$ TO TOP OF 7TH FLOOR ROOF

Prepared For
A&M Partners

Consultant

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
**Westerlea View
Lofts**
Chestnut Street
Portland, Maine

Revisions:

Scale:
1/16" = 1'-0"

Date:
7-22-2016

Building Elevations

A2.01







GARAGE ELEVATION



OXFORD STREET ELEVATION

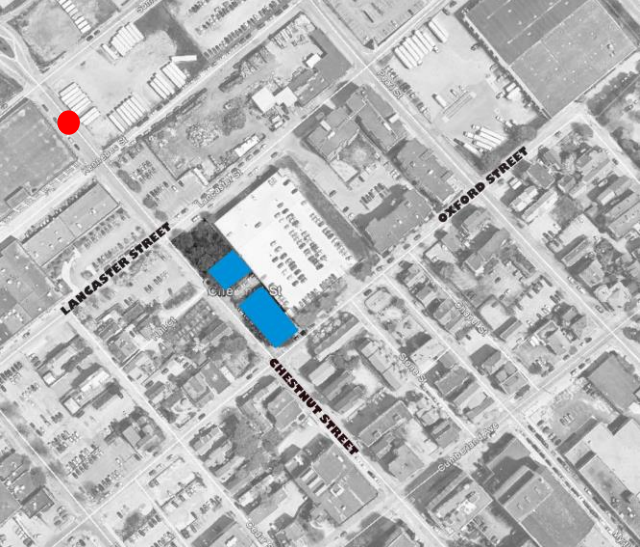


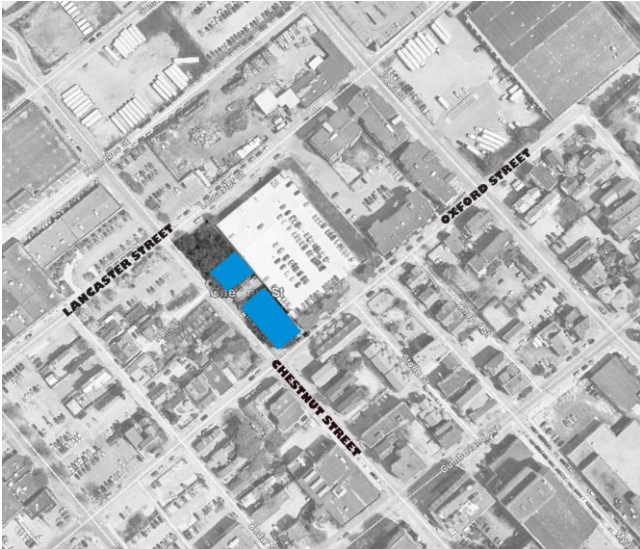
LANCASTER STREET ELEVATION

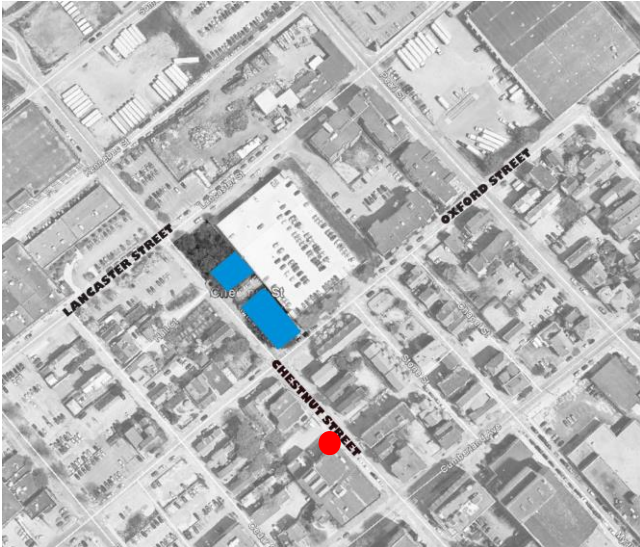


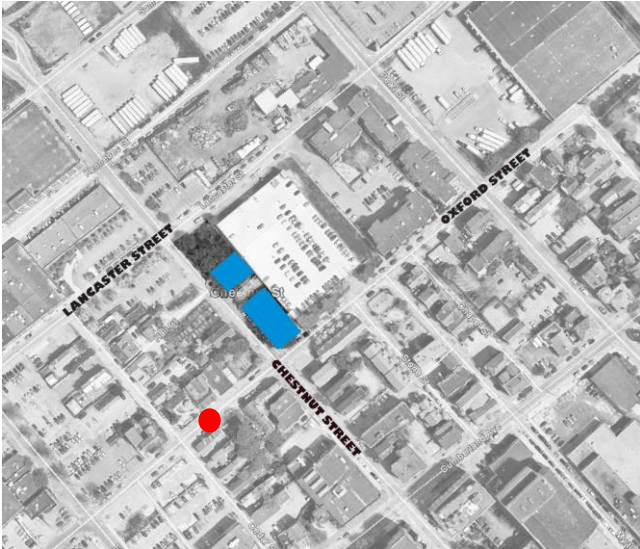
CHESTNUT STREET ELEVATION

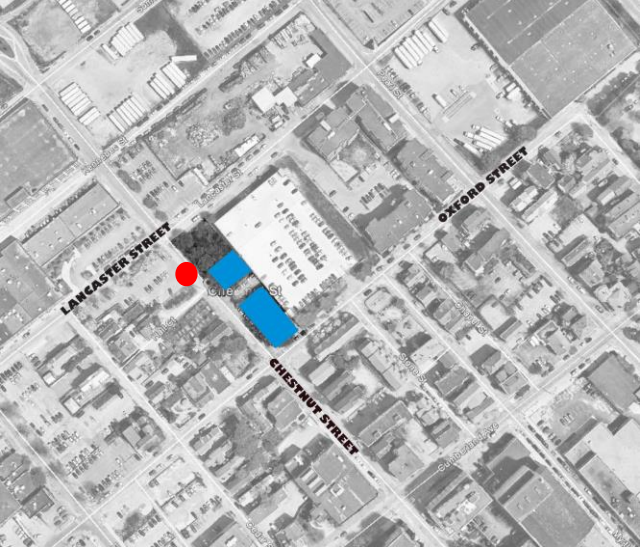


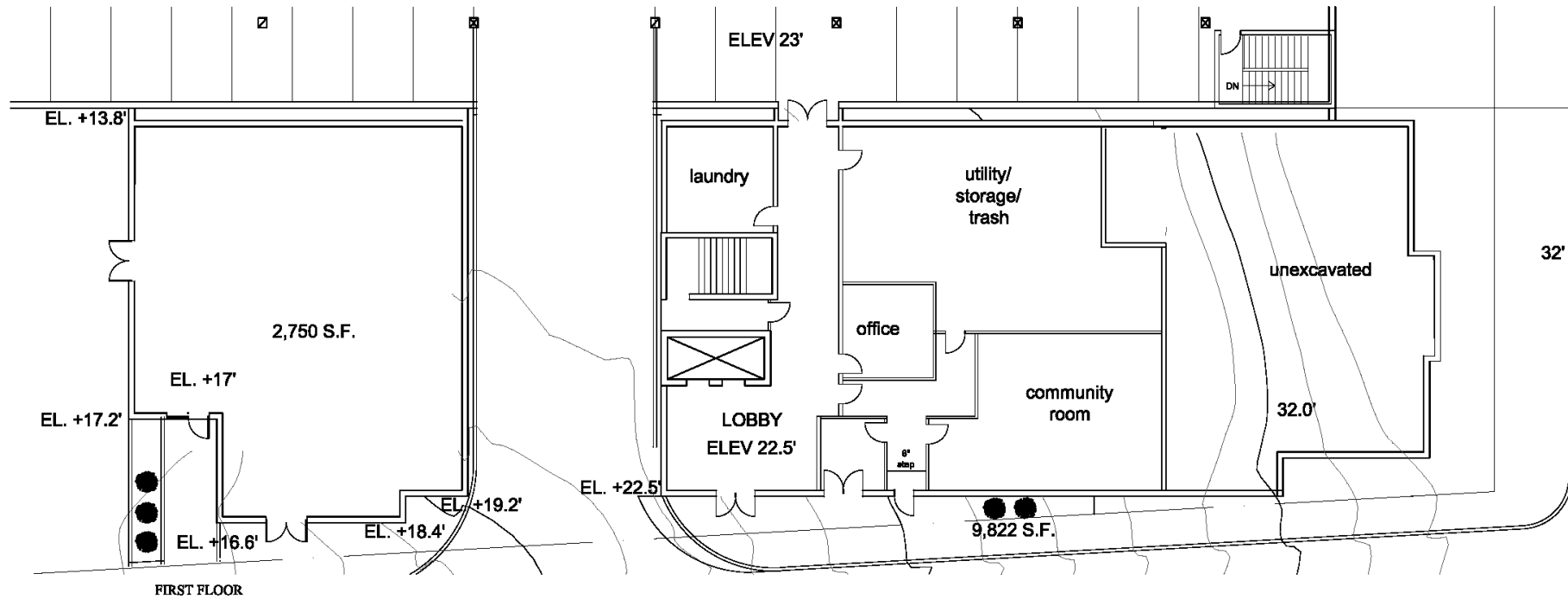
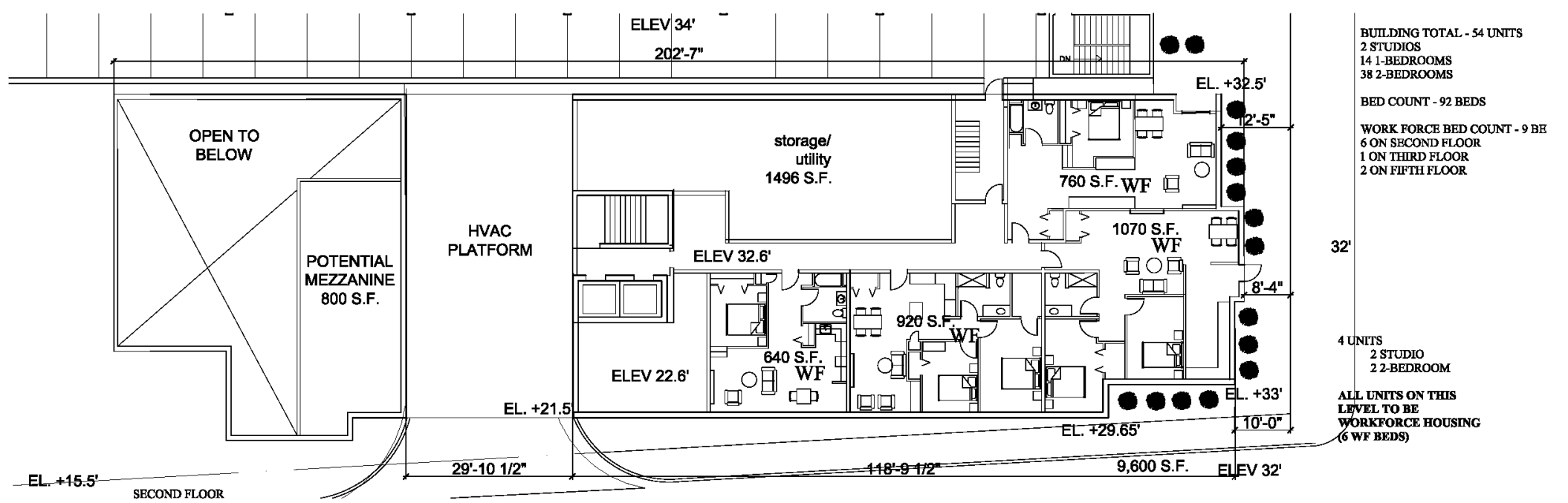


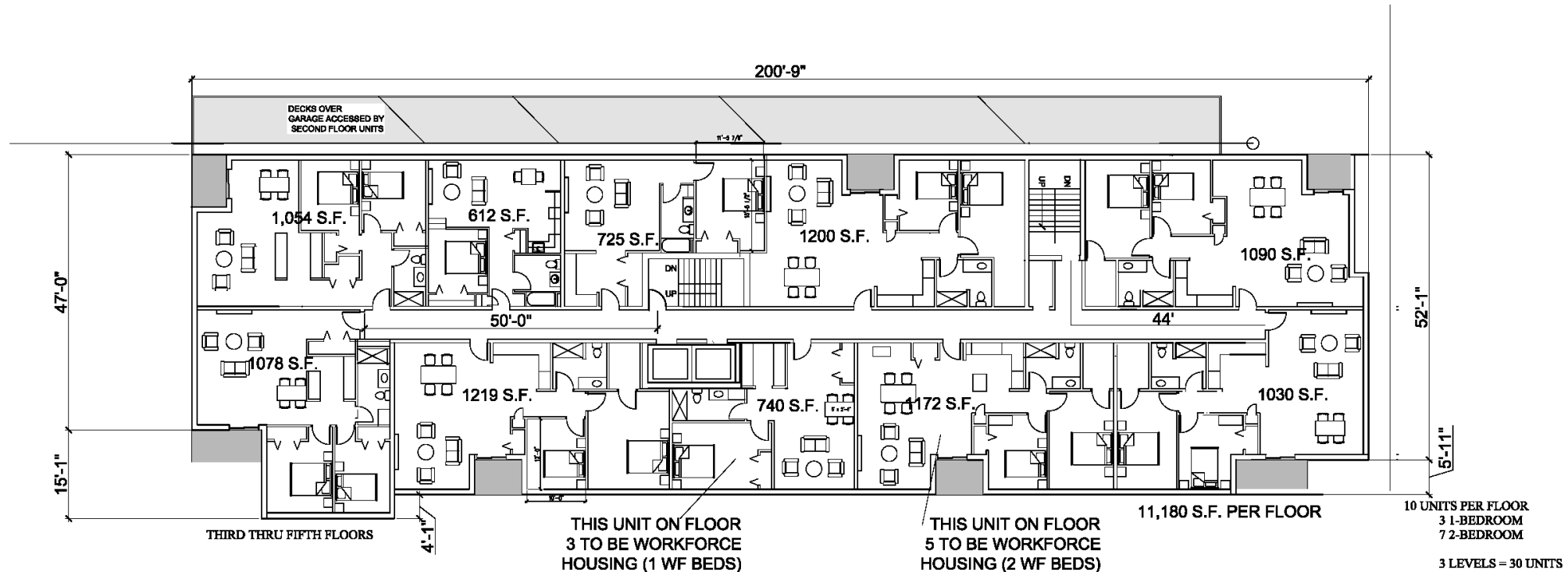
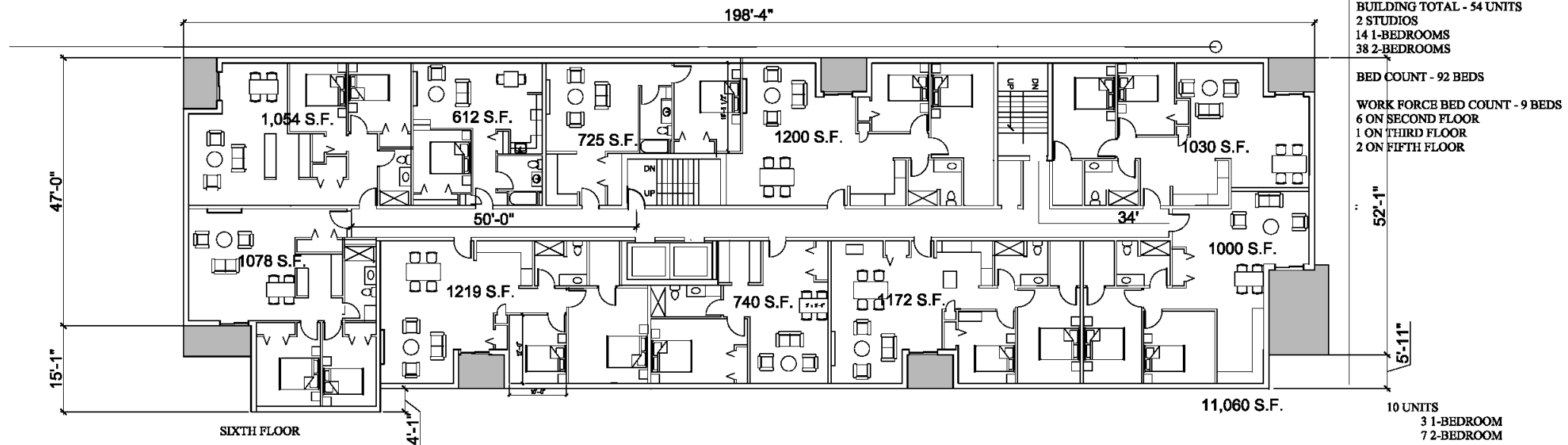








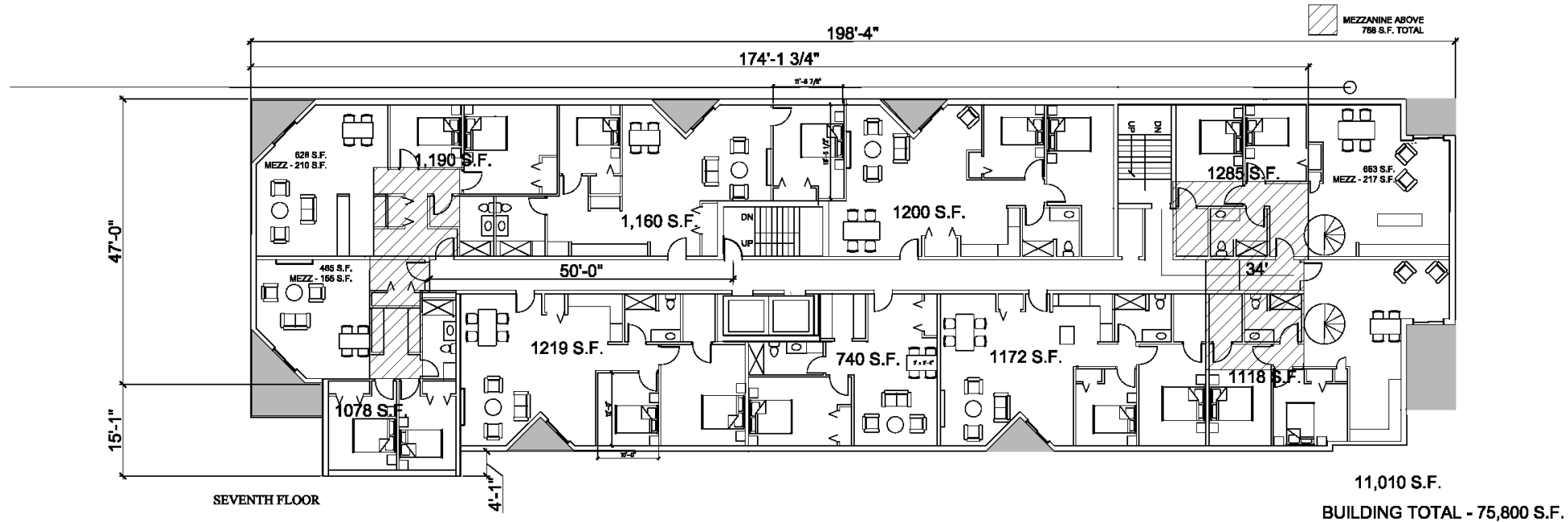




BUILDING TOTAL - 54 UNITS
2 STUDIOS
14 1-BEDROOMS
38 2-BEDROOMS

BED COUNT - 92 BEDS

WORK FORCE BED COUNT - 9 BEDS
6 ON SECOND FLOOR
1 ON THIRD FLOOR
2 ON FIFTH FLOOR



9 UNITS
1 1-BEDROOM
8 2-BEDROOM

TRANSPORTATION DEMAND MANAGEMENT PLAN

FOR

PROPOSED

“Westerlea View Lofts” Apartments

Prepared For: A&M Partners, Inc.

Prepared By: William J. Bray, P.E.

October 2016

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

Project Description

A&M Partners, Inc. are proposing construction of a seven-story apartment building at 75 Chestnut Street on an undeveloped parcel of property bordering the Chestnut Street Parking Garage. The proposed project will provide a total of 54: (38) two-bedroom units; (14) one-bedroom units and (2) studio units. Additionally, the project anticipates inclusion of a 2,328 square foot commercial-retail space on the first floor and a 800 square foot residential living space on the second floor. Perspective tenants of the apartment units will be allocated a dedicated parking space in the adjoining Chestnut Street Parking Garage.

Transportation Narrative

The proposed project's location on Chestnut Street affords numerous multi-modal opportunities to tenants of the proposed residential project. The City's Preble Street Recreational Facility, Deering Oaks Park, Baxter Boulevard and the Bayside multi-use trails are all located a short walk from the proposed site. Portland's Downtown, Old Port and Commercial Street areas are also conveniently located within a reachable walking distance from the proposed 75 Chestnut Street site. METRO Bus provides their highest frequency of service to the Congress Street corridor, again a short walk of three blocks or less via: 1) Route 1 - Congress Street; 2) Route 8 - Peninsular Loop and; 3) Routes 9A/9B – Crosstown Loop. Chestnut Street, a minor collector street provides a low volume connection option to all major roadways serving the Portland Peninsular, including I-295, Franklin Arterial, Forest Avenue, State/High Streets.

Transportation Coordinator

A&M Partners, Inc. or a private company retained to manage the apartment project will serve as the TDM coordinator for the property. The management team will be fully versed in the transportation services available to perspective tenants of the building. Each new building tenant, in a pre-lease interview with the property management team, will receive a packet containing information on the availability of transportation (all modes) services. In addition, the Coordinator will monitor the car ownership of Tenants and the number of spaces rented to Tenants, so to gauge the impact on the street parking.

Parking Demand Calculation

The City's Zoning Ordinance notes the following: *Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.*

Traffic Solutions' September 2015 Parking Assessment Report conducted for the 667 Congress Street Apartment project provides a summary of local parking trends on the Portland Peninsular and with that data recommends an average parking demand rate per apartment unit. An excerpt of that report is attached as an appendix to this report. The referenced parking study recommended an average parking demand of 0.58 spaces per unit. The Planning Board in their review and ultimate approval of the Congress Street project approved the established average per unit parking rate for the noted residential project. A&M Partners, Inc. recognizing the critical importance of providing sufficient secured parking will exceed this threshold value providing each apartment unit with one reserved parking space within the adjoining Chestnut Street garage.

Parking Description

A&M Partners Inc. are providing one dedicated parking space per apartment unit in the adjoining 450 space Chestnut Street parking garage. The Chestnut Garage presently operates at approximately 70% occupancy during a typical weekday and at very low occupancy levels during the evening hours, weekends and holidays.

Parking and Trip Reduction Strategies

Tenant Rental Incentives: Each perspective apartment tenant that doesn't require on-site parking will receive a pro-rata reduction in their monthly rental fee.

Bicycle Facilities: A&M Partners, Inc. will provide a total of 36 secured and covered bicycle spaces will be provided in the adjoining Chestnut Parking Garage reserved for tenant use. Local and regional bicycle route and facility information will be available to tenants at the proposed building transportation services "kiosk" located in the building entry area.

METRO Bus Service: Each building tenant will receive, in their tenant packet, a five-ride METRO bus pass and a copy of METRO's bus route schedule information. METRO bus service information will be strategically posted throughout the building and located on the transportation service "kiosk" in the building entry areas.

Pedestrian Facilities: The TDM Coordinator will work with building tenants in promoting walkability to "key" places of significance including: Casco Bay Transit, Cross Insurance Arena, Portland Public Library, Public Museum, Hadlock Field, Expo Recreational Facilities, Hospitals, local restaurants, and other cultural facilities etc. To aid in this endeavor, a detailed map of the Portland Peninsular will be strategically located in the building entry area that identifies "key" destination points and the approximate distances in reaching them on foot.

Recreational Trails: The destination map located on the transportation "kiosk" will identify the extensive network of public trails on the peninsular with the goal of encouraging greater use.

Tenant Information Packet (Transportation Related Services): Each building tenant will receive a welcoming package that includes the following transportation services information:

- METRO Bus - Routes and Schedules
- South Portland Bus – Routes and Schedules
- Casco Bay Transit – Boat Schedules
- RTP Service Availability with contact information
- Bicycle Short and Long Distance Routing Information
- Rideshare Information on existing programs including contact information
- Portland Trails System Map
- Private auto share service (program information)

The building transportation “kiosk”, located in the entry area of the proposed building, will have copies of all transportation services information including tri-fold brochures from all major transportation service providers.

Tenant Survey/Monitoring

The TDM Coordinator for the property will conduct an annual survey with all building tenants that identifies and quantifies transportation practices of building tenants including the frequency and utilization rates of other modes of transportation; tenant concerns, issues, and transportation services needs. The survey and tenant questionnaire format and information search will be developed in concert with the City’s TDM Manager and modified as directed. The survey results will be summarized with the results shared with each building tenant. A copy of the survey results will be posted on the transportation “kiosk” located in the entry area of the proposed building.

Further, the building management team will also conduct a detailed parking survey, with methods approved by the City, at full occupancy and annually thereafter, for a “typical” day of the year. A summary of the data will provide critical information in determining the adequacy of the property parking supply and whether the level of tenant parking is adequate to meet the needs of the tenants. The property management team will consider whether adjustments to the TDM plan are required; such as, providing additional or increased incentives to tenants to use other modes of transportation, conduct more frequent tenant meetings where special emphasis is placed on other modal travel opportunities, increasing the number bicycle parking opportunities, etc.

A & M PARTNERS, INC.

REAL ESTATE DEVELOPMENT/MANAGEMENT

Att. 0



120 EXCHANGE STREET PORTLAND, MAINE 04101

(207) 879-1358

December 3, 2016

Planning Department
City of Portland
Congress Street
Portland, Maine. 04101

Re: Westerlea View Lofts, Parking

Dear Planning Board and Staff,

As a requirement to the parking needs of the Westerlea View lofts, I have outlined the following. A&M Partners, Inc. is the owner of the Chestnut Street Garage. This is a 3 story 450 space structure. As managers of the garage we work hard to fill the available spaces with long and short term parkers. We do not rent on an hourly basis in the facility. We currently have approximately 44% (200 spaces) of the spaces committed to long term Leases. Those Leases do not exceed 5 years, and the majority of them are less than 2 years. In addition, we have approximately 25% (115 spaces) leased to Monthly parkers. The other daily parkers are less than 10% (45 spaces).

As you can understand our occupancy fluctuates from season to season. I have used our peak occupancy levels above. Generally speaking, the Chestnut Street Garage has an average occupancy of about 75% (335 spaces). That leaves well over the required parking needs of the Westerlea View Lofts of 54 spaces. These occupancy numbers do not take into consideration that 90% (325 spaces) are day time parkers and around 10 are nights and weekend parkers. The garage is virtually empty during these hours.

I understand from the development codes that I am required to have a space for each unit (54spaces). The occupancy levels I have stated above will meet that requirement easily. If the board requires some document to be signed to commemorate that obligation I am happy to do so. If more spaces are needed at the garage I can and will make them available. I would say that I have owned the garage for over 10 years and I have not seen it fully occupied. There would be no reason for me not to make spaces available to any tenant in the Westerlea View Lofts.

I have attached a plan of the parking levels in the Chestnut Street Garage and the locations of the handy cap spaces and bike racks. We do not assign any spaces to our customers in the Chestnut Street garage. In addition, the location of the access points to the from the Garage to the Westerlea View Lofts interior common areas.

Sincerely:

Louis C. Wood
President

A&M Partners, Inc.

Attached:

TDM Plan

Floor Plan Chestnut Street garage.

A1

SHEET NO.

REVISION
DATE 11-10-88
BY J. J. JONES
CHECKED
DATE 11-10-88
BY J. J. JONES
DRAWN 11-10-88
BY J. J. JONES

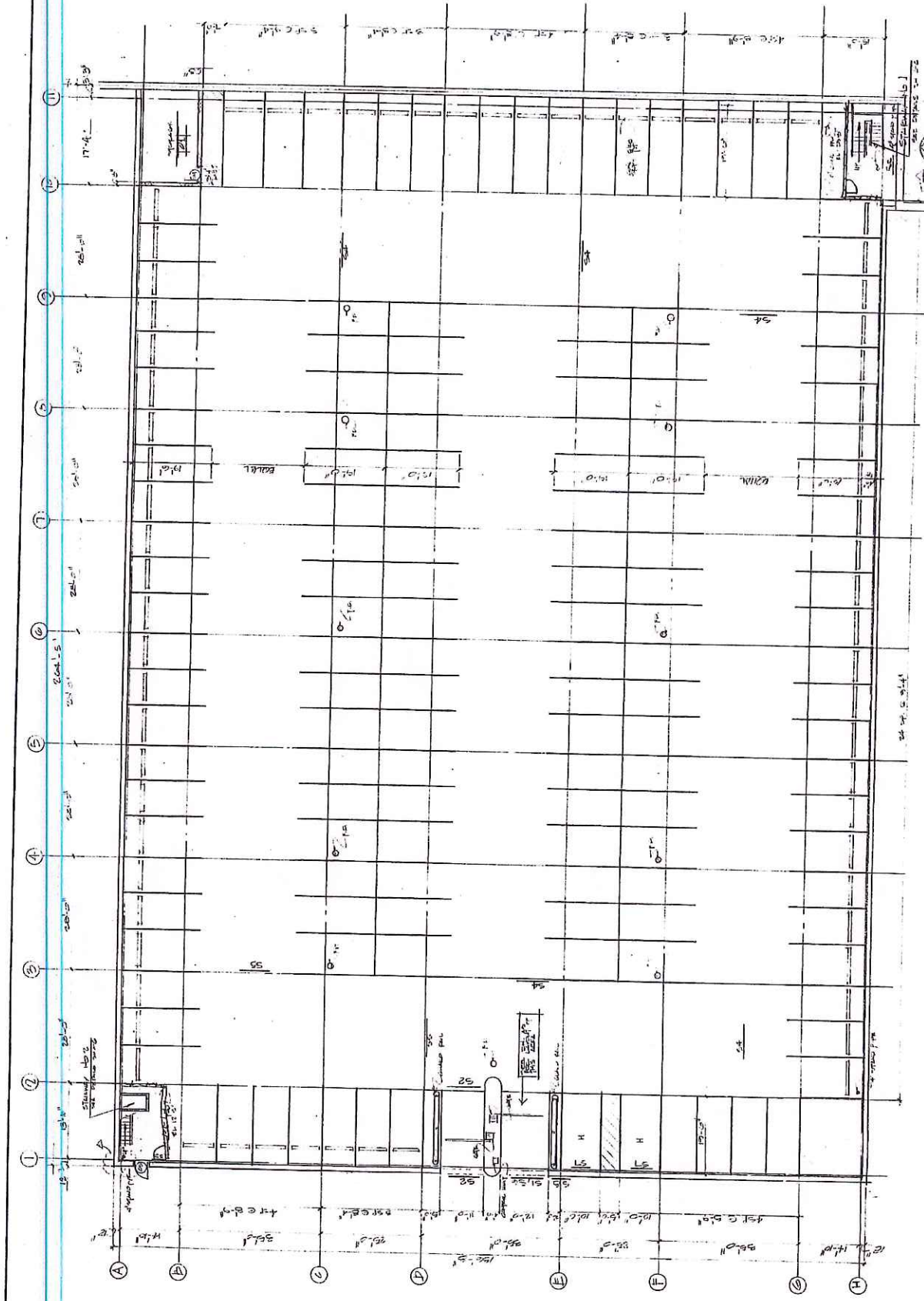
JOB TITLE
CHESTNUT STREET
PARKING GARAGE
PORTLAND, ME.

FIRST FLOOR PLAN
DATE 11-10-88
BY J. J. JONES

STEVENSON ASSOCIATES
ARCHITECTS & ENGINEERS
72 OAK STREET
PORTLAND, MAINE
04101

RECEIVED
DATE 12-10-88
DONOR, INC.

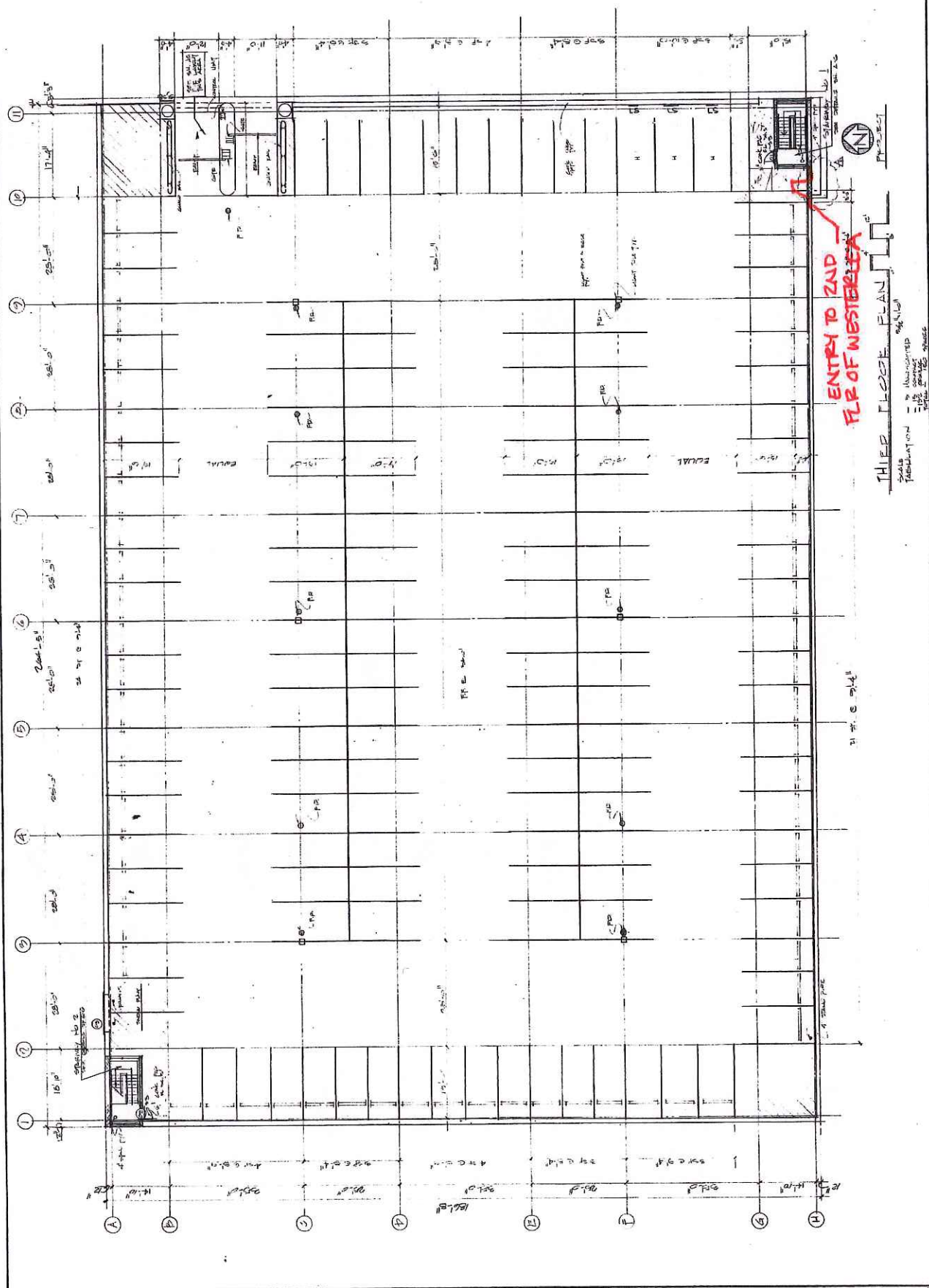
FIRST FLOOR PLAN
DATE 11-10-88
BY J. J. JONES
CHECKED
DATE 11-10-88
BY J. J. JONES
DRAWN 11-10-88
BY J. J. JONES



Architectural floor plan of the second floor of a building. The plan shows a large rectangular space with a grid of columns and rows. Key features include:

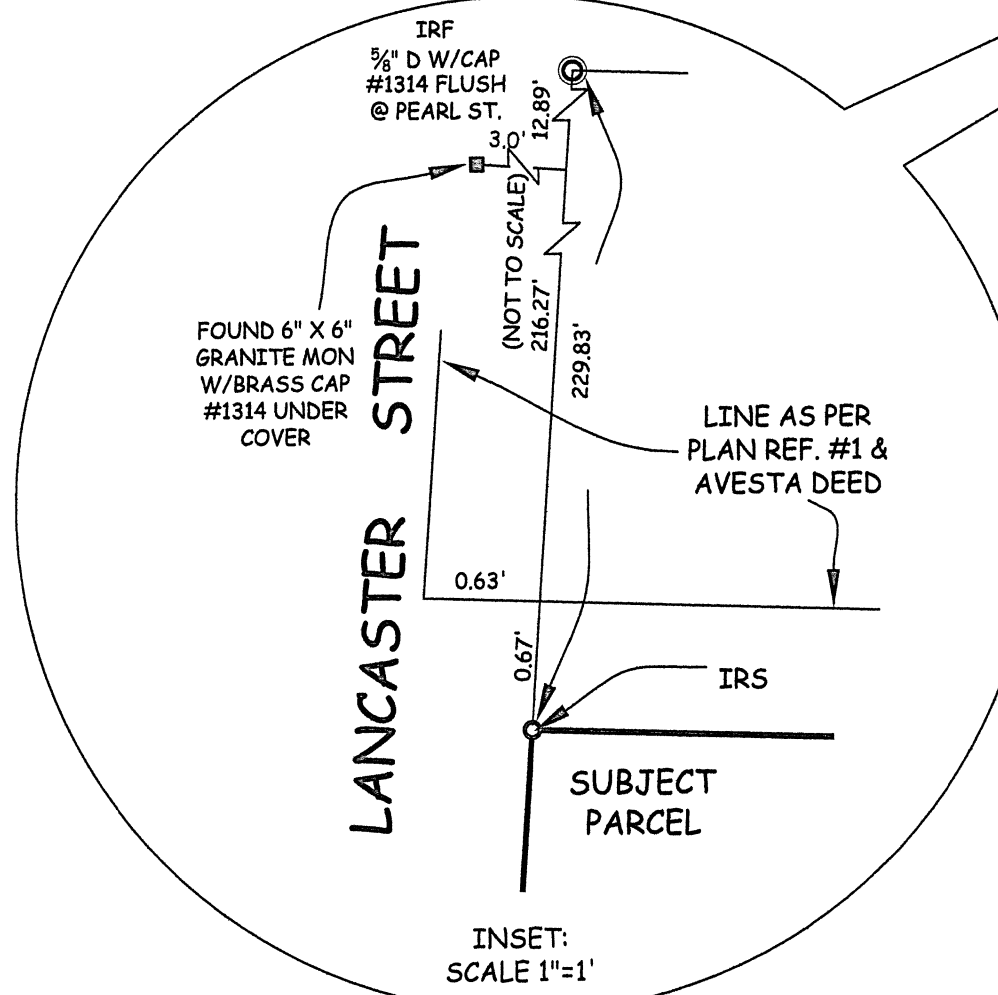
- BIKE STORAGE**: Located on the right side of the plan.
- SECOND FLOOR ENTRY TO WESTERLEA**: Located on the right side of the plan.
- 260'**: A diagonal dimension line across the center of the plan.
- 264'-5"**: A horizontal dimension line at the top of the plan.
- 186'-5"**: A horizontal dimension line at the bottom of the plan.

The plan also shows various rooms, corridors, and structural elements like walls and doors. A north arrow is located in the top right corner. The drawing is titled "SECOND FLOOR PLAN" and includes a scale of 1/8" = 1'-0". The architect is "STEVENS ASSOCIATES" and the location is "PORTLAND, MAINE".



PLAN REFERENCES:

- 1) AS-BUILT SITE SURVEY FOR AVESTA PEARL STREET TWO LP DATED MARCH 07, 2013 PREPARED BY NORTHEAST CIVIL SOLUTIONS, RECORDED IN CCRD PB 211, PG 362.
- 2) ALTA /ACSM LAND TITLE SURVEY FOR OXFORD DEVELOPMENT ASSOCIATES DATED 06-28-88 PREPARED BY SMRT SURVEYING RECORDED IN CCRD PB 171, PG 68.
- 3) PORTLAND RENEWAL AUTHORITY NEIGHBORHOOD DEVELOPEMENT PROJECT ME A-2 DATED MAY 22, 1974 PREPARED BY E.C. JORDAN.
- 4) CITY PLAN OF LANCASTER STREET DATED 1925 VOL 1, PG 57 ON FILE AT CITY OF PORTLAND DEPT. OF PUBLIC WORKS OFFICE SEE ALSO CITY OF PORTLAND RECORDS 9-48 DATED 9/7/1854.
- 5) CITY PLAN OF OXFORD STREET DATED 1925 VOL 1, PG 42 ON FILE AT CITY OF PORTLAND DEPT. OF PUBLIC WORKS OFFICE SEE ALSO CITY OF PORTLAND RECORDS 2-342 DATED 3-13-1824.
- 6) CITY PLAN OF CHESTNUT STREET DATED 1925 VOL 1, PG 44 ON FILE AT CITY OF PORTLAND DEPT. OF PUBLIC WORKS OFFICE SEE ALSO CITY OF PORTLAND RECORDS 1-398 DATED MAY 6, 1805.



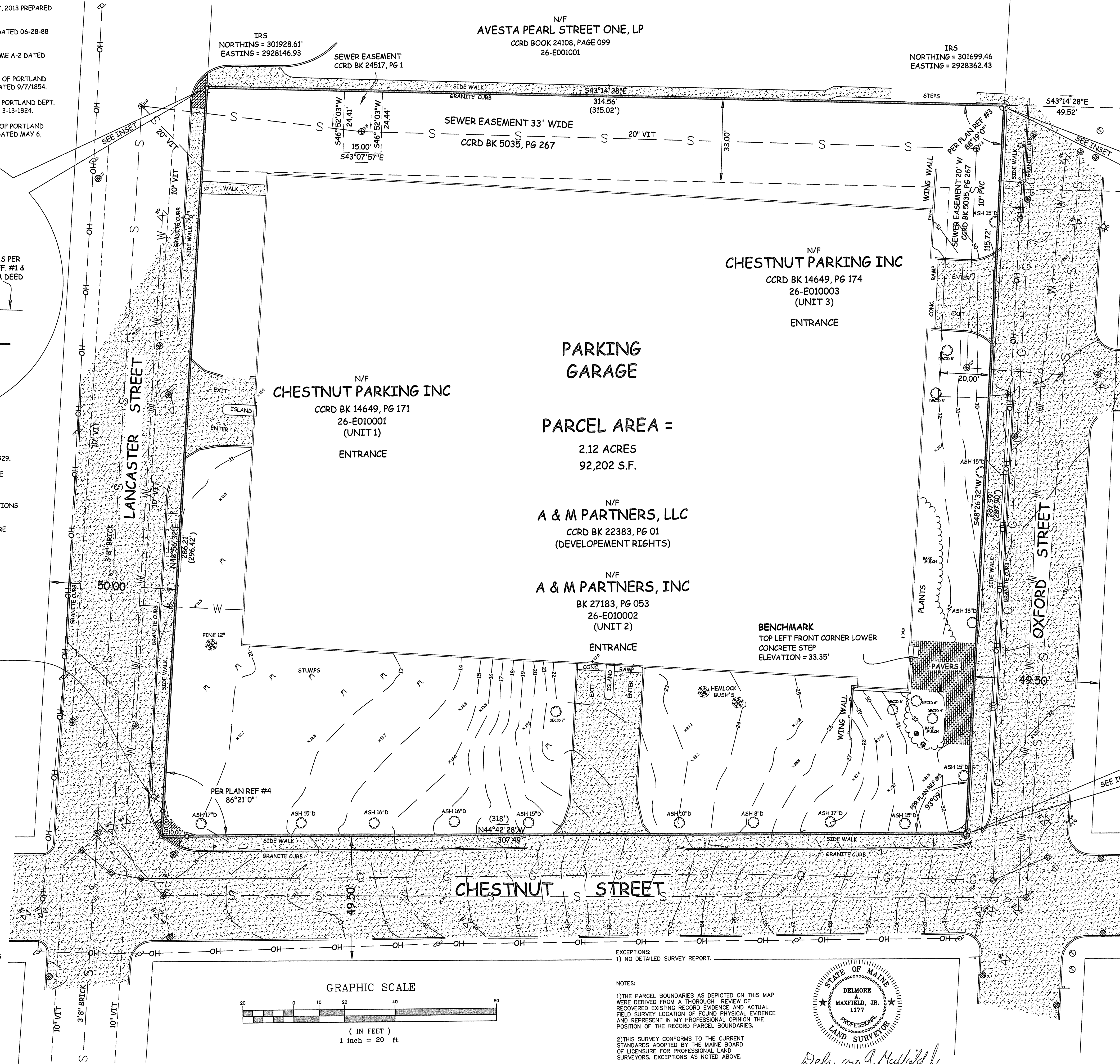
NOTES:

- 1) VERTICAL DATUM REFERS TO NATIONAL GEODETIC VERTICAL DATUM OF 1929.
- 2) HORIZONTAL DATUM REFERS TO MAINE COORDINATE SYSTEM 1983 MAINE WEST ZONE AS DERIVED FROM STATIC GPS OBSERVATIONS MADE ON SITE 07-12-2016.
- 3) UNDERGROUND UTILITIES SHOWN WERE DERIVED FROM FIELD OBSERVATIONS AND EXISTING PLAN PROVIDED BY PORTLAND PUBLIC WORKS DEPARTMENT.
- 4) DIGSAFE SHOULD BE CONTACTED FOR ACURATE UTILITY LOCATION BEFORE ANY SITE EXCAVATION WORK IS PERFORMED.

BENCHMARK
TOP HYDRANT FLANGE BOLT
OVER MAIN OUTLET
ELEVATION = 12.86'

LEGEND:

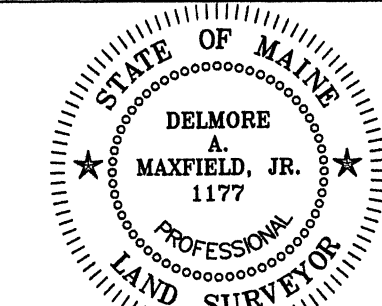
- IRON ROD FOUND
- 5/8" IRON ROD W/CAP #1177 SET
- MONUMENT FOUND
- ANGLE POINT (NO PIN SET)
- UTILITY POLE
- GUY WIRE
- CONIFEROUS TREE & DIAMETER A.B.H.
- DECIDUOUS TREE & DIAMETER A.B.H.
- SHRUB
- TREE STUMP
- ROUND CATCH BASIN
- SEWER MANHOLE
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- HYDRANT
- WATER VALVE
- WATER SHUTOFF
- GAS COVER
- SIGN (SINGLE POST)
- SPOT ELEVATION
- NOW OR FORMERLY
- PORTLAND ASSESSORS CBL #
- REGISTRY BOOK/PAGE
- CUMBERLAND COUNTY REGISTRY OF DEEDS
- PARCEL BOUNDARY
- EDGE PAVED TRAVELWAY
- EASEMENT LINE
- BUILDING
- CONTOUR
- OVERHEAD UTILITY LINE
- GAS LINE
- SIDEWALK
- E BARK LANDSCAPED LINE
- WATER LINE
- MANHOLE
- SEWER LINE
- RECORD DIMENSION



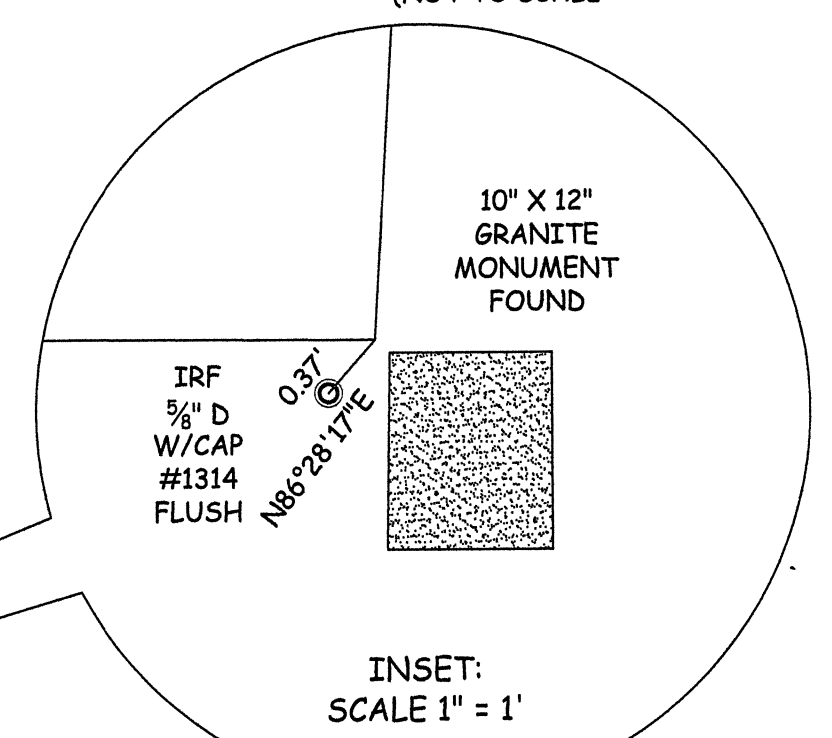
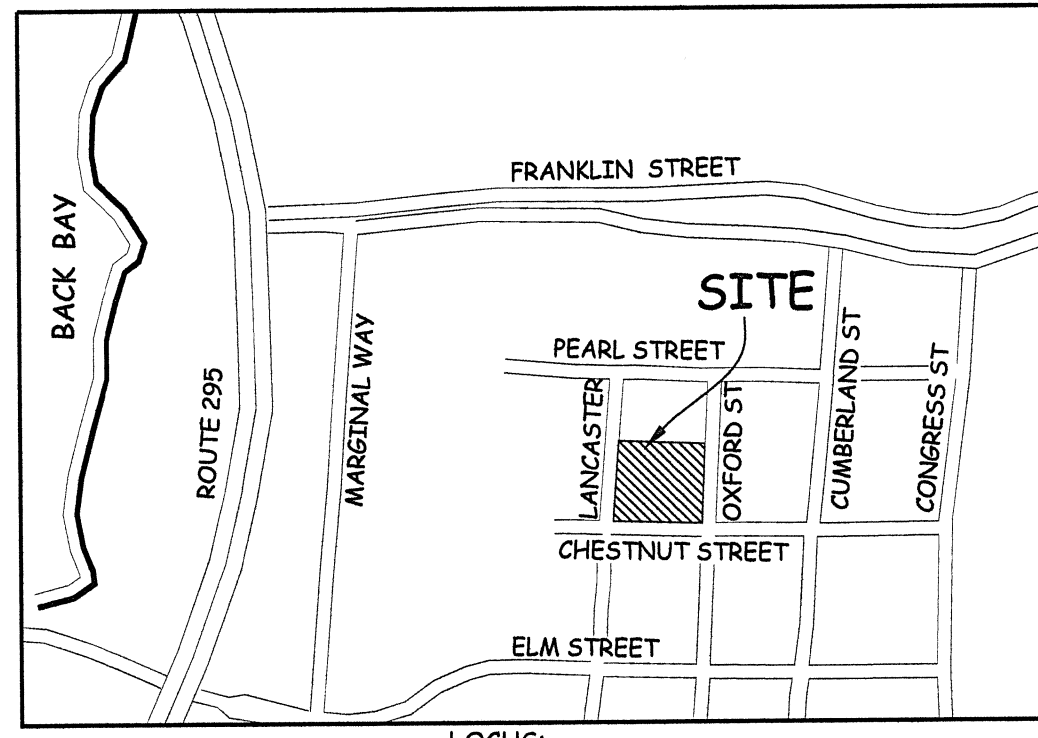
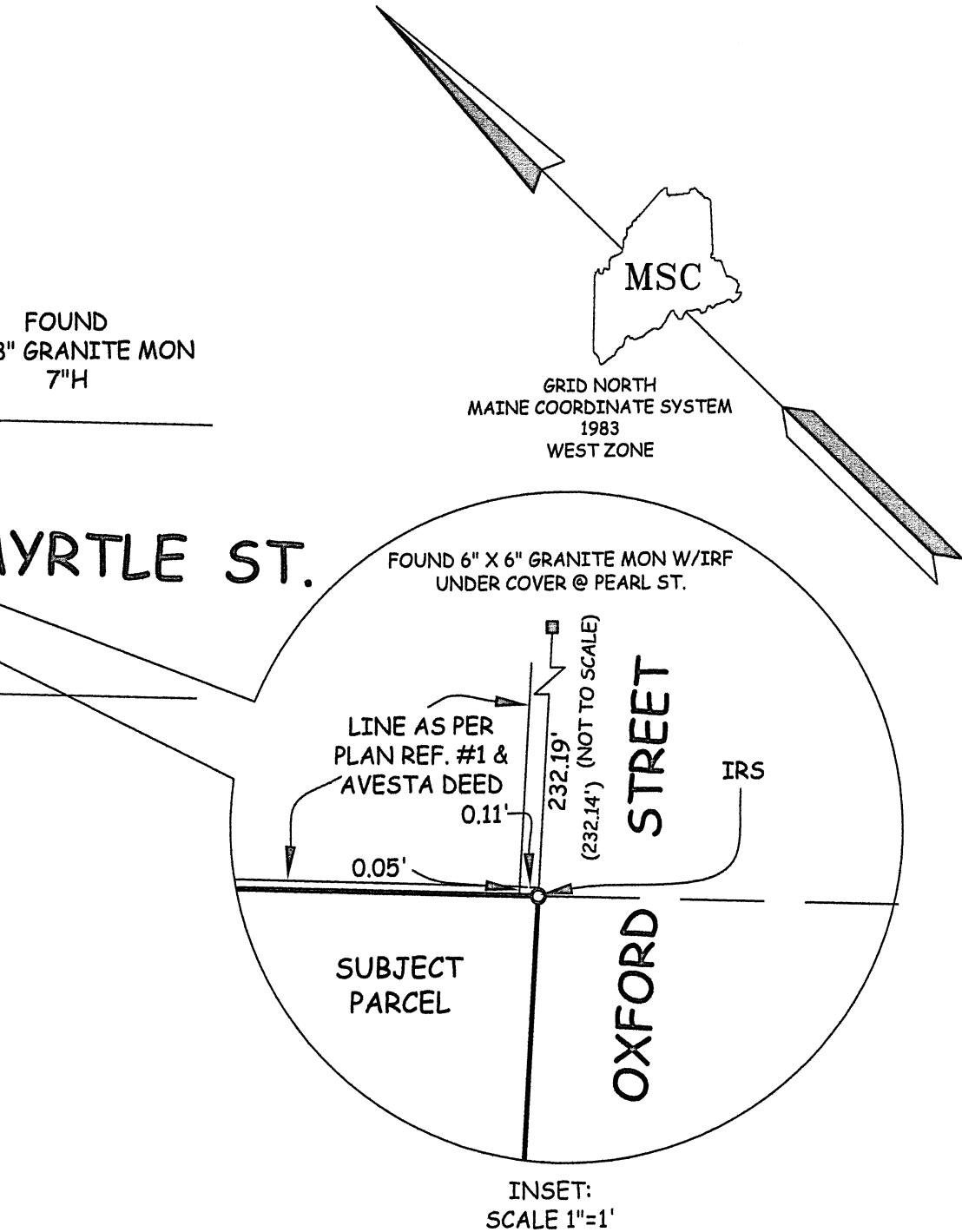
EXCEPTIONS:
1) NO DETAILED SURVEY REPORT.

NOTES:

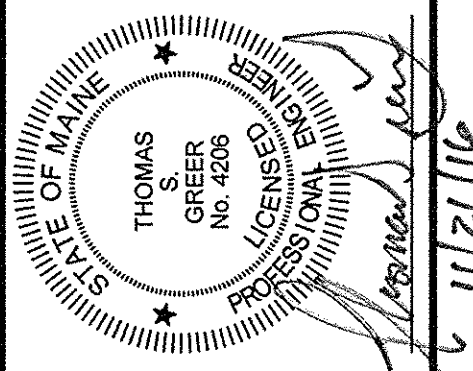
- 1) THE PARCEL BOUNDARIES AS DEPICTED ON THIS MAP WERE DERIVED FROM A THOROUGH REVIEW OF RECOVERED EXISTING RECORD EVIDENCE AND ACTUAL FIELD SURVEY LOCATION OF FOUND PHYSICAL EVIDENCE AND REPRESENT IN MY PROFESSIONAL OPINION THE POSITION OF THE RECORD PARCEL BOUNDARIES.
- 2) THIS SURVEY CONFORMS TO THE CURRENT STANDARDS ADOPTED BY THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS. EXCEPTIONS AS NOTED ABOVE.
- 3) NOT VALID OR TRUE COPY OF ORIGINAL UNLESS SIGNED AND EMBOSSED BY SURVEYOR.



Delmore A. Maxfield, Jr.
DATE: 8-26-16

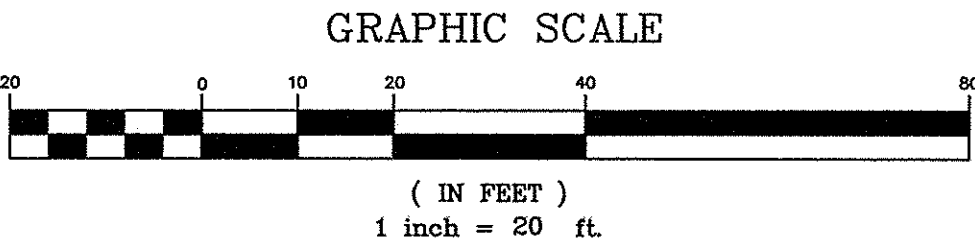
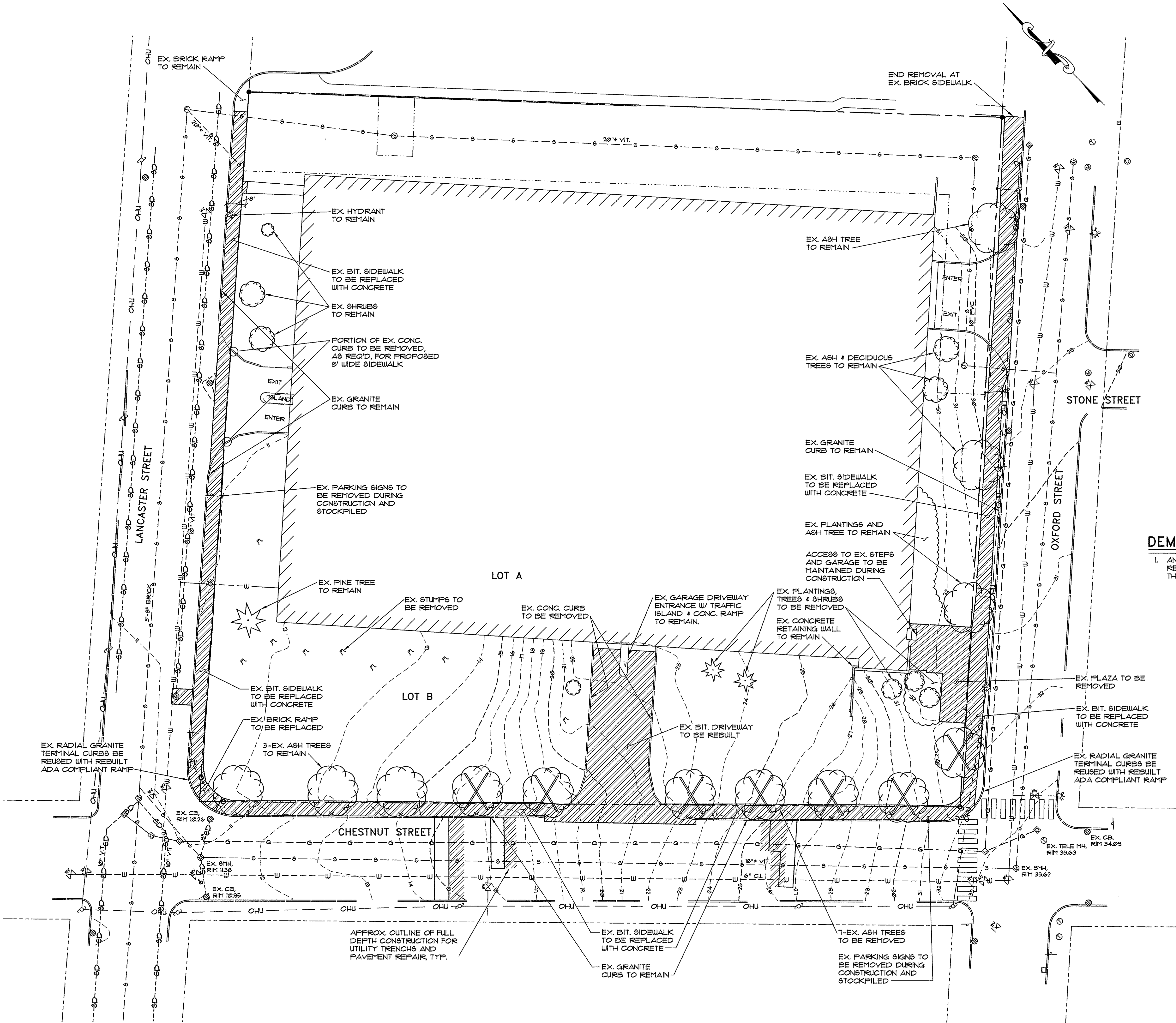


EXISTING CONDITIONS SURVEY
OF
134 CHESTNUT STREET
OWNER OF RECORD:
**CHESTNUT STREET PARKING
CONDOMINIUM ASSOCIATION**
CCRD BK 8355, PG 99
ASSESSOR'S MAP & LOT = 26-E-10
MADE FOR:
PINKHAM & GREER CIVIL ENGINEERS
28 VANNAH AVE PORTLAND, MAINE 04103
LOCATED AT:
134 CHESTNUT STREET
PORTLAND, MAINE
PREPARED BY:
MAINE SURVEY CONSULTANTS, INC.
P.O. BOX 485 HARRISON, MAINE 04040
SCALE: 1"=20' DATE: AUGUST 2016
JN/PRJ 116039/DWG BASE116039 FB 137.127
REVISED INSET DETAILS: 08-26-16



LEGEND	
EXISTING	
	PROPERTY LINE
	ABUTTERS PROPERTY
	EDGE OF PAVEMENT
	CONTOURS
	BUILDING
	EDGE OF GRAVEL
	CURB
	GAS LINE
	SANITARY SEWER
	STORMDRAIN
	OVERHEAD UTILITY
	WATER LINE
	CATCH BASIN
	COMBINED SYSTEM MANHOLE
	SEWER MANHOLE
	ELECTRIC MANHOLE
	ELECTRIC METER
	GAS METER
	HYDRANT
	WATER VALVE
	GAS VALVE
	POLE MOUNTED TRANSFORMER
	UTILITY POLE W/ GUY WIRE
	SIGN
	TREE
	IMPERVIOUS TO BE REMOVED
	BENCHMARK

DEMOLITION NOTES	
1. ANY UNUSED SERVICE LINES ARE TO BE PROPERLY REMOVED TO THE MAIN CAP EACH IN ACCORDANCE WITH THE APPROPRIATE UTILITY REQUIREMENTS.	



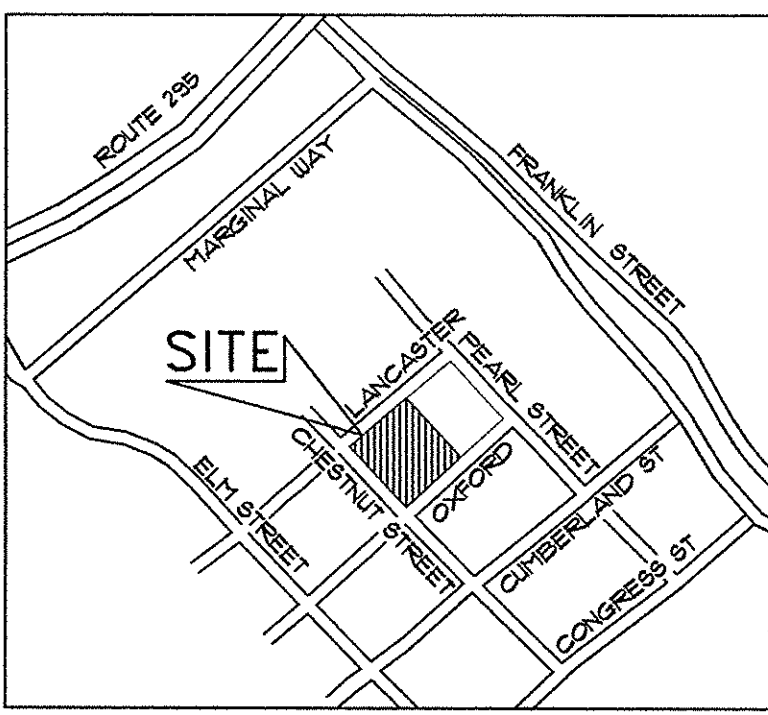
A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN
DATE: JULY 28, 2016
PROJECT: 10142

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

EXISTING CONDITIONS
AND DEMOLITION PLAN

C1.3



LOCATION PLAN

SCALE: 1"=750'

LEGEND

EXISTING

- PROPERTY LINE
- ADJUTERS PROPERTY
- EDGE OF PAVEMENT
- BUILDING
- CURB
- CONTOURS
- ZONING DISTRICT
- IRON PIPE FOUND
- MONUMENT FOUND
- 5/8" IRON ROD W/CAP #111 SET

PROPOSED

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- BUILDING ENTRY/EGRESS
- LIGHT POLE
- BOUND TO BE SET
- FOOTING LICENSE
- ACCESS EASEMENT
- AIR RIGHTS EASEMENT
- SNOW STORAGE AREA
- BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT

SUBDIVISION CONDITIONS OF APPROVAL

1.

SURVEY GENERAL NOTES AND PLAN REFERENCES

GENERAL NOTES:

- 1) VERTICAL DATUM REFERS TO NATIONAL GEODETIC VERTICAL DATUM OF 1929.
- 2) HORIZONTAL DATUM REFERS TO MAINE COORDINATE SYSTEM 1983 MAINE WEST ZONE AS DERIVED FROM STATIC GPS OBSERVATIONS MADE ON SITE 01-12-2016.
- 3) UNDERGROUND UTILITIES SHOWN WERE DERIVED FROM FIELD OBSERVATIONS AND EXISTING PLAN PROVIDED BY PORTLAND PUBLIC WORKS DEPARTMENT.
- 4) DIGSAFE SHOULD BE CONTACTED FOR ACURATE UTILITY LOCATION BEFORE ANY SITE EXCAVATION WORK IS PERFORMED.

PLAN REFERENCES:

- 1) AS-BUILT SITE SURVEY FOR AVESTA PEARL STREET TWO LP DATED MARCH 01, 2013, PREPARED BY NORTHEAST CIVIL SOLUTIONS, RECORDED IN CORD FB 211, PG 362.
- 2) ALTA /ACSM LAND TITLE SURVEY FOR OXFORD DEVELOPMENT ASSOCIATES DATED 06-28-88 PREPARED BY SHIRT SURVEYING RECORDED IN CORD FB 111, PG 68.
- 3) PORTLAND RENEWAL AUTHORITY NEIGHBORHOOD DEVELOPMENT PROJECT ME A-2 DATED MAY 22, 1974 PREPARED BY E.C. JORDAN.
- 4) CITY PLAN OF LANCASTER STREET DATED 1925 VOL. I, PG 57 ON FILE AT CITY OF PORTLAND DEPT. OF PUBLIC WORKS OFFICE SEE ALSO CITY OF PORTLAND RECORDS 3-48 DATED 9/1/1854.
- 5) CITY PLAN OF OXFORD STREET DATED 1925 VOL. I, PG 42 ON FILE AT CITY OF PORTLAND DEPT. OF PUBLIC WORKS OFFICE SEE ALSO CITY OF PORTLAND RECORDS 2-342 DATED 3-13-1824.
- 6) CITY PLAN OF CHESTNUT STREET DATED 1925 VOL. I, PG 44 ON FILE AT CITY OF PORTLAND DEPT. OF PUBLIC WORKS OFFICE SEE ALSO CITY OF PORTLAND RECORDS 1-398 DATED MAY 6, 1825.

WAIVERS

1. ALLOW THE DEVELOPER TO PAY INTO THE STREET TREE FUND IN LIEU OF PLANTING STREET TREES.

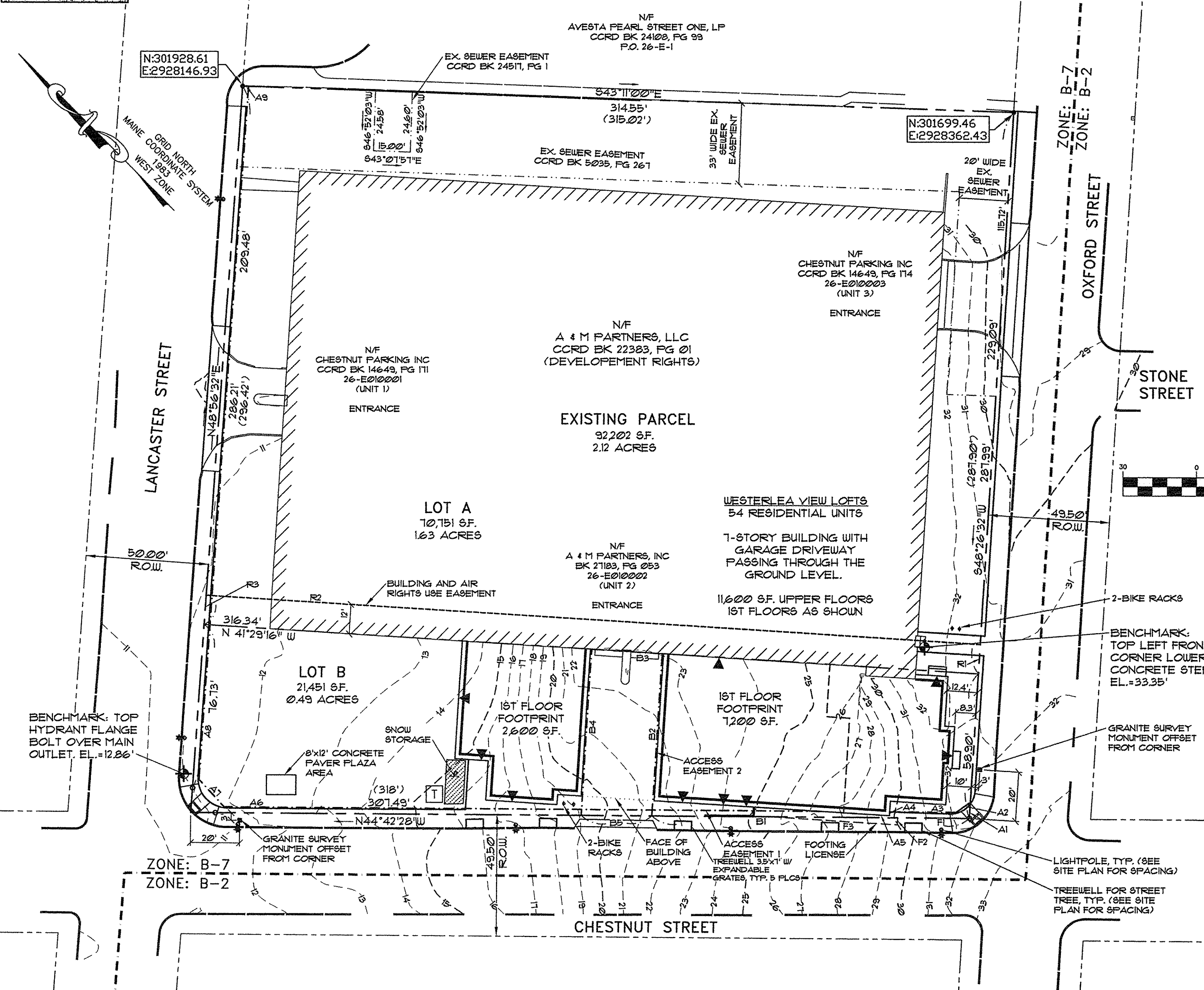
CITY OF PORTLAND SITE PLAN AND SUBDIVISION NOTES

1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAND AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
3. ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TYPED RAMP AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
5. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE PLANNING BOARD, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGARDING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
10. SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCORDING TO SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 440. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

GENERAL NOTES

1. OWNER: A4M PARTNERS, INC. 120 EXCHANGE STREET, PORTLAND MAINE 04101. DEEDS RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS BK 27183, PG. 53, DATE 8/11/03.
2. ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
3. ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
4. TOPOGRAPHIC & BOUNDARY: MAINE SURVEY CONSULTANTS, INC. PO BOX 485, HARRISON, MAINE, 04040.
5. UNDERLYING SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY. THE UPPER HALF OF THE SITE IS CLASSIFIED HINCKLEY (H1B), THE LOWER HALF IS CLASSIFIED AS AU GRES (AU). THE SURFACE OF THE SITE IS CURRENT URBAN LAND.
6. TAX MAP REFERENCE: MAP 26 / BLOCK E / LOT 10.
7. ZONE: B-7, MIXED DEVELOPMENT, PROPOSED USE: CONDOMINIUMS
8. EXISTING PARCEL = 2.12 acres
9. UNITS TO BE SERVICED BY PUBLIC WATER, SEWER, AND GAS FROM CHESTNUT STREET. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
10. POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM AN EXISTING POLE. THESE SERVICES ARE SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
11. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 1-800-DIG-SAFE.
12. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
13. PROPOSED PARKING SPACES: NO NEW SPACES, EXISTING PARKING IS ALREADY ON-SITE. 1 PER UNIT PROVIDED IN THE EXISTING GARAGE.
14. THE SUBJECT PARCEL SHOWN AS WESTERLEA VIEW LOFTS IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
15. DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR WESTERLEA LOFTS SITE PLAN.
16. FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0013 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
17. PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION ON CORNERS NOT CURRENTLY MARKED.
18. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2003.
19. THE OWNER IS RESPONSIBLE FOR MAINTENANCE OF THE STORMWATER TREATMENT SYSTEM, TRASH REMOVAL AND GROUNDKEEPING.

Plan 3



RESIDENTIAL UNIT INFORMATION

ALL UNITS			WORKFORCE HOUSING		
UNIT TYPE	QUANTITY	TOTAL BEDS	UNIT TYPE	QUANTITY	TOTAL BEDS
STUDIO	2	2	STUDIO	2	2
1 BEDROOM	14	14	1 BEDROOM	1	1
2 BEDROOM	38	76	2 BEDROOM	3	6
TOTAL	54	92	TOTAL	6	9

SNOW CLEARANCE NOTES

1. SNOW MAY BE STORED WITHIN THE TEMPORARY SNOW STORAGE AREAS ONLY.
2. ANY SNOW THAT CAN NOT BE STORED ON SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFFSITE WITHIN 24 TO 48 HOURS FOLLOWING A SNOW STORM.
3. SNOW TRANSPORTED OFFSITE SHALL BE BROUGHT TO A MAINE DEP. APPROVED "SNOW DUMP" OR MEET THE EXEMPTION REQUIREMENTS SPECIFIED WITHIN CHAPTER 513 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW.
4. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING ETC. RESULTING FROM THEIR ACTIVITIES.
5. THE CONDOMINIUM ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

ZONE INFORMATION

B-7 MIXED DEVELOPMENT DISTRICT ZONE
PERMITTED USE: RESIDENTIAL CONDOMINIUMS

PARKING INFORMATION

OFF STREET PARKING 1 SPACE PER UNIT
BIKE RACKS (NUMBER OF BIKES PARKED) EXTERIOR: 6 BIKES
INTERIOR: 36 BIKES

IMPERVIOUS INFORMATION

EXISTING IMPERVIOUS 53,826 SQ. FT.
PROPOSED IMPERVIOUS 64,844 SQ. FT.
NET IMPERVIOUS 41,018 SQ. FT.

EASEMENTS & LICENSES

1. PROPOSED TEMPORARY EASEMENT: CONSTRUCTION EASEMENT FROM CITY OF PORTLAND TO WESTERLEA VIEW LOFTS.
2. PROPOSED LICENSE: FROM THE CITY OF PORTLAND TO WESTERLEA VIEW LOFTS FOR BUILDING FOOTINGS.
3. PROPOSED EASEMENT: FROM A 4 M PARTNERS, INC. CHESTNUT PARKING, INC. AND A 4 M PARTNERS, LLC TO WESTERLEA VIEW LOFTS FOR DECK EXTENSIONS ABOVE THE EXISTING STRUCTURE.
4. PROPOSED EASEMENT: ACCESS EASEMENT FROM WESTERLEA VIEW LOFTS TO THE CITY OF PORTLAND FOR SIDEWALKS ON OXFORD, CHESTNUT AND LANCASTER STREETS.

FOOTING LICENSE

LINE	BEARING	DISTANCE
F1	N 44°42'28" W	29.19'
F2	S 48°30'44" W	7.88'
F3	N 41°31'25" W	51.74'

AIR RIGHTS USE EASEMENT

LINE	BEARING	DISTANCE
R1	N 48°26'32" E	12.00'
R2	N 41°29'16" W	316.34'
R3	S 48°56'32" W	12.00'

ACCESS EASEMENT 1

LINE	BEARING	DISTANCE
A1	N 48°26'32" E	6.50'
A2	N 80°46'36" W	6.95'
A3	N 44°42'28" W	27.30'
A4	S 48°30'44" W	15.9'
A5	N 41°31'25" W	28.53'
A6	N 44°42'28" W	242.80'
A7	N 02°01'02" E	15.05'
A8	N 48°56'32" E	282.91'
A9	S 43°11'00" E	2.40'

ACCESS EASEMENT 2

LINE	BEARING	DISTANCE
B1	S 44°42'28" E	128.99'
B2	S 48°29'08" W	66.08'
B3	S 41°30'52" E	29.81'
B4	N 48°29'08" E	67.14'
B5	N 44°42'28" W	29.86'

ZONE INFORMATION

ZONE: B-7, MIXED DEVELOPMENT DISTRICT
PERMITTED USE: RESIDENTIAL CONDOMINIUMS

SPACE STANDARDS	REQUIRED	LOT B PROVIDED
MINIMUM LOT SIZE	NONE	21,451 SF.
MINIMUM STREET FRONTAGE	NONE	443 FEET
MINIMUM FRONT YARD SETBACK	NONE	0.8 FEET
MINIMUM REAR YARD SETBACK	NONE	NA
MINIMUM SIDE YARD SETBACK	NONE	NA
MAXIMUM STREET SETBACK	10 FEET OR 75% OF BLDG WITHIN 10' OF RE - CHESTNUT 75% OF BLDG WITHIN 10' OF RE - OXFORD	94% 62%
MINIMUM LENGTH OF BUILDING WALL	25% OF PERIM.	48%
MAXIMUM BUILDING LOT COVERAGE	100%	45%
MAXIMUM RESIDENTIAL DENSITY	NONE	54 UNITS
MAXIMUM BUILDING HEIGHT	75 FEET	79.87 FEET
OFF STREET PARKING	1 PER UNIT	1 PER UNIT
BIKE RACKS	12	22

SUBDIVISION PLAN, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME 04103
TEL: 207.781.5242 FAX: 207.781.4245

THOMAS S. GREER
REGISTERED PROFESSIONAL ENGINEER
NO. 6308
MAINE
12/1/16

4	12/1/16	REV'D PER STAFF REVIEW
3	11/2/16	REV'D PER STAFF REVIEW
2	11/1/16	REV'D PER CITY COMMENTS
1	9/30/16	REV'D PER CITY REVIEW
REV.	DATE	DESCRIPTION

A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

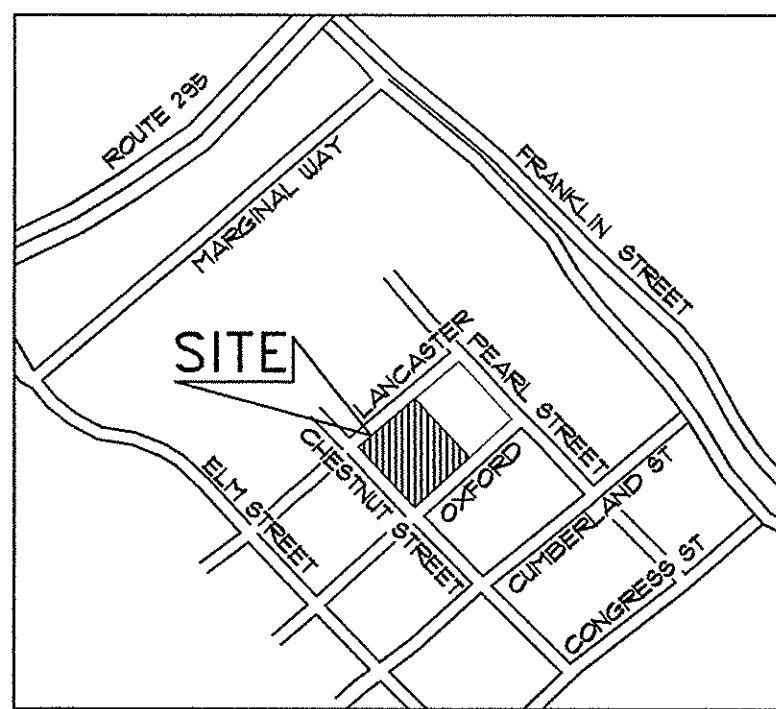
SCALE: AS SHOWN
DATE: JULY 28, 2016
PROJECT: 16142

DRN BY: JDC
DESIGN BY: TSG
CHK BY: TSG

SUBDIVISION PLAN

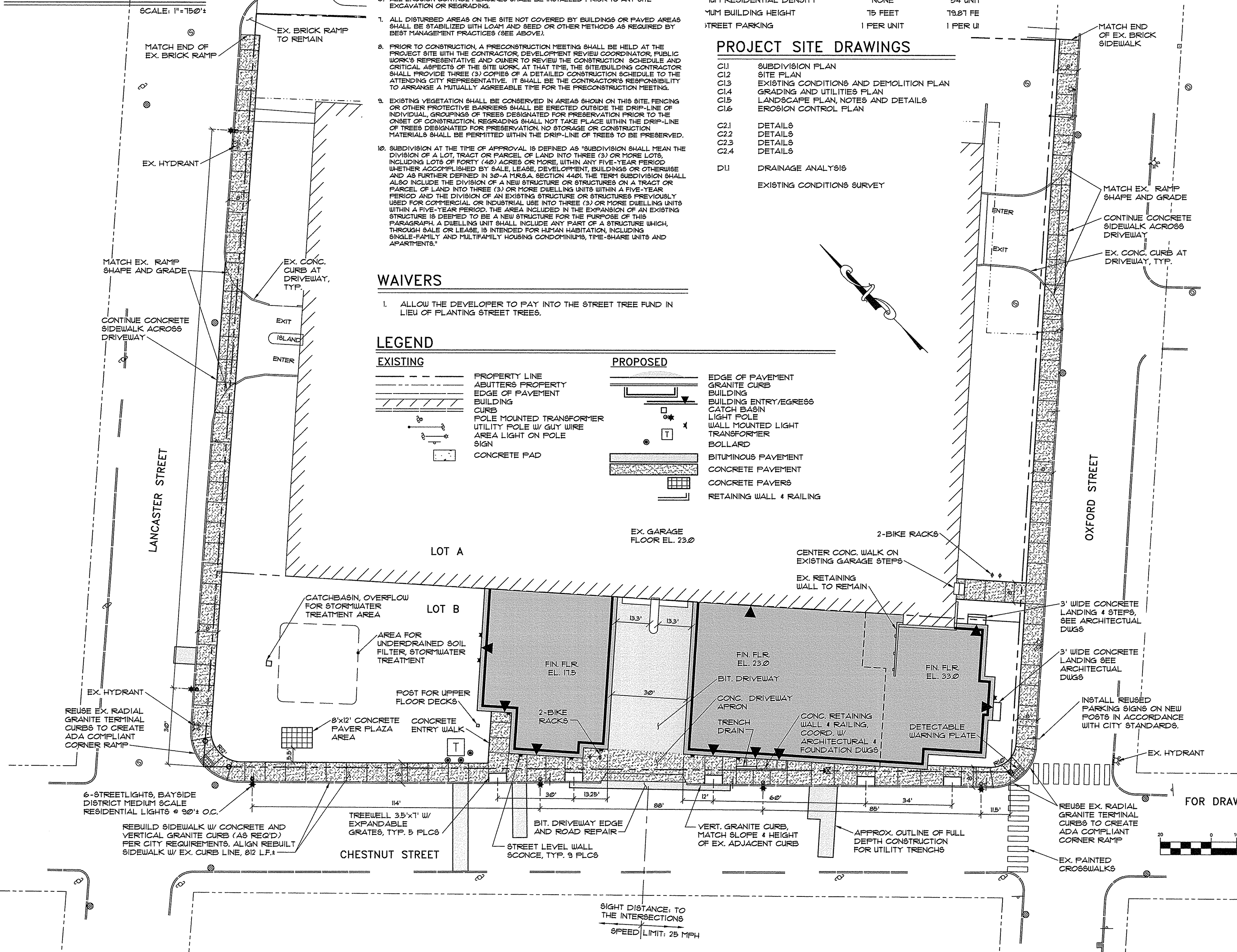
C1.1

MAPLOT 26 / E 10



LOCATION PLAN

SCALE: 1" = 150'



CITY OF PORTLAND SITE PLAN AND SUBDIVISION NOTES

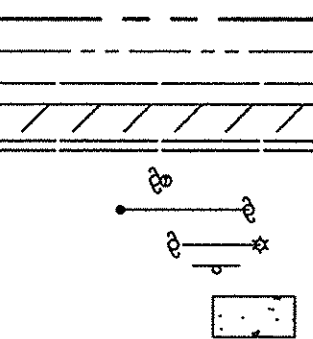
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- THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION, TOPOGRAPHY, DRAINAGE, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
- ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
- SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TYPICAL RAMP AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
- SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

WAIVERS

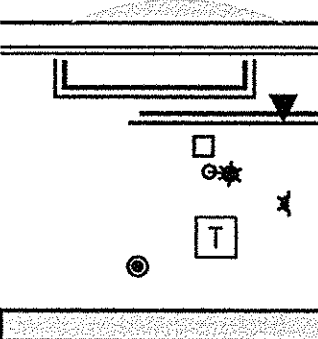
- ALLOW THE DEVELOPER TO PAY INTO THE STREET TREE FUND IN LIEU OF PLANTING STREET TREES.

LEGEND

EXISTING



PROPOSED



PROPERTY LINE
ADJUTERS PROPERTY
EDGE OF PAVEMENT
BUILDING
CURB
POLE MOUNTED TRANSFORMER
UTILITY POLE W/ GUY WIRE
AREA LIGHT ON POLE
SIGN
CONCRETE PAD

EDGE OF PAVEMENT
GRANITE CURB
BUILDING
BUILDING ENTRY/EGRESS
CATCH BASIN
LIGHT POLE
WALL MOUNTED LIGHT
TRANSFORMER
BOLLARD
BITUMINOUS PAVEMENT
CONCRETE PAVEMENT
CONCRETE PAVERS
RETAINING WALL & RAILING

NE INFORMATION

: B-1, MIXED DEVELOPMENT DISTRICT TITLED USE: RESIDENTIAL CONDOMINIUMS	
RE STANDARDS	REQUIRED
UM LOT SIZE	NONE
UM STREET FRONTAGE	NONE
UM FRONT YARD SETBACK	NONE
UM REAR YARD SETBACK	NONE
UM SIDE YARD SETBACK	NONE
UM STREET SETBACK	10 FEET OR
75% OF BLDG WITHIN 10' OF E - CHESTNUT	94%
75% OF BLDG WITHIN 10' OF E - OXFORD	62%
UM LENGTH OF BUILDING WALL	25% OF PERIM.
UM BUILDING LOT COVERAGE	100%
UM RESIDENTIAL DENSITY	NONE
UM BUILDING HEIGHT	75 FEET
STREET PARKING	1 PER UNIT

PROJECT SITE DRAWINGS

C11	SUBDIVISION PLAN
C12	SITE PLAN
C13	EXISTING CONDITIONS AND DEMOLITION PLAN
C14	GRADING AND UTILITIES PLAN
C15	LANDSCAPE PLAN, NOTES AND DETAILS
C16	EROSION CONTROL PLAN
C21	DETAILS
C22	DETAILS
C23	DETAILS
C24	DETAILS
D11	DRAINAGE ANALYSIS
EXISTING CONDITIONS SURVEY	

PARKING INFORMATION

OFF STREET PARKING	1 SPACE PER UNIT
LOT E BIKE RACKS (NUMBER PROVIDED OF BIKES PARKED)	21,451 S 443 FEET
EXTERIOR: 8 BIKES INTERIOR: 36 BIKES	
EXISTING IMPERVIOUS	53,826 SQ. FT.
PROPOSED IMPERVIOUS	64,844 SQ. FT.
NET IMPERVIOUS	11,018 SQ. FT.

IMPERVIOUS INFORMATION

GENERAL NOTES

- OWNER: A & M PARTNERS, INC.
120 EXCHANGE STREET, PORTLAND MAINE
04101. DEEDS RECORDED IN CUMBERLAND
COUNTY REGISTRY OF DEEDS BK. 27103,
PG. 53, DATE 8/17/03.
- ENGINEER: PINKHAM & GREER CIVIL
ENGINEERS, 28 VANNAH AVENUE,
PORTLAND, MAINE, 04103.
- ARCHITECT: ARCHETYPE ARCHITECTS,
48 UNION WHARF, PORTLAND, MAINE 04101.
- TOPOGRAPHIC & BOUNDARY: MAINE SURVEY
CONSULTANTS, INC., PO BOX 485, HARRISON, MAINE, 04040.
- UNDERLYING SOILS MAPPING TAKEN FROM SOIL CONSERVATION
STUDY OF CUMBERLAND COUNTY. THE UPPER HALF OF THE SITE IS CLASSIFIED
HINCKLEY (H1B), THE LOWER HALF IS CLASSIFIED AS AU GRES (Au). THE
SURFACE OF THE SITE IS CURRENT URBAN LAND.
- TAX MAP REFERENCE: MAP 26 / BLOCK E / LOT 10.
- ZONE: B-1, MIXED DEVELOPMENT, PROPOSED USE: CONDOMINIUMS
- EXISTING PARCEL = 2.12 acres
- UNITS TO BE SERVICED BY PUBLIC WATER, SEWER, AND GAS FROM CHESTNUT
STREET. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C14,
GRADING AND UTILITIES PLAN.
- POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM
AN EXISTING POLE. THESE SERVICES ARE SHOWN ON SHEET C14, GRADING AND
UTILITIES PLAN.
- CALL DIG-SAFE PRIOR TO COMMENCING WORK, 1-800-DIG-SAFE.
- ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND
TECHNICAL MANUAL STANDARDS.
- PROPOSED PARKING SPACES: NO NEW SPACES, EXISTING PARKING IS
ALREADY ONSITE. 1 PER UNIT PROVIDED IN THE EXISTING GARAGE.
- THE SUBJECT PARCEL SHOWN AS WESTERLEA VIEW LOFTS IS SUBJECT TO A CITY
OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
- DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART
OF THE APPROVAL FOR WESTERLEA LOFTS SITE PLAN.
- FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE
MAP, COMMUNITY PANEL 230051 0013 B, EFFECTIVE DATE JULY 17, 1996. IT IS
NOT IN A SPECIAL FLOOD HAZARD ZONE.
- PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END
OF CONSTRUCTION ON CORNERS NOT CURRENTLY MARKED.
- ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE
WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE
BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF
ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2003.
- THE OWNER IS RESPONSIBLE FOR MAINTENANCE OF THE STORMWATER
TREATMENT SYSTEM, TRASH REMOVAL AND GROUNDSKEEPING.

Plan 4

PINKHAM & GREER
CIVIL ENGINEERS

28 VANNAH AVE. PORTLAND, ME 04103
TEL: 207.613.5242 FAX: 207.613.4245

THOMAS
GREER
No. 4208
LICENSED
PROFESSIONAL
ENGINEER

12/1/16

NO.	DATE	REV.	DESCRIPTION
5	12/1/16		ADDED WALL SCENCE LOCATIONS
4	12/1/16		REV'D PER STAFF REVIEW
3	11/2/16		REV'D PER STAFF REVIEW
2	11/7/16		REV'D PER CITY COMMENTS
1	9/30/16		REV'D PER CITY REVIEW

A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

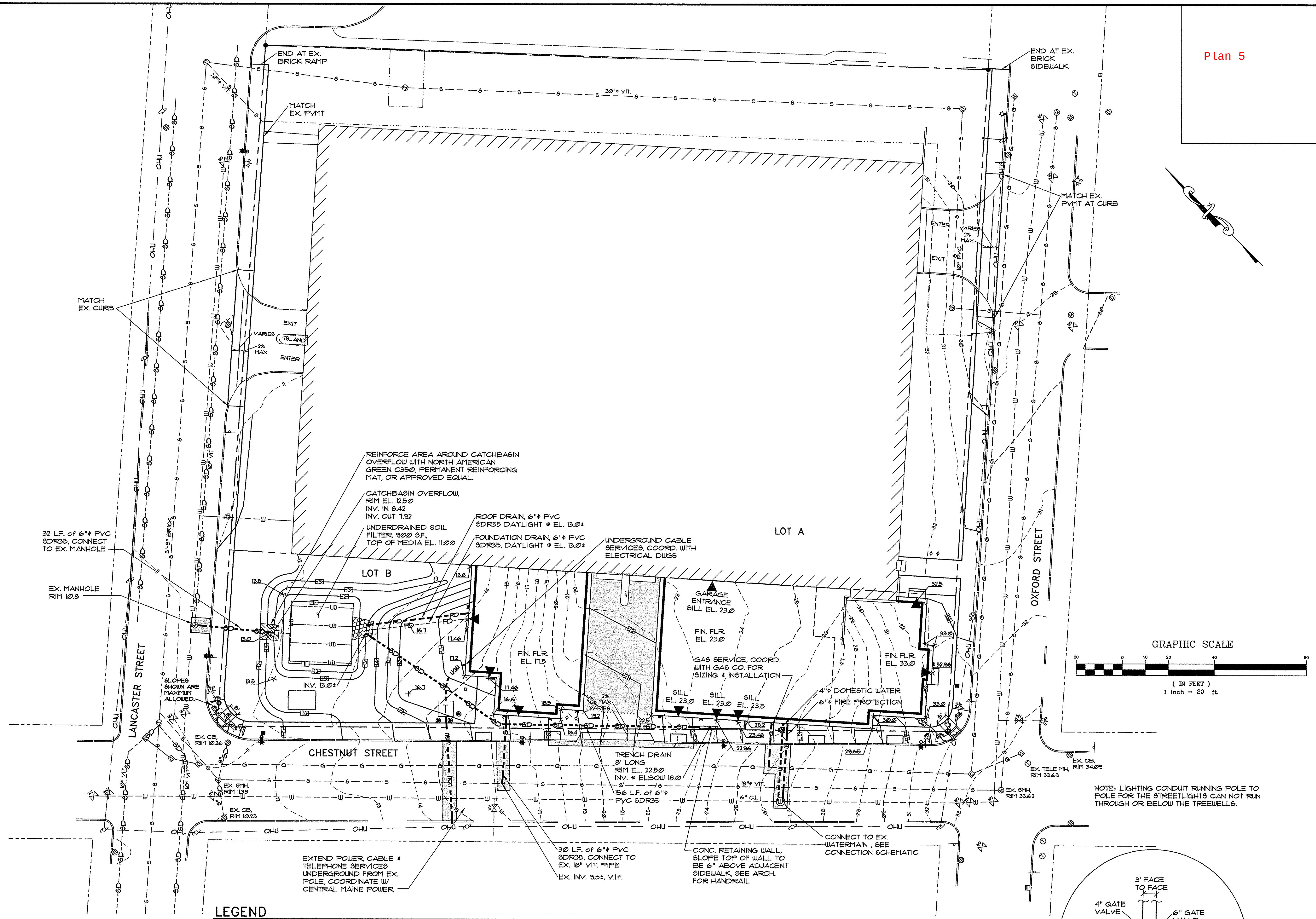
SCALE: AS SHOWN
DATE: JULY 28, 2016
PROJECT: 16142

DRN BY: JDC
DESS BY: TSG
CHK BY: HSE

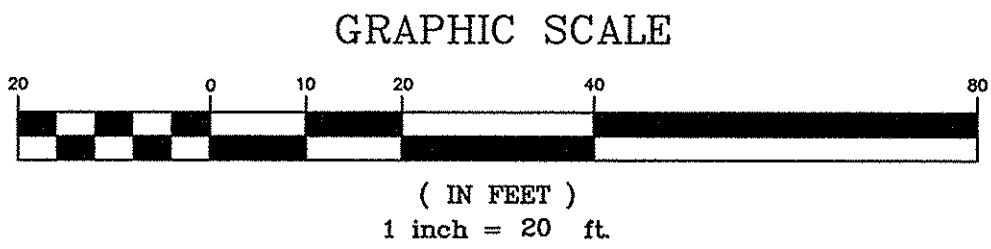
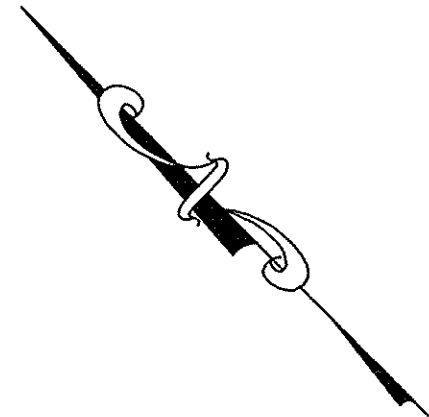
WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

C1.2

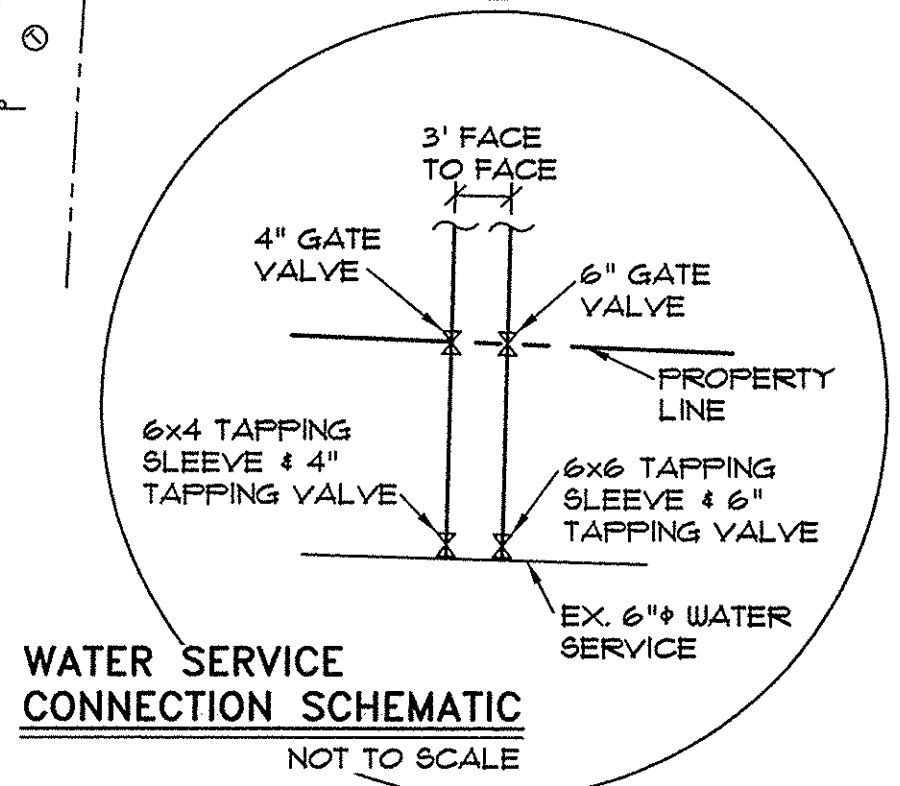
MAPLOT 28 / E / 10



Plan 5



NOTE: LIGHTING CONDUIT RUNNING POLE TO POLE FOR THE STREETLIGHTS CAN NOT RUN THROUGH OR BELOW THE TREETWELLS.



LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EDGE OF PAVEMENT
- CONTOURS
- GAS METER
- EDGE OF GRAVEL CURB
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- OVERHEAD UTILITY
- WATER LINE

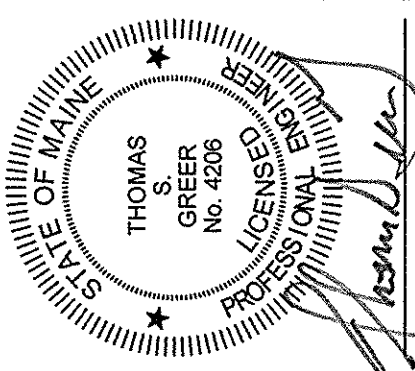
- CATCH BASIN
- COMBINED MANHOLE
- SEWER MANHOLE
- ELECTRIC MANHOLE
- GAS METER
- HYDRANT
- WATER VALVE
- GAS VALVE
- POLE MOUNTED TRANSFORMER
- UTILITY POLE W/ GUY WIRE
- SIGN
- LIGHT POLE

PROPOSED

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- BUILDING
- BUILDING ENTRY/EGRESS
- CONTOURS
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- UNDERGROUND UTILITY
- WATER LINE
- SPOT GRADE
- CATCH BASIN

- LIGHT POLE
- WALL MOUNTED LIGHT
- WATER SHUT OFF
- TRANSFORMER
- BOLLARD
- BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE PAVERS
- RETAINING WALL & RAILING

PINKHAM & GREER
CIVIL ENGINEERS
28 WANNAM AVE. PORTLAND, ME. 04103
TEL: 207.781.5242 FAX: 207.781.4245



REV.	DATE	DESCRIPTION
6	12/1/16	ADDED WALL SCONCE LOCATIONS
5	12/1/16	REV'D PER STAFF REVIEW
4	11/21/16	REV'D PER STAFF REVIEW
3	11/10/16	COORDINATED FINISH GRADES
2	11/7/16	REV'D PER CITY COMMENTS
1	9/30/16	REV'D PER CITY REVIEW

A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN
DATE: JULY 28, 2016
PROJECT: 16142

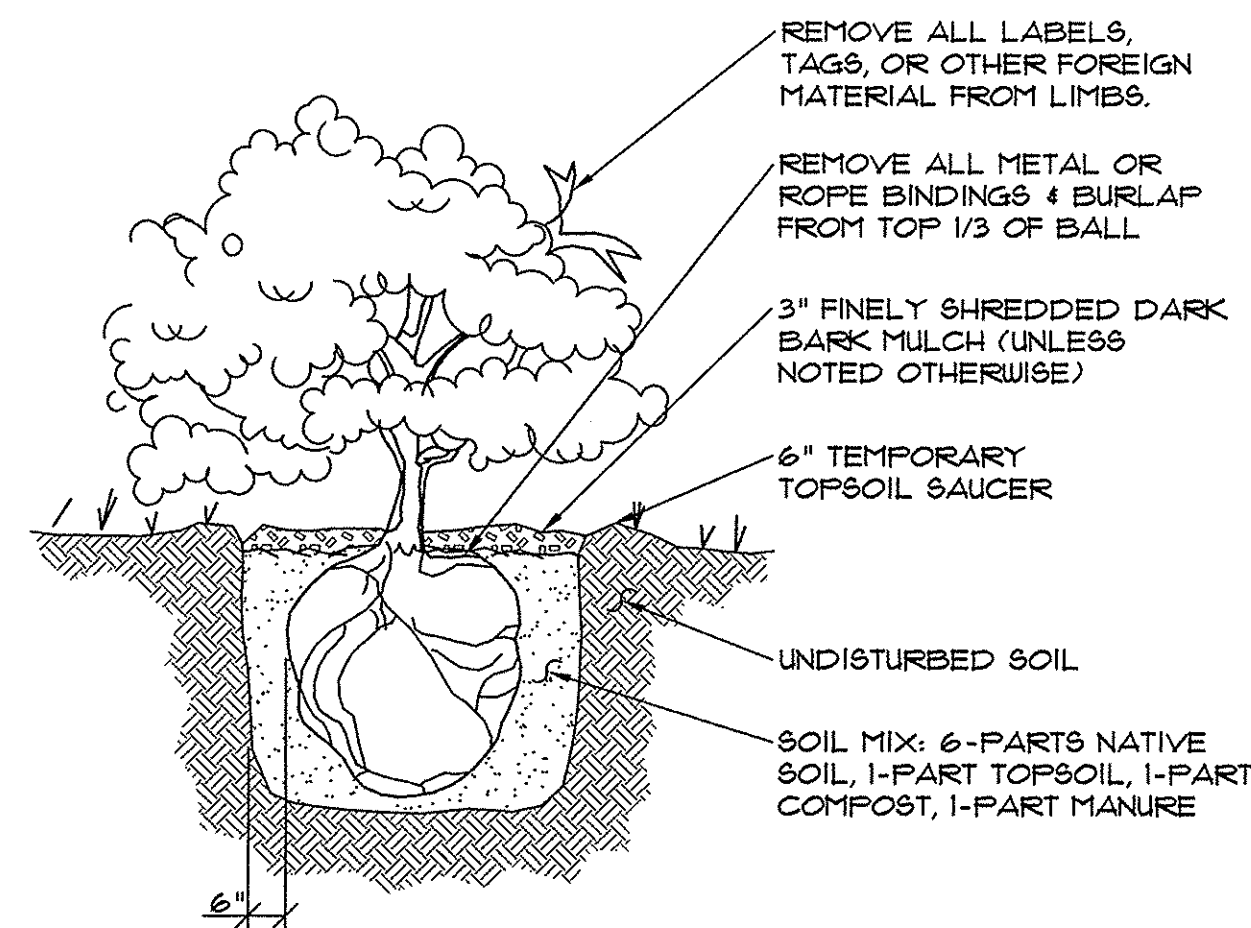
DRN BY: JDC
DESIGN BY: TSG
CHK BY: *[Signature]*

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

GRADING AND UTILITIES PLAN

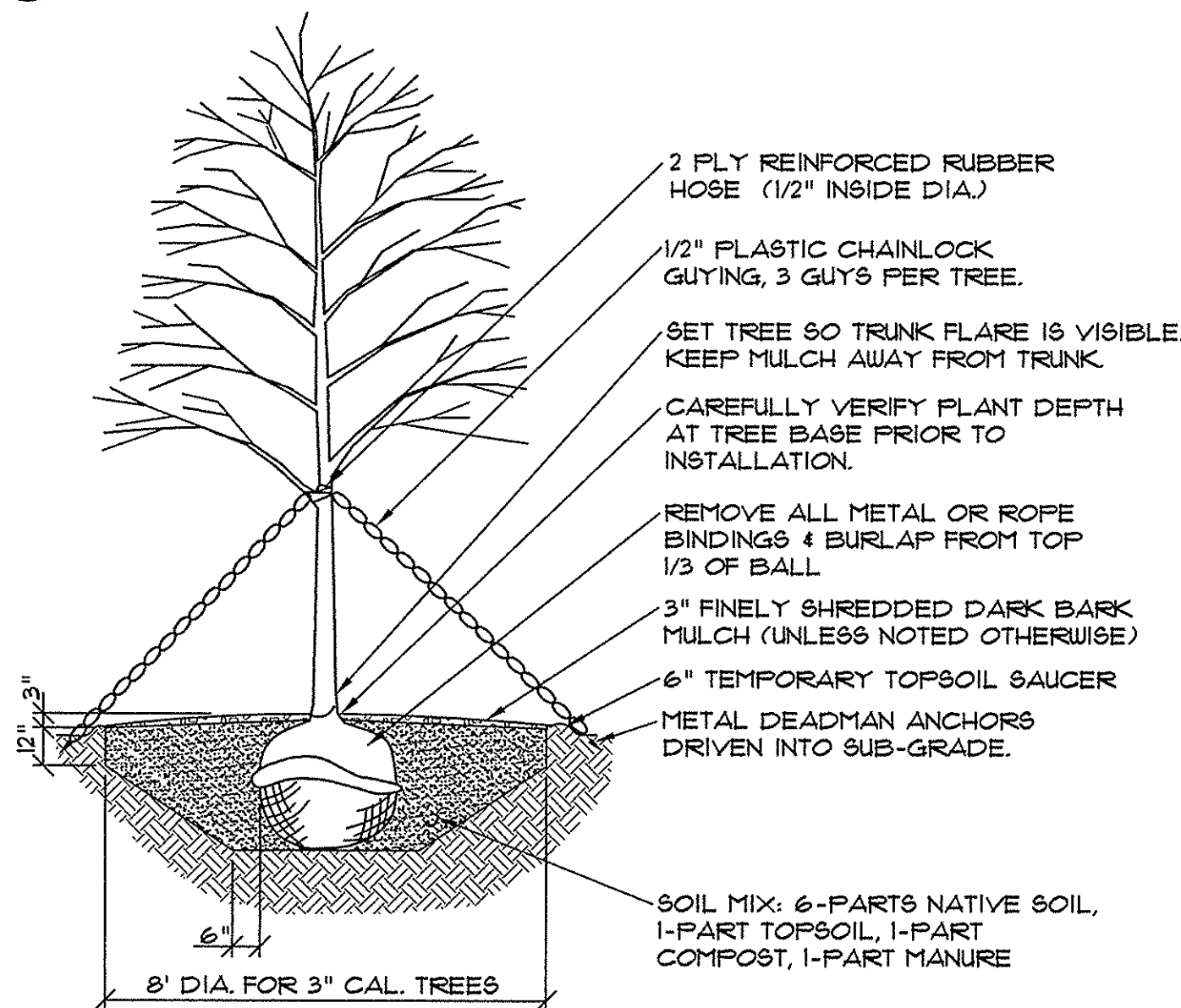
C1.4

MAP/LOT 26 / E / 10



1 SHRUB PLANTING DETAIL

NOT TO SCALE



- NOTES:
- PRUNE ALL DEAD AND BROKEN BRANCHES. RETAIN NATURAL SHAPE, NEVER CUT LEADER.
 - IN LEDGE CONDITIONS, BLASTING SHALL BE 10' DIA AND 4' BELOW TREE HOLE BOTTOM GRADE.

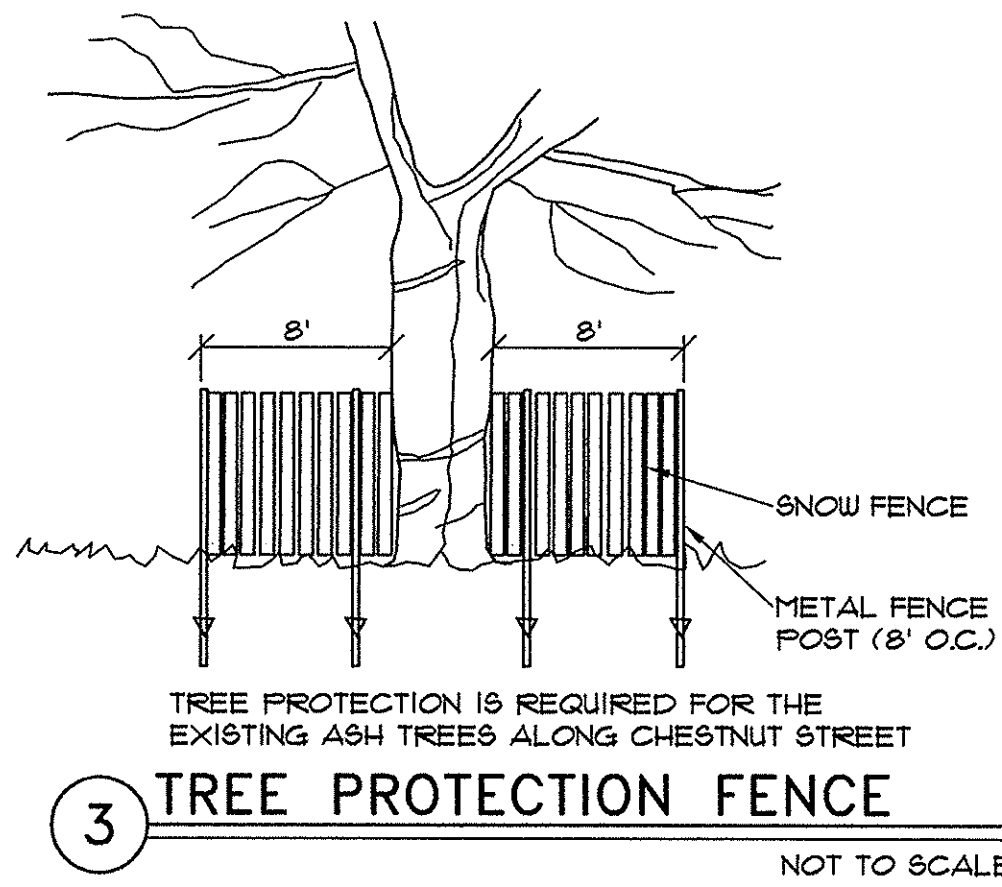
2 DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

PLANT LIST

SYMBOL	QUANTITY
A	12

KEY	COMMON NAME/BOTANICAL NAME	SIZE	ROOT	QUAN.	NOTES
A	HONEY LOCUST / g. triacanthos 'inermis' Streetkeeper	2" cal.	B4B	6	SINGLE TRUNK
B	HORNBEAM / carpinus caroliniana	2" cal.	B4B	3	
C	SHASTA VIBURNUM / v. plicatum tomentosum 'shasta'	3-4' tall	B4B	20	3 CANES
D	SHOSHONI VIBURNUM / v. plicatum var. tomentosum 'Summer Snowflakes'	18" tall	B4B	11	3 CANES
E	SWITCH GRASS / panicum virgatum 'Northwind'	--	POTTED	14	
F	SWITCH GRASS / panicum virgatum 'Shenandoah'	--	POTTED	20	
G	MOHICAN VIBURNUM / v. lantana 'mohican'	3-4' tall	B4B	18	3 CANES
H	ARMSTRONG MAPLE / a. freemanii 'Armstrong'	2 1/2" cal.	B4B	6	



3 TREE PROTECTION FENCE

NOT TO SCALE

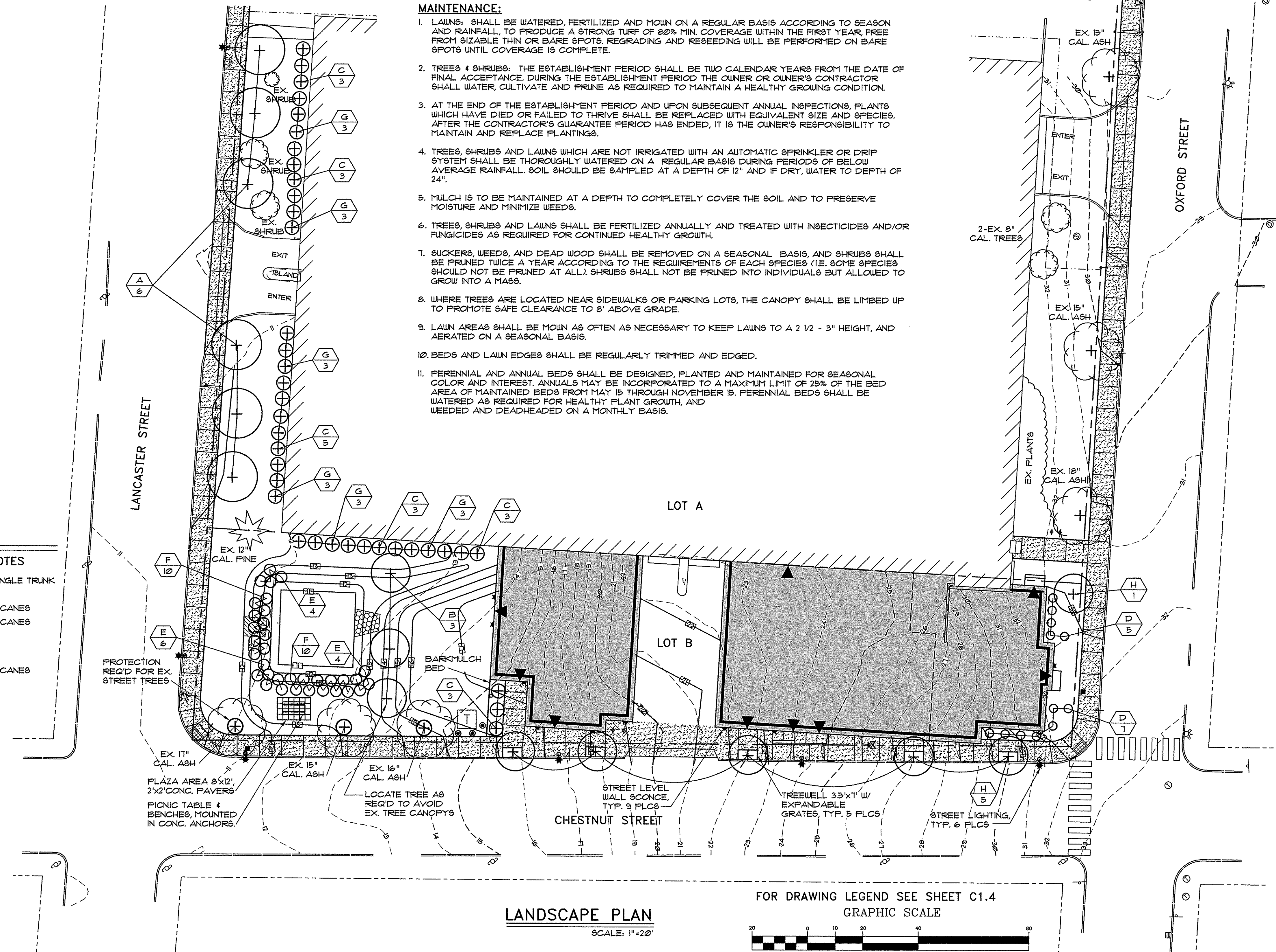
LANDSCAPE NOTES

GENERAL:

- SAVE EXISTING TREES AS SHOWN. DO NOT CUT OR CLEAR ANY VEGETATION BEYOND THE IMPACT LIMIT LINE.
- ALL PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
- ALL PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN ON PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO PLANTING AND WILL NOTIFY OWNER'S REPRESENTATIVE IN THE EVENT OF CONFLICTS.
- PLANT LOCATIONS ARE TO BE SCALED FROM THE LANDSCAPE PLAN UNLESS NOTED OTHERWISE.
- NO PLANT MATERIAL SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- FINAL QUANTITY FOR EACH PLANT TYPE IS NOTED IN THE PLANT LIST. THIS NUMBER SHALL TAKE PRECEDENCE IN THE CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE LIST AND ON THE PLAN.
- ANY PROPOSED SUBSTITUTIONS MUST BE APPROVED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
- ALL DISTURBED AREAS TO BE LOAMED AND SEEDED.

MAINTENANCE:

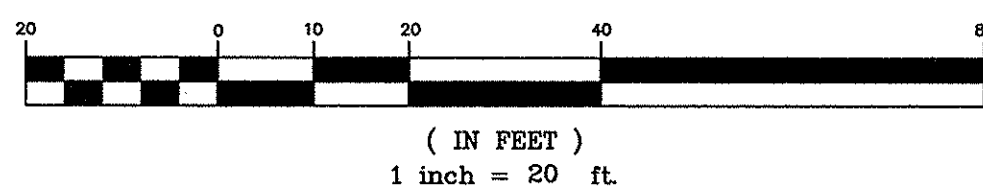
- LAWS: SHALL BE WATERED, FERTILIZED AND MOWN ON A REGULAR BASIS ACCORDING TO SEASON AND RAINFALL, TO PRODUCE A STRONG TURF OF 80% MIN. COVERAGE WITHIN THE FIRST YEAR, FREE FROM SIZABLE THIN OR BARE SPOTS. REGRADING AND RESEEDING WILL BE PERFORMED ON BARE SPOTS UNTIL COVERAGE IS COMPLETE.
- TREES & SHRUBS: THE ESTABLISHMENT PERIOD SHALL BE TWO CALENDAR YEARS FROM THE DATE OF FINAL ACCEPTANCE. DURING THE ESTABLISHMENT PERIOD THE OWNER OR OWNER'S CONTRACTOR SHALL WATER, CULTIVATE AND PRUNE AS REQUIRED TO MAINTAIN A HEALTHY GROWING CONDITION.
- AT THE END OF THE ESTABLISHMENT PERIOD AND UPON SUBSEQUENT ANNUAL INSPECTIONS, PLANTS WHICH HAVE DIED OR FAILED TO THRIVE SHALL BE REPLACED WITH EQUIVALENT SIZE AND SPECIES. AFTER THE CONTRACTOR'S GUARANTEE PERIOD HAS ENDED, IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN AND REPLACE PLANTINGS.
- TREES, SHRUBS AND LAWS WHICH ARE NOT IRRIGATED WITH AN AUTOMATIC SPRINKLER OR DRIP SYSTEM SHALL BE THOROUGHLY WATERED ON A REGULAR BASIS DURING PERIODS OF BELOW AVERAGE RAINFALL. SOIL SHOULD BE SAMPLED AT A DEPTH OF 12" AND IF DRY, WATER TO DEPTH OF 24".
- MULCH IS TO BE MAINTAINED AT A DEPTH TO COMPLETELY COVER THE SOIL AND TO PRESERVE MOISTURE AND MINIMIZE WEEDS.
- TREES, SHRUBS AND LAWS SHALL BE FERTILIZED ANNUALLY AND TREATED WITH INSECTICIDES AND/OR FUNGICIDES AS REQUIRED FOR CONTINUED HEALTHY GROWTH.
- SUCKERS, WEEDS, AND DEAD WOOD SHALL BE REMOVED ON A SEASONAL BASIS, AND SHRUBS SHALL BE PRUNED TWICE A YEAR ACCORDING TO THE REQUIREMENTS OF EACH SPECIES (I.E. SOME SPECIES SHOULD NOT BE PRUNED AT ALL). SHRUBS SHALL NOT BE PRUNED INTO INDIVIDUALS BUT ALLOWED TO GROW INTO A MASS.
- WHERE TREES ARE LOCATED NEAR SIDEWALKS OR PARKING LOTS, THE CANOPY SHALL BE LIMBED UP TO PROMOTE SAFE CLEARANCE TO 8' ABOVE GRADE.
- LAWN AREAS SHALL BE MOWN AS OFTEN AS NECESSARY TO KEEP LAWS TO A 2 1/2 - 3" HEIGHT, AND AERATED ON A SEASONAL BASIS.
- BEDS AND LAWN EDGES SHALL BE REGULARLY TRIMMED AND EDGED.
- PERENNIAL AND ANNUAL BEDS SHALL BE DESIGNED, PLANTED AND MAINTAINED FOR SEASONAL COLOR AND INTEREST. ANNUALS MAY BE INCORPORATED TO A MAXIMUM LIMIT OF 25% OF THE BED AREA OF MAINTAINED BEDS FROM MAY 15 THROUGH NOVEMBER 15. PERENNIAL BEDS SHALL BE WATERED AS REQUIRED FOR HEALTHY PLANT GROWTH, AND WEEDED AND DEADHEADED ON A MONTHLY BASIS.



LANDSCAPE PLAN

SCALE: 1"=20'

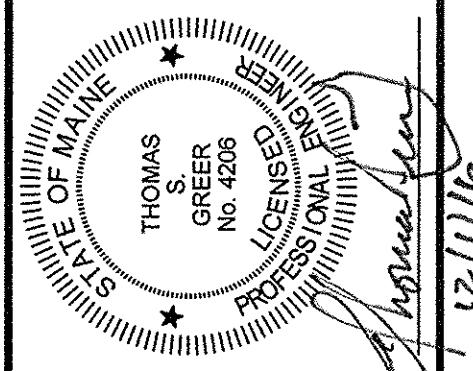
FOR DRAWING LEGEND SEE SHEET C1.4
GRAPHIC SCALE



Plan 6

PINKHAM & GREER
CIVIL ENGINEERS

28 WILLOW AVE. PORTLAND, ME 04102
TEL: 207.761.5412 FAX: 207.761.5415



REV.	DATE	DESCRIPTION
5	12/1/16	ADDED WALL SCONCE LOCATIONS
4	12/1/16	REV'D PER STAFF REVIEW
3	11/21/16	REV'D PER STAFF REVIEW
2	11/17/16	REV'D PER CITY COMMENTS
1	9/30/16	REV'D PER CITY REVIEW

A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN
DATE: JULY 28, 2016
PROJECT: 16-142

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

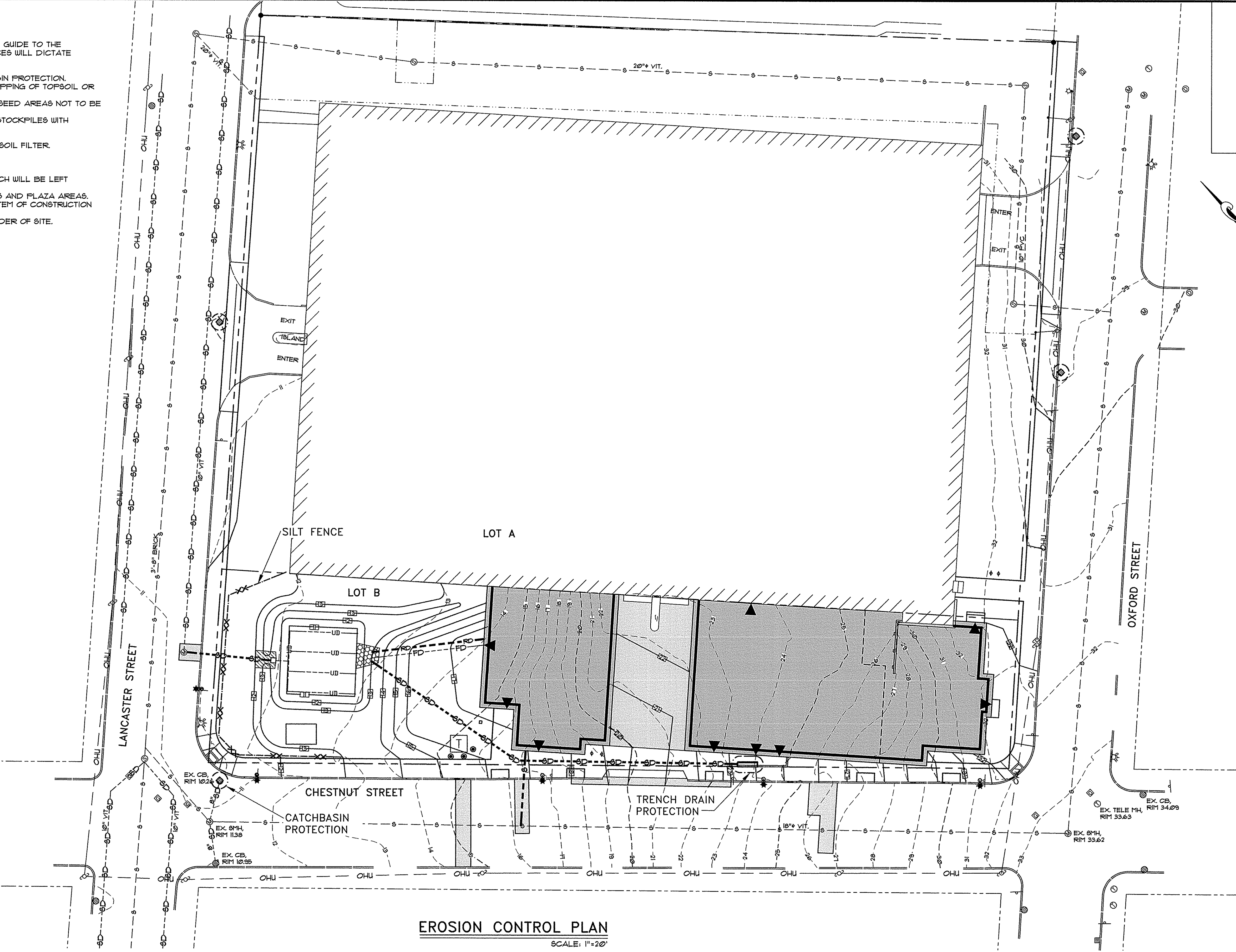
LANDSCAPE PLAN,
NOTES AND DETAILS

C1.5

MAPLOT 26/E/10

SUGGESTED SEQUENCE OF CONSTRUCTION TO CONTROL EROSION:

- THIS SEQUENCE OF CONSTRUCTION IS A GENERAL GUIDE TO THE CONTRACTOR. ACTUAL CONSTRUCTION PRACTICES WILL DICTATE VARIATIONS IN THE ORDER OF MAJOR EVENTS.
1. INSTALL PERIMETER SILT FENCE AND CATCH BASIN PROTECTION.
 2. INSTALL SILTATION BASINS. (PRIOR TO ANY STRIPPING OF TOPSOIL OR OTHER EARTHWORK)
 3. CLEAR AND GRUB WORK AREAS. TEMPORARILY SEED AREAS NOT TO BE WORKED ON WITHIN 14 DAYS.
 4. STRIP AND STOCKPILE ON-SITE TOPSOIL. SEED STOCKPILES WITH TEMPORARY SEED MIX.
 5. BEGIN EARTHWORK FOR BUILDING FOUNDATION. STABILIZE AREAS DRAINING TO UNDERDRAINED SOIL FILTER.
 6. CONSTRUCT UNDERDRAINED SOIL FILTER.
 7. BEGIN BUILDING CONSTRUCTION.
 8. ROUGH GRADE SITE.
 9. RESEED OR TEMPORARILY SEED ANY AREA WHICH WILL BE LEFT UNDISTURBED FOR MORE THAN 14 DAYS.
 10. COMPLETE FINE GRADING AND PAVING OF WALKS AND PLAZA AREAS.
 11. CLEAN SILTATION BASIN AND STORM DRAIN SYSTEM OF CONSTRUCTION SEDIMENTATION.
 12. FINE GRADE, LOAM SEED AND FERTILIZE REMAINDER OF SITE.
 13. REMOVE TEMPORARY SOIL EROSION MEASURES.

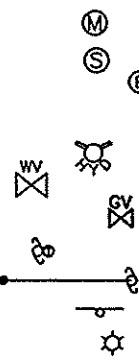


EROSION CONTROL PLAN
SCALE: 1"=20'

LEGEND

EXISTING

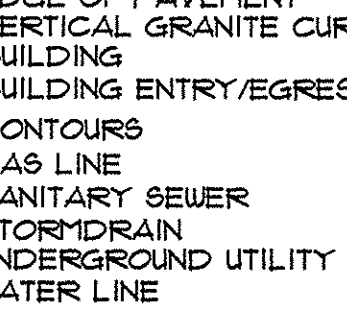
- PROPERTY LINE
- ADJUTERS PROPERTY
- EDGE OF PAVEMENT
- CONTOURS
- BUILDING
- EDGE OF GRAVEL
- CURB
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- OVERHEAD UTILITY
- WATER LINE



- CATCH BASIN
- COMBINED MANHOLE
- SEWER MANHOLE
- ELECTRIC MANHOLE
- GAS METER
- HYDRANT
- WATER VALVE
- GAS VALVE
- POLE MOUNTED TRANSFORMER
- UTILITY POLE W/ GUY WIRE
- SIGN
- LIGHT POLE

PROPOSED

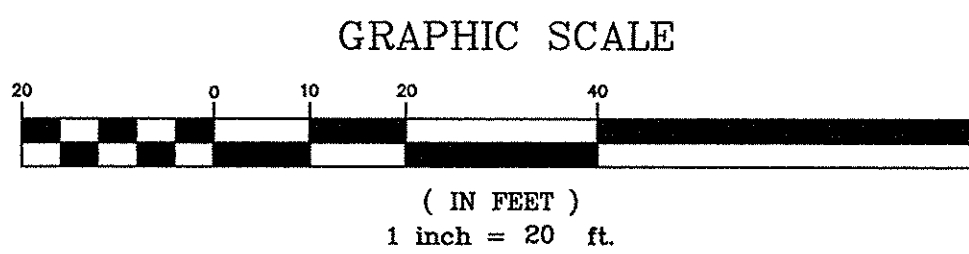
- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- BUILDING
- BUILDING ENTRY/EGRESS
- CONTOURS
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- UNDERGROUND UTILITY
- WATER LINE



- SPOT GRADE
- CATCH BASIN
- LIGHT POLE
- WATER SHUT OFF
- TRANSFORMER
- BOLLARD
- BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE PAVERS

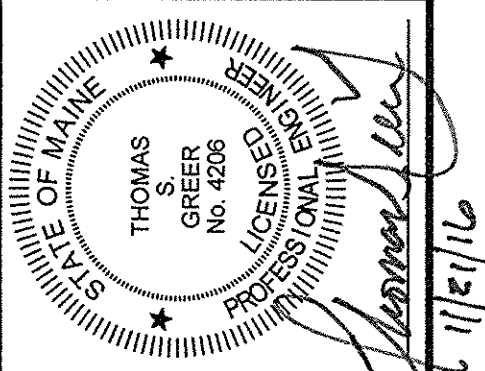
EROSION CONTROL

- CATCH BASIN PROTECTION WITH SILT SACK
- SILT FENCE



Plan 7

PINKHAM & GREER
CIVIL ENGINEERS
28 WAMPA AVE. PORTLAND, ME 04103
TEL: 207.781.5242 FAX: 207.781.4245



REV.	DATE	DESCRIPTION
3	11/21/16	REV'D PER STAFF REVIEW
2	11/7/16	REV'D PER CITY COMMENTS
1	9/30/16	REV'D PER CITY REVIEW

A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN
DATE: JULY 28, 2016
PROJECT: 16142

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

EROSION CONTROL PLAN

C1.6

GENERAL:

1. SOIL EROSION IS KEPT TO A MINIMUM.
2. NO SEDIMENT LEAVES THE CONSTRUCTION SITE PROPER.
3. ALL POSSIBLE MEASURES ARE EMPLOYED TO PREVENT SEDIMENT FROM ENTERING DRAINAGE COURSES AND WETLANDS EVEN BEYOND THE DETAILS SHOWN ON THIS PLAN IF NECESSARY.

- ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2023.
2. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATERBODIES, OR WETLAND AS A RESULT OF THIS PROJECT.
3. LOAM AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER DISTURBANCE, BUT NO LONGER THAN 7 DAYS. LOAM AND SEED ANY DISTURBED AREA WITHIN 15' OF WETLANDS OR WATERBODIES WITHIN 48 HOURS OR PRIOR TO AND STORM EVENT. USE WINTER SEED RATES AND SPECIFICATIONS IF APPROPRIATE.
4. INSPECT SOIL EROSION MEASURES WEEKLY AND AFTER SIGNIFICANT STORM EVENTS. MAKE ALL NECESSARY REPAIRS TO FACILITIES AS SOON AS POSSIBLE, BUT NO LONGER THAN 2 DAYS. CLEAN AND RESET SILT FENCES AND STONE CHECK DAMS WHICH ACCUMULATE SEDIMENT AND DEBRIS.
5. PROTECT AND STABILIZE ALL AREAS NOT SCHEDULED FOR EROSION PREVENTION OR STABILIZATION BUT THAT SHOW SIGNS OF EROSION. NOTIFY OWNER OF ANY SIGNIFICANT EROSION PROBLEM.
6. APPLY MULCH TO BARE SOILS WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, WITHIN 48 HOURS IF WITHIN 15' OF WETLAND OR WATERBODY, PRIOR TO ANY RAIN EVENT, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN ONE DAY.
7. TEMPORARILY SEED WITHIN 7 DAYS ANY AREA WHICH WILL BE LEFT DISTURBED AND UNWORKED FOR MORE THAN 14 DAYS WITH THE TEMPORARY SEED MIX LISTED BELOW. IF AREA IS WITHIN 15' OF A WETLAND OR WATERBODY, SEED WITHIN 48 HOURS. PERMANENTLY SEED ANY AREA WHICH CAN BE LOAMED AS SOON AS POSSIBLE WITH THE PERMANENT SEED MIX LISTED BELOW. DO NOT USE PERMANENT SEED MIX AFTER SEPTEMBER 15.
8. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH. RATHER THAN THE APPLICATION RATE, DURING THE GROWING SEASON (APRIL 15 - SEPT. 30) USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
 - THE BASE OF GRASSSED WATERWAYS
 - SLOPES STEEPER THAN 15%
 - WITHIN 100 ft. OF STREAMS AND WETLANDSBETWEEN OCT. 1 AND APRIL 14 USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
 - SIDE SLOPES OF GRASSSED WATERWAYS
 - SLOPES STEEPER THAN 8%
9. INSTALL EROSION CONTROL MESH IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. MESH TO BE EQUAL TO NORTH AMERICAN GREEN PRODUCT C125BN.
10. FOLLOW SILT FENCE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS FOR INSTALLATION OF SILT FENCE. SECURE ENTIRE BOTTOM OF FENCE EITHER BY BURYING BOTTOM OF FENCE IN A TRENCH OR BERTING WITH SOIL OR CHIPPED GRUBBINGS. REFER TO SILT FENCE DETAILS.
11. LIME AND GRADE LOAM IN A REASONABLY UNIFORM MANNER. WORK LINE AND FERTILIZER INTO THE SOIL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING TOOTH HARROW OR OTHER SUITABLE EQUIPMENT. CONTINUE TILLAGE UNTIL A REASONABLY UNIFORM SEED BED IS PREPARED. REMOVE FROM SURFACE ALL STONES LARGER THAN 2" AND ALL OTHER UNSUITABLE MATERIAL. LIME AND FERTILIZER SHOULD BE MIXED INTO SOIL PRIOR TO ROLLING EXCEPT IF INCLUDED IN HYDROSEED MIXTURE. PERMANENT STABILIZATION OF REVEGETATED AREAS IS CONSIDERED AS 90% CATCH.
12. ALL CULVERT OR PIPE OUTFALL PROTECTION MUST BE INSTALLED WITHIN 48 HOURS OF INSTALLING NEW PIPE OR CULVERT.
13. DITCHES AND CHANNELS DESIGNATED TO BE LINED WITH RIPRAP AND/OR EROSION CONTROL MESH MUST BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR CHANNEL.
14. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED BY INSTALLING AND MAINTAINING SILT SACKS DURING CONSTRUCTION.
15. WATER FROM CONSTRUCTION TRENCH Dewatering OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE OR EROSION CONTROL MIX LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

TOPSOIL:

- SUITABLE TOPSOIL SALVAGED FROM SITE OR SCREENED, LOOSE AND FRIABLE SANDY LOAM OR LOAM AS DEFINED BY THE USDA SOIL CONSERVATION SERVICE CLASSIFICATION SYSTEM, FREE FROM ADMIXTURE OF SUBSOIL, REFUSE, LARGE STONES, CLODS, ROOTS, WEEDS, RHIZOMES OR OTHER UNDESIRABLE FOREIGN MATTER AS DETERMINED BY THE INSPECTING AUTHORITY. CONTRACTOR SHALL SUBMIT REPORTS OF LOAN TEST RESULTS PERFORMED BY AN INDEPENDENT TESTING LABORATORY FOR TOPSOIL FROM DIFFERENT SOURCES PRIOR TO PLACING. THE COST OF TESTING SHALL BE INCIDENTAL TO THE COST OF TOPSOIL. TOPSOIL SHALL MEET THE FOLLOWING SPECIFICATIONS:
2. MATERIAL
- SAND - 0.08 IN. TO 0.002 IN. DIAMETER (% BY VOLUME)..... 45 - 75
SILT - 0.002 IN. TO 0.00008 IN. DIAMETER (% BY VOLUME)..... 20 - 40
CLAY - LESS THAN 0.00008 IN. DIAMETER (% BY VOLUME)..... 5 - 15
- ORGANICS (SHALL MEET THE REQUIREMENTS OF MDOT STANDARD SPECIFICATION 111.23 PEAT HUMUS) (% BY VOLUME) . 10 - 20
- NUTRIENTS:
- CALCIUM (CA) (% SATURATION) 60 - 80
MAGNESIUM (MG) (% SATURATION) 10 - 25
POTASSIUM (K) (% SATURATION) 2.1 - 3.0
PHOSPHORUS (P) (POUNDS/ACRE) 10 - 40
PH 6.0 - 6.5
- PERMEABILITY (INCHES PER HOUR) 3 - 10
- MAXIMUM STONE SIZE (INCHES) 3/4

SEEDING:

USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30.
USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES AND RATES BETWEEN 10/1 AND 5/14, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15.

PERMANENT SEED:

MDOT 717.03(a) METHOD NUMBER 3

TEMPORARY SEED:

OATS	80.00 LBS/ACRE	4/01 - 5/14
ANNUAL RYEGRASS	40.00 LBS/ACRE	
SUDANGRASS	40.00 LBS/ACRE	5/15 - 8/14
ANNUAL RYEGRASS	80.00 LBS/ACRE	5/15 - 9/14
WINTER RYE	112.00 LBS/ACRE	9/15 - 9/30
WINTER RYE (W/ MULCH COVER)	112.00 LBS/ACRE	10/01 - 3/31

LIME AND FERTILIZER:

APPLY GROUND LIMESTONE (EQUIVALENT TO 50% CALCIUM PLUS MAGNESIUM OXIDE) AT A RATE OF 3 TONS PER ACRE (138 POUNDS PER 1000 SQUARE FEET). APPLY FERTILIZER (10-20-20) AT A RATE OF 800 POUNDS PER ACRE (18.4 POUNDS PER 1000 SQUARE FEET).

MULCH:

STRAW OR HAY (ANCHORED)	10 - 90 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	105 - 275 LBS	WINDY AREAS
SHREDDED OR CHOPPED	105 - 275 LBS	
JUTE MESH	AS REQUIRED	MODERATE TO HIGH
EXCELSIOR MAT	AS REQUIRED	VELOCITY AREAS & STEEP SLOPES

MULCH ANCHORING

PEG AND TWINE	LIQUID ASPHALT
MULCH NETTING	WOOD CELLULOSE FIBER
ASPHALT EMULSION	CHEMICAL TACK

STABILIZING SITE FOR THE WINTER:

- STANDARD CONDITIONS REQUIRING THE TIMELY STABILIZATION OF DITCHES AND CHANNELS - THE CONTRACTOR WILL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY NOVEMBER 1. THE CONTRACTOR WILL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 15. IF THE CONTRACTOR FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER:
 - a. INSTALL A SOD LINING IN THE DITCH - THE CONTRACTOR WILL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH JUTE OR FIBRIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.
 - b. INSTALL A STONE LINING IN THE DITCH - THE CONTRACTOR WILL LINE THE DITCH WITH STONE RIPRAP BY NOVEMBER 1. THE CONTRACTOR WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR WILL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.
2. STANDARD CONDITIONS REQUIRING THE TIMELY STABILIZATION OF DISTURBED SLOPES - THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 1. THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED VEGETATED SLOPES BY SEPTEMBER 15. ANY AREA HAVING A GRADE GREATER THAN 10% (2:1) IS A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:
 - a. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BEFORE NOVEMBER 1, THEN THE CONTRACTOR WILL COVER THE SLOPE WITH A LAYER OF WOODWASTE COMPOST AS DESCRIBED IN ITEM C OF THIS CONDITION OR WITH STONE RIPRAP AS DESCRIBED IN ITEM D OF THIS CONDITION.
 - b. STABILIZE THE SLOPE WITH SOD - THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. 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 TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (2H:1V).
 - c. STABILIZE THE SLOPE WITH WOODWASTE COMPOST - THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOODWASTE COMPOST ON THE SLOPE BY NOVEMBER 1. PRIOR TO PLACING THE WOODWASTE COMPOST, THE CONTRACTOR WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE CONTRACTOR WILL NOT USE WOODWASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
 - d. STABILIZE THE SLOPE WITH STONE RIPRAP - THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 1. THE CONTRACTOR WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR DRAINAGE AND SOIL SEPARATION.
3. STANDARD CONDITIONS REQUIRING THE TIMELY STABILIZATION OF DISTURBED SOILS - BY SEPTEMBER 15 THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- a. STABILIZING THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR WILL MONITOR GROWTH OF THE COVER AND COVER THE NEXT 30 DAYS. THE RYE SHALL BE GROWN AT LEAST THREE INCHES OF COVER, OR AT LEAST 15% OF THE DISTURBED SOIL BEFORE NOVEMBER 1, THEN THE CONTRACTOR WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM C OF THIS STANDARD CONDITION.
- b. STABILIZE THE SOIL WITH SOD - THE CONTRACTOR WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR FINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- c. STABILIZE THE SOIL WITH MULCH - BY NOVEMBER 1 THE CONTRACTOR WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE CONTRACTOR WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE CONTRACTOR WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

WINTER CONSTRUCTION:

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIP RAP BY NOVEMBER 15 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MEASURES, ROAD GRAVEL OR RIP RAP. EROSION CONTROL EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 10% OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOADED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./1000 SF. (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED.

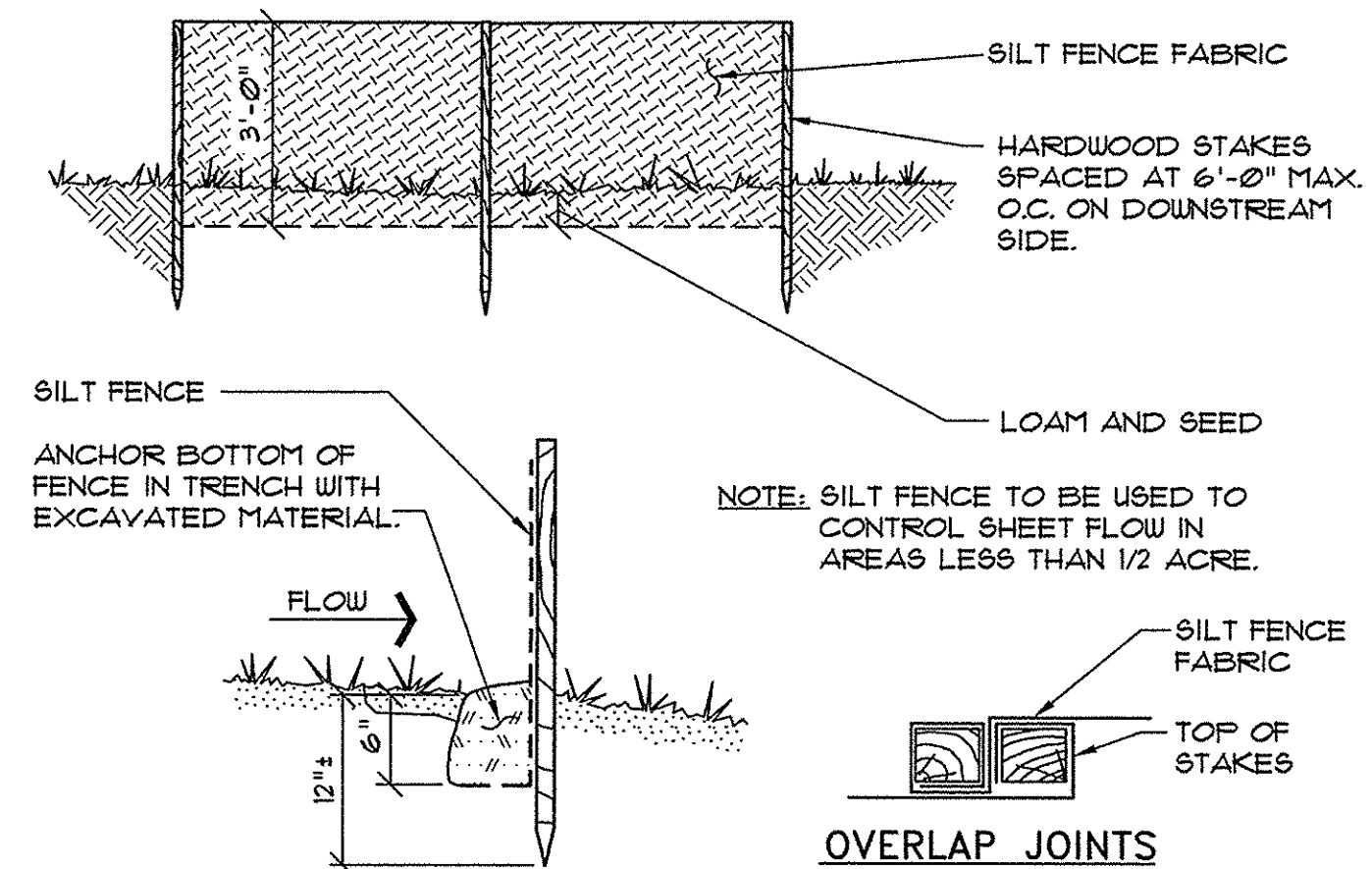
THE COSTS OF MULCH SHALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS.

CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

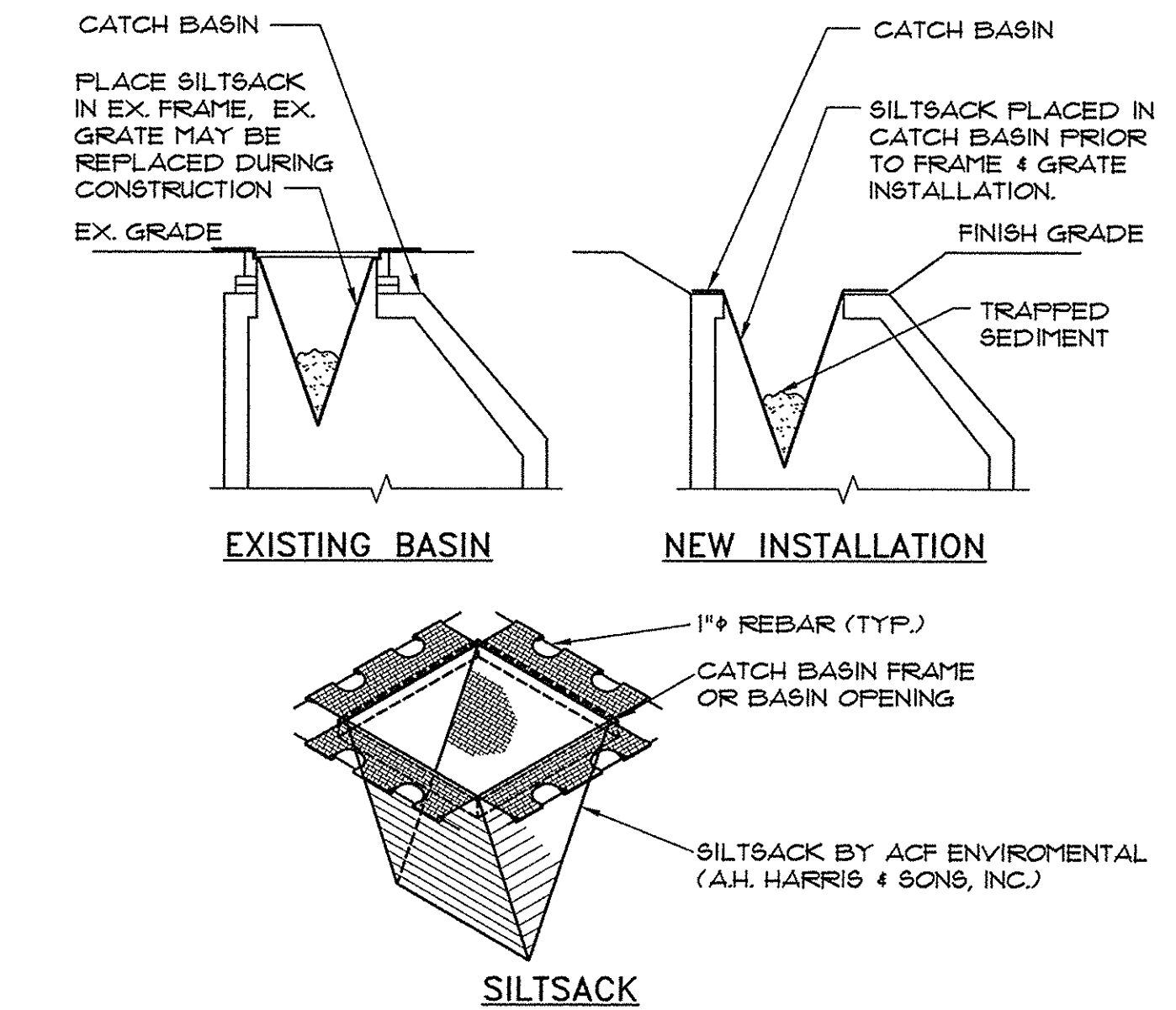
- SOIL STOCKPILES
STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER-WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1000 SF. (3 TONS/ACRE) OR WITH A FOUR INCH LAYER OF EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS AFTER IT WILL BE RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.
- SEDIMENT BARRIERS
DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF EROSION CONTROL MIX. SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.
- MULCHING
ALL AREA SHALL BE CONSIDERED TO BE DENUDED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOADED, SEEDING AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LBS/1000 SF. OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 15 LBS/1000 SF. OR 15 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. IF AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN MULCHED WITH STRAW OR HAY AT A RATE OF 150 LBS/1000 SF. (3 TONS/ACRE) AND 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 FEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL TACK, OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT.

AFTER NOVEMBER 1, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORK DAY.



1 SILT FENCE DETAIL



2 CATCH BASIN PROTECTION

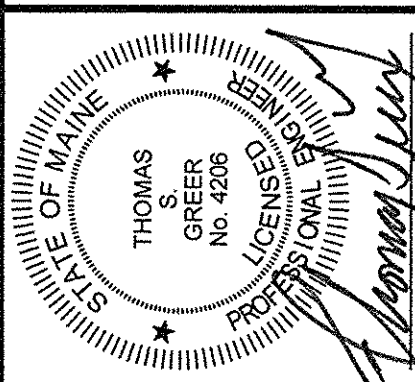
2 CATCH BASIN PROTECTION

Plan 8

NOT TO SCALE



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9/30/16

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A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

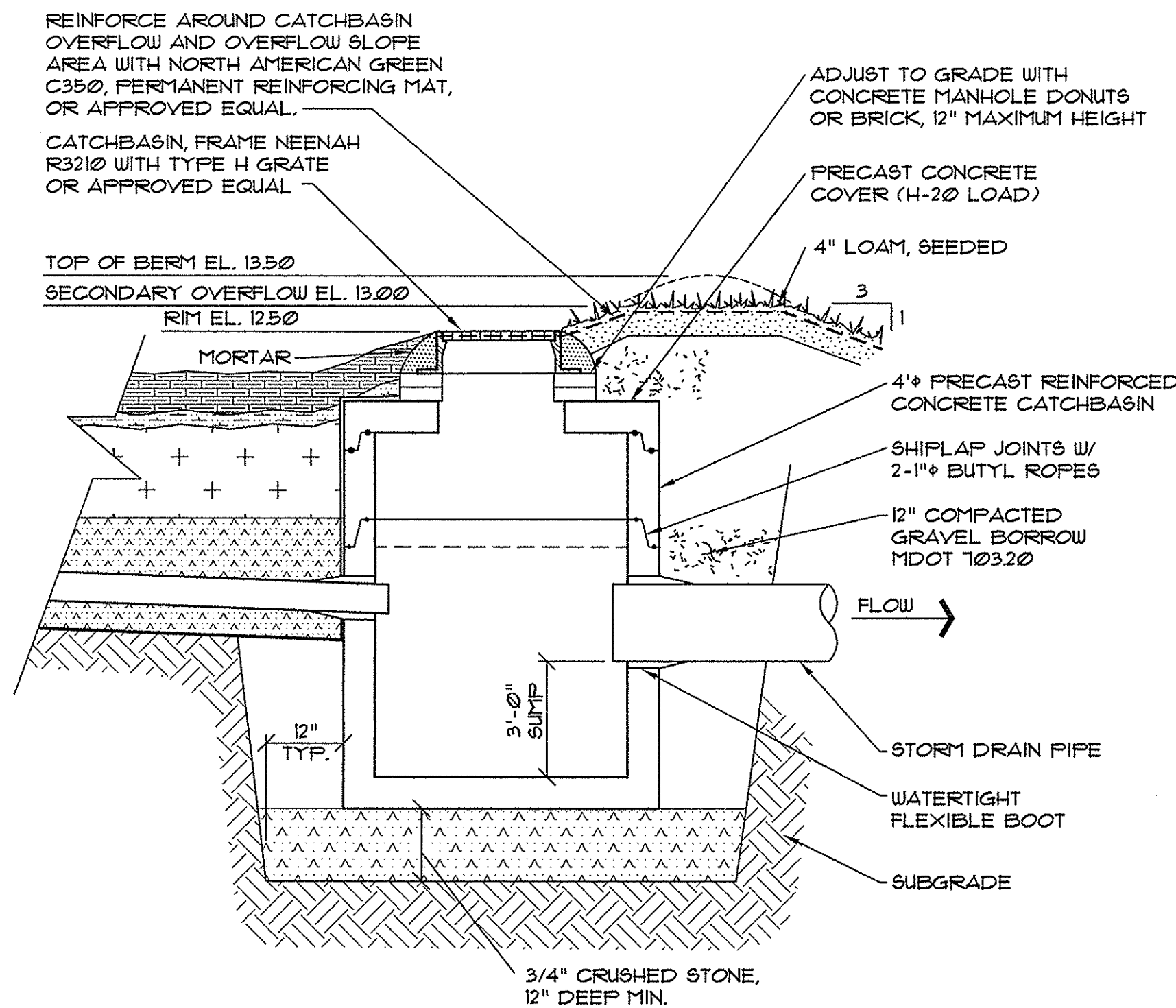
SCALE:	AS SHOWN	DRN BY:	JDC/RJS
DATE:	JULY 28, 2016	DESIG BY:	DEF
PROJECT:	18142	CHK BY:	BL

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

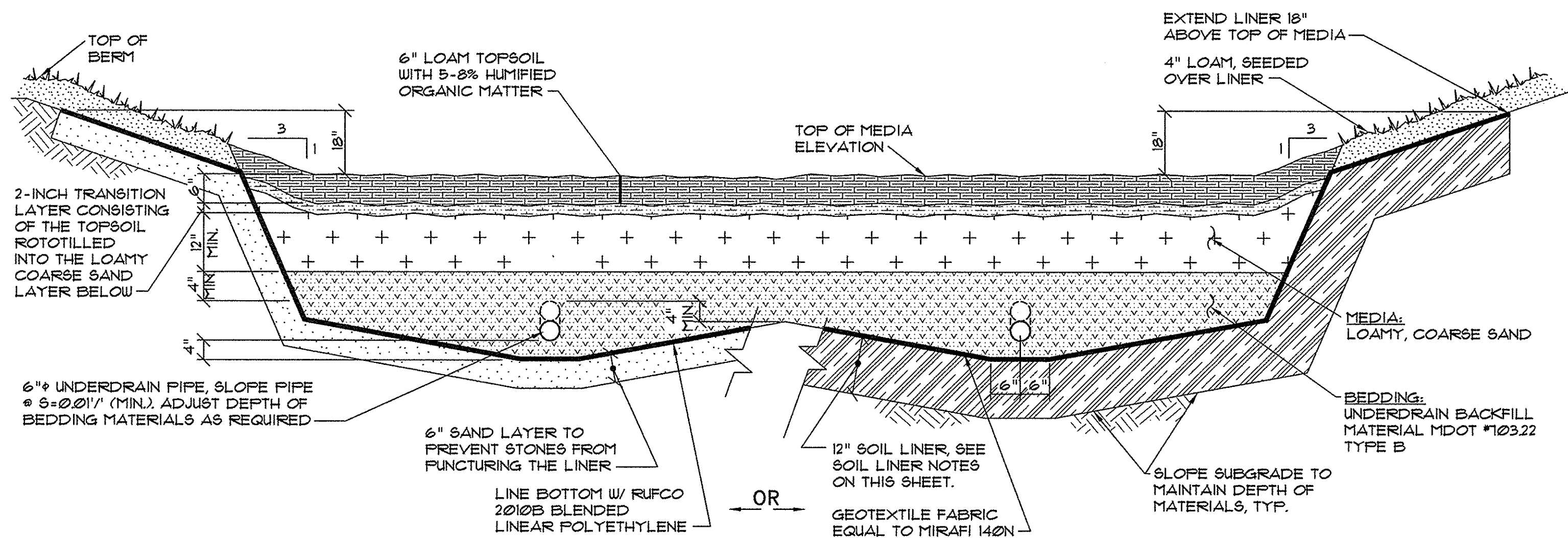
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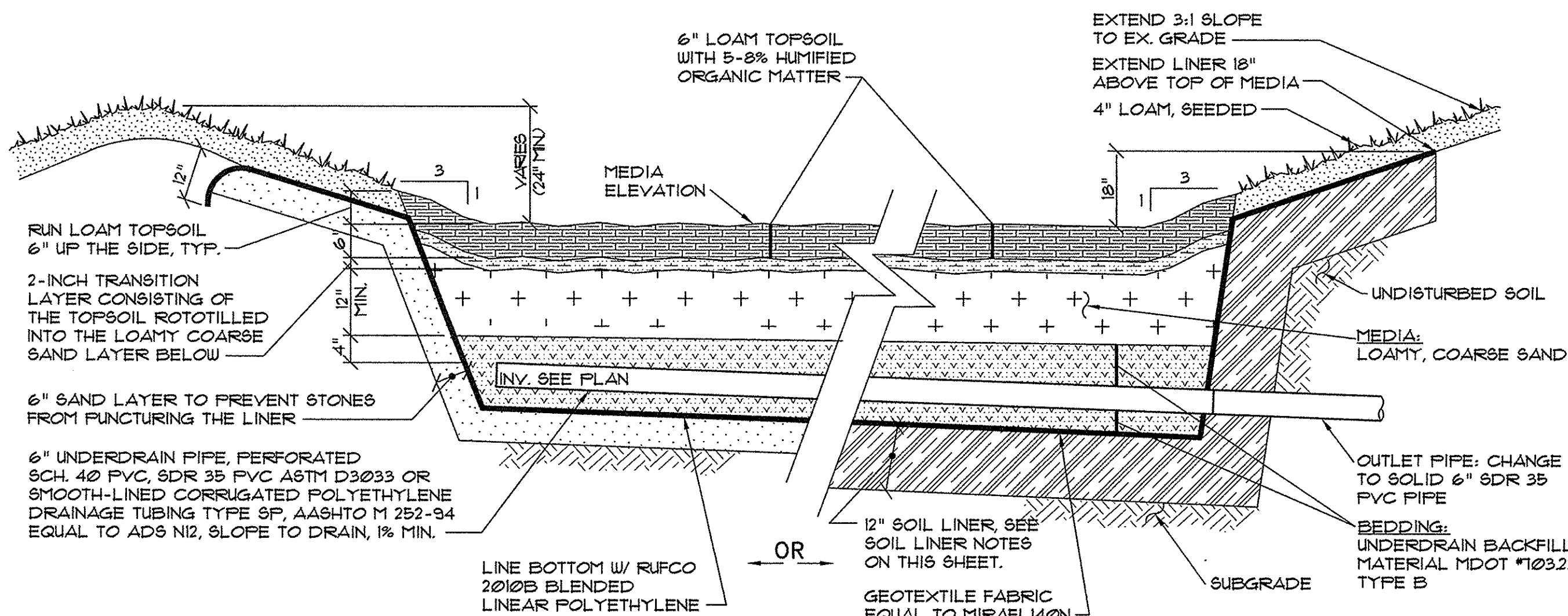
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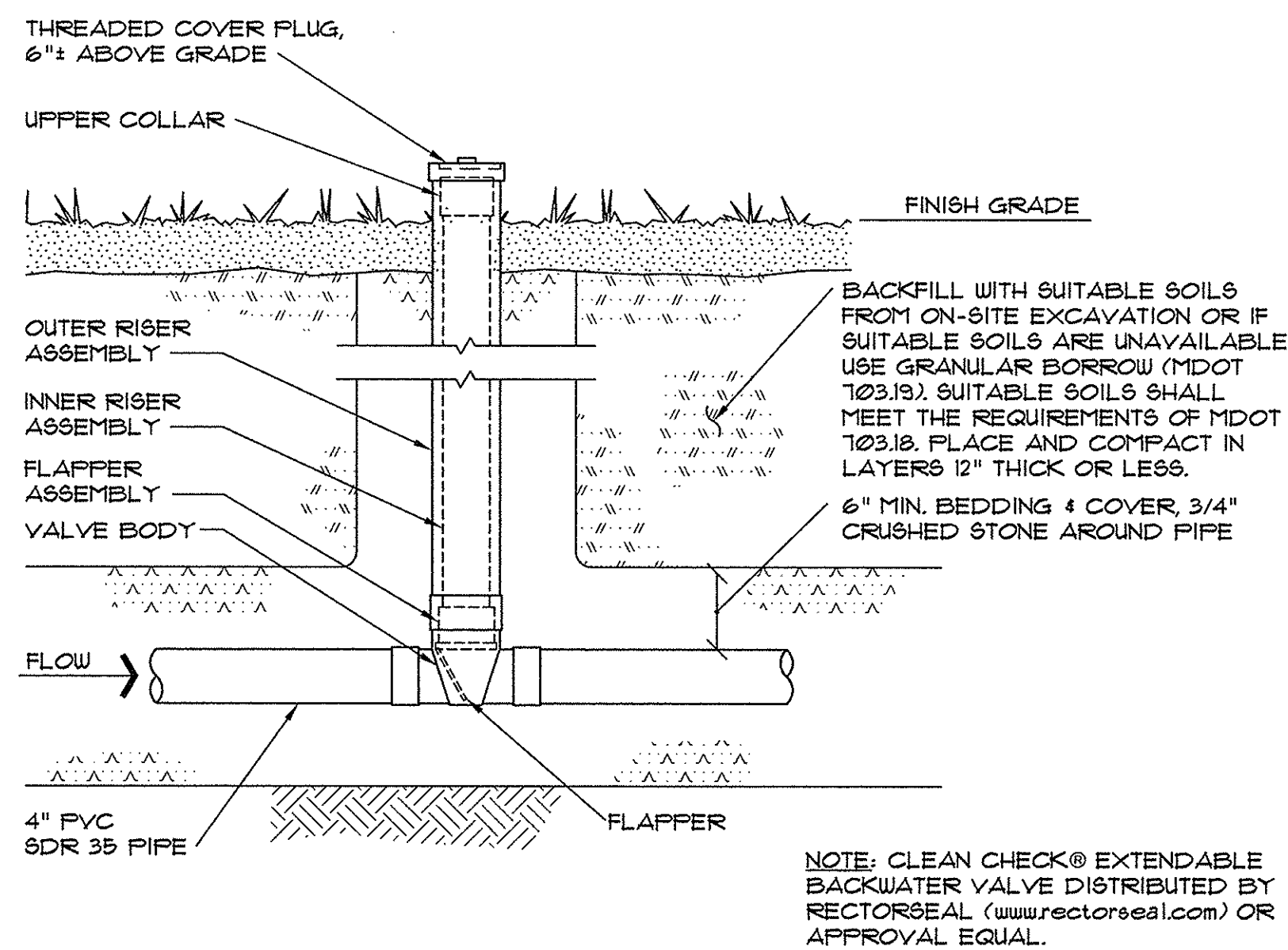
6 UDSF CATCHBASIN OVERFLOW
NOT TO SCALE



3 UNDERDRAINED SOIL FILTER CROSS-SECTION
NOT TO SCALE

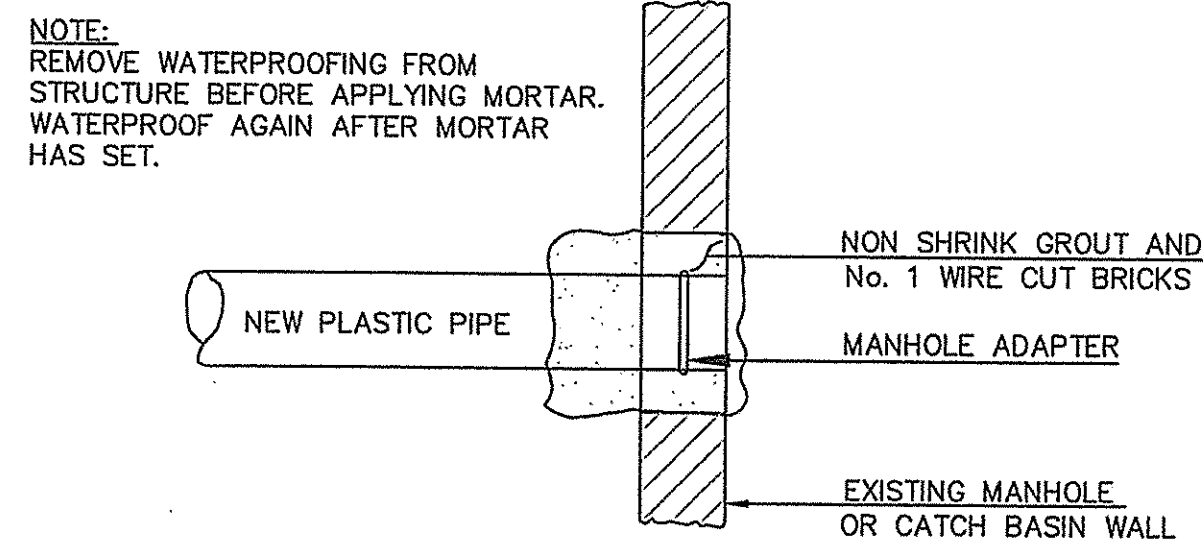


2 UNDERDRAINED SOIL FILTER LONGITUDINAL SECTION
NOT TO SCALE



5 TYPICAL BACKFLOW PREVENTOR DETAIL
NOT TO SCALE

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION. IF PIPE DIAMETER IS SO LARGE THAT CORE DRILLING IS PROHIBITED, THE CONTRACTOR MAY SAW CUT THE STRUCTURE TO CREATE PIPE OPENING. THE NEW OPENING MUST THEN BE SEALED AND WATERTIGHT BOTH INSIDE AND OUTSIDE THE STRUCTURE.



4 PLASTIC PIPE CONNECTION METHOD 3 (II-14)
NOT TO SCALE

SOIL FILTER MEDIA NOTES

- THE SOIL FILTER MUST BE AT LEAST 12 INCHES DEEP AND MUST EXTEND ACROSS THE BOTTOM OF THE ENTIRE FILTER AREA AND UP THE SIDES TO THE DEPTH OR ELEVATION SPECIFIED. THIS SOIL MIXTURE SHALL BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS, OR OTHER SIMILAR OBJECTS LARGER THAN TWO INCHES. NO OTHER MATERIALS OR SUBSTANCES THAT MAY BE HARMFUL TO PLANT GROWTH, OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS CAN BE MIXED WITHIN THE FILTER. THE RESULTANT MIXTURE SHOULD HAVE MINIMAL CLAY CONTENT WITH NO LESS THAN 8% FINES PASSING THE #200 SIEVE. DURING CONSTRUCTION, CARE SHOULD BE TAKEN TO AVOID COMPACTION OF BOTH THE GRAVEL AND SOIL FILTER. COMPACTION SHOULD BE BY SATURATION ONLY, UNLESS SPECIAL LOW COMPACTION EQUIPMENT IS AVAILABLE.
- CARE SHOULD BE TAKEN, ESPECIALLY IN AREAS WHERE THE PREDOMINANT SOIL AND OVERBURDEN CONTAINS MARINE CLAY, TO BE SURE THAT THE SAND AND TOPSOIL USED IN THE MIXTURE HAVE VERY LITTLE OR NO CLAY CONTENT. USE OF SOILS WITH MORE THAN 2% CLAY CONTENT COULD CAUSE FAILURE OF THE SYSTEM.
- THE SOIL FILTER MEDIA MUST BE COMPOSED OF A THOROUGHLY BLENDED MIXTURE OF MATERIALS MEETING THE SPECIFICATIONS IN TABLE B. ADJUST THE PROPORTIONS BASED ON THE ORGANIC CONTENT AND AMOUNT OF FINES OF EACH COMPONENT. IF THE SAND IS VERY CLEAN OR THE MULCH IS RELATIVELY COARSE, USE MORE MULCH AND LESS SAND WHILE STAYING WITHIN THE ESTABLISHED RANGES. IF THE SAND IS SILTY OR THE MULCH LOAMY, USE MORE SAND AND LESS MULCH.

TABLE A		TABLE B		TABLE C	
ME DOT SPECIFICATIONS FOR UNDERDRAINS (MDOT #103.22)		SOIL FILTER MEDIA		ME DOT SPECIFICATIONS FOR UNDERDRAINS (MDOT #103.21)	
SIEVE SIZE	% BY WEIGHT	FILTER MEDIA	MIXTURE BY VOLUME	SIEVE SIZE	% BY WEIGHT
UNDERDRAIN TYPE C		SAND	10%-20%	SPECIFICATION #103.21 FINE AGGREGATE FOR CONCRETE (SEE TABLE C)	
1"	100			#4	95-100
3/4"	90-100			#8	80-100
3/8"	0-15	MULCH	20%-30%	#16	50-85
#4	0-25			#30	25-60
#10	0-5			#60	10-30
				#100	2-10
				#200	0-5

SOIL LINER NOTES

THE COMPACT SOIL LINER SHALL HAVE THE FOLLOWING CHARACTERISTICS:

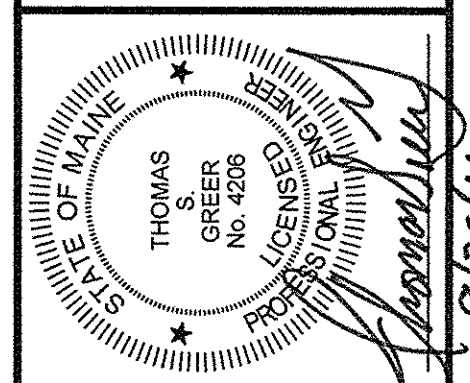
- A LIQUID LIMIT GREATER THAN OR EQUAL TO 20, AND A PLASTICITY INDEX GREATER THAN OR EQUAL TO 8 BUT LESS THAN OR EQUAL TO 30, AS DETERMINED USING ASTM D-4318, STANDARD TEST METHOD FOR LIQUID LIMIT, PLASTIC LIMIT, AND PLASTICITY INDEX OF SOILS. GLACIAL TILL SOILS DO NOT NEED TO MEET LIQUID LIMIT AND PLASTICITY INDEX REQUIREMENTS.
- A MINIMUM FINES CONTENT OF 35%.
- A MAXIMUM PARTICLE SIZE OF LESS THAN OR EQUAL TO 3 INCHES.
- HAVE A MINIMUM IN-PLACE DENSITY OF 92% OF THE MAXIMUM DRY DENSITY AS MEASURED BY ASTM D-698, STANDARD TEST METHOD FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING STANDARD EFFORT (12,400 FT-LBF/FT³ (600 KN-M/M³)).
- BE COMPACTED USING A KNEADING ACTION TO REMOLD THE SOIL WITHIN 0-4% ABOVE OPTIMUM MOISTURE CONTENT AS DETERMINED USING ASTM D-698.
- HAVE A MAXIMUM COMPACTED LIFT THICKNESS OF 9 INCHES AND PROVIDE A MEANS TO ENSURE LIFT INTERFACE BONDING.

1 UNDERDRAINED SOIL FILTER NOTES
NOT TO SCALE

Plan 9

PINKHAM & GREER
CIVIL ENGINEERS

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TEL: 207.781.5545 FAX: 207.781.4545



REV	DATE	DESCRIPTION
1	9/30/16	REV'D PER CITY REVIEW

DRN BY: JDC/RS	DESIGN BY: DEF/RS	CHK BY: JSC
SCALE: AS SHOWN	DATE: JULY 28, 2016	PROJECT: 16142

WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

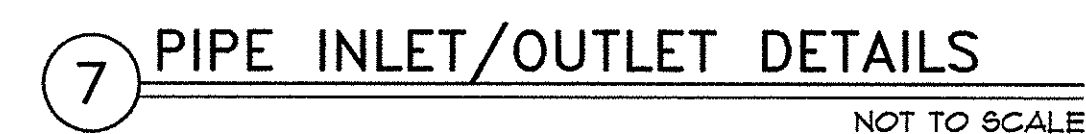
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DETAILS

MAPLOT 2817 E 10

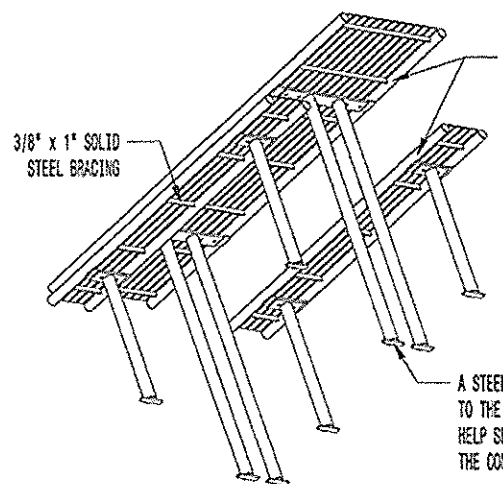
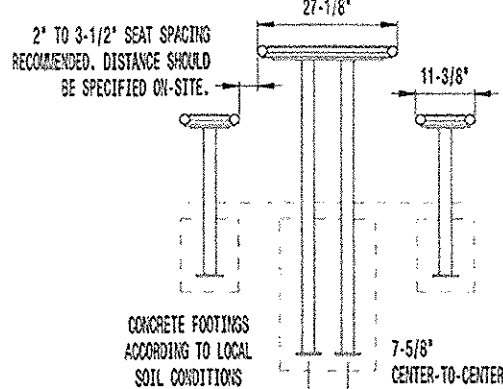


1 UNDERGROUND UTILITIES WARNING TAPE



C2.3 WESTERLEA VIEW LOFTS 75 CHESTNUT STREET PORTLAND, ME	A & M PARTNERS, INC. 120 EXCHANGE STREET PORTLAND, ME 04101	SCALE: AS SHOWN DATE: JULY 28, 2016 PROJECT: 16142	DRN BY: JDC DESG BY: TSG CHK BY: <i>TSG</i>	2 1 REV.	11/21/16 9/30/16 DATE	REV'D PER STAFF REVIEW REV'D PER CITY REVIEW DESCRIPTION	STATE OF MAINE THOMAS S. GREER NO. 4430 PROFESSIONAL REGISTERED ENGINEER 2017-01-01 2017-12-31 MAINE 2017-01-01 2017-12-31	PINKHAM & GREER CIVIL ENGINEERS 28 HANNAH AVE. PORTLAND, ME 04103 TEL: 207-781-5242 FAX: 207-781-4245
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* ALL DIMENSIONS ARE IN INCHES *



AVAILABLE OPTIONS:
POWDER COATING
16 STANDARD COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)
PAINTING
STANDARD SURFACE AND IN-GROUND
AVAILABLE WITH ADA COMPLIANT LEG POSITIONING
(FOR COMPLIANT TABLE/SEAT CONFIGURATION, 8\"/>

- NOTES:
1. DRAWINGS NOT TO SCALE. DO NOT SCALE DIMENSIONS.
 2. ALL FABRICATED METAL COMPONENTS ARE STEEL, SHEETPILED, ETCHED, PHOSPHATIZED, PREPAINTED, AND ELECTROSTATICALLY POWDER-COATED WITH T.E.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY COATED AND PRETREATED, PREPAINTED AND COATED UNTIL 90 TO FULL COVERAGE AND BUILD COATING FULL. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH THROUGHOUT IS 0.005 IN. (0.005 IN. MINIMUM).
 3. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED IN THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
 4. FOR HIGH SALT AMBIENT CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
 5. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
 6. THIS PRODUCT IS SHOWN PARTIALLY UNASSEMBLED.



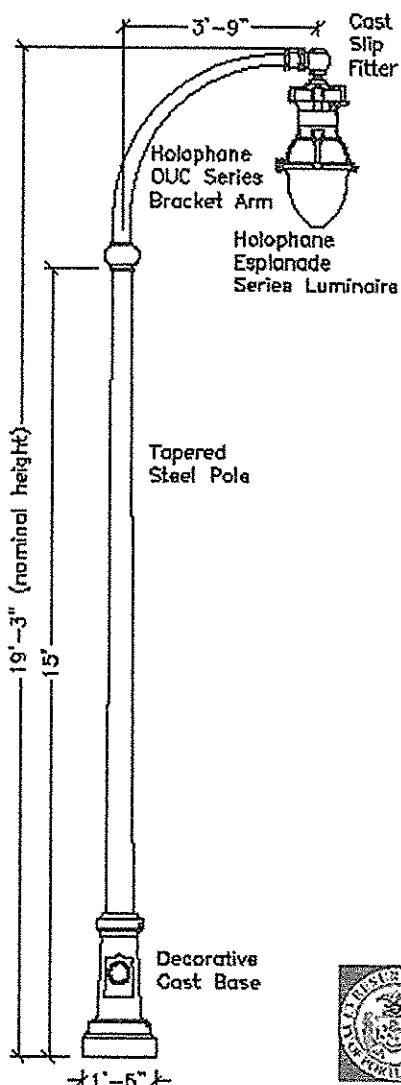
STANDARD ADA STEEL TABLE
SPECIFIC: STANDARD 8-FOOT LENGTH (ADA COMPLIANT)
STANDARD IN-GROUND MOUNT

Standard Color: BLACK
() Required

PICNIC TABLE & BENCHES TO BE INSTALLED IN THE PLAZA AREA. PLAZA AREA CONCRETE PAVERS: GRAY CONCRETE STEP STONE PAVESTONE MODEL #73700, 24"x24" OR APPROVED EQUAL

9 STEEL PICNIC TABLE

NOT TO SCALE

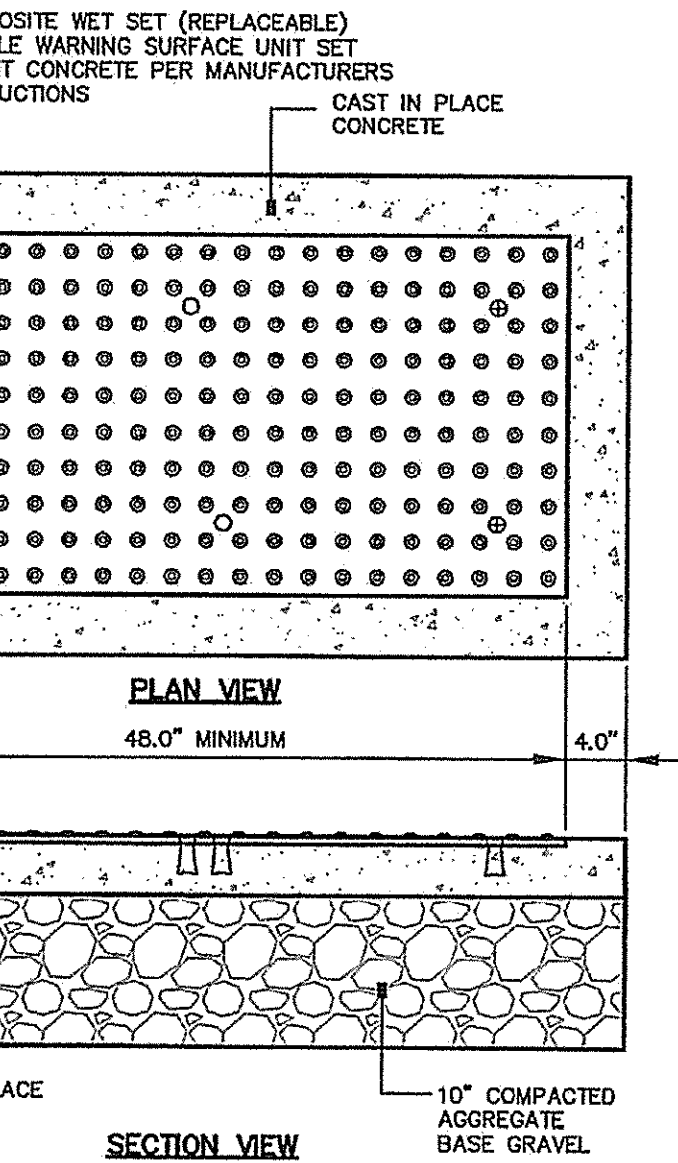


LUMINAIRE
Holograph Lighting model ESU175M1244-R
Luminaires shall be furnished and installed by The Central Maine Power Company under the municipal lease agreement for street lighting.
Luminaire shall be custom color RAL-7016 (Dark Gray).
LAMP
Holograph Lighting model S-M175/U 64471
Vertical recessed, 175 watt mogul base clear metal halide lamp.
BRACKET ARM
Holograph Lighting model OUC B063-T6
Aluminum crossarm with a post-top fitting for a 3-1/2" by 8" tenon.
Bracket arm shall be custom color RAL-7016 (Dark Gray).
SLIP FITTER
Holograph Lighting model BHLF200-SCA/AS (Boston Harbor Series)
2-3/8" O.D. with twist cast filter.
Slip fitter shall be custom color RAL-7016 (Dark Gray).
LIGHTING POLE
Tapered steel pole short rated for a 50mph wind load with a 1.3 gust factor. Provide four hot-dipped galvanized steel L-type anchor bolts.
Lighting pole shall be custom color RAL-7016 (Dark Gray).
DECORATIVE POLE BASE
Holograph Lighting model Cambridge Series
Decorative diamond coat aluminum base. Hardware shall be stainless steel.
Decorative pole base shall be custom color RAL-7016 (Dark Gray).
APPLICATIONS
Street/Sidewalk lighting for two-way streets with parking on one side, or one-way streets.
Suggested layout:
50-100 ft on center (one side only)
150-200 ft on center (staggered pattern both sides)

City of Portland, Maine
Street & Sidewalk Lighting
BAYSIDE RESIDENTIAL DISTRICT
Medium Scale Lighting Pole
03/15/17

10 BAYSIDE DISTRICT MEDIUM SCALE RESIDENTIAL LIGHT (X-2D)

NOT TO SCALE



11 SIDEWALK RAMP DETECTABLE WARNING TILE (I-7)

NOT TO SCALE

CAPACITY 2 Bikes

MATERIALS

Centerbeam: 2" schedule 40 pipe (2.375" OD)
Ring: 1.5" OD 11 gauge tube

FINISHES

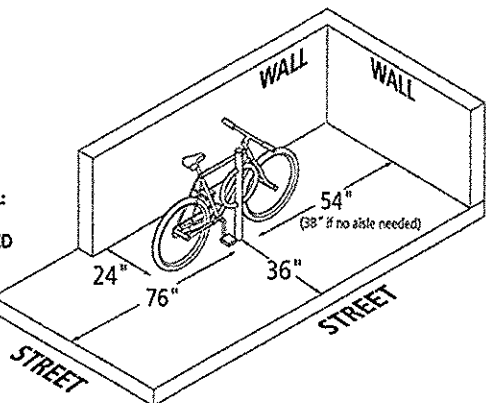
- ☐ Galvanized
An after fabrication hot dipped galvanized finish is our standard option.
- ☐ Powder Coat
Our powder coat finish assures a high level of adhesion and durability by following these steps:
1. Sandblast
2. Epoxy primer electrostatically applied
3. Final thick TGIC polyester powder coat
- ☐ Thermoplastic
In addition to an increased thickness (8-10 mils), the thermoplastic finish covers a galvanized layer and offers superior impact resistance over powder coating.
- ☐ PVC Dip (plastic)
Other colors available by special order (minimum orders apply)
- ☐ Stainless
Stainless Steel 304 grade stainless steel material finished in either a high polished shine or a satin finish.

MOUNT OPTIONS

- ☐ In-ground
In ground mount is embedded into concrete base. Specify in ground mount for this option.
- ☐ Surface
Foot Mount has a 5"x6"x.25" foot with four anchors per foot. Specify foot mount for this option.

SETBACKS

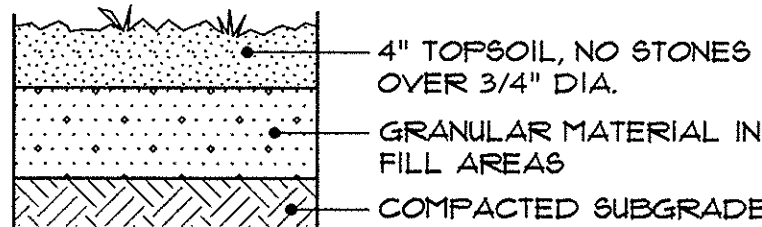
FOR RACKS SET PARALLEL TO A WALL:
MINIMUM: 12"
RECOMMENDED: 24"
FOR RACKS SET PERPENDICULAR TO A WALL:
MINIMUM: 35" (CENTERLINE MEASUREMENT)
RECOMMENDED: 35" (54" IF AISLE IS NEEDED BETWEEN BIKES AND WALL)
DISTANCE BETWEEN RACKS:
MINIMUM: 24"
RECOMMENDED: 36"
STREET SETBACKS:
MINIMUM: 36"



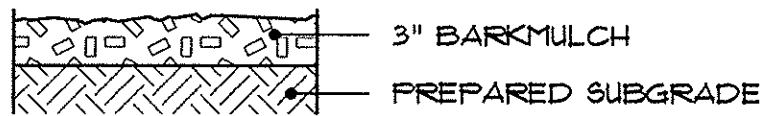
DERO BIKE HITCH AS MANUFACTURED BY DERO BIKE RACKS

8 BICYCLE RACK SPECIFICATION - BIKE HITCH (I-33a)

NOT TO SCALE



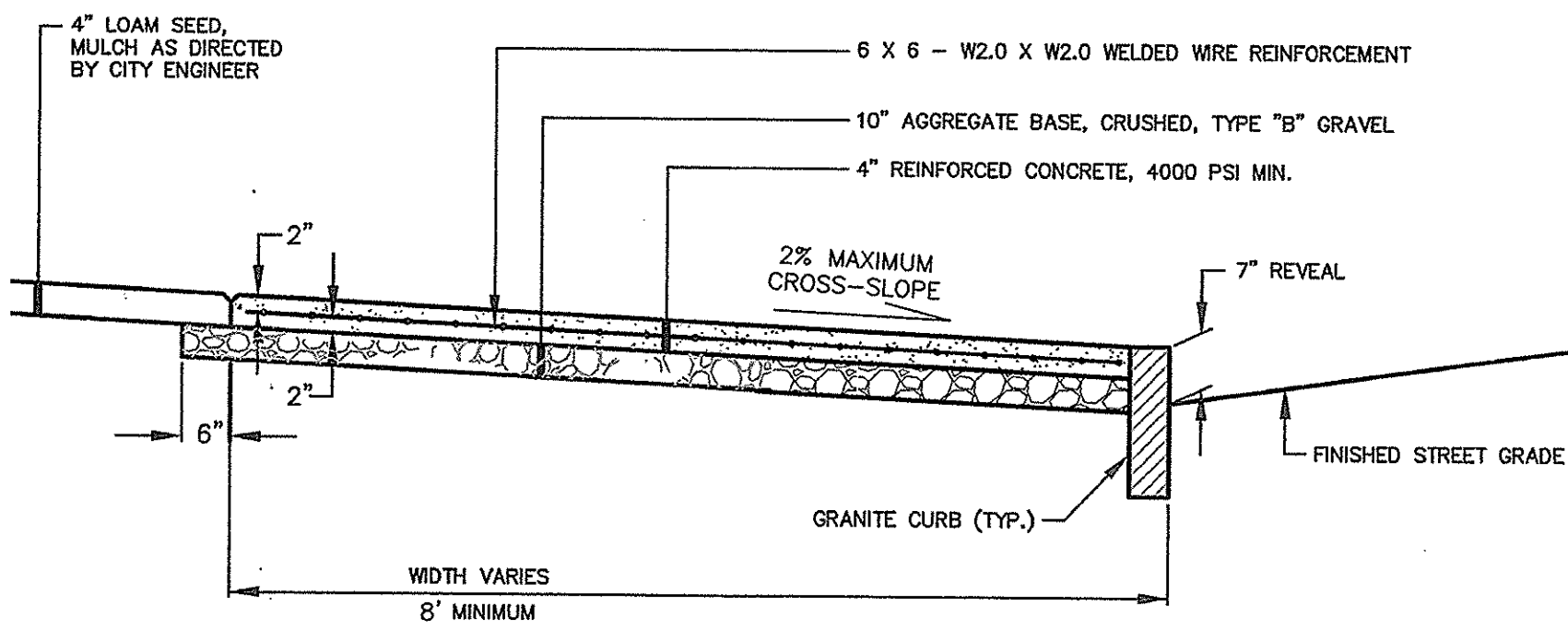
GRASS



PLANT BED BARKMULCH

4 LANDSCAPE SURFACE FINISHES

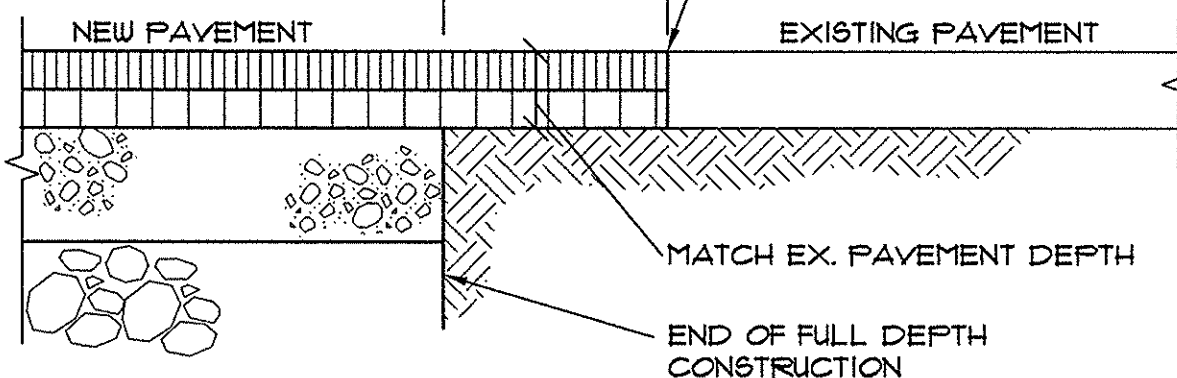
NOT TO SCALE



5 REINFORCED CONCRETE SIDEWALK (I-14)

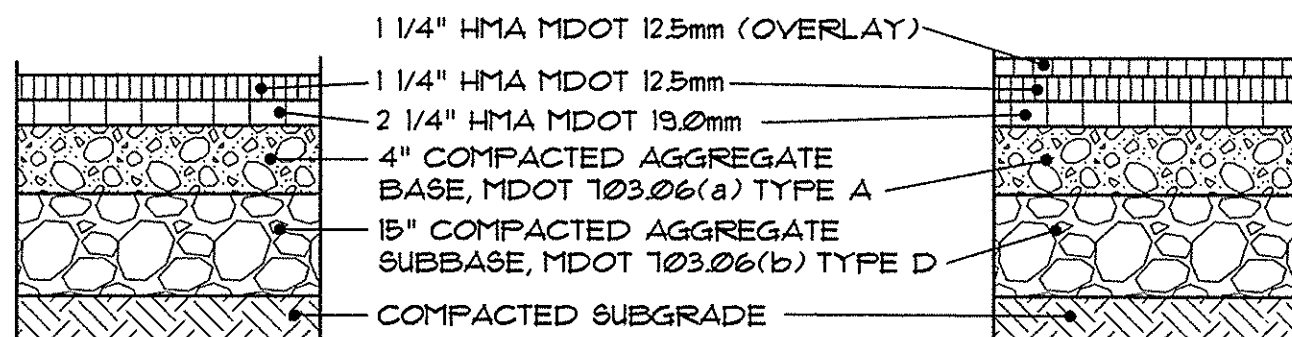
NOT TO SCALE

3'-0" (MIN.) BEYOND THE LIMIT OF FULL DEPTH CONSTRUCTION OR BEYOND THE GREATEST EXTENT OF DAMAGE TO EX. PAVEMENT.



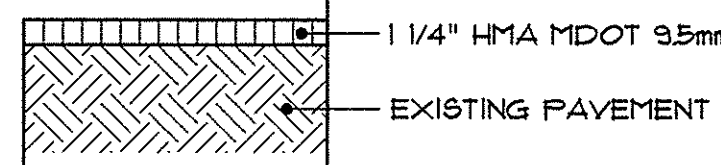
1 PAVEMENT CUTTING & MATCHING SECTION

NOT TO SCALE



NEW PAVEMENT

PAVEMENT REPAIR AT TRENCHES



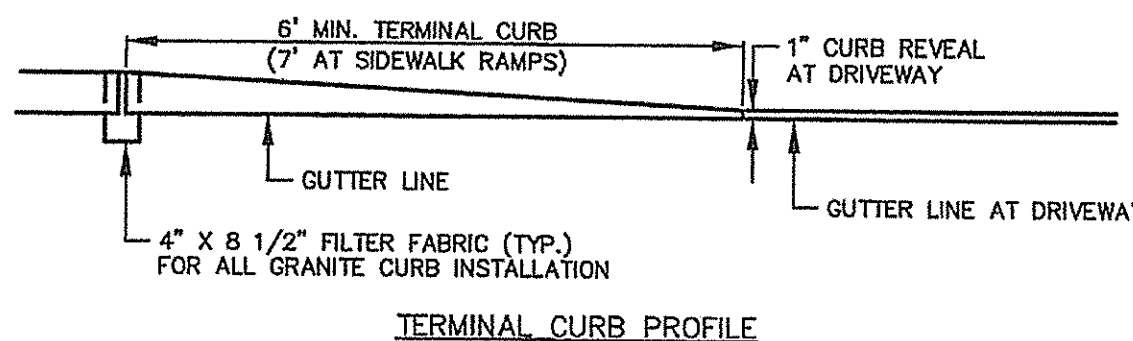
PAVEMENT OVERLAY

NOTES:

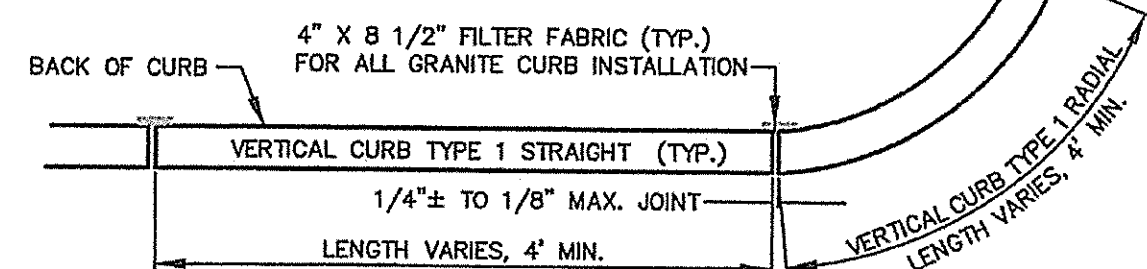
1. HMA = HOT MIX ASPHALT.
MDOT = MAINE DEPARTMENT OF TRANSPORTATION.
2. ALL COURSE THICKNESS AFTER FINAL COMPACTION.

2 BITUMINOUS PAVEMENT SECTIONS

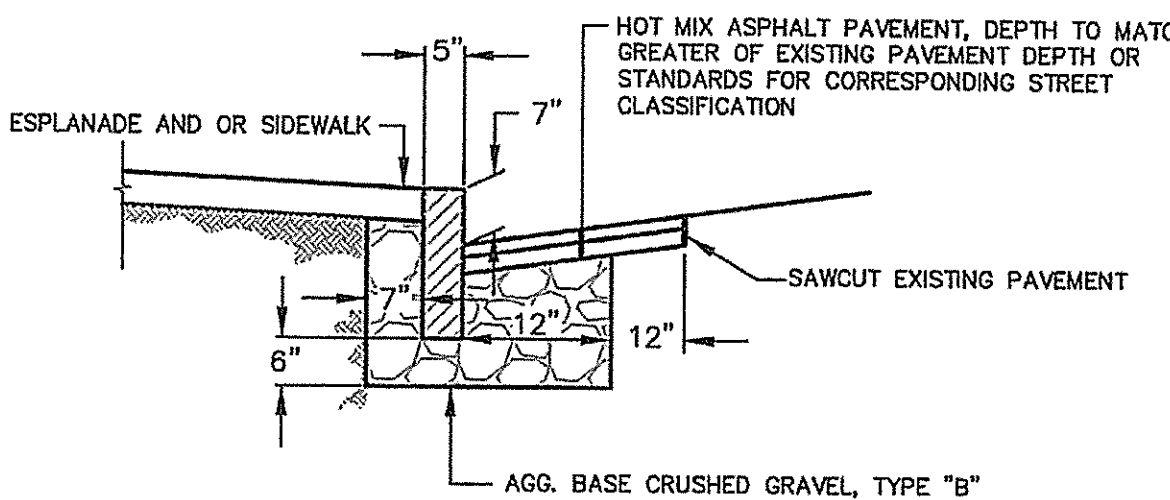
NOT TO SCALE



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW



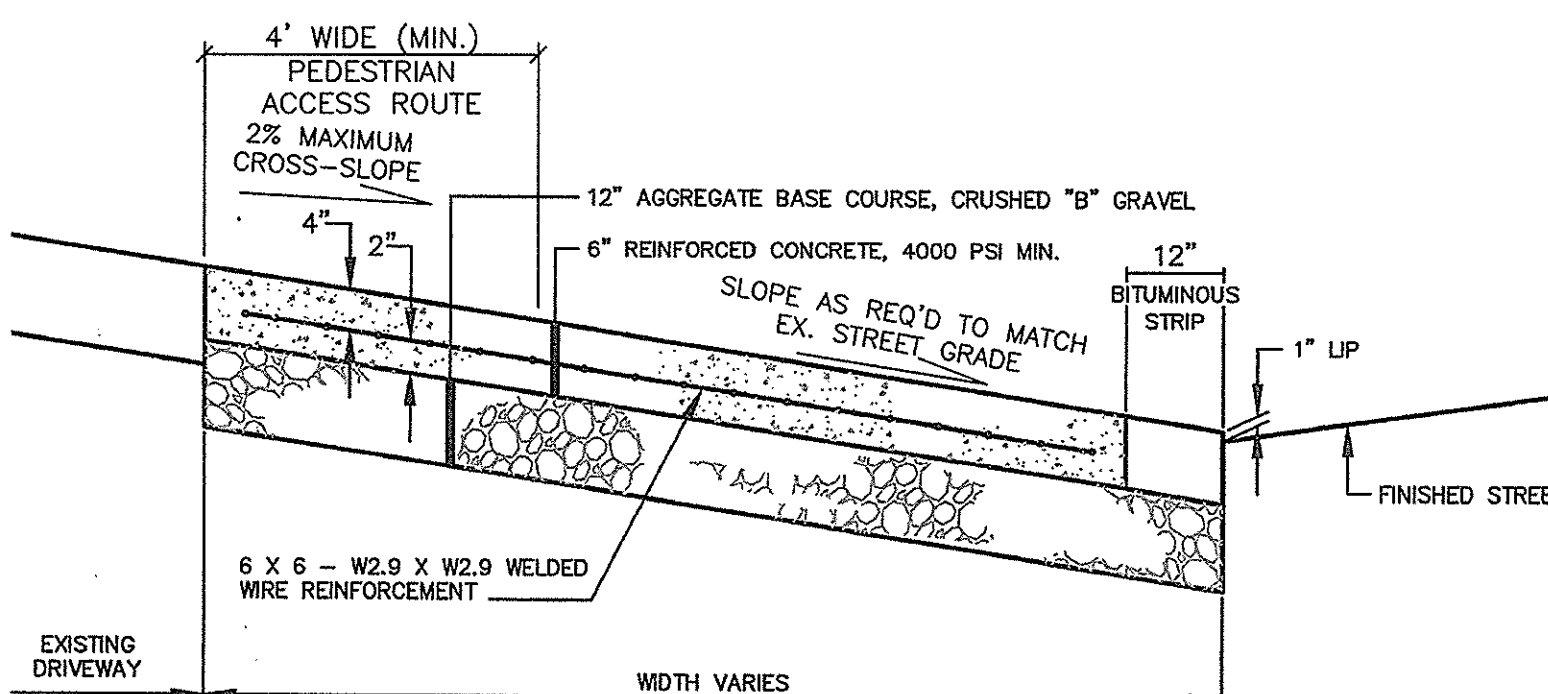
VERTICAL GRANITE CURB CROSS SECTION

3 VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREET (I-17)

NOT TO SCALE

6 DRIVEWAY APRON LAYOUT (I-9)

NOT TO SCALE

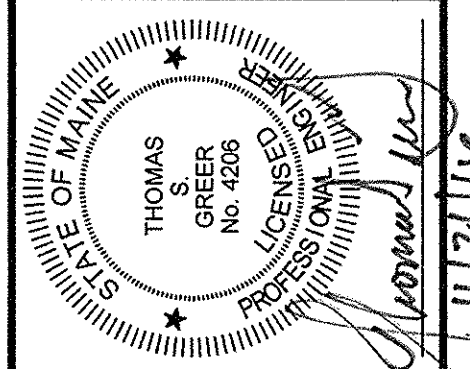


7 REINFORCED CONCRETE DRIVEWAY APRON (I-15)

NOT TO SCALE

PINKHAM & GREER
CIVIL ENGINEERS

28 WANNAMAE PORTLAND, ME 04103
TEL: 207.781.5242 FAX: 207.781.4245



REV.	DATE	DESCRIPTION
3	11/27/16	REV'D PER STAFF REVIEW
2	11/17/16	REV'D PER CITY COMMENTS
1	9/30/16	REV'D PER CITY REVIEW

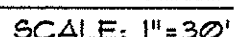
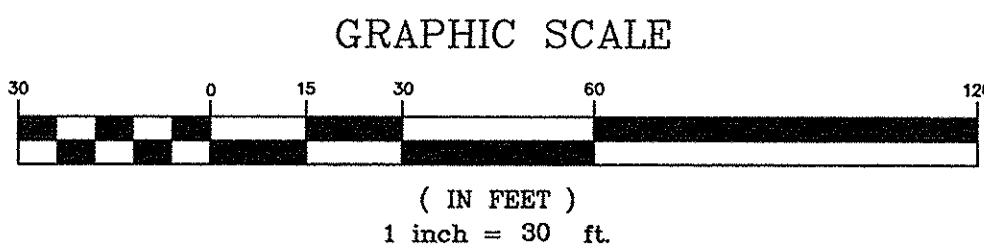
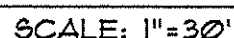
A & M PARTNERS, INC.
120 EXCHANGE STREET
PORTLAND, ME 04101

SCALE: AS SHOWN
DATE: JULY 28, 2016
PROJECT: 16142

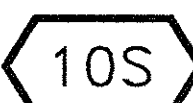
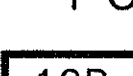
WESTERLEA VIEW LOFTS
75 CHESTNUT STREET
PORTLAND, ME

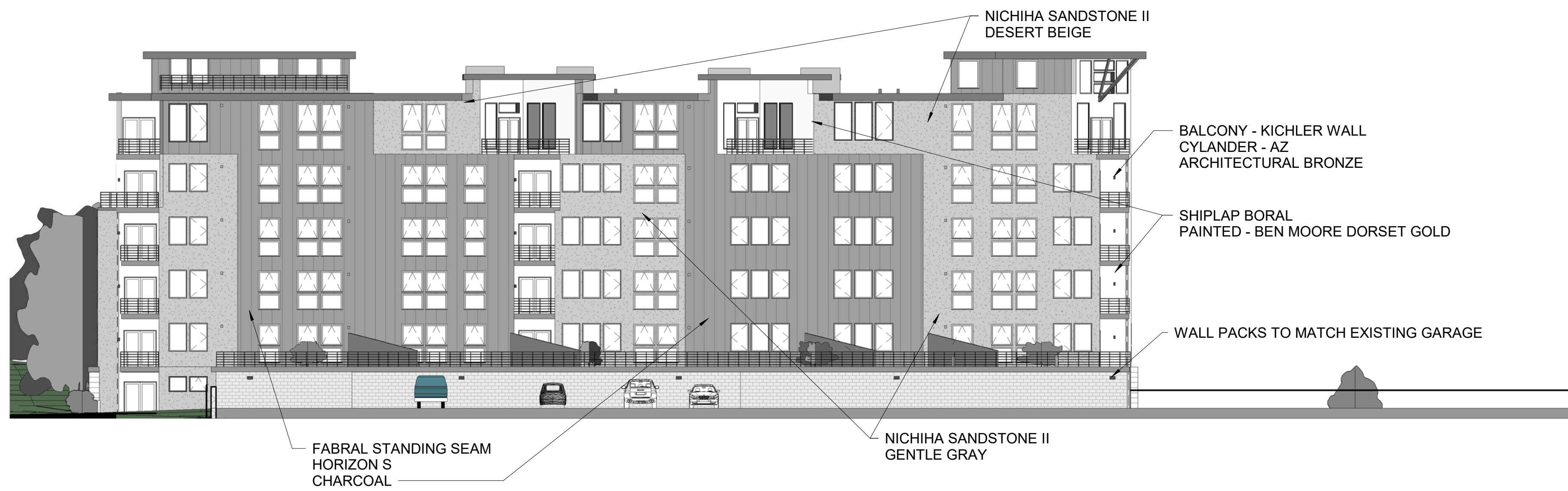
C2.4

ANALYSIS IS LIMITED TO THE
CONSTRUCTION ZONE ONLY.

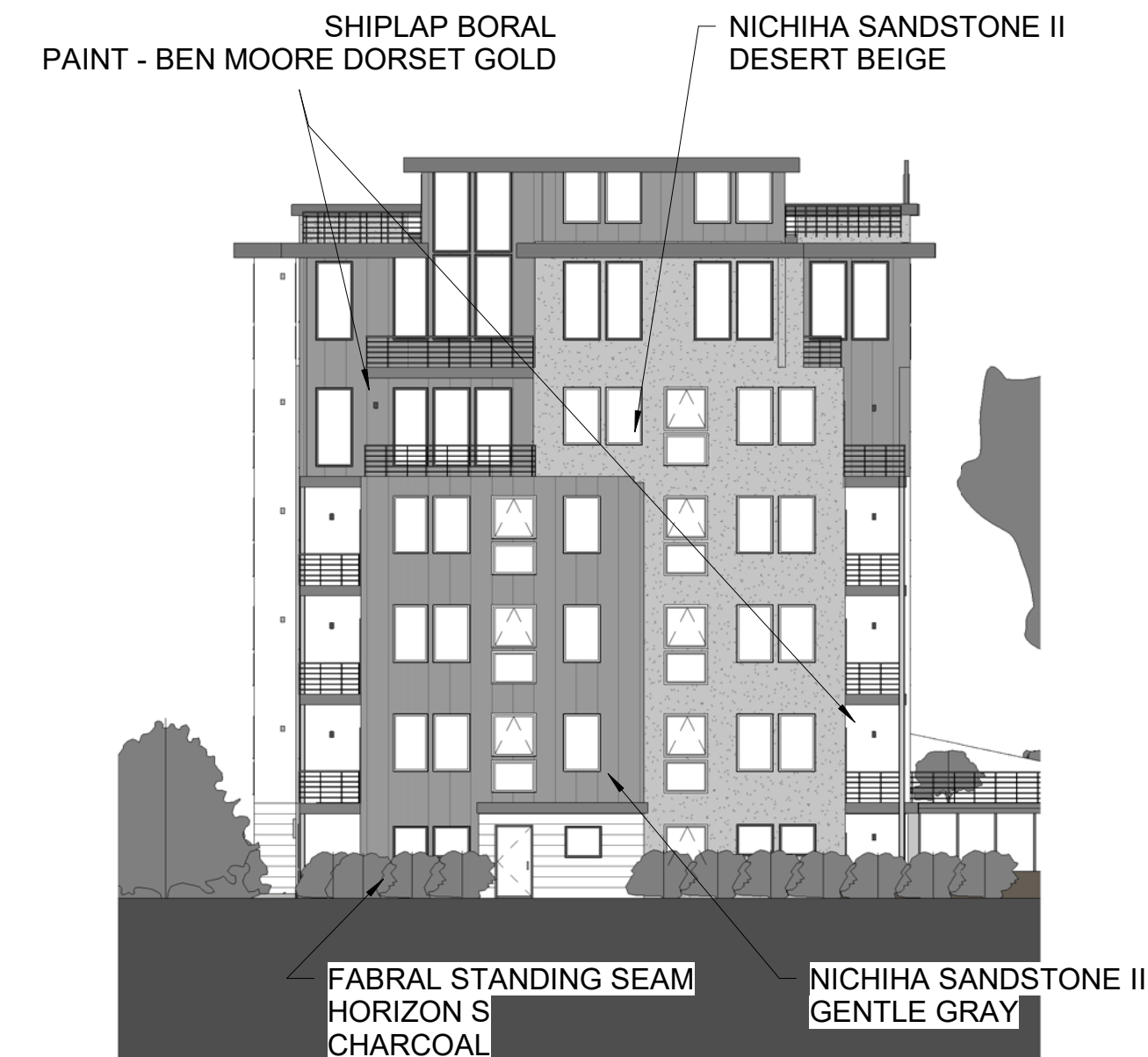


DRAINAGE LEGEND

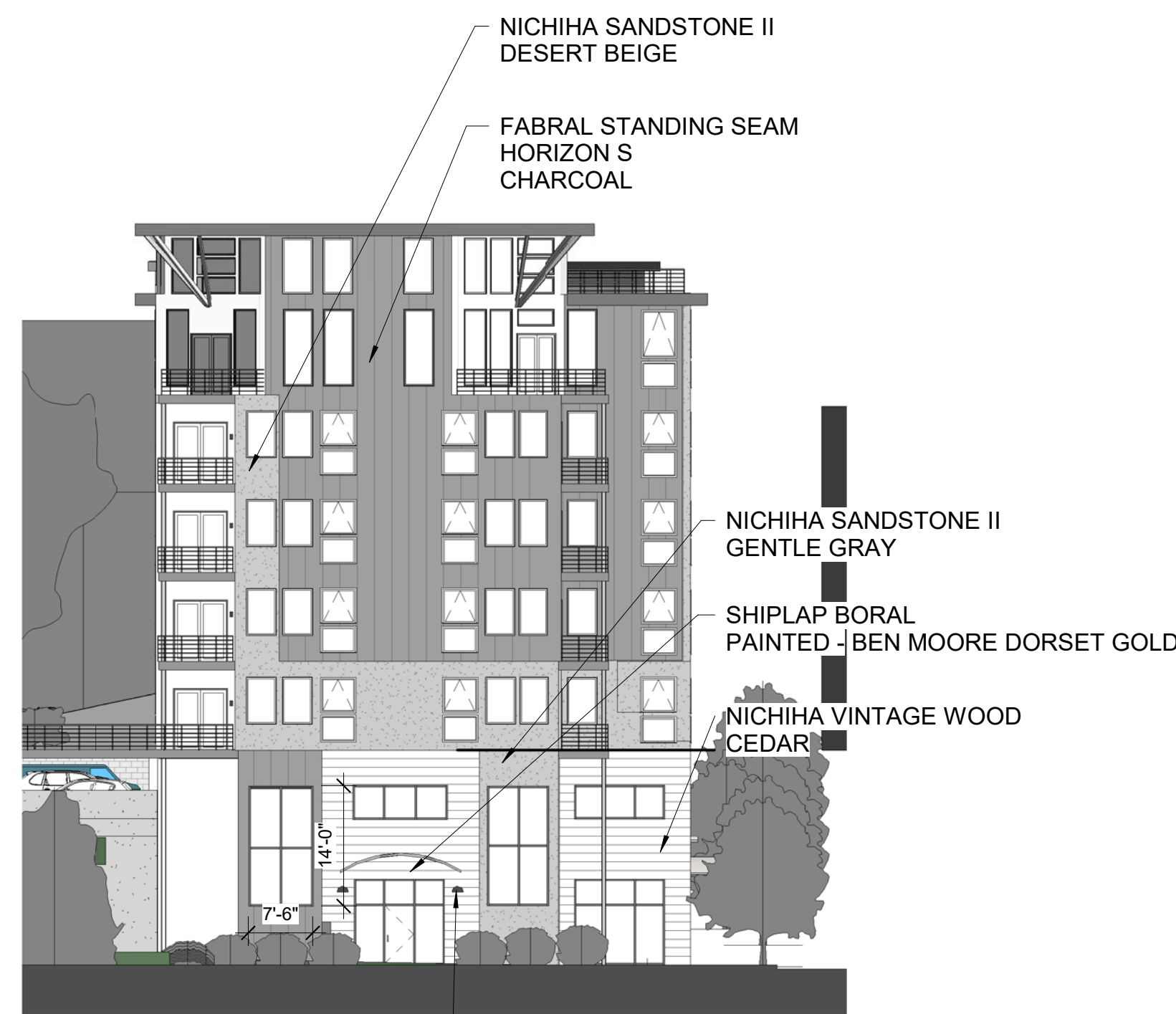
	SUBCATCHMENT PERIMETER
	SUBCATCHMENT NUMBER
POA ●	POINT OF ANALYSIS
	REACH
	POND



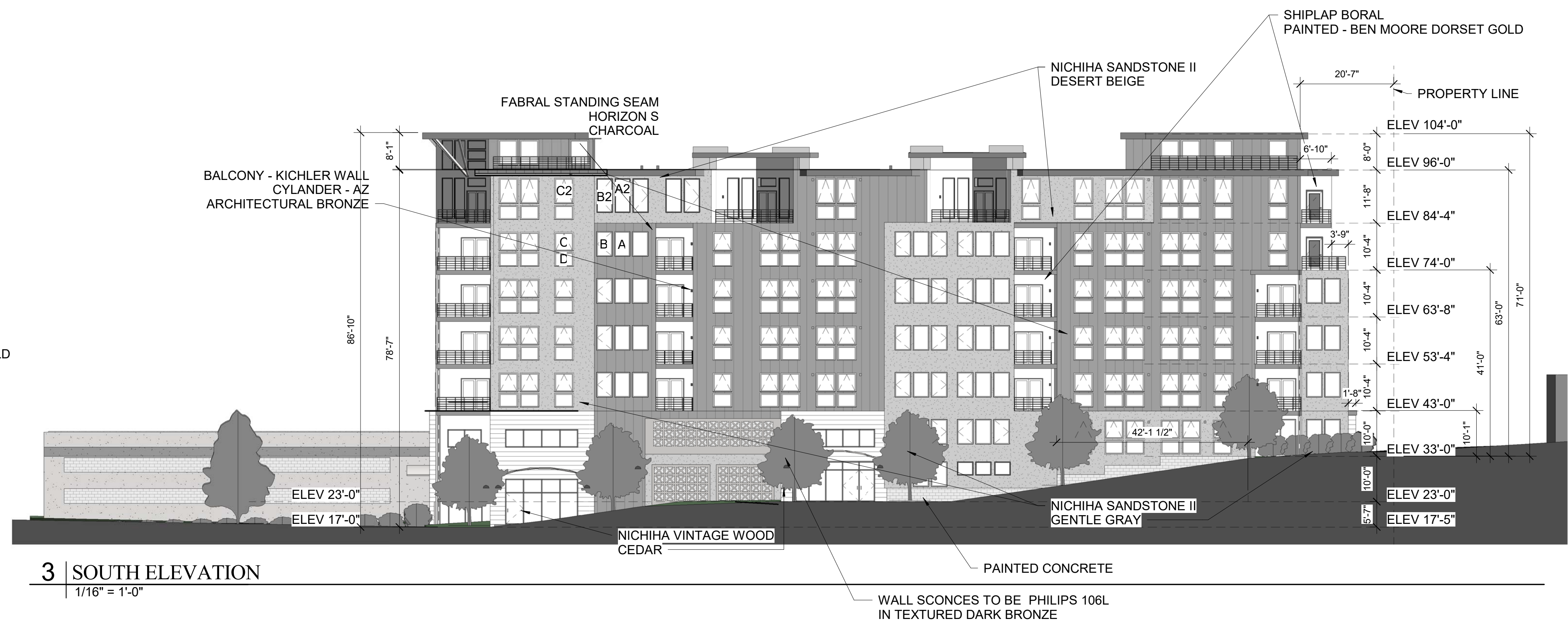
2 | NORTH ELEVATION
1/16" = 1'-0"



1 | EAST ELEVATION
1/16" = 1'-0"



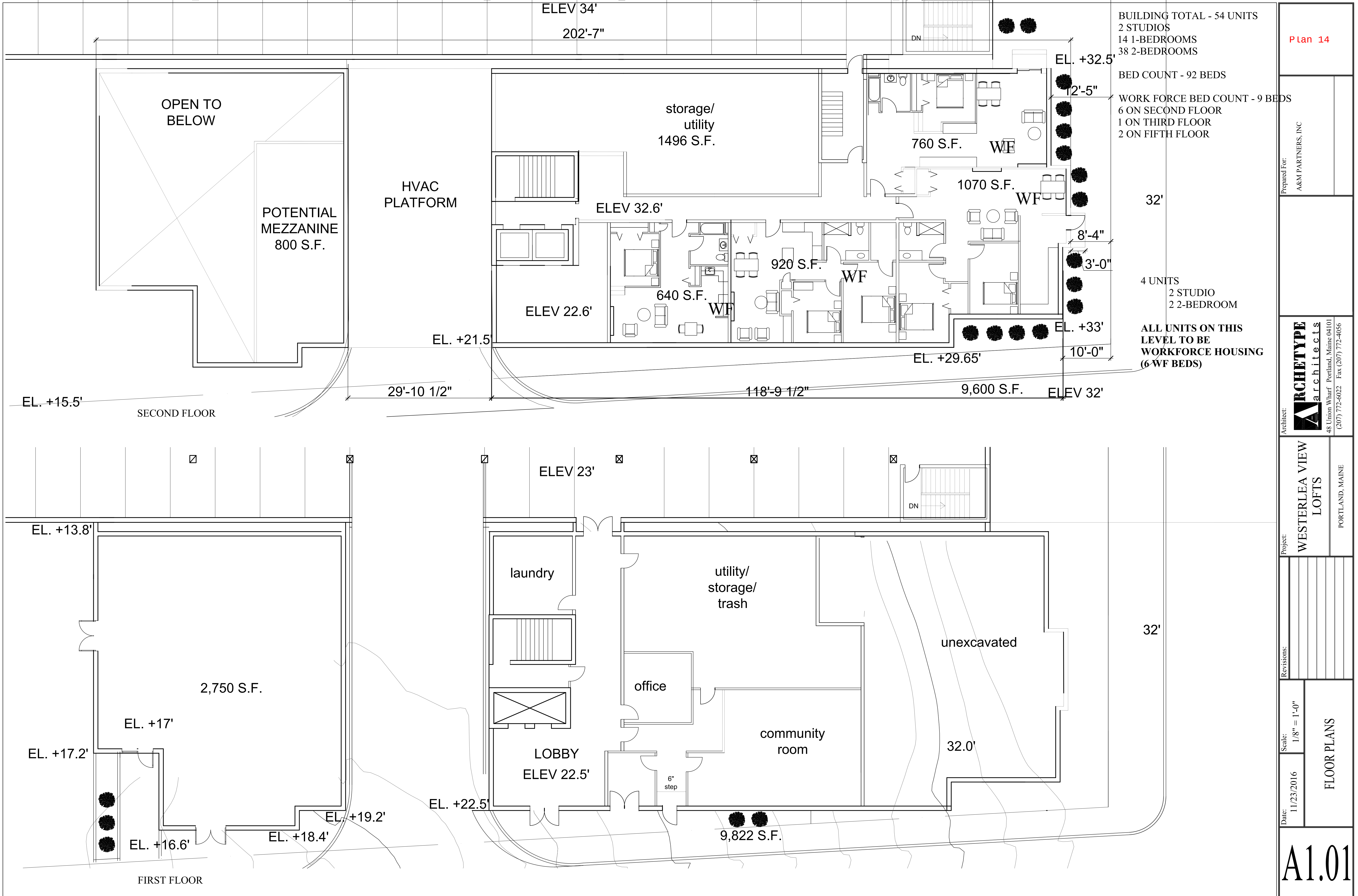
4 | WEST ELEVATION
1/16" = 1'-0"



3 | SOUTH ELEVATION
1/16" = 1'-0"

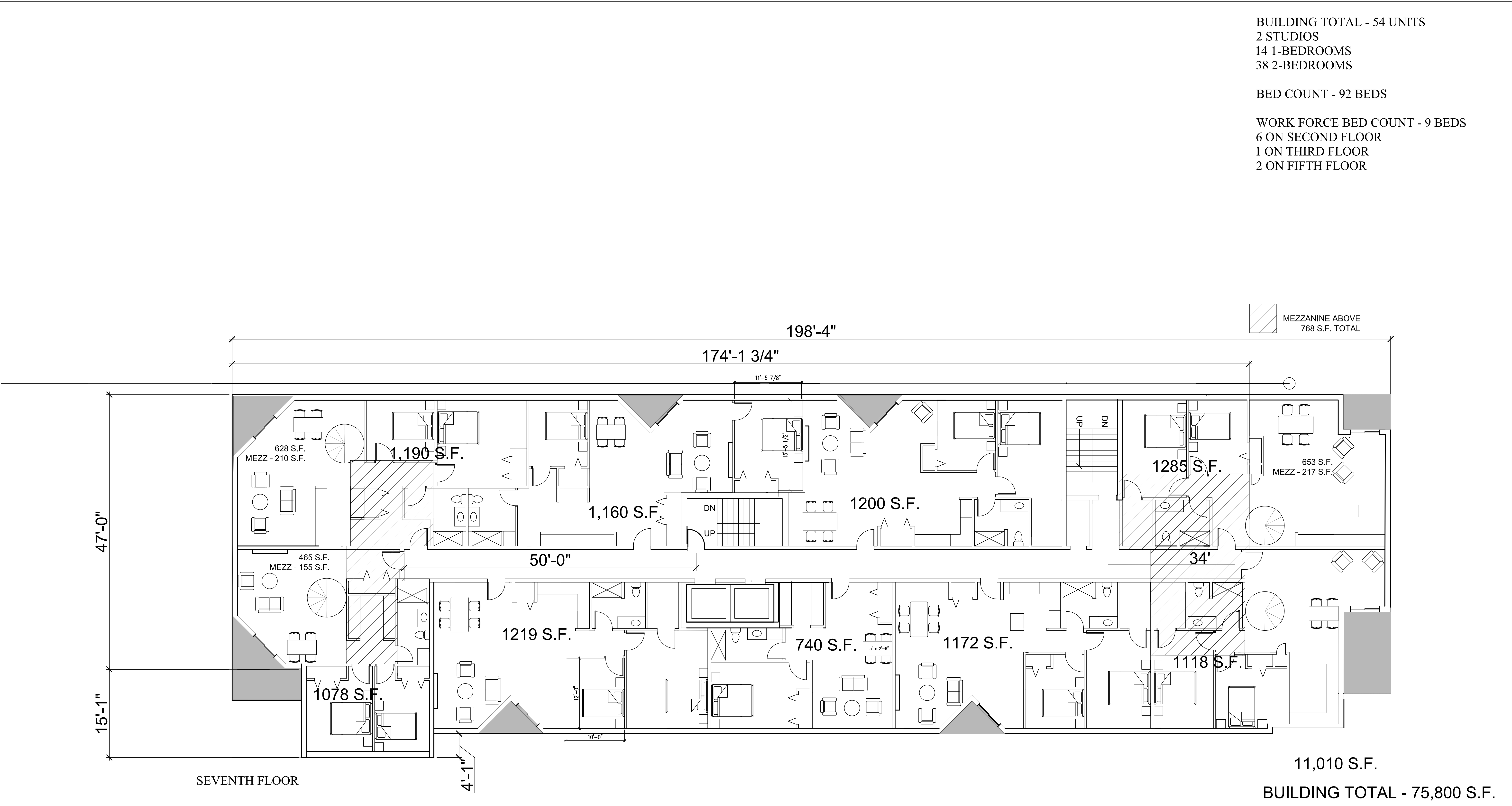
AVERAGE GRADE ELEVATION CALC
4 CORNERS OF BUILDING (SEE SITE PLAN)
 $13.8' + 17.2' + 33.0' + 32.5' = 96.5'$
 $96.5'/4 = 24.125'$

$104.0' - 24.125' = 79.875'$ TO TOP OF MEZZANINE
 $79.875' - 8' = 71.875'$ TO TOP OF 7TH FLOOR ROOF



Plan 14	
Prepared For: A&M PARTNERS, INC	
Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	
Project: WESTERLEA VIEW LOFTS	PORTLAND, MAINE
Revisions:	
Date: 11/23/2016	Scale: 1/8" = 1'-0"
FLOOR PLANS	
A1.01	





BUILDING TOTAL - 54 UNITS
2 STUDIOS
14 1-BEDROOMS
38 2-BEDROOMS

BED COUNT - 92 BEDS

WORK FORCE BED COUNT - 9 BEDS
6 ON SECOND FLOOR
1 ON THIRD FLOOR
2 ON FIFTH FLOOR

Prepared For: A&M PARTNERS, INC		Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056		Project: WESTERLEA VIEW LOFTS PORTLAND, MAINE	
Date: 11/23/2016		Scale: 1/8" = 1'-0"		FLOOR PLANS	
A1.03					

Re: 75 Chestnut St proposal and height informatoin

1 message

Louis Christen <louischristen@yahoo.com>

Mon, Sep 12, 2016 at 9:30 PM

Reply-To: Louis Christen <louischristen@yahoo.com>

To: Jean Fraser <jf@portlandmaine.gov>

Cc: "Barhydt, Barbara" <bab@portlandmaine.gov>, Tom Greer
<tgreer@pinkhamandgreer.com>

Jean,

Thank you for all the time and effort you have put in to help explain this too me. Unfortunately all these numbers just seem to confuse the issue since the measurements being provided aren't apples to apples, per say.

Please enter this email as public comment and as part of the record. I plan to attend and look forward to getting a clear answer to how high this project will be compared to an existing structure: Pearl Place, on the Oxford street side. Once I know that, I can then determine if it will negatively effect the viewshed of my two properties.

Also I would like to know that if the plans were changed after the Neighborhood Meeting, what was changed.

Thank you,
Lou Christen
164 Pearl St
239 Cumberland Ave

From: Jean Fraser <jf@portlandmaine.gov>**To:** Louis Christen <louischristen@yahoo.com>**Cc:** "Barhydt, Barbara" <bab@portlandmaine.gov>; Tom Greer
<tgreer@pinkhamandgreer.com>**Sent:** Monday, September 12, 2016 10:20 AM**Subject:** Re: 75 Chestnut St proposal and height information

Louis

As you appreciate, staff are not responsible for what the applicant says to you or at any meeting. Also, I think the height of the building has been increased a bit (at the ends) since the Neighborhood Meeting.

I can only give you the staff review evaluation of the building height. The maximum height for this site under zoning is 105 feet and the height of the proposal, as measured form the average grade of the site, is 79ft 6 inches (this is

based on the fact that the elevations state that the average grade is 24 ft 6" and the maximum elevation of the topmost roof is 103 ft 12").

I believe the highest Pearl Place building is 52 ft high (as measured from the average grade) so staff consider the proposed building is about 27-28 feet higher based on our evaluation.

Mr Greer is talking about the absolute height above the grade at the base of the wall, and that will vary depending on where you measure and what measures you compare. I will let him explain the information that he has sent or given out - it could be correct as it is based on a different way of measuring height.

Please let me know if you want this e-mail exchange to be circulated to the Planning Board tomorrow (as "public comment"), or whether you would prefer to send me a separate e-mail that would go to the Board (which would need to be with me by noon tomorrow please). In any case you are welcome to speak at the PB Workshop.

Thank you
Jean

On Sun, Sep 11, 2016 at 9:42 PM, Louis Christen <louischristen@yahoo.com> wrote:
Hello Jean,

Thank you for the below information. It is the first that I've seen it.

On September 7th I wrote to MR Greer and Ms. Barhydt. I'm

"

Would it be possible to get an answer to my question below prior to the WORKSHOP on the 13th? If it's easier, please tell me the height of Pearl Place on the Oxford St side and then the proposed top of 75 Chestnut, on the Oxford St side.

On the notification from Pinkham & Greer, the numbers are a bit small but it looks like "Elev" is 84'4" plus one more floor @ 11'+. Total just under 96'? I'm guessing that's above sea level?

Mr. Greer responded:

" Hi Louis,

The building is about 60 feet above the street on the high end of the site and about 75 feet on the low end of the site. It is my understanding the other projects in the neighborhood are about 54 feet high. The maximum height in the zone is 120 feet, we well below that."

As to can see he doesn't address the measurements from the sketch included in the public notice.

And at the August 31st neighborhood meeting we were told that the new structure would be about "5-6 feet" above the height of Pearl Place.

Can someone explain the discrepancy between "5-6 feet" and "23-33 feet higher"? *And what is the truth?*

Thank you,
Lou

From: Jean Fraser <jf@portlandmaine.gov>
To: louischristen@yahoo.com
Cc: "Barhydt, Barbara" <bab@portlandmaine.gov>; Tom Greer <tgreer@pinkhamandgreer.com>
Sent: Friday, September 9, 2016 4:35 PM
Subject: 75 Chestnut St proposal and height information

Hello Louis

I have seen your e-mails to Tom Greer and Barbara Barhydt and hope the information in this e-mail will be helpful.

I sent the following to Tom Greer on August 31 and had thought he had sent it to you- my apologies that you didn't get it then:

"Barbara asked me to look into this question and it may be difficult to get precise numbers because the heights are based on average grades and these vary. The following is the best I can do based on available information- you may want to ask your architects to look at this more closely.

The Pearl Place buildings appear to be 2-3 storys above the upper deck of the parking lot, whereas your project is 5.2 storys above the deck, so your project is 2.2 to 3.2 storys higher which would translate into 23-33 feet higher.

This is consistent with the fact that the Pearl Place buildings range from about 40 ft to 52 ft in height (as measured from average grade) and your project is about 72 feet high (also measured from average grade)."

The proposal will be considered at the PB Workshop on Tuesday 9.13.2016 at 5pm- please see the attached PB meeting agenda and the staff PB Memo on this project that has gone to the Planning Board. The

Memo and all of the attachments are on the City's website now at this link:

<https://me-portland.civicplus.com/AgendaCenter/ViewFile/Agenda/09132016-1769?html=true>

(its the third item and has three parts)

As you are probably aware, you are most welcome to make public comments at the PB Workshop when the Chair of the Planning Board "opens" the public comment section of the meeting. If you are unable to attend, you can send me an e-mail with your comments (before noon on tuesday please) and I will circulate it to the Planning Board.

Please do not hesitate to contact me on Monday if you have any questions regarding the ordinance requirements and/or the review- Tom Greer would be the best person to contact for confirmation of the proposal details.

Thank you
Jean

--

*Jean Fraser, Planner
City of Portland
874 8728*

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

--

*Jean Fraser, Planner
City of Portland
874 8728*

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

75 Chestnut St project comments

1 message

Louis Christen <louischristen@yahoo.com>

Mon, Oct 17, 2016 at 11:23 PM

To: Jean Fraser <jf@portlandmaine.gov>

To the Planning Board,

I apologize that I cannot speak in person on this matter, but work has taken me out of town for while.

As I mentioned during the last work shop, I have lived in the area of this project since 2005. I purchased my first condominium only one block away: 164 Pearl St, Unit C, on the corner of Pearl and Oxford. During the 9 years living there, I was able to enjoy the sunsets and fireworks from Hadlock field, on the horizon. I currently rent out this unit and my tenants have become accustomed too and enjoy these visual treats while being out on the back deck as well. This adds value to my unit and my income.

About 2 years ago, I had the opportunity to move in with my girlfriend/domestic partner and together we purchased the top unit of a building located one block away, on the corner of Cumberland and Pearl. (239 Cumberland Ave) One of the main attractions to this new location was that the ability to build a roof top deck was already deeded into the unit, thus preserving the views I had grown to love, with an even better vantage point. Since moving in, we have been saving money, secured a loan and are currently in the final phases with an architect and structural engineer. If all goes well, we should have a building permit before the end of the year and we can start construction in the spring.

The 75 Chestnut St project threatens our long term dream, by way of blocking some of the views I have grown to love and the reason I have deiced to not move out of Bayside.

I'm asking you to request that the developer to reduce the height of the project by one floor, and here's why.

During the neighborhood meeting, the attendees were told that the project would only be 5-6 feet above Avesta's Pearl Place. Now after much research from Jean Fraser and finally getting full disclosure from the developer's team, this project will actually be 31-41 feet higher than Pearl Place.

When the only change to the plans since the neighborhood meeting was an 8 foot addition on the ends, this math doesn't add up. How are developers able to misinform the public in person and then able to build something totally different? Sure we the

public have the right to attend workshops and do as I'm doing, but why would they if they like what they hear during the neighborhood meeting? I'm asking you to hold the developer and team accountable for what they told us in person and to send a future message to other developers. From the little I've been exposed to, the result would probably speed up the process and equate to less work for the Planning Board.

Secondly even though the developer's team continues to point out how this project is below the zone's height limit, it doesn't mean that the project is good for the neighborhood, especially when it's across the street from a different zone with a lower height limit. To this position I'd like to point out that Mayor Ethan Strimling and Councilor Belinda Ray were recently against a condominium project on Sheridan Street which would block views if the project was built to what the zone allows. Per an article in The Forecaster "I was clear I will not support blocking the view in any way, shape, or form," Strimling said Aug. 24. Shouldn't the same apply here even though Mayor Strimling and Councilor Ray don't live in this area?

I think this project would be good for the neighborhood and I'm not against building something. I would ask that they be a little more sensitive to the lower residential zone which lies directly across Oxford Street and help preserve some of the views.

I ask that you only approve this project if the height is reduced by one floor or more.

Thank you for your time,

Louis Christen



Economic Development Department

Memorandum**To:** Chair Boepple and Members of the Planning Board**From:** Bill Needelman, Waterfront Coordinator**Date:** December 9, 2016**Re:** Waterfront Port Development Zone Text Amendment
Tabling Request

With the agreement of the Maine Port Authority and Americold, the City of Portland Economic Development Department respectfully requests to postpone the December 13 Planning Board Workshop to consider text amendments to the Waterfront Port Development Zone. The applicants and proponents of the amendments request additional time to better document and illustrate design concepts that reflect the potential of Portland's International Marine Terminal and the working waterfront. We additionally request a place on a Planning Board agenda in the month of January to keep potential development options on track.

