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Documents:

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2. Agenda

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3. 161 York Street

3.I. Memo

Documents:

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Documents:

[YORK ST. - 161 \(STAFF ATTACHMENTS\).PDF](#)

3.III. Applicants Submittal

Documents:

[YORK ST. - 161 \(APPLICANTS SUBMITTAL\).PDF](#)

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[YORK ST. - 161 \(PUBLIC COMMENTS\).PDF](#)

3.V. Plans

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4. 117 Auburn Street

4.I. Memo

Documents:

[AUBURN ST. - 117 \(MEMO\).PDF](#)

4.II. Applicants Submittal

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[AUBURN ST. - 117 \(APPLICANTS SUBMITTAL\).PDF](#)

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[AUBURN ST. - 117 \(PLANS\).PDF](#)

5. Portland Technical Manual - Solar Energy

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6. 1700 Westbrook Street

6.I. Report

Documents:

[WESTBROOK ST. - 1700 \(REPORT\).PDF](#)

6.II. Applicants Submittal

Documents:

[WESTBROOK ST. - 1700 \(APPLICANTS SUBMITTAL\).PDF](#)

6.III. Public Comment

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[WESTBROOK ST. - 1700 \(PUBLIC COMMENT\).PDF](#)

6.IV. Plans

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[WESTBROOK ST. - 1700 \(PLANS\).PDF](#)

7. B-2 Text Amendments

7.I. Report

Documents:

[B-2 TEXT AMENDMENTS \(REPORT\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, January 17, 2017, 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 and written comments should be submitted to planningboard@portlandmaine.gov

Workshop – 4:30 p.m.

- i. Level III Site Plan and Subdivision; 161 York Street; York Street Redevelopment, LLC., Applicant. (4:30 – 5:30 p.m. estimated time) The Board will consider a proposed 11 unit residential project which includes 22 parking spaces with 18 spaces proposed on the first and second levels of the building. Access to parking will be from York Street and Guilford Court. The project is located within the R-6 zone and will also be reviewed under the Conditional Use Application to meet Ensure Workforce Housing requirements.
- ii. 117 Auburn Street, Zoning Map Amendment from B-2 and R-3 to Residence Professional, Macdermot, LLC Applicant. (5:30- 6:30 p.m. estimated time). The Board will consider a request to include the site at 117 Auburn Street into the Residence Professional zone, which is developed with an office building. The property is split between the Community Business B-2 and the Residence R-3 zones.

Public Hearing – 7:00 p.m.

- i. Portland Technical Manual - New Section "Solar Energy", City of Portland, Applicant. (7:00 – 7:45 p.m. estimated time). The Board will hold a public hearing on the proposed new technical standards that support the recently adopted ordinance for Solar Energy Generation. The Technical Manual standards would apply to solar energy systems that require site plan review under the new ordinance and include detailed standards on aspects including siting, security, construction impacts, safety, and maintenance.

Evening Workshop (immediately following the public hearing)

- ii. R-1 to R-3 Map Amendment; 1700 Westbrook Street; Camelot Holdings, LLC., Applicant. (7:45- 8:45 p.m. estimated time) The Board will consider a map amendment from R-1 to R-3 to allow the development of the 45-acre site into a traditional single-family development with approximately 95 house lots and preservation of open space along the Stroudwater River.
- iii. B-2 Text Amendments, Maine Craft Distilling, Applicant (8:45 p.m. estimated time) The Board will consider a proposed text amendment that adds distillery and tasting rooms, as defined by the Maine bureau of Alcohol and Lottery as a permitted use in the B-2, B-2b and B-2c zones.

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

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PUBLIC HEARING – 7:00 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON JANUARY 10, 2017:**
Workshop: Dundon, Eaton, Morrisette, Nichols, Stanley and Whited. Boepple absent.
Public Hearing: Dundon, Eaton, Morrisette, Nichols, Stanley and Whited. Boepple absent.
4. **REPORT OF DECISIONS AT THE MEETING HELD ON JANUARY 10, 2017:**
 - i. Election of Officers: Morrisette moved and Eaton seconded a motion to nominate Elizabeth Boepple as chair and Sean Dundon as Vice Chair. Vote: 6-0, Boepple absent.
 - ii. Amendment to Portland Company Historic District Boundaries; 58 Fore Street; CPBS, LLC., Applicant. Morrisette moved and Eaton seconded a motion to find the proposed amendment to the Portland Company Historic District boundaries meets the designation criteria and is consistent with the 58 Fore Street Master Plan and the Eastern Waterfront Master Plan, which is a component of the Comprehensive Plan; and the Board recommends to City Council the district boundary amendment and that the current footprint for Building 12 be removed from the district at such time Building 12 is relocated. Vote: 5-0. Whited recused and Boepple absent.

5. NEW BUSINESS

- i. Portland Technical Manual – New Section “Solar Energy”, City of Portland, Applicant. (7:00 – 7:45 p.m. estimated time). The Board will hold a public hearing on the proposed new technical standards that support the recently adopted ordinance for Solar Energy Generation. The Technical Manual standards would apply to solar energy systems that require site plan review under the new ordinance and include detailed standards on aspects including siting, security, construction impacts, safety and maintenance.

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Memorandum

Planning and Urban Development Department

Planning Division

To: Elizabeth Boepple, Chair, and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: January 13, 2017
Re: 161 York Street
Project #: 2016-261 **CBL:** 044 B 006
Meeting Date: January 17, 2017

I. INTRODUCTION

York Street Development LLC has requested a preliminary Level III site plan and subdivision review of an eleven-unit urban infill development at 161 York Street near the Casco Bay Bridge and State Street. The proposed 11,046 SF development includes a five-story multifamily building with parking at two different levels, as well as surface parking spaces. The site will be accessed from York Street and Guilford Court. The vacant lot was previously occupied by two 2-story residential buildings that have recently been demolished. The site is within the R-6 zone and within 100 feet of the West End Historic District.

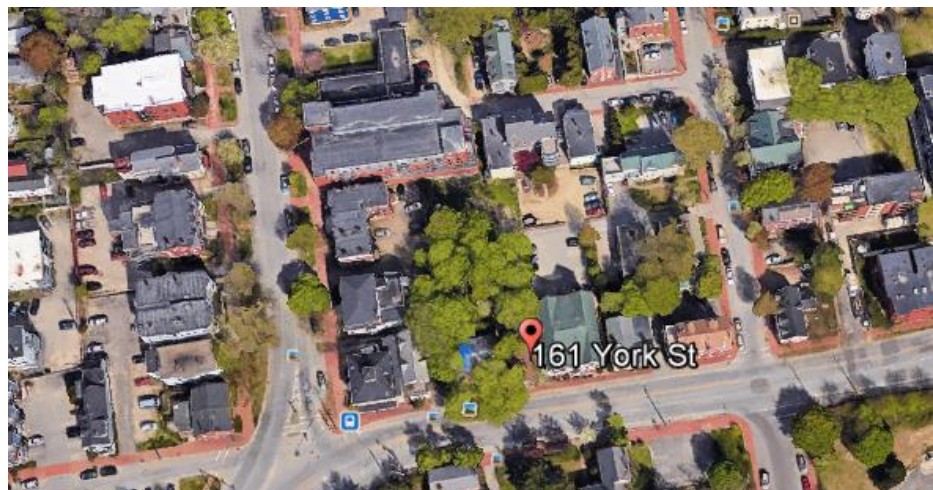


Figure 1: Aerial of 161 York Street Site

The Planning Board will review the application for compliance with the site plan and subdivision standards. Since the project is over ten units, it will have to meet the standards of Inclusionary Zoning. The applicant is not proposing an affordable unit and the developer intends to meet the inclusionary requirements by paying the required workforce contribution to the City.

A total of 193 notices were sent to property owners within 500 feet of the site and a legal ad ran on January 9th and 10th, 2017. There were three public comments that have been received by the Planning Office, see [Attachment 5](#).

Applicant: Michael Cianchette of York Street Development LLC

Consultants: Will Savage, Acorn Engineering; Mark Mueller, Mark Mueller Architects; James Mullen, Spurwink Surveying LLC

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
Drive Aisle width – To allow a 23.39' foot aisle in the parking area.	Technical Manual, <i>Section 1.14</i> , requiring that aisle width for right-angle parking be 24 feet per Figure I-27
<u>Staff Comments:</u> The review staff recommends waiving this standard.	
Traffic Study- Given the number of units is eleven (11), and the split flow of traffic onto York St and Guilford Court, we are requesting a waiver to complete a Traffic Impact Study as allowed for within the City of Portland	Technical Manual, <i>Section 1.1.1.2. Scope of Study</i> , the City Transportation Engineer, in consultation with the applicant's engineer, shall determine the need for and scope of the traffic study. The requirements for the study shall be based on standard

Technical Manual Section 1.1.1.2. Scope of Study. <u>Staff Comments:</u> Based upon the low trip generation expected from the project a Traffic Study is not required.	transportation engineering practices.
Soil Survey Standards- Applicant states “ <i>Given the urban development, no onsite wastewater is proposed, the applicant does not intend to perform a more intense (Class A, B, or C) hydric soil boundary delineation.</i> ” <u>Staff Comments:</u> The review staff recommends waiving this standard.	City of Portland Technical Manual, <i>Section 7 - Soil Survey Standards</i> . Development proposals required to submit soil surveys include Level III site plans as defined in the Site Plan Standards of the Land Use Code.
Parking- The project proposes to provide condo owners with two (2) parking spaces per unit yielding twenty-two (22) spaces on-site; Because the 22 spaces exceeds 10% of the required parking, the applicant is seeking a waiver to allow for the added parking.	<i>Section 14-526 (a) 4 (iii)</i> : Developments proposing to exceed minimum parking requirements by 10% or more must demonstrate through a parking analysis that the amount of parking is appropriate for the proposed use of the site.
Landscaping Preservation- Applicant states that “ <i>due to the existing steep grades within the site, the entire site will require regrading. Portions of the site are to be stabilized with retaining walls. There are three existing mature trees located within the rear setback that would be located directly within the proposed driveway. The applicant is seeking a waiver for the preservation of existing trees within the site setbacks and will seek to contribute to the Portland Tree Fund.</i> ”	City of Portland Technical Manual, <i>Section 4 -Landscaping and Landscape Preservation Standards</i> . Rare tree specimen: A tree that is (1) of a species classified as rare or endangered at either the state or federal level and/or (2) included in the most current version of the Maine Register of Big Trees, published by the Maine Department of Conservation.
Street trees- as part of the development four street trees are being proposed. The applicant will have to contribute for the remaining 7 trees.	<i>Section 14-526 (b) 2 (b)iii(b)vi</i> , A contribution for each required street tree made to the City of Portland’s Tree Fund as outlined in the Technical Manual where the other alternatives are not feasible. The contribution would primarily be for new trees in the neighborhood of the development, but would include an element of maintenance
Review	Applicable Standards
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>
Workforce Housing Inclusionary Zoning	<i>14-484 (Applicant is required to have one unit; applicant will make a contribution)</i>

III. PROJECT DATA

Existing Zoning	Residential R-6
Existing Use	Residential
Proposed Use	Residential
Proposed Development Program	11 residential units
- Bedroom Mix	9 two-bedroom units, 2 three-bedroom units
Parcel Size	11,064 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	2,039 SF	4,104 SF	3,050 SF
Building Floor Area	4,038 SF	12,312 SF	11,258 SF
Impervious Surface Area	3,271 SF	7,370 SF	-2,994 SF
Parking Spaces (on site)	3	22 (exceeds standards)	19
Bicycle Parking Spaces	0	4 internal	4
Estimated Cost of Project	\$4,900,000		

IV. BACKGROUND & EXISTING CONDITIONS

The proposed project site is located on York Street in proximity to State Street and the Casco Bay Bridge. The site was occupied by two structures, a single family and two-family house, which were demolished in early 2016.

The uses surrounding the site are mostly residential, including large three to four-story multifamily housing. To the north of the site is Harborside Apartments, which is a twenty-seven unit residential development; to the south, across York Street, is the historic landmark Nathaniel Dyer House. To the west of the property is a three-story multifamily structure, which is where the West End historical district starts. This site is not in the Historic District, but it is within the 100 feet, therefore the Historic Preservation staff will review the project as well. The site is separated by two properties from State Street on the west. To the east of the property is an eight unit multifamily development that is accessed at the rear of the property through Guilford Court.

Figure 2: 161 York Street Site



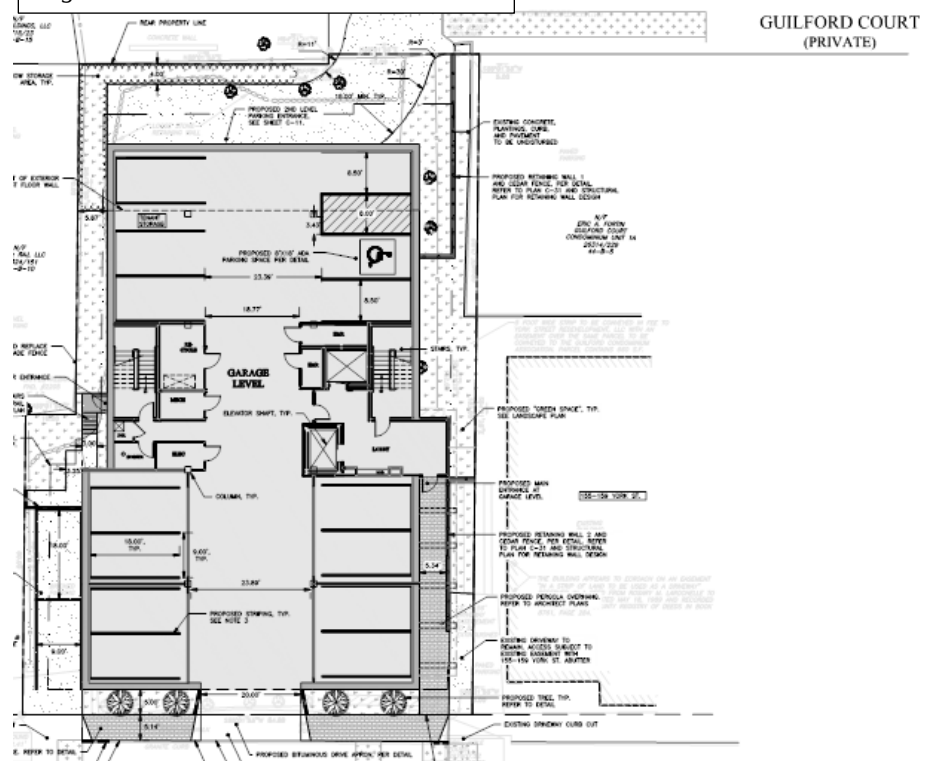
V. PROPOSED DEVELOPMENT

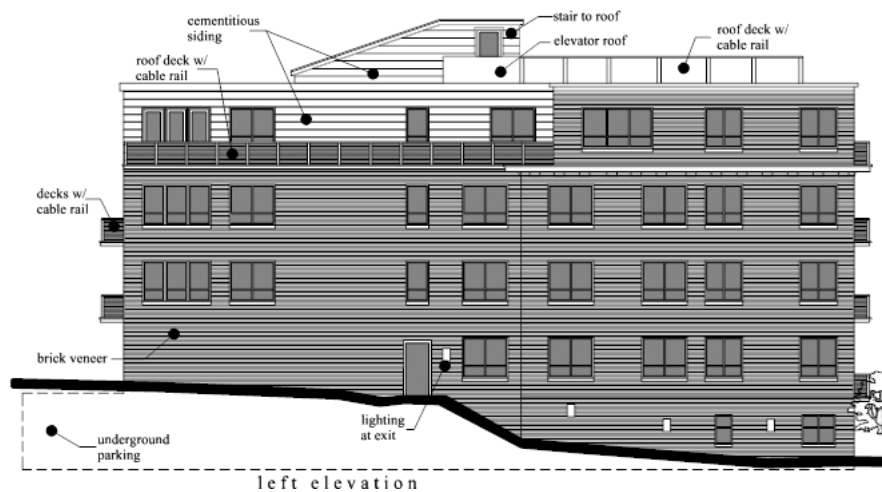
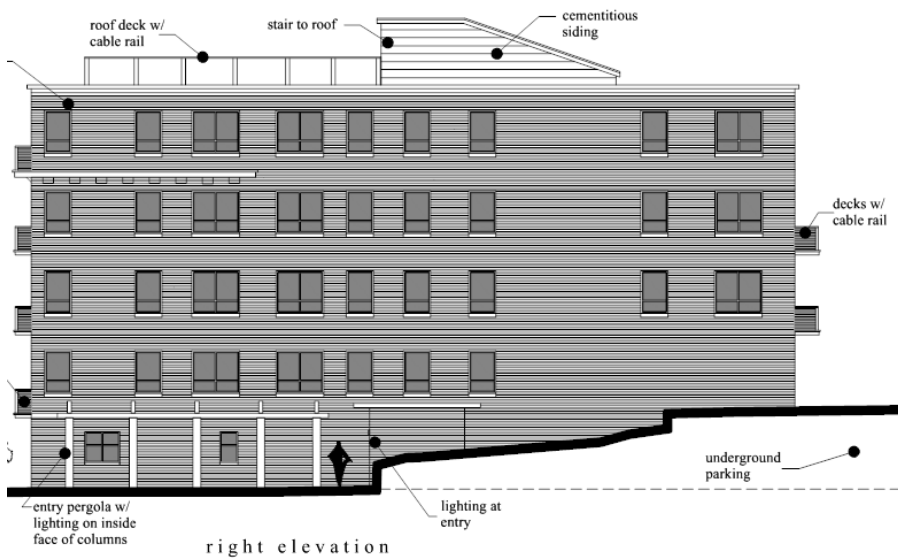
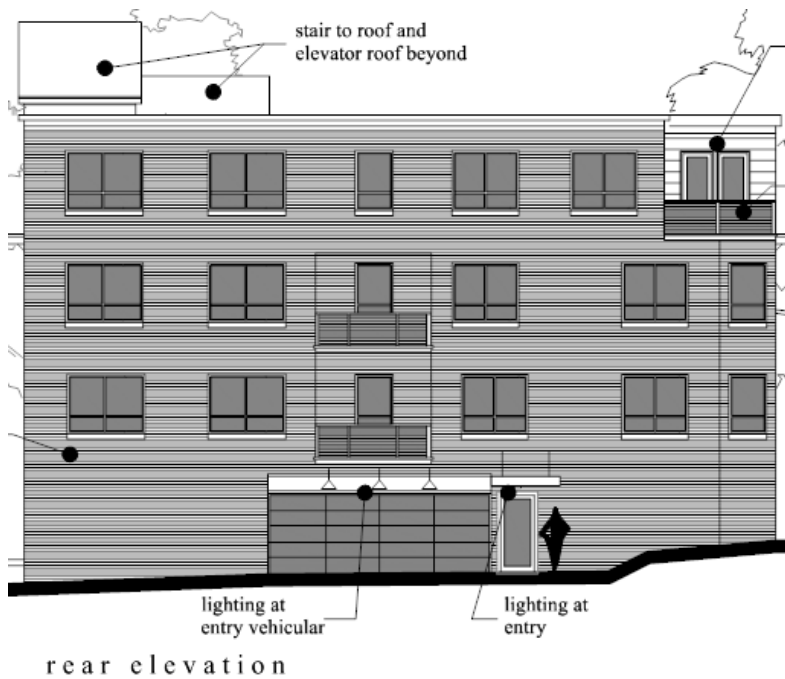
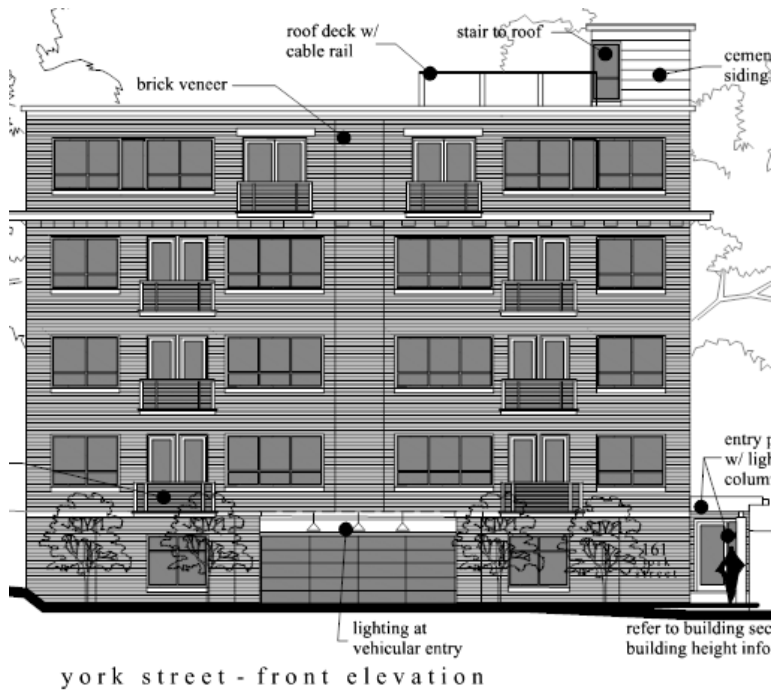
The development is proposed as a residential project with frontage on York Street. The lot abuts Guilford Court at the rear of the site. The project will consist of a five-story multifamily building. The new eleven units will be orientated to York Street, with vehicular accesses from York Street and Guilford Court. Nine of the units will be two-bedroom and two will be three-bedroom.

Parking for twenty-two (22) vehicle is to be proposed on-site with a total of two driveway accesses from York Street and a third access from Guilford Street, which is a private street. The five-story building will feature a two-level parking garage: fourteen spaces on the lower level (basement, which will have access via a new curb cut off of York Street; and four spaces on the first-floor garage, which will have access from Guilford Street. Two surface parking spaces are proposed off Guilford Court and two surface parking spaces are proposed at an existing curb cut off York Street.

Pedestrian access to the site will be provided off York Street with two internal walkways to a main and side entrance. The main entrance to the building is set back approximately 45 feet from the front property line and the second entrance is about 55 feet. New brick sidewalks and street trees are proposed on York Street.

Figure 3: 161 York Street Site Plan





VI. PUBLIC COMMENT

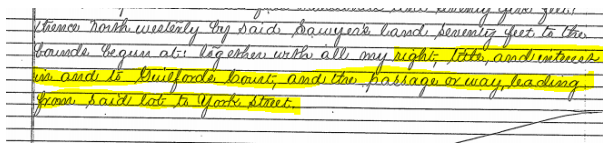
As of the writing of this report, three abutters have submitted written comments. The main concern of these comments was building height, snow removal and the utilization of the private way, Guilford Court.

A Neighborhood Meeting is required for this project and the applicant has confirmed that the neighborhood meeting was held on December 12, 2016, see Attachment S.

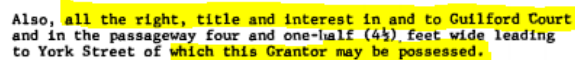
VII. RIGHT, TITLE, & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

a. The owner of the property is York Street Redevelopment LLC. The applicant has provided a copy of a warranty deed, recorded at the Cumberland County Registry of Deeds (Book 32580 Page 187), which demonstrates their right, title and interest in the property.

The applicant is proposing to utilize a private way, Guilford Court, as a second means of access to the site. Guilford Court is considered by the City of Portland DPW Engineering Archives to be private way; thus, it is not an accepted city street. The applicant is required to submit right, title, and interest in the street and has submitted a warrants deed as evidence. In the warrants deed, it states the owner 'may' have rights in Guilford Court. Michael Cianchette, owner and attorney for the property submitted additional documentation illustrating that the language in deed in 1872 (Bk. 395, Pg. 492) gave right, title, and interest in Guilford Court, but the language changes into "may" in the current deed (1969) though the years. Below are excerpts of the 1872 deed and the 1969 deed, respectively:



These North westerly by said Banysak land, bearing due to the
 bounds begun at: together with all my right, title, and interest
 in and to Guilford Court, and the passage or way, leading
 from said lot to York Street.



Also, all the right, title and interest in and to Guilford Court
 and in the passageway four and one-half (4 1/2) feet wide leading
 to York Street of which this Grantor may be possessed.

These documents are being reviewed by the City's Corporation Counsel and surveyor.

b. The estimated cost of the development is \$4.9 Million. The applicant has submitted a letter from Bangor Savings Bank, dated October 26, 2016, as demonstration of their financial and technical capacity to complete the proposed development.

VIII. ZONING ANALYSIS

The proposed residential eleven-unit building is a permitted use in the Residential R-6 which allows multifamily dwellings. Under the R-6 zone all of the dimensional requirements are being met.

Building Height

One of the main concerns of the public is the height of the building. This site is in the R-6 zone and the maximum height for the zone is 45 feet. Since the project is on a sloped site, we require that the applicant submit an average height calculations which is based on the elevation at four corners of the building and averaging it. The height of the proposed building is 44.6 feet based upon average grade. The zone also has a building setback at 35 feet in height, which requires that the building to be setback at 35' from the side property line. The proposed elevations show this being achieved.

The building will have two stair tower of which one is above the 45' height limit. The City's ordinance allows stairs and elevator towers to be above the required height in section 14-430, which states:

Div 25. Space and Bulk Regulations and Exceptions:

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

IX. DEVELOPMENT REVIEW**A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)**

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

- A subdivision plat meeting all plat requirements as noted in 14-496; and
- A boundary survey
- Final plan submittal requirements as noted in 14-527(f) and (g). The final site plan should include:
 - o State plane coordinates to the four property corners to be set;
 - o Clarification regarding the location of curbing;
 - o Documentation of distance to property line at ground floor and above 35', where a stepback applies per the R-6 zone; and
 - o The stamp of a professional engineer.

B. SUBDIVISION (Section 14-497)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below.

1. Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) 1), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)

Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the erosion and sediment control plans and details, and inspection and maintenance requirements. She finds them to be in accordance with the Basic Standard; however, she states "...a detail should be provided for proposed sediment barriers. The sediment barrier location appears to be on abutting property in some areas. Sediment barrier should be installed on the subject parcel or the Applicant should verify that they will have a construction easement for the work."

2. Sufficient Water Available (Section 14-497 (a) 2 and 3)

The project will be served by a new water service located in York Street. The Applicant will have to contact the Portland Water District requesting ability to serve letters regarding water service. Confirmation of ability to serve will need to be submitted for the final plan review.

3. Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)

The applicant is proposing access to the site from an existing curb cut and a new curb cut on York Street, as well as from Guilford Court, for a total of three access points to the site.

1. Circulation on Site

As mentioned before, two surface parking spaces are proposed at an existing curb cut off York Street. A second curb cut along York Street is proposed for the lower level of parking. The circulation for the proposed two surface parking spaces will consist of vehicles pulling in and backing out onto York Street. The city's consulting transportation engineer has raised concerns regarding backing maneuvers onto York Street and has requested that plans be revised to avoid these maneuvers, which pose safety concerns. Due to the close proximity to the Casco Bay Bridge and to the street conditions, it is unacceptable to have the traffic backing out onto this busy street. It should also be noted that the two spaces are not required under zoning, but the applicant is seeking to provide two parking space per unit. Tom Errico, P.E. Ty Lin reviewed this detail and also reviewed the proposal's details including the access, parking, and vehicle circulation (Attachment 1) and states:

- *Curbing and sidewalk along York Street shall be extended to the limits of the westerly property boundary. Backing maneuvers onto York Street will not be permitted.*

Status Update: This comment is related to the shared driveway west of the project site. The driveway shall be narrowed such that backing maneuvers cannot be easily performed. Information on how

vehicles will enter and exit the two project parking spaces without backing out into York Street shall be provided.

- A driveway is provided along the easterly property boundary and I find conditions to be undesirable. This driveway should be eliminated (It is my understanding that this was a condition of approval for the abutting property).

3. Number of Driveways Allowed

Technical Manual Section 1.7.2.8. Number of driveways states the following in regard to the number of driveways to a proposed development site states:

No more than two (2) driveways shall be permitted for ingress and egress purposes to any commercial, industrial or residential (with 10 or more parking spaces) site. A joint access driveway shall be considered as adequate access for any adjacent sites and shall be encouraged. An easement for joint access shall be required.

As noted above, Mr. Errico has safety concerns about backing out onto York Street and the staff does not recommend the two curb cuts proposed on York Street. The one serving the garage level would be acceptable. The proposed access using Guildford Court serves as a joint access driveway for the adjoining properties and meets the intent of this criteria.

2. Location and Spacing of Driveways

Since the applicant is proposing two curb cuts on York Street, Mr. Errico has requested more information on the driveways separation and states that “the applicant shall document that City driveway spacing standards along York Street are met”. Technical Manual Section 1.7.2.7 Location and spacing of driveways, states:

The location and spacing of driveways shall be determined as follows:

- *The angle of intersection between an access driveway and the right of way shall be 90 degrees where feasible and shall in no case be less than 75 degrees or greater than 105 degrees.*
- *Along local streets, access driveways to corner lots shall be located a minimum of thirty-five (35) feet from the intersection of the projection of right-of-way lines to the center line of the driveway, except as provided hereinafter.*
- *Along arterial and collector streets, access driveways to corner lots shall be located a minimum of one hundred fifty (150) feet from the intersection of the projection of right-of-way lines to the center line of the driveway except as provided for hereinafter.*
- *Along arterial, collector and local streets, minimum acceptable spacing between double or multiple driveways for driveways on adjacent lots or on the same parcel shall meet the criteria below:*

Speed Limit (mph)	Minimum Separation* (feet)
25 or less	100
30	125
35	150
40	185
45	230
*Spacing of driveways shall be measured from center of driveway to center of driveway and shall include driveways on both sides of the street.	

4. Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)

The project will be served by new sewer line located in York Street. Ms. Swett has reviewed the plans and offers the following recommendations:

- *The City of Portland Typical Pipe Trench Detail should comply with the City of Portland Technical Manual.*

- *The Applicant has also submitted a Wastewater Capacity Application to the City of Portland and noted that the response will be provided upon receipt.*

The unit owners, or their property management company, will be responsible for relocating the solid waste and recyclable material to the space allocated for solid waste storage as necessary, noted on the First-Floor Site Plan (C-11). There will be no burden on the municipal solid waste.

5. Scenic Beauty, Natural, Historic, Habitat and other Resources (Section 14-497 (a) 8)

The site is not within an historic district, but it is within 100 feet. Thus, an advisory review of the building will be provided by the Historic Preservation staff. It is in an urban neighborhood surrounded by a variety of residential building types. The proposed building does not impact the natural beauty of the area or adversely affect any significant wildlife habitat, rare or irreplaceable natural areas, or any public access to the shoreline. The staff finds the proposal in conformance with this standard.

6. Comprehensive Plan (Section 14-497 (a) 9)

The staff has identified the following goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan:

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

Policies

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

7. Financial Capability (Section 14-497 (a) 10)

The estimated cost of the development is \$4.9 Million. The applicant has submitted a letter from Bangor Savings Bank, dated October 26, 2016, as demonstration of their financial and technical capacity to complete the proposed development.

C. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards

- a. Impact on Surrounding Street Systems and Access and Circulation- see Subdivision, Paragraph VIII (B) (3), above.

b. Construction Management Plan

A construction management plan has been submitted by the applicant for review. All the construction is proposed within the limits of the property lines. Tom Errico has reviewed the plan and requests the following:

- *The existing sidewalk or a temporary sidewalk shall be provided along the property frontage during construction.*

- *The applicant should provide details on construction activity that would impact traffic on York Street and how traffic will be managed.*

c. Sidewalks

The applicant is proposing to install new brick sidewalk along their frontage, as well as internal brick walkway from the street to front door that is located to the east side of the building. Mr. Errico has reviewed the plans and recommends the following:

- *Curbing and sidewalk along York Street shall be extended to the limits of the westerly property boundary. Backing maneuvers onto York Street will not be permitted.*
- *The driveway apron should be designed to provide a maximum cross slope of 2% along the walking route of pedestrians (pedestrian zone).*

d. Public Transit Access

The public transit requirements do not apply to this project.

e. Parking

Section 14-332.1 (k) – For residential development on the peninsula, including new construction, the parking requirement is one space per dwelling unit. In the R-6 zone, parking spaces are not required from the first three units, thus, a total of eight spaces are required for the development. The applicant is proposing a total of twenty-two (22) parking spaces, which exceeds zoning requirements. Section 14-526 (a) 4 (iii) states

Developments proposing to exceed minimum parking requirements by 10% or more must demonstrate through a parking analysis that the amount of parking is appropriate for the proposed use of the site.

The proposed amount of spaces exceeds the zoning requirement by 14 spaces. The applicant has stated the following in regard to the amount of proposed parking:

The project proposes to provide condo owners with two (2) parking spaces per unit yielding twenty-two (22) spaces on-site; the availability of additional parking for the units adds to the value of the condo and reduces the on-street parking pressure from the surrounding streets. Because the 22 spaces exceeds 10% of the required parking, the applicant is seeking a waiver to allow for the added parking. This proposed layout was determined to be maneuverable with the excess spaces using an Auto Turn analysis, a vehicle circulation CAD accessory.

Six of these spaces are accessed from the rear of the property on Guildford Court. The right, title and interest to use Guilford Court has been questioned and being reviewed by Corporation Counsel and the city's surveyor. If Guilford Court can be used, the city staff finds this to be a reasonable approach.

As noted above in the subdivision analysis, the circulation for the proposed two surface parking spaces on York Street will consist of vehicles pulling in and backing out onto York Street. Tom Errico has raised safety concerns with these spaces. The parking within the building will have a little over twenty-three feet (23.39') aisle width that does not meet standard of twenty-four feet (24'), therefore, the applicant has requested a waiver. Mr. Errico states "I support a waiver for parking aisle width given that it is less than a foot narrower than City standards, vehicle turnover is expected to be minimal, and vehicle circulation appears to be accommodated on-site".

The two end parking spaces within the lower level garage will have difficulty with in egress maneuvers. The applicant should provide information that acceptable vehicle circulation can be

accommodated. An auto-turn analysis will have to be provided documenting adequate vehicle circulation for review by the City's traffic engineer.

f. Bicycle Parking

The proposals include four bicycle parking spaces inside the building, which does meet the ordinance standard of two bicycle parking spaces for every five dwelling units.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation

A landscaping plan was submitted as part of the application. The plan shows four street trees, two ginkgoes and two red maples, as well as a fifth tree, a magnolia, that is set back about fifty feet from the property line. No other landscaping is proposed along the frontage. The plans do show more landscaping at the rear entrance of the property; six junipers and eighteen ornamental grasses.

Jeff Tarling, the City Arborist, has reviewed the landscaping plan and recommends the following, refer to Attachment 4 for his complete analysis:

a) Street-trees (4) located behind the sidewalk, consists of proposed 2 'Armstrong' Red Maples & 2 'Autumn Gold' Ginkgo.

Comment: both species, upright Red Maple & Ginkgo should work well and fit into the overall streetscape. Options might be best from a streetscape view if all 4 trees are similar unless this is a design intent. Tree sizes shall meet city standards of 2-2.5" for all trees & plant material. The 3.25-GAL minimum listed in the landscape plan is too small for the Ginkgo as shown. The Landscape Plan 'Street view', recommendation is for additional landscape treatment in the tree planter along the back edge of curb between the sidewalk and foundation. This could include woody or herbaceous plantings, or groundcover planted in companion to the proposed 4 street trees.

b) Landscape - the project edges appear void of landscape treatment, unknown what is planned. Building shadows might suggest woody or herbaceous plants, or groundcover hardy to shade conditions.

Recommend revising / improving this section of landscape, the available green space while small for an 11-unit complex is important and should reflect landscape functions of screening to the extent possible and aesthetic interest for residents. Unknown if green infrastructure or rain gardens could be incorporated into the site plan.

c) Existing Plantings to remain - any tree / plant save areas should be protected during construction with adequate measures. Any plant loss to be replaced with agreed upon plant types to match.

c. Water Quality, Storm Water Management and Erosion Control

Prior to the demolition of structures, about a quarter of the property was covered by impervious surfaces including a bituminous driveway and two, two-story dwellings. Currently the site slopes at approximately 10% towards York Street. The rest of the site was mature tree growth, vegetation, and exposed soil. The project will result in a net increase of impervious area above 1,000 sf, as such, is required to include stormwater management features for stormwater quality & quantity control.

The applicant will provide water quality treatment to the stormwater through underdrained subsurface sand filter to be installed beneath the upper driveway entrance from Guilford Court.

These treatments will provide water quality treatment for no less than 95% of the new impervious area and 80% of the developed area. Stormwater runoff generated by the roof and driveway is to be redirected into the system and then outlet into the existing municipal system within York Street. The remainder of the stormwater generated from the driveway and sidewalks will flow into York Street.

Under 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. Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the drainage plan and stormwater report, and offers her recommendations regarding the General and Flooding Standards:

- 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. However, a detail should be provided for proposed sediment barriers. The sediment barrier location appears to be on abutting property in some areas. Sediment barrier should be installed on the subject parcel or the Applicant should verify that they will have a construction easement for the work.*
- b) *General Standard: The project will result in a net increase in impervious area of approximately 5,410 square feet. As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed an Underdrained Subsurface Sand Filter. The stormwater system is required to comply with the requirements of Chapter 7.3 of Volume III of the MaineDP Stormwater BMP Manual. In general, we are in agreement with the stormwater management approach, but we have a number of questions with regards to the stormwater modeling and design. See below for stormwater design questions.*
- c) *Flooding Standard: The project will result in a net increase in impervious area of approximately 5,410 square feet. As such, the project is required to control the rate or quantity of stormwater runoff from the site. The Applicant should address the following comments as well as the comments provided below on the underdrained subsurface sand filter:*
 - *The Applicant has utilized a direct entry of five minutes for the pre-development Time of Concentration; however, given the gradual slopes and pervious nature of the existing site, the Applicant should calculate a Time of Concentration and verify whether it exceeds five minutes.*

Refer to Attachment 2 for a Ms. Swett's complete analysis of the stormwater standards.

3. *Public Infrastructure and Community Safety Standards*

a. Consistency with Master Plans

See Subdivision, Paragraph VIII (B)6 above.

b. Public Safety and Fire Prevention

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. Two entrances are being proposed at part the development. The main entrance is set back approximately 45 feet from the front property line and the second entrance is about 55 feet.

The applicant has not submitted a lighting and photometric plan. This site is part of the boundary of the Commercial Street Lighting District. As a subdivision, street lighting may be required to

provide lighting for the area by the entrances and parking spaces. This will be reviewed when a lighting plan is submitted.

c. Availability and Adequate Capacity of Public Utilities

The project will be served by the Portland Water District, City Department of Public Works, and underground/power/cable/communications. The Applicant will need to contact the Portland Water District, the City Department of Public Services, and the other utilities. Confirmation letters need to be submitted prior to the final review.

4. *Site Design Standards*

a. Snow and Ice Loading

The applicant will need to show how snow removal is being handled on site. If the applicant will be storing snow on site, the plans will need to show the proposed on-site snow storage areas.

b. View Corridors

This site is not within a Protected View Corridor as per the "View Corridor Protection Plan" approved by the Portland City Council in 2001.

c. Historic Resources

The site is not in any historic district but is within 100 feet of the West End Historic District; therefore, the project will be reviewed by Historic Preservation staff.

d. Exterior Lighting

The applicant has not submitted a lighting and photometric plan. This site is part of the boundary of the Commercial Street Lighting District. As a subdivision, street lighting may be required to provide lighting for the area by the entrance and parking spaces. This will be reviewed when a lighting plan is submitted. All exterior site lighting including lighting of building entrances will be cutoff with no light emitted above the horizontal plane or spilled onto adjacent properties or streets. Illumination levels will be adequate but not excessive for the safety, comfort and convenience of occupants and user of the site and will conform to all applicable standards of Section 12 of the Technical Manual.

e. Noise and Vibration

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will have to be shown on the plans and meet state and federal emissions requirements. These should be located to the interior of the site, away from abutting residential properties and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry wall or a combination thereof. This information will have to be submitted for final review.

f. Signage and Wayfinding

This standard does not apply to the proposal.

g. Zoning Related Design Standards

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a multi-family dwelling at 161 York Street. The review was performed by Caitlin Cameron, Urban Designer, Deb Andrews, Historic Preservation Program Manager, and myself. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual) and is within 100' of a historic district.

Findings of the Design Review:

The Planning Authority under an Alternative Design Review may approve a design not meeting one or more of the individual standards provided that all of the conditions listed below are met:

- A. The proposed design is consistent with all of the Principle Statements.

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

The proposed design does not pass all of the criteria. Ms. Cameron has found the proposal to be in general compliance, however, there are recommended improvements under some of the standards have not been met. Excerpt from Ms. Cameron memo is below:

Principle A Overall Context –

- *A-1 Scale and Form: Buildings in the neighborhood with similar massing and proportion that are wider at the street use changes in massing, like the roof form and bays, to mitigate the scale and provide a pedestrian-friendly, visually interesting street presence. Of these formal and scaling elements, the project employs a pergola at the entrance, overhanging cornice at the third floor, and small balconies.*

Staff Comments- *The scale is not adequately mitigated – see below for comments on articulation/massing recommendations.*

Principle B Massing – Buildings in the neighborhood with similar massing and proportion that are wider at the street use changes in massing, like the roof form and bays, to mitigate the scale and provide a pedestrian-friendly, visually interesting street presence.

- *B-2 Roof Forms: The roof form is flat and is found in multi-family building types nearby.*

Staff Comments- *Screening of rooftop mechanics should be provided.*

- *B-5 Façade Articulation*

Staff Comments- *The project employs only one of the articulation elements required – covered entry. The balconies are too small to meet the required sf. Staff recommends that the design be modified to provide a more pronounced recess or projection where the balconies are currently located. Refer to 62 State Street as an example.*

Principle C Orientation to the Street – The mass of the building is oriented to the street but the main entrance is too far away from the street to be considered active or engaged.

- *C-1 Entrances*

Staff Comments- *The entry is set too far back to be adequately emphasized from the street. The standard calls for a side entry to be accessed by a covered entry in the form of an arcade, porch, portico. Revision is needed to meet the standard. The entrance lobby could also be extended towards the street like an enclosed porch.*

Principle D Proportion and Scale – The façade elements are proportionate and scaled to the overall building.

- *D-3 Porches*

Staff Comments- *The balconies included in this project are less than 48 sf and do not meet this standard. The project uses a pergola rather than a porch.*

Principle F Articulation – The front façade is without façade plane changes or adequate articulation methods.

- *F-1 Articulation: Cornice and balcony details will create shadow lines on front façade.*

Staff Comments- *Remove the “dentals” shown at the 4th floor cornice. More information is needed about the window reveals.*

- *F-2 Window Types*
Staff Comments- *Three window types at street façade. The ground floor windows imply living spaces – revise to reflect garage (smaller, higher windows, or use of grates).*
- *F-6 Main Entries*
Staff Comments- *The main entry is requires more emphasis.*
- *F-7 Articulation Elements: A cornice is provided at the fourth floor and appear to be at least 6”;* *no other façade offsets are provided.*
Staff Comments- *To meet standard B-5, either recesses or bay projections of at least 12” are required on the front façade.*

Principle G Materials – The material choices are placed according to their nature.

- *G-4 Window Types*
Staff Comments- *Three window types on street façade.*

XI. INCLUSIONARY ZONING CONDITIONAL USE

Housing Planner Tyler Norod reviewed the Conditional Use for Affordable Housing application at 161 York 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 161 York Street proposes the creation of eleven residential rental units. Based on a total of a proposed eleven units, the project will be required to provide a minimum of one on-site workforce unit. The applicant will not be providing such a unit and instead will pay a workforce contribution to the City.

XII. NEXT STEPS

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

XIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Engineer review (memo from Thomas Errico, 11.29.2016)
2. Civil Engineer and Department of Public Services review (memo from Lauren Swett, 12.07.2016)
3. City Arborist review (memo from Jeff Tarling, 12.19.2016)
4. Design review (memo from Caitlin Cameron, 12.09.2016)
5. Public Comments
 - PC1 Katherine Searles
 - PC 2 Margaret M Busby
 - PC 3 Lynn Miller

APPLICANT'S SUBMITTALS

- A. Cover Letter (from Will Savage of Acorn Engineering, Inc., 11.08.2016)
- B. Preliminary Site Plan Application
- C. Evidence of Right, Title, and Interest
- D. Conformity with Applicable Zoning Standards
- E. Summary of Written Easements
- F. Request for Waivers
- G. Technical and Financial Capacity
- H. Stormwater Management Report

- I. Erosion and Sedimentation Control Report
- J. Fire Department Letter
- K. Solid Waste
- L. Utility Cover
- M. Construction Management Plan
- N. Architectural Design Narrative
- O. Workforce Cover Letter
- P. Conditional Use Application
- Q. Right, Title, and Interest
- R. Conformity with Conditional Use Standards
- S. Neighborhood Meeting and Minutes

PLANS

- Plan 1. Cover Sheet & Legend
- Plan 2. General Notes
- Plan 3. Existing Conditions Plan
- Plan 4. Construction Management Plan
- Plan 5. Site Plan – Garage Level
- Plan 6. Site Plan – First Level
- Plan 7. Landscaping Plan
- Plan 8. Utility Plan
- Plan 9. Internal Grading Plan - Garage & First Floor
- Plan 10. Perimeter Grading & Drainage Plan
- Plan 11. Site Details - 1
- Plan 12. Site Details - 2
- Plan 13. Utility Details – 1
- Plan 14. Utility Details - 2
- Plan 15. Drainage Details
- Plan 16. Underdrained Subsurface Sand Filter Details
- Plan 17. Erosion & Sedimentation Control Details
- Plan 18. Lower Level Detail
- Plan 19. First Floor Plan
- Plan 20. Second Floor Plan
- Plan 21. Third Floor Plan
- Plan 22. Fourth Floor Plan
- Plan 23. Roof Plan
- Plan 24. First Floor Plan
- Plan 25. Second Floor Plan
- Plan 26. Third Floor Plan
- Plan 27. Roof Plan
- Plan 28. Building Elevation - Front Elevation
- Plan 29. Building Elevation - Left Elevation
- Plan 30. Building Elevation - Right Elevation
- Plan 31. Building Elevation - Rear Elevation
- Plan 32. Building Section



Shukria Wiar <shukriaw@portlandmaine.gov>

161 York Street - Updated Preliminary Comments

Tom Errico <thomas.errico@tylin.com>

Wed, Jan 11, 2017 at 4:11 PM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

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

Hi Shukria -- The following is a update of my December 2, 2017 preliminary traffic comments.

- Curbing and sidewalk along York Street shall be extended to the limits of the westerly property boundary. Backing maneuvers onto York Street will not be permitted.

Status Update: This comment is related to the shared driveway west of the project site. The driveway shall be narrowed such that backing maneuvers cannot be easily performed. Information on how vehicles will enter and exit the two project parking spaces without backing out into York Street shall be provided.

- A driveway is provided along the easterly property boundary and I find conditions to be undesirable. This driveway should be eliminated (It is my understanding that this was a condition of approval for the abutting property).
- I support a waiver for parking aisle width given that it is less than a foot narrower than City standards, vehicle turnover is expected to be minimal, and vehicle circulation appears to be accommodated on-site.
- The driveway apron should be designed to provide a maximum cross slope of 2% along the walking route of pedestrians (pedestrian zone).
- The two end parking spaces within the garage will have difficulty in egress maneuvers. The applicant should provide information that acceptable vehicle circulation can be accommodated.
- The applicant shall document that City driveway spacing standards along York Street are met.
- The existing sidewalk or a temporary sidewalk shall be provided along the property frontage during construction. The applicant should provide details on construction activity that would impact traffic on York Street and how traffic will be managed.

New Comment:

- Based upon the low trip generation expected from the project a Traffic Study is not required.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director



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MEMORANDUM



TO: Shukria Wiar, Planner
FROM: Lauren Swett, PE, and Ashley Auger, PE
DATE: December 7, 2016
RE: 161 York Street, Preliminary Level III Site Plan Application

Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the proposed redevelopment project located at 161 York Street in Portland, Maine. The project involves the construction of a five-story condominium building.

Documents Reviewed by Woodard & Curran

- Preliminary Level III Site Plan Application and attachments, dated November 8, 2016, prepared by Acorn Engineering, Inc., on behalf of York Street Redevelopment, LLC.
- Engineering Plans, dated November 8, 2016, prepared by Acorn Engineering, Inc., on behalf of York Street Redevelopment, LLC.

Comments

- 1) The Portland City Council adopted a revised sidewalk material policy in October of this year. Per that policy, driveway aprons must match the sidewalk material. The Applicant must provide a brick apron at the York Street driveway.
- 2) The Applicant should provide evidence of Right, Title, or Interest to utilize the private way (Guilford Court) for access to the Site.
- 3) The Applicant has noted that there is an existing easement associated with the existing bituminous driveway on the northeastern side of the property. It is our understanding that this driveway was required to be discontinued as part of a prior project and the curb cut should be eliminated. The existing conditions survey notes that this driveway easement is "to be extinguished." The Applicant should clarify the intent for this space.
- 4) Per Section 13 of the City's Technical Manual, the Applicant is required to submit a Boundary Survey that has been Stamped by a Maine Licensed Professional Surveyor.
- 5) 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. However, a detail should be provided for proposed sediment barriers. The sediment barrier location appears to be on abutting property in some areas. Sediment barrier should be installed on the subject parcel or the Applicant should verify that they will have a construction easement for the work.
 - b) General Standard: The project will result in a net increase in impervious area of approximately 5,410 square feet. As such, the project is required to include stormwater management features for stormwater quality control. The Applicant has proposed an Underdrained Subsurface Sand Filter. The stormwater system is required to comply with the requirements of Chapter 7.3 of Volume III of the MaineDP Stormwater BMP Manual. In general, we are in agreement with the stormwater management approach, but we have a number of questions with regards to the stormwater modeling and design. See below for stormwater design questions.
 - c) Flooding Standard: The project will result in a net increase in impervious area of approximately 5,410 square feet. As such, the project is required to control the rate or quantity of stormwater runoff from the site. The Applicant should address the following comments as well as the comments provided below on the underdrained subsurface sand filter:



- The Applicant has utilized a direct entry of five minutes for the pre-development Time of Concentration; however, given the gradual slopes and pervious nature of the existing site, the Applicant should calculate a Time of Concentration and verify whether it exceeds five minutes.
- 6) We have the following comments on the layout and design on the stormwater filter system. Some of the design elements for this system may be specifically associated with the site's constraints, so we recommend that the Applicant consider consulting with the StormTech Manufacturer for review of the design.
- The Applicant should provide sizing calculations for the pre-treatment Isolator Row.
 - Access structures should be provided on both ends of the pre-treatment Isolator Row or indicate how maintenance will occur with the proposed layout.
 - The Applicant should clarify how stormwater runoff is intended to flow from CB-3 through the Isolator Row and Chamber system; it appears that CB-3 has an outlet to both the Isolator Row and the Chamber located over the filter area, and that larger storms will bypass the Isolator Row and flow into the Chamber. The Applicant should note that an overflow before the treatment row should be directed towards additional storage chambers, but not to the system with the sand filter and underdrain.
 - Subsurface explorations (test pits or borings) should be made within the filter area to identify depths to seasonal high groundwater and bedrock. A minimum of 1-foot of separation should be provided between the bottom of the filter and groundwater and bedrock. An impermeable liner system has been proposed.
 - The design details specify that the 4-inch underdrain be surrounded by a minimum of 6-inches of bedding, but that the underdrain system be only 12-inches thick; the Applicant should clarify dimensions.
 - We recommend that transition layers be provided between the sand filter media and the underdrain system in-lieu of the filter fabric currently specified (filter fabric is prone to clogging).
 - The Applicant should clarify how the 958 CF of provided treatment volume was derived.
 - The Outlet Control Structure appears to be much larger in diameter than necessary; the Applicant should clarify the intent for such a large structure.
- 7) The Stormwater Management Plan should include a stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Stormwater BMP Manual Maintenance Criteria and Chapter 32 of the City of Portland Code of Ordinances.
- 8) It appears that the Applicant is proposing to connect a field inlet to the foundation drain. This layout will likely introduce water into the foundation drain system. The Applicant should clarify the intent.
- 9) The Applicant should provide a detail for proposed field inlets.
- 10) The Applicant is proposing to connect a 12-inch storm drain to an existing 12-inch underdrain located within York Street. The Applicant should clarify the method of connection being proposed and whether a new drain manhole structure will be necessary within the City Right-of-Way. This connection will require review by the Department of Public Works.
- 11) The City of Portland Typical Pipe Trench Detail should comply with the City of Portland Technical Manual.
- 12) The Applicant is proposing a retaining wall over four feet in height. The Landscape Plan refers to the Structural Plan, which has not been received at this time, for the retaining wall design. A geotechnical evaluation of the proposed project was not submitted with the application. Has a geotechnical evaluation been performed, or are the subsurface soil types and soil bearing capacities assumed in the design of the slope stabilization / wall system? If assumed, we recommend noting those assumptions on the plans and we recommend requiring verification of those assumptions and associated calculations by the contractor and design engineer during construction.



- 13) The Applicant has noted that exterior lighting will be proposed, but cut sheets and a photometric plan have not been provided at this time. Appropriate cut sheets and a photometric plan should be provided as part of the final application in accordance with the City of Portland Technical Manual.
- 14) The Applicant has provided a letter from the Portland Water District demonstrating that there is sufficient capacity to serve the proposed project. However, the Applicant should note that approval of the final plans is also required. Evidence of District approval should be provided upon receipt. The Applicant has also submitted a Wastewater Capacity Application to the City of Portland and noted that the response will be provided upon receipt.



Shukria Wiar <shukriaw@portlandmaine.gov>

161 York Street Project - Tree & Landscape Review

Jeff Tarling <jst@portlandmaine.gov>

Mon, Dec 19, 2016 at 1:43 PM

To: Shukria Wiar <shukriaw@portlandmaine.gov>, Barbara Barhydt <bab@portlandmaine.gov>

Hi Shukria -

The Landscape Plan submitted for the 165 York Street project seem inadequate due to the lack of detail and landscape plant density typically seen in a project of this type. The landscape planting details could be better defined including plant bed structure, edges, mulch areas, non landscape areas shown in green. Additional plant density and details are suggested.

Current landscape topics -

a) Street-trees (4) located behind the sidewalk, consists of proposed 2 'Armstrong' Red Maples & 2 'Autumn Gold' Ginkgo.

Comment: both species, upright Red Maple & Ginkgo should work well and fit into the overall streetscape. Options might be best from a streetscape view if all 4 trees are similar unless this is a design intent. Tree sizes shall meet city standards of 2-2.5" for all trees & plant material. The 3.25 GAL minimum listed in the landscape plan is too small for the Ginkgo as shown. The Landscape Plan 'Street view', recommendation is for additional landscape treatment in the tree planter along the back edge of curb between the sidewalk and foundation. This could include woody or herbaceous plantings, or groundcover planted in companion to the proposed 4 street trees.

b) Landscape - the project edges appear void of landscape treatment, unknown what is planned. Building shadows might suggest woody or herbaceous plants, or groundcover hardy to shade conditions.

Fencing - additional fencing or wooden guardrail is suggested in the parking space area where landscape planting space is minimal, this would be an L shaped section from near the driveway entrance to the corner and down to near the building corner to better screen parked cars.

The proposed Juniper planting (6) should work adequately, the proposed size of 3.5 GAL is too small and should be planted with 4-5' Height minimum is recommended. There appears to be room to plant at least 2 small ornamental trees, one on the left side near the entrance.

The extensive use of Creeping Lily Turf " shown as LS", in this section, while hardy to the conditions offers minimum landscape screening value at 12" height. It may suffice at the head of the parking spaces where winter snow load could be an issue.

Additional Green Space - the space shown for two car space parking off York Street if removed could add green space to the project.

Recommend revising / improving this section of landscape, the available green space while small for an 11 unit complex is important and should reflect landscape functions of screening to the extent possible and aesthetic interest for residents. Unknown if green infrastructure or rain gardens could be incorporated into the site plan.

c) Existing Plantings to remain - any tree / plant save areas should be

protected during construction with adequate measures. Any plant loss to be replaced with agreed upon plant types to match.

Jeff Tarling
City Arborist - City of Portland Maine
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(207) 808-5446
jst@portlandmaine.gov

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 161 York Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Friday, December 9, 2016

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a multi-family dwelling at 161 York Street. The review was performed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Deb Andrews, Historic Preservation Program Manager, all within the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual) and is within 100' of a historic district.

Findings of the Design Review:

The Planning Authority under an Alternative Design Review may approve a design not meeting one or more of the individual standards provided that all of the conditions listed below are met:

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

The proposed design **does not pass** all of the criteria – please refer to comments below.

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

Principle A Overall Context – Met – see below.

- ***A-1 Scale and Form:*** Buildings in the neighborhood with similar massing and proportion that are wider at the street use changes in massing, like the roof form and bays, to mitigate the scale and provide a pedestrian-friendly, visually interesting street presence. Of these formal and scaling elements, the project employs a pergola at the entrance, overhanging cornice at the third floor, and small balconies. **The scale is not adequately mitigated – see below for comments on articulation/massing recommendations.**
- ***A-2 Composition of Principal Facades:*** The composition of the street-facing facades is consistent with context in terms of using symmetrical bays (two or three bays) that are oriented to the street.

- *A-3 Relationship to the Street:* The building placement is consistent with the spacing of the residential fabric – slightly setback from sidewalk to allow for stoops and provide privacy.

Principle B Massing – Met – Buildings in the neighborhood with similar massing and proportion that are wider at the street use changes in massing, like the roof form and bays, to mitigate the scale and provide a pedestrian-friendly, visually interesting street presence.

- *B-1 Massing:* The basic massing is harmonious with the forms found in the context. However, the principal mass is relatively flat and is at least a story taller than is found in the context. Typically, a basic form like this will use articulation and scaling elements.
- *B-2 Roof Forms:* The roof form is flat and is found in multi-family building types nearby. **Screening of rooftop mechanics should be provided.**
- *B-4 Roof Pitch:* The roofs are monopitch/ flat roofs.
- *B-5 Façade Articulation:* **The project employs only one of the articulation elements required – covered entry. The balconies are too small to meet the required sf. Staff recommends that the design be modified to provide a more pronounced recess or projection where the balconies are currently located. Refer to 62 State Street as an example.**
- *B-6 Garages:* The garage door is very prominent – to reduce its visual impact, recess the door and reduce the amount of building lighting. The building lighting currently is accentuating the garage door only. More appropriate lighting will feature the building address and the entrance.

Principle C Orientation to the Street – Not Met – The mass of the building is oriented to the street but the main entrance is too far away from the street to be considered active or engaged.

- *C-1 Entrances:* **The entry is set too far back to be adequately emphasized from the street. The standard calls for a side entry to be accessed by a covered entry in the form of an arcade, porch, portico. Revision is needed to meet the standard. The entrance lobby could also be extended towards the street like an enclosed porch.**
- *C-2 Visual Privacy:* There are no living spaces on the ground floor.
- *C-3 Transition Spaces:* The entry is at the side with a pergola, the building is set back with planters.

Principle D Proportion and Scale – Met – The façade elements are proportionate and scaled to the overall building.

- *D-1 Windows:* The majority of windows are rectangular and have vertical proportion.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement and appropriately scaled to the massing of the building.
- *D-3 Porches:* **The balconies included in this project are less than 48 sf and do not meet this standard. The project uses a pergola rather than a porch.**

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

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.

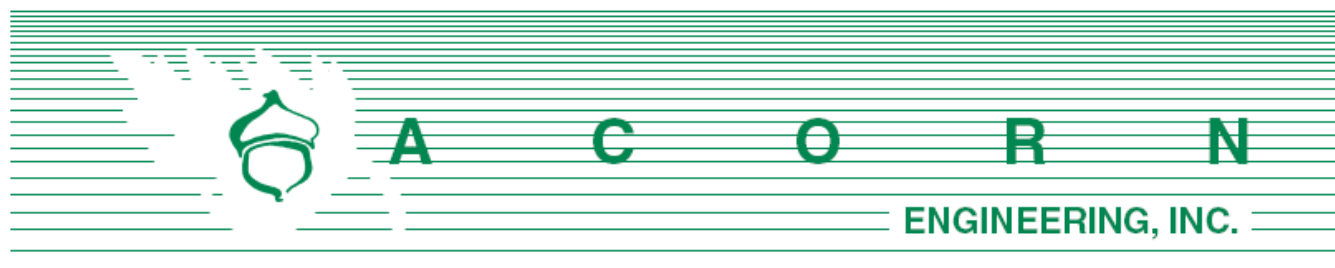
- *E-3 Symmetricality:* Primary window compositions are arranged symmetrically around discernable vertical axes.

Principle F Articulation – Not Met – The front façade is without façade plane changes or adequate articulation methods.

- *F-1 Articulation:* Cornice and balcony details will create shadow lines on front façade. Remove the “dentals” shown at the 4th floor cornice. More information is needed about the window reveals.
- *F-2 Window Types:* Three window types at street façade. The ground floor windows imply living spaces – revise to reflect garage (smaller, higher windows, or use of grates).
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good – one siding material proposed.
- *F-4 Delineation between Floors:* The floors are delineated by belt courses, entry pergola, and a cornice line.
- *F-5 Porches, etc.:* Balcony railings are used to provide articulation and shadow lines to the front façade. Multilevel balconies or bays are needed to meet standard B-5.
- *F-6 Main Entries:* The main entry is requires more emphasis.
- *F-7 Articulation Elements:* A cornice is provided at the fourth floor and appear to be at least 6”; no other façade offsets are provided. To meet standard B-5, either recesses or bay projections of at least 12” are required on the front façade.

Principle G Materials – Met– The material choices are placed according to their nature.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick.
- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature – the topmost floor once recessed according to zoning may want to use a lighter, more recessive material.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Three window types on street façade.
- *G-5 Patios and Plazas:* Not applicable.



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

November 8, 2016

Subject: Preliminary Site Plan and Subdivision Application
Redevelopment of 161 York Street - Portland, Maine

To Whom It May Concern,

York Street Redevelopment, LLC is pleased to submit the accompanying package of submission materials related to the proposed 11-unit condominium urban infill redevelopment of 161 York Street.

This submission package is intended to meet the City's Preliminary Submission Requirements as outlined in the Level III Application procedures. The proposed project site is located at 161 York Street near the Casco Bay Bridge and State Street. The lot was previously occupied by two 2-story dwellings that have recently been demolished; the lot is currently vacant. The property is proposed to be redeveloped into a five-story subdivision of condominiums classified as a "multi-family" residences. The development site is located within the City's R-6 Zoning District, and complies with the permitted uses within the zone. The developer intends to meet the inclusionary requirements by paying the required workforce contribution to the City.

The following documents and drawings are to be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- A. Cover Letter
- B. Level III Site Plan Application
- C. Evidence of Right, Title, and Interest
- D. Conformity with Conditional Use
- E. Summary of Easements
- F. Written Request for Waivers
- G. Evidence of Financial Capacity
- H. Stormwater Report
- I. Erosion and Sedimentation Control Report
- J. Fire Department Letter
- K. Solid Waste
- L. Utility Cover
- M. Construction Management Plan
- N. Architectural Design Narrative

Drawings:

- Preliminary Civil Site Plan Set, Dated 11/8/16
- Preliminary Architectural Plan Set, Dated 11/8/16

York Street Redevelopment, LLC and the design team look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,



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





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

Planning and Urban Development Department
Planning Division

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

Level III: Site Plan Development includes:

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

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

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

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

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

Planning Division

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

planning@portlandmaine.gov

Office Hours

Monday thru Friday
8:00 a.m. – 4:30

PROJECT NAME:

161 York Street Redevelopment

PROPOSED DEVELOPMENT ADDRESS:

161 York Street Portland, Maine 04101

PROJECT DESCRIPTION:

11-unit urban infill project utilizing an energy efficient building design with implementation of the latest green infrastructure.

CHART/BLOCK/LOT: 044-B-007

PRELIMINARY PLAN
FINAL PLAN

11/8/2016

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Michael J. Cianchette Business Name, if applicable: York Street Redevelopment, LLC Address: 42 Market Street City/State : Portland, Maine Zip Code: 04101	Applicant Contact Information Work #: (207) 774-1000 Home #: Cell #: Fax#: e-mail: mcianchette@theregency.com
Owner – (if different from Applicant) Name: N/A Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Acorn Engineering, Inc. Will Savage, P.E. Address: 158 Danforth Street City/State : Portland, Maine Zip Code: 04102	Agent/Representative Contact information Work #: (207) 775-2655 Home #: Cell #: (207) 317-1884 e-mail: wsavage@acorn-engineering.com
Billing Information Name: See applicant information Address: City/State : Zip Code:	Billing Contact Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer Name: See agent information Address: City/State : Zip Code:	Engineer Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Surveyor Name: Spurwink Surveying LLC James Mullen, P.L.S. Address: 182 Spurwink Road City/State : Scarborough, Maine Zip Code: 04074	Surveyor Contact Information Home #: Work #: (207) 799-2654 Cell #: (207) 321-8966 Fax#: e-mail: spurwinksurveying@gmail.com
Architect Name: Mark Mueller Architects Mark Mueller, A.I.A. Address: 100 Commercial Street, Suite205 City/State : Portland, Maine Zip Code: 04101	Architect Contact Information Work #: (207) 774-9057 Home #: Cell #: (207) 749-6876 Fax#: e-mail: mark@muellerarchitects.com
Attorney Name: See applicant information Address: City/State : Zip Code:	Attorney Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Designated person/person(s) for uploading to e-Plan: Name: Olivia Dawson, E.I. (Acorn Engineering, Inc.) e-mail: odawson@acorn-engineering.com Name: Sam Lebel, E.I. (Acorn Engineering, Inc.) e-mail: slebel@acorn-engineering.com Name: Will Savage, P.E. (Acorn Engineering, Inc.) e-mail: wsavage@acorn-engineering.com	

APPLICATION FEES:

Level III Development (check applicable reviews) ☒ Less than 50,000 sq. ft. (\$750.00) ☐ 50,000 - 100,000 sq. ft. (\$1,000) ☐ 100,000 – 200,000 sq. ft. (\$2,000) ☐ 200,000 – 300,000 sq. ft. (\$3,000) ☐ over 300,00 sq. ft. (\$5,000) ☐ Parking lots over 11 spaces (\$1,000) ☐ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ☐ Planning Staff Review (\$250) ☐ Planning Board Review (\$500) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$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.	Other Reviews (check applicable reviews) ☐ Traffic Movement (\$1,500) ☒ Stormwater Quality (\$250) ☒ Subdivisions (\$500 + \$25/lot) # of Lots <u>(11)</u> x \$25/lot = <u>\$775</u> ☐ Site Location (\$3,500, except for residential projects which shall be \$200/lot) # of Lots <u> </u> x \$200/lot = <u> </u> ☐ Other <u> </u> ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ Historic Preservation
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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

- Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
- An invoice for the application fee will be e-mail to you. Payments can be made on-line at [Pay Your Invoice](#) , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
- The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

- Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

- When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"

6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

APPLICANT SIGNATURE:

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law.

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: 
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PROJECT DATA

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

Total Area of Site	11,046 sq. ft.
Proposed Total Disturbed Area of the Site	11,046 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)	3,HTM sq. ft.
Impervious Area (Total Proposed)	y¿CYM sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	2,039 sq. ft.
Building Footprint (Total Proposed)	6,264 sq. ft.
Building Floor Area (Total Existing)	4,038 sq. ft.
Building Floor Area (Total Proposed)	31,857 sq. ft.
Zoning	
Existing	R-6
Proposed, if applicable	
Land Use	
Existing	Single-Family
Proposed	Multi-family
Residential, If applicable	
# of Residential Units (Total Existing)	2
# of Residential Units (Total Proposed)	11
# of Lots (Total Proposed)	1
# of Affordable Housing Units (Total Proposed)	0
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	0
# of One-Bedroom Units (Total Proposed)	0
# of Two-Bedroom Units (Total Proposed)	9
# of Three-Bedroom Units (Total Proposed)	2
Parking Spaces	
# of Parking Spaces (Total Existing)	3
# of Parking Spaces (Total Proposed)	22
# of Handicapped Spaces (Total Proposed)	1
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	0
# of Bicycle Spaces (Total Proposed)	4 Internal
Estimated Cost of Project	\$4.9 million

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

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Completed Application form
		1	* Application fees
		1	* Written description of project
		1	* Evidence of right, title and interest
		1	* Evidence of state and/or federal permits
		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
		1	* Evidence of financial and technical capacity
		1	Construction Management Plan
		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
		1	Stormwater management plan and stormwater calculations
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

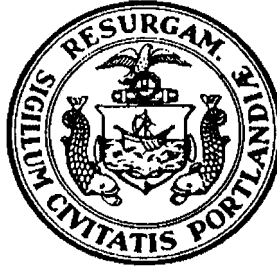
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
			Existing and proposed structures on parcels abutting site;
			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
			Location of all snow storage areas and/or a snow removal plan;
			A traffic control plan as detailed in Section 1 of the Technical Manual;
			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
			Location and proposed alteration to any watercourse;
			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
			Proposed buffers and preservation measures for wetlands;
			Existing soil conditions and location of test pits and test borings;
			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
			Grading plan;
			Ground water protection measures;
			Existing and proposed sewer mains and connections;

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



Bradley Roland, P.E.
Water Resources Division

Date: November 8, 2016

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

Site Address: 161 York Street Portland, Maine 04101

Chart Block Lot Number: 044-B-007

Proposed Use: Residential

Previous Use: Residential

Existing Sanitary Flows: 270 GPD

Existing Process Flows: 0 GPD

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

Proposed connection to the 36" sewer
main within York Street

Site Category

Commercial (see part 4 below)	☐
Industrial (complete part 5 below)	☐
Governmental	☐
Residential	☒
Other (specify)	☐

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

2. Please, Submit Contact Information.

City Planner's Name: TBD

Phone: _____

Owner/Developer Name: Michael J. Cianchette, York Street Redevelopment, LLC

Owner/Developer Address: 42 Market St. Portland, ME 04101

Phone: (207) 774-1000

Fax: _____

E-mail: mcianchette@theregency.com

Engineering Consultant Name: _____

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

Engineering Consultant Address: _____

158 Danforth Street, Portland Maine 04102

Phone: (207) 775-2655

Fax: _____

E-mail: wsavage@acorn-engineering.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 2,070 GPD

Peaking Factor/ Peak Times: Diurnal Residential Flow Pattern

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in
Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records,
Other (specify) State of Maine Subsurface Wastewater Disposal Rules, Effective 8/3/15

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.

MAINE REAL ESTATE TAX PAID

WARRANTY DEED
Maine Statutory Short Form

Know all Persons by these Presents,

That we, Rebecca A. Lake and Roxanne A. Larochelle, of Portland, Maine, for consideration paid, grant to:

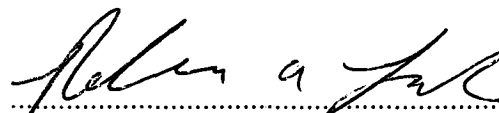
York Street Redevelopment, LLC

a limited liability company organized and existing under the laws of the State of Maine, and having a mailing address of: 42 Market Street, Portland, Maine 04101, with **warranty covenants**, the land in Portland, County of Cumberland, and State of Maine, described as follows:

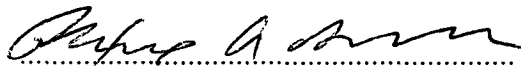
A certain lot or parcel of land, together with any buildings and improvements thereon, situated in the City of Portland, County of Cumberland, and State of Maine being more particularly described in Exhibit A attached hereto and made a part hereof.

Witness our hands and seals this 9th day of September, 2015.

Signed, Sealed and Delivered
in the presence of

Rebecca A. Lake

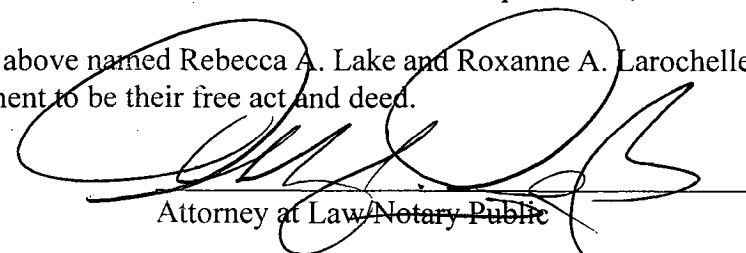


Roxanne A. Larochelle

State of Maine
County of Cumberland ss

September 9, 2015

Then personally appeared before me the above named Rebecca A. Lake and Roxanne A. Larochelle and acknowledged the foregoing instrument to be their free act and deed.



Attorney at Law/Notary Public

Printed Name: _____

DONNELLY S. DOUGLAS
Maine Attorney at Law
Maine Bar No. 147

EXHIBIT A
161 YORK STREET, PORTLAND, MAINE

A certain lot or parcel of land with the buildings thereon situated in the city of Portland, Cumberland County, Maine and bounded and described as follows:

Beginning at a stake on the northerly side of York Street in the corner of a lot of land formerly occupied by Joseph Deering, thence running southerly by said street one and a half rods or less to land formerly occupied by Eleazar Holmes; thence northwesterly by said Holmes lot to the corner of said Holmes lot; thence northeasterly at right angles with the line of the Holmes land to the Deering lot aforesaid; thence by the said Deering lot to said York Street at the point of beginning, reserving a passageway four and one-half feet in width upon the side of said lot next to the said Holmes lot to be used in common by the owners of the lot hereby conveyed and the owners of said Holmes lot.

Also including an easement over a strip of land adjacent to the within described premises as reserved in a deed from Rosary M. Larochelle to Tacha Vosburgh dated May 18, 1989 and recorded in said Registry at Book 8762 Page 284 and described therein as follows:

An easement in a strip of land to be used as a driveway solely and exclusively, for the use of the dominant estate and their invitees and such vehicles as needed for maintenance and improvements of both the dominant estate and the easement itself. Said strip of land is to begin at the southeasterly corner of the Rosary M. Larochelle's contiguous estate, also known as 161 York Street, and extend thirteen (13) feet east along York Street to a point and thence in a northwesterly direction fifty-six (56) feet parallel to the eastern boundary of the Rosary M. Larochelle 's contiguous estate to a point and thence 90° westerly for thirteen (13) feet to a point and thence southerly along the easterly boundary of the Rosary M. Larochelle 's said contiguous estate for fifty-six (56) feet to the point of beginning.

Being the same premises conveyed to the Grantors herein by Corrective Deed from Rosary M. Larochelle dated October 31, 2014 and recorded in Cumberland County Registry of Deeds in Book 31885 Page 225.

Received
Recorded Register of Deeds
Sep 10, 2015 01:38:19P
Cumberland County
Nancy A. Lane

MAINE REAL ESTATE TAX PAID

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL BY THESE PRESENTS, that I, **Rosary M. Larochelle**, of
Portland, Maine, for consideration paid, grant to:

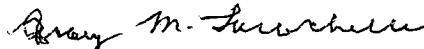
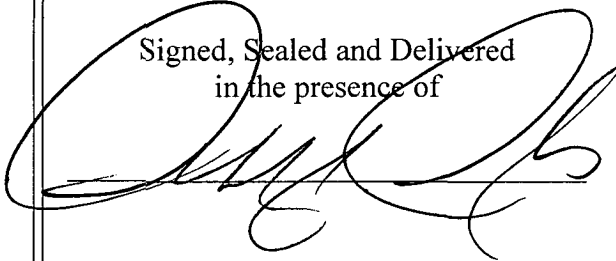
York Street Redevelopment, LLC

a limited liability company organized and existing under the laws of the State of Maine,
whose mailing address is: 42 Market Street, Portland, Maine 04101, with **warranty**
covenants, the real estate situated in Portland, County of Cumberland, and State of Maine,
described as follows:

A certain lot or parcel of land, together with any buildings and improvements
thereon, situated in the City of Portland, County of Cumberland, and State of
Maine being more particularly described in Exhibit A attached hereto and
made a part hereof.

Witness my hand and seal this 9th day of September, 2015.

Signed, Sealed and Delivered
in the presence of



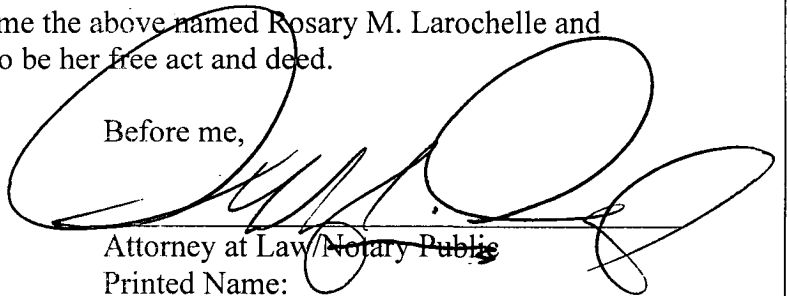
Rosary M. Larochelle

State of Maine
County of Cumberland

September 9, 2015

Then personally appeared before me the above named Rosary M. Larochelle and
acknowledged the foregoing instrument to be her free act and deed.

Before me,



Attorney at Law/Notary Public
Printed Name:

DONNELLY S. DOUGLAS
Maine Attorney at Law
Maine Bar No. 147

EXHIBIT A
163 YORK STREET, PORTLAND, MAINE

Certain lots or parcels of land with the buildings thereon situated in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

FIRST: A certain lot or parcel of land, situated on the northwesterly side of York Street in said Portland and more particularly bounded and described as follows:

Beginning at the northwesterly side of York Street at the southerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie et al. by deed dated July 7, 1924, and recorded in the Cumberland County Registry of Deeds in Book 1173, Page 185; thence southwesterly by the northwesterly sideline of York Street seventy-four and twenty-five one hundredths (74.25) feet to the easterly corner of land conveyed by Nathan Dyer et al. to Stephen K. Dyer by deed dated May 26, 1862, and recorded in said Registry of Deeds in Book 313, Page 204; thence northwesterly by said Dyer land sixty (60) feet to the southeasterly sideline of the land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439, Page 183; thence northeasterly by said Dewey land and by land conveyed by Francis O. Sawyer to Charles Dyer by deed dated November 11, 1872, and recorded in said Registry in Book 395, Page 492, seventy-four and twenty-five one hundredths (74.25) feet to the westerly corner of said Sachelie land; thence southeasterly by said Sachelie land sixty (60) feet to the point of beginning.

SECOND: Also, a certain lot or parcel of land situated on the southeasterly side of Guilford Court in said Portland and more particularly bounded and described as follows:

Beginning on the southeasterly sideline of land conveyed by Brown Company to Carmelo S. Sachelie by deed dated April 6, 1942, and recorded in said Registry in Book 1676, Page 128, at the northerly corner of land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439, Page 183; thence northeasterly by said Sachelie land and by the southeasterly sideline of Guilford Court seventy-five (75) feet to the westerly corner of land conveyed by Cynthia Rhodes to Adeline N. Skelton by deed dated March 21, 1872, and recorded in said Registry in Book 393, Page 176; thence southeasterly by said Skelton land seventy (70) feet to the northerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie by deed dated July 7, 1924, and recorded in said Registry in Book 1173, Page 185; thence southwesterly by said Sachelie land and by the first parcel herein described seventy-five (75) feet to the easterly corner of said Dewey land; thence northwesterly by said Dewey land seventy (70) feet to the point of beginning.

Also conveying all the right, title and interest in and to Guilford Court and in the passageway four and one-half (4 ½) feet wide leading to York Street of which this Grantor may be possessed.

EXCEPTING AND RESERVING from the above-described premises a certain lot or parcel of land being more particularly described as follows: Beginning at a point on the northwesterly side of York Street fifty-three (53) feet from the intersection of York Street and State Street; thence northeasterly along said York Street twenty-one (21) feet to a point; thence northwesterly sixty (60) feet, more or less, along the land now or formerly of Charles Dyer to a court or passageway now or formerly of F.O. Sawyer; thence northeasterly along said court or passageway fifteen (15) feet to a point; thence southeasterly sixty (60) feet, more or less, along a line parallel to said prior sixty (60) feet course along the land of Dyer to the northwesterly side of York Street; and thence southwesterly along said York Street fifteen (15) feet to the point of beginning.

Being a portion of the premises conveyed by warranty deed October 11, 1973 from Josephine B. Martorana to Rosary M. Larochelle and Ralph A. Larochelle as joint tenants recorded in Cumberland County Registry of Deeds in Book 3471 Page 143. The said Ralph A. Larochelle deceased January 2, 2010 and the said Rosary M. Larochelle acquired full title as surviving joint tenant.

Further reference is made to Affidavit of Rosary M. Larochelle dated September 9, 2015 to be recorded herewith.

Received
Recorded Register of Deeds
Sep 10, 2015 01:37:11P
Cumberland County
Nancy A. Lane

**WARRANTY DEED
(MAINE STATUTORY SHORT FORM)**

KNOW ALL PERSONS BY THESE PRESENTS, that the Guilford Court Condominium Association, under Declaration dated April 29, 2005 and recorded with the Cumberland County Registry of Deeds in Book 22586, Page 99, acting by and through its President, Charles R. Gustafson ("Grantor") by agreement of all the Unit Owners, attached hereto as **Exhibit A**

for valuable consideration paid, the receipt of which is hereby acknowledged, RELEASES from said Declaration and GRANTS with WARRANTY COVENANTS to

YORK STREET REDEVELOPMENT, LLC, a Maine Limited Liability Company with a mailing address of 42 Market Street, Portland, ME, 04101 ("Grantee"),

the land, together with the rights and burdens of record thereon and appurtenant thereto, in the City of Portland, County of Cumberland, State of Maine, ("Land"), described as follows:

BEGINNING at a point marked by a drill hole on the westerly sideline of York Street at the southeasterly corner of land now or formerly of the Guilford Court Condominium Association as described in a Declaration recorded with the Cumberland County Registry of Deeds in Book 22586, Page 99. Said point being further described as the northeasterly corner of land now or formerly of York Street Redevelopment, LLC, as described in a Deed recorded in said Registry in Book 32580, Page 186;

THENCE North 54° 21' 28" West by and along the northerly line of said land of York Street Redevelopment, LLC and other land of York Street Redevelopment, LLC as described in a Deed recorded in said Registry in Book 32580, Page 183, a distance of 132.00 feet to a point on the easterly sideline of Guilford Court;

THENCE North 35° 01' 53" East by and along the easterly sideline of said Guilford Court a distance of 5.00 feet to a point;

THENCE South 54° 21' 28" East over and across land of Grantor a distance of 132.00 to a point on the westerly sideline of York Street;

THENCE South 35°01'53" West by and along the westerly sideline of York Street a distance of 5.00 feet to the Point of Beginning.

Said Land containing 660 square feet or .015 acres, more or less.

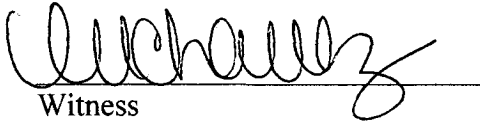
MAINE REAL ESTATE TAX PAID

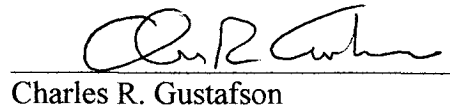
MEANING and intending to convey a portion of the same premises described in the Declaration recorded in said Registry in Book 22586, Page 99, being a portion of the same premises described in a Deed from Tacha Vosburgh, recorded in said Registry in Book 13221, Page 193.

RESERVING to Grantor an Easement to use the Land for utility, vehicular, and pedestrian access to land of the Grantor, inclusive of parking as may be permitted by the City of Portland or other competent authority from time-to-time, and storage of household refuse and recycling, provided any such storage shall be in covered containers designed for such purposes and maintained in good order and repair.

Notwithstanding the Easement, Grantor and Grantee acknowledge Grantee, its heirs, successors, and assigns, may utilize said Land for ingress and egress from York Street, Guilford Court, and other public and private rights-of-way as may exist from time-to-time, provided any such use by Grantee shall not unreasonably interfere with Grantor's Easement.

IN WITNESS WHEREOF, I, Charles R. Gustafson, President of the Guilford Court Condominium Association, have hereunto set my hand this 5 day of APRIL, 2016.

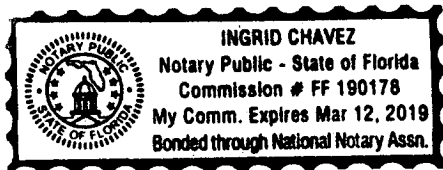

Witness


Charles R. Gustafson

STATE OF FLORIDA

COUNTY OF COLLIER, ss.

On this 5 day of APRIL, 2016, before me personally appeared the above named CHARLES R. GUSTAFSON and acknowledged the foregoing instrument to be his free act and deed.



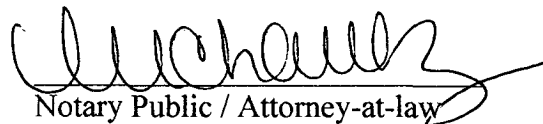

Notary Public / Attorney-at-law

Exhibit A

GUILFORD COURT CONDOMINIUM ASSOCIATION

ACTION TAKEN BY UNANIMOUS WRITTEN
CONSENT OF ALL UNIT OWNERS WITHOUT MEETING

The undersigned, being all of the unit owners of the Guilford Court Condominium Association (the "Association") hereby consent to the taking of, and hereby take, the following Action, without holding a meeting, such Action being stated in the form of, and to be as fully effective as if taken by, a unanimous resolution or resolutions of the Unit Owners of the Association at a meeting thereof duly called and held on the date hereof at which all of the undersigned Unit Owners were present and action throughout:

RESOLVED: that the President, Charles R. Gustafson, be authorized to execute a Deed on behalf of the Association conveying a certain parcel of Land described in **Schedule A** attached hereto to York Street Redevelopment, LLC, subject to certain rights retained by the Association; and be it further

RESOLVED: that said Deed shall be executed and delivered on or before June 1, 2016, or it shall be of no force or effect; and be it further

RESOLVED: that York Street Redevelopment, LLC may correspond with holders of security interests as may be required under Maine law to effectuate said conveyance; and be it further

RESOLVED: that the Association shall receive a release from a certain easement presently held by York Street Redevelopment, LLC burdening the land of the Association as consideration; and be it

CERTIFIED: that Charles R. Gustafson is duly serving as President.

This document shall be filed with the minutes of the Association and recorded in the Cumberland County Registry of Deeds.

[SIGNATURE PAGES FOLLOW]

I, Eric A. Fortin, owner of Unit #1A by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 26314, Page 229, hereunto set my hand this 1 day of April, 2016.

[Signature]
Witness

[Signature]
Eric A. Fortin

STATE OF ME

COUNTY OF Cumberland, ss.

On this 1st day of APRIL, 2016, before me personally appeared the above named _____ and acknowledged the foregoing to be his/her free act and deed.

[Signature]
Notary Public / Attorney-at-law

MICHELE M. MURPHY
Notary Public, Maine
My Commission Expires July 17, 2016

SEAL

I, Jeremy J. Daros, owner of Unit #1B by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 27212, Page 204, hereunto set my hand this 17th day of March, 2016.

Debra Brincourt
Witness Debra Brincourt

Jeremy J. Daros
Jeremy J. Daros

STATE OF Maine
COUNTY OF Cumberland, ss.

On this 17 day of March, 2016, before me personally appeared the above named Jeremy Daros and acknowledged the foregoing to be his/her free act and deed.

Cheryl D. DeGeorge
Notary Public / Attorney-at-law

CHERYL D. DEGEORGE
NOTARY PUBLIC
State of Maine
My Commission Expires
October 15, 2021

SEAL

I, Townsend S. Crum, owner of Unit #1C by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 26231, Page 251, hereunto set my hand this 19 day of February, 2016.



Witness

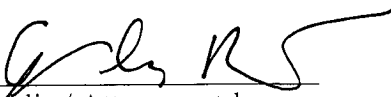


Townsend S. Crum

STATE OF ME

COUNTY OF Cumberland, ss.

On this 19th day of February, 2016, before me personally appeared the above named Townsend S. Crum and acknowledged the foregoing to be his/her free act and deed.



Notary Public / Attorney-at-law

SEAL

AMY E. BURROW
Notary Public, Maine
My Commission Expires June 12, 2021

I, Jensine Fraser, owner of Unit #1D by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 30001, Page 289, hereunto set my hand this 29 day of March, 2016.

Katherine Knight
Witness

Jensine Fraser
Jensine Fraser

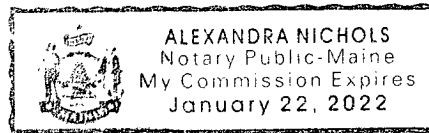
STATE OF Maine

COUNTY OF Cumberland, ss.

On this 29 day of March, 2016, before me personally appeared the above named Jensine Fraser and acknowledged the foregoing to be his/her free act and deed.

Alexandra Nichols
Notary Public / Attorney-at-law

SEAL



We, Charles R. Gustafson and Mickey H. Gustafson, owners of Unit #2A by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 23348, Page 003, hereunto set our hands this 5 day of APRIL, 2016.

[Signature]
Witness

[Signature]
Charles R. Gustafson

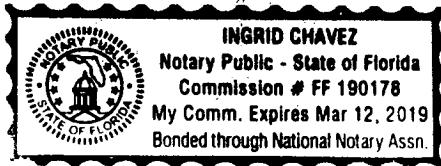
[Signature]
Witness

[Signature]
Mickey H. Gustafson

STATE OF FLORIDA

COUNTY OF COLLIER, ss.

On this 5 day of APRIL, 2016, before me personally appeared the above named CHARLES R. GUSTAFSON and acknowledged the foregoing to be his/her free act and deed.

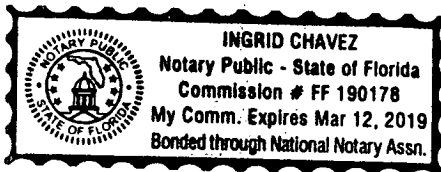


[Signature]
Notary Public / Attorney-at-law

STATE OF FLORIDA

COUNTY OF COLLIER, ss.

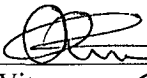
On this 5 day of APRIL, 2016, before me personally appeared the above named MIKEY H. GUSTAFSON and acknowledged the foregoing to be his/her free act and deed.



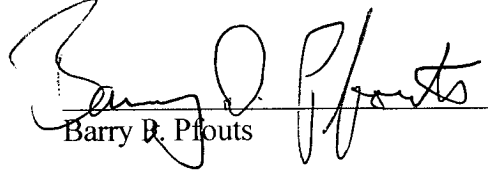
[Signature]
Notary Public / Attorney-at-law

We, Joann M. Wallace and Barry D. Pfouts, owners of Unit #2B by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 32436, Page 082, hereunto set our hands this _____ day of _____, 2016.

Witness


Witness Calvin Maina

Joann M. Wallace


Barry D. Pfouts

STATE OF _____

COUNTY OF _____, ss.

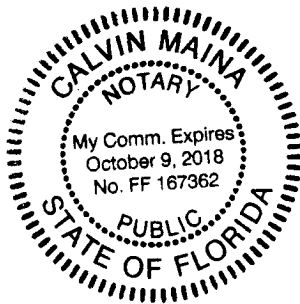
On this _____ day of _____, 2016, before me personally appeared the above named _____ and acknowledged the foregoing to be his/her free act and deed.

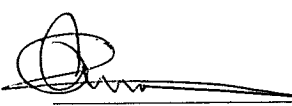
Notary Public / Attorney-at-law

STATE OF FL

COUNTY OF Manatee, ss.

On this 1st day of April, 2016, before me personally appeared the above named Barry D Pfouts and acknowledged the foregoing to be his/her free act and deed.




Notary Public / Attorney-at-law

^e
We, Joann M. Wallace and Barry D. Pfouts, owners of Unit #2B by virtue of a Deed recorded in the
Cumberland County Registry of Deeds in Book 32436, Page 082, hereunto set our hands this
1st day of April, 2016.

Sus- E H t
Witness

Joann M. Wallace
Joann M. Wallace^e

Witness

Barry P. Pfouts

STATE OF Maine

COUNTY OF Cumberland, ss.

On this 1st day of April, 2016, before me personally appeared the above named
Joann M Wallace and acknowledged the foregoing to be his/her free act and
deed.

Sus- E H t
Notary Public / Attorney-at-law
Susan E Hunter.

STATE OF _____

COUNTY OF _____, ss.

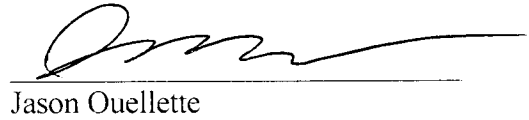
On this _____ day of _____, 2016, before me personally appeared the above named
_____ and acknowledged the foregoing to be his/her free act and
deed.

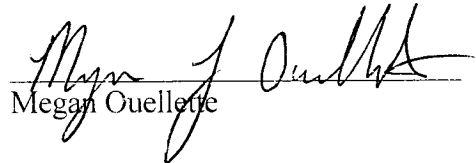
Notary Public / Attorney-at-law

We, Jason Ouellette and Megan Ouellette, owners of Unit #3A by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 32442, Page 123, hereunto set our hands this 15th day of March, 2016.


Witness

Jamarat P. O'Donnell
Witness

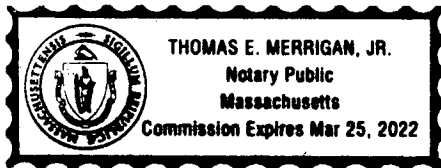

Jason Ouellette

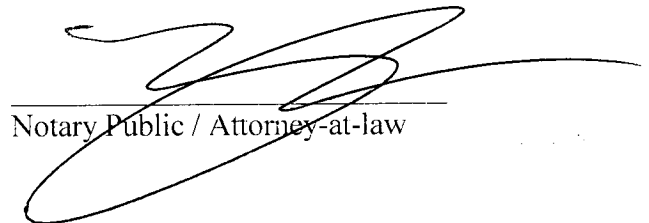

Megan Ouellette

STATE OF MA

COUNTY OF Norfolk, ss.

On this 15th day of March, 2016, before me personally appeared the above named Jason Ouellette and acknowledged the foregoing to be his/her free act and deed.

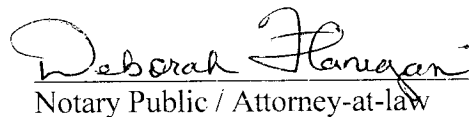



Notary Public / Attorney-at-law

STATE OF Maine

COUNTY OF Cumberland, ss.

On this 2nd day of March, 2016, before me personally appeared the above named Megan J. Ouellette and acknowledged the foregoing to be his/her free act and deed.


Notary Public / Attorney-at-law

MY Commission Expires: 08-12-20

SEAL

I, Lynn Miller, Trustee of the Lynn Szuchan Miller Trust, owner of Unit #3B by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 31148, Page 223, hereunto set our hands this 3 day of March, 2016. I further certify the Trust remains in full force and effect and that I am empowered to take this action on its behalf.

Cynthia McBrady
Witness

Lynn Miller
Lynn Miller, Trustee

STATE OF Maine

COUNTY OF Cumberland, ss.

Subscribed and sworn before me this 3 day of March, 2016, by Lynn Miller, proved to me on the basis of satisfactory evidence to the be person who appeared before me.

Deborah M Hubbard
Notary Public / Attorney-at-law

DEBORAH HUBBARD
Notary Public, Maine
My Commission Expires January 23, 2017

SEAL

SCHEDULE A

A certain parcel of land, together with the rights and burdens of record thereon and appurtenant thereto, in the City of Portland, County of Cumberland, State of Maine, ("Land"), described as follows:

BEGINNING at a point marked by a drill hole on the westerly sideline of York Street at the southeasterly corner of land now or formerly of the Guilford Court Condominium Association as described in a Declaration recorded with the Cumberland County Registry of Deeds in Book 22586, Page 99. Said point being further described as the northeasterly corner of land now or formerly of York Street Redevelopment, LLC, as described in a Deed recorded in said Registry in Book 32580, Page 186;

THENCE North 54° 21' 28" West by and along the northerly line of said land of York Street Redevelopment, LLC and other land of York Street Redevelopment, LLC as described in a Deed recorded in said Registry in Book 32580, Page 183, a distance of 132.00 feet to a point on the easterly sideline of Guilford Court;

THENCE North 35° 01' 53" East by and along the easterly sideline of said Guilford Court a distance of 5.00 feet to a point;

THENCE South 54° 21' 28" East over and across land of Grantor a distance of 132.00 to a point on the westerly sideline of York Street;

THENCE South 35° 01' 53" West by and along the westerly sideline of York Street a distance of 5.00 feet to the Point of Beginning.

Said Land containing 660 square feet or .015 acres, more or less.

Received
Recorded Register of Deeds
Apr 25, 2016 09:22:08A
Cumberland County
Nancy A. Lane

Know all Men by these Presents, That
 Francis O. Sawyer of Portland, in the County of Cumberland

in consideration of Twelve Hundred Dollars

paid by

Charles Dyer of said Portland

Sawyer
to
Dyer

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said Charles Dyer, his heirs and assigns forever,

A certain lot or parcel of land situated in said Portland, together with the buildings thereon, and bounded and described as follows, viz: Beginning at a point on land now owned by Francis O. Sawyer, bordering on Guilford's Court one hundred feet from State Street, thence running Northeast-erly on the line of Guilford's Court seventy five feet to what was known as the Joshua Dyer lot, now owned by Skellon, thence South-esterly by the Joshua Dyer lot seventy feet, thence Southwesterly on a line parallel to the first mentioned line seventy five feet; thence North westerly by said Sawyer's land seventy feet to the bounds begun at; together with all my right, title, and interest in and to Guilford's Court, and the passage or way, leading from said lot to York Street.

To Have and to Hold the aforegranted and bargained Premises, with all the privileges and appurte-
 nances thereof, to the said

Charles Dyer, his heirs and assigns, to their use and behoof forever. And do covenant with the said

heirs and assigns, that I am lawfully seized in fee of the Premises; that they are free of all
 incumbrances; that I have good right to sell and convey the same to the said

to hold as aforesaid; and that I and my heirs, shall and will warrant and defend the same to the said
 heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said Grantor
 and Abbie Sawyer wife of the said Francis O. Sawyer
 in testimony of her relinquishment of her right of dower in the above described premises, have hereunto
 set our hands and seals this Eleventh day of November in the year of
 our Lord one thousand eight hundred and Seventy two.

Signed, Sealed and Delivered
 in presence of
 A. W. Bradbury to F. O. S. Francis O. Sawyer, Seal
 Stephen K. Dyer to A. L. S. Abbie E. Sawyer, Seal

State of Maine

Cumberland, ss. November 11. A. D. 1872 Personally appeared the above-named
 Francis O. Sawyer

and acknowledged the above instrument to be his free act and deed. Before me,

A. W. Bradbury Justice of the Peace.

Received Nov 12 1872, at 10 o'clock 25 m., A. M., and recorded according to the original.

Attest, Henry C. Houston Register.

6850

Know all Men by these Presents,

That Rodway Realty, Inc., a corporation organized and existing under the laws of the State of Maine, and located at Portland, in the County of Cumberland and State of Maine,

in consideration of One Dollar and other valuable considerations,

paid by S. Peter Giftos, of South Portland, in the County of Cumberland, and State of Maine,

the receipt whereof it ^{es} do hereby acknowledge, do hereby give, grant, bargain, sell and convey, unto the said

S. Peter Giftos, his heirs and assigns forever,

a certain lot or parcel of land, situated on the northwesterly side of York Street, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at the northwesterly side of York Street at the southerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie, et al. by deed dated July 7, 1924, recorded in Cumberland County Registry of Deeds in Book 1173, Page 185; thence southwesterly by the northwesterly side line of York Street Seventy-four and twenty-five hundredths (74.25) feet to the easterly corner of land conveyed by Nathan Dyer et als. to Stephen K. Dyer by deed dated May 26, 1862, recorded in said Registry of Deeds in Book 313, Page 204; thence northwesterly by said Dyer land Sixty (60) feet to the southeasterly side line of the land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry of Deeds in Book 439, Page 183; thence northeasterly by said Dewey land and by land conveyed by Francis O. Sawyer to Charles Dyer, by deed dated November 11, 1872, and recorded in said Registry of Deeds in Book 395, Page 492 Seventy-four and twenty-five hundredths (74.25) feet to the westerly corner of said Sachelie land; thence southeasterly by said Sachelie land Sixty (60) feet to the point of beginning. Being the same premises conveyed by William Blackstone to Charles Dyer and Stephen K. Dyer by deed dated September 28, 1857, and recorded in said Registry of Deeds in Book 281, Page 378.

Also a certain lot or parcel of land, situated on the southeasterly side of Guilford Court in said City of Portland, and described as follows:

Beginning on the southeasterly side line of land conveyed by Brown Company to Carmelo S. Sachelie by deed dated April 6, 1942, recorded in said Registry of Deeds in Book 1676, Page 128 at the northerly corner of land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey, by deed dated June 8, 1877, and recorded in said Registry of Deeds in Book 439, Page 183; thence northeasterly by said Sachelie land and by the southeasterly side line of Guilford Court Seventy-five (75) feet to the westerly corner of land conveyed by Cynthia Rhodes to Adeline N. Skelton by deed dated March 21, 1872, and recorded in said Registry of Deeds in Book 393, Page 176; thence southeasterly by said Skelton land Seventy (70)



Rodway
Realty
Inc

to
Giftos

War

feet to the northerly corner of land conveyed by Alpheus Boothby to Josephine Sachelle by deed dated July 7, 1924, and recorded in said Registry of Deeds in Book 1173, Page 185; thence southwesterly by said Sachelle land and by the first parcel herein described Seventy-five (75) feet to the easterly corner of said Dewey land; thence northwesterly by said Dewey land Seventy (70) feet to the point of beginning. Being the same premises conveyed by Frank O. Sawyer to Charles Dyer by deed dated November 11, 1942, also all its right, title and interest in and to Guilford Court and in the passageway four and one-half (4½) feet wide leading to York Street;.

Being the same premises conveyed to this Grantor by Marion D. Foss, by deed dated September 7, 1963, and recorded in said Registry of Deeds in Book 2826, Page 13.

This conveyance is made subject to taxes for 1966, which the grantee assumes and agrees to pay.

To Have and to Hold the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said

S. Peter Giftos, his

heirs and assigns, to his and their use and behoof forever.

And ^{it es} ^{his} ^{heirs} do COVENANT with the said Grantee, and assigns, that it is lawfully seized in fee of the premises that they are free of all encumbrances: except as aforesaid.

that ^{it has} ~~have~~ good right to sell and convey the same to the said Grantee to hold as aforesaid; and that it and its ^{successors and assigns} ~~heirs~~ shall and will WARRANT and DEFEND the same to the said Grantee, heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, the said Rodway Realty, Inc.

has caused this instrument to be sealed with its corporate seal and signed in its corporate name by Frank C. Rodway, its President ~~and~~ thereunto duly authorized,

~~wife~~

~~of the said~~

~~joining in this deed as grantor, and relinquishing and conveying~~

~~right by descent and all other rights in the above described~~

~~premises, have hereunto set~~ ~~hand and seal~~ this ^{5th}

day of July in the year of our Lord one thousand nine hundred and sixty-six.

Signed, Sealed and Delivered
in presence of

RODWAY REALTY, INC. INC. INC.

By *Frank C. Rodway*
its President

State of Maine,
Cumberland,

July

5,

19 66 .

Personally appeared the above named
Frank C. Rodway of said Grantor
Corporation as aforesaid, and acknowledged the foregoing instrument to
be his free act and deed, in his said capacity, and

~~and acknowledged in the above~~

JUL 5 1966

~~the instrument to be~~ the free act and deed. of said corporation.

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE Before me,

Received at 3 H 15 PM, and recorded in

BOOK 2964 PAGE 253

Registrar

Justice of the Peace.

6851

Know All Men by these Presents,

That WE, ALLAN E. ROSS and CARO E. ROSS, both of Scarborough in the County of
Cumberland and State of Maine,

in consideration of SEVEN THOUSAND FIVE HUNDRED DOLLARS (\$7,500.00)

paid by CASCO BANK & TRUST COMPANY, a banking institution duly
organized and existing by law and having a principal place of
business at Portland in the County of Cumberland and State of
Maine,

the receipt whereof We do hereby acknowledge, do hereby give, grant,
bargain, sell and convey, unto the said CASCO BANK & TRUST COMPANY, its
Successors and Assigns, forever, the following described real estate:

A certain lot or parcel of land with the buildings thereon, situated in the
Town of Scarborough and bounded and described as follows:

Beginning on the Westerly side of an old town road called the Winnocks Neck
Road at stake and stones and adjoining land formerly of Asa J. Libby; thence
running Westerly on a line perpendicular to said road line One Hundred Eighty
(180) feet to a stake and corner at other land formerly of said Asa J. Libby;
thence Southerly on a line parallel to said road line Two Hundred Sixty (260)
feet to stake and corner at other land formerly of said Asa J. Libby; thence
easterly by land formerly of said Asa J. Libby and land now or formerly of J.
H. Tucker One Hundred Fifty-Five (155) feet to said road line; thence Northerly
Two Hundred Sixty (260) feet by said road to the point of beginning. Containing
about Nine-Tenths (9/10) of an acre.

Being the same premises conveyed to the Grantors herein by deed of Ori A.
Beaton dated June 4, 1945, and recorded in Cumberland County Registry of Deeds
in Book 1781, Page 298.

Ross
&

to

Casco Bk
& Tr Co

Mort

Discharge
Book 4174
Page 21

Know All Men by these Presents.

That I, S. PETER GIFTOS of South Portland in the County of Cumberland and State of Maine,

in consideration of One Dollar and other valuable consideration,

paid by JOSEPHINE S. MARTORANA of Portland in said County and State,

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey, unto the said

JOSEPHINE S. MARTORANA, her

Heirs and Assigns forever,

the following described property:

FIRST: A certain lot or parcel of land, situated on the northwesterly side of York Street in said Portland and more particularly bounded and described as follows: Beginning at the northwesterly side of York Street at the southerly corner of land conveyed by Alpheus Boothby to Josephine Sachelle et al. by deed dated July 7, 1924, and recorded in the Cumberland County Registry of Deeds in Book 1173, Page 185; thence southwesterly by the northwesterly sideline of York Street seventy-four and twenty-five one hundredths (74.25) feet to the easterly corner of land conveyed by Nathan Dyer et al. to Stephen K. Dyer by deed dated May 26, 1862, and recorded in said Registry of Deeds in Book 313, Page 204; thence northwesterly by said Dyer land sixty (60) feet to the southeasterly sideline of the land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439, Page 183; thence northeasterly by said Dewey land and by land conveyed by Francis O. Sawyer to Charles Dyer by deed dated November 11, 1872, and recorded in said Registry in Book 395, Page 492, seventy-four and twenty-five one hundredths (74.25) feet to the westerly corner of said Sachelle land; thence southeasterly by said Sachelle land sixty (60) feet to the point of beginning. Being the same premises conveyed by William Blackstone to Charles Dyer and Stephen K. Dyer by deed dated September 28, 1857, and recorded in said Registry in Book 281, Page 378.

SECOND: Also, a certain lot or parcel of land situated on the southeasterly side of Guilford Court in said Portland and more particularly bounded and described as follows: Beginning on the southeasterly sideline of land conveyed by Brown Company to Carmelo S. Sachelle by deed dated April 6, 1942, and recorded in said Registry in Book 1676, Page 128, at the northerly corner of land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439,

25

Page 183; thence northeasterly by said Sachelle land and by the southeasterly sideline of Guilford Court seventy-five (75) feet to the westerly corner of land conveyed by Cynthia Rhodes to Adeline N. Skelton by deed dated March 21, 1872, and recorded in said Registry in Book 393, Page 176; thence southeasterly by said Skelton land seventy (70) feet to the northerly corner of land conveyed by Alpheus Boothby to Josephine Sachelle by deed dated July 7, 1924, and recorded in said Registry in Book 1173, Page 185; thence southwesterly by said Sachelle land and by the first parcel herein described seventy-five (75) feet to the easterly corner of said Dewey land; thence northwesterly by said Dewey land seventy (70) feet to the point of beginning. Being the same premises conveyed by Frank O. Sawyer to Charles Dyer by deed dated November 11, 1872.

Also, all the right, title and interest in and to Guilford Court and in the passageway four and one-half (4½) feet wide leading to York Street of which this Grantor may be possessed.

Meaning and intending to convey and hereby conveying the same premises conveyed to this Grantor by Rodway Realty, Inc., by deed dated July 5, 1966, and recorded in said Registry in Book 2964, Page 255.

This conveyance is made subject to real estate taxes of the City of Portland for the year, 1969, which the Grantee hereby assumes and agrees to pay.

To have and in hold the aforegranted and bargained premises,
with all privileges and appurtenances thereof to the said

JOSEPHINE S. MARTORANA, her

Heirs and Assigns, to her and their use and behoof
forever.

And I do covenant with the said Grantee, her Heirs
and Assigns, that I am lawfully seized in fee of the premises;
that they are free of all incumbrances;

that I have good right to sell and convey the same to the said
Grantee to hold as aforesaid; and that I and my Heirs, shall
and will warrant and defend the same to the said Grantee, her

Heirs and Assigns forever, against the lawful claims and demands
of all persons.

In Witness Whereof, I, the said

S. PETER GIFTOS

and LILA E. GIFTOS, wife of the said S. PETER GIFTOS,

joining in this deed as Grantor, and relinquishing and conveying my rights by descent and all other rights in the above described premises, have hereunto set our hands and seals this twenty-third day of May in the year of our Lord one thousand nine hundred and sixty-nine.

Signed, Sealed and Delivered
in presence of

Edward B. Armstrong
To both

S. Peter Giftos
Lila E. Giftos

State of Maine,
Cumberland

} ss.

May 23, 1969

Personally appeared the above named

S. PETER GIFTOS

and acknowledged the above instrument to be his free act and deed.

MAY 27 1969

Before me,

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE

Received at 9 H 54 M, and recorded in

BOOK: 3087 PAGE 24

Edward B. Armstrong

Justice of the Peace

Samuel P. T. Jr.
Register

Know All Men by These Presents.

That I, Josephine S. Martorana, of Portland, County of Cumberland and State of Maine,

in consideration of One Dollar and other valuable considerations

paid by Rosary M. Larochelle and Ralph A. Larochelle, both of Portland, Cumberland County and State of Maine,

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said Rosary M. Larochelle and Ralph A. Larochelle,

as joint tenants and not as tenants in common, and their heirs and assigns, and the survivor of them, and the heirs and assigns of the survivor of them, forever, the following described property:

FIRST: A certain lot or parcel of land, situated on the northwesterly side of York Street in said Portland and more particularly bounded and described as follows: Beginning at the northwesterly side of York Street at the southerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie et al by deed dated July 7, 1924, and recorded in the Cumberland County Registry of Deeds in Book 1173, Page 185; thence southwesterly by the northwesterly sideline of York Street seventy-four and twenty-five one hundredths (74.25) feet to the easterly corner of land conveyed by Nathan Dyer et al to Stephen K. Dyer by deed dated May 26, 1862, and recorded in said Registry of Deeds in Book 313, Page 204; thence northwesterly by said Dyer land sixty (60) feet to the southeasterly sideline of the land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439, Page 183; thence northeasterly by said Dewey land and by land conveyed by Francis O. Sawyer to Charles Dyer by deed dated November 11, 1872, and recorded in said Registry in Book 395, Page 492, seventy-four and twenty-five one hundredths (74.25) feet to the westerly corner of said Sachelie land; thence southeasterly by said Sachelie land sixty (60) feet to the point of beginning. Being the same premises conveyed by William Blackstone to Charles Dyer and Stephen K. Dyer by deed dated September 28, 1857, and recorded in said Registry in Book 281, Page 378.

SECOND: Also, a certain lot or parcel of land situated on the southeasterly side of Guilford Court in said Portland and more particularly bounded and described as follows: Beginning on the southeasterly sideline of land conveyed by Brown Company to Carmelo S. Sachelie by deed dated April 6, 1942, and recorded in said Registry in Book 1676, Page 128, at the northerly corner of land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439, Page 183; thence northeasterly by said Sachelie land and by the southeasterly sideline of Guilford Court seventy-five (75) feet to the westerly corner of land conveyed by Cynthia Rhodes to Adeline N. Skelton by deed dated March 21, 1872, and recorded in said Registry in Book 393, Page 176; thence southeasterly by said Skelton land seventy (70) feet to the northerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie by deed dated July 7, 1924, and recorded in said Registry in Book 1173, Page 185; thence southwesterly by said Sachelie land and by the first parcel herein described seventy-five (75) feet to the easterly corner of said Dewey land; thence northwesterly by said Dewey land seventy (70) feet to the point of

beginning. Being the same premises conveyed by Frank O. Sawyer to Charles Dyer by deed dated November 11, 1872.

Also, all the right, title and interest in and to Guilford Court and in the passageway four and one-half (4½) feet wide leading to York Street of which this Grantor may be possessed.

Meaning and intending to convey, and hereby conveying, the same premises conveyed to this Grantor by S. Peter Giftos by deed dated May 27, 1969, and recorded in Cumberland County Registry of Deeds Book 3087, Page 94.

To have and to hold the aforegranted and bargained premises with all the privileges and appurtenances thereof, to the said Rosary M. Larochelle and Ralph A. Larochelle,

as joint tenants and not as tenants in common, and their heirs and assigns, and the survivor of them, and the heirs and assigns of the survivor of them, to them and their use and behoof forever.

And I do covenant with the said Grantees, as aforesaid, that I am lawfully seized in fee of the premises, that they are free of all incumbrances,

Know All Men by these Presents,

That I, Marion D. Foss, of South Portland, in the County of Cumberland and State of Maine,

Foss

to

in consideration of One Dollar and other valuable considerations, paid by Rodway Realty Inc., a corporation duly organized and existing by law, of Portland

Rodway
Realty
Inc

~~XXXXXX~~ in the said County of Cumberland,

War

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey, unto the said Rodway Realty Inc, its successors and assigns forever,
~~XXXXXXXXXXXXXXXXXXXX~~

~~XXXXXXXXXXXXXXXXXXXX~~

the following described property:

A certain lot or parcel of land, with the buildings thereon, situated on the northwesterly side of York Street, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at the northwesterly side of York Street at the southerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie et al. by deed dated July 7, 1924, recorded in Cumberland County Registry of Deeds in Book 1173, Page 185; thence southwesterly by the northwesterly side line of York Street Seventy-four and twenty-five hundredths (74.25) feet to the easterly corner of land conveyed by Nathan Dyer et als to Stephen K. Dyer by deed dated May 26, 1862, recorded in said Registry of Deeds in Book 813, Page 204; thence northwesterly by said Dyer land Sixty (60) feet to the southeasterly side line of the land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry of Deeds in Book 439, Page 183; thence northeasterly by said Dewey land and by land conveyed by Francis O. Sawyer to Charles Dyer by deed dated November 11, 1872, and recorded in said Registry of Deeds in Book 395, Page 492 Seventy-four and twenty-five hundredths (74.25) feet to the westerly corner of said Sachelie land; thence southeasterly by said Sachelie land Sixty (60) feet to the point of beginning.

Being the same premises conveyed by William Blackstone to Charles Dyer and Stephen K. Dyer by deed dated September 28, 1857, and recorded in said Registry of Deeds in Book 281, Page 378.

Also a certain lot or parcel of land, with the buildings thereon, situated on the southeasterly side of Guilford Court in said City of Portland, and described as follows:

Beginning on the southeasterly side line of land conveyed by Brown Company to Carmelo S. Sachelle by deed dated April 6, 1942, recorded in said Registry of Deeds in Book 1676, Page 128 at the northerly corner of land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry of Deeds in Book 439, Page 183; thence northeasterly by said Sachelle land and by the southeasterly side line of Guilford Court Seventy-five (75) feet to the westerly corner of land conveyed by Cynthia Rhodes to Adeline N. Skelton by deed dated March 21, 1872, and recorded in said Registry of Deeds in Book 393, Page 176; thence southeasterly by said Skelton land Seventy (70) feet to the northerly corner of land conveyed by Alpheus Boothby to Josephine Sachelle by deed dated July 7, 1924, and recorded in said Registry of Deeds in Book 1173, Page 185; thence southwesterly by said Sachelle land and by the first parcel herein described Seventy-five (75) feet to the easterly corner of said Dewey land; thence northwesterly by said Dewey land Seventy (70) feet to the point of beginning.

Also all my right, title and interest in and to Guilford Court and in the passageway $4\frac{1}{2}$ feet wide leading to York Street. Being the same premises conveyed by Francis O. Sawyer to Charles Dyer by deed dated November 11, 1872, and recorded in said Registry of Deeds in Book 395, Page 492.

My title is derived under the Will of Everett C. Dyer, an abstract of which is recorded in Cumberland County Registry of Deeds in Book 2250, Page 449.

To have and to hold the aforegranted and bargained premises,

with all privileges and appurtenances thereof to the said

Rodway Realty Inc., its successors and assigns,

~~and its heirs and assigns forever~~

~~to it~~ ^{its} ~~and their~~ use and behoof

forever.

And I do ~~covenant~~ ^{covenant} with the said Grantee, ~~its successors~~ ^{its successors}

and Assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances;

that I have good right to sell and convey the same to the said Grantee to hold as aforesaid; and that I and my Heirs, shall and will ~~warrant and defend~~ the same to the said Grantee, ~~and its~~ successors and assigns forever,

~~against the lawful claims and demands~~ against the lawful claims and demands of all persons.

In Witness Whereof, I, the said

Marion D. Foss, and I, Edgar B. Foss, husband of the said

Marion D. Foss,

~~and~~

~~and~~

joining in this deed as Grantor, and relinquishing and conveying

my rights by descent and all other rights in the above

described premises, have hereunto set our hands and seals this

7th day of September, in the year of our Lord

one thousand nine hundred and sixty-three.

Signed, Sealed and Delivered

in presence of

Charles B. Borden
(To B. B. B.)

Marion D. Foss
Edgar H. Foss



State of Maine,
Cumberland

ss.

September 7, 19 63

Personally appeared the above named

Marion D. Foss

and acknowledged the above instrument to be her free act and deed.

Before me,

Charles B. Borden
Justice of the Peace

MAY 28 1964

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE

Received at 4 H 40 M P.M., and recorded in

BOOK 2826 PAGE 13 *Edward R. Foss* Register

Know All Men by These Presents, that

we, JOHN F. DAVIS, SR. & EDNA M. DAVIS, both of Falmouth, in the County of Cumberland and State of Maine,

in consideration of Nine Thousand Nine Hundred (9,900) dollars, paid by the Maine Savings Bank, a corporation established by law, at Portland, in the County of Cumberland, and State of Maine, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said Maine Savings Bank, its successors and assigns forever

A certain lot or parcel of land, with the buildings thereon, situated on the southeasterly side of the Middle Road, in the Town of Falmouth, County of Cumberland and State of Maine, and bounded and described as follows:

Beginning on the southeasterly side of said Middle Road at the northwesterly corner of land conveyed by Anna C. Douglass to Raymond A. Robinson et al by deed dated September 6, 1947; thence northeasterly along the line of said Middle Road one hundred forty (140) feet to an iron stake; thence southeasterly at right angles with said Middle Road two hundred thirty (230) feet, more or less, to the westerly side of the Grand Trunk Railroad location; thence along the line of said Railroad location in a southwesterly direction, one hundred forty (140) feet to an iron stake; thence northwesterly at right angles with said Middle Road and by said Robinson land two hundred ten (210) feet, more or less, to the Middle Road at the point of beginning.

Being the same premises conveyed to us by Virginia D. Blake by deed to be recorded herewith.

Davis
Sr &

to

Maine
Sav Bk

Mort

Edgar H. Foss
Auditor
MAINE SAVINGS BANK
BY *Edgar H. Foss*
President

Full payment and satisfaction of this mortgage is hereby acknowledged and the same is hereby cancelled and discharged.

FEB 25 1965

D. Conformity with Applicable Design Standards

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

OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is located on 161 York Street which is a principal arterial and supports a high traffic volume. The first level of parking will be accessed from York Street and the second level from Guilford Court. It is predicted that the incremental increase in traffic volume will not create or aggravate any hazards and thus not impact overall safety.

2. Access and Circulation:

a. Site Access and Circulation.

The project proposes one curb cut while maintaining the two existing shared curb cuts located on either side of the proposed building on York Street. In a pre-application meeting with the Applicant and Architect that took place last year, this topic was discussed. The 2015 preliminary plan proposed parking areas that utilized both existing curb cuts. The City suggested that one of the parking areas be removed. Consequently, the design team eliminated the proposed northeast tandem parking. However, a portion of the curb cut will remain due to an existing easement on the applicant's property with the abutter. Both existing shared curb cuts will be reduced in their overall width along the project's frontage with only the southwest remaining in use by the proposed development

(i) The development will provide safe access and internal circulation for both pedestrians and vehicles.

(ii) It is expected that the proposed 2-story parking garage will serve at full capacity eighteen (18) vehicles. The points of access and egress are such that new traffic will not create a conflict with existing turning movements or traffic flows. Vehicles exiting the property will not have to back out onto either York Street or Guilford Court. The overall width of the parking garage exits is twenty (20) feet and will thereby increase sight distances and aid in the ability for drivers to safely observe oncoming vehicle and pedestrian traffic. Additionally, the entrance is set back five (5) feet from the sidewalk.

(iii) The site does not feature drive up services as mentioned in this requirement.



b. Loading and Servicing:

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

c. Sidewalks:

- (i) The existing sidewalk along York Street is comprised of brick with granite curb and will be reconstructed to City Standards as part of the project. There is no existing or proposed sidewalk on the private Guilford Court.
- (ii) Due to the substandard condition of the existing sidewalks and likelihood that the proposed construction will impact the sidewalk integrity, the sidewalks will be replaced with curb added in or reclaimed to areas as noted on the Civil Site Plan, C-10.
- (iii) Internal sidewalks will be provided to facilitate the movement of pedestrians to the City ROW and to and from parking spaces.

3. Public Transit Access:

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

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) With the proposed eleven (11) units, twenty-two (22) proposed parking spaces surpasses the minimum requirement.
- (ii) A parking study is not required.
- (iii) The amount of parking exceeds the requirements by more than 10%. A parking analysis performed with Auto Turn confirms that the twenty-two (22) spaces are appropriate for the eleven (11) multi-bedroom condominiums.
- (iv) The parking dimensions are such that the plans are in conformance with the City of Portland Technical Manual except for two drive aisles within the parking garage feature widths of 23.39'. A waiver is requested for this dimension.
- (v) The internal parking lot will be constructed with a permanent and durable concrete surface, and the external parking lot a bituminous surface, neither of which is subject to ponding or erosion.



b. Location and Required Number of Bicycle Parking Spaces:

- (i) Wall-mounted bicycle storage will be provided internally within the second level of the parking garage. A minimum of 4 bicycle mounts will be provided.

c. Motorcycles and Scooter Parking:

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

d. Snow Storage:

- (i) Snow storage space will be provided in the landscaped areas surrounding the building. Snow storage is shown on plans C-10 and C-11.
- (ii) Snow storage shall not be located where it will adversely impact the functionality of the stormwater management system.

5. Transportation Demand Management (TDM):

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

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

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

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There are ten (10) existing, mature trees on site as identified in the Existing Conditions Plan; it is proposed that these trees be removed to clear space for the development. Landscaping in the form of shrubs, perennials, and grasses around the building will replace these trees. Additionally, four street trees are proposed along York St with a fifth tree being proposed within the site.
- (ii) There are three (3) existing trees within the property setback on Guilford Court. These trees will need to be removed to facilitate the redevelopment. We are requesting a waiver for the 30% preservation requirement.
- (iii) Due to the existing, sparse landscaping on site, no protection during



construction will be necessary.

(iv) The applicant requires a waiver as described previously.

(v) Not applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

(a) The solid waste storage located within the garage level will be enclosed and not visible from the public sidewalks, street, or adjacent properties.

(b) The project has eighty-nine (89) linear feet of frontage along York Street; per requirement, it is proposed that a minimum of six (6) shrubs or shrub alternatives per forty-five (45) feet of frontage are planted within this setback as noted in greater detail in the Landscape Plan. This ratio equates to twelve (12) shrubs.

(c) Not applicable.

(d) Not applicable.

(ii) Parking Lot Landscaping:

a) Not applicable.

b) Not applicable.

c) Not applicable.

d) Not applicable.

e) Not applicable.

f) Not applicable.

(iii) Street Trees:

(a) Four (4) street trees are proposed to be planted in between the proposed building and the City ROW along York Street. The remaining street tree requirement will be fulfilled by the landscaping within the site. Refer to Landscape Plan for more details.

(b) Due to site constraints within the property, it is not feasible to plant one street tree per unit. Therefore, the applicant is requesting a waiver to reduce the amount of required street trees to four (4). A contribution will be made to the City of Portland Tree Fund as part of the waiver request.

3. Water Quality, Stormwater Management and Erosion Control:



a. Stormwater:

- (i) The site is proposed to be graded as such to direct the majority of runoff into an underdrained subsurface chamber sand filter (USSF) that is considered a Best Management Practice (BMP); all remaining stormwater will be directed offsite into the existing municipal system within York Street. There is no anticipated ponding or flooding using this design.



- (ii) The majority of stormwater runoff from the site is proposed to be treated using infiltration via a USSF BMP. All remaining runoff will be redirected into the stormwater line within York Street. The redirected runoff is less than what was produced from the two dwellings that previously existed on site. Therefore, the project will not increase the net rate of runoff nor adversely impact adjacent lots or the City street system.
 - (iii) The project will not increase the stormwater flows directly within the York Street separated stormwater system nor the overall flows within the property. Additionally, the project will not create adverse impacts to the neighborhood or the wastewater treatment plant when compared to existing conditions.
 - (iv) The City's separated storm sewer system is anticipated to accommodate the stormwater flow; the post-development flow will not exceed the capacity of the existing system within York Street.
- b. A site specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic, general, and flooding standards of MEDEP Chapter 500. Please refer to the Stormwater Management Plan for more information.
 - c. The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.
 - d. Not applicable.
 - e. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project is serviced by a public wastewater system.
 - f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards.

- 1. Consistency with City Master Plans:
 - a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
 - b. Not applicable.
- 2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe and inviting public and residential access.
 - b. No changes to emergency access conditions within the surrounding streets are proposed.



- c. Fire hydrants are located within the adjacent street system. The new building will have fire suppression.
3. Availability and Adequate Capacity of Public Utilities:
- a. Public utilities in the vicinity of the site have the capacity to serve the proposed project. More information on utilities is included within the ability to serve letters to the respective utility companies.
 - b. All electrical service lines will be underground.
 - c. All new utility infrastructures will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within York Street.
 - e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
 - f. The proposed building includes provisions for on-site storage of trash and recyclables temporarily until waste is removed from the site via a private hauler.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:
- a. The bulk, location and height of the existing building does not result in adverse impacts to abutting properties.
 - b. The proposed building is designed to minimize bulk and height and is positioned as such to affect abutting buildings as little as possible.
 - c. The proposed HVAC is designed to direct exhaust away from public spaces and adjacent residential properties.
2. Shadows:
- a. Not applicable.
3. Snow and Ice Loading:
- a. The proposed building features a flat roof. Should a standing seam metal roof be utilized, snow bars will be installed on each rooftop to prevent snow and ice accumulation and prevent it from falling onto adjacent properties or public ways.



4. View Corridors:

- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark.
- b. The development is not located adjacent to designated landmarks, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting.

- (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. Cut sheets may be provided for the lighting typical of residential lights. Please let us know if a photometric plan is required for a project of this scale.
- (ii) All proposed exterior lighting will employ house-side shielding per requirement.

b. Architectural and Specialty Lighting.

- (i) No architectural or specialty lighting is proposed.
- (ii) No up-lighting is proposed.

c. Street Lighting.

- (i) No new street lights are proposed.

7. Noise and Vibration:

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

8. Signage and Wayfinding:

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



- (i) The project is not located in a historic district or subject to Article IX.
 - (ii) Not applicable.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
9. Zoning Related Design Standards:
- a. The project will be designed to meet the design standards within the R-6 Zone.



E. Summary of Written Easements

- **Existing Easements** – The Existing Conditions Plan developed by Spurwink Surveying, LLC identified an existing easement regarding the existing bituminous driveway on the northern side of the property; details outlining the rights to the driveway are recorded within Book 8761, Page 284.
- **Proposed Easements** – There are no proposed easements at this time.



F. Written Request for Waivers

The following is a list of known project related waivers.

1. **Street Trees** – The applicant is seeking a waiver to the street trees requirements for multi-family residential properties. Due to the large proposed building footprint and the limited street frontage, it is not feasible to plant the required one (1) street tree per residential unit within the City ROW. There is room for four (4) street trees on York St. Within the site, there are ornamental grasses, perennials, and shrubs proposed.
2. **Traffic Study** – Given the number of units is eleven (11), and the split flow of traffic onto York St and Guilford Court, we are requesting a waiver to complete a Traffic Impact Study as allowed for within the City of Portland Technical Manual Section 1.1.1.2. Scope of Study.
3. **Soil Survey Standards** – Given the urban development, no onsite wastewater is proposed, the applicant does not intend to perform a more intense (Class A, B, or C) hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.
4. **Parking** – The project proposes to provide condo owners with two (2) parking spaces per unit yielding twenty-two (22) spaces on-site; the availability of additional parking for the units adds to the value of the condo and reduces the on-street parking pressure from the surrounding streets. Because the 22 spaces exceeds 10% of the required parking, the applicant is seeking a waiver to allow for the added parking. This proposed layout was determined to be maneuverable with the excess spaces using an Auto Turn analysis, a vehicle circulation CAD accessory.
5. **Landscape Preservation** – Due to the existing steep grades within the site, the entire site will require regrading. Portions of the site are to be stabilized with retaining walls. There are three existing mature trees located within the rear setback that would be located directly within the proposed driveway. The compact nature of the lot allows for one replacement tree to be planted within the site and four street trees as seen on the Landscape Plan. The applicant is seeking a waiver for the preservation of existing trees within the site setbacks and will seek to contribute to the Portland Tree Fund.
6. **Drive Aisle Width** – The applicant is seeking a waiver for the standard 24' drive aisle to be reduced to the proposed 23.39' aisle. This width was determined to be maneuverable after completing an Auto Turn analysis. The produced simulations show circulation to be possible.





October 26, 2016

Planning Board
City of Portland

RE: York Street Redevelopment LLC – condominium project

To Whom It May Concern:

On behalf of Bangor Savings Bank I am pleased to provide this letter of support for York Street Redevelopment LLC for the above referenced project. Based on our prior experience with the project sponsor, we believe that the applicant has the financial capacity and developer expertise to complete the project.

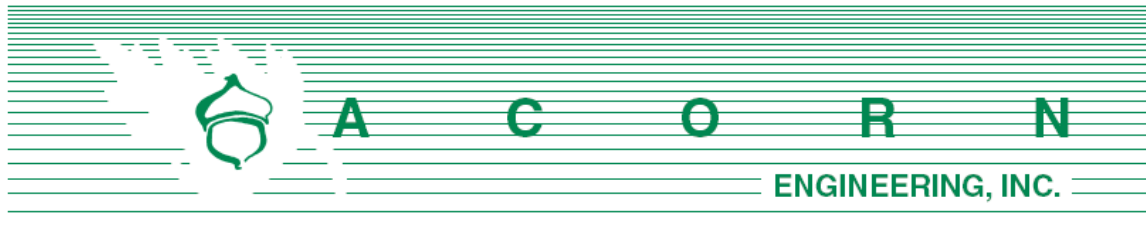
While this letter of support is not a commitment to lend, Bangor Savings Bank would welcome the opportunity to be a resource to York Street Redevelopment for financing necessary in connection with this project. The project sponsor is a highly valued client of Bangor Savings Bank.

Please feel free to call me (541-2704) if I can be of assistance in any way.

Yours truly,

A handwritten signature in black ink that reads "Diane Donaldson". The signature is fluid and cursive, with the first name "Diane" and last name "Donaldson" clearly distinguishable.

Diane H. Donaldson
Senior Vice President



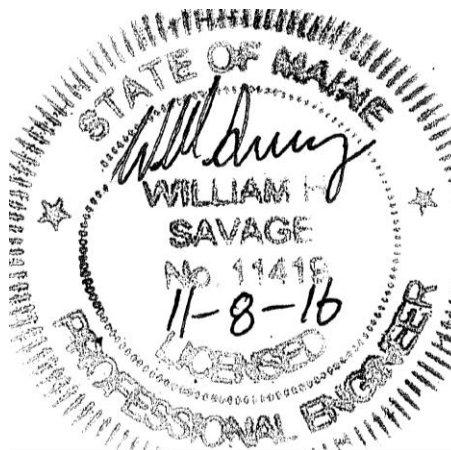
STORMWATER MANAGEMENT **REPORT**

Prepared For:

**York Street Redevelopment, LLC
161 York Redevelopment
161 York Street
Portland, Maine 04101**

Prepared By:

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



November 2016

INTRODUCTION

Acorn Engineering, Inc. has been retained by York Street Redevelopment, LLC to provide civil engineering services for the proposed redevelopment of 161 York Street. The proposed project is to develop two, two-story dwellings into a five-story, eleven-unit condominium subdivision. The site has recently been demolished to facilitate the redevelopment and is currently a vacant lot.

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

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

The proposed project will include the redevelopment of existing, impervious area including rooftops, and paved asphalt and concrete driveways prior to demolition. The project will result in a net increase of impervious area above 1,000 sf, and, as such, is required to include stormwater management features for stormwater quality & quantity control. The stormwater analysis is documented with supporting calculations and reports attached to this narrative.

The current course of action is to provide primary water quality treatment to the stormwater through filtration utilizing a Best Management Practice (BMP) through a subsurface chamber sand filter that will detain and treat the majority of the site's stormwater. The implemented BMP is to provide water quality treatment for no less than 95% of the new impervious area and 80% of the developed area.

EXISTING CONDITIONS

The proposed project site is located at 161 York Street near the corner of York Street and State Street. A boundary plan has been prepared by Spurwink Surveying, LLC of Scarborough, Maine dated September 29, 2015.

Abutting Uses:

- | | | |
|---------|----------|--------------------------|
| ➤ North | R-6 Zone | Residential Condominiums |
| ➤ West | R-6 Zone | Vacant Land |
| ➤ South | R-6 Zone | Residential Condominiums |
| ➤ East | R-6 Zone | Multi-Family Residential |

The property is also near the Casco Bay Bridge and Harbor View Memorial Park, both west of the property.

Before the demolition, approximately a quarter of the property was covered by impervious surfaces including a bituminous driveway and two, two-story dwellings. The remaining surface was mature tree growth, vegetation, and exposed soil. The site slopes at



approximately 10% toward York Street. Based on existing conditions, the stormwater runoff is directed towards York Street where it then enters the municipal stormwater system.

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

PROPOSED DEVELOPMENT

The proposed project is an eleven-unit redevelopment of two previously existing dwellings. Site stormwater treatment will be provided by a Underdrained Subsurface Sand Filter (USSF) to be installed beneath the upper driveway entrance from Guilford Court. Stormwater runoff generated by the roof and driveway is to be redirected into the system and then outlet into the existing municipal system within York Street. The remainder of the runoff generated by the front driveway and sidewalks will flow into York Street. Areas not covered by the building and impervious surfaces will be landscaped per L-1 Landscape Plan attached to the plan set.

Tenant parking is to be provided on-site with access from both York Street and Guilford Court. The five-story building will feature a parking garage with fourteen spaces on the first level parking garage, four spaces on the second-floor garage, and two, uncovered parking spaces off York Street and Guilford Court for a total of twenty-two parking spaces on two levels. Pedestrian access to the site shall be provided off York Street with two internal walkways to a main and side entrance.

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

GENERAL STANDARDS - WATER QUALITY

The underdrained subsurface sand filter was sized to meet or exceed the requirements set forth within the MDEP Volume III BMPs Technical Design Manual, Chapter 7.3. Filter BMP systems have shown to be effective at filtering out and removing a wide range of pollutants from stormwater runoff.

Impervious Treatment Area

The stormwater runoff shall first flow into a central catch basin and then into the StormTech Isolator Row which shall provide initial treatment. The stormwater shall be detained within the chambers and surrounding aggregate for a minimum of 24 hours and a maximum of 48 hours before flowing vertically through the sand filter layer. The treated stormwater shall then be collected within the perforated underdrain pipe and released slowly by the outlet control structure at an attenuated rate. When stormwater flows exceed the storage and treatment volume capacity of the isolator row, the stormwater will flow into the second Stormtech chamber row and outlet into the control structure. This structure will serve to



attenuate flows into the existing municipal stormwater system within York Street and prevent flooding.

The treatment of the impervious surface by the BMPs are as follows:

Table 1 - Impervious Treatment Area Table					
	Existing Impervious Area (SF)	Proposed Total Impervious Area (SF)	Net change in Impervious Area (SF)	Proposed Impervious Area with Treatment (SF)	% Overall New Imp. Area Treated
Subsurface Sand Filter	3,271	8,681	5,410	7,611	141%

As shown above, the project anticipates meeting the required treatment for new impervious surfaces with the filter BMP.

Filter Area Size

Per the requirements for an underdrained subsurface sand filter as defined in Volume III BMPs Technical Design Manual, Chapter 7.3, the surface area of the filter shall be no less than the sum of 5% of the tributary impervious area and 2% of the tributary landscaped area. The filter area is calculated by the following formula:

$$[(\text{Imp. SF} \times 0.05) + (\text{Veg. SF} \times 0.02)] = \text{Filter Area (SF)}$$

Please refer to Table 2 below.

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

Table 2 –Total Filter Surface Area			
	Required Filter Area (SF)	Actual Filter Area (SF)	Percentage of Required Area (%)
Subsurface Sand Filter	402	489	122%

The outflow from the sand filter structure is then tributary to the outlet control structure before entering the municipal stormwater system. As shown, the size of the soil filter area will meet and exceed the surface area requirements. Values from the HydroCAD calculations are attached to this report.

Water Quality Volume

In accordance with the Volume III: BMPs Technical Design Manual, a water quality volume of 1.0 inch times the tributary impervious area plus 0.4 inch times the tributary landscaped developed area is required to be treated by the Subsurface Sand Filter. The water quality volume is calculated by the following formula:

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

The proposed water quality volume is as follows:

Table 4 - Water Quality Volume Table				
	Tributary Landscaped Area (SF)	Tributary Impervious Area (SF)	Treatment Volume Required (CF)	Treatment Volume Provided (CF)
Subsurface Sand Filter	1072	7611	670	958

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

HydroCAD Adjustments

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

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

FLOODING STANDARD – WATER QUANTITY

The proposed project was modeled using HydroCAD to verify that the post-development conditions do not exceed the pre-development conditions. A 24-hour SCS Type III storm distribution for the 2, 10, and 25-year storm events were used. The corresponding rainfall amounts for these storms are 3.10", 4.60", and 5.80" respectively. Rainfall amounts are from the Northeast Regional Climate Center website (<http://precip.eas.cornell.edu>), Extreme Precipitation Tables.

The existing stormwater runoff flows into the York Street municipal system. Therefore, both the pre- and post-development conditions model the runoff into York Street.

Due to the numerous variables and inherent inaccuracies with the modeling program used to calculate stormwater runoff, it is custom at Acorn Engineering, Inc. to round to the nearest whole number or to the nearest tenth for urban infill projects. Due to the small size of the

project the stormwater runoff shall be rounded to the nearest tenth of a cubic foot per second (cfs).

Time of Concentration (T_c)

A time of concentration (T_c) of 5 minutes was applied to the subcatchment for both the pre- and post-development condition, given the urban setting.

Curve Number

Conservative curve number (CN) runoff values were used within the subcatchment for the remaining area surrounding the building footprint. The stormwater calculations used the following CN values in the post development condition for all such areas, as follows:

- Paved Parking Lots, Driveways, Sidewalks
- Wood/Grass Combo – Good

It was assumed that the proposed retaining walls, concrete pad, and internal brick sidewalks have the same curve number as paved parking lots.

Pre-development Calculations

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

- Subcatchment 1 – Rear property line to York Street.

A Pre-Development Watershed Map developed for this project can be viewed in Attachment A, and a copy of the HydroCAD calculations is included within Attachment C, or this report.

Peak flow rates for the storm events are as follows:

Table 4 – Pre-Development Peak Stormwater Flows			
Drainage Area	2 – Year Storm Event (cfs)	10 – Year Storm Event (cfs)	25 – Year Storm Event (cfs)
York Street	0.05	0.3	0.5

Post-development Calculations:

The one predevelopment subcatchment was divided into three separate subcatchments for the post-development condition.

- Subcatchment 1 – Rooftop of the proposed building
- Subcatchment 2 – Rear driveway and landscaped areas
- Subcatchment 3 – Front sidewalks and landscaped areas



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

Table 5 – Comparison of Peak Flows						
Drainage Area	2 – Year Storm Event (cfs)		10 – Year Storm Event (cfs)		25 – Year Storm Event (cfs)	
York Street	Pre	Post	Pre	Post	Pre	Post
	0.05	0.04	0.3	0.3	0.5	0.4

As shown in Table 5, the net impact of the post development peak flows shall remain at or below the predevelopment levels for the two-, ten-, and twenty-five-year storms.

A Post-Development Watershed Map created for this project can be viewed in Attachment B, and a copy of the HydroCAD calculations is included within Attachment C of this report.

SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

The existing soils are exclusively Hinckley throughout the site. The Hinckley soil series consists of very deep, excessively drained soils formed in glaciofluvial materials. The permeability of the Hinckley soil is rapid in the surface layer and subsoil and very rapid in the substratum, typically with a low groundwater table. Given the soils information as listed above, no onsite wastewater is proposed and the applicant does not intend to perform a more intense hydric soil boundary delineation or permeability test due to the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 have been met. Acorn has used the conservative exfiltration rate of 2.41 in/hr when modeling the USSF system in HydroCAD.

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

Table 3 - “K” Value		
Soils Type	Subsurface	Substratum
Hinckley	0.17	0.17

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

Conclusion

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. As a result, the design of the proposed development and stormwater system does not anticipate to create erosion, drainage or runoff problems either in the development or with respect to adjoining properties.

Attachments

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

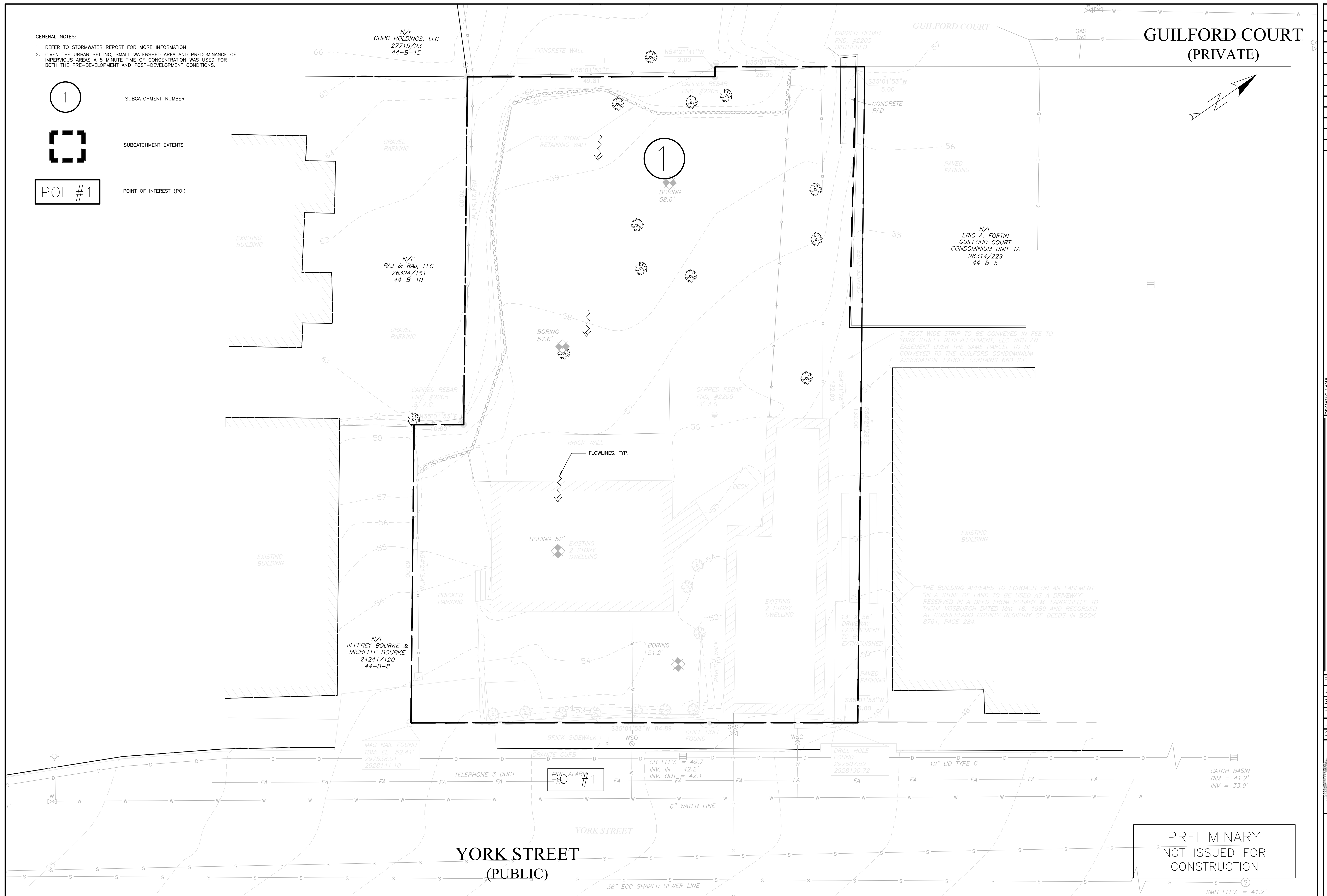


1. REFER TO STORMWATER REPORT FOR MORE INFORMATION
2. GIVEN THE URBAN SETTING, SMALL WATERSHED AREA AND PREDOMINANCE OF IMPERVIOUS AREAS A 5 MINUTE TIME OF CONCENTRATION WAS USED FOR BOTH THE PRE-DEVELOPMENT AND POST-DEVELOPMENT CONDITIONS.

1

POI #1

POINT OF INTEREST (POI)

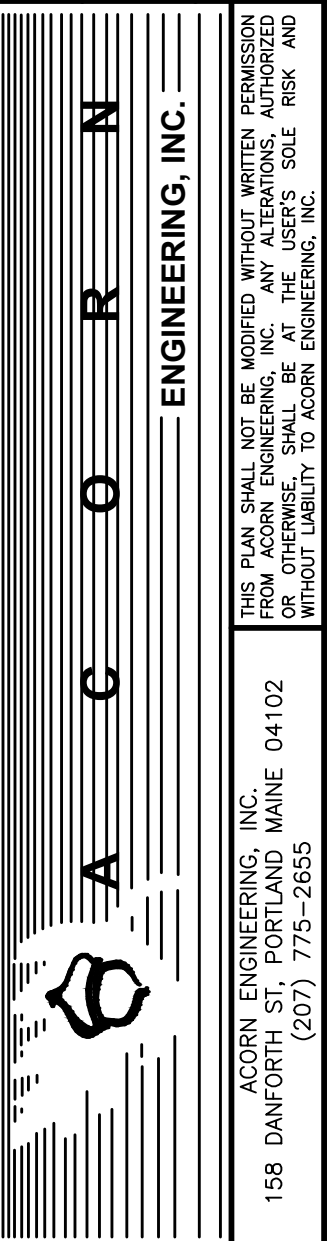
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PRE – DEVELOPMENT PLAN

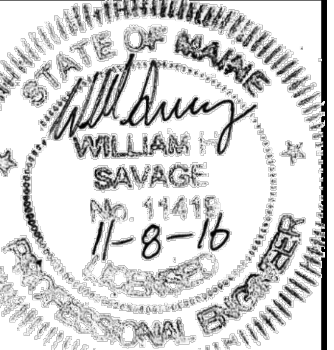
161 YORK STREET REDEVELOPMENT

PROJECT NAME: _____

CLIENT: _____ YC



LE:	1074_CIVIL
N:	1074
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS



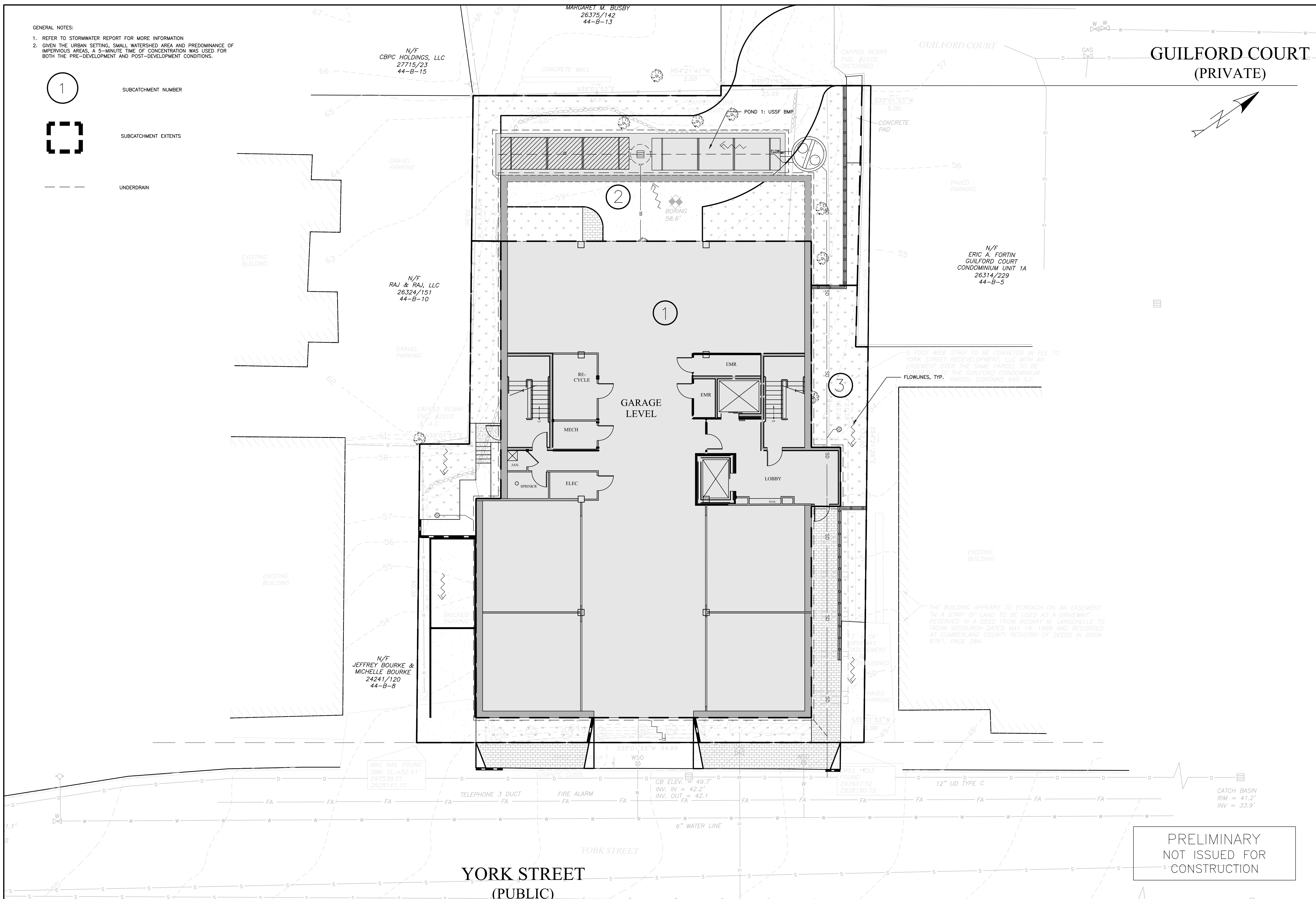
DRAWING NO.
PRE

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

SUBCATCHMENT NUMBER

SUBCATCHMENT EXTENTS

UNDERDRAIN



PRELIMINARY
NOT ISSUED FOR
—s— CONSTRUCTION

[illegible]

POST - DEVELOPMENT PLAN

161 YORK STREET REDEVELOPMENT

ORK STREET REDEVELOPMENT, LLC
42 MARKET STREET, PORTLAND, MAINE 04101

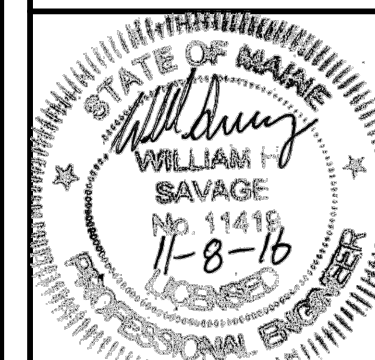
DRAWING NAME:

PROJECT NAME:

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

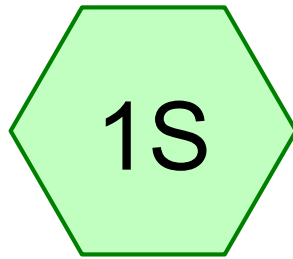
ACORN ENGINEERING, INC.
158 DANFORTH ST. PORTLAND MAINE 04102
(207) 775-2655

FILE:	1074_CIVIL
JN:	1074
SCALE:	NTS
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

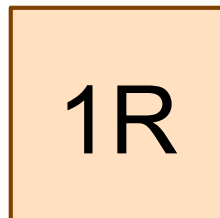


DRAWING NO.

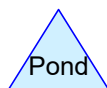
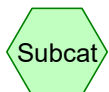
POST



Subcat 1



POI#1



Routing Diagram for Pre_10-28-16

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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.047	98	Roofs (1S)
0.176	43	Woods/grass comb., Fair, HSG A (1S)
0.026	98	sidewalk/pavement (1S)
0.002	98	walls concrete pad (1S)
0.251	59	TOTAL AREA

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.176	HSG A	1S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.075	Other	1S
0.251		TOTAL AREA

Pre_10-28-16

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.000	0.000	0.047	0.047	Roofs	1S
0.176	0.000	0.000	0.000	0.000	0.176	Woods/grass comb., Fair	1S
0.000	0.000	0.000	0.000	0.026	0.026	sidewalk/pavement	1S
0.000	0.000	0.000	0.000	0.002	0.002	walls concrete pad	1S
0.176	0.000	0.000	0.000	0.075	0.251	TOTAL AREA	

Pre_10-28-16

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

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 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: Subcat 1

Runoff Area=10,935 sf 29.78% Impervious Runoff Depth=0.34"

Tc=5.0 min CN=59 Runoff=0.05 cfs 0.007 af

Reach 1R: POI#1

Inflow=0.05 cfs 0.007 af

Outflow=0.05 cfs 0.007 af

Total Runoff Area = 0.251 ac Runoff Volume = 0.007 af Average Runoff Depth = 0.34"
70.22% Pervious = 0.176 ac 29.78% Impervious = 0.075 ac

Summary for Subcatchment 1S: Subcat 1

Runoff = 0.05 cfs @ 12.12 hrs, Volume= 0.007 af, Depth= 0.34"

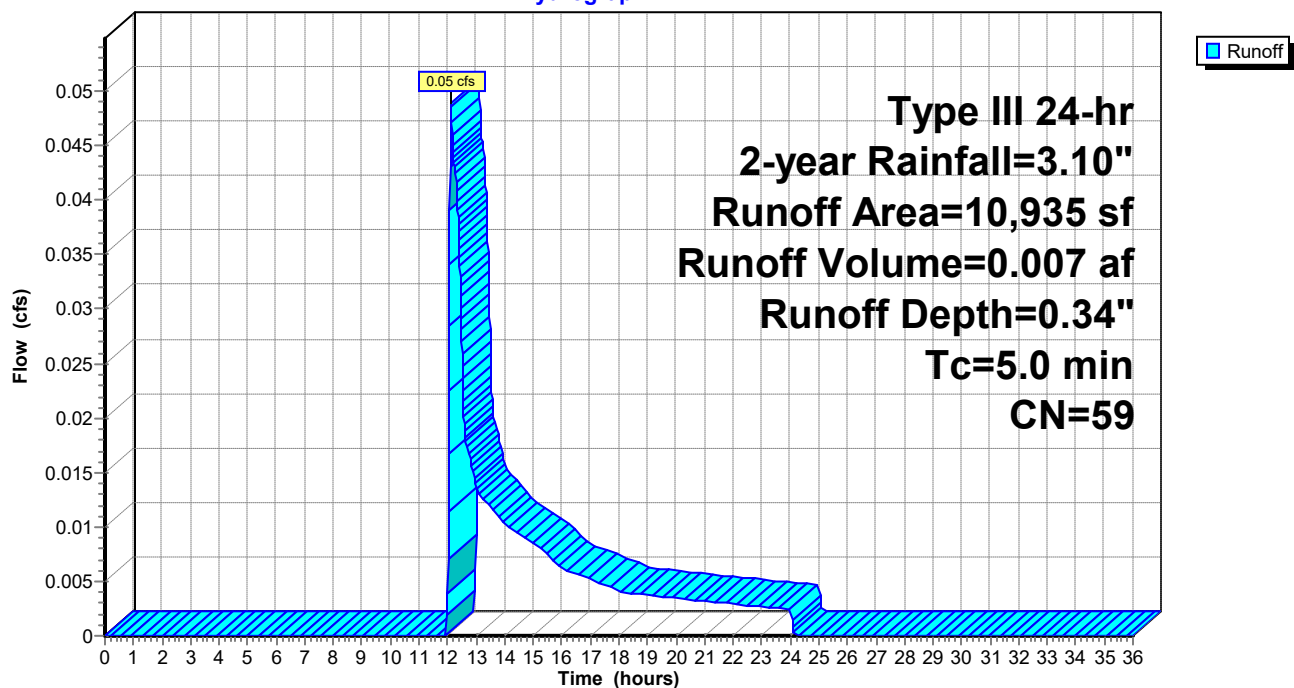
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-year Rainfall=3.10"

	Area (sf)	CN	Description
*	2,039	98	Roofs
*	1,135	98	sidewalk/pavement
*	82	98	walls concrete pad
	7,679	43	Woods/grass comb., Fair, HSG A
	10,935	59	Weighted Average
	7,679		70.22% Pervious Area
	3,256		29.78% Impervious Area

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

Subcatchment 1S: Subcat 1

Hydrograph



Summary for Reach 1R: POI#1

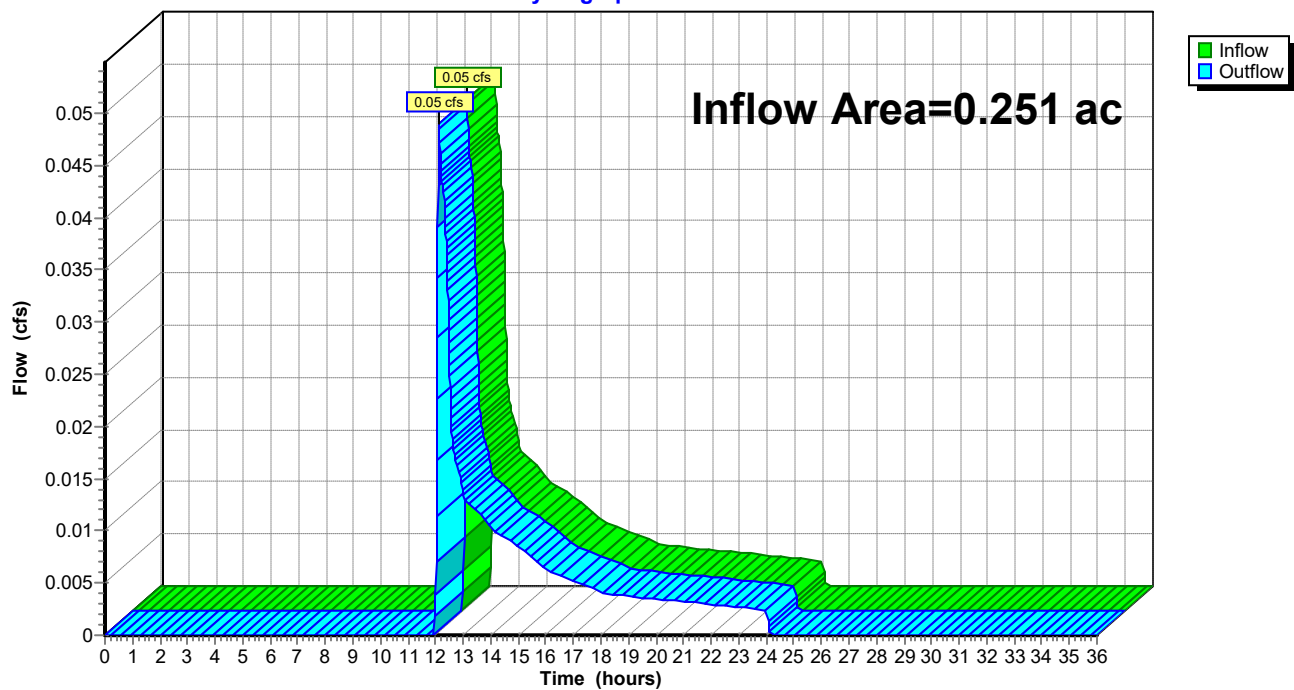
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.251 ac, 29.78% Impervious, Inflow Depth = 0.34" for 2-year event
Inflow = 0.05 cfs @ 12.12 hrs, Volume= 0.007 af
Outflow = 0.05 cfs @ 12.12 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

Reach 1R: POI#1

Hydrograph



Pre_10-28-16

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

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 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: Subcat 1

Runoff Area=10,935 sf 29.78% Impervious Runoff Depth=1.01"

Tc=5.0 min CN=59 Runoff=0.26 cfs 0.021 af

Reach 1R: POI#1

Inflow=0.26 cfs 0.021 af

Outflow=0.26 cfs 0.021 af

Total Runoff Area = 0.251 ac Runoff Volume = 0.021 af Average Runoff Depth = 1.01"
70.22% Pervious = 0.176 ac 29.78% Impervious = 0.075 ac

Pre_10-28-16

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

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Summary for Subcatchment 1S: Subcat 1

Runoff = 0.26 cfs @ 12.09 hrs, Volume= 0.021 af, Depth= 1.01"

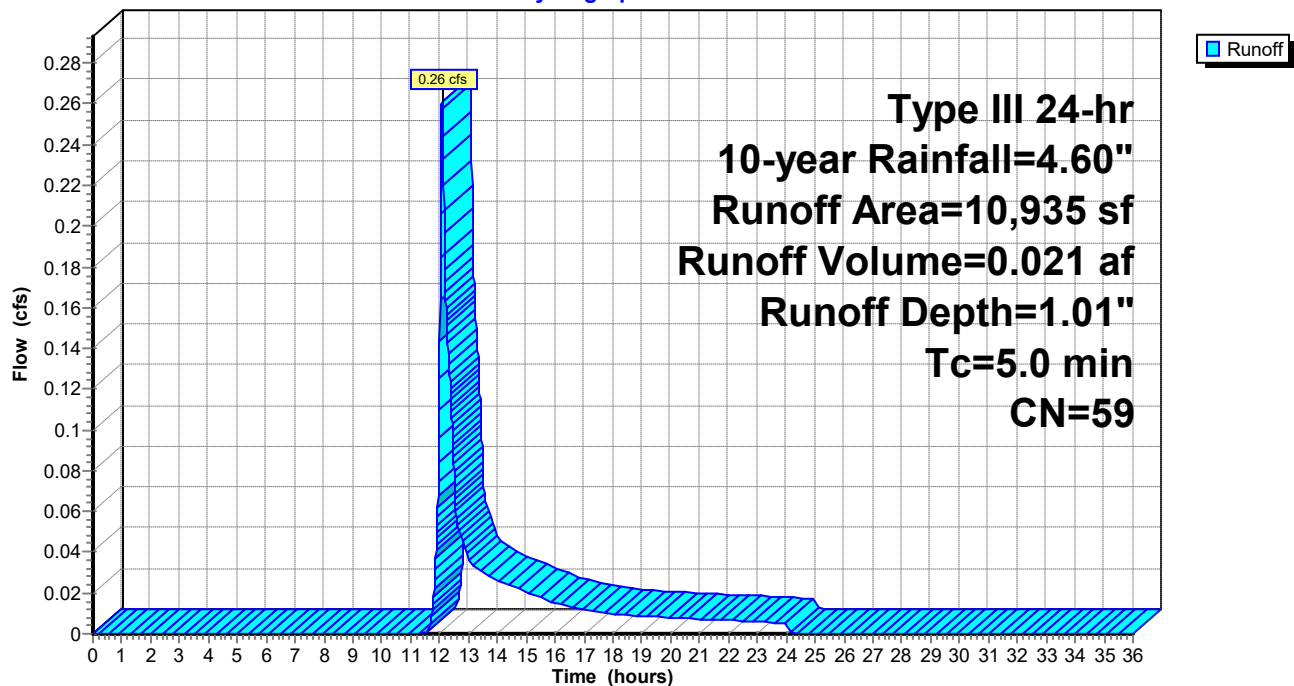
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-year Rainfall=4.60"

	Area (sf)	CN	Description
*	2,039	98	Roofs
*	1,135	98	sidewalk/pavement
*	82	98	walls concrete pad
	7,679	43	Woods/grass comb., Fair, HSG A
	10,935	59	Weighted Average
	7,679		70.22% Pervious Area
	3,256		29.78% Impervious Area

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

Subcatchment 1S: Subcat 1

Hydrograph

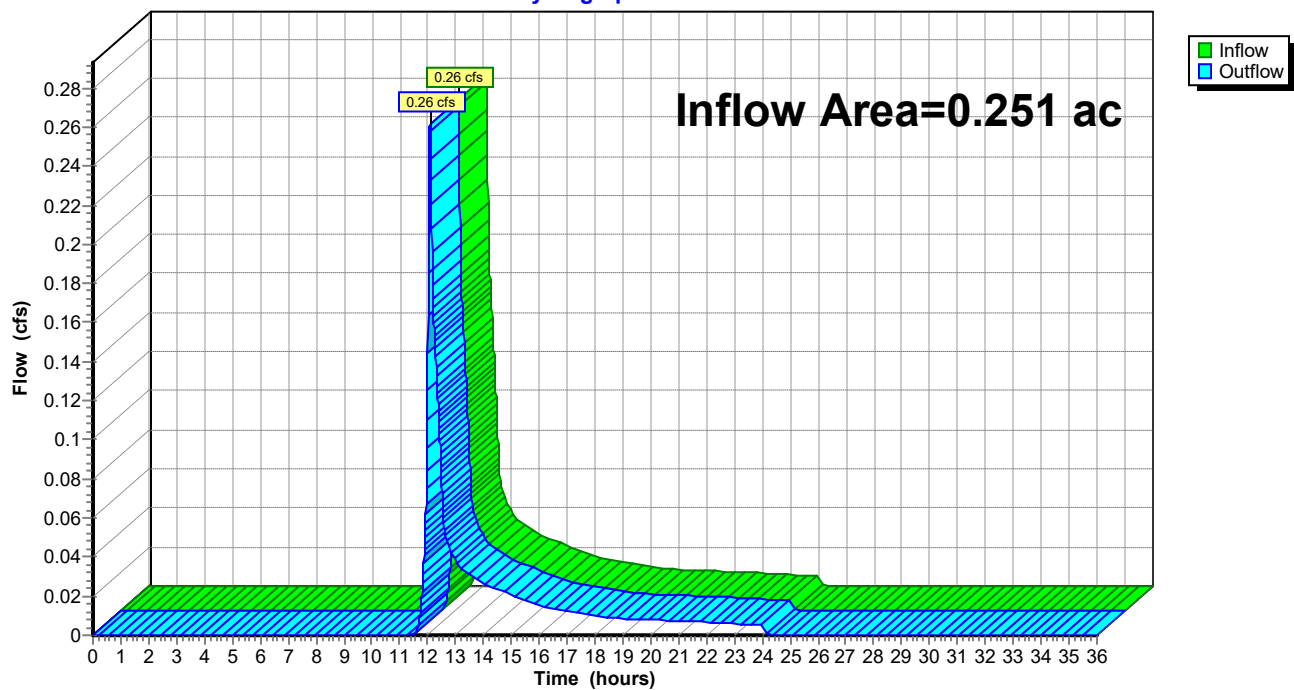


Summary for Reach 1R: POI#1

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

Inflow Area = 0.251 ac, 29.78% Impervious, Inflow Depth = 1.01" for 10-year event
Inflow = 0.26 cfs @ 12.09 hrs, Volume= 0.021 af
Outflow = 0.26 cfs @ 12.09 hrs, Volume= 0.021 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

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

Pre_10-28-16

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

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Time span=0.00-36.00 hrs, dt=0.01 hrs, 3601 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: Subcat 1

Runoff Area=10,935 sf 29.78% Impervious Runoff Depth=1.71"

Tc=5.0 min CN=59 Runoff=0.49 cfs 0.036 af

Reach 1R: POI#1

Inflow=0.49 cfs 0.036 af

Outflow=0.49 cfs 0.036 af

Total Runoff Area = 0.251 ac Runoff Volume = 0.036 af Average Runoff Depth = 1.71"
70.22% Pervious = 0.176 ac 29.78% Impervious = 0.075 ac

Summary for Subcatchment 1S: Subcat 1

Runoff = 0.49 cfs @ 12.08 hrs, Volume= 0.036 af, Depth= 1.71"

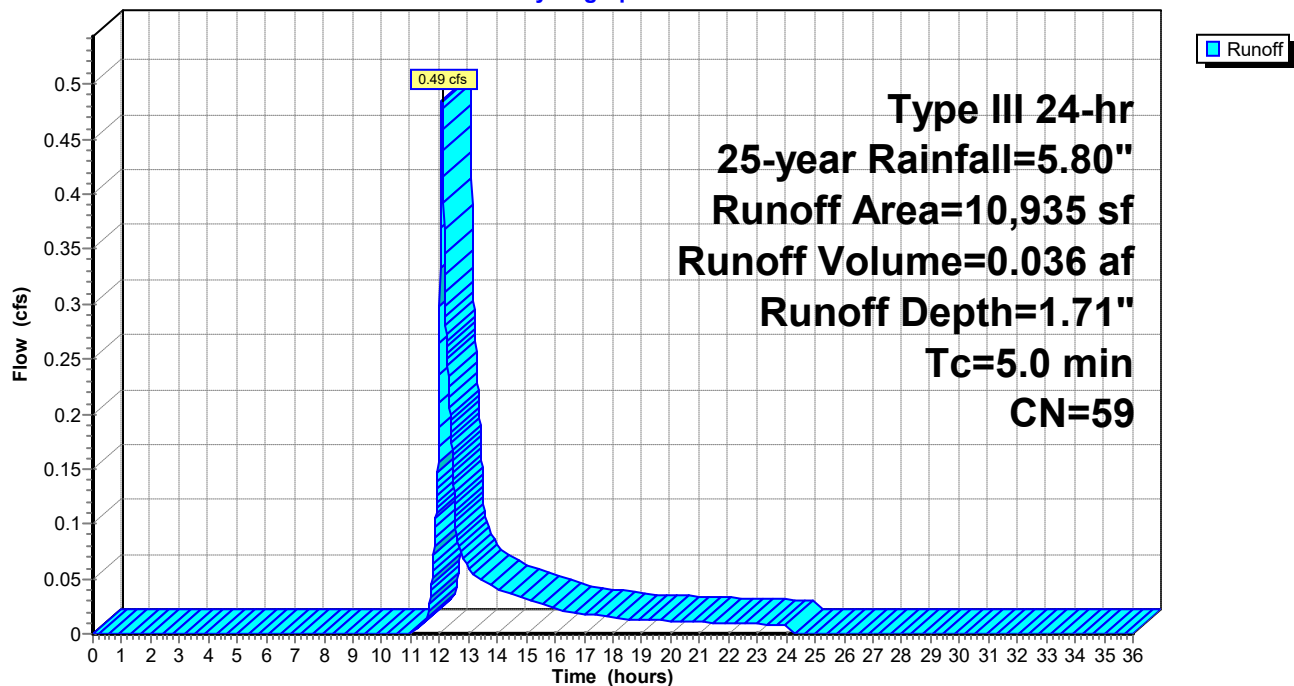
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-year Rainfall=5.80"

	Area (sf)	CN	Description
*	2,039	98	Roofs
*	1,135	98	sidewalk/pavement
*	82	98	walls concrete pad
	7,679	43	Woods/grass comb., Fair, HSG A
	10,935	59	Weighted Average
	7,679		70.22% Pervious Area
	3,256		29.78% Impervious Area

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

Subcatchment 1S: Subcat 1

Hydrograph

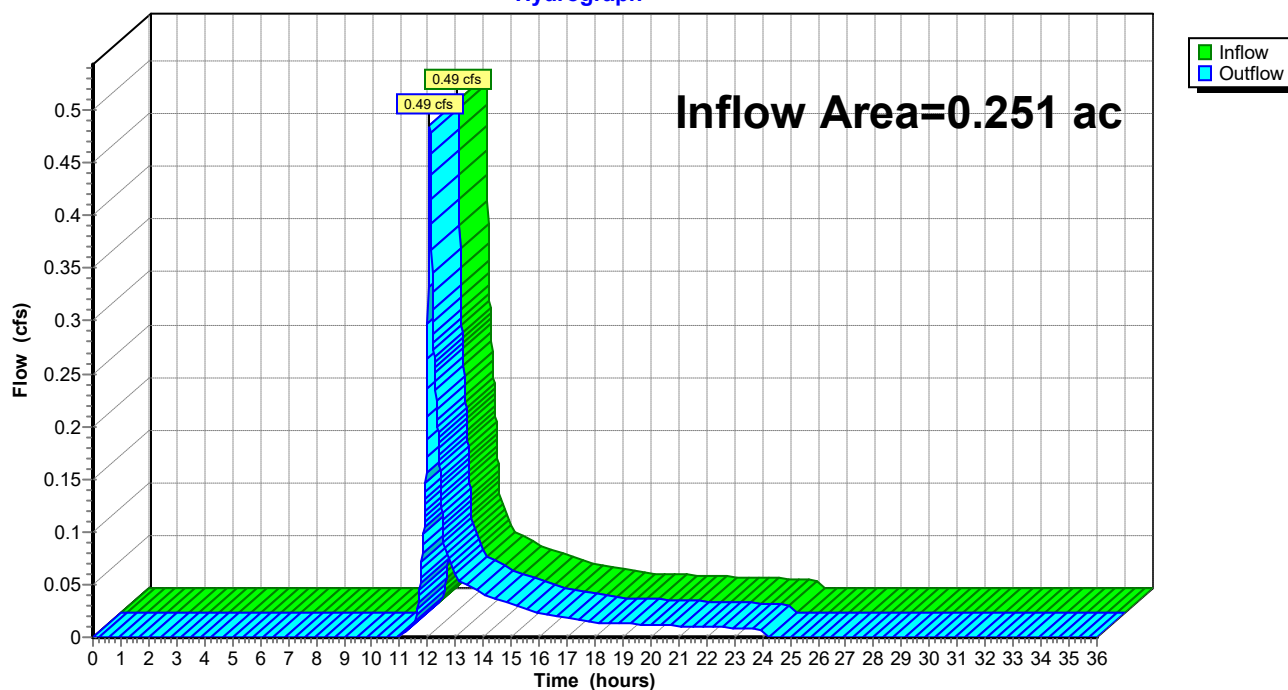


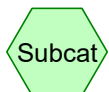
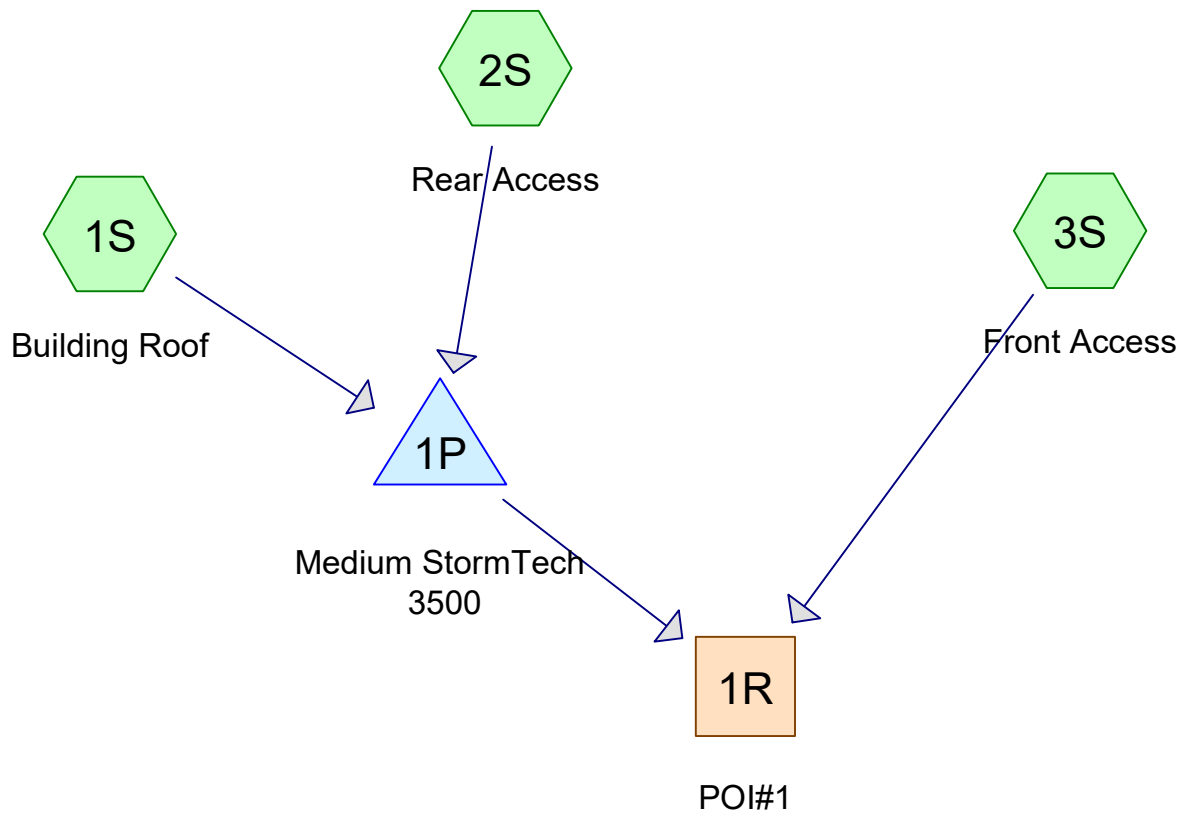
Summary for Reach 1R: POI#1

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

Inflow Area = 0.251 ac, 29.78% Impervious, Inflow Depth = 1.71" for 25-year event
Inflow = 0.49 cfs @ 12.08 hrs, Volume= 0.036 af
Outflow = 0.49 cfs @ 12.08 hrs, Volume= 0.036 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-36.00 hrs, dt= 0.01 hrs

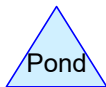
Reach 1R: POI#1**Hydrograph**



Subcat



Reach



Pond



Link

Routing Diagram for Post_11-7-16

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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.001	98	Brick (2S)
0.030	98	Driveway (2S)
0.026	98	Driveway, Sidewalks, Walls, etc (3S)
0.144	98	Roofs, HSG A (1S)
0.001	98	Wall (2S)
0.051	32	Woods/grass comb., Good, HSG A (2S, 3S)
0.251	85	TOTAL AREA

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.194	HSG A	1S, 2S, 3S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.057	Other	2S, 3S
0.251		TOTAL AREA

Post_11-7-16

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.000	0.000	0.001	0.001	Brick	2S
0.000	0.000	0.000	0.000	0.030	0.030	Driveway	2S
0.000	0.000	0.000	0.000	0.026	0.026	Driveway, Sidewalks, Walls, etc	3S
0.144	0.000	0.000	0.000	0.000	0.144	Roofs	1S
0.000	0.000	0.000	0.000	0.001	0.001	Wall	2S
0.051	0.000	0.000	0.000	0.000	0.051	Woods/grass comb., Good	2S
							,
							3S
0.194	0.000	0.000	0.000	0.057	0.251	TOTAL AREA	

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Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Diam/Width (inches)	Height (inches)	Inside-Fill (inches)
1	1P	50.60	40.00	125.0	0.0848	0.010	12.0	0.0	0.0

Post_11-7-16*Type III 24-hr 2-year Rainfall=3.10"*

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Time span=0.00-48.00 hrs, dt=0.001 hrs, 48001 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: Building RoofRunoff Area=6,264 sf 100.00% Impervious Runoff Depth=2.87"
Tc=5.0 min CN=98 Runoff=0.45 cfs 0.034 af**Subcatchment 2S: Rear Access**Runoff Area=2,419 sf 55.68% Impervious Runoff Depth=0.72"
Tc=5.0 min CN=69 Runoff=0.04 cfs 0.003 af**Subcatchment 3S: Front Access**Runoff Area=2,253 sf 49.80% Impervious Runoff Depth=0.55"
Tc=5.0 min CN=65 Runoff=0.03 cfs 0.002 af**Reach 1R: POI#1**Inflow=0.04 cfs 0.039 af
Outflow=0.04 cfs 0.039 af**Pond 1P: Medium StormTech 3500**Peak Elev=55.50' Storage=0.022 af Inflow=0.49 cfs 0.038 af
Outflow=0.04 cfs 0.037 af**Total Runoff Area = 0.251 ac Runoff Volume = 0.040 af Average Runoff Depth = 1.92"**
20.14% Pervious = 0.051 ac 79.86% Impervious = 0.200 ac

Summary for Subcatchment 1S: Building Roof

Runoff = 0.45 cfs @ 12.07 hrs, Volume= 0.034 af, Depth= 2.87"

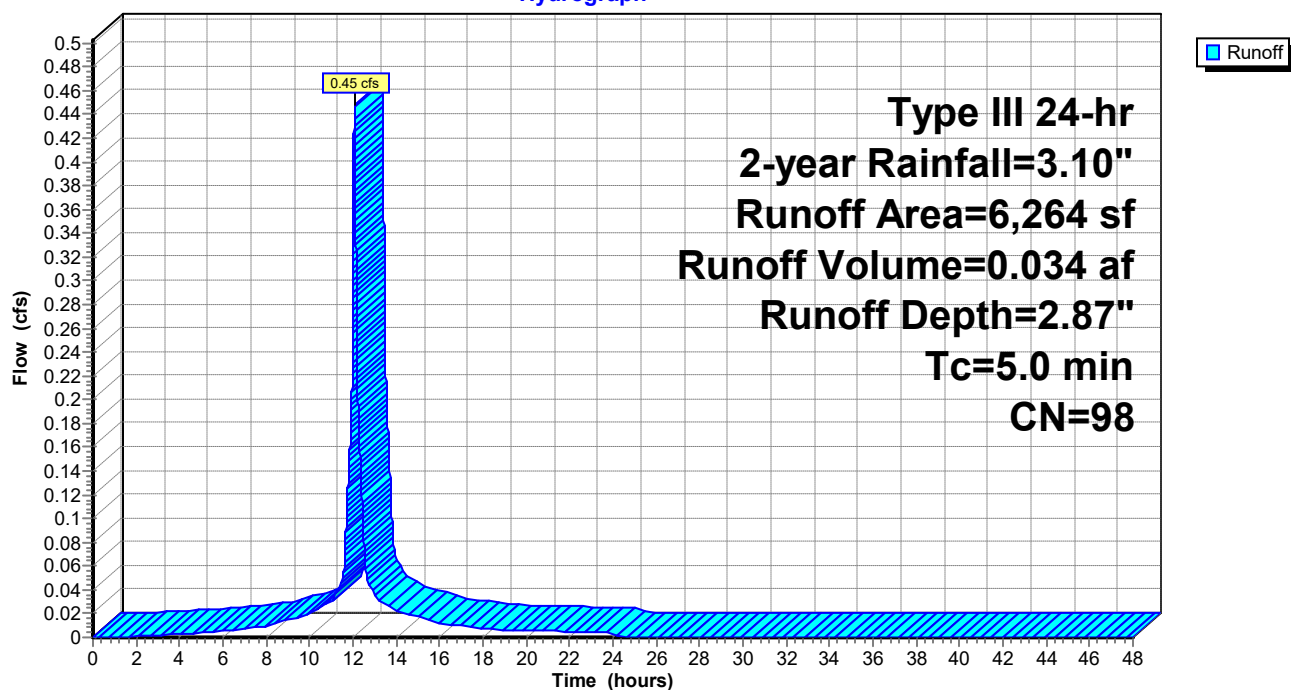
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 2-year Rainfall=3.10"

Area (sf)	CN	Description
6,264	98	Roofs, HSG A
6,264		100.00% Impervious Area

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

Subcatchment 1S: Building Roof

Hydrograph



Summary for Subcatchment 2S: Rear Access

Runoff = 0.04 cfs @ 12.08 hrs, Volume= 0.003 af, Depth= 0.72"

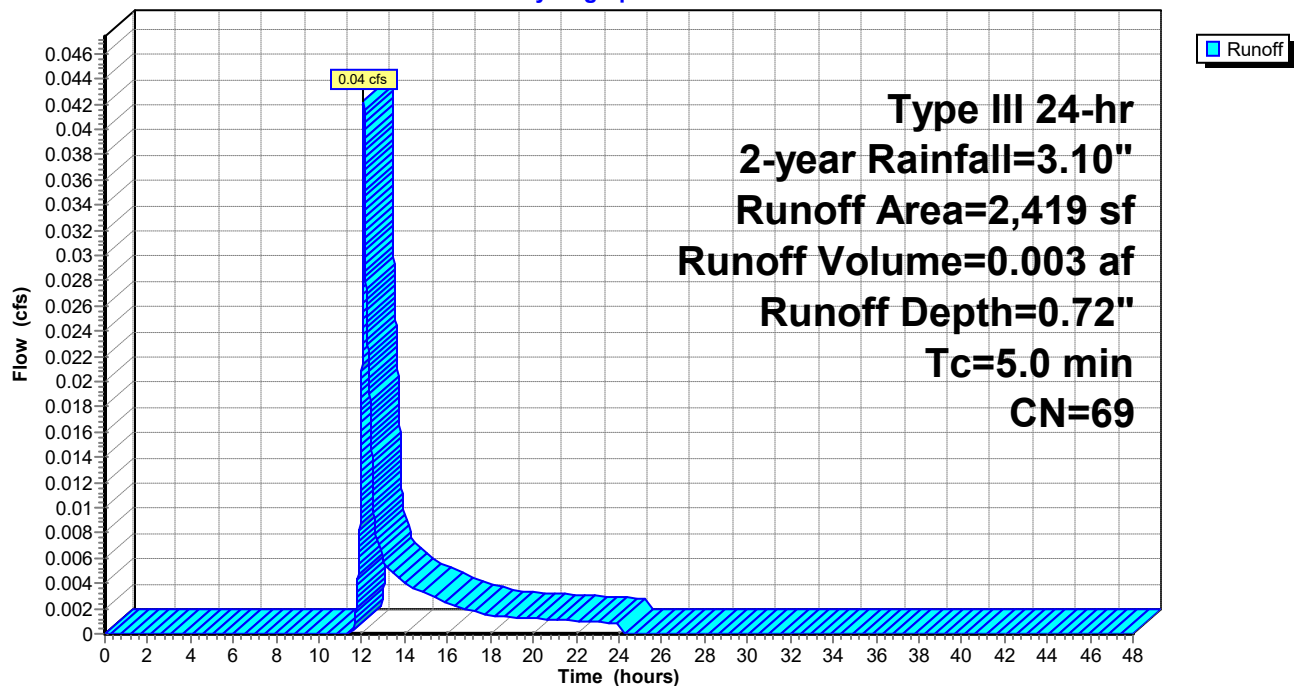
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 2-year Rainfall=3.10"

	Area (sf)	CN	Description
*	1,295	98	Driveway
*	28	98	Wall
*	24	98	Brick
	1,072	32	Woods/grass comb., Good, HSG A
	2,419	69	Weighted Average
	1,072		44.32% Pervious Area
	1,347		55.68% Impervious Area

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

Subcatchment 2S: Rear Access

Hydrograph



Summary for Subcatchment 3S: Front Access

Runoff = 0.03 cfs @ 12.09 hrs, Volume= 0.002 af, Depth= 0.55"

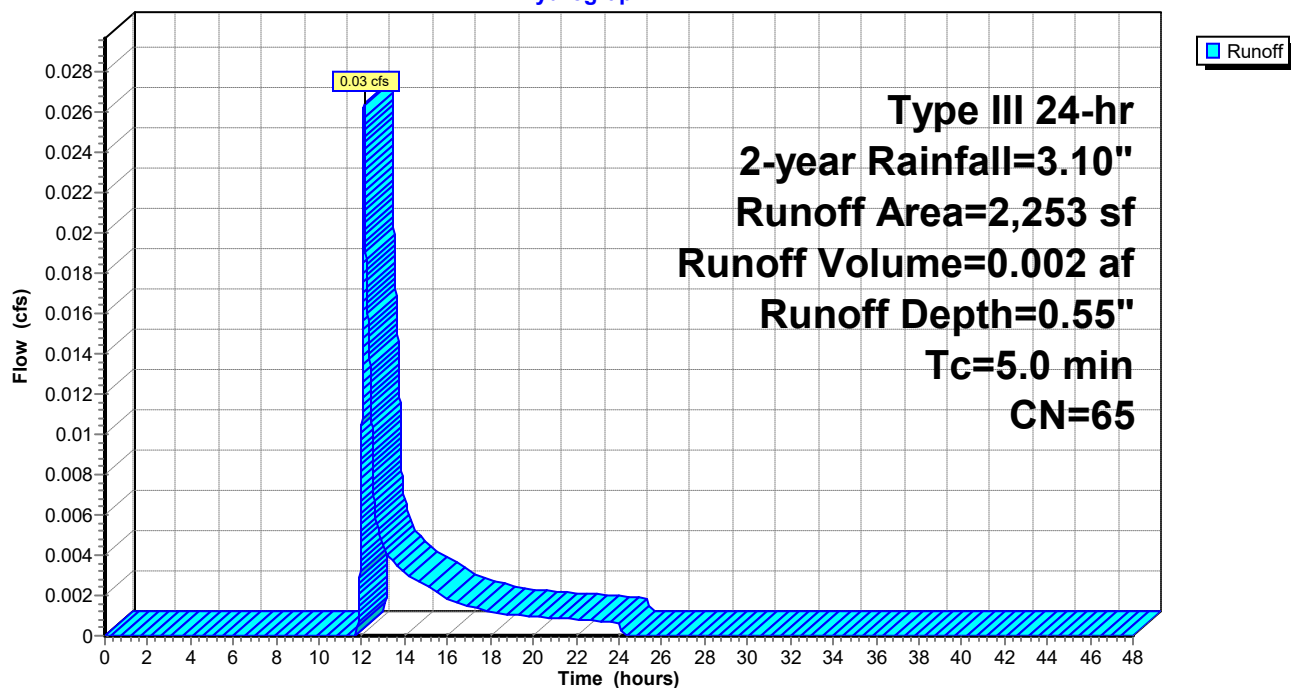
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 2-year Rainfall=3.10"

	Area (sf)	CN	Description
*	1,122	98	Driveway, Sidewalks, Walls, etc
	1,131	32	Woods/grass comb., Good, HSG A
	2,253	65	Weighted Average
	1,131		50.20% Pervious Area
	1,122		49.80% Impervious Area

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

Subcatchment 3S: Front Access

Hydrograph

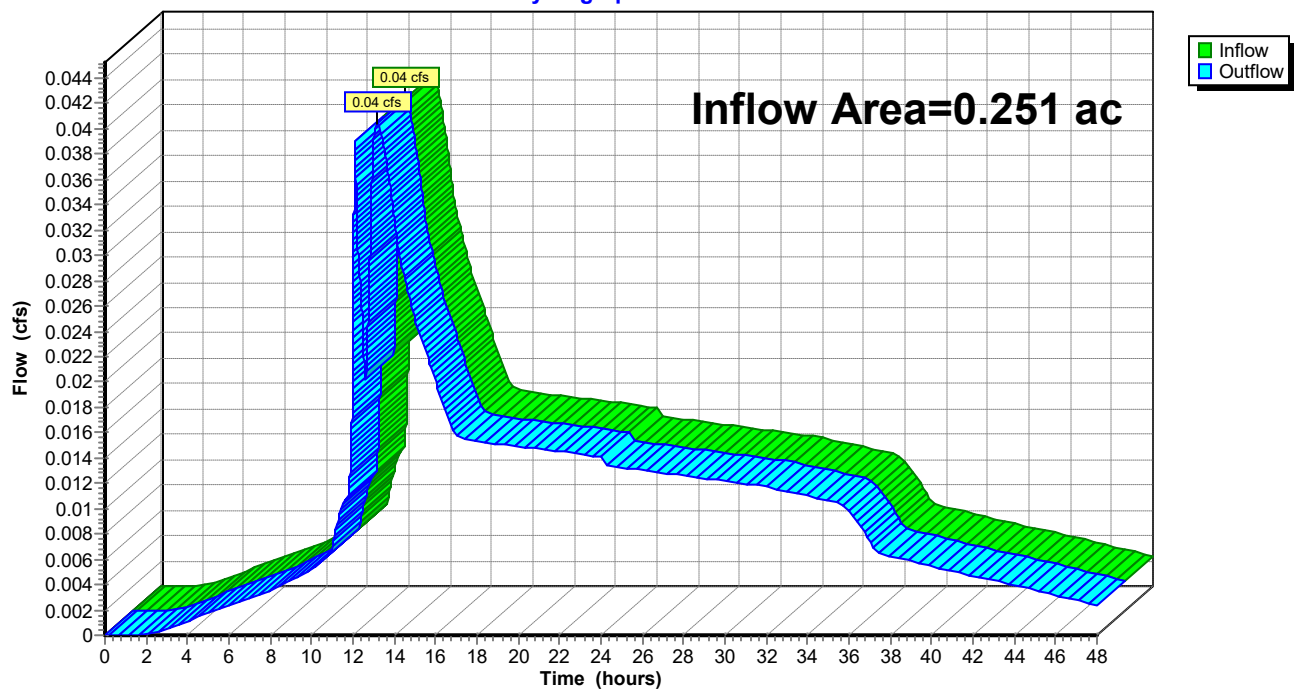


Summary for Reach 1R: POI#1

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

Inflow Area = 0.251 ac, 79.86% Impervious, Inflow Depth > 1.89" for 2-year event
Inflow = 0.04 cfs @ 13.18 hrs, Volume= 0.039 af
Outflow = 0.04 cfs @ 13.18 hrs, Volume= 0.039 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs

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

Summary for Pond 1P: Medium StormTech 3500

Inflow Area = 0.199 ac, 87.65% Impervious, Inflow Depth = 2.27" for 2-year event
 Inflow = 0.49 cfs @ 12.07 hrs, Volume= 0.038 af
 Outflow = 0.04 cfs @ 13.21 hrs, Volume= 0.037 af, Atten= 93%, Lag= 68.0 min
 Primary = 0.04 cfs @ 13.21 hrs, Volume= 0.037 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
 Peak Elev= 55.50' @ 13.21 hrs Surf.Area= 0.034 ac Storage= 0.022 af

Plug-Flow detention time= 663.8 min calculated for 0.037 af (98% of inflow)
 Center-of-Mass det. time= 653.0 min (1,420.2 - 767.2)

Volume	Invert	Avail.Storage	Storage Description
#1	53.21'	0.016 af	8.42'W x 58.14'L x 5.00'H Stone 0.056 af Overall - 0.017 af Embedded = 0.040 af x 40.0% Voids
#2	53.96'	0.017 af	ADS_StormTech MC-3500 d +Cap x 6 Inside #1 Effective Size= 70.4"W x 45.0"H => 15.33 sf x 7.17'L = 110.0 cf Overall Size= 77.0"W x 45.0"H x 7.50'L with 0.33' Overlap 2 Rows of 3 Chambers Cap Storage= +14.9 cf x 2 x 2 rows = 59.6 cf
#3	51.71'	0.001 af	8.42'W x 58.14'L x 1.50'H Sand 0.017 af Overall x 5.0% Voids
#4	50.71'	0.004 af	8.42'W x 58.14'L x 1.00'H Crushed Stone 0.011 af Overall - 0.000 af Embedded = 0.011 af x 40.0% Voids
#5	51.04'	0.000 af	4.0" Round Underdrain Storage Inside #4 L= 58.0'
#6	52.13'	0.002 af	4.00'D x 8.12'H Catch Basin
		0.040 af	Total Available Storage

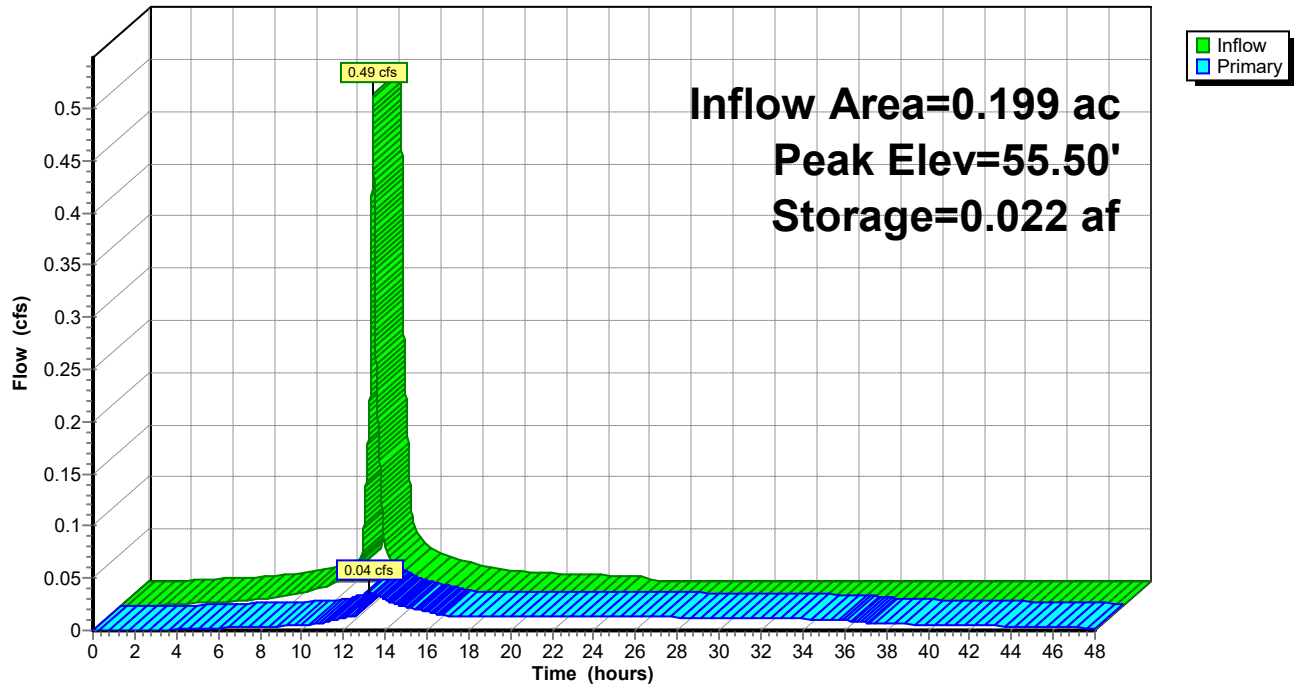
Device	Routing	Invert	Outlet Devices
#1	Primary	50.60'	12.0" Round Culvert L= 125.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 50.60' / 40.00' S= 0.0848 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf
#2	Device 1	50.70'	0.5" Vert. Vert Water Quality C= 0.600
#3	Device 1	55.40'	3.0" Vert. Vert Quantity C= 0.600
#4	Device 1	58.00'	6.0' long x 0.7' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=0.04 cfs @ 13.21 hrs HW=55.50' (Free Discharge)

- 1=Culvert (Passes 0.04 cfs of 6.26 cfs potential flow)
- 2=Vert Water Quality (Orifice Controls 0.01 cfs @ 10.53 fps)
- 3=Vert Quantity (Orifice Controls 0.02 cfs @ 1.10 fps)
- 4=Broad-Crested Rectangular Weir (Controls 0.00 cfs)

Pond 1P: Medium StormTech 3500

Hydrograph



Post_11-7-16*Type III 24-hr 10-year Rainfall=4.60"*

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Time span=0.00-48.00 hrs, dt=0.001 hrs, 48001 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: Building RoofRunoff Area=6,264 sf 100.00% Impervious Runoff Depth=4.36"
Tc=5.0 min CN=98 Runoff=0.67 cfs 0.052 af**Subcatchment 2S: Rear Access**Runoff Area=2,419 sf 55.68% Impervious Runoff Depth=1.67"
Tc=5.0 min CN=69 Runoff=0.11 cfs 0.008 af**Subcatchment 3S: Front Access**Runoff Area=2,253 sf 49.80% Impervious Runoff Depth=1.39"
Tc=5.0 min CN=65 Runoff=0.08 cfs 0.006 af**Reach 1R: POI#1**Inflow=0.25 cfs 0.065 af
Outflow=0.25 cfs 0.065 af**Pond 1P: Medium StormTech 3500**Peak Elev=56.25' Storage=0.028 af Inflow=0.78 cfs 0.060 af
Outflow=0.22 cfs 0.059 af**Total Runoff Area = 0.251 ac Runoff Volume = 0.066 af Average Runoff Depth = 3.16"**
20.14% Pervious = 0.051 ac 79.86% Impervious = 0.200 ac

Summary for Subcatchment 1S: Building Roof

Runoff = 0.67 cfs @ 12.07 hrs, Volume= 0.052 af, Depth= 4.36"

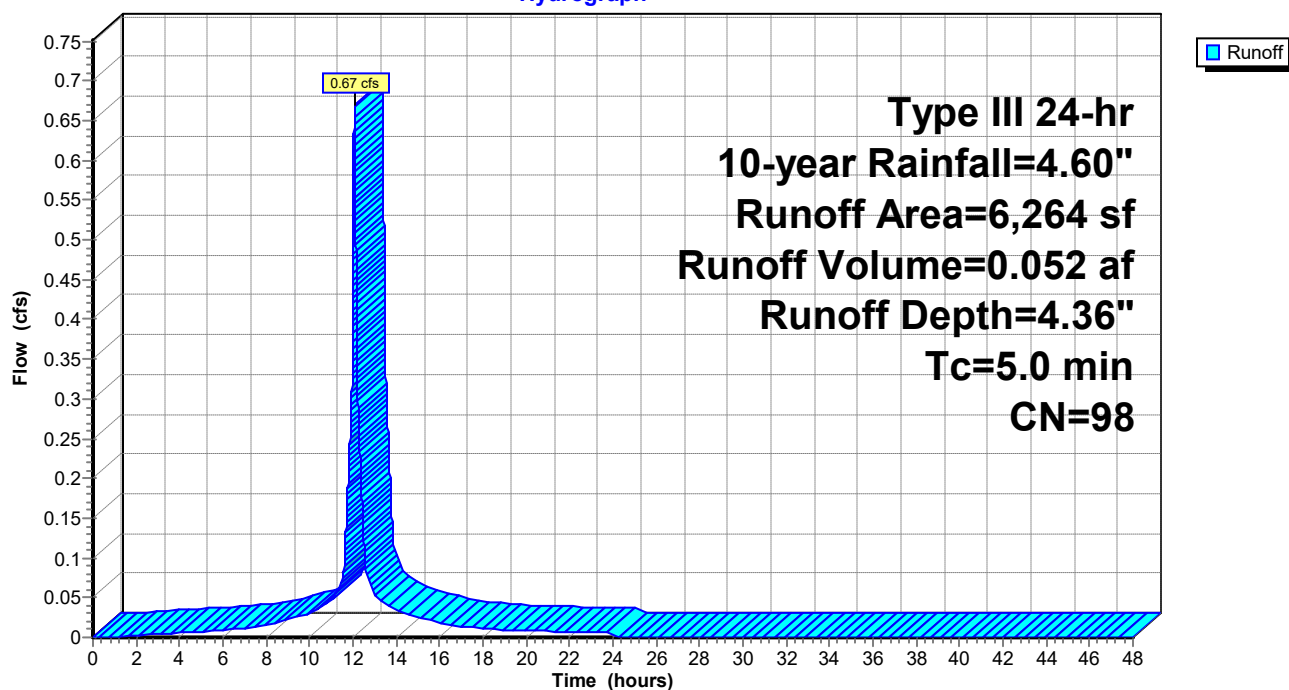
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 10-year Rainfall=4.60"

Area (sf)	CN	Description
6,264	98	Roofs, HSG A
6,264		100.00% Impervious Area

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

Subcatchment 1S: Building Roof

Hydrograph



Summary for Subcatchment 2S: Rear Access

Runoff = 0.11 cfs @ 12.08 hrs, Volume= 0.008 af, Depth= 1.67"

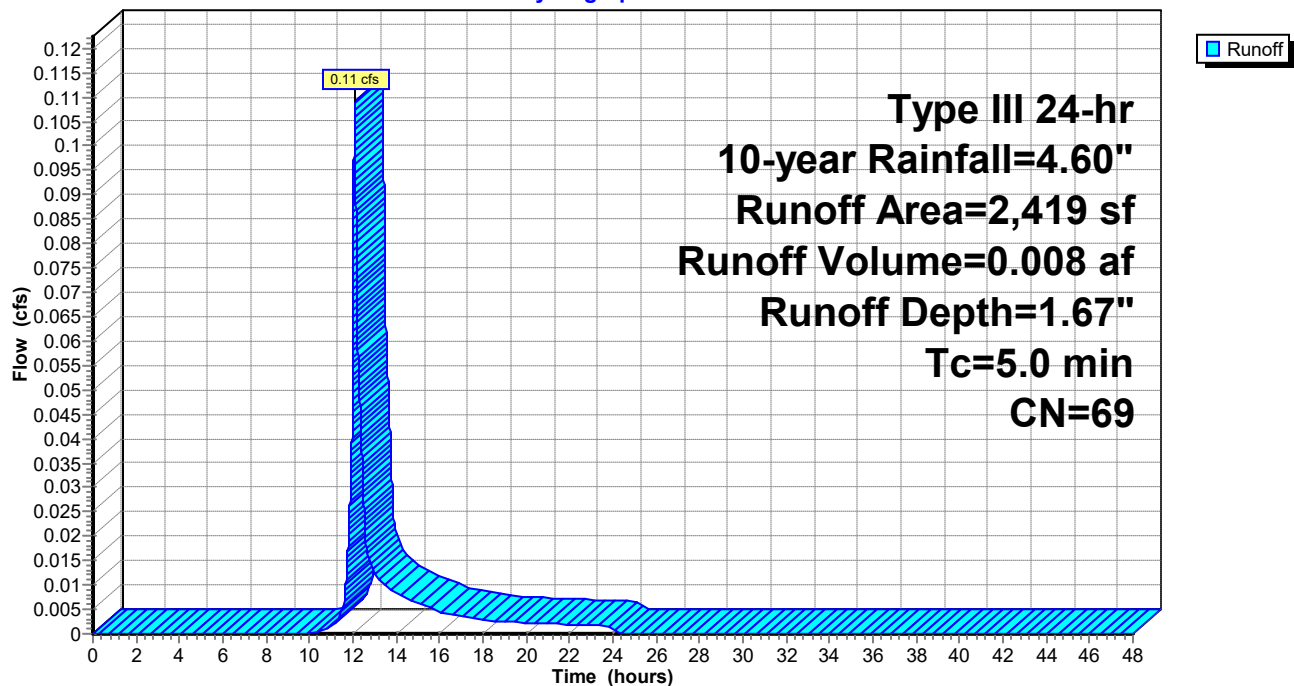
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 10-year Rainfall=4.60"

	Area (sf)	CN	Description
*	1,295	98	Driveway
*	28	98	Wall
*	24	98	Brick
	1,072	32	Woods/grass comb., Good, HSG A
	2,419	69	Weighted Average
	1,072		44.32% Pervious Area
	1,347		55.68% Impervious Area

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

Subcatchment 2S: Rear Access

Hydrograph



Summary for Subcatchment 3S: Front Access

Runoff = 0.08 cfs @ 12.08 hrs, Volume= 0.006 af, Depth= 1.39"

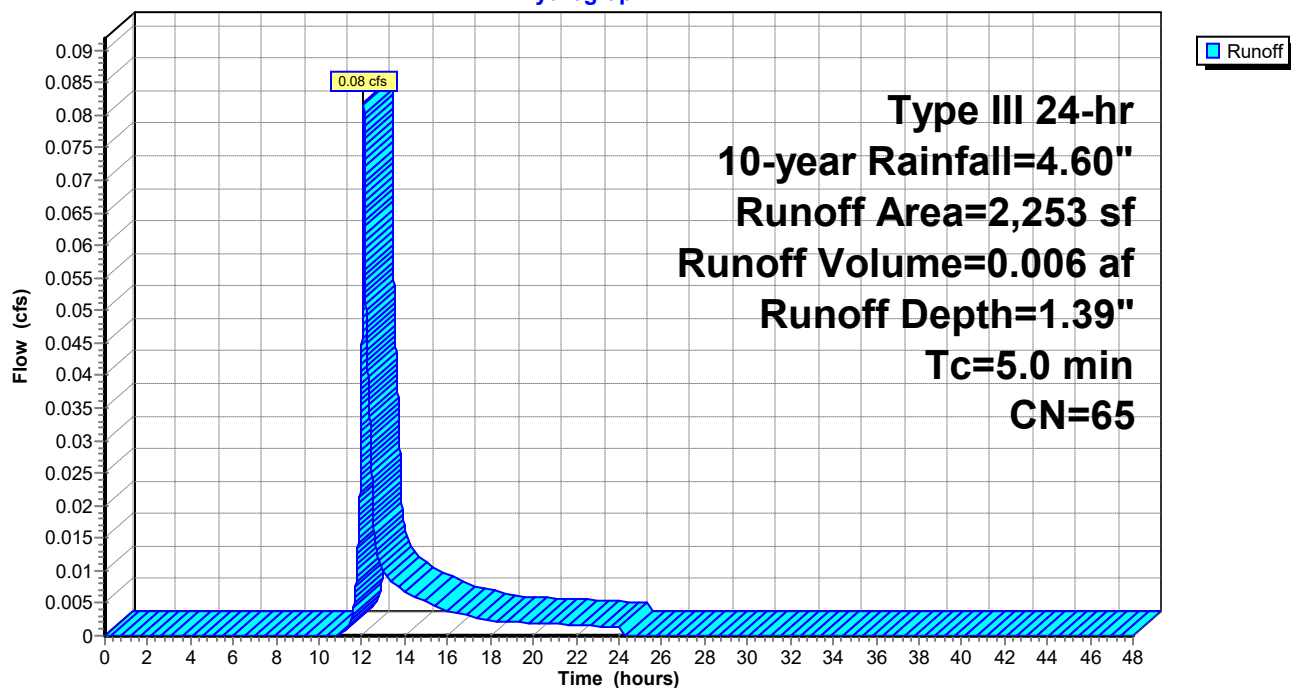
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 10-year Rainfall=4.60"

	Area (sf)	CN	Description
*	1,122	98	Driveway, Sidewalks, Walls, etc
	1,131	32	Woods/grass comb., Good, HSG A
	2,253	65	Weighted Average
	1,131		50.20% Pervious Area
	1,122		49.80% Impervious Area

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

Subcatchment 3S: Front Access

Hydrograph

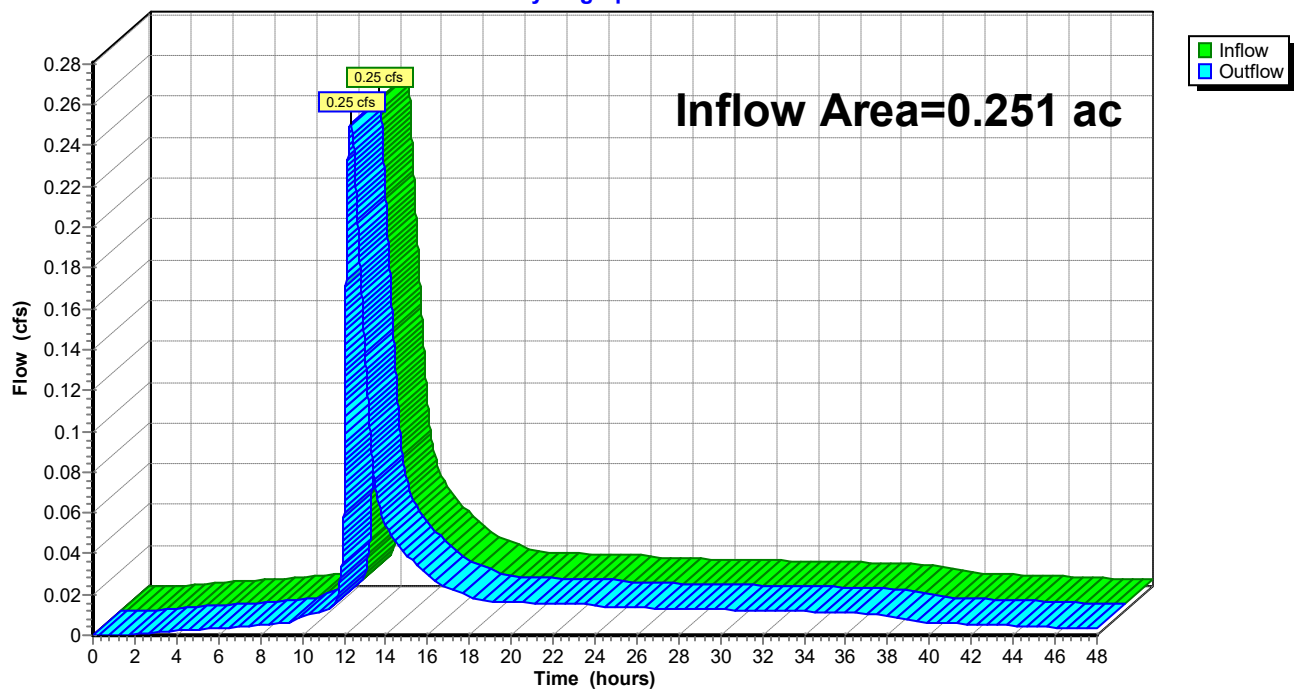


Summary for Reach 1R: POI#1

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

Inflow Area = 0.251 ac, 79.86% Impervious, Inflow Depth > 3.11" for 10-year event
Inflow = 0.25 cfs @ 12.34 hrs, Volume= 0.065 af
Outflow = 0.25 cfs @ 12.34 hrs, Volume= 0.065 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs

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

Summary for Pond 1P: Medium StormTech 3500

Inflow Area = 0.199 ac, 87.65% Impervious, Inflow Depth = 3.61" for 10-year event
 Inflow = 0.78 cfs @ 12.07 hrs, Volume= 0.060 af
 Outflow = 0.22 cfs @ 12.41 hrs, Volume= 0.059 af, Atten= 72%, Lag= 20.0 min
 Primary = 0.22 cfs @ 12.41 hrs, Volume= 0.059 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
 Peak Elev= 56.25' @ 12.41 hrs Surf.Area= 0.034 ac Storage= 0.028 af

Plug-Flow detention time= 471.5 min calculated for 0.059 af (98% of inflow)
 Center-of-Mass det. time= 460.2 min (1,222.3 - 762.1)

Volume	Invert	Avail.Storage	Storage Description
#1	53.21'	0.016 af	8.42'W x 58.14'L x 5.00'H Stone 0.056 af Overall - 0.017 af Embedded = 0.040 af x 40.0% Voids
#2	53.96'	0.017 af	ADS_StormTech MC-3500 d +Cap x 6 Inside #1 Effective Size= 70.4"W x 45.0"H => 15.33 sf x 7.17'L = 110.0 cf Overall Size= 77.0"W x 45.0"H x 7.50'L with 0.33' Overlap 2 Rows of 3 Chambers Cap Storage= +14.9 cf x 2 x 2 rows = 59.6 cf
#3	51.71'	0.001 af	8.42'W x 58.14'L x 1.50'H Sand 0.017 af Overall x 5.0% Voids
#4	50.71'	0.004 af	8.42'W x 58.14'L x 1.00'H Crushed Stone 0.011 af Overall - 0.000 af Embedded = 0.011 af x 40.0% Voids
#5	51.04'	0.000 af	4.0" Round Underdrain Storage Inside #4 L= 58.0'
#6	52.13'	0.002 af	4.00'D x 8.12'H Catch Basin
		0.040 af	Total Available Storage

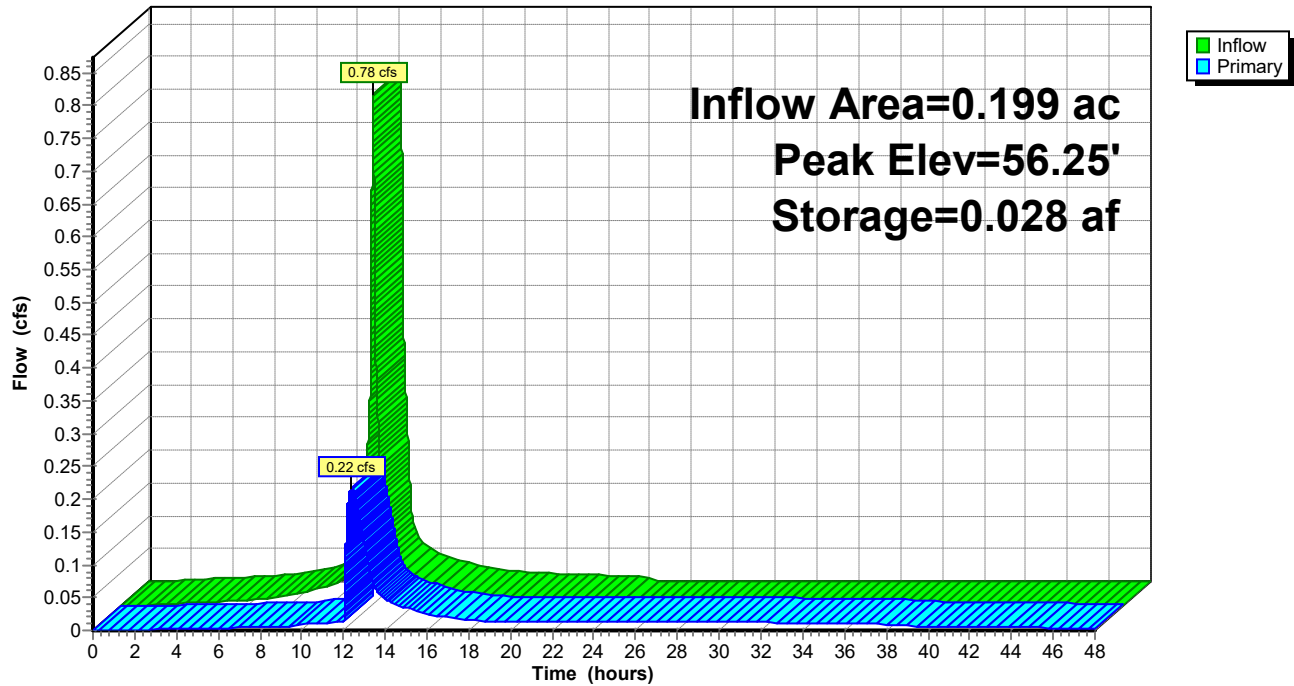
Device	Routing	Invert	Outlet Devices
#1	Primary	50.60'	12.0" Round Culvert L= 125.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 50.60' / 40.00' S= 0.0848 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf
#2	Device 1	50.70'	0.5" Vert. Vert Water Quality C= 0.600
#3	Device 1	55.40'	3.0" Vert. Vert Quantity C= 0.600
#4	Device 1	58.00'	6.0' long x 0.7' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=0.22 cfs @ 12.41 hrs HW=56.25' (Free Discharge)

- 1=Culvert (Passes 0.22 cfs of 6.78 cfs potential flow)
- 2=Vert Water Quality (Orifice Controls 0.02 cfs @ 11.33 fps)
- 3=Vert Quantity (Orifice Controls 0.20 cfs @ 4.11 fps)
- 4=Broad-Crested Rectangular Weir (Controls 0.00 cfs)

Pond 1P: Medium StormTech 3500

Hydrograph



Post_11-7-16*Type III 24-hr 25-year Rainfall=5.80"*

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Printed 11/8/2016

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Time span=0.00-48.00 hrs, dt=0.001 hrs, 48001 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: Building RoofRunoff Area=6,264 sf 100.00% Impervious Runoff Depth=5.56"
Tc=5.0 min CN=98 Runoff=0.85 cfs 0.067 af**Subcatchment 2S: Rear Access**Runoff Area=2,419 sf 55.68% Impervious Runoff Depth=2.56"
Tc=5.0 min CN=69 Runoff=0.17 cfs 0.012 af**Subcatchment 3S: Front Access**Runoff Area=2,253 sf 49.80% Impervious Runoff Depth=2.21"
Tc=5.0 min CN=65 Runoff=0.14 cfs 0.010 af**Reach 1R: POI#1**Inflow=0.39 cfs 0.087 af
Outflow=0.39 cfs 0.087 af**Pond 1P: Medium StormTech 3500**Peak Elev=57.20' Storage=0.034 af Inflow=1.02 cfs 0.078 af
Outflow=0.32 cfs 0.077 af**Total Runoff Area = 0.251 ac Runoff Volume = 0.088 af Average Runoff Depth = 4.21"**
20.14% Pervious = 0.051 ac 79.86% Impervious = 0.200 ac

Post_11-7-16

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

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Summary for Subcatchment 1S: Building Roof

Runoff = 0.85 cfs @ 12.07 hrs, Volume= 0.067 af, Depth= 5.56"

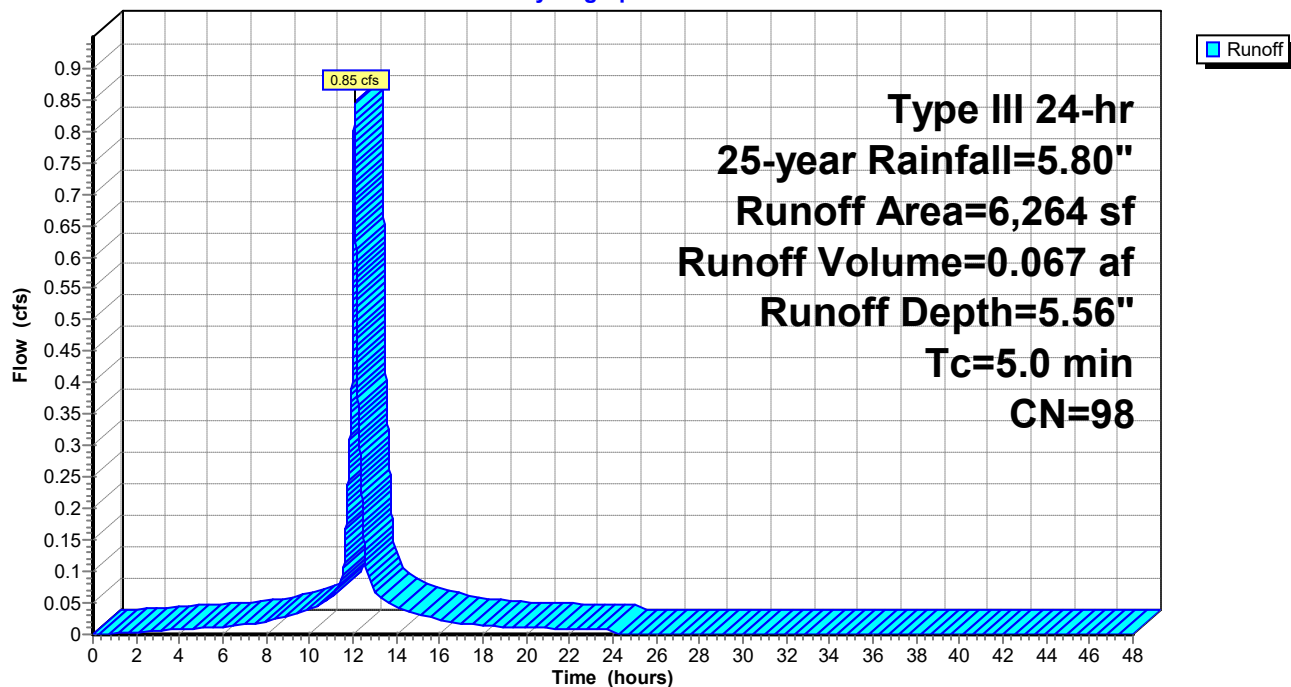
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 25-year Rainfall=5.80"

Area (sf)	CN	Description
6,264	98	Roofs, HSG A
6,264		100.00% Impervious Area

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

Subcatchment 1S: Building Roof

Hydrograph



Summary for Subcatchment 2S: Rear Access

Runoff = 0.17 cfs @ 12.08 hrs, Volume= 0.012 af, Depth= 2.56"

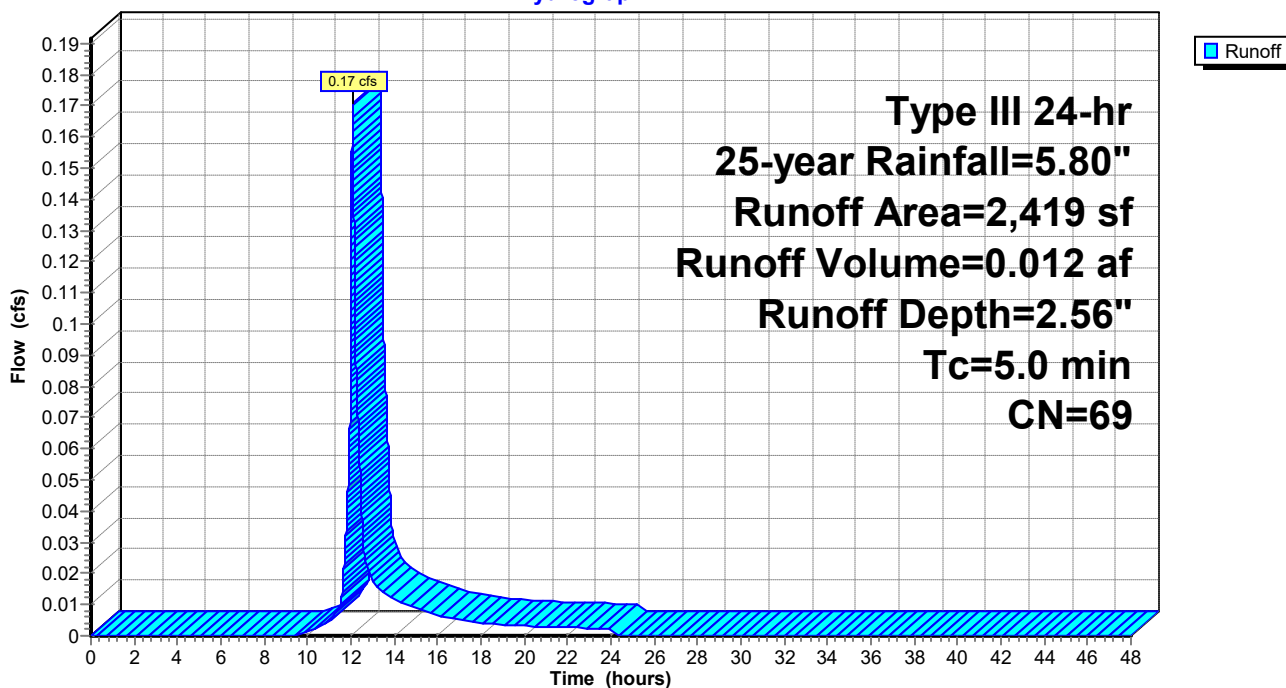
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 25-year Rainfall=5.80"

	Area (sf)	CN	Description
*	1,295	98	Driveway
*	28	98	Wall
*	24	98	Brick
	1,072	32	Woods/grass comb., Good, HSG A
	2,419	69	Weighted Average
	1,072		44.32% Pervious Area
	1,347		55.68% Impervious Area

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

Subcatchment 2S: Rear Access

Hydrograph



Summary for Subcatchment 3S: Front Access

Runoff = 0.14 cfs @ 12.08 hrs, Volume= 0.010 af, Depth= 2.21"

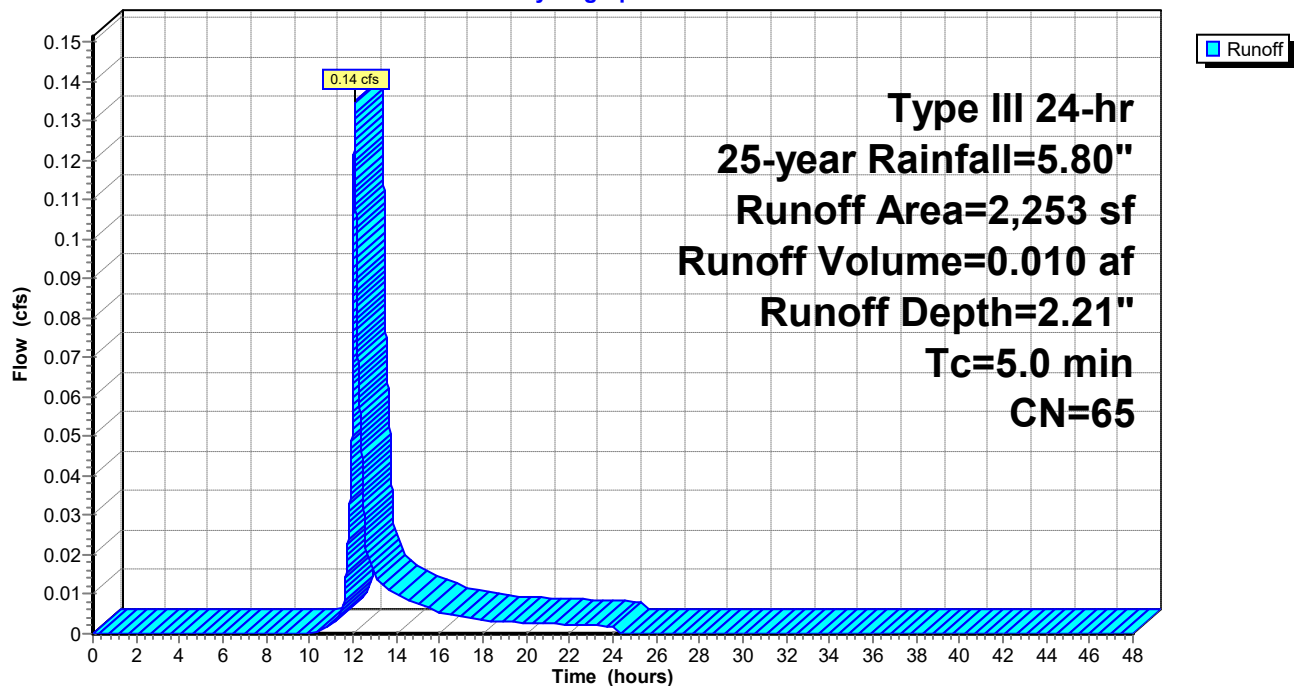
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
Type III 24-hr 25-year Rainfall=5.80"

	Area (sf)	CN	Description
*	1,122	98	Driveway, Sidewalks, Walls, etc
	1,131	32	Woods/grass comb., Good, HSG A
	2,253	65	Weighted Average
	1,131		50.20% Pervious Area
	1,122		49.80% Impervious Area

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

Subcatchment 3S: Front Access

Hydrograph

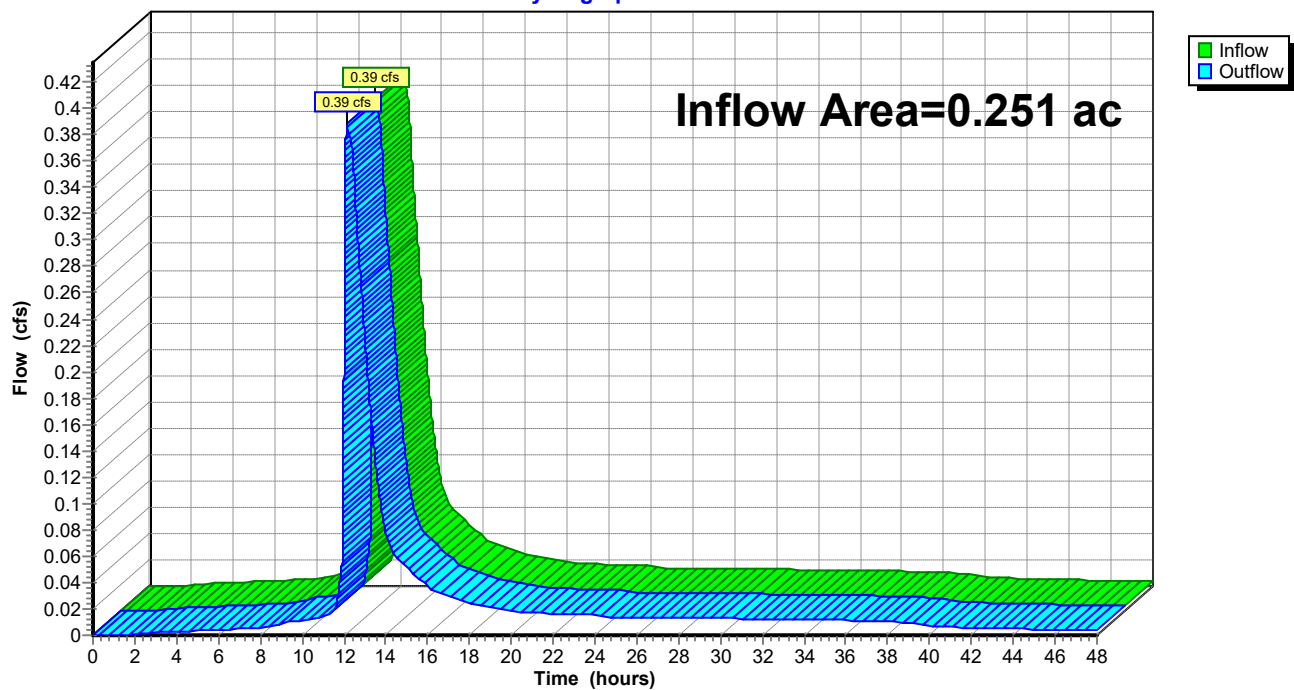


Summary for Reach 1R: POI#1

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

Inflow Area = 0.251 ac, 79.86% Impervious, Inflow Depth > 4.14" for 25-year event
Inflow = 0.39 cfs @ 12.13 hrs, Volume= 0.087 af
Outflow = 0.39 cfs @ 12.13 hrs, Volume= 0.087 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs

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

Summary for Pond 1P: Medium StormTech 3500

Inflow Area = 0.199 ac, 87.65% Impervious, Inflow Depth = 4.72" for 25-year event
 Inflow = 1.02 cfs @ 12.07 hrs, Volume= 0.078 af
 Outflow = 0.32 cfs @ 12.36 hrs, Volume= 0.077 af, Atten= 68%, Lag= 17.4 min
 Primary = 0.32 cfs @ 12.36 hrs, Volume= 0.077 af

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.001 hrs
 Peak Elev= 57.20' @ 12.36 hrs Surf.Area= 0.034 ac Storage= 0.034 af

Plug-Flow detention time= 387.7 min calculated for 0.077 af (98% of inflow)
 Center-of-Mass det. time= 376.8 min (1,136.1 - 759.3)

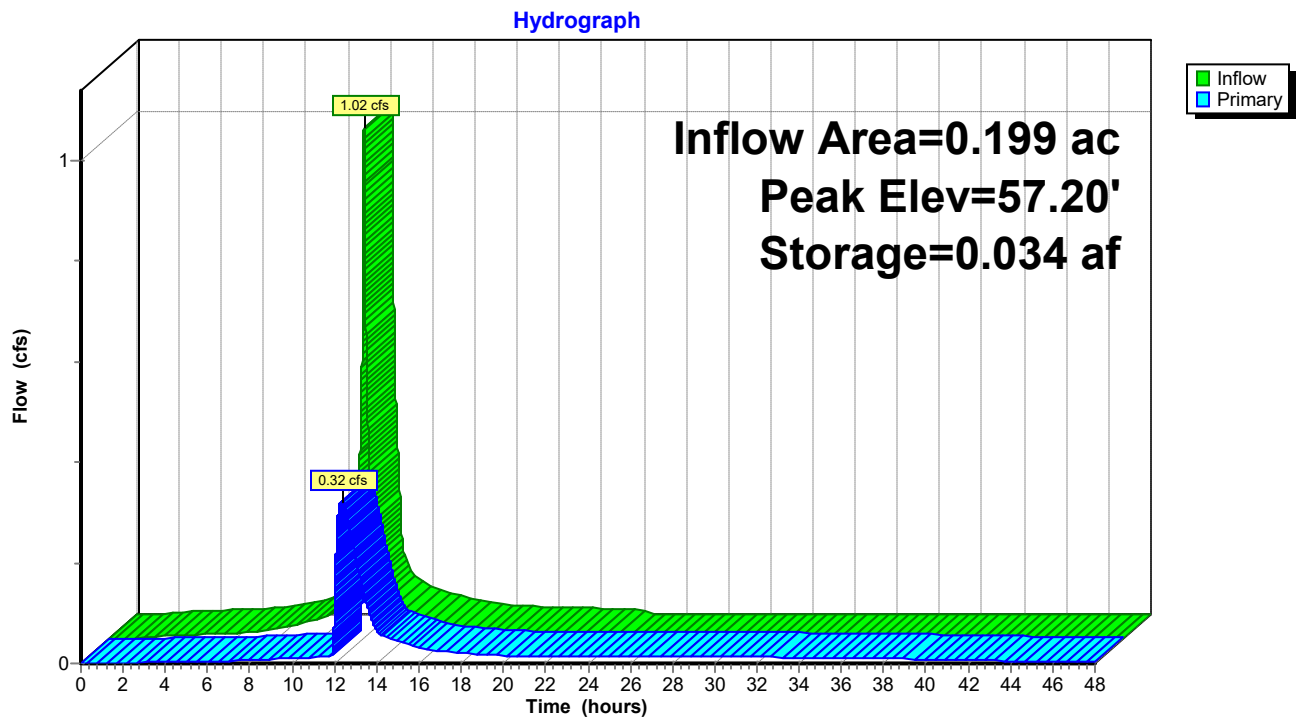
Volume	Invert	Avail.Storage	Storage Description
#1	53.21'	0.016 af	8.42"W x 58.14"L x 5.00'H Stone 0.056 af Overall - 0.017 af Embedded = 0.040 af x 40.0% Voids
#2	53.96'	0.017 af	ADS_StormTech MC-3500 d +Cap x 6 Inside #1 Effective Size= 70.4"W x 45.0"H => 15.33 sf x 7.17'L = 110.0 cf Overall Size= 77.0"W x 45.0"H x 7.50'L with 0.33' Overlap 2 Rows of 3 Chambers Cap Storage= +14.9 cf x 2 x 2 rows = 59.6 cf
#3	51.71'	0.001 af	8.42"W x 58.14"L x 1.50'H Sand 0.017 af Overall x 5.0% Voids
#4	50.71'	0.004 af	8.42"W x 58.14"L x 1.00'H Crushed Stone 0.011 af Overall - 0.000 af Embedded = 0.011 af x 40.0% Voids
#5	51.04'	0.000 af	4.0" Round Underdrain Storage Inside #4 L= 58.0'
#6	52.13'	0.002 af	4.00'D x 8.12'H Catch Basin
		0.040 af	Total Available Storage

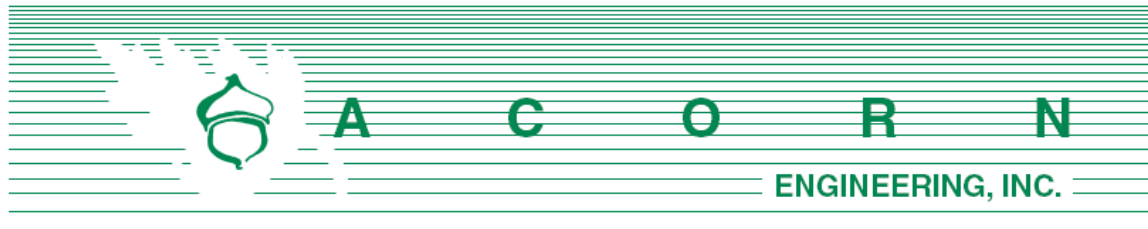
Device	Routing	Invert	Outlet Devices
#1	Primary	50.60'	12.0" Round Culvert L= 125.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 50.60' / 40.00' S= 0.0848 '/' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.79 sf
#2	Device 1	50.70'	0.5" Vert. Vert Water Quality C= 0.600
#3	Device 1	55.40'	3.0" Vert. Vert Quantity C= 0.600
#4	Device 1	58.00'	6.0' long x 0.7' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=0.32 cfs @ 12.36 hrs HW=57.20' (Free Discharge)

- 1=Culvert (Passes 0.32 cfs of 7.37 cfs potential flow)
- 2=Vert Water Quality (Orifice Controls 0.02 cfs @ 12.25 fps)
- 3=Vert Quantity (Orifice Controls 0.31 cfs @ 6.23 fps)
- 4=Broad-Crested Rectangular Weir (Controls 0.00 cfs)

Pond 1P: Medium StormTech 3500





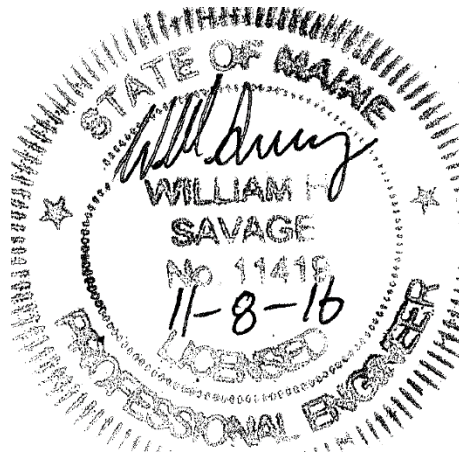
EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**York Street Redevelopment, LLC
161 York Street Redevelopment
161-163 York Street
Portland, Maine 04101**

Prepared By:

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



November 2016

INTRODUCTION

Acorn Engineering, Inc. has been retained by York Street Redevelopment, LLC to provide civil engineering services for the proposed redevelopment of 161 York Street. The proposed project includes the development of a five-story building with eleven condominiums and two levels of parking. The site, which previously contained two single-family dwellings, has recently been demolished.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended January 11, 2015. This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual, revised in 2014.

1.0 EXISTING CONDITIONS

The proposed project site is located on York Street in proximity to State Street and the Casco Bay Bridge. A boundary plan has been prepared by Spurwink Surveying LLC of Scarborough, Maine dated September 29th, 2015.

Abutting Uses:

- | | | | |
|---|-------|----------|--------------------------|
| ➤ | North | R-6 Zone | Residential Condominiums |
| ➤ | West | R-6 Zone | Vacant Land |
| ➤ | South | R-6 Zone | Residential Condominiums |
| ➤ | East | R-6 Zone | Multi-Family Residential |

Because of the recent demolition, the property is now primarily comprised of soil and vegetation. The site slopes down towards York Street with an average grade of approximately 10%. Stormwater flows west to east where it then enters the municipal stormwater system within York Street.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County
- United States Department of Agriculture Web Soil Survey

Given the soils information, listed above, no onsite wastewater is proposed,; the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

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

Table 1 - "K" Value		
Soils Type	Subsurface	Substratum
Hinckley	0.17	0.17

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

1.2 Existing Erosion Problems

There is evidence of limited erosion on the southernmost face of the property in the form of mild rutting and rilling. This is most likely due to the recent demolition activities and inadequate bare soil stabilization post-demolition.

1.3 Critical Areas

Critical areas that would require special attention during construction are the areas adjacent to the municipal stormwater system. This includes, but is not limited to, the catch basin located in front of the property on York Street.

1.4 Protected Natural Resource

The client is not aware of the presence of any existing significant natural features located on the site as listed in Section 14-526 (b) 1. of the Land Use Code. The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

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

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years.



2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

- 2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:
 - Stone size shall be 2-3 inches, or reclaimed or recycled concrete equivalent.
 - The thickness of the entrance stone layer shall be no less than 6 inches.
 - The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
 - Geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
 - The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public road ways.
- 2.1.2 Siltation fence or erosion control berm shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
- 2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.
- 2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.
- 2.1.5 York Street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to



- minimize the tracking of material off the site and onto the surrounding roadways.
- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.
 - 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14 gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be “toed” into the ground.
 - 2.1.8 Stormdrain inlet protection shall be provided to stormdrains through the use of any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached $\frac{1}{2}$ the design height.
 - 2.1.9 Dust control shall be accomplished by the use of any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
 - 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
 - 2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
 - 2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.
 - 2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

- 2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4” of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.
- 2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior to receiving stormwater.
- 2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.



3.0 EROSION AND SEDIMENTATION CONTROL PLAN

3.1 The Erosion and Sedimentation Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

5.2 Mulching

All areas shall be denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This



shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until the final treatment can be applied. If the date is after November 1st and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs/1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

5.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.
- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is



considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24 hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.

6.1 Sediment Barriers

Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary check dam. Should the fabric on a silt fence or filter barrier decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should



be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

All mulches must be inspected periodically, especially after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

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

6.5 Stormwater Appurtenances

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

6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information contact:

Contact: Will Savage, PE
Telephone: (207) 775-2655

Qualifications:

- Maine Professional Engineering License #11419
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert. #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert. #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620



The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.



7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence or erosion control berm.
3. Install all other erosion control devices as necessary throughout the remainder of this schedule.
4. Commence installation of drainage infrastructure connection within York Street.
5. Prioritize the downhill foundation walls to contain runoff within the site while providing an engineered outlet with siltation barrier to the municipal stormwater system within York Street.
6. Commence earthwork operations, wall and foundation installation.
7. Commence installation of utilities.
8. Continue earthwork and grading to subgrade as necessary for construction.
9. Complete installation of drainage infrastructure, as well as other utility work.
10. Complete remaining earthwork operations.
11. Install sub-base and base gravels in paved areas.
12. Install paving, curbing and brickwork.
13. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
14. Once the site is stabilized, 90% catch of grass has been obtained, or mulching of landscape areas is complete remove all temporary erosion control measures.
15. Touch up areas without a vigorous catch of grass with loam and seed.
16. Complete site signage and striping.
17. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.



9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan



TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

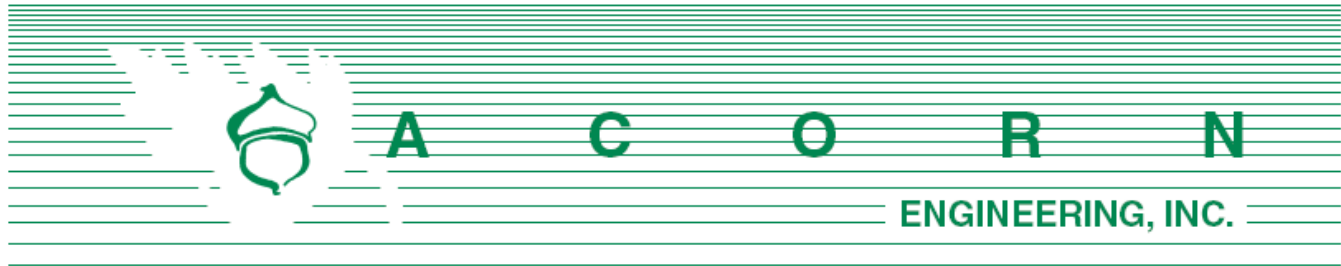
Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.





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

November 8, 2016

Subject: 161 York Street – Fire Department Checklist
 Section 8 of Application

On behalf of York Street Redevelopment, LLC, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

York Street Redevelopment, LLC
 42 Market Street
 Portland, Maine 04101
 (207) 774-1000

2. Name address, telephone number of architect

Mark Mueller Architects
 100 Commercial Street, Suite 205
 Portland, Maine 04101
 (207) 774-9057

Proposed uses of any structures [NFPA and IBC classification]

The Code Analysis was prepared by Mark Mueller Architects and is attached.

3. Square footage of all structures, including decks [total and per story]

Garage Level	7,089	sf
1 st Floor	6,194	sf
2 nd Floor	6,251	sf
3 rd Floor	6,251	sf
4 th Floor	6,224	sf
Roof Deck	735	sf
Total	31,857	sf

4. Elevation of all structures

The average building height is less than 45 feet at five stories tall. See the attached elevations provide by the Architect for additional information.

5. Proposed fire protection of all structures

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

6. Hydrant locations

An existing hydrant is located 70 feet south of the property on York Street. The hydrant is located approximately 85 feet from the nearest proposed building edge. Hydrant flow data from the Portland Water District once received may be made available to the Fire Department upon request.

7. Water main size and location

The development will be serviced by the existing water main within York Street. A 4" fire service line will extend from the existing water main to the building fire suppression system. The building is expected to have internal sprinkler risers and a Fire Department pump connection on the street side of the building.

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

Access to the structure is provided on York Street as well as internally within the site using the paved, bituminous driveway.

9. The Architect will provide a code summary referencing NFPA 1 and all fire department technical standards.

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

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

- York Street: 47.5 feet

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

City of Portland Technical Manual – Section 3 Public Safety

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

Response: Not applicable



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

Response: As depicted on the site plan, the proposed building layout provides a minimum of two paved access points to the structure: one from York Street directly and one internally from the paved area along the south side of the building.

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

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

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

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

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

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

Response: The proposed site maintains the required clearance height of nine feet.

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

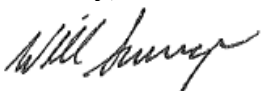
Response: The elevators will be sized to accommodate an 80 x 24 stretcher, per Architect designs.

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

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

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

Sincerely,



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





161 YORK STREET

November 08, 2016

NFPA 1, 101 & 220 2009: CODE DATA

USE GROUP CLASSIFICATION	MIXED USE (APARTMENT OVER STORAGE/ MERCANTILE)			
	LOWER LEVEL = ENCLOSED PARKING GARAGE			
	1ST FLOOR = ENCLOSED PARKING GARAGE & RESIDENTIAL UNITS			
	2ND FLOOR - 4TH FLOOR = RESIDENTIAL UNITS			
TYPE OF CONSTRUCTION	V (1,1,1)			
NET USEABLE AREA	49,901	SF	(EXCLUDES DECKS)	
PROPOSED BUILDING AREA	32,744	SF	(INCLUDES DECKS & ENCLOSED PARKING)	
LOT AREA	11,046	SF		
PROPOSED BUILDING HEIGHT (STORIES/ FEET)	4 STORIES / 45'-0" MAX. HEIGHT			
BUILDING AREA LIMITATION - SQ FT	NONE			
BUILDING HEIGHT LIMITATION - STORIES	NONE			
TRAVEL: COMMON PATH LIMIT (ALLOWABLE/ ACTUAL)	RESIDENTIAL 50' & STORAGE 100' (ACTUAL = LESS THAN ALLOWABLE)			
TRAVEL: DEAD-END LIMIT (ALLOWABLE/ ACTUAL)	RESIDENTIAL 50' & STORAGE 100' (ACTUAL = LESS THAN ALLOWABLE)			
TRAVEL: EXIT ACCESS TRAVEL DISTANCE LIMIT (ALLOWABLE/ ACTUAL)	RESIDENTIAL 325' & STORAGE 400' (ACTUAL = LESS THAN ALLOWABLE)			
FIRE SUPPRESSION SYSTEM	NFPA 13			
NUMBER OF REQUIRED EXITS	TWO			
EXIT ACCESS FIRE RATINGS				
FIRE WALLS/ BARRIERS	2 HOUR AT PARKING GARAGE TO ADJACENT UNITS			
OCCUPANCY SEPARATION	30 MIN. (30.3.7.2)			
TENANT SEPARATION	1 HOUR			
PARTY WALLS	NONE			
STAIR ENCLOSURES	2 HOUR			
SHAFTS	2 HOUR			
EXIT ACCESS CORRIDORS	30 MIN. (30.3.6.1.2)			
TRASH ROOMS	1 HOUR (TABLE 30.3.2.1.1)			
FIRE PROTECTION OF STRUCTURE				
COLUMNS	1 HOUR			
BEAMS, GIRDERS, TRUSSES & ARCHES	1 HOUR			
LOAD BEARING WALLS - EXTERIOR	1 HOUR			
LOAD BEARING WALLS - INTERIOR	1 HOUR			
NON-LOAD BEARING WALLS - EXTERIOR	0 HOUR			
NON-LOAD BEARING WALLS - INTERIOR	0 HOUR			
FLOOR CONSTRUCTION	1 HOUR			
ROOF CONSTRUCTION	1 HOUR			
OCCUPANT LOAD				
LOWER LEVEL				
PARKING GARAGE	7,089	SF	200 SF/ PERSON =	35
	TOTAL 7,089	SF		
1ST FLOOR				
RESIDENTIAL	4,509	SF	200 SF/ PERSON =	23
UNIT DECKS	1,685	SF	200 SF/ PERSON =	8
	TOTAL 6,194	SF		
2ND FLOOR				
RESIDENTIAL	6,145	SF	200 SF/ PERSON =	31
UNIT DECKS	106	SF	200 SF/ PERSON =	1
	TOTAL 6,251	SF		
3RD FLOOR				
RESIDENTIAL	6,145	SF	200 SF/ PERSON =	31
UNIT DECKS	106	SF	200 SF/ PERSON =	1
	TOTAL 6,251	SF		
4TH FLOOR				
RESIDENTIAL	5,889	SF	200 SF/ PERSON =	29
UNIT DECKS	335	SF	200 SF/ PERSON =	2
	TOTAL 6,224	SF		
ROOF				
COMMON DECKS	735	SF	15 SF/ PERSON =	49
OCCUPANT LOAD - TOTAL	32,744	SF	People	209



161 YORK STREET

November 08, 2016

IBC 2009: CODE DATA

USE GROUP CLASSIFICATION

TYPE OF CONSTRUCTION

NET USEABLE AREA

PROPOSED BUILDING AREA

LOT AREA

PROPOSED BUILDING HEIGHT (STORIES/ FEET)

ALLOWABLE BUILDING AREA LIMITATION - SQ FT (TABLE 503)

ALLOWABLE BUILDING HEIGHT LIMITATION - STORIES (TABLE 503)

INCREASE: STREET FRONTAGE (150% AREA) - SQ FT

INCREASE: AUTOMATIC SPRINKLER SYSTEM AREA (200% AREA) - SQ FT

INCREASE: AUTOMATIC SPRINKLER SYSTEM HEIGHT (1 STORY)

TRAVEL: COMMON PATH LIMIT (ALLOWABLE/ ACTUAL)

TRAVEL: DEAD-END LIMIT (ALLOWABLE/ ACTUAL)

TRAVEL: EXIT ACCESS TRAVEL DISTANCE LIMIT (ALLOWABLE/ ACTUAL)

FIRE SUPPRESSION SYSTEM

NUMBER OF REQUIRED EXITS

MIXED USE (R-2 OVER S-2/M)

LOWER LEVEL = ENCLOSED PARKING GARAGE

1ST FLOOR = ENCLOSED PARKING GARAGE & RESIDENTIAL UNITS

2ND FLOOR - 4TH FLOOR = RESIDENTIAL UNITS

5A (WOOD - PROTECTED)

31,462 SF (EXCLUDES DECKS)

32,744 SF (INCLUDES DECKS & ENCLOSED PARKING)

11,046 SF

4 STORIES / 45'-0" MAX. HEIGHT

12,000 SF PER FLOOR

3 STORIES (50' MAX.)

N/A

24,000 SF INCREASE (36,000 SF TOTAL PER FLOOR)

1 STORY (4 STORIES TOTAL)

RESIDENTIAL 50' & STORAGE 100' (ACTUAL = LESS THAN ALLOWABLE)

RESIDENTIAL 50' & STORAGE 100' (ACTUAL = LESS THAN ALLOWABLE)

RESIDENTIAL 325' & STORAGE 400' (ACTUAL = LESS THAN ALLOWABLE)

NFPA 13

TWO

EXIT ACCESS FIRE RATINGS

FIRE WALLS/ BARRIERS

OCCUPANCY SEPARATION

TENANT SEPARATION

PARTY WALLS

STAIR ENCLOSURES

SHAFTS

EXIT ACCESS CORRIDORS

2 HOUR AT PARKING GARAGE TO ADJACENT UNITS

2 HOUR (S-2/ R-2)

1 HOUR

1 HOUR

2 HOUR

2 HOUR

30 MIN. (TABLE 1018.1)

FIRE PROTECTION OF STRUCTURE

PRIMARY STRUCTURAL FRAME

SECONDARY STRUCTURAL FRAME

LOAD BEARING WALLS - EXTERIOR

LOAD BEARING WALLS - INTERIOR

NON-LOAD BEARING WALLS - EXTERIOR

NON-LOAD BEARING WALLS - INTERIOR

FLOOR CONSTRUCTION

ROOF CONSTRUCTION

1 HOUR

1 HOUR

1 HOUR

1 HOUR

1 HOUR (TABLE 602)

1 HOUR

1 HOUR

1 HOUR

FIRE SEPARATION DISTANCE

5' TO LESS THAN 10' (22% ACTUAL)

10' TO LESS THAN 15' (26% ACTUAL)

5' MAX. DECK/ BALCONY DEPTH @ BUILDING PROJECTION

25% MAX. UNPROTECTED, SPRINKLERED (UP,S)

45% MAX. UNPROTECTED, SPRINKLERED (UP,S)

(SECTION 705.2)

FIRE HYDRANT LOCATED 70' FROM LOT

OCCUPANT LOAD

LOWER LEVEL

PARKING GARAGE (ENCLOSED)

7,089 SF 200 SF/ PERSON = 35

TOTAL 7,089 SF

1ST FLOOR

RESIDENTIAL

4,509 SF 200 SF/ PERSON = 23

PARKING GARAGE (ENCLOSED)

1,685 SF 200 SF/ PERSON = 8

TOTAL 6,194 SF

2ND FLOOR

RESIDENTIAL

6,145 SF 200 SF/ PERSON = 31

UNIT DECKS

106 SF 200 SF/ PERSON = 1

TOTAL 6,251 SF

3RD FLOOR

RESIDENTIAL

6,145 SF 200 SF/ PERSON = 31

UNIT DECKS

106 SF 200 SF/ PERSON = 1

TOTAL 6,251 SF

4TH FLOOR

RESIDENTIAL

5,889 SF 200 SF/ PERSON = 29

UNIT DECKS

335 SF 200 SF/ PERSON = 2

TOTAL 6,224 SF

ROOF

COMMON DECKS

735 SF 15 SF/ PERSON = 49

OCCUPANT LOAD - TOTAL

32,744 SF People 209

K. Solid Waste Disposal

The eleven unit owners, or their property management company, shall be responsible for relocating the solid waste and recyclable material to the space allocated for solid waste storage as necessary and noted on the First Floor Site Plan (C-11).

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



L. Utilities

The proposed project will include installation of new utility services to the building and individual units.

Water:

As identified in the Existing Conditions Plan, the site has two existing water service lines. The service lines are to be removed and replaced in accordance with the Portland Water District. The proposed services feature a parent-child connection on the south side of the proposed building. Permission has been granted from Portland Water District to install the services 7.40 feet off the property line instead of the required 10 feet (attached).

Sewer:

An existing sewer service was not identified on the property. We contacted the Department of Public Works with an Ability to Serve Letter and have not received a response. We then reached out to a City Surveyor who provided us with archived maps which do not depict an existing sewer service for 161-163 York Street. A proposed service line will connect to the 36" brick sewer main in York Street. A line from the covered parking garage floor drains will flow through an oil-water separator and then wye into the sewer service, connecting to the sewer main.

Storm Drain:

An existing stormwater line was not identified on the property. One proposed line will connect to the separated Type C 12" underdrain in York Street as seen on C-20 and C-31.

UGE/T/C:

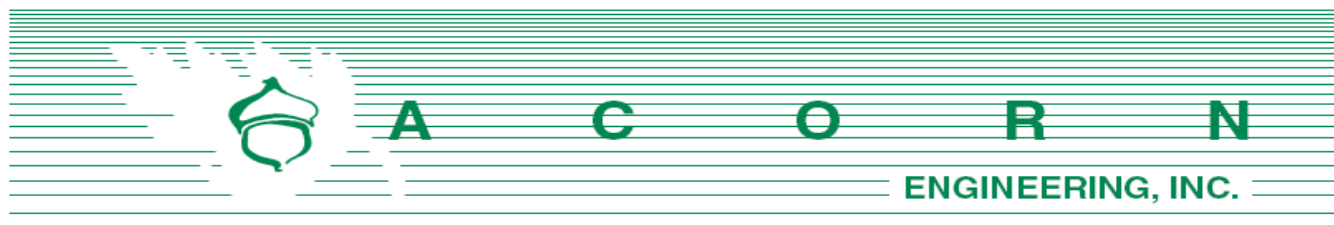
Overhead electric, telephone, and cable lines have recently been removed during demolition of the site. All proposed service lines will be routed underground from an existing utility pole across York Street. If required by Central Maine Power, three proposed pole-mounted transformers will be installed.

Gas:

A retired gas valve exists in the York Street Right of Way. A new service is proposed to service the building from an existing gas main on Guilford Court.

Ability to serve letters have been sent out to the respective utility companies on August 3rd, 2016 in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Revised Utility Plans and letters were then sent out on November 2nd, 2016. Please refer to the attached letters. Pending responses will be forwarded to the planner once received.





Unitil Service Corp.
Attn: Bridget Harmon
376 Riverside Industrial Parkway
Portland, Maine 04103

November 2nd, 2016

Subject: 161 York Street Redevelopment
Re: Ability to Serve

Dear Mrs. Harmon:

Since our last correspondence, there has been continued design and development of the proposed 161 York Street redevelopment project.

The current plan proposes to service the building via the existing gas line within Guilford Court; the service is to extend from the existing gas stub at the main line and enter the building from the southernmost side wall. The proposed service will avoid contact with the subsurface stormwater detention system

I have attached the latest utility plan for your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Olivia Dawson, E.I.
Design Engineer
Acorn Engineering, Inc.

Cc: William Savage – Acorn Engineering, Inc.
Sam Lebel – Acorn Engineering, Inc.



August 4, 2016

Acorn Engineering Corp.
Attention: Olivia Dawson
PO Box 372
Portland Maine 04104

Re: 161 York Street Redevelopment, Portland Maine

Dear Ms. Dawson:

Thank you for your interest in using natural gas for the above referenced project.

This is to confirm that natural gas can be made available from our distribution system to serve your proposed redevelopment project.

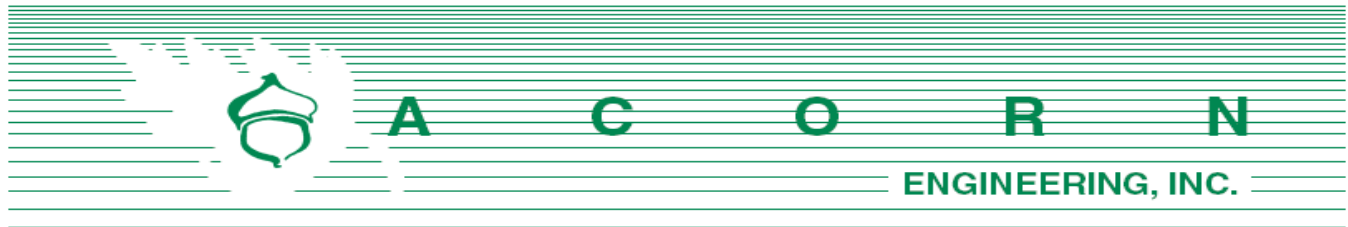
Any improvements to the existing distribution system necessary to provide this service, as well as the design of the gas system in the project itself will be established as the overall design and scope of your project progresses.

All work necessary to provide service will be performed in accordance with the Maine Public Utilities Commission requirements.

If you have any further questions or require additional information, please contact me directly at (207) 541-2536 or at Harmon@Unitil.com.

Sincerely,
Bridget L. Harmon
Business Development Representative
Unitil Corporation
(O) 207-541-2536 (F) 207-541-2586

ME GAS CUSTOMER ENERGY SOLUTIONS
376 Riverside Industrial Parkway
Portland, ME 04103
T 207-541-2536 www.unitil.com
Harmon@Unitil.com



Portland Water District
Attn: Gordon S. Johnson
225 Douglas Street
Portland, Maine 04104

November 2, 2016

Subject: 161 York Street Redevelopment
Re: Ability to Serve – Utility Plan Update

Dear Mr. Johnson,

Since our last correspondence, there has been continued design and development of the proposed 161 York Street redevelopment project.

The proposed domestic and fire services are to still be tapped from the existing 12" ductile iron water main within York Street but are to be a parent-child connection with only the 4" fire service tapping into the main; the 2" domestic service is then to split from the 4" pipe before passing the property line and outfitted with a 2" curb stop. The domestic and fire are to maintain a minimum of 18" face-to-face separation until connecting to the building.

Due to space constraints and the City Ordinance required street tree placement, the services will be 10' from the center of the nearest tree but only 7.5' from the side property line after dividing into two services. After many design iterations and alternatives, this proposed plan best suits the site and building from a separation standpoint except for the 10' service line separation requirement from the property line as set by PWD.

Please note that the design flows have not changed since the last ability to serve submission.

I have attached the latest utility plan for your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Olivia Dawson, E.I.
Design Engineer
Acorn Engineering, Inc.

Cc: Norman Twaddel – Portland Water District
William Savage – Acorn Engineering, Inc.
Sam Lebel – Acorn Engineering, Inc.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

August 31, 2016

Ms. Olivia Dawson
Acorn Engineering
P.O. Box 3372
Portland, ME 04104

Re: 161 York Street
Ability to Serve with PWD Water

Dear Ms. Dawson:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on August 3, 2016. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter does not constitute approval of this project from the District. Review and approval of final plans is required.**

Conditions of Service

The following conditions of service apply:

- A new 4-inch fire service and 2-inch domestic service may be installed as shown on the "Utility Plan, 161 York Street Redevelopment Sheet C-20 dated August 3, 2016 and returned to you with marked up comments.
- Two existing ¾" services SV271826 and SV273689 need to be terminated by shutting the corporation, cutting the copper and removing the curb box and rod.
- Once the final plans are approved and the project is ready for construction, the owner or contractor will need to make an appointment to come in and complete a service application form and pay the necessary fees.

Existing Site Service

According to District records, the project site does currently have existing water service. Two ¾-inch diameter copper water service lines, located as shown on the attached water service cards, provide water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.



Water System Characteristics

According to District records, there is an 12-inch diameter ductile iron water main on the northwest side of York Street and a public fire hydrant located 120 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 90 psi on October 9, 2015.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

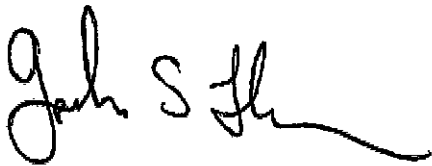
Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read "Gordon S. Johnson", with a long, sweeping horizontal line extending to the right.

Gordon S. Johnson
Engineering Services Manager

TO BE
REMOVED

NO. 165 YORK

SERVICE RECORD

PORT. 027

ST. DIVISION

REG. NO. 1826

Code No.

Name LAROCHELLE

Name

Name

MEASURES

SERVICE DATA

Size of Pipe 3/4 COPPER

Kind of Pipe COPPER

Main to Stop 18'

Stop to St. Line 8/10/196

Date 8/10/196

Mat. on Private 3/4 COPPER

Depth/Main 5'

Depth/Private 5'

Shut at Corp.

165

37' 3"

25' 4"

4'

12" P.V.C.
DRAIN

4' ↓

4" P.V.C.
F.A.

12" D.I.

TO BE
RETURNED

#161 YORK ST.

SERVICE RECORD

PART. 027

ST. DIVISION

NO.

Code No.

REG. NO.

3689

Name

Name

Name

Name

Name

MEASURES

SERVICE DATA

Size of Pipe

3/4 COPPER

Kind of Pipe

COPPER

Main to Stop

16'

Stop to St. Line

ON

Date

8/10/96

Mat. on Private

3/4 COPPER

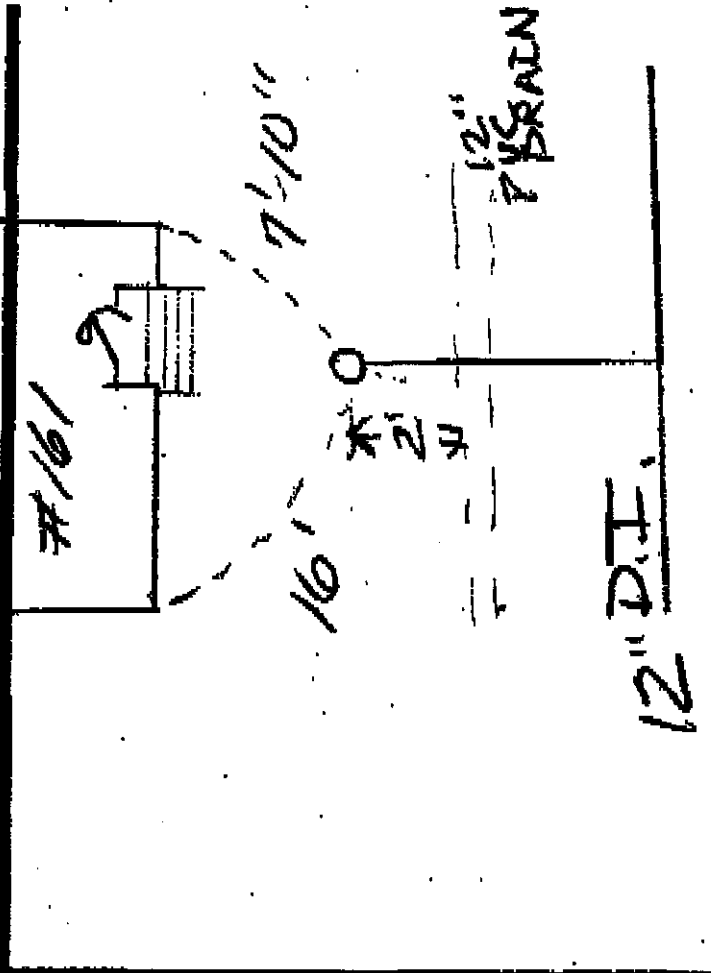
Depth/Main

4 1/2'

Depth/Private

5'

Shut at Corp.



Olivia Dawson

From: Robert Bartels P.E. <rbartels@pwd.org> on behalf of AMaP MEANS <means@pwd.org>
Sent: Thursday, November 03, 2016 9:10 AM
To: Olivia Dawson
Cc: William Savage; Sam Lebel
Subject: 373105-161 York St, Portland
Attachments: 373105_MarkupsRAB.pdf

Olivia,

Please see attached markups. PWD accepts the 7.5' separation from property line.

Please let me know if you have questions.

Respectfully,

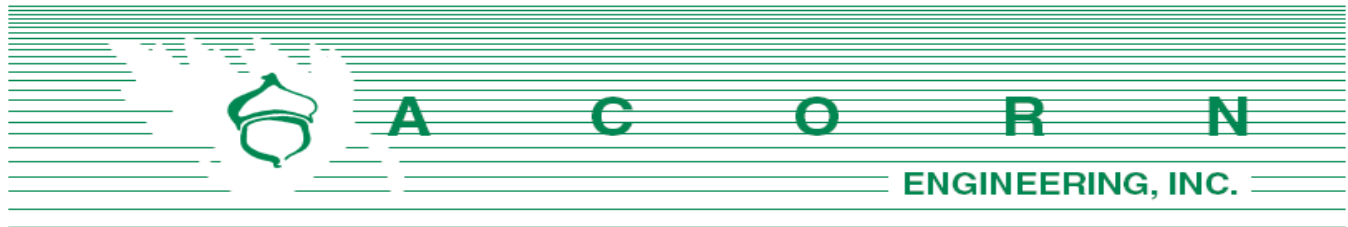
Robert Bartels P.E.
Senior Project Engineer

Portland Water District

Phone:

E-mail: rbartels@pwd.org

<http://www.pwd.org>



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

November 2, 2016

Subject: 161 York Street Redevelopment
Re: Ability to Serve – Utility Plan Update

Dear Mr. Derrig:

Since our last correspondence, there has been continued design and development of the proposed 161 York Street redevelopment project.

After careful consideration of the space restrictions of the site, the proposed electrical/telephone/cable service is to supply the building from a new utility pole located to the rear property. The new pole will reroute the existing overhead lines on Guilford Court from which the underground service will start; per prior requests, the telephone and cable services will bypass the two pole-mounted transformers. The service is to maintain 12" radial clearance from the stormwater line that runs parallel to it before entering the building.

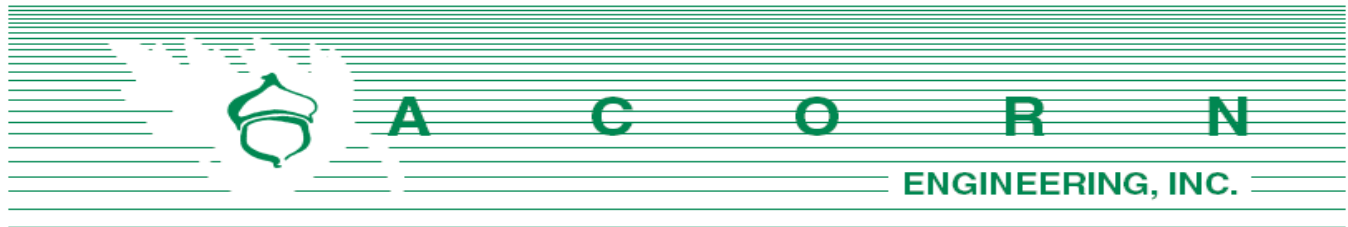
I have attached the latest utility plan for your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

A handwritten signature in black ink, appearing to read 'Olivia Dawson'.

Olivia Dawson, E.I.
Design Engineer
Acorn Engineering, Inc.

Cc: William Savage – Acorn Engineering, Inc.
Sam Lebel – Acorn Engineering, Inc.



Department of Public Works
Attn: Mr. Brad Roland, P.E.
55 Portland Street
Portland, Maine 04101

November 2, 2016

Subject: 161 York Street Redevelopment
Re: Ability to Serve – Utility Plan Update

Dear Mr. Roland:

Since our last correspondence, there has been continued design and development of the proposed 161 York Street redevelopment project.

The proposed sewer service will continue to outlet into the existing 36" sanitary sewer line within York Street. The gravity sewer line will consist of domestic waste from the residential units as well as meltwater and liquid runoff from the internal parking garage after being treated by a water-oil separator. Per City requirement, a backflow valve is to be installed within the property lines before the service enters the City system.

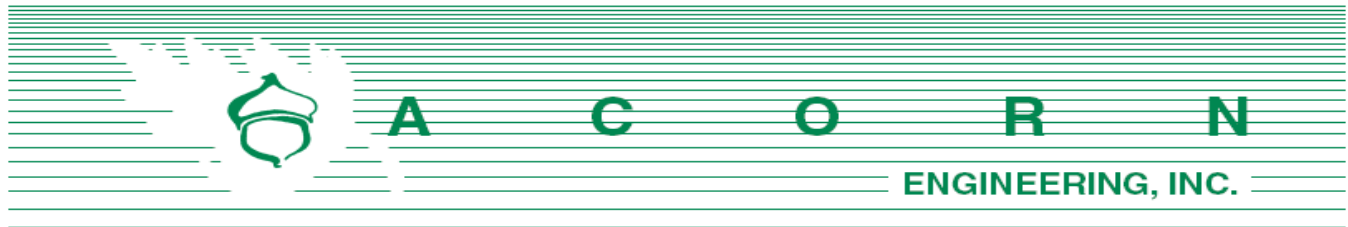
Per a Department of Public Works archive research request, no existing sewer services or cards were identified for the households (2) that were previously demolished in anticipation of redevelopment of the lot.

I have attached the latest utility plan for your review as well as two documents that were provided by the Archives Department that outline the known, documented services within York Street. The wastewater application has not changed since our last correspondence as well. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Olivia Dawson, E.I.
Design Engineer
Acorn Engineering, Inc.

Cc: William Savage – Acorn Engineering, Inc.
Sam Lebel – Acorn Engineering, Inc.



Central Maine Power Company
Attn: Mr. Paul DuPerre
162 Canco Road
Portland, Maine 04103

November 2, 2016

Subject: 161 York Street Redevelopment
Re: Ability to Serve – Utility Plan Update

Dear Mr. DuPerre:

Since our last correspondence, there has been continued design and development of the proposed 161 York Street redevelopment project.

After careful consideration of the space restrictions of the site, the proposed electrical/telephone/cable service is to supply the building via two pole-mounted transformers located to the rear property on a new utility pole. The new pole will reroute the existing overhead lines on Guilford Court from which the underground service will start. The service is to maintain and will exceed a 12" radial clearance from the stormwater line that runs parallel to it before entering the building.

I have attached the latest utility plan for your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Olivia Dawson, E.I.
Design Engineer
Acorn Engineering, Inc.

Cc: William Savage – Acorn Engineering, Inc.
Sam Lebel – Acorn Engineering, Inc.



CENTRAL MAINE POWER

August 18, 2016

Acorn Engineering Inc.
C/O Ms. Olivia Dawson
PO Box 3372
Portland, Maine 04104

RE: Electric Service, 161 York Street, Portland, Maine

Dear Ms. Dawson,

This letter is to advise you Central Maine Power has sufficient single phase electrical capacity in the area to serve the subject project.

Once the project is accepted by the City of Portland, the owner will need to call our Customer Service Center at 1-800-565-3181 to sign up for a New Account and a SAP Work Request Order so we may start a cost estimate.

Please provide to CMP what size service the Customer will be requiring in order to get the needed information for costs and an easement will be required for this project.

If you have any questions please feel free to call me at 828-2882.

Sincerely,

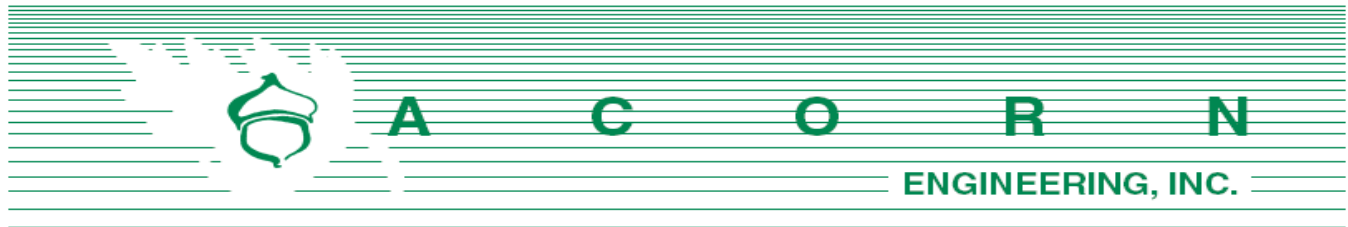
Paul DuPerre
Energy Service Specialist

162 Canco Road, Portland, ME 04103
Telephone 800.750.4000, Fax 207.791.1026
cmpco.com



IBERDROLA
USA





Charter Communications
Attn: Mr. Mark Pelletier
118 Johnson Road
Portland, Maine 04102

November 2, 2016

Subject: 161 York Street Redevelopment
Re: Ability to Serve – Utility Plan Update

Dear Mr. Pelletier:

Since our last correspondence, there has been continued design and development of the proposed 161 York Street redevelopment project.

After careful consideration of the space restrictions of the site, the proposed electrical/telephone/cable service is to supply the building from a proposed utility pole located to the rear property. The new pole will reroute the existing overhead lines on Guilford Court from which the underground service will start; per prior requests, the telephone and cable services will bypass the two pole-mounted transformers. The service is to maintain 12" radial clearance from the stormwater line that runs parallel to it before entering the building.

I have attached the latest utility plan for your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Olivia Dawson, E.I.
Design Engineer
Acorn Engineering, Inc.

cc: William Savage – Acorn Engineering, Inc.
Sam Lebel – Acorn Engineering, Inc.

M. Construction Management Plan

Project Address: 161 York Street

Project Description:

The proposed project is an urban infill residential 11-unit redevelopment of two single-family dwellings. The site has recently been demolished to facilitate the redevelopment of the property. The proposed site is to be accessed via York Street and Guilford Court.

Project Team Summary:

Owner:	York Street Redevelopment, LLC
General Contractor:	To Be Determined
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Mark Mueller Architects
Structural Engineer:	Structural Integrity Consulting Engineers, Inc.

Timeline and Schedule:

Projected Start Date:	Spring 2017
Project Duration:	Approximately One Year
Projected Completion:	Spring 2018
Street Interruption:	During the installation of utilities within York Street.
Sidewalk Interruption:	During the installation of utilities and foundation wall construction.

Emergency Contact:

- Michael Cianchette
- (207) 774-1000

Estimated Work Hours:	7:00 am to 5:00 pm
Delivery Truck Access:	Contact Michael Cianchette or the owner's representative to coordinate.
Worker Parking:	On the street.

York Street Redevelopment, LLC and their contractor will work with the City of Portland, and adjacent landowners to minimize any project impacts.

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



The General Contractor is advised to visit the site to confirm the site conditions. The site was demolished in the Spring of 2016 which cleared the two dwellings, walkways, and other developed areas. However, some construction debris remains on site as well as multiple trees, stone walls, and a fence line. It is the sole responsibility of the contractor to demolish the rest of the site in full compliance with City and State regulations. Refer to the Civil/Site Plan Set, Sheet C-31 for location of the proposed sedimentation barrier. Refer to the Existing Conditions Plan for a visual representation of the site before it was demolished and what may still exist on site.





November 8, 2016

Preliminary Site Plan Review

RE: 161 York Street

Portland, Maine

Proposed Multi-Family Housing

As you drive over the bridge from South Portland, our project will become a part of the streetscape as you enter Portland. Intent of the building is to create a presence which is an extension of the West End neighborhood.

161 York Street will be an urban infill project in the R-6 zone.

Work to date has included the removal of two neglected old houses. Also, the site is now cleared of dead trees, trash and random overgrown brush.

The project is an 11-unit residential multi-family project. The building will include enclosed tenant parking at the lower level and partially at the first floor. The upper four levels consist of the residential living condominiums. Each unit on the front of the building will have its own 'overlook' decks, the units on the back will each contain small decks with room for a small table and chairs. An upper level roof deck will allow tenants and guests views the Fore River and beyond.

161 York Street will replace two houses with 11 residential multi-story living units.

Zoning:

Lot size: at 11,046 sf the lot meets the minimum requirements as outlined in the ordinance.

Lot area/ dwelling unit: the project is proposed as 11 units.



Per the lot to area ratios, our project is under-developed by 4 units.

Building setbacks: are met on all four sides at the building footprint. A small property line offset on the South respects the rear yard setback of 10'. Included in the design is a 5' step-back requirement above 35' in height. This can also be found on the South side of the building.

Lot Coverage: the 60% maximum has been respected in the site design.

Building Height: the building has been designed to meet the 45' maximum building height outlined in the R-6 zone. The height has been determined from a calculated 'average grade' height established early in the project. At the upper limits of the roof height are measured to the top of the roof sheathing.

Per the Portland zoning ordinance, roof access and decks are not a part of the maximum roof height.

Parking: the project includes 22 parking spaces for tenants and guests.

Design Standards:

The project at 161 York Street has been designed for an enduring contribution to the neighborhood. Our project, although not in the historic district, abuts it. This has been principal determinate in the design process and selection of building materials.

Design emphasis has been addressed on two elevations, given the rear of the building is a secondary vehicular entrance. The dominate elevation is York Street. The rear of the building is visually accessible from Guildford Court.

On York Street, the building has been located forward near the sidewalk. Situated similar to meet neighbors, this alignment is meant to be a continuation of a pedestrian friendly district. As the front entrance facing onto the street, a running pergola is reaching to the street. The pergola is meant to be a 'front porch' and be the main pedestrian entrance.



The scale of the building is compatible with other structures in the neighborhood. The height, as stated before meets the zoning standard of 45' high. Our façade is focused on accentuating the building design up 35', above that cornice level the upper clerestory is de-emphasized with less architectural detail.

The design will also include subtle articulation in a fashion that form its own design within the whole of the façade. The articulation will create with brick relief, beginning at the base and extending up thru the building.

Fenestration: on the building façade will enhance the notion of articulation with it's own rhythmic pattern. Windows align vertically and are of near equal shape and proportion. To capture views high in the building, upper level windows vary in pattern; all the while maintaining the same individual size and shape of the individual window. The window types are a casement window over an awning.

The overhead garage doors will not exceed 40 % of the façade length.

Building material: is predominately brick veneer. It's selection is paying respect to the historic houses across the street. A belt course of contrasting material is proposed at the lower level, with dentils and built-up detail up high at the accentuating cornice. Two colors of brick are proposed to offer a base motif to the lower level.

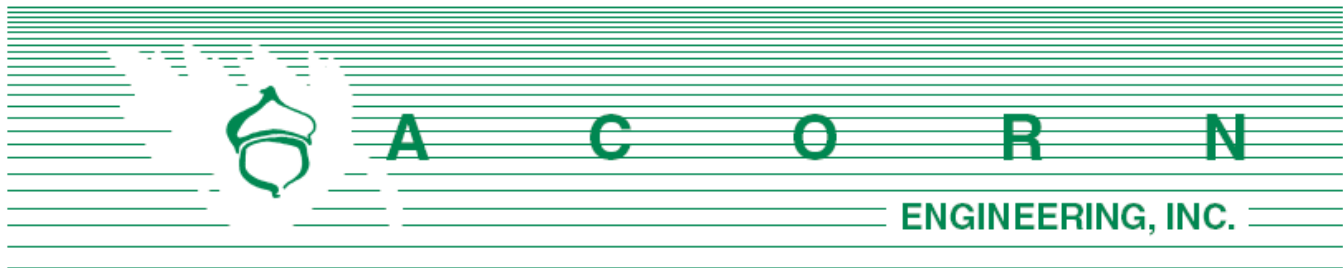
Energy Efficiency: the building design will meet the Maine Energy Code.

In addition the roofs will meet a minimum R-35 insulation rating.

Modern individual heat pumps will heat and cool the living units and gas fireplaces are a back-up heat source.

All kitchen appliances and washer/dryers will be Energy Star certified.

Our project will be a part of the new Inclusionary Zoning and be designed for compliance with "ADA" Housing ordinance.



Division of Housing and Community Development
Attn: Tyler Norod
City of Portland, Maine
389 Congress Street, Room 312
Portland, ME 04101

November 18, 2016

Subject: Conditional Use for Ensuring Workforce Housing Inclusionary Zoning
Planning Board Review
Redevelopment of 161 York Street - Portland, Maine

Dear Tyler Norod,

York Street Redevelopment, LLC is pleased to submit the accompanying package of submission materials related to the proposed 11-unit urban infill redevelopment of 161 York Street and its compliance with the standards set by the Workforce Housing Inclusionary Zoning. This letter and attachments are a follow-up to the preliminary application package submitted on November 8, 2016. The developer will pay the fee-in-lieu of \$110,000 to the City Housing Trust Fund in place of a workforce unit.

This submission package is intended to meet the City's Inclusionary Zoning Submission Requirements as outlined in the Planning Board Review Application. The proposed project site is located near the corner of York Street and State Street. The lot previously contained two single-family dwellings before recently being demolished to facilitate the redevelopment. The site is proposed to be redeveloped into energy efficient condominiums classified as "multi-family" residences. The development site is located within the City's R-6 Zoning District, and complies with the permitted uses within the zone.

Accompanying this cover letter are the following materials:

- Section P: Site Plan Application
- Section Q: Title, Right and Interest
- Section R: Conformity with Conditional Use Standards

York Street Redevelopment, LLC and the design team look forward to your review of this project. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

William H. Savage, P.E.
Principal - Project Manager

Acorn Engineering, Inc.





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.

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

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

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

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

Planning Division

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

Housing and Community Development

Room 313, Third Floor, City Hall
389 Congress Street
(207)482-5028

Office Hours

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

PROJECT NAME:161 York Street Redevelopment

PROPOSED DEVELOPMENT ADDRESS:161 York Street

CHART/BLOCK/LOT (s): 044-B-007**Applicable Zone:** R-6**CONTACT INFORMATION:**

Applicant – must be owner, Lessee or Buyer Name: Michael J. Cianchette Business Name, if applicable: York Street Redevelopment, LLC Address: 42 Market St City/State : Portland, Maine Zip Code: 04101	Applicant Contact Information Work # (207) 774-1000 Home# Cell # Fax# e-mail: mcianchette@theregency.com
Owner – (if different from Applicant) Name: Address: N/A City/State : Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Billing Information Name: See applicant information Address: City/State : Zip Code:	Billing Information Work # Cell # Fax# e-mail:
Designated person/person(s) for uploading to e-Plan: Name: Olivia Dawson, E.I. (Acorn Engineering, Inc.) e-mail: odawson@acorn-engineering.com Name: Sam Lebel, E.I. (Acorn Engineering, Inc.) e-mail: slebel@acorn-engineering.com Name: Will Savage, P.E. (Acorn Engineering, Inc.) e-mail: wsavage@acorn-engineering.com	

RIGHT, TITLE OR INTEREST:

Deed

(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.

The land use included single-family housing until the site was recently demolished

to facilitate the redevelopment.

PROJECT DESCRIPTION:

11-unit urban infill project utilizing an energy efficient building design with implementation of the

latest green infrastructure.

INCLUSIONARY ZONING:	
# IZ Units	0
On-Site IZ Units	0
Off-Site IZ Units	0
# IZ Homeownership Units	0
# IZ Rental Units	0
# IZ Efficiencies	0
# IZ 1-Beds	0
# IZ 2-Beds	0
# IZ 3-Beds	0
IZ Fee In-Lieu	\$110,000

APPLICATION FEES:

☒ 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.

INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mailed to you. Payments can be made on-line at [Pay Your Invoice](#), by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application Form
X		1	Cover letter stating the nature of the project.
X		1	Evidence of right, title and interest.
X		1	Written Submittals that address the conditional use standards of Sec. 14-484, including unit size and bedroom count
N/A		1	Draft Workforce Housing Agreement
N/A		1	Proposed Marketing Strategy
X		1	Written Proposal for providing workforce units on-site, off-site, or payment of fee-in-lieu.
N/A		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.
N/A		1	Floor Plans of all units and identifying proposed designated workforce housing units
N/A		1	Interior Standards for Units for market rate and workforce housing units, including kitchen, bathroom, flooring and closet amenities
N/A		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.

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 IZ 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: 11-18-14
--	-------------------

MAINE REAL ESTATE TAX PAID

WARRANTY DEED
Maine Statutory Short Form

Know all Persons by these Presents,

That we, Rebecca A. Lake and Roxanne A. Larochelle, of Portland, Maine, for consideration paid, grant to:

York Street Redevelopment, LLC

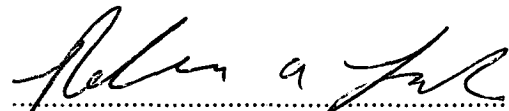
a limited liability company organized and existing under the laws of the State of Maine, and having a mailing address of: 42 Market Street, Portland, Maine 04101, with **warranty covenants**, the land in Portland, County of Cumberland, and State of Maine, described as follows:

A certain lot or parcel of land, together with any buildings and improvements thereon, situated in the City of Portland, County of Cumberland, and State of Maine being more particularly described in Exhibit A attached hereto and made a part hereof.

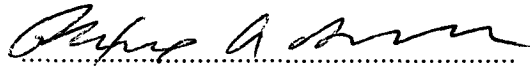
Witness our hands and seals this 9th day of September, 2015.

Signed, Sealed and Delivered
in the presence of


.....


.....

Rebecca A. Lake


.....

Roxanne A. Larochelle

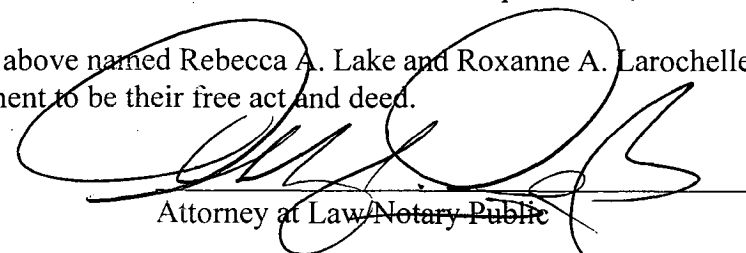
State of Maine

County of Cumberland

ss

September 9, 2015

Then personally appeared before me the above named Rebecca A. Lake and Roxanne A. Larochelle and acknowledged the foregoing instrument to be their free act and deed.


Attorney at Law/Notary Public

Printed Name: _____

DONNELLY S. DOUGLAS
Maine Attorney at Law
Maine Bar No. 147

EXHIBIT A
161 YORK STREET, PORTLAND, MAINE

A certain lot or parcel of land with the buildings thereon situated in the city of Portland, Cumberland County, Maine and bounded and described as follows:

Beginning at a stake on the northerly side of York Street in the corner of a lot of land formerly occupied by Joseph Deering, thence running southerly by said street one and a half rods or less to land formerly occupied by Eleazar Holmes; thence northwesterly by said Holmes lot to the corner of said Holmes lot; thence northeasterly at right angles with the line of the Holmes land to the Deering lot aforesaid; thence by the said Deering lot to said York Street at the point of beginning, reserving a passageway four and one-half feet in width upon the side of said lot next to the said Holmes lot to be used in common by the owners of the lot hereby conveyed and the owners of said Holmes lot.

Also including an easement over a strip of land adjacent to the within described premises as reserved in a deed from Rosary M. Larochelle to Tacha Vosburgh dated May 18, 1989 and recorded in said Registry at Book 8762 Page 284 and described therein as follows:

An easement in a strip of land to be used as a driveway solely and exclusively, for the use of the dominant estate and their invitees and such vehicles as needed for maintenance and improvements of both the dominant estate and the easement itself. Said strip of land is to begin at the southeasterly corner of the Rosary M. Larochelle's contiguous estate, also known as 161 York Street, and extend thirteen (13) feet east along York Street to a point and thence in a northwesterly direction fifty-six (56) feet parallel to the eastern boundary of the Rosary M. Larochelle 's contiguous estate to a point and thence 90° westerly for thirteen (13) feet to a point and thence southerly along the easterly boundary of the Rosary M. Larochelle 's said contiguous estate for fifty-six (56) feet to the point of beginning.

Being the same premises conveyed to the Grantors herein by Corrective Deed from Rosary M. Larochelle dated October 31, 2014 and recorded in Cumberland County Registry of Deeds in Book 31885 Page 225.

Received
Recorded Register of Deeds
Sep 10, 2015 01:38:19P
Cumberland County
Nancy A. Lane

MAINE REAL ESTATE TAX PAID

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL BY THESE PRESENTS, that I, **Rosary M. Larochelle**, of
Portland, Maine, for consideration paid, grant to:

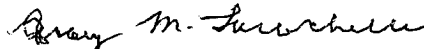
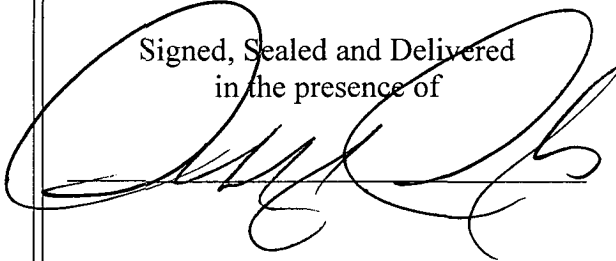
York Street Redevelopment, LLC

a limited liability company organized and existing under the laws of the State of Maine,
whose mailing address is: 42 Market Street, Portland, Maine 04101, with **warranty**
covenants, the real estate situated in Portland, County of Cumberland, and State of Maine,
described as follows:

A certain lot or parcel of land, together with any buildings and improvements
thereon, situated in the City of Portland, County of Cumberland, and State of
Maine being more particularly described in Exhibit A attached hereto and
made a part hereof.

Witness my hand and seal this 9th day of September, 2015.

Signed, Sealed and Delivered
in the presence of



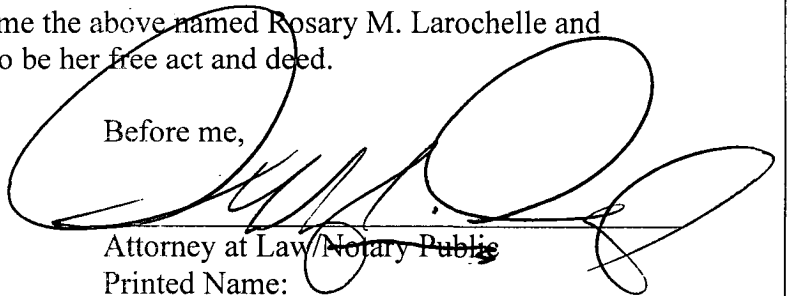
Rosary M. Larochelle

State of Maine
County of Cumberland

September 9, 2015

Then personally appeared before me the above named Rosary M. Larochelle and
acknowledged the foregoing instrument to be her free act and deed.

Before me,



Attorney at Law/Notary Public
Printed Name:

DONNELLY S. DOUGLAS
Maine Attorney at Law
Maine Bar No. 147

EXHIBIT A
163 YORK STREET, PORTLAND, MAINE

Certain lots or parcels of land with the buildings thereon situated in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

FIRST: A certain lot or parcel of land, situated on the northwesterly side of York Street in said Portland and more particularly bounded and described as follows:

Beginning at the northwesterly side of York Street at the southerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie et al. by deed dated July 7, 1924, and recorded in the Cumberland County Registry of Deeds in Book 1173, Page 185; thence southwesterly by the northwesterly sideline of York Street seventy-four and twenty-five one hundredths (74.25) feet to the easterly corner of land conveyed by Nathan Dyer et al. to Stephen K. Dyer by deed dated May 26, 1862, and recorded in said Registry of Deeds in Book 313, Page 204; thence northwesterly by said Dyer land sixty (60) feet to the southeasterly sideline of the land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439, Page 183; thence northeasterly by said Dewey land and by land conveyed by Francis O. Sawyer to Charles Dyer by deed dated November 11, 1872, and recorded in said Registry in Book 395, Page 492, seventy-four and twenty-five one hundredths (74.25) feet to the westerly corner of said Sachelie land; thence southeasterly by said Sachelie land sixty (60) feet to the point of beginning.

SECOND: Also, a certain lot or parcel of land situated on the southeasterly side of Guilford Court in said Portland and more particularly bounded and described as follows:

Beginning on the southeasterly sideline of land conveyed by Brown Company to Carmelo S. Sachelie by deed dated April 6, 1942, and recorded in said Registry in Book 1676, Page 128, at the northerly corner of land conveyed by George W. Verrill, Assignee, to Ansel G. Dewey by deed dated June 8, 1877, and recorded in said Registry in Book 439, Page 183; thence northeasterly by said Sachelie land and by the southeasterly sideline of Guilford Court seventy-five (75) feet to the westerly corner of land conveyed by Cynthia Rhodes to Adeline N. Skelton by deed dated March 21, 1872, and recorded in said Registry in Book 393, Page 176; thence southeasterly by said Skelton land seventy (70) feet to the northerly corner of land conveyed by Alpheus Boothby to Josephine Sachelie by deed dated July 7, 1924, and recorded in said Registry in Book 1173, Page 185; thence southwesterly by said Sachelie land and by the first parcel herein described seventy-five (75) feet to the easterly corner of said Dewey land; thence northwesterly by said Dewey land seventy (70) feet to the point of beginning.

Also conveying all the right, title and interest in and to Guilford Court and in the passageway four and one-half (4 ½) feet wide leading to York Street of which this Grantor may be possessed.

EXCEPTING AND RESERVING from the above-described premises a certain lot or parcel of land being more particularly described as follows: Beginning at a point on the northwesterly side of York Street fifty-three (53) feet from the intersection of York Street and State Street; thence northeasterly along said York Street twenty-one (21) feet to a point; thence northwesterly sixty (60) feet, more or less, along the land now or formerly of Charles Dyer to a court or passageway now or formerly of F.O. Sawyer; thence northeasterly along said court or passageway fifteen (15) feet to a point; thence southeasterly sixty (60) feet, more or less, along a line parallel to said prior sixty (60) feet course along the land of Dyer to the northwesterly side of York Street; and thence southwesterly along said York Street fifteen (15) feet to the point of beginning.

Being a portion of the premises conveyed by warranty deed October 11, 1973 from Josephine B. Martorana to Rosary M. Larochelle and Ralph A. Larochelle as joint tenants recorded in Cumberland County Registry of Deeds in Book 3471 Page 143. The said Ralph A. Larochelle deceased January 2, 2010 and the said Rosary M. Larochelle acquired full title as surviving joint tenant.

Further reference is made to Affidavit of Rosary M. Larochelle dated September 9, 2015 to be recorded herewith.

Received
Recorded Register of Deeds
Sep 10, 2015 01:37:11P
Cumberland County
Nancy A. Lane

**WARRANTY DEED
(MAINE STATUTORY SHORT FORM)**

KNOW ALL PERSONS BY THESE PRESENTS, that the Guilford Court Condominium Association, under Declaration dated April 29, 2005 and recorded with the Cumberland County Registry of Deeds in Book 22586, Page 99, acting by and through its President, Charles R. Gustafson ("Grantor") by agreement of all the Unit Owners, attached hereto as **Exhibit A**

for valuable consideration paid, the receipt of which is hereby acknowledged, RELEASES from said Declaration and GRANTS with WARRANTY COVENANTS to

YORK STREET REDEVELOPMENT, LLC, a Maine Limited Liability Company with a mailing address of 42 Market Street, Portland, ME, 04101 ("Grantee"),

the land, together with the rights and burdens of record thereon and appurtenant thereto, in the City of Portland, County of Cumberland, State of Maine, ("Land"), described as follows:

BEGINNING at a point marked by a drill hole on the westerly sideline of York Street at the southeasterly corner of land now or formerly of the Guilford Court Condominium Association as described in a Declaration recorded with the Cumberland County Registry of Deeds in Book 22586, Page 99. Said point being further described as the northeasterly corner of land now or formerly of York Street Redevelopment, LLC, as described in a Deed recorded in said Registry in Book 32580, Page 186;

THENCE North 54° 21' 28" West by and along the northerly line of said land of York Street Redevelopment, LLC and other land of York Street Redevelopment, LLC as described in a Deed recorded in said Registry in Book 32580, Page 183, a distance of 132.00 feet to a point on the easterly sideline of Guilford Court;

THENCE North 35° 01' 53" East by and along the easterly sideline of said Guilford Court a distance of 5.00 feet to a point;

THENCE South 54° 21' 28" East over and across land of Grantor a distance of 132.00 to a point on the westerly sideline of York Street;

THENCE South 35°01'53" West by and along the westerly sideline of York Street a distance of 5.00 feet to the Point of Beginning.

Said Land containing 660 square feet or .015 acres, more or less.

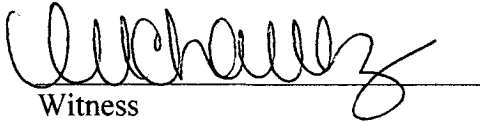
MAINE REAL ESTATE TAX PAID

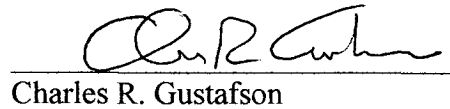
MEANING and intending to convey a portion of the same premises described in the Declaration recorded in said Registry in Book 22586, Page 99, being a portion of the same premises described in a Deed from Tacha Vosburgh, recorded in said Registry in Book 13221, Page 193.

RESERVING to Grantor an Easement to use the Land for utility, vehicular, and pedestrian access to land of the Grantor, inclusive of parking as may be permitted by the City of Portland or other competent authority from time-to-time, and storage of household refuse and recycling, provided any such storage shall be in covered containers designed for such purposes and maintained in good order and repair.

Notwithstanding the Easement, Grantor and Grantee acknowledge Grantee, its heirs, successors, and assigns, may utilize said Land for ingress and egress from York Street, Guilford Court, and other public and private rights-of-way as may exist from time-to-time, provided any such use by Grantee shall not unreasonably interfere with Grantor's Easement.

IN WITNESS WHEREOF, I, Charles R. Gustafson, President of the Guilford Court Condominium Association, have hereunto set my hand this 5 day of APRIL, 2016.

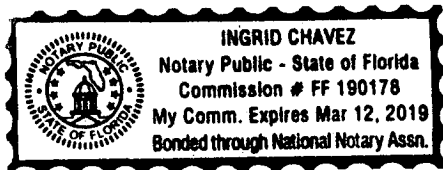

Witness


Charles R. Gustafson

STATE OF FLORIDA

COUNTY OF COLLIER, ss.

On this 5 day of APRIL, 2016, before me personally appeared the above named CHARLES R. GUSTAFSON and acknowledged the foregoing instrument to be his free act and deed.



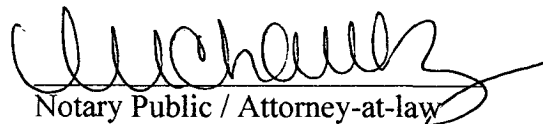

Notary Public / Attorney-at-law

Exhibit A

GUILFORD COURT CONDOMINIUM ASSOCIATION

ACTION TAKEN BY UNANIMOUS WRITTEN
CONSENT OF ALL UNIT OWNERS WITHOUT MEETING

The undersigned, being all of the unit owners of the Guilford Court Condominium Association (the "Association") hereby consent to the taking of, and hereby take, the following Action, without holding a meeting, such Action being stated in the form of, and to be as fully effective as if taken by, a unanimous resolution or resolutions of the Unit Owners of the Association at a meeting thereof duly called and held on the date hereof at which all of the undersigned Unit Owners were present and action throughout:

RESOLVED: that the President, Charles R. Gustafson, be authorized to execute a Deed on behalf of the Association conveying a certain parcel of Land described in **Schedule A** attached hereto to York Street Redevelopment, LLC, subject to certain rights retained by the Association; and be it further

RESOLVED: that said Deed shall be executed and delivered on or before June 1, 2016, or it shall be of no force or effect; and be it further

RESOLVED: that York Street Redevelopment, LLC may correspond with holders of security interests as may be required under Maine law to effectuate said conveyance; and be it further

RESOLVED: that the Association shall receive a release from a certain easement presently held by York Street Redevelopment, LLC burdening the land of the Association as consideration; and be it

CERTIFIED: that Charles R. Gustafson is duly serving as President.

This document shall be filed with the minutes of the Association and recorded in the Cumberland County Registry of Deeds.

[SIGNATURE PAGES FOLLOW]

I, Eric A. Fortin, owner of Unit #1A by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 26314, Page 229, hereunto set my hand this 1 day of April, 2016.

[Signature]
Witness

[Signature]
Eric A. Fortin

STATE OF ME

COUNTY OF Cumberland, ss.

On this 1st day of APRIL, 2016, before me personally appeared the above named _____ and acknowledged the foregoing to be his/her free act and deed.

[Signature]
Notary Public / Attorney-at-law

MICHELE M. MURPHY
Notary Public, Maine
My Commission Expires July 17, 2016

SEAL

I, Jeremy J. Daros, owner of Unit #1B by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 27212, Page 204, hereunto set my hand this 17th day of March, 2016.

Debra Brincourt
Witness Debra Brincourt

Jeremy J. Daros
Jeremy J. Daros

STATE OF Maine
COUNTY OF Cumberland, ss.

On this 17 day of March, 2016, before me personally appeared the above named Jeremy Daros and acknowledged the foregoing to be his/her free act and deed.

Cheryl D. DeGeorge
Notary Public / Attorney-at-law

CHERYL D. DEGEORGE
NOTARY PUBLIC
State of Maine
My Commission Expires
October 15, 2021

SEAL

I, Townsend S. Crum, owner of Unit #1C by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 26231, Page 251, hereunto set my hand this 19 day of February, 2016.

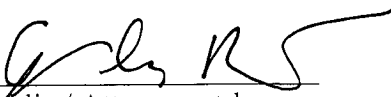

Witness


Townsend S. Crum

STATE OF ME

COUNTY OF Cumberland, ss.

On this 19th day of February, 2016, before me personally appeared the above named Townsend S. Crum and acknowledged the foregoing to be his/her free act and deed.


Notary Public / Attorney-at-law

SEAL

AMY E. BURROW
Notary Public, Maine
My Commission Expires June 12, 2021

I, Jensine Fraser, owner of Unit #1D by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 30001, Page 289, hereunto set my hand this 29 day of March, 2016.

Katherine Knight
Witness

Jensine Fraser
Jensine Fraser

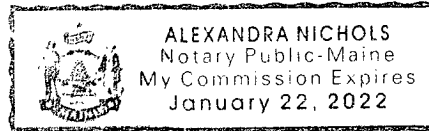
STATE OF Maine

COUNTY OF Cumberland, ss.

On this 29 day of March, 2016, before me personally appeared the above named Jensine Fraser and acknowledged the foregoing to be his/her free act and deed.

Alexandra Nichols
Notary Public / Attorney-at-law

SEAL



We, Charles R. Gustafson and Mickey H. Gustafson, owners of Unit #2A by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 23348, Page 003, hereunto set our hands this 5 day of APRIL, 2016.

[Signature]
Witness

[Signature]
Charles R. Gustafson

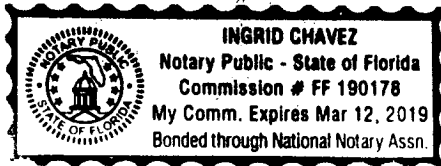
[Signature]
Witness

[Signature]
Mickey H. Gustafson

STATE OF FLORIDA

COUNTY OF COLLIER, ss.

On this 5 day of APRIL, 2016, before me personally appeared the above named CHARLES R. GUSTAFSON and acknowledged the foregoing to be his/her free act and deed.

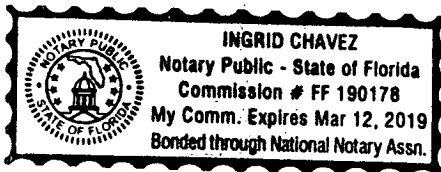


[Signature]
Notary Public / Attorney-at-law

STATE OF FLORIDA

COUNTY OF COLLIER, ss.

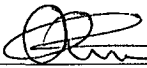
On this 5 day of APRIL, 2016, before me personally appeared the above named MIKEY H. GUSTAFSON and acknowledged the foregoing to be his/her free act and deed.



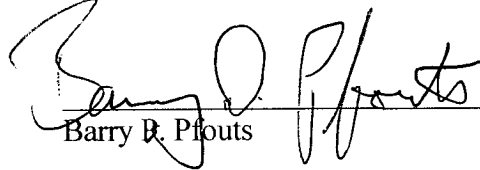
[Signature]
Notary Public / Attorney-at-law

We, Joann M. Wallace and Barry D. Pfouts, owners of Unit #2B by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 32436, Page 082, hereunto set our hands this _____ day of _____, 2016.

Witness


Witness Calvin Maina

Joann M. Wallace


Barry D. Pfouts

STATE OF _____

COUNTY OF _____, ss.

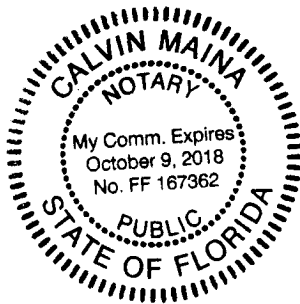
On this _____ day of _____, 2016, before me personally appeared the above named _____ and acknowledged the foregoing to be his/her free act and deed.

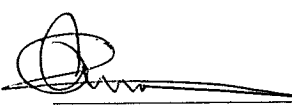
Notary Public / Attorney-at-law

STATE OF FL

COUNTY OF Manatee, ss.

On this 1st day of April, 2016, before me personally appeared the above named Barry D Pfouts and acknowledged the foregoing to be his/her free act and deed.




Notary Public / Attorney-at-law

^e
We, Joann M. Wallace and Barry D. Pfouts, owners of Unit #2B by virtue of a Deed recorded in the
Cumberland County Registry of Deeds in Book 32436, Page 082, hereunto set our hands this
1st day of April, 2016.

Sus- E H t
Witness

Joann M. Wallace
Joann M. Wallace^e

Witness

Barry P. Pfouts

STATE OF Maine

COUNTY OF Cumberland, ss.

On this 1st day of April, 2016, before me personally appeared the above named
Joann M Wallace and acknowledged the foregoing to be his/her free act and
deed.

Sus- E H t
Notary Public / Attorney-at-law
Susan E Hunter.

STATE OF _____

COUNTY OF _____, ss.

On this _____ day of _____, 2016, before me personally appeared the above named
_____ and acknowledged the foregoing to be his/her free act and
deed.

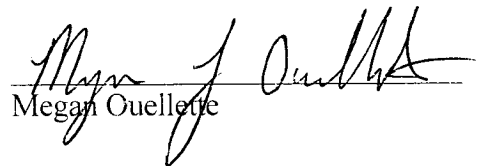
Notary Public / Attorney-at-law

We, Jason Ouellette and Megan Ouellette, owners of Unit #3A by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 32442, Page 123, hereunto set our hands this 15th day of March, 2016.


Witness

Jamarat P. O'Donnell
Witness

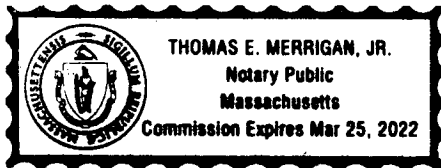

Jason Ouellette

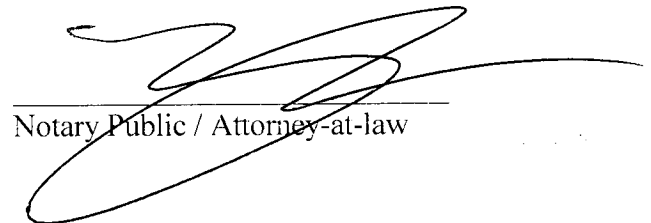

Megan Ouellette

STATE OF MA

COUNTY OF Norfolk, ss.

On this 15th day of March, 2016, before me personally appeared the above named Jason Ouellette and acknowledged the foregoing to be his/her free act and deed.

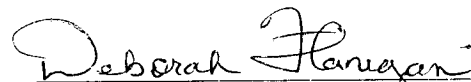



Notary Public / Attorney-at-law

STATE OF Maine

COUNTY OF Cumberland, ss.

On this 2nd day of March, 2016, before me personally appeared the above named Megan J. Ouellette and acknowledged the foregoing to be his/her free act and deed.


Notary Public / Attorney-at-law

MY Commission Expires: 08-12-20

SEAL

I, Lynn Miller, Trustee of the Lynn Szuchan Miller Trust, owner of Unit #3B by virtue of a Deed recorded in the Cumberland County Registry of Deeds in Book 31148, Page 223, hereunto set our hands this 3 day of March, 2016. I further certify the Trust remains in full force and effect and that I am empowered to take this action on its behalf.

Cynthia McBrady
Witness

Lynn Miller
Lynn Miller, Trustee

STATE OF Maine

COUNTY OF Cumberland, ss.

Subscribed and sworn before me this 3 day of March, 2016, by Lynn Miller, proved to me on the basis of satisfactory evidence to the be person who appeared before me.

Deborah M Hubbard
Notary Public / Attorney-at-law

DEBORAH HUBBARD
Notary Public, Maine
My Commission Expires January 23, 2017

SEAL

SCHEDULE A

A certain parcel of land, together with the rights and burdens of record thereon and appurtenant thereto, in the City of Portland, County of Cumberland, State of Maine, ("Land"), described as follows:

BEGINNING at a point marked by a drill hole on the westerly sideline of York Street at the southeasterly corner of land now or formerly of the Guilford Court Condominium Association as described in a Declaration recorded with the Cumberland County Registry of Deeds in Book 22586, Page 99. Said point being further described as the northeasterly corner of land now or formerly of York Street Redevelopment, LLC, as described in a Deed recorded in said Registry in Book 32580, Page 186;

THENCE North 54° 21' 28" West by and along the northerly line of said land of York Street Redevelopment, LLC and other land of York Street Redevelopment, LLC as described in a Deed recorded in said Registry in Book 32580, Page 183, a distance of 132.00 feet to a point on the easterly sideline of Guilford Court;

THENCE North 35° 01' 53" East by and along the easterly sideline of said Guilford Court a distance of 5.00 feet to a point;

THENCE South 54° 21' 28" East over and across land of Grantor a distance of 132.00 to a point on the westerly sideline of York Street;

THENCE South 35° 01' 53" West by and along the westerly sideline of York Street a distance of 5.00 feet to the Point of Beginning.

Said Land containing 660 square feet or .015 acres, more or less.

Received
Recorded Register of Deeds
Apr 25, 2016 09:22:08A
Cumberland County
Nancy A. Lane

R. Conformity with Conditional Use Standards

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-487.

R. OVERVIEW

This project conforms with all the applicable design standards of Section 14-487 (e) as demonstrated in the following narrative.

(e) Standards

1. Not applicable
2. Not applicable
3. Not applicable
4. The developer will pay the \$110,00 fee-in-lieu to the Housing Trust Fund.
5. Not applicable
6. Not applicable
7. Not applicable





A C O R N

ENGINEERING, INC.

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

December 13, 2016

Subject: 161 York Street Neighborhood Meeting

I, Will Savage, hereby certify that a neighborhood meeting was held on December 12, 2016 at the Reiche Community Center at 5:30 p.m.

I also certify that on December 2, 2016, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Sincerely,

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

Date: 12/13/16

Attached to this certification are:

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



A C O R N

ENGINEERING, INC.

December 2, 2016

Dear Neighbor:

On behalf of York Street Redevelopment, LLC we are pleased to invite you to a neighborhood meeting to discuss our plans for the proposed 161 York Street redevelopment project. The urban infill project includes 11 energy-efficient units utilizing the latest green infrastructure. The design features 2 garage parking spaces per unit, mitigating the demand for on-street parking within the West End. Treatment and detention will be implemented to manage the stormwater on site.

Extensive native landscaping will be provided including the addition of trees to the street frontage with a pergola tying the main entrance to the York Street sidewalk. Additionally, all brick sidewalk and granite curb will be upgraded to City standards. The project site is one of the first properties in view after coming off the Casco Bay Bridge and we're eager to discuss this rewarding project and the benefits it presents for the neighborhood and stakeholders.

Meeting Location: Reiche Community Center – 166 Brackett Street, Portland, Maine

Meeting Date: Monday, December 12, 2016

Meeting Time: 5:30 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions regarding the neighborhood meeting, please don't hesitate to call me or the office at 775 – 2655. We look forward to seeing you at the meeting.

Sincerely,

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



A C O R N Engineering, Inc. • www.acorn-engineering.com
207-775-2655 • PO Box 3372 • Portland • Maine • 04104

161 York St Neighborhood Meeting Sign-In Sheet

1. Steve + Stephanie Morrison

2. Margaret Busby

3. Katherine & David Searles

4. Matt PROVENCAL

5. MARK MUELLER

6. Sam Lobo

7. Frank & Sharon

8. WILL SWAGE

9. MIKE CIANCHETTE

10. _____

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A C O R N

ENGINEERING, INC.

161 York St. Neighborhood Meeting Minutes
December 12, 2016

Design Team Present:

Michael Cianchette, Will Savage, Sam Lebel, Mark Mueller, Matt Provencal

Neighbors Present:

Frank & Sharon Reilly, Steve & Stephanie Morrison, Margaret Busby, Katherine & David Searles

Start: 5:35 p.m.

Presentations:

Will Savage, Acorn Engineering, Inc.

- Project vicinity with street names in area
- History of lots: demolished single family houses, now vacant
- Overview of design
 - o 2 level parking garage to match existing grades (approximate 10 foot rise York to rear)
 - o Access from York St & Guilford Court spread out traffic flow
 - o Brand new sidewalk construction and native landscaping & street trees
 - o Internal bicycle parking and solid waste storage
 - o Utilities underground w/ gas from Guilford, all others from York
 - o Stormwater overview: underdrained subsurface sand filter
- Anticipating first workshop in January and break ground in Spring

Mark Mueller, Mark Mueller Architects

- Masonry building to fit into West End Neighborhood
- Halfway through design, mirror the building design
- All designs conform to City of Portland Design and Technical Manuals
- Forced to put elevator and machinery in middle of building
- Pergola entrance to tie sidewalk and main entrance
- Windows provide vertical presence
- Stepback of building @ 35' to meet ordinance along northwest corner of building
- Brick façade to match the neighborhood
- Energy efficient building with energy star certified appliance and a gas fire place

Matt Provencal, Mark Mueller Architects

- 11 units, 4-story livable space, one story covered parking
- Decks and structure stepback

- 2 elevators providing all tenants to step right into unit from elevator
- Overview of floor plans: basically identical floor to floor
- Relief in middle of the building
- Small shared deck on the roof
- Street building massing study to confirm the building will fit in
 - o Similar looking structure
 - o Scale works with the neighborhood

Q: How high is the building?

A: 45 feet with the mean average grade taken at the four corners of the building

- Retaining walls on northeast side to hold back grades
- Overview of rear elevation
- Overview of digital renderings
 - o Different color brick at base
 - o Scale and relief to building
 - o Brick matches in to surroundings
 - o Interior design

Q: Anticipated Construction Schedule?

A: Spring 2017 – Spring 2018

Q: Fence proposed on all of the north side?

A: Not currently, but developer is open to it

Neighbor Comment: We'd like to see more separation from north side and Guilford Court

Design Team Response: We will take that into consideration

Michael Cianchette, York Street Redevelopment, LLC

- First design was 9-unit, but could only fit 14 parking spaces
- Redesign with parking in the rear by Guilford Court
- Goal to provide 2 parking spaces per unit to relieve the need for on-street parking within the West End neighborhood
- Have met with a number of neighbors
- Will help pitch in with the Guilford Court Road Association
- Happy to talk about what neighbors would like to see and will continue outreach

Floor Open to Questions & Comments:

Q: Fence proposed on south side?

A: Not currently because the proposed grades match the existing, but open to the idea

Q: Speaking to the history on York Street, have you spoke with Deb about the Historic District?

A: It's within 100 feet of the District, but not in it. Deb was present at the pre-application meeting

A: Mark Muellers Architects have met with Deb and Caitlyn regarding the design

Q: After looking at the renderings, would you consider more landscaping?

A: Absolutely, the renderings focus more on the structure rather than the landscaping

Q: Would you be able to walk from York Street to Guilford Court? We discourage cut-throughs

A: Due to the retaining walls, no on northeast side and limited by landscaping on southwest side



Q: How many cars will be using Guilford Court?

A: 6 cars would have deeded, assigned spaces that requires the use of Guilford Court

Neighbor Comment: Concern regarding Guilford Court being dug up for the last condo project. Trenches may not have been compacted properly and frost has been coming up. Heads up that the road is deteriorating.

Design Team Response: Thank you for letting us know

Q: Is there assigned parking off of Guilford Court?

A: Yes, 6 spaces in the rear

Q: Because of elevation, you can't drive out from bottom level (accessed from York St) to Guilford?

A: Correct

Q: Front elevation shows building being higher than abutter

A: The proposed building will be slightly higher than the 159 York St condo

Q: Is the building 45 feet next door?

A: 159 York St may not have used the full 45 feet, but it's based on the mean average grade so for our 45 foot proposal is based on the 4 corners of the building

Q: Will the machinery on top of the building be visual?

A: It will be minimized by centralizing the equipment which will be small

Q: Roof decks front and back?

A: Middle and West corner

Q: 3 decks that face rear?

A: Roof decks face front

Q: Roof decks not taking up entire roof?

A: Correct – we don't want large gatherings or parties

Q: Trash and recycling inside? Where will the truck pick it up?

A: Correct. From York Street.

Q: Tree removal? When?

A: Upon permit approval from the City

Q: So you're open to fencing in the rear?

A: Yes

Q: How far from building to rear property line?

A: About 30 feet

Q: Over time there have been different understandings of the property line, who to talk to?

A: The owner

Neighbor Comment: Fence, trees, and shrubs help buffer. The big deciduous trees do that as well

Design Team Response: We can look into photographing Guilford Court to help preserve the screening and note conditions of the roadway, prior to construction

Neighbor Comment: There is a beautiful black walnut behind your property



Q: The building has a bit of an industrial look, could you frame windows with shutters? Flower box above garage door?

A: The City doesn't like shutters, but we can look into a flower box or additional landscaping

Neighbor Comment: It would be nice if it were more historic looking

Q: How do windows open up?

A: They will likely swing open

Neighbor Comment: I'm glad to see the different brick color at the base

Neighbor Comment: It's nice that this isn't another metal building. Brick works in the west end

Design Team Response: Brick is from Auburn, Maine as well

Design Team Comment: Based on the 11 units, it triggered the inclusionary zoning for workforce housing. The owner will contribute \$110,000 to the City Housing Fund.

Neighbor Comment: The interior design looks expensive

Design Team Response: The units will be marketed as higher end to continue the community in the Neighborhood.

Neighbor Comment: People are fighting for parking. It used to be that projects needed 2 spots per unit. It's good that you're proposing 2 spaces per unit.

Neighbor Comment: I like the walk-up entrance to get people off York Street

Neighbor Comment: Guilford Court is our little country in the City, a bit concerned about the parking Increase.

Q: Where will the snow be put?

A: In the landscaped areas, and possibly removed every other storm

Neighbor Comment: It's hard to push snow around on Guilford Court

Q: Originally 9 units?

A: Yes, went to 11-units with the parking situation. Hit ledge pretty close to grade on borings.

Q: How do you come into site from Guilford Court?

A: Pull in, grades up to structure. Will blend into site

Q: So you're bring grades up?

A: Yes

Q: New dirt? Previous owners filled in with leaves and rocks

A: Structural fill will be brought in

Q: How long is construction anticipated to last?

A: 1 year

Q: What are sediment barriers?

A: Fences that filter stormwater during construction before it discharges into the municipal system



Neighbor Comment: There's a spring that bubbles up in my property on Guilford Court

Design Team Response: Groundwater will be drained into backfill and underdrain. Will keep the spring in mind.

Q: What will the heat source be?

A: Electric pumps with gas as a back up.

Meeting ended at 6:45 p.m.





Shukria Wiar <shukriaw@portlandmaine.gov>

161 York Street

Katherine Searles <libbyvalley@yahoo.com>

Thu, Dec 15, 2016 at 3:44 PM

Reply-To: Katherine Searles <libbyvalley@yahoo.com>

To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>

Hello,

This is in response to a neighborhood meeting we attended on Dec 12th concerning 161 York St. Could you explain how the height requirement works, this area has a 45 foot height limit and this new project is 5 stories on the York St side and 4 stories on the Guilford Court side, and we are aware of the fact that there is a difference in the elevation from the front to the back and this is to be a flat roof. There is a section in back and on the side that the previous owners used as a compost area so we were wondering if the developers are using that elevation to increase their percentage of height. Also they plan a roof top stair exit that seems in extreme in height and size, is this allowed for it will increase the overall height. We are hoping that a 45 foot height building will not end up as a 58 foot building.

Thank you for any feed back on this issue.

Katherine Searles

14 Stetson Court

Portland Maine

632-5947



Shukria Wiar <shukriaw@portlandmaine.gov>

161 York St. Proposal - Application ID# 2016-261, CBL # 044 B006001

Busby, Margaret M <MBusby@unum.com>

Mon, Dec 19, 2016 at 1:50 AM

To: "shukriaw@portlandmaine.gov" <shukriaw@portlandmaine.gov>

Hello Ms. Wiar - My properties on Stetson Ct. and Guilford Ct. (CBL 044-B-022-001 and CBL 044-B-013-001) about the above-referenced property and I would like to provide some comments on the proposal.

1) The developers propose to use Guilford Ct. as access/egress for 6 vehicles. Guilford Ct. is a very small private road. The City does not plow it, and it is only wide enough to allow one vehicle at a time. If a vehicle is coming into the Court from Park St., and a vehicle is leaving the Court, the vehicle leaving must back up into the Court, sometimes halfway, to allow the other vehicle to enter, as the entering vehicle is more likely to have traffic behind it and be unable to back up. This is particularly difficult in the winter, when snow banks narrow the Court and must be navigated. Guilford Ct. is already at vehicle capacity. The addition of 6 vehicles would be a 25% increase in the number of vehicles using this small road, and would further complicate access/egress. I ask that the use of Guilford Ct. for access/egress be denied.

Use of Guilford Ct. for access/egress would also significantly alter how current Court residents manage snow storage. First, because the Court is so narrow, most snow from the road is pushed up to the end of the road, bordering my property. Although this may narrow my driveway entrance in snow-heavy years, this practice has always been acceptable to me, with the understanding that all residents would share the cost of removing some of the snow if my driveway became inaccessible. This would no longer be possible if use of the Court is allowed for access/egress, as it would block the proposed location of Court access/egress for the York St. property. This would require that more snow be banked along the road, further narrowing an already narrow road while increasing the number of vehicles using it. If use of the Court is approved, it would need to be required that snow from that entrance to be stored on the York St. property, as there would be no space for that snow to be stored along the road. Second, the cost of plowing is shared by all current residents using the Court based on the number of units in their buildings. If use of Guilford Ct. is approved for access/egress, we would require that any new residents using the Court also pay a share of these costs, but how would we enforce that?

2) The height of the building appears to exceed restrictions. I understand that an average is taken of heights at various points. It seems like this allows architects/developers to essentially circumvent the restrictions by having certain points on the building exceed the limits as long as other points are proportionately below the limit. If heights are measured just at the corners of the building, and there is a stair/elevator stack on the roof but not at a corner, this increases height but would not be figured into the measurement at all. Is this what the City intended?

3) There is currently an old chain link fence on much of three sides of the York St. property, including the line between my property and the York St. property. This has prevented individuals from passing between the properties. The current proposal shows no planned fencing at the rear of the York St. property, but the existing fencing is to be removed and some plantings to be added. At the 12/12/16 neighborhood meeting, the developers indicated they were open to discussion about fencing along this rear line. I ask that fencing at the rear of the York St. property to be required to prevent individuals from crossing between the properties, as the existing fence does.

4) There are currently a number of mature deciduous trees on the York St. property. These are proposed to all be removed and small evergreens and shrubs to be planted, with the exceptions of a few small trees to be added at the front of the building and one small tree to be added at the left of the building. At the 12/12/16 neighborhood meeting, the developers indicated that they were open to discussion regarding plantings. I ask that some of the mature perimeter trees on the property be preserved to be consistent with the scale of the building and to maintain the current character of the neighborhood, which has scattered mature, large trees. At the very least, I ask that larger trees be planted rather than the small trees, evergreens and shrubs that are that are proposed.

5) Guilford Ct. will need some maintenance within the next few years due to inadequate subgrade support/preparation when the road was paved by developers of the most recent building on the Court, and winter frost heaves. If use of the Court is approved for access/egress, that increased use of the Court will require maintenance to be done sooner. As the City does not provide any maintenance of the Court, we would expect that residents using the Court share in those costs, as with Court snow plowing, but how would we enforce that?

Thank you for the opportunity to provide comments. If you have any questions, please let me know.

Margaret M. Busby

16 Stetson Ct.

Portland, ME 04101

mbusby@unum.com

[207-772-6258](tel:207-772-6258)



Shukria Wiar <shukriaw@portlandmaine.gov>

161 York Street proposal - Application ID# 2016-261, CBL #044 B044-B-013-001

Lynn Miller <lsmiller18@me.com>

Mon, Jan 2, 2017 at 11:32 AM

To: shukriaw@portlandmaine.gov

Dear Ms. Wiar,

As an owner at 16 Guilford Ct (3B), I would like to state some concerns I have with the proposal noted above.

My most serious concern is the height of the building, which appears to exceed restrictions with the appearance of circumvention by the developers. As someone whose unit overlooks this proposed development, my view would be directly impacted by this proposed taller building. I ask that the height restrictions imposed by the city be honored.

I am also concerned about the proposal to clear cut the mature deciduous trees on 161 York Street. I feel that these trees should be left as natural boundaries and habitats for wildlife, as well as to blend in with the rest of our neighborhood.

I also ask that this new development share in any cost of maintenance and clearing of our access road.

Thank you for your consideration of this matter.

Lynn S. Miller
16 Guilford Ct #3B
Portland 04101

YORK STREET REDEVELOPMENT, LLC
PORTLAND, MAINE

- | | |
|------|--|
| C-01 | COVER SHEET & LEGEND |
| C-02 | GENERAL NOTES |
| EX | EXISTING CONDITIONS PLAN |
| C-03 | CONSTRUCTION MANAGEMENT PLAN |
| C-10 | SITE PLAN – GARAGE LEVEL |
| C-11 | SITE PLAN – FIRST LEVEL |
| L-1 | LANDSCAPE PLAN |
| C-20 | UTILITY PLAN |
| C-30 | INTERNAL GRADING PLAN – GARAGE AND FIRST LEVEL |
| C-31 | PERIMETER GRADING & DRAINAGE PLAN |
| C-40 | SITE DETAILS – 1 |
| C-41 | SITE DETAILS – 2 |
| C-42 | UTILITY DETAILS – 1 |
| C-43 | UTILITY DETAILS – 2 |
| C-44 | DRAINAGE DETAILS |
| C-45 | UNDERDRAINED SUBSURFACE SAND FILTER DETAILS |
| C-46 | EROSION & SEDIMENTATION CONTROL DETAILS |

DEPARTMENT OF PUBLIC WORKS (DPW)
55 PORTLAND STREET
PORTLAND, MAINE 04101
CONTACT: BRADLEY ROLAND, P.E.
(207) 874-8846

PORTLAND WATER DISTRICT (PWD)
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
ATTN: MEANS DIVISION
(207) 774-5961

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: PAUL DUPERRE
(207) 828-2882

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

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

UNITIL SERVICE CORP.
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: BRIDGET HARMON
(207) 541-2536

YORK STREET DEVELOPMENT, LLC
PORTLAND, MAINE
CONTACT: MICHAEL CIANCHETTE
(207) 774-1000

MARK MUELLER ARCHITECTS
PORTLAND, MAINE
CONTACT: MARK MUELLER, MAINE LICENSED ARCHITECT
(207) 774-9057

SPURWINK SURVEYING LLC
SCARBOROUGH, MAINE
CONTACT: JAMES MULLEN, P.L.S.
(207) 321-8966

SUMMIT GEOENGINEERING SERVICES, INC.
LEWISTON, MAINE
CONTACT: BILL PETERLEIN, P.E.
(207) 576-3313

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

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

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

COVER SHEET & LEGEND

161 YORK STREET REDEVELOPMENT

YORK STREET REDEVELOPMENT, LLC
42 MARKET STREET PORTLAND, ME 04101

A NEW FRONTIER

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

ERN ENGINEERING, INC.
7TH ST, PORTLAND MAINE 04102
(207) 775-2655

FILE:	1074_CIVIL
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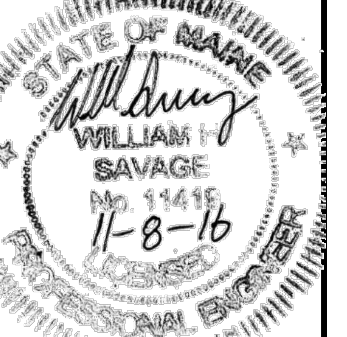
N:	1074
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SCALE:	NTS
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DESIGNED BY: WHS

RAWN BY: SJL

CHECKED BY: WHS



DRAWING NO.

C-01

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE, ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS STAMPED "AS-BUILT".
6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED EXISTING CONDITIONS SURVEY BY SPURWINK SURVEYING LLC FOR YORK STREET REDEVELOPMENT, LLC, DATED SEPTEMBER 23, 2016.
8. SUBSURFACE DATA HAVE BEEN OBTAINED BY SUMMIT GEOENGINEERING SERVICES, INC. AND SHALL BE INCLUDED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ALSO REVIEW THE REPORT PRIOR TO SUBMITTING A BID.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
10. THE CONTRACTOR SHALL REVIEW ACORN'S CONSTRUCTION MANAGEMENT PLAN. CONTRACTOR SHALL REMAIN RESPONSIBLE FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. CONSTRUCTION MANAGEMENT, MEANS AND METHODS, TRAFFIC CONTROL, ETC. SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
11. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
12. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH ACORN.
13. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF ADJACENT PROPERTIES INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL.

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

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

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

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN - LEVEL III AND SUBDIVISION PERMIT FROM THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

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

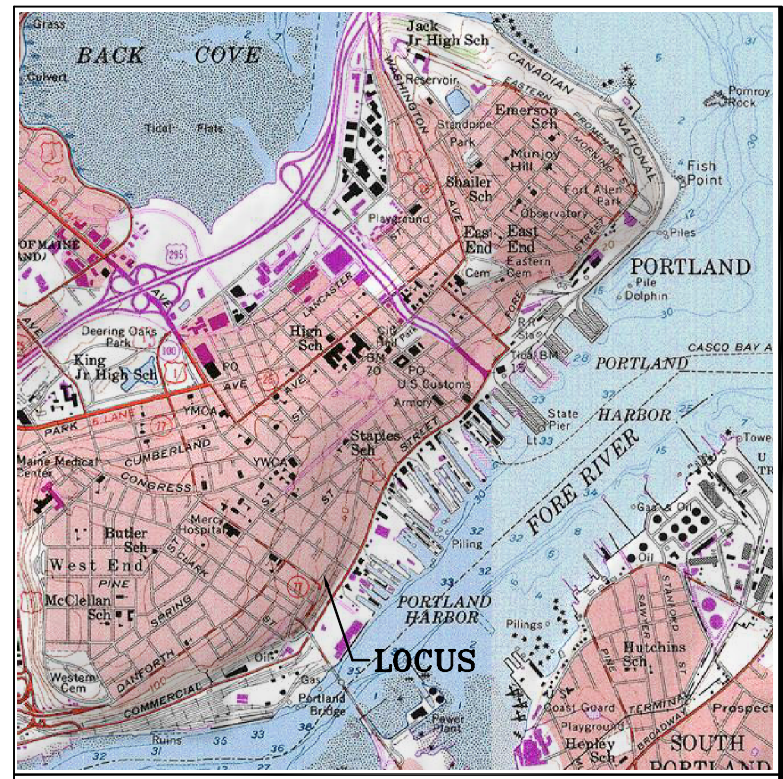
1. ALL ROUTINE MAINTENANCE ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
2. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
3. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
4. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
5. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
6. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

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

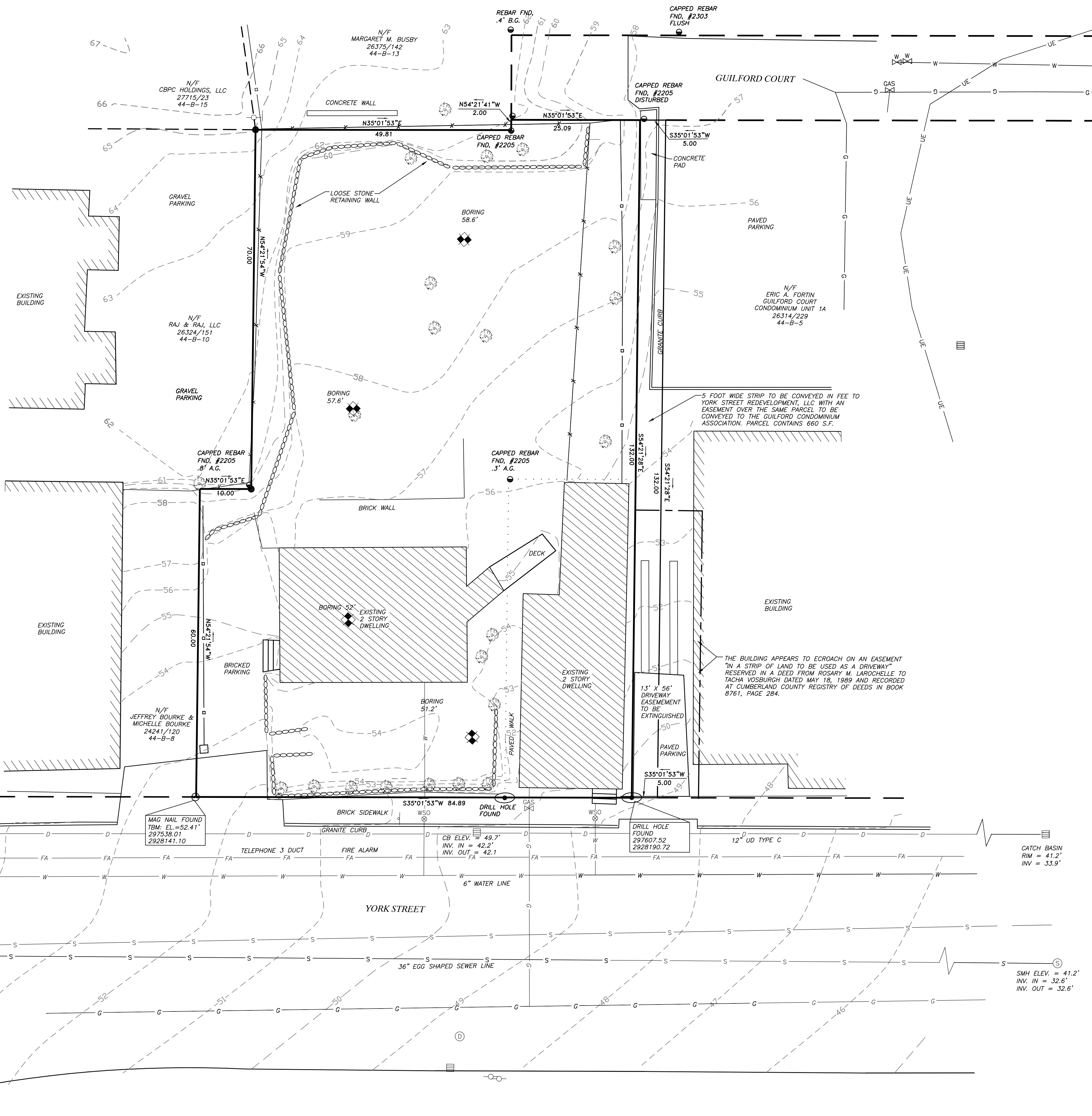
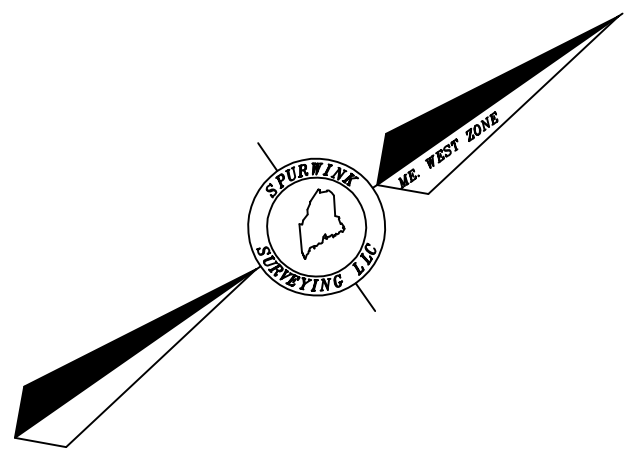
10. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
11. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.
12. COORDINATE EXIT POINT FOR SECONDARY SERVICE WITH THE ARCHITECT/ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN ENGINEERING WITHIN THE UTILITY PLAN.
13. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.
14. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL AT NO EXTRA EXPENSE TO THE OWNER.

1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY STILL REMAIN AFTER THE SITE DEMOLITION OCCURRED. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED:
 - ROCK AND CONCRETE FOUNDATIONS
 - CONCRETE SLABS
 - BITUMINOUS ASPHALT PAVEMENT
 - CONCRETE PADS AND BLOCKS
 - FENCE POST AND FENCING
 - UNDERGROUND UTILITY LINES
 - ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS
 - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
 - OTHER TRASH & MISCELLANEOUS SOLID WASTES
2. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.

[illegible]



VICINITY MAP
1"=3000'



LEGEND

- #5 REBAR WITH PLASTIC CAP STAMPED P.L.S. #2028
- FOUND IRON PIPE (SIZE & TYPE AS NOTED)
- FOUND IRON ROD
- FOUND CAPPED IRON ROD (NUMBER AS NOTED)
- UTILITY POLE (NUMBER AS NOTED)
- FOUND DRILL HOLE
- CHAIN LINK FENCE
- STOCKADE FENCE
- FOUND DECIDUOUS TREE (SIZE & TYPE AS NOTED)
- FOUND CONIFEROUS TREE (SIZE & TYPE AS NOTED)
- BOUNDARY LINE
- EASEMENT LINE
- EDGE OF PAVEMENT
- RIGHT-OF-WAY LINE
- ABUTTER LINE
- OVERHEAD UTILITY
- NOW OR FORMERLY OWNED BY
- DEED BOOK AND PAGE (????CRD)
- TAX MAP-BLOCK-LOT
- PARENTHESIS DENOTE RECORD DATA
- WATER SHUT OFF
- FIRE HYDRANT

NOTES

- THE BASIS OF BEARING FOR THIS SURVEY IS MAINE STATE COORDINATE SYSTEM, WEST ZONE. ELEVATIONS AND CONTOURS ARE REFERENCED TO NAVD 1929.
- DEED AND PLAN BOOK REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS
- RECORD OWNERSHIP OF 161 YORK STREET CAN BE FOUND IN A DEED FROM REBECCA A. LAKE AND ROXANNE A. LAROCHELLE TO YORK STREET REDEVELOPMENT, LLC DATED SEPTEMBER 9, 2015 AND RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS (YCRD) IN DEED BOOK 32580, PAGE 186. RECORD OWNERSHIP OF 163 YORK STREET CAN BE FOUND IN A DEED FROM ROSARY M. LAROCHELLE TO YORK STREET REDEVELOPMENT, LLC DATED SEPTEMBER 9, 2015 AND RECORDED AT YCRD IN DEED BOOK 32580, PAGE 183.
- REFERENCE IS MADE TO THE FOLLOWING PLANS:
 - "STANDARD BOUNDARY SURVEY, LOTS AT 161 & 163 (A.K.A.165) YORK STREET FOR ROSARY M. LAROCHELLE & RALPH A. LAROCHELLE, PORTLAND, MAINE" BY ROSSBOUNDARY SURVEYS DATED OCTOBER 2004. RECORDED AT YCRD IN PLAN BOOK 214, PAGE 119.
 - "SUBDIVISION RECORDING PLAN OF GUILFORD COURT AT 157 YORK STREET" FOR WAYNE BARKER AND TACHA VOSBURGH BY BACK BAY BOUNDARIES, INC." DATED NOVEMBER 11, 2002. RECORDED AT YCRD IN PLAN BOOK 204, PAGE 447.
- THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 44, BLOCK B, PARCELS 6 & 7.
- THE PARCEL SURVEYED IS LOCATED IN THE R6 ZONE/DISTRICT*. PORTIONS OF BULK AND SPACE REQUIREMENTS ARE AS FOLLOWS:
 - FRONT SETBACK: 5 FEET
 - SIDE SETBACK: 5 FEET
 - REAR SETBACK: 10 FEET
- *OTHER MUNICIPAL AND STATE OVERLAY ZONES MAY EXIST AND APPLY. BEFORE PROCEEDING ON ANY PROJECT WE RECOMMEND VERIFYING CURRENT ZONING / SETBACKS / RESTRICTIONS WITH THE APPROPRIATE AGENCIES.
- YORK STREET IS AN ACCEPTED CITY STREET 4 RODS (66') WIDE. GUILFORD COURT IS A PRIVATE STREET ONE ROD (16.5 FEET) WIDE.
- THE UTILITIES SHOWN ON THIS PLAN WERE MARKED BY DIG SAFE ON 10/8/2015 AND THEIR LOCATIONS ARE TO BE CONSIDERED APPROXIMATE. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN. CONTRACTOR TO CONTACT DIG-SAFE (888)DIG-SAFE PRIOR TO ANY EXCAVATION WORK.

Revised:	By:	Date:	Change:
B	J.A.M.	9-14-16	ADDED UTILITY INFORMATION
A	J.A.M.	12-16-2015	ADDED 5' STRIP/EASEMENT CROSS CONVEYANCE W/ GUILFORD CONDOMINIUMS

PROJECT: 201563	DRAWING NAME: YORKSTREETREDEVELOPMENT,LLC.DWG		
DATE: SEPTEMBER 29, 2015	SCALE: 1"=10'	FB # 12	E. FB Y
FIELDED BY: J.A.M. & K.P.	FIELD DATE: 9-23-2015	DRAWN BY: J.A.M.	

Drawing Name and Location:
EXISTING CONDITIONS/SITE PLAN
161 & 163 YORK STREET, PORTLAND, MAINE

Owner:
YORK STREET REDEVELOPMENT, LLC
42 MARKET STREET, PORTLAND, MAINE 04101

Prepared For:
YORK STREET REDEVELOPMENT, LLC
42 MARKET STREET, PORTLAND, MAINE 04101

SURVEYING LAND PLANNING
Spurwink Surveying LLC
INCORPORATED

182 SPURWINK ROAD, SCARBOROUGH, MAINE

tel 207.799.2654 cell 207.321.8966 e-mail spurwinksurveying@gmail.com

0 10' 20' 40'

STAMP AND SIGNATURE

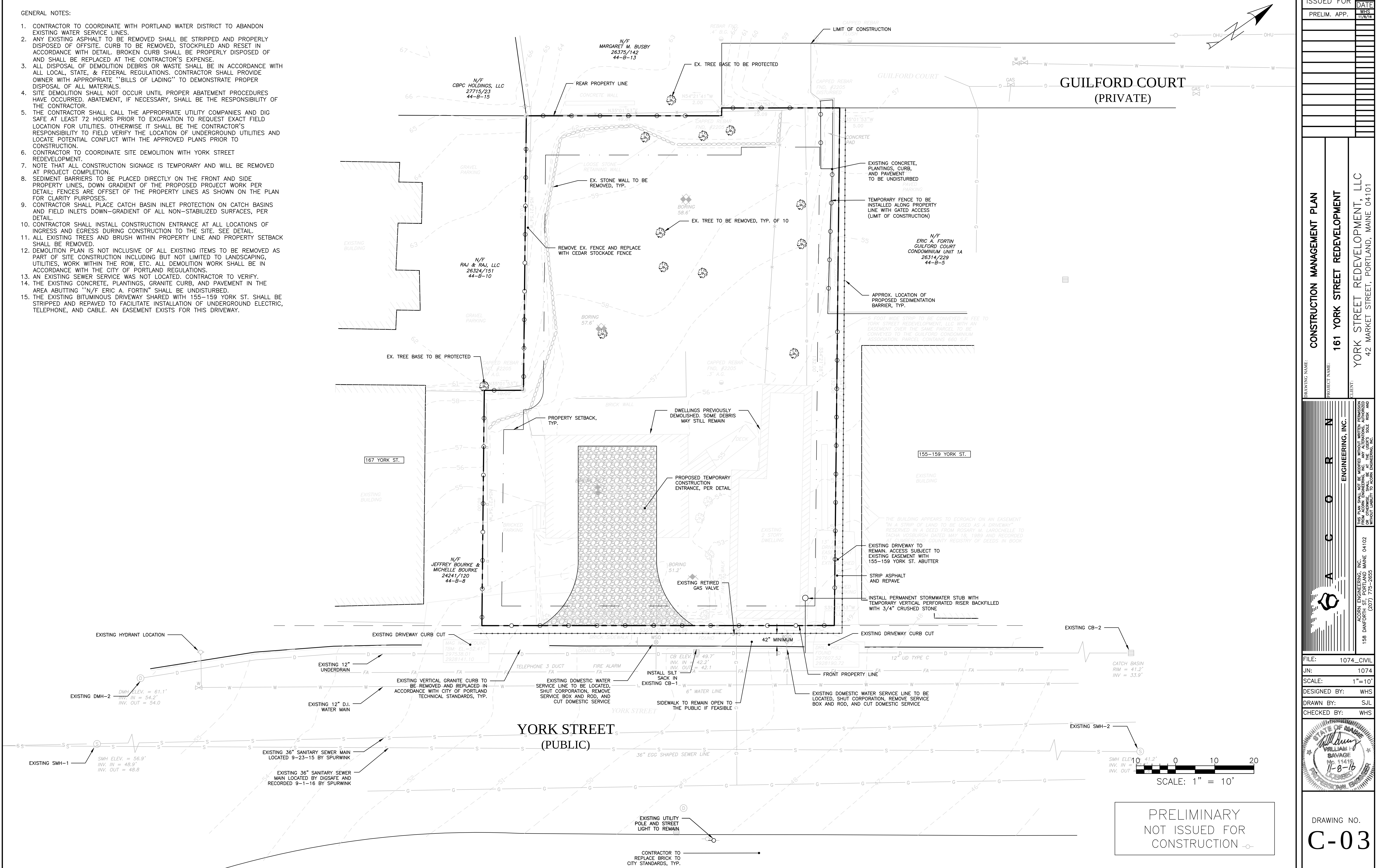
James A. Mullen
JAMES A. MULLEN
MAINE P.L.S. No. 2028

NOVEMBER 2, 2016
DATE

EMBOSSED SEAL ABOVE

GENERAL NOTES:

1. CONTRACTOR TO COORDINATE WITH PORTLAND WATER DISTRICT TO ABANDON EXISTING WATER SERVICE LINES.
2. ANY EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
4. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
6. CONTRACTOR TO COORDINATE SITE DEMOLITION WITH YORK STREET REDEVELOPMENT.
7. NOTE THAT ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION.
8. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES.
9. CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRADIENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
10. CONTRACTOR SHALL INSTALL CONSTRUCTION ENTRANCE AT ALL LOCATIONS OF INGRESS AND EGRESS DURING CONSTRUCTION TO THE SITE. SEE DETAIL.
11. ALL EXISTING TREES AND BRUSH WITHIN PROPERTY LINE AND PROPERTY SETBACK SHALL BE REMOVED.
12. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO LANDSCAPING, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS.
13. AN EXISTING SEWER SERVICE WAS NOT LOCATED. CONTRACTOR TO VERIFY.
14. THE EXISTING CONCRETE, PLANTINGS, GRANITE CURB, AND PAVEMENT IN THE AREA ABUTTING "N/F ERIC A. FORTIN" SHALL BE UNDISTURBED.
15. THE EXISTING BITUMINOUS DRIVEWAY SHARED WITH 155-159 YORK ST. SHALL BE STRIPPED AND REPAVED TO FACILITATE INSTALLATION OF UNDERGROUND ELECTRIC, TELEPHONE, AND CABLE. AN EASEMENT EXISTS FOR THIS DRIVEWAY.



ISSUED FOR	BY
PRELIM. APP.	WHS
	11/8/16

CONSTRUCTION MANAGEMENT PLAN	PROJECT NAME:
161 YORK STREET REDEVELOPMENT	YORK STREET REDEVELOPMENT, LLC
	42 MARKET STREET, PORTLAND, MAINE 04101

FILE:	1074_CIVIL
JN:	1074
SCALE:	1"=10'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

DRAWING NO.
C-03

GENERAL NOTES:

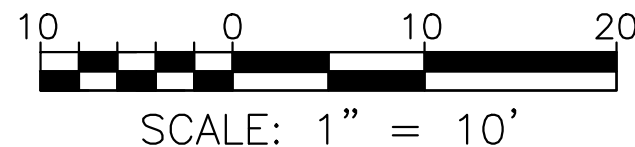
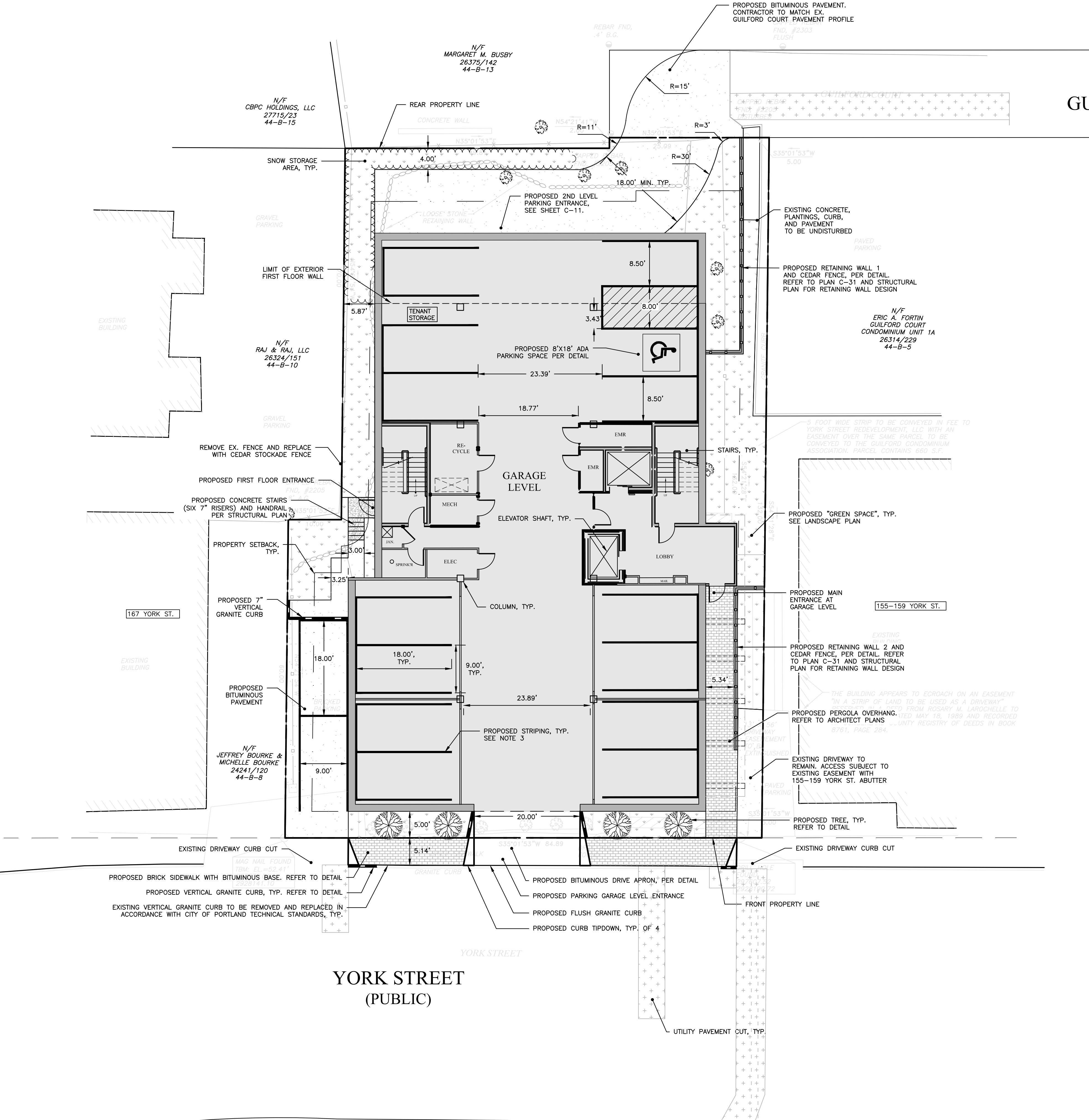
1. EXISTING CONDITIONS PLAN DOES NOT DEPICT THE RECENT DEMOLITION. CONTRACTOR SHALL INSPECT THE SITE FOR ANY DISCREPANCIES PRIOR TO PLACING A BID.
2. ALL BRICK SIDEWALK AND GRANITE CURB TO BE REPLACED PER CITY STANDARD.
3. STRIPING AS INDICATED ON SITE PLAN SHALL BE 4" WIDE. STRIPING SHALL BE WHITE UNLESS OTHERWISE NOTED.
4. CONTRACTOR SHALL NOT DISTURB THE GRANITE CURB, PLANTINGS, OR PAVED PARKING NORTHEAST OF PROPOSED RETAINING WALL 1.
5. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

SPACE AND BULK STANDARDS		
ZONE: R6	REQUIRED	PROPOSED
MINIMUM LOT SIZE	2,000 SF	11,046 SF
MINIMUM STREET FRONTAGE	20'	89'
FRONT YARD SETBACK (AVG.)	5'	5'
SIDE YARD SETBACK	5'	> 5' SOUTH > 5' NORTH
REAR YARD SETBACK	10'	> 29'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	15'	> 29'
STRUCTURE STEPBACKS (SIDE YARD ABOVE 35')	10'	10' SOUTH > 10' NORTH
MAXIMUM LOT COVERAGE	60%	57%
MINIMUM LOT WIDTH	20'	90'
MAXIMUM BUILDING HEIGHT	45'	< 45'
MINIMUM LANDSCAPED OPEN AREA	20%	20%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 19*	11
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 8 SPACES	22
MINIMUM INTERNAL RESIDENT BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 4	4
MAXIMUM GARAGE OPENING	20'	20'

*PER INCLUSIONARY HOUSING DENSITY BONUS, AN ADDITIONAL 25% OF TOTAL UNITS ARE ADDED TO THE MAXIMUM, ALLOWABLE TOTAL DWELLING UNITS

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	BRICK SIDEWALK
	GREEN SPACE
	UTILITY PAVEMENT CUTS
	CONCRETE
	SNOW STORAGE AREA

PARKING SUMMARY	
PARKING DIMENSION	# PARKING SPACES
STANDARD (9'X18')	13
COMPACT (8.5'X18')	2
ADA (8'X18')	1
TOTAL SPACES	16



PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR
PRELIM. APP.

BY
WHS
11/8/16

SITE PLAN - GARAGE LEVEL

PROJECT NAME:
161 YORK STREET REDEVELOPMENT

CLIENT:
YORK STREET REDEVELOPMENT, LLC
42 MARKET STREET, PORTLAND, MAINE 04101

ACORN ENGINEERING, INC.

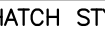
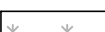
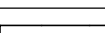
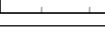
158 DANFORTH ST. PORTLAND, MAINE 04102
(207) 775-2655

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SCALE: 1"=10'
DESIGNED BY: WHS
DRAWN BY: SJL
CHECKED BY: WHS

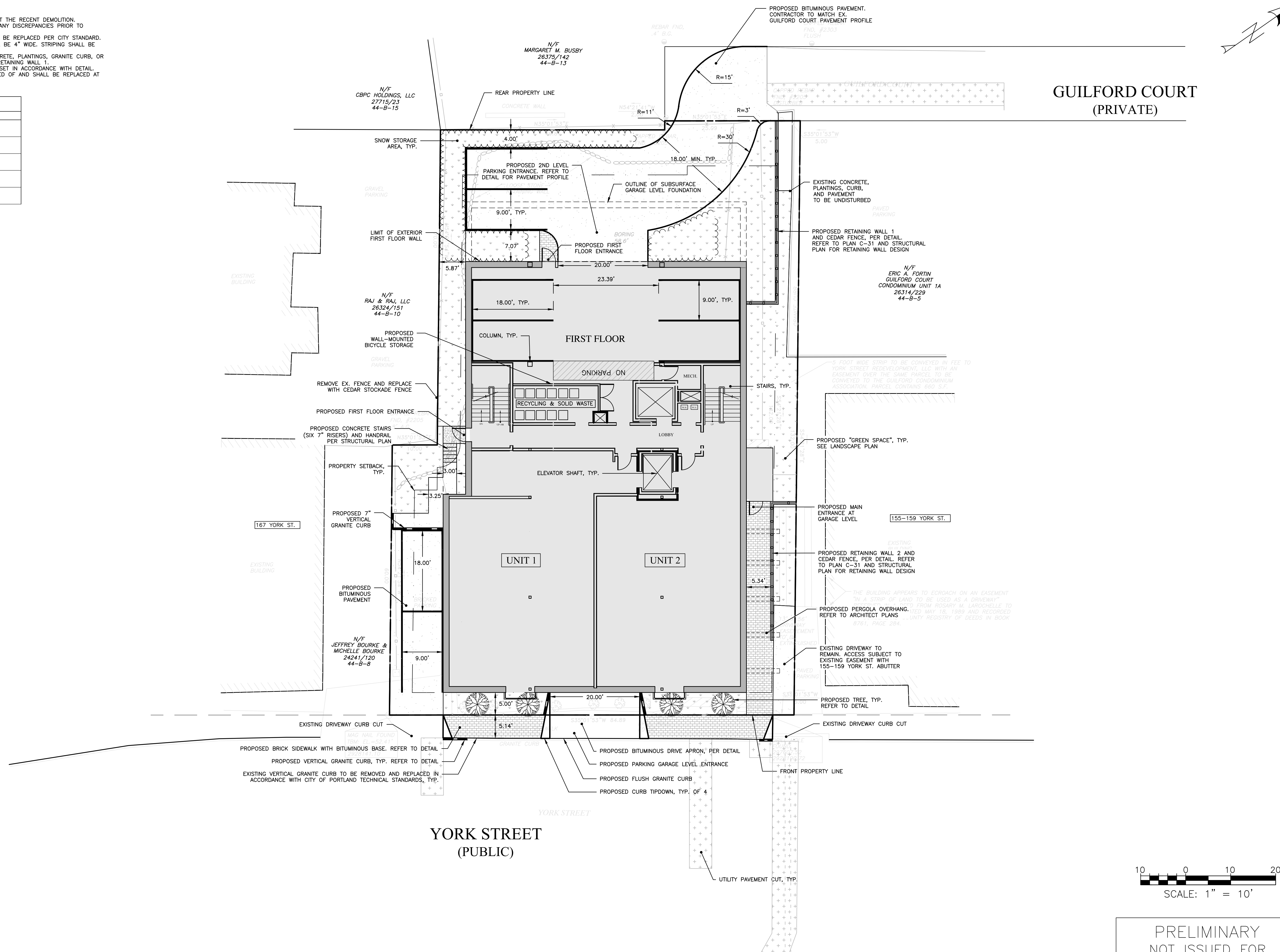
STATE OF MAINE
WILLIAM J. SAVAGE
No. 11415
11-8-16
Professional Engineer

DRAWING NO.
C-10

1. EXISTING CONDITIONS PLAN DOES NOT DEPICT THE RECENT DEMOLITION. CONTRACTOR SHALL INSPECT THE SITE FOR ANY DISCREPANCIES PRIOR TO PLACING A BID.
2. ALL BRICK SIDEWALK AND GRANITE CURB TO BE REPLACED PER CITY STANDARD.
3. STRIPING AS INDICATED ON SITE PLAN SHALL BE 4" WIDE. STRIPING SHALL BE WHITE UNLESS OTHERWISE NOTED.
4. CONTRACTOR SHALL NOT DISTURB THE CONCRETE, PLUMBING, GRANITE CURB, OR PAVING WORKING WITHIN THE PROPOSED RETAINING WALL.
5. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	BRICK SIDEWALK
	GREEN SPACE
	UTILITY PAVEMENT CUTS
	CONCRETE
	SNOW STORAGE AREA

PARKING SUMMARY	
PARKING DIMENSION	# PARKING SPACES
STANDARD (9'X18')	6
TOTAL SPACES	6



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CONSTRUCTION

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SITE PLAN - 1ST FLOOR

RAWING NAME:

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11

FILE:

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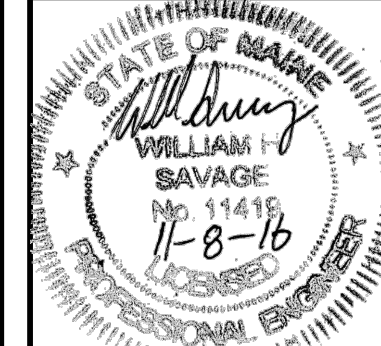
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DESIGN

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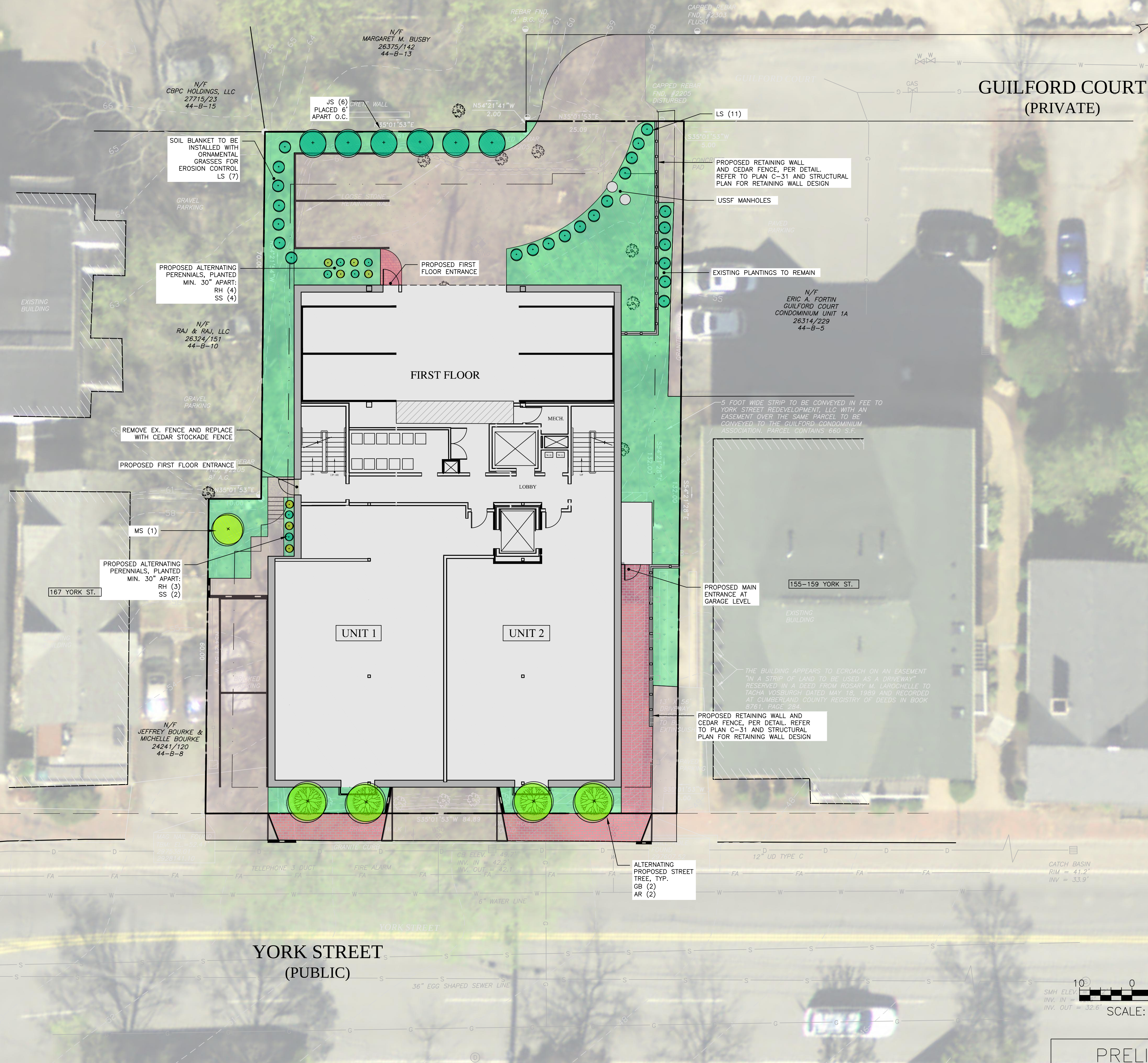
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C-11

1. ALL PROPOSED GREEN SPACES AND ASSOCIATED PLANT SPECIES ARE TO COMPLY WITH THE CITY OF PORTLAND TECHNICAL STANDARDS. ANY SUBSTITUTIONS SHALL BE REVIEWED FOR APPROVAL BY THE CITY ARBORIST.
2. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
3. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
4. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
5. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
6. CONTRACTOR SHALL REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
7. THE PROPERTY OWNER IS RESPONSIBLE FOR THE CONTINUED CARE AND MAINTENANCE OF THE LANDSCAPED AREA. NEW PLANTINGS THAT SHOW SIGNS OF CONSTRUCTION DAMAGE WITHIN A ONE YEAR PERIOD FOLLOWING CONSTRUCTION SHALL BE REJECTED AND REPLACED PRIOR TO ANY DEFECT GUARANTEE AT NO COST TO THE OWNER.
8. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
9. ALL SPECIES ARE SPECIFIED WITHIN THE MAINE DEP BUFFER ZONE PLANT LIST AND ARE SALT AND DROUGHT RESISTANT.

PLANT SCHEDULE				
ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE
GRASSES				
LS	LIRIOPE SPICATA	CREeping LILY TURF	18	3 QT.
PERENNIALS				
RH	RUDBECKIA HIRTA	BLACK EYED SUSAN	7	1 GAL.
SS	SALVIA SYLVESTRIS	SAGE 'MAY NIGHT'	6	1 GAL.
SHRUBS				
JS	JUNIPERUS SCOPULURUM 'COLOGREEN'	COLOGREEN JUNIPER	6	3.5 GAL.
MS	MAGNOLIA STELLATA	STAR MAGNOLIA	1	3.5 GAL.
TREES				
AR	ACER RUBRUM	ARMSTRONG RED MAPLE	2	3" CA
GB	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	2	3.25 GAL., MIN. 2" CALIBER.

LEGEND	
STYLE	ASSOCIATED AREAS
	LANDSCAPED AREA
	BRICK SIDEWALK
	IMPERVIOUS SURFACE
	BUILDING FOOTPRINT



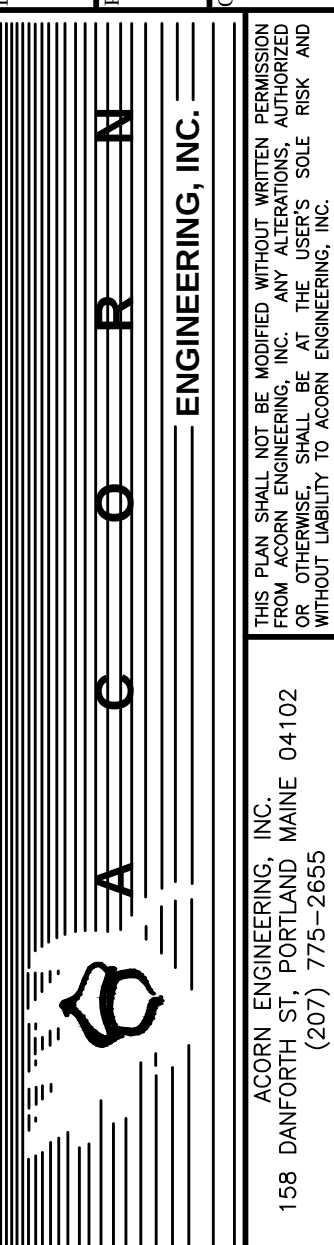
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CONSTRUCTION

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LANDSCAPE PLAN

161 YORK STREET REDEVELOPMENT

YORK STREET REDEVELOPMENT, LLC
42 MARKET STREET, PORTLAND, MAINE 04101



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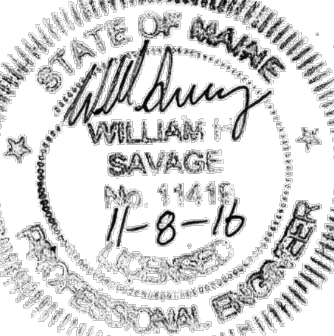
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SCALE: 1"=10'

DESIGNED BY: WHS

DRAWN BY: SJL

CHECKED BY: WHS



DRAWING NO.

L-1

GENERAL NOTES:

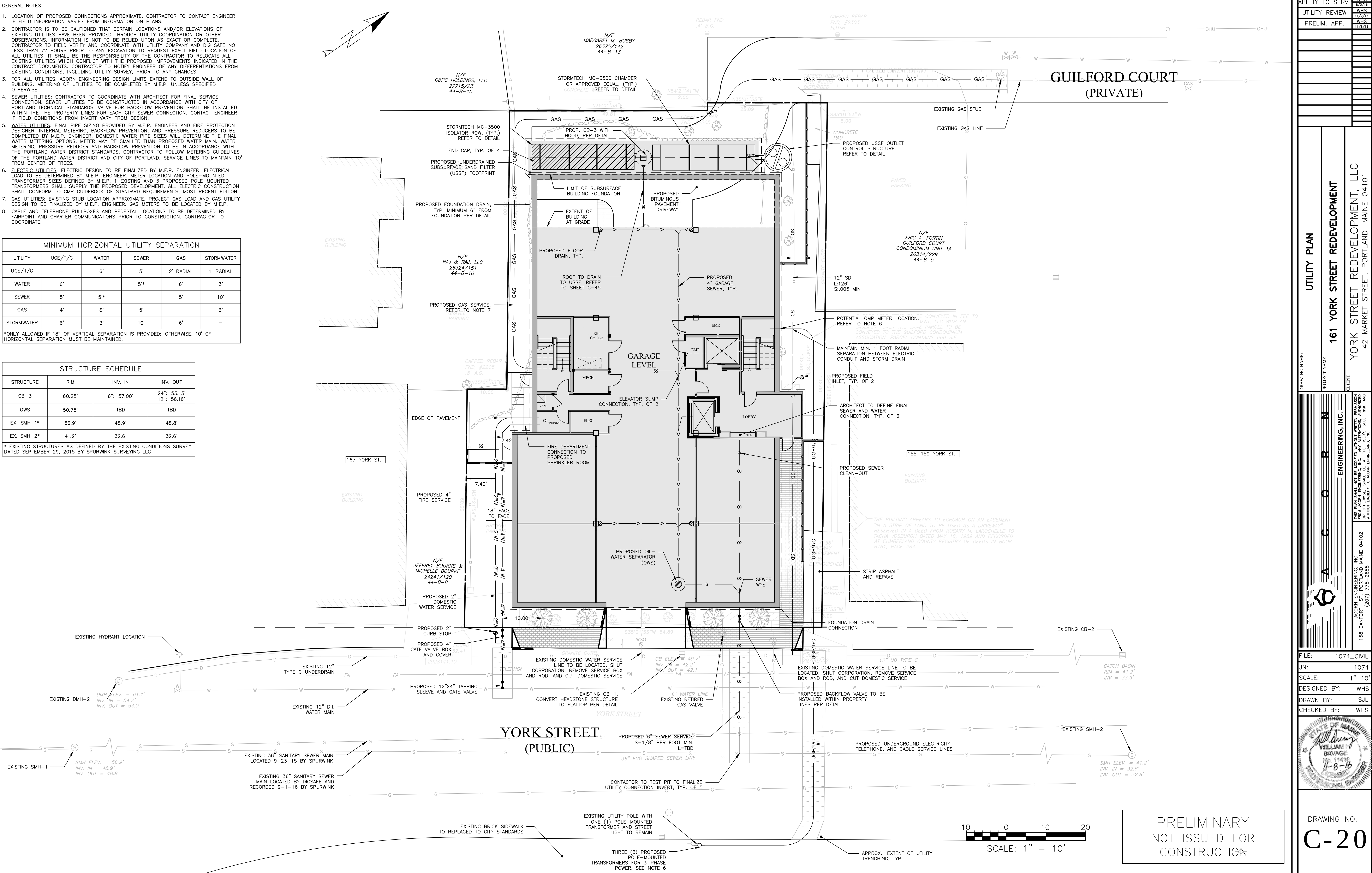
1. LOCATION OF PROPOSED CONNECTIONS APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY SURVEY, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS EXTEND TO OUTSIDE WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF FIELD CONDITIONS FROM INVERT VARY FROM DESIGN.
5. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND. SERVICE LINES TO MAINTAIN 10' FROM CENTER OF TREES.
6. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND POLE-MOUNTED TRANSFORMER SIZES DEFINED BY M.E.P. 1 EXISTING AND 3 PROPOSED POLE-MOUNTED TRANSFORMERS SHALL SUPPLY THE PROPOSED DEVELOPMENT. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION.
7. GAS UTILITIES: EXISTING STUB LOCATION APPROXIMATE. PROJECT GAS LOAD AND GAS UTILITY DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. GAS METERS TO BE LOCATED BY M.E.P.
8. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY FAIRPOINT AND CHARTER COMMUNICATIONS PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE.

MINIMUM HORIZONTAL UTILITY SEPARATION					
UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	—	6'	5'	2' RADIAL	1' RADIAL
WATER	6'	—	5'	6'	3'
SEWER	5'	5'	—	5'	10'
GAS	4'	6'	5'	—	6'
STORMWATER	6'	3'	10'	6'	—

*ONLY ALLOWED IF 18" OF VERTICAL SEPARATION IS PROVIDED; OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.

STRUCTURE SCHEDULE			
STRUCTURE	RIM	INV. IN	INV. OUT
CB-3	60.25'	6': 57.00'	24": 53.13' 12": 56.16'
OVS	50.75'	TBD	TBD
EX. SMH-1*	56.9'	48.9'	48.8'
EX. SMH-2*	41.2'	32.6'	32.6'

* EXISTING STRUCTURES AS DEFINED BY THE EXISTING CONDITIONS SURVEY DATED SEPTEMBER 29, 2015 BY SPURWINK SURVEYING LLC



ISSUED FOR	BY
ABILITY TO SERVE	WHS
UTILITY REVIEW	WHS
PRELIM. APP.	WHS

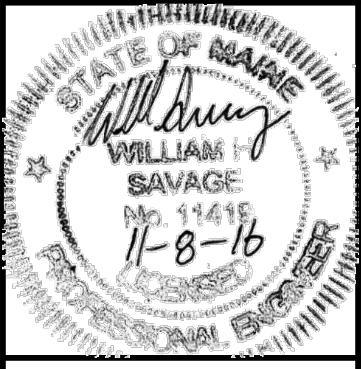
UTILITY PLAN	161 YORK STREET REDEVELOPMENT
PROJECT NAME:	YORK STREET REDEVELOPMENT, LLC
CLIENT:	42 MARKET STREET, PORTLAND, MAINE 04101

ACORN ENGINEERING, INC.

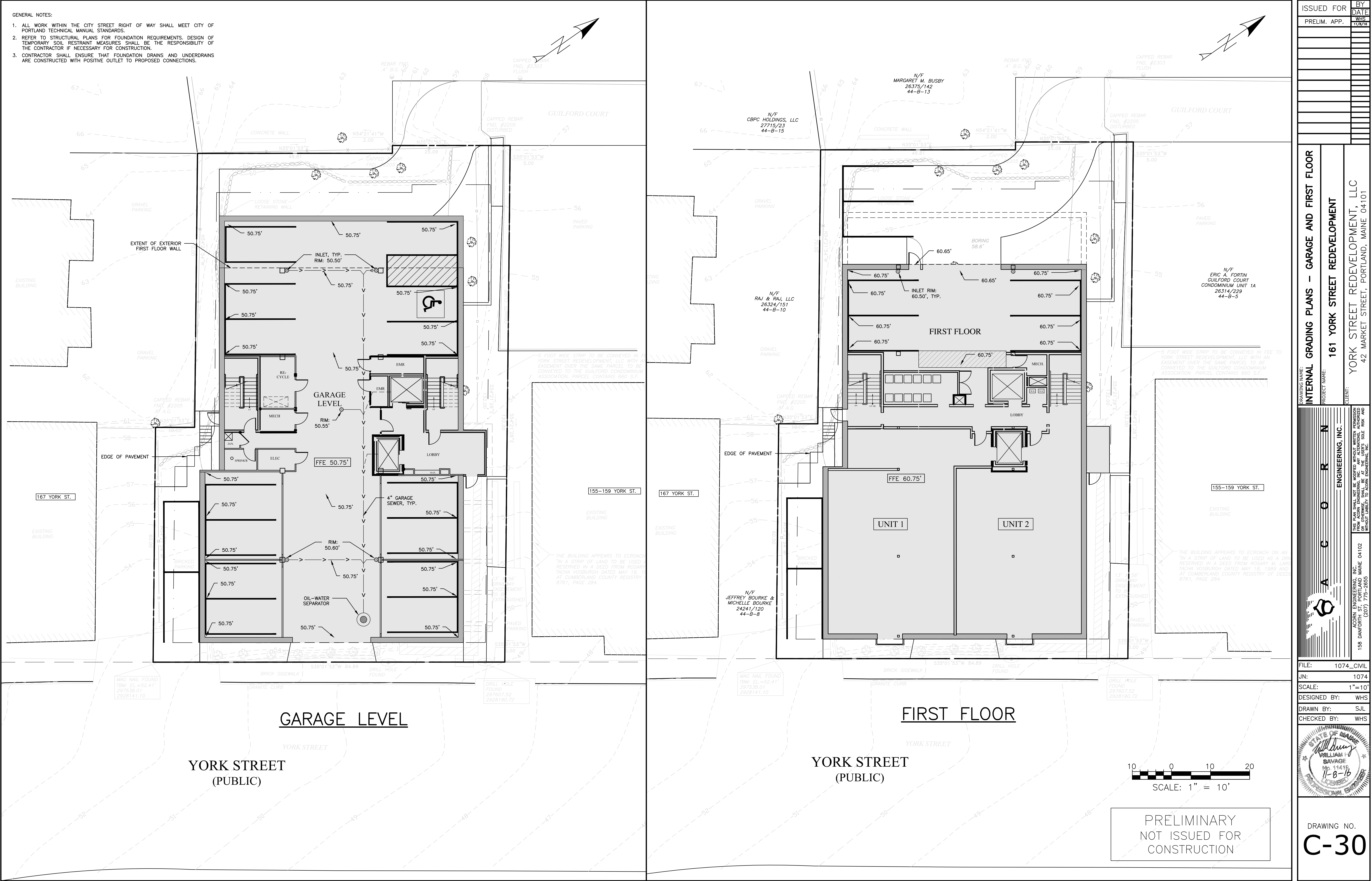
158 DANFORTH ST. PORTLAND, MAINE 04102
(207) 775-2655

FOR ANY STATE NOT BE COVERED BY ANY STATE, CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND AUTHORIZATIONS FROM ACORN ENGINEERING, INC. ANY VIOLATIONS, AUTHORIZED WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1074_CIVIL
JN:	1074
SCALE:	1"=10'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS

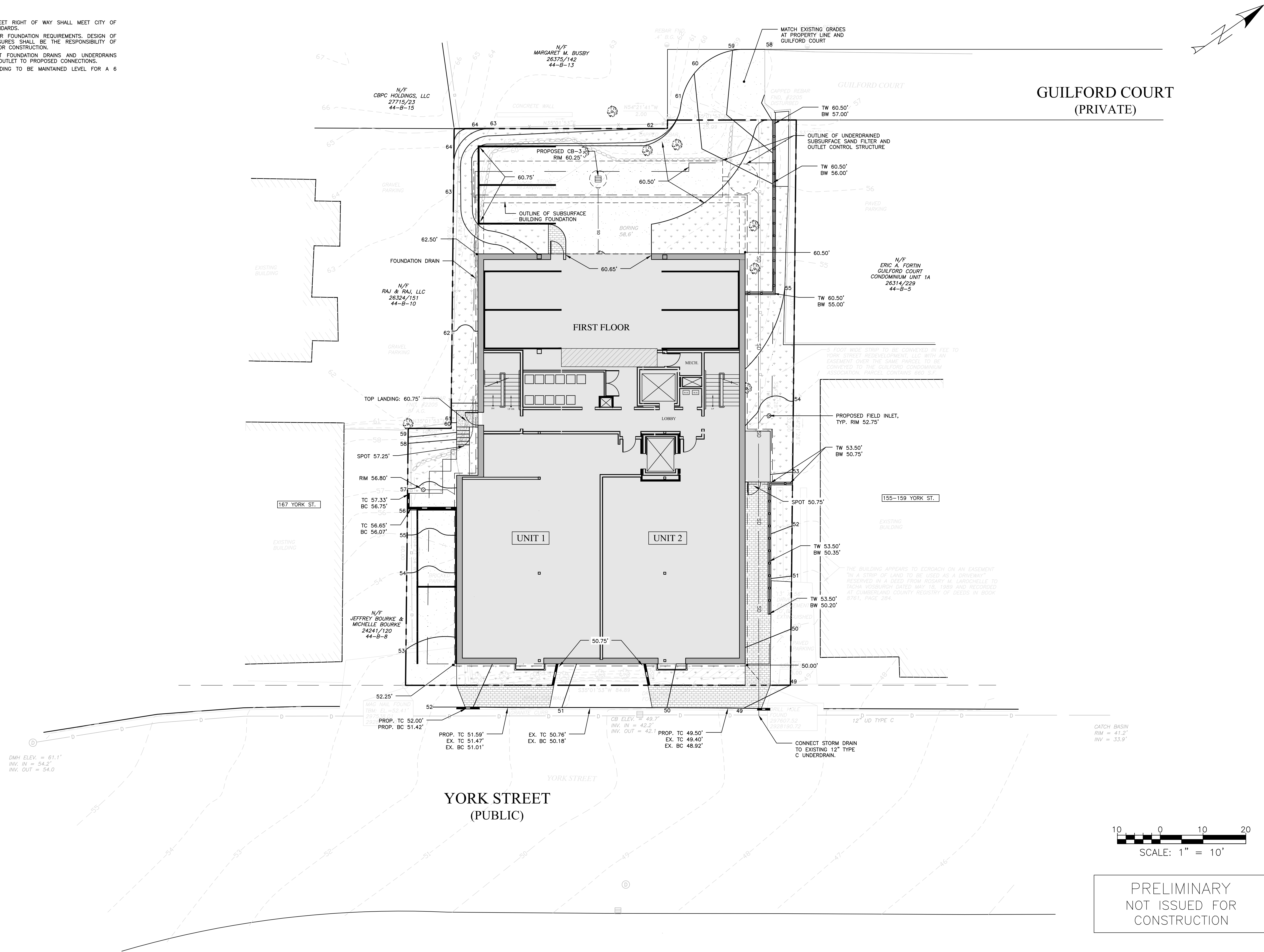


DRAWING NO.	C-20
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1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. REFER TO STRUCTURAL PLANS FOR FOUNDATION REQUIREMENTS. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT FOUNDATION DRAINS AND UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. GRADES AT 4 CORNERS OF BUILDING TO BE MAINTAINED LEVEL FOR A 6 FOOT RADIUS

NORTH CORNER ELEV:	60.50'
WEST CORNER ELEV:	62.50'
SOUTH CORNER ELEV:	52.25'
EAST CORNER ELEV:	50.00'
AVG. GRADE:	56.31'
TOP BLDG:	100.75'
HEIGHT OF BLDG:	44.44'

[illegible]

PROJECT NAME: PERIMETER GRADING & DRAINAGE PLAN

161 YORK STREET REDEVELOPMENT

CLIENT: YORK STREET REDEVELOPMENT, LLC
42 MARKET STREET, PORTLAND, MAINE 04101


A C O R N
ENGINEERING, INC.
 ASSY ENGINEERS, INC.
 158 WAINFORTH ST. PORTLAND, MAINE 04102
 (207) 775-2855

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SCALE:	1"=10'
DESIGNED BY:	WHS
DRAWN BY:	SJL
CHECKED BY:	WHS



DRAWING NO.
C-31



1. 2" I.D. PVC SLEEVE TO BE POURED IN PLACE DURING CONCRETE WALL CONSTRUCTION. SLEEVES TO BE SPACED A MAXIMUM OF 8' ALONG EXTENT OF WALL. CONTRACTOR TO DEFINE FINAL POST LOCATION BASED ON SITE CONDITIONS.
2. STEEL POSTS TO FACE IN TOWARDS THE PROPERTY.
3. FIRST 8' SECTION OF FENCE SHALL BE A 4' TALL ASSEMBLY FOLLOWED BY A SLOPED, TRANSITIONAL 8' SECTION STARTING AT 4' TALL TO THE STANDARD 6' TALL SECTION.
4. APPROVED SUPPLIER FOR FENCE ASSEMBLY TO BE MAIN LINE FENCE OR AN APPROVED EQUIVA.

A cross-sectional diagram of a road pavement structure. The diagram shows five distinct layers stacked vertically. From top to bottom, the layers are: a thin surface course with a fine aggregate texture, a binder course with a horizontal line texture, an aggregate base course with a coarse aggregate texture, an aggregate subbase course with a similar coarse aggregate texture, and a subgrade at the bottom with a diagonal hatched texture. Five horizontal lines with circular endpoints point from the layer names on the right to their corresponding layers in the diagram.

Layer	Material	MDOT	Grade	Thickness
1	SURFACE COURSE	MDOT 403.09	GRADE C	12.5MM
2	BINDER COURSE	MDOT 403.09	GRADE E	19MM
3	AGGREGATE BASE	MDOT 703.06	TYPE B	
4	AGGREGATE SUBBASE	MDOT 703.06	TYPE D	
5	SUBGRADE			

- ## NOTES

1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557
2. CONTRACTOR SHALL MATCH GUILFORD COURT PAVEMENT PROFILE WHEN EXTENDING ROADWAY. REAR DRIVEWAY SHALL BE CONSTRUCTED OF MDOT LOCAL PAVEMENT PROFILE.

THICKNESS OF LAYERS	
STANDARD	LAYERS
1-1/2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
2"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
3"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
15"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

A cross-sectional diagram of a road pavement structure. The diagram shows five distinct layers, each with a unique hatching pattern. From top to bottom, the layers are: a thin surface layer with horizontal lines, a thicker binder layer with vertical lines, a base layer with a diagonal line pattern, a subbase layer with a circular aggregate pattern, and a bottom subgrade layer with a cross-hatch pattern. Five horizontal lines with circular endpoints point from text labels on the right to the boundaries between these layers.

- SURFACE COURSE MDOT 403.09 GRADE C (12.5MM)
- BINDER COURSE MDOT 403.09 GRADE B (19MM)
- AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
- AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D
- SUBGRADE

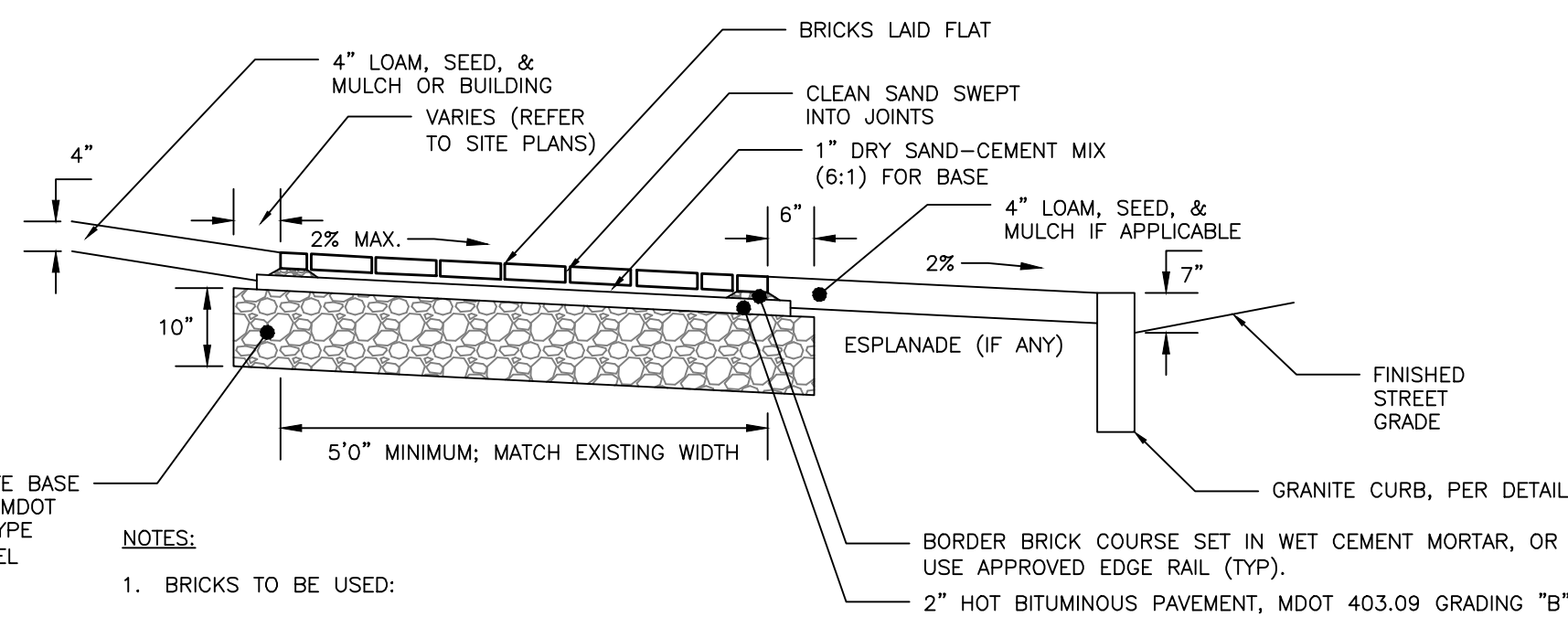
- NOTES:

1. COMPACT SUBGRADE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557
2. ARTERIAL BITUMINOUS PAVEMENT PROFILE APPLIES ONLY WITHIN FORE STREET R.O.W.

THICKNESS OF LAYERS	
STANDARD	LAYERS
2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)
3"	BINDER COURSE MDOT 403.09 GRADE B (19mm)
6"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B
18"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. APPLY BITUMINOUS TACK COAT PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF PORTLAND ARTERIAL BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



- NOTES

1. BRICKS TO BE USED:

NEW CONSTRUCTION:

- 4 X8 PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM #193623; PINE HALL PATHWAY PAVER BRICK.
2. INSTALL BRICK FLUSH UP TO BUILDING, PAVEMENT, STAIRS, CONCRETE SURFACES, CURB OR LANDSCAPED AREAS.

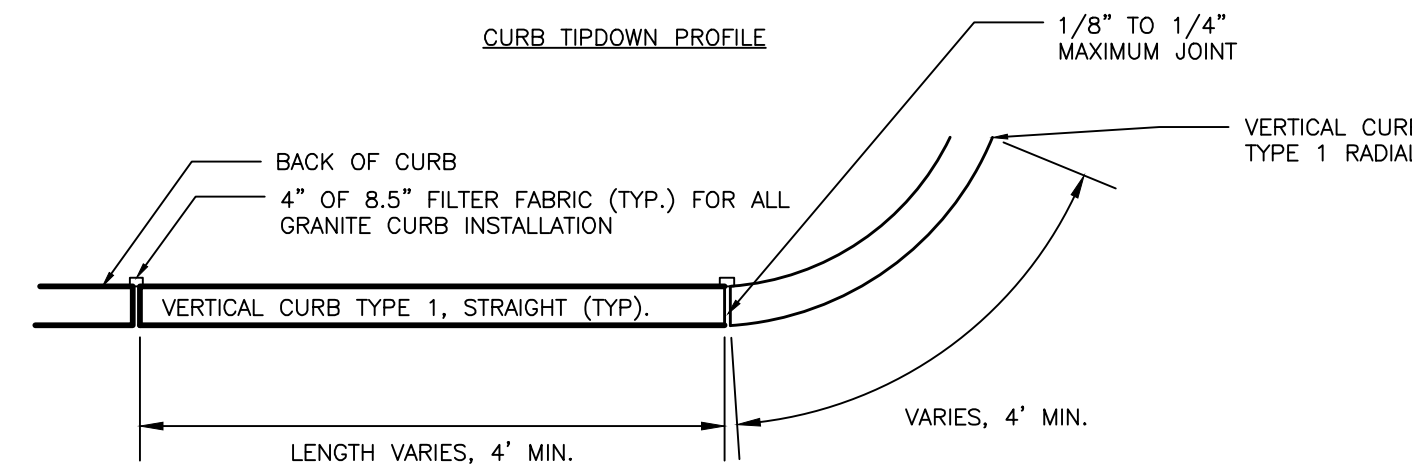
- NOTES:

1. REFER TO GRADING, DRAINAGE, & EROSION CONTROL PLANS FOR SPECIFIC GRADES.

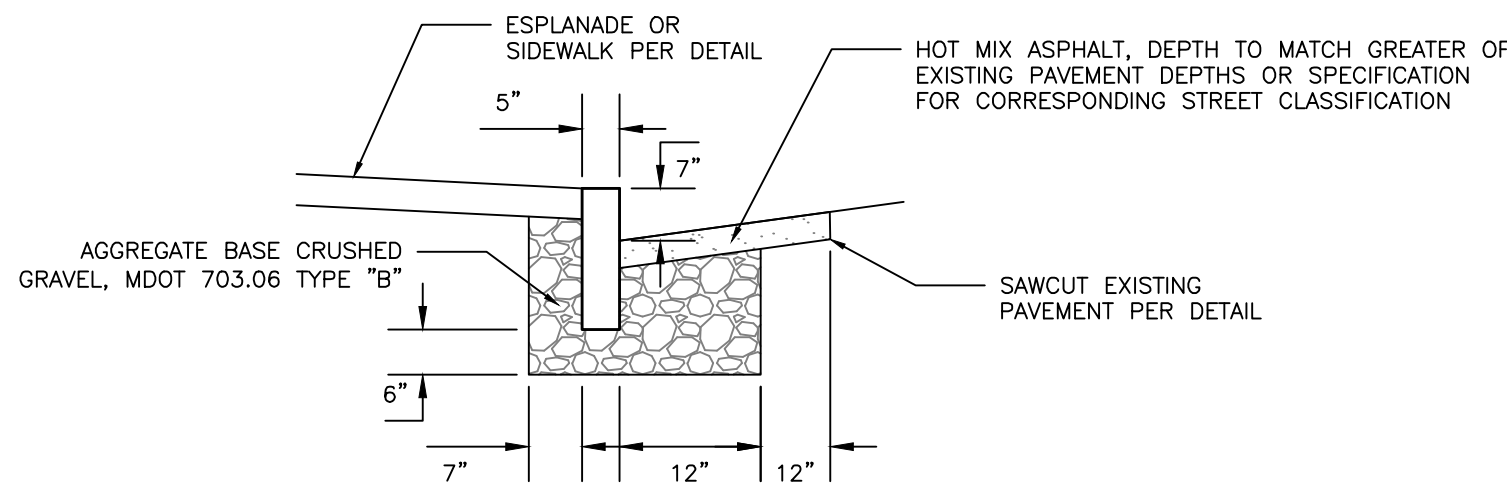
Diagram illustrating the installation details for a granite curb:

- 6' MIN. TYPDOWN CURB
- 7' AT SIDEWALK RAMPS
- 1" CURB REVEAL AT DRIVEWAY
- GUTTER LINE
- GUTTER LINE AT DRIVEWAY
- 4" OF 8.5" FILTER FABRIC (TYP.) FOR ALL GRANITE CURB INSTALLATION

CURB TIPDOWN PROFILE



VERTICAL GRANITE CURB PLAN VIEW



VERTICAL GRANITE CURB CROSS SECTION

NOTES:

1. REFER TO GRADING, DRAINAGE AND EROSION CONTROL PLANS FOR SITE GRADING
2. REFER TO BITUMINOUS DRIVEWAY APRON DETAIL FOR APRON CROSS-SECTION

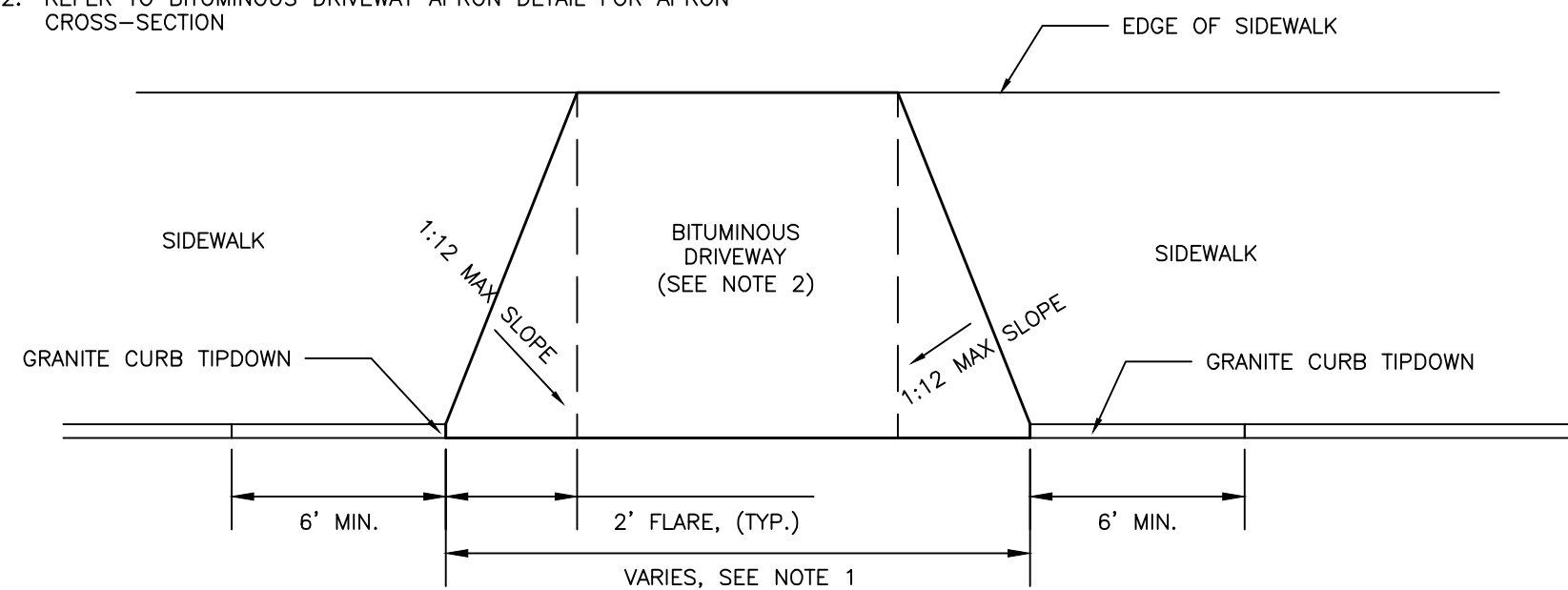


Diagram illustrating the specifications for bicycle racks, including dimensions and notes.

Dimensions:

- Each Bicycle Space is 40" by 16" (Typ.)
- Final Location of Interior Bicycle Racks shall conform to all Architectural Drawings.
- Contractor to Notify Engineer and Architect with any Discrepancies.
- Bicycle Mount shall be Ultra Space Saver as Manufactured by Dero, or Approved Equal.
- Bicycles shall be Wall Mounted in Accordance with Manufacturers' Recommendations.
- Contractor to Submit Shop Drawing Detailed Layout

Notes:

1. FINAL LOCATION OF INTERIOR BICYCLE RACKS SHALL CONFORM TO ALL ARCHITECTURAL DRAWINGS. CONTRACTOR TO NOTIFY ENGINEER AND ARCHITECT WITH ANY DISCREPANCIES.
2. BICYCLE MOUNT SHALL BE ULTRA SPACE SAVER AS MANUFACTURED BY DERO, OR APPROVED EQUAL.
3. BICYCLES SHALL BE WALL MOUNTED IN ACCORDANCE WITH MANUFACTURERS' RECOMMENDATIONS.
4. CONTRACTOR TO SUBMIT SHOP DRAWING DETAILED LAYOUT

- NOTES:

1. FINAL LOCATION OF INTERIOR BICYCLE RACKS SHALL CONFORM TO ALL ARCHITECTURAL DRAWINGS. CONTRACTOR TO NOTIFY ENGINEER AND ARCHITECT WITH ANY DISCREPANCIES.
2. BICYCLE MOUNT SHALL BE ULTRA SPACE SAVER AS MANUFACTURED BY DERO, OR APPROVED EQUAL.
3. BICYCLES SHALL BE WALL MOUNTED IN ACCORDANCE WITH MANUFACTURERS' RECOMMENDATIONS.
4. CONTRACTOR TO SUBMIT SHOP DRAWING DETAILED LAYOUT

CROSS SECTION VIEW

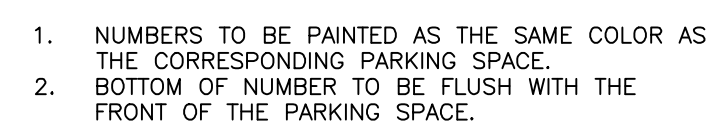
PLAN VIEW

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

1. ALL PLANT SELECTION AND INSTALLATION WILL BE IN COMPLIANCE WILL THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
3. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
4. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
5. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE. ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
6. ALL PROPOSED PLANTS SHALL BE LOCATED CAREFULLY AS SHOWN ON THE PLANS AND THE PLACEMENTS SHALL BE APPROVED BY ENGINEER BEFORE THE PLANTS ARE INSTALLED.
7. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING RED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM AND 5% NORTHEAST WILDFLOWER SEED MIXTURE BY WEIGHT TO THE LINKS BLEND.
8. STAKING AND GUYING SHALL BE DETERMINED BY THE ENGINEER ON A TREE BY TREE BASIS. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING. IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.
9. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDDED AS NECESSARY.
10. DIG HOLE AT LEAST 2 TIMES THE DIA. OF THE ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH THE TOP AT GROUND LEVEL CORRECT HOLE DEPTH AS REQUIRED.
11. TOPSOIL BACKFILL SHALL BE NATURAL FRIABLE, FERTILE, FINE LOAMY SOIL POSSESSING THE CHARACTERISTICS OF TOPSOILS IN THE VICINITY WHICH PRODUCE A HEAVY GROWTH. TOPSOIL SHALL CONTAIN NOT LESS THAN 6% NOR MORE THAN 20% ORGANIC MATTER. TOP SOIL SHALL HAVE A pH VALUE OF NOT LESS THAN 5.5 NOR MORE THAN 7.0.
12. CONTAINER GROWN STOCK REMOVE CONTAINER PROTECTING THE ROOT BALL. GENTLY COMB OUT THE ROOTS. PRUNE DAMAGED ROOTS.
13. BACKFILL THE HOLE WITH TOPSOIL TO A DEPTH NOT TO EXCEED 8" THEN WATER SUFFICIENTLY TO SETTLE TOPSOIL. REPEAT SOIL BACKFILL, WATER, DRAIN. TOPSOIL SHALL BE TAMPED UNDER EDGES OF THE BALLED PLANTS. BACKFILL TO FINISH GRADE AND CREATE AN EARTHEN SAUCER. SOAK PLANTS WITH WATER TWICE WITHIN THE FIRST TWENTY-FOUR HOURS OF PLANTING.



1. ALL ASPECTS OF RESERVED PARKING SIGN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2008 OR MOST RECENT EDITION.
2. SIGN SHALL BE CONSTRUCTED AS SIGN R7-8 UNDER THE "PARKING AND STANDING SIGNS AND PLAQUES" (R7 SERIES) WITHIN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION. VAN ACCESSIBILITY SHALL BE CONSTRUCTED AS SIGN R7-8a OR R7-8b.
3. SIGN POST CONSTRUCTION AND MOUNTING SHALL BE IN ACCORDANCE WITH CHAPTER 2A OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009 OR MOST RECENT EDITION.



PARKING STALL NUMBER DETAIL
NOT TO SCALE

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CONSTRUCTION

[illegible]


ACORN ENGINEERING, INC.
 58 DANFORTH ST., PORTLAND, MAINE 04102
 (207) 775-2655

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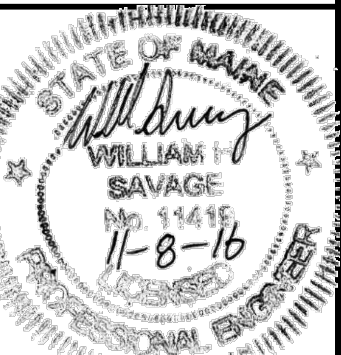
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DESIGNED BY: WHS

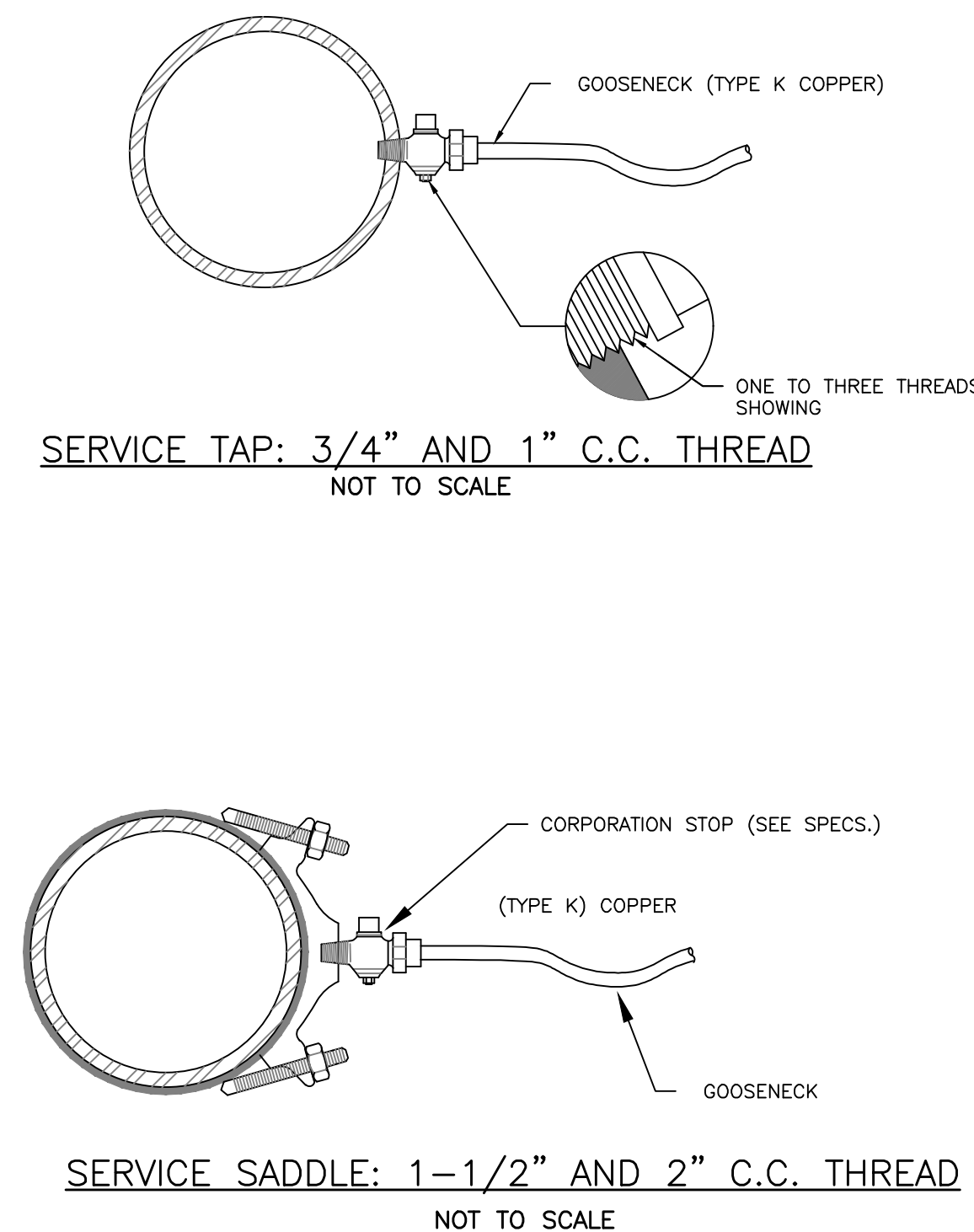
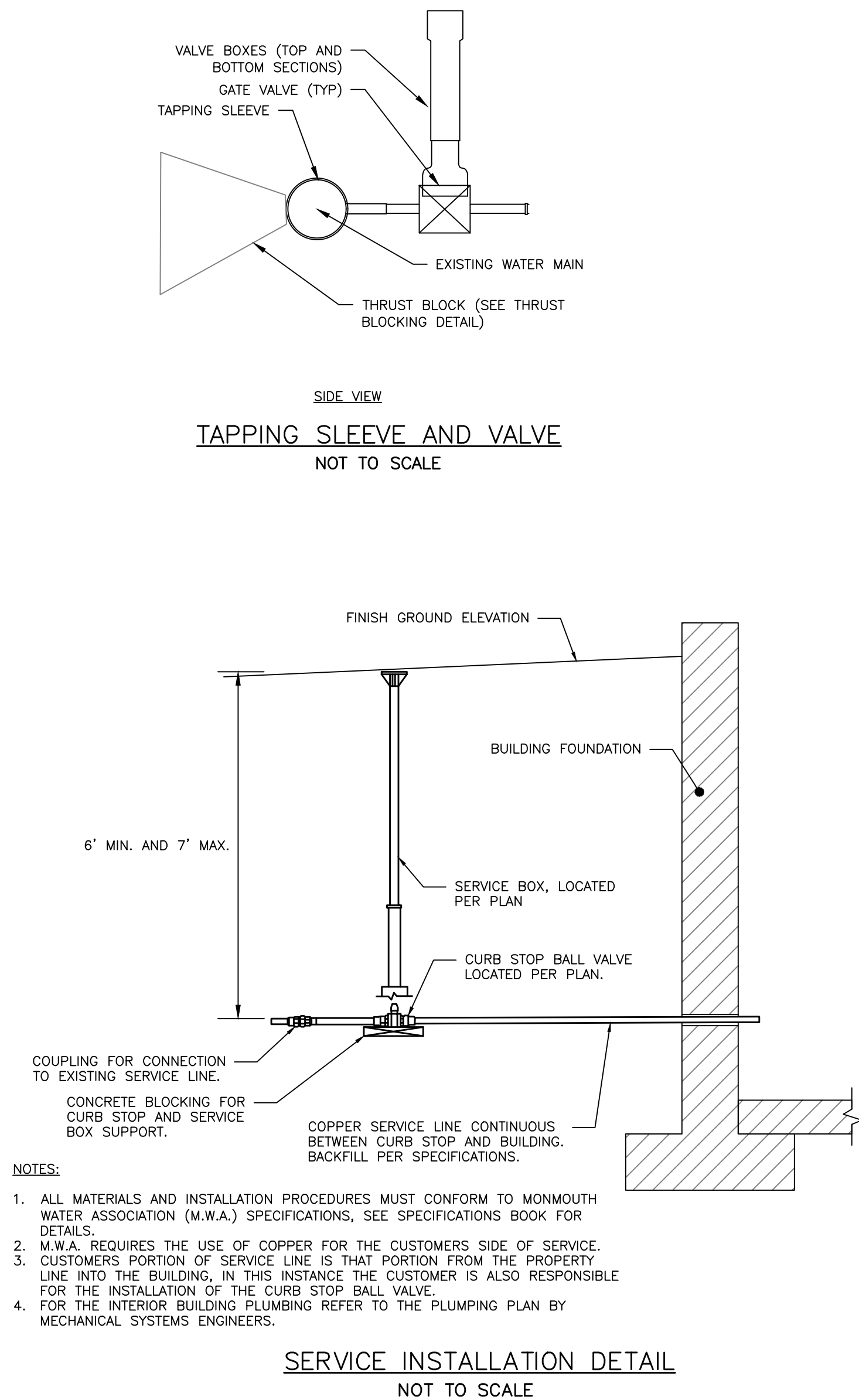
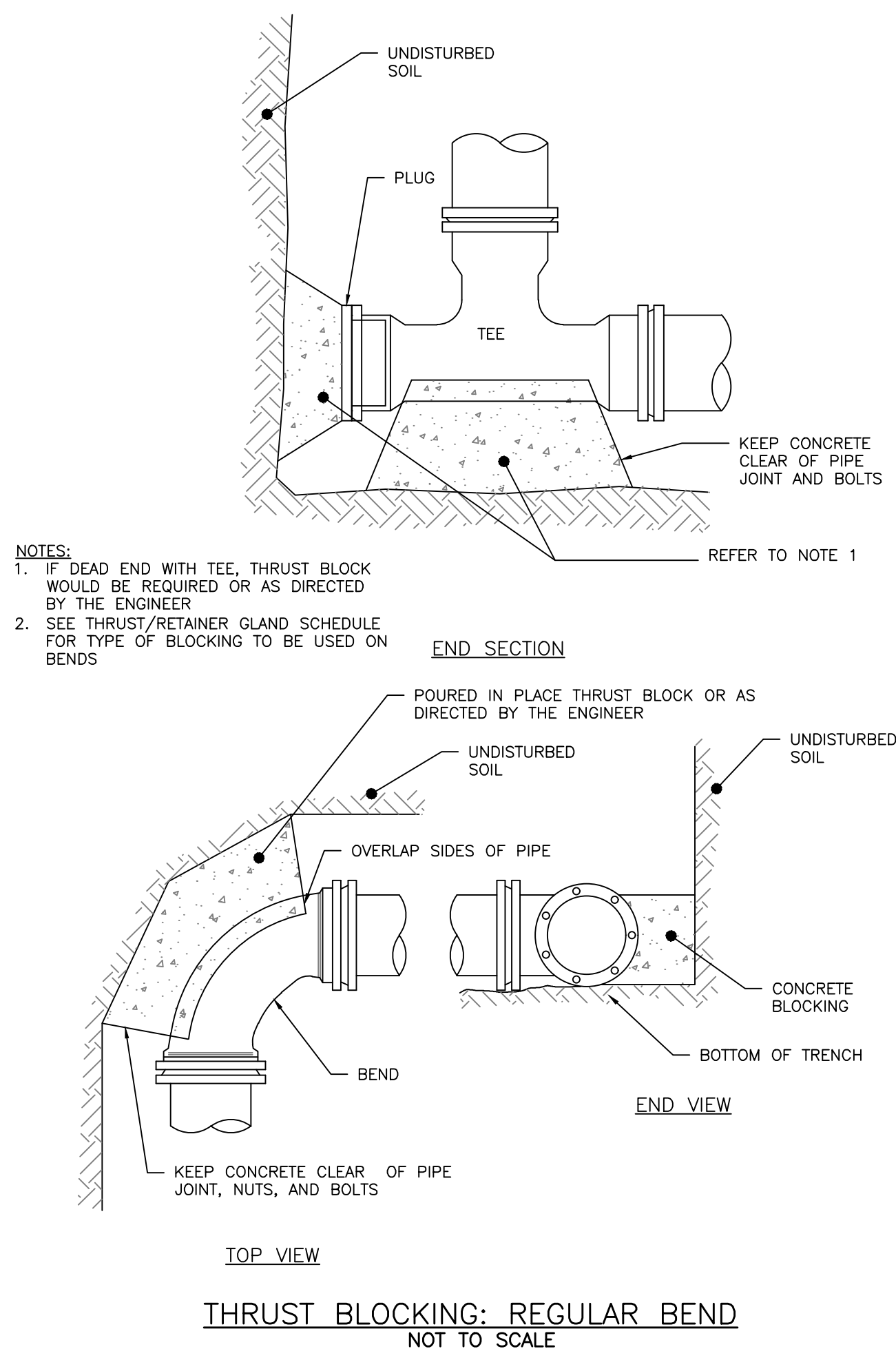
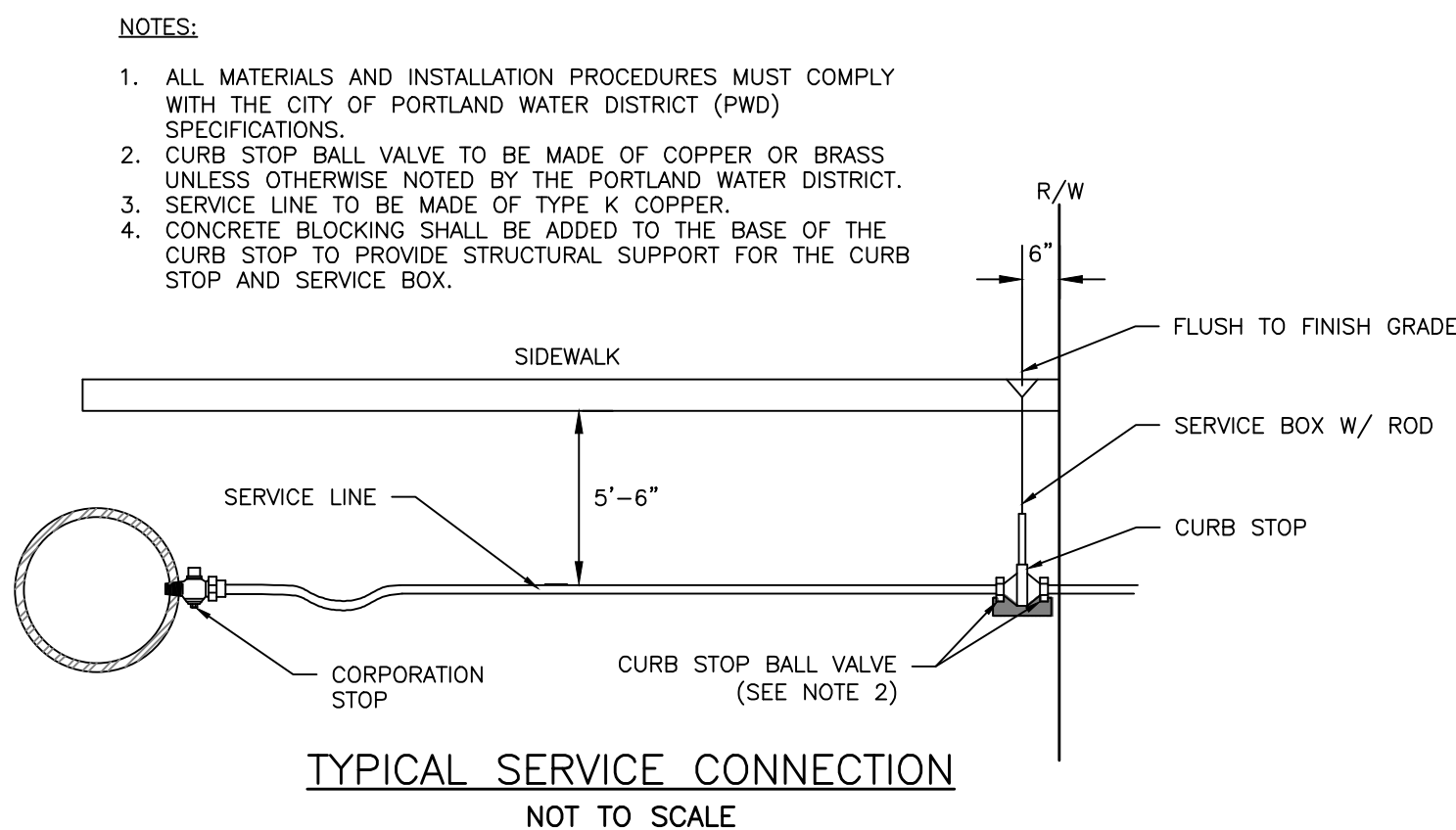
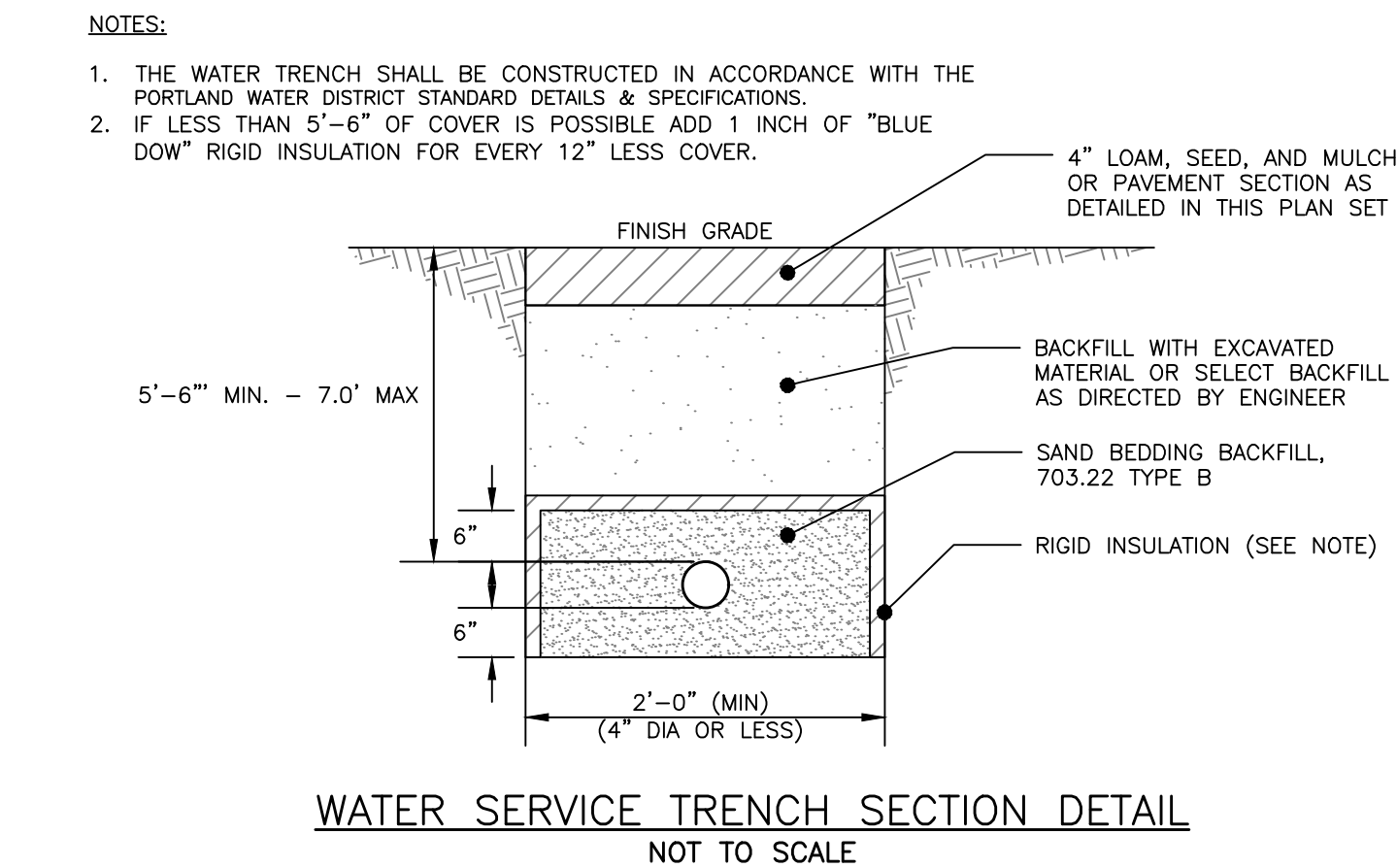
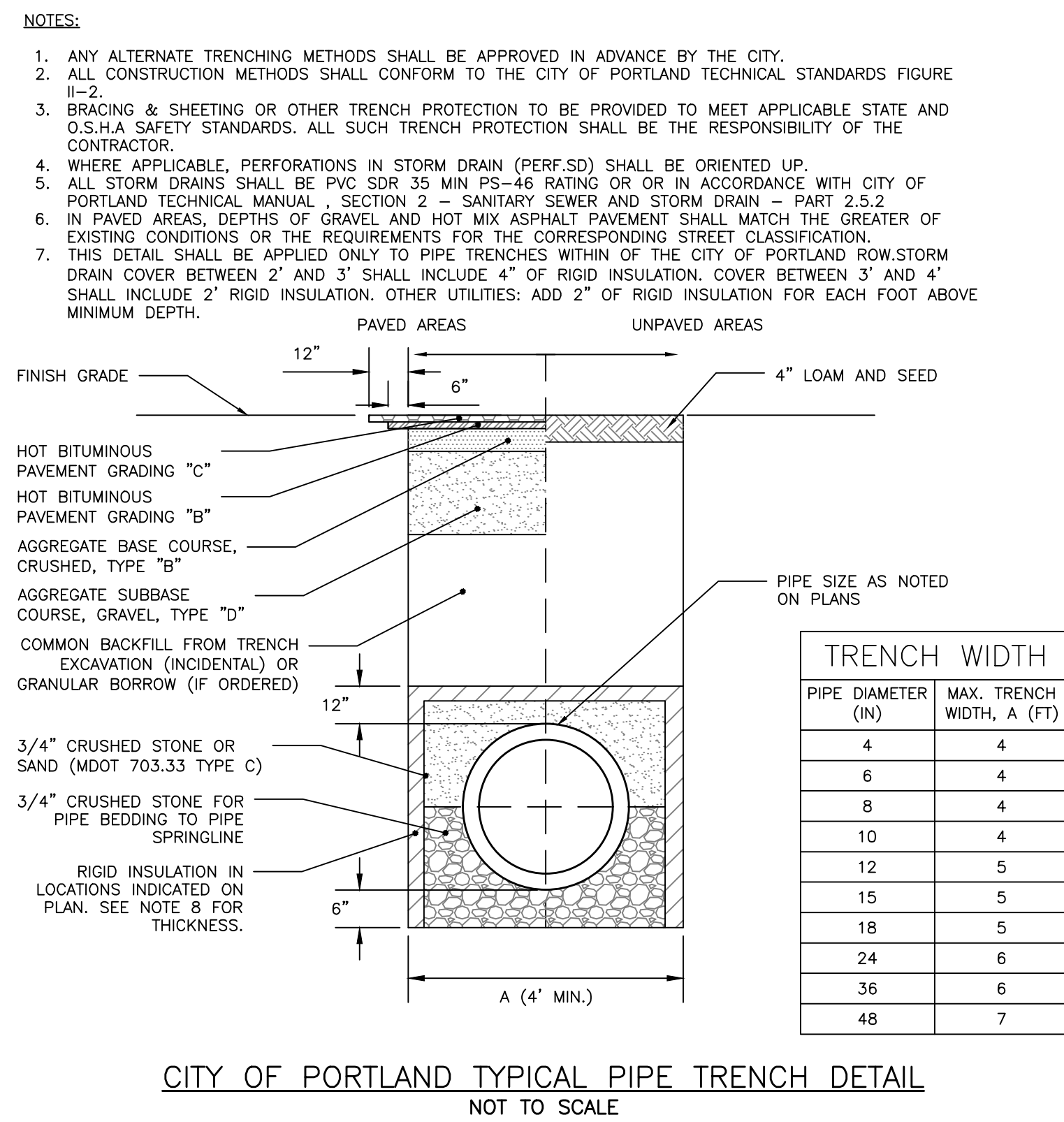
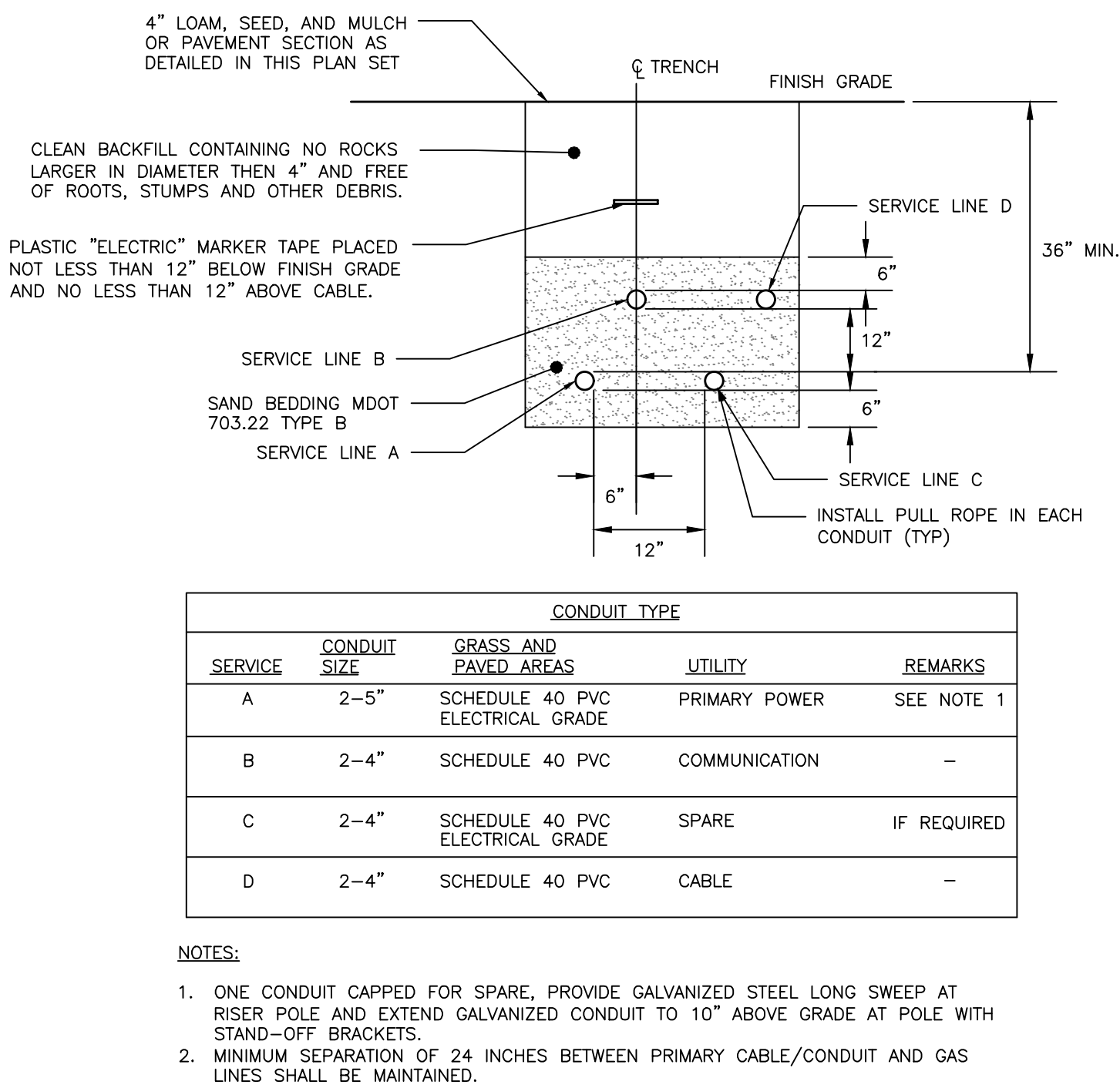
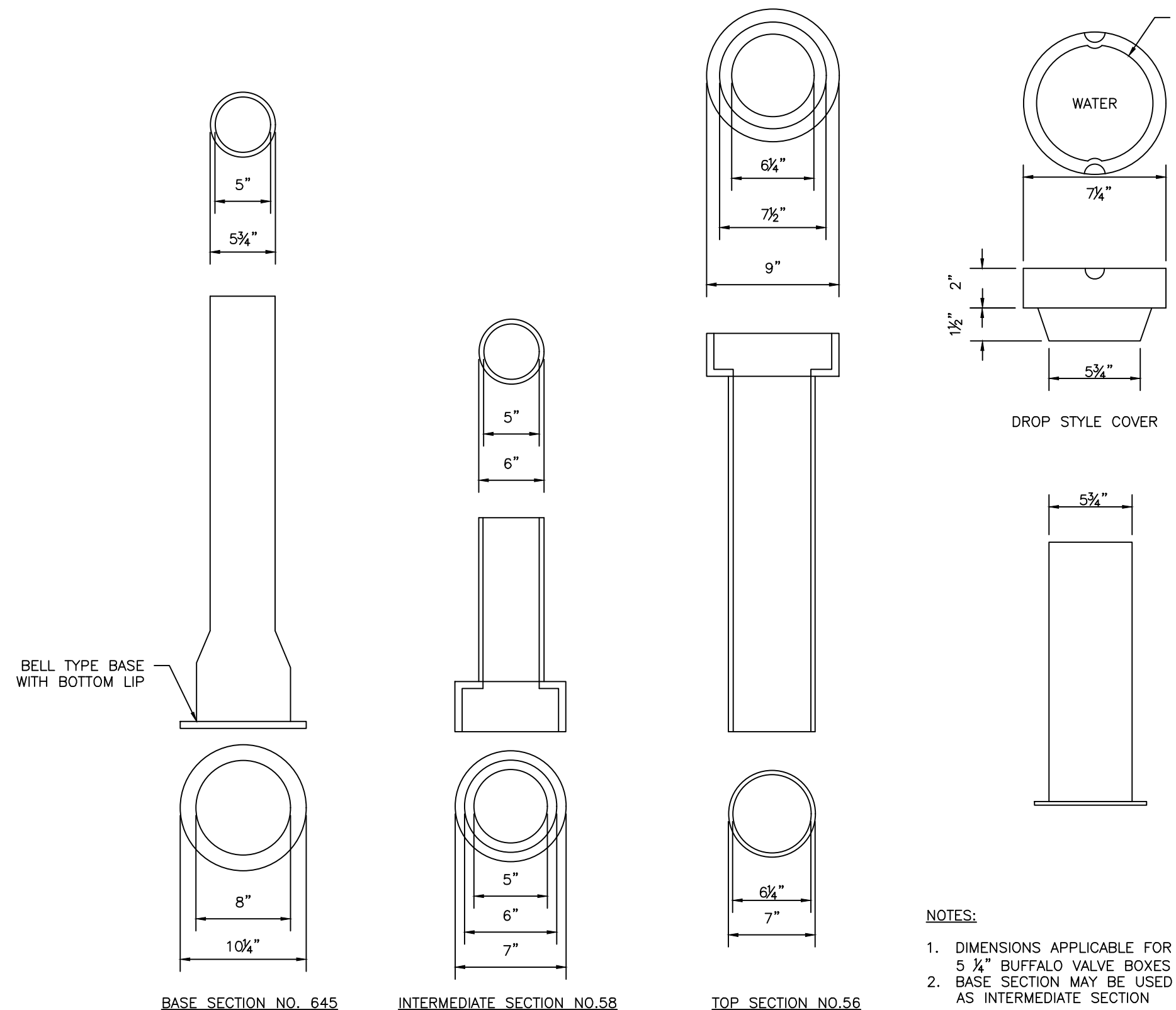
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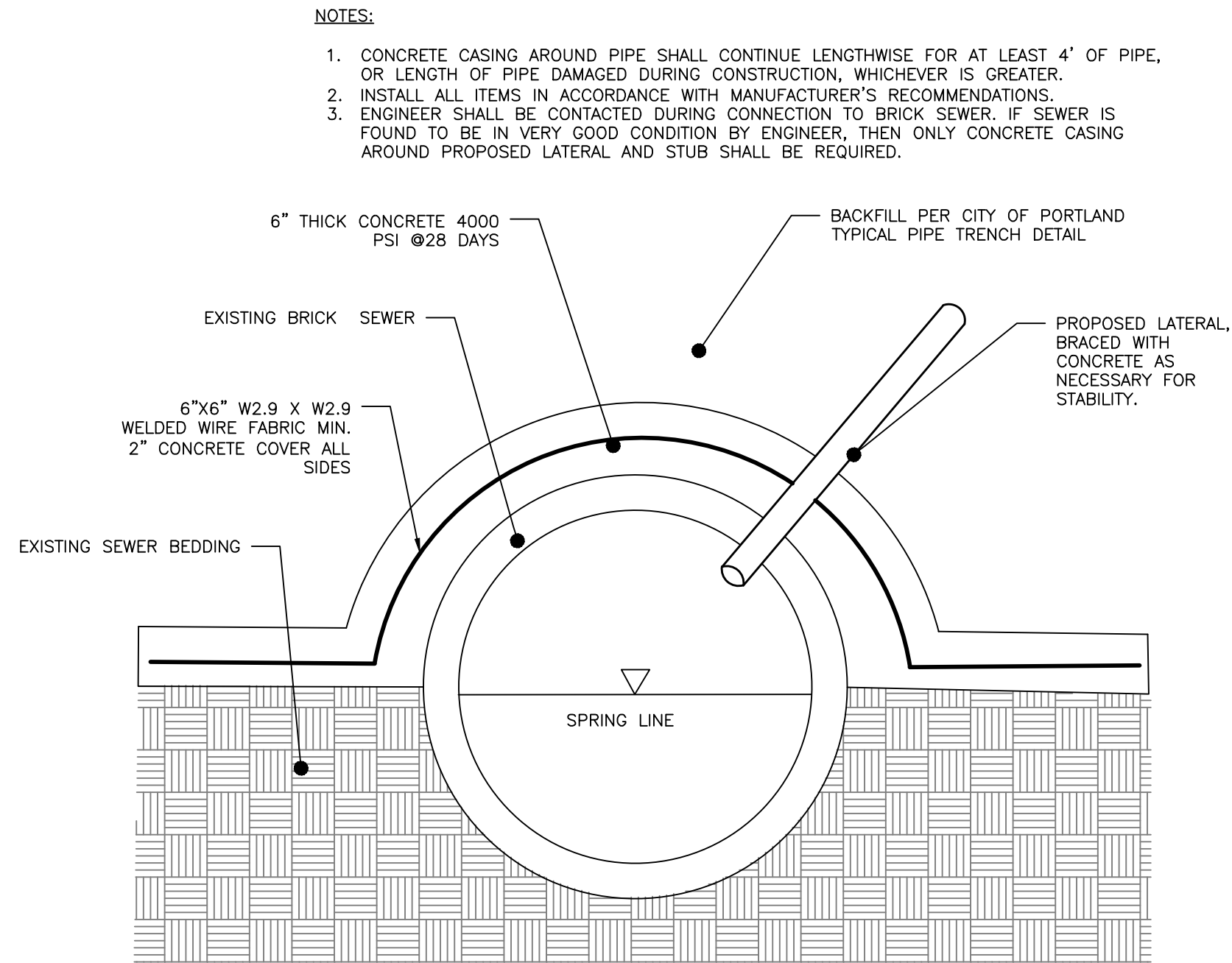
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161 YORK STREET REDEVELOPMENT	
YORK STREET REDEVELOPMENT, LLC	
42 MARKET STREET PORTLAND, ME 04101	

DRAWING NAME:	PROJECT NAME:	CLIENT:
	161 YORK STREET REDEVELOPMENT	YORK STREET REDEVELOPMENT, LLC
		42 MARKET STREET PORTLAND, ME 04101

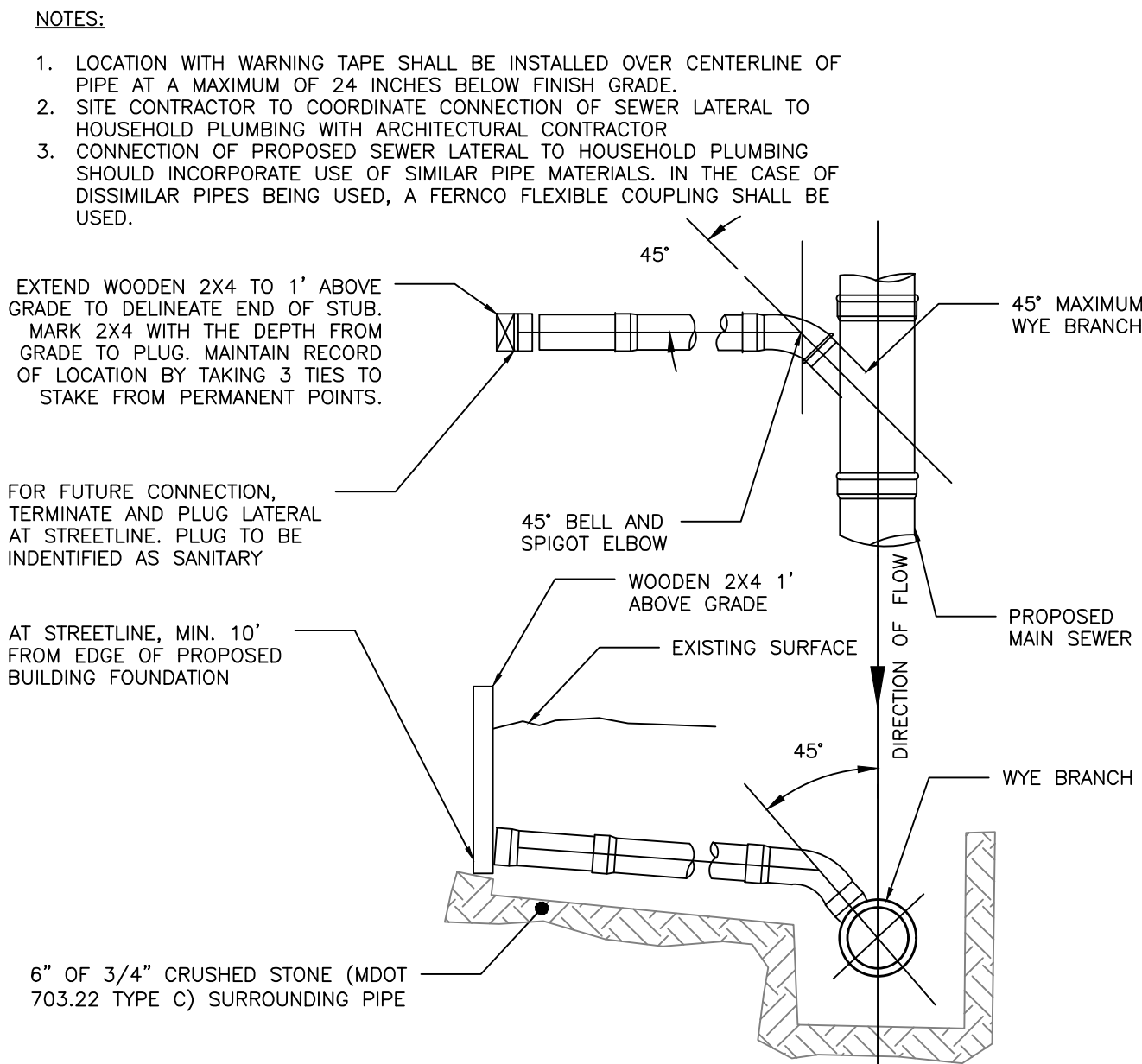
 A C O R N ENGINEERING, INC. 158 DANFORTH ST. PORTLAND, MAINE 04102 (207) 775-2655	FOR THIS PLAN, I, THE ENGINEER, HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MAINE, AND THAT I AM THE DESIGNER OF THE WORK SHOWN ON THIS PLAN. I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY, EXPRESS OR IMPLIED, FOR THE WORK SHOWN ON THIS PLAN.
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SCALE:	NTS
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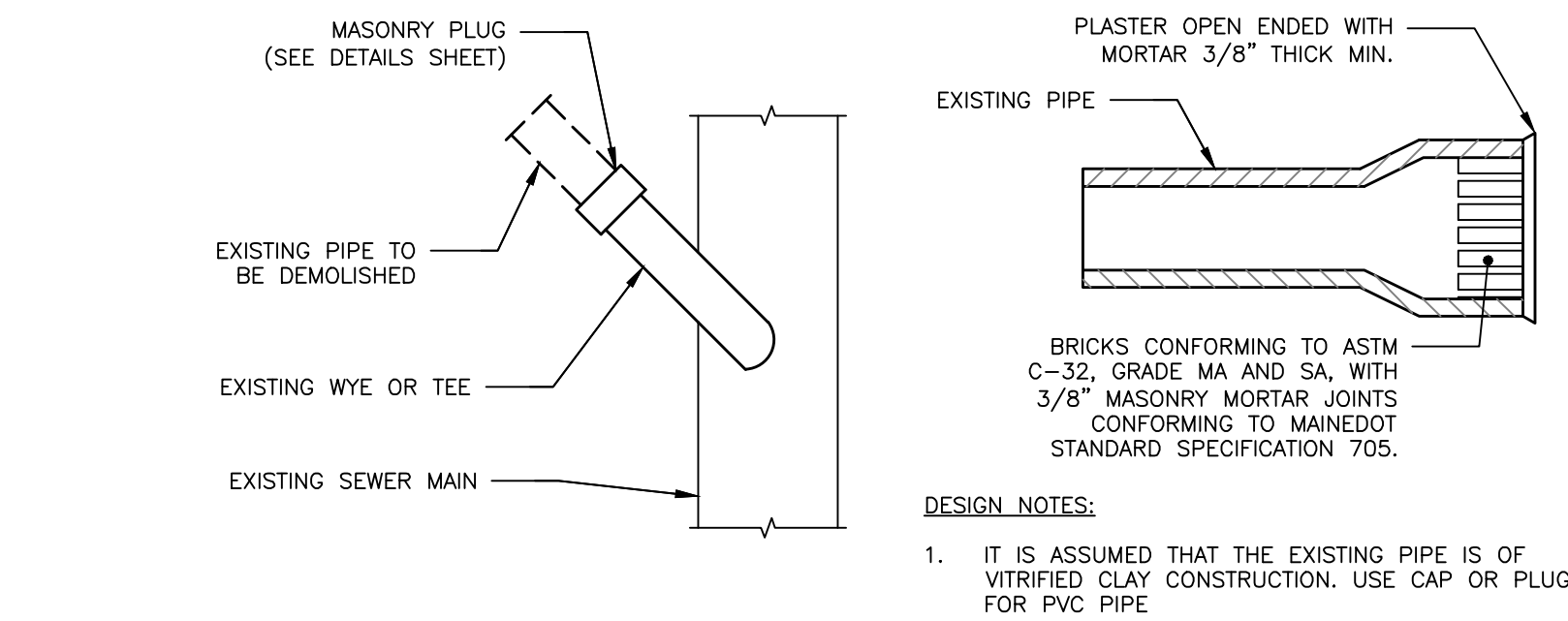
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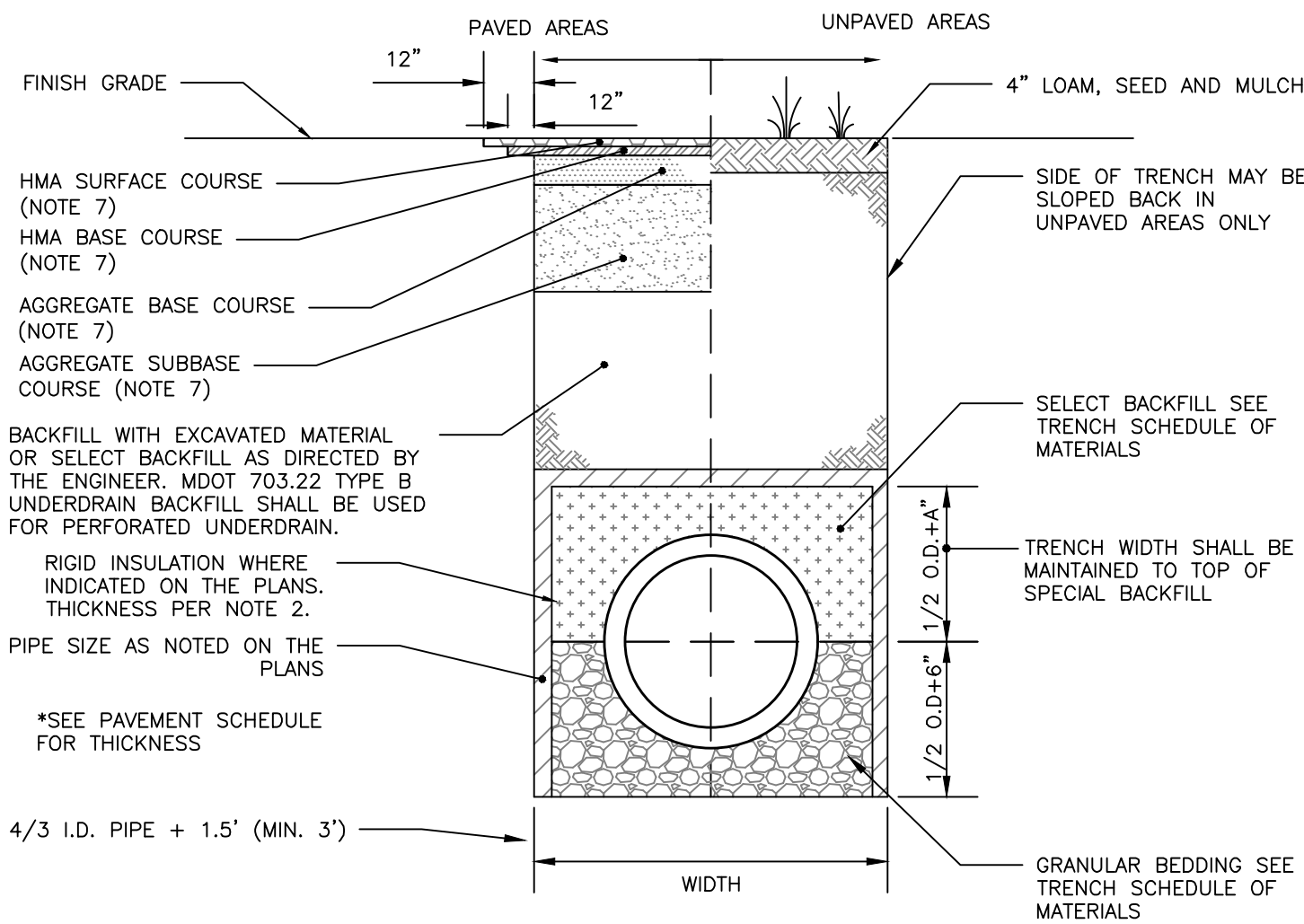
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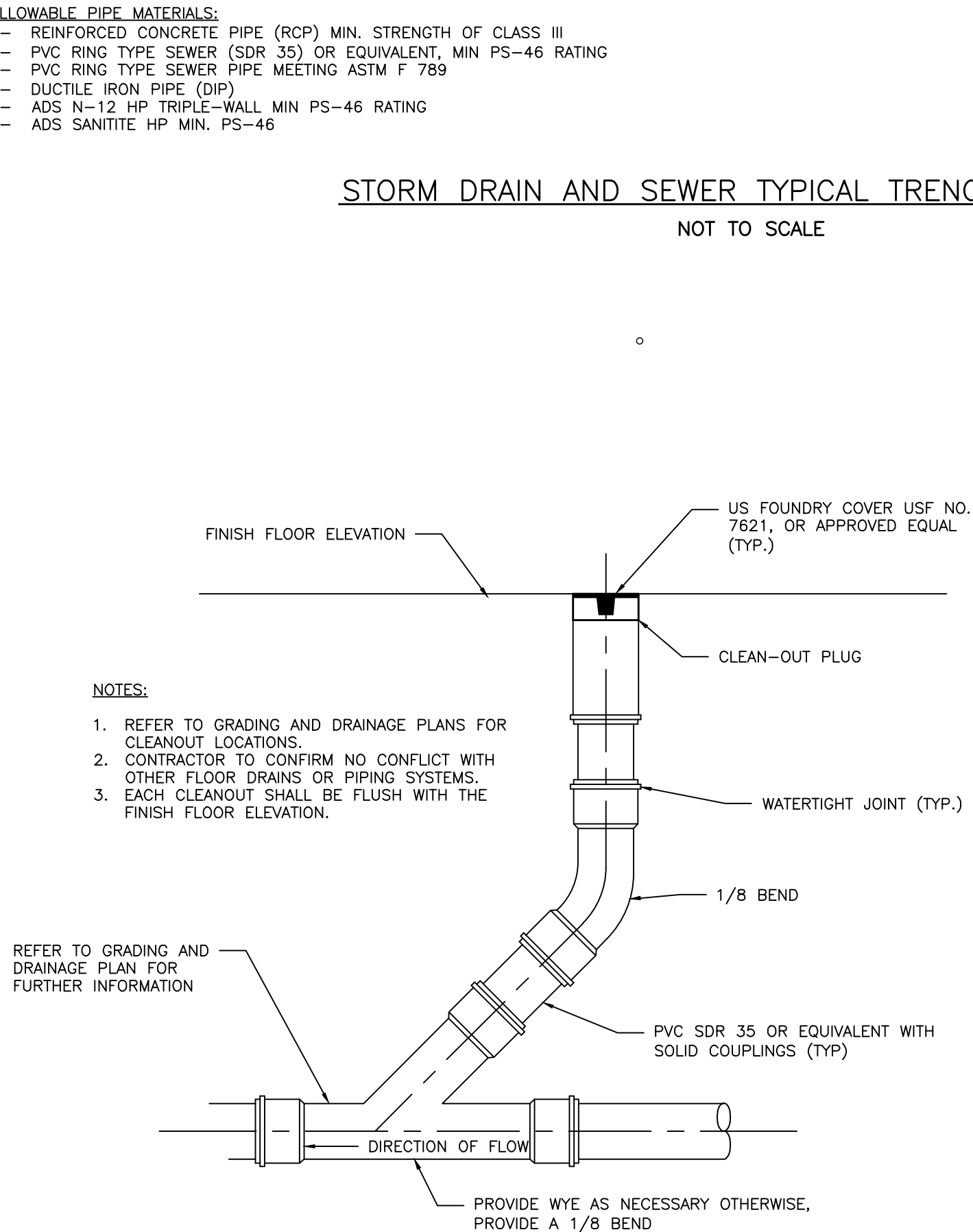
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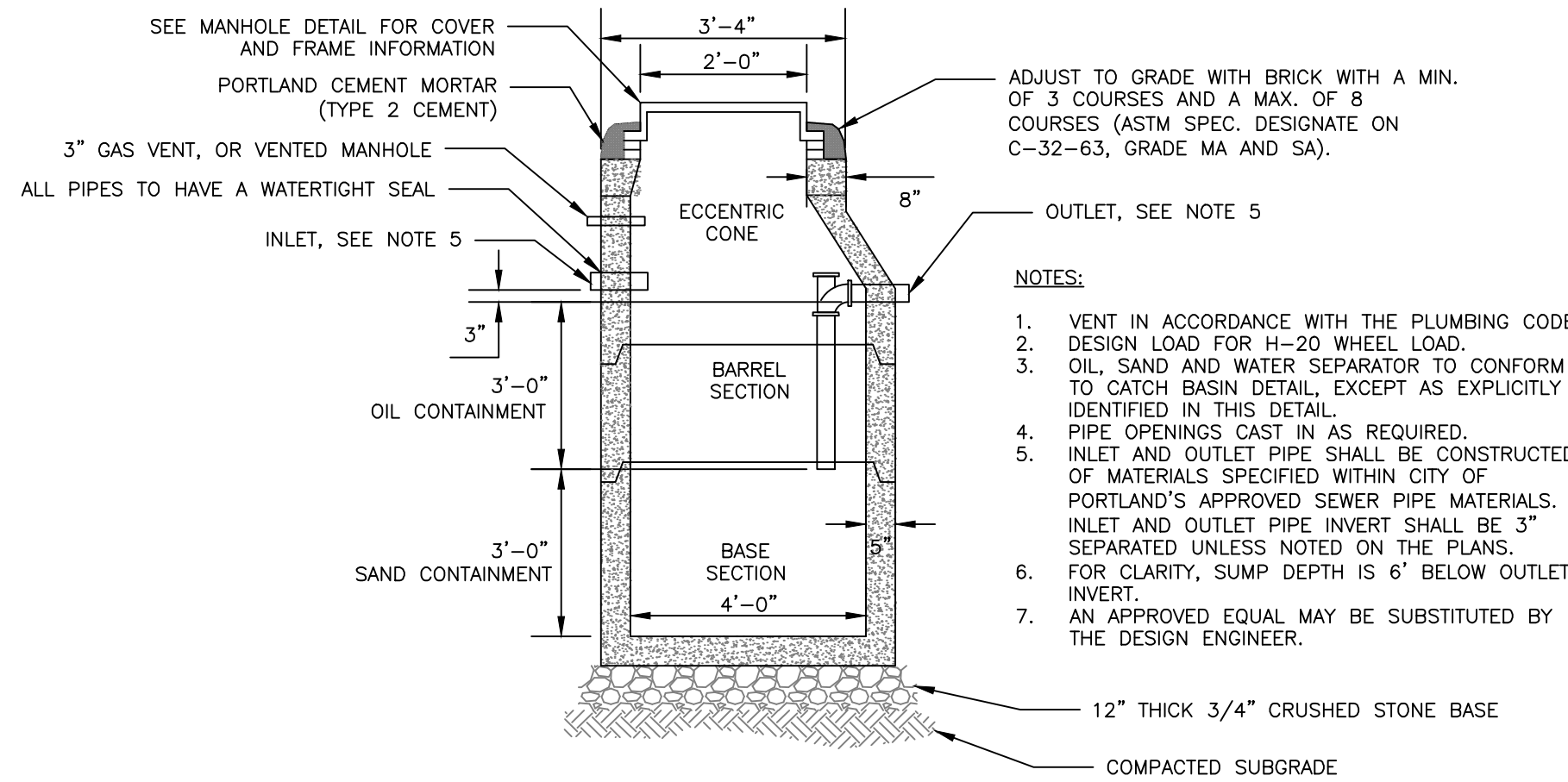
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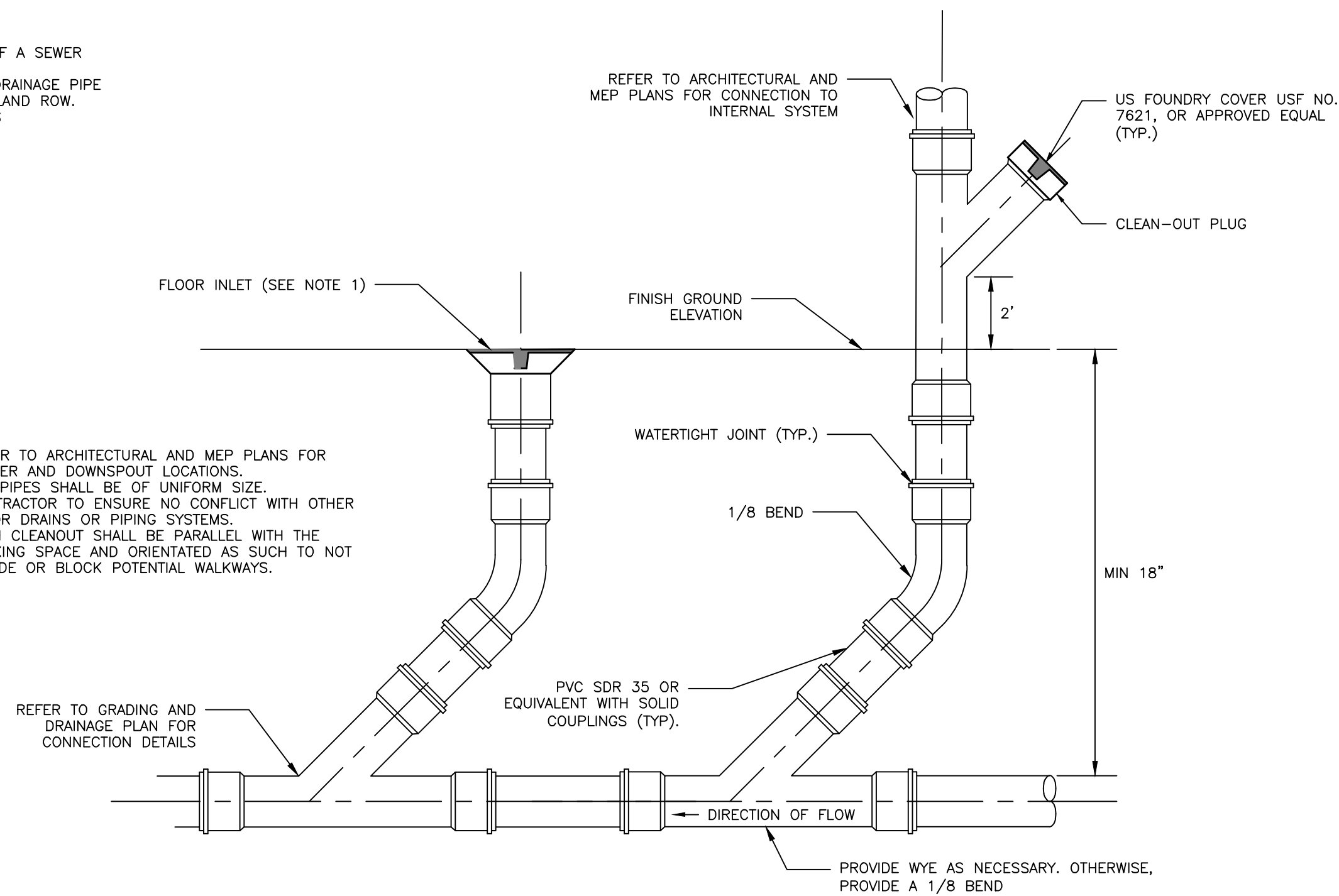
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CLEANOUT DETAIL
NOT TO SCALE



4'-0" DIAMETER PRECAST OIL AND WATER SEPARATOR
NOT TO SCALE



FLOOR DOWNSPOUT WITH CLEANOUT AND FLOOR DRAIN CONNECTION DETAIL
NOT TO SCALE

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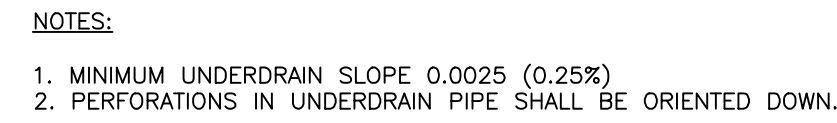
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	11/8/16

UTILITY DETAILS - 2	161 YORK STREET REDEVELOPMENT	YORK STREET REDEVELOPMENT, LLC	42 MARKET STREET PORTLAND, ME 04101
DRAWING NAME:	PROJECT NAME:	CLIENT:	

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

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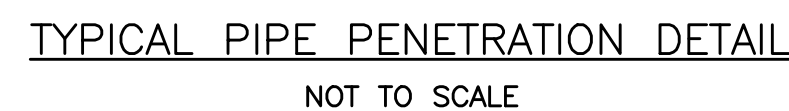
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SIDE PROFILE

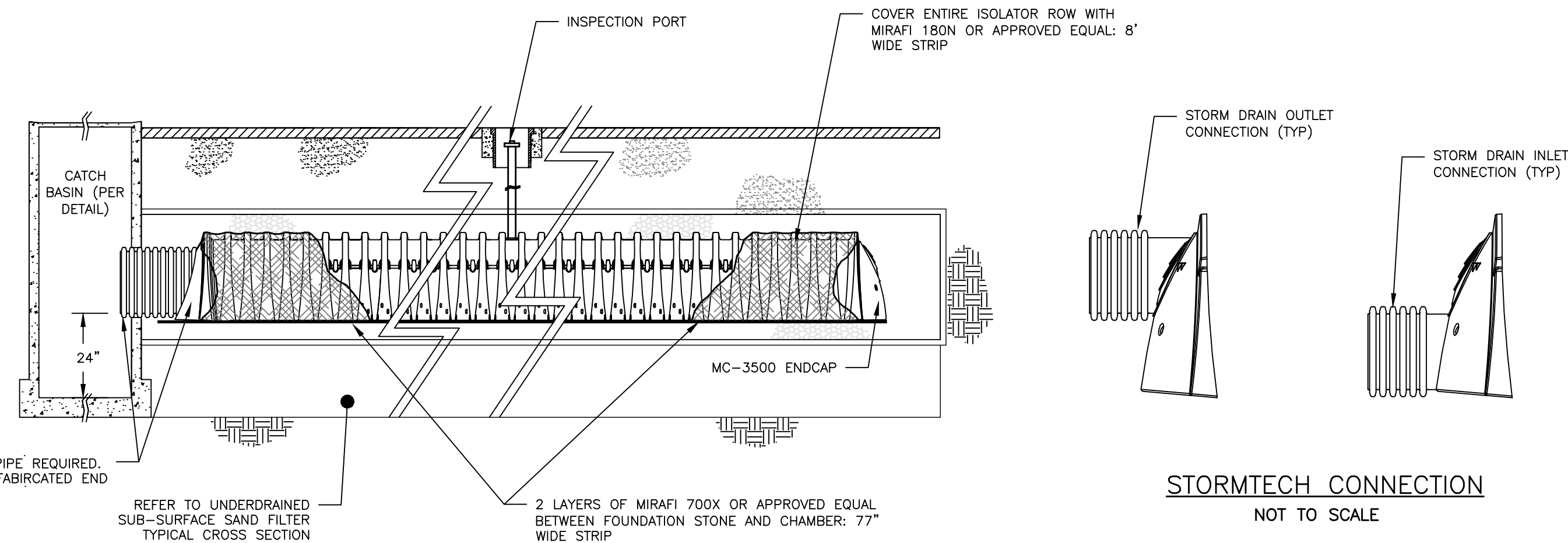
PLAN VIEW



- AFTER PRELIMINARY CONSTRUCTION OF THE SUBSURFACE DETENTION GRADES
- ONE SITE VISIT DURING THE INSTALLATION OF THE IMPIEVIOUS LINER
- ONE SITE VISIT AFTER THE UNDERDRAINS ARE INSTALLED BUT BEFORE THEY ARE BACKFILLED
- DURING THE CONSTRUCTION OF THE SAND FILTER LAYER
- DURING THE INSTALLATION OF THE STORMTECH ISOLATOR ROW
- BEFORE BACKFILLING THE STORMTECH UNITS

NOT TO SCALE

STRUCTURE SCHEDULE			
RIM		INV. IN	INV. OUT
CB-3	60.25'	57.00' (6")	54.13' (24") 56.16' (12")



STORMTECH CONNECTION
NOT TO SCALE

ISOLATOR ROW – PROFILE VIEW
NOT TO SCALE

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CONSTRUCTION

DRAWING NO.
C-45

1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

- 1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
 - STONE SIZE SHALL BE 2-3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - THE THICKNESS OF THE STONE LAYER SHALL BE NO LESS THAN 8 INCHES.
 - THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
 - GEOTEXTILE FABRIC (WOVEN OR NON-WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
 - THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROADWAYS.
- 1.1.2 SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- 1.1.3 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL VEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- 1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.
- 1.1.5 YORK STREET AND GUILFORD COURT SHALL BE SWEEPED TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
- 1.1.6 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION.
- 1.1.7 SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TOED" INTO THE GROUND.
- 1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRS MADE AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED ½ THE DESIGN HEIGHT.
- 1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
- 1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.
- 1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- 1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.
- 1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

- 1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM, LIMED, AND MULCHED. EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.1 OF THIS REPORT.
- 1.2.2 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
- 1.2.3 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTH-WORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLYING THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS./1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION – BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F. LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD – STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH – BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE-COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS – BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% F THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH SOD – THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH EROSION CONTROL MIX – EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

- STABILIZE THE SOIL WITH STONE RIPRAP – PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL – BEST MANAGEMENT PRACTICES (BMP'S) SHALL INSPECTED IN THE MANNER AS DESCRIBED.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 STABILIZED STONE CONSTRUCTION ENTRANCES

THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD-TRACKING ON TO THE PAVEMENT OR TRAVELED WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE-INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APPURTENANCES

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775-2655

QUALIFICATIONS:

- MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- MAINE DEP – CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

1. INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
2. INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
3. INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
4. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
5. PRIORITIZE THE DOWNHILL RETAINING AND FOUNDATION WALLS TO CONTAIN RUNOFF WITHIN THE SITE WHILE PROVIDING AN ENGINEERED OUTLET WITH SILTATION BARRIER TO THE MUNICIPAL STORMWATER SYSTEM WITHIN YORK STREET.
6. COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
7. COMMENCE INSTALLATION OF UTILITIES.
8. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
9. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
10. COMPLETE REMAINING EARTHWORK OPERATIONS.
11. INSTALL SUB-BASE AND BASE GRAVELS IN PAVED AREAS.
12. INSTALL PAVING, CURBING AND BRICKWORK.
13. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
14. ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
15. TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
16. COMPLETE SITE SIGNAGE AND STRIPING.
17. EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE-VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

TEMPORARY SEEDING PLAN

SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P205-K20) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

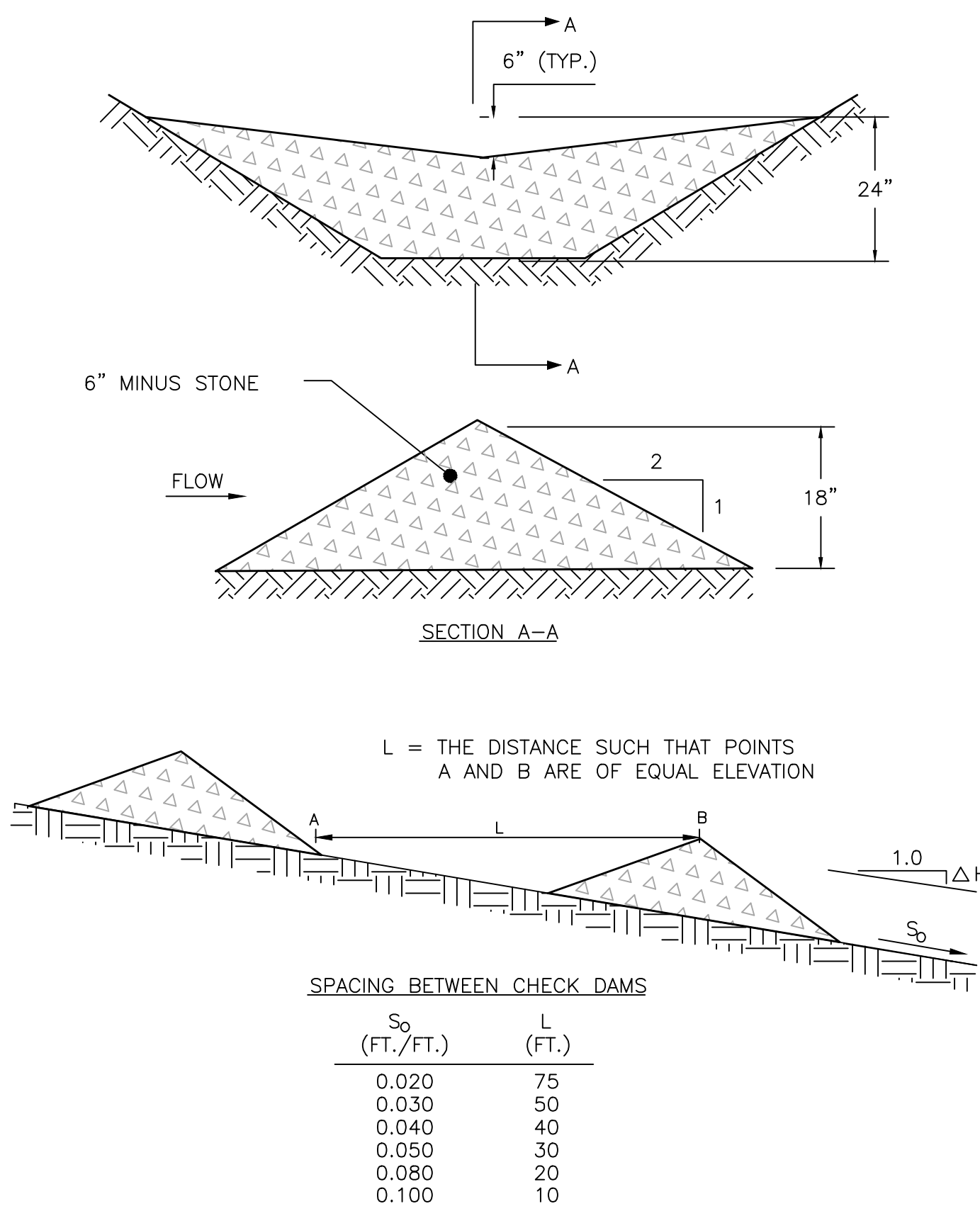
TEMPORARY SEED APPLICATION RATES		
SEED	LBS / ACRE	RECOMMENDED SEEDING DATES
WINTER RYE	2.57	8/15 TO 10/1
OATS	1.84	4/1 TO 7/1 8/15 TO 9/15
ANNUAL RYGRASS	0.92	4/1 TO 7/1
SUDANGRASS	0.92	5/15 TO 8/15
PERENNIAL	0.92	8/15 TO 9/15
TOTAL	7.17 LBS/ACRE	

MULCHING

MULCH SHALL BE APPLIED AT A RATE OF 70 LBS – 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT.

CONCLUSION

PLEASE REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION PERTAINING TO TEMPORARY SEEDING AND MULCHING.

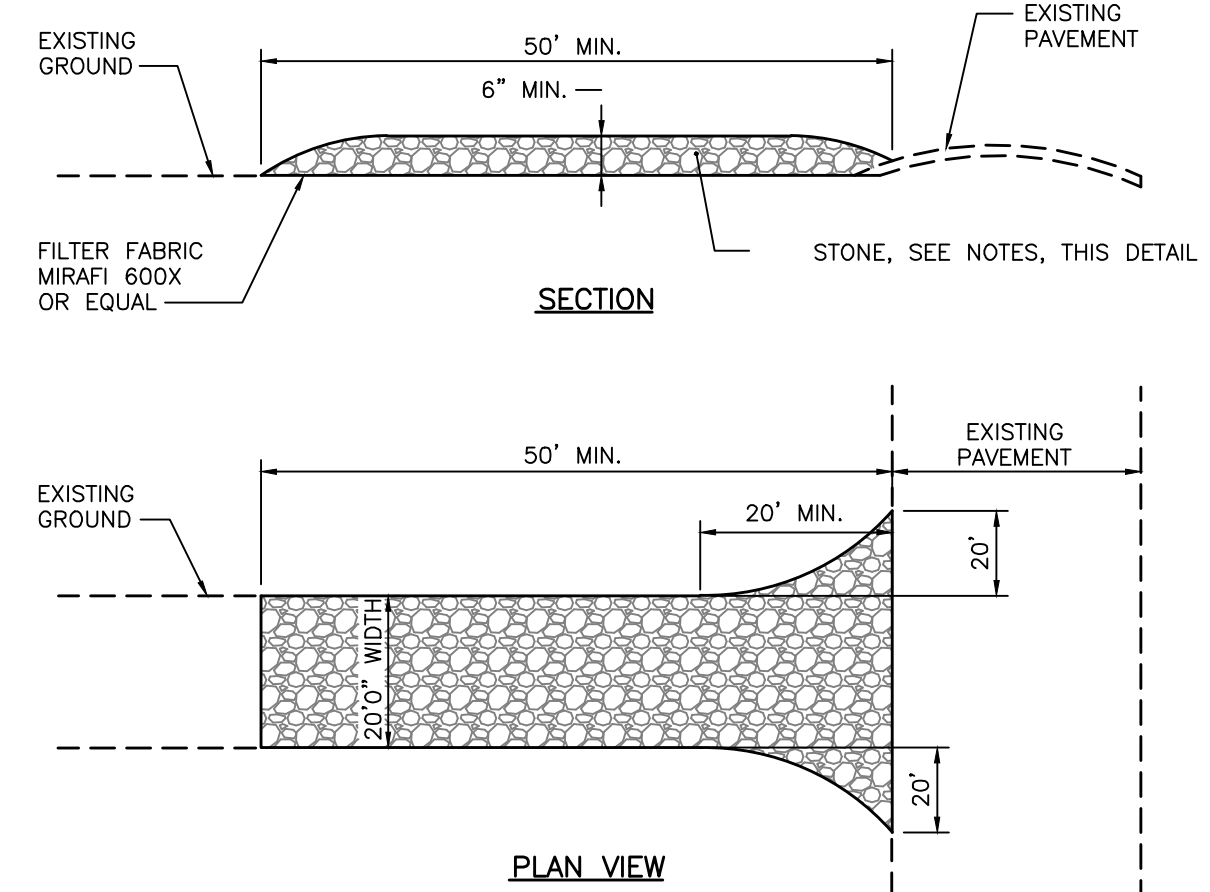


STONE CHECK DAM

NOT TO SCALE

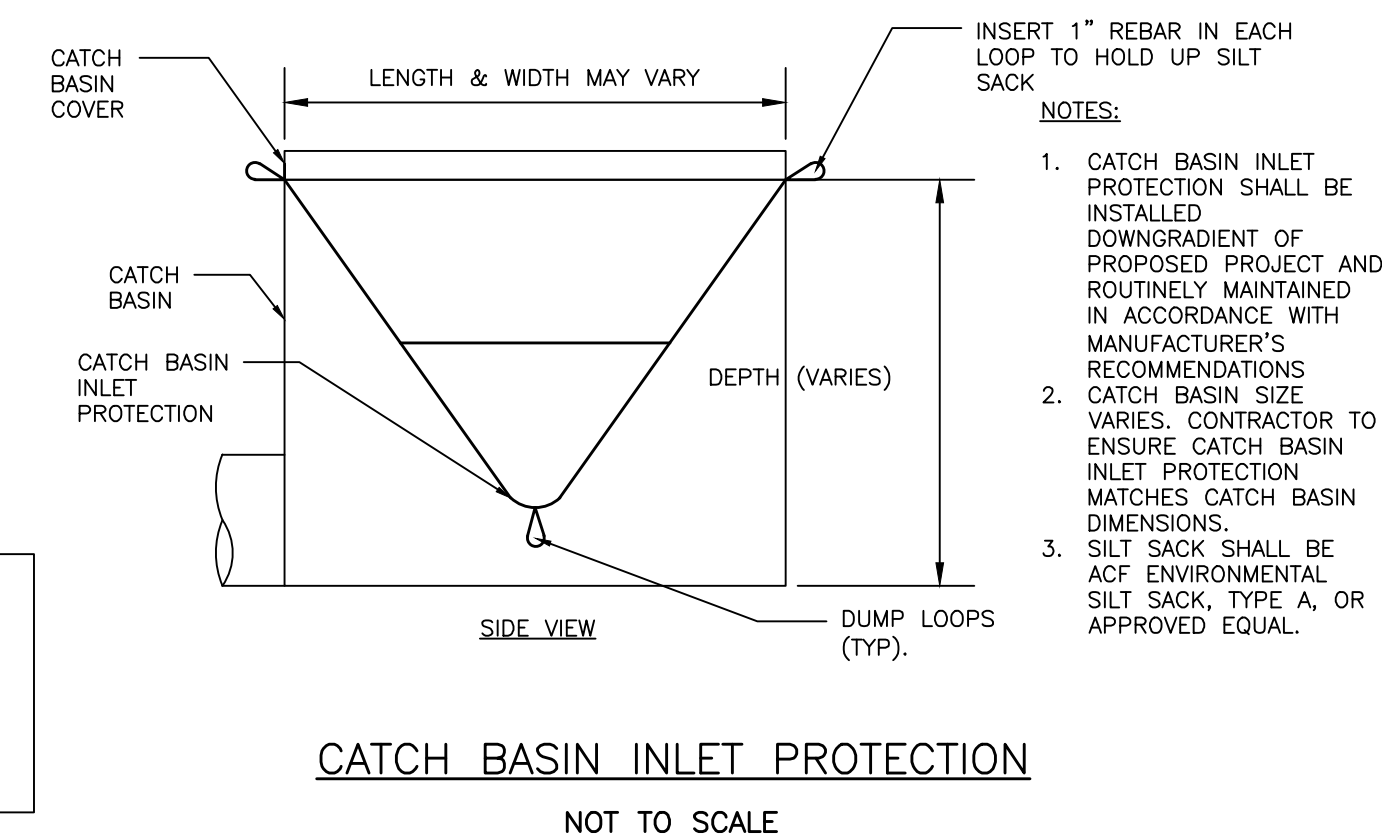
NOTES:

1. CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
2. STONE SHALL BE 2"-3" COARSE AGGREGATE
3. CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
4. WHEN NECESSARY, ON-SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
5. CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT-OF-WAY



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



1. CATCH BASIN INLET PROTECTION SHALL BE INSTALLED DOWNGRADIENT OF PROPOSED PROJECT AND ROUTINELY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
2. CATCH BASIN SIZE VARIES. CONTRACTOR TO ENSURE CATCH BASIN INLET PROTECTION MATCHES CATCH BASIN DIMENSIONS.
3. SILT SACK SHALL BE ACF ENVIRONMENTAL SILT SACK, TYPE A, OR APPROVED EQUAL.

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR:	BY DATE:
PRELIM. APP.	WHS 11/2/16
DRAWING NAME: EROSION & SEDIMENTATION CONTROL DETAILS	
PROJECT NAME: 161 YORK STREET REDEVELOPMENT	
CLIENT: YORK STREET REDEVELOPMENT, LLC	
42 MARKET STREET PORTLAND, ME 04101	
DRAWING NO. C-46	

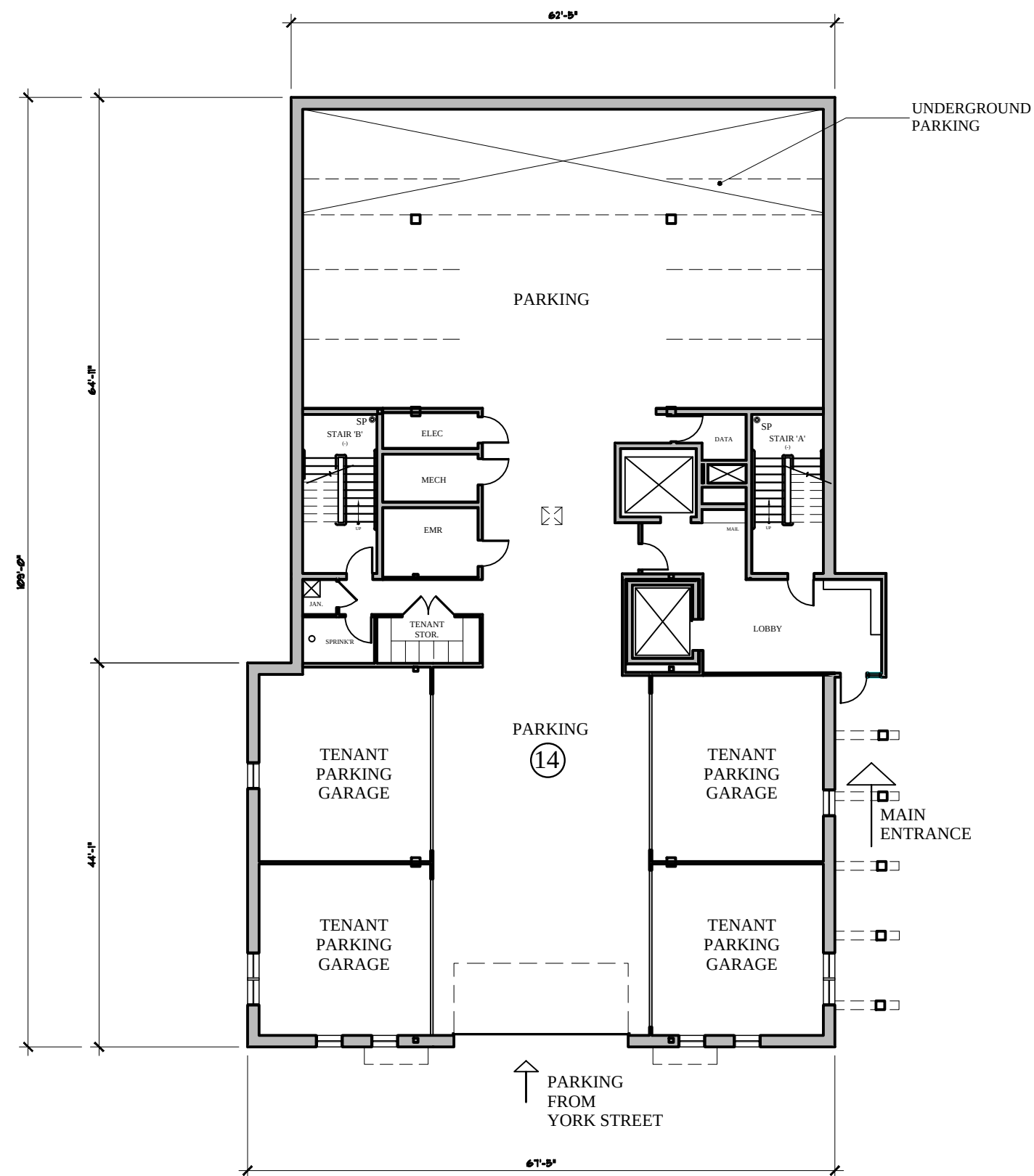
PRELIMINARY



MARK
MUELLER
ARCHITECTS

LOWER LEVEL PLAN

1/16" = 1'-0"



YORK STREET
161

A-1.0

November 8,
2016

PRELIMINARY



MARK
MUELLER
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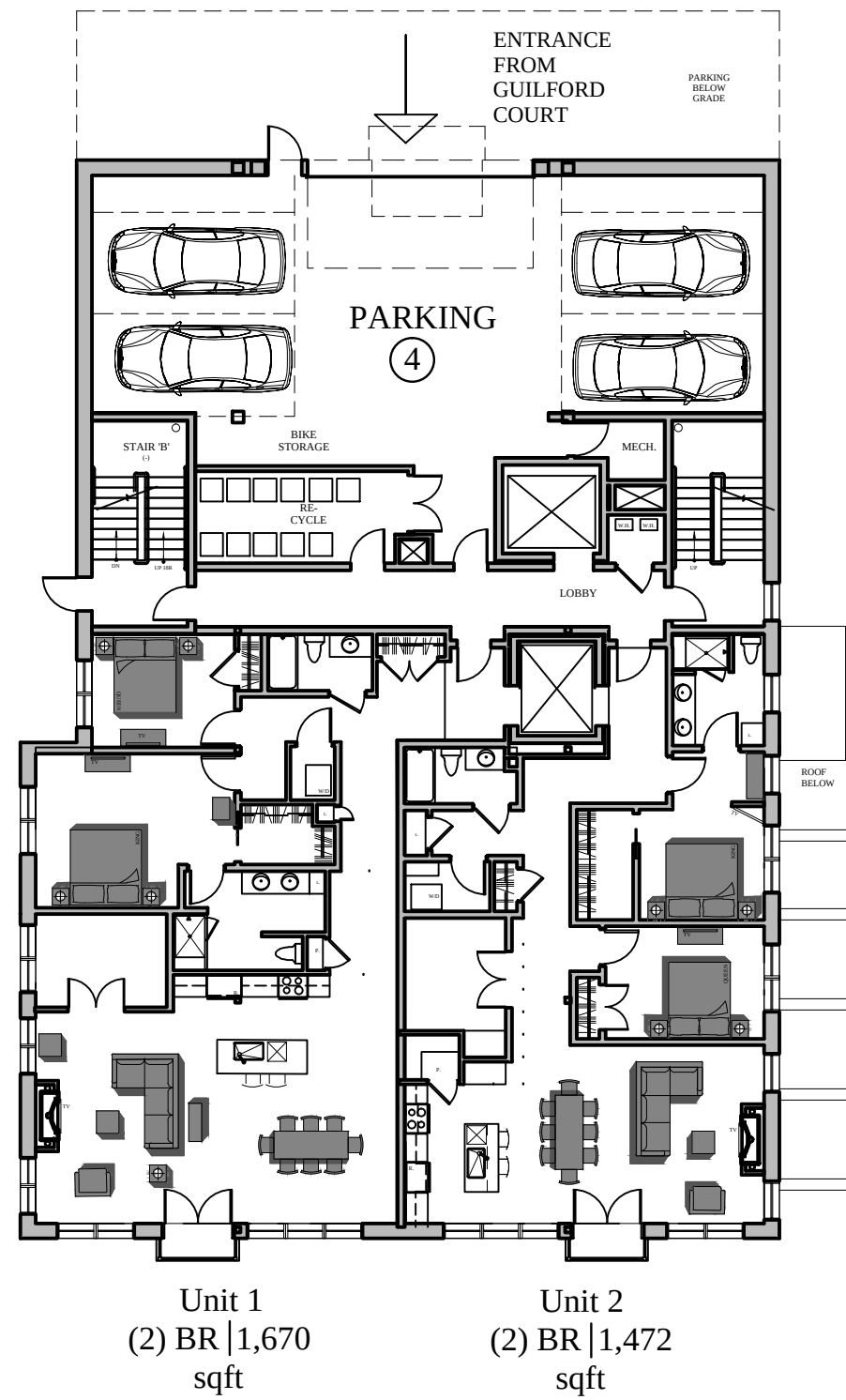
BUILDING
AREA:

LOWER LEVEL: 7,089 SF
FIRST FLOOR: 6,194 SF
SECOND FLOOR: 6,145 SF
THIRD FLOOR: 6,145 SF
FOURTH FLOOR: 5,889 SF

TOTAL: 31,462 SF

FIRST FLOOR PLAN

1/16" = 1'-0"



YORK STREET
161

A-1.1
November 8,
2016

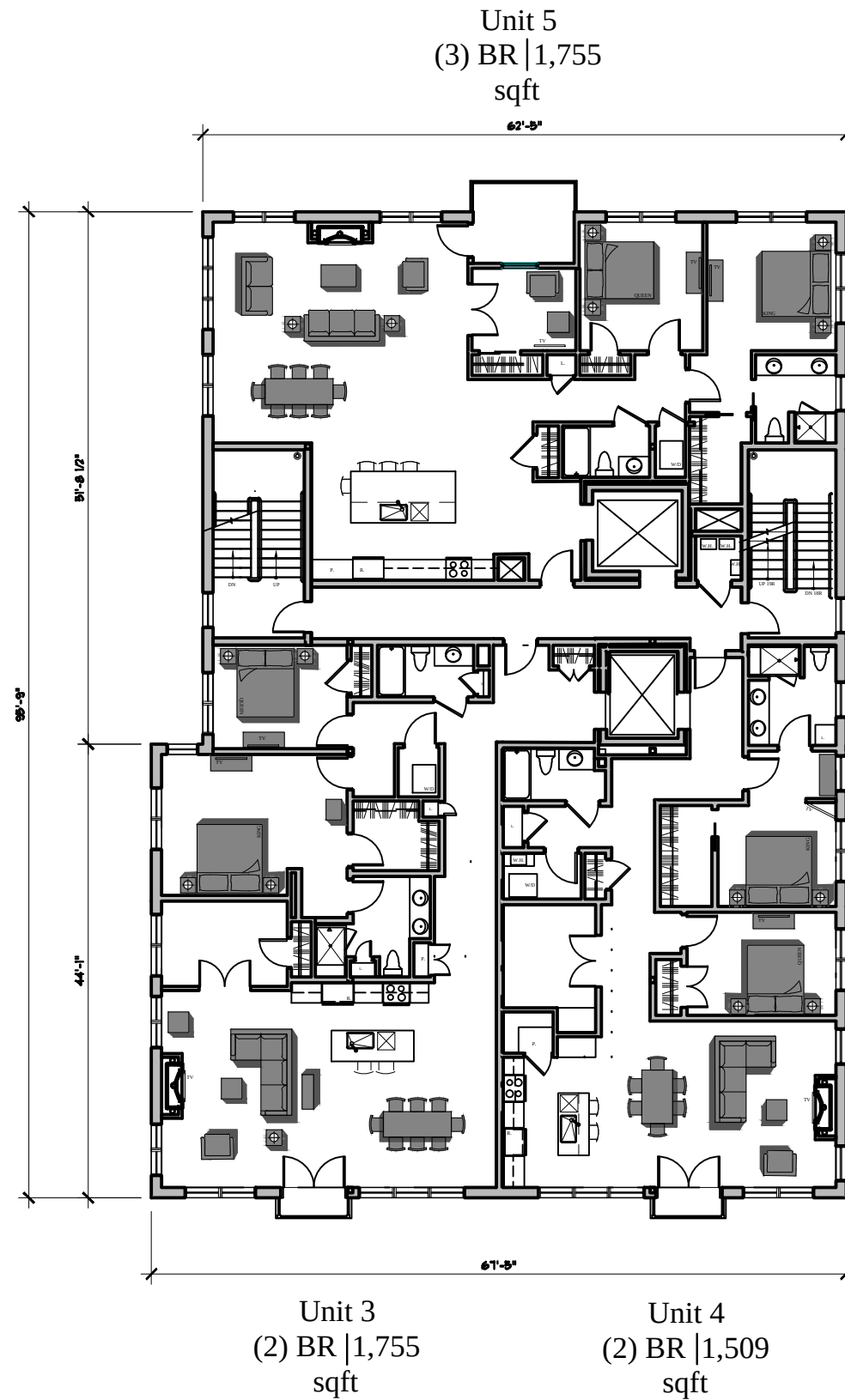
PRELIMINARY



MARK
MUELLER
ARCHITECTS

SECOND FLOOR PLAN

1/16" = 1'-0"



YORK STREET
161

A-1.2
November 8,
2016

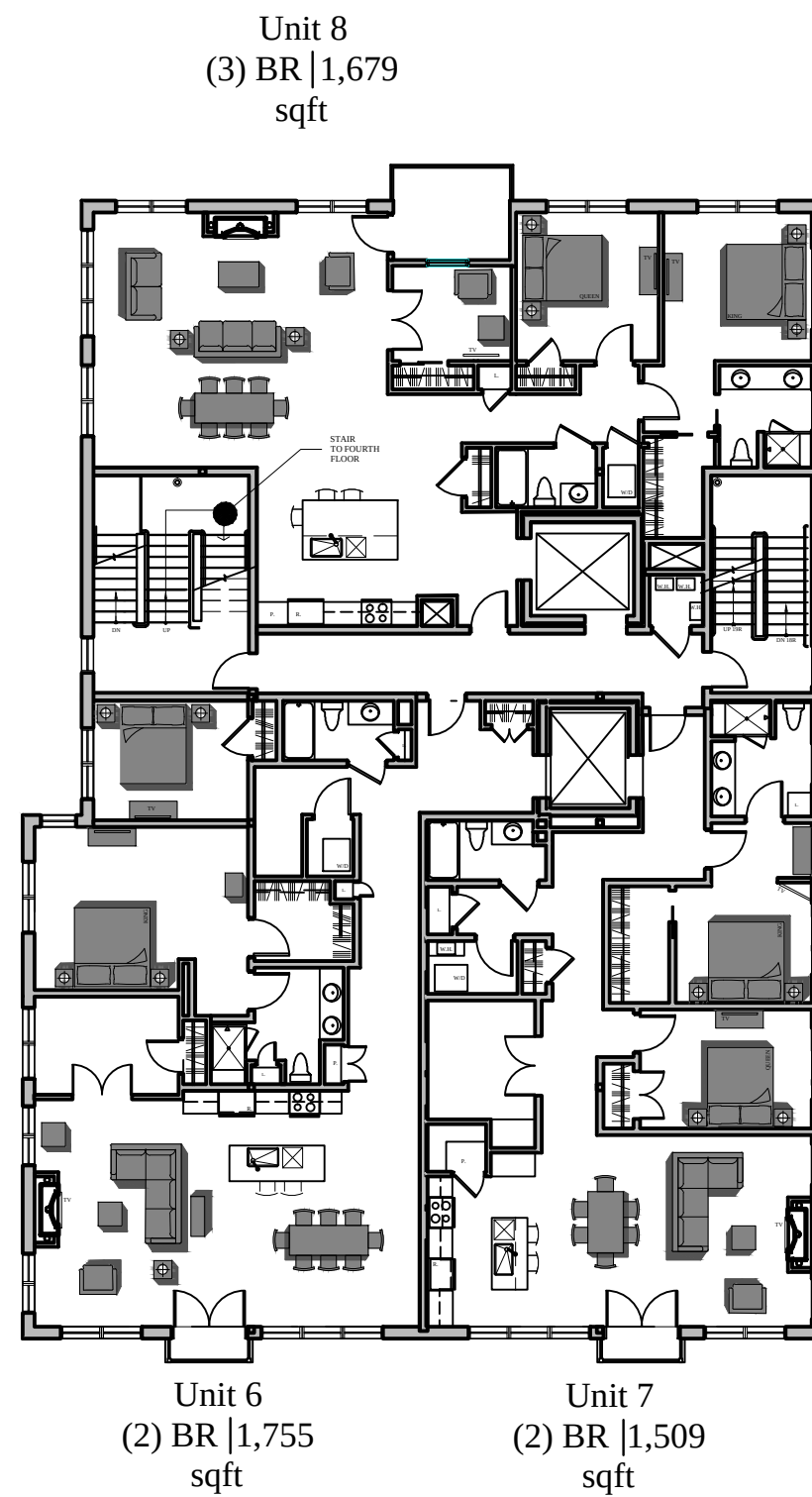
PRELIMINARY



MARK
MUELLER
ARCHITECTS

THIRD FLOOR PLAN

1/16" = 1'-0"



YORK STREET
161

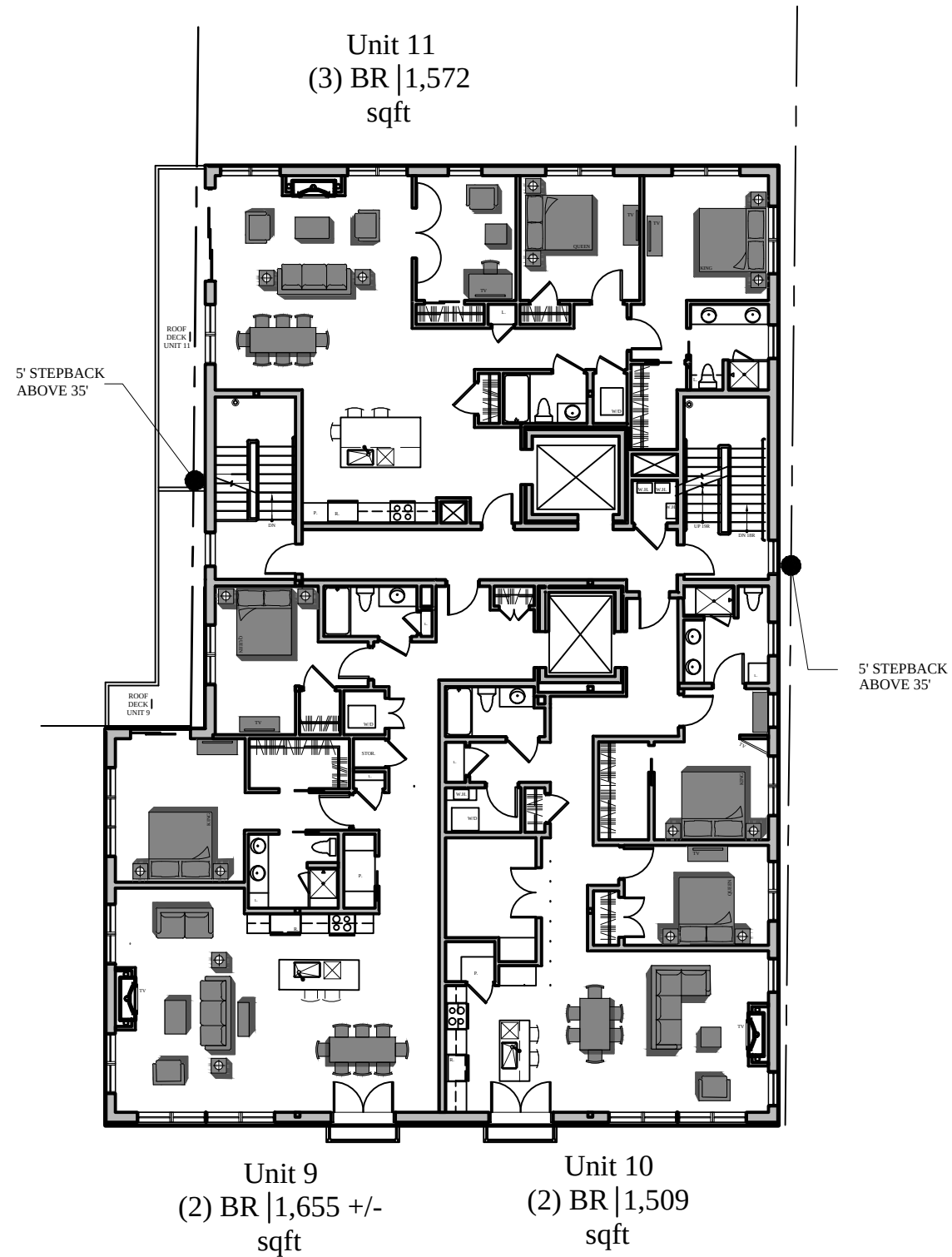
A-1.3
November 8,
2016

PRELIMINARY



FOURTH FLOOR PLAN

1/16" = 1'-0"



YORK STREET
161

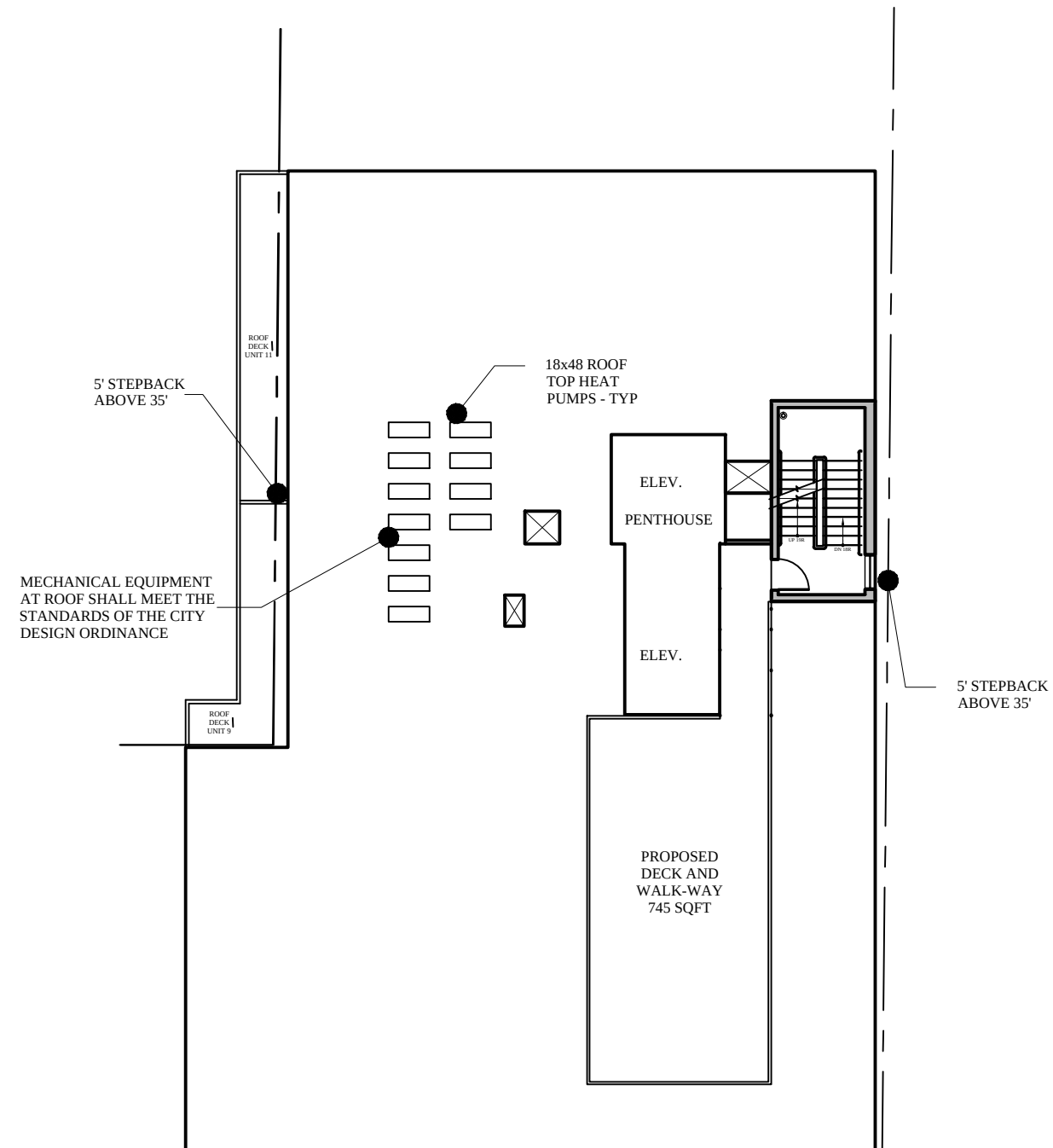
A-1.4
November 8,
2016

PRELIMINARY



ROOF PLAN

1/16" = 1'-0"



YORK STREET
161

A-1.5

November 8,
2016

PRELIMINARY

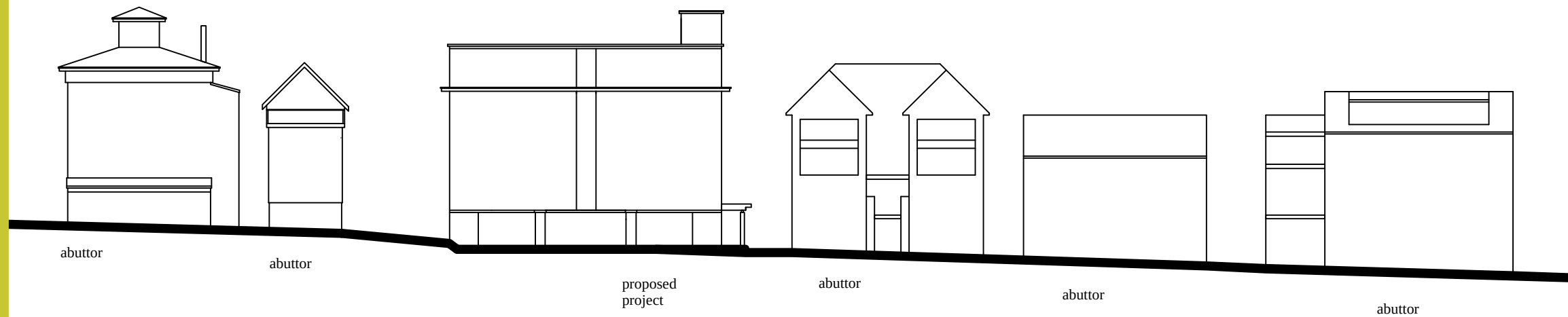


BUILDING
ELEVATION
3/32" = 1'-0"

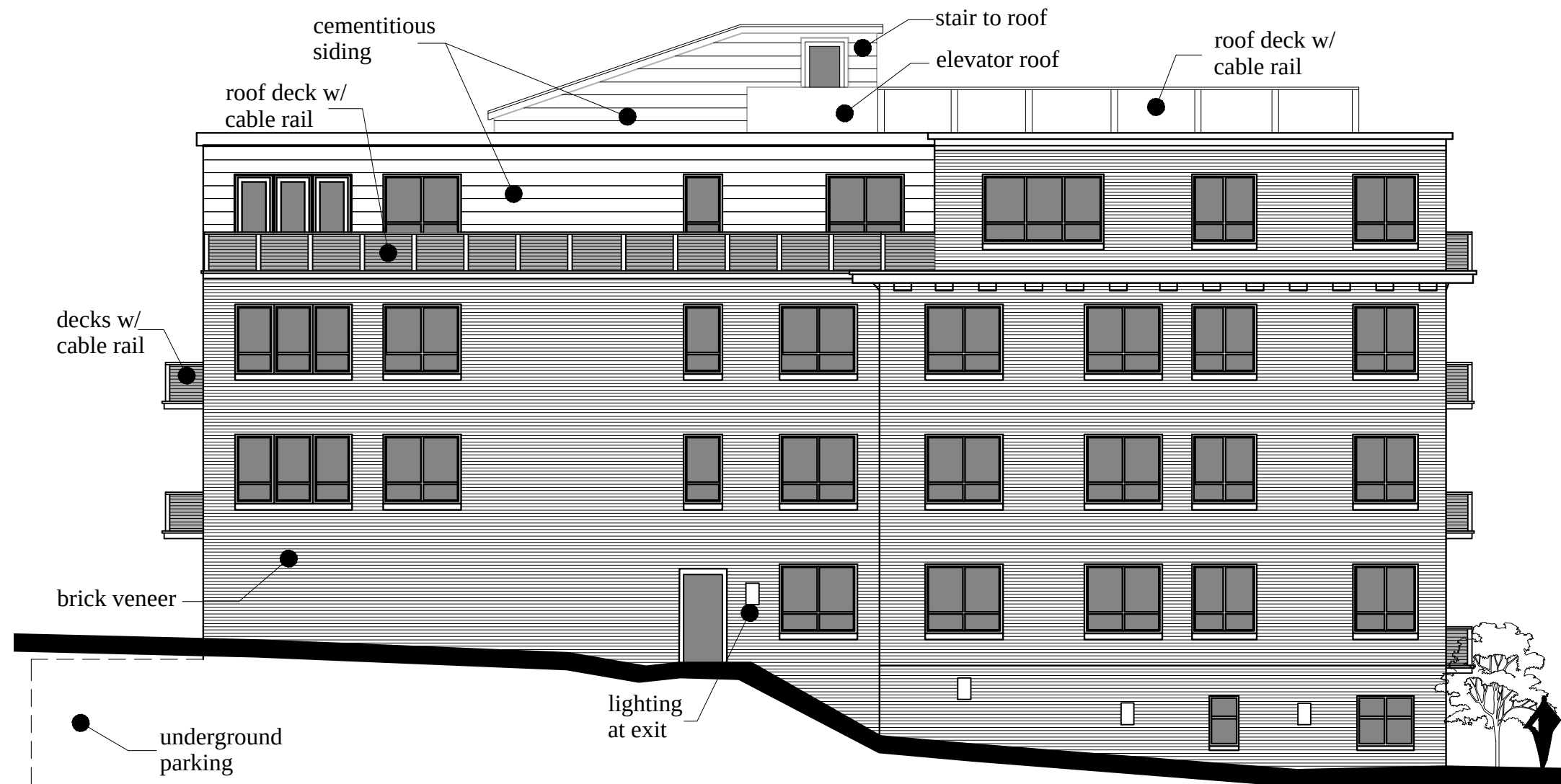


YORK STREET
161

A-1.6
November 8,
2016



york street massing study



left elevation

BUILDING
ELEVATION
3/32" = 1'-0"

YORK STREET
161

PRELIMINARY

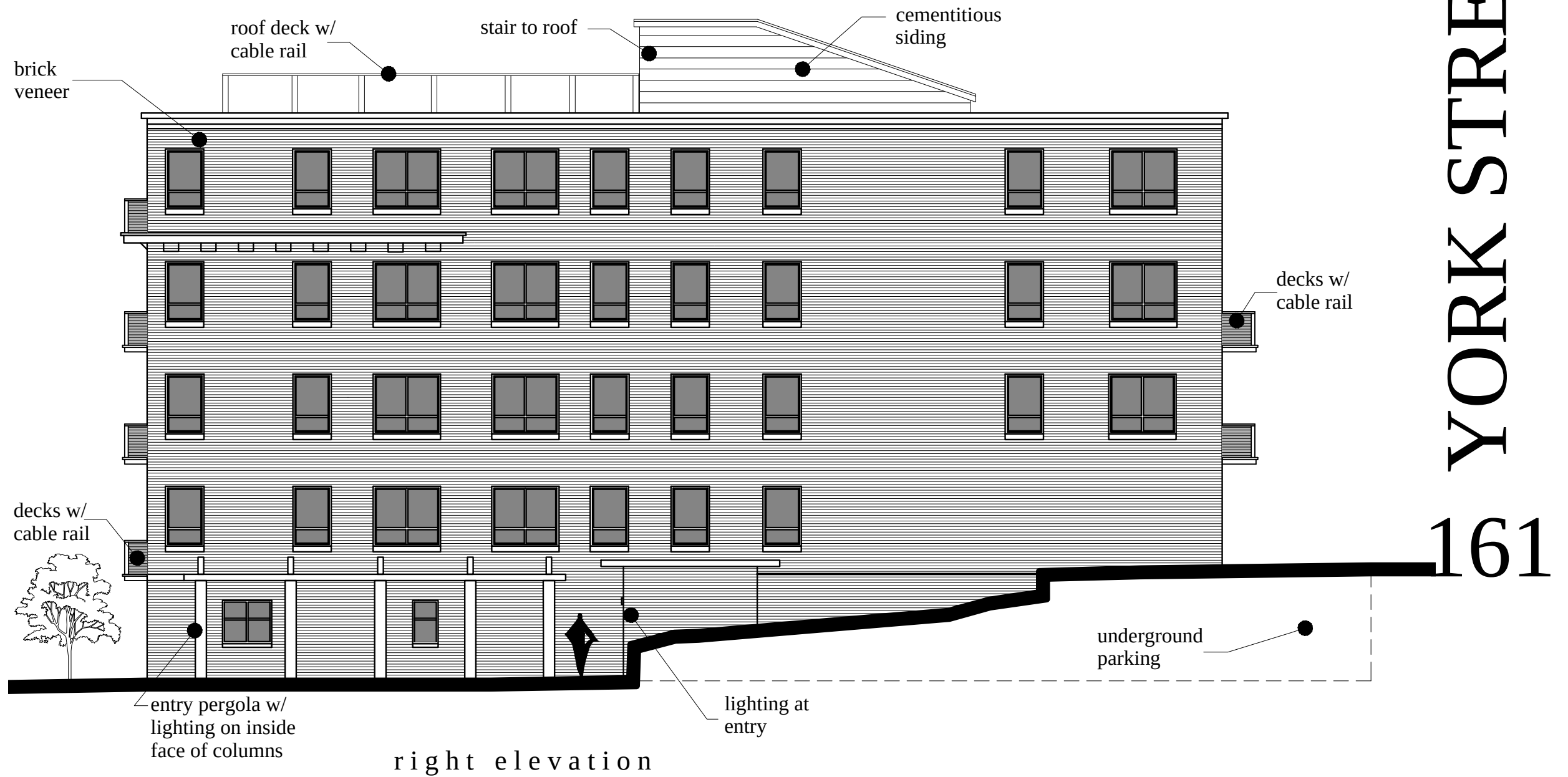


A-1.7
November 8,
2016

PRELIMINARY



MARK
MUELLER
ARCHITECTS

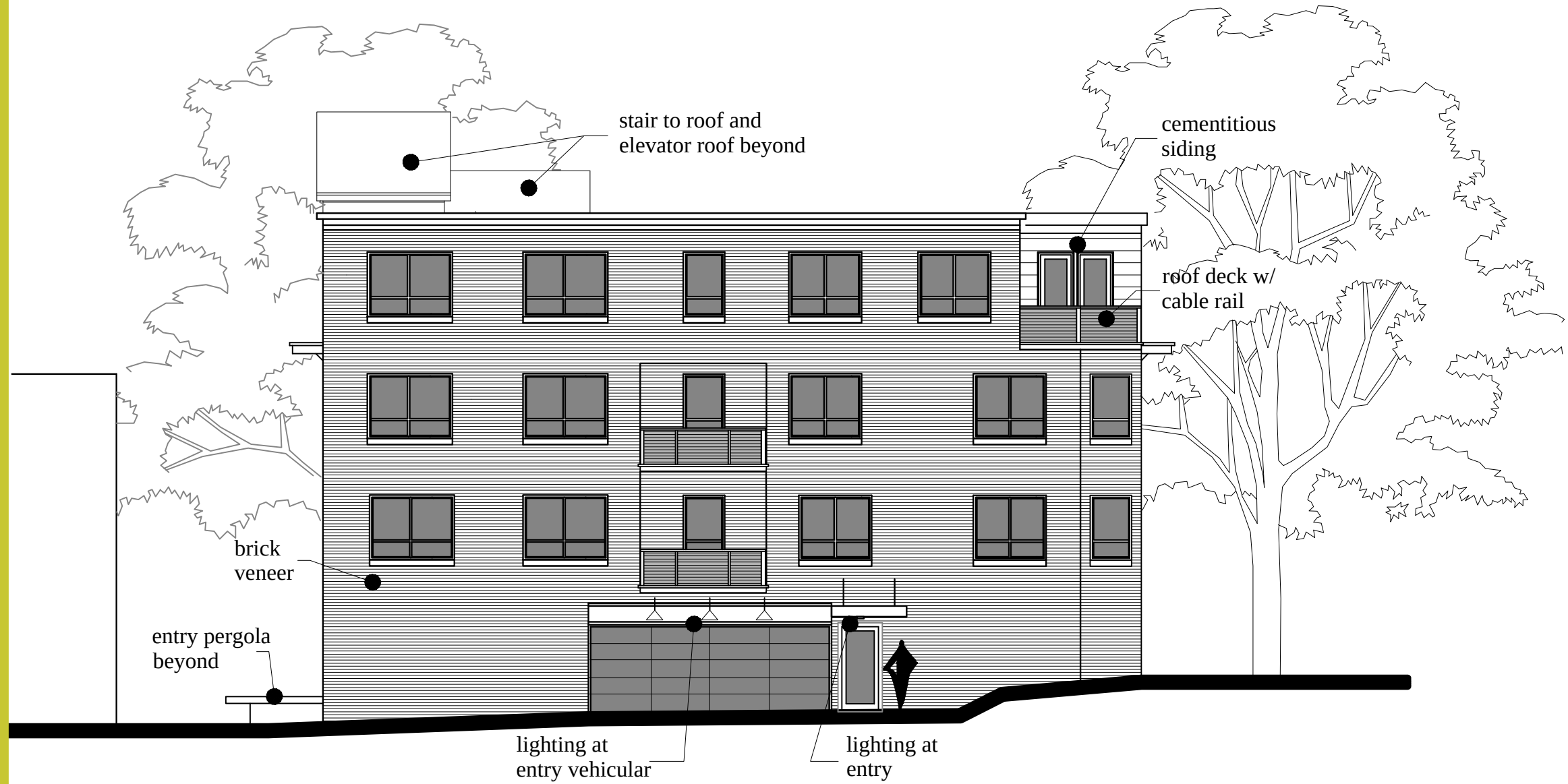


BUILDING
ELEVATION

3/32" = 1'-0"

A-1.8
November 8,
2016

YORK STREET
161



rear elevation

PRELIMINARY

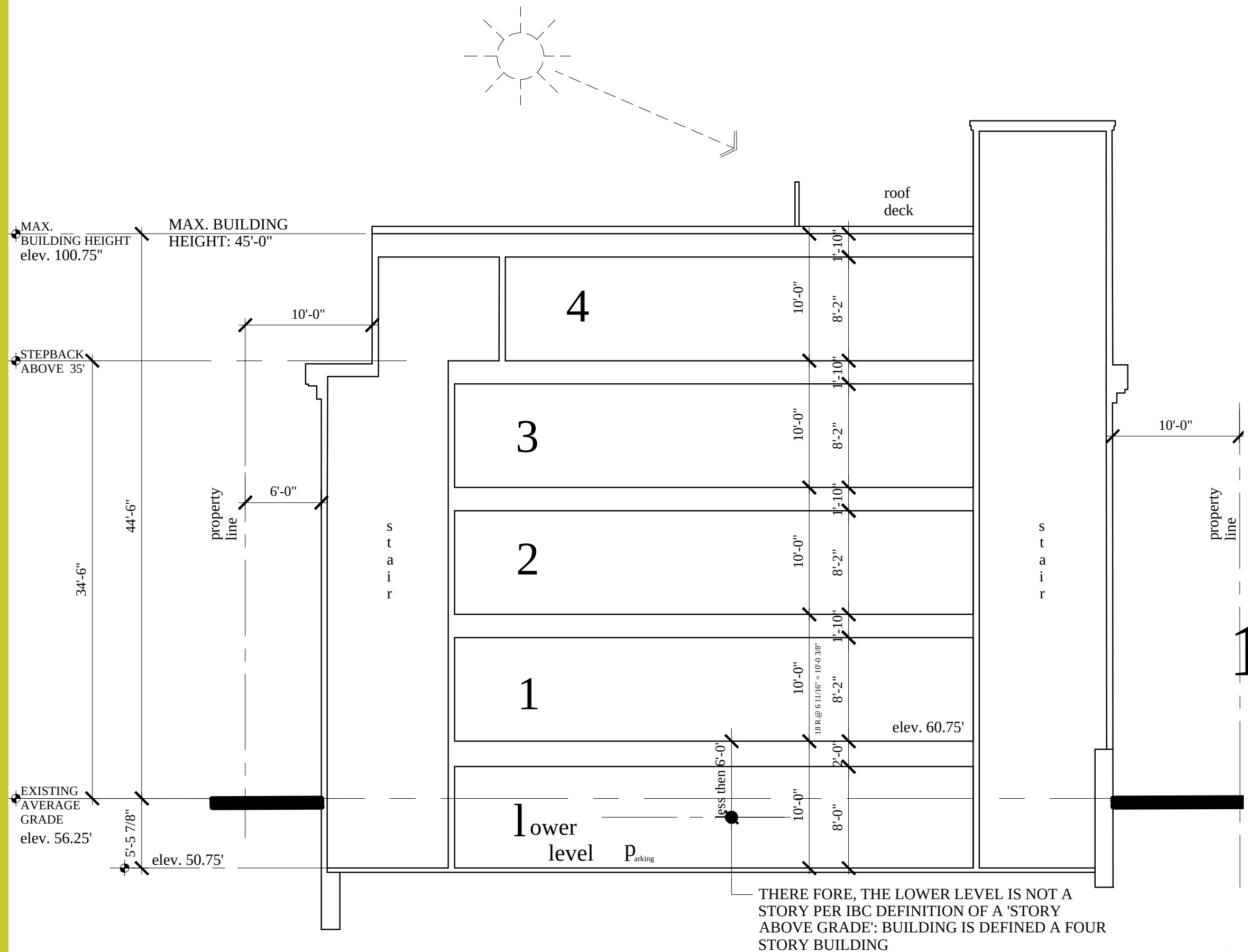


BUILDING
ELEVATION
3/32" = 1'-0"

A-1.9
November 8,
2016



161 YORK STREET





Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: January 13, 2017

Re: **January 17, 2017 Planning Board Workshop**
Map Amendment B2 and R3 to Residence Professional Zone for 117 Auburn Street (Fallbrook Professional Building)
MacDermot LLC, Applicant

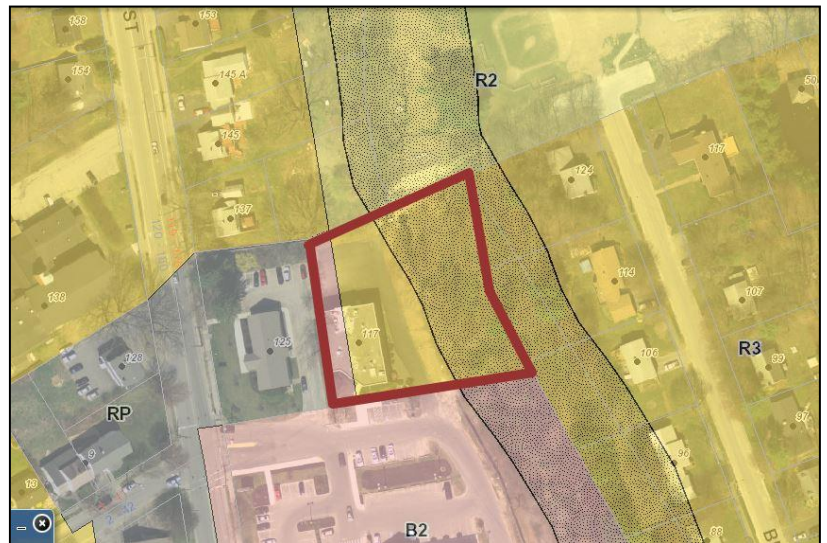
Project #: 2016-272 CBL: 375 – O- 39

I. INTRODUCTION

MacDermot LLC has requested a map amendment to rezone the property at 117 Auburn Street to the Residence-Professional (RP) Zone. The .9 acre site was developed in 1980 for a 2-story medical office building, with a rear parking area. The site is located at the north end of Northgate Plaza, behind the H&R Block building and across from the CVS. The parcel is shown on the current zoning map as mostly R3 with a sliver of B2. Most recently it was a Mercy medical building, which was considered a legally non-conforming use in the R3 zone. This legal status was lost because the building remained vacant for more than one year and the under the land use code the non-conforming status is lost (14-387 of the Land Use Code).

The applicant intends to lease the existing building for professional/medical office use and this use is not allowed in the R3 zone. This use is allowed in both of the abutting zones of B2 and RP (Residence-Professional) and the applicant has requested the map amendment to RP.

The applicant has not provided a specific map change boundary, but it is implied that the entirety of the parcel is the subject of the request although the area developed for the office building and parking is less than 2/3 of the parcel (constrained by Fall Brook to the east).



The building was constructed in 1980 and neither the applicant nor staff have been able to locate clear evidence of the zoning in place at the time it was constructed nor determine if the extent of the R3 zone was a scrivener's error. It was considered a legally non-conforming use in the R3 zone since the R3 zoning was introduced in the 1980's. It no longer has that status and a map amendment appears to be the only clear way of confirming allowable uses.

Applicant: MacDermot LLC, Kevin McQuinn, Representative

Property Owner: MacDermot LLC (Mike Cloutier)

Public Notice: Public notice of the workshop appeared in the Portland Press Herald on January 9th and 10th, 2017, was posted on the web site and was sent by mail or e-mail to 221 property owners and interested citizens.

II. EXISTING CONDITIONS

The site comprises the existing 2-story office building and parking at the rear of the building. The developed part of the site is approximately the western 2/3 of the parcel, as the Fall Brook Stream Protection linear zone to the east extends into the parcel. To the east and north are mainly single family homes, with a corner of the the Lyman Moore/Lyseth School complex (elementary and middle) abutting the site to the northeast.

To the south of the site is the CVS, the northern-most retail unit in the Northgate Plaza, and to the west is the H&R Block building which was recently refurbished.

The applicant has not submitted details of the previous uses, but it was a medical office building most recently and the building has been vacant for more than a year.



(Left: Site Plan submitted by applicant)

III. ZONING BACKGROUND

The applicant and staff have both had difficulty in finding documentation as to the zoning in place at the time of construction (which allowed for it to be constructed in what is now R3) and whether there is any evidence of a scrivener's error regarding the extent of the R3 zone across this lot.

Staff has found the following information on the tax maps of 1975 and 1990 which show:

- That the bulk of the site was in the residential zone in 1980, with the remainder of the site and the area to the south and west as B1. There may have been a provision for extending the B1 zone into part of the site (similar to the current ordinance provision that allows a zone line to be extended 30 ft) that may have allowed the original construction.
- That in 1990 the area of the residential zone in relation to the subject site was unchanged, but the B1 area was changed to B2 and the H&R Block on Auburn Street was changed to RP (presumably to provide a buffer from the intensified business use of Northgate Plaza area). When this was done a sliver of the B2 (former B1) was left between the H&R Block site and the subject site.
- A "scrivener's error" in plotting the boundary between the R3 and B2 zones appears unlikely, as the residential zoning was over the bulk of the subject site from at least 1975, and the R3 zoning line matches the R2 zone line to the north.

The proposed map amendment therefore seems the best approach for confirming the legal uses on the subject site. The logical options for a map amendment are either B2 or RP, as the site abuts both zones. Staff recommended the RP zone to maintain the buffer zone between the Northgate Plaza and the residential neighborhood, as the RP does not introduce the range of B2 commercial and high intensity uses that could prove incompatible with the surrounding residential and school neighborhood (as illustrated in the table below).

<i>Permitted and conditional uses in B2 Zone</i>	<i>Permitted and conditional uses in RP zone</i>
PERMITTED USES <u>Residential</u> - Attached single-family & two-family dwellings; - Multi-family dwellings; - Handicapped family units; - Combined living/working spaces <u>Business</u> - General, business & professional offices; - Personal services; - Offices of building tradesmen; - Retail establishments; - Restaurants; - Drinking establishments; - Billiard parlors; - Mortuaries or funeral homes; - Miscellaneous repair services, excluding motor vehicle repair; - Communication studios or broadcast and receiving facilities; - Health clubs and gymnasiums; - Veterinary hospitals; - Theaters; - Hotels; - Dairies and bakeries; - Drive-throughs associated with a permitted use if not adjacent to residential zone; - Commercial kitchens with retail/tasting room - Registered medical marijuana dispensaries; <u>Institutional</u> - Long term, extended and intermediate care facilities; - Clinics; - Places of assembly; - Schools; - College, university or trade schools; - Municipal buildings and uses. <u>Other</u> - Lodging houses; - Day care facilities or babysitting services - Utility substations; - Accessory uses; - Bed and breakfasts; - Studios for artists and craftspeople; - Hostels; - Wind energy systems.	PERMITTED USES <u>Residential</u> - Any residential use as is permitted in the residential zone abutting the lot (R2 and R3) <u>Business</u> - Professional offices, incl. the offices & facilities of health care and related laboratory and pharmacy services and health care administration, but <u>excluding</u> personal services, retail establishments and veterinarians; - Business services, as defined in 14-47 except copy services; - Adult day care services; - Mortuaries or funeral homes <u>Other</u> - Utility substations; - Accessory uses ref 14-404; - Wind energy systems.
CONDITIONAL USES - Auto service stations; - Car washes; - Drive-throughs where adj. residential; - Automobile dealerships; - Printing and publishing; - Wholesale distribution; - Research and development & related production; - Temporary wind anemometers; - Wind energy systems.	CONDITIONAL USES - Such other offices which have characteristics similar to but no more objectionable than those generally associated with professional offices (defined in text); - With the exception of day care facilities below, any conditional use that is allowed as a conditional use in any residential zone abutting the lot; - Temporary wind anemometers; - Day care facilities or home babysitting services not otherwise permitted as a home occupation under section 14-410, and nursery schools and kindergartens; - Wind energy systems.

IV. PROPOSED DEVELOPMENT

The applicant proposes to retain the existing building and use it for professional offices. Staff recommended a map amendment to the Residence-Professional (RP) zone because it did not introduce the possibility of the wide range of uses and a drive through associated with the B2 zone- see discussion and table below comparing the allowed uses for the RP and B2 zones.

The applicant has submitted basic information (Plans P1 to P3) that illustrate the existing site development, and does not propose any changes or improvements.

V. ANALYSIS

The parcel is in a transition location between the more intense commercial and business uses of the B2 zone to the south and the residential uses and zones to the north and east. Originally the H&R Block building was part of the B2 zone and that was changed to RP which created a less intense buffer for the residential properties to the north.

The proposal for a map amendment to the RP zone provides the applicant with potential uses that are suitable for the existing building while also limiting the potential impacts on the surrounding residential neighborhood.

One question is the extent of the map amendment? The applicant has implied that the entire parcel (yellow and red outline on the map below) would be included in the map amendment to RP. The Board may wish to consider whether the map amendment should apply to just the western part of the site (yellow outline approximately) to include the already developed part of the site and minimize incursion of the RP into R3 zone. It should be noted that eastern part of the site is within the Stream Protection zone (stippled area) which would require the maintenance of this buffer and does not allow development within 75 feet of the stream.

It also should be noted that the incorporation of all of the lot within an extended RP boundary would line up with the B2 zone line of Northgate. Alignment of the zone boundary with the parcel boundary would avoid future questions for any site improvements or redevelopment to be considered in the future.



VI. NEXT STEPS

- Determine area to be advertised for a map amendment
- Determine whether to schedule a public hearing or another workshop

VI. ATTACHMENTS

Memo Attachments (none)

Public comments (none)

Applicants Submittal

- A. Application
- B. Deed and Assessor's information
- C. 'For Lease' flyer

Plans

- P1 Zoning Map
- P2. Site Plan
- P3. Vicinity Map

PROJECT NAME:

Fallbrook Professional Building

PROPOSED DEVELOPMENT ADDRESS:

117 Auburn Street, Portland

PROJECT DESCRIPTION:

REZONE - Map Amendment

30 YEAR EXISTING OFFICE BUILDING B2 & R3 change to R.P ZONE

CHART/BLOCK/LOT: 375-C-39

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: <u>MacDermot LLC</u> Business Name, if applicable: Address: <u>117 Auburn St.</u> City/State: <u>Portland</u> Zip Code: <u>04103</u>	Applicant Contact Information Work #: <u>207-671-9905</u> Home #: <u>SAME</u> Cell #: <u>SAME</u> Fax#: <u></u> e-mail: <u>mmclouti2@gmail.com</u>
Owner – (if different from Applicant) Name: <u>Mike Cloutier</u> Address: <u>2 Cloutier Lane</u> City/State: <u>Cape Elizabeth, ME</u> Zip Code: <u>04107</u>	Owner Contact Information Work #: <u>SAME AS ABOVE</u> Home #: <u></u> Cell #: <u></u> Fax#: <u></u> e-mail: <u></u>
Agent/ Representative Name: <u>Kevin McQuinn</u> Address: <u>5 Milk St.</u> City/State: <u>Portland</u> Zip Code: <u>04101</u>	Agent/Representative Contact information Work #: <u>207-450-8700</u> Home #: <u>SAME</u> Cell #: <u>SAME</u> Fax#: <u></u> e-mail: <u>kmcquinn@maine.rr.com</u>
Billing Information Name: <u>Mike Cloutier</u> Address: <u>2 Cloutier Lane</u> City/State: <u>Cape Elizabeth, ME</u> Zip Code: <u>04107</u>	Billing Information Work #: <u>SAME AS ABOVE</u> Home #: <u></u> Cell #: <u></u> Fax#: <u></u> e-mail: <u></u>

Primary

Engineer Name: Address: City/State : Zip Code:	Engineer Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Surveyor Name: Address: City/State : Zip Code:	Surveyor Contact Information Home #: Work #: Cell #: Fax#: e-mail:
Architect Name: Address: City/State : Zip Code:	Architect Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Designated person/person(s) for uploading to e-Plan: Name: e-mail: Name: e-mail: Name: e-mail:	

Right, Title, or Interest: Please identify the status of the applicant's right, title, or interest in the subject property:

The applicant MacDermot LLC is the
sole owner of the property.

Provide documentary evidence, attached to this application, of applicant's right, title, or interest in the subject property.
(For example, a deed, option or contract to purchase or lease the subject property.)

Vicinity Map: Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use.
(Applicant may utilize the City Zoning Map or Parcel Map as a source.)

Existing Use: Describe the existing use of the subject property:

professional office building

Current Zoning Designation(s): BZ-R3 see attached

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

professional office building

NO CHANGES TO THE PROPERTY

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

APPLICATION FEES:

Zoning Map Amendment _____ \$3,000.00 (from _____ zone to _____ zone) Zoning Text Amendment _____ \$3,000.00 (to Section 14-_____) Combination Zoning Text Amendment and Zoning Map Amendment _____ \$4,000.00 Conditional or Contract Zone _____ \$5,000.00 (A conditional or contract rezoning map be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Sections 14-60 to 62.)	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.
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WARRANTY DEED – SHORT FORM DEEDS ACT
33 M.R.S.A. §§ 761 *et seq.*

KNOW ALL BY THESE PRESENTS, that MacDermot Parking Company, LLC, a Limited Liability Company existing under the laws of the State of Maine, with a principal place of business in, Portland, Cumberland County, State of Maine, by Thomas J. Cloutier, its Manager thereunto duly authorized, for valuable consideration received, hereby grants to MacDermot, LLC of Scarborough, Cumberland County, State of Maine, **with WARRANTY COVENANTS**, that certain lot or parcel of land, with any improvements thereon, located at 117 Auburn Street, Portland, Cumberland County, Maine, as more fully described in Exhibit A attached hereto and fully incorporated herein by reference.

IN WITNESS WHEREOF, the said MacDermot Parking Company, LLC, has caused this deed to be executed under its hand and seal by its above-named officer, thereunto duly authorized, on May 08, 2008.

Witness

By: Thomas J. Cloutier
Its: Manager

STATE OF MAINE
Cumberland, ss.:

On May 08, 2008, personally appeared the above-named Thomas J. Cloutier, the Manager of MacDermot Parking Company, LLC and acknowledged the foregoing deed to be his/her free act and deed, to be his/her free act and deed in his/her said capacity, and to be the free act and deed of said corporation, .

Before me,

Notary Public/ Attorney At Law

Type or Print Name

Assessor's Office | 389 Congress Street | Portland, Maine 04101 | Room 115 | (207) 874-8486

[City](#)
[Home](#)
[Departments](#)
[City Council](#)
[E-Services](#)
[Calendar](#)
[Jobs](#)

This page contains a detailed description of the Parcel ID you selected.

[New Search!](#)
Current Owner Information:**Services**[Applications](#)[Doing Business](#)[Maps](#)[Tax Relief](#)[Tax Roll](#)[Q & A](#)[browse city
services a-z](#)[browse facts and
links a-z](#)Best viewed at
800x600, with
Internet Explorer

CBL 375 C039001
Land Use Type OFFICE & BUSINESS SERVICE
 Verify legal use with
 Inspections Division
Property Location 117 AUBURN ST
Owner Information MACDERMOT LLC
 201 US ROUTE 1 # 303
 SCARBOROUGH ME 04074
Book and Page 26056/043
Legal Description 375-C-39
 AUBURN ST R 121-131
 39709 SF

Current Rental Registration**Acres** 0.9116**Current Assessed Valuation:**

TAX ACCT NO.	38528	OWNER OF RECORD AS OF APRIL 2016
LAND VALUE	\$348,000.00	MACDERMOT LLC
BUILDING VALUE	\$857,900.00	
NET TAXABLE - REAL ESTATE	\$1,205,900.00	201 US ROUTE 1 # 303 SCARBOROUGH ME 04074
TAX AMOUNT	\$25,456.56	

Any information concerning tax payments should be directed to the Treasury office at 874-8490 or [e-mailed](#).**Building Information:****Building 1**

Year Built 1980
Style/Structure Type
Units 1
Square Feet 10038

[View Sketch](#)[View Map](#) [View Picture](#)**Exterior/Interior Information:****Building 1**

Levels 01/01
Size 5140
Use OFFICE BUILDING
Height 11
Walls BRICK/STONE
Heating HOT AIR
A/C CENTRAL

Building 1

Levels 02/02
Size 4898
Use OFFICE BUILDING
Height 11
Walls BRICK/STONE
Heating HOT AIR
A/C CENTRAL

Other Features:**Building 1**

Structure ELEVATOR - HYD.
PASSENGER
Size 2100X125

Building 1
Structure SPRINKLER - WET
Size 10126X1

Outbuildings/Yard Improvements:

Building 1
Year Built 1980
Structure ASPHALT PARKING
Size 15000
Units 1
Grade C
Condition 3

Sales Information:

Sale Date	Type	Price	Book/Page
5/16/2008	LAND + BUILDING	\$0.00	26056/43
10/19/2007	LAND + BUILDING	\$1,790,000.00	25554/145
11/1/2003	LAND + BUILDING	\$1,625,000.00	20586/96
7/27/2000	LAND + BUILDING	\$0.00	15319/13
2/4/2000	LAND + BUILDING	\$1,500,000.00	15309/57
2/28/1994	LAND + BUILDING	\$0.00	11322/198

New Search!

Att. C

FOR LEASE
MEDICAL OFFICE SPACE

AVAILABLE SPACE: 10,038± SF

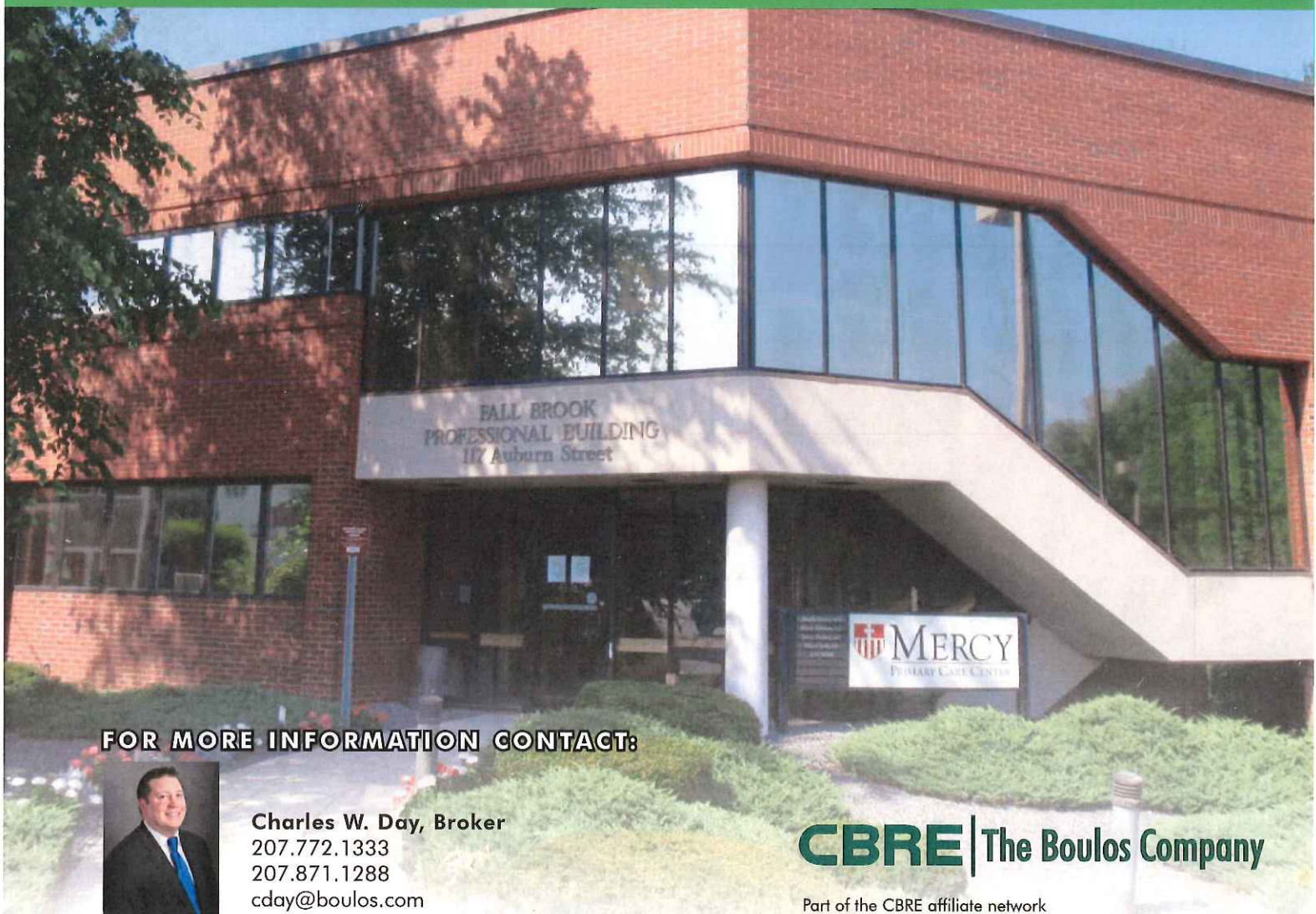
LOCATION: Just off Washington Avenue with
easy access from I-295

CONSTRUCTION: Two-story, brick building

PARKING: 35± on-site parking spaces

LEASE RATE: \$8.00/sf NNN

117
AUBURN
STREET
PORTLAND, ME



FOR MORE INFORMATION CONTACT:



Charles W. Day, Broker
207.772.1333
207.871.1288
cday@boulos.com

CBRE | The Boulos Company

Part of the CBRE affiliate network

50 m

RP

Aurora St.

HR
Block

128

125

107

117

B2

CVS

A

9

R2

R3

Auburn ST

Plan 2

100

H.R. BLOCK BLDG

85



[illegible]

10

93.54
Sizgle
3746076
12466
Howe

HR Block

117 AUBURN ST.

NORTHGATE
SHOPPING
Center

AUBURN ST

Commercial Office

SANBORN ST

N6NE



PLANNING BOARD REPORT PORTLAND, MAINE

Amendment to Portland's Technical Manual:
Solar Energy Generation Technical Standards

City of Portland, Applicant

Portland Planning Board Public Hearing Date: January 17, 2017	Prepared by: Jean Fraser, Planner Date: January 13, 2017
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I. INTRODUCTION

The *Solar Energy Regeneration* ordinance was unanimously adopted by the City Council on November 7, 2016 and came into effect on December 7, 2016. The adopted ordinance is included in Attachment 2 for reference.

The adopted ordinance includes a general requirement that applies to all solar energy systems:

"All solar energy systems shall meet the technical, safety and maintenance standards as set out in the City of Portland Technical Manual" (Section 14-780(a) *Performance Standards* pg 4 of Att. 2)

Currently the Technical Manual does not include any technical standards specifically relating to solar energy systems. This report outlines a proposed set of technical standards (Attachment 1) and requests that the Planning Board approve these standards as an amendment to the Portland Technical Manual.

The proposed amendment is being brought directly to a Planning Board hearing in view of the relatively straightforward nature of the standards, and because the City is unable to review any proposed solar energy system that requires site plan/Planning Board review and approval until these standards are in place. At present there is at least one application for a solar energy system that would require site plan approval.

II. PROPOSED AMENDMENT TO TECHNICAL MANUAL

The proposed new section to be added to the Technical Manual is entitled *Solar Energy Generation Technical Standards* and is included in Attachment 1. It has been developed with reference to similar standards applied by other municipalities and with input from other City departments and site plan reviewers.

These technical standards apply to solar energy systems that require site plan/Planning Board approval as per section 14-779 (a) *Permitting* in the adopted ordinance (see pages 2-3 in Attachment 2). The proposed technical standards also include a reference to permitted solar energy systems (typically small roof mounted and small ground mounted systems that only require a building permit) to accord with the ordinance and because both the Fire and Permitting and Inspections Departments are considering the creation of new submittal requirements and detailed standards to address specific safety and zoning issues not covered by codes.

The proposed *Solar Energy Generation Technical Standards* (Attachment 1) cover the following subjects:

- Site Layout
- Site Plan Review Standards
- Security
- Screening
- Construction Impacts

- Lighting, signage and materials
- Stormwater Management
- Certification and compliance with Codes
- Hazardous materials
- Maintenance
- Operations and Maintenance Plan

Staff recommend approval of the proposed technical standards to provide a basic technical framework to be in place to allow for and guide the review of solar energy systems by the Planning Division and Planning Board. It is intended that these technical standards would be reviewed in about a year to update the standards based on experience of both building permit and site plan reviews of a variety of solar energy system installations.

III. PUBLIC COMMENTS

The legal ad for this hearing appeared in the *Portland Press Herald* on January 9th and 10th, 2017. To date the Planning office has not received any public comments.

IV. CONSISTENCY WITH COMPREHENSIVE PLAN

The current Comprehensive Plan (from 2005) does not explicitly address climate change and associated issues such as energy use reduction and alternative energy generation. The objective is addressed indirectly by a number of goals and policies under the State Goal F:

“To protect the Stat’s other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas”.

The proposed Technical Manual amendment generally is consistent with the Comprehensive Plan and has been drafted to support and complement the adopted *Solar Energy Generation* ordinance.

It is noted that the City is currently undertaking the creation of a new Comprehensive Plan which is expected to be more specific regarding the role of solar energy in achieving community goals.

V. MOTION FOR THE BOARD TO CONSIDER

Based on the material provided in the Planning Board Report for the *Amendment to the Technical Manual: Solar Energy Generation Technical Standards*, public testimony, a review of applicable policies, and other information, the Planning Board finds that the proposed amendment to the Portland Technical Manual **[is or is not]** consistent with the Comprehensive Plan and **[approves or does not approve]** the proposed amendment to the Portland Technical Manual.

VI. ATTACHMENTS

1. Proposed *Solar Energy Generation Technical Standards*: new section to be added to Portland Technical Manual
2. Adopted *Solar Energy Generation* ordinance (for reference)

15. SOLAR ENERGY GENERATION TECHNICAL STANDARDS

15.1 APPLICABILITY

- 15.1.1 All solar energy generation systems are subject to the standards set out in the *Solar Energy Generation Ordinance* section **14-780 (a)**, whether permitted (and subject to a building permit) or site plan/conditional (requiring site plan review and a building permit). Section 14-779 (a) *Permitting* of this ordinance outlines the level of review required for solar energy generation systems.
- 15.1.2 Permitted solar energy systems include most small roof mounted and small ground mounted solar energy systems as per **14-779 (a) Permitting**). They must comply with section **14-780 (a)** as above as well as technical, safety and maintenance standards as per Building and Fire Code requirements and as determined by the Permitting and Inspections Department when a building permit is submitted. Permitted solar energy systems are not subject to these Technical Standards.
- 15.1.3 It should be noted that roof mounted systems potentially present a safety issue for the Fire Department in the event of a fire, and it is recommended that any roof mounted solar energy system be discussed with the Fire Department prior to design.
- 15.1.4 The following technical standards apply to any solar energy generation system that requires a Level II or Level III site plan approval/Planning Board approval (through the Planning Division) in accordance with the ordinance section **14-779 (a) Permitting**. These solar energy systems also require a Building Permit and other permits as required by Permitting and Inspections Department. The Permitting and Inspections Department may have additional submittal requirements for solar energy systems.
- 15.1.5 The following technical standards are referenced in section **14-780 (a)** of the *Solar Energy Generation Ordinance* and aim to complement this ordinance and the existing codes and site plan review standards. Together the aim is to ensure safe, effective and efficient installation of solar energy systems compatible with surrounding uses. Within this aim the overall intent is to encourage the installation of solar energy systems.

15.2 TECHNICAL STANDARDS

- 15.2.1 **Site Layout:** Wherever possible solar energy systems should be located on the side or rear (ie least visible) part of the site as specified in Sections **14-780 (b), (c) and (d)** of the Ordinance. This also applies to associated features such as lighting and infrastructure. Applicants shall take all reasonable efforts to place utility connections underground, unless making use of existing lines, or as otherwise required by the utility. The proposed placement of new poles for electrical connections shall be included in the site plan and construction management plan.

15.2.2 **Site Plan Review Standards:** Proposals should address the specific requirements of the *Solar Energy Generation* ordinance sections **14-780 (b), (c) and (d)** and the *Site Plan* Standards in section **14-526**. It is recognized that some of the *Site Plan* standards in **14-526** may not be relevant, as determined by the Planning Division/Planning Board during the review. It is likely that the review of any solar energy system would focus on how the proposals avoid or minimize impacts on the following:

- Existing vegetation and other natural resources - location on brownfield sites and on areas that are already impervious are encouraged;
- Wetlands and areas subject to flooding - DEP approval may be required;
- Wildlife and wildlife habitats - information may be requested on resources, impacts and potential mitigation eg through specified maintenance regimes;
- Septic systems, leach fields (unless explicitly allowed by the relevant regulator);
- Existing topography - ensure adequate temporary and permanent erosion and sedimentation control;
- Water quality of the stormwater runoff;
- Airport flight paths (FAA approval may be required);
- Other specific or local site characteristics as referenced in ordinance standards.

15.2.3 **Security:** The siting and design of the solar energy installation shall ensure that unauthorized access is prevented, and shall be in conformance with all applicable electrical code requirements. Knox boxes at gates (or similar arrangements as approved during the review) shall be provided for emergency access.

15.2.4 **Screening:** The ordinance specifies screening from nearby residential/institutional uses and public ways. The proposals should take advantage of existing topography and vegetation where possible to integrate the development (including fencing, infrastructure and connections to the grid) into the landscape, and introduce vegetated buffer areas. Fencing shall be wildlife friendly and as unobtrusive as possible, utilizing measures such as locating the fencing along topographical contours and screening with planting. The selection of new planting would be in accordance with the *Technical Standards* in Section 4 *Site Landscaping*.

15.2.5 **Construction Impacts:** Proposals should include information regarding the methods of construction and a Construction Management Plan may be requested. Clearing of existing trees and vegetation shall be restricted to the minimum amount needed for construction access and to avoid shading of the solar development. Construction work should be performed in such a way that erosion and sedimentation is minimized, and measures should be taken to permanently stabilize disturbed areas of the site as soon as possible.

15.2.6 **Lighting, signage and materials:** Where lighting is necessary it should be at the lowest level to meet functional needs, activated by motion sensors, fully shielded and of cut off design to meet the *Site Lighting* standards in Section 12 of the *Technical Standards*. Similarly, signage should meet functional needs of safety/security and emergency contacts and not include advertising. Materials would ideally be of neutral colors and manufactured with a low “carbon footprint”.

15.2.7 **Stormwater Management:** A new solar development will be required to comply with the *Technical Standards* in Section 5 *Portland Stormwater Management Standards* and Maine DEP Chapter 500 Stormwater Management.

15.3 SAFETY STANDARDS

15.3.1 **Building Permit:** All solar energy systems require a building permit prior to installation, whatever level of site plan review. All shall be installed by a qualified solar installer.

15.3.2 **Certification:** Solar energy systems shall be designed, erected and installed in accordance with all applicable codes, regulations and standards, with equipment approved under a certification program certified by the US Department of energy or similar. Experimental, homebuilt and prototype models would not be permitted.

15.3.3 **Hazardous Materials:** The city is concerned about the creation of hazardous waste in the future and requires a statement from the applicant regarding the content of toxic materials (eg cadmium) in the proposed system. Where the panels contain potentially toxic materials, the Operations and Maintenance Plan (for medium and large ground mounted or dual use systems - see below) shall address future disposal.

15.4 MAINTENANCE STANDARDS

15.4.1 **Maintenance:** Maintenance includes, but is not limited to: cleaning, mowing, painting, structural repairs, integrity of security measures, maintenance of site access adequate for emergency and maintenance services, planned maintenance of fencing, stormwater systems and vegetation/ground cover, plans for cleaning panels and any specific mowing or other regimes to support the wildlife habitat value of the site.

15.4.2 **Operations and Maintenance Plan:** Under 14-782 of the Ordinance all medium and large ground mounted systems, and dual-use systems of an equivalent scale, are required to provide an *Operations and Maintenance Plan* that is prepared and stamped by a licensed Professional Engineer or other licensed professional as appropriate. The *Plan* will vary depending on the site, the method of connecting to the grid, and the number and type of panels- but is expected to address the maintenance items listed in 15.4.1 and any operational time tables as relevant, and include the following:

- Clarification of the responsible party;
- Any maintenance items that are particularly important from a public safety perspective;
- An estimate of the life of the project
- What options/actions are anticipated when it has reached the end of its estimated useful life; and
- How the disposal of any toxic materials will be handled when the system is dismantled.

Rev 12.07.2016 AS ADOPTED

TEXT AMENDMENT: DIVISION 2. SOLAR ENERGY GENERATION



Small



Dual Use



Community

Division 2. Solar Energy Generation

Sec. 14-775. Purpose.

The purpose of this division is to allow for the construction and operation of public or private solar energy generation systems to produce energy for use on site or off site, by establishing appropriate standards to ensure safe, effective and efficient use of solar energy systems compatible with surrounding uses.

Sec. 14-776. Applicability.

All applicants for the installation or replacement of all solar energy systems or devices, expansion of any existing solar energy system, or installation of associated facilities must obtain a building permit and, as determined by the Planning Authority, site plan approval as outlined in section 14-779.

Sec. 14-777. Definitions

For the purposes of this division, the following words and phrases shall have the following meanings:

Abandonment means the date at which a solar energy system has been out of service for a continuous period of 12 months.

Building integrated solar energy system means a solar energy system that is an integral part of a principal or accessory building and include, but are not limited to, photovoltaic or hot water systems that are contained within roofing materials, windows, walls, skylights and awnings.

Dual-Use Systems means solar energy systems where photo-voltaic panels are introduced in conjunction with a primary use eg photo-voltaic panels on structures cantilevered over parked cars in a parking lot. These tend to include “emerging technologies” and multiple systems with potential impacts, and would require site plan review.

Expansion of a Solar Energy System means any physical modification to an existing solar energy system which alters the total rated capacity, the size, type or location of the system or its associated equipment.

Ground mounted solar energy system (also known as free-standing solar energy systems) means a solar energy system that is structurally mounted to the ground. The panels may be stationary or revolving and of any size.

Operations and Maintenance Plan means a plan outlining the operation and maintenance of a solar energy system, to include safety measures and procedures for maintenance.

Physical size of solar energy system means, for the purposes of this division, the size of the system will be based on the physical size of the panels based on total airspace occupied over the ground, or the grid area for ground mounted arrays. It should be noted that the physical size as defined here is different from the area that would be the basis for calculating the impervious surface associated with the system.

Public industrial, utility or highway facility means a facility operated by a public entity that contains industrial or utility operations or is an unused part of such a facility.

Roof-mounted solar system means a solar energy system in which solar panels are mounted on top of the structure of a roof either as a flush-mounted system or as modules fixed to frames which can be tilted toward the south at an optimal angle.

Small, Medium and Large solar energy systems means, for the purposes of this division physical size as defined herein. Based on current technology the small systems are about 20 kW or less; medium systems are between about 20kW and 250kW, and large systems are over 250kW.

Solar Access means space open to the sun and clear of overhangs or shade, including orientation of buildings and lots to the sun, so as to permit the use of active and/or passive solar energy systems on individual properties.

Solar Energy System means a complete assembly consisting of one or more solar collectors and associated mounting hardware or equipment, intended to provide for the collection, storage and distribution of solar energy for heating or cooling, electricity generation, or solar/thermal hot water systems.

Total height of solar energy system means the total vertical distance as measured from the average elevation of the finished grade adjacent to the fixed base of the support structure, to the highest part of the system.

Total rated capacity means the maximum rated output of electrical power production of the photovoltaic system in watts of Direct Current (DC)

Sec. 14-778. Reserved.

Sec. 14-779 Permitting

- (a) Solar systems are allowed in most zones subject to permits/approvals as set out in the table below and subject to compliance with the associated standards in Section 14-780. The level of review relates to the scale of the proposed system, whether they comply with zoning, and the zoning context.

P = allowed as a **permitted** use if the system complies with zone requirements and section 14-780 of this Division, and are located to rear and side of the site wherever possible; would require a building permit (and historic preservation review if a landmark or in an historic district*).

S = allowed subject to **site plan** review as indicated, to meeting performance standards in section 14-780, and to meeting the submittal requirements in 14-782 and the technical standards outlined in the Technical Manual; a building permit would also be required (and historic preservation review if a landmark or in an historic district*).

C= allowed as a **conditional** use reviewed by the Planning Board and subject to meeting performance standards in section 14-780, the submittal requirements in 14-782, and the technical standards outlined in the Technical Manual; a building permit would also be required (and historic preservation review if a landmark or in an historic district*).

Zone	Roof Mounted and Building Integrated	Small Scale Ground Mounted	"Dual Use" systems	Medium Scale Ground Mounted	Large Scale Ground Mounted
Physical Size (see Definitions)	N/A	≤ 1000 sq ft	Any size	1001 to 9,999 sq ft	10,000 sq ft or greater
Residential; RP; Business zones except B4; waterfront zones; mixed use zones	P	P	S (Level II)	S (Level II)	Not allowed
Industrial zones and B4 zone	P	P	S (Level II)	S (Level II)	C (Planning Board)
ROS; Shoreland; I-TS	P	S (Level II)	S (Level II)	C (Planning Board)	C (Planning Board)
Historic Landscapes	P	S (Level II) & HP	S (Level II) & HP	S (Level II) & HP	Not allowed
Cemeteries	P	Not allowed	Not allowed	Not allowed	Not allowed
Stream Protection zones	Not allowed (Unless on legally non-conforming structure)	Not allowed	Not allowed	Not allowed	Not allowed

**Historic Resource:* Where any part of the proposed solar energy system (including associated facilities) is within an historic district, such development shall be reviewed and approved by the planning authority (historic preservation) in accordance with article IX historic preservation prior to a review under this ordinance. Where any part of the proposed solar energy system (including support structures and associated facilities) is within one hundred (100) feet of any designated landmark, historic district or historic landscape district, such development shall meet the site plan Sections 14-526 (d) 5 regarding compatibility with the landmark or historic district.

Sec. 14-780. Performance Standards

All solar energy systems shall meet the following performance standards as indicated (section numbers are included to allow for reference):

[see table below]

- (a) Standards applicable to all solar energy systems, whether permitted, site plan or conditional use:

Roof Mounted and Building Integrated	Small Scale Ground Mounted	“Dual Use” systems	Medium Scale Ground Mounted	Large Scale Ground Mounted
N/A	≤ 1000 sq ft	N/A	1001 to 9,999 sq ft	10,000 sq ft or greater
i. <i>Application requirements for permitted solar energy systems:</i> All applications for permitted solar energy systems shall meet the submittal requirements as specified by the Permitting and Inspections Department. Where systems are proposed in the front part of the site, the application shall include technical documentation as to why it is not possible to locate the system to the rear or side of the site. ii. <i>Application requirements for site plan and conditional use review of solar energy systems:</i> submissions for approval under this ordinance shall address the submittal requirements set out in section 14-782 <i>Submittal Requirements</i>. iii. <i>Height:</i> The maximum height for all solar energy systems shall be as specified in that zone’s dimensional requirements. Where the total height of the support structure/building plus the solar energy system is equal to or below the zone-based height maximum (including any allowance under 14-430), the absolute height of the solar energy system shall meet the following requirements: a. Ground mounted: 20 feet above the ground as measured from the base of the support. b. Roof mounted (on any type of roof, and applies to systems that are parallel or angled to the roof): • For all residential and RP zones: 5 feet above the roof and set back from the edge of the roof by 1 foot for every 1 foot of solar energy system height. • For B4 and Industrial zones: no limit. • For all other zones: 8 feet above the roof and set back from the edge of the roof by 1 foot for every 1 foot of solar energy system height. For height limitations for roof-mounted solar energy systems that exceed the zone dimensional requirements for height, see 14-430(e). iv. <i>Technical and Safety:</i> All solar energy systems shall meet the technical, safety and maintenance standards as set out in the City of Portland Technical Manual. These standards may include the prohibition of panels containing cadmium to minimize the potential for hazardous waste. v. <i>Impact of construction and connection to the grid:</i> The applicant shall minimize impacts resulting from construction and maintenance of the solar energy system, including lighting, security measures, traffic, and grid connections. vi. <i>Conditions:</i> The reviewing authority may impose conditions to ensure compliance with the standards and purposes set out in this ordinance, including but not limited to post-construction certification of compliance by a licensed professional engineer or authorized factory representative. vii. <i>Glare:</i> Solar panels are designed to absorb (not reflect) sunlight and are generally less reflective than other varnished or glass exterior materials. However, solar panel placement should minimize or negate any solar glare impacting nearby properties or roadways, without unduly impacting the functionality or efficiency of the solar energy system. viii. <i>Solar Access:</i> all applicants are encouraged to ensure the maximum solar energy generation from their system by obtaining solar access easements. Solar access easements may be filed consistent with Maine State law. Any property owner may purchase an easement across nearby properties to protect access to sunlight. The easement would be purchased or granted by owners of nearby properties and can apply to buildings, trees, or other structures that would diminish solar access.				

(b) Additional performance standards for particular systems subject to site plan or conditional use (PB) review

Roof Mounted and Building Integrated	Small Scale Ground Mounted	“Dual Use” systems	Medium Scale Ground Mounted	Large Scale Ground Mounted
N/A	≤ 1000 sq ft	N/A	1001 to 9,999 sq ft	10,000 sq ft or greater
N/A	a) Meet 14-780 (a) above	a) Meet 14-780 (a) above b) Demonstrate that the energy generation is not the principal use of the site; c) Demonstrate that scale of the installation does not create adverse impacts.	a) Meet 14-780 (a) above b) Designed to avoid safety impacts; c) Located in side or rear yards, wherever possible; d) Set back 50 feet from residential, RP, B1 and B2 zones e) Located away and screened from public ways and nearby residential /institutional uses to extent possible; f) Co-locate with other land uses on lots in residential, B1, B2, B3, B7 & waterfront zones	a) Meet 14-780 (a) above b) Designed to avoid safety impacts; c) Located in side or rear yards, wherever possible; d) Set back 75 feet from residential, RP, B1 and B2 zones e) Located away and screened from public ways and nearby residential /institutional uses to extent possible;

(c) Additional performance standards for solar energy systems located in *ROS & Shoreland* Zones

Roof Mounted and Building Integrated	Small Scale Ground Mounted	“Dual Use” systems	Medium Scale Ground Mounted	Large Scale Ground Mounted
N/A	≤ 1000 sq ft	N/A	1001 to 9,999 sq ft	10,000 sq ft or greater
			a) Meet 14-780 (a) and (b) above b) If over 10,000 sq ft, locate on landfills or co-terminus with public industrial, utility or highway facilities c) Be supported by Land Bank Commission and Parks Commission where applicable d) Layout and fencing to be integrated with the landscape to the extent possible e) Screen from abutters and minimize impact on significant scenic views to the extent possible f) Not required to meet the conditional use requirements of the zone; for ROS see 14-156 g) Prohibited within the 75 ft setback from High Water mark in Shoreland Zones and meeting other Shoreland Zone requirements	

(d) Additional performance standards for solar energy systems in *Business and Industrial* Zones

Roof Mounted and Building Integrated	Small Scale Ground Mounted	"Dual Use" systems	Medium Scale Ground Mounted	Large Scale Ground Mounted
N/A	≤ 1000 sq ft	N/A	1001 to 9,999 sq ft	10,000 sq ft or greater
				a) Meet 14-780 (a) and (b) above b) Be located on areas already paved or built upon, or where other development is documented to be unlikely due to local conditions.

Sec. 14-781. Reserved

Sec. 14-782 Submittal requirements for site plan and conditional use review of solar energy systems.

- (a) The following information shall be submitted with a site plan application for a review of a solar energy system and associated facilities under this ordinance (S or C in 14-779) in addition to the submittal requirements set out in section 14-527 (a), (c),(d) and (e) of the Site Plan ordinance:
1. A narrative describing the proposed solar energy system, including an overview of the project; the project location; the generating capacity of the solar energy system; dimensions of all components and respective manufacturers; and a description of associated facilities and how the system and associated facilities comply with the standards of this ordinance (including a plan or other graphics that demonstrate compliance). Where systems are proposed in the front part of the site, the application shall include technical documentation as to why it is not possible to locate the system to the side or rear of the site.
 2. An accurate scaled site plan of the subject property showing the planned location of the proposed solar energy system and all associated facilities; property lines, adjoining streets and access; topographic contour lines; existing and proposed buildings; fencing; structures; potential shade from nearby trees and structures; vegetation; driveways, parking, and curb cuts on the subject property; and specifications for all proposed electrical cabling/transmission lines, accessory equipment, and landscaping.
 3. A scaled elevation drawing showing the proposed solar energy system and all proposed structures, foundations, supports, fencing, vegetation and landscaping, indicating the size, color and materials of the system. Drawings of structures and foundations shall be stamped by a licensed Professional Engineer.
 4. Information on any proposed connections to the grid including any proposed off-site modifications to provide grid connections, access the installation, or to maintain the proposed solar energy system and grid connections.

5. In the case of medium and large ground mounted solar energy systems, the applicant shall provide an Operations and Maintenance Plan prepared and stamped by a licensed Professional Engineer or other licensed professional as appropriate.

Sec. 14-783 Abandonment and Removal of Medium and Large Scale Ground Mounted Solar Energy Systems

- (a) In the case of medium and large ground mounted solar energy systems, the submitted Operations and Maintenance Plan shall include an estimate of the life of the project and outline the anticipated options/action when it has reached the end of its estimated useful life.
- (b) The Owner and Operator shall, at their expense, complete the removal of the solar energy system within 6 months of the end of the useful life of the solar energy system or within 6 months of the date of abandonment. "Removal" includes restoration of the site to its approximate original condition, unless a valid approved site plan is intended to be pursued in which case a performance guarantee for the restoration would be required until the approved redevelopment has received a certificate of occupancy.
- (c) The City shall revoke any approvals and/or pursue removal of the solar energy system at the Owner and Operator's expense in the following circumstances:
 1. The solar energy system is not complete and operating within 24 months from the date of approval under this ordinance; or
 2. The solar energy system is determined by the City to be in an unsafe condition in respect to federal, state and local safety standards and timeframes; or
 3. The solar energy system has not been brought back to a safe condition/operation or removed from the site within the required timeframe; or
 4. The solar energy system is defective or abandoned and has not been removed from the site within the required timeframe.

14-784. Appeals.

For all appeals, the date of the decision shall be the date of the hearing, if an oral decision was made, or the date the written decision.

- (a) Any aggrieved party may appeal a decision by the Permitting and Inspections Department under the provisions of this ordinance by requesting in writing that it be referred to the Zoning Board of Appeals within 30 days of the decision being rendered.
- (b) Any aggrieved party may appeal a decision by the Planning Authority under the provisions of this ordinance by requesting in writing that it be referred to the Planning Board within 30 days of the decision being rendered.
- (c) Any aggrieved party may appeal a decision of the Planning Authority determination under provision 14-761 (b) 2 of this ordinance (compatibility if within 100 feet of a designated landmark, Historic District or Historic Landscape District) by requesting in writing that it be referred to the Historic Preservation Board within 30 days of the determination. This appeal is de-novo.
- (d) Any aggrieved party may appeal the final decision of the Planning Board or the Historic Preservation Board under provision 14-761 (b) 2 of this ordinance to the superior court in accordance with Rule 80B of the Maine Rules of Civil Procedure.

Associated amendment to existing ordinance text 14-430

Sec. 14-430. Height limits.

(a) *Roof structure.* Roof structures for the housing of elevators, stairways, tanks, fans, or other building operating equipment not intended for human occupancy, skylights, steeples, roof signs, flag poles, chimneys, smokestacks, radio or television masts, water tanks, or silos may be erected above the height limitation herein prescribed for buildings. Roof-mounted wind and solar energy systems shall not be considered to be roof structures for the purposes of Article X, Alternative Energy.

(b) *Public art.* Except in residential zones, public art that has been individually accepted by the city council for inclusion within the public art collection, pursuant to Article XI, Public Art Program of the Land Use Code, (Section 14-852(c)), shall not be subject to the height limitations for buildings within the underlying zone.

(c) *Temporary wind anemometer towers.* Temporary wind anemometer towers may be erected above the height limitation for buildings within the underlying zone, subject to receiving Board of Appeals approval and FAA approval, if necessary.

(d) *Wind energy systems.* Wind energy systems may be erected above the height limitation for principal buildings within the underlying zone, pursuant to Article X, Alternative Energy.

(e) *Roof mounted solar energy systems:* Photovoltaic panels and thermal water heating panels may be erected above the height limitation for principal or accessory buildings, subject to historic preservation approval, as follows:

1. For all residential zones: A solar energy system, whether parallel or angled to a pitched or gable roof, may be up to 3 feet above the maximum height allowed in the underlying zone on principal and accessory structures. In the case of flat roofs, the solar energy system may be up to 5 feet above the maximum height allowed in the underlying zone. All roof-mounted solar energy systems shall be set back from the edge of the roof by 1 foot for every 1 foot of solar energy system height.

2. For B4 and Industrial zones: A solar energy system, whether parallel or angled to a pitched or gable roof, may be up to 4 feet above the maximum height allowed in the underlying zone. In the case of flat roofs, there are no height limits.

3. For all other zones: A solar energy system, whether parallel or angled to a pitched or gable roof, may be up to 3 feet above the maximum height allowed in the underlying zone on principal and accessory structures. In the case of flat roofs, the solar energy system may be up to 8 feet above the maximum height allowed in the underlying zone. All roof-mounted solar energy systems shall be set back from the edge of the roof by 1 foot for every 1 foot of solar energy system height.



Memorandum

Department of Planning and Urban Development

Planning Division

To: Elizabeth Boapple, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: January 13, 2017
Re: Camelot Farm, 1700 Westbrook Street, Camelot Holdings, LLC
Project: 2016-282 CBL: 229 A002 001
Meeting Date: January 17, 2016

I. INTRODUCTION

Camelot Holding LLC has requested a Planning Board workshop to consider proposed rezoning from Residential R-1 to Residential R-3 for the property at 1700 Westbrook Street, commonly referred to as Camelot Farms. The proposed zoning amendment would enable the applicant to construct one hundred (100) lot subdivision of which ninety-six (96) lots will be for single-family homes and four will be open space lots. The intent and purpose of the rezone is for the proposed development to have smaller-scaled residential lots, while providing more green spaces directly along Westbrook Street and the Stroudwater River.



Applicant and Property Owner: Camelot Holdings LLC
Engineer: William Savage, Acorn Engineering Inc.

II. PUBLIC COMMENT

Notices were sent to ninety-five (95) residents and the interested citizen list. The notice also appeared in the Portland Press Herald on January 9th and 10th, as well as being posted on the City's web page. The applicant has held two introductory neighborhood meetings in September and December and a meeting with the Stroudwater Village Association Board on January 9, 2017. As part of this application, a neighborhood meeting is scheduled for January 24, 2017.

A couple of public comments have been submitted to the Planning Division. A telephone call was received from Dan Murphy of 1527 Westbrook Street who expressed general support of the project for the reason that the

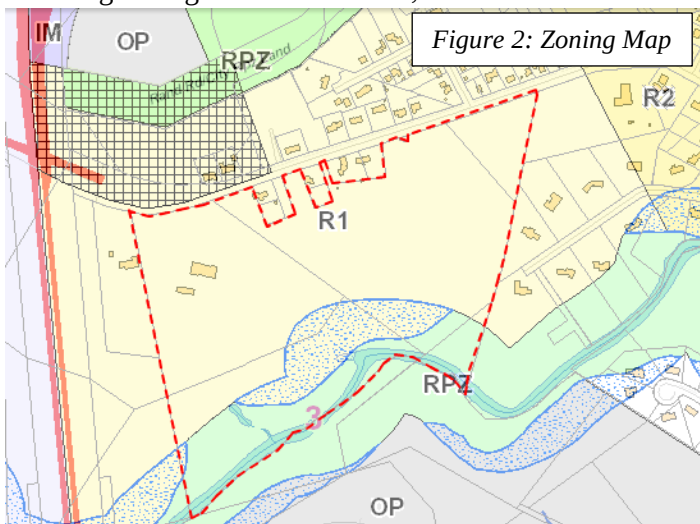
City needs more development to relieve the tax burden on residences. Art McEvoy and Mark Senglemann submitted a letter not in support the rezone and development project, Attachment PC1 and PC2.

III. PROJECT DATA

Existing Zoning	Residential R-1
Proposed Zoning	Residential R-3
Existing Use	One Single-family
Proposed Use	96 single-family lots and four open spaces lots
Parcel Size	~27.6 acres
Impervious Surface Area	
-Existing	20,884 SF
-Proposed	275,424 SF
Total Number of Units	96 single-family lots

IV. EXISTING CONDITIONS

The Camelot Farm parcel is approximately 45 acres on five different parcels. The property is a pastureland with frontage along Westbrook Street, and extends to the Maine Turnpike and Stroudwater River. Presently the parcel has a single-story ranch house and a small barn on it, which built in 1961. Most of the site consists of cleared fields used historically as farmland and pastures. The property directly abuts the Stroudwater River and has a total of 1,500 feet of frontage along the river. The portion of the site within 250 feet of the river high-water line is subject to the site development standards set by the Shoreland Overlay Zone. The site has two existing utility easements for the Portland Water District and Portland Pipeline Company, which bisect the property. There are single family homes along both sides of Westbrook Street in the vicinity of the site.

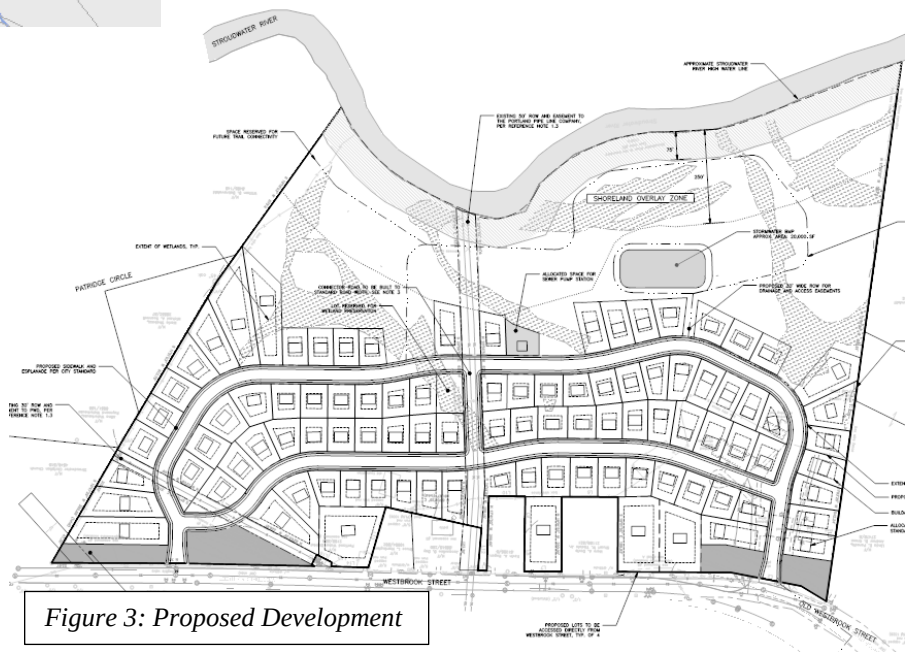


V. PROPOSED DEVELOPMENT

The project proposes to redevelop the existing, small farm into a traditional single-family development within the Stroudwater neighborhood.

Approximately 96 house lots are proposing ranging in size between 6,500 sf to 20,000 sf. The proposed roads are to be built to City standards. The applicant is proposing to phase the development into four phases; each phase will have 20 to 25 lots and accompanying infrastructure.

Under the Shoreland Overlay Zone, additional construction standards apply to developments. The overlay zone requires that any development be 75 feet from high watermark and with additional improvements within 250 feet from the river. The finished building footprints will also have to comply with floodplain regulations, where applicable. The site does have steep slopes around



the bank of the Stroudwater River; it is the intent of the applicant to keep most of the development away from these slopes develop on the more level portion of the site. Due to the smaller lots size under the R-3 zone, the development can be designed to stay farther away from the Stroudwater River; thus, providing for more green space and less impervious area. The space will be used recreationally with a passive, neighborhood trail system and other shared amenities all with direct waterfront access to the river. This open, shared-use green space includes more than 43% of the total site.

The proposed project will also be subject to the Inclusionary Zoning Ordinance, which 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.

VI. POLICY CONSIDERATIONS

The following chart illustrates the comparison between the current R-1 zone and the proposed R-3 zone; the chart shows the purpose statements, permitted uses, and dimensional requirements of each zone. Generally, the R-3 has more flexible dimensional requirements than the R-1 zone including minimum lot size and street frontage. The intent of the rezone is to provide the proposed project a medium density residential development, which can be accomplished with the R-3 zone.

Dimension	R-1 Zone	R-3 Zone
Purpose Statements	To provide for lower density residential development characterized by single-family homes on individual lots in outlying areas of the city and along traffic corridors with limited additional traffic capacity.	To provide for medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels. Such development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.
Permitted Uses	Residential: Single family; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Agriculture and Agriculture parking; Parks; Accessory uses; Home occupation; Municipal uses; Wind energy systems	Residential: Single family; PRUD; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Parks; Accessory uses; Home occupation; Municipal uses; Wind energy systems
Conditional Uses	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; intermediate care facilities; places of assembly; hospital; Other: utility substations; Cemeteries; Raising of domestic animals for noncommercial; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; intermediate care facilities; places of assembly; hospital; Other: off-street parking; utility substations; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.
Minimum lot size	15,000 SF	6,500 SF
Street Frontage	75 feet	50 feet
Front Yard (Min)	25 feet	25 feet
Rear Yard	25 Feet	25 feet
Side Yard	14 feet for 2-story building	14 feet for 2-story building
Structure Height	35 feet	35 feet
Lot Coverage (max)	20%	35 %
Parking	No off-street parking in min front yard setback	No off-street parking in min front yard setback

The applicant has submitted plans of the proposed subdivision development under the R-1 zone and the R-3 zone. Rezoning from R1 zone to R3 zone will permit the developer to build a smaller buildable footprint that would result in less impervious area and less wetland impact, while providing a significantly larger buffer to the

[illegible]

VII. Land Use Policy

The applicant has submitted their analysis of the projects conformance with the Comprehensive Plan (refer to Attachment C). The staff has identified the additional goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan. As stated the purpose of the R-3 Residential Zone is:

To provide for medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels. Such development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.

Housing: Sustaining Portland's Future contains several goals which are applicable to this proposed map amendment. Chief among them is Policy #1 *Ensure an Adequate and Diverse Supply of Housing for All* which states:

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

- *Objective 1.a. Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels for both renter and owner-occupied.*
- *Objective 1.b. A variety of housing choices should be available such that no one should have to spend more than 30% of their income for housing.
Encourage and support Portland Housing Authority to become active in development of more housing.*
- *Objective 1.c: Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation.
Encourage higher density multi-family developments and mixed-use projects with housing, along major public transportation routes, near service areas, and in redevelopment or infill areas.*

Objective 1.d: Increase Portland's rental housing stock to maintain a reasonable balance between supply and demand yielding consumer choice, affordable rents, and reasonable return to landlords.

1.d.2 Evaluate and update current zoning, as needed, to eliminate barriers to the creation of rental housing . . .

Policy #5: Portland's Comprehensive Plan encourages a manageable level of growth that will sustain the City as a healthy urban center in which to live and work and to achieve a shared vision for Portland. Portland should encourage sustainable development patterns and opportunities within the City by promoting efficient land use, conservation of natural resources, and easy access to public transportation, services, and public amenities.

- *Objective 5.b: Maximize development where public infrastructure and amenities, such as schools, parks, public/alternative transportation, sewer lines, and roads exist or may be expanded at minimal costs.*

VIII. CONSIDERATION OF LARGER MAP AMENDMENT AREA

Generally, when a map change amendment is reviewed, the Planning Board looks at it comprehensively and considers other adjacent areas that may be appropriate candidates for a similar rezoning. This may result in the Board considering and advertising a larger geographic area for the purposes of holding a public hearing, which can be reduced in scope when the Board formulates its recommendation to the City Council. Camelot Holdings LLC requested a zone change for the Camelot Farms site only. However, upon further consideration, the Board may want to extend the zone change to include the four single-family home lots abutting the site, as well as the property along the turnpike (the blue dotted line), see map.

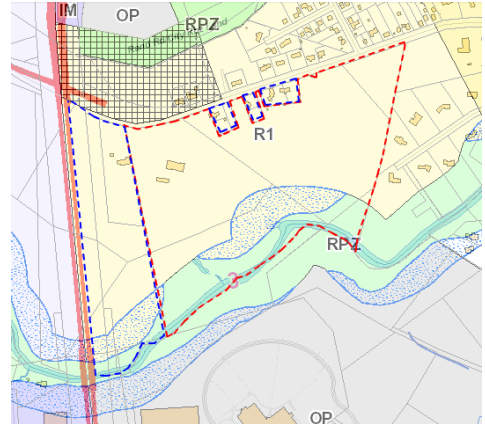


Figure 4: Other Potential Properties to be included in the Rezone/Plan

IX. Next Steps

1. Address any additional information requested by the Planning Board.
2. Address and finalize all staff comments before the public hearing.

X. ATTACHMENTS

PUBLIC COMMENTS

PC 1- Art McEvoy Dated 01.11.2017

PC 2. Mark Senglemann

APPLICANT'S SUBMITTALS

- A. Cover Letter (from Will Savage of Acorn Engineering, Inc., 12.09.2016)
- B. Zoning Map Amendment Application
- C. Project Narrative
- D. Purchase and Sale Agreement
- E. Timeline of Events to Date - Michael Barton
- F. Traffic Report

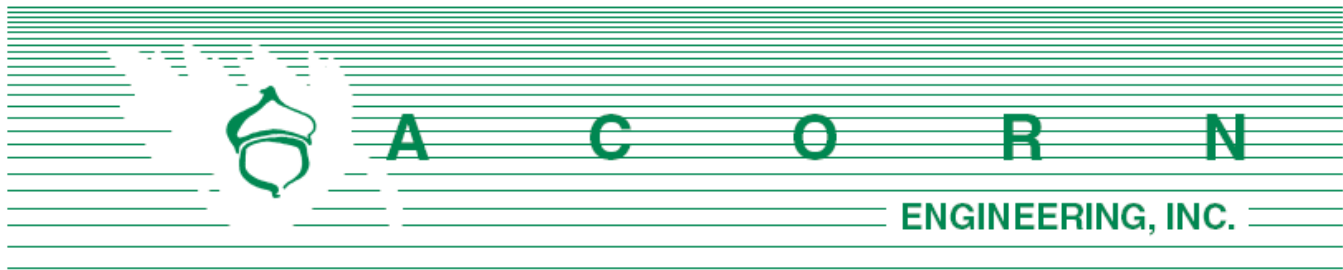
PLANS

Plan 1 C-10 Site Plan

Plan 2 C-11 Aerial Site Plan

Plan 3 Ex Existing Conditions

Plan 4 Ex-1 Vicinity Map



Planning and Urban Development Department
Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

December 9, 2016

Subject: Zoning Map/Text Amendment Application
Camelot Farms Subdivision

To Whom It May Concern,

Camelot Holdings, LLC is pleased to submit the accompanying package of submission materials related to the proposed rezoning of the property located at 1700 Westbrook Street, commonly referred to as Camelot Farms.

Camelot Farms is comprised of five separate parcels (Chart, Book, Lot 229-A-2, 246-A-3, 247-A-3, 248-A-9, 256-A-3) with two existing utility easements for the Portland Water District and Portland Pipeline Company that bisect the property. The parcels have been previously subdivided so that there are four single-family lots facing Westbrook Street. Most the site consists of cleared fields used historically as farmland and pastures with an existing single family home and small barn. The property directly abuts the Stroudwater River and areas within 250 feet of the river high-water line are subject to the site development standards set by the Shoreland Overlay Zone.

The project proposes to redevelop the existing, small farm into a traditional single-family development within the Stroudwater neighborhood; there are to be approximately 96 house lots sizing between 6,500 sf to 20,000 sf. The proposed roads are to be paved and built to City standard. The proposed project will also be subject to the Inclusionary Zoning Ordinance. Per requirement, a minimum 10% of the final lot count will be subject to deed restrictions to ensure and protect the affordability of the lot to the standards set by the City.

Per City Ordinance, different construction and redevelopment standards apply to the Shoreland Overlay Zone; it is proposed that all development associated with subdivision will remain greater than 250 feet from the river. The finished building footprints will also reside outside the 100-year river floodplain. The space is to be used recreationally with a passive, neighborhood trail system and other shared amenities all with direct waterfront access to the river. In all, the open, shared-use green space encompasses more than 43% of the entire property.

The site slopes gradually towards the Stroudwater River. The proposed development will follow the natural topography to minimize grading activities. Decentralized LID stormwater techniques will be incorporated throughout the site providing water quality and visual benefits. The proposed project has allocated space outside the Shoreland Zone for stormwater treatment. A detention pond within this space may also be designed to be used as a skating rink in the winter. The project will

treat and control the stormwater runoff generated by the new impervious areas to the standards set by the Maine Department of Environmental Protection.

As part of the initial design and application process, the project team has reached out to various state and federal organizations to review the proposed redevelopment. To date, the Army Corps, US Fish & Wildlife Service, Maine Natural Areas Program, Maine Inland Fisheries & Wildlife, and Maine Historic Preservation Commission have been contacted. The state organizations have confirmed that there are no state-listed endangered or threatened species' habitats that are present within the site.

The property has also been surveyed by Titcomb Associates and the wetlands are delineated by Mark Hampton Associates. As a result of the wetland identification, the proposed project layout was modified to avoid and minimize wetland impact. There are approximately 14 acres of existing wetlands within the site. The project proposes to impact less than a ½ acre of wetlands and preserve the remaining 13.6 acres, 97% of the total wetland area. The project team has also brought a traffic engineer on board to evaluate the potential impacts of the development on the existing traffic patterns within the neighborhood.

Under the current R-1 zoning definition, the property could be developed into 100 lots within the buildable space 75 feet from the river high-water mark. The proposed project maintains the lot count but concentrates the developed coverage to the upland areas set 250 feet or more from the river. This layout reduces overall land impact while providing a natural buffer between the new development and the river. The open space will be deed restricted and thus continue to be a lasting part of neighborhood. The R-3 zone allows the project to maximize the building potential in a lesser area to minimize environmental impacts and preserve a portion of the natural area.

This submission package is intended to meet the City's Submission Requirements as outlined in the Zoning Map/Text Amendment. The following documents and drawings are to be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- A. Cover Letter
- B. Zoning Map/Text Amendment/Contract or Conditional Rezoning Application
- C. Project Narrative
- D. Purchase Agreement

Drawings:

- Preliminary Civil Site Plan, Dated 12/9/16
 - Preliminary Existing Conditions Plan by Titcomb Associate, Dated 11/16/16
- Vicinity Map

Camelot Holdings, LLC and the design team look forward to your review of this project and are requesting to be placed on the next available workshop meeting with the Planning Board. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,



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





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

Planning and Urban Development Department
Planning Division

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

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

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

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

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

Planning Division

Fourth Floor, City Hall

389 Congress Street

(207) 874-8719

planning@portlandmaine.gov

Office Hours

Monday thru Friday

8:00 a.m. – 4:30 p.m.

PROJECT NAME:

CAMELOT FARMS

PROPOSED DEVELOPMENT ADDRESS:

1700 WESTBROOK STREET

PROJECT DESCRIPTION:

Proposed redevelopment of existing farmland into a traditional single-family development within the Stroudwater neighborhood.

CHART/BLOCK/LOT: 229-A-2, 246-A-3, 247-A-3, 248-A-9, 256-A-3

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Michael Barton Business Name, if applicable: Camelot Holdings, LLC Address: 62 Portland Road, Suite 25 City/State : Kennebunk Zip Code: 04043	Applicant Contact Information Work #: Home #: Cell #: (207) 939-5432 Fax#: e-mail: michael.corbett.barton@gmail.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Address: City/State : Zip Code:	Agent/Representative Contact information Work #: Home #: Cell #: Fax#: e-mail:
Billing Information Name: [See Applicant Information] Address: City/State : Zip Code:	Billing Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer Name: William H. Savage, P.E. Acorn Engineering, Inc. Address: PO Box 3372 City/State : Portland, ME Zip Code: 04104	Engineer Contact Information Work #: (207) 775-2655 Home #: Cell #: (207) 317-1884 Fax#: e-mail: wsavage@acorn-engineering.com
Surveyor Name: David Titcomb, PLS Titcomb Associates Address: 133 Gray Road City/State : Falmouth, ME Zip Code: 04105	Surveyor Contact Information Home #: Work #: (207) 797-9199 Cell #: Fax#: e-mail: DTitcomb@titcombsurvey.com
Architect Name: Address: City/State : Zip Code:	Architect Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Designated person/person(s) for uploading to e-Plan: Name: Olivia Dawson e-mail: odawson@acorn-engineering.com Name: William Savage e-mail: wsavage@acorn-engineering.com Name: e-mail:	

Right, Title, or Interest: Please identify the status of the applicant's right, title, or interest in the subject property:

The purchase and sale agreement has been submitted as part of the application package

Provide documentary evidence, attached to this application, of applicant's right, title, or interest in the subject property.
(For example, a deed, option or contract to purchase or lease the subject property.)

Vicinity Map: Attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use.
(Applicant may utilize the City Zoning Map or Parcel Map as a source.)

Existing Use: Describe the existing use of the subject property:

The existing property is comprised of a single family home with accessory barn and storage structures. The majority of the site is farmland and fronts the Stroudwater River.

Current Zoning Designation(s): R-1, RESIDENTIAL ZONE

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

The project proposes to redevelop the existing, small farm with a single-story home and accessory shed and barn structures into a traditional single-family development within the Stroudwater neighborhood; house lots will range in size between 6,500 sf to 20,000 sf. The portion of the site adjacent to Westbrook Street is proposed to be regraded to support a road network, subdivided lots, and ancillary infrastructure

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

APPLICATION FEES:

Zoning Map Amendment

X \$3,000.00 (from R-1 zone to R-3 zone)

Zoning Text Amendment

___ \$3,000.00 (to Section 14-___)

Combination Zoning Text Amendment and Zoning Map Amendment

___ \$4,000.00

Conditional or Contract Zone

___ \$5,000.00

(A conditional or contract rezoning map be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Sections 14-60 to 62.)

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.

INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov
(Please be sure to designate a person who will be responsible for uploading documents and drawings.)
This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mail to you. Payments can be made on-line at [Pay Your Invoice](#) , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

4. Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

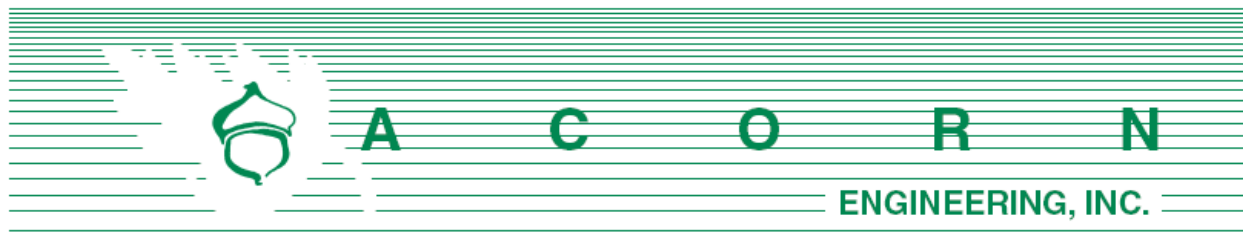
APPLICANT SIGNATURE:

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law.

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: <i>Michael Barton</i>	Date: 12/09/2016
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Project Narrative

Camelot Farm Residential Development

The Camelot Farm parcel is an approximately 45 acre piece of pastureland with frontage along Westbrook Street and the Stroudwater River. It offers a unique opportunity to provide something the City of Portland has not experienced in generations: a chance to create an innovative, environmentally thoughtful, and diverse mix of home ownership options unified by a comprehensive approach to its implementation. The anticipated plans call for the creation of approximately 96 homeownership opportunities.

In alignment with the current comprehensive plan, the proposed development intends to take queues in consideration on the whole. The following goals have been highlighted from the plan and are not intended to be an exhaustive list:

- **Maximize development where infrastructure exists**
 - Westbrook Street contains access to water, sewer, electricity, and natural gas and is within 200 feet of the proposed development
- **Balance the natural and built environment**
 - Concentration of infrastructure and proposed house lots towards the Westbrook Street frontage will maximize the use of the land that lends itself to responsible development and provides access to several acres of shared natural spaces currently in place on the parcel. Opportunities for recreational space on lower portions of the site are also being explored.
 - Providing green buffer spaces directly along Westbrook Street that flank the access points to the development intend to provide a natural transition that respects the history of the parcel
- **Link existing trail systems and provide access to shoreline areas**
 - Provide Green Spaces with Blue Edges that naturally transition from the residential development towards the Stroudwater River
 - Promote walkability and bike-ability within the neighborhood and onsite amenities
 - Provide connectivity to the Portland Trails network across Westbrook Street and the surrounding areas

- **Offer a diverse mix of housing options to help increase homeownership opportunities for all types of households**
 - The home offerings are intended to be without bias. The goal is to provide equal opportunities for first time home buyers, empty nesters, growing families, and working professionals alike.
- **Provide innovative new housing development near service centers and employers while maintaining proximity to neighborhood assets**
 - The Stroudwater area has a classic neighborhood feel to which this development intends to respect. It includes single family lot sizes within the range of those being proposed (both minimum and maximum). The area also lays claim to large employers such as Unum to which the convenience of new housing product might inspire employees to consider relocation to the city. Additionally, there is the Portland International Jetport a mere mile away and the Portland Transportation Center and Thompson's a manageable 2.5 mile travel via vehicle or trail making this location appealing to those who work remotely but choose Portland as their place to live and enjoy.
 - Innovation also shows through the intent to amend the current zone from R-1 to R-3. This is an attempt to reverse the trend of lower density in the outskirts of the city associated with sprawl, while respecting the existing housing stock in the area. The intended result is to provide as many new residents as is practical the opportunity to enjoy the unique amenities the Stroudwater area has to offer. An added benefit of the increase in density is the preserved access to several acres of shared green space within the parcel.
- **Utilize new technologies and materials to provide quality, efficient, and sustainable homes**
 - New residences will be constructed using high quality materials that provide ease of maintenance and operation, and consider the total life cycle a home experiences. Interior finish materials will be sensitive to the end users well-being with indoor air quality taking high priority.
 - The site will utilize innovative management techniques to control and treat run off as the site transitions from an historically agrarian impact to residential. Design will also respect natural topography and resources with intentions to preserve or improve those that could be pre-existing on the parcel.

In closing, this development should be viewed to provide some relief to the pressures of low housing inventories that some believe are hampering growth within the city. It will provide chances for those who want to relocate to or within this city, downsize or upsize, and/or transition from rental to homeownership. It will give Portland a chance to create a modern neighborhood to take pride in and will do so on a scale that should make noticeable differences in a relatively short timeframe at a price point that is attainable.

PURCHASE AND SALE AGREEMENT
(Real Estate)

Agreement made and entered into this day by and between ONEX CO., a/k/a Onex Company, a Maine business corporation having a mailing address of 399 Old Brunswick Rd., Bath, ME ("Seller") and DIVERSACORP, LLC, a Maine limited liability company having a mailing address of 5 Stone Pony Circle, Saco, ME, or its assigns ("Buyer"). In consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. **PURCHASE AND SALE OF PREMISES**. Seller agrees to sell and Buyer agrees to buy, on the terms and conditions hereinafter set forth, the land and buildings commonly known and designated as "Camelot Farm," located generally at 1700 Westbrook Street, Portland, Maine, and consisting of roughly 44.8 acres of real property, together with all improvements and fixtures thereon and all rights appurtenant thereto, being more particularly described in a Warranty Deed recorded in the Cumberland County Registry of Deeds in Book 14598, Page 346 (the "Deed") ("Premises" or "Property"). A copy of the deed is attached hereto as **EXHIBIT A** and made a part hereof. The description of the Premises in the Deed is understood to be general in nature and the description in the deed of conveyance contemplated herein shall be subject to approval by Buyer.

2. **PURCHASE PRICE**. Subject to any adjustments and prorations hereinafter described, Buyer agrees to pay for the Premises the sum of [REDACTED] payable as follows:

a. The sum of [REDACTED] as Deposit payable upon the signing of this Agreement by both parties ("Deposit"). This Deposit shall be held by ~~Camelot Farm, LLC~~ ("Escrow Agent") in a non-interest bearing account. It shall be applied as credit to the purchase price at closing or disposed of as set forth herein. In the event of a dispute over the return or forfeiture of any deposit held by the Escrow Agent, the Escrow Agent shall continue to hold the deposit until it has received a written release from the parties consenting to its disposition, or until a final order. Regardless of its representation of any party to this Agreement, Escrow Agent shall not, as Escrow Agent, have any responsibility or liability to any party beyond the proper disposition of the escrow funds actually paid over to it. All parties agree to indemnify and hold the Escrow Agent harmless from any and all costs, actions, failure to act, or payment or refusal to pay, so long as said actions are made in good faith and are not a result of willful misconduct, including any defense costs or attorney's fees. The Escrow Agent shall incur no liability in acting upon any signature, notice, request, waiver, consent or other document believed by the Escrow Agent to be genuine.

b. The BALANCE of the purchase price, the sum of [REDACTED] by bank check, wire transfer or equivalent, at the time of closing subject to adjustment and as set forth in the Prorations.

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3. **VESTING OF DEPOSIT.** The Deposit set forth in Section 3 above shall be refundable in full until the following occurrences, at which point, such portions of the deposit shall become non-refundable and shall vest in, and be released to, Seller: (a) [REDACTED] shall become non-refundable upon final approval of the subdivision plan by the City of Portland; (b) [REDACTED] shall become non-refundable upon satisfaction of the financing contingency set forth below.

4. **CLOSING.** The closing shall take place at the offices of Bergen & Parkinson, 62 Portland Road, Kennebunk, Maine within sixty (60) days after the later of: a) receipt of final subdivision approval from the City of Portland, or; b) satisfaction of any of the conditions precedent to buyers obligation to purchase set forth below. Notwithstanding the intended deadline set forth in the preceding sentence, Buyer and Seller agree that Buyer may extend the closing date up to sixty (60) additional days.

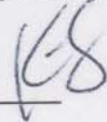
5. **TRANSFER OF TITLE.** Seller shall convey the Premises to Buyer at the closing in fee simple with good and marketable title, free and clear of liens and encumbrances, subject to the following:

a. Buyer shall have until thirty (30) days after the Effective Date to determine if title to the Premises is acceptable and notify Seller of the same. In the event that Buyer determines that Seller would be unable to convey title to the Premises as aforesaid and Buyer properly notifies Seller, then Seller shall have thirty (30) days notice from Buyer in which either to: notify Buyer that Seller via its own counsel shall remedy such title defects, to the satisfaction of Buyer's Counsel, at Seller's expense, or; notify Buyer that Seller shall reimburse Buyer at closing all Buyer's legal and other costs associated with remedying such title defects. If Seller fails to provide notice to Buyer within 30 days as set forth in the preceding sentence, then Seller hereby agrees that Buyer's costs of curing such title issues, including legal and other fees and costs, shall be offset against the purchase price at closing. Any period of time ninety (90) days after Seller received notice of a title defect, and the final recording or filing of any curative documents shall toll all deadlines and periods for any contingencies set forth anywhere in this agreement. In the event that said defects cannot be corrected or remedied within said time period to the satisfaction of Buyer's counsel, Buyer may terminate this Agreement by written notice to the parties and any non-vested portion of the Deposit shall be returned to Buyer. Buyer may, however, at its sole discretion elect to close notwithstanding such defects as may exist. Seller and Buyer understand and agree that any mortgages and liens on the Premises shall not be considered title defects provided that the same shall be discharged at or prior to the closing at Seller's expense. Seller may use purchase money proceeds for this purpose.

b. Seller agrees that it will not further encumber or permit to be encumbered the Premises by any liens, mortgages, attachments, covenants, restrictions or easements after the date of this Agreement.

c. At the closing, Seller shall execute and deliver to Buyer, against payment of the purchase price, a Quitclaim Deed with Covenants to the Premises, in accordance

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with the Short Form Deeds Act, 33 M.R.S.A. § 761 et seq., (the "Deed") together with a Bill of Sale for personal or intangible property, and such other rights as may be associated with the Property, if any. If Seller fails to execute and deliver a separate Bill of Sale or Assignments, then this Agreement shall be deemed to convey the same and this Provision survives closing, and in such instance, Seller hereby grants and assigns to Buyer all such personal property as of the date of Closing.

d. Seller further agrees to execute and deliver to Buyer at the closing such Affidavits and Certificates as are reasonably necessary for Buyer's acquisition and financing of the Premises, including without limitation a Certificate of Non-Foreign Status (as required by Internal Revenue Service regulations), an affidavit regarding underground storage tanks (as required by Maine Laws), and a title insurance "Seller's Affidavit" regarding mechanics liens and persons in possession.

e. Seller is a corporation and Seller certifies that it is duly authorized and validly existing under the Laws of the State of Maine and agrees to provide evidence satisfactory to Buyer of due organization, authority, and good standing, including an opinion of counsel evidencing the same, which opinion may be required at Buyer's sole discretion.

6. **CONDITION OF IMPROVEMENTS.** Improvements at the Premises shall be delivered to Buyer at closing in "broom clean" condition. The improvements shall be sold and conveyed strictly on an "as is", "where is" and "with all defects" basis. Notwithstanding the foregoing, Seller covenants that it has no knowledge that the improvements violate any federal, state, municipal or local statutes, laws, rules, regulations or ordinances, including, without limitation, those pertaining to land use (or permits issued in connection therewith), zoning, lead paint, urea formaldehyde foam insulation, asbestos, hazardous or toxic wastes or substances, pollutants, contaminants or other environmental matters. The provisions of this paragraph shall survive the Closing and delivery of the Deed (as hereinafter defined) or any expiration or termination of this Agreement.

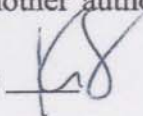
7. **RISK OF LOSS, DAMAGE AND INSURANCE.**

a. All risk of loss to the Premises prior to the closing shall be borne by Seller. Seller shall keep the Premises fully insured against fire and other extended coverage risks until the closing.

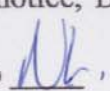
b. In the event that, prior to the closing, the improvements which are part of the Premises are destroyed or, in the opinion of Buyer, substantially damaged, Buyer may either (i) terminate this Agreement and receive back any non-vested earnest money deposit, or (ii) accept the insurance proceeds payable by reason of such damage, destruction or taking and close this transaction notwithstanding the same. Seller agrees and hereby assigns any proceeds payable pursuant hereto to Buyer, and shall name Buyer as an additional insured as Buyer's interest may appear.

8. **INSPECTION/DUE DILIGENCE.** So long as Buyer is accompanied by Seller's Broker or another authorized agent of the Broker and upon reasonable advance notice, Buyer

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may enter into any part of the Premises at all reasonable times prior to the closing in order to inspect the Premises, conduct surveys, soil tests and engineering studies and to do such things as are reasonably necessary with respect to its acquisition, improvement or development of the Premises. Nothing in this paragraph shall limit the inspections necessary to complete due diligence and to meet any contingencies precedent to Buyer's obligation to close as set forth below. Except as otherwise set forth elsewhere in this Agreement, Buyer shall have one hundred twenty (120) days within which to complete general due diligence.

9. **POSSESSION OF THE PREMISES AND LEASES.** The Premises shall be delivered to the Buyer at the time of the closing free and clear of all tenancies or occupancies by any person or entity.

10. **REPRESENTATIONS AND WARRANTIES OF SELLER.** Seller represents and warrants to Buyer that the following are true as of the date of this Agreement and will be true as of the closing:

a. Seller has no knowledge, after reasonable investigation, that the Premises violates any applicable laws, ordinances, or regulations.

b. Seller has no knowledge, after reasonable investigation, that the Premises contains any special wastes, underground storage tanks urea-formaldehyde foam insulation, radon, asbestos containing materials, lead-based paint, waste oil, petroleum and any other hazardous, biomedical, radioactive or toxic, substances, materials or wastes. The terms used in the foregoing sentence shall include, without limitation, all substances, materials, etc., designated by such terms under any laws, ordinances or regulations, whether federal, state or local. Notwithstanding the foregoing, Seller believes there is or may have been an underground oil storage tank located in the front yard of the Premises, being further described in the Disclosure Form Delivered to Buyer.

c. There are no outstanding pending or threatened liens, claims, rights of first refusal, or encumbrances against the Premises.

d. All outstanding bills and/or accounts payable concerning the Premises are either paid or will be paid prior to or at the time of closing.

e. There are no outstanding claims, losses or demands against Seller by any tenant or other person respecting Seller's ownership, use and/or occupancy of the Premises.

f. There are no leases on the Premises.

g. No portion of the Premises is currently classified as Farm land or Tree Growth under applicable provisions of Title 36 M.R.S.A.

h. The Premises, is classified as Open Space the City of Portland and shall be withdrawn from such classification prior to or at closing at Seller's expense. Seller may use purchase money proceeds for this purpose.

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i. To the best of Seller's knowledge, there are rights of ingress and egress in perpetuity from the Premises to public highways or roads for both vehicular and pedestrian traffic and utilities.

j. Seller has provided Buyer with a copy of a survey made by Nadeau & Lodge, Inc., dated Feb. 21, 2003 entitled "Plan Depicting the Results of a Standard Boundary Survey Made for Onex Company [sic], Southerly Sideline of Westbrook Street, Portland, Maine" (the "Onex Plan"). Other than encroachments listed on the Onex Plan, there are no known boundary disputes or other encroachments affecting the Premises. For the avoidance of doubt, Buyer's knowledge of encroachments on the Onex Plan is not a waiver of Buyer's right to require reasonable curative boundary work as a condition hereof.

k. Seller has transacted business under the name "Onex Co." as registered with the Maine Secretary of State, and also as "Onex Company," as identified in a certain deed by which it took title (CCRD Book 14598, Page 346), and Seller certifies that that "Onex Co." and "Onex Company" as listed on said deed are one and the same.

l. Seller shall obtain authorization from its shareholders to enter into this Agreement, and to take all actions required hereunder, and further, that any notices given in advance of such meeting for the approval of this agreement shall be timely and duly given in accordance with the Bylaws, and any other governing documents, of the Seller.

11. **DEFAULT AND REMEDIES.** Upon default by either party, the non-defaulting party shall have all rights and remedies available to it in equity or at law, including Buyer's right to specific performance under this Agreement.

12. **CONDITIONS PRECEDENT TO BUYER'S OBLIGATION TO CLOSE.** The obligation of Buyer to close is subject to the satisfaction at or before the closing of all of the following conditions:

a. All representations and warranties of Seller contained in this Agreement shall be true as of the closing.

b. Buyer may, at its sole option, order its own survey of the Property, and any boundary encroachments, whether on Buyer's survey, or the Onex Plan, or otherwise, shall have been cured.

c. Buyer shall have determined within the timeframe set forth in Section 5 above that Seller can convey title in form and substance satisfactory to Buyer and Buyer's counsel.

d. Within 240 days after the Effective Date, Buyer shall have satisfactorily completed all inspections, testing, permit applications, or other requirements necessary to receive subdivision approval ("Necessary Investigations"), it being understood that each such Necessary Investigation constitutes its own condition precedent.

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e. Within 300 days after the Effective Date, Buyer shall have received final subdivision approval, granted in full and without any remaining contingencies to be fulfilled. In the event this condition is not met at the end of 300 days, and provided further that Buyer has diligently pursued the same, then Buyer may extend this contingency deadline by 60 days by giving Seller or its agents notice thereof, and paying to Seller an additional \$5,000, which payment shall be in addition to the purchase price.

f. Within 60 days after final subdivision approval, Buyer shall have received financing for a mortgage loan in such amount and upon such terms and conditions as are satisfactory to Buyer.

g. Within the first 120 days after the Effective Date, Buyer shall have obtained an inspection of the Premises and determined them to be free of wetlands, endangered or threatened wildlife or plant habitats, coastal sand dunes, great ponds, rivers and streams and in compliance with all applicable laws, ordinances, and regulations. In the event the Premises or a portion thereof is determined to be in wetlands, etc. as described above, then so long as such condition does not materially or adversely impair the Buyer's development of the Premises then this condition shall be deemed satisfied.

h. Within 90 days after the Effective Date, Buyer shall have obtained a general building inspection of any structures on the Premises disclosing the Premises to be structurally sound (except for a leak in the roof, some rot in the exterior wood on the house, and some rotten wood in the stable, all as disclosed to the Buyer) and in good repair and all of the mechanical systems, including without limitation, plumbing, heating, electrical, drainage, water, sewer/septic to be in working order and repair and adequate to serve the premises, all to the satisfaction of the Buyer.

i. Within the first 90 days after the Effective Date, Buyer shall have obtained an environmental site assessment of the Premises disclosing the Premises to be free of urea-formaldehyde foam insulation, hazardous substances, underground storage tanks (other than as disclosed by the Buyer on Seller's Property Disclosure), asbestos containing materials, lead-based paint, radon and special wastes. The terms used in the foregoing sentence shall have those meanings ascribed to them under Federal, State and/or Local Law.

j. Within 60 days after final subdivision approval, Buyer shall have obtained an appraisal of the Premises with a valuation equal to or greater than the purchase price hereunder.

k. Prior to closing, any action by any officer, director, or shareholder of Seller, or any other party claiming via rights to, through, or associated with Seller challenging this Agreement or the proposed sale or subdivision development contemplated hereunder shall thereafter toll all deadlines set forth herein, which deadlines shall remain tolled until either final settlement, bonding off, or final adjudication of such matter, which, for the avoidance of doubt, includes the passage of any appeals period.

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1. Prior to closing, Seller shall have conducted necessary tests to locate the buried tank referenced in its disclosure, and shall have removed such tank at its sole expense in compliance with any applicable laws, evidence of which compliance is a condition precedent to closing.

13. **BROKERAGE**. Seller is responsible for the payment of all fees and commissions due any real estate brokers with respect to this transaction. Seller agrees to indemnify and hold Buyer harmless from any and all claims made by real estate brokers with respect to this transaction. This indemnity shall include all costs and expenses including attorney's fees incurred by Buyer in defense against any such claim, and shall include claims made post-closing.

14. **ADJUSTMENTS, PRORATIONS AND CLOSING COSTS**.

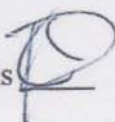
- a. Real estate taxes, assessments, rentals and utilities shall be prorated as of the closing.
- b. The Maine real estate transfer tax shall be paid by Seller and Buyer in accordance with 36 M.R.S.A. § 4641-A.
- c. The recording fee for the deed of conveyance will be paid by Buyer.
- d. A portion of the purchase price shall be withheld at the closing by Buyer if required by 36 M.R.S.A. § 5250-A.
- e. Utilities shall be prorated as of the closing date and Buyer shall reimburse Seller for any unused fuel oil or gas.
- f. Seller shall pay any penalties due to the City of Portland which relate to Seller's removal of the Premises from any Open Space, Tree Growth, Farmland, or other such tax program set forth under Title 36 of the Maine Revised Statutes.

15. **CONFIDENTIALITY**. Seller and Buyer covenant and agree to keep confidential the terms of the transaction contemplated hereby and not to disclose to any person either the fact that discussions or negotiations are taking place (other than Buyer's lender or attorney) concerning the acquisition of the Property or the substance or status thereof, except as is necessary to perform obligations pursuant hereto.

16. **MISCELLANEOUS**. The parties further agree as follows:

a. **Binding Agreement / Assignment**. This Agreement shall inure to the benefit of and shall be binding upon the parties hereto and their respective heirs, legal representatives, successors, and assigns. Buyer reserves the right to assign this Agreement to an entity to be formed.

b. **Joint & Several**. Seller shall refer to each selling party as their interests

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appear but each Seller shall be responsible for all warranties and representation on a joint and several basis.

c. Amendment. This Agreement shall not be changed in any respect except by written instrument signed by the parties hereto.

d. Governing Law / Jurisdiction. This Agreement and all rights and obligations hereunder, including matters of construction, validity, and performance, shall be governed by the laws of the State of Maine and parties recognize Maine as the courts of Cumberland County having sole forum having jurisdiction hereover.

e. Severability. If any term, condition, or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be held invalid or unenforceable according to the law, then the remaining terms, conditions, and provisions of his Agreement, or the application of any such invalid or unenforceable terms, condition or provision to persons or circumstances other than those to which it is held invalid or unenforceable shall not be affected thereby, and each term, condition, and provision of this Agreement shall be valid and enforced to the fullest extent permitted by law.

f. Headings. The descriptive headings of the sections of this Agreement have been inserted for the convenience and reference only and shall not control or affect the meaning or construction of any of the contents hereof.

g. Integration. This Agreement may be executed in multiple originals and embodies the entire understanding of the parties. All prior discussions and representations are merged herein.

h. Notice. Any demand or notice required or permitted hereunder, shall be effective if either: (i) hand-delivered to the addressee, or (ii) deposited in the mail, registered or certified, return receipt requested and postage prepaid, or delivered to a private express company addressed to the addressee: (A) at the address shown below, or (B) if such party has provided the other in writing with a change of address, at the last address so provided. Any notice or demand mailed as provided in this paragraph shall be deemed given and received on the earlier of: (i) the date received, or; (ii) the dated of delivery, refusal or non-delivery as indicated on the return receipt, if sent my mail or private express as provided above. All notices required to be given, or which may be given hereunder, shall be in writing and if mailed, shall be sent by mail to the party to be notified as follows:

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Seller:	Onex Co. Attn: Kerrin Dorne. 68 Old Farm Road Newton, MA 02459
With a copy to:	Alexandra E. Caulfield Drummond Woodsum 84 Marginal Way, Suite 600 Portland, Maine 04101-2480
Buyer:	Diversacorp, LLC Attn: Nate Libby 5 Stone Pony Cir. Saco, ME 04072
With Mandatory Copy To:	Jason G. Howe, Esq. Bergen & Parkinson, LLC 62 Portland Road, Suite 25 Kennebunk, ME 04043

or to such other addresses as one party may from time to time hereafter designate by like notice to the other.

i. Gender and Number. All words denoting gender or number shall be construed to include any other gender or number as the context and facts require.

j. Survival / Merger. All representations of Seller survive closing unless extinguished in writing by agreement of the parties signed at closing. For the avoidance of doubt, acceptance of the Deed by Buyer does not merge the provisions of this Agreement or satisfies all obligations and representations of Seller.

k. Time. Time is of the essence in this Agreement.

l. Survey. Survey means a map of a staked survey of the Real Property and Improvements constituting the Property prepared by a surveyor who prepared one or both of the Existing Surveys (as defined herein), such Survey to comply with the ALTA/ACSM Survey Requirements 1999 for ALTA/ACSM land title surveys jointly established and adopted in 1999, by the American Land Title Association, American Congress on Surveying and Mapping, and the National Society of Professional Engineers, including optional items 1, 2, 3, 4, 6, 7, 8, 9, 19 and 11 of Table "A" thereof, which meets the accuracy standards (as adopted by ALTA and ACSM and in effect on the date of the Survey), or a state standard which is comparable to the foregoing ALTA/ACSM standard.

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m. Professional Advice. Each party hereby acknowledges that they have read and understand this Agreement and have had an opportunity to obtain professional advice regarding the same.

n. Recording. Buyer reserves the right to record a memorandum of this agreement at the Cumberland County Registry of Deeds at its expense, and Seller agrees to sign a memorandum hereof.

o. Authority. Seller warrants and represents that it / they have full authority to execute this Agreement and perform all obligations contained herein. All such actions have been properly authorized by any required votes and the party signing on behalf of Seller is duly appointed to so act in said capacity to make this Agreement binding upon Seller.

p. Signatures/Counterparts. Facsimile or Electronic Signatures shall be deemed to be and treated as originals. This agreement may be signed in counterpart, the combination of which counterparts constitutes a binding final agreement.

q. Improvident Transfers. Seller warrants and represents that they have fully complied with the Improvident Transfer Act and that this Agreement is enforceable pursuant to the provisions thereof.

17. **AGREEMENT OF ESCROW AGENT**. In the event of any dispute regarding the disposition of the escrowed funds held by Escrow Agent, Escrow Agent shall have the right to deliver said funds to a court of competent jurisdiction and commence an interpleader action to determine the proper disposition of said funds. Seller and Buyer agree to reimburse Escrow Agent for all expenses incurred by Escrow Agent in the interpleader action, including, without limitation, attorney's fees. Seller and Buyer further agree to hold Escrow Agent harmless for any action taken in good faith pursuant to the terms of this Agreement.

(Signatures Below)

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IN WITNESS WHEREOF, Seller and Buyer have executed this Agreement as of this day of August 2016 ("Effective Date").

ONEX CO.
("Seller")

Witness Kevin Capen

By: [Signature]

Print Name: Kerrin Dorne
Its: Secretary
Thereunto Duly Authorized

DIVERSACORP, LLC
("Buyer")

Witness [Signature]

By: [Signature]

Nate Libby, its Manager
Thereunto Duly Authorized

(Exhibit A Below)

Nate Libby
(President)

Onex Initials [Signature]

Diversacorp [Signature]

EXHIBIT A

MAINE REAL ESTATE TAX PAID

P 1211 - Warranty deed, voluntary deed form, 11-43

0017208 BK14598P6346 JAMES BLUMBERG, INC., FARMINGTON

Warranty Deed

Peter J. Rogers and Mary K. Rogers
of Portland
(being married), for consideration paid,
grant to Onex Company, A Maine Corporation with a principal place of business
at 440 Forest Avenue
of Portland, Cumberland, County
with Warranty Covenants,
the land in Portland Cumberland, County, Maine.

See Exhibit A attached hereto and made a part hereof.

Witness our hands and seals this fourth day of March 1999

Peter J. Rogers Mary K. Rogers
Peter J. Rogers Mary K. Rogers

State of Maine, County of _____ ss.: March 4 1999

Then personally appeared the above named Peter J. Rogers and Mary K. Rogers
and acknowledged the foregoing instruments to be their free act and deed.

Before me, Rachel Davis ☐ Justice of the Peace
☐ Attorney at Law
☒ Notary Public

RACHEL DAVIS
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES MARCH 21, 2001

Onex Initials

Diversacorp

BK 14598PG347

EXHIBIT A

A certain lot or parcel of land, together with the buildings thereon, situated in Portland, in the County of Cumberland and State of Maine, in that part of Portland which was formerly Deering, on the southerly side of the road leading from Stroudwater Village, so-called, to Westbrook formerly called Saccarappa; being all and the same property which was conveyed to Allura S. Castner by Rufus T. Boothby and Frank P. Tibbetts, et als., by their deeds of warranty dated March 11, 1899, as recorded in Cumberland County Registry of Deeds in Book 671, Pages 424 and 425, said property being bounded and described in said deeds as follows:

Northerly by said road, easterly by land now or formerly of N.H. Dole and land of the heirs of M. Quimby, southerly by the Stroudwater River and westerly by land now or formerly of Royal Burnham, containing forty-eight (48) acres, more or less, reference being made to said deeds and the record thereof for a more particular description of the premises.

Excepting from the above described premises those parcels of land conveyed by the grantor by the following conveyances: On June 7, 1938 to Carroll E. Hackett, recorded in Cumberland County Registry of Deeds in Book 1548, Page 418; on April 25, 1949 to Granville F. Allen et al., recorded in said Registry of Deeds in Book 1952, Page 354; on May 28, 1954 to Portland Water District recorded in said Registry of Deeds in Book 2198, Page 386; on July 14, 1955 to Frederick A. Butts et al., recorded in said Registry of Deeds in Book 2236, Page 405; on November 4, 1956 to Rosamond J. Allen, recorded in said Registry of Deeds in Book 2325, Page 358; on November 14, 1957 to Rosamond J. Allen, recorded in said Registry of Deeds in Book 2386, Page 205.

This conveyance is made subject to a right of way over the above described land taken by the Portland Pipe Line Corporation by condemnation proceedings and recorded in Cumberland County Registry of Deeds in Book 1655, Page 294 to which reference is hereby made.

This conveyance is also subject to an easement granted to the Portland Water District recorded in the Cumberland County Registry of Deeds in Book 1399, Page 462 to which reference is hereby made.

This conveyance is also made subject to an easement for a sewer pipe granted to Frederick A. Butts et al. in deed recorded in Cumberland County Registry of Deeds in Book 2236, Page 405.

Also excepting and reserving from the above described premises another certain lot or parcel of land adjoining and to the south of land of Lillian E. Hackett, formerly of Carroll E. Hackett mentioned above. Said lot or parcel of land being bounded and described as follows: Beginning at the southwest corner of said Hackett land; thence southerly projecting the line marking the western boundary of the said Hackett land and which projection would form a 90 degree angle with said Westbrook Street, one hundred (100) feet to an iron stake; thence at an angle of 90 degrees 46' easterly ninety-seven and sixty-two hundredths (97.62) feet to an iron stake; thence northerly one hundred (100) feet to a stake at the southeasterly corner of said Hackett land; thence westerly ninety-seven and sixty-two hundredths (97.62) feet along southern boundary of said Hackett land to the point of beginning.

Meaning and intending to convey and hereby conveying the same premises conveyed to the Grantors by deed of Ruby H. Young dated October 27, 1860, recorded in the Cumberland County Registry of Deeds in Book 2574, Page 161.

RECEIVED
RECORDED REGISTRY OF DEEDS

1999 MAR -9 PM 3: 27

CUMBERLAND COUNTY

John B. O'Brien

M. K. L.
P. J. D.

Onex Initials

Diversacorp



Shukria Wiar <shukriaw@portlandmaine.gov>

Fwd: Timeline of Events to Date - Camelot Development

Michael Barton <michael.corbett.barton@gmail.com>

Thu, Jan 12, 2017 at 4:46 PM

To: Shukria Wiar <shukriaw@portlandmaine.gov>, William Savage <wsavage@acorn-engineering.com>

Shukria,

Thanks for meeting today. Below is a bullet point listing of the work and outreach completed to date with regard to the project at Camelot.

- July '16 - City Planning Staff Meeting - Initial plans discussed with Jeff L.
- August '16 - Outreach Began - Portland Trails, Stroudwater Village Association, Stroudwater Neighbors, and other constituents were alerted to our acquisition of the property and what the goals of the project were looking like.
- September 15, 2016 - Informal Neighborhood Meeting - Stroudwater Village Church. Approximately 20 residents came to here about the land acquisition and provide feedback. The attached aerial plan was reviewed.
 - <http://us8.campaign-archive2.com/?u=f5801912b6db760858312643c&id=1b6be18ebc>
 - This link is the SVA minutes published internally with some misinformation (lot size, target price). There is also some commentary within that is opinion based.
- October '16 - Plan Refinement - Feedback received from the meeting: preservation of green space, green buffer along Westbrook St, lot size comparable to surroundings on Westbrook St, access points to the site not being across from existing homes, etc was integrated into a concept plan dated 10/27 included on the attached showing 101-106 lots.
- October '16 - Additional Outreach Initiated - Response was to get something set up after the elections and before the holidays
- November '16 - Plan Refinement - Environmental, survey, and traffic studies were commissioned and information gathered.
- 11/23/16 - Preapplication Meeting - Minutes and attendees attached.
- December '16 - Plan refinement - Comments from the preapplication meeting were integrated into the plan as well as information compiled from the environmental survey. The result is the plan that is currently within the Zone Change Packet.
- December 10, 2016 - 10 AM - Informal Informational Meeting #2 - Met with residents at the Stroudwater Church to review the updated plan. The minutes from that meeting were emailed to you today.
- January 9, 2017 - 730 PM - Follow up meeting with the Stroudwater Village Association Board - Minutes not yet completed.

Please let me know if there is anything else I can do to help in the process.

Regards,

Mike Barton

(207) 939-5432

3 attachments

 **Camelot Village_Concept_8-17-16 (2).pdf**
3526K

 **Camelot Farms_Site Concept_10-27-16 (1).pdf**
3611K

 **Camelot - Pre-Application Meeting_11-23-16.pdf**
736K

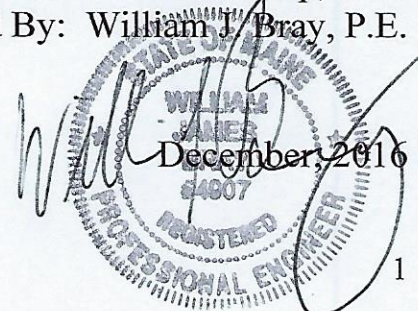
TRAFFIC IMPACT STUDY

FOR

PROPOSED

CAMELOT VILLAGE Residential Subdivision

Prepared For: Diversacorp, LLC
Prepared By: William J. Bray, P.E.



INTRODUCTION

Diversacorp, LLC is proposing a residential subdivision on the existing Camelot Farms property located on outer Westbrook Street in the City of Portland. The present development plan proposes 96 single-family house lots on the 45-acre parcel of land. Access to the proposed subdivision will be provided with construction of two proposed roadways that will be offered for public street acceptance. The most easterly street connection will intersect Westbrook Street directly opposite existing Swan Street and the second street access intersects Westbrook Street approximately 1,600 feet westerly.

The purpose of this study is to examine existing traffic conditions in the general vicinity of the proposed project, estimate the total number of site trips generated by the project, and make a determination as to whether the existing transportation system can safely accommodate the added traffic demand generated by the project.

EXISTING CONDITIONS

Existing Traffic: Manual turning movement counts were conducted at the following intersections on the dates noted in 2016:

1. Swan Street @ Westbrook Street - Thursday, October 20, 2016
2. Congress Street @ Westbrook Street - Thursday, October 27, 2016

All entering traffic at both intersections was recorded in 15-minute intervals between the hours of 7:00 and 9:00 AM and between 3:00 and 6:00 PM (Copies of the field data summary sheets are attached).

Traffic data collected during the month of October requires an adjustment to reflect “*peak*” travel conditions during the summer months of July and August. MaineDOT provides factors for adjusting traffic data collected during other periods of time. MaineDOT utilizes highway classifications of I, II, or III for all State and Local roadways. Group I roadways are defined as urban roadways or those roads that typically see commuter traffic and experience little fluctuation from week to week throughout the year. Group II roadways or arterial roads are those that see a combination of commuter and recreational traffic and; therefore, experience moderate fluctuations during the year. Group III roads or recreational roadways are typically used for recreational purposes and experience significant seasonal fluctuations. MaineDOT has designated both Westbrook and Congress Streets Group I roadways, which require the collected traffic data to be adjusted by a factor of approximately 1.08. Figure 1 illustratively depicts the estimated 2016 AM and PM design hour traffic conditions at both study intersections.

TRAFFIC ACCIDENTS

Existing Safety Trends: The Maine Department of Transportation’s (MaineDOT) Accident Records Section provided the latest three-year (2013 through 2015) crash data for the section of Westbrook Street (Congress Street to Westbrook City Line), a distance of 1.27 miles. Their report is summarized in Table 1, as follows, and attached as an appendix to the report:

Table 1
2013 -2015 Traffic Accident Summary
(Westbrook Street)

<u>Location</u>	<u>Total Crashes</u>	<u>Critical Rate Factor</u>
1. Westbrook Street @ Stroudwater Road	1	0.29
2. Westbrook Street @ Penrith Road	1	0.28
3. Westbrook Street @ Congress Street	30	0.92
4. Westbrook Street btw. Swan Street and Westbrook City Line	5	0.33
5. Westbrook Street btw. Swan Street and Buttonwood Ln.	2	0.31
6. Westbrook Street btw. Penrith Rd. and Congress Street	7	1.06

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 in the table presents, the incidence of traffic crashes occurring on the reviewed section of Westbrook Street does not meet MaineDOT's threshold criteria for identification of a high crash location.

SITE TRAFFIC

Site Trip Generation: Trip generation for the residential subdivision was determined based upon trip tables presented in the ninth edition of the Institute of Transportation Engineers "TRIP GENERATION" handbook. The ITE publication provides numerous land-use categories and the average volume of trips that are generated by each category. The following trip rates were used to calculate the trip generation of the proposed project:

Land Use #210 – Single-Unit Detached Housing

AM Peak Hour = 0.75 trips per dwelling unit
PM Peak Hour = 1.00 trips per dwelling unit

Accordingly, the proposed 96-lot residential subdivision can be expected to generate approximately 72 vehicle trips during the "morning" peak hour and an additional 96 trips in the "evening" peak hour.

Site Trip Distribution: The Institute of Transportation Engineers "TRIP GENERATION" handbook provides the following directional distribution rates for a single-family home during both noted peak hour time periods:

Land Use #210 – Single-Unit Detached Housing

AM Peak = 25% enter/75% exit
PM Peak = 63% enter/37% exit

Eighteen (18) trips in the AM peak hour and sixty (60) trips in the PM peak hour will enter the subdivision and the remaining trips (54 trips AM peak hour and 36 trips PM peak hour) will exit the subdivision.

Site Trip Composition: Trips generated by the proposed residential subdivision are assumed to be "new" or "primary" trips.

Site Trip Assignment: A travel model that replicates existing traffic patterns recorded for Swan Street were used in assigning vehicle trips generated by the proposed residential subdivision to the Westbrook Street corridor. The directional assignment percentages applied are presented as follows:

AM Peak Hour = 80% east/20% west
PM Peak Hour = 85% east/15% west

Figure 2 is a line diagram that depicts the assignment of the site generated traffic for both “peak” time periods.

FUTURE TRAFFIC

Annual Growth: The Traffic Impact Study has been prepared based upon a projected build-out year of 2022. MaineDOT’s historical traffic data for the sections of both Westbrook and Congress Streets in the Stroudwater neighborhood would suggest the appropriateness of zero growth in annual traffic for the corridor. However, to ensure a conservative assessment of traffic impact, the 2016 design hour traffic volumes were increased by an annual growth rate of 1% per year to approximate future 2022 design hour traffic conditions. Figure 3 presents the estimated 2022 design hour traffic forecasts for the study intersections.

Other Development Traffic: Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, yet are not opened, must be included in the estimate of pre-development traffic. Peak hour trips generated by the following projects were appropriately considered in developing an estimate of Other Development trips:

1. *The Dirigo Plaza Project*
2. *Northland Enterprises, LLC Office Development*
3. *Portland International Jetport Future Expansion*
4. *JCA Community Center*

Figure 4 provides an assignment of the trips generated by the noted projects through the study intersections.

2022 Pre-Development Traffic: 2022 Pre-Development traffic forecasts were prepared for the study intersections by combining the estimated 2022 design hour traffic forecasts depicted on Figure 3 with the Other Development trips presented on Figure 4. Figure 5 presents the 2022 pre-development traffic forecasts for the study intersections.

2022 Post-Development Traffic: 2022 Post-Development traffic forecasts were prepared for the study intersections by combining the 2022 Pre-Development travel forecasts illustrated on Figure 5 with the estimated site generated trips highlighted on Figure 2. Figure 6 presents the estimated 2022 Post-Development Traffic forecasts for the study intersections.

MOBILITY ANALYSIS

Capacity analyses of both 2022 Pre- and Post-Development traffic conditions were performed utilizing the Synchro and SimTraffic computer models. Levels of Service rankings are similar to the academic grading system, where an “A” is very good with little delay and “F” represents very poor conditions.

The following table summarizes the relationship between delay and Level of Service for a signalized intersection:

Level of Service Criteria for Signalized Intersections

<u>Level of Service</u>	<u>Total Control Delay (sec/veh)</u>
A	Up to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

Existing intersection geometry, traffic signal phasing, and timing improvements most recently completed by the City, were used in conducting the level of service assessment for the forecast 2022 Pre-Development travel condition. 2022 Post-Development conditions were assessed, again, based upon existing intersection geometry and recent traffic signal phasing improvements and optimization of signal timings currently operating at the intersection. The results of the separate capacity analyses are presented in the following table 2:

Table 2
Signalized Intersection Level of Service Summary
Congress Street @ Westbrook Street
(2022 Pre- and Post-Development Travel Conditions)

<u>Intersection/Approach</u>	2022 Pre-Development				2022 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	<u>Delay (sec.)</u>	<u>LOS</u>	<u>Delay (sec.)</u>	<u>LOS</u>	<u>Delay (sec.)</u>	<u>LOS</u>	<u>Delay (sec.)</u>	<u>LOS</u>
Congress Street @ Westbrook Street								
- Congress Street NB								
Left-Turn	36 sec.	D	45 sec.	D	41 sec.	D	52 sec.	D
Through Movement	26 sec.	C	46 sec.	D	30 sec.	C	43 sec.	D
Right-Turn	19 sec.	B	28 sec.	C	44 sec.	D	28 sec.	C
- Congress Street SB								
Through Movement	78 sec.	E	58 sec.	E	50 sec.	D	36 sec.	D
Right-Turn	75 sec.	E	66 sec.	E	42 sec.	D	41 sec.	D
- Westbrook Street EB								
Left-Turn	105 sec.	F	78 sec.	E	107 sec.	F	93 sec.	F
Through Movement	92 sec.	F	53 sec.	D	131 sec.	F	56 sec.	E
Right-Turn	86 sec.	F	21 sec.	C	89 sec.	F	16 sec.	B
- Westbrook Street WB								
Left-Turn	63 sec.	E	66 sec.	E	99 sec.	F	76 sec.	E
Through Movement	71 sec.	E	90 sec.	F	71 sec.	E	75 sec.	E
Right-Turn	n/a		47 sec.	D	22 sec.	C	49 sec.	D
Overall Intersection	71 sec.	E	80 sec.	E	57 sec.	E	56 sec.	E

The Congress Street/Westbrook Street intersection is projected to operate overall at Level of Service E travel conditions under both 2022 Pre-and Post-development travel conditions. Overall intersection delay values in excess of 70 seconds are expected under the forecast 2022 Pre-development travel condition. Traffic signal timing optimization improvements applied in completing the 2022 Post-Development level of service assessment demonstrate the overall benefits of future timing adjustments at the intersection.

The following table summarizes the relationship between delay and Level of Service for an unsignalized intersection:

Level of Service Criteria for Unsignalized Intersections

<u>Level of Service</u>	<u>Total Control Delay (sec/veh)</u>
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The following table 3 summarizes the relationship between delay and Level of Service for an unsignalized intersection:

Table 3
Level of Service Summary
2022 Pre and Post-Development Conditions

<u>Intersection/Approach</u>	<u>2022 Pre-Development</u>				<u>2022 Post-Development</u>			
	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>		<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay (sec.)</u>	<u>LOS</u>	<u>Delay (sec.)</u>	<u>LOS</u>	<u>Delay (sec.)</u>	<u>LOS</u>	<u>Delay (sec.)</u>	<u>LOS</u>
1. Westbrook Street/Swan Street (3-way intersection)								
- Westbrook Street EB	1 sec.	A	1 sec.	A	n/a	n/a	n/a	n/a
- Westbrook Street WB	1 sec.	A	1 sec.	A	n/a	n/a	n/a	n/a
- Swan Street	7 sec.	A	8 sec.	A	n/a	n/a	n/a	n/a
- Overall Intersection.	1 sec.	A	1 sec.	A	n/a	n/a	n/a	n/a
2. Westbrook Street/Subdivision East Access/Swan Street								
- Westbrook Street EB	n/a	n/a	n/a	n/a	3 sec.	A	1 sec.	A
- Westbrook Street WB	n/a	n/a	n/a	n/a	1 sec.	A	1 sec.	A
- Swan Street SB	n/a	n/a	n/a	n/a	8 sec.	A	13 sec.	B
- Subdivision East Access	n/a	n/a	n/a	n/a	7 sec.	A	5 sec.	A
- Overall Intersection	n/a	n/a	n/a	n/a	2 sec.	A	1 sec.	A
3. Westbrook Street/Subdivision West Access								
- Westbrook Street EB	n/a	n/a	n/a	n/a	1 sec.	A	1 sec.	A
- Westbrook Street WB	n/a	n/a	n/a	n/a	1 sec.	A	3 sec.	A
- Subdivision West Access	n/a	n/a	n/a	n/a	8 sec.	A	4 sec.	A
- Overall Intersection	n/a	n/a	n/a	n/a	1 sec.	A	2 sec.	A

Each of the three unsignalized study intersections highlighted in the preceding table are expected to operate at the “best” level of service (Level of Service A) experiencing very minimal overall intersection delay.

VEHICLE SIGHT DISTANCE

The Maine Department of Transportation’s Highway Entrance and Driveway Rules, require the following sight distances for a non-mobility roadway:

Sight Distance Standards

Speed Limit	Sight Distance
25 mph	200 feet
30	250
35	305
40	360
45	425
50	495
55	570

Sightline measurements were conducted at both proposed subdivision road intersections with Westbrook Street and compared with required sight distance standards promulgated by the Maine Department of Transportation. Westbrook Street is posted at 35mph across the full frontage of the proposed residential subdivision, requiring a minimum unobstructed sightline of 305 feet. Sightline measurements in excess of 400 feet were measured from the proposed centerline of both subdivision street connections with Westbrook Street.

AUXILIARY LANE WARRANT ANALYSIS

The Maine Department of Transportation has published a warrant for auxiliary left-turn lanes in their December 2004 Highway Design Manual. The warrants are predicated upon the volume of two-way traffic traveling on the designated highway and the volume of left-turning vehicles. Figure 8-19 (Posted Speed Limit of 40 mph) from MaineDOT's referenced design manual was used in conducting the analysis (A copy of the chart with the superimposed traffic values is attached as an appendix to the report). An analysis was completed to determine if predicted "build" left-turn entry volumes to both proposed subdivision streets from the westbound approach of Westbrook Street meet MaineDOT's design guidelines for a dedicated left-turn lane. The traffic values applied in conducting the analyses and the results are presented in the following table 4:

Table 4
Left-Turn Warrant Assessment
Westbrook Street at Subdivision Entrance(s)

<u>Lane Warrant Values</u>	<u>Easterly Subdivision Entrance</u>		<u>Westerly Subdivision Entrance</u>	
	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Va (Advancing Volume)	241	738	238	703
Vo (Opposing Volume)	728	283	711	272
Left-Turn Percentage	3%	4%	3%	3%
Warrant Status	Warrant Not Met	Warrant Not Met	Warrant Not Met	Warrant Not Met

The analysis suggests that a left-turn treatment at either proposed subdivision entrance isn't required based upon projected 2022 Post-Development travel conditions.

SUMMARY

1. The proposed 96-lot residential subdivision can be expected to generate a total of 72 vehicle trips during the AM peak hour and 96 trips in the afternoon peak hour. Eighteen (18) trips in the AM peak hour and sixty (60) trips in the PM peak hour will enter the subdivision and the remaining trips (54 trips AM peak hour and 36 trips PM peak hour) will exit the subdivision.

2. The three-year (2013 through 2015) roadway safety audit completed for the 1.27-mile section of Westbrook Street (Westbrook City Line to Congress Street) shows the frequency of reported traffic crashes at each reviewed street intersection and road section is below MaineDOT's criteria for identification of a High Crash Location.
3. The Congress Street/Westbrook Street signalized intersection is projected to operate overall at Level of Service E under forecast 2022 Pre- and Post-development traffic conditions. Expected vehicle delay values in excess of 70 seconds will occur in both peak hour time periods under Pre-development traffic loadings. The projected 2022 Post-development travel condition was tested incorporating optimized traffic signal timing changes to the intersection operation. The analysis demonstrates that an improvement in overall intersection delay can be achieved with minor adjustments in traffic signal timing. Overall vehicle delay is reduced to less than 60 seconds in both peak hour time periods, and the intersection can be expected to operate near Level of Service D travel conditions.
4. Traffic operations at both proposed street intersections with Westbrook Street will operate at the "best" level of service (Level of Service A) under forecast 2022 Post-development travel conditions.
5. The Maine Department of Transportation has published a warrant for auxiliary left-turn lanes in their December 2004 Highway Design Manual. The warrants are predicated upon the volume of two-way traffic traveling on the designated highway and the volume of left-turning vehicles. 2022 Post-development traffic projections at both proposed street entrance intersections with Westbrook Street were evaluated based upon MaineDOT standards and it was found that projected left-turn volumes at both street entrance intersections do not satisfy MaineDOT warrants for left-turn treatment.
6. Sightline measurements recorded at the centerline of both proposed subdivision street intersections at Westbrook Street exceed MaineDOT's non-mobility highway standard of 305 feet for a posted speed limit of 35mph.

Portland: Westbrook & Swan
 Thursday October 20, 2016
 Sunny with some clouds
 Count By: Dawn-Marie Fahey

File Name : Portland Westbrook & Swan AM 102016
 Site Code : 00102016
 Start Date : 10/20/2016
 Page No : 5

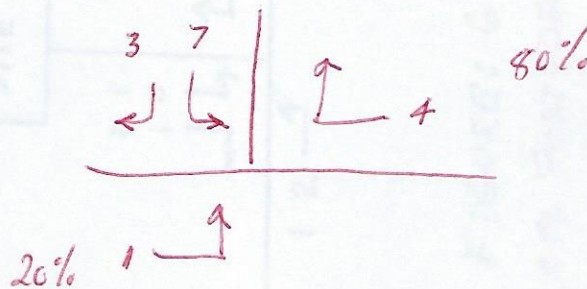
	Swan From North			Westbrook Street From East			Westbrook Street From West			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	2	3	1	49	50	162	1	163	216
07:30 AM	1	2	3	1	44	45	123	0	123	171
07:45 AM	1	2	3	1	40	41	161	0	161	205
08:00 AM	0	1	1	1	42	43	137	0	137	181
Total Volume	3	7	10	4	175	179	583	1	584	773
% App. Total	30	70		2.2	97.8		99.8	0.2		
PHF	.750	.875	.833	1.00	.893	.895	.900	.250	.896	.895

x 1.08

3 7

4 189
 30% 70%

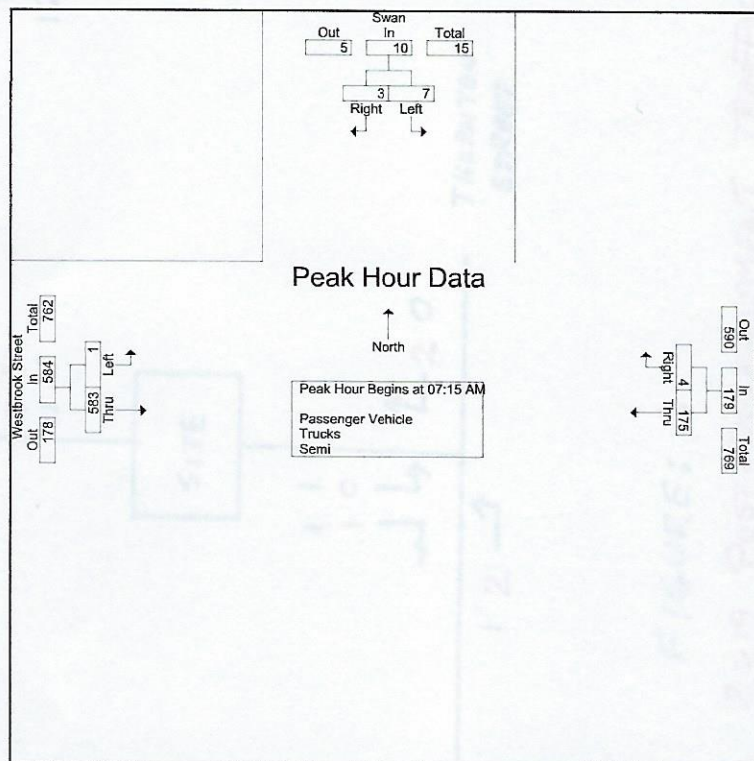
630 1



101
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 101
 1000
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Portland: Westbrook & Swan
Thursday October 20, 2016
Sunny with some clouds
Count By: Dawn-Marie Fahey

File Name : Portland Westbrook & Swan AM 102016
Site Code : 00102016
Start Date : 10/20/2016
Page No : 6

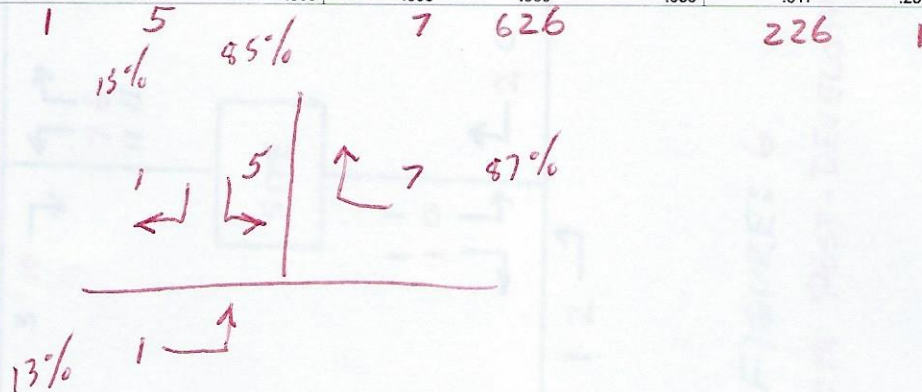


Portland: Westbrook & Swan
 Thursday October 20, 2016
 Cloudy
 Count By: Dawn-Marie Fahey

File Name : Portland Westbrook & Swan PM 102016
 Site Code : 01102016
 Start Date : 10/20/2016
 Page No : 5

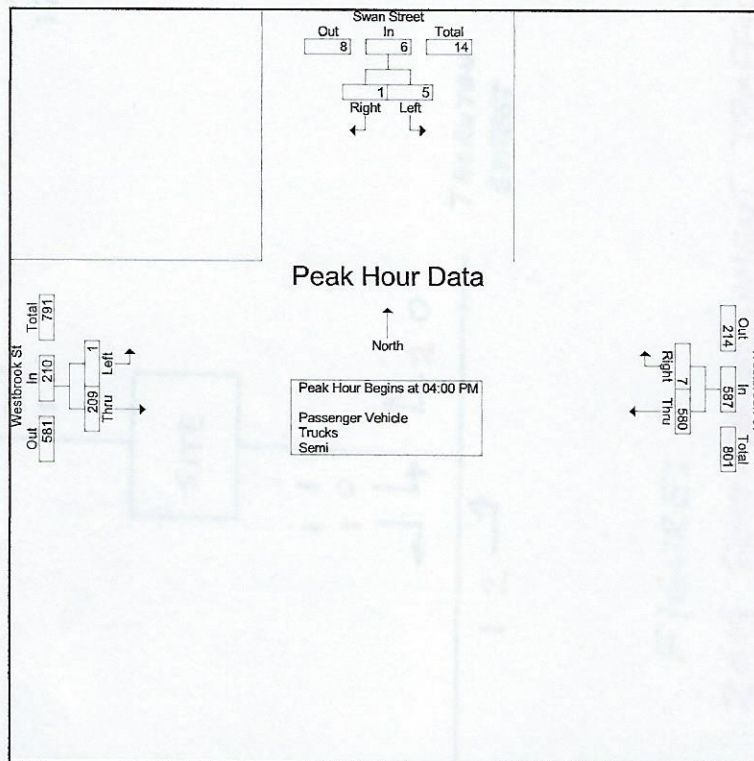
	Swan Street From North			Westbrook St From East			Westbrook St From West			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	3	3	3	138	141	56	0	56	200
04:15 PM	0	1	1	3	150	153	57	0	57	211
04:30 PM	0	1	1	1	151	152	52	0	52	205
04:45 PM	1	0	1	0	141	141	44	1	45	187
Total Volume	1	5	6	7	580	587	209	1	210	803
% App. Total	16.7	83.3		1.2	98.8		99.5	0.5		
PHF	.250	.417	.500	.583	.960	.959	.917	.250	.921	.951

x1.08



Portland: Westbrook & Swan
 Thursday October 20, 2016
 Cloudy
 Count By: Dawn-Marie Fahey

File Name : Portland Westbrook & Swan PM 102016
 Site Code : 01102016
 Start Date : 10/20/2016
 Page No : 6



Portland Westbrook & Congress
 Thursday October 27, 2016
 Cloudy
 Count By: Dawn-Marie & Patrick

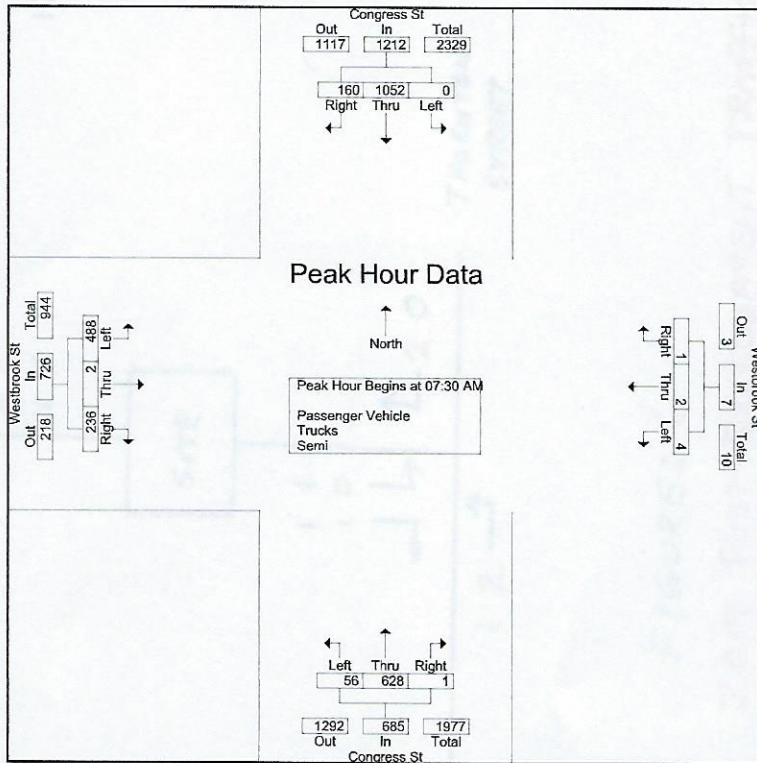
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 Site Code : 00192716
 Start Date : 10/27/2016
 Page No : 5

	Congress St From North				Westbrook St From East				Congress St From South				Westbrook St 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	53	270	0	323	0	0	1	1	0	166	15	181	54	0	111	165	670
07:45 AM	32	297	0	329	0	2	2	4	0	136	11	147	62	2	120	184	664
08:00 AM	34	249	0	283	0	0	0	0	0	142	12	154	74	0	125	199	636
08:15 AM	41	236	0	277	1	0	1	2	1	184	18	203	46	0	132	178	660
Total Volume	160	1052	0	1212	1	2	4	7	1	628	56	685	236	2	488	726	2630
% App. Total	13.2	86.8	0		14.3	28.6	57.1		0.1	91.7	8.2		32.5	0.3	67.2		
PHF	.755	.886	.000	.921	.250	.250	.500	.438	.250	.853	.778	.844	.797	.250	.924	.912	.981

x 1.08 173 1136 0 1 2 4 1 678 60 255 2 527

Portland Westbrook & Congress
 Thursday October 27, 2016
 Cloudy
 Count By: Dawn-Marie & Patrick

File Name : Portland Westbrook & Congress Merge 7-9 102716
 Site Code : 00192716
 Start Date : 10/27/2016
 Page No : 6



Portland Westbrook & Congress PM
 Thursday October 27, 2016
 Rain
 Count By: Dawn-Marie & Patrick

File Name : Portland Westbrook & Congress Merge PM 102716
 Site Code : 01102716
 Start Date : 10/27/2016
 Page No : 5

	Congress St From North				Westbrook St From East				Congress St From South				Westbrook St 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	118	313	0	431	0	0	3	3	0	295	63	358	22	1	53	76	868
04:45 PM	117	252	0	369	1	0	1	2	0	303	54	357	16	0	40	56	784
05:00 PM	131	263	0	394	0	0	0	0	1	278	50	329	18	0	51	69	792
05:15 PM	125	244	0	369	1	1	2	4	1	265	44	310	22	0	42	64	747
Total Volume	491	1072	0	1563	2	1	6	9	2	1141	211	1354	78	1	186	265	3191
% App. Total	31.4	68.6	0		22.2	11.1	66.7		0.1	84.3	15.6		29.4	0.4	70.2		
PHF	.937	.856	.000	.907	.500	.250	.500	.563	.500	.941	.837	.946	.886	.250	.877	.872	.919

530 1158

2 1 6

2 1232 228

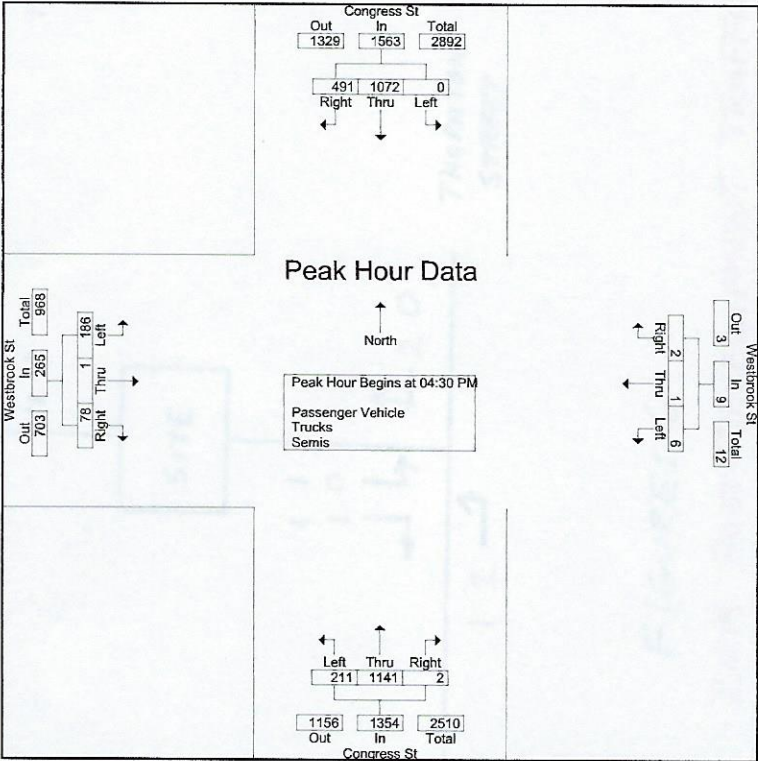
84 1 201

Seasonal

Adjustment = 1.08

Portland Westbrook & Congress PM
 Thursday October 27, 2016
 Rain
 Count By: Dawn-Marie & Patrick

File Name : Portland Westbrook & Congress Merge PM 102716
 Site Code : 01102716
 Start Date : 10/27/2016
 Page No : 6



SWAN
STREET

CONGRESS
STREET

(5)
7
3

192 (627)

4 (7)
189 (626)

173 (530)
1136 (1158)

1 (2)
2 (1)
4 (6)

(227) 651

(1) 1
(226) 650

STREET

(201) 527
(1) 2
(84) 255

(228) 60
(1232) 678
(2) 1

PROPOSED
CAMELOT
VILLAGE

LEGEND

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

2016 DESIGN HOUR TRAFFIC

FIGURE 1

Project Name and Location
CAMELOT VILLAGE
PORTLAND, MAINE

DATE: DECEMBER, 2016

FIGURE: 1

TRAFFIC SOLUTIONS
235 BURGOT STREET, PORTLAND, MAINE 04103-1730

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SWAN
STREET

CONGRESS
STREET

WESTBROOK
STREET

STREET

PROPOSED
CAMELOT
VILLAGE

6 (2)
6 (20)

(4) 2
(5) 2

(3) 5
(12) 17

(12) 17
(4) 2

(2) 6
(19) 26

6 (20)
8 (31)

10 (36)

0 (0)

(15) 4

(22) 28
(0) 0
(9) 15

LEGEND

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

SITE TRIP ASSIGNMENT

FIGURE 2

SWAN
STREET

CONGRESS
STREET

(5)
7
3

4 (7)
198 (657)

182 (557)
1193 (1216)
1 (2)
2 (1)
4 (6)

201 (658)

(238) 684

(1) 1
(237) 683

STREET

(211) 553
(1) 2
(88) 268

(239) 63
(1294) 712
(2) 1

PROPOSED
CAMELOT
VILLAGE

LEGEND

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

2022 DESIGN HOUR TRAFFIC

FIGURE 3

CAMELOT VILLAGE
PORTLAND, MAINE

DATE: DECEMBER, 2016

FIGURE: 3

TRAFFIC SOLUTIONS
235 BANCROFT STREET, PORTLAND, MAINE 04102-1730

SWAN
STREET

CONGRESS
STREET

WESTBROOK
STREET

(25) 23 →

→ 25 (23)

(25) 23 →

PROPOSED
CAMELOT
VILLAGE

(8) 8

(11) 15

9 (9)
81 (49)

(7) 4
(84) 32

LEGEND

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

OTHER DEVELOPMENT TRAFFIC

FIGURE 4

CAMELOT VILLAGE
PORTLAND, MAINE
DATE: DECEMBER, 2016

FIGURE: 4

TRAFFIC SOLUTIONS
235 BANCROFT STREET, PORTLAND, MAINE 04102-1750

SWAN
STREET

CONGRESS
STREET

WESTBROOK
STREET

(263) 707 →

→ 226 (681)

→ 7 (5)
→ 2 (5)

→ 4 (7)
→ 223 (680)

→ 191 (566)
→ 1274 (1265)

→ 1 (2)
→ 2 (1)
→ 4 (6)

→ (1) 1
→ (262) 706

→ (219) 561
→ (1) 2
→ (99) 283

→ (246) 67
→ (1378) 744
→ (2) 1

PROPOSED
CAMELOT
VILLAGE

LEGEND

XX = AM PEAK HOUR

(XX) = PM PEAK HOUR

2022 PRE-DEVELOPMENT TRAFFIC

FIGURE 5

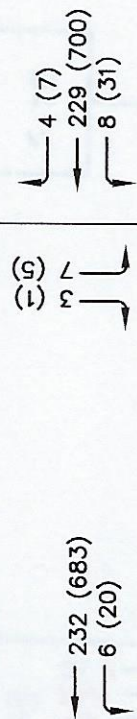
CAMELOT VILLAGE
PORTLAND, MAINE
DATE: DECEMBER, 2018

FIGURE: 5

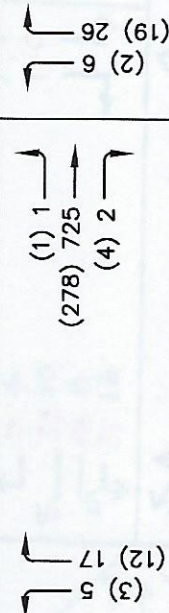
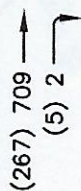
TRAFFIC SOLUTIONS
235 BANCROFT STREET, PORTLAND, MAINE 04102-1720

SWAN
STREET

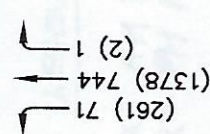
CONGRESS
STREET



WESTBROOK
STREET



STREET



PROPOSED
CAMELOT
VILLAGE

LEGEND

XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

2022 POST-DEVELOPMENT TRAFFIC

FIGURE 6

Project Name and Location
CAMELOT VILLAGE
PORTLAND, MAINE
DATE: DECEMBER, 2016

FIGURE: 6

TRAFFIC SOLUTIONS
235 BANCROFT STREET, PORTLAND, MAINE 04102-1720

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Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:55	6:55	6:55	6:55	6:55	6:55
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3038	2966	2983	3062	2973	3005
Vehs Exited	3010	2955	2989	3006	2959	2985
Starting Vehs	63	69	72	41	68	62
Ending Vehs	91	80	66	97	82	85
Travel Distance (mi)	843	827	833	846	827	835
Travel Time (hr)	126.2	153.9	130.1	96.7	106.7	122.7
Total Delay (hr)	97.4	125.6	101.7	67.8	78.4	94.2
Total Stops	2762	2762	2620	2680	2548	2675
Fuel Used (gal)	55.0	61.0	55.6	48.2	49.8	53.9

Interval #0 Information Seeding

Start Time 6:55
End Time 7:00
Total Time (min) 5
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
End Time 8:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	3038	2966	2983	3062	2973	3005
Vehs Exited	3010	2955	2989	3006	2959	2985
Starting Vehs	63	69	72	41	68	62
Ending Vehs	91	80	66	97	82	85
Travel Distance (mi)	843	827	833	846	827	835
Travel Time (hr)	126.2	153.9	130.1	96.7	106.7	122.7
Total Delay (hr)	97.4	125.6	101.7	67.8	78.4	94.2
Total Stops	2762	2762	2620	2680	2548	2675
Fuel Used (gal)	55.0	61.0	55.6	48.2	49.8	53.9

3: Congress & Westbrook/Westbrook Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	183.2	251.3	177.3	0.1	0.1	0.1	0.3	0.6	0.4	0.7	0.8	50.4
Total Del/Veh (s)	107.2	130.7	89.0	98.6	71.3	22.7	40.7	29.6	44.2	50.4	42.0	57.4

Total Network Performance

Denied Del/Veh (s)	50.4
Total Del/Veh (s)	59.5

Intersection: 3: Congress & Westbrook/Westbrook

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	T	TR
Maximum Queue (ft)	742	175	40	304	656	715	713
Average Queue (ft)	692	145	7	53	373	500	466
95th Queue (ft)	807	230	29	170	587	730	692
Link Distance (ft)	695		635	699	699	717	717
Upstream Blk Time (%)	55			0	0	2	2
Queuing Penalty (veh)	0			0	0	0	0
Storage Bay Dist (ft)		150					
Storage Blk Time (%)	58	3					
Queuing Penalty (veh)	164	14					

Network Summary

Network wide Queuing Penalty: 178

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:55	6:55	6:55	6:55	6:55	6:55
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1028	993	971	1040	984	1004
Vehs Exited	1027	1002	969	1046	986	1006
Starting Vehs	12	16	13	25	16	15
Ending Vehs	13	7	15	19	14	12
Travel Distance (mi)	436	423	413	439	416	425
Travel Time (hr)	16.0	15.4	15.1	16.2	15.2	15.6
Total Delay (hr)	1.2	1.1	1.1	1.2	1.1	1.1
Total Stops	70	80	72	81	67	76
Fuel Used (gal)	12.9	12.5	12.3	13.2	12.2	12.6

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1028	993	971	1040	984	1004
Vehs Exited	1027	1002	969	1046	986	1006
Starting Vehs	12	16	13	25	16	15
Ending Vehs	13	7	15	19	14	12
Travel Distance (mi)	436	423	413	439	416	425
Travel Time (hr)	16.0	15.4	15.1	16.2	15.2	15.6
Total Delay (hr)	1.2	1.1	1.1	1.2	1.1	1.1
Total Stops	70	80	72	81	67	76
Fuel Used (gal)	12.9	12.5	12.3	13.2	12.2	12.6

3: Site Drive 2 & Westbrook St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Del/Veh (s)	2.6	0.4	6.6	8.4	2.3

7: Site Drive 1 & Westbrook St Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.6	0.0	0.1	0.4
Total Del/Veh (s)	0.5	1.0	7.5	0.8

Total Network Performance

Denied Del/Veh (s)		0.5
Total Del/Veh (s)		3.5

Intersection: 3: Site Drive 2 & Westbrook St

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	51	59	36
Average Queue (ft)	4	23	9
95th Queue (ft)	25	52	32
Link Distance (ft)	252	172	171
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Site Drive 1 & Westbrook St

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	42	49
Average Queue (ft)	5	15
95th Queue (ft)	26	42
Link Distance (ft)	1609	187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	3	4	5	7	Avg
Start Time	6:55	6:55	6:55	6:55	6:55	6:55
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3022	2960	3004	2971	3086	3008
Vehs Exited	2978	2943	2939	2961	3055	2975
Starting Vehs	65	56	48	68	67	60
Ending Vehs	109	73	113	78	98	93
Travel Distance (mi)	835	822	825	827	855	833
Travel Time (hr)	151.4	143.3	137.0	105.6	138.6	135.2
Total Delay (hr)	122.9	115.2	108.8	77.3	109.3	106.7
Total Stops	3316	2909	3243	2823	3020	3062
Fuel Used (gal)	61.2	58.4	57.2	49.6	58.2	56.9

Interval #0 Information Seeding

Start Time 6:55
End Time 7:00
Total Time (min) 5
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
End Time 8:00
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	3	4	5	7	Avg
Vehs Entered	3022	2960	3004	2971	3086	3008
Vehs Exited	2978	2943	2939	2961	3055	2975
Starting Vehs	65	56	48	68	67	60
Ending Vehs	109	73	113	78	98	93
Travel Distance (mi)	835	822	825	827	855	833
Travel Time (hr)	151.4	143.3	137.0	105.6	138.6	135.2
Total Delay (hr)	122.9	115.2	108.8	77.3	109.3	106.7
Total Stops	3316	2909	3243	2823	3020	3062
Fuel Used (gal)	61.2	58.4	57.2	49.6	58.2	56.9

3: Congress & Westbrook/Westbrook Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	160.4	143.0	158.5	0.1	0.1		0.3	0.7	1.2	20.9	21.0	53.4
Total Del/Veh (s)	104.8	92.3	85.9	62.6	70.9		35.8	25.6	19.4	78.3	74.9	69.1

Total Network Performance

Denied Del/Veh (s)	53.4
Total Del/Veh (s)	71.2

Intersection: 3: Congress & Westbrook/Westbrook

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	T	TR
Maximum Queue (ft)	734	175	36	110	629	741	724
Average Queue (ft)	677	154	7	42	325	594	576
95th Queue (ft)	839	226	28	86	524	859	856
Link Distance (ft)	695		635	699	699	717	717
Upstream Blk Time (%)	53				0	24	27
Queuing Penalty (veh)	0				0	0	0
Storage Bay Dist (ft)		150					
Storage Blk Time (%)	56	3					
Queuing Penalty (veh)	158	20					

Network Summary

Network wide Queuing Penalty: 178

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:55	6:55	6:55	6:55	6:55	6:55
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1005	1004	936	906	902	950
Vehs Exited	1002	1006	936	904	904	950
Starting Vehs	5	8	9	3	8	6
Ending Vehs	8	6	9	5	6	6
Travel Distance (mi)	210	211	197	189	189	199
Travel Time (hr)	7.5	7.6	7.0	6.7	6.8	7.1
Total Delay (hr)	0.5	0.5	0.4	0.3	0.4	0.4
Total Stops	12	8	6	12	6	9
Fuel Used (gal)	6.4	6.4	5.9	5.7	5.8	6.0

Interval #0 Information Seeding

Start Time	6:55
End Time	7:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1005	1004	936	906	902	950
Vehs Exited	1002	1006	936	904	904	950
Starting Vehs	5	8	9	3	8	6
Ending Vehs	8	6	9	5	6	6
Travel Distance (mi)	210	211	197	189	189	199
Travel Time (hr)	7.5	7.6	7.0	6.7	6.8	7.1
Total Delay (hr)	0.5	0.5	0.4	0.3	0.4	0.4
Total Stops	12	8	6	12	6	9
Fuel Used (gal)	6.4	6.4	5.9	5.7	5.8	6.0

3: Westbrook St & Swan Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.6	0.2	0.1	0.5
Total Del/Veh (s)	0.9	0.1	7.3	0.7

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	1.1

Intersection: 3: Westbrook St & Swan

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	170
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	6	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3605	3578	3602	3521	3629	3588
Vehs Exited	3579	3554	3595	3499	3625	3570
Starting Vehs	61	65	85	65	81	72
Ending Vehs	87	89	92	87	85	88
Travel Distance (mi)	1002	995	1005	980	1012	999
Travel Time (hr)	182.0	192.7	148.5	171.6	183.1	175.6
Total Delay (hr)	147.5	158.5	114.0	137.9	148.4	141.2
Total Stops	3762	3714	3440	3537	3797	3649
Fuel Used (gal)	73.7	76.0	65.6	70.3	74.7	72.1

Interval #0 Information Seeding

Start Time 4:25
End Time 4:30
Total Time (min) 5
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 4:30
End Time 5:30
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	6	Avg
Vehs Entered	3605	3578	3602	3521	3629	3588
Vehs Exited	3579	3554	3595	3499	3625	3570
Starting Vehs	61	65	85	65	81	72
Ending Vehs	87	89	92	87	85	88
Travel Distance (mi)	1002	995	1005	980	1012	999
Travel Time (hr)	182.0	192.7	148.5	171.6	183.1	175.6
Total Delay (hr)	147.5	158.5	114.0	137.9	148.4	141.2
Total Stops	3762	3714	3440	3537	3797	3649
Fuel Used (gal)	73.7	76.0	65.6	70.3	74.7	72.1

3: Congress & Westbrook/Westbrook Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.6	0.3	3.6	0.1	0.1	0.1	169.8	167.2	102.7	14.2	15.0	79.5
Total Del/Veh (s)	77.5	53.0	20.5	66.2	89.7	46.6	45.1	46.2	28.0	58.4	65.6	54.6

Total Network Performance

Denied Del/Veh (s)	79.5
Total Del/Veh (s)	57.0

Intersection: 3: Congress & Westbrook/Westbrook

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	T	TR
Maximum Queue (ft)	432	175	40	725	743	757	767
Average Queue (ft)	231	91	12	701	714	656	677
95th Queue (ft)	383	204	37	824	760	857	857
Link Distance (ft)	695		635	699	699	717	717
Upstream Blk Time (%)				22	52	14	29
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)		150					
Storage Blk Time (%)	31	0					
Queuing Penalty (veh)	31	0					

Network Summary

Network wide Queuing Penalty: 31

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	927	991	981	947	893	947
Vehs Exited	929	991	980	950	890	947
Starting Vehs	7	3	4	9	5	5
Ending Vehs	5	3	5	6	8	5
Travel Distance (mi)	195	207	205	198	186	198
Travel Time (hr)	7.0	7.4	7.4	7.1	6.6	7.1
Total Delay (hr)	0.4	0.4	0.5	0.4	0.3	0.4
Total Stops	10	3	5	5	9	6
Fuel Used (gal)	5.9	6.3	6.3	6.0	5.6	6.0

Interval #0 Information Seeding

Start Time	4:25
End Time	4:30
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	927	991	981	947	893	947
Vehs Exited	929	991	980	950	890	947
Starting Vehs	7	3	4	9	5	5
Ending Vehs	5	3	5	6	8	5
Travel Distance (mi)	195	207	205	198	186	198
Travel Time (hr)	7.0	7.4	7.4	7.1	6.6	7.1
Total Delay (hr)	0.4	0.4	0.5	0.4	0.3	0.4
Total Stops	10	3	5	5	9	6
Fuel Used (gal)	5.9	6.3	6.3	6.0	5.6	6.0

3: Westbrook St & Swan Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.5	0.1	0.5
Total Del/Veh (s)	0.3	0.4	8.3	0.4

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	1.1

Intersection: 3: Westbrook St & Swan

Movement	WB	SB
Directions Served	TR	LR
Maximum Queue (ft)	16	30
Average Queue (ft)	1	5
95th Queue (ft)	12	24
Link Distance (ft)	247	170
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Westbrook St & Swan

Movement	WB	SB
Directions Served	TR	LR
Maximum Queue (ft)	16	30
Average Queue (ft)	1	5
95th Queue (ft)	12	24
Link Distance (ft)	247	170
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3618	3668	3632	3542	3651	3624
Vehs Exited	3567	3625	3628	3522	3633	3595
Starting Vehs	53	62	78	70	79	70
Ending Vehs	104	105	82	90	97	96
Travel Distance (mi)	999	1015	1014	986	1016	1006
Travel Time (hr)	144.9	160.9	151.8	145.4	94.8	139.6
Total Delay (hr)	110.5	126.0	117.0	111.5	59.7	105.0
Total Stops	3152	3215	3094	3016	3184	3132
Fuel Used (gal)	64.2	68.3	66.3	63.9	53.2	63.2

Interval #0 Information Seeding

Start Time	4:25
End Time	4:30
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	3618	3668	3632	3542	3651	3624
Vehs Exited	3567	3625	3628	3522	3633	3595
Starting Vehs	53	62	78	70	79	70
Ending Vehs	104	105	82	90	97	96
Travel Distance (mi)	999	1015	1014	986	1016	1006
Travel Time (hr)	144.9	160.9	151.8	145.4	94.8	139.6
Total Delay (hr)	110.5	126.0	117.0	111.5	59.7	105.0
Total Stops	3152	3215	3094	3016	3184	3132
Fuel Used (gal)	64.2	68.3	66.3	63.9	53.2	63.2

3: Congress & Westbrook/Westbrook Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.5	0.4	3.7	0.1	0.1	0.1	131.9	126.7	61.4	1.6	1.9	55.9
Total Del/Veh (s)	93.4	56.1	16.1	76.3	75.2	49.3	52.1	43.2	27.9	36.4	41.2	43.5

Total Network Performance

Denied Del/Veh (s)	55.9
Total Del/Veh (s)	45.9

Intersection: 3: Congress & Westbrook/Westbrook

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	T	TR
Maximum Queue (ft)	458	250	44	721	747	740	748
Average Queue (ft)	243	91	13	663	703	479	532
95th Queue (ft)	399	242	39	920	810	729	785
Link Distance (ft)	695		635	699	699	717	717
Upstream Blk Time (%)				21	47	2	6
Queuing Penalty (veh)				0	0	0	0
Storage Bay Dist (ft)		150					
Storage Blk Time (%)	41						
Queuing Penalty (veh)	40						

Network Summary

Network wide Queuing Penalty: 40

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:25	4:25	4:25	4:25	4:25	4:25
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1092	1077	1073	998	975	1043
Vehs Exited	1098	1067	1066	999	976	1043
Starting Vehs	21	16	12	19	16	15
Ending Vehs	15	26	19	18	15	18
Travel Distance (mi)	457	450	448	421	411	437
Travel Time (hr)	16.9	16.6	16.4	15.3	15.0	16.0
Total Delay (hr)	1.3	1.2	1.2	1.0	0.9	1.1
Total Stops	56	76	66	54	41	58
Fuel Used (gal)	13.8	13.6	13.5	12.7	12.3	13.2

Interval #0 Information Seeding

Start Time 4:25
End Time 4:30
Total Time (min) 5
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 4:30
End Time 5:30
Total Time (min) 60
Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1092	1077	1073	998	975	1043
Vehs Exited	1098	1067	1066	999	976	1043
Starting Vehs	21	16	12	19	16	15
Ending Vehs	15	26	19	18	15	18
Travel Distance (mi)	457	450	448	421	411	437
Travel Time (hr)	16.9	16.6	16.4	15.3	15.0	16.0
Total Delay (hr)	1.3	1.2	1.2	1.0	0.9	1.1
Total Stops	56	76	66	54	41	58
Fuel Used (gal)	13.8	13.6	13.5	12.7	12.3	13.2

3: Site Drive 2 & Westbrook St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.6	0.1	0.1	0.5
Total Del/Veh (s)	1.1	0.8	4.7	12.7	1.0

7: Site Drive 1 & Westbrook St Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1
Total Del/Veh (s)	0.2	2.6	3.6	1.9

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	3.4

Intersection: 3: Site Drive 2 & Westbrook St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	17	65	50	31
Average Queue (ft)	1	9	15	6
95th Queue (ft)	9	41	42	26
Link Distance (ft)	1609	252	172	171
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Site Drive 1 & Westbrook St

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	62	40
Average Queue (ft)	7	11
95th Queue (ft)	34	36
Link Distance (ft)	1609	187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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

Westbrook St in Portland

REPORT PARAMETERS

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

Route: **0560784**

Start Node: **15060**

Start Offset: **0**

☐ Exclude First Node

End Node: **13048**

End Offset: **0**

☐ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

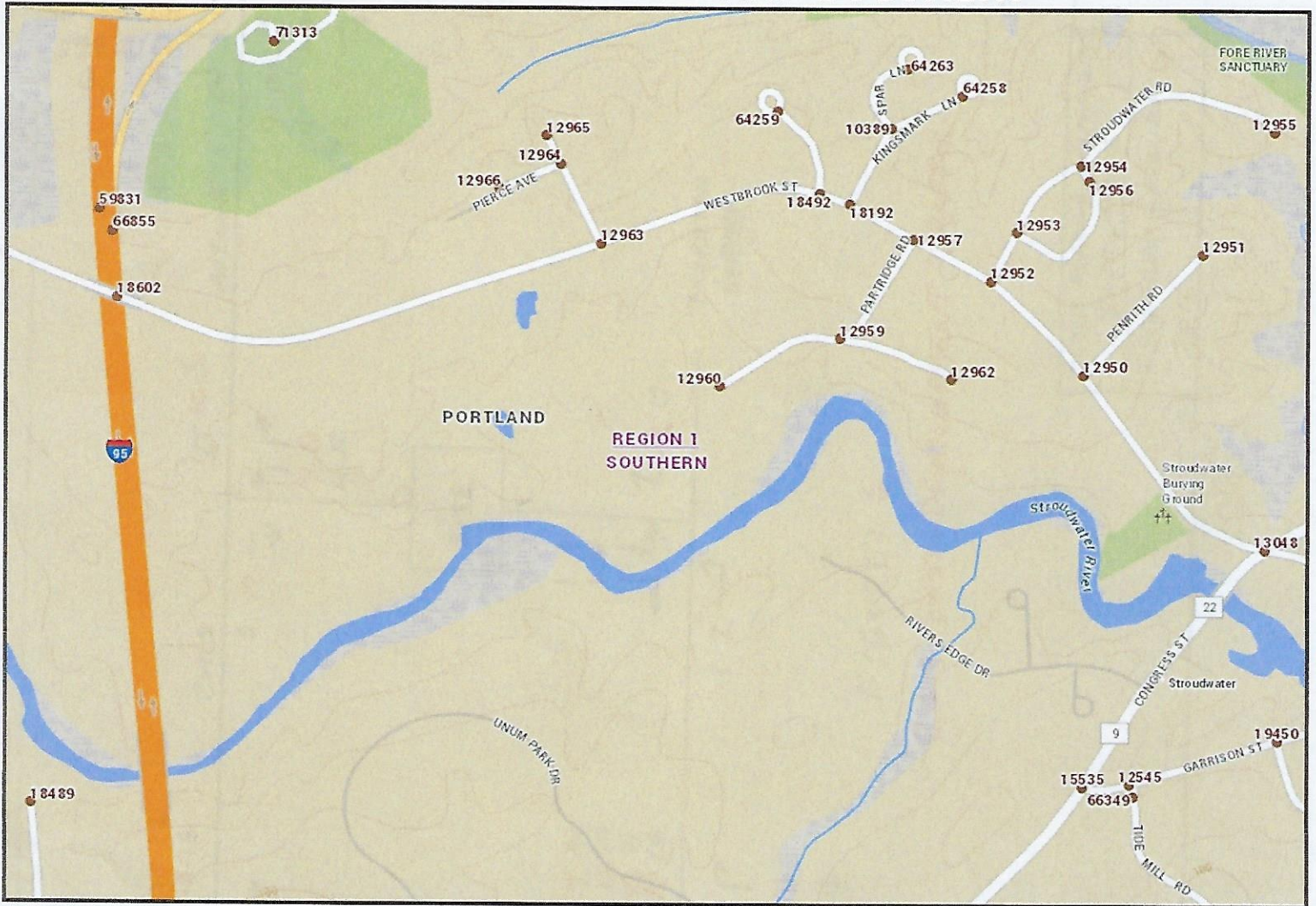
Node	Route - MP	Node Description	U/R	Nodes						Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF							
				Total Crashes	K	A	B	C	PD											
15060	0560784 - 0	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	2.953	0.00	0.39	0.00						
12963	0560784 - 0.60	Int of SWAN ST, WESTBROOK ST	2	0	0	0	0	0	0	0.0	2.960	0.00	0.39	0.00						
18492	0560784 - 0.79	Int of BUTTONWOOD LN WESTBROOK ST	2	0	0	0	0	0	0	0.0	2.997	0.00	0.38	0.00						
18192	0560784 - 0.82	Int of KINGSMARK LN WESTBROOK ST	2	0	0	0	0	0	0	0.0	3.021	0.00	0.38	0.00						
12957	0560784 - 0.88	Int of PARTRIDGE RD WESTBROOK ST	2	0	0	0	0	0	0	0.0	3.034	0.00	0.38	0.00						
12952	0560784 - 0.95	Int of STROUDWATER RD WESTBROOK ST	2	1	0	0	0	0	1	0.0	3.103	0.11	0.38	0.00						
12950	0560784 - 1.06	Int of PENRITH RD, WESTBROOK ST	2	1	0	0	0	0	1	0.0	2.962	0.11	0.39	0.00						
13048	0560784 - 1.27	Int of CONGRESS ST WESTBROOK ST	9	30	0	0	0	6	24	20.0	10.521	0.95	1.03	0.00						
Study Years: 3.00				NODE TOTALS:						32	0	0	0	6	26	18.8	31.551	0.34	0.45	0.75

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	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
12963	15060	3119195	0 - 0.60	0560784 - 0	0.60	2	5	0	0	2	0	3	40.0	0.01744	95.56	292.03	0.00
Int of SWAN ST, WESTBROOK ST				RD INV 05 60784											Statewide Crash Rate: 159.40		
12963	18492	3119196	0 - 0.19	0560784 - 0.60	0.19	2	2	0	0	0	0	2	0.0	0.00566	117.79	379.55	0.00
Int of SWAN ST, WESTBROOK ST				RD INV 05 60784											Statewide Crash Rate: 159.40		
18192	18492	3120115	0 - 0.03	0560784 - 0.79	0.03	2	0	0	0	0	0	0	0.0	0.00090	0.00	600.29	0.00
Int of KINGSMARK LN WESTBROOK ST				RD INV 05 60784											Statewide Crash Rate: 159.40		
12957	18192	187566	0 - 0.06	0560784 - 0.82	0.06	2	0	0	0	0	0	0	0.0	0.00179	0.00	509.82	0.00
Int of PARTRIDGE RD WESTBROOK ST				RD INV 05 60784											Statewide Crash Rate: 159.40		
12952	12957	3099870	0 - 0.07	0560784 - 0.88	0.07	2	0	0	0	0	0	0	0.0	0.00211	0.00	489.45	0.00
Int of STROUDWATER RD WESTBROOK ST				RD INV 05 60784											Statewide Crash Rate: 159.40		
12950	12952	3106230	0 - 0.11	0560784 - 0.95	0.11	2	0	0	0	0	0	0	0.0	0.00340	0.00	432.42	0.00
Int of PENRITH RD, WESTBROOK ST				RD INV 05 60784											Statewide Crash Rate: 159.40		
12950	13048	3106231	0 - 0.21	0560784 - 1.06	0.21	2	7	0	0	0	2	5	28.6	0.00586	398.45	376.31	1.06
Int of PENRITH RD, WESTBROOK ST				RD INV 05 60784											Statewide Crash Rate: 159.40		
Study Years:		3.00	Section Totals:		1.27		14	0	0	2	2	10	28.6	0.03715	125.60	252.33	0.50
			Grand Totals:		1.27		46	0	0	2	8	36	21.7	0.03715	412.69	381.19	1.08

DEFAULT TITLE FROM MAP DOCUMENT



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.

0.2

Miles

1 inch = 0.14 miles

Date: 10/18/2016

Time: 7:06:12 AM

Arthur F. McEvoy
89 Partridge Circle
Portland ME 04102-1632
(207) 773-4738

January 11, 2017

Shukria Wiar, Planner
Planning Division
City Hall, 4th Floor
389 Congress St.
Portland, Maine 04101

re: Application ID#2016-282

I am commenting on the application to rezone property at 1700 Westbrook Street, Portland from Residential R1 to Residential R3.

I would like to be on record as in opposition to this application.

This 45 +/- acre parcel is, I understand, the largest undeveloped tract of land remaining in Portland. The Residential R-1 designation was originally assigned to these properties to establish and maintain the pastoral/residential character of this neighborhood. It seems that any time a developer(s) comes forward with a proposal to change, not add to and enhance, the established character of an area or neighborhood, the amendment is approved without recourse. This zoning amendment application, if approved, will allow the developers to proceed with the construction of 97 (their estimate) single family homes, increasing the density of Stroudwater Village from 270 homes to 367 and adding an additional approximately 150 vehicles to the traffic flow, using 1.5 vehicles per household. If this application by Camelot Holdings is approved Stroudwater Village will never be able to be described as pastoral/residential again. The strong history of this neighborhood having served as the founding village of Portland and the source of His Majesty's masts will be forever lost.

In the two Stroudwater Village Association meetings that I have attended regarding this application I have inquired of the "representative of the developers", Michael Barton, about the developers identification and about their credentials as they relate to their history of construction of similar projects. He has steadfastly refused to respond. I, and others, have serious concerns about the experience and financial

capacity of this development group, whomever they are. Neither the city nor the residents of Stroudwater Village wants a partially completed and abandoned project for lack of resources.

A higher and preferred use of this property is to place it into use as a public recreational area for cross country skiing, track and as an extension of the existing Portland Trail, the trailhead for which is directly across the street. A citizen group is currently exploring financing options for securing this land parcel.

I strongly recommend that the Planning Board not pass their approval of this application along to the City Council.

Sincerely,

Arthur F. McEvoy



Shukria Wiar <shukriaw@portlandmaine.gov>

1700 Westbrook St

Mark Sengelmann <mark@alphaarchitects.com>
To: shukriaw@portlandmaine.gov

Wed, Jan 11, 2017 at 10:58 AM

Hi Shukria,

Can you send me a link to the documents for 1700 Westbrook St.?

I live on Stroudwater Rd in Portland.

In early December I attended a presentation of the subdivision plan for the Roger's property on Westbrook St in Portland.

I've been thinking of this proposal a lot and I wanted to give you some feedback.

I was disappointed with the 'squeezed out of a tube' design. Rezoning to smaller lots is a bad idea in my opinion.

I brought up the idea of Cohousing at the meeting with the developer.

<http://www.mainecohousing.org/available/available.html>

Note how the buildings are staggered so that no one is looking directly into another residence.

- Parking is merged for efficiency.
- A very wide number of unit types and price ranges.
- Common open Space and a Community Center for large gatherings.
- I believe that this thoughtful use of the Roger's property will be supported by the neighborhood.

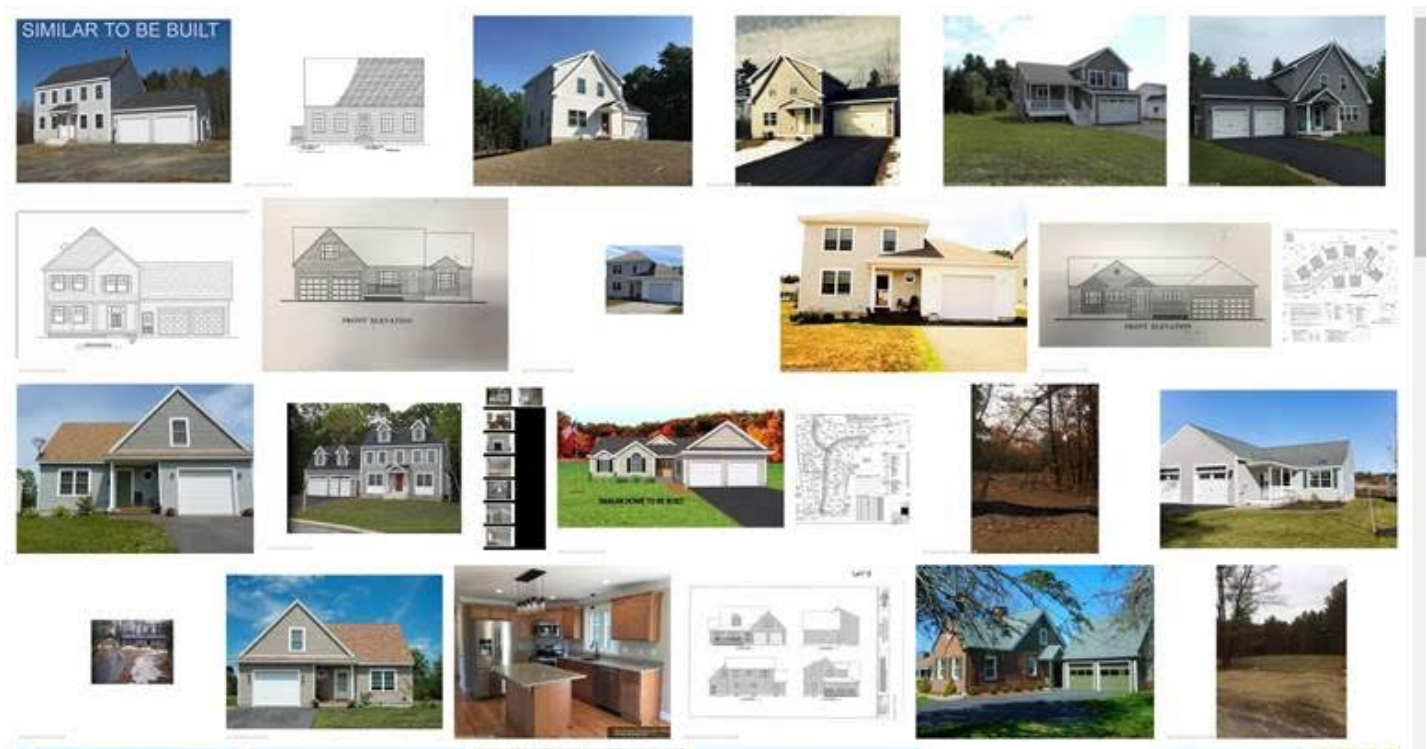
<http://www.peterboroughcohousing.org/content/site-plan>

I am opposed to the banal uniformity of traditional subdivisions that have filled in the farmland in Gorham in the past and present.

I hope this ticky-tacky design does not come to the Stroudwater Village.



Current Gorham Housing



Mark

Mark Sengelmann
NCARB Principal
ALPHAarchitects

1/13/2017

City of Portland Mail - 1700 Westbrook St

17 Chestnut Street
Portland, ME 04101-2211
[\(207\) 761-9500](tel:2077619500)
fax [207.761.9595](tel:2077619595)
cell [207.671.4110](tel:2076714110)
mark@ALPHAarchitects.com

Maine, New Hampshire and Massachusetts Licensed Architect

ALPHAarchitects.com

GENERAL NOTES:

1. PLAN REFERENCES:
 - 1.1. MAINE OFFICE OF GIS FOR AERIAL AND CONTOUR DATA
 - 1.2. CITY OF PORTLAND GIS FOR PARCEL AND ZONING DATA
 - 1.3. PRELIMINARY BOUNDARY SURVEY DATED 11/16/2016 COMPLETED BY TITCOMB ASSOCIATES.
 - 1.4. WETLAND DELINEATION BY MARK HAMPTON ASSOCIATES DATED 11/18/16
2. AREA DEPICTED FOR THE SHORELAND OVERLAY ZONE IS APPROXIMATE BASED ON PORTLAND GIS DATA.
3. IN ANTICIPATION OF BEING BUILT INTO PHASES, TURNAROUND CAPABILITIES WILL BE MAINTAINED WITHIN THE CONNECTOR ROAD IN THE CENTER OF THE DEVELOPMENT. THE TURNAROUND WILL BE A MINIMUM 30' LONG PER TECHNICAL STANDARD.

SPACE AND BULK STANDARDS		
ZONE:	R-1	R-3
MINIMUM LOT SIZE	15,000 SF	6,500 SF
MINIMUM STREET FRONTAGE	75'	50'
FRONT YARD	25'	25'
REAR YARD - PRINCIPAL	25'	25'
REAR YARD - ACCESSORY	5'	5'
SIDE YARD	16'	16'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	-	15'
MAXIMUM LOT COVERAGE	20%	35%
MINIMUM LOT WIDTH*	100'	65'
MAXIMUM BUILDING HEIGHT	35'	35'
MAXIMUM ACCESSORY HEIGHT	18'	18'

*DISTANCE PARALLEL TO THE FRONT OF THE BUILDING MEASURED BETWEEN SIDE LOT LINES THROUGH THAT PART OF THE PRINCIPAL BUILDING WHERE THE LOT IS NARROWEST.

LOT SUMMARY	
CAMELOT FARMS	92
WESTBROOK STREET	4
OPEN SPACE LOTS	4
TOTAL	100

IMPERVIOUS SURFACE SUMMARY	
EXISTING*	20,884 SF
PROPOSED	275,424 SF
NET CHANGE	254,540 SF

*IMPERVIOUS SURFACE AREA FROM CITY STORMWATER FEE SITE EVALUATION



ISSUED FOR

PRE-APP

PRELIM APP

BY

WHS

WHS

DATE

10/27/16

12/2/16

SITE PLAN

CAMELOT VILLAGE

CAMELOT HOLDINGS, LLC

KENNEBUNK, MAINE 04043

DRAWING NAME:

PROJECT NAME:

CLIENT:

ACORN ENGINEERING, INC.

158 DANFORTH ST. PORTLAND, MAINE 04102

(207) 775-2655

FILE:

1079_CIVIL

JN:

1079

SCALE:

1"=100'

DESIGNED BY:

OJD

DRAWN BY:

OJD

CHECKED BY:

WHS

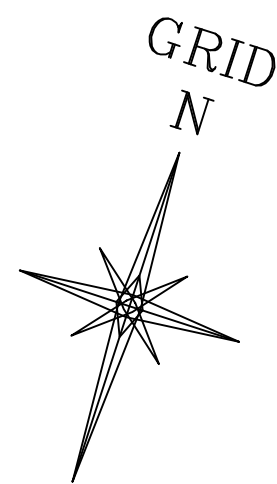
STATE OF MAINE

WILLIAM SAVAGE

12-9-16

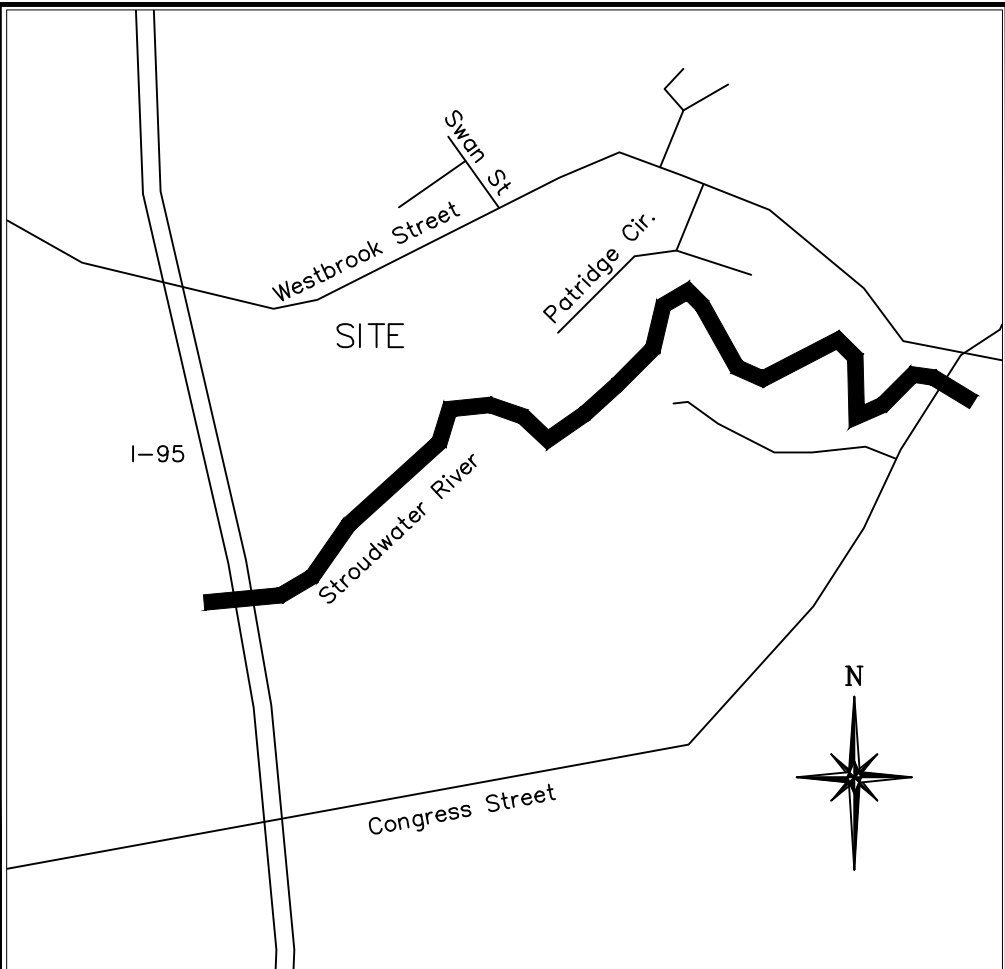
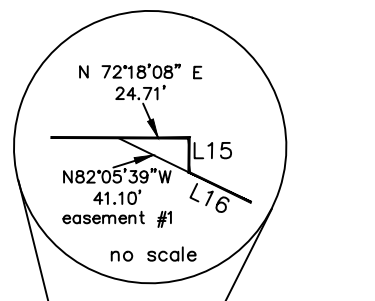
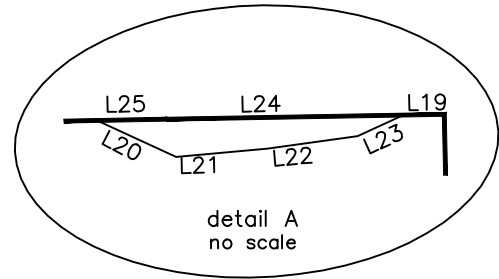
DRAWING NO.

C-10



LINE	BEARING	DISTANCE
L19	N 70°59'53" E	122.32
L20	S 89°19'13" E	32.23
L21	N 70°24'26" E	53.05
L22	N 68°49'59" E	50.73
L23	N 55°42'46" E	25.10
L24	S 70°59'53" W	122.27
L25	S 71°00'32" W	35.95

LINE	BEARING	DISTANCE
L1	S 77°11'28" E	78.57
L2	N 81°20'32" E	191.58
L3	N 71°18'01" E	80.71
L4	N 71°00'32" E	77.60
L5	N 70°59'53" E	144.59
L6	N 70°58'08" E	150.00
L7	N 70°58'08" E	100.00
L8	S 19°01'52" E	100.29
L9	S 17°41'52" E	100.00
L10	N 71°32'08" E	97.62
L11	N 72°18'08" E	23.17
L12	S 14°41'52" E	113.90
L13	N 03°05'52" W	168.37
L14	N 72°18'08" E	99.14
L15	S 17°41'52" E	11.84
L16	S 82°05'39" E	44.00
L17	N 07°54'21" E	30.00
L18	N 82°05'39" W	5.80



VICINITY MAP
No Scale

NOTES

- 1) Book and Page references are to the Cumberland County Registry of Deeds.
- 2) Bearings are referenced to grid north, Maine State Plane Coordinate System, NAD83, West Zone.
- 3) Elevations are based on NAVD88 datum. Benchmark is a spike in utility pole #65 on Westbrook Street as shown. Elevation: 64.31'.
- 4) Utility information on this plan is approximate, based on location of visible features and information contained on plans and drawings provided by others. DigSafe and/or the appropriate utilities should be contacted prior to any construction.
- 5) Property lies within Zone X and Zone A based on FIRM Community #230051 Panel #0012 C, dated December 8, 1998. Zone X is defined as an area of 500-year flood; area of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. Zone A is an area with no base flood elevation determined.
- 6) The location of Stroudwater River is approximate based on aerial imagery.

PLAN REFERENCES

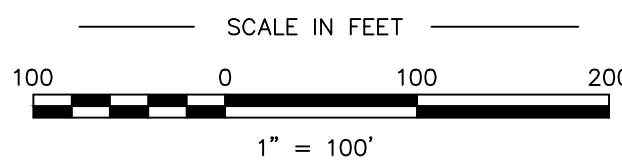
- 1) Plan of a Standard Boundary Survey made for Onex Company by Nadeau & Lodge, Inc., dated February 21, 2003 and revised through October 9, 2003.
- 2) Second Amended Subdivision Plat of Portland Technology Park made for City of Portland by SGC Engineering LLC, dated September 29, 2011, revised through March 8, 2016 and recorded in Plan Book 216, Page 63.
- 3) Portland Water District 42" Concrete Pipe Line Right of Way Plans prepared by Harry Fuller, dated August 1931 and recorded in Plan Book 20, Page 39. (Location is approximate).
- 4) Portland Pipe Line Co. Survey of Property of Ruby H. Young, dated October 8, 1941 prepared by Francis A. Griffin and recorded in Plan Book 27, Page 37. (Location is approximate).
- 5) Stroudwater Woods made for S.&E. Cimino by Owen Haskell, Inc. dated October 25, 1979 and recorded in Plan Book 125, Page 21.
- 6) Partial Boundary Survey for Andrew D. Green by Lewis & Wasina, Inc. dated December 10, 2004 and revised through December 14, 2004 and recorded in Plan Book 205, Page 299.
- 7) Plan of Property made for Advent Christian Church of Portland by H.L. & E.C. Jordan dated October 18, 1979 and recorded in Plan Book 125, Page 10.
- 8) Plan of Property made for Theodore and Therese Barris by Wayne T. Wood dated January 1994 and revised through January 27, 1994, unrecorded.

AREA

2,001,875 s.f., 46.0 acres

OWNER OF RECORD

Onex Company
14598/346



PLAN OF

1700 Westbrook Street Portland, Maine

MADE FOR

5 Stone Pony Circle Saco, Maine

JOB #216100

DATE: 11/16/2016

SCALE: 1" = 100'

BOOK #897

216100.dwg

FILE #9856

Titcomb Associates
Professional Land Surveyors
Maine State License #1273

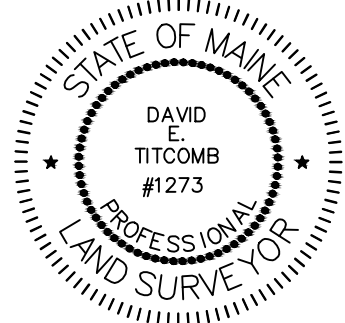
EASEMENTS / ENCUMBRANCES

- 1) Subject to a 30'-wide utility easement for a 42" concrete water pipe granted to Portland Water District further described in Book 1382, Page 144 and Book 1399, Page 462.
- 2) Subject to a 50'-wide utility easement for three pipelines further described in instruments recorded in Book 1655, Page 294 and Book 2954, Page 772.
- 3) Subject to an easement for a sewer pipe granted by Ruby H. Young to Frederick A. Butts and Marie Butts in a deed recorded in Book 2236, Page 405. (Location unknown).
- 4) Subject to an easement for drainage granted to Maine Department of Transportation and further described in an instrument recorded in Book 4146, Page 333. Location is approximate.
- 5) Subject to a slope easement granted to Maine Department of Transportation and further described in an instrument recorded in Book 4146, Page 333. Location is approximate.
- 6) Benefiting from an easement for access reserved in a deed recorded in Book 2198, Page 386.

CERTIFICATION

This survey conforms to the current standards of practice set forth by the Maine State Board of Licensure for Land Surveyors.

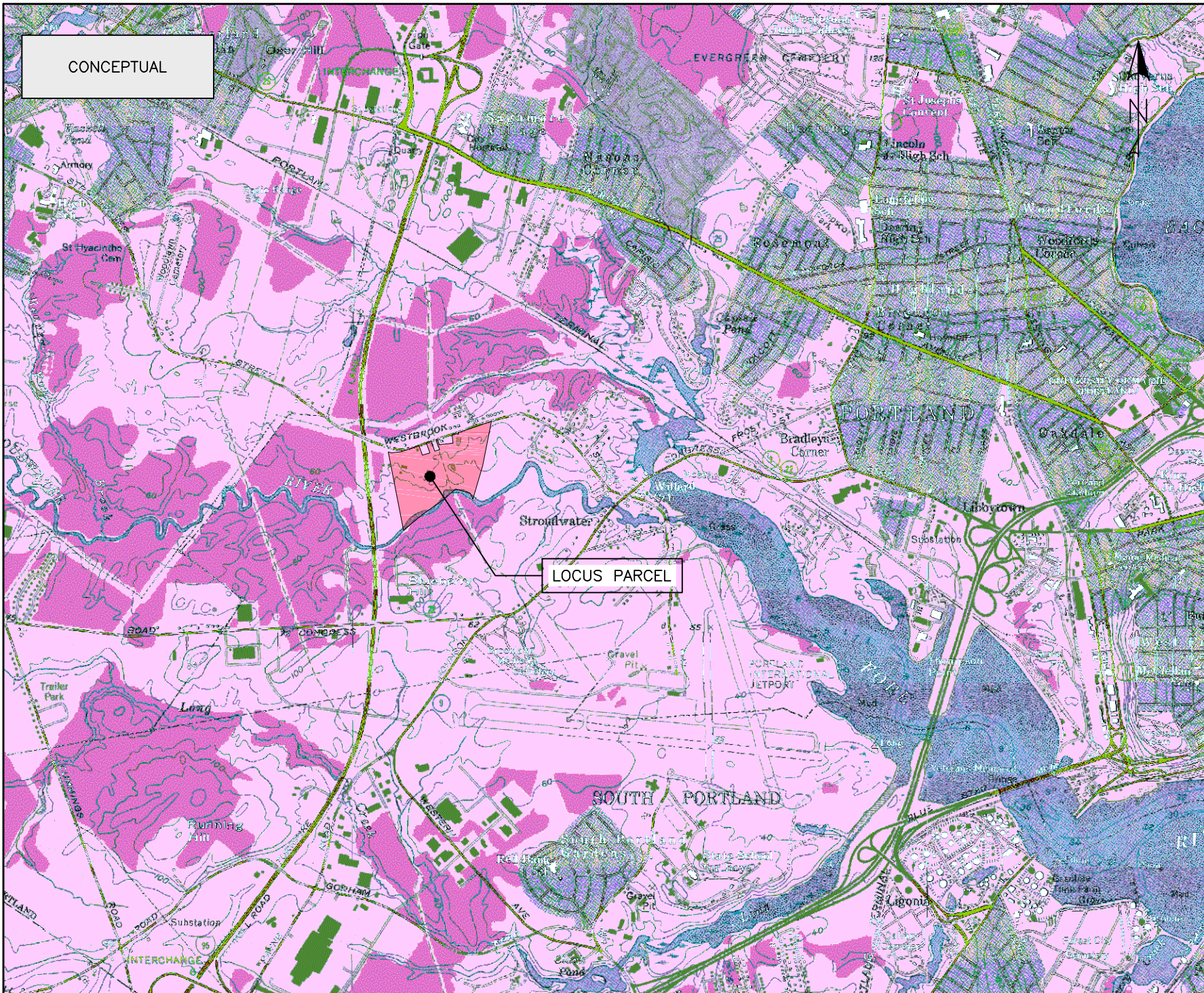
David E. Titcomb, P.L.S. #1273



LEGEND

- Monument - found (6"x6" concrete unless otherwise specified)
- Iron pipe - found (1" unless otherwise specified)
- Iron marker - set (#5 rebar)
- Property line (locus)
- Property line (abutter)
- Right of way line
- Easement line
- Chain link fence
- Wire fence
- Wood stockade fence
- Edge of pavement
- Edge of gravel
- Curb
- Lamp or light pole
- Utility pole
- Guy wire
- Gas valve
- Water valve
- Water shutoff
- Fire hydrant
- Sewer manhole
- Catch basin (round)
- Drain manhole
- Bollard
- Overhead utility line
- Sewer line
- Storm drain
- Underground water line
- Underground gas line
- Underground electric line
- Underground cable
- N/F
- 1234/567
- Existing building

PRELIMINARY



CONCEPTUAL

LOCUS PARCEL

ISSUED FOR		BY
SITE REVIEW		DATE
		WHS
		10/28/16
		REV
		DATE
DRAWING NAME: VICINITY MAP		
PROJECT NAME: CAMELOT FARMS SUBDIVISION		
CLIENT: CAMELOT HOLDINGS, LLC		
		
ACORN ENGINEERING, INC. P.O. BOX 3372 PORTLAND, MAINE 04104 (207) 775-2655		
FILE:	CIVIL	
JN:	1000	
SCALE:	1"=2500'	
DESIGN BY:	OJD	
DRAWN BY:	OJD	
CHECKED BY:	WHS	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.		
DRAWING NO.		
EX-1		



PLANNING BOARD REPORT PORTLAND, MAINE

Zoning Ordinance Amendment

Changes to the Use Requirements in the B-2 zone Addition of Distilleries to Allowed Uses (Zoning Modernization Pilot Project)

Applicant

Submitted to: Portland Planning Board Workshop Date: January 13, 2017	Prepared by: Tuck O'Brien, City Planning Director Date: January 17, 2017
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I. INTRODUCTION

The B-2 and B-2b zones play a critical role in governing the form and function of much of the commercial and mixed-use development in the city. These zones provide locations for varied commercial and residential development along the city's major arterials, such as Washington Avenue, Forest Avenue, and outer Congress Street. Many of the city's key corridors and nodes are located in the B-2 and B-2b zones.

On December 20, 2016, Luke Davidson of Maine Craft Distilling submitted a Zoning Text Amendment which asked to amend the allowed uses in the B-2 zone to allow his facility to move from Fox St. in the IL-B to a facility at Washington Avenue in the B-2. As the B-2 zone is currently structured, his distillery and tasting room would be prohibited from moving to the B-2 on Washington Avenue, because distilleries are not allowed uses. Mr. Davidson is questioning the policy rationale for this considering the fact that bars, restaurants, commercial kitchens, bakeries, dairies and other uses with similar profiles would be allowed. In addition, Mr. Davidson expressed his concern with what he felt was a frustrating and confusing structure for allowed uses in the B-2 zone. Staff described the plan to implement a simplified use methodology as part of revisions to the Land Use Ordinance after the comprehensive plan is completed. After further discussions related to challenges with schedules relating to Mr. Davidson's tenancy on Washington Ave, staff and the applicant agreed to propose a revised use approach in the B-2, which would serve as a pilot project for larger holistic changes to treating uses citywide.

The key components of proposal agreed upon by Mr. Davidson and staff are:

1. Simplification of the structure of the B-2 by inserting a use table, regrouping uses and reformatting. The proposal reduces the length of the section from 9 to 4 pages;
2. Making change of use between similar uses much more straightforward than previously allowed;
3. Creating a more permissive structure to uses not specifically listed in the code. Recognizing that with the beneficial innovation occurring in the City.

In addition, following the Planning Board's 2016 discussion of drive-thru facilities related to the then proposed CVS on Forest Avenue, the Staff would like to have an additional discussion about the treatment of drive thru facilities in the B2-b zone. Staff is proposing changing drive-thrus from a prohibited use to conditional use which limits the location of drive-thrus to buildings of three or more stories and over 25,000 s.f.

II. PROPOSED TEXT AMENDMENTS

Text amendments are proposed for the B-2 and B-2b zones. These include changes to the formatting of the ordinance, simplification and clarification of text and the treatment of uses. Additional language is proposed to clarify treatment of drive-thrus in the B2-b.

A. Re- formatting the 14-182 “Permitted Use” section in the B-2 zone

Staff is proposing to replace the existing Permitted Use section with a Table of Uses as included in *Attachment 1*. The proposed language also corrects some formatting and typographical errors in the body of the ordinance and reorganizes the section for increase ease of comprehension, especially related to the conditional use section.

B. Addition of Breweries and Distilleries as allowed uses and simplification of use conversion language

The proposed language seeks to provide predictability, clarity and transparency to how uses are treated in the B-2 by adding language expanding the number of allowed uses to reflect trends in the Portland economy and the similar performance profiles between similar uses.

Over the past two decades multiple new uses have been introduced into the B-2 to address specific proposals from example in 2015 the use of “commercial kitchen” was added to the code. The rationale for adding the use was described as follows:

A commercial kitchen (with a requirement of retail sales or tasting room) is similar to other permitted uses in the B-2/B- 2b such as bakeries and restaurants. The provision for retail sales or tasting room supports the “people activity” inherent in a B-2/B- 2b retail district. A commercial kitchen as described in this report is a relatively new use which is not reflected in the existing text.

The B-2b purpose section states it is intended to “provide neighborhood and community retail and service establishments” while the B-2 is intended to “provide a broad range of goods and services and general businesses with a mixture of large and small buildings such a grocery stores, shops and services located in major shopping centers and along arterial streets”. Commercial kitchens appear to be consistent with and supportive of these purpose statements.

The B-2b provides a 7,000 square foot floor area limitation on commercial kitchens which is consistent with the existing treatment of bakeries. This provision guards against larger facilities that would more appropriately be located in off-peninsula areas or in industrial zones.

In recognition of the benefit of allowing a diversity of vibrant uses to strengthen our community centers, the proposed amendment seeks to add additional flexibility to the zone to facilitate the introduction of new uses with similar characteristics as enumerated uses. Accordingly, Staff is proposing deleting the existing Sec. 14-

484 Prohibited Uses, which read, “Uses not enumerated in Sections 14-182 and 14-183 as either permitted uses or conditional uses are prohibited”.

Staff proposes to replace the above with:

Uses not listed as permitted or conditional uses above shall be considered as the closest use in character and impact in the use table in 14-482, as determined by the Planning Authority. The Planning Authority may impose reasonable conditions on the proposed use to ensure that it is similar in character and impact to a use on the table.

If it is determined that the use is not similar to any of those uses, it shall not be permitted. The determination of the Planning Authority may be appealed by the property owner, lessee of the space, or property owner within 100 feet of the proposed use. That appeal shall be heard by the Planning Board in a public hearing.”

C. Increasing Ease of Moving Between Similar Uses

In the proposed B-2/ B-2b Permitted Use Table included in *Attachment 1*, uses are grouped into Use categories such as Housing (H), Commercial (C), Institutional (S), Automobile (A) etc. Uses within the same group may be changed substituted without being considered a change of use. The proposed ordinance reads:

Uses within the same group lettering may be substituted without being considered a change of use, provided all dimensional and other requirements of this section are met. However, no additional parking shall be required for changes within the same use group except for the provision of additional housing units. (*See footnote 1*)

This language is intended to bring the B-2 zone in-line with the site plan ordinance which the definition of Change of Use (Sec. 14-522). The categories do not quite line up as cleanly as intended so more work will be needed to refine this.

D. Re-examining the role of Drive-Thrus in the B-2 and B-2b

The proliferation of drive-thrus in the B-2 zone has been a matter of intense debate for over 15 years in Portland. Over the years various efforts have been adopted to reduce the amount and impact of this use. Restrictions have been placed to further reduce the types of uses where drive-thrus are allowed included eliminating drive-thrus as allowed uses with in the B-2b zone. Staff is considering leveraging the demand for drive-thrus for banking and pharmacy uses to incentivize construction of multistory buildings that contain residential uses. Although this proposal is not explicitly related to the above considering the issues debated by the board related to drive thru uses last Spring we thought a discussion would be timely.

As a starting place for conversation the language proposed by staff would re-introduce drive-thrus into the B-2b for banking and pharmacy uses only if combined into multi-story buildings containing residential uses. This language is modelled in part on the language regarding this banking drive-thrus in the B-7 zone.

The proposed language is as follows:

Drive-throughs accessory to banking and pharmacy uses in the B2b and B2c zones are only permitted in buildings of three or more stories containing residential uses. The drive-through use be located as much as practicable under the upper levels of the building. (14-183 (c) Conditional Uses)

III. COMPREHENSIVE PLAN

The proposed text amendments have been designed to allow the B-2 zones to better accomplish its purpose as a community business zone, particularly as they relate to uses with similar impact profiles which would serve the purpose of decreasing the auto dependence of uses in these zones. In this, the amendments comport with the city's Comprehensive Plan.

The Comprehensive Plan, adopted in November 2002, updated in 2005, provides a policy framework for managing growth in the city, and clearly advocates dense commercial and mixed-use development that both serves and suits the neighborhood context.

The proposed amendment is also in compliance with the following goals and policies of the COMMUNITY COMMERCIAL POLICIES AND LAND USE PLAN – September 1987-1988, which was adopted as part of the comprehensive plan:

Development Goals

- Accommodate the City's commercial activity within a range of functionally and physically defined commercial centers.
- Promote preservation and revitalization of its existing commercial centers and maintain a scale within them that is compatible and integrated with other land use.

Similarly, the final *Sustainable Portland* report includes policies such as “support[ing] and enhanc[ing] a citywide system of neighborhood business districts that are neighborhood-oriented, provide local services within a walkable distance from neighborhood population centers, and are linked by transit.”

IV. PUBLIC COMMENT

Staff has received no public comment on the proposed text amendments to date.

V. NEXT STEPS

1. Staff would like input on the overall structure of the approach and on the types of uses included;
2. The clarity of the formatting of the new use section as a model for other zones; and
3. To gather feedback on the revised approach to address drive-thru uses in the zone.

VI. ATTACHMENTS

1. Proposed Text Amendments to Portland Land Use Code, Div. 10. B 2 and B 2b Community Business Zones

Sec. 14-182. Table of Uses

Group ¹	Use	B-2	B-2b	B-2c
R	Single family home	Y	Y	Y
R	Two family home	Y	Y	Y
R	Three family home	Y	Y	Y
R	Multifamily housing	Y	Y	Y
R	Combined live/work spaces provided the living space is at least 33% of the total net floor area	Y	Y	Y
C	General business and professional offices, as defined in section 14-47, and offices of trades	Y	Y	Y
C	Personal services, as defined in section 14-47	Y	Y	Y
C	General retail establishments	Y	Y	Y
C	Pharmacies with retail sales	Y	Y	Y
C	Banking Facilities	Y	Y	Y
C	Restaurants, except that restaurants shall close for all purposes including the service of alcohol no later than 11:00 p.m. unless otherwise authorized by the City Council	Y	Y	Y
C	Drinking establishments, as defined in section 14-47 and bars as defined in section 14-217.5 (a)(1)	Y	Y	N
C	Billiard parlors	Y	Y	Y
C	Funeral homes	Y	Y	Y
C	Miscellaneous repair services, excluding motor vehicle repair services	Y	Y	Y
C	Communication studios or broadcast and receiving facilities	Y	Y	Y
C	Health clubs and gymnasiums	Y	Y	Y
C	Veterinary hospitals and clinics provided there is no outdoor kennel	Y	Y	Y
C	Theaters and performance halls	Y	Y	Y
C	Hotels, Motels and Inns	Y	Y	Y
C	Bakeries, breweries, distilleries and similar uses with a retail component, under 10,000 net sf.	Y	Y	Y
C	Bakeries, breweries, distilleries and similar uses with a retail component, 10,000 net sf. or greater	Y	N	N
C	Expansion of existing dairies	Y	Y	Y
C	Drive-throughs associated with a permitted or conditional	C	C	C

¹ Uses within the same group lettering may be substituted without being considered a change of use, provided all dimensional and other requirements of this section are met. However, no additional parking shall be required for changes within the same use group except for the provision of additional housing units.

	use ²			
C	Registered medical marijuana dispensaries	Y	C	C
C	Commercial kitchens provided the commercial kitchen includes retail sales or a tastingroom within the principal structure, under 7,000 net sf.	Y	Y	Y
C	Commercial kitchens provided the commercial kitchen includes retail sales or a tastingroom within the principal structure, 7,000 net sf. or greater	Y	N	N
I	Long term, extended and intermediate care facility	Y	Y	Y
I	Clinics, as defined in section 14-47	Y	Y	Y
I	Places of assembly	Y	Y	Y
I	Kindergarten, elementary, middle and secondary schools	Y	Y	Y
I	College, university, trade schools	Y	Y	Y
I	Municipal buildings and uses	Y	Y	Y
O	Lodging houses	Y	Y	Y
O	Day care facilities	Y	Y	Y
O	Utility substations, as defined in section 14-47, subject to the requirements of article V (site plan), sections 14-522 and 14-523 notwithstanding	Y	Y	Y
O	Accessory uses, as provided in section 14-404 ³	Y	Y	Y
O	Bed and breakfast, subject to the standards of article V (site plan), sections 14-522 and 14-523 notwithstanding. A bed and breakfast may include a meeting facility if for weddings, seminars, receptions, business meetings and the like and if the facility is less than 4,000 net sf.	Y	Y	Y
O	Studios for artists and craftspeople, less than 4,000 net sf. per space	Y	Y	Y
W	Wind energy systems, as defined and allowed in Article X, Alternative Energy	Y	Y	Y
A	Auto service stations	C	N	N
A	Expansion of auto service stations in existence as of November 15, 1999	C	C	C
A	Car washes	C	C	C
A	Automobile dealerships	C	C	C
P	Printing and publishing establishments of 10,000 gross sf. or less	C	C	C
P	Expansion of existing printing and publishing establishments of greater than 10,000 gross sf. in existence since April 4, 1988	C	C	C
P	Wholesale distribution establishments of 10,000 gross sf.	C	C	C

² In the B-2b and B-2c zones drive-throughs are only allowed as outlined in 14-183(b) 8.

³ Expansion of accessory uses into space used by a permitted use shall not be considered a change of use

	or less			
P	Research and development and related production establishments of 10,000 gross sf. or less	C	C	C

Y- Permitted N- Not permitted

C- Conditional use, see section 14-183 for specific standards in addition to the general conditional use standards

14-483 Conditional Uses

- a) "A" group conditional uses. Notwithstanding section 14-474(a) of this article or any other provision of this code, the Planning Board shall be substituted for the board of appeals as the reviewing authority and shall apply the following standards in addition to the provisions of section 14-474:
- i. Signs: Signs shall not adversely affect visibility at intersections or access drives. Such signs shall be constructed, installed and maintained so as to ensure the safety of the public. Such signs shall advertise only services or goods available on the premises.
 - ii. Circulation: No ingress and egress driveways shall be located within thirty (30) feet from an intersection. No entrance or exit for vehicles shall be in such proximity to a playground, school, church, other places of public assembly, or any residential zone that the nearness poses a threat or potential danger to the safety of the public.
- b) Drive-throughs: Notwithstanding section 14-474(a) of this article or any other provision of this code, the Planning Board shall be substituted for the board of appeals as the reviewing authority and shall apply the following standards in addition to the provisions of section 14-474:
- i. Location of Drive-throughs: Features, such as windows, vacuum cleaners and menu/order boards, stacking lanes, must be placed, where practicable, to the side and rear of the principal building except where such placement will be detrimental to an adjacent residential zone or use, and shall be located no nearer than forty (40) feet from any adjoining property located in a residential zone. This distance shall be measured from the outermost edge of the outside drive-through feature to such property line. In addition, drive-through features shall not extend nearer than twenty-five (25) feet to the street line. The site must have adequate stacking capacity for vehicles waiting to use these service features without impeding vehicular circulation or creating hazards to vehicular circulation on adjoining streets.
 - ii. Noise: Any speakers, intercom systems, or other audible means of

communication shall not play prerecorded messages. Any speakers, intercom systems, audible signals, computer prompts, or other noises generated by the drive-through services or fixtures shall not exceed 55 dB or shall be undetectable above the ambient noise level as measured by a noise meter at the property line, whichever is greater.

- iii. Lighting: Drive-through facilities shall be designed so that site and vehicular light sources shall not unreasonably spill over or be directed onto adjacent residential properties and shall otherwise conform to the lighting standards set forth in 14-526.
- iv. Screening and Enclosure: Where automobiles may queue, waiting for drive-through services, their impacts must be substantially mitigated to protect adjacent residential properties from headlight glare, exhaust fumes, noise, etc. As deemed necessary by the reviewing authority, mitigation measures shall consist of installation of solid fencing with landscaping along any residential property line which is exposed to the drive-through or the enclosure of the drive-through fixtures and lanes so as to buffer abutting residential properties and to further contain all associated impacts; and
- v. Pedestrian access: Drive-through lanes shall be designed and placed to minimize crossing principal pedestrian access-ways or otherwise impeding pedestrian access.
- vi. Hours of Operation: The Board, as part of its review, may take into consideration the impact hours of operation may have on adjoining uses.
- vii. Conditions specific to major or minor auto service stations, car washes and automobile dealerships:
 - 1. A landscaped buffer, no less than 5 feet wide, shall be located along street frontages (excluding driveways). The buffer shall consist of a variety of plantings in accordance with the City of Portland Technical Manual;
 - 2. Car washes shall be designed to avoid the tracking of residual waters into the street
- viii. In the B2b and B2c zones, drive-throughs are only permitted when associated with banking and pharmacy uses and in buildings of three or more stories. Drive-throughs associated with restaurant, automotive or uses other than pharmacies and banking are prohibited. The drive-through use be located as much as practicable under the upper levels of the building.

- c) Use Group “P”: Notwithstanding section 14-474(a) of this article or any other provision of this code, the Planning Board shall be substituted for the board of appeals as the reviewing authority and shall apply the following standards in addition to the provisions of section 14-474:
- i. Traffic circulation: The site shall have an adequate traffic circulation pattern designed to avoid hazards to vehicular circulation on adjoining streets. All stacking of motor vehicles shall be on site, and loading facilities shall be located to the rear of the building and shall not be visible from the street.
 - ii. Building and site design: The exterior design of the structures, including architectural style, facade materials, roof pitch, building form, established setbacks and height, shall be of a commercial rather than industrial character. The site shall contain screening and landscaping which shall meet the requirements of section 14-526 for screening between land uses and the City of Portland Technical Manual.
- d) Temporary wind anemometer towers, as defined in Sec 14-47, are permitted provided the same standards as outlined in the **[B-1 zone?]** are met in addition to Sec 14-430.

Sec. 14-184. Prohibited uses.

Uses not listed as permitted or conditional uses above shall be considered as the closest use in character and impact in the use table in 14-482, as determined by the Planning Authority. The Planning Authority may impose reasonable conditions on the proposed use to ensure that it is similar in character and impact to a use on the table.

If it is determined that the use is not similar to any of those uses, it shall not be permitted. The determination of the Planning Authority may be appealed by the property owner, lessee of the space, or property owner within 100 feet of the proposed use. That appeal shall be heard by the Planning Board in a public hearing.