

1. Legal Ad

Documents:

[PB LEGAL AD 2-14-17.PDF](#)

2. Agenda

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3. Institutional Overlay Zone; Maine Medical Center

3.I. Memo And Attachments

Documents:

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

3.II. Public Comments

Documents:

[IOZ \(PUBLIC COMMENT\).PDF](#)

4. 502 Stevens Avenue

4.I. Memo And Attachments

Documents:

[STEVENS AVE. - 502 \(MEMO AND ATTACHMENTS\).PDF](#)

4.II. Applicants Submittal

Documents:

[STEVENS AVE. - 502 \(APPLICANTS SUBMITTAL\).PDF](#)

4.III. Plans

Documents:

[STEVENS AVE. - 502 \(PLANS\).PDF](#)

5. B-2 Text Amendments; Maine Craft Distilling

5.I. Report And Attachments

Documents:

[REPORT AND ATTACHMENTS.PDF](#)

6. 117 Auburn Street

6.I. Report

Documents:

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

6.II. Applicants Submittal

Documents:

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

6.III. Plans

Documents:

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

7. 75 Chestnut Street

7.I. Report And ALL Attachments

Documents:

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

8. Zoning Determinations

8.I. Report And Attachments

Documents:

[ZONING DETERMINATION \(REPORT AND ATTACHMENTS\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will meet on Tuesday, February 14, 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. Institutional Overlay Zone; Maine Medical Center, City of Portland. (4:30 – 5:30 p.m. estimated time) The Board will consider the draft text for a new institutional overlay zone (IOZ) ordinance, including the process and submission requirements for submitting an Institutional Development Plan (IDP). The purpose of the ordinance is to provide a predictable growth management and planning process for the major institutions in Portland. The meeting will also discuss progress on the MMC's request for a zone map amendment to allow for MMC's hospital modernization and building replacement.
- ii. Level III Site Plan and Subdivision; 502 Stevens Avenue; Mixed Use Building; Denis Lachman, Applicant. (5:30 – 6:30 p.m. estimated time) The Board will consider a mixed use building replacing a single family home at 502 Stevens Avenue. The ground floor would have commercial uses and a total of four (4) residential units are proposed on the 2nd and 3rd floors. A shared driveway with parking for 10 vehicles is proposed on the lot. The site is in the B-1b zone.

Public Hearing – 7:00 p.m.

Old Business

- i. B-2 Text Amendments, Maine Craft Distilling, Applicant (7:00 – 7:45 p.m. estimated time) The Board will hold a hearing on the proposed text amendments to the B-2 zone, including but not limited to, converting the list of permitted uses to a chart; adding distillery and tasting rooms, as defined by the Maine bureau of Alcohol and Lottery as a permitted use; create an option for a performance based use determination; and exempt utility substations from the maximum front yard requirement.

New Business

- ii. 117 Auburn Street, Zoning Map Amendment from B-2 and R-3 to Residence Professional, Macdermot, LLC Applicant. (7:45-8:15p.m. estimated time). The Board will hold a hearing on a request to include the site at 117 Auburn Street into the Residence Professional zone, which is developed with an office building (former Mercy medical offices.). The property is split between the Community Business B-2 and the Residence R-3 zones.
- iii. Level III Site Plan and Subdivision; 54 Housing Units and Commercial Space; 75 Chestnut Street; Lou Woods representing A & M Partners, Inc., Applicant. (8:15- 8:45p.m. estimated time) The Board will hold a public hearing on plans addressing a condition of approval that the plans meet specific B-7 Design Standards.
- iv. Zoning Determinations, Zoning Text Amendment, City of Portland, Applicant. The Planning Board will hold a hearing on the Department of Permitting and Inspections proposal to strike section 14-465 (Administration and Enforcement) of the City Code of Ordinances, which would eliminate the option for an applicant to request a written decision, determination or interpretation regarding the zoning code.

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 24, 2017:**
Workshop: Boepple, Eaton, Morrisette and Nichols (4:45), Stanley and Whited present. Dundon absent.
Public Hearing: Boepple, Eaton, Morrisette, Nichols, Stanley and Whited present. Dundon absent.
4. **REPORT OF DECISIONS AT THE MEETING HELD ON JANUARY 24, 2017:**
 - i. B-2 Text Amendments, Maine Craft Distilling, Applicant. Morrisette moved and Eaton seconded a motion to table this item to February 14, 2017. Vote: 6-0, Dundon absent.
 - ii. Sumner Park Height Overlay Zone in R-6 Zone and ROS Map Amendment; City of Portland, Applicant. Morrisette moved and Eaton seconded a motion to find the proposed amendment to rezone Fort Sumner Park and adjoining city land from R-6 to ROS is consistent with the Comprehensive Plan and recommends adoption to the City Council. Vote: 6-0, Dundon absent.

Morrisette moved and Eaton seconded a motion to find the proposed text amendments to the R-6 zone for a height overlay consistent with the comprehensive plan and recommends adoption to the City Council. Vote: 6-0, Dundon absent. Morrisette moved and Eaton seconded a motion to find the proposed zoning map amendment for the Fort Sumner Park Overlay Zone is consistent with the comprehensive plan and recommends adoption to the City Council. Vote: 6-0, Dundon absent.

5. OLD BUSINESS

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Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Nell Donaldson, Planning Division

Date: February 0, 2017

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

I. INTRODUCTION

The Planning Board has considered the creation of an Institutional Overlay Zone (IOZ) at three prior workshops beginning in November 2016. At those workshops, staff has presented draft zoning text, the Planning Board has heard comments from the city's major institutions and interested citizens, and the Board has provided direction on major points of discussion. In the time since the last workshop, held in January, staff has met with representatives of other city departments – Corporation Counsel, Public Works, Transportation, Parks and Recreation, Fire, Historic Preservation, and Parking – to discuss elements of the proposed ordinance language. Simultaneously, staff has continued conversations with interested neighbors and all of the major institutions, including Maine Medical Center (MMC), the University of New England (UNE), the University of Southern Maine (USM), and Mercy Hospital, with three of these institutions providing substantive comments on the draft IOZ language. Last, staff has developed several additional iterations of the text, making modifications designed to address outstanding issues and clarify the language. The purpose of this workshop is to review a final draft of the Institutional Overlay Zone ordinance and gather public and Board feedback on any further necessary refinements.

At the January 10th workshop, MMC presented a first draft of their Institutional Development Plan (IDP), as a means of initiating the IOZ rezoning process for their West End campus. MMC held an open house on January 12th to discuss elements of this IDP, and is now pursuing additional planning and design work in hopes of submitting a complete rezoning request, including a final draft IDP, in the next several weeks. An update on this work is included in *Attachment C*. As a product of the time involved in completing this work, staff has resolved, in consultation with MMC, to move the IOZ process forward ahead of MMC's review.

II. IOZ PURPOSE, BASIC STRUCTURE

Staff has drafted the Institutional Overlay Zone (IOZ) to achieve a number of goals, among them to create more consistent and predictable regulation for the city's major institutions, to foster transparency and long-range planning in these same institutions, to formalize regular public engagement for all institutions, and last but not least, to allow the city's major institutions, which serve as integral to the city's (and region's) economy, cultural life, and health, to grow.

Because long-range planning is central among these goals, staff's effort to develop new language for an Institutional Overlay Zone began with the concept of an Institutional Development Plan (IDP), a master plan to be developed by the eligible institutions, which would guide each institution's development over the life of the plan. The IDP is envisioned as the basic building block of the Institutional Overlay Zone. The IDP is intended as a stand-alone document, which would be approved by the Planning Board.

Realizing that the 'zoning' for each institution would need to live in the ordinance, however, staff also developed the concept of a Regulatory Framework, which is meant to evolve from the IDP and be adopted by the City Council. The Regulatory Framework will allow each institution to grow as envisioned in the IDP yet also establish requirements, guidelines, and performance measures that address the major ramifications of institutional growth and change.

III. PRIOR PLANNING BOARD WORKSHOPS

With these two core elements in place, discussion with both the Board and the institutions over the last several months has focused on more nuanced questions – which institutions should be eligible for IOZ designation, how and whether the IDP should address properties geographically distinct from the institutions' main campuses, how to manage amendments or changes to the IDP and IOZ, how to address public engagement in the IDP, and what level of detail to require in the IDP itself.

IV. PUBLIC COMMENT

At the January Planning Board workshop and in the time since, staff has fielded comments from a number of neighbors (*Attachments PC-1 to 16*). Two of these comments raise questions regarding the impacts of UNE's potential growth, and the remainder identify concerns specific to MMC's proposed expansion plans, such as the location and scale of the proposed parking garage; economic, traffic, parking, and construction impacts; and use of the surface parking lot at Brackett and Vaughan Streets. These specific comments on MMC's plans will be considered by the Board in detail when MMC's Institutional Development Plan is reviewed at future Planning Board meetings.

Correspondence from neighbors has also included broader comments which address the IOZ language under consideration at this workshop. In this correspondence, the public has suggested that the IOZ language should address a variety of neighborhood concerns, including the need for constructive public engagement from institutions; the potential for institutional expansion and residential conversion; and construction, parking, and traffic impacts, among others. Neighbors have also raised questions about the definition of impacted neighborhoods and the omission of other institutions within the city's bounds.

V. INSTITUTIONAL OVERLAY ZONE TEXT

As noted previously, the text of the Institutional Overlay Zone presented here has been informed by institutional zoning across the country; a review of the City's related code provisions; input received from neighbors; input from city staff across a range of departments; and Planning Board feedback. In addition, staff has discussed the draft text with each of the four institutions contemplated by the ordinance. UNE's, USM's, and MMC's written comments are attached (*Attachments A, B and C*). The draft text is as follows:

INSTITUTIONAL OVERLAY ZONE (IOZ)

I. Purpose of the Institutional Overlay Zone

The Institutional Overlay Zone (IOZ) designation provides a regulatory mechanism available to the city's four major medical and higher education campuses where an improved regulatory structure is needed to facilitate a consistent, predictable, and clear growth management process. The purposes of the Institutional Overlay Zone are to:

- a. Acknowledge that the city's major academic and medical institutions play a prominent role in the health and well-being of the local and regional community, and in order to sustain that role, these institutions need flexibility to change and grow;
- b. Encourage proactive planning for institutional change and growth which identifies and addresses likely long-term needs and cumulative impacts while leveraging potential benefits at the neighborhood, city, and regional level;
- c. Ensure that institutional change and growth both complements and, as appropriate, integrates adjacent or surrounding neighborhoods through carefully planned transitions;
- d. Support the formation and continuation of mutually beneficial public-private cooperation;
- e. Support an ongoing public engagement process that benefits both the institutions and nearby neighborhoods;
- f. Reflect Comprehensive Plan and other policy objectives; and
- g. Provide a consistent regulatory approach to all major institutions which allows unique regulatory requirements that balance the particular needs of institutions with the needs of the surrounding neighborhood and wider community.

II. Location and Applicability

The city's four primary medical and higher education institutions are eligible to apply for designation as Institutional Overlay Zones. The Eligible Institutions are the two major hospital institutions of Maine Medical Center and Mercy Hospital, and the two major academic institutions of University of Southern Maine and University of New England.

III. Establishment of an Institutional Overlay Zone

- a. *Application for an Institutional Overlay Zone.* The Eligible Institution shall submit a zone change application for IOZ designation consisting of two components:
 - i. An Institutional Development Plan (IDP) (see Section IV).
 - ii. A Regulatory Framework (see Section V).
- b. *Required Public Involvement.* At least two neighborhood meetings shall be required. The first shall be held prior to the formal submission of a zone change application for an Institutional Overlay Zone and the second shall be held during the City's review. Meetings shall identify the concerns, if any, of affected residents and property owners, and inform the development of the Institutional Development Plan (IDP) and Regulatory Framework. Meetings shall be held in a convenient location proximate to the institution. The applicant shall provide written notification to property owners of record within 500 feet of the proposed IOZ boundary at least ten days prior to the meeting dates and maintain written records of the meetings.
- c. *Required Scoping Meeting.* The Eligible Institution shall meet with the Planning Authority after the required neighborhood meetings and prior to submission of the zone change application to confirm the focus of the Institutional Development Plan (IDP) and Regulatory Framework, including study areas that may be outside of the proposed IOZ boundary. The IDP and Regulatory Framework will vary in detail and focus depending on the Eligible Institution and its particular context. The content requirements in Sections IV and V and the comments from the neighborhood meetings shall provide direction for the content of the IDP. The Planning Authority or Planning Board may require additional information or waive content requirements as is relevant to the Eligible Institution (see Section IV.c).
- d. *Reviewing Authority.*
 - i. The Planning Board shall review the zone change application, including the IDP and Regulatory Framework. A public workshop and a public hearing before the Planning Board are required.
 - ii. Upon recommendation of the Planning Board, the City Council shall review and adopt the Institutional Overlay Zone and the accompanying Regulatory Framework.
- e. *Future Institutional Development.* All new development by the Eligible Institution within the boundary of the IOZ shall be compliant with the IOZ and accompanying Regulatory Framework, consistent with the IDP, consistent with the Comprehensive Plan, and meet applicable site plan standards, unless such standards are superseded by the Regulatory Framework. Any use/development proposed by the Eligible Institution outside the IOZ boundary that complies with the zoning for permitted uses in that location shall be reviewed under the standards of that zone. Where such a property has functional land use links with the main campus (e.g. remote parking), it shall be addressed by the IDP.

IV. Institutional Development Plan (IDP)

- a. *Purpose.* Any use conducted by an Eligible Institution and any construction by an Eligible Institution in an Institutional Overlay Zone shall be consistent with an Institutional Development Plan (IDP) approved by the Planning Board in accordance with this ordinance. The

- purpose of the IDP is to establish baseline data about institutional land uses, facilities, and services and measure, analyze, and address the anticipated or potential impacts of the institutional growth and change. The IDP shall serve as a background document that supports the proposed Regulatory Framework and frames subsequent site plan review(s).
- b. *Term.* An IDP shall provide the city and abutting neighborhoods with a clear outline of the anticipated or potential growth and changes of the Eligible Institution for the short-term and long-term. An approved IDP shall remain in force unless and until amended. The IDP shall be updated and reviewed in accordance with the monitoring and updating provisions included in the final adopted Regulatory Framework.
 - c. *Content.* The IDP submission shall address the following elements unless specifically waived by the Planning Authority or Planning Board, with the scope and level of detail to be clarified at the required Scoping Meeting:
 - i. Context Information
 - 1. The institution's adopted mission, vision, or purpose statement
 - 2. A summary of relevant baseline data on the institution, including:
 - a) A neighborhood context plan;
 - b) An inventory of current programs and services;
 - c) A current census of the number of people using the institution (e.g., employees, enrollment, patients), with an indication of maximums and minimums over time;
 - d) An inventory and/or plan of existing property holdings within the main campus and within the City of Portland;
 - e) An inventory and/or plan of existing facilities, including data on use, floor area, and any existing functional connections between facilities.
 - 3. A summary of the baseline characteristics of the existing campus and context of the institution, based on identified study areas, including:
 - a) A summary of existing resources, such as historic, open space, and natural resources;
 - b) A summary of the existing transportation system, including vehicular, pedestrian, transit, bicycle, and parking supply, demand, and utilization;
 - c) A summary of existing public infrastructure supporting the institution, including demand, utilization and any capacity issues;
 - d) Relevant municipal plans, projects, and studies that may influence the IDP study area and opportunities for integrating institutional growth.
 - 4. A summary of public involvement in the development of the IDP, including major areas of public concern.
 - ii. Assessment of Future Institutional Growth and Change
 - 1. A description of institutional needs and areas of future institutional growth and change, including:
 - a) Projected census of users (e.g., enrollment /employment/patient/visitor figures and anticipated variations over time);

- b) Institutional objectives for property both within and outside the IOZ boundary, including an indication of any functional land use connection for sites outside the IOZ boundary to the main campus;
 - c) A Development Plan addressing anticipated or potential institutional needs and physical improvements, including the proposed boundary of the IOZ and any phasing of the development.
2. Analysis and associated plans that address the following elements in terms of anticipated growth or potential impacts within the identified study area, and support the development parameters as set out in the Regulatory Framework:
- a) Transportation and access
 - 1) An analysis of the proposed changes in parking demand, supply, and impacts to the off-street and on-street parking capacity, including an explanation of the proposed parking plan;
 - 2) An analysis of the proposed changes in vehicular, pedestrian, transit, and bicycle access routes and facilities, their capacity, and safety;
 - 3) A transportation, access, and circulation plan, representing the synthesis of the analysis, and including a program of potential improvements or set of guidelines to address access deficiencies to and within the IOZ. The plan should outline proposed mechanisms and potential strategies to meet transportation objectives, including transportation demand management, phasing, and when a Traffic Movement Permit (TMP) may be required.
 - b) Environment
 - 1) An analysis of potential cumulative impacts on natural resources and open spaces;
 - 2) An analysis of projected energy consumption, hazardous materials generation, noise generation, and similar issues as relevant;
 - 3) An environmental plan, representing the synthesis of the analysis and including a proposed program or set of guidelines for future preservation, enhancement, conservation and/or mitigation.
 - c) Infrastructure
 - 1) An analysis of projected public utility demand and the capacity of associated infrastructure;
 - 2) An analysis of projected public safety needs and projected impacts to the capacity of these services;
 - 3) An infrastructure plan, representing the synthesis of the analysis and including a proposed program or set of guidelines to support sustainable growth.
 - d) Design
 - 1) An analysis of projected impacts to neighboring properties and public spaces, including potential shadow, wind, and lighting impacts, impacts of height and massing, and impacts to historic resources;

- 2) An analysis of transition areas between the institution and adjoining neighborhoods, including identification of key character defining components of the surrounding context;
- 3) An analysis of existing Crime Prevention Through Environmental Design issues and identification of how these principles will be addressed as part of the proposed campus development;
- 4) A conceptual built environment/public realm plan, representing the synthesis of the analysis and including a set of guidelines for urban design, landscape, open space, and streetscape treatments, with particular attention to the treatment of edges (both within and abutting the IOZ boundary) to achieve compatible transitions.

e) Neighborhood Engagement

- 1) A plan for ongoing community engagement that represents best practices, promotes collaborative problem solving around community concerns, fosters transparency, and identifies mechanisms for neighborhood feedback and institutional accountability;
- 2) A property management framework that identifies the institution's process for handling operational property issues with neighbors;
- 3) Strategies for assuring appropriately transparent communication pertaining to property acquisition and disposition in surrounding neighborhoods;
- 4) A set of construction management principles, to apply to all institutional construction, that aim to minimize construction impacts on surrounding residents and businesses, such as advance information arrangements and a point of contact.

d. *Standards of Review.* The IDP shall:

- i. Address all content requirements, unless explicitly waived by the Planning Authority or Planning Board;
- ii. Reflect the issues/topics identified in the required public process;
- iii. Demonstrate consistency with the city's Comprehensive Plan and the purpose of this ordinance;
- iv. Demonstrate that the property ownership, proposed growth, and requested Regulatory Framework is a necessary component of supporting a successful, engaged institution;
- v. Demonstrate that traffic and parking impacts have been anticipated and that the proposed parking provision is justified as based on an assessment of options for reducing traffic and parking demands;
- vi. Demonstrate that potential cumulative environmental impacts have been anticipated and can be minimized or satisfactorily mitigated;
- vii. Demonstrate that utility impacts have been anticipated and can be minimized or satisfactorily mitigated;
- viii. Reflect a comprehensive design approach that ensures appropriate transitions with the existing or future scale and character of the neighboring urban fabric;
- ix. Promote compatibility with surrounding uses in adjacent neighborhoods, maintain housing, and support local amenities;

- x. Anticipate future off-site improvements that would support the integration of the institution into the community and city-wide infrastructure; and
 - xi. Conform with Portland's Historic Preservation Ordinance standards for designated landmarks or for properties within designated historic districts or designated historic landscapes, if applicable. When proposed adjacent to or within one hundred (100) feet of designated landmarks, historic districts, or historic landscapes, the IDP shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity.
- e. *Approval.* Upon finding that an Eligible Institution's IDP meets the standards of review, the Planning Board shall approve, approve with conditions, or deny an IDP.
- f. *Amendments.* If at any time the Eligible Institutions request minor amendments to an approved IDP, the Planning Authority may approve such minor amendments, provided that they do not constitute a substantial alteration of the IDP and do not affect any condition or requirement of the Planning Board. The applicant shall apply with a written statement of the proposed amendment and proposed amended IDP to the Planning Authority, whose decision as to whether the amendment is minor shall be final. Major amendments shall be reviewed by the Planning Board. When the IDP is amended, the baseline data in the IDP shall be updated as appropriate.

V. Regulatory Framework

- a. *Purpose.* The Regulatory Framework translates the IDP into a set of clear and specific zoning requirements for the IOZ. The zoning requirements are anticipated to include parameters that guide the growth and change of the institution as well as clarify how potential impacts will be mitigated, though some details may be more fully addressed under site plan review.
- b. *Applicability.* The Regulatory Framework shall apply only to properties that are within the IOZ boundary and to which the Eligible Institution holds right, title, and interest. For these properties, the Institutional Overlay Zone shall supersede the underlying zone, and all new institutional development shall be conducted in compliance with the Regulatory Framework and the approved Institutional Development Plan. Properties located within the Institutional Overlay Zone not subject to right, title, or interest of the Eligible Institution shall continue to be governed by the regulations of the underlying zoning designation.
- c. *Uses.* Institutional uses, including hospitals and higher education facilities, shall be permitted, as shall uses that are functionally integrated with, ancillary to, and/or substantively related to supporting the primary institutional use, consistent with the applicable approved IDP.
- d. *Content.* The Regulatory Framework shall reflect the information and analysis of the IDP. The content shall be tailored to address the particular issues associated with the institution and its neighborhoods. The Regulatory Framework should be succinct and use tables and graphics as possible to address the following:
 - i. *Zoning boundary of the IOZ:* The area to which the regulations apply, subject to other provisions of this ordinance;
 - ii. *Phasing and schedules:* Requirements that relate to particular proposed phases; a chart showing the schedule or thresholds for submitting an updated IDP (or elements of an IDP, such as a Transportation Demand Management (TDM) Plan); and any other updates deemed appropriate to the institution;

- iii. *Uses:* Clarification, as necessary, on permitted uses.
 - iv. *Dimensional Requirements:* Graphics, sketches, or standards, including details for transition zones within the IOZ boundary;
 - v. *Transportation:* Elements such as TDM trip reduction targets or contribution to area-wide TDM measures; broad parameters for ensuring pedestrian, vehicular, bicycle and transit access and safety; parking ratios and management strategies; and thresholds for access improvements;
 - vi. *Environment:* The approach to the inclusion of open space and preservation of environmentally-sensitive areas;
 - vii. *Mitigation measures:* The approach to identified mitigation measures, which would be addressed in greater detail in the site plan review process; thresholds for addressing deficiencies; goals for preservation/protection;
 - viii. *Design:* Graphics and standards to clarify building placement and envelope (height and massing); guidelines for integration of site features; required treatments for transition zones and treatment for all edges (both within and abutting the IOZ boundary); guidelines for establishing campus identity; and
 - ix. *Neighborhood Integration:* Thresholds for mitigation of impacts on neighboring properties; screening and buffering requirements; objectives for pedestrian linkages and safety; other requirements that address community concerns.
- e. *Standards of Review:* The Regulatory Framework shall:
- i. Be consistent with the Comprehensive Plan and the Institutional Development Plan;
 - ii. Provide a clear zoning framework, using graphics and tables as appropriate, to apply to future site plan reviews;
 - iii. Provide specific regulatory statements as appropriate that respond to concerns raised during the required public involvement; and
 - iv. Outline measurable goals and thresholds for associated mitigation measures to be included in the site plan review.
- f. *Approval/Adoption.* The Planning Board shall review the proposed Regulatory Framework against the standards of review and make a recommendation on the institution's IOZ designation and Regulatory Framework to the City Council for adoption as part of this zoning ordinance.
- g. *Amendments.* Amendments to the IOZ boundary or Regulatory Framework shall be reviewed by the Planning Board and adopted by the City Council subject to the provisions of this ordinance.

VI. Regulatory Frameworks of Eligible Institutions

(The regulatory frameworks adopted by the Council for each Eligible Institution will be codified within this section.)

VI. MAJOR POINTS OF DISCUSSION

As noted above, the draft text presented here is the product of input from various city departments, neighbors, and the institutions themselves. In this final draft, staff have attempted to resolve a number of outstanding points of discussion on earlier drafts, including the following:

1. *Clarity between the Institutional Development Plan and the Regulatory Framework:* Staff has restructured the ordinance language in an attempt to clarify both the distinction and connection between the IDP and the Regulatory Framework.
2. *Requirements for public meetings (Section III.b):* Staff has revised language to require one public meeting prior to submission of the IDP and IOZ zone change request and a second public meeting following the IDP submission.

3. *Timeline or thresholds for amendments and updates of the IDP and/or IOZ (Section IV.b and V.d.ii):* As a function of their various operational needs, each institution will have its own short- and long-term planning horizons. For this reason, staff has written the IDP term language broadly to allow institutions to define their own planning term. Language has also been added to encourage or require the Regulatory Framework to include thresholds for trigger updates to the IDP.
4. *Treatment of ‘off-campus’ properties (Section III.e and IV.c.i.2d):* Staff has clarified language around the treatment of off-campus properties to:
 - a. Require that off-campus properties “with functional land use links” to the main campus be addressed by the IDP, and
 - b. Require that the institutions include an inventory of existing city-wide property holdings in the IDP. The institution would be required to update this inventory with amendments to the IDP.
5. *Level of specificity required in the IDP (Section III.c):* Staff has incorporated a scoping meeting into the ordinance language on the premise that, following an initial public meeting, the institution would meet with the Planning Authority to “confirm the focus of the IDP and Regulatory Framework.” This would allow for a discussion of the content requirements for both elements and for the Planning Authority to either require additional information or “waive content requirements as is relevant to the Eligible Institution.”

VII. MMC UPDATE

Prior to the Board’s January workshop, MMC submitted a preliminary draft Institutional Development Plan. Shortly after that workshop MMC hosted a meeting with neighbors, and a summary of comments from this neighborhood meeting are included in *Attachment C*. As noted above, staff anticipates that the final draft of the IDP will be submitted to and reviewed by the Planning Board in the near future, and MMC will use this workshop to present a summary of work completed in the time since the last workshop (*Attachment C*), but will not present additional elements of their IDP.

VIII. ATTACHMENTS

Comments from Eligible Institutions

- A. Letter from UNE (1/26/17)
- B. Letter from Bernstein Shur on behalf of USM (2/7/17)
- C. Letter from MMC incl. update/neighborhood mtg comments (2/10/17)

Public Comment

- PC-1. Barowitz correspondence
- PC-2. Snyder correspondence
- PC-3. St. John Valley Neighborhood Association correspondence
- PC-4. Martin correspondence
- PC-5. McKenzie Bowcott correspondence
- PC-6. Bowcott correspondence
- PC-7. Vilani correspondence
- PC-8. McNamara correspondence
- PC-9. Sabina correspondence
- PC-10. Fuller correspondence
- PC-11. Western Promenade Neighborhood Association correspondence
- PC-12. Alexander correspondence
- PC-13. Snyder correspondence
- PC-14. Fuller correspondence
- PC-15. Knoll correspondence
- PC-16. Donnelly correspondence



UNIVERSITY OF
NEW ENGLAND

Biddeford Campus
11 Hills Beach Road
Biddeford, ME 04005
(207) 283-0171 T

Portland Campus
716 Stevens Avenue
Portland, ME 04103
(207) 797-7261 T

January 25, 2017

Stuart O'Brien, Planning Director
City of Portland
389 Congress Street
Portland, ME 04101

Helen Donaldson, Planner
City of Portland
389 Congress Street
Portland, ME 04101

Re: Institutional Overlay Zone (IOZ) Draft

Dear Tuck and Nell:

I am writing to follow up on the Tuesday, January 10, 2017 Portland Planning Board meeting discussion on the proposed Institutional Overlay Zone (IOZ).

I have reviewed the IOZ draft presented at that time and the Planning Board's comments, and on behalf of the University of New England (UNE), one of the four institutions directly affected by the proposed IOZ, have several comments.

Before making specific comments about the IOZ draft, however, it might be helpful to outline UNE's objectives in proposing for Portland a master plan process similar to the one we have worked with in Biddeford for several years now.

Those objectives are:

1. Uniformity of Land Use Regulation. UNE's Portland campus is spread over five different zoning districts, each with different permitted and special exception uses, setbacks, heights, maximum building footprint and impervious area standards. Having a common set of City zoning and land use standards for our campus will assist UNE in its construction, expansion and renovation of its buildings and will lead to a more unified campus buildout by application of those standards throughout the campus. We believe that this objective is consistent with the City's stated purpose to facilitate a consistent growth management process.

2. Predictability. Where portions of UNE's campus are in residential districts, its use is a conditional use. Where portions of UNE's campus are in other districts, however, its institutional/educational use is neither a permitted nor a conditional use. This caused considerable difficulty just to permit needed parking, for example. Establishing that the educational institutional use is permitted throughout the campus will, together with uniform standards, create certainty as to UNE's ability to build, expand and renovate campus structures. We believe that this objective is consistent with the City's stated purpose to facilitate a predictable growth management process.



3. Streamlining the Process. If standards are uniform throughout the campus and the use is permitted, conditional use and variance processes will be unnecessary, and UNE can focus on site plan review. Review will be simplified and straightforward. We believe that this objective is consistent with the City's stated purpose to facilitate a predictable growth management process.

4. Communication. The requirement of development of a master plan for the campus and its regular amendment encourages continual conversations between UNE and the City and between UNE and its neighbors, so that conceptual plans, concerns, issues and possible resolutions can be discussed in a larger context in advance of individual site plan applications. Any site plan application still will raise concerns related to that specific proposal, but there will be dialogue regarding conceptual plans for the campus for at least each next-five-year increment. We believe that this objective is consistent with the City's stated purpose to facilitate a clear growth management process.

These are the benefits UNE has seen in its participation in the master plan process in Biddeford, and are the objectives it would hope to further through the proposed IOZ in Portland. Perhaps the other affected institutions would seek to further the same objectives.

However, there are portions of the draft IOZ that would interfere with or run counter to those objectives:

- For example, several sections require the Institutional Development Plan ("IDP") to be so specific as to building site, height, uses, location and aesthetics as to be its own small-scale site plan review. UNE instead envisions the IDP process as the presentation and review of a conceptual plan of campus development, with review of the details to await each site plan application.
- Several sections use terminology currently popular in planning and development, but are unclear about what is meant. When Section 1b proposes to look at impacts at the "regional" level, how is this assessed when Portland's Planning Board is not a regional governmental entity? When Section 1d discusses "public-private collaboration," what does this mean, or is it intended to encourage an institutional-public conversation? When Section 1g says that the purpose of the IOZ is to address "priority objectives," whose priority is being advanced? How is this determined? When those priority objectives include "sustainable growth," what does the City intend -- to measure the sustainability of growth plans determined by UNE's Board? And what is "high-quality design"? In Section 4b1g), discussing the components of a Regulatory Framework to be prepared by UNE for review by the Planning Board along with the IDP, what is "livability" and how is it measured and determined? What are the "sustainability targets"?



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- Some of these “criteria” appear to be beyond the City and Planning Board’s role in land use regulation and some intrude upon these institutions’ own autonomy to carry out their missions. The institutions should not have to convince the City that the proposed growth is needed and appropriate or is sustainable. UNE itself through its own board is concerned about sustainability of its operations and is accounting for this concern in its future growth decisions.

Also, UNE supports the concept contained in the 1/10/2017 IOZ draft that properties within the campus parcel owned by others will retain their current zoning designations and will not be part of the IOZ. UNE would prefer to approach the Planning Board and City Council for rezoning of these parcels when and if they become available rather than see them included in the IOZ against the objections of the current owners.

Thank you for your consideration of these concerns. I look forward to meeting with you to discuss the next steps in the IOZ ordinance development process.

Sincerely,

A handwritten signature in black ink that reads "Alan Thibeault". The signature is fluid and cursive, with a large, sweeping initial "A" that extends upwards and to the right.

Alan Thibeault
Assistant Vice-President for Planning
UNE

cc: William Bola, Vice-President for Operations, UNE
James N. Katsiaficas, Esq.



**Bernstein, Shur,
Sawyer & Nelson, P.A.**
100 Middle Street
PO Box 9729
Portland, ME 04104-5029

T (207) 774 - 1200
F (207) 774 - 1127

Memorandum

To: Portland Planning Board
From: Mary E. Costigan
Date: February 7, 2017
Re: USM Comments on Draft IOZ Ordinance

This memo is provided to summarize USM's comments on the proposed IOZ ordinance. For ease of reference, the comments will follow the order of the proposed ordinance. In general, USM is pleased with the opportunity for more flexibility in zoning and planning for its Portland campus. As you are aware, the USM campus is currently within the University of Southern Maine Overlay Zone. Although the provisions of the USM Overlay currently meet the needs of USM, there may come a time when USM would take advantage of the IOZ if its needs no longer line up with the USM Overlay.

Specific Comments:

- Eligibility and Applicability: USM agrees that the IOZ should apply only to those properties owned or occupied by the institution. Perhaps the IDP could identify those properties within the IOZ boundaries not owned or occupied by the institution and indicate any future plans for that property, if any, by the institution.
- Establishment of IOZ:
 - Paragraph "a" should make it clear that an IOZ is established at the request of the institution.
 - It would be clearer if the Regulatory Framework stood alone as a submission to support the zoning change application. Including the Regulatory Framework as part of the IDP is confusing.

- Section “c” should be titled “Standards of Review of IDP” and should contain clear standards by which the Planning Board will review the IDP. Some of the requirements set forth in the draft are too detailed for the planning stage and would be more appropriate for site plan review, such as demonstrating how traffic would be mitigated in the future. There should be a close link between the standards of review and the IDP submission requirements. Perhaps a review of the Master Development Plan standards would be helpful to determine if any would be applicable to an IDP.
 - Also within the Review Standards, there is reference to integration with the scale and character of neighboring communities. A word that was used frequently in the last Planning Board workshop is “transition” rather than integration. Transition would be more feasible for an institution to achieve than integration. Institutional uses are often not the same scale or character as the surrounding neighborhoods, hence the need for an IOZ, which is why the focus should be on transition.
 - Regarding amendments and whether outside property should be included in the IOZ, there needs to be a balance between limiting an institution’s ability to acquire property outside the IOZ and including those external properties in the IDP if part of the overall growth plan of the institution. USM currently does not own any disconnected property in Portland.
- IDP:
 - There is some reference to the approved IDP remaining in force until an amendment. USM requests that the language regarding approval of MDPs also be inserted here: “Approval shall confer pending proceeding status upon the development with the effect of maintaining the applicability of regulations in effect at the time of approval for as long as the IDP approval remains valid.”
 - The appropriate timeframe for the IDP would be 5-10 years.
 - Submission requirements: we understand that the first draft of this section is still under consideration. Many of the requirements in this section are more appropriate for site plan review. It is our understanding that the goal of the IOZ is to obtain good baseline data and projections for parking, traffic, etc. Those broad goals should be reflected in the requirements and not detailed traffic mitigation measures.
 - Regulatory Framework: This should stand alone and not be part of the IDP, since it is the zoning tool. There are also requirements for mitigation in this section that may be difficult to identify at this stage. We would request, where appropriate, inclusion of a reference to open space as an equally important aspect of an educational institution’s overall plan and that efficient utilization of space within the IOZ reflect such use.



To: Portland Planning Board
 From: Maine Medical Center
 Date: February 10, 2017
 Re: IOZ Draft Language and IDP Update

IOZ Draft Text

Maine Medical Center has been working diligently with the City Planning Department since the last Planning Board Workshop to refine the IOZ language presented to the Planning Board. Overall, the document is evolving and, from Maine Medical Center's perspective, is helping shape the draft of its Institutional Development Plan.

One area raised by both UNE and USM that may be problematic for any institution to which this ordinance applies is the requirement for detailed submissions (with known mitigation measures) at the IOZ/ IDP stage and some of the review criteria to be applied to this overarching development plan.

Update on activities of MMC Pursuant to draft IOZ Requirements

Establishment of an Institutional Overlay Zone:

- (i) **Application for an Institutional Overlay Zone.** Maine Medical Center has submitted to the City of Portland its application for an Institutional Overlay Zone.
- (ii) **Required Public Involvement.** On January 12, 2017 MMC conducted a neighborhood meeting, inviting abutters within 500 feet of the campus. The list of abutters was received from the City. The meeting was well attended and good information was gathered. Attached to this memo are the consolidated results of the information gathered from neighbors as well as the sign in sheet (emails addresses have been redacted). The information gathered is being considered by MMC in developing its IDP.
- (iii) **Required Scoping Meeting.** For the last several months Maine Medical Center has been meeting weekly, both in person and by conference call, with the City Planning Department in fulfillment of the requirement for Scoping Meetings contained in the draft IOZ. As part of those discussions, a wide variety of topics have been discussed including thoughts on design; communication plans; baseline information such as parking and traffic patterns; smoking in the neighborhood; short term v. long term plans; recommended geographic boundaries; pedestrian pathways; best practice for neighborhood engagement; garage locations and height, etc.

The City staff understood that MMC is gathering as much information as possible in order to meet the requirements for submission for the IDP, but there was recognition that some items of necessity must wait until site plan review.

Consultants on Board to Assist MMC in Meeting the Requirements of the IOZ?IDP

MMC has engaged two additional consultants to assist it in meeting the requirements of the draft IOZ/IDP. Vanasse Hangen Brustlin, Inc. (VHB) and Gorrill Palmer are diligently working collaboratively on TDM updates and Parking and Traffic analysis to the extent the same is possible absent a site plan application. VHB is tapping the local knowledge of engineer Meghan Houdlette, PE, LEED AP, in conjunction with a team from Boston to assist in updating the Medical Center's existing Traffic Demand Management program "Get on Board." MMC is confident that with the expertise of this team the TDM plan will become even more successful.

Basak Alkan, Urban Designer, Perkins and Will, continues to talk with neighbors, process feedback and work with City Planners to update the previously submitted draft of the MMC IDP in light of neighborhood and City staff feedback. She is awaiting further results of the studies currently underway by a variety of consultants to produce an IDP that will guide future development at MMC.



JAN 12, 2017 / OPEN HOUSE COMMENTS

NEIGHBORHOOD MEETING / OPEN HOUSE

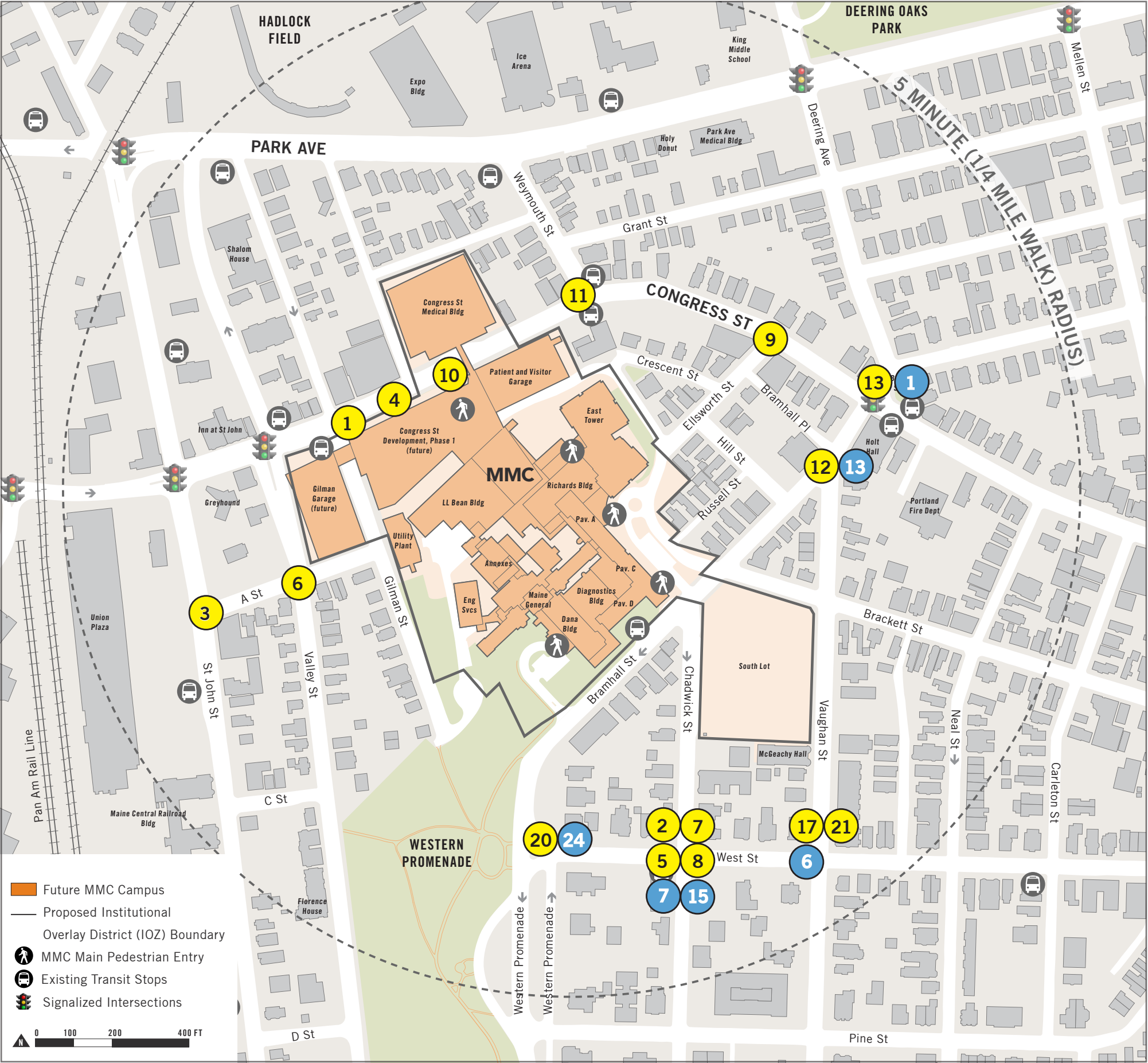
January 12, 2017

5-6pm - Open House

6-8pm - Meeting

Dana Center Auditorium and Lobby





WHAT ARE THE MOST DANGEROUS SPOTS FOR PEDESTRIANS ● AND BICYCLISTS ● ?

Participants picked from a stack of pre-numbered dots to place on the map. The numbers on this map correspond to the dots that were picked from the stack, and may not therefore be contiguous. Participants were given an option for providing additional information on that location by writing comments on a card, and including their name and address on the card. These comments are listed below.

● DANGEROUS SPOTS FOR PEDESTRIANS

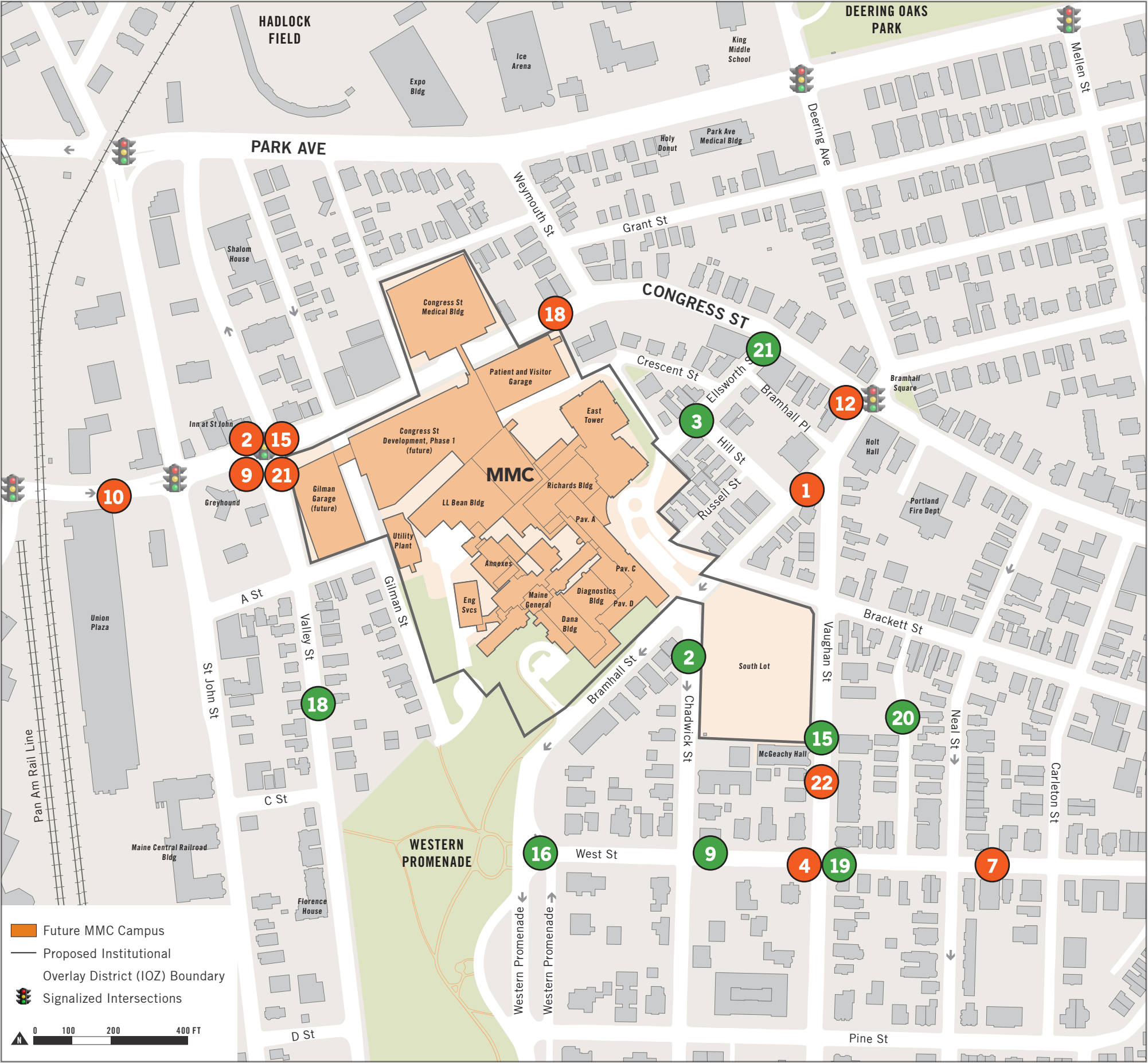
- 2. Cars fly down Chadwick to West and many don't bother to stop at the stop sign.
- 7. MMC traffic often blows through stop sign at top of Chadwick at West Street and treats West between Chadwick and Vaughan as one way. Very dangerous!! They are often confused and distracted. (Drew Anderson, 92 West St.)
- 8. I can see the intersection of West/Chadwick from my house. We witness a traffic infraction at that intersection about every 15 minutes.
- 10. Need street level pedestrian crossing.
- 11. Hard to cross, especially @ Congress and Weymouth (Emma Pope-Welch, 12 Boynton St)
- 12. Known risky intersection for cars, bikes, pedestrians
- 13. Hard to cross, especially @ Congress and Weymouth (Emma Pope-Welch, 12 Boynton St)

No further input was provided for points 1, 3, 4, 5, 6, 9, 17, 20, and 21.

● DANGEROUS SPOTS FOR BICYCLISTS

- 1. No room for bikes. I've seen BAD CLOSE CALLS! (Emma Pope-Welch / 12 Boynton St)
- 13. Known risky intersection for cars, bikes, pedestrians

No further input was provided for points 6, 7, 15, and 24.



● WHERE DO YOU GET STUCK IN TRAFFIC?

● WHERE ARE THE CUT THROUGHS?

Participants picked from a stack of pre-numbered dots to place on the map. The numbers on this map correspond to the dots that were picked from the stack, and may not therefore be contiguous. Participants were given an option for providing additional information on that location by writing comments on a card, and including their name and address on the card. These comments are listed below.

● CONGESTED ROUTES

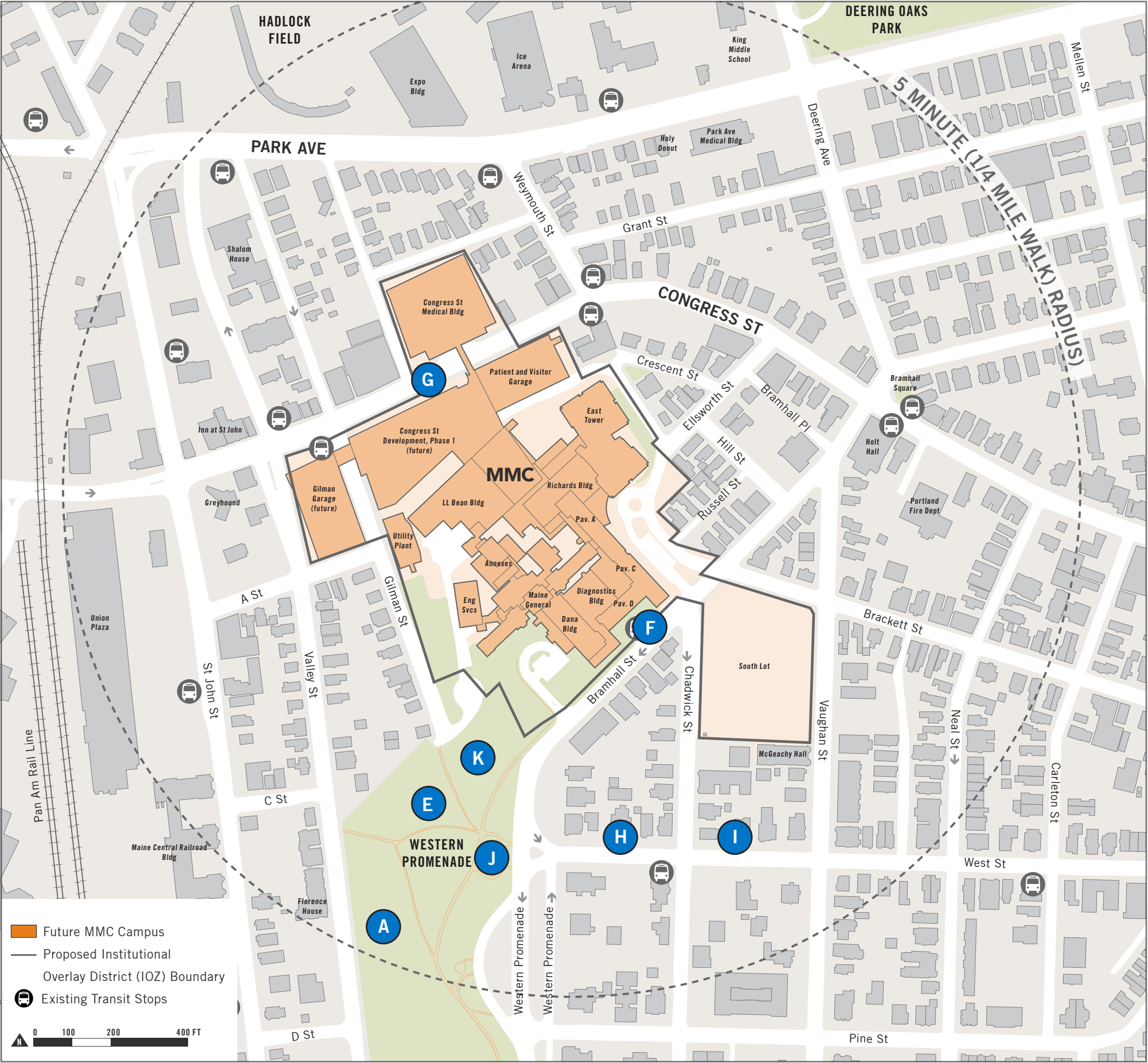
1. Traffic can build up at Bramhall hill headed toward Congress from Bramhill, and MMC visitors often miss the stop sign and fly through. (Randy Dee Ferrell, 7 Russell St.)
10. Right turn exit from Union Station (into 3 lanes of traffic) is extremely challenging.
12. I use Ellsworth as a cut through when traveling west on Congress to avoid right turns at light at Bramhall and Congress.

No further input was provided for points 2, 4, 7, 9, 15, 18, 21, 22.

● CUT-THROUGHS

1. Too many cars come out of the south lot right now. I would HATE to see an increase in the number of cars parking there. Can the exit/entrance be moved to Bracket?! That would be a huge improvement.
 18. Proposed entrance off of Valley Street into the new garage will result in back up south down Valley Street. Additionally, most vehicles will be coming north on Valley, crossing a street to enter the garage, not the opposite direction (from Congress).
 20. Maine Medical Staff park on Neal St., illegally cut through driveways to Marshall St., then through Maine Medical building on Vaughn St. to Maine Medical campus.
 21. I use Ellsworth as a cut through when traveling west on Congress to avoid right turns at light at Bramhall and Congress.
- No real cut throughs, but some neighborhood streets (especially one way) have heavy MMC related traffic. (Anne Pringle / 44 Neal St.)

No further input was provided for points 2, 9, 15, and 16, 19.



WHAT NEIGHBORHOOD AMENITIES DO YOU USE AND VALUE THE MOST?

Participants picked from a stack of pre-numbered dots to place on the map. The numbers on this map correspond to the dots that were picked from the stack, and may not therefore be contiguous. Participants were given an option for providing additional information on that location by writing comments on a card, and including their name and address on the card. These comments are listed below.

VALUED NEIGHBORHOOD AMENITIES

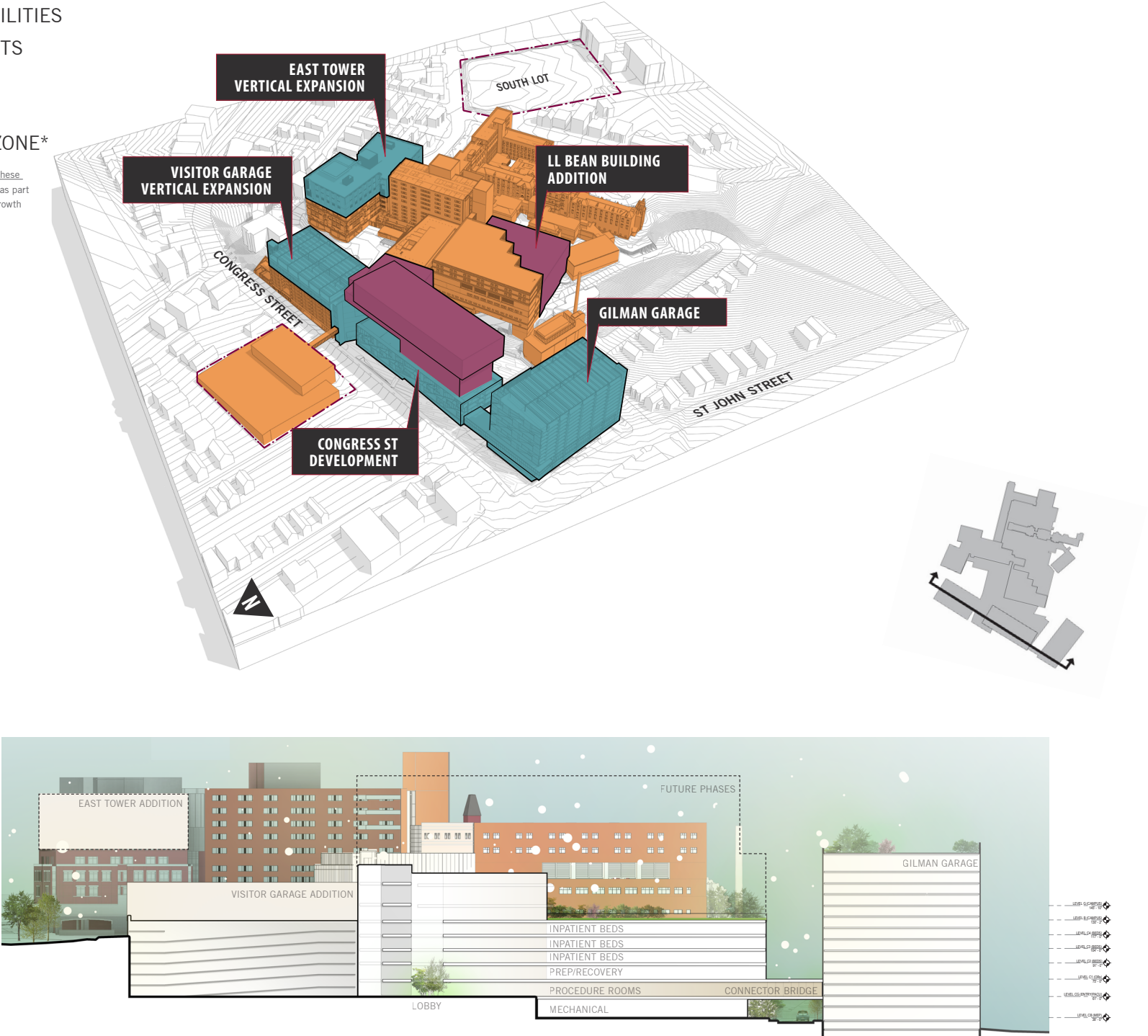
- E. Park
- F. Bus Stop
- G. Bus Stop

No further input was provided for points A, H, I, J, and K.

MAINE MEDICAL CENTER / CAMPUS TRANSFORMATION PLAN

- EXISTING MMC FACILITIES
- PROPOSED PROJECTS
- LONG-TERM PLAN
- LONG-TERM REDEVELOPMENT ZONE*

* While no specific use is identified for these parcels currently, they will be preserved as part of the campus to accommodate future growth and transformation needs, if any.



OTHER COMMENTS

Participants were asked to leave any general comments related to MMC’s proposed long-term plan (see at left). Those comments are copied below.

1. In long-term future planning, I hope MMC will consider removing the facilities enshrouding the façade of Maine General (Dana, Diagnostics, Pav. C, Pav. D and incorporating the lost square footage in new construction on Forest St. and the South lot.
2. The diagram shows the garage bordering St. John and not Valley St. This is incorrect. The garage is not welcome in this part of the neighborhood. (Jenny Mackenzie)
3. How is the city to handle the abatement of the garage near Gilman to reduce the inconvenience/pollution of the Gilman and Valley residence? (K. Snyder, 24 Gilman St.)
4. What is the plan for the construction parking vehicles and how will it affect congestion on Gilman and Valley St. residences? (K. Snyder, 24 Gilman St.)
5. How is 5 years of construction to be handled to keep the residences of Gilman and Valley St. quality of life from being reduced? (K. Snyder, 24 Gilman St.)
6. I have grave concerns about the noise level during construction negatively impacting my sales/income. (Toni Morrison / Inn at St. John / 207.773.6481 / TMorrison16@msn.com)
7. My other concerns pertain to construction workers parking around my building. (Toni Morrison / Inn at St. John / 207.773.6481 / TMorrison16@msn.com).



Helen Donaldson <hcd@portlandmaine.gov>

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

Jean Fraser <jf@portlandmaine.gov>

Tue, Dec 6, 2016 at 12:45 PM

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

for inclusion in the PB Memo on IOZ

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

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

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

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

To: jf@portlandmaine.gov

Cc: Tuck O'Brien <tuckobrien@me.com>, Damon Yakovleff <Damon.yakovleff@gmail.com>, Nikki Anderson <n.annetteanderson@gmail.com>, Norman Maze <nmaze@shalomhouseinc.org>, Emma Holder <pna@parksideneighborhood.org>, Anne Pringle <oldmayor@maine.rr.com>, Ian Jacob <iancasperjacob@gmail.com>

Jean,

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

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

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

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

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

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

Thanks,
Zack

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

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

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

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

So why is this?

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

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

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

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

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

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

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

--

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

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

ZacharyBarowitz.com

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--

Jean Fraser, Planner
City of Portland
874 8728



IMG_0947.JPG
409K

Notice From City of Portland Regarding - Vicinity of Maine Medical Center Questions

1 message

Karen Snyder <karsny@yahoo.com>

Wed, Dec 7, 2016 at 2:39 PM

Reply-To: Karen Snyder <karsny@yahoo.com>

To: "jf@portlandmaine.gov" <jf@portlandmaine.gov>

Jean,

I have yet again got another notice of more development that affects me in the City of Portland.

This unnecessary yet huge Maine Medical Center project, what streets will this proposed development actually be on and how far and up does it go?

What exactly is an IOZ ordinance and does it actually protect local residents or yet once again allow developers to trample on the quality of life of residents?

Regards,

Property Owner on Gilman St.
K. Snyder

the Saint John Valley Neighborhood Association

Concerns regarding MMC proposed expansion

Project announcement

- Lack of transparency
- MMC is in breach of the current contract zone agreement (CRA) by failing to apprise members of the MMC Neighborhood Council of hospital development plans as mandated by the contract.
- How do we enforce the rules going forward?

Project design

- What will the new structures look like?
- At what point and in what forum will neighborhood input be considered relative to design, location, size and scope of the project?
- Neighborhood integration is important especially height
- How will traffic be affected?
- What will happen to current green space?
- Are there plans for streetscapes?

Proposed 13 story parking structure

- It's too big
- It doesn't compliment the existing buildings in the neighborhood
- Increase in traffic (How will this be managed?)
- Increased pollution
- Increased noise levels
- Reduced property values
- Contrary to neighborhood goals of enhanced livability and walkability
- Negative effect on sunlight and wind patterns
- Why haven't alternatives to this plan been proposed?
- Lack of security in current parking structures which leads to...
- Prostitution
- Drug use and public drinking
- Graffiti
- Suicide attempts
- Littering

Construction management

- How will the demolition of current structures be performed?
- How will demolition effect local residencies and businesses?
- What are the phases of construction? and How long will each phase of construction last?
- How will construction effect local residencies and businesses?
- How will any damage to local residencies and businesses be handled? (Remember the crane that toppled in 2006 crushing a house whilst the new MMC maternity wing was being built?)

- Baseline reads on our properties?
- Where will construction materials be stored?
- How will construction impact street parking?
- Where will construction workers park?
- What are the guidelines for acceptable noise levels during construction?
- Are there any provisions for loss of income to local businesses? and loss of rent due to tenants moving on?

Future planning

- What is MMC's master plan?
- They have already told us that they will need more parking and more beds in the future. What is their plan to accomplish this?

moses sabina <mosessabina@yahoo.com>

Nov 22 (7 days ago)

to Garry, Tuck, stjohnvalleyne., Helen, me

Please add impact to resident parking to that list. As of now, parking is at a premium, and next to impossible to find a spot when there is no parking on one side of the street. Happy Thanksgiving! -Moses

[12.13.16- St John Valley Neighborhood Association confirmed as public comment for 12.13.2016 PB Workshop]

Hello Jean, If possible pls incude my memo in tonight's Planning Board workshop. Thank you . Sarah Martin

Sarah Martin <BOCCafe@hotmail.com>

Tue, Dec 13, 2016 at 2:30 PM

To: "jf@portlandmaine.gov" <jf@portlandmaine.gov>

Memorandum

To: City of Portland Planning Board

From: Sarah Martin Valley Street, Portland Maine

Re: MMC Expansion

Date December 13, 2016

As an owner and occupant of a two family 1880's era home, I have great concern over the size, the scope and the likely negative impacts of Maine Medical's proposed expansion.

During one of the recent construction projects the constant driving of pilings, disturbed not only our tenants quiet enjoyment but the actual plaster in our home. Additional negative experiences included the use of surface lots in our neighborhood as trash covered construction dumps wrapped in broken and bent chain link often with torn, flapping, often vandalized green mesh. The precious few parking spots available to residents in the neighborhood were diminished by contracted workers and we all had the overall feeling that we were living on a construction job site for many months at a time.

While I agree that there may be some added value to the neighborhood by relocating the main entrance to Congress Street, the mere consideration of a thirteen story parking structure abutting our R6 neighborhood seems completely out of touch with the hospital's spoken commitment to being "good neighbors".

Thirteen stories? I'm sure that the planning board is aware of this but consider for a moment a comparison in size.

The Holiday Inn on Spring Street-Eleven stories.

Peoples United Bank next to the library-Eleven stories.

Deering Pavillion-Eleven stories.

Portland House Condominiums -Eleven stories.

The Westin Portland Harborview(the old Eastland)-Thirteen stories

One City Center-Thirteen stories.

In fact there would only be three buildings in the entire city taller than this proposed structure, Franklin Towers, The Time and Temp building and Back Bay Towers.

I completely understand that the useful life of the existing employee garage is at its end. However, to expect to move 1,280 parking spots across Gilman street into a thirteen story parking structure higher than the treetops and towering over our buildings on Valley, Gilman and A Streets is just too much.

If we estimate a hundred cars per level, then why not dilute the impact a tower would have by relocating spots to other locations? The South lot on Bracket and Vaughn currently holds 400 cars. If the hospital were to go up one deck high in that lot, we have just reduced the tower to nine stories. Two levels brings the Gilman block proposal down to five!

I think the hospital owns the lot known as the Classic Eye lot on the one way section of Congress across from the jail entrance...about a hundred cars. How about developing a couple of stories of parking there? Two levels and we are down to seven stories on the Gilman lot. Another thought would be to lift the constraints of the current Contract zone and allow the hospital to purchase the properties on either side of their 887 Congress Street property to develop office/retail and parking in a structure similar in design to their surrounding buildings. This too would make more sense than pushing the development directly into the shadow of the residential piece(peace) of our neighborhood.

December 11, 2016

To the Portland Planning Board:

We are property owners of 8 A Street and co-owners of two businesses in the area effected by MMC's proposed expansion. We are writing about the impact of Maine Medical Center's construction plans within our neighborhood. We ask for your serious consideration to the many concerns we have about this project.

Parking Garage -

We oppose any changes to the MMC's zoning that would allow building heights to increase, especially as it pertains to the proposed parking garage on the Gilman Street lot. Our home, which we bought in 2006 and have spent considerable time and money renovating, is directly across the street from this lot. The proposed height of this garage would dwarf the residential buildings adjacent to it, encourage more traffic, and detract from the livability of the neighborhood. We feel certain that it will reduce our property values, increase pollution from car exhaust, become a hot spot for criminal activity and encourage further economic decline within the neighborhood.

One of the recommendations from the 2008 Peninsula Traffic Study was to enact parking policies that will decrease traffic volumes and “construct and promote remote parking, connected to downtown by frequent, reliable transit”. Where is MMC's progressive initiative to encourage remote parking and ride-sharing for it's employees? Rather than working with the city to reduce traffic congestion, MMC plans to build a larger garage which will only guarantee an increase in congestion on Portland's roadways. The more parking is made available for MMC's employees, the more its employees will drive into our neighborhood every day. We as residents would like to encourage a new plan that would make use of MMC's Scarborough campus or another remote commuter lot to reduce the congestion we witness every day in this neighborhood. At the very least, we ask that MMC build a replacement garage on the current location, set into the hillside, or increase the size of the existing garage on Forest Street. There are multiple options available that will avoid placing a giant parking garage the center of the neighborhood.

MMC Main Entrance -

We have been working with our neighbors for the last several years to make the neighborhood more livable. We have a vision which includes walkability, traffic calming, residential development, green spaces, and crime reduction. We see the neighborhood as being a distinct area of Portland with it's own appealing character and attractions, including the Inn at St. John, Sea Dogs, Salvage BBQ, and Pizza Villa. Having the main entrance to MMC located here could introduce many new challenges which would run contrary to our vision. There are many questions that will need to be answered before we can support the proposed location for the main entrance. For example, what will the hospital do about visitors and employees on the public streets smoking, littering and using parking spots that would ordinarily be available to residents without driveways? What will the structure look like and will it be in keeping with the scale of surrounding buildings? What will the hospital do to ensure minimal disruption to residents and business owners during the construction phase? How will green spaces be integrated into the design? Whatever plan comes to pass, we encourage MMC to be as transparent as possible and consider the goals of the neighbors who live and work in this neighborhood.

Sincerely,

Jenny MacKenzie and Garry Bowcott
8 A Street

1/10/2017

To the Planning Board,

After reviewing the Institutional development plan presented on 1/10/17, we have noticed some areas of concern regarding the proposed parking structure on the Gilman street block.

- A 13 story parking structure will stand out like a sore thumb in a residential neighborhood where the tallest building is 4 stories.
- There is no proposal for a setback to integrate the parking structure with the surrounding businesses and residencies.
- If fig 4.2 on page 41 is correct and the trend of employees utilizing alternative forms of transport continues then MMC will see a reduction in parking needs moving forward. Will we end up with a parking structure that is obsolete and cannot be used for any other purpose? Why are they proposing a larger parking structure if the demand for parking is decreasing over time?
- MMC has not offered any other solutions to their parking needs. There are numerous options available to them such as construction on the Vaughn Street surface lot, additional levels on the Forest Street lot and footprint expansion. All of these options are supported by the Saint John Valley Neighborhood Association but for some reason MMC refuses to acknowledge them as options.
- As the city is obviously in a state of rapid development, we need to start making wise decisions regarding parking and it's integration with neighborhoods. If we allow MMC to construct this parking behemoth we are destroying the livability of a neighborhood via pollution, traffic congestion, crime, decreased sunlight and street level interaction.

Please take these concerns into account as you consider MMC's institutional development plan.

Sincerely,

Garry Bowcott
8 A Street
Portland, ME
04102

1.9.2017

To whom it may concern,

I am writing to you about the proposed MMC construction project. As a business owner at 919 Congress St, Salvage BBQ I have concerns regarding how this will impact my business. Right now we have tremendous sunlight that illuminates the restaurant from the South and west. Increasing building heights in the neighborhood will block this light and impact our business negatively. We have worked hard to make our business a success in a neighborhood that was neglected and not seen as a viable business center. There was a similar attitude in Longfellow square when we opened Local 188 in 1999 and now Longfellow Square is a bustling mecca of restaurants and bars. I would like to see the same trend continue down Congress Street but the proliferation of institutional buildings impedes the type of pedestrian activity necessary to create such an environment.

I am also concerned about my business being disrupted during a lengthy construction phase. What are the plans for demolition of the existing buildings? How will traffic be impacted? How will pedestrian access be impacted? How will noise levels be managed?

Jay Villani
Salvage BBQ
919 Congress St.

My name is Tim McNamara and I live at 251 Valley Street.

I've read through the draft IDP submitted by Maine Med and have several questions relative to the rhetoric and the data offered in Chapter Four-Parking and Transportation.

My understanding is that the hospital needs to substantiate their request for change of zoning by proving need. I believe that the Chapter Four is an attempt to show that the hospital is doing all they can to reduce the number of vehicles on campus yet prove they still have the need to park 1,100 employees on Gilman Street. I write to challenge the positions taken by the hospital in Chapter Four.

At a December 6th meeting of neighbors, senior hospital management and City staff, we discussed ideas of alternatives or incentives offered by the hospital to employees to reduce the number of single passenger trips to and from campus. Our thought was ...fewer single passenger trips-fewer spots required in the new garage. Minutes from that meeting, recorded by hospital staff, reflect that Maine Med President Rich Peterson *"acknowledged that thought will be given to trying to provide additional incentives to Maine Med employees to car pool, bike or use other means of alternative transportation"*. ...it was even discussed as to whether we are asking the hospital to alter societal norms embedded around car ownership and use or to attempt to change our behaviors.

At that meeting, senior hospital management made no reference to any Alternative Transportation Plan in place and certainly no mention of the "Get on Board" program. "Get on Board" is the program that Chapter Four hails as a *"focus of institutional policy."* and *"an integral part of the fabric and culture of MMC"* (See pages 39/41of Draft IDP)

In the 2005 CRA between Maine Med and the City, Chapter 18 requires that *"an analysis of effectiveness and functioning of the Alternative Transportation Plan shall be provided* (by the hospital)*to the City Council's Transportation Committee on an annual basis.* " I've reviewed agendas and minutes from that committee dating back to 2013.

Nowhere can I find a reference to a hospital report on the functioning or effectiveness of any ATP.

As residents who will be directly impacted by a 13 story garage plopped down in the middle of our neighborhood, we have asked the right questions and made the right suggestions relative to reducing single passenger trips without hearing from the hospital of any plan in place to achieve such. Then out of nowhere, Chapter Four of the IDP asks us to believe that in 2015 the hospital has "incentivized" 35 % of their employees, up from 14% in 2008, to commute to work by means of something other than a single occupancy vehicle trip?

From 14% to 35% in seven years? Pretty spectacular. Where did these numbers come from? If we are to believe these numbers, then can we anticipate that in five years that number will be 50%? then 65% ten years from today?

The problem is we can't believe these numbers.

In 2015 they claim that 1,571 employees participated in the program. They claim that that amounted to 35% of their employees. That would be true if the hospital employed 4,488 people. The Maine Med Website claims that they employ more than 6,000 people. So the real number is closer to 25% participation in the program. The percentages are off from the first year of their reporting. (2008, 648 participants reflected as 14% of all employees. More like 10%)

The number of employees they claim to be riding their bikes to work in 2015 is 229. Yet they only have the capacity to store 184 bikes.

The number of employees using “ride share” in 2015 is 1, 021. Let's say every one of those ride-share participants carpooled to work with two other people, (unlikely as that may be) that would mean according to Chapter Four, that 340 cars would *“be given access to preferred parking in a gated, ID card access only area of the Employee garage that connects directly to the main lobby on the ground floor of the hospital.”* 340 Cars? That's well more than a quarter of the total spots available in the current garage and would be physically impossible to accomplish.

The bottom line on Chapter Four is that the numbers and the stories just don't add up. I would encourage the Planning Board to kick the entire Chapter back to the hospital for a complete overhaul and to demand validation of their data so an accurate and legitimate parking and transportation baseline can be established .

Thank you.

Re: PB Workshop 1-10-2017 Institutional Overlay Zone (IOZ)/MMC Institutional Development Plan

1 message

moses sabina <mosessabina@yahoo.com>

Tue, Jan 10, 2017 at 12:04 PM

Reply-To: moses sabina <mosessabina@yahoo.com>

To: Jean Fraser <jf@portlandmaine.gov>

To the Portland Planning Board:

My name is Moses Sabina, I am an owner/resident at 4 Gilman Street. I have attended MMC Neighborhood Council meetings quarterly since the inception of the council. The purpose of that council is to keep the neighbors of MMC apprised of any and all MMC developments.

In the case of these development plans, the council members were made aware of the plans three days before they were printed in the Press Herald. Neighbors were given no opportunity to be involved in a constructive dialogue to help MMC develop their needs with minimal impact, or even some improvement to the surrounding neighborhoods. Unfortunately, this selfish "close to vest" behaviour is exactly why the neighborhood council was created in the first place, and why it is all the more mockery now that MMC has dismissed including neighborhood representatives in an important discussion which should have included all the options for addressing their parking needs.

I ask you to consider their blatant disregard for their neighbors when you review their plans for the thirteen story dark tower they want us to live next to. I ask that you not give any variance over the height restriction in the current zoning until all other options for parking have been thoroughly vetted, regardless of the cost to MMC to divide the parking between more than one location. Otherwise, it will be the neighbors suffering the the long term price of this development plan.

Respectfully,
Moses Sabina

From: Jean Fraser <jf@portlandmaine.gov>**To:** "Fraser, Jean" <jf@portlandmaine.gov>**Sent:** Friday, January 6, 2017 5:42 PM**Subject:** PB Workshop 1-10-2017 Institutional Overlay Zone (IOZ)/MMC Institutional Development Plan

Hello

I am sending this e-mail to those who sent me written comments on the proposed IOZ zone and/or on the MMC plans for expansion back in December, or who have contacted me about the proposed IOZ ordinance.

MMC have requested a zone change in order to expand/modernize - and the new IOZ ordinance is the City's proposed process - with an aim to provide a clear, predictable growth management structure for institutions that would allow flexibility but also require proactive planning and a more transparent and defined mechanism for understanding and addressing community concerns. As currently drafted, only the main campuses of

Re: UNE

My name is Robert P. Fuller, a resident, taxpayer and owner of #37 College Street. With the possible exception of parking and traffic, it is doubtful that anything planned in the immediate vicinity of College Street would be an issue except to its property owners. But a concern of one should have the same weight as an issue for many.

Back in December 2011 one of the Vice Presidents said that UNE wanted to become more responsible. Hopefully that translated into going to be more responsible and that means to all of us. In theory and in practice leaders of organizations are supposed to reach out into the community and not allow any one subordinate to create an adversarial role with the neighbors. Does anybody want a repeat of the hoo-rah on the Biddeford campus about 15 years ago?

In a 2011 magazine interview, the president of UNE said that they were just about where they wanted to be in terms of size. A year later, as part of an application submission, UNE said that they had been unsuccessful in being able to squeeze any more parking on the main campus.

Based on those two statements, there should be no changes from my bound toward Ginn and McDougall Halls on the west or for at least 25 feet out from the #33-37 College Street north line. Finally, the north side of College Street itself and sidewalk would remain where they are now. This is the way it should be. Remember, the greatest material investment for most of us is our real property. This is true for myself and my sister at #33-35 College Street.

When you review for the overlay and master plan for UNE, do not forget US residents. When you review according to a set of standards, do the parts add up to a whole? Does it look sensible? How does it fit with the human condition? There is no good reason, with proper planning, that UNE and all its neighbors cannot peacefully coexist in the same surroundings.

Robert P. Fuller

January 5, 2017

**Western Promenade Neighborhood Association
Comment to Planning Board re IOZ**

1/10/17

Members of the Board, my name is Anne Pringle and I am commenting on the proposed IOZ framework on behalf of WPNA.

To echo David Eaton, I want to publicly thank MMC for agreeing to be the guinea pig for this new zoning concept and process. As some of you may know, there was a very contentious process when the Conditional Zone was approved. To date, this process and the dialogue has been much more open and we appreciate the early engagement.

Rather than comment on the specifics of the MMC IDP proposal, which will get a lot more scrutiny later and which I do think reflects the IDP framework, I want to comment on a few elements of the proposed IOZ framework:

First **institutional encroachment** has been a big issue in our neighborhood with two major institutions, MMC and Waynflete. The existing zoning protections, I think staff would agree, is inadequate as it gauges the impact of encroachment on a building-by-building basis, rather than on cumulative impact. The Waynflete IOZ recognizes this and precludes, I believe, school uses in buildings outside the zone boundary. So, the school cannot purchase or have donated a building outside the zone. To avoid institutional encroachment, WPNA believes the new IOZ should preclude institutions from purchase or acceptance of donations of properties outside the proscribed zone, except for the sale of properties to free up funds for institutional uses within the IOZ..

If an institution already owns property outside the IDP boundary, those properties should be identified and a plan, even a long-term plan, identified to relocate the institutional uses in those buildings to the IDZ area or a location outside a residential zone.

Second, it is recognized that these institutions have a major traffic and parking component. Since they each exist in already developed contexts, to a large extent

residential, significant and creative efforts should be made to reduce dangerous traffic impacts parking demand and assure that parking does not dominate the area and utilize land that might later be needed for institutional growth, leading to a subsequent request to expand the IDP boundaries.

Third, it has been suggested that MECA be included among institutions subject to the IOZ framework. With more residential housing downtown, the impact of MECA on its context should also be subject to the scrutiny that the proposed IOZ framework sets forth. Similarly, Waynflete should also be subject to the IOZ framework and process, should it at some point wish to revise its Overlay Zone.

Fourth, I have come to understand, through litigation, that purpose statement, no matter how helpful in understanding the basis for legislative action, have no legal import. In the proposed purpose statement I see some very good language that I believe should be pulled forward into the text to provide more explicit definition in the IOZ framework requirement, for example the reference to “carefully planned transitions”

Finally, there is no question that each of these institutions, including the two suggested to be added, are very valuable elements so our community. What the Board is seeking is to establish balance and predictability for both the institution and its neighborhood contact.

Public Comments on MMC Institutional Development Plan

1 message

toddmalexander@gmail.com

Mon, Jan 16, 2017 at 6:54

<toddmalexander@gmail.com>

PM

To: "jf@portlandmaine.gov" <jf@portlandmaine.gov>

Cc: "basak.alkan@perkinswill.com" <basak.alkan@perkinswill.com>, "Western Prom Neighborhood Association <oldmayor@maine.rr.com>" <oldmayor@maine.rr.com>

Jean: Comments on MMC's draft IDP;

Generally, I am supportive of the long-term plan to;

- i) create an IOZ to govern future campus development
- ii) shift development activity to the Congress Street corridor
- iii) allow for greater density and/or building heights along the Congress Street corridor to accommodate the plan

Either as a condition of an IOZ and/or included as a provision within the IOZ, the city should consider requirements for MMC to address the following;

- i) Real estate holdings in abutting residential districts that may not be located in the areas covered by the IOZ. More specifically, the city could require MMC to develop and implement a divestment plan for those non-core properties that most directly impact predominantly residential neighborhoods. Properties that could be addressed in that plan; 19 West Street, 112 West Street, 94 and 98 Chadwick, and 227 and 231 Western Promenade.
- ii) Hospital vehicle traffic in the Western Prom neighborhood generated from users of the South Parking Lot. One possible solution is to create an exit-only ramp/lane from the South Lot onto Vaughn street (far southeast corner of

lot). This will eliminate a high volume of hospital vehicle traffic on Chadwick and West Streets.

iii) Inclusion of residential uses in any future redevelopment plans for the South Lot. This parcel serves as the natural transition from institutional/commercial uses located to the north and west to residential uses to the south and east. Any future development in this location should further reinforce and compliment this transition. The size of the lot allows for an orderly change in property types from commercial/institutional...to mixed use...to residential. The residential development requirement could be structured to directly complement MMC's operations; housing for residents and staff, extended stay housing for visitors, etc.... One way to regulate a requirement for residential uses for the South Lot is through trigger/performance mechanisms, such as; for every X thousands of SF of non-residential space proposed for this lot, MMC is required to create X units of housing.

Respectfully,

Todd M. Alexander

3 Carroll Street

Sent from [Mail](#) for Windows 10

CORRECTION - MMC Neighborhood Meeting Held on January 18, 2017

1 message

Karen Snyder <karsny@yahoo.com>

Thu, Jan 26, 2017 at 5:01 PM

Reply-To: Karen Snyder <karsny@yahoo.com>

To: "Deborah S. Boroyan" <BOROYD@mmc.org>, Jean Fraser <jf@portlandmaine.gov>

Cc: Saint John Valley Neighborhood Association <sjvna1@gmail.com>

There is a correction in point 2 (two) below. I added a sentence to the end of the point. "These window replacements should be paid for by MMC."

Karen

From: Karen Snyder <karsny@yahoo.com>

To: Deborah S. Boroyan <BOROYD@mmc.org>; Jean Fraser <jf@portlandmaine.gov>

Cc: Saint John Valley Neighborhood Association <sjvna1@gmail.com>

Sent: Thursday, January 26, 2017 3:02 PM

Subject: Re: MMC Neighborhood Meeting Held on January 18, 2017

Hi Deborah and Jean,

During this MMC neighborhood meeting, it was said that the construction would span a 5 year time frame. This is not sustainable for the health of property owners and tenants to live through 5 years of construction on Gilman St and Valley St.

As a property owner on Gilman street, the proposed MMC's development proposal is causing quite a lot of stress and concerns amongst the local residents.

Depending on what the final agreed proposal and what is acceptable to property owners, the below needs to be considered for this development proposal to ease the stress, health concerns, and quality of life impact of any construction around Gilman and Valley St.

1) Construction noise should only allowed from Monday to Friday between 9am and 5pm. There should be NO construction on weekends. Residents need the weekend to decompress and destress. If not, the health and quality of life of residents will be compromised.

2) Prior to construction, all houses on Gilman and Valley street, the windows are to be replaced with soundproof windows. If the parking garage is made up of concrete, this means alot of noise and debris will be generated in the air. The properties around this area must not be comprised by hazardous abatement and noise. These window replacements should be paid for by MMC.

3) Because MMC employees use the Gilman street sidewalk constantly, for safety concerns, MMC needs to provide sidewalk lighting on this street.

4) The construction vehicles should be prohibited from parking on Gilman or Valley Street. Construction workers should be required to park in an off site parking lot and bused in just like MMC employees. The parking of construction vehicles is a nuisance for property owners because I have all ready had to experience this for the last 2 years on the East End.

5) There are concerns as to how are the property owners suppose to advertise for future tenants knowing that MMC is proposing a 5 year construction time frame? How are the property owners suppose to retain tenants if tenants don't want to put up with the constant noise and debris that will be generated? When someone buys or rents a property, there is an expectation to be considered and that is the law of NUISANCE "If a nuisance interferes with another persons quiet or peaceful or pleasant use of his/her property" It maybe the basis for a law suit ordering the person or entity causing the nuisance to desist (stop) or limit the activity. This is a huge concern as a property owner renting to tenants. MMC needs to address these concerns.

As indicated above, no matter what the final decision is on this proposal, the above issues must be addressed by MMC with solutions which have to be agreed upon by the neighborhood residents.

Regards,
K. Snyder
24 Gilman

From: Deborah S. Boroyan <BOROYD@mmc.org>
To: "'karsny@yahoo.com'" <karsny@yahoo.com>
Sent: Wednesday, January 18, 2017 12:18 PM
Subject: MMC Neighborhood Meeting

****This e-mail is being sent on behalf of Rich Petersen.****

Dear Neighbor,

Thank you for attending the Maine Medical Center Neighborhood Meeting on January 12, 2017. We hope that you found the meeting informative and we are looking forward to continuing our dialogue about this important project.

The input you provided before the Neighborhood Meeting, relating to traffic patterns, pedestrian and bicycle routes, and the amenities you most value in your neighborhoods, is being reviewed by Basak Alkan, the Urban Planner who is assisting with the development of MMC's project and advising on how that project can best interact with our neighborhood.

MMC is committed to transparency and being a thoughtful neighbor while planning for these important enhancements to our facilities and ability to meet the health care needs of our community.

Please go to <http://www.mmc.org/modernization> for more information and updates about this project, including additional Neighborhood Meetings.

Regards,

Rich Petersen

Deborah S. Boroyan
Executive Assistant to the President
Maine Medical Center
(207) 662-2491
boroyd@mmc.org

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37 College Street
Portland, ME 04103-2617
January 23, 2017

Neil Donaldson, Senior Planner
City of Portland
Planning Division
389 Congress Street
Portland, ME 04101

PC14

Dear Neil Donaldson:

This is my reply to the proposed Text of the Institutional Overlay Zone (IOZ). This was part of a memorandum dated January 6, 2016 (2017).

P.2 Institutional overlay zone text

In the first place, all four institutions concerned, in the spirit of "Total Transparency", should, if not already done so, furnish available as public record all applicable copies of their Charter, articles of incorporation, bylaws, etc., including those still in force from predecessor organizations. In this way the public will know what activities the institutions may or may not do.

P.2 IV 1c purpose - Insert the words "abutting or" before the word "surrounding." In this manner the reading will be - "... integrates abutting or surrounding neighborhoods ...".

The insert is necessary to protect the integrity of the privately owned parcels of #33-37 College Street. These properties are probably in a unique situation where they surround nothing. For the last two years it is UNE that surrounds these parcels of land, unaltered, a minor technicality such as this, could lead to those parcels of land not being recognized as a neighborhood at all and shut out of the planning process. Therefore, a neighborhood is one or more privately owned parcels of land to include those abutting or surrounding an institutional overlay zone.

The remainder of my comments are more general in nature for the time being. It is assumed that you are looking for more headings or amplify existing ones in the Proposed Text.

P.3 Permitted use - this must mean consistent with their articles, charter, etc.

P.5 IDP - Is this the same as the term "Master Plan", which has not appeared in the Proposed Text?

P.5 IV 5d (ii) 3a - What is "TDM"?

IV 5d (ii) 3b - Does this include adding, deleting or altering parking designations on a public street?

IV 5d (ii) 4b - Does this also embrace water draining into naturally occurring soil that is present?

IV 5d (ii) 4f - Assume that this also includes offensive soundwaves along with convergence of soundwaves both as the result of one or more appurtenances such as grates, fans, generators, compressors, circulators emitting

January 23, 2017

a sound that can be detected only in a narrow area, not always at ground level.

IV 5d (ii) 5d - What is "CPTED"?

IV 5d (ii) 5f - Presume any problems to be addressed in Section IV 5e 5 and 9

P. 6 IV 5d (ii) 6c - Construction Management - Does this include liabilities resulting in damage to private property due to construction, demolition, altering, filling, contour changes - Should private property owners pay for institutional damages upon them by the above activities not covered by their insurance? If the expansion of an institution upon a private property owner causes repeated damage claims and the insurance company raises the premium as higher risk, should the institution pay the difference between the rates since it is they who have "thrust" themselves upon the private property owner?

Likewise, where would there be an institutional maintenance clause that would totally protect private property owners against neglect (institutional owned tree falls upon private property house causing damages)?

IV 5e 5 mitigation - assume this covers changes to appurtenances and appliances already in place such as troublesome lighting, noises, soundwaves.

IV 5e 9 - Neighborhood Integration - would this be the heading under which a list of problems would be made item by item to include 5e 5 preceeding - all leading to a resolution?

That is all for now. Hope to receive your reply very soon.

Yours in sensible planning,

Robert P. Fuller

Robert P. Fuller

Fwd: Maine Med IOZ - South Lot Concerns

1 message

Melissa Knoll <melissa.knoll@gmail.com>
To: jf@portlandmaine.gov

Tue, Feb 7, 2017 at 10:24 PM

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

From: **Melissa Knoll** <melissa.knoll@gmail.com>

Date: Tue, Feb 7, 2017 at 10:18 PM

Subject: Maine Med IOZ - South Lot Concerns

To: planningboard@portlandmaine.gov, "Ozgur Basak Alkan, AICP, LEED AP"
<Basak.Alkan@perkinswill.com>, jf@portlandmaine.gov

Cc: Anne Pringle <oldmayor@maine.rr.com>, Scott Knoll <scott.knoll@gmail.com>

Dear Jean & Basak,

Thank you for taking neighborhood comment while planning the next Maine Med expansion. We live at the corner of West and Vaughan Street, so are in very close proximity. The move to make the entrance closer to Congress St sounds like a good one. We would like to see the high volume of Maine Med traffic reduced in the west end neighborhood.

We, as well as our neighbors, have two requests as you consider zoning change:

1. Move the exit of the surface lot on Brackett/Chadwick so traffic is directed away from the West End neighborhood. It is a huge safety and traffic congestion concern. I wrote a detailed e-mail regarding our concerns on Jan. 4th which I'll forward to Jean. There is broad west end neighborhood support for such a change.
2. It appears Maine Med is asking for long term approval to put a large 75 foot tall building on this same South Lot surface parking lot (see page 35 of the Maine Med Institutional Development Plan). The height and setback of a potential building on that lot should be kept the same as the surrounding R4 and R6 neighbors. A 75 foot building with a 5 foot setback as proposed on their plan would be enormous. Please keep the maximum height at the same level as the current R-6 & R-4 zone.

We could put together a neighborhood petition if this helps our case. Let us know if you think this would be valuable.

Thank you,
Melissa & Scott Knoll

Fwd: Maine Med Traffic Volume & Safety Concerns from Chadwick Parking Lot

1 message

Melissa Knoll <melissa.knoll@gmail.com>
To: jf@portlandmaine.gov

Tue, Feb 7, 2017 at 10:23 PM

Here is the e-mail detailing the traffic problems caused by the South Lot exit. Frequent high rates of speed can be added to this list.

Thank you,
Melissa

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

From: **Melissa Knoll** <melissa.knoll@gmail.com>

Date: Wed, Jan 4, 2017 at 2:14 PM

Subject: Maine Med Traffic Volume & Safety Concerns from Chadwick Parking Lot

To: Basak.Alkan@perkinswill.com

Cc: Anne Pringle <oldmayor@maine.rr.com>

Hello,

Thank you for taking the neighborhood concerns into consideration in designing Maine Med's next expansion. We have three small children and live on the corner of West & Vaughan Street in Portland, Maine. We and many of our neighbors have expressed concern about the erratic driving and large volume of traffic from the surface lot on Chadwick/Brackett West Street. All of the exiting traffic is directed toward our neighborhood from the one way exit on Chadwick, and 90% turns left down West, and then left on Vaughan.

Major problems include ~

- High traffic volume, especially at busy times of day
- Drivers are unfamiliar with the area, there is no signage back to the highways
- Drivers are distracted - many are on phones, in a hurry, have health problems, or are lost
- Cars frequently drive on West Street as if it is a one way street (like Chadwick) and drive on the left side of the road
- Cars do not come to full stops at Chadwick/West stop sign & West/Vaughan stop sign

- Most drivers have been at the hospital and are not paying full attention to driving safely or the children in the neighborhood
- Both Chadwick & the West Prom are one way streets heading away from the hospital making it difficult to access the hospital entrance, which adds to traffic congestion

Our neighborhood is young and vibrant with 10+ small children that live directly on this block. There have been several close calls already with traffic. It seems like there could be a reasonable solution to direct this unnecessary traffic away from the West Prom neighborhood. I look forward to speaking to you more about this. Please feel free to contact me and I can describe or show you the problem in more detail.

Thank you!

Best,
Melissa & Scott Knoll
83 West St
Portland, ME 04102

Comment on MMC overlay zone

Sara Anne Donnelly <sara@saraannedonnelly.com>

Feb 10, 2017 9:18 AM

Posted in group: **Planning Board**

To the Planning Board:

This letter is in regards to the proposed overlay zone that would allow Maine Medical Center to expand. I do not oppose the zone or the expansion, but as an abutting neighbor I do think it's important to call attention to trouble that we have had in convincing Maine Medical Center to be respectful of our space. I do this in hopes that perhaps provisions could be written into the overlay zone that protect the neighborhood from harm caused by the hospital and its expansion.

I live at 19 Ellsworth Street, which I have owned or managed since 2012. My two-unit home is two doors down from the current main entrance to the hospital on Bramhall Street. Soon after I bought the property, MMC banned smoking on its grounds. Since then, the neighborhood has struggled with patient and employee smokers that have effectively been pushed onto our sidewalks. There are dozens of them, particularly on warm days, smoking throughout the day at a near constant.

The hospital has met with neighborhood reps as far as I know (I was only invited to one meeting) and has reluctantly steered smokers away from some parts of the abutting neighborhood. They refuse, however, to re-establish a smoking space on their grounds, ignoring the reality that unlike other no-smoking hospitals their campus is in the middle of a densely populated area. This leaves us with a policy that is like a balloon pushed on one end that juts out on the other. The smokers that are deterred from one part of our neighborhood only migrate to another.

That's where my house comes in. Across the street, at Hill and Ellsworth, is a popular corner for employees of the hospital to smoke. This is no accident. The hospital about a year ago installed "Buttler" cigarette butt collectors at this corner, which it pays to maintain. These Buttlers are in front of private property. They effectively validate and even encourage smokers from the hospital to come to our neighborhood in front of private property and smoke. Which they do, by the dozens daily on warm days. Sitting on stoops and lounging on the sidewalk in their MMC uniforms.

The Buttlers were pitched by MMC to the neighbors (including me) as a way to collect the smokers away from the windows of those with concerns, and to gather the butts that were so many the rumor was they clogged up the sewer underneath the sidewalk. We were told that the Buttlers would be moved if there was a problem. But this is not the case.

I have spoken with six property owners or tenants around these Buttlers who have serious concerns about the effect of the smokers on our health, our quality of life, and our property value. I relaid this concerns to the hospital. To date, the hospital has done nothing to divert its employee smokers away from our sidewalks. I have particular concerns about the smoke as I work from home, my tenant is also home and is undergoing chemotherapy, and my infant daughter is cared for at home. Next door, my neighbors have a one-year old son who is also home most of the day. The smoke from the MMC employees comes into our windows almost constantly during warmer months. Over a year ago, the young mother next door and I joined a neighborhood meeting with MMC to talk about the smokers. We were listened to but nothing of substance was ultimately done. We were even told by MMC counsel to ask the smokers to move ourselves.

Next week, the owner of the property on the corner and I will finally meet with MMC to discuss the employee smokers at the corner of Hill and Ellsworth. But even if we are successful at resolving our issue, other property owners will suffer as the smokers will only migrate. The only effective way to respect the neighborhood would be to alter this flawed no-smoking policy and return a space for smokers to hospital grounds. But the hospital will not consider this. They seem to hope that we will just go away. This meeting alone is a perfect example -- it was first promised to us in October. It is only now happening, after repeated follow-ups from the neighborhood.

I recognize that the overlay zone and the expansion are a separate issue, but I am concerned that the expansion will bring more smokers to our neighborhood and that the hospital will not be held accountable for its promises to respect our health and our quality of life. I have attended a couple of the neighborhood meetings about the expansion held by MMC, and the rhetoric about respect and concern for the neighborhood is heartwarming. But if the ongoing and very real damage to the neighborhood caused by another of MMC's sweeping changes is any indication, the needs of the neighbors may ultimately be ignored.

I write this letter in hopes that perhaps there is some way the zone can be written to better protect us neighbors.

Thank you for reading, and I'm happy to answer any questions you may have.

Best,
Sara

Sara Anne Donnelly

Writer ◦ Writing Coach

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Memorandum

Planning and Urban Development Department

Planning Division

To: Elizabeth Boepple, Chair, and Members of the Portland Planning Board
From: Matthew Grooms, Planner
Date: February 10, 2017
Re: 502 Deering Center
Project #: 2016-290 **CBL:** 135 E009001
Meeting Date: February 14, 2017

I. INTRODUCTION

Developer Denis Lachman has requested a preliminary Level III site plan and subdivision review of a mixed-use five-unit commercial and residential infill development at 502 Stevens Avenue immediately east of Lincoln Middle School at the intersection of Stevens Avenue and Hartley Street. The proposed 10,200 SF development includes a three-story mixed-use building, associated 'pocket park' and 10 surface parking spaces located to the rear of the property. The site will be accessed from Stevens Avenue via a newly proposed shared driveway straddling the northerly property line. This lot is currently occupied by a 2,107 SF single family home. The demolition for this structure is currently under review. The site is within the B-1b zone.

The Planning Board will review the application for compliance with the site plan and subdivision standards.

A total of 168 notices were sent to property owners within 500 feet of the site and a legal ad ran on February 6th and 7th, 2017. There were eight public comments that have been received by the Planning Office, see [Attachment 3](#).



Figure 1: Aerial of 502 Stevens Avenue

Applicant: Denis Lachman

Consultants: Pat Carroll, Carroll Associates, Tom Greer, Pinkham and Greer Civil Engineers, Don Dostie, Four Points Associates, Nelson Toner, Bernstein Shur.

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
Drive Aisle width – To allow a 21' foot aisle in the parking area. <u>Staff Comments:</u> The review staff recommends waiving this standard.	Technical Manual, Section 1.14, requiring that aisle width for right-angle parking be 24 feet per Figure I-27
Driveway width – To allow a 18' foot driveway <u>Staff Comments:</u> The review staff recommends waiving this standard.	Technical Manual, Section 1.7.2.3 (multi-family residential with 10 or more parking spaces), requiring that two-way driveway widths be a minimum of 20 feet, with a preferred width of 24 feet. aisle width for right-angle parking be 20 feet per Figure I-27
Review	Applicable Standards
Site Plan	Section 14-526

Subdivision	Section 14-497
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III. PROJECT DATA

Existing Zoning	Neighborhood Business B-1b
Existing Use	Residential
Proposed Use	Mixed-Use Residential and Commercial
Proposed Development Program	4 Residential Units and 1 Commercial Unit
- Bedroom Mix	4 three-bedroom units
Parcel Size	9,562 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	1,295 SF	2,505 SF	1,210 SF
Building Floor Area	2,107 SF	10,200 SF	8,093 SF
Impervious Surface Area	2,828 SF	7,970 SF	5,142 SF
Parking Spaces (on site)	2	10	8
Bicycle Parking Spaces	0	10	10
Estimated Cost of Project	\$1,046,000.00		

IV. BACKGROUND & EXISTING CONDITIONS

The proposed project site is located on Stevens Avenue in proximity to Lincoln Middle School at the intersection of Stevens Avenue and Hartley Street. At present, the site is occupied by a single-family structure under review for demolition. This property is located within a transitional neighborhood, with a mixture of retail and service uses being located to the south of the subject site along Stevens Avenue, Lincoln Middle School is located immediately to the west of this site, and the surrounding area away from Stevens Avenue is predominantly single family residential. The project site is located at the northern edge of the Deering Center commercial district.



Figure 2: 502 Stevens Avenue Site

V. PROPOSED DEVELOPMENT

The development is proposed as a mixed-use commercial and residential project with frontage on Stevens Avenue. The project will consist of a three-story building with a commercial suite on the first floor and four three bedroom units located on the second and third floors. This development will be oriented towards Stevens Avenue with a new shared driveway and associated curb cut being proposed to provide access to this property and the property immediately to the north along Stevens Avenue. A new access easement has been provided as the proposed point of access will straddle both property lines. The existing curb cut, currently serving as the driveway for the existing single family structure, will be removed.

Parking for ten (10) vehicles is proposed on-site, including a space intended for a car-share vehicle, with a single two-way driveway measuring a minimum of 18' feet in width being proposed along Stevens Avenue. The applicant is seeking a waiver for driveway width, having asked that 18' feet be allowed whereas under the Technical Manual, 1.7.2.3., 20' feet is the minimum allowable for a multi-family residential development and 24' feet is preferred.

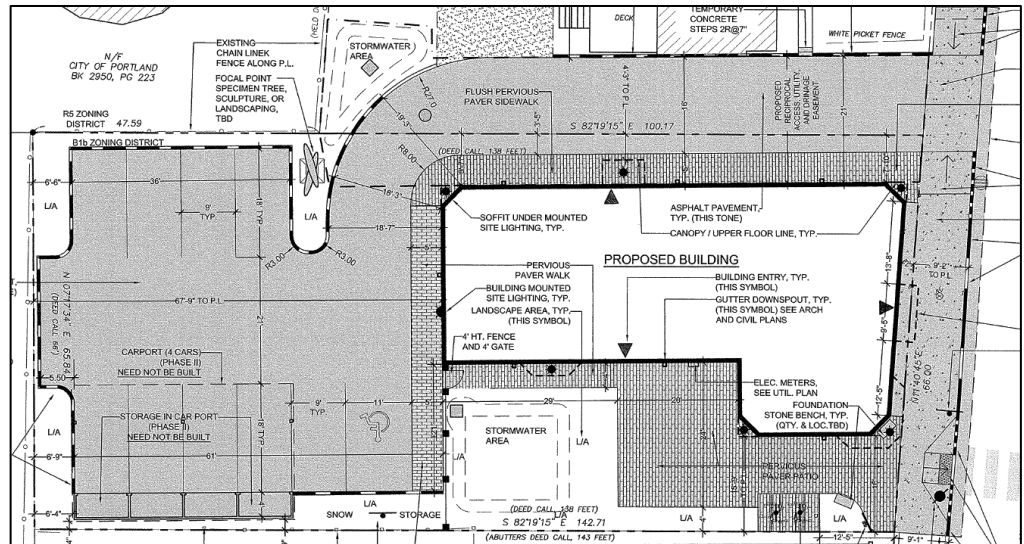
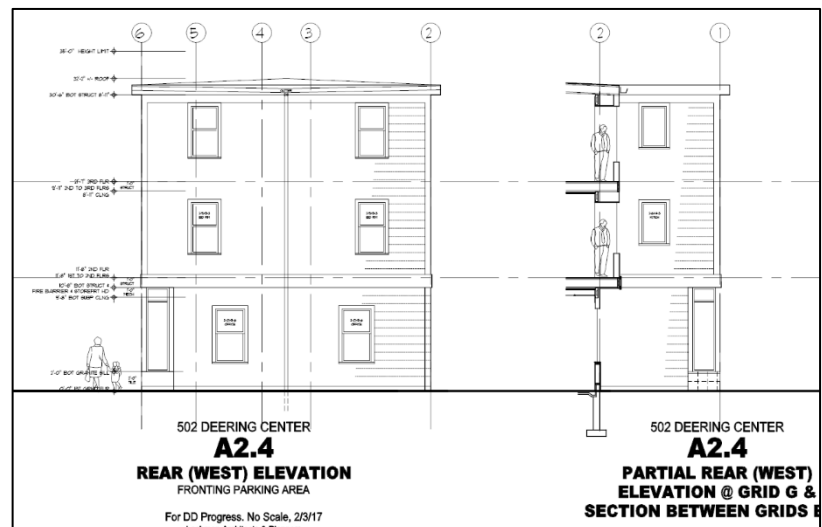


Figure 3: 502 Stevens Avenue Street Site Plan

Pedestrian access to the site will be provided off Stevens Avenue with an internal walkway being provided around the exterior of the building. Residents will have access to the building via two entrances, one being located along the north elevation and the second being located along the south elevation. The commercial component will have a traditional storefront with primary access being located along Stevens Avenue on the east elevation with secondary access to the other two entrances. This building has no front setback and provides a typical storefront appearance in line with other buildings with a commercial component, notably Roy's Shoe Shop located immediately to the south. New concrete sidewalks are proposed along the development's frontage on Stevens Avenue and as well on the east side of Stevens Avenue on both corners of the intersection between Stevens Avenue and Hartley Street. The existing crosswalk across Stevens Avenue at this location is being removed and relocated from the north side of Hartley Street to the south side so as not to interfere with the newly proposed driveway.



VI. PUBLIC COMMENT

As of the writing of this report, eight abutters have submitted written comments. These comments have been largely in favor of the proposed project with consensus being that the scope and scale of the project is fitting for this neighborhood, that mixed-use developments are desirable for Deering Center and that this development could invigorate future development within the neighborhood. One public comment was received opposed to this proposal. This comment cited potential traffic impacts within a school zone.



A Neighborhood Meeting is required for this project and the applicant has confirmed that the neighborhood meeting was held on Wednesday, February 1, 2017, attended by 30 people, see [Attachment T](#).

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

a. The owner of the property is Denis Lachman and Karen J Smith. The applicant has provided a City of Portland Assessor Record, Evidence of Right, Title and Interest, for CBL 135 E009001, showing proof of ownership as of April 2016.

b. The estimated cost of the development is \$1.046 Million. The applicant has submitted a letter from Androscoggin Bank, dated December 12, 2016, as demonstration of their financial and technical capacity to complete the proposed development.

VIII. ZONING ANALYSIS

The proposed mixed-use commercial and residential building is a permitted use in the Neighborhood Business B-1b which allows multifamily dwellings. Under the B-1b zone all of the dimensional requirements are being met.

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;
 - 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.

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

The project will be served by a new 2-inch domestic service and 4-inch fire service drawn from the existing water main in Stevens Avenue. The Portland Water District has approved the applicant's application and will provide service to this site.

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

The applicant is proposing access to the site from a new curb cut on Stevens Avenue for a total of one vehicular access point. 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:

- I reviewed the trip generation and safety analysis prepared by Maine Traffic Resources and I find the methods used to be acceptable. The project is not expected to generate a significant amount of traffic and there are no documented safety deficiencies in the vicinity of the project. The project does not require a Traffic Movement Permit. In my professional opinion, the project will not have a significant impact on transportation conditions in the project.*

1. Circulation on Site

As mentioned before, ten surface parking spaces will be provided to the rear of the proposed building. The circulation for the proposed surface lot will consist of vehicles pulling in out onto Stevens Avenue via a two-way driveway. The city's consulting transportation engineer has no objections to site circulation as proposed. 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:

- The applicant is requesting a waiver from the City's Technical Standards for parking aisle width. The project is proposing 21 feet (the City standard is 24 feet). Given low trip generating characteristics and the general layout of the site (backing maneuvers onto Stevens Avenue are very unlikely), I support a waiver.*
- The applicant is requesting a waiver from the City's Technical Standards for driveway width. The project is proposing 18.24 feet (the City standard for minimum width is 20 feet). Given low trip generating characteristics, I support a waiver.*

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 applicant is proposing to reuse the existing gravity sewer line located in Stevens Avenue. A copy of the wastewater capacity application has been received and is under review. A copy of the city's approval shall be received prior to project approval.

The residential units will make use of municipal waste services and the commercial tenant will be responsible for relocating solid waste and recyclable material off site. There will be minimal burden on the municipal solid waste.

5. 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.

This project provides higher density than what was previously found at this location in a form compatible with the existing Deering Center Neighborhood.

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

The estimated cost of the development is \$1.046 Million. The applicant has submitted a letter from Androscoggin, dated December 12, 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 IX (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 applicant has submitted a Construction Management document. Given the presence of school children, I do not support the temporary closure of the sidewalk with a detour to the opposite side of the street. The applicant shall maintain a fully ADA compliant sidewalk facility along the project frontage. Additionally, the applicant shall maintain or provide a reasonable alternative to the existing Stevens Avenue Crossing.*

The applicant has since responded to this comment and submitted a revised document currently under review. See Attachment 1.

c. Sidewalks

The applicant is proposing to install new concrete sidewalks along their frontage as well as at the northeast and southeast corners of the Stevens Avenue and Hartley Street intersection, with an additional internal pervious paver walkway around the perimeter of the proposed building. Mr. Errico has reviewed the plans and recommends the following:

- *The proposed project is relocating the existing crosswalk across Stevens Avenue from the north side of Hartley Street to the south side. Please note the following:*
 - *The applicant will be responsible for the removal of existing pavement markings that meet City requirements.*

- *Changes to signage (parking, warning, etc.) will be the responsibility of the applicant. It is suggested new pedestrian crossing warning signs be installed. Recommendations for no-street parking regulations should be provided.*
- *A design detail for the proposed sidewalk ramp at the southeast corner of Hartley Street shall be provided. Specific details on slopes, width dimensions, and curb details shall be provided.*
- *A detectable warning panel shall be installed at the northeast corner of Hartley Street. Details shall be provided for review.*

The applicant has since responded to this comment and submitted a revised document currently under review. See Attachment 1.

d. Public Transit Access

The public transit requirements do not apply to this project.

e. Parking

Section 14-332.1 (a) – For new residential developments, the parking requirement is two (2) spaces per dwelling unit. The applicant is proposing four three-bedroom units.

Section 14-332.1 (h) – For retail stores, one (1) parking space is required for each two-hundred (200) square feet of first floor area in excess of two-thousand (2,000) square feet. The applicant is proposing two thousand (2,000) square feet of retail.

The applicant is proposing a total of ten (10) 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 two additional spaces may serve the commercial uses.

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 out onto Stevens Avenue. The parking within the surface lot will have a twenty-one foot (21') aisle width that does not meet standard of twenty-four feet (24'), therefore, the applicant has requested a waiver. Mr. Errico supports this waiver given the minimal trip generation.

f. Bicycle Parking

The proposals include ten bicycle parking spaces outside of 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 no street trees and very minimal landscaping along the development's frontage, in line with existing conditions along Stevens Avenue. The applicant is proposing 15 periwinkles and a sargent cherry within the proposed pocket park, set back roughly 4 feet from the property line at the southern property boundary.

In the original submittal, the applicant proposed landscaping along the periphery of the proposed pocket park, with ornamental grasses being proposed along the rear property line adjacent to Lincoln Middle School and within the parking area. This was done to preserve these locations for snow storage. These elements have since been revised to address initial comments made by Jeff Tarling, the City Arborist, seeking additional landscaping and buffering to meet city standards.

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

- *Street-trees - the project does not offer street trees along Stevens Avenue, this is in keeping to nearby street-scape conditions and we would not ask or require street trees along the frontage. Street trees could be planted near the site in the vicinity of the project and we would ask for the standard contribution to the Tree Fund to place trees nearby. Street frontage - there could be opportunity to include small planting space between the building and sidewalk. Frequently we see small herbaceous or display plantings in areas like this.*
- *Landscape & buffering - The project currently offers little in the way of landscape planting or buffering along the rear Lincoln School boarder. Recommendations would include buffering the school from the project and likely the future project residents would like to see some buffering between active school ground activities and their residence. Solutions include: reducing the proposed lawn area and adding in landscape planting that can best tolerate occasional snow loading while providing some level of screening. Fencing - Installing 5' to 6' high fencing along the City / Lincoln School property line would be recommended. This could be new black vinyl chain link or wooden decorative fencing.*
- *Additional trees & woody plant material is recommended for the sites shown as P = perennial planting. Four trees are recommended for the back parking lot area, this includes: 1 in the perennial area bump out near the driveway curve. The curbing should include the entire bump out area from the driveway curve to protect any future landscape or lawn edges, a second tree near the handicap parking spaces, to the left looking at the plan, in the perennial planting area. Trees 3 & 4 would be placed in or near the corners to help meet parking lot landscape standards of shading the parking spaces.*

In response, the applicant is now proposing to install maiden grass along the school boundary to provide additional buffering and will likewise install three trees, two red maple and one sargent cherry within the parking area. The proposed pocket park will be ringed by a variety of plantings, including mountain laurel, clethra, periwinkle, hayscented fern, perennials, a katsura tree and rhododendron. The applicant has requested that the existing chain link fence be left in place and that no additional fencing be required. The applicant has agreed to payment in lieu of providing street trees. These revisions are currently under review for consistency with applicable city regulations and standards. See Attachment 1.

c. Water Quality, Storm Water Management and Erosion Control

Prior to the demolition of the existing single family structure, just under 30% of the property is covered by impervious surfaces including a bituminous driveway. Currently the site has very little slope, with all grades being 119' feet, plus or minus one foot. 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, with proposed impervious surface being 7,950 sf, as such, this project is required to include stormwater management features for stormwater quality & quantity control.

The site will have two subsurface stormwater systems. The first will utilize crushed stone bed for stormwater storage and infiltration into the underlying soils for treatment. The second system will treat the plaza area with pervious pavers.

The parking lot run off will be pretreated in a small grass bowl located between the proposed pocket park and parking lot. Overflows from the bowl will go to a catch basin with a 3' sump and then to

the infiltration area. Overflow from this system is conveyed to the street storm drain system.

The second system is under the previous paver plaza area. The system treats the roof water from the building next door and the plaza area. It stores the stormwater in the stone bedding and infiltrates it. Overflow for the system goes to the street system.

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, is in the process of reviewing these plans for consistency with city regulations and standards.

3. Public Infrastructure and Community Safety Standards

a. Public Safety and Fire Prevention

Keith Gautreau, Assistant Fire Chief, has requested that the applicant provide an address for the property consistent with 911, tax assessor, Inspections Division and future mailing address. The applicant is working to comply. See Attachment 1 for complete analysis.

b. 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 has provided a detailed response for how snow and ice loading will be managed and have similarly indicated on-site snow storage areas on submitted plans.

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.

d. Exterior Lighting

The applicant has submitted a lighting and photometric plan. All exterior site lighting including lighting of building entrances will be full cutoff with no light emitted above the horizontal plane. There shall be minimal light trespass of 0.1 foot-candles across the northerly property line along the shared driveway and the easterly property line where the development fronts Stevens Avenue. Staff has no objections. 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.

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 mixed-use commercial and residential development at 502 Stevens Avenue. The review was performed by Caitlin Cameron, Urban Designer, Deb Andrews, Historic Preservation Program Manager, and myself. The project was reviewed against the *B-1b Commercial Business Zones Standards (Section (d) of the Design Manual)*.

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. The applicant has responded to these comments, see Attachment 1, and Ms. Cameron has revised her memo to include the two following points. Excerpt from Ms. Cameron memo is below:

Principle A Overall Context –

Staff Comments: *The building design is compatible with the surrounding context in its scale, roof pitch, and fenestration. Vertical orientation of the windows is appropriate for context. Building design is treated as though parcel is a corner lot – this is not an appropriate approach for a mid-block building. The chamfered corners are unnecessary, especially without corner condition and without entrances at chamfer. Rather than creating a hierarchical façade composition with emphasis on a corner, placement of bays should be front façade-oriented (similar to façade design of Pat’s Market building) and façade composition could be more symmetrical as a result. 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.*

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

Staff Comments- *More information needed. Materials should be called out on elevation drawings. Tile or masonry is not contextual choices on this streetscape – clapboard and wood panel are the predominant materials on the streetscape for mixed use and residential buildings (with the exception of the early 20th century brick commercial building at Stevens and Pleasant further down the street). Staff recommends a consistent material for the whole building with clapboard being the most contextual for this off-peninsula, residential neighborhood center.*

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. Development Review Comments with Applicant Responses (memo 2.6.2017)
2. Design review (memo from Caitlin Cameron, 2.10.2017)
3. Public Comments
 - PC1 Nancy Polito
 - PC 2 Margot Fine
 - PC 3 Eve Sawyer
 - PC 4 Barbara Hager
 - PC 5 Bobbi Cope and John Thibodeau
 - PC 6 Jennifer Frick

APPLICANT'S SUBMITTALS

- A. Preliminary Site Plan Application
- B. Application Fees
- C. Written Description
- D. Evidence of Right, Title, and Interest
- E. Zoning Analysis
- F. Easements
- G. Requested Waivers
- H. Financial and Technical Capacity
- I. Construction Management Plan
- J. Comprehensive Plan Compatibility
- K. Utility Capacity Letter
- L. Solid Waste Description
- M. City of Portland Wastewater Application
- N. Water District Capacity Letter
- O. Fire Department Technical Standards
- P. Design Review Analysis
- Q. HVAC Information Sheet
- R. Erosion Control Analysis
- S. Traffic Analysis
- T. Neighborhood Meeting Certification and Minutes

PLANS

- Plan 1. Cover Sheet
- Plan 2. Lower Level Plan with Site Plan
- Plan 3. 1st Floor Plan with Site Plan
- Plan 4. 2nd and 3rd Floor Plan with Site Plan
- Plan 5. Building Elevation Front (east) with Building Sections
- Plan 6. Building Elevation Front (east)
- Plan 7. Building Elevation Side (south)
- Plan 8. Building Elevation Side (north)
- Plan 9. Building Elevation Rear (west)
- Plan 10. Carport and Bicycle Shelter Details
- Plan 11. Keyed Notes, Features and Descriptions
- Plan 12. Site Survey
- Plan 13. Site Demolition and Site Preparation Plan
- Plan 14. Site Plan
- Plan 15. Subdivision Plan

- Plan 16. Grading and Stormwater Plan
- Plan 17. Utilities Plan
- Plan 18. Civil Details 1
- Plan 19. Civil Details 2
- Plan 20. Site Details
- Plan 21. Erosion Control Plan
- Plan 22. Drainage Analysis Plan 1
- Plan 23. Drainage Analysis Plan 2
- Plan 24. Landscape and Lighting Plan
- Plan 25. Landscape Details
- Plan 26. Photometric Plan



Project Memo: 502 Stevens Avenue
To: Matt Grooms, City of Portland Planning Department
Date: February 6, 2017

RE: Response to Staff Comments: Sitework

After review of the Staff Comments Carroll Associates has prepared the following Responses:

I. Transportation Standards

A. A. Traffic Engineering Comments (Tom Errico)

1. I reviewed the trip generation and safety analysis prepared by Maine Traffic Resources and I find the methods used to be acceptable. The project is not expected to generate a significant amount of traffic and there are no documented safety deficiencies in the vicinity of the project. The project does not require a Traffic Movement Permit. In my professional opinion the project will not have a significant impact on transportation conditions in the project area.

RESPONSE: No response required.

2. The applicant is requesting a waiver from the City's Technical Standards for parking aisle width. The project is proposing 21 feet (the City standard is 24 feet). Given low trip generating characteristics and the general layout of the site (backing maneuvers onto Stevens Avenue are very unlikely), I support a waiver.

RESPONSE: No response required.

3. The applicant is requesting a waiver from the City's Technical Standards for driveway width. The project is proposing 18.24 feet (the City standard for minimum width is 20 feet). Given low trip generating characteristics, I support a waiver.

RESPONSE: No response required.

4. The proposed project is relocating the existing crosswalk across Stevens Avenue from the north side of Hartley Street to the south side. Please note the following:

- a. The applicant will be responsible for the removal of existing pavements markings that meet City requirements.*

RESPONSE: The applicant agrees to remove the existing crosswalk pavement markings. See sheet C-1.0 Demolition and Site Prep Plan.

- b. Changes to signage (parking, warning, etc.) will be the responsibility of the applicant. It is suggested new pedestrian crossing warning signs be installed. Recommendations for on-street parking regulations should be provided.*

RESPONSE: The Applicant agrees to install parking and crosswalk warning signs meeting City Standards.

- c. A design detail for the proposed sidewalk ramp at the southeast corner of Hartley Street shall be provided. Specific details on slopes, width dimensions, and curb details shall be provided.*

RESPONSE: The sidewalk ramp at the SE corner of Hartley Street is indicated on Sheet C-2.0 Site Plan.

- d. A detectible warning panel shall be installed at the northeast corner of Hartley Street. Details shall be provided for review and approval.*

RESPONSE: We agree and a detectible warning panel and tip-down curbs are shown on the site plans and a detail is shown on C-8.0 Site Details.

5. *The applicant has submitted a Construction Management document. Given the presence of school children, I do not support the temporary closure of the sidewalk with a detour to the opposite side of the street. The applicant shall maintain a fully ADA compliant sidewalk facility along the project frontage. Additionally, the applicant shall maintain or provide a reasonable alternative to the existing Steven Avenue crossing.*

RESPONSE: We agree and have submitted a revised Construction Management Plan for further City Review.

II. Environmental Quality Standards

A. Stormwater/Engineering Comments (Lauren Swett)

1. *It is noted that not all of the civil engineering plan sheets (sheet C0-C10) are stamped by a professional engineer. The Grading and Stormwater Plan, Utilities Plan, and two of the detail sheets have been stamped by a professional engineer. The Site Plan has not been stamped and the sheet of site details has also not been stamped. The Applicant should verify with the City that this will be acceptable for this project. While a majority of the engineering design components are on the stamped plans, the Site Plan and site details are typically stamped by a professional engineer.*

RESPONSE: We agree and all Site Plans and Details will be stamped by a PE.

2. *The City of Portland requires that all Level III site plan applications 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 (Technical Manual, Section 5. II. Applicability in Portland. C. a. and City of Portland Code of Ordinances Sec. 14-526. Site plan standards. (b). 3. b.). The Applicant has indicated that they are modifying their stormwater management system, and will be providing updated plans. We have not reviewed stormwater system in detail at this time, and will when the material is available.*

RESPONSE: See revised Stormwater Plans and responses from Pinkham and Greer.

3. *It is noted that the stormwater system proposed on the site crosses property boundaries, and includes components on both properties utilizing the shared driveway. The responsibility for maintenance of this system should be clearly defined.*

RESPONSE: See revised Stormwater Plans and responses from Pinkham and Greer.

4. *An area of pervious pavers is provided within the driveway and at the southern building entrance as shown on the Site Plan. The detail for the pervious pavers indicates that the system includes underdrain that connects to the footing drains. The Grading and Stormwater Plan does not include this system. Additional coordination between plans is required.*

RESPONSE: See revised Stormwater Plans and responses from Pinkham and Greer.

5. *Additional grading detail (i.e. spot grades) should be provided for the shared driveway. As currently shown, the grading appears to drain from the new building towards the existing single family home to the east. It is assumed that the intent is for stormwater to drain to a site stormwater system, but further detail is required.*

RESPONSE: We agree, see revised Grading and Stormwater Plans and responses from Pinkham and Greer.

6. *The grading at the western end of the shared driveway, on the adjacent property should be evaluated. It appears that there is an existing 119 contour that crosses through the stormwater detention area. The grading should be adjusted to account for this contour.*

RESPONSE: We agree, this has been corrected on the revised grading Plan.

7. *The utility plan appears to still show the existing overhead utility electrical and telephone lines. Based on the demolition plan, it appears that these lines should be removed.*

RESPONSE: The Demolition and Site Prep Plan has been revised to indicate relocation of the utility pole, guy wire, and overhead wires per direction from CMP. Please see sheet C-5.0 Utilities Plan.

8. *We recommend that the Applicant adjust their grading and utility plans such that the proposed utilities (water, storm drain, sewer, gas, electric, etc.) be shown in a bolder line type. As the plans are scanned for reproduction, some of these systems are difficult to see and may be confused as existing conditions.*

RESPONSE: We agree, this has been corrected on the revised grading Plan.

9. Two details are provided for reinforced concrete sidewalk, and the bituminous pavement detail does not include specific asphalt types. All site details, including pavement, curbing, sidewalk, and handicap ramps should be in conformance with City of Portland technical standards, including references to appropriate dimensions and materials.

RESPONSE: All site details illustrating work within the right-of-way are within conformance with the City of Portland Technical Standards.

B. Tree & Landscape Comments (Jeff Tarling)

1. *Street-trees - the project does not offer street trees along Stevens Avenue, this is in keeping to nearby street-scape conditions and we would not ask or require street trees along the frontage. Street trees could be planted near the site in the vicinity of the project and we would ask for the standard contribution to the Tree Fund to place trees nearby. Street frontage - there could be opportunity to include small planting space between the building and sidewalk. Frequently we see small herbaceous or display plantings in areas like this.*

RESPONSE: The applicant agrees to pay into the Tree Fund in lieu of planting street trees. Please provide the dollar amount required for this fee in lieu. The Applicant prefers to extend the sidewalk directly to the building along Stevens Avenue to allow greater pedestrian movement and gathering at the building entrance. At Owner/tenants' option, movable planters may be added to provide seasonal color.

2. *Landscape & buffering - The project currently offers little in the way of landscape planting or buffering along the rear Lincoln School boarder. Recommendations would include buffering the school from the project and likely the future project residents would like to see some buffering between active school ground activities and their residence. Solutions include: reducing the proposed lawn area and adding in landscape planting that can best tolerate occasional snow loading while providing some level of screening. Fencing - Installing 5' to 6' high fencing along the City / Lincoln School property line would be recommended. This could be new black vinyl chain link or wooden decorative fencing.*

RESPONSE: The Applicant agrees to install herbaceous plantings along the school boundaries to provide buffer and screening of the parking lot from the school. Large ornamental grasses have been proposed for these areas so to soften the boxy-ness of the fence, provide buffering while still allowing for snow to be stored in the area when needed. Existing chain link fencing provides security and separation between the uses and it is proposed that this remain, the Applicant believes no new fencing is required.

3. *Additional trees & woody plant material is recommended for the sites shown as P = perennial planting. Four trees are recommended for the back parking lot area, this includes: 1 in the perennial area bump out near the driveway curve. The curbing should include the entire bump out area from the driveway curve to protect any future landscape or lawn edges, a second tree near the handicap parking spaces, to the left looking at the plan, in the perennial planting area. Trees 3 & 4 would be placed in or near the corners to help meet parking lot landscape standards of shading the parking spaces.*

RESPONSE: Three trees have been added to the parking area. It is the opinion of the project landscape architect that there is not sufficient room for trees at the SW corner of the parking lot. Additionally, we are concerned that woody shrubs within the parking area will be difficult to maintain as snow loading would be a serious hazard to the survival of both trees and shrubs if planted in these locations.

4. *Snow removal will be a challenge for the site once constructed as shown as the paved parking area exceeds available snow storage on site.*

RESPONSE: The applicant understands this and intends to remove snow when it begins to impact the usability of the parking spaces. See snow removal note on the Site Plan

5. *Landscape updates are likely pending to address these concerns. Will also discuss with Portland Schools the best treatment for their boarder.*

RESPONSE: Landscape revision have been made to the Landscape and Lighting Plan.

III. Public Infrastructure and Community Safety Standards

A. A. Fire Department Comments (Keith Gautreau)

1. Premise Identification

- a. *Premises Identification a. The main entrance of the building must be the address for the property. This should be consistent with 911, tax assessor, Inspections Division and future mailing address.*
- b. *Street addresses shall be marked on the structure and shall be as approved by the City E-911 Addressing Officer. If the building entry faces a different street, both the street name and number should be large enough to read from the street.*
- c. *Address numbers must be a minimum of 4 inches high. The number should be in Arabic numerals rather than spelled out (for example, "130" instead of "One Hundred and Thirty").*
- d. *Color: Addresses should be in a color that contrasts with the background. Whenever possible, should be illuminated.*
- e. *Provide additional address signs at entrances to the property when the building address is not legible from the public street.*
- f. *Buildings set back in groups that share common entrances can make quickly locating a specific building and the shortest route difficult. On such sites, additional signs with directional arrows and/or diagrams of the buildings and access layout should be posted.*

RESPONSE: We agree with Fire Department comments and will work with the City E-911 staff to incorporate all elements into the Final Plan

2. *There's a public hydrant located across the street at Hartley and Stevens.*

RESPONSE: No comment required.

3. *Emergency vehicle access is good for the site. The sidewalk being flush with pavement allows for 21 ft of emergency access.*

RESPONSE: No comment required.

IV. Site Design Standards

A. Site Plan Review Comments (Matthew Grooms)

1. *How will waste be handled on site? If a dumpster is required, it shall meet all applicable standards as found in Sec. 14-161, the B-1b Design Standards and Article V. Site Plan, and be screened via an appropriate dumpster enclosure.*

RESPONSE: No dumpster is proposed for the project. Residential tenants will store private trash within their dwelling units and utilize curbside pickup. Commercial tenants will store trash in bins inside the building and contract with a private hauler to remove on a weekly basis.

2. *The applicant shall clearly indicate the proposed commercial use locations and associated dimensions on Sheet A1.1 First Floor Plan with Site.*

RESPONSE: The Commercial Use locations and dimensions have been added to Sheet A.1.1.

3. *On Sheet C.2. Site Plan; provide the location and dimension of all proposed exterior mechanical equipment.*

RESPONSE: Electrical and gas meters have been added to the Site Plan with a note referencing the Utilities Plan for more specifics.

4. *On Sheet C.2. Site Plan, if appropriate, provide a note stating that all exterior mechanical equipment will be screened from public streets and adjacent sites by structure walls, evergreen landscaping, fencing, masonry walls or a combination thereof.*

RESPONSE: A note has been added to the plan indicating the requirement of screening all exterior mechanical equipment. The intent at this time is that all mechanical equipment be located on the roof.

6. *On Sheet C.2. Site Plan, is the triangle sign found around the edges of the proposed building indicative of building entrances? If so, please add this symbol to the legend.*

RESPONSE: Yes, the triangle symbol indicates an entry/exit point. They have been called out on the plan as well as added to the legend.

7. *Per Section 14-526 (d), could the applicant provide information describing how rooftop snow and ice loading is being addressed, specifically along Steven's Avenue?*

RESPONSE: The building has a flat roof with gutters that will collect melting snow and ice and discharge into the proposed stormwater system.

8. *On Sheet L.1. Landscape and Lighting, the applicant shall provide a note stating that all proposed light fixtures are full cutoff, in line with Section 12.2.6 Luminaire Types, of the City's Technical Manual.*

RESPONSE: A note has been added to the plan indicating that all proposed lights are full cutoff.

9. *On Sheet L.2. Landscape Details, the applicant shall provide details for the proposed light fixtures.*

RESPONSE: Cut sheets for the proposed lights have been added to sheet L-1.0 Landscape and Lighting Plan.

9. *The applicant shall provide elevation views of the proposed building including corner grades and building height information so that building height may be calculated.*

RESPONSE: Corner grades and building height information has been added to the Building Elevations as requested.

B. Preliminary Subdivision Plan Comments – Section 14-496 (Matthew Grooms)

1. *The applicant shall indicate the width of any right-of-way shown on the preliminary subdivision plan.*

RESPONSE: The Preliminary Subdivision Plan has been modified to include the right of way width of Stevens Avenue and Hartley Streets.

2. *The applicant shall provide the location, width and purpose of any easements that have or are to be recorded.*

RESPONSE: Proposed utility, access, and drainage easements have been added to the Subdivision Plan.

3. *The applicant shall provide the approximate or known location of all existing and proposed public and private infrastructure, including sanitary sewer, water, gas and electric. This shall include new points of connection for the proposed development.*

RESPONSE: This information has been added to the Preliminary Subdivision Plan as requested.

4. *The applicant calls out an 8" V.I.T on the preliminary subdivision plan. Could this item be added to the legend?*

RESPONSE: This item will be added to the legend as requested.

A. C. Design Review (Caitlin Cameron)

RESPONSE: See specific responses from Applicant regarding Staff Design Review under separate cover.

MEMORANDUM

TO: Matt Grooms
FROM: Thomas S. Greer, P.E. *TLG*
DATE: February 7, 2017
RE: 502 Deering Center
FILE: 16193

I. Environmental Quality Standards

A. Stormwater/Engineering Comments (Lauren Swett)

2. *The City of Portland requires that all Level III site plan applications 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 (Technical Manual, Section 5. II. Applicability in Portland. C. a. and City of Portland Code of Ordinances Sec. 14-526. Site plan standards. (b). 3. b.). The Applicant has indicated that they are modifying their stormwater management system, and will be providing updated plans. We have not reviewed stormwater system in detail at this time, and will when the material is available.*

We have completed test pits indicating that the site has well drained sands over bedrock. The bedrock is generally at elevation 113. The bottom of the infiltration system is at 116 providing 3 feet of unsaturated soils. This system more or less matches the existing conditions on site.

3. *It is noted that the stormwater system proposed on the site crosses property boundaries, and includes components on both properties utilizing the shared driveway. The responsibility for maintenance of this system should be clearly defined.*

There will be a cross easement for the access driveway and joint facilities between the two property owners.

4. *An area of pervious pavers is provided within the driveway and at the southern building entrance as shown on the Site Plan. The detail for the pervious pavers indicates that the system includes underdrain that connects to the footing drains. The Grading and Stormwater Plan does not include this system. Additional coordination between plans is required.*

The detail has been revised.

5. *Additional grading detail (i.e. spot grades) should be provided for the shared driveway. As currently shown, the grading appears to drain from the new building towards the existing single family home to the east. It is assumed that the intent is for stormwater to drain to a site stormwater system, but further detail is required.*

Spot grades have been added.

6. *The grading at the western end of the shared driveway, on the adjacent property should be evaluated. It appears that there is an existing 119 contour that crosses through the stormwater detention area. The grading should be adjusted to account for this contour.*

The 119 contour has been modified.

7. *The utility plan appears to still show the existing overhead utility electrical and telephone lines. Based on the demolition plan, it appears that these lines should be removed.*

The power will remain overhead across Stevens Avenue. It will be underground from there.

February 3, 2017

To: **City Staff and Planning Board**

RE: **Responses to: Staff Review Comments for 502 Deering Center (2016-290) – Planning Board Review**

Thank you for staff review comments. Please find written responses below, followed by slides that graphically address the topics. These slides are excerpted from a comprehensive PowerPoint presented to the Deering Center Neighborhood Association in November, 2015, presented at a Neighborhood Meeting on February 1, 2017, and will be presented to the Planning Board at the Workshop on February 14.

IV. Site Design Standards

A. Site Plan Review Comments (Matthew Grooms)

2. The applicant shall clearly indicate the proposed commercial use locations and associated dimensions on Sheet A1.1 First Floor Plan with Site.

Response: Please see Sheet A1.1 First Floor Plan with Site for commercial use locations and associated dimensions.

3. On Sheet C.2. Site Plan; provide the location and dimension of all proposed exterior mechanical equipment.

4. On Sheet C.2. Site Plan, if appropriate, provide a note stating that all exterior mechanical equipment will be screened from public streets and adjacent sites by structure walls, evergreen landscaping, fencing, masonry walls or a combination thereof.

Response: No mechanical equipment is located at the ground. Six exterior air-source heat pumps (approx 3'h x 4' w) are on the roof, located along the centerline where they are not visible from public ROW or adjacent properties. A conversation with Matt Grooms confirmed that screening is not required. Please see attached slide #11 Rooftop Mechanical Not Visible.

6. Per Section 14-526 (d), could the applicant provide information describing how rooftop snow and ice loading is being addressed, specifically along Steven's Avenue.

Response: The roof is flat with a gutter the entire perimeter. Because the roof is flat, snow or ice will not slide off and therefore not fall onto the Stevens Ave sidewalk or walkway. Because the perimeter is guttered, roof rain water will be collected, managed and will not drain onto the Stevens Ave sidewalk or walkway.

9. The applicant shall provide elevation views of the proposed building including corner grades and building height information so that building height may be calculated.

Response: The site is flat and the ground floor is aligned with the sidewalk to make the 1st floor universally accessible. The ground floor is 0'-0" (elevation 119.16), the 2nd floor is 11'-8", the 3rd floor is 21'-7" and the roof is approximately 32'-2", which is below the B1-b height limit of 35'-0". Please see uploaded Drawings A2.0 Front Elevation & Building Section, A2.1 Front Elevation, A2.2 Side South Elevation, A2.3 Side North Elevation, and A2.4 Rear Elevation.

Sign Program – Per conversation with Matt Grooms, a Sign Program is provided, showing locations of signs, letter sizes and sign area. Please see attached slide #12 Sign Program.

C. Design Review (Caitlin Cameron)

4. Standard (1) d. Windows – Met – Ground floor street frontage has an adequate amount of fenestration and at a level that provides some views into the building while maintaining some privacy for the users. *Fenestration should meet the minimum transparency standard of .7 VT – what is the proposed VT of storefront?*

Response: The goal for ground floor fenestration is to maximize transparency & views in and out, and will meet the minimum transparency standard of .7 VT.

5. Standard (1) e. Façade Character – Met – Street-facing facades are oriented to and/or adjacent to public sidewalk. *Façade design implies three retail spaces instead of one – reconsider placement of storefront to appropriately reflect the uses inside. (6.) Why is the service door to basement stair angled?*

Response: There is a single unified commercial space fronting Stevens Ave, and the façade/storefront reflects this with a single primary entry. No other entries front Stevens Ave. There is no basement so no basement door. Please see attached slides #1 Site Concepts and #9 Stevens Ave Façade Organization.

6. Standard (1) f. Building Design – *Not Met* – What is material/profile of cornice? – currently depicted as a blunt profile.

Response to Cornice: Please see attached slide #10 Typical Façade Features & Materials

Building design is treated as though parcel is a corner lot – this is not an appropriate approach for a mid-block building. The chamfered corners are unnecessary, especially without corner condition and without entrances at chamfer. Placement of bays should be front façade-oriented, not corner oriented (similar to façade design of Pat's Market building) and façade composition could be more symmetrical as a result.

Response to Bays, Corners & Symmetries – Please see #1 thru #10.

7. Standard (1) g. Building Materials – *More information needed* – materials should be called out on elevation drawings. Tile or masonry is not contextual choices on this streetscape – clapboard should be the primary material for whole building. What is the proposed material for trim, bay panels, cornice?

Response to Materials on Elevations: Please see attached slide #10 Typical Façade Features & Materials.

Planning and Urban Development Department Planning Division



Subject: B-1b Design Review – 502 Stevens Avenue
Written by: Caitlin Cameron, Urban Designer
Date of Review: Friday, February 10 2017

The project at 502 Stevens Avenue was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Matt Grooms, Planner, and Deb Andrews, Historic Preservation Program Manager, against the *B-1b Commercial Business Zones Standards* (Section (d) of the Design Manual).

Design Review Comments:

- Materials should be called out on elevations
- All future signs are subject to the Sign Ordinance and will require a sign permit

(d) B-1b Neighborhood Business Zones

Standard (1) a. Urban Street Wall – Met – Project is located near the property line and creates strong street wall on street-facing façade consistent with other commercial or mixed use building placement while keeping bay projections above private property.

Standard (1) b. Mixed Uses – Met- Building is mixed-use with commercial ground floor and residential upper floors.

Standard (1) c. Building Entrances – Met – Primary building entrance is oriented to the street.

Standard (1) d. Windows – Met – Ground floor street frontage has an adequate amount of fenestration and at a level that provides some views into the building while maintaining some privacy for the users. Fenestration should meet the minimum transparency standard of .7 VT.

Standard (1) e. Façade Character – Met – Street-facing facades are oriented to and/or adjacent to public sidewalk.

Standard (1) f. Building Design – **Not Met** – The building design is compatible with the surrounding context in its scale, roof pitch, and fenestration. Vertical orientation of windows is appropriate for context. **Building design is treated as though parcel is a corner lot – this is not an appropriate approach for a mid-block building. The chamfered corners are unnecessary, especially without corner condition and without entrances at chamfer.** Rather than creating a hierarchical façade composition with emphasis on a corner, placement of bays should be front façade-oriented (similar to façade design of Pat's Market building) and façade composition could be more symmetrical as a result.

Standard (1) g. Building Materials – More information needed, Not Met – Materials should be called out on elevation drawings. Tile or masonry is not contextual choices on this streetscape – clapboard and wood panel are the predominant materials on the streetscape for mixed use and residential buildings (with the exception of the early 20th century brick commercial building at Stevens and Pleasant further down the street). Staff recommends a consistent material for the whole building with clapboard being the most contextual for this off-peninsula, residential neighborhood center.

Standard (1) h. Building Scale – Met - Proposed building is three stories, one story taller than most surrounding context. The scale is mitigated by elements such as a cornice line and bay windows.

Standard (1) i. Landscaping and Buffers – Met – It appears parking areas are screened from neighboring properties – planner will provide more guidance on this site plan criteria.

January 16, 2017

To: The Planning Board

RE: 502 Stevens Avenue Level 3 Site Plan & Subdivision

Let it me known that I oppose this Site Plan and Subdivision because of multiple reasons:

Traveling North from Woodfords Street up Stevens Avenue to Hartley Street:

Left Side of Street: Schools & Businesses ***Depicts Rental Unit(s) above

Deering High School
Longfellow Elementary School
Pleasant Avenue Church
Siano's Restaurant & Pizzeria
Pat's Meat Market - 2nd floor - Tree House Restaurant
House - Multiple Family *** (2-3 rents)
Honey Exchange
Roy's Shoe Shop - ***Living Quarters upstairs
Lincoln Middle School

Right Side of Street:

Burbank Branch Library
Photography Studio & One other business ***
Jet Video/ Postal Store/Ice Cream Shop ***
Hair Salon***
Tailor/Sewing Shop ***
Black Cat Coffee Shop***
Hair Salon
Scandinavian Shop
Quality Shop/Grocery/Sandwich Shop ***
Veterans Building - Offices above
Dr. Ron Cody, DDS ***
Grey Home - 4-5 Therapists Offices
White Building - Offices ?

That is a total of 22 active use buildings in the vicinity not counting any single homes in the area or apartment houses.

My home is the second home on the left behind Dr. Cody's office and all of my neighbors, including myself, just complained in September about forcing the two hour parking limit. We, as a community, petitioned against enforcing the two hour limit because we do not have a problem with parking or safety at this time.

The property that is in question, will add more traffic to an all ready busy area and be a detriment to all persons on foot, driving, parking and crossing the street. The property has a shared, blind driveway with Roy's Shoe Shop now and adding 10 extra cars pulling in and out will be dangerous for anyone on foot. It is dangerous now.

Years ago Portland tried to alter Stevens Avenue by constructing the length of the street by Evergreen Cemetery, making an "S" shape along the route to make drivers slow down. It was a complete mess that ruined the esthetics of the whole quaint neighborhood.

Knowing that the area is heavily traveled with the businesses and schools, the City of Portland keeps adding to the populated area. For example, building a Pharmacy School without enough parking for the students and if that wasn't bad enough, allowing for a Dental School. The students are forced to park in the street filling the whole length of Steven's Avenue from Morrill's Corner to Hartley Street. I feel really bad for these students for they have to walk a long way to their cars on a dimly lit street! Someone is going to get killed!

The area just can not handle any more traffic!

In addition, the Mother House is being sold and construction to take place with 200 or more units, I believe the City of Portland should take control to protect the citizens of Deering Center; it's children and most of all, all pedestrians.

I suggest that a member of the Planning Board come to the area for a week at different times; park their car; walk around; and observe how as a community we make it work and look out for each other. Most importantly, observe during school letting out; the school buses; the parents picking their kids up; and during 5-6pm when people are running into the different shops on their way home from work to grab something for dinner.

Thank you for your time and consideration.

Nancy Polito
177 Clinton Street
Portland, Maine 04103

Fwd: Deering center

1 message

Barbara Barhydt <bab@portlandmaine.gov>

Mon, Jan 23, 2017 at 8:15 AM

To: "Munson, Jennifer" <jmy@portlandmaine.gov>, Matthew Grooms <mgrooms@portlandmaine.gov>

Public comment for 502 Stevens Avenue.

Barbara Barhydt

Development Review Services Manager

Planning Division

389 Congress Street 4th Floor

Portland, ME 04101

(207) 874-8699

Fax: (207) 756-8256

bab@portlandmaine.gov

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

From: **Margot Fine** <margotfine@yahoo.com>

Date: Sat, Jan 21, 2017 at 8:05 PM

Subject: Deering center

To: bab@portlandmaine.gov

Very excited about new 502 Deering Center. Would like to see more change over like this one on Stevens Ave strip/Main Street of Deering Center. The vision is well intentioned and will add a lot of value to Deering Center.

I hope this venture could support even more seating and benches and pocket areas and bike racks and covered bus stops to support more of a community feel and town center down the strip as opposed to just changing the space in front of 502. How could we encourage other businesses to do the same? Perhaps more city trees could add to this feel.

Would also hope that this new development supports more current businesses becoming more aware of current neighborhood interests and desires and bring more community life & current business taste into the Deering center strip. I feel much of the stores on our strip are out dated and not well used.

Also, would be great to consider branding Deering center with some signage for stores to have the main strip look like a town center.

With more economic revival to the town center off the peninsula, it will bring added value to the neighborhood and support the vibrant town center it could be, instead of losing Portland people to surrounding towns once the peninsula is no longer affordable and people are looking off peninsula for a place to invest their time and energy and raise families.

Thanks!

Margot

33 Brentwood St.

Fwd: 502 Stevens Ave. Project

Barbara Barhydt <bab@portlandmaine.gov>

Sat, Feb 4, 2017 at 1:36 PM

To: Matthew Grooms <mrooms@portlandmaine.gov>, "Munson, Jennifer" <jmy@portlandmaine.gov>

Public comment.

Barbara Barhydt

Development Review Services Manager

Planning Division

389 Congress Street 4th Floor

Portland, ME 04101

(207) 874-8699

Fax: (207) 756-8256

bab@portlandmaine.gov

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

From: **Eve Sawyer** <my3zle@gmail.com>

Date: Fri, Feb 3, 2017 at 11:05 PM

Subject: 502 Stevens Ave. Project

To: bab@portlandmaine.gov

Hi,. I'm a resident of Deering

Center, and am thrilled with the prospect of such a well thought-out, tasteful, environmentally positive building being created in this neighborhood. Dennis Lachman has come up with a plan that will undoubtedly enhance the spirit and heart of this little village.

Sincerely,

Eve Sawyer

Fwd: 502 Deering Center, New Mixed-use Project

1 message

Barbara Barhydt <bab@portlandmaine.gov>

Wed, Feb 1, 2017 at 2:58 PM

To: "Munson, Jennifer" <jmy@portlandmaine.gov>, Matthew Grooms <mgrooms@portlandmaine.gov>

public comment

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101
(207) 874-8699
Fax: (207) 756-8256
bab@portlandmaine.gov

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

From: **Barbara Hager** <bohbhagr@maine.rr.com>

Date: Wed, Feb 1, 2017 at 2:11 PM

Subject: Re: 502 Deering Center, New Mixed-use Project

To: bab@portlandmaine.gov

Hello,

I am familiar with this project for Stevens Avenue and support it enthusiastically. Commercial Stevens Avenue decidedly needs rejuvenation and this project could be the beginning. Its subtle use of the shape of the original theater that burned and the sensitive inclusion of a vest pocket park are positive nods to the neighborhood's architectural history and the abundant surrounding greenery of Deering Center. Soon our neighborhood will be more densely populated and a mixed use project such as this will help fill the need for affordable housing and efficient commercial space. I applaud the owner/developers for offering this wonderful project, and I hope the application is approved.

Best,

Barbara Hager,
83 Jeanne Street
Portland

Fwd: 502 Stevens Avenue

1 message

Barbara Barhydt <bab@portlandmaine.gov>

Fri, Feb 10, 2017 at 8:30 AM

To: "Munson, Jennifer" <jmy@portlandmaine.gov>, Matthew Grooms <mgrooms@portlandmaine.gov>

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101
(207) 874-8699
Fax: (207) 756-8256
bab@portlandmaine.gov

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

From: **Preserve Deering Neighborhood 1** <preservedeering@gmail.com>

Date: Thu, Feb 9, 2017 at 2:57 PM

Subject: 502 Stevens Avenue

To: bab@portlandmaine.gov

Cc: Kiya Lachsmith <kiyalachsmith@gmail.com>, Denis Lachman <denis@lachmanarchitects.com>

Hello Barbara,

As residents of Deering Center, we write to share our support of Kiya Smith's and Denis Lachman's proposed project at 502 Stevens Avenue.

Its scale and planned commercial units on the first floor with residential units on the upper floors are consistent with this area of the neighborhood. Many of the existing businesses along this little strip follow this model. It's a great little infill project. Kiya and Denis have thoughtfully considered the neighborhood and we feel it will be a welcome asset to Deering Center.

Bobbi Cope
172 Concord Street

John Thibodeau
114 Clinton Street

Preserve Deering Neighborhood

<https://www.facebook.com/Preserve-Deering-Neighborhood-848389568560983/>

Fwd: 502 Deering center project

1 message

Barbara Barhydt <bab@portlandmaine.gov>

Fri, Feb 10, 2017 at 8:35 AM

To: "Munson, Jennifer" <jmy@portlandmaine.gov>, Matthew Grooms <mgrooms@portlandmaine.gov>

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101
(207) 874-8699
Fax: (207) 756-8256
bab@portlandmaine.gov

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

From: **Jennifer Frick** <jfrick47@gmail.com>

Date: Fri, Feb 3, 2017 at 11:14 AM

Subject: 502 Deering center project

To: bab@portlandmaine.gov

To Whom it May Concern:

I recently attended a gathering to learn about this project and was very impressed with it. It was clear that Denis Lachman and Kiya Smith have put much thought, planning and a great deal of vision into this project already. The multi-use aspect, especially the "pocket park" has much appeal to me. As a community-builder, I think the project will enhance the feel of our "village" nicely.

As well, it will provide housing which is greatly needed and help re-vitalize the neighborhood all of us Deering Center folks hold so dear.

Respectfully submitted,
Jennifer Frick
120 Pleasant Ave.

PROJECT NAME:**502 Deering Center - Level III Site Plan & Subdivision Review****PROPOSED DEVELOPMENT ADDRESS:**

502 Stevens Ave, Portland

PROJECT DESCRIPTION:

New mixed use building replaces existing single family residence. Ground floor is commercial, 2nd and 3rd floors each have 2 dwelling units (total 4). Parking is onsite at rear.

CHART/BLOCK/LOT: 135-E-9
PRELIMINARY PLAN _____ (date)
FINAL PLAN 12/23/16 (date)
CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Denis Lachman Business Name, if applicable: 502 Deering Center LLC Address: 55 Hamblet Ave City/State : Portland, ME Zip Code: 04103	Applicant Contact Information Work #: 207 831 8585 Home #: 207 772 1195 Cell #: same as work Fax#: none e-mail: denis@lachmanarchitects.com
Owner – (if different from Applicant) Name: Same Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Pat Carroll, Carroll Associates Address: 217 Commercial Street, Suite 200 City/State : Portland, ME Zip Code: 04101	Agent/Representative Contact information Work #: 207.772.1552 Home #: Cell #: Fax#: e-mail: pcarroll@carroll-assoc.com
Billing Information Name: same as Applicant/Owner Address: City/State : Zip Code:	Billing Contact Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer Name: Tom Greer, Pinkham and Greer, Civil Engineers Address: 28 Vannah Ave City/State : Portland, ME Zip Code: 04103	Engineer Contact Information Work #: 207.781.5242 Home #: Cell #: Fax#: e-mail: TGreer@pinkhamandgreer.com
Surveyor Name: Don Dostie Four Points Associates, Inc Address: 9 Ralph Ave, Unit 1 City/State : Lewiston, ME Zip Code: 04240	Surveyor Contact Information Home #: Work #: 207 577 5840 Cell #: Fax#: e-mail: ddostie@fourpoints-survey.com
Architect Name: Lachman Architects & Planners Address: 58 Fore St, Bldg 30 City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work #: 207 831 8585 Home #: Cell #: same Fax#: none e-mail: denis@lachmanarchitects.com
Attorney Name: Nelson Toner, Bernstein Shur Address: 100 Middle St City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work #: 207 228 7299 Home #: Cell #: Fax#: e-mail: ntoner@bernsteinshur.com
Designated person/person(s) for uploading to e-Plan: Name: Denis Lachman e-mail: denis@lachmanarchitects.com Name: e-mail: Name: e-mail:	

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>4</u> x \$25/lot = \$600 ___ Site Location (\$3,500, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = _____ ___ Other _____ ___ Change of Use ___ Flood Plain ___ Shoreland ___ Design Review ___ Housing Replacement ___ Historic Preservation
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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: 	Date: 12/22/16
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PROJECT DATA

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

Total Area of Site	9562 +/-	sq. ft.
Proposed Total Disturbed Area of the Site	9562 +/-	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)	2828 +/-	sq. ft.
Impervious Area (Total Proposed)	7970 +/-	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	1295	sq. ft.
Building Footprint (Total Proposed)	2505	sq. ft.
Building Floor Area (Total Existing)	2107	sq. ft.
Building Floor Area (Total Proposed)	10,200 inc basement	sq. ft.
Zoning		
Existing	B1-b	
Proposed, if applicable	no change	
Land Use		
Existing	single family residential	
Proposed	mixed use, commercial + residential	
Residential, If applicable		
# of Residential Units (Total Existing)	1	
# of Residential Units (Total Proposed)	4	
# of Lots (Total Proposed)	4	
# 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)	2	
# of Three-Bedroom Units (Total Proposed)	2	
Parking Spaces		
# of Parking Spaces (Total Existing)	2	
# of Parking Spaces (Total Proposed)	10	
# of Handicapped Spaces (Total Proposed)	1	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	6	
Estimated Cost of Project	\$1.2M	

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)		
A	X		1
B	X		1
C	X		1
D	X		1
E	NA		1
F	X		1
G	X		1
H	Waivers X		1
I	X		1
J	X		1
K	Forthcoming		1
L	NA		1
M	X		1
N	X		1
O	X		1
P	X		1
Q	X		1
R	X		1
S	X		1
T	Erosion X		

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

- Continued on next page -

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

Portland, Maine



Yes. Life's good here.

Jeff Levine, AICP, Director
Planning & Urban Development Department

B. APPLICATION FEES

Electronic Signature and Fee Payment Confirmation

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

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

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

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

Denis Lachman

Applicant Signature:

12/23/16

Date:

Denis Lachman

12/23/16

I have provided digital copies and sent them on:

Date:

NOTE: All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.

December 22, 2016

To: Jeff Levine, AICP, Director, Planning & Urban Development
Members of the Planning Board

RE: **502 Deering Center**

We are pleased to submit this application for a Level III Site Plan and Subdivision Review. We believe 502 Deering Center is an excellent project that purposefully demonstrates how key goals for the region, the City, the neighborhood and for our contemporary times might be met by a single small project. Goals such as village mixed-use, good urban design, mixed transportation use, small-lot infill, middle income housing, neighbor-to-neighbor collaborative planning, public access, and context-based design and others are described in the following pages and in the application.

Please do not hesitate to contact us if you have any questions at all. We standby to assist your process, and look forward to a smooth and efficient review. Thank you.

Sincerely,
Denis Lachman

C DESCRIPTION OF PROJECT & INTRODUCTION

Section 1 Written Introduction & Project Goals

Section 2 Shared Infrastructure, Pocket Park & Mixed Transportation

Section 3 Village Context & Visual Introduction to Project

Section **1** Written Introduction & Project Goals

Growing Portland: *The question is not whether Portland will grow, but how well it will manage the growth that is now certain to come. As the City looks to the future, it faces twin challenges: workforce development and housing. Careful urban design can address both issues by creating vibrant mixed-use neighborhood centers and reducing traffic congestions....*

To be successful, Portland must grow its workforce, broaden its property tax base and create greater housing opportunities for all social classes along its connecting thoroughfares and in select neighborhood centers on and off the peninsula. Portland must pay careful attention throughout to good urban design, learning from other successful cities.

Successful cities today build mixed-use and mixed-income neighborhoods that bring together housing, businesses, shops, cultural venues, green space and pocket parks, creating settings where residents can walk to shop, work, play, rest, engage and visit.

Over the next decade, Portland can and should aim to have half its population live and work in the city. Portland today teems with possibilities. we can make this city even more attractive to new residents, especially those needed to replace retiring workers; to new businesses that will come where talent resides; and to current and future residents who will enjoy a livable city of vibrant, connected neighborhoods. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)

Location, Location, Location at the Heart of this Vibrant Mixed-use Neighborhood Center

Portland's recent success is fueling on-peninsula commercial and residential real estate to soar, causing spill over and increased interest off-peninsula. One of Portland's most desirable off-peninsula neighborhoods is Deering Center, well known for its schools, walkability, village center, University of New England and many other features. In fact, Deering Center already is, and has been for generations, a classic *mixed-use and mixed-income neighborhood that bring together housing, businesses, shops, cultural venues, green space and pocket parks, creating settings where residents can walk to shop, work, play, rest, engage and visit. "Perhaps more than any other neighborhood in Portland, Deering Center has the feel of a typical late-nineteenth century small town downtown* (Maine Historic Preservation, Forest Avenue and Stevens Avenue, August 2015). The hub of the neighborhood is its commercial village center, and at the heart of the village is this project - **502 Deering Center**.

Right Project, Right Time, Right Location, Right Goals

As Portland's development spills off the peninsula, and there is significant nearby development around the village center, such as UNE and the Mother House Project, there is increasing interest in Deering Center as an inviting and walkable village center and destination. Unlike other neighborhood centers that were formerly vibrant but have been eroded by ever encroaching

roadways and traffic (such as Morrill's Corner, Rosemont, Woodford's), Deering Center Village has remains fundamentally intact as a village center, so it needs no major investment rebuilding its "bones". A convergence of the right project, at the right time, at the right location with the right goals makes 502 Deering Center an ideal project for Growing Portland.

Overarching Goal: Building Community with Community Buildings

In the village there has been little renovation and no new commercial spaces for decades. 502 Deering Center's goal is to catalyze village and community vitality with Traditional Mixed Uses, such as commercial on the ground floor with residential units on upper floors. This mixed use building type is a perfect match with the current neighborhood business zone, so no zone change is required. Traditional Mixed Uses also encourage neighbors and Portlanders to walk, shop local and socialize - which are essential features for thriving community. In other words - building Maine communities with community buildings

Goal: Make Property Compliant with its Zoning

The property is zoned Neighborhood Business (B1-b), to *"provide appropriate opportunities for the establishment of smallscale ground floor commercial uses to serve a local market, while preserving residential uses and character above the ground floor..... Suitable locations for this zone may include (Main Streets) and sites with existing or traditional neighborhood retail and service uses."* No zone change is required. However the property is currently non-conforming with its B1-b zone because the existing house is set back from the street, and consequently does not meet the "Urban Street Wall" requirement. The new addition is purposefully designed to correct the Urban Street Wall and meet all other all B1-b requirements.

Goal: Build Traditional Mixed Uses

502 Deering Center's goal is to catalyze village and community vitality with Traditional Mixed Uses. **Commercial** on the ground floor with **Residential Units** on 2 upper floors will generate a beehive of activity, enlivening the village's already-healthy mix of traditional uses. The mixed use building type is a perfect match with its neighborhood business zone, so no zone change is required.

Goal: Improve Pedestrian Safety

Joint utilization of a single driveway reduces existing curb cuts from 3 to 1, which improves safety by eliminating existing dangerous back-outs across the sidewalk, especially with so many children in the area.

Goal: Build New Housing for Middle Income Portlanders

Portland has a serious housing shortage and 502 Deering Center responds by transforming the existing single family house with 1 dwelling unit into a mixed use project with 4 dwelling units. This housing shortage is especially critical for middle income residents and 502 Deering Center provides desperately needed and rare housing opportunities for average earners who have or seek to set long term roots here to live, work and play. This dynamic - existing limited supply and high demand - makes housing a premium.

Goal: Create a Village Pocket Park

A key building block for a thriving community is a public space - a welcoming, sunny, pause-and-meet spot. The new Village Pocket Park is an extraordinary opportunity to carve out precious private land in the village, devote private resources to its design, construction and maintenance, and program it as a public amenity for public use. The Village Pocket Park is perfectly situated to be a pause-and-meet spot along the Deering Center Walking Trail (yet to be created), that could cross the existing Portland Tails recreational trail to create a complementary recreational/urban trail intersection.

Goal: Demonstrate Smart Neighborhood Infill

Portland has many infill opportunities that need to be developed for smart and sustainable growth. These infill sites are typically small and restricted in size, which creates many steep design and financial challenges. Limited sites underperform for large developers, so it is smaller developers who must overcome with their many challenges. Because their surroundings are tight, expectations are high for them to fit well into their context. This project seeks to demonstrate how smart site and building design on a limited budget can fit while accomplishing multiple goals. Examples include a new urban street wall, new activity-infusing commercial space, new middle income housing, a jointly shared driveway, reduced impervious area and associated stormwater runoff, improved pedestrian safety by reducing curb cuts and eliminating back-outs across sidewalk, a new Village Pocket Park and mixed transportation use opportunities, such as enhanced bus, bike and walking amenities.

Goal: Demonstrate How Village Scale Mixed Transportation Use Can Reduce Car Use & Parking

Mixed Transportation is an approach that encourages a variety of transportation modes – walking, busing and biking - in addition to cars. The project seeks to demonstrate how making it easy and convenient encourages people to choose mixed forms of transportation. 502 Deering Center is perfectly situated to *create greater housing opportunities along its connecting thoroughfares and in select neighborhood centers on and off the peninsula.*

Goal: Meet Market Demand for “Live Small”

Some residents, including both downsizing boomers and upcoming millennials are committed to the concept of “living small” to reduce their cost and our carbon footprint. For many who cannot afford to live on peninsula, 502 Deering Center is an ideal opportunity - walkable, mixed transportation friendly in highly desirable close-in neighborhood.

Goal: Demonstrate Neighborhood-Friendly Development Process

We live in the neighborhood, so this project is **of the hood, by the hood and for hood**. As residents ourselves, we are committed to a neighborhood-friendly development process that keeps everyone informed. Frequent communication and clear graphic information helps gets everyone on the same page by fostering common understanding. For many, seeing is a step towards understanding, which in turn is a step towards shared support. In the spring of 2016, in advance of the City-required neighborhood meetings, we met with business owners up and down Stevens Ave, and received support and encouragement. In November 2016, we presented to the Deering Center Neighborhood Association, and again received support and encouragement. Building on this early support will be typical City required neighborhood meetings.

Goal: Demonstrate Collaborative Site Planning & Shared Infrastructure

502 Stevens Ave and 510 Stevens Ave are abutting properties both developing mixed-use infill projects. The two projects are collaborating to achieve better land and resource efficiency and good urban design than each could individually. Sharing a single driveway, utilities and stormwater management is a high priority for both projects, and sharing infrastructure is also a high priority City-wide for land and resource efficiency.

Goal: Design to Fit Gracefully in to Context

Deering Center Village has good Main Street architectural “bones”. The overarching design goal is to complement the existing context (emphasis on “we”), rather than make a strong attention-seeking design statement (emphasis on “me”). The design wants to be a graceful neighbor now and a century from now.

Section 2 Shared Infrastructure, Public Park & Mixed Transportation Use

*Careful urban design can address ... issues by creating vibrant mixed-use neighborhood centers and reducing traffic congestions.... To be successful, Portland must pay careful attention throughout to **good urban design**, learning from other successful cities.... Successful cities today build neighborhoods that bring together housing, businesses, shops, cultural venues, green space and **pocket parks**, creating settings where residents can walk to shop, work, play, rest, engage and visit. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)*

Abutting Projects Share Driveway & Utilities for Land & Resource Efficiency and Good Urban Design

502 Stevens Ave and 510 Stevens Ave are abutting properties both developing mixed use infill projects. The two projects are purposefully collaborating to achieve better land and resource efficiency and good urban design than each could individually. Sharing infrastructure is a high priority for both projects and is also a high priority City-wide for land and resource efficiency. This goal is stated explicitly in Portland Design Manual's standards for B-5 Urban Commercial Business zones (a more intense zone with higher expectations than this B1-b Neighborhood Commercial):

- a. Shared infrastructure: Shared **circulation, parking, and transportation** infrastructure shall be provided to the extent practicable, with utilization of **joint curb cuts, walkways, service alleys, bus pull-out areas, and related infrastructure shared with abutting lots** and roadways. **Easements for access for abutting properties and shared internal access points at property lines shall be provided where possible to facilitate present or future sharing of access and infrastructure.***
- d. Parking lots shall be located to the maximum extent practicable toward the **rear of the property** and shall be located along property lines where **joint use or combined parking areas with abutting properties are proposed** or anticipated.*

Shared Driveway Provides Multiple Benefits - In the village, land and resources are very limited and sharing a driveway is an efficient use of both. Impervious area and associated storm runoff are reduced. Joint utilization by 502 and 510 reduces curb cuts from 3 to 1 and removing existing curb cuts eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. Sharing a driveway allows precious resources and land otherwise devoted to cars, to instead be reallocated to a Village Pocket Park and Mixed Use Transportation opportunities. See below for a more complete description. Sharing a driveway is also an example of how collaboration by neighbors can create opportunities with multiple benefits, beyond what is individually possible. In addition to the benefits of joint driveway utilization, utility infrastructure is also shared. Power, water and sewer all must be brought underground by deep trenching across Stevens Ave. Shared utility infrastructure by 502 and 510 to a common vault allows a single less invasive trench (rather

than multiple) with a single street closure. In addition, a common vault allows an unsightly power pole in front of the property to be removed, thereby improving the Stevens Ave streetscape

Public Space on Private Property: New Village Pocket Park & Patio

*Successful cities today build neighborhoods that bring together housing, businesses, shops, cultural venues, green space and **pocket parks**, creating settings where residents can walk to shop, work, play, rest, engage and visit. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)*

The overarching goal is a new project that catalyzes increased economic and social activity in the village center, specifically by encouraging neighbors and Portlanders to walk, shop local and socialize - which are essential features for thriving community. A key building block for a thriving community is a public space - a welcoming, sunny pause-and-meet spot. *"It takes a space to make a community, and a community to make a space"*. The new Village Pocket Park is an extraordinary opportunity to carve out precious private land in the village, devote private resources to its design, construction and maintenance, and program it as an amenity for public use. A sign might say *"Welcome to Deering Center Pocket Park. Please sit, enjoy and respect our park"*.

Designed for Both Park and Patio – Land and resources are limited in the village, so the public pocket park is designed to flexibly accommodate multiple uses (like countless other public spaces around the globe where land and resources are also limited). For example, tables and chairs can be brought out each afternoon and evening to transform from public Park to a restaurant's private seating/eating Patio. Even a small park/patio provides ideal opportunities for mini performances, (such as the neighborhood's annual Porch Fest), arts and youth activities. The Patio is an outstanding amenity for a restaurant.

Access, Visibility & Features Set the Stage for Activity – The Park/Patio is accessed directly from the Stevens Ave public sidewalk, or from within the restaurant (when it's a Patio). The Park/Patio is easily visible from the street, making it inviting. It is physically near street activity, but separated enough to be experienced quietly. The Park/Patio has specialty paving that makes it level, safe, attractive and universally accessible. Southeast orientation provides morning sun, while the building protects from the north wind. Pervious paving minimizes stormwater runoff. Plantings (native drought tolerant) soften edges. Reused granite foundation facing slabs provide bench seating + sculptural interest and a Neighborhood Kiosk provides neighbors with happenings. This pocket park sets the stage for many uses, from quiet one-to-one pause-n-meet, to active events such as performances by local school groups, sidewalk fairs, Porchfest (existing neighborhood music event) and many others. Though small in size, this pocket park is poised to make a potentially large contribution to the village identity and pride of the neighborhood and village.

Mixed Transportation Use Reduces Car Use & Parking

Deering Center Village is a concentration of commercial and social activity, and its compactness means land is very limited for sites, buildings and parking. This project, and its neighbor 510 Stevens Ave, are in the heart of the village. Mixed Transportation is a fresh and smarter approach that offsets parking by encouraging use of other transportation modes, primarily Walking, Public Transit (bus) and Biking. This project seeks to be an example how small infill development on limited sites can purposefully dedicate features to support a mix of transportation options, in addition to cars.

Shared Driveway Specifically Creates Mixed Transportation Opportunities – Sharing a driveway allows precious resources and land otherwise devoted to cars and parking to instead be reallocated to mixed transportation opportunities, as described below:

Features That Encourage Walking – The neighborhood is renowned for its walkability, and this project offers features to encourage even more. Public seating, safe connections, lighting, signs, benches for resting or pausing to watch or visit are all incentives that encourage walking. Removing the existing curb cut eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. In addition, the Village Pocket Park encourages walking because it is perfectly situated to be a pause-and-meet spot along the Deering Center Walking Trail (yet to be created), that could connect UNE with Deering High School/ Burbank Public Library. The existing Portland Tails recreational trail crosses from Evergreen Cemetery into Baxter Woods diagonally across from the site, creating an exciting opportunity for a complementary recreational /urban trail intersection. Possible sign “Deering Center Village welcomes you to sit here and walk to many local destinations. UNE 500 steps, DHS 500 steps, Burbank Library 400 steps etc”.

Features That Encourage Public Transit – 502 Deering Center is perfectly situated to *create greater housing opportunities along its connecting thoroughfares and in select neighborhood centers on and off the peninsula.* There is an existing bus stop in front of the property, and this project purposefully enhances it for use by residents of 502 who live above, for residents of 510 who live next door, and neighborhood users. A granite bench (reused foundation block) provides permanent seating sheltered from the weather by the upper floor bay above. The SE facing bench captures morning sun, while the building protects from north wind. The overhang’s down light provides safe illumination and safety. The corner bench is purposefully located for excellent sight lines to both inbound and outbound buses. From the protected bench, out-bound riders can see their bus approaching from several block away, then cross the street to catch it. With real-time bus route status, residents who live above can drop (downstairs)-n-ride.

Features That Encourage Biking – Ample, safe and covered bike parking encourages neighborhood residents who may not wish to bike all the way into downtown a convenient alternative - leave their car at home and instead bike to the village. Coordinated with real-time bus route status for efficiency, they can park their bikes and hop n ride the bus. Note: this is a 21st century update of Deering Center’s historic 19th and early 20th century transportation pattern, when residents commuted to downtown by streetcar. Bike parking also encourages neighbors to bike into the village to patronize businesses.

Features That Encourage Electric Cars - Electric cars reduce emissions, and to encourage their hassle-free convenient use, a charging station may be provided. The charging station may be part of a larger network or corridor that serves both patrons and neighbors with electric vehicles, and even encourages others to buy these environmentally friendly vehicles.

Cars Share – Car shares (Uhaul CarShare or Zipcar) may be an option to allow some urban dwellers to reduce their car ownership and vehicle trips.

Section **3 Village Context & Visual Introduction to Project**

The Neighborhood

“Geographic center of city with lovely homes and a feeling of togetherness. The longtime bedroom community features tree-lined streets, a high school and time-saving businesses..... All within a short walk are staples of the neighborhood ... schools, the Burbank branch of the Portland Public Library, and businesses....”. (Press Herald, Welcome to Portland: Deering Center, 12/2015)

Deering Center is the quintessential traditional American neighborhood. It is much loved as a family-friendly, walkable residential neighborhood close to downtown today, as it was in the 19th century, when it was still an independent town. With about 4000 residents, a median household income of \$66,830, median age of 43 (2015), 51% of households are owner-occupied and over 80% have a college degree, plus abundant schools, recreation and amenities, Deering Center is one of Portland’s most active, affluent and desirable neighborhoods.

Walkable Village

Today, Deering Center’s most notable characteristic – besides the handsome, treelined residential blocks – is the strip of local businesses and public institutions along Stevens Avenue, a miniature town center. (Press Herald, Welcome to Portland: Deering Center, 12/2015)

The neighborhood’s heart has always been, and continues to be, its village center, a collection of local businesses, services and civic and education institutions. At the heart of this village center will be 502 Deering Center, a new mixed-use building.

Walkability was the underlying pattern when Deering Center was first settled as an independent town. Today, there is renewed interest in car-independence and active living. Walkability is a function of safety and convenience. Deering Center has an abundance of opportunities - local businesses, professional services, civic institutions, schools and recreation - all within a **3 Minute Village, 5 Minute Village** and **10 Minute Village**. Superb walkability remains one of the outstanding

features that make Deering Center one of Portland's premier neighborhoods, especially for families and boomers.

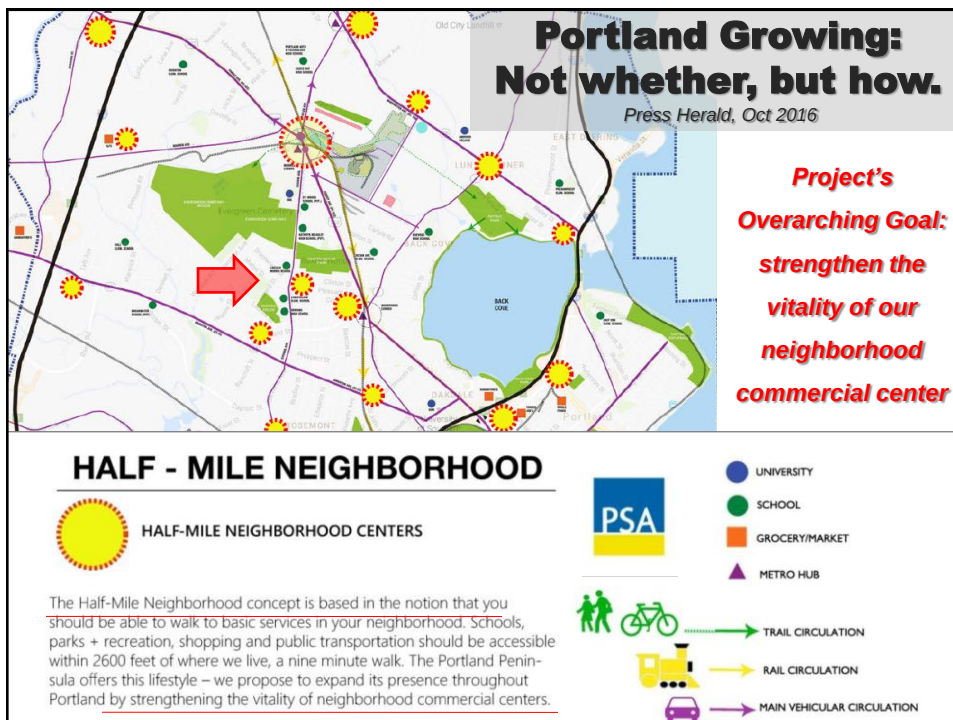
Deering Center Micro-Community

The geographic heart of Portland, Deering Center, is sometimes regarded as one of the "best kept secrets," in terms of living situations. With the average rent hovering around \$1,461, below the city-wide average, and wide, tree-lined streets close to time saving businesses, Deering Center is a desirable neighborhood.... Deering Center is an example of the kind of up and coming, micro-community that Portland could leverage to house the people that can't find a livable space on the peninsula.

Urban infill spilling into the Deering community would be good news. The redevelopment of vacated schools and institutional buildings, could also create new housing options in this working-class neighborhood. But in order to assure that Deering continues to grow more attractive to potential individuals and families, they need to have reliable transportation to Portland's cultural core..... An increased variety in public transport options and routes, would discourage car usage (and the subsequent space needed for parking), while also addressing the "psychological demand to live on the peninsula." Most people that are itching to live downtown, would probably settle for Deering Center, if they knew they could zip into the Old Port, quickly, easily and affordably.

The city of Portland needs to encourage building projects within our fringe neighborhoods, expand the transit services and gently nudge people off the peninsula so they'll find neighborhoods with enough shops, space and charms to make their lives as enjoyable as it might be downtown. (Neighborhood By Neighborhood: Solutions To Portland's Housing Crisis, Portland Phoenix, May 13, 2016)

Visual Introduction to 502 Deering Center
from a presentation to the
Deering Center Neighborhood Association
Annual Meeting, November 2016





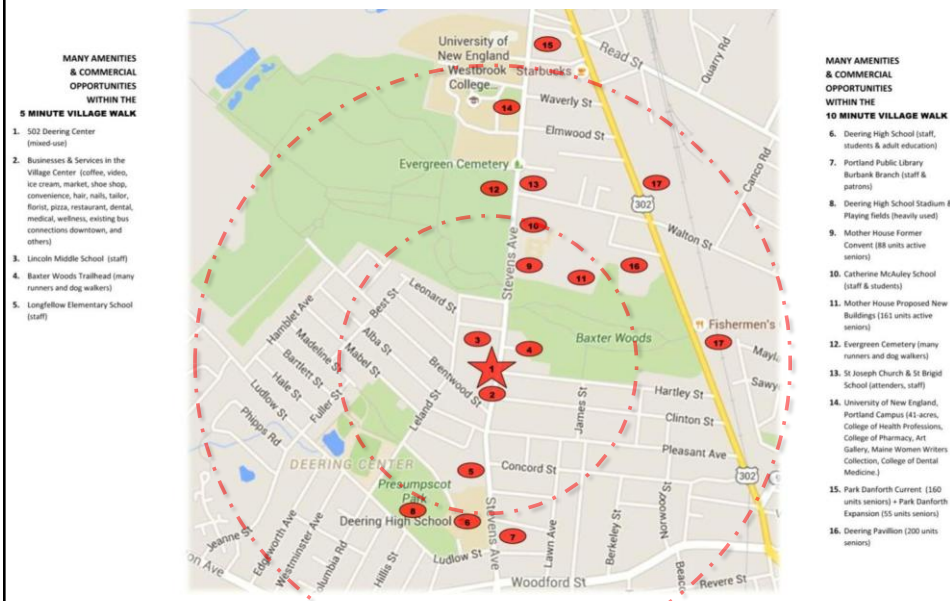
Forest Avenue and Stevens Avenue Study
Maine Historic Preservation Commission, Aug, 2015

Deering Center at the intersection of Stevens and Pleasant Avenues in the 1940s (MHS).

Perhaps more than any other neighborhood in Portland, Deering Center has the feel of a typical late-nineteenth century small town downtown. The concentration of imposing civic and institutional buildings, small group of commercial storefronts, and interspersed residences with long streets of homes adjoining, gives Stevens Avenue this special character. The nearby Evergreen Cemetery and Baxter Woods Park add to the effect. Other areas in Deering once had a similar character, including Woodford's, Morrill's, and Allens Corners, but modifications to the streets in those locations to accommodate arterial traffic to the outer suburbs have altered their character and made them unsuited to pedestrian activities. Deering Center is still an entirely walkable neighborhood, which contributes greatly to its character.

Deering Center Village – Entirely walkable

5 min/1/4 mile walk & 10 min/1/2 mile walk



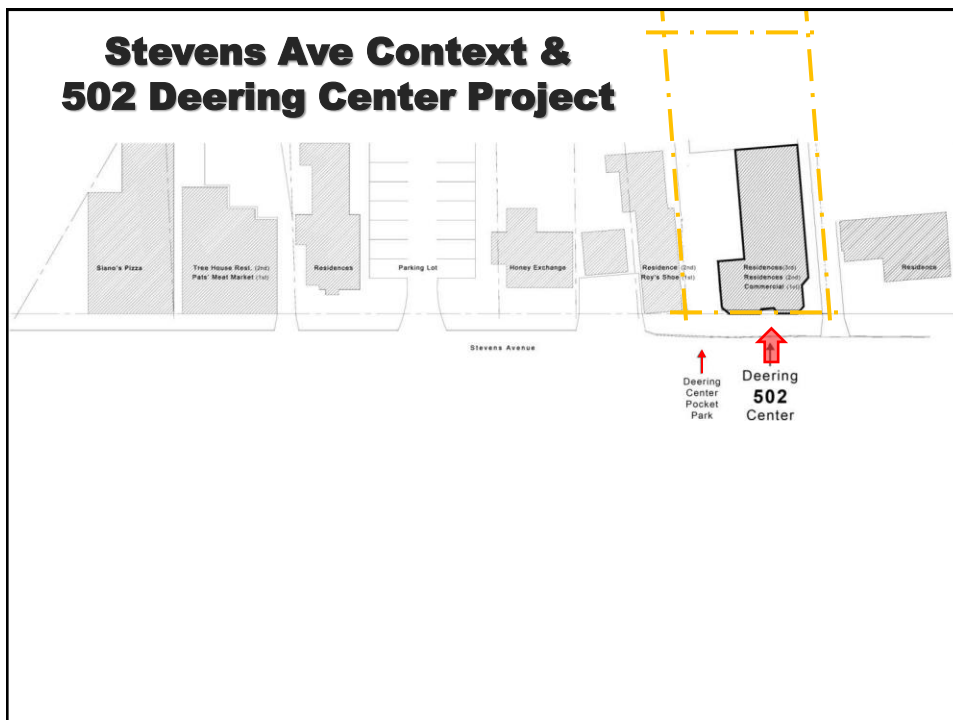


**It takes a place to
make a community,
and a community
to make a place:**
*example pocket
pause-n-meet
places around Portland*

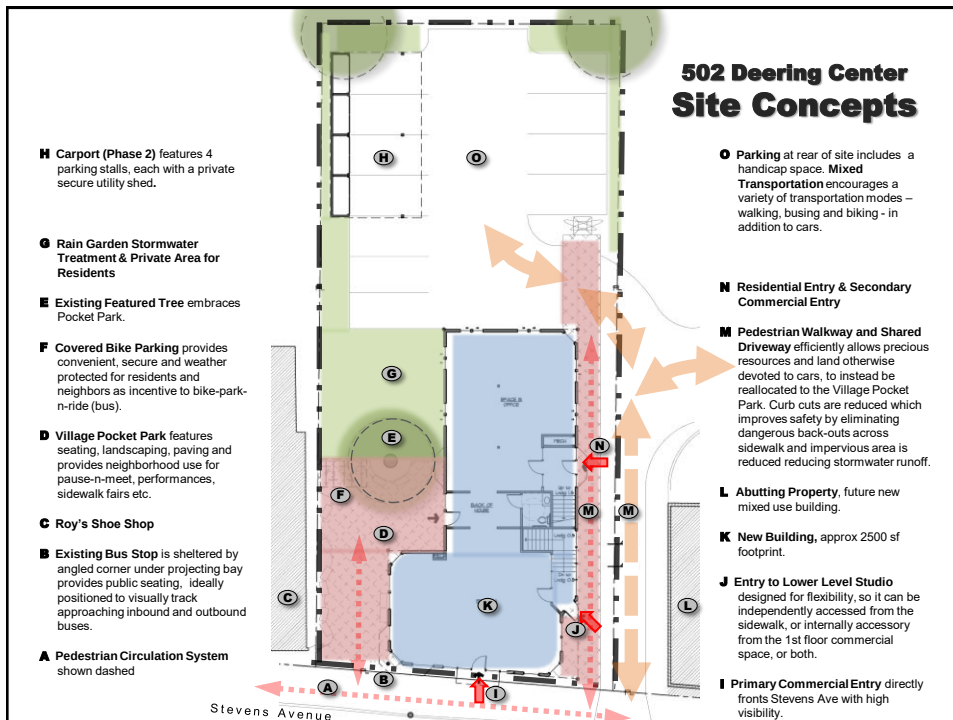


Lachman Architects & Planners

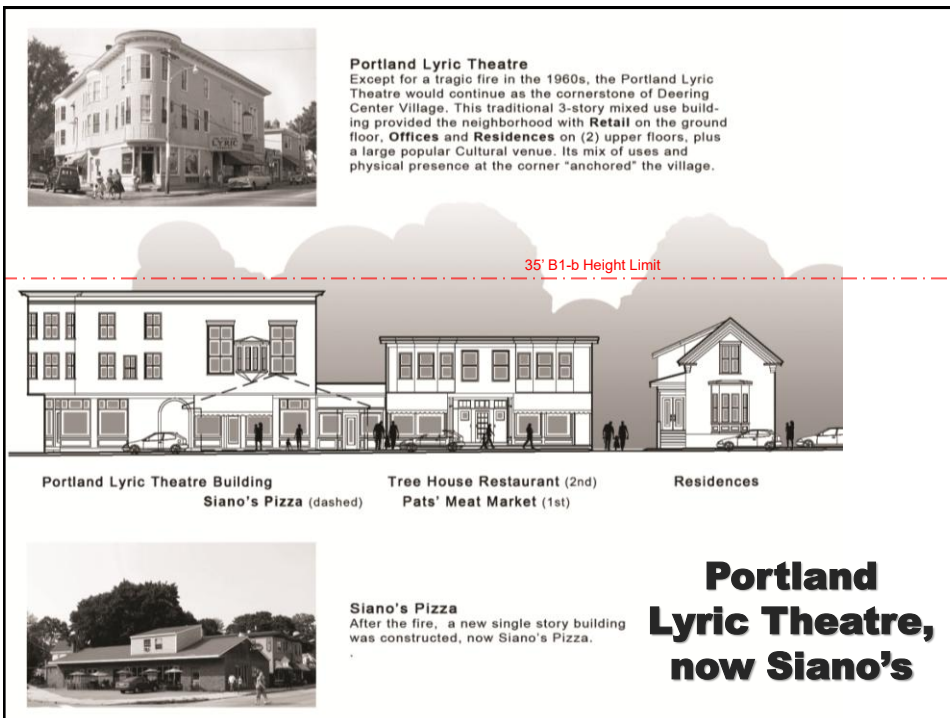
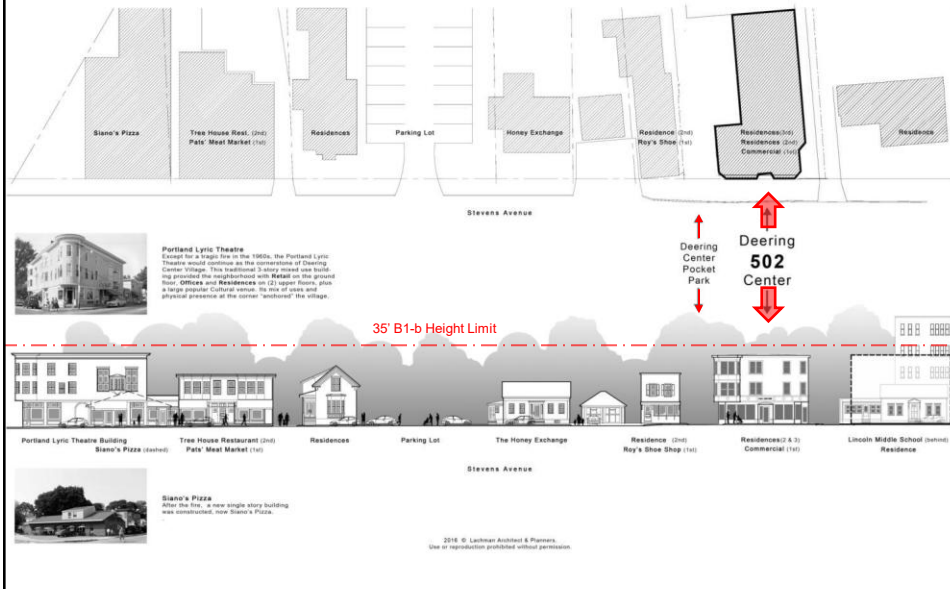


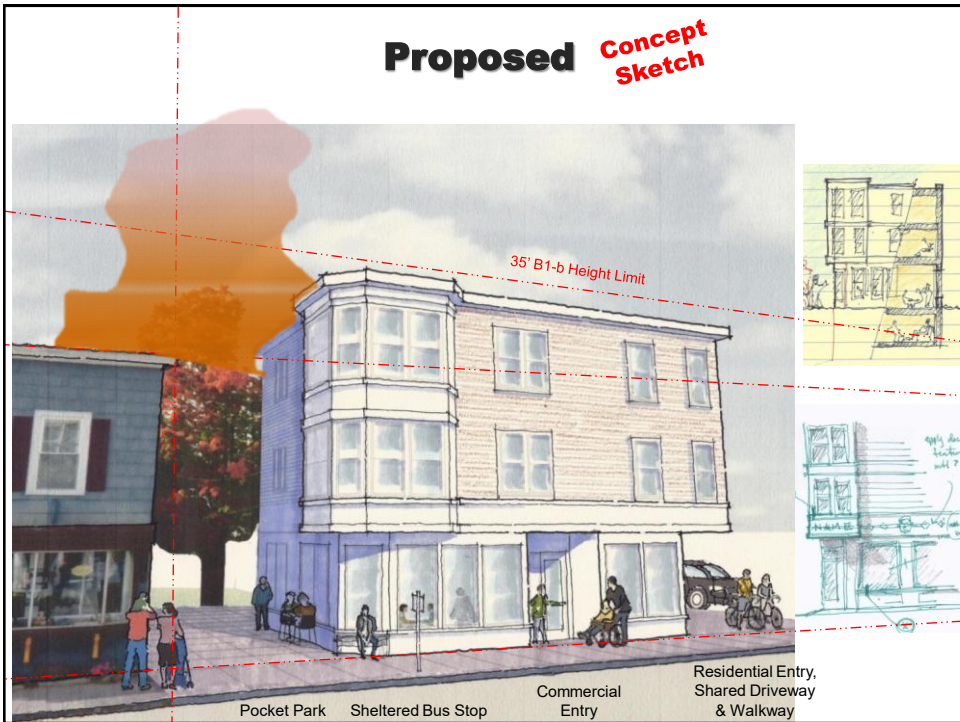


502 Deering Center Site - Existing



Stevens Streetscape – Bldg Height & Mass





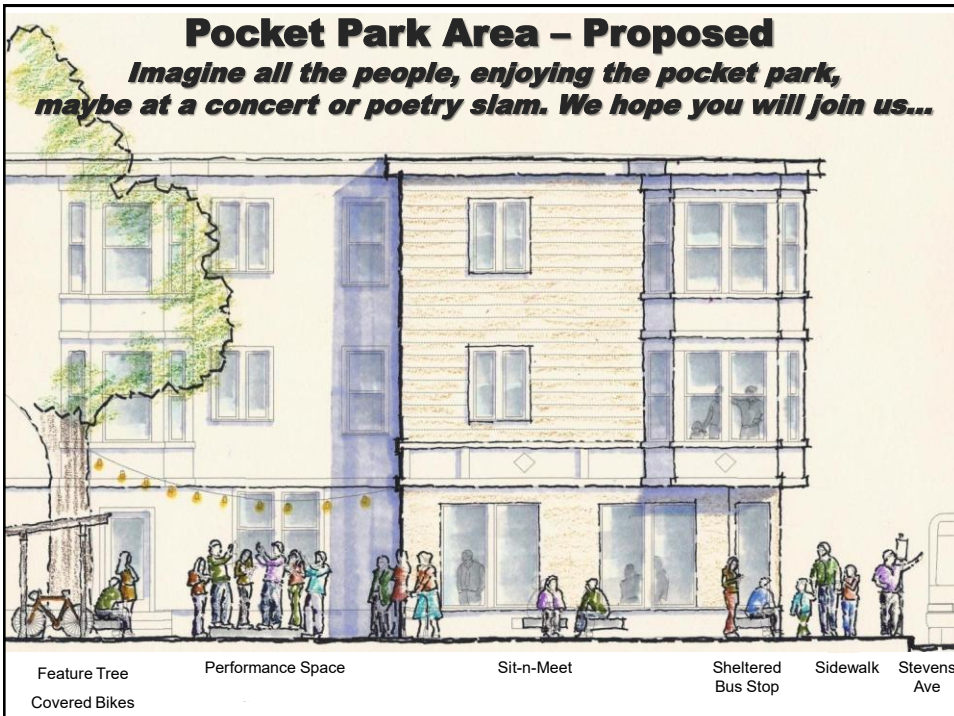
Pocket Park Area – Existing



Bus
Stop

Pocket Park Area – Proposed

*Imagine all the people, enjoying the pocket park,
maybe at a concert or poetry slam. We hope you will join us...*



Feature Tree
Covered Bikes

Performance Space

Sit-n-Meet

Sheltered
Bus Stop

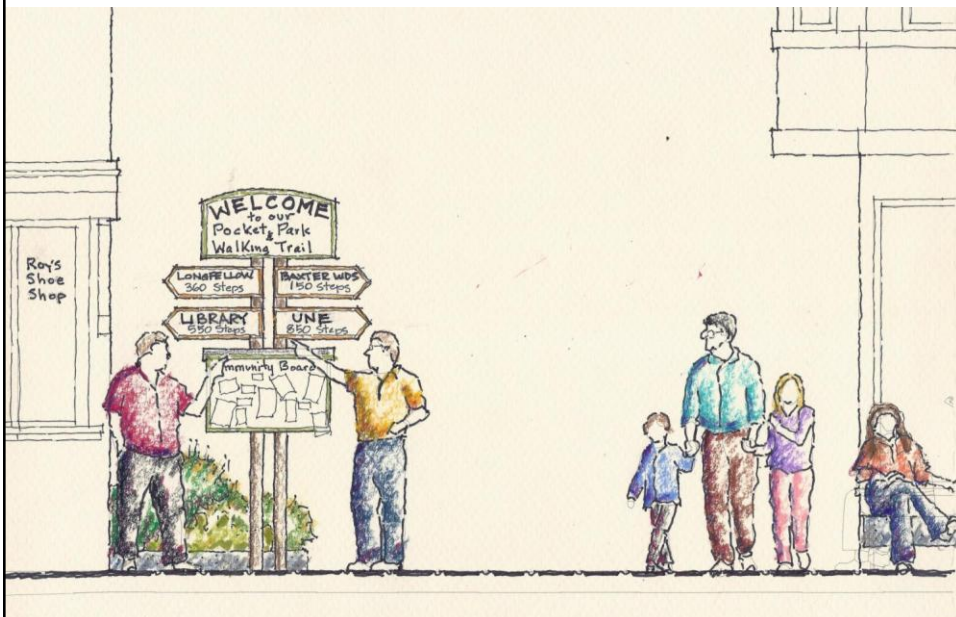
Sidewalk

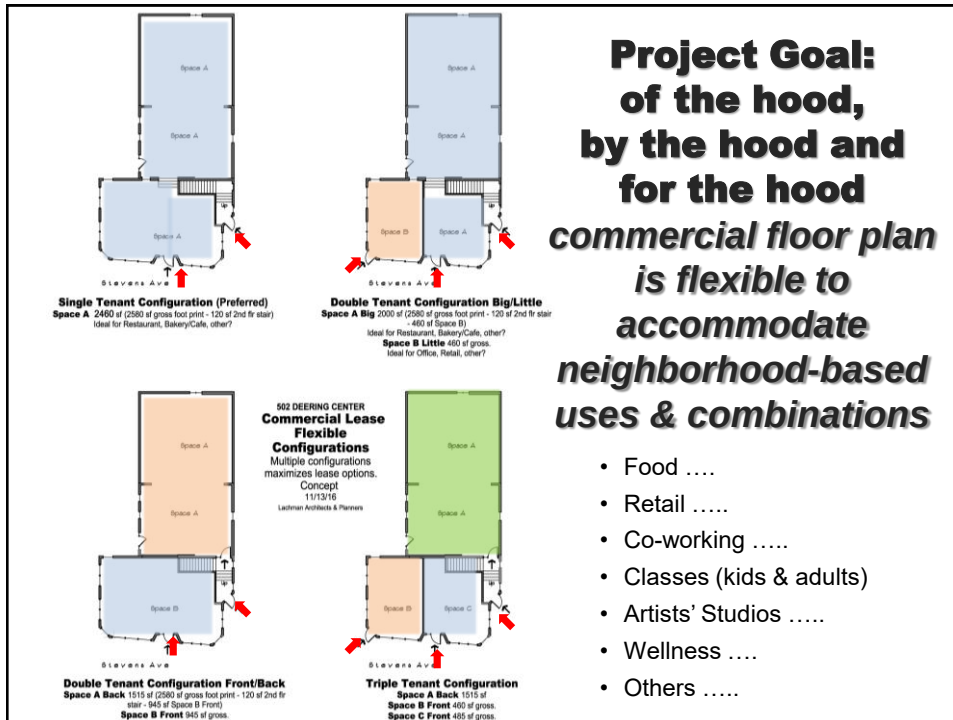
Stevens
Ave

Sheltered Bus Stop

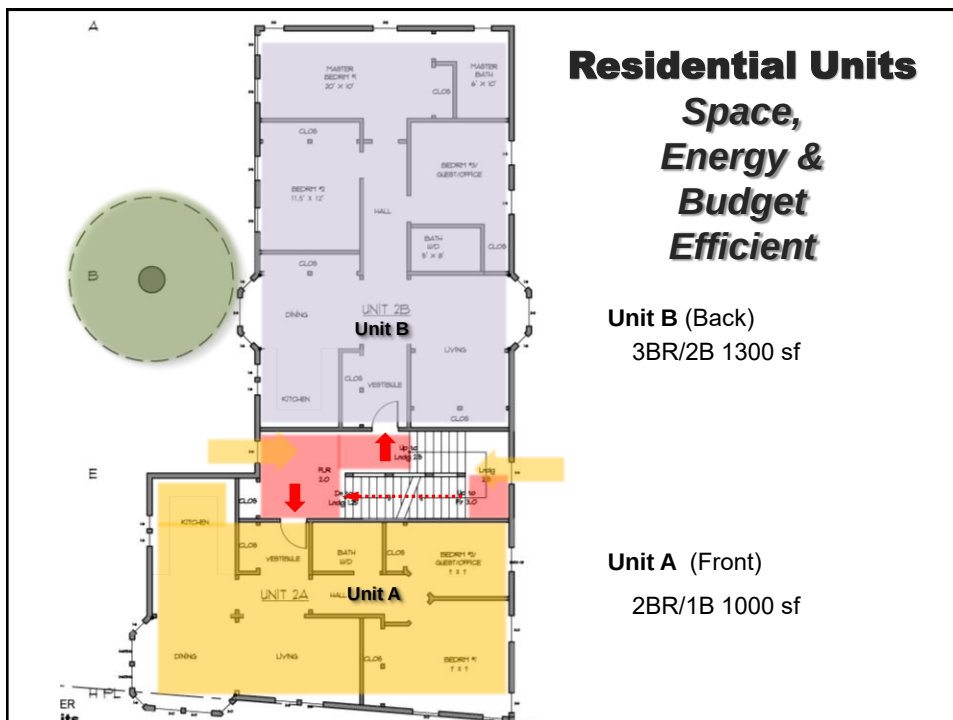


Neighborhood Kiosk & Sheltered Bus Stop along the Trail & at the Park





- Food
- Retail
- Co-working
- Classes (kids & adults)
- Artists' Studios
- Wellness
- Others





Highlights & Takeaways

Contribute Vitality: social + economic activity = vitality

Local: of the hood, by the hood, for the hood

Mixed Transportation: covered bus stop + covered bike parking + walk friendly + car share (perhaps) = reduce car dependency

Collaborate: neighbor collaboration + shared driveway = pocket park

New Businesses: 2000 sf new commercial = economic & people activity

New Residents: (4) units, middle income = economic & people activity

Pocket Park: it takes a place to create a community and a community to create a place

High Standards: good neighborhood fit, set & meet high expectations for new development

D. EVIDENCE OF RIGHT, TITLE & INTEREST

Assessor's Office | 389 Congress Street | Portland, Maine 04101 | Room 115 | (207) 874-8486

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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 135 E009001
Land Use Type SINGLE FAMILY
 Verify legal use with
 Inspections Division
Property Location 502 STEVENS AVE
Owner Information LACHMAN DENIS J & KAREN J SMITH JTS
 55 HAMBLET AVE
 PORTLAND ME 04103
Book and Page 32719/274
Legal Description 135-E-9
 STEVENS AVE 502-504

9643 SF

Current Rental Registration Yes

Acres 0.2214

Current Assessed Valuation:

TAX ACCT NO.	20012	OWNER OF RECORD AS OF APRIL 2016
LAND VALUE	\$92,000.00	LACHMAN DENIS J &
BUILDING VALUE	\$118,600.00	KAREN J SMITH JTS
NET TAXABLE - REAL ESTATE	\$210,600.00	55 HAMBLET AVE
		PORTLAND ME 04103
TAX AMOUNT	\$4,445.78	

Any information concerning tax payments should be directed to the Treasury office at 874-8490 or [e-mailed](#).

Building Information:

Building 1

Year Built 1860
Style/Structure Type OLD STYLE
Stories 1
Units 1
Bedrooms 3
Full Baths 2
Half Baths 0
Total Rooms 7
Attic FULL FINSH
Basement FULL
Square Feet 1789

[View Sketch](#)

[View Map](#)

[View Picture](#)

Outbuildings/Yard Improvements:

Building 1

Year Built 1994
Structure SHED-FRAME
Size 12X12
Units 1
Grade C
Condition A

Sales Information:

Sale Date	Type	Price	Book/Page
11/6/2015	LAND + BUILDING	\$205,000.00	32719/274
3/30/2001	LAND + BUILDING	\$148,700.00	15150/57
4/25/1996	LAND + BUILDING	\$96,630.00	12468/57

F COMPLIANCE WITH B1-b NEIGHBORHOOD BUSINESS ZONE & PARKING

Sec. 14-161. Purpose. (a) B-1b Neighborhood Business Zone		
Proposed	Zoning Requirement	Meets
Project is a mixed-use, with smallscale ground floor commercial uses to serve a local market, with residential uses and character above the ground floor.	<i>The purpose of the B-1b Neighborhood Business Zone is to provide appropriate opportunities for the establishment of smallscale ground floor commercial uses to serve a local market, while preserving residential uses and character above the ground floor of structures. The zone also provides the opportunity for mixed use and high residential density in on-peninsula locations. Building additions are encouraged but not required to meet the maximum setbacks of 14-165(c)(3). Suitable locations for this zone may include street intersections, arterial streets, and sites with existing or traditional neighborhood retail and service uses.</i>	Meets

Sec. 14-162 B-1b Permitted Uses		
Proposed	Zoning Requirement	Meets
1st Floor - a. Professional, business, and general offices, b. Business services, c. Personal services, e. Retail establishments, g. Studios for artists, photographers and craftspeople.	<i>Sec. 14-162 Permitted Uses. (a) on the ground floor level of buildings in the B-1b zone. a. Professional, business, and general offices, b. Business services, c. Personal services, e. Retail establishments, g. Studios for artists, photographers and craftspeople. h. Restaurants</i>	Meets
2nd Floor – Residential Uses	<i>Sec. 14-162 Permitted Uses. (5) Uses permitted above the ground floor level of buildings in the B-1b zone. (a) Residential</i>	Meets
3rd Floor – Residential Uses	<i>Same as 2nd floor.</i>	Meets

Sec. 14-165 Dimensional Requirements for Site		
Proposed	Zoning Requirementnonresidential uses in the B1-b zones shall meet the following minimum requirements	Meets
Min. Lot Area per D.U. - 4 multifamily dwellings above first floor x 1000 sf = 4000 sf min. lot area. Existing lot area = 9,562 sf.	<i>Off-peninsula: min. lot area of nearest residential zone, except 1,000 SF for multifamily dwellings above first floor</i>	Meets
Min. Lot Size - 9,562 sf existing	<i>Non-Res Uses: None. Residential: None</i>	Meets
Min. Street Frontage - 66' existing	<i>20 ft</i>	Meets
Min. Lot Width - 66' existing	<i>None</i>	Meets
Min. Front Yard – 0' proposed	<i>None</i>	Meets
Max. Front Yard - 0' proposed	<i>10 ft</i>	Meets

Min. Rear Yard, Principal Structure – Approx 68' from the rear property line.	<i>Principal: None, except 10 ft. if abutting a residential zone.</i>	Meets
Min. Rear Yard Accessory Structures: <u>Carport</u> – The side of the carport abuts a residential zone with a 6' setback. <u>Covered Bike Parking</u> – Does not abut the rear property line.	<i>Accessory: None, except 5 ft. if abutting a residential zone</i>	Meets
Min. Side Yard, Principal Structure - The Principal structure is 15'-9" from the south side property line (Roy's) and 6'-4" from the north side property line.	<i>Principal: None, except 5 ft. if abutting residential zone.</i>	Meets
Min. Side Yard Accessory Structures <u>Carport</u> – The rear of the carport abuts a commercial zone (B1-b) with a 2' setback. Does not abut a residential zone. <u>Covered Bike Parking</u> - The side of the bike parking abuts a commercial zone (B1-b) with a 0' setback. Does not abut a residential zone.	<i>Accessory: None, except 5 ft. if abutting a residential zone</i>	Meets
Max. Side Yard on Side Street - No Side Street	<i>10 ft</i>	N.A
Structure Stepbacks – No portions of a structure is above 35 ft.	<i>Portions of a structure above 35 ft shall be no closer than 10 ft from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone.</i>	N.A
Max. Structure Height - 32 ' proposed. Does not abut R-6 zone.	<i>Off- peninsula: 35 ft., except where abutting R-6, where max. height shall be the max. height of R-6.⁽²⁾</i>	Meets
Max. Floor Area Nonresidential Uses - Total maximum first floor area for nonresidential uses = 2500 sf. Total maximum floor area per retail establishment = 2000 sf.	<i>Total maximum first floor area for nonresidential uses per structure: 10,000 SF⁽³⁾ Total maximum floor area per retail establishment: 5,000 SF.</i>	Meets
Max. Impervious Surface – Impervious area 7970 sf/ 9,562sf (site) = 83%	<i>90%</i>	Meets

Sec. 14-166 Other Requirements		
Proposed	Zoning Requirement	Meets
Landscaping and Screening - The site shall be suitably landscaped for parking, surrounding uses and accessory site elements, see Site Plan by Carroll Associates.	<i>(a) Landscaping and screening: The site shall be suitably landscaped for parking, surrounding uses and accessory site elements, including storage and solid waste receptacles where required by article IV (subdivisions) and article V (site plan).</i>	Meets
Curbs and Sidewalks - Curbs and sidewalks are provided, see Site Plan by Carroll Associates.	<i>(b) Curbs and sidewalks: Curbs and sidewalks as specified in article VI of chapter 25.</i>	Meets
Off-street Parking and Loading – See Sec. 14-332. Uses Requiring Off-street Parking below.	<i>(c) Off-street parking and loading: Off-street parking and loading are required as provided in division 20 and division 21 of this article.</i>	Meets
Front Yard Parking - No off street parking in the front yard between the street line and the required maximum setback line.	<i>(d) Front yard parking: There shall be no off street parking in the front yard between the street line and the required maximum setback line.</i>	Meets
Signs – All signs are part of a sign program, where size, font and type are consistent to achieve a coordinated purposeful look that compliments the building and the village Main Street. All sign are scaled for pedestrians, rather than attracting drive-by attention and none will be back-lit box signs. There will be (3) or (4) signs, depending on the number of tenants, not known at this stage.	<i>(e) Signs: Signs shall be subject to the provisions of division 22 of this article.</i>	Meets
Exterior Storage – No exterior storage. A carport provides a 4 stalls, one for each residential unit, and is a structure with walls and roof. At the end of each stall there is a 4' deep x 9' wide fully enclosed secure utility shed.	<i>(f) Exterior storage: There shall be no exterior storage with the exception of fully enclosed containers or receptacles for solid waste disposal. Such containers or receptacles shall be shown on the approved site plan.</i>	Meets
Storage of Vehicles – No vehicles stored on site.	<i>(g) Storage of vehicles: Storage of vehicles is subject to the provisions of section 14-335.</i>	N.A.
Shoreland and flood plain management regulations - Lot is not located in a shoreland zone or in a flood hazard zone.	<i>(h) Shoreland and flood plain management regulations: If the lot is located in a shoreland zone or in a flood hazard zone, then the requirements of division 26 and/or division 26.5 apply.</i>	N.A.

Sec. 14-167 External Effects		
Proposed	Zoning Requirement <i>Every use in a B-1 or B-1b zone shall be subject to the following requirements:</i>	Meets
Enclosed Structure – All uses are operated within a completely enclosed structure.	<i>(a) Enclosed structure: The use shall be operated within a completely enclosed structure, except for those specific open air activities licensed by the City, including but not limited to outdoor seating, sidewalk sales, etc</i>	Meets
Noise – No onsite use generates noise that exceeds shall not exceed fifty-five (55) decibels.	<i>(b) Noise: The volume of sound, measured by a sound level meter with frequency weighting network (manufactured according to standards prescribed by the American Standards Association), generated shall not exceed fifty-five (55) decibels on the A scale, on impulse (less than one (1) second), at lot</i>	Meets

	<i>boundaries, excepting air raid sirens and similar warning devices.</i>	
Vibration and Heat – No onsite use generates vibration and heat perceptible without instruments at lot boundaries.	<i>(c) Vibration and heat: Vibration inherently and recurrently generated and heat shall be imperceptible without instruments at lot boundaries.</i>	Meets
Glare, Radiation or Fumes - No onsite use generates glare, radiation or fumes beyond lot boundaries.	<i>(d) Glare, radiation or fumes: Glare, radiation or fumes shall not be emitted to an obnoxious or dangerous degree beyond lot boundaries.</i>	Meets
Smoke - No onsite use generates smoke.	<i>(e) Smoke: Smoke shall not be emitted at a density in excess of twenty (20) percent opacity level as classified in Method 9 (Visible Emissions) of the Opacity Evaluation System of the U.S. Environmental Protection Agency.</i>	Meets

Sec. 14-332. Uses Requiring Off-street Parking

Proposed		Required	Zoning Requirement	Meets
Residential			<i>Except as provided in Section 14-332.1, 14-332.2 (exceptions) and 14-345 (fee in-lieu of parking) of this division, for the uses listed below the following minimum off-street parking requirements shall be provided and maintained in the case of new construction, alterations which increase the number of units, and changes of use:</i>	
(a) Residential Structures (4) dwelling units	X (2)	= 8	<i>1. For new construction, two, (2) parking spaces for each dwelling unit</i>	Meets
Total Residential Parking Required		8 spaces		

Non-Residential Sec. 14-162 Permitted Uses @ 1st Floor			Note: Non-residential uses will be in the categories below, but actual tenancy is not yet known at this stage.	
e. Retail establishments (Space A= 868 sf) g. Studios for artists (Space C = 1132 sf)	2000sf/0	= 0	<i>One (1) parking space for each two hundred (200) square feet of first floor area in excess of two thousand (2,000) square feet</i>	Meets
a. Professional, business, and general offices b. Business services c. Personal services (Space B = 800 sf)	800sf/400	= 2	<i>One (1) parking space for each four hundred (400) square feet</i>	Meets
Total Non-Residential Parking Required		2 spaces		

Total Residential + Non-Residential Required	10 spaces		
Total Residential + Non-Residential Provided	10 spaces		Meets

G. EASEMENTS

Denis Lachman & Karen Smith
55 Hamblet Avenue, Portland, Maine

December 20, 2016

Roberta S. and Steven E. Cope
172 Concord Street, Portland, ME 04103

Re: Shared Driveway Agreement, 502 & 510 Stevens Ave., Portland

Dear Bobbi and Steven:

Please allow this letter to confirm our intention to enter into a Shared Driveway Easement Agreement (the "Agreement") upon the further terms and conditions stated herein and such additional terms as may be agreed upon. We have both agreed that this letter may be presented to the City of Portland Planning Board to evidence our agreement in support of applications for the development of the Lachman/Smith Property at 502 Stevens Ave., and your property at 510 Stevens Ave. Our respective properties are referred to in the attached agreement as the "502 Property" and the "510 Property" and I will do so in this letter as well.

It is our intent to enter into a mutual and reciprocal agreement for the location and construction of a shared driveway between our two properties and serving both of them for vehicles, pedestrians, and utility connections. We will also coordinate drainage, utility easements, curb cuts, and maintenance and upkeep on terms to be finalized.

Our respective obligations are and shall be contingent upon the receipt of all necessary permits and approvals from the City of Portland and/or other permitting authorities as may be required for the development of the 502 Property and the 510 Property for mixed use commercial/residential development. Access to our respective developments on our two adjacent properties shall be generally harmonious and coordinated, but our projects shall otherwise be completely independent of each other, provided that we have agreed that a shared driveway will be a useful and convenient amenity to both projects as conceived, rather than having the current two driveways.

We both understand that the 502 Property is likely to be developed first, and that we may make cooperative arrangements for the funding and construction of the shared driveway in advance of the 510 Property being fully redeveloped, but the Agreement shall apply to the final configuration notwithstanding such staggered construction or development schedules.

Due to the timing and permitting requirements of our respective projects, we both acknowledge that the final version of the Agreement that we execute and record may need to respond to permitting and final site conditions as approved.

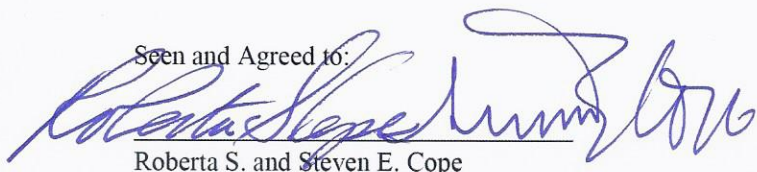
Please sign below to evidence your agreement to the foregoing, and allow our signatures below to do the same.

Very truly yours,



Denis Lachman & Karen Smith

Seen and Agreed to:



Roberta S. and Steven E. Cope

DRAFT

SHARED DRIVEWAY EASEMENT AGREEMENT

This Agreement is dated this ____ day of _____, 2017 by and between Denis J. Lachman and Karen J. Smith, having an address of 55 Hamblet Avenue, Portland, Maine (“Lachman”), as the owner of property described in a deed recorded in the Cumberland County Registry of Deeds in Book 32719, Page 274, located generally at 502 Stevens Avenue (the “502 Property”) and between Roberta S. and Steven E. Cope, having a mailing address of 172 Concord Street (“Cope”) as the owner of property described in a deed recorded in said Registry in Book 33336, Page 109 (the “510 Property”). The 510 Property is generally adjacent to and northerly of the 502 Property and is generally designated on City of Portland Tax Map 135, Block E , Lot 8. The 502 Property is generally designated on City of Portland Tax Map 135, Block E, Lot 9.

W I T N E S S E T H

WHEREAS, Lachman and Cope wish to act harmoniously to configure and provide for the further development of the 502 Property and the 510 Property through this agreement; and

WHEREAS, both Lachman and Cope agree that their respective properties would be best served by the construction of a new shared driveway (referred to herein as the “Driveway”) to replace the two separate driveways currently serving both properties; and

WHEREAS, the Driveway will be located generally along and across the common boundary and will serve both the 502 Property and the 510 Property with pedestrian and vehicular access from Stevens Avenue and provide a shared utility interconnection point; and

WHEREAS, Lachman and Cope wish hereby to confirm their respective rights and obligations with respect to the construction and use of the Driveway;

NOW THEREFORE, in consideration of One Dollar, the mutual promises and covenants herein, and other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged and agreed, Lachman and Cope do hereby agree as follows:

1) Lachman and Cope hereby grant and accept to and from each other mutually and reciprocally such rights, interests, easements and estates as are necessary to provide access by foot or by vehicle from Stevens Avenue, generally in the location and configuration shown on **Exhibit A** attached hereto and made a part hereof together with the right to install utilities above and below ground within the area depicted as the Driveway. It is acknowledged and agreed that

the rights granted herein shall be sufficient to allow the further commercial and/or residential development of the 502 Property and 510 Property with buildings and further improvements to be served by the Driveway.

2) In connection with the exercise of their rights hereunder, Lachman and Cope, its or their successors and assigns, may enter upon, construct, maintain and use the Driveway including areas on the property of the other, and may install utility lines, drainage, curbing and all other improvements above and below ground as are necessary for access to and development of their respective properties consistent with the terms hereof, provided, however, that: i) any such work shall be performed in a good and workmanlike manner; ii) all parties shall use best efforts to minimize disruption of any activities or business operations on the two respective properties; iii) the parties shall reasonably cooperate and coordinate any scheduling of work and/or interruption of utilities; iv) each party shall, upon completion of any work, repair any damage caused by its own acts or negligence promptly to its state immediately prior to such work; v) the parties shall require any contractor or agent employed for any such work to be duly insured in such reasonable amounts as either party may reasonably require; vi) any driveways, accessways, or other improvements installed may be used in common by the parties hereto and shall provide adequate curb cuts (subject to permit restrictions) as each party may request; vii) any drainage made necessary by improvements within the Driveway area engineered so as to balance the impact on the two respective properties; viii) each party shall indemnify and hold the other, its successors and assigns harmless from and against any and all claims, losses, damages or causes of action arising from its own exercise of the access and/or any other rights granted in this Agreement; ix) any improvements constructed pursuant to this Agreement shall not cause the 502 Property or the 510 Property to become legally non-compliant in any way, and shall otherwise be performed in compliance with all applicable land use code and permit requirements; x) after initial construction of improvements and development of the 502 Property and 510 Property, the parties shall equally and equitably share the cost to maintain and repair the Driveway and other improvements within the area shown on **Exhibit A** excepting only repairs made necessary solely by the use or abuse thereof by only one party, its agents, employees and/or invitees, which repairs shall be the responsibility of the party causing such damage, which shall promptly repair any and all damages caused; (xi) neither party shall use the Driveway for vehicular parking, nor allow it to be so used, as each party shall have parking rights on its own adjacent land. Enforcement of the immediately prior provision ((xi)) shall be enforceable by self-help through towing and removal of vehicles at the expense of the party in violation, which shall be payable upon demand.

3) The rights granted herein are general in nature, and the parties shall reasonably cooperate to minor and reasonable reconfiguration or adjustment the dimensions or locations of the easement areas shown on **Exhibit A** to comply with permit authorities, building codes etc. in effect from time to time to allow for the harmonious development of both the 502 Property and

the 510 Property, and the parties hereto, their successors and assigns, shall grant such further documents, permit applications and instruments as are necessary to carry out the intent hereof.

4) The parties hereto shall each have the right, at any time and from time to time, to relocate the area of the easement and rights herein granted, provided that the other party consents to the relocation, such consent not to be unreasonably withheld. In the event that Lachman or Cope shall elect to relocate the easement, and shall obtain the consent of the other party, the entire costs of the relocation shall be borne by the relocating party. The covenants, agreements, easements, rights and indemnities herein described shall then apply in all respects to the new location. In no event shall it be considered unreasonable for either party to withhold its consent to a relocation that would interfere with that party's existing or contemplated improvements on the 502 Property and/or the 510 Property.

5) This Agreement shall be governed by and construed in accordance with the laws of the State of Maine. This Agreement may only be amended by a written document signed by the parties hereto, their successors and assigns. This Agreement contains the complete understanding of the parties hereto and replaces all prior agreements, written or oral, between the parties as to the subject matter hereof, including but not limited to the Reciprocal Easement. The rights and agreements herein shall bind the successors and assigns of the parties hereto except as expressly provided herein and shall run with the land, and be appurtenant to, and benefit and burden as the case may be, the 502 Property and the 510 Property in perpetuity.

Dated as of _____, 2017

STATE OF MAINE
COUNTY OF CUMBERLAND

_____, 2017

Before me appeared the above named _____, and acknowledged the foregoing instrument to be his/her free act and deed.

Notary Public / Attorney at law
Name: _____
Commission Expires: _____

EXHIBIT A

H WRITTEN REQUEST FOR WAIVERS

502 Deering Center

Waiver Request 1: Driveway and Aisle Width

Request - A waiver is requested of both the minimum driveway width (from a minimum of 20 feet down to +/-18 feet) and of the minimum parking lot aisle width (from 24 feet wide down to 21 feet wide).

Technical Standards, Section 1.7.2.3 (*multi-family residential with 10 or more parking spaces*). Minimum driveway width (two-way): Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, with a preferred width of 24 feet.

- The proposed two-way driveway width is 21 feet at Stevens Avenue and between the proposed building and the existing residence at #510. The width of the two-way driveway must narrow to approximately 18 feet at the turn at the back of the proposed building for few reasons due to: lot configuration, compact lot size, and for vehicle maneuvering.
- The aisle width in the parking lot is 21 feet wide with standard 9 feet x 18 feet parking spaces. The width of the two-way aisle is proposed to be narrowed down to allow for standard parking spaces to fit within the property.

Due to the low speed and low volume of anticipated traffic we feel that the reduced driveway width and reduced parking lot aisle width is an acceptable request.

I. EVIDENCE OF FINANCIAL CAPACITY

TERM SHEET

December 12, 2016

Lachman Architects & Planners
Denis Lachman & Karen Smith
165 State Street
Portland, ME 04101

Dear Denis and Kiya:

The proposed terms and conditions are provided for discussion purposes only and do not constitute an offer, agreement, or commitment to lend. The actual terms and conditions upon which the Bank might extend credit to the Borrower are subject to satisfactory completion of due diligence, internal approval, satisfactory review of documentation, and such other items and conditions as are determined by the Bank.

BORROWER: Lachman Architects & Planners or new entity TBD

AMOUNT: \$1,046,000

PURPOSE: To finance redevelopment / construction of mixed-use commercial/residential property located at 502 Stevens Avenue, Portland ME and provide permanent financing following the construction phase

INTEREST RATE:

Interest only at a variable interest rate of Wall Street Journal Prime + 1.00% during construction phase, followed by choice of:

Option 1: A fixed interest rate for five (5) years at the Androscoggin Bank Fixed Rate Equivalent of LIBOR Plus 2.50%. The actual fixed rate shall be set as of the day of closing. The indicative fixed rate as of 12/12/16 is 4.24%.

Option 2: A fixed interest rate for seven (7) years at the Androscoggin Bank Fixed Rate Equivalent of LIBOR Plus 2.50%. The actual fixed rate shall be set as of the day of closing. The indicative fixed rate as of 12/12/16 is 4.46%.

Option 3: A fixed interest rate for ten (10) years at the Androscoggin Bank Fixed Rate Equivalent of LIBOR Plus 2.65%. The actual fixed rate shall be set as of the day of closing. The indicative fixed rate as of 12/12/16 is 4.81%.

Fixed rate period to be followed by a variable rate at WSJ Prime + 1% or a new fixed rate to be negotiated.

TERM: Eighteen (18) month construction phase, followed by Twenty (20) year term

REPAYMENT: Eighteen (18) monthly payments of interest only, followed by Two hundred and forty (240) monthly payments of principal and interest in an amount sufficient to amortize the loan amount over the term of the loan.

PREPAYMENT PENALTY:

No prepayment penalty during construction phase.

Option 1: 5%, 4%, 3%, 2%, and 1%

Option 2: 5%, 4%, 3%, 2%, 2%, 1%, and 1%

Option 3: 5%, 5%, 4%, 4%, 3%, 3%, 2%, 2%, 1%, and 1%

Prepayment penalty applies only in the case of refinance by another lender.

ORIGINATION FEE: 0.25% of loan amount

PROCESSING FEE: \$395

COLLATERAL: 1st real estate mortgage and assignment of leases and rents on property located at 502 Stevens Avenue, Portland ME

1st priority assignment of plans, specifications, contracts, permits, and approvals for the project.

GUARANTEES: Unlimited personal guaranties of Denis Lachman and Karen Smith

OTHER TERMS AND CONDITIONS:

- Borrower to establish and maintain its primary deposit relationship with Androscoggin Bank.
- Subject to appraisal completed on subject property showing a value yielding a maximum loan-to-value ratio of 75% on an as-complete basis.
- Subject to satisfactory environmental due diligence on subject property.
- Subject to satisfactory review of budget, plans, contracts and specifications for the project.

- Subject to a fixed price or guaranteed maximum price contract from a general contractor satisfactory to Bank.
- The contractor's performance under the construction contract shall be supported by a payment and performance bond.
- Proceeds shall be advanced under a Construction Loan Agreement to finance the construction of the Project in accordance with plans and specifications and assignable contracts, which shall be subject to Lender's approval.
- Subject to 3rd party construction monitoring with inspection fees to be paid by Borrower.
- Necessary authorizations and resolutions for Borrower

Thank You,



Catherine Buffum
Vice President
Commercial Lending Division
(207) 518-6311

This term sheet contains information from Androscoggin Bank and is intended only for the person and/or business to whom addressed in the text above. As such, it may contain privileged or confidential information. If you are not the intended recipient or the person identified in the text above, any use of this document is prohibited.

EVIDENCE OF TECHNICAL CAPACITY

Applicant – must be owner, Lessee or Buyer Name: Denis Lachman Business Name, if applicable: 502 Deering Center LLC Address: 55 Hamblet Ave City/State : Portland, ME Zip Code: 04103	Applicant Contact Information Work #: 207 831 8585 Home #: 207 772 1195 Cell #: same as work Fax#: none e-mail: denis@lachmanarchitects.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Pat Carroll, Carroll Associates Address: 217 Commercial Street, Suite 200 City/State : Portland, ME Zip Code: 04101	Agent/Representative Contact information Work #: 207.772.1552 Home #: Cell #: Fax#: e-mail: pcarroll@carroll-assoc.com
Engineer Name: Tom Greer, Pinkham and Greer, Civil Engineers Address: 28 Vannah Ave City/State : Portland, ME Zip Code: 04103	Engineer Contact Information Work #: 207.781.5242 Home #: Cell #: Fax#: e-mail: TGreer@pinkhamandgreer.com
Surveyor Name: Don Dostie Four Points Associates, Inc Address: 9 Ralph Ave, Unit 1 City/State : Lewiston, ME Zip Code: 04240	Surveyor Contact Information Home #: Work #: 207 577 5840 Cell #: Fax#: e-mail: ddostie@fourpoints-survey.com
Architect Name: Lachman Architects & Planners Address: 58 Fore St, Bldg 30 City/State : Portland, ME Zip Code: 04101	Architect Contact Information Work #: 207 831 8585 Home #: Cell #: same Fax#: none e-mail: denis@lachmanarchitects.com
Attorney Name: Nelson Toner, Bernstein Shur Address: 100 Middle St City/State : Portland, ME Zip Code: 04101	Attorney Contact Information Work #: 207 228 7299 Home #: Cell #: Fax#: e-mail: ntoner@bernsteinshur.com

Ducas Construction Inc.

**CONSTRUCTION MANAGEMENT PLAN
502 Deering Center, Portland ME
PREPARED FOR CITY OF PORTLAND, MAINE
February 5th, 2017**

Purpose:

This construction management plan has been developed to provide sufficient information to the City Of Portland on how the project will interface with the surrounding neighborhood.

Project Synopsis:

The demolition of an existing single family house and the new construction of a 3 story multi-use commercial building providing 1st floor commercial and multi-family residential on the upper floors. The project also includes a “pocket park” that provides community green space for the benefit of the neighborhood.

Construction Administration:

1. Contractor Information

Ducas Construction Inc
3 Southgate Road, # 8
Scarborough, ME 04074

Phone: 207-536-0838

Project Executive: Patrick Ducas

2. Ducas Construction shall maintain the following hours.

- Job site hours are to begin at 7:00 AM – 7:00 PM, Monday – Friday.
- Saturday 8:00 AM – 5:00 PM.
- Off Hours by Work Permit Only.
- No Sunday and Holiday Work.

Neighborhood Interface:

Overview

- The work for this project will remain substantially within the property lines of the site, however there will be some work in the public right of way. These activities include.
 - New utility connection in Stevens Avenue.
 - The removal of 1 crosswalk and the creation of another.
 - Removal and replacement of the sidewalk along the building frontage.
 - The supply and installation of ADA tip downs on both sides of Stevens Avenue.
- Work in Stevens Avenue and on the sidewalks will be scheduled and coordinated to minimize the disturbance to normal pedestrian traffic. Work will happen during the summer holiday when school is not in session. During this work, traffic will have to be diverted to the opposite side of the road.
- When not working in Stevens Avenue and on the sidewalks the site will be protected with a 6' construction fence with gates at both entries to the site.

Demolition

- The existing building will be demolished using a standard excavator.
- Debris will be direct loaded onto trucks and removed from the site.
- The site will be prepared with a stabilized construction entrance.
- Trucks will be checked before existing the site to ensure they are not trafficking material onto the streets.

Site Work

- Utility connections will be coordinated with the city, and Ducas Construction will supervise and enforce flagging, street and sidewalk closures and pedestrian re-routing as required for the safe and timely execution of the work.
- All trucks entering and exiting the site will be accompanied by flagmen, and trucking will be limited to neighborhood friendly hours.
- Catch basins near any disturbed areas shall be protected and cleaned following construction as necessary, and if the site disturbance results in the tracking of sediment onto the surrounding streets they will be swept.

Site Access

- All Deliveries will be scheduled for none “rush hour” times Monday – Friday, and after 8:00 AM on Saturdays.
- No idling or start-up of equipment before 7:00 AM Monday-Friday, and before 8:00 AM on Saturdays.

Storage/Parking/Ancillary Services

- Ducas Construction shall take appropriate steps to eliminate dust generation. These steps shall include but are not limited to: wetting down material, placing stone mats where necessary, and requiring all equipment transporting materials that create dust, to be covered.
- Ducas Construction will provide adequate sanitary facilities within the construction fence.
- Temporary drinking water will be provided.
- Dumpsters on site will be located within the construction fence. Removal and replacement will take place during construction hours.
- Ducas Construction will post appropriate signage including but not limited to the following: Parking Restrictions Construction Entrance, Staging Area, Site Phone Number, and Contact Information.
- A Pre-Construction meeting will be held with the Owner, Architect, Ducas Construction, and Subcontractors. It will outline, Ducas Construction Policies, and all necessary rules and procedures.

We feel this plan represents practical and safety conscious solutions that will ensure this project fits in to the neighborhood while creating minimal disturbance to others in the vicinity of the site.

Respectfully

Patrick Ducas

N SUMMARY OF PROJECT'S CONSISTENCY WITH CITY'S COMPREHENSIVE PLAN

The Housing component of The Portland Comprehensive Plan, City titled "Housing, Sustaining Portland's Future" outlines a number of Policies which this project is consistent with.

- **Policy 1: "Ensure an Adequate and Diverse Supply of Housing for All."** This project provides housing units built at a density compatible with the existing Deering Center Neighborhood. The City's goal of adding additional units is supported by this project which introduces four new residential units as well as new retail space on the street level.
- **Policy 3: "Neighborhood Stability and Integrity."** This project creates new commercial space as well as housing within an existing vibrant residential neighborhood thus bolstering the integrity and stability of the Deering Center Neighborhood. The building scale and materials of the neighborhood are respected and reflected in the proposed new structures. This project will be an asset to Deering Center, which currently serves as a vibrant Off-Peninsula Urban Center anchored between Deering High School and the University of New England. This project has access to existing City assets such as public transportation, Baxter Woods, Evergreen Cemetery, Lincoln Middle School, and wide variety of active retail businesses. The proposed neighborhood park associated with this project will provide a natural gathering place for residents and neighbors and add to the vitality of the streetscape.
- **Policy 5: "Sustainable Development."** This project aids the City's goal to achieve and maintain a 25% share of Cumberland County's population by creating new multi-family housing within the City. Its location in Deering Center and adjacent to a designated Metro Bus Stop fulfills the desire for creating development with minimal infrastructure cost. As outlined above, the project site is within walking distance of neighborhood schools and many community, recreation, and retail amenities.
- This project meets the goals of **Objective 5.d.:** relating to encouraging business centers in the city that reduce dependence on the car and make neighborhood life without a car more practical. Its location on a designated Metro Stop, the addition of a neighborhood open space and the mixed uses proposed all encourage a work/ live situation with minimal dependence on the automobile and integrate seamlessly with the Deering Center neighborhood.
- The Comprehensive Plan indicates "Portland has limited vacant land suitable for development, thus redevelopment options are the primary opportunities for creating new housing." The proposed project assists Portland in tackling the challenge of increased population and density within the City. This project will allow new residents and business to support the continued growth of Deering Center neighborhood in Portland.

Tom Greer

Hi Robert or Heather,

Can you provide an ability to serve letter for the attached project. Below are the fixture counts for the units. Let me know if the taps that we are proposing are acceptable as well.

3A = 6 (kitch sink + DW + bath sink + tub + WC + washing mach)

3B = 8 (kitch sink + DW + bath sink + tub + WC + washing mach + ½ bath sink + WC)

2A = 6 (kitch sink + DW + bath sink + tub + WC + washing mach)

2B = 8 (kitch sink + DW + bath sink + tub + WC + washing mach + ½ bath sink + WC)

1st = 2 (sink + WC)

Low Lev = 3 (sink + WC + working sink)

Exterior = 2 (hose)

Total - 35

Tom Greer

Pinkham and Greer, Civil Engineers

207.781.5242

tgreer@pinkhamandgreer.com

Tom Greer

Pinkham and Greer, Civil Engineers

28 Vannah Avenue, Portland, ME 04103

207.781.5242

tgreer@pinkhamandgreer.com

P SOLID WASTE GENERATION & MANAGEMENT

502 Deering Center

Site Waste

All construction waste will be collected and sorted/separated on-site and managed by the general contractor. Required tree clearing and grubbing will be performed by qualified personnel and the logs, brush, and stumps will be either taken off-site for disposal or ground/chipped on-site by a portable stump grinder and used as erosion control mulch.

Residential Waste

There are 4 residential units, and waste is typically domestic goods such as paper, miscellaneous trash, and cardboard which is generated from residential uses. Waste and recycling removal for residents will be served by the City of Portland curbside trash and recycling collection. Tenants will be informed of collection day and appropriate interim in-unit storage of waste and recycling.

Business and Retail Waste

Waste from business and/or retail tenants will be similar to typical domestic waste such as paper, miscellaneous trash, and cardboard. These will be stored in appropriate trash/recycling containers internally in a central utility room. These containers will be serviced by an independent solid waste contractor, on a regular basis, via doors that provide access to the driveway.

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: January 17, 2017

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

Site Address: 502 Stevens Avenue

Chart Block Lot Number: Map 16NE, Lot 135-E009

Proposed Use: Residential / Retail

Previous Use: Residential

Existing Sanitary Flows: _____ GPD

Existing Process Flows: _____ GPD

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

Site Category

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

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

2. Please, Submit Contact Information.

City Planner's Name: Barbara Barhydt Phone: (207) 874-8699

Owner/Developer Name: 502 Deering Center LLC (Denis Lachman / Karen Smith)

Owner/Developer Address: 55 Hamblet Ave, Portland, ME 04103

Phone: (207) 773-3811

Fax: (207) 773-3801 E-mail: denis@lachmanarchitects.com

Engineering Consultant Name: Carroll Associates

Engineering Consultant Address: 217 Commercial St, Suite 200 Portland, ME 04101

Phone: (207) 772-1552

Fax: (207) 772-0712 E-mail: pcarroll@carroll-assoc.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: 5 units at 300 for 1,500 GPD

Peaking Factor/ Peak Times: am & pm typical residential

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) Maine Subsurface Wastewater

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.

**STORMWATER MANAGEMENT REPORT
502 DEERING CENTER
PORTLAND, MAINE**

**December 22, 2016
Revised February 3, 2017**

Project Description:

The project is the redevelopment of 502 Stevens Avenue from a single family home to a 4 unit apartment complex and 2,400 square feet of commercial space. The existing home will be removed as well as the existing sidewalk and replaced with a 2,400 square foot building, 4,130 square feet of parking and driveway and 860 square feet of plaza.

Existing Conditions:

The 9,562 square foot lot has an existing home of 1,277 square feet and a driveway of 780 square feet. The site is very flat at elevation 119, plus or minus one foot. There are several large trees that provide canopy over the lot. The soils are Windsor sandy loam, a well-drained soil, based on the county soils mapping.

Developed Conditions:

The project will have a 2,400 square foot building with a flat roof, parking spaces in the rear with a carport and storage on one side of the lot. It will be redeveloped using a shared driveway with the lot adjacent to this one, #510 Stevens Avenue. This reduces the curb cuts on Stevens Avenue.

There will be defined walkway along the side of the building using pervious pavers. There will be plaza on the side of the building using pervious pavers. This are will provide a small community gathering space.

Stormwater Treatment and Control:

The site will have two subsurface stormwater systems. The first will utilize crushed stone bed for stormwater storage and infiltration into the underlying soils for treatment. The second system will treat the plaza area with pervious pavers.

The parking lot run off will be pretreated is a small grass bowl just off the edge. Overflows from the bowl will go to a catch basin with a 3' sump and then to the infiltration area. Overflow from this system is conveyed to the street storm drain system.

The second system is under the previous paver plaza area. The system treats the roof water from the building next door and the plaza area. It stores the stormwater in the stone bedding and infiltrates it. Overflow for the system goes to the street system.

Peak Flows from the systems will be conveyed around the building to the existing catchbasin in Stevens Avenue.

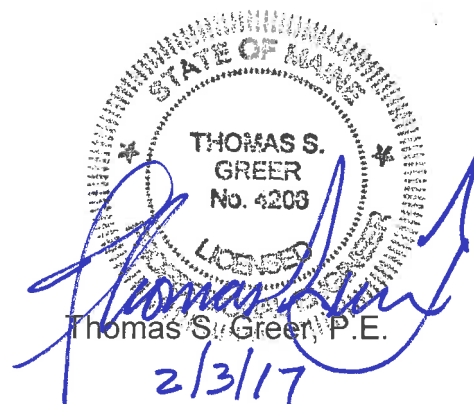
Results:

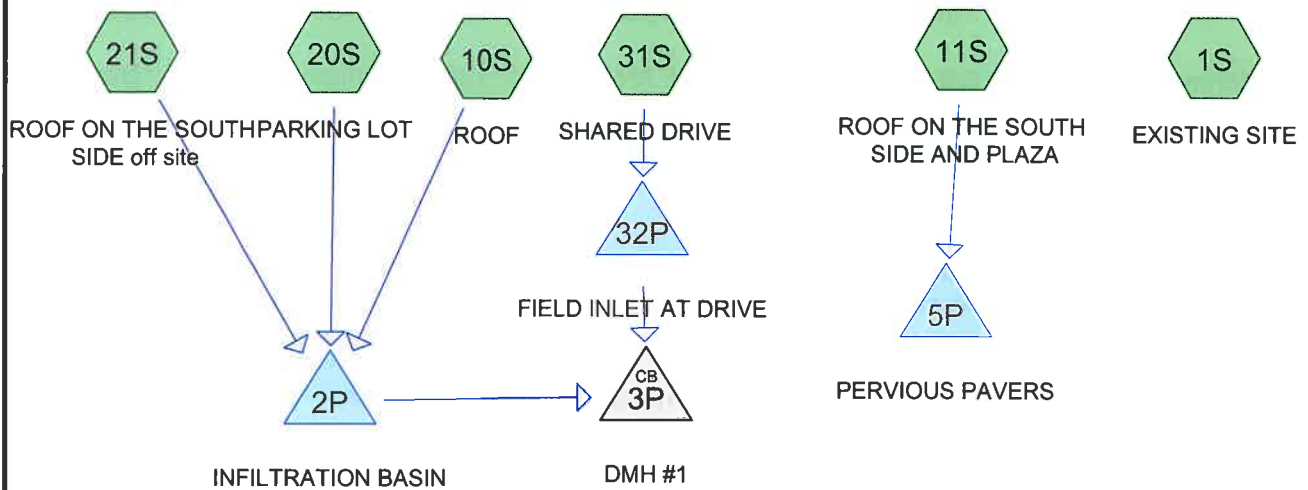
The Drainage Analysis shows that runoff from a 2 ½" rainstorm will infiltrate into the soils. During a 25 year rainstorm some overflow can be expected. This includes water coming up through the pervious pavers and some water overflowing to the pipe connected to the city's stormdrain. In general the flows are very small. Below is a chart showing peak flows.

Peak Flows Cubic Feet Per Second (cfs)			
	2 Year	10 Year	25 Year
Developed	0.27	0.39	0.50
Existing	0.46	0.87	1.21

Conclusion:

The use of infiltration systems on this site will reduce the stormwater flows and have minimal impacts on downstream systems.





502 STEVENS AVE TSG 12-2016

Type III 24-hr 1" RUNOFF Rainfall=2.50"

Prepared by Hewlett-Packard Company

Printed 2/2/2017

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

Page 2

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

Subcatchment 1S: EXISTING SITE Runoff Area=11,815 sf 33.56% Impervious Runoff Depth>0.92"
 Tc=5.0 min CN=82 Runoff=0.31 cfs 0.021 af

Subcatchment 10S: ROOF Runoff Area=2,665 sf 100.00% Impervious Runoff Depth>2.13"
 Tc=4.0 min CN=98 Runoff=0.15 cfs 0.011 af

Subcatchment 11S: ROOF ON THE SOUTH Runoff Area=1,105 sf 100.00% Impervious Runoff Depth>2.13"
 Tc=4.0 min CN=98 Runoff=0.06 cfs 0.005 af

Subcatchment 20S: PARKING LOT Runoff Area=4,536 sf 79.59% Impervious Runoff Depth>1.68"
 Flow Length=75' Slope=0.0050 '/' Tc=1.7 min CN=93 Runoff=0.23 cfs 0.015 af

Subcatchment 21S: ROOF ON THE SOUTH Runoff Area=328 sf 100.00% Impervious Runoff Depth>2.13"
 Tc=2.0 min CN=98 Runoff=0.02 cfs 0.001 af

Subcatchment 31S: SHARED DRIVE Runoff Area=2,985 sf 80.50% Impervious Runoff Depth>1.68"
 Tc=4.0 min CN=93 Runoff=0.15 cfs 0.010 af

Pond 2P: INFILTRATION BASIN Peak Elev=216.18' Storage=267 cf Inflow=0.40 cfs 0.027 af
 Discarded=0.10 cfs 0.027 af Primary=0.00 cfs 0.000 af Outflow=0.10 cfs 0.027 af

Pond 3P: DMH #1 Peak Elev=115.99' Inflow=0.15 cfs 0.010 af
 8.0" Round Culvert n=0.010 L=90.0' S=0.0052 '/' Outflow=0.15 cfs 0.010 af

Pond 5P: PERVIOUS PAVERS Peak Elev=217.01' Storage=4 cf Inflow=0.06 cfs 0.005 af
 Discarded=0.02 cfs 0.001 af Primary=0.05 cfs 0.003 af Outflow=0.06 cfs 0.005 af

Pond 32P: FIELD INLET AT DRIVE Peak Elev=116.08' Storage=1 cf Inflow=0.15 cfs 0.010 af
 8.0" Round Culvert n=0.010 L=8.0' S=0.0100 '/' Outflow=0.15 cfs 0.010 af

Total Runoff Area = 0.538 ac Runoff Volume = 0.062 af Average Runoff Depth = 1.37"
39.93% Pervious = 0.215 ac 60.07% Impervious = 0.323 ac

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

Subcatchment 1S: EXISTING SITE Runoff Area=11,815 sf 33.56% Impervious Runoff Depth>1.35"
Tc=5.0 min CN=82 Runoff=0.46 cfs 0.031 af

Subcatchment 10S: ROOF Runoff Area=2,665 sf 100.00% Impervious Runoff Depth>2.68"
Tc=4.0 min CN=98 Runoff=0.19 cfs 0.014 af

Subcatchment 11S: ROOF ON THE SOUTH Runoff Area=1,105 sf 100.00% Impervious Runoff Depth>2.68"
Tc=4.0 min CN=98 Runoff=0.08 cfs 0.006 af

Subcatchment 20S: PARKING LOT Runoff Area=4,536 sf 79.59% Impervious Runoff Depth>2.22"
Flow Length=75' Slope=0.0050 '/' Tc=1.7 min CN=93 Runoff=0.30 cfs 0.019 af

Subcatchment 21S: ROOF ON THE SOUTH Runoff Area=328 sf 100.00% Impervious Runoff Depth>2.68"
Tc=2.0 min CN=98 Runoff=0.02 cfs 0.002 af

Subcatchment 31S: SHARED DRIVE Runoff Area=2,985 sf 80.50% Impervious Runoff Depth>2.22"
Tc=4.0 min CN=93 Runoff=0.19 cfs 0.013 af

Pond 2P: INFILTRATION BASIN Peak Elev=216.28' Storage=404 cf Inflow=0.51 cfs 0.035 af
Discarded=0.10 cfs 0.035 af Primary=0.00 cfs 0.000 af Outflow=0.10 cfs 0.035 af

Pond 3P: DMH #1 Peak Elev=116.03' Inflow=0.19 cfs 0.013 af
8.0" Round Culvert n=0.010 L=90.0' S=0.0052 '/' Outflow=0.19 cfs 0.013 af

Pond 5P: PERVIOUS PAVERS Peak Elev=217.01' Storage=5 cf Inflow=0.08 cfs 0.006 af
Discarded=0.02 cfs 0.001 af Primary=0.06 cfs 0.004 af Outflow=0.08 cfs 0.006 af

Pond 32P: FIELD INLET AT DRIVE Peak Elev=116.11' Storage=1 cf Inflow=0.19 cfs 0.013 af
8.0" Round Culvert n=0.010 L=8.0' S=0.0100 '/' Outflow=0.19 cfs 0.013 af

Total Runoff Area = 0.538 ac Runoff Volume = 0.084 af Average Runoff Depth = 1.86"
39.93% Pervious = 0.215 ac 60.07% Impervious = 0.323 ac

502 STEVENS AVE TSG 12-2016

Type III 24-hr 10 YEAR Rainfall=4.60"

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

Subcatchment 1S: EXISTING SITE Runoff Area=11,815 sf 33.56% Impervious Runoff Depth>2.55"
Tc=5.0 min CN=82 Runoff=0.87 cfs 0.058 af

Subcatchment 10S: ROOF Runoff Area=2,665 sf 100.00% Impervious Runoff Depth>4.05"
Tc=4.0 min CN=98 Runoff=0.29 cfs 0.021 af

Subcatchment 11S: ROOF ON THE SOUTH Runoff Area=1,105 sf 100.00% Impervious Runoff Depth>4.05"
Tc=4.0 min CN=98 Runoff=0.12 cfs 0.009 af

Subcatchment 20S: PARKING LOT Runoff Area=4,536 sf 79.59% Impervious Runoff Depth>3.60"
Flow Length=75' Slope=0.0050 '/' Tc=1.7 min CN=93 Runoff=0.48 cfs 0.031 af

Subcatchment 21S: ROOF ON THE SOUTH Runoff Area=328 sf 100.00% Impervious Runoff Depth>4.05"
Tc=2.0 min CN=98 Runoff=0.04 cfs 0.003 af

Subcatchment 31S: SHARED DRIVE Runoff Area=2,985 sf 80.50% Impervious Runoff Depth>3.60"
Tc=4.0 min CN=93 Runoff=0.30 cfs 0.021 af

Pond 2P: INFILTRATION BASIN Peak Elev=216.59' Storage=768 cf Inflow=0.79 cfs 0.054 af
Discarded=0.11 cfs 0.054 af Primary=0.00 cfs 0.000 af Outflow=0.11 cfs 0.054 af

Pond 3P: DMH #1 Peak Elev=116.10' Inflow=0.30 cfs 0.021 af
8.0" Round Culvert n=0.010 L=90.0' S=0.0052 '/' Outflow=0.30 cfs 0.021 af

Pond 5P: PERVIOUS PAVERS Peak Elev=217.04' Storage=13 cf Inflow=0.12 cfs 0.009 af
Discarded=0.02 cfs 0.002 af Primary=0.07 cfs 0.006 af Outflow=0.09 cfs 0.009 af

Pond 32P: FIELD INLET AT DRIVE Peak Elev=116.20' Storage=1 cf Inflow=0.30 cfs 0.021 af
8.0" Round Culvert n=0.010 L=8.0' S=0.0100 '/' Outflow=0.30 cfs 0.021 af

Total Runoff Area = 0.538 ac Runoff Volume = 0.141 af Average Runoff Depth = 3.15"
39.93% Pervious = 0.215 ac 60.07% Impervious = 0.323 ac

502 STEVENS AVE TSG 12-2016

Type III 24-hr 25 YEAR Rainfall=5.80"

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

Subcatchment 1S: EXISTING SITE Runoff Area=11,815 sf 33.56% Impervious Runoff Depth>3.57"
Tc=5.0 min CN=82 Runoff=1.21 cfs 0.081 af

Subcatchment 10S: ROOF Runoff Area=2,665 sf 100.00% Impervious Runoff Depth>5.15"
Tc=4.0 min CN=98 Runoff=0.36 cfs 0.026 af

Subcatchment 11S: ROOF ON THE SOUTH Runoff Area=1,105 sf 100.00% Impervious Runoff Depth>5.15"
Tc=4.0 min CN=98 Runoff=0.15 cfs 0.011 af

Subcatchment 20S: PARKING LOT Runoff Area=4,536 sf 79.59% Impervious Runoff Depth>4.71"
Flow Length=75' Slope=0.0050 '/' Tc=1.7 min CN=93 Runoff=0.61 cfs 0.041 af

Subcatchment 21S: ROOF ON THE SOUTH Runoff Area=328 sf 100.00% Impervious Runoff Depth>5.15"
Tc=2.0 min CN=98 Runoff=0.05 cfs 0.003 af

Subcatchment 31S: SHARED DRIVE Runoff Area=2,985 sf 80.50% Impervious Runoff Depth>4.70"
Tc=4.0 min CN=93 Runoff=0.39 cfs 0.027 af

Pond 2P: INFILTRATION BASIN Peak Elev=216.94' Storage=1,070 cf Inflow=1.01 cfs 0.070 af
Discarded=0.12 cfs 0.070 af Primary=0.00 cfs 0.000 af Outflow=0.12 cfs 0.070 af

Pond 3P: DMH #1 Peak Elev=116.15' Inflow=0.39 cfs 0.027 af
8.0" Round Culvert n=0.010 L=90.0' S=0.0052 '/' Outflow=0.39 cfs 0.027 af

Pond 5P: PERVIOUS PAVERS Peak Elev=217.06' Storage=22 cf Inflow=0.15 cfs 0.011 af
Discarded=0.02 cfs 0.003 af Primary=0.09 cfs 0.008 af Outflow=0.11 cfs 0.011 af

Pond 32P: FIELD INLET AT DRIVE Peak Elev=116.25' Storage=2 cf Inflow=0.39 cfs 0.027 af
8.0" Round Culvert n=0.010 L=8.0' S=0.0100 '/' Outflow=0.39 cfs 0.027 af

Total Runoff Area = 0.538 ac Runoff Volume = 0.189 af Average Runoff Depth = 4.21"
39.93% Pervious = 0.215 ac 60.07% Impervious = 0.323 ac

Summary for Subcatchment 1S: EXISTING SITE

Runoff = 1.21 cfs @ 12.07 hrs, Volume= 0.081 af, Depth> 3.57"

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

	Area (sf)	CN	Description
*	2,474	98	BUILDING AND DECKS
*	1,491	98	WALKS AND DRIVE
*	7,850	74	LANDSCAPED
	11,815	82	Weighted Average
	7,850		66.44% Pervious Area
	3,965		33.56% Impervious Area

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

Summary for Subcatchment 10S: ROOF

Runoff = 0.36 cfs @ 12.06 hrs, Volume= 0.026 af, Depth> 5.15"

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

	Area (sf)	CN	Description
*	2,665	98	ROOF
	2,665		100.00% Impervious Area

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

Summary for Subcatchment 11S: ROOF ON THE SOUTH SIDE AND PLAZA

Runoff = 0.15 cfs @ 12.06 hrs, Volume= 0.011 af, Depth> 5.15"

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

	Area (sf)	CN	Description
*	480	98	ROOF
*	625	98	PLAZA
	1,105	98	Weighted Average
	1,105		100.00% Impervious Area

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

Summary for Subcatchment 20S: PARKING LOT

Runoff = 0.61 cfs @ 12.03 hrs, Volume= 0.041 af, Depth> 4.71"

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

Area (sf)	CN	Description
* 3,610	98	PAVED
* 926	75	LANDSCAPED
4,536	93	Weighted Average
926		20.41% Pervious Area
3,610		79.59% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.7	75	0.0050	0.73		Sheet Flow, SHEET Smooth surfaces n= 0.011 P2= 3.10"

Summary for Subcatchment 21S: ROOF ON THE SOUTH SIDE off site

Runoff = 0.05 cfs @ 12.03 hrs, Volume= 0.003 af, Depth> 5.15"

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

Area (sf)	CN	Description
* 328	98	ROOF
328		100.00% Impervious Area

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

Summary for Subcatchment 31S: SHARED DRIVE

Runoff = 0.39 cfs @ 12.06 hrs, Volume= 0.027 af, Depth> 4.70"

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

502 STEVENS AVE TSG 12-2016

Type III 24-hr 25 YEAR Rainfall=5.80"

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Area (sf)	CN	Description
* 2,403	98	PAVED
* 582	74	LANDSCAPED
2,985	93	Weighted Average
582		19.50% Pervious Area
2,403		80.50% Impervious Area

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

Summary for Pond 2P: INFILTRATION BASIN

Inflow Area = 0.173 ac, 87.70% Impervious, Inflow Depth > 4.88" for 25 YEAR event
 Inflow = 1.01 cfs @ 12.04 hrs, Volume= 0.070 af
 Outflow = 0.12 cfs @ 12.56 hrs, Volume= 0.070 af, Atten= 88%, Lag= 31.5 min
 Discarded = 0.12 cfs @ 12.56 hrs, Volume= 0.070 af
 Primary = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 216.94' @ 12.56 hrs Surf.Area= 697 sf Storage= 1,070 cf

Plug-Flow detention time= 67.8 min calculated for 0.070 af (100% of inflow)
 Center-of-Mass det. time= 66.9 min (806.9 - 740.0)

Volume	Invert	Avail.Storage	Storage Description
#1	216.00'	1,481 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
216.00	1,590	0	0
217.00	636	1,113	1,113
218.00	100	368	1,481

Device	Routing	Invert	Outlet Devices
#1	Discarded	216.00'	2.540 in/hr Exfiltration over Horizontal area Conductivity to Groundwater Elevation = 213.00'
#2	Primary	217.00'	4.0" Round Culvert L= 10.0' Ke= 0.500 Inlet / Outlet Invert= 217.00' / 216.10' S= 0.0900 ' S= 0.0900 ' Cc= 0.900 n= 0.010, Flow Area= 0.09 sf

Discarded OutFlow Max=0.12 cfs @ 12.56 hrs HW=216.94' (Free Discharge)

↑ **1=Exfiltration** (Controls 0.12 cfs)

Primary OutFlow Max=0.00 cfs @ 5.00 hrs HW=216.00' (Free Discharge)

↑ **2=Culvert** (Controls 0.00 cfs)

Summary for Pond 3P: DMH #1

Inflow Area = 0.241 ac, 85.66% Impervious, Inflow Depth > 1.34" for 25 YEAR event
 Inflow = 0.39 cfs @ 12.06 hrs, Volume= 0.027 af
 Outflow = 0.39 cfs @ 12.06 hrs, Volume= 0.027 af, Atten= 0%, Lag= 0.0 min
 Primary = 0.39 cfs @ 12.06 hrs, Volume= 0.027 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 116.15' @ 12.06 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	115.77'	8.0" Round Culvert L= 90.0' Ke= 0.500 Inlet / Outlet Invert= 115.77' / 115.30' S= 0.0052 ' /' Cc= 0.900 n= 0.010, Flow Area= 0.35 sf

Primary OutFlow Max=0.38 cfs @ 12.06 hrs HW=116.14' (Free Discharge)

1=Culvert (Barrel Controls 0.38 cfs @ 2.73 fps)

Summary for Pond 5P: PERVIOUS PAVERS

Inflow Area = 0.025 ac, 100.00% Impervious, Inflow Depth > 5.15" for 25 YEAR event
 Inflow = 0.15 cfs @ 12.06 hrs, Volume= 0.011 af
 Outflow = 0.11 cfs @ 12.12 hrs, Volume= 0.011 af, Atten= 25%, Lag= 3.9 min
 Discarded = 0.02 cfs @ 12.12 hrs, Volume= 0.003 af
 Primary = 0.09 cfs @ 12.12 hrs, Volume= 0.008 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Peak Elev= 217.06' @ 12.12 hrs Surf.Area= 337 sf Storage= 22 cf

Plug-Flow detention time= 1.5 min calculated for 0.011 af (100% of inflow)

Center-of-Mass det. time= 1.3 min (734.1 - 732.9)

Volume	Invert	Avail.Storage	Storage Description
#1	217.00'	298 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
217.00	350	0	0
218.00	140	245	245
218.50	70	53	298

Device	Routing	Invert	Outlet Devices
#1	Discarded	217.00'	2.540 in/hr Exfiltration over Horizontal area Conductivity to Groundwater Elevation = 213.00'
#2	Primary	216.85'	4.0" Round Culvert L= 15.0' Ke= 0.500 Inlet / Outlet Invert= 216.85' / 216.00' S= 0.0567 ' /' Cc= 0.900 n= 0.010, Flow Area= 0.09 sf

Discarded OutFlow Max=0.02 cfs @ 12.12 hrs HW=217.06' (Free Discharge)

↑1=Exfiltration (Controls 0.02 cfs)

Primary OutFlow Max=0.09 cfs @ 12.12 hrs HW=217.06' (Free Discharge)

↑2=Culvert (Inlet Controls 0.09 cfs @ 1.56 fps)

Summary for Pond 32P: FIELD INLET AT DRIVE

Inflow Area = 0.069 ac, 80.50% Impervious, Inflow Depth > 4.70" for 25 YEAR event
 Inflow = 0.39 cfs @ 12.06 hrs, Volume= 0.027 af
 Outflow = 0.39 cfs @ 12.06 hrs, Volume= 0.027 af, Atten= 0%, Lag= 0.0 min
 Primary = 0.39 cfs @ 12.06 hrs, Volume= 0.027 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 116.25' @ 12.06 hrs Surf.Area= 4 sf Storage= 2 cf

Plug-Flow detention time= 0.3 min calculated for 0.027 af (100% of inflow)
 Center-of-Mass det. time= 0.1 min (747.1 - 747.0)

Volume	Invert	Avail.Storage	Storage Description
#1	115.85'	222 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
115.85	4	0	0
116.85	4	4	4
117.00	103	8	12
118.00	316	210	222

Device	Routing	Invert	Outlet Devices
#1	Primary	115.85'	8.0" Round Culvert L= 8.0' Ke= 0.500 Inlet / Outlet Invert= 115.85' / 115.77' S= 0.0100 '/' Cc= 0.900 n= 0.010, Flow Area= 0.35 sf

Primary OutFlow Max=0.38 cfs @ 12.06 hrs HW=116.24' (Free Discharge)

↑1=Culvert (Barrel Controls 0.38 cfs @ 2.54 fps)

**502 Deering Center
Portland, MAINE**

February 3, 2017

**INSPECTION AND MAINTENANCE
OF STORMWATER MANAGEMENT FACILITIES**

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

SWALES, DITCHES AND PAVED SURFACES:

Swales, ditches and paved surfaces are easily inspected during a site walk or even a ride-by. Since visual inspection is easy, their condition should be assessed during and/or after significant rainfall events such as thundershowers and periods of heavy or extended rainfall and during periods of significant snowmelt. Any damage or unusual condition such as sedimentation of a ditch, erosion, damaged pavement or dying vegetation should be recorded, dated and initialed by the inspector when observed. Even if there is no damage, the inspector should make record of these inspections at least twice annually.

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

CATCH BASINS, FIELD INLETS AND DRAIN MANHOLES:

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

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

implemented (if any) on the forms provided and initial the entry.

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

DRAIN PIPES:

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

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

INFILTRATION BASINS:

Infiltration systems are impoundments designed to temporarily store runoff and release it at a controlled rate. The system for 502 Deering Avenue is designed to infiltrate stormwater and attenuate peak flow from the project. This system is providing subsurface treatment of stormwater runoff. The system is designed to capture and treat rain that falls on the developed portion of the site from storms with frequencies of 2, 10 and 25 years.

The system should be inspected semi-annually for efficiency, signs of structural failure, and loss of storage volume due to sediment accumulation. Corrective action should be taken immediately upon identification of problems.

Inspection and maintenance of the system is critical to the long-term performance of the infiltration basin. In addition to the inspections and maintenance measures described above the depth of water in the system should be monitored closely to verify the performance characteristics of the system. This is done by measuring how quickly the pond/basin de-waters following storms and how quickly sediments build up. Sediment buildup is monitored visually. Observations and volume of sediment removed should be recorded in the inspection/maintenance log. The rate at which the system de-waters is determined by periodically measuring and recording the water level following significant rainfall events and the time of the measurements. This can be done in the catch basin.

Inspections should be documented on forms similar to those provided. The date and initials of the inspector should be recorded as well as a description of conditions and any repair effort. Following significant rainfall events the water depth and times of the measurements should also be recorded.

502 DEERING CENTER
PORTLAND, MAINE

INSPECTION / MAINTENANCE LOG

SWALES, DITCHES AND PAVED SURFACES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
2/3/17	ABC	I, C	EXAMPLE: removed sand along the edge of the road. Heavy rain over the weekend.

**502 DEERING CENTER
PORTLAND, MAINE**

INSPECTION / MAINTENANCE LOG

**CATCH BASINS, FIELD INLETS, DRAIN MANHOLES
AND OUTLET CONTROL STRUCTURE**

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
2/3/17	ABC	I, C	EXAMPLE: Remove sand deposits and debris as necessary.

502 DEERING CENTER
PORTLAND, MAINE

INSPECTION / MAINTENANCE LOG

DRAIN PIPES

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
2/3/17	DEF	I, C	EXAMPLE: Cleared debris from ends of pipes. Called ACME to clean debris from field inlets.

**502 DEERING CENTER
PORTLAND, MAINE**

INSPECTION / MAINTENANCE LOG

INFILTRATION BASIN

I: INSPECTED - C: CLEANED - R: REPAIRED

DATE	INITIALS	ACTION	COMMENT
2/3/17	GHI	I, C	EXAMPLE: Units cleaned by ACME, 2 truckloads to Pike.

**STORMWATER MANAGEMENT SYSTEM
MAINTENANCE PROGRAM
SUMMARY CHECKLIST**

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

HOUSEKEEPNG REPORT

**502 Deering Center
PORTLAND, MAINE
February 3, 2017**

Housekeeping:

This project is located in a pond watershed. Protection of the groundwater quality is ensured by having good housekeeping practices and maintenance of the stormwater systems. Spill prevention must be incorporated into the plan. The business should follow the following steps:

1. Identify any products that if spilled will create contamination of the groundwater.

The maintenance of the landscaping and parking lots should include the sweeping of the parking lots and removal of the materials that may cause dust.

During construction follow the erosion control measures outlined on the plans.

During construction, develop a waste handling program that identified potential contaminants that could be introduced to the aquifer. Follow hazardous waste rules if any items used are considered a hazardous waste. It is critical to the site that uncontrolled releases be prevented.

This site will require dewatering of trenches. During construction, monitor stormwater runoff from the equipment and ground areas to minimize contamination of groundwater.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

January 18, 2017

Tom Greer
Pinkham and Greer
28 Vannah Avenue
Portland, ME 04103

Re: 502 Stevens Avenue, PO
Ability to Serve with PWD Water

Dear Mr. Greer:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on December 21, 2016. Based on the information provided per PWD marked up plans dated 12/23/16, 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 2-inch domestic service and 4-inch fire service may be installed from the water main in Stevens Avenue. The service should enter through the properties frontage on Stevens Avenue at least 10-feet from any side property lines.
- The existing ¾-inch service must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main.
- Water District approval of water infrastructure plans will be required for the project prior to construction. As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water main and water service line configuration. We will work with you to ensure that the design meets our current standards.
- Once 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. A 3/4-inch diameter copper water service line provides water service to this site. Please refer to the “Conditions of Service” section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 12-inch diameter cast iron water main in Stevens Avenue and a public fire hydrant located 70 feet from the site. The most recent static pressure reading was 65 psi on March 17, 2016.

Public Fire Protection

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

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

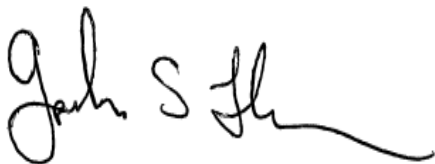
Private Fire Protection Water Needs

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

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 from the end of the signature.

Gordon S. Johnson, P.E.
Engineering Services Manager

Q SUMMARY REFERENCING NFPA 1 AND ALL FIRE DEPARTMENT TECHNICAL STANDARDS

This is a Summary for Site Plan Review

A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

Please refer to documents submitted electronically:

- C 0.0 Existing Conditions Survey
- C 1.0 Demolition and Site Prep Plan
- C 2.0 Site Plan
- C 5.0 Utilities Plan

1. Name, Address, Telephone Number Of Applicant

Denis Lachman & Kiya Smith
502 Deering Center LLC
55 Hamblet Ave
Portland, ME 04103
207-831-8585

2. Name, Address, Telephone Number Of Architect

Denis Lachman
Lachman Architects & Planners
58 Fore St. Bldg 30
Portland, ME 04101
207-831-8585

3. Proposed Uses Of Any Structures [NFPA and IBC classification]

Structure

Multiple Occupancy (NFPA 6.1.14) (IBC 1604.5.1)
Separated Occupancy (NFPA 6.1.14.2.3, multiple occupancy where the occupancies are separated by fire resistive-rated assemblies)

Basement - Commercial Use

Artist Studio (Zoning category)
Business (Group B) (NFPA 6.1.10) (IBC 309)

Floor 1 - Commercial Use

Retail & Office (Zoning category)

Mercantile (Group M) & Business (Group B) (NFPA 6.1.10) (IBC 309)

Floor 2 & 3 - Residential Use

4 dwelling units, 2 per floor

Apartment Building, 3 or more dwelling units (NFPA 6.1.8.1.5)

Residential (Group R-2) (IBC 310)

4. Square Footage Of All Structures [total and per story]

Total Structure - Total – 10,288 sf gross

Basement - Commercial Use – 2505 sf gross

Floor 1 - Commercial Use - 2,505 sf gross

Floor 2 - Residential Use - 2nd Floor 2,639 sf gross

Floor 3 - Residential Use - 2nd Floor 2,639 sf gross

5. Elevation Of All Structures

Elevations are shown on documents submitted electronically:

A1.0 Lower Level Floor Plan with Site

A1.1 1st Floor Plan with Site

A1.2 2nd & 3rd Floor Plan

A2.1 Front (East) Elevation

A2.2 Side (South) Elevation

A2.3 Side (North) Elevation

A2.4 Rear (West) Elevations

6. Proposed Fire Protection Of All Structures

The structure is fully sprinkled to NFPA 13. (NFPA 9.7.1.1)

9. Hydrant Locations

Hydrant is directly across Stevens Ave on the north side of Hartley St. It is shown on documents submitted electronically: Existing Conditions Survey C 0.0, Site Plan C 2.0 and Utilities Plan C 5.0.

10. Water Main[S] Size And Location

Water mains are shown on shown on documents submitted electronically: Existing Conditions Survey C 0.0 and on Utilities Plan C 5.0

11. Access to All Structures [min. 2 sides]

Access is available on two sides, but depending on which truck, a third side may be possible.

Access to structure is shown on shown on documents submitted electronically: Site Plan C 2.0.

12. A Code Summary Referencing NFPA 1 and All Fire Department Technical Standards.

Applicable Codes:

IBC, 2009 Edition; NFPA 101, 2009 Edition

Classification of Occupancy:

Basement - Commercial Use

Artist Studio (Zoning category)

Business (Group B) (NFPA 6.1.10) (IBC 309)

Floor 1 - Commercial Use

Retail & Office (Zoning category)

Mercantile (Group M) & Business (Group B) (NFPA 6.1.10) (IBC 309)

Floor 2 & 3 - Residential Use

4 dwelling units, 2 per floor

Apartment Building, 3 or more dwelling units (NFPA 6.1.8.1.5)

Residential (Group R-2) (IBC 310)

Construction Type:

Type V(A) Construction (IBC 602.5)

Floor, walls, and roof framing are of wood materials and structure is sprinkler to NFPA 13.

Fire Rating Required of Building Elements: (IBC Table 601)

Structural Frame:	0 hours
Bearing Walls [Interior]:	0 hours
Bearing Walls [Exterior]:	0 hours
Non Bearing Walls [Interior]:	0 hours
Floor Construction:	0 hours
Roof:	0 hours

Fire Rating Required of Exterior Walls and Roof Between 5' to 10' of Property Boundary (IBC Table 602)

Walls [Exterior]:	1 hour
Openings	t.b.d

Sprinkled:

To NFPA 13. (NFPA 9.7.1)

Allowable Area: (IBC; Table 503)

Business (B) use of Type V(A) construction has an allowable area of 18,000 sf and a maximum allowable height of 3 stories.

Mercantile (M) use of Type V(A) construction has an allowable area of 14,000 sf and a maximum allowable height of 3 stories.

Residential (R-2) use of Type V(A) construction has an allowable area of 12,000 sf and a maximum allowable height of 3 stories.

Total building area = 10,288 sf gross

Building height is 3 stories.

Means of Egress Components, Occupant Load (IBC Table 1004.1.2)

Basement – Function of Space: Business

Gross sqft = 1,132/ Occupant Load = 100 Occupancy = 12

Floor 1 – Function of Space: Business

Gross sqft = 890/ Occupant Load = 60 Occupancy = 9

Floor 1 – Function of Space: Mercantile

Gross sqft = 868/ Occupant Load = 60 Occupancy = 15

Floor 2 - Function of Space: Residential

Gross sqft = 2,349 / Occupant Load = 200 Occupancy = 12

Floor 2 - Function of Space: Residential

Gross sqft = 2,349 / Occupant Load = 200 Occupancy = 12

Accessory (mechanical and storage space)/300 = 5

Means of Egress Components (IBC Table 1021.2)

One enclosed fire stair from the 3rd floor to exit discharge at the 1st floor. Total travel distance within the units to entering the exit stairway enclosure does not exceed 50 ft. Building up to (3) stories in height+ Occupancy R=-2 & max 4 dwelling units + <50' travel = single exit allowed.

Fire Rating – Stairway enclosure 1 hr for < 4 stories (102.2.1)

Fire Doors – 1 hr rating, Table 715.4

Fire Separation Between Units – 0 hr (to be confirmed)

Arrangement of Means of Egress:

One enclosed fire stair from the 3rd floor to exit discharge at the 1st floor allowed. (IBC Table 1021.2)

Dimensional Criteria of Stairs:

Width of Egress Path = exceeds 44" (IBC 1009.1)
Headroom along Egress Path = min 80" (IBC 1009.2)
Stair Rise/Run = max 7" rise, 11" run. (IBC 1009.4)
Landings min 36" x 36" (IBC 1009.5)
Handrails – (IBC 1009.11)

Accessibility

Site

Accessible route - An accessible route connects the parking area to the sidewalk and all entries (IBC 1104)

Parking – There are 10 spaces onsite, including 1 accessible space (IBC 1106).

Basement – Function of Space: Business

No elevator is provided.

Floor 1 – Function of Space: Business

Entries - All entries to the 1st Floor are accessible (IBC 1105)

Floor 2 & 3 - Function of Space: Residential Use

No elevator is provided.

R ASSESSMENT OF THE DEVELOPMENT'S CONSISTENCY WITH APPLICABLE DESIGN STANDARDS IN THE PORTLAND DESIGN MANUAL

Design Manual Standards & Guidelines

Written Introduction + Shared Infrastructure, Public Park & Mixed Transportation + Village Context

Design Illustrations

(Please also see **C Description of Project – Visual Introduction**)

A1.0 thru A2.5 Drawings

A3 Keyed Notes, Features & Descriptions for Drawings

Design Goal: Fit in Gracefully - Deering Center Village has good Main Street architectural “bones”. The overarching design goal is to complement the existing context (emphasis on “we”) , rather than make a strong attention-seeking design statement (emphasis on “me”). The design wants to be a graceful neighbor now and a century from now.

Design Manual (d) B1 & B1-b Neighborhood Business Zones

STANDARDS. Development located in the B-1, B-1b, B-2, and B-2b zones shall meet the following additional Standards

GUIDELINES. Please refer to Appendix 2. Development located in the B-1, B-1b, B-2, and B-2b zones shall meet the following additional Guidelines. In the B-1b and B-2 zones, buildings are specifically encouraged to adhere to the guidelines contained in the B-1, B-1b, B-2, B-2b Design Guidelines of this section concerning the creation and preservation of an urban street wall of this section concerning building entrances.

Standard a. Urban Street Wall: In the B-1, B-1b, and B-2b zone it shall be required that buildings shall be located to create and preserve an urban street wall.

Meets

Guideline 1. Building Location and Form: Buildings shall be located near the street so as to create an urban street wall. An urban street wall is created by a pattern of buildings which line the street in a consistent manner, thereby establishing a desirable spatial relationship between the building

Meets

in the commercial district and the major object. Location is one of several related factors defining the street environment. Building Form, including height, bulk, and massing, contribute to the development of a street wall. The desired condition is to have the building frame and enclose the street, which is achieved by providing building height that is proportionate to the width of the adjoining major street. A ratio of building height to street width of one-to-two creates a strong "room-like" street, while a one-to- three ratio provides good street definition and proportion. Shorter buildings of one story facing broad streets will not achieve the desired relationship.		
Guideline 7. Development Relationship to Street: Building facades and site amenities shall form a cohesive wall of enclosure along a street. Where buildings are not located at the street line, site amenities, including masonry walls, fences, and landscaping, shall be placed along the street to provide a sense of enclosure or definition.		Meets
Standard b. Mixed Uses: In B-1b zone buildings shall be multi-storied with mixed uses.		
Guideline 2. Building Function: An urban street and business district requires a substantial intensity and variety of uses. It is beneficial to have mixed uses within portions of buildings situated near the street. For example, a retail first floor might have office or residential on the second or third floors. This provides both scale of building height desired, as well as economic vitality of the business district.		Meets
Standard c. Building Entrances: In the B-1 and B-2b zone building entrances shall be oriented toward, located adjacent to, and directly accessible from, a sidewalk in a public right-of-way.		Meets
Guideline 3. Orientation of Buildings and their Entrances to the Street: Major building entries shall be designed and located to provide the primary building access oriented to the public street and sidewalk. Doorways should be prominent and obvious in appearance, so as to attract the users toward the entry. Major entry features should primarily address the street, with entry courts, display windows, signage, lights, walkways, and vestibules, as appropriate. Major entries should be adjacent to, or very close to, the street and public sidewalk.	Please see following Written Introduction + Visual Introduction + Drawings + Keyed Notes + Design Illustrations	Meets
Standard d. Windows: In the B-1, B-1b, B-2, and B-2b zones windows shall be required along the street frontage of a building. Windows shall be transparent (with a visible transmittance (VT) of .7 or greater) and installed at a height to allow views into the building by passersby.		Meets
Guideline 4. Windows: Windows shall be located in all building facades visible from the public way, especially on building facades along the major public street. Retail uses with store fronts are the most desirable feature for locations adjacent to the public sidewalk; and active, transparent (minimum visible transmittance (VT) of .7 or greater), and interesting windows contribute the maximum value. Limitations on transparency, such as dark or reflective glass, or interior coverings, should be avoided. Where uses (such as office) are not conducive to transparent viewing from the public way, windows can still convey a sense of activity and presence along the street. Even these more private windows can convey occupancy and habitation when lighted from within, as during evening hours, even if the interior is screened from view.		Meets
Standard e. Facade Character: In the B-1, B-1b, B-2, B-2b zones, active and public portions of buildings (e.g. doors, windows, entries, retail displays) shall be oriented to and, where possible, be located adjacent to the public sidewalk to create an active presence along the sidewalk. 1. Where building facades situated along a public way have no interactive use or function, such facades shall be designed to provide sufficient architectural and graphic amenities to provide visual interest along the street and relate the building, and its use, to passersby.		Meets
Guideline 5. Building Character, Detail, Scale, and Graphic Qualities: Building design will include various architectural and graphic amenities to provide a strong presence along a street and relate a building to its community. Awnings, canopies, and flags may be utilized to highlight entryways and to further identify the activity and identity of a use. Facade lighting may be used to highlight entryways or to provide visual interest along an otherwise blank façade Building scale, roof pitch, architectural detail, and fenestration shall be designed to complement and be compatible with surrounding residential and commercial buildings.		Meets

Guideline 6. Signage and Building Entrances: Building entrances and building signage in the B-1, B-1b, and B-2b zones will be designed and constructed at the pedestrian scale.	Please see following Written Introduction + Visual Introduction + Drawings + Keyed Notes + Design Illustrations	Meets
Standard f. Building Design: B-1, B-1b, B-2, and B-2b commercial buildings shall be designed to be compatible with their residential and commercial neighbors. In the B-1 and B-1b zones building scale, roof pitch, and fenestration shall be designed to complement surrounding residential structures.		Meets
Standard g. Building Materials: Facade materials of buildings located in the B-1, B-1b, B-2, and B-2b zones shall be compatible with those materials of surrounding residential and commercial uses.		Meets.
Standard h. Building Scale: In the B-1 and B-1b zones building scale must relate and be compatible with surrounding residential structures.		Meets
Standard i. Landscaping and Buffers: In the B-1, B- 1b, B-2 and B-2b zones buildings and associated parking areas must be screened to buffer abutting properties. A densely planted landscape buffer and/or fencing will be required to protect neighboring properties from the impacts associated with the development, including lighting, parking, traffic, noise, odor, smoke, or other incompatible uses. Where buildings are setback from the street, a landscaped area must be planted along the front yard street line.		Meets
Guideline 8. Parking Lots: Parking Lots shall be screened from view of the public way. Landscaping or fencing shall be used to screen parking lots from public ways and residential neighbors. Where parking is located within the front yard (or side yard of a corner lot), a landscaped buffer or fence shall be placed along the street line to distinguish the private space from the public space and to help define the street wall. Parking lots shall be screened from neighboring properties. A densely planted landscape buffer or fencing shall be installed to protect neighboring properties from the impacts associated with the parking lot and the use it serves. Crosswalks shall be provided within parking lots and across entrance driveways, directing pedestrians to building entrances. Street trees shall be planted along property street frontage 25ft. on center.		Meets
Guideline 9. Transit Connections: Development proposed along established transit corridors must design uninterrupted access from the proposed development to the transit stop. An easement to place a transit shelter may be requested for development located along a transit corridor.		Meets

Written Introduction & Project Goals

Growing Portland: *The question is not whether Portland will grow, but how well it will manage the growth that is now certain to come. As the City looks to the future, it faces twin challenges: workforce development and housing. Careful urban design can address both issues by creating vibrant mixed-use neighborhood centers and reducing traffic congestions....*

To be successful, Portland must grow its workforce, broaden its property tax base and create greater housing opportunities for all social classes along its connecting thoroughfares and in select neighborhood centers on and off the peninsula. Portland must pay careful attention throughout to good urban design, learning from other successful cities.

Successful cities today build mixed-use and mixed-income neighborhoods that bring together housing, businesses, shops, cultural venues, green space and pocket parks, creating settings where residents can walk to shop, work, play, rest, engage and visit.

Over the next decade, Portland can and should aim to have half its population live and work in the city. Portland today teems with possibilities. we can make this city even more attractive to new residents, especially those needed to replace retiring workers; to new businesses that will come where talent resides; and to current and future residents who will enjoy a livable city of vibrant, connected neighborhoods. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)

Location, Location, Location at the Heart of this Vibrant Mixed-use Neighborhood Center

Portland's recent success is fueling on-peninsula commercial and residential real estate to soar, causing spill over and increased interest off-peninsula. One of Portland's most desirable off-peninsula neighborhoods is Deering Center, well known for its schools, walkability, village center, University of New England and many other features. In fact, Deering Center already is, and has been for generations, a classic *mixed-use and mixed-income neighborhood that bring together housing, businesses, shops, cultural venues, green space and pocket parks, creating settings where residents can walk to shop, work, play, rest, engage and visit*. "Perhaps more than any other neighborhood in Portland, Deering Center has the feel of a typical late-nineteenth century small town downtown (Maine Historic Preservation, Forest Avenue and Stevens Avenue, August 2015). The hub of the neighborhood is its commercial village center, and at the heart of the village is this project - **502 Deering Center**.

Right Project, Right Time, Right Location, Right Goals

As Portland's development spills off the peninsula, and there is significant nearby development around the village center, such as UNE and the Mother House Project, there is increasing interest in Deering Center as an inviting and walkable village center and destination. Unlike other neighborhood centers that were formerly vibrant but have been eroded by ever encroaching roadways and traffic (such as Morrill's Corner, Rosemont, Woodford's), Deering Center Village has remains fundamentally intact as a village center, so it needs no major investment rebuilding its "bones". A convergence of the right project, at the right time, at the right location with the right goals makes 502 Deering Center an ideal project for Growing Portland.

Overarching Goal: Building Community with Community Buildings

In the village there has been little renovation and no new commercial spaces for decades. 502 Deering Center's goal is to catalyze village and community vitality with Traditional Mixed Uses, such as commercial on the ground floor with residential units on upper floors. This mixed use building type is a perfect match with the current neighborhood business zone, so no zone change is required. Traditional Mixed Uses also encourage neighbors and Portlanders to walk, shop local and socialize - which are essential features for thriving community. In other words - building Maine communities with community buildings.

Goal: Make Property Compliant with its Zoning

The property is zoned Neighborhood Business (B1-b), to *"provide appropriate opportunities for the establishment of smallscale ground floor commercial uses to serve a local market, while preserving residential uses and character above the ground floor..... Suitable locations for this zone may include (Main Streets) and sites with existing or traditional neighborhood retail and service uses."* No zone change is required. However the property is currently non-conforming with its B1-b zone because the existing house is set back from the street, and consequently does not meet the "Urban Street Wall" requirement. The new addition is purposefully designed to correct the Urban Street Wall and meet all other all B1-b requirements.

Goal: Build Traditional Mixed Uses

502 Deering Center's goal is to catalyze village and community vitality with Traditional Mixed Uses. **Commercial** on the ground floor with **Residential Units** on 2 upper floors will generate a beehive of activity, enlivening the village's already-healthy mix of traditional uses. The mixed use building type is a perfect match with the its neighborhood business zone, so no zone change is required.

Goal: Improve Pedestrian Safety

Joint utilization of a single driveway reduces existing curb cuts from 3 to 1, which improves safety by eliminating existing dangerous back-outs across the sidewalk, especially with so many children in the area.

Goal: Build New Housing for Middle Income Portlanders

Portland has a serious housing shortage and 502 Deering Center responds by transforming the existing single family house with 1 dwelling unit into a mixed use project with 4 dwelling units. This housing shortage is especially critical for middle income residents and 502 Deering Center provides desperately needed and rare housing opportunities for average earners who have or seek to set long term roots here to live, work and play. This dynamic - existing limited supply and high demand - makes housing a premium.

Goal: Create a Village Pocket Park

A key building block for a thriving community is a public space - a welcoming, sunny, pause-and-meet spot. The new Village Pocket Park is a extraordinary opportunity to carve out precious private land in the village, devote private resources to its design, construction and maintenance, and program it as a public amenity for public use. The Village Pocket Park is perfectly situated to be a pause-and-meet spot along the Deering Center Walking Trail (yet to be created), that could cross the existing Portland Tails recreational trail to create a complementary recreational/urban trail intersection.

Goal: Demonstrate Smart Neighborhood Infill Example

Portland has many infill opportunities that need to be developed for smart and sustainable growth. These infill sites are typically small and restricted in size, which creates many steep design and financial challenges. Limited sites underperform for large developers, so it is smaller developers who must overcome with their many challenges. Because their surroundings are tight, expectations are high for them to fit well into their context. This project seeks to demonstrate how smart site and building design on a limited budget can fit while accomplishing multiple goals. Examples include a new urban street wall, new activity-infusing commercial space, new middle income housing, a jointly shared driveway, reduced impervious area and associated stormwater runoff, improved pedestrian safety by reducing curb cuts and eliminating back-outs across sidewalk, a new Village Pocket Park and mixed transportation use opportunities, such as enhanced bus, bike and walking amenities.

Goal: Demonstrate How Village Scale Mixed Transportation Use Can Reduce Car Use & Parking

Mixed Transportation is an approach that encourages a variety of transportation modes – walking, busing and biking - in addition to cars. The project seeks to demonstrate how making it easy and convenient encourages people to choose mixed forms of transportation. 502 Deering Center is perfectly situated to *create greater housing opportunities along its connecting thoroughfares and in select neighborhood centers on and off the peninsula.*

Goal: Meet Market Demand for “Live Small”

Some residents, including both downsizing boomers and upcoming millennials are committed to the concept of “living small” to reduce their cost and our carbon footprint. For many who cannot afford to live on peninsula, 502 Deering Center is an ideal opportunity - walkable, mixed transportation friendly in highly desirable close-in neighborhood.

Goal: Demonstrate Neighborhood-Friendly Development Process

We live in the neighborhood, so this project is **of the hood, by the hood and for hood**. As residents ourselves, we are committed to a neighborhood-friendly development process that keeps everyone informed. Frequent communication and clear graphic information helps gets everyone on the same page by fostering common understanding. For many, seeing is a step towards understanding, which in turn is a step towards shared support. In the spring of 2016, in advance of the City-required neighborhood meetings, we met with business owners up and down Stevens Ave, and received support and encouragement. In November 2016, we presented to the Deering Center Neighborhood Association, and again received support and encouragement. Building on this early support will be typical City required neighborhood meetings.

Goal: Demonstrate Collaborative Site Planning & Shared Infrastructure

502 Stevens Ave and 510 Stevens Ave are abutting properties both developing mixed-use infill projects. The two projects are collaborating to achieve better land and resource efficiency and good urban design than each could individually. Sharing a single driveway, utilities and stormwater management is a high priority for both projects, and sharing infrastructure is also a high priority City-wide for land and resource efficiency.

Goal: Design to Fit into Context Gracefully

Deering Center Village has good Main Street architectural “bones”. The overarching design goal is to complement the existing context (emphasis on “we”) , rather than make a strong attention-seeking design statement (emphasis on “me”). The design wants to be a graceful neighbor now and a century from now.

Shared Infrastructure, Public Park & Mixed Transportation Use

*Careful urban design can address ... issues by creating vibrant mixed-use neighborhood centers and reducing traffic congestions.... To be successful, Portland must pay careful attention throughout to **good urban design**, learning from other successful cities.... Successful cities today build neighborhoods that bring together housing, businesses, shops, cultural venues, green space and **pocket parks**, creating settings where residents can walk to shop, work, play, rest, engage and visit. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)*

Abutting Projects Share Driveway & Utilities for Land & Resource Efficiency and Good Urban Design

502 Stevens Ave and 510 Stevens Ave are abutting properties both developing mixed use infill projects. The two projects are purposefully collaborating to achieve better land and resource efficiency and good urban design than each could individually. Sharing infrastructure is a high priority for both projects and is also a high priority City-wide for land and resource efficiency. This goal is stated explicitly in Portland Design Manual's standards for B-5 Urban Commercial Business zones (a more intense zone with higher expectations than this B1-b Neighborhood Commercial):

*a. Shared infrastructure: Shared **circulation, parking, and transportation** infrastructure shall be provided to the extent practicable, with utilization of **joint curb cuts, walkways, service alleys, bus pull-out areas, and related infrastructure shared with abutting lots** and roadways. **Easements for access for abutting properties and shared internal access points at property lines shall be provided where possible to facilitate present or future sharing of access and infrastructure.***

*d. Parking lots shall be located to the maximum extent practicable toward the **rear of the property** and **shall be located along property lines where joint use or combined parking areas with abutting properties are proposed or anticipated.***

Shared Driveway Provides Multiple Benefits - In the village, land and resources are very limited and sharing a driveway is an efficient use of both. Impervious area and associated storm runoff are reduced. Joint utilization by 502 and 510 reduces curb cuts from 3 to 1 and removing existing curb cuts eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. Sharing a driveway allows precious resources and land otherwise devoted to cars, to instead be reallocated to a Village Pocket Park and Mixed Use Transportation opportunities. See below for a more complete description. Sharing a driveway is also an example of how collaboration by neighbors can create opportunities with multiple benefits, beyond what is individually possible. In addition to the benefits of joint driveway utilization, utility infrastructure is also shared. Power, water and sewer all must be brought underground by deep trenching across Stevens Ave. Shared utility infrastructure by 502 and 510 to a common vault allows a single less invasive trench (rather

than multiple) with a single street closure. In addition, a common vault allows an unsightly power pole in front of the property to be removed, thereby improving the Stevens Ave streetscape

Public Space on Private Property: New Village Pocket Park & Patio

*Successful cities today build neighborhoods that bring together housing, businesses, shops, cultural venues, green space and **pocket parks**, creating settings where residents can walk to shop, work, play, rest, engage and visit. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)*

The overarching goal is a new project that catalyzes increased economic and social activity in the village center, specifically by encouraging neighbors and Portlanders to walk, shop local and socialize - which are essential features for thriving community. A key building block for a thriving community is a public space - a welcoming, sunny pause-and-meet spot. *"It takes a space to make a community, and a community to make a space"*. The new Village Pocket Park is an extraordinary opportunity to carve out precious private land in the village, devote private resources to its design, construction and maintenance, and program it as an amenity for public use. A sign might say *"Welcome to Deering Center Pocket Park. Please sit, enjoy and respect our park"*.

Designed for Both Park and Patio – Land and resources are limited in the village, so the public pocket park is designed to flexibly accommodate multiple uses (like countless other public spaces around the globe where land and resources are also limited). For example, tables and chairs can be brought out each afternoon and evening to transform from public Park to a restaurant's private seating/eating Patio. Even a small park/patio provides ideal opportunities for mini performances, (such as the neighborhood's annual Porch Fest), arts and youth activities. The Patio is an outstanding amenity for a restaurant.

Access, Visibility & Features Set the Stage for Activity – The Park/Patio is accessed directly from the Stevens Ave public sidewalk, or from within the restaurant (when it's a Patio). The Park/Patio is easily visible from the street, making it inviting. It is physically near street activity, but separated enough to be experienced quietly. The Park/Patio has specialty paving that makes it level, safe, attractive and universally accessible. Southeast orientation provides morning sun, while the building protects from the north wind. Pervious paving minimizes stormwater runoff. Plantings (native drought tolerant) soften edges. Reused granite foundation facing slabs provide bench seating + sculptural interest and a Neighborhood Kiosk provides neighbors with happenings. This pocket park sets the stage for many uses, from quiet one-to-one pause-n-meet, to active events such as performances by local school groups, sidewalk fairs, Porchfest (existing neighborhood music event) and many others. Though small in size, this pocket park is poised to make a potentially large contribution to the village identity and pride of the neighborhood and village.

Mixed Transportation Use Reduces Car Use & Parking

Deering Center Village is a concentration of commercial and social activity, and its compactness means land is very limited for sites, buildings and parking. This project, and its neighbor 510 Stevens Ave, are in the heart of the village. Mixed Transportation is a fresh and smarter approach that offsets parking by encouraging use of other transportation modes, primarily Walking, Public Transit (bus) and Biking. This project seeks to be an example how small infill development on limited sites can purposefully dedicate features to support a mix of transportation options, in addition to cars.

Shared Driveway Specifically Creates Mixed Transportation Opportunities – Sharing a driveway allows precious resources and land otherwise devoted to cars and parking to instead be reallocated to mixed transportation opportunities, as described below:

Features That Encourage Walking – The neighborhood is renowned for its walkability, and this project offers features to encourage even more. Public seating, safe connections, lighting, signs, benches for resting or pausing to watch or visit are all incentives that encourage walking. Removing the existing curb cut eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. In addition, the Village Pocket Park encourages walking because it is perfectly situated to be a pause-and-meet spot along the Deering Center Walking Trail (yet to be created), that could connect UNE with Deering High School/ Burbank Public Library. The existing Portland Tails recreational trail crosses from Evergreen Cemetery into Baxter Woods diagonally across from the site, creating an exciting opportunity for a complementary recreational /urban trail intersection. Possible sign “Deering Center Village welcomes you to sit here and walk to many local destinations. UNE 500 steps, DHS 500 steps, Burbank Library 400 steps etc”.

Features That Encourage Public Transit – 502 Deering Center is perfectly situated to *create greater housing opportunities along its connecting thoroughfares and in select neighborhood centers on and off the peninsula.* There is an existing bus stop in front of the property, and this project purposefully enhances it for use by residents of 502 who live above, for residents of 510 who live next door, and neighborhood users. A granite bench (reused foundation block) provides permanent seating sheltered from the weather by the upper floor bay above. The SE facing bench captures morning sun, while the building protects from north wind. The overhang’s down light provides safe illumination and safety. The corner bench is purposefully located for excellent sight lines to both inbound and outbound buses. From the protected bench, out-bound riders can see their bus approaching from several block away, then cross the street to catch it. With real-time bus route status, residents who live above can drop (downstairs)-n-ride.

Features That Encourage Biking – Ample, safe and covered bike parking encourages neighborhood residents who may not wish to bike all the way into downtown a convenient alternative - leave their car at home and instead bike to the village. Coordinated with real-time bus route status for efficiency, they can park their bikes and hop n ride the bus. Note: this is a 21st century update of Deering Center’s historic 19th and early 20th century transportation pattern,

when residents commuted to downtown by streetcar. Bike parking also encourages neighbors to bike into the village to patronize businesses.

Features That Encourage Electric Cars - Electric cars reduce emissions, and to encourage their hassle-free convenient use, a charging station may be provided. The charging station may be part of a larger network or corridor that serves both patrons and neighbors with electric vehicles, and even encourages others to buy these environmentally friendly vehicles.

Cars Share – Car shares (Uhaul CarShare or Zipcar) may be an option to allow some urban dwellers to reduce their car ownership and vehicle trips.

Village Context

The Neighborhood

“Geographic center of city with lovely homes and a feeling of togetherness. The longtime bedroom community features tree-lined streets, a high school and time-saving businesses..... All within a short walk are staples of the neighborhood ... schools, the Burbank branch of the Portland Public Library, and businesses.....”. (Press Herald, Welcome to Portland: Deering Center, 12/2015)

Deering Center is the quintessential traditional American neighborhood. It is much loved as a family-friendly, walkable residential neighborhood close to downtown today, as it was in the 19th century, when it was still an independent town. With about 4000 residents, a median household income of \$66,830, median age of 43 (2015), 51% of households are owner-occupied and over 80% have a college degree, plus abundant schools, recreation and amenities, Deering Center is one of Portland’s most active, affluent and desirable neighborhoods.

Walkable Village

Today, Deering Center’s most notable characteristic – besides the handsome, treelined residential blocks – is the strip of local businesses and public institutions along Stevens Avenue, a miniature town center. (Press Herald, Welcome to Portland: Deering Center, 12/2015)

The neighborhood’s heart has always been, and continues to be, its village center, a collection of local businesses, services and civic and education institutions. At the heart of this village center will be 502 Deering Center, this a new mixed-use building.

Walkability was the underlying pattern when Deering Center was first settled as an independent town. Today, there is renewed interest in car-independence and active living. Walkability is a function of safety and convenience. Deering Center has an abundance of opportunities - local

businesses, professional services, civic institutions, schools and recreation - all within a **3 Minute Village**, **5 Minute Village** and **10 Minute Village**. Superb walkability remains one of the outstanding features that makes Deering Center one of Portland's premier neighborhoods, especially for families and boomers.

Deering Center Micro-Community

The geographic heart of Portland, Deering Center, is sometimes regarded as one of the "best kept secrets," in terms of living situations. With the average rent hovering around \$1,461, below the city-wide average, and wide, tree-lined streets close to time saving businesses, Deering Center is a desirable neighborhood.... Deering Center is an example of the kind of up and coming, micro-community that Portland could leverage to house the people that can't find a liveable space on the peninsula.

Urban infill spilling into the Deering community would be good news. The redevelopment of vacated schools and institutional buildings, could also create new housing options in this working-class neighborhood. But in order to assure that Deering continues to grow more attractive to potential individuals and families, they need to have reliable transportation to Portland's cultural core..... An increased variety in public transport options and routes, would discourage car usage (and the subsequent space needed for parking), while also addressing the "psychological demand to live on the peninsula." Most people that are itching to live downtown, would probably settle for Deering Center, if they knew they could zip into the Old Port, quickly, easily and affordably.

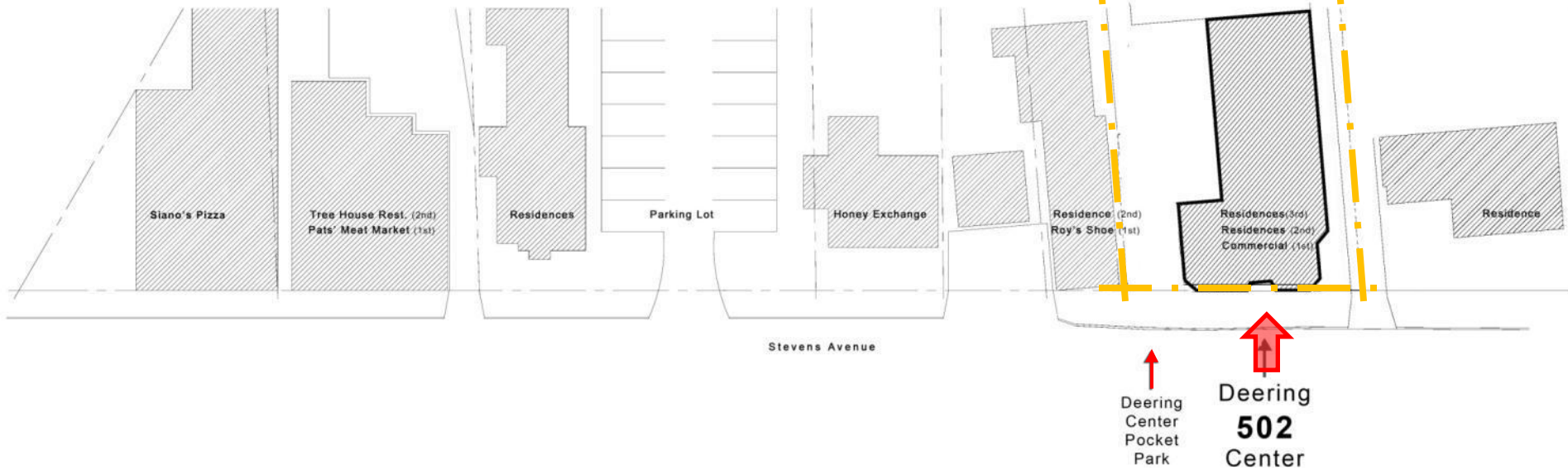
The city of Portland needs to encourage building projects within our fringe neighborhoods, expand the transit services and gently nudge people off the peninsula so they'll find neighborhoods with enough shops, space and charms to make their lives as enjoyable as it might be downtown. (Neighborhood By Neighborhood: Solutions To Portland's Housing Crisis, Portland Phoenix, May 13, 2016)

Design Illustrations

please also see
**C Description
of Project -
Visual
Introduction**



Stevens Ave Context & 502 Deering Center Project



502 Deering Center Site - Existing



502 Deering Center Site Concepts

H Carport (Phase 2) features 4 parking stalls, each with a private secure utility shed.

G Rain Garden Stormwater Treatment & Private Area for Residents

E Existing Featured Tree embraces Pocket Park.

F Covered Bike Parking provides convenient, secure and weather protected for residents and neighbors as incentive to bike-park-n-ride (bus).

D Village Pocket Park features seating, landscaping, paving and provides neighborhood use for pause-n-meet, performances, sidewalk fairs etc.

C Roy's Shoe Shop

B Existing Bus Stop is sheltered by angled corner under projecting bay provides public seating, ideally positioned to visually track approaching inbound and outbound buses.

A Pedestrian Circulation System shown dashed

O Parking at rear of site includes a handicap space. **Mixed Transportation** encourages a variety of transportation modes – walking, busing and biking - in addition to cars.

N Residential Entry & Secondary Commercial Entry

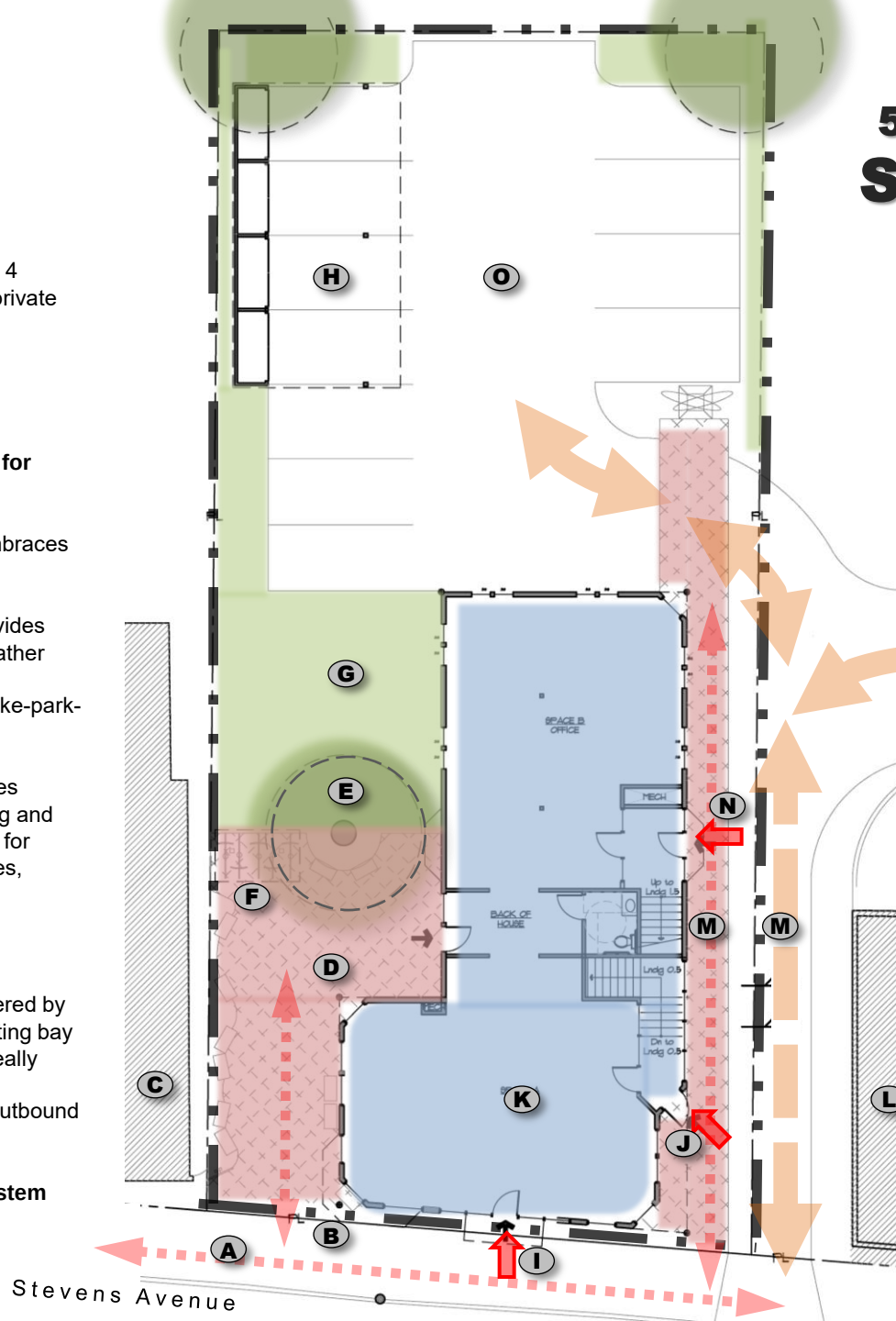
M Pedestrian Walkway and Shared Driveway efficiently allows precious resources and land otherwise devoted to cars, to instead be reallocated to the Village Pocket Park. Curb cuts are reduced which improves safety by eliminating dangerous back-outs across sidewalk and impervious area is reduced reducing stormwater runoff.

L Abutting Property, future new mixed use building.

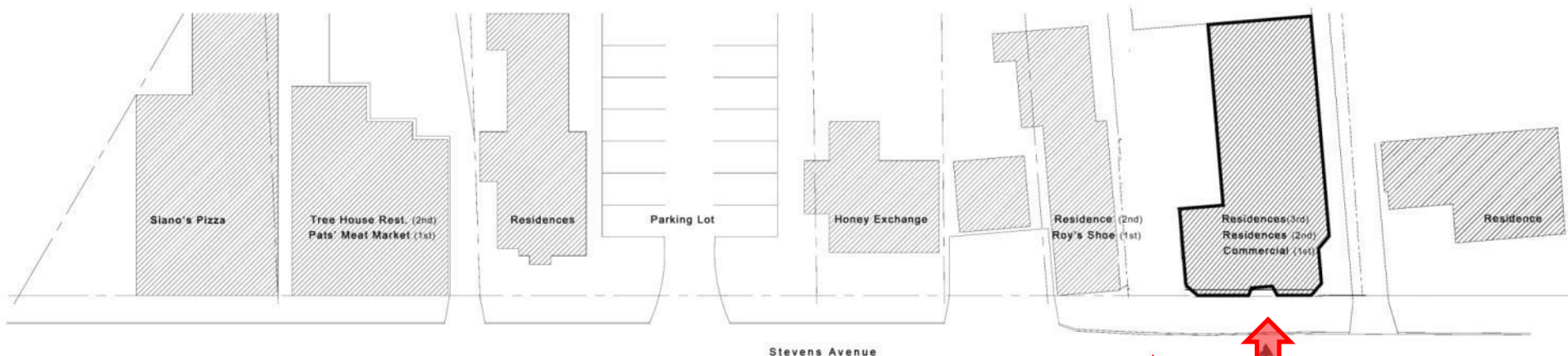
K New Building, approx 2500 sf footprint.

J Entry to Lower Level Studio designed for flexibility, so it can be independently accessed from the sidewalk, or internally accessory from the 1st floor commercial space, or both.

I Primary Commercial Entry directly fronts Stevens Ave with high visibility.



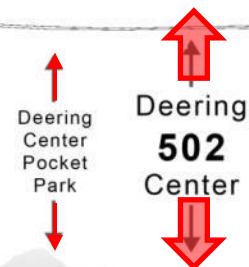
Stevens Streetscape – Bldg Height & Mass



Portland Lyric Theatre

Except for a tragic fire in the 1960s, the Portland Lyric Theatre would continue as the cornerstone of Deering Center Village. This traditional 3-story mixed use building provided the neighborhood with **Retail** on the ground floor, **Offices** and **Residences** on (2) upper floors, plus a large popular Cultural venue. Its mix of uses and physical presence at the corner "anchored" the village.

35' B1-b Height Limit



Siano's Pizza

After the fire, a new single story building was constructed, now Siano's Pizza.



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Except for a tragic fire in the 1960s, the Portland Lyric Theatre would continue as the cornerstone of Deering Center Village. This traditional 3-story mixed use building provided the neighborhood with **Retail** on the ground floor, **Offices** and **Residences** on (2) upper floors, plus a large popular Cultural venue. Its mix of uses and physical presence at the corner “anchored” the village.

35' B1-b Height Limit



Portland Lyric Theatre Building

Siano's Pizza (dashed)

Tree House Restaurant (2nd)

Pats' Meat Market (1st)

Residences



Siano's Pizza

After the fire, a new single story building was constructed, now Siano's Pizza.

Portland Lyric Theatre, now Siano's

Existing

35' B1-b Height Limit



Proposed

Concept
Sketch



Pocket Park Area – Existing



Bus
Stop

Pocket Park Area – Proposed

Imagine all the people, enjoying the pocket park, maybe at a concert or poetry slam. We hope you will join us...



Feature Tree

Performance Space

Sit-n-Meet

Sheltered
Bus Stop

Sidewalk

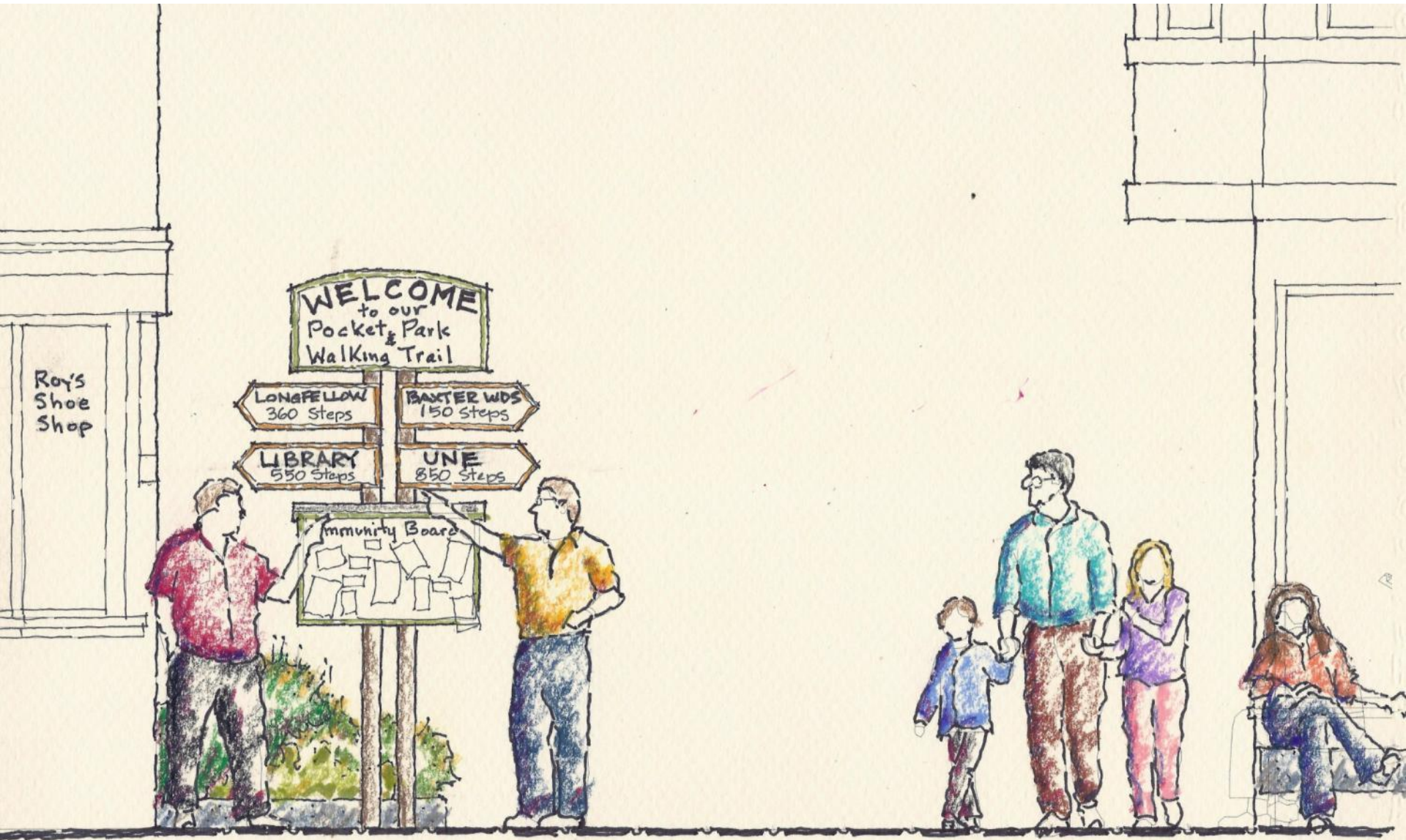
Stevens
Ave

Covered Bikes

Sheltered Bus Stop



Neighborhood Kiosk & Sheltered Bus Stop *along the Trail & at the Park*



502 DEERING CENTER

A1.0

**LOWER FLOOR PLAN
with SITE PLAN**

Total Footprint 2505 sf gross

Space C 1132 sf

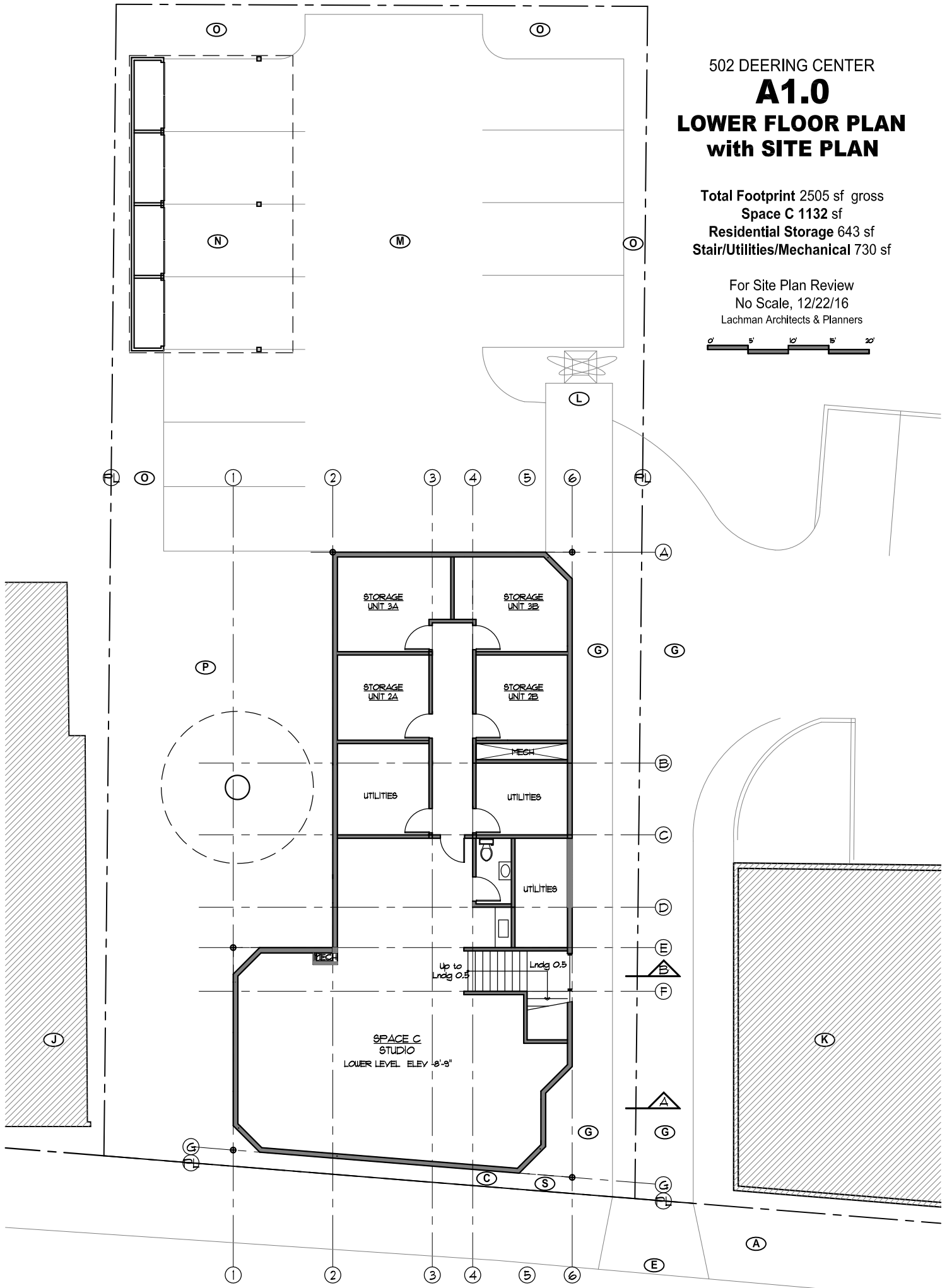
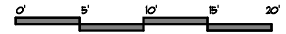
Residential Storage 643 sf

Stair/Utilities/Mechanical 730 sf

For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners



1st FLOOR PLAN with SITE PLAN

Total Footprint 2505 sf gross

Space A 872 sf

Space B 800 sf

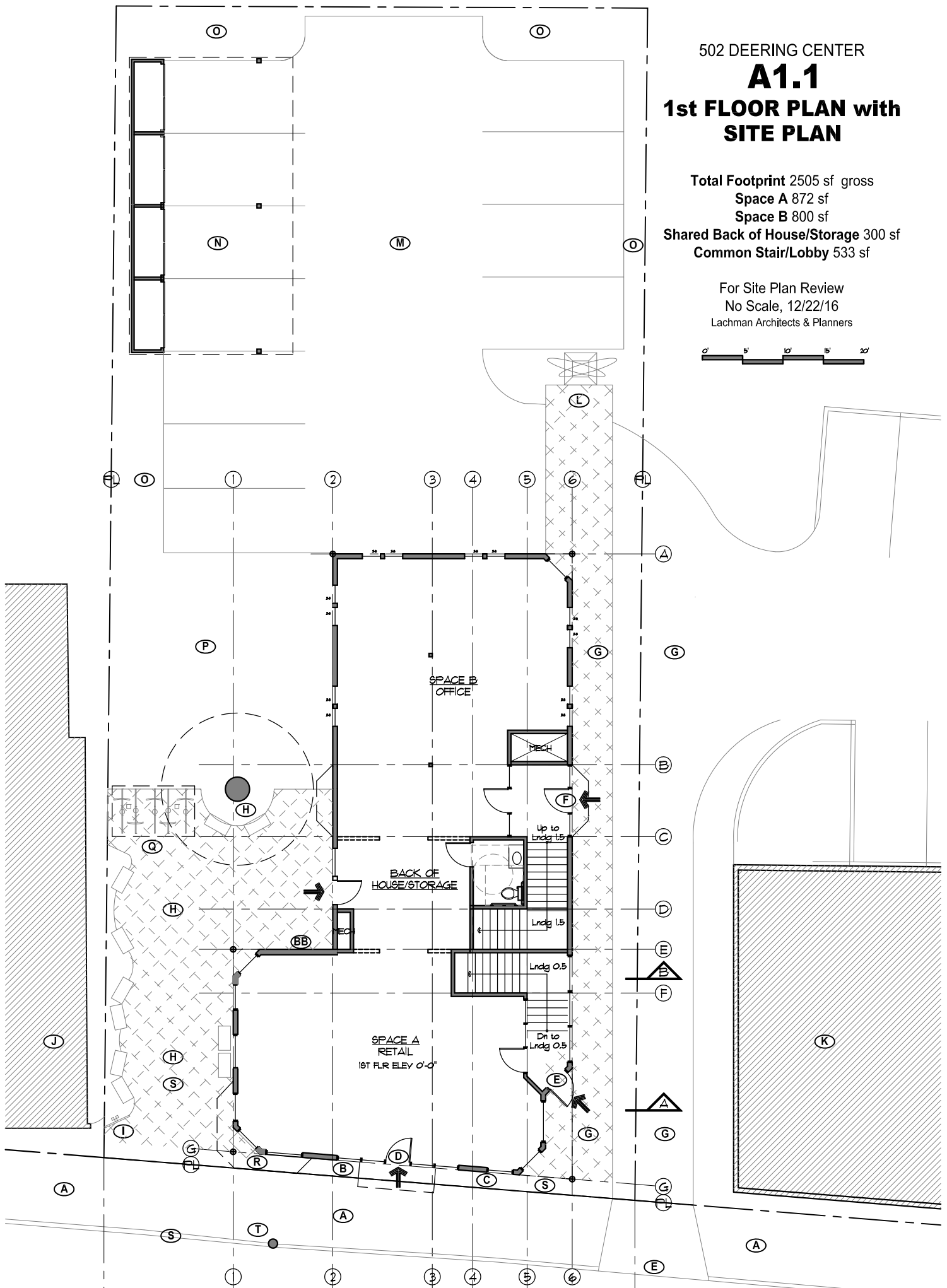
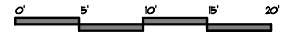
Shared Back of House/Storage 300 sf

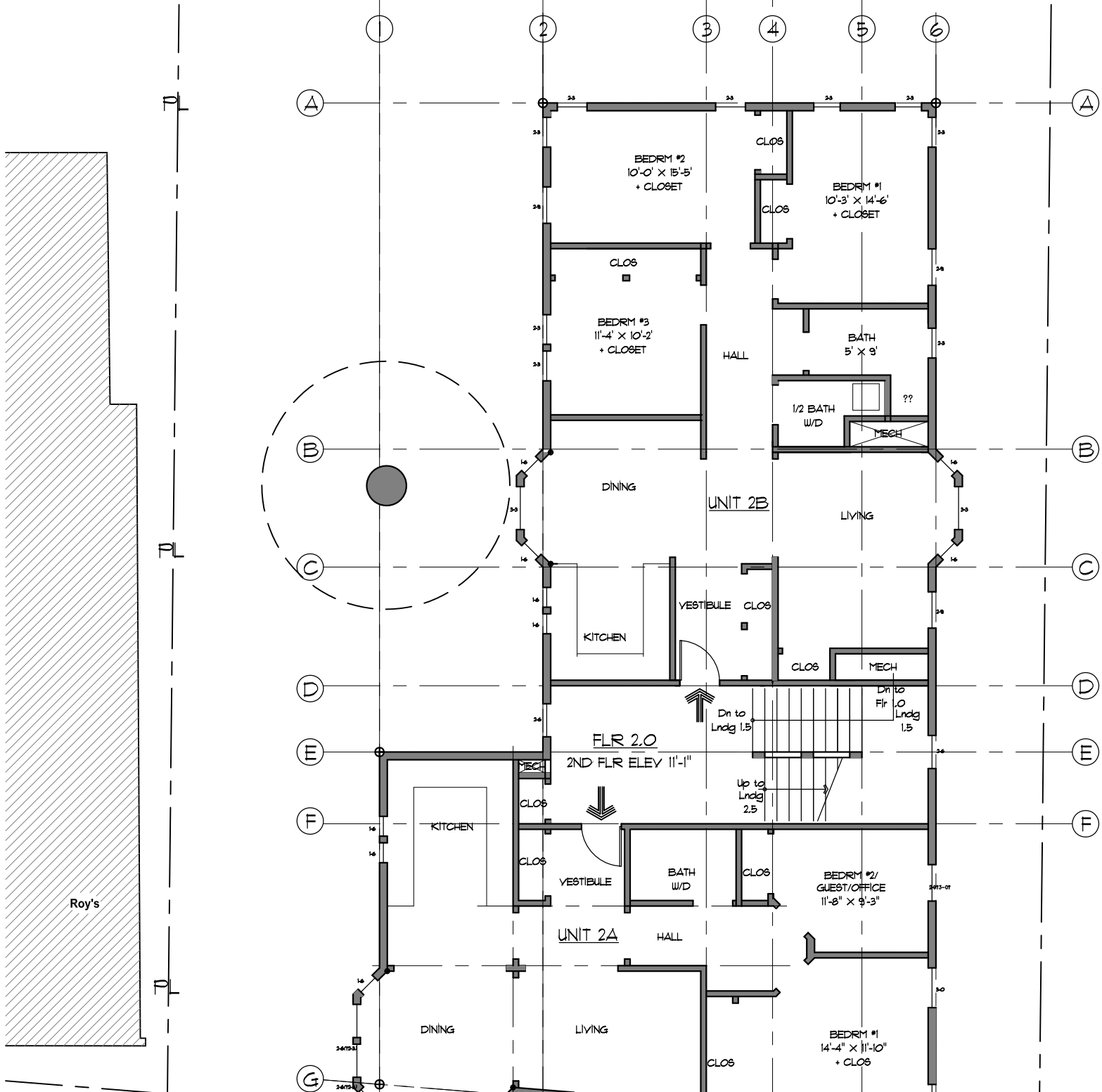
Common Stair/Lobby 533 sf

For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners





502 DEERING CENTER

A1.2 **2ND & 3RD FLR PLAN** **Residential Units**

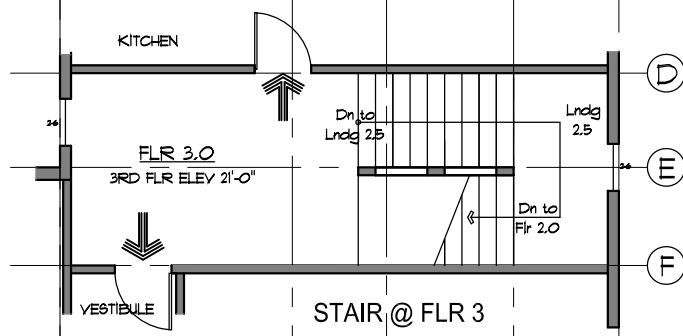
Total 2nd & 3rd Flr Each 2639 gross (stair/hall inc)

Unit 2A 2BR 1010 sf gross (stair/hall not inc)

Unit 2B 3BR 1339 sf gross (stair/hall not inc)

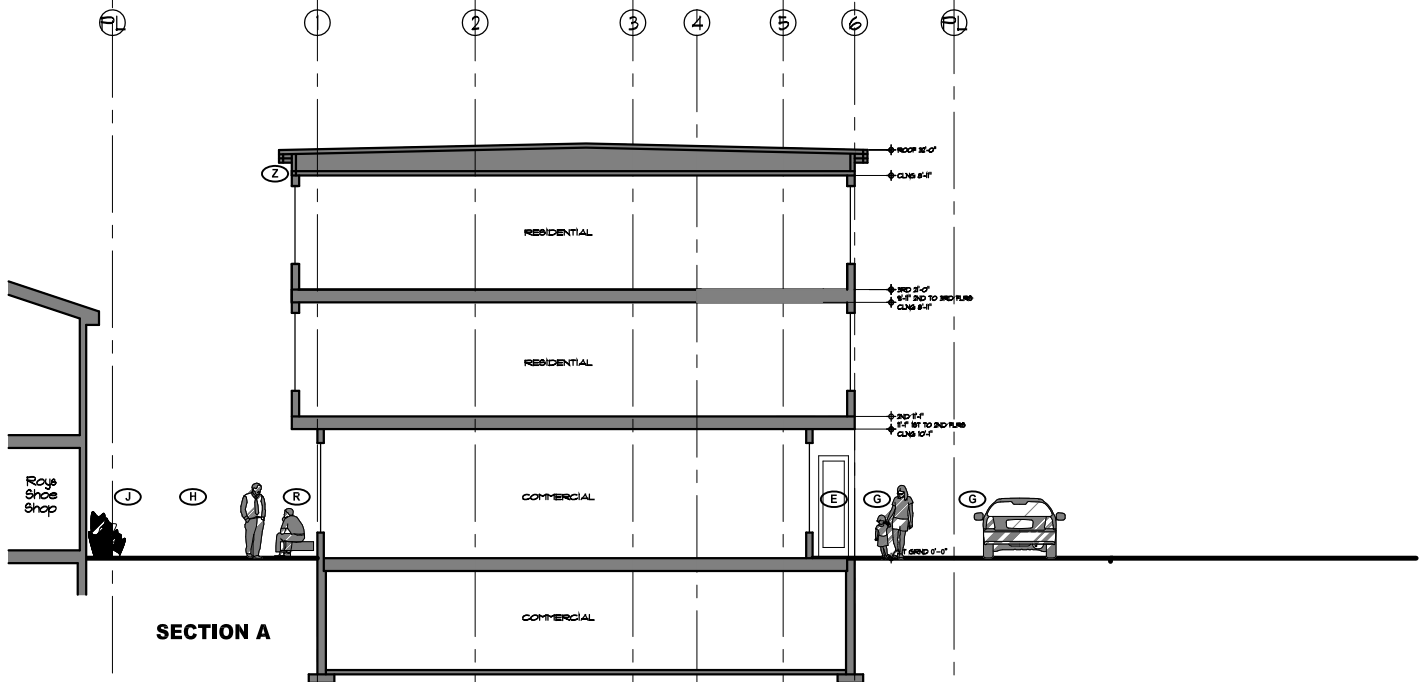
For Site Plan Review, No Scale, 12/22/16

Lachman Architects & Planners

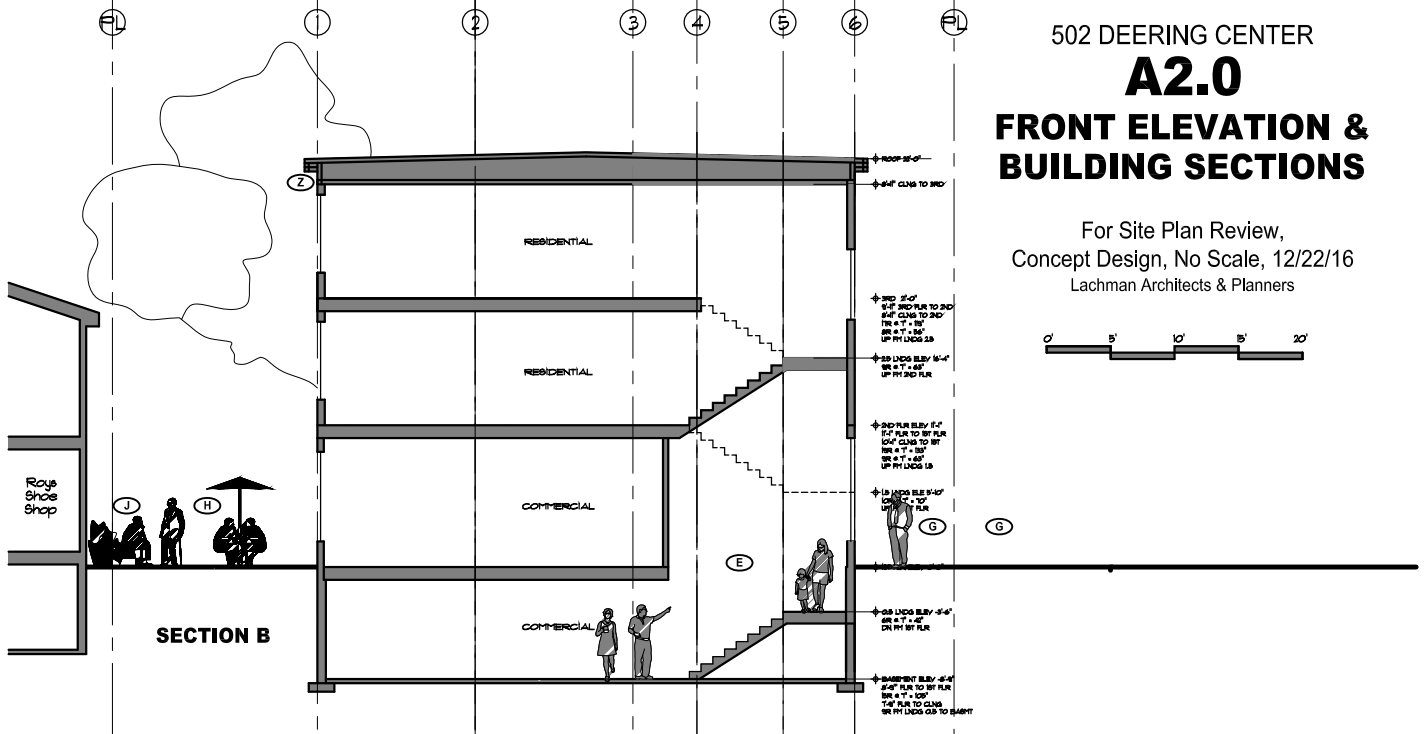




FRONT ELEVATION @ Stevens Ave



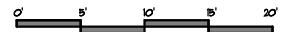
SECTION A



SECTION B

502 DEERING CENTER
A2.0
FRONT ELEVATION & BUILDING SECTIONS

For Site Plan Review,
 Concept Design, No Scale, 12/22/16
 Lachman Architects & Planners



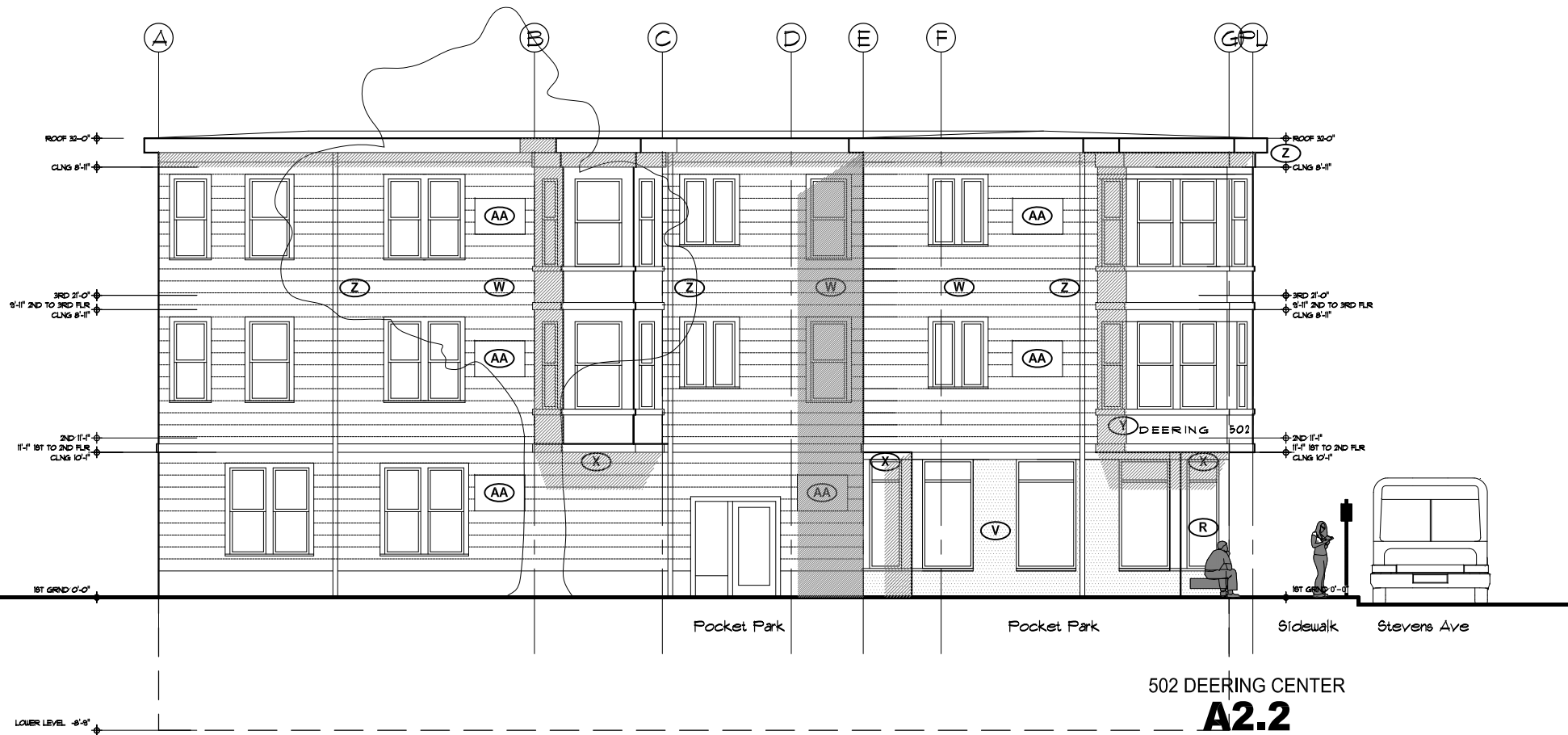


FRONT ELEVATION @ Stevens Ave

502 DEERING CENTER
A2.1
FRONT ELEVATION
FRONTING STEVENS AVE

For Site Plan Review
No Scale, 12/22/16
Lachman Architects & Planners



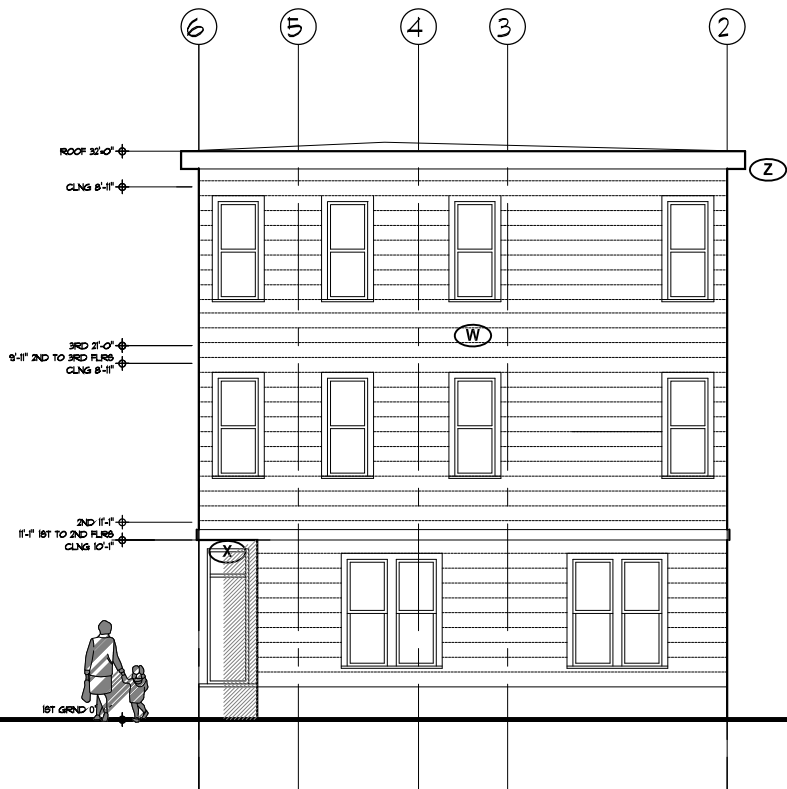


502 DEERING CENTER
A2.2
SIDE (SOUTH) ELEVATION
 FRONTING POCKET PARK

For Site Poan Review, No Scale, 12/22/16
 Lachman Architects & Planners

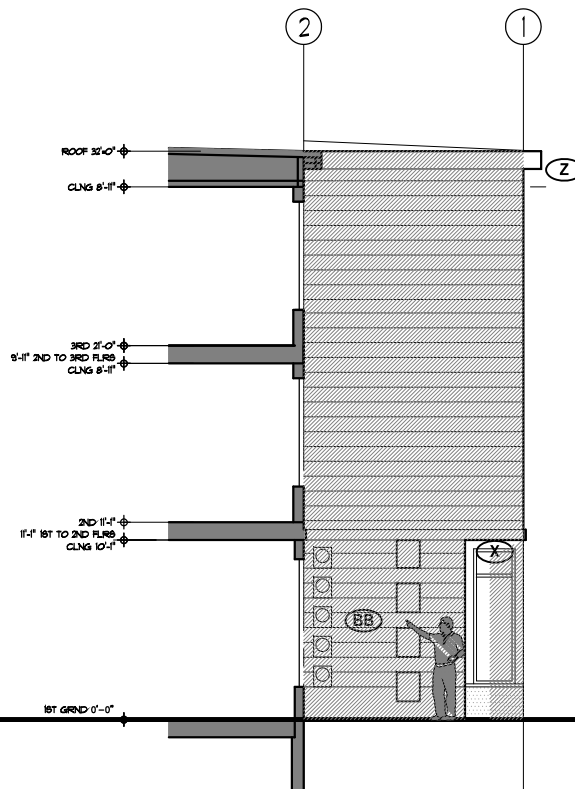






502 DEERING CENTER
A2.4
REAR (WEST) ELEVATION
 FRONTING PARKING AREA

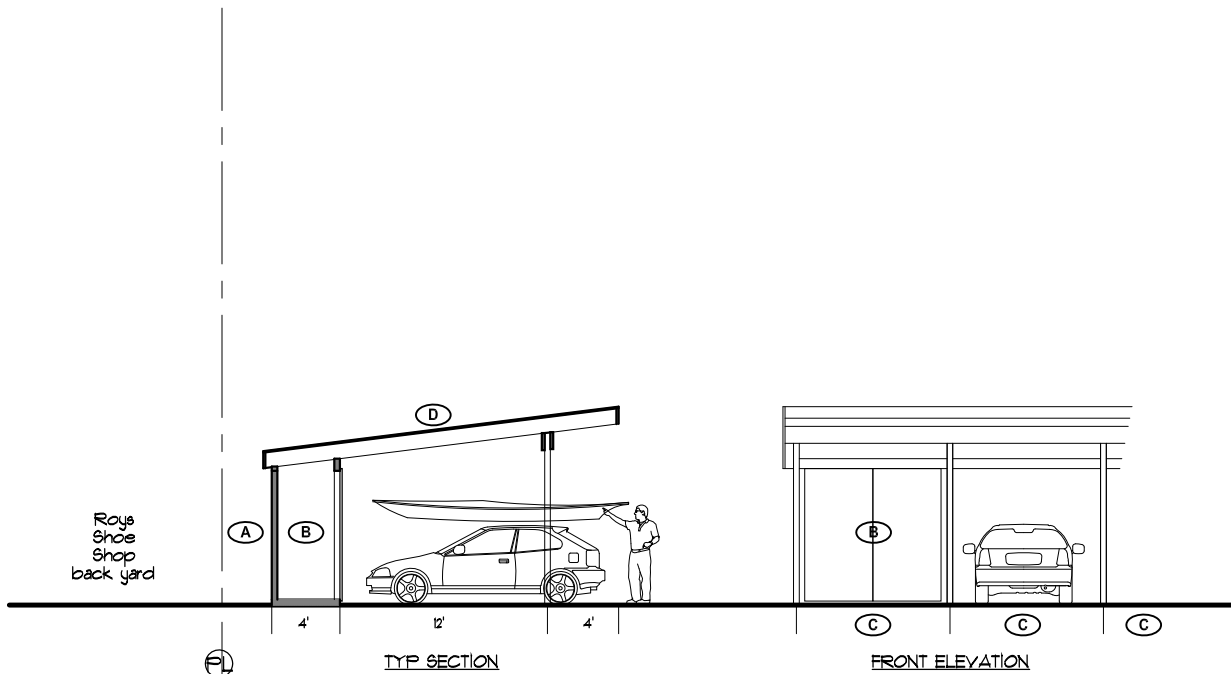
For Site Plan Review. No Scale, 12/22/16
 Lachman Architects & Planners



502 DEERING CENTER
A2.4
PARTIAL REAR (WEST)
ELEVATION @ GRID E

For Site Plan Review. No Scale, 12/22/16
 Lachman Architects & Planners





A Setback, B1-b to B1-b none required

B Utility Shed for residents, 1 per unit, 4' d x 8'h, each with pair of 4 x 8 sliding barn doors.

C Typ Parking Stall, 9' w x 17.5' d.

D Roof, shallow pitch

502 DEERING CENTER

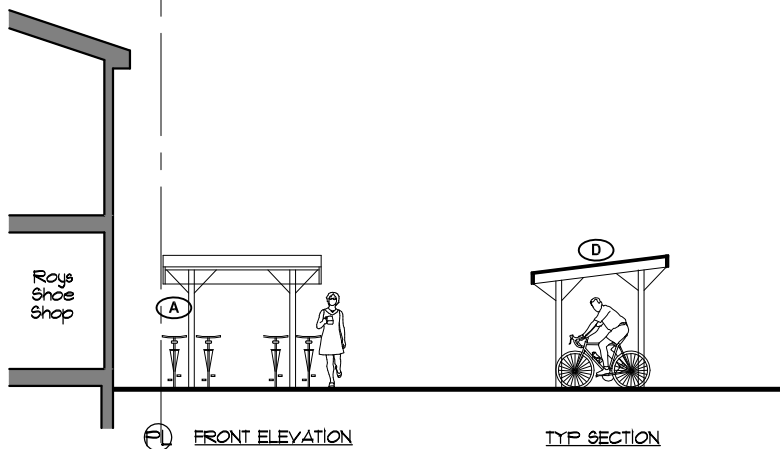
A2.5

**CARPORT (Phase 2) &
BIKE SHELTER (Phase 2)**

For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners



A3 Keyed Notes, Features & Descriptions for Architectural Drawings

- A. **Stevens Avenue Public Sidewalk** – Generous for comfortable public use, approx 9' wide.
- B. **ROW Setback** – 2- setback so upper floor bay does not extend into the ROW
- C. **New Urban Street Wall & Mixed Use**
- **Urban Street Wall.** The existing property is currently non-conforming with its B1-b zoning because the existing house is set back from the street, and consequently does not meet the "Urban Street Wall" requirement. New building is purposefully designed to correct the Urban Street Wall, and therefore meeting *"Buildings shall be located near the street so as to create an urban street wall"*.
 - **Mixed Use.** The proposed building is multi-storied with mixed uses, therefore meeting *"An urban street and business district requires a substantial intensity and variety of uses. It is beneficial to have mixed uses within portions of buildings situated near the street. For example, a retail first floor might have office or residential on the second or third floors. This provides both the scale of building height desired, as well as the economic vitality of the business district."*
 - Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard a. Urban Street Wall, Guideline 1. Building Location and Form, Guideline 7. Development Relationship to Street, Standard b. Mixed Uses, Guideline 2. Building Function.*
- D. **Primary Commercial Entry with Universal Access, Active & Transparent Facade & Character**
- **Entrances.** Highly visible, universally accessible, welcoming entry fronts directly onto wide sidewalk. Downlight creates inviting pool of light to highlight nighttime entry. Generous 3' w x 7' h glazed door is welcoming. Glass canopy above provides weather protection shown dashed.
 - **Active & Transparent Façade.** Windows on 3 sides, ceiling are 10" high, providing generous light and visual connection to and from the street, therefore meeting *"Retail uses with store fronts are the most desirable feature for locations adjacent to the public sidewalk; and active, transparent (minimum visible transmittance (VT) of .7 or greater), and interesting windows contribute the maximum value."*
 - **Building Character, Detail, Scale, and Graphic Qualities.** Deering Center Village has good Main Street architectural "bones". The overarching design goal is to complement the existing context (emphasis on "we"), rather than make a strong attention-seeking design statement (emphasis on "me"). The design wants to be a graceful neighbor now and a century from now. The facade is village scaled, with traditional storefront proportions and components. Front façade has a traditional tripartite organization, both horizontally (A-B-A) and vertically (base-middle-top), therefore meeting *"Building design will include various architectural and graphic amenities to provide a strong presence along a street and relate a building to its community. Awnings, canopies, and flags may be utilized to highlight entryways and to further identify the activity and identity of a use. Facade lighting may be used to highlight entryways or to provide visual interest along an otherwise blank façade Building scale, roof pitch, architectural detail, and fenestration shall be designed to complement and be compatible with surrounding residential and commercial buildings."*
 - **Meets the following Portland Design Manual Standards & Guidelines for B1-b:** *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*

- E. **Commercial Entry to Lower Level Studio** – Walkway widened for easily identifiable, welcoming, generously glazed entry with lobby. Angled corner at front enhances welcoming transition from sidewalk. Recessed for weather protection and deep shadows. Soffit downlight creates inviting pool of light to highlight nighttime entry. Abundant glazing provides views and light in and out and nighttime glow. Natural light cascades from glazing down the 5' wide stair to the lower level. Lower Level Studio is designed for flexibility, so it can be independently accessed from the sidewalk, or internally accessory from the 1st floor commercial space, or both. Soffit downlight creates inviting pool of light to highlight nighttime entry. Generous 3' w x 7' h glazed door is welcoming. Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*
- F. **Residential Entry + Secondary Commercial Entry** – Highly visible, universally accessible, welcoming entry fronts directly onto pedestrian walkway. Abundant glazing provides views and light in and out and nighttime glow. Generous 3' w x 7' h glazed door is welcoming. Positioned directly under upper floor projecting residential bay to signify entry, provide weather protection and downlight. Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*
- G. **Shared Driveway & Walkways** – Neighboring property 510 Stevens Ave is also developing a new mixed use building. The driveway is shared and straddles the property line, which is an efficient use of land (limited in the village) and resources. Impervious area and associated storm runoff is reduced. Consolidation reduces curb cuts from 2 to 1 and removing the existing curb cut eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. Sharing a driveway allows precious resources and land otherwise devoted to cars, to instead be reallocated to a Village Pocket Park and Mixed Use Transportation opportunities. New building (502) to new building (510) is 20' wide, including 10' driveway + (2) 5' walkways flush with driveway. Angled corner at building rear improves vehicle and pedestrian sightlines for safety. Existing curb cut modified and used. See Shared Driveway for Land & Resource Efficiency for a more complete description.
- H. **Village Pocket Park/Patio & Featured Tree** - Public seating, landscaping, pervious pavers, neighborhood kiosk. Angled corner at rear provides enhanced visual connection to and from sidewalk. See Public Space on Private Property: New Village Pocket Park for a more complete description.
- I. **Neighborhood Kiosk** – Easily visible and accessible from Stevens Ave sidewalk, enhances pocket park. "Welcome to Deering Center" sign + walking signs + bulletin board.
- J. **Abutting Property & Setback** - Roy's Shoe Shop (also B1-B Neighborhood Business). No setback required B1-b to B1-b.
- K. **Abutting Property** - Existing single family house to be removed, zone changed from R-5 to B1-b to allow new mixed use development with retail at the ground floor with (3) condos above.
- L. **Walkway Safe Spot & New Focal Point**– Widened area at end of walkway provides safe spot for pedestrians to avoid any vehicles in driveway. Sculptural feature or tree creates attractive focal point to driveway and screen views into parking area, filtration area absorbs storm runoff.
- M. **Parking** – Aisle 22' wide. Stalls 9' s x 17 ½' d. (1) HC stall. Vehicle backup and turnaround.

- N. **Carport (Phase 2, need not be built in Phase 1)** – Location for 4-stall carport for 4 units. Included with each stall is a 4'd x 9'w private secure utility shed. No Side Setback required for principal or accessory structures abutting commercial zone (B1-b to B1-b Roy's). 5 ft. Rear Setback for accessory structures abutting residential zone (LM School in R-5).
- O. **Buffer, Snow Storage & Pervious Area** – Screening plants and fencing buffer adjacent properties from parking area. Property corners at rear are used for snow storage and absorbing runoff.
- P. **Rain Garden Stormwater Treatment Pervious Area & Private Outdoor Space for Residents**
- Q. **Covered Bike Parking** – Convenient, secure and weather protected for residents and neighbors as incentive to bike-park-n-ride (bus). No Side Setback required for principal or accessory structures abutting commercial zone (B1-b to B1-b Roy's).
- R. **Existing Bus Stop Enhanced by Sheltered Public Seating** – Angled corner provides weather-sheltered public seating for the existing bus stop, ideally positioned to visually track approaching inbound and outbound buses. Building projection above (shown dashed) provides weather-protection. Public seating encourages walking, bus taking, pausing and greeting. See Features That Encourage Bus Riding for a more complete description.
- S. **Existing Curb Cut & Surface Parking Removed** – Conforms with B1-b zoning (no parking at property front), reduces curb cuts from 2 to 1, eliminates dangerous back-out across the sidewalk, especially with so many children in the area and creates the new public pocket park.
- T. **Existing Power Pole Removed to Improve Streetscape** – Coordination with abutting property owners and CMP is underway to remove the existing power pole, provide service underground from an existing pole across Stevens Ave to a shared vault, thereby greatly visually improving Stevens Ave streetscape.
- U. **Reserved**
- V. **Typical Exterior Commercial 1st Floor Materials** – Cladding is durable quality material, such as tile or stone. Openings are storefront system with clear glazing (no reflective).
- W. **Typical Exterior Residential Upper Floor Materials** – Typical horizontal siding with standing and running trim. Openings are typical residential windows.
- X. **Typical Exterior Lighting** – Lighting is discreetly provided by soffit downlights at each of the 1st floor angled building corners and under projecting upper floor bays.
- Y. **Typical Signs** – All signs are part of a sign program, where size, font and type are consistent to achieve a coordinated purposeful look that compliments the building and the village Main Street. All sign are scaled for pedestrians, rather than attracting drive-by attention and none will be back-lit box signs. There will be (3) or (4) signs, depending on the number of tenants, not known at this stage.
- Z. **Typical Roof & Downspouts** – Roof is shallow pitched to perimeter gutters and downspouts. Overhangs are nominally 12" with nominally 12" fascia.
- AA. **Typical HVAC Units** - The HVAC system is small electric air-source mini split heat pumps, which have no emissions. Suit-case sized units will typically be wall-mounted near its destination to minimize runs and maximize efficiency.
- BB. **Utility Meters** - Gas meters on the outside corner need to be 5 feet from the electrical meters, on inside corner. No openings 3 feet horizontally and 7 feet vertically from gas meters.

S MANUFACTURER'S VERIFICATION THAT ALL PROPOSED HVAC AND MANUFACTURING EQUIPMENT MEETS APPLICABLE STATE AND FEDERAL EMISSIONS REQUIREMENTS

The HVAC system is small electric air-source heat pumps, which have no emissions. There will be one for each unit and several commercial space. These Energy Star, virtually quiet suitcase-sized units are typically mounted on exterior walls near where heat is delivered, to reduce runs and maintain efficiency.



M-SERIES

SUBMITTAL DATA: MXZ-8C48NAHZ

4-TON MULTI-INDOOR INVERTER HEAT-PUMP SYSTEM

Job Name:

System Reference:

Date:

GENERAL FEATURES

- Quiet operation
- Built-in base pan heater to prevent ice in drain pan
- M-Net adaptor kits are available as an option*
- Limited warranty: five years parts and seven years compressors

*Included standard in PAC-MKA30/50BC Branch Box

ACCESSORIES

- Three-port Branch Box (PAC-MKA30BC)
- Five-port Branch Box (PAC-MKA50BC)
- Distribution Pipe for Flare Connection (MSDD-50AR; necessary for installing two branch boxes)
- Distribution Pipe for Brazed Connection (MSDD-50BR; necessary for installing two branch boxes)
- 3/8" x 1/2" Port Adapter (MAC-A454JP)
- 1/2" x 3/8" Port Adapter (MAC-A455JP)
- 1/2" x 5/8" Port Adapter (MAC-A456JP)
- 1/4" x 3/8" Port Adapter (PAC-493PI)
- 3/8" x 5/8" Port Adapter (PAC-SG76RJ)
- M-NET Adapter (PAC-IF01MNT-E)
- Drain Socket (PAC-SH71DS-E)
- Airflow Guide (PAC-SH96SG-E)



Outdoor Unit: MXZ-8C48NAHZ

INVERTER



(For data on specific indoor units, see the MXZ-C Technical and Service Manual.)

Specifications			Model Name
Unit Type			MXZ-8C48NAHZ
Cooling* (Non-ducted / Ducted)	Rated Capacity	Btu/h	48,000 / 48,000
	Capacity Range	Btu/h	6,000 - 48,000
	Rated Total Input	W	4,000 / 5,050
Heating at 47°F* (Non-ducted / Ducted)	Rated Capacity	Btu/h	54,000 / 54,000
	Capacity Range	Btu/h	7,200 - 54,000
	Rated Total Input	W	4,220 / 4,990
Heating at 17°F* (Non-ducted/Ducted)	Rated Capacity	Btu/h	40,000 / 43,000
	Maximum Capacity	Btu/h	54,000 / 54,000
	Rated Total Input	W	4,340 / 5,250
Heating at 5°F*	Maximum Capacity	Btu/h	54,000
Electrical Requirements	Power Supply	Voltage, Phase, Hertz	208 / 230V, 1-Phase, 60 Hz
	Recommended Fuse/Breaker Size	A	50
	MCA	A	42
Voltage	Indoor - Outdoor S1-S2	V	AC 208 / 230
	Indoor - Outdoor S2-S3	V	DC ±24
Compressor			Hermetic
Fan Motor (ECM)		F.L.A.	0.4+0.4
Sound Pressure Level	Cooling	dB(A)	51
	Heating		54

T. EROSION CONTROL

STORMWATER MANAGEMENT REPORT 502 DEERING CENTER PORTLAND, MAINE

December 22, 2016

Project Description:

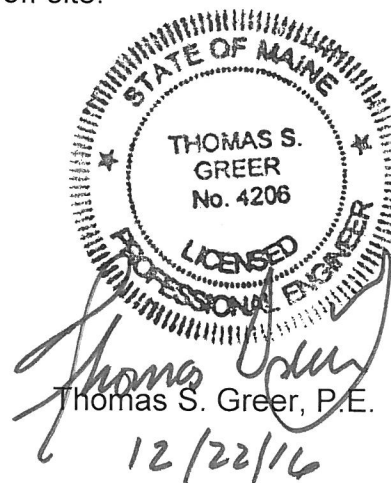
This project is the removal of the existing structure at 502 Stevens Avenue and the construction of a 2,400 square foot structure with commercial space on the first floor and four residential units over it. There will be eight parking spaces in the rear. It is a small site, less than 10,000 square feet. The site is fully utilized.

Soils:

The soils are Windsor silty loams. These have high infiltration rates and will have lower erosion potential.

Erosion Control:

The site plans show erosion control measures. They include stabilized construction entrances, catch basin protection, silt barriers and mulching criteria. The contractor is responsible for controlling erosion, including the sweeping of Stevens Avenue in the event soil is tracked off site.



Thomas S. Greer, P.E.
12/22/16

SUMMARY MEMORANDUM

TO: Mr. Patrick J. Carroll
Principal
Carroll Associates
217 Commercial Street, Suite 200
Portland, ME 04101

DATE: January 3, 2017

RE: Trip Generation and Safety Analyses for Proposed New Retail/Office Space and Apartments at 502 Stevens Avenue in Portland

The purpose of this memorandum is to summarize trip generation analysis prepared for a proposed new building at 502 Stevens Avenue in Portland, Maine. The site is currently occupied by a single-family house. The proposed new building is expected to provide for up to 2,000 gross square feet (S.F.) of retail space and 800 S.F. of office space on the first floor and two (2) apartment units on each of the second and third floors for a total of four (4) dwelling units. In terms of safety, accident data and sight distances were obtained and reviewed for the site. Access management was also reviewed for the site.

Trip Generation Analysis

The number of trips to be generated by the proposed retail/office space and apartment units was estimated using the most recent Institute of Transportation Engineers (ITE) "Trip Generation, 9th Edition," published in 2012. The trips were estimated using land use code (LUCs) 826 – Specialty Retail Center on the basis of 2,000 S.F. of gross leasable area, 710 – General Office on the basis of 800 S.F. and 220 – Apartment on the basis of four (4) dwelling units. The results are summarized below:

<u>Time Period</u>	ITE Projected Trip Generation (one-way trip ends)			
	<u>Retail</u>	<u>Office</u>	<u>Apartments</u>	<u>Total</u>
Weekday	90	10	28	128
AM Peak Hour – Adjacent Street	14	1	2	17
Entering	7	1	0	8
Exiting	7	0	2	9
AM Peak Hour – Generator	14	1	2	17
Entering	7	1	0	8
Exiting	7	0	2	9
PM Peak Hour – Adjacent Street	5	1	3	9
Entering	2	0	2	4
Exiting	3	1	1	5
PM Peak Hour – Generator	10	1	3	14
Entering	6	0	2	8
Exiting	4	1	1	6

As shown in the preceding table, the proposed development is expected to generate just 17 one-way trips during the AM peak hour trips and 14 one-way trips during the PM peak hour. Because the existing single-family home generated one (1) trip during both the AM and PM peak hours, only 16 AM and 13 PM peak hour trips are expected to be new to the site. This minimal level of new traffic would not be expected to have any significant impact off-site on traffic operations. Typically, a project will not have any measurable impact unless it generates in excess of 25 to 35 new lane hour trips. The proposed residential and retail/office development will generate a maximum of eight (8) new trips either entering or exiting the development. The number of lane hour trips will be even less when these eight trips are further assigned northbound and southbound on Stevens Avenue. This minimal level of new traffic will have no impact off-site on traffic operations beyond the site drive.

Safety Analysis

Accident Review

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected accident rate. The expected rate is calculated as a statewide average of similar facilities.

The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must also occur over the three-year study period for the location to be considered a high crash location. Accident data was obtained from MaineDOT for Stevens Avenue, as well as Hartley Street, within the vicinity of the site for the most recent three-year period, 2013 - 2015. The data is attached to this memorandum and is summarized by location in the following tables:

<u>Stevens Avenue Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Intersection of Pleasant Avenue	5	0.29
Between Pleasant Avenue and Brentwood Street	2	0.64
Intersection of Brentwood Street	5	0.95
Between Brentwood Street and Clinton Street	1	0.41
Intersection of Clinton Street	4	0.79
Between Clinton Street and Hartley Street	2	0.55
Between Hartley Street and Percival Street	1	0.27
Intersection of Crosby Street	1	0.18
Between Crosby Street and New Street	3	0.79
Intersection of New Street	2	0.37
Between New Street and Walton Street	3	0.17
Intersection of Walton Street	3	0.17

<u>Hartley Street Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Intersection of Stevens Avenue	0	0.00
Between Stevens Avenue and James Street	1	0.70
Intersection of Forest Avenue	2	0.28

As seen in the preceding accident tables, there are no high crash locations (or locations approaching the high crash criteria) within the vicinity of the proposed retail/office and residential development. Given the minimal trip generation and given that there are no high crash locations, no additional accident review or evaluation is necessary.

Sight Distance Review

One of the most important factors to consider for a project with limited trip generation, such as this development, is sight distance from the access drive. Sight distance is measured ten feet back from the edge of travel way at a driver's eye height of 3.5 feet to an object height of 4.25 feet. Maine Traffic Resources recommends a minimum sight distance of 300 feet for the 30 mph area speed zone while the City's Technical Standards require a lesser 250 feet. Sight distance was measured from the proposed access drive and found to exceed 325 feet in both directions at the time of the field visit since there was no on street parking in the immediate vicinity of the drive. There is an existing no parking zone south of the proposed drive at the existing crosswalk that should keep sight distance to the south adequate. A small no parking zone north of the proposed drive is recommended to assure safe sight distance to the north (left).

Access Management

Access Management improves the capacity of a roadway while improving safety by reducing conflict points. The existing site currently has one curb cut. In addition, the adjacent site to the north has one curb cut. As shown on the site plan by Carroll Associates, dated December 22, 2016, the existing southerly curb cut is proposed to be closed and both properties will share the existing northerly curb cut. The reduction in curb cuts from two to one, will reduce allowable driveway movements from eight to four. Also, the two existing driveways do not allow a vehicle that has pulled into either drive to turn around. Instead, to access Stevens Avenue, the vehicle must back out into traffic. The proposed new plan eliminates this, with the added parking lot and turnaround space to the rear of the site.

As always, please do not hesitate to contact me if you or the City of Portland have any questions or concerns regarding the trip generation or safety analyses.



Sincerely,

A handwritten signature in black ink that reads "Diane W. Morabito".

Diane W. Morabito, P.E. PTOE
President

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

Stevens Ave

REPORT PARAMETERS

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

Route: 3200987

Start Node: 12842

Start Offset: 0

☐ Exclude First Node

End Node: 13190

End Offset: 0

☐ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
12842	3200987 - 0.29	Int of PLEASANT AV STEVENS AV	9	5	0	0	0	1	4	20.0	4.772	0.35 <i>Statewide Crash Rate: 0.67</i>	1.19 <i>0.67</i>	0.29
13166	3200987 - 0.33	Int of BRENTWOOD ST STEVENS AV	2	5	0	0	0	1	4	20.0	4.583	0.36 <i>Statewide Crash Rate: 0.15</i>	0.38 <i>0.15</i>	0.95
12848	3200987 - 0.36	Int of CLINTON ST, STEVENS AV	2	4	0	0	0	1	3	25.0	4.306	0.31 <i>Statewide Crash Rate: 0.15</i>	0.39 <i>0.15</i>	0.79
13185	3200987 - 0.41	Int of HARTLEY ST STEVENS AV	2	0	0	0	0	0	0	0.0	4.398	0.00 <i>Statewide Crash Rate: 0.15</i>	0.39 <i>0.15</i>	0.00
13183	3200987 - 0.46	Int of PERCIVAL ST STEVENS AV	2	0	0	0	0	0	0	0.0	4.387	0.00 <i>Statewide Crash Rate: 0.15</i>	0.39 <i>0.15</i>	0.00
13182	3200987 - 0.49	Int of CROSBY ST STEVENS AV	2	1	0	0	0	0	1	0.0	4.509	0.07 <i>Statewide Crash Rate: 0.15</i>	0.38 <i>0.15</i>	0.18
13181	3200987 - 0.54	Int of NEW ST, STEVENS AV	2	2	0	0	0	0	2	0.0	4.610	0.14 <i>Statewide Crash Rate: 0.15</i>	0.38 <i>0.15</i>	0.37
13190	3200987 - 0.75	Int of STEVENS AV, WALTON ST	9	3	0	0	0	0	3	0.0	4.944	0.20 <i>Statewide Crash Rate: 0.67</i>	1.18 <i>0.67</i>	0.17
Study Years: 3.00		NODE TOTALS:		20	0	0	0	3	17	15.0	36.509	0.18	0.42	0.44

Crash Summary I

Sections																			
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF		
12842	13166	3116026	0 - 0.04	3200987 - 0.29	0.04	2	2	0	0	0	0	2	0.0	0.00171	389.51	606.97	0.64		
Int of PLEASANT AV		STEVENS AV		RD INV 3200987											Statewide Crash Rate: 198.22				
12848	13166	3123926	0 - 0.03	3200987 - 0.33	0.03	2	1	0	0	0	0	1	0.0	0.00125	266.80	657.21	0.41		
Int of CLINTON ST,		STEVENS AV		RD INV 3200987											Statewide Crash Rate: 198.22				
12848	13185	3122189	0 - 0.05	3200987 - 0.36	0.05	2	2	0	0	0	1	1	50.0	0.00212	314.23	574.26	0.55		
Int of CLINTON ST,		STEVENS AV		RD INV 3200987											Statewide Crash Rate: 198.22				
13183	13185	3119201	0 - 0.05	3200987 - 0.41	0.05	2	1	0	0	0	0	1	0.0	0.00218	153.19	570.51	0.27		
Int of PERCIVAL ST		STEVENS AV		RD INV 3200987											Statewide Crash Rate: 198.22				
13182	13183	3130460	0 - 0.03	3200987 - 0.46	0.03	2	0	0	0	0	0	0	0.0	0.00132	0.00	648.30	0.00		
Int of CROSBY ST		STEVENS AV		RD INV 3200987											Statewide Crash Rate: 198.22				
13181	13182	3123618	0 - 0.05	3200987 - 0.49	0.05	2	3	0	0	0	0	3	0.0	0.00223	448.62	566.95	0.79		
Int of NEW ST,		STEVENS AV		RD INV 3200987											Statewide Crash Rate: 198.22				
13181	13190	187848	0 - 0.21	3200987 - 0.54	0.21	2	4	0	0	0	3	1	75.0	0.00951	140.26	395.45	0.35		
Int of NEW ST,		STEVENS AV		RD INV 3200987											Statewide Crash Rate: 198.22				
Study Years: 3.00				Section Totals:			0.46		13	0	0	0	4	9	30.8	0.02031	213.32	336.93	0.63
				Grand Totals:			0.46		33	0	0	0	7	26	21.2	0.02031	541.51	470.35	1.15

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Hartley St

REPORT PARAMETERS

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

Route: 0560351

Start Node: 13185

Start Offset: 0

☐ Exclude First Node

End Node: 16858

End Offset: 0

☐ Exclude Last Node

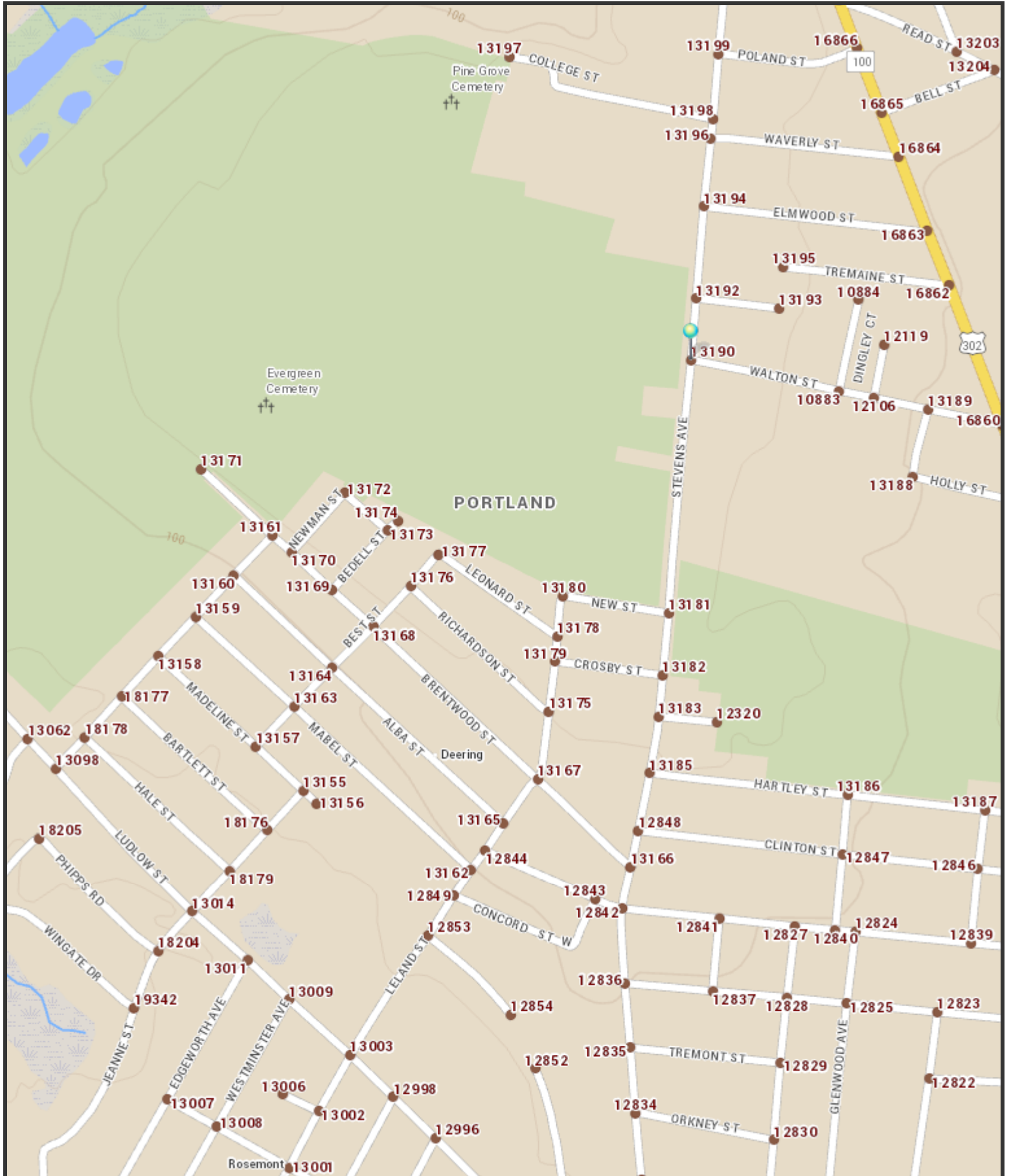
Crash Summary I

Nodes															
Node	Route - MP		Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Annual M Injury	Ent-Veh	Crash Rate	Critical Rate	CRF
13185	0560351 - 0	Int of HARTLEY ST	STEVENS AV	2	0	0	0	0	0	0	0.0	4.398	0.00	0.39	0.00
													Statewide Crash Rate:	0.15	
13186	0560351 - 0.16	0503600 POR,HARTLEY,JAMES ST.		2	0	0	0	0	0	0	0.0	0.234	0.00	0.58	0.00
													Statewide Crash Rate:	0.14	
13187	0560351 - 0.27	0503601 POR,HARTLEY,FLORENCE ST.		2	0	0	0	0	0	0	0.0	0.285	0.00	0.60	0.00
													Statewide Crash Rate:	0.14	
16858	0560351 - 0.42	Int of FOREST AV	HARTLEY ST	2	2	0	0	0	0	2	0.0	8.722	0.08	0.29	0.28
													Statewide Crash Rate:	0.13	
Study Years: 3.00			NODE TOTALS:		2	0	0	0	0	2	0.0	13.639	0.05	0.27	0.18

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	Percent C	Annual PD	Crash Rate	Critical Rate	CRF		
13185	13186	187853	0 - 0.16	0560351 - 0	0.16	2	1	0	0	0	1	0.0	0.00032	1037.78	1491.58	0.70
		Int of HARTLEY ST STEVENS AV		RD INV 05 60351		Statewide Crash Rate: 384.10										
13186	13187	187854	0 - 0.11	0560351 - 0.16	0.11	2	0	0	0	0	0	0.0	0.00027	0.00	1537.69	0.00
		0503600 POR,HARTLEY,JAMES ST.		RD INV 05 60351		Statewide Crash Rate: 384.10										
13187	16858	187855	0 - 0.15	0560351 - 0.27	0.15	2	0	0	0	0	0	0.0	0.00045	0.00	1385.44	0.00
		0503601 POR,HARTLEY,FLORENCE ST.		RD INV 05 60351		Statewide Crash Rate: 384.10										
Study Years: 3.00		Section Totals:			0.42	1	0	0	0	0	1	0.0	0.00105	318.20	1125.57	0.28
		Grand Totals:			0.42	3	0	0	0	0	3	0.0	0.00105	954.61	1332.52	0.72

STEVENS AVE



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.

0.1
Miles
1 inch = 0.14 miles

Date: 12/20/2016
Time: 12:15:33 PM

February 8, 2017

To: **City Staff and Planning Board**

RE: **502 Deering Center (2016-290) – Neighborhood Meeting**

I, Denis Lachman, hereby certify that a neighborhood meeting was held on February 1, 2017 at the Deering Center Community Church at 7pm.

I also certify that on January 19, 2017, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the “interested parties” list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,



2/8/2017

Attachments to this certification are:

1. Invitation letter
2. Graphic Flyer that was mailed as an enclosure with the Initiation Letter
3. Sign-in sheet
4. Meeting Topics & PowerPoint Presentation
5. Meeting minutes

Kiya Smith & Denis Lachman
55 Hamblet Ave
Portland, ME 04103

January 19, 2017

Re: **502 Deering Center, New Mixed-Use Project**
Public Discussion/Meeting

Dear Neighbor,

We are local residents writing to inform you about our project at 502 Stevens Avenue (next to Roy's), and invite you to a public discussion/meeting to learn more.

Location: Deering Center Community Church, 4 Brentwood St., Portland, ME 04103
Date: Wednesday, February 1
Time: 7 – 8pm

The attached flyer provides a graphic introduction to our project. We are interested in your thoughts – what excites or concerns you – and hope you will join us. If you are not able to attend, or wish to offer additional comments, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov.

If you have any questions, please contact us.

Sincerely,

Kiya Smith & Denis Lachman
55 Hamblet Ave, 831-0651

(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. For a final site plan application the meeting must be within 21 days of submitting, and must be at least seven days prior to the Planning Board public hearing on the proposal.)

Kiya Smith & Denis Lachman
55 Hamblet Ave
Portland, ME 04103

502 Deering Center New Mixed-Use Development

**in the heart of the Village
at 502 Stevens Avenue**



Commercial

New ground floor commercial space, 1,000 to 2,000 +/- sf. Flexible configuration for single or double tenants to join Deering Center's long-established "Main Street". Large storefront windows provide high in/out visibility.

Ideal for Neighborhood-oriented Uses

Zoned Neighborhood Business (B1-b), no zone change required.

Residential

Four 3BR/1.5B units on 2nd & 3rd floors, in the heart of walkable Deering Center surrounded by schools, recreation, UNE, services & shops.

Available

Construction starts Summer 2017. Available for tenant fit-out Fall 2017 and residential move-in late 2017.

Learn More & Direct Contact

www.lachmanarchitects.com denis@lachmanarchitects.com

Stevens Avenue Front Facade



Roy's Shoe Shop

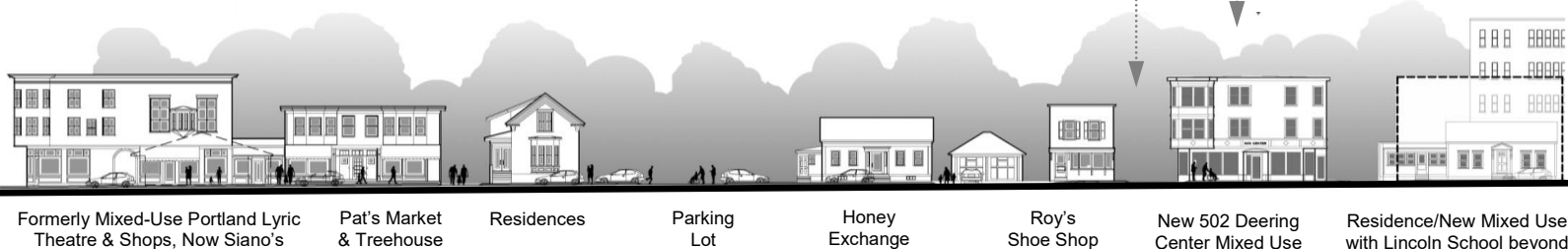
New Village
Pocket Park

Covered
Bus Stop

New 502
Deering Center

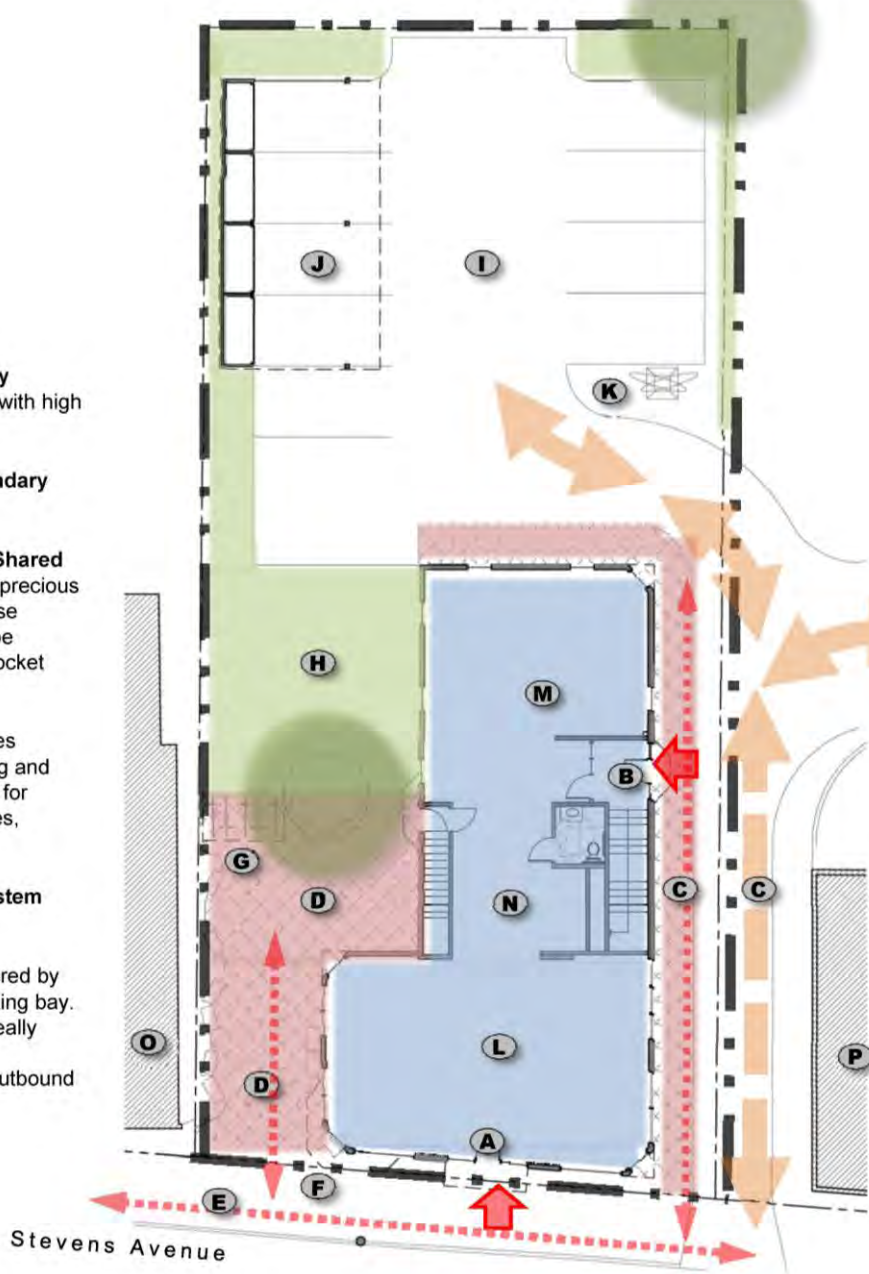
Pedestrian Walkway to Residential Entry
+ Shared Drive to Parking

Stevens Avenue Streetscape



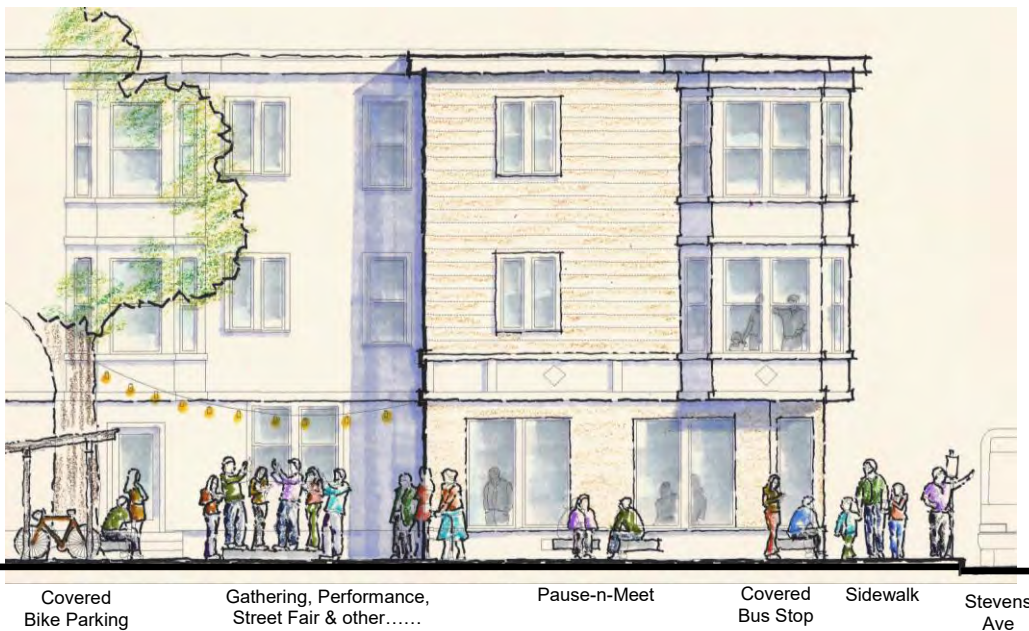
Site Concepts

- A Primary Commercial Entry** directly fronts Stevens Ave with high visibility.
- B Residential Entry & Secondary Commercial Entry**
- C Pedestrian Walkway and Shared Driveway** efficiently allows precious resources and land otherwise devoted to cars to instead be reallocated to the Village Pocket Park.
- D Village Pocket Park** features seating, landscaping, paving and provides neighborhood use for pause-n-meet, performances, sidewalk fairs etc.
- E Pedestrian Circulation System** shown dashed.
- F Existing Bus Stop** is sheltered by angled corner under projecting bay. Provides public seating, ideally positioned to visually track approaching inbound and outbound buses.



- G Covered Bike Parking** provides convenient, secure and weather protected spaces as incentive to bike-park-n-ride (bus).
- H Rain Garden Stormwater Treatment & Private Area for Residents**
- I Parking** at rear of site includes a handicap space. **Mixed Transportation** encourages a variety of transportation modes – walking, busing and biking - in addition to cars.
- J Carport** (Possible) features 4 parking stalls, each with a private secure utility shed.
- K Sculptural Feature**
- L Commercial Space Front**
- M Commercial Space Back**
- N Commercial Support Area**
- O Roy's Shoe Shop**
- P Abutting Property**, future new mixed use building.

New Village Pocket Park



502 Deering Center

I am interested as a community member.

Please update me occasionally by email.

Name	Email
Jeremy Zela	jeremy.zela@gmail.com
Jill Finberg	jfinberge@hotmail.com
CATHERINE Wentworth	ctwentworth@hotmail.com
Joy Gallant	gallant-joy@yahoo.com
Jennifer Frick	jfrick42@gmail.com
Katherine Kilcullen	cccec@maine.rr.com
Ann Dodd Collins	dbd1co@gmail.com
Don Lynch	JPLYNCH15@yahoo.com
Elliot Vacchiano	ejvacch@icloud.com
Kim Cook	KCook@gsmaine.com
Gregg & Kathy Adams	glassman21@yahoo.com
Jon Graffius	graffius@gmail.com
Alex Jackson	alias-adrianna@yahoo.com
KEVIN MOQUIN	kevin@kmq.me
Carol Pickering	cpickye@gmail.com
Vicky Poole	poolevictoria@gmail.com
MIKKI Jmes-Little	mikkijl@earthlink.net
MARZ DASCOLO	marz28@n2ne.it.com
Brian Daly	LB Daly26@gmail.com

502 Deering Center

I am interested as a community member.

Please update me occasionally by email.

[illegible]



Deering Center at the intersection of Stevens and Pleasant Avenues in the 1940s (MHS).

Neighborhood Meeting

Feb 1, 2017

Welcome

Lachman Architects & Planners



Deering Center at the intersection of Stevens and Pleasant Avenues in the 2010s

C i t y

V i l l a g e

P r o j e c t

Existing Site

New Site Concepts

Relocated Crosswalk

New Pocket Park

Improved Safety & Traffic

Zoning

Parking

Stevens Ave Streetscape

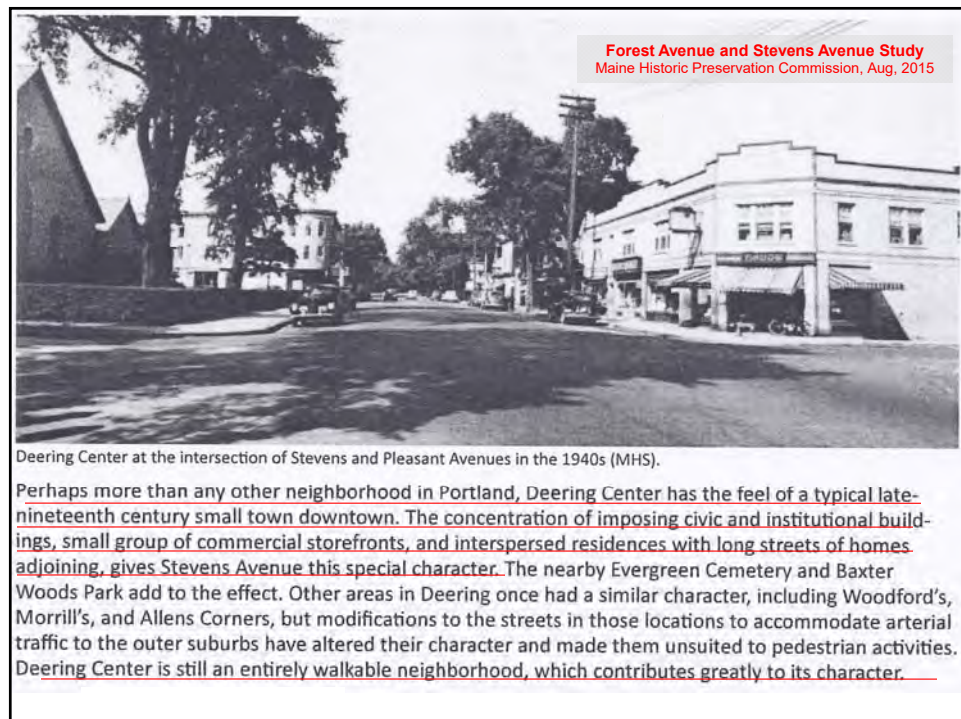
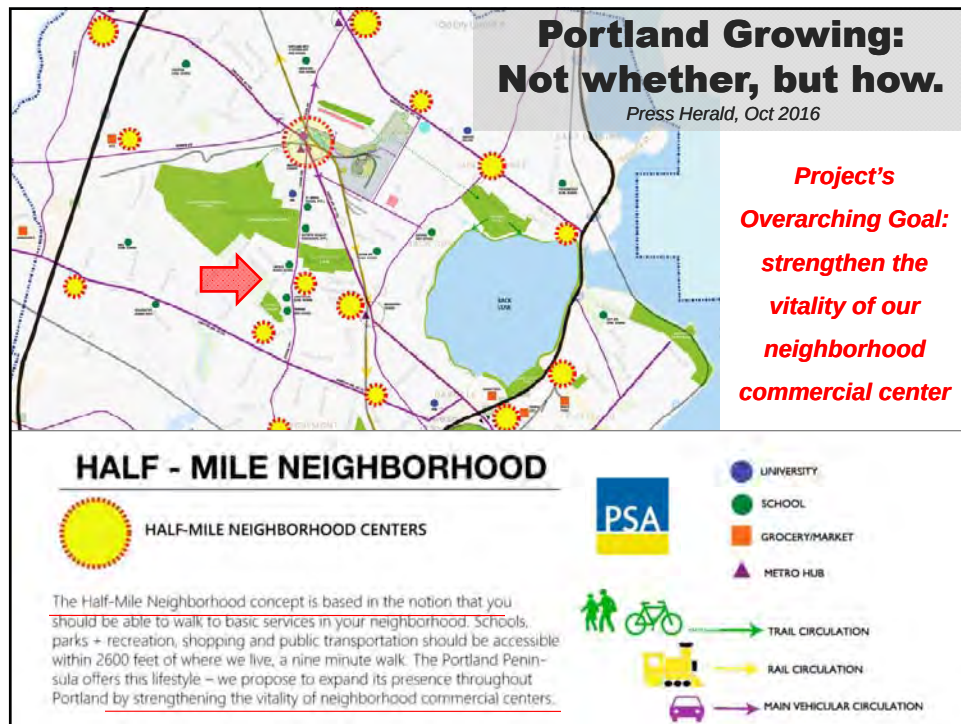
New Residential Units

New Commercial Space

Sustainability

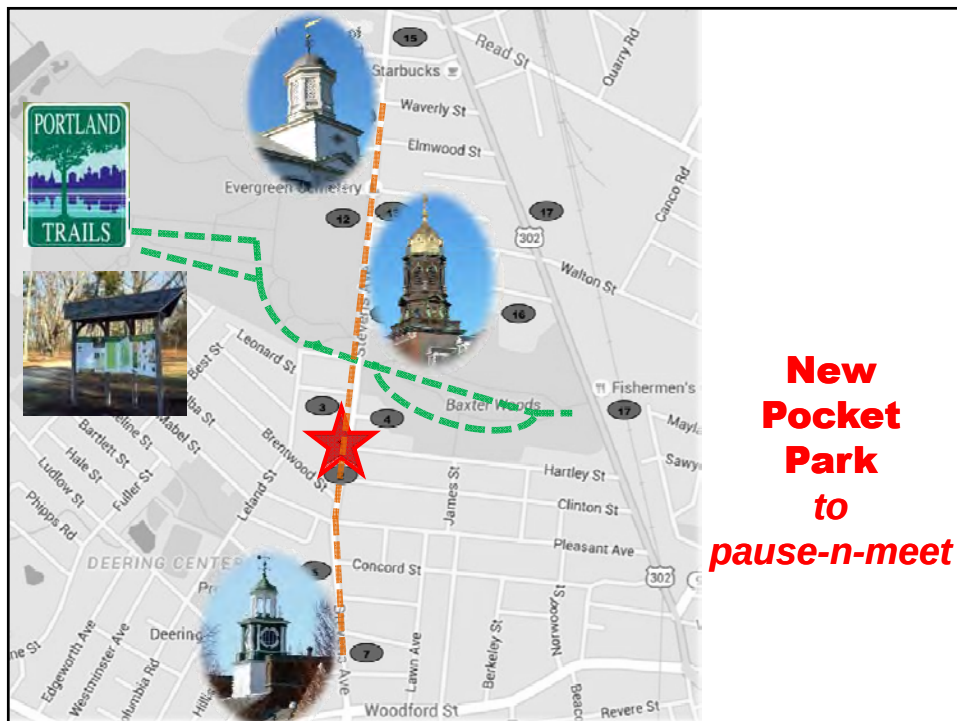
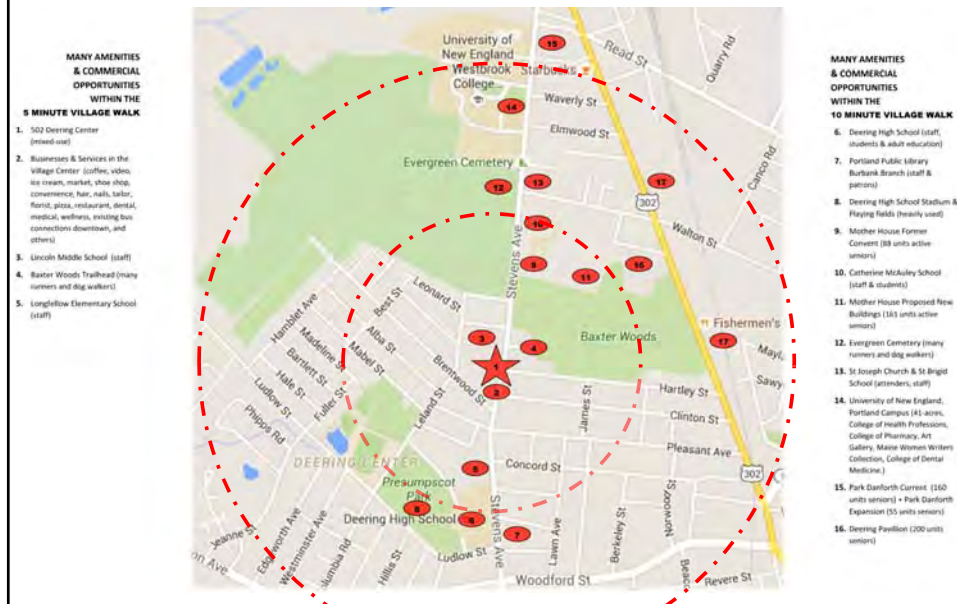
**Topics
Covered
Tonight**

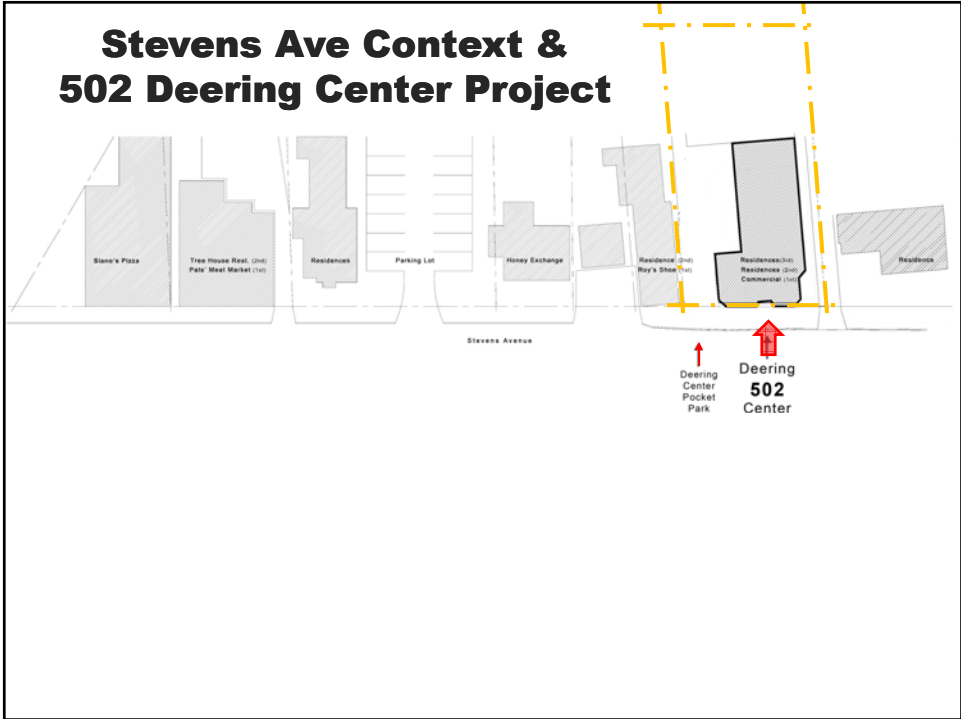
Lachman Architects & Planners



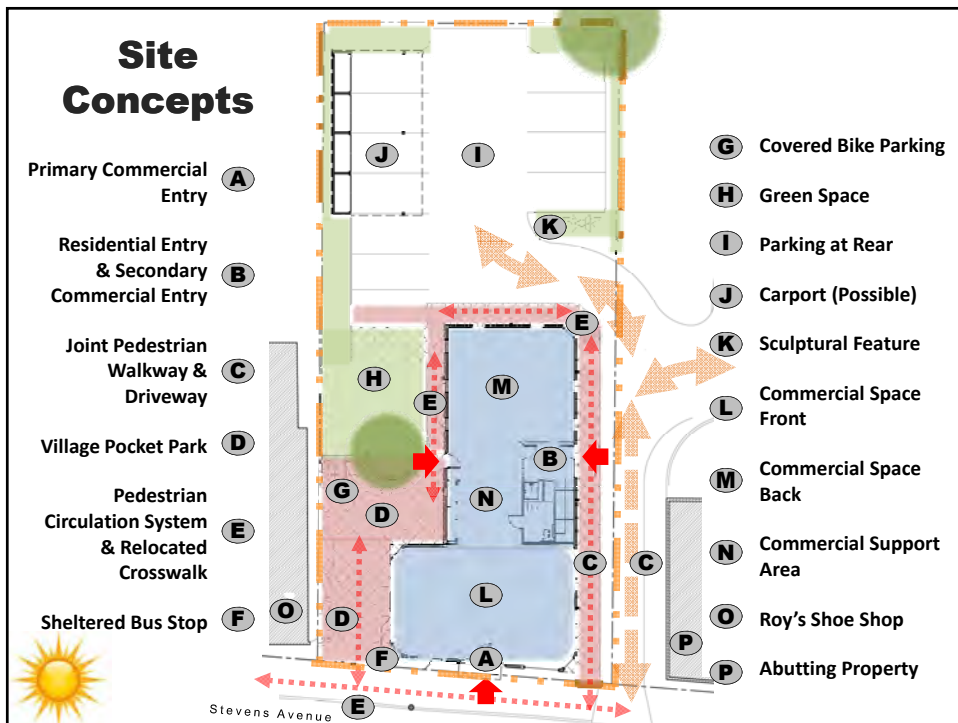
Deering Center Village – Entirely walkable

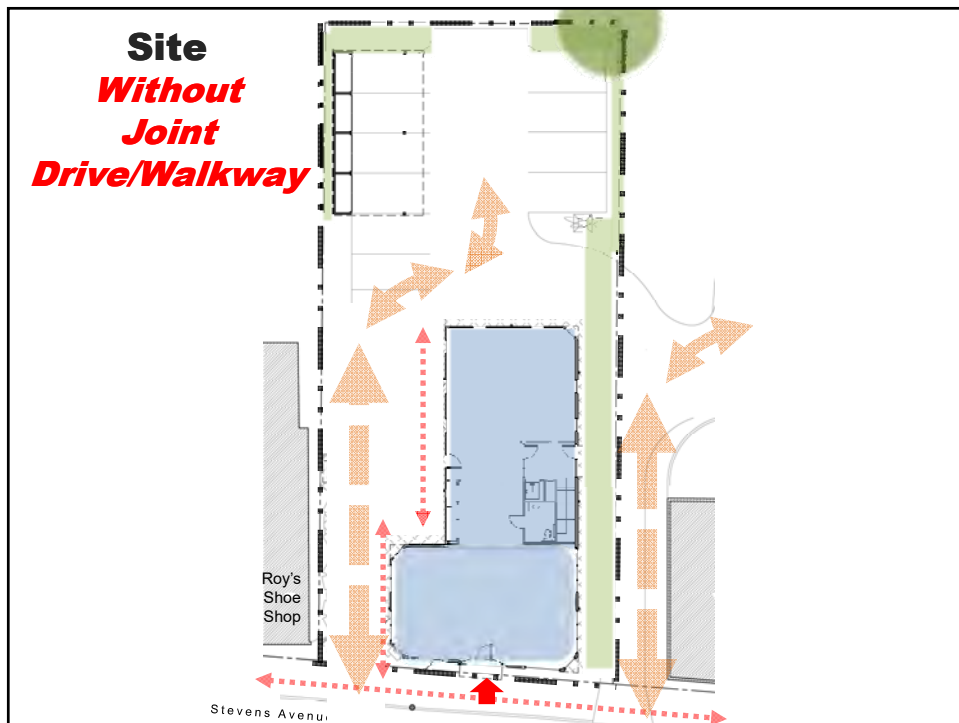
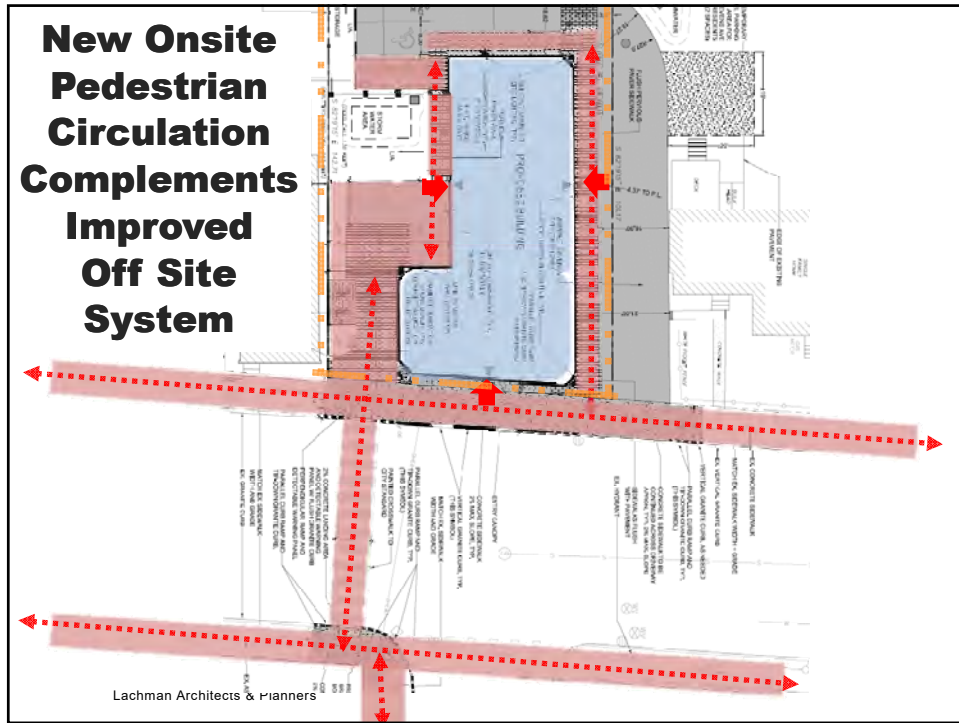
5 min/1/4 mile walk & 10 min/1/2 mile walk





502 Deering Center Site - Existing

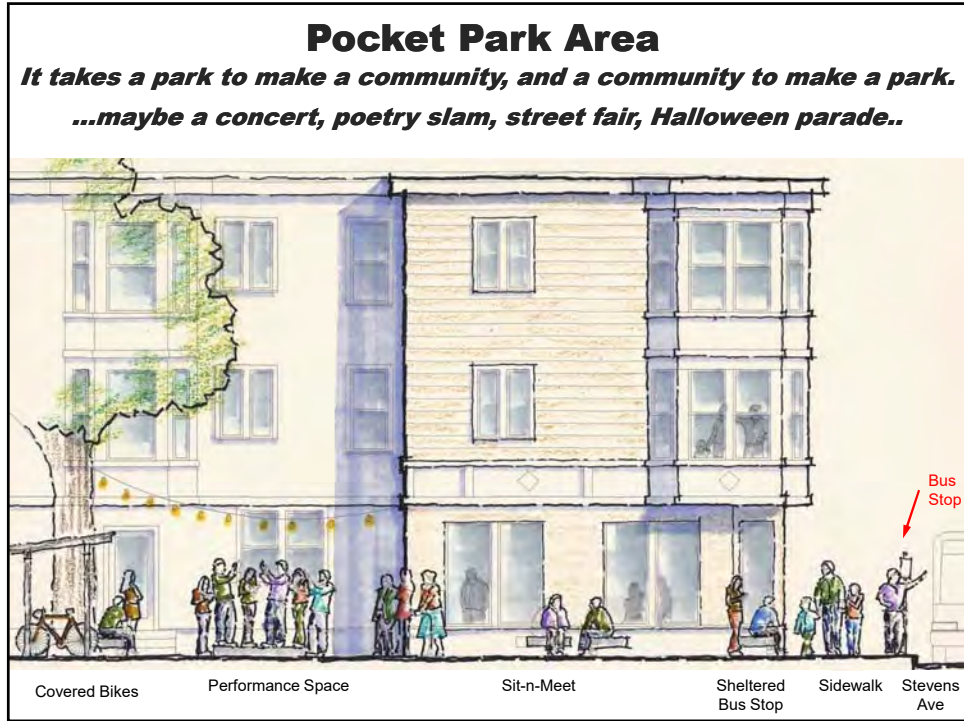






Pocket Park Instead of Driveway





Neighborhood Kiosk & Sheltered Bus Stop



Existing Parking & Danger





25 Vine Street Gardiner, ME 04345
(207) 582-5252 FAX (207) 582-1677
mainetrafficresources.com

Improved Safety

SUMMARY MEMORANDUM

TO: Mr. Patrick J. Carroll
Principal
Carroll Associates
217 Commercial Street, Suite 200
Portland, ME 04101

RE: Trip Generation and Safety Analyses for Proposed New
Apartments at 502 Stevens Avenue in Portland

dated December 22, 2016, the existing southerly properties will share the existing northerly curb cut. The proposed plan, one, will reduce allowable driveway movements from 8 to 4. Driveways do not allow a vehicle that has pulled out to turn right onto Stevens Avenue, the vehicle must back out to turn right. This eliminates this, with the added parking lot and turn around space to the rear of the site.

Lachman Architects & Planners

Reduced Curb Cuts

"The reduction in curb cuts from 2 to 1 will reduce allowable driveway movements from 8 to 4."

Improved Safety

"The proposed new plan eliminates (back outs), with the added parking lot and turn around space to the rear of the site."



25 Vine Street Gardiner, ME 04345
(207) 582-5252 FAX (207) 582-1677
mainetrafficresources.com

Traffic Impact

SUMMARY MEMORANDUM

TO: Mr. Patrick J. Carroll
Principal
Carroll Associates
217 Commercial Street, Suite 200
Portland, ME 04101

RE: Trip Generation and Safety Analyses for Proposed New R
Apartments at 502 Stevens Avenue in Portland

peak hour. Because the existing single-family home generates 16 AM and PM peak hours, only 16 AM and 13 PM peak hours at the site. This minimal level of new traffic would not impact off-site on traffic operations. Typically, a project impact unless it generates in excess of 25 to 35 new trips per hour. Commercial and retail/office development will generate a maximum of 25 to 35 new trips per hour. The number of lane hours for trips are further assigned northbound and southbound on Stevens Avenue. This minimal level of new traffic will have no impact off-site on traffic operations beyond the site drive.

Commercial Traffic

"This level of new traffic would not be expected to have any significant impact on traffic operations"

Residential Traffic

"This minimal level of new traffic will have no impact on traffic operations"



Where 'Share the Road' Is Taken Literally

By PAUL HOCKENOS APRIL 26, 2013

What Might Shared Use Look Like?

SPEED LIMITED A woonerf shared-space zone in the Dutch city of Delft. *Remond: Woonerf for 'Traffic' and 'Calm'*

"Woonerf" is what the Dutch call a special kind of street or group of streets that functions as shared public space — for pedestrians, cyclists, children and, in some cases, for slow-moving, cautiously driven cars as well.

Roughly translated as "living streets," the woonerf (pronounced VONE-erf) functions without traffic lights, stop signs, lane dividers or even sidewalks. Indeed, the whole point is to encourage human interaction; those who use the space are forced to be aware of others around them, make eye contact and engage in person-to-person interactions.

Purpose

...provide appropriate opportunities for the establishment of smallscale ground floor commercial uses to serve a local market, while preserving residential uses and character above the ground floor of structures.

Permitted Uses

Ground Floor	Upper Floors
1a. Residential	a. Residential
1c. Live/work studios	
2a. Professional, business, offices	
2b. Business services,	
2c. Personal services,	
2e. Retail establishments,	
2g. Studios for artists	
2h. Restaurants	

Portland Lyric Theatre Building (3rd fl)
Tree House Restaurant (2nd fl)
Residences
Parking Lot
The Honey Exchange
Residence (2nd fl)
Bay's Shoe Shop (1st fl)
Residences (A & B)
Commercial (1st fl)
Lincoln Middle School (behind)

B1-b Neighborhood Business Zone

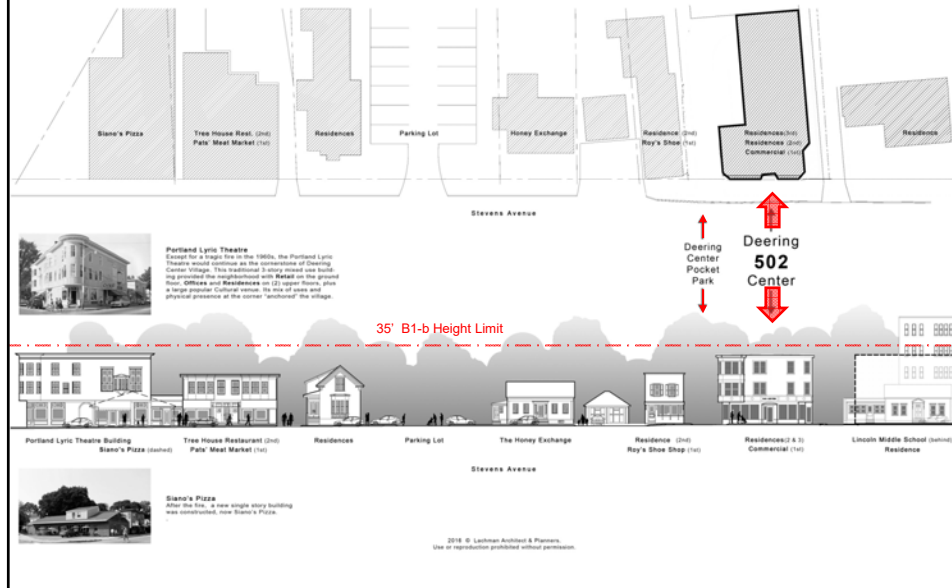
Parking
all required parking accommodated onsite

Stevens Avenue

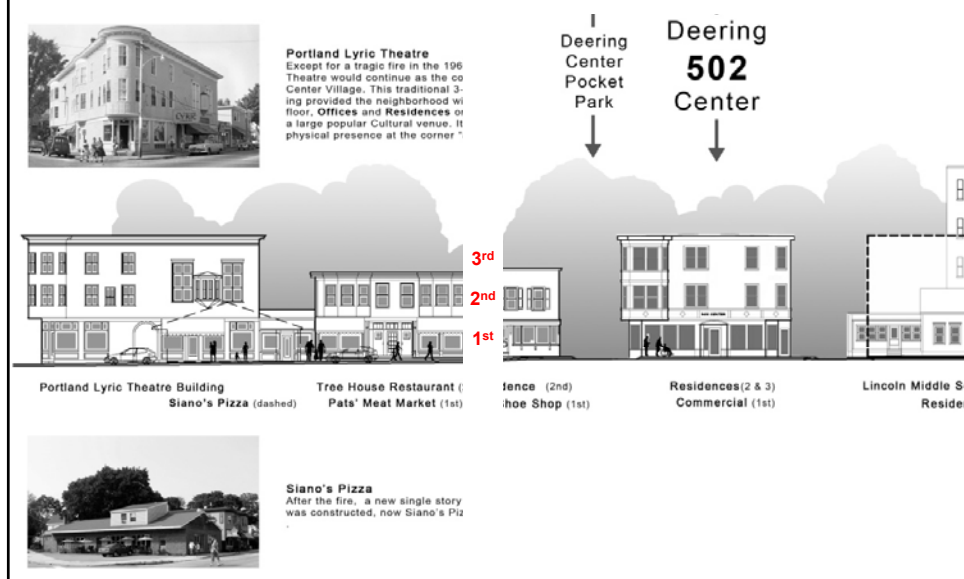
Residential Use	
2 stalls/DU x 4 units =	8
Retail Use	
0 stall <2000sf =	0
Stalls Required	8
Stalls Provided	10
Balance	+2

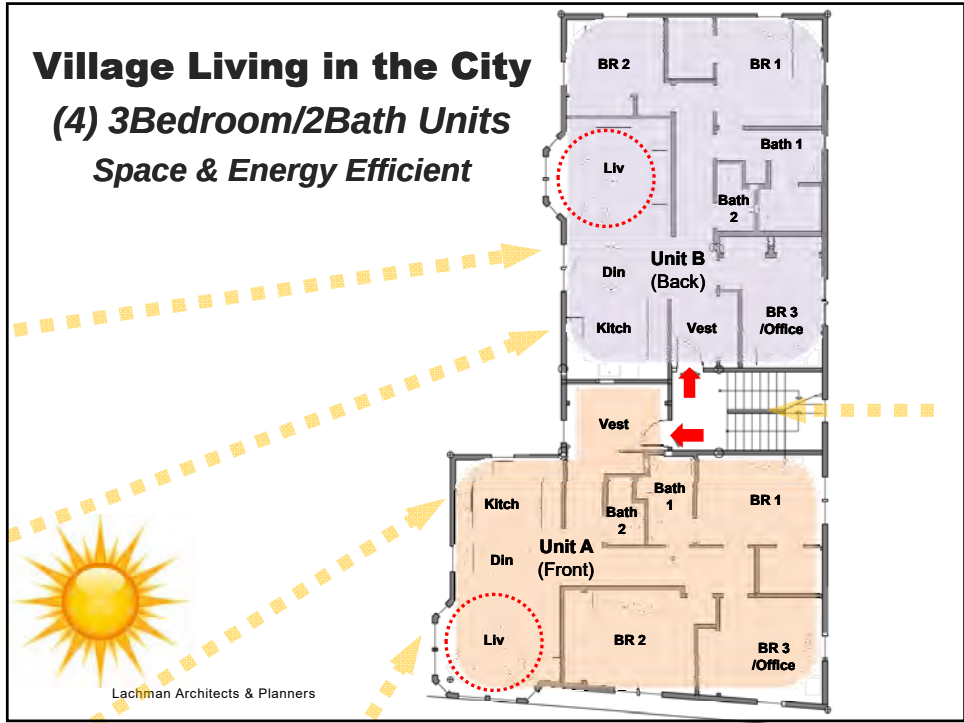
Residential Use	
2 stalls/DU x 4 units =	8
Office Use	
1 stall/400sf/800sf =	2
Retail Use	
0 stall <2000sf =	0
Stalls Required	10
Stalls Provided	10
Balance	0

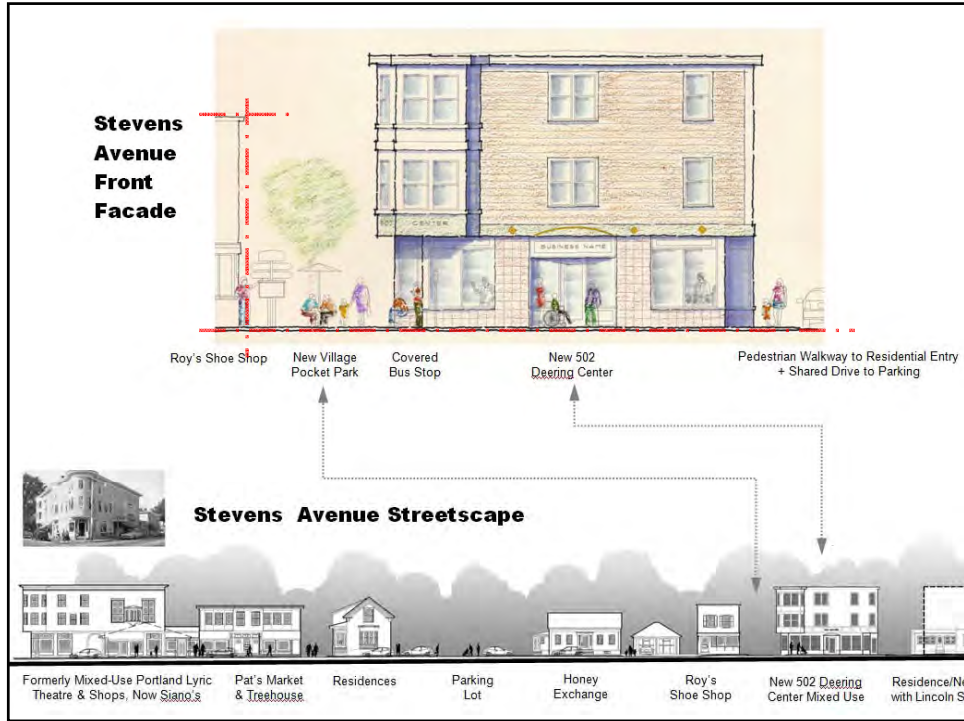
Stevens Streetscape – Bldg Height & Mass

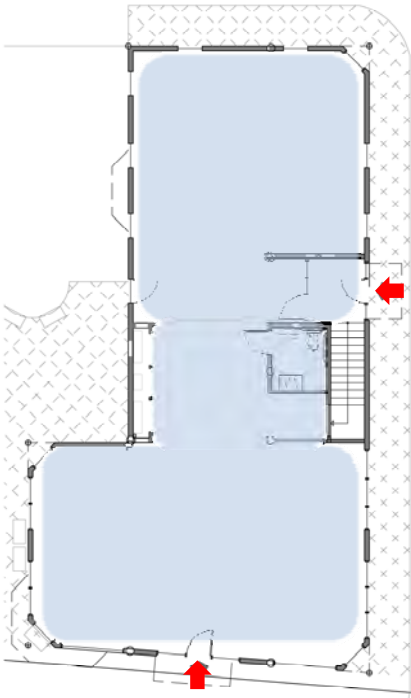


Stevens Streetscape *complement gracefully, rather than make a trendy statement*



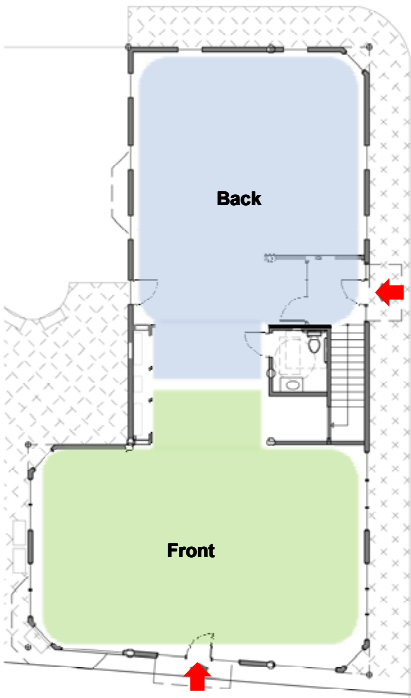






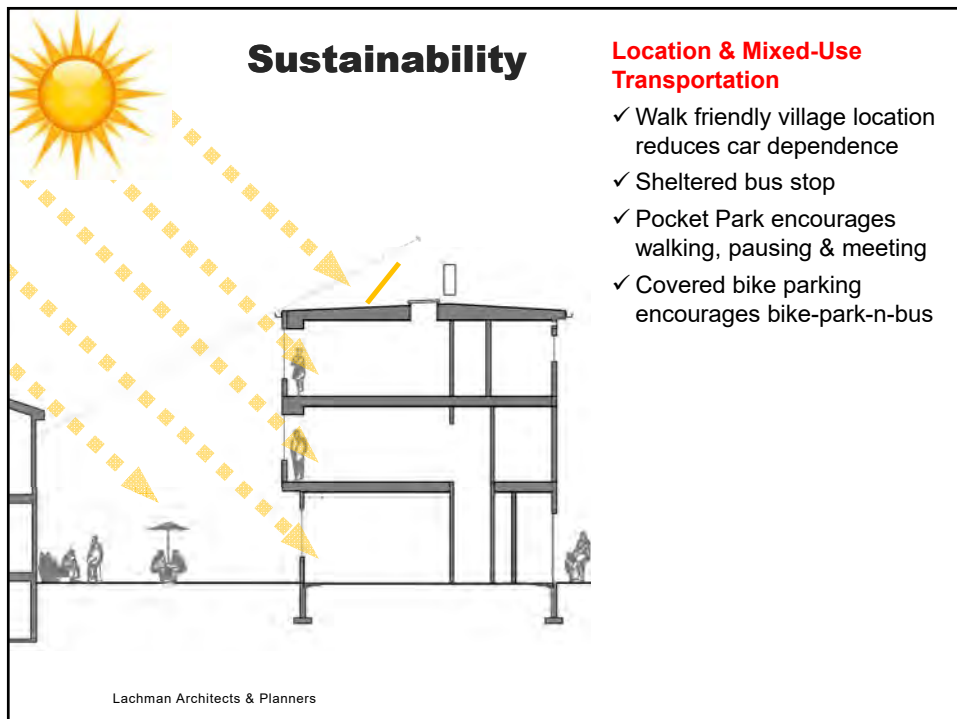
Commercial Space
*flexible to accommodate **single** or **double tenant(s)** with neighborhood-based uses*

- Retail
- Co-working
- Classes (kids & adults)
- Food
- Artists' Studios
- Wellness
- Others



Commercial Space
*flexible to accommodate single or **double tenant(s)** with neighborhood-based uses*

- Retail
- Co-working
- Classes (kids & adults)
- Food
- Artists' Studios
- Wellness
- Others



18



Highlights & Takeaways

Contribute Vitality: social + economic activity = vitality

Local: of the hood, by the hood, for the hood

Mixed Transportation: covered bus stop + covered bike parking + walk friendly = reduce car dependency

Collaborate: neighbor collaboration + shared driveway = pocket park

New Businesses: 2000 sf new commercial = economic & people activity

New Residents: (4) units = economic & people activity

Pocket Park: it takes a place to create a community and a community to create a place

High Standards: good neighborhood fit, set & meet high expectations for new development



Deering Center at the Intersection of Stevens and Pleasant Avenues in the 1940s (MHS).

**Thank
you**

**The best way
to shape our
future is to
create it.**

Lachman Architects & Planners



Deering Center at the Intersection of Stevens and Pleasant Avenues in the 2010s

February 8, 2017

To: **City Staff and Planning Board**

RE: **502 Deering Center (2016-290) – Neighborhood Meeting Minutes**

The Neighborhood Meeting was held February 1 at the Central Square Baptist Church at 7 pm. About 45 neighborhood people attended.

The meeting began with a PowerPoint presentation by Denis Lachman, describing the location in the neighborhood, the new building, off street parking, and the proposed pocket park. It also showed floor plans for commercial first floor and second and third floor apartments. People asked many questions, but as the presentation continued most of the questions were answered.

Comments following the PowerPoint were mostly to get more information about the project, and interest in first floor commercial possibilities. Several questions were asked pertaining to parking and traffic impact. It was explained that the parking is within current zoning requirements and that the traffic report stated that this small development will have no real impact on traffic. On street parking is readily available all around these city streets. People were happy to learn that when the project is complete there will be fewer curb cuts overall and no more backing into the traffic lane.

Other comments were all supportive, including:

- Great model for infill project.
- Appropriate size
- Sensitive design
- The public space use much appreciated.

Meeting adjourned at about 8:15.

Submitted by Kiya Smith, Feb. 3, 2017

Consultants:

OWNER / APPLICANT:

502 DEERING CENTER, LLC
55 Hamblet Avenue
Portland, ME 04103

ARCHITECT:

LACHMAN ARCHITECTS & PLANNERS
58 Fore Street, Bldg 30
Portland, ME 04101
(207) 831-8585

LANDSCAPE ARCHITECT:

CARROLL ASSOCIATES
217 Commercial Street, Suite 200
Portland, ME 04101
(207) 772-1552

ENGINEER:

PINKHAM & GREER CIVIL ENGINEERS
28 Vannah Avenue
Portland, ME 04103
(207) 781-5242

SURVEYOR:

FOUR POINTS ASSOCIATES, INC.
9 Ralph Avenue
Lewiston, ME 04240
(207) 577-5840

502 DEERING CENTER

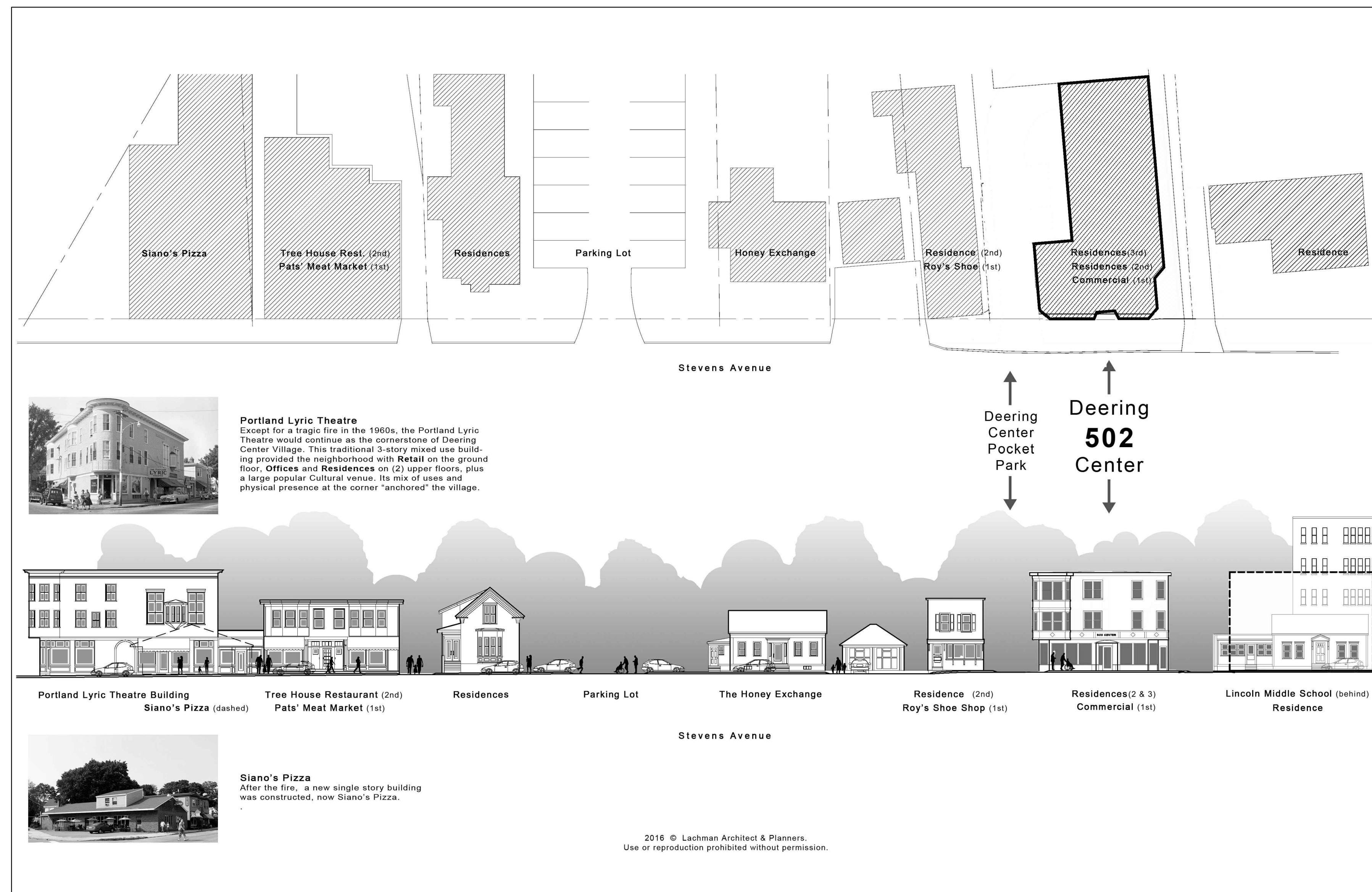
502 STEVENS AVENUE PORTLAND, ME

TAX MAP
16NE, LOT 135-E009

Plan 1

Plan Index :

- C 0.0 EXISTING CONDITIONS SURVEY
- C 1.0 DEMOLITION AND SITE PREP PLAN
- C 2.0 SITE PLAN
- C 3.0 SUBDIVISION PLAN
- C 4.0 GRADING AND STORMWATER MANAGEMENT
- C 5.0 UTILITIES PLAN
- C 6.0 CIVIL DETAILS
- C 7.0 CIVIL DETAILS
- C 8.0 SITE DETAILS
- C 9.0 EROSION CONTROL PLAN AND NOTES
- C 10.0 DRAINAGE ANALYSIS DEVELOPED CONDITIONS
- C 10.1 DRAINAGE ANALYSIS EXISTING CONDITIONS
- L 1.0 LANDSCAPE AND LIGHTING PLAN
- L 2.0 LANDSCAPE DETAILS
- PHOTOMETRIC PLAN
- A1.0 LOWER LEVEL PLAN WITH SITE
- A1.1 1ST FLOOR PLAN WITH SITE
- A1.2 2ND & 3RD FLOOR PLAN
- A2.0 FRONT (EAST) ELEVATION & BUILDING SECTIONS
- A2.1 FRONT (EAST) ELEVATION
- A2.2 SIDE (SOUTH) ELEVATION
- A2.3 SIDE (NORTH) ELEVATION
- A2.4 REAR (WEST) ELEVATIONS
- A2.5 CARPORT (PH 2) AND BIKE SHELTER (PH 2)
- A3 KEYED NOTES, FEATURES & DESCRIPTIONS



ISSUED FOR: SITE PLAN REVIEW - FINAL

ISSUE DATE: DECEMBER 22, 2016

REVISED DATE: FEBRUARY 7, 2017

502 DEERING CENTER

A1.0

**LOWER FLOOR PLAN
with SITE PLAN**

No Lower Level

Total Footprint 2505 sf gross

Space C 1132 sf

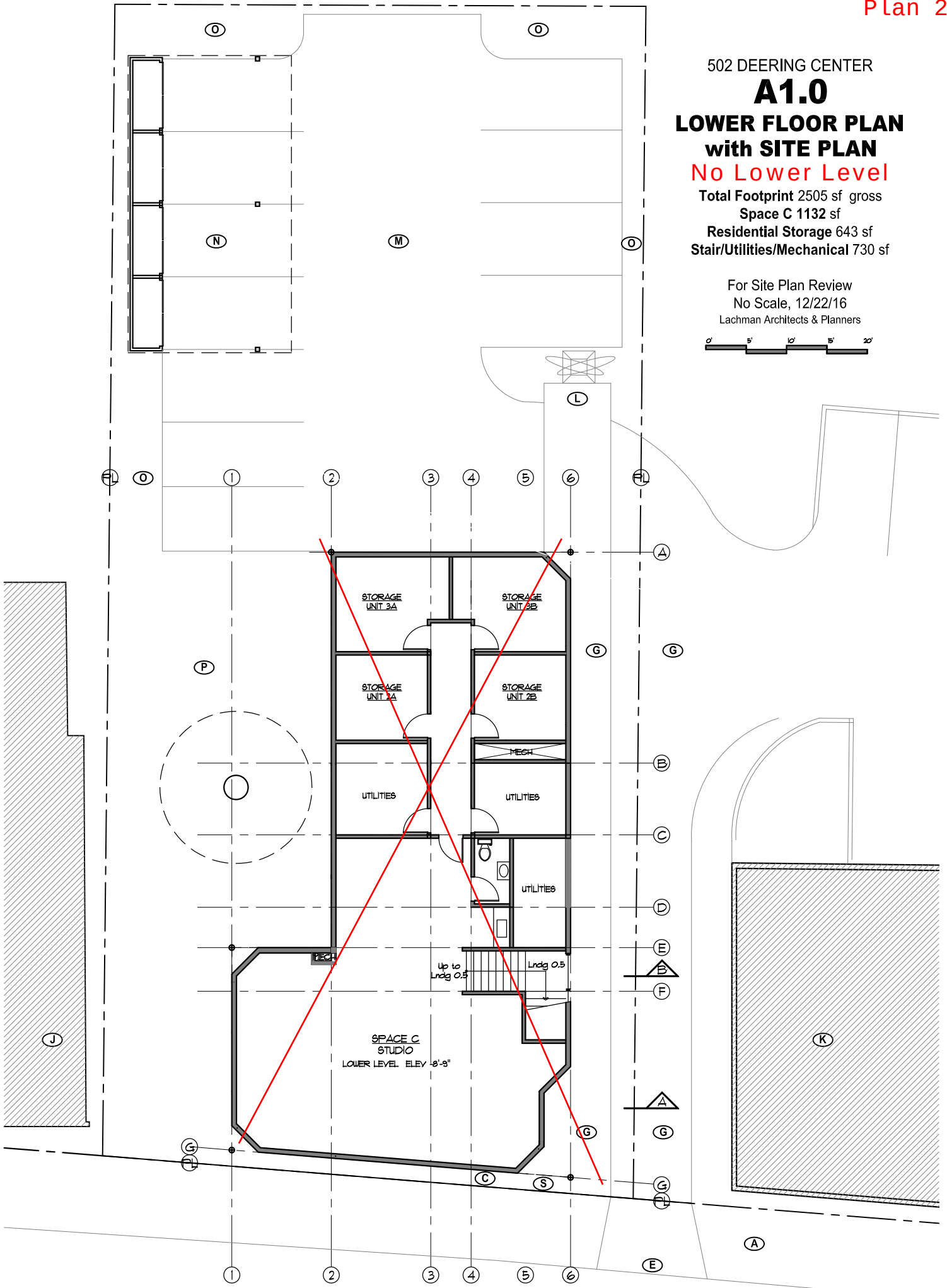
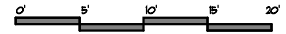
Residential Storage 643 sf

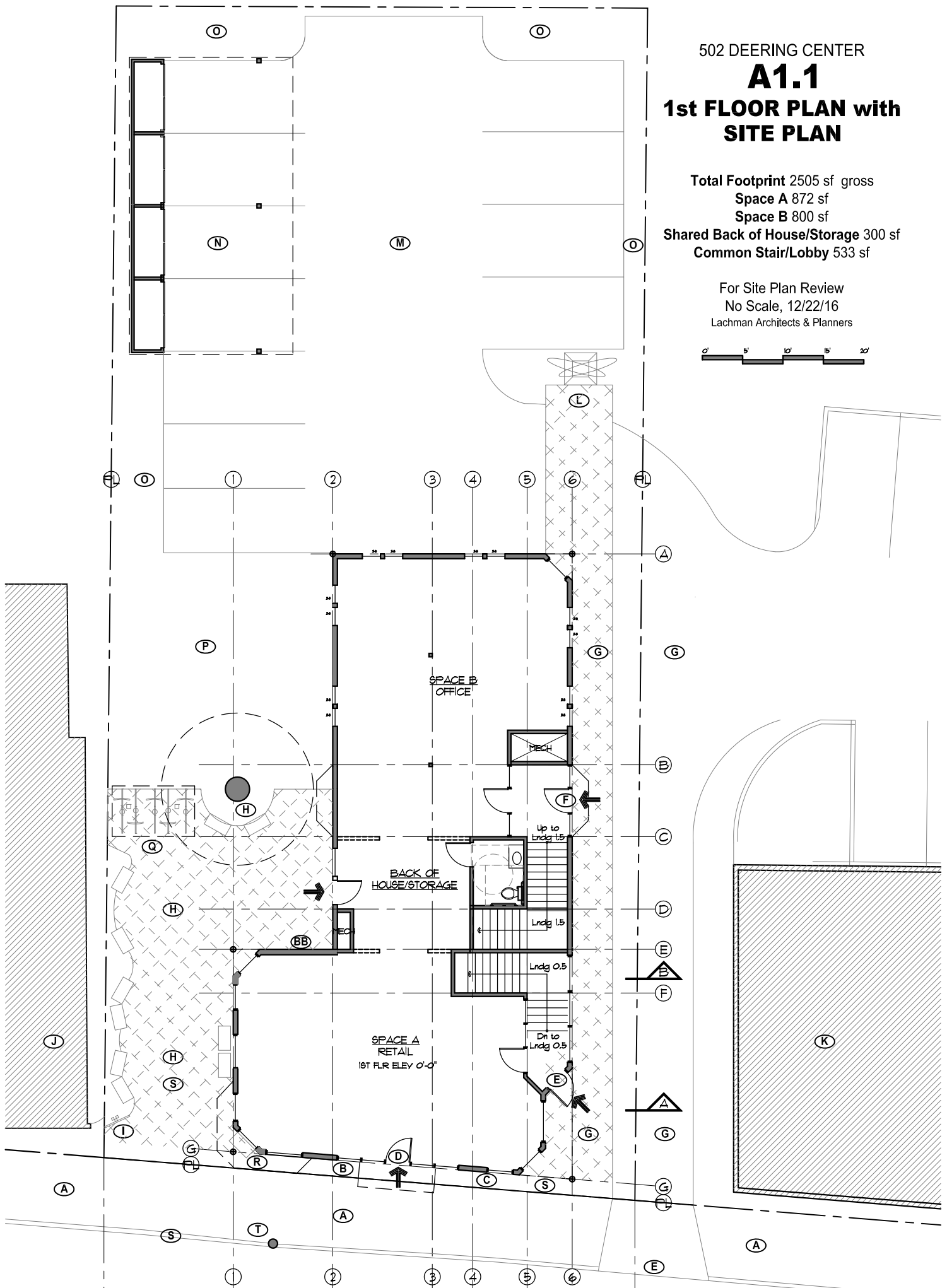
Stair/Utilities/Mechanical 730 sf

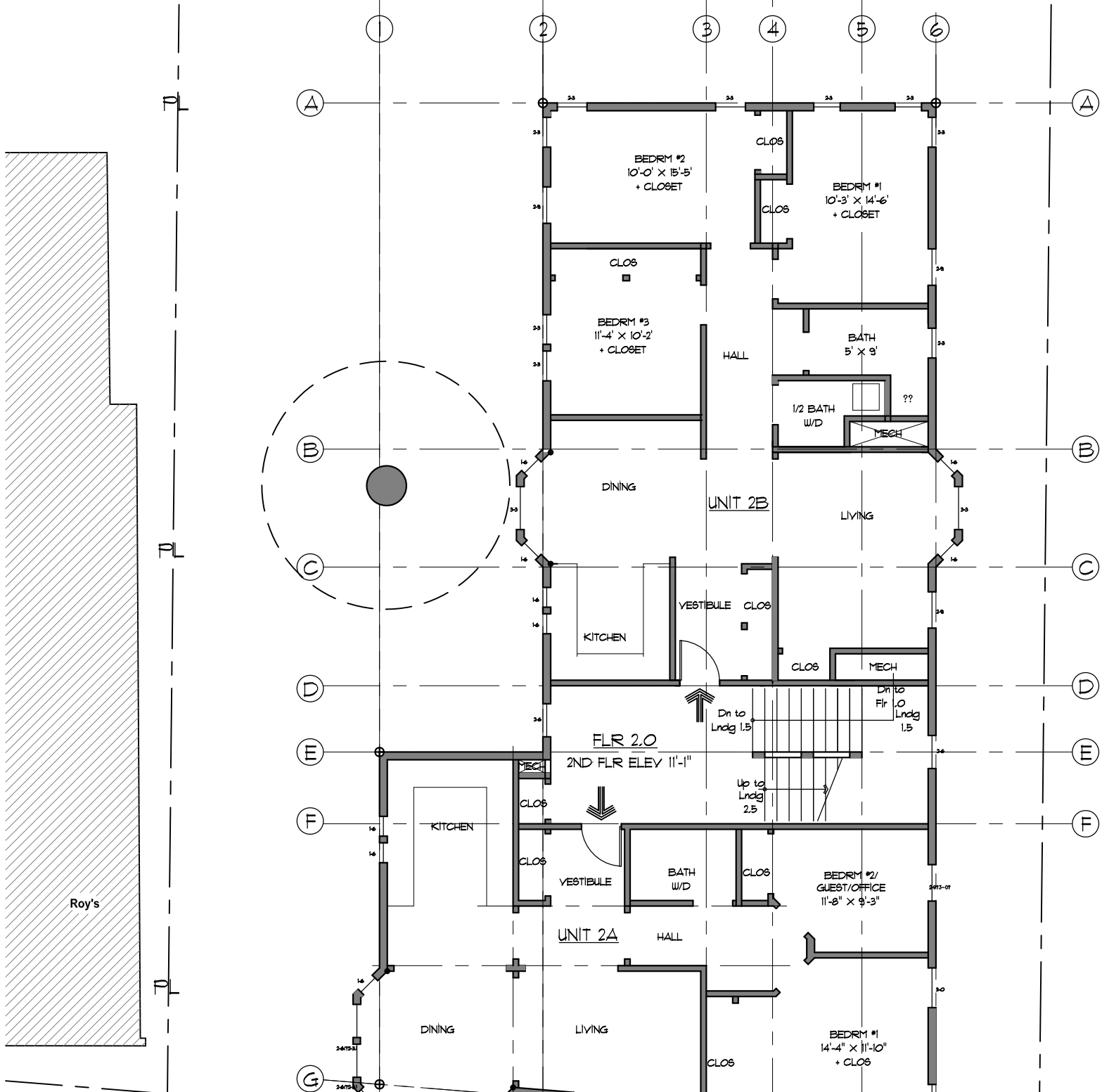
For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners







502 DEERING CENTER

A1.2 **2ND & 3RD FLR PLAN** **Residential Units**

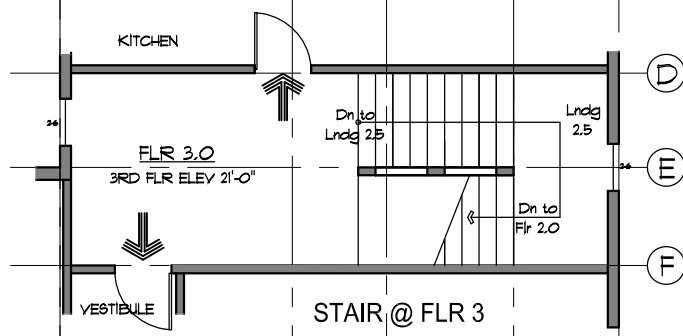
Total 2nd & 3rd Flr Each 2639 gross (stair/hall inc)

Unit 2A 2BR 1010 sf gross (stair/hall not inc)

Unit 2B 3BR 1339 sf gross (stair/hall not inc)

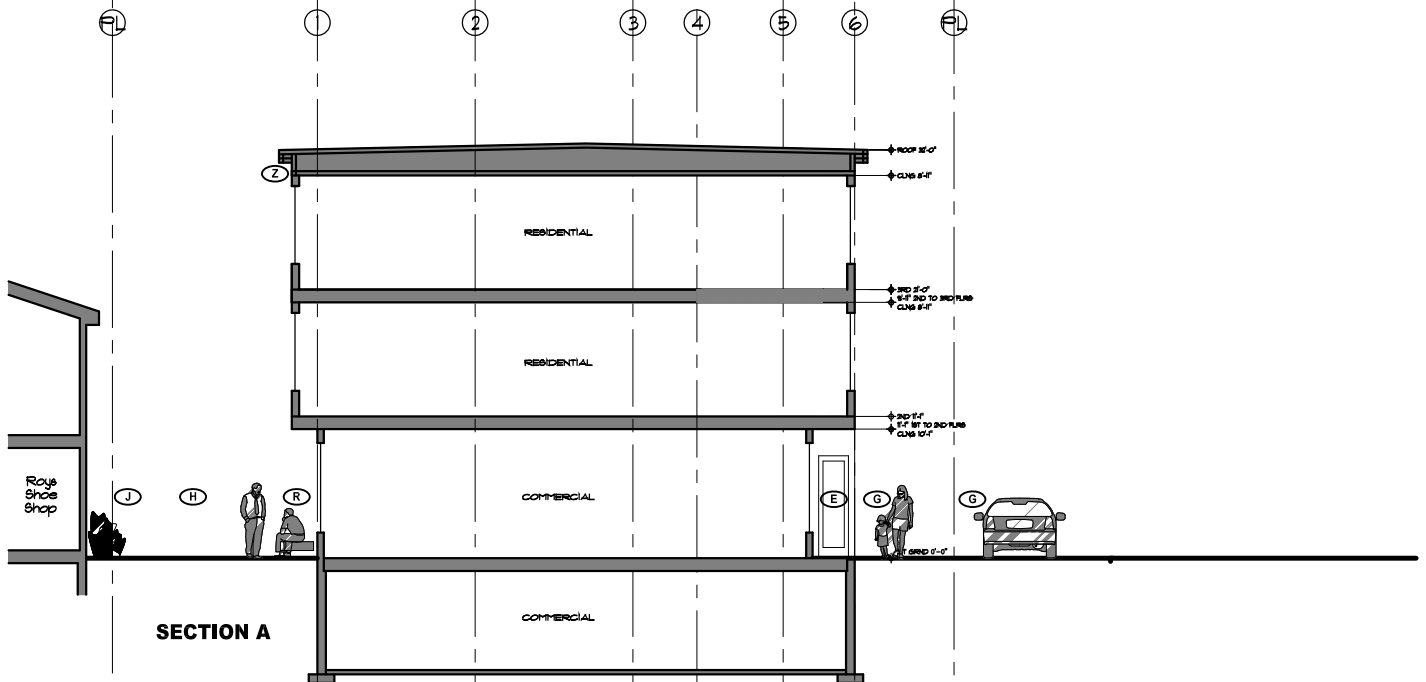
For Site Plan Review, No Scale, 12/22/16

Lachman Architects & Planners

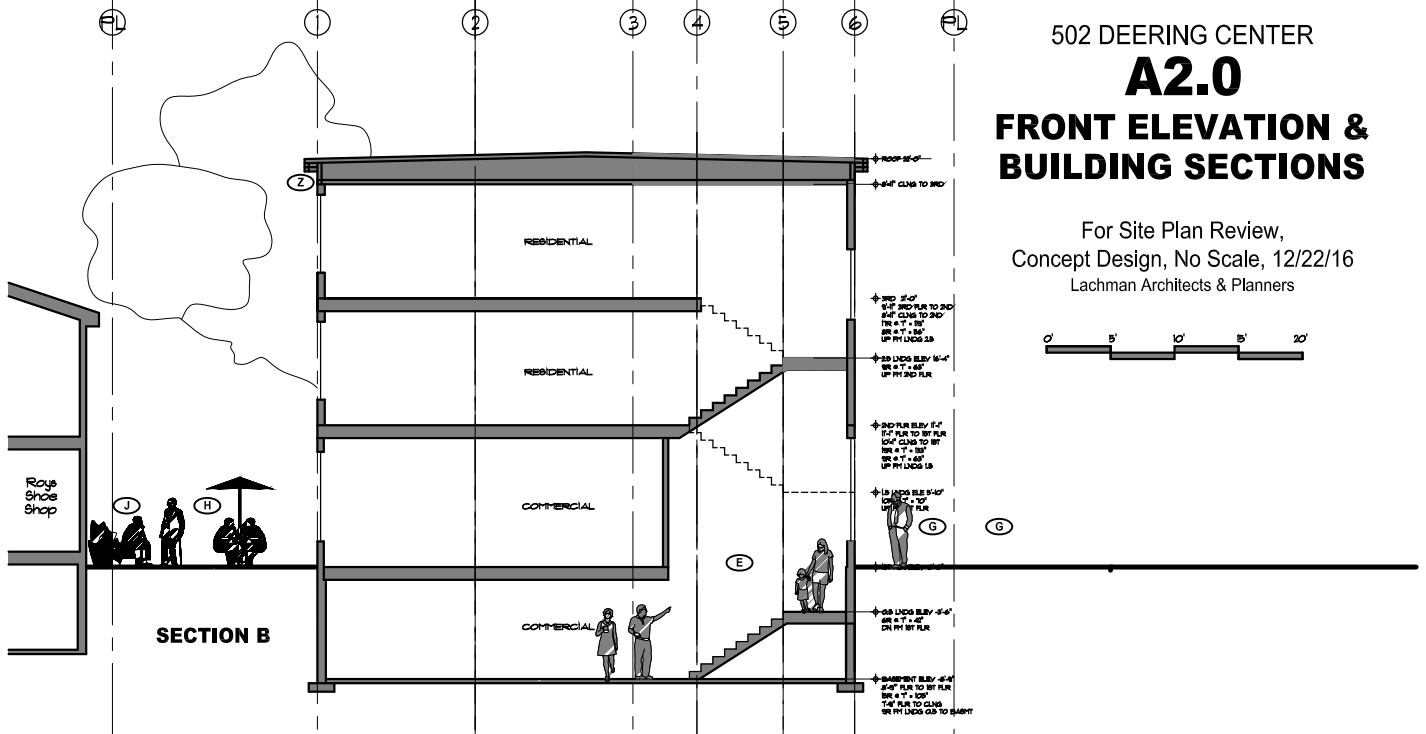




FRONT ELEVATION @ Stevens Ave



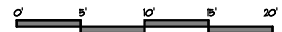
SECTION A



SECTION B

502 DEERING CENTER
A2.0
FRONT ELEVATION & BUILDING SECTIONS

For Site Plan Review,
 Concept Design, No Scale, 12/22/16
 Lachman Architects & Planners





FRONT ELEVATION @ Stevens Ave

502 DEERING CENTER

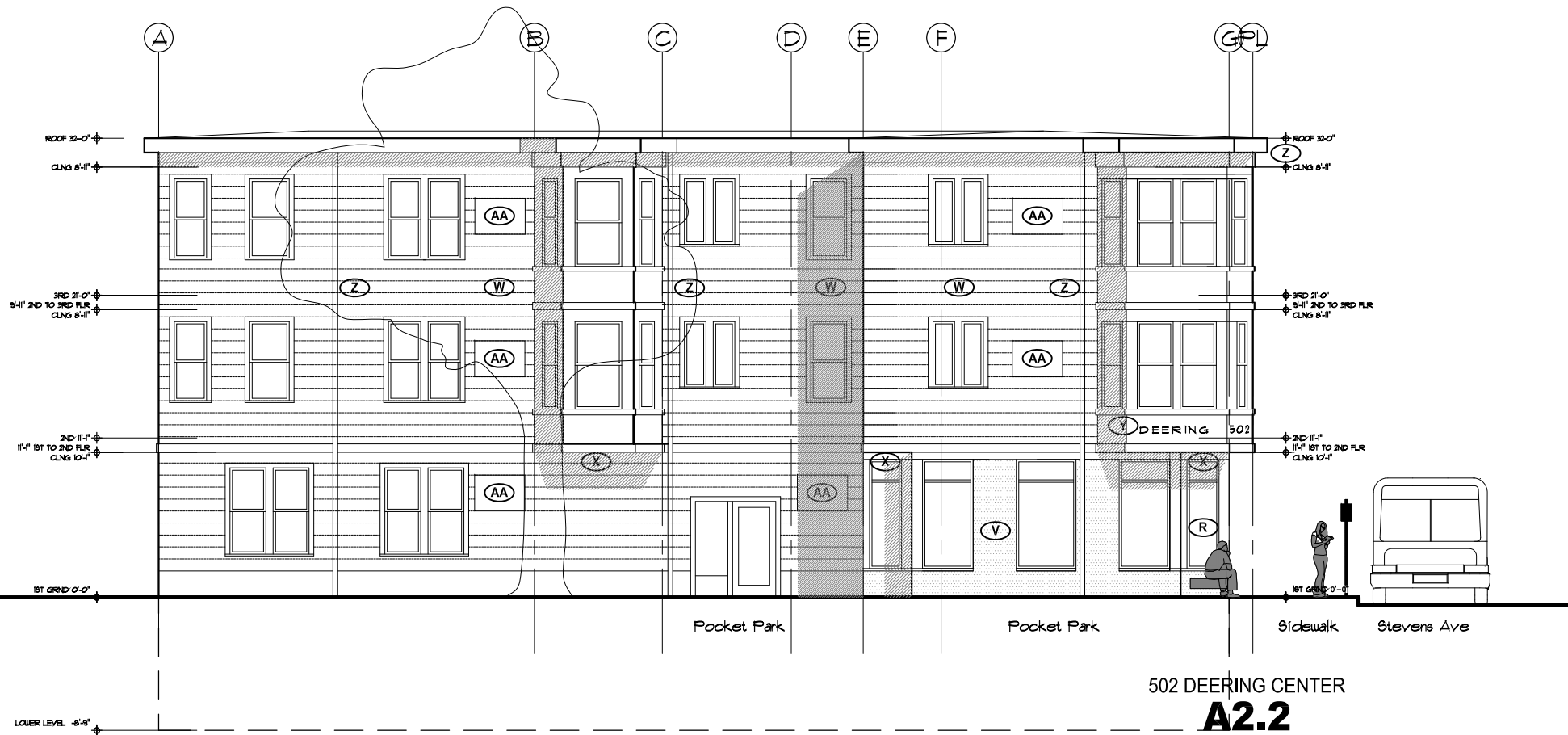
A2.1

FRONT ELEVATION

FRONTING STEVENS AVE

For Site Plan Review
No Scale, 12/22/16
Lachman Architects & Planners



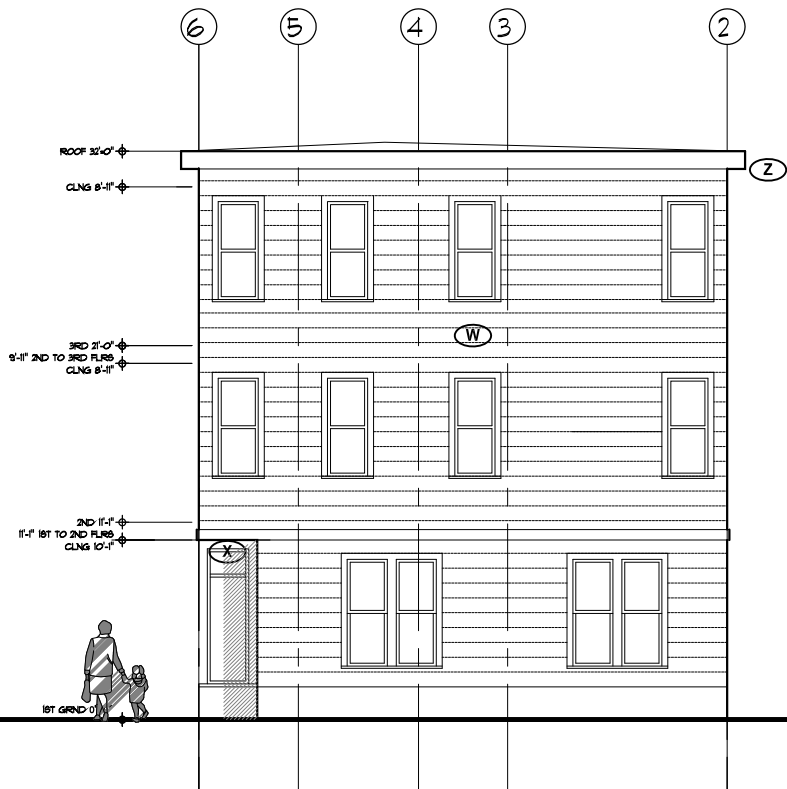


502 DEERING CENTER
A2.2
SIDE (SOUTH) ELEVATION
 FRONTING POCKET PARK

For Site Poan Review, No Scale, 12/22/16
 Lachman Architects & Planners

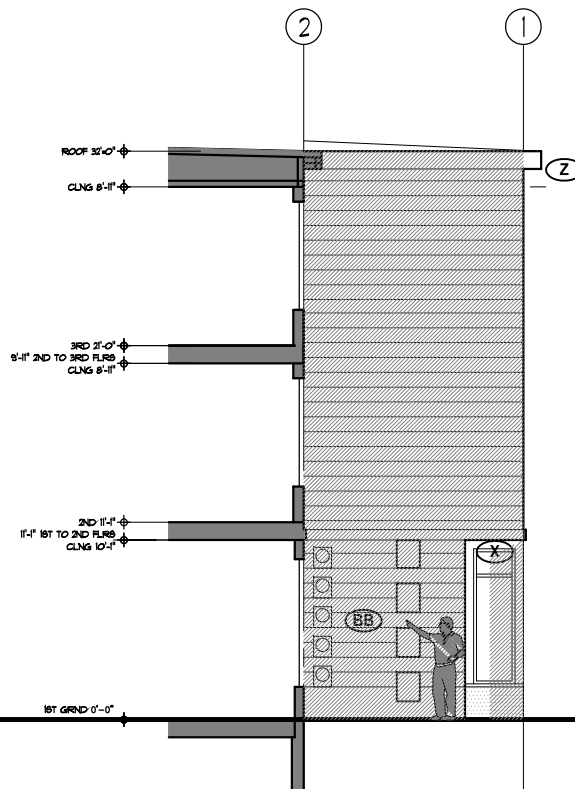






502 DEERING CENTER
A2.4
REAR (WEST) ELEVATION
 FRONTING PARKING AREA

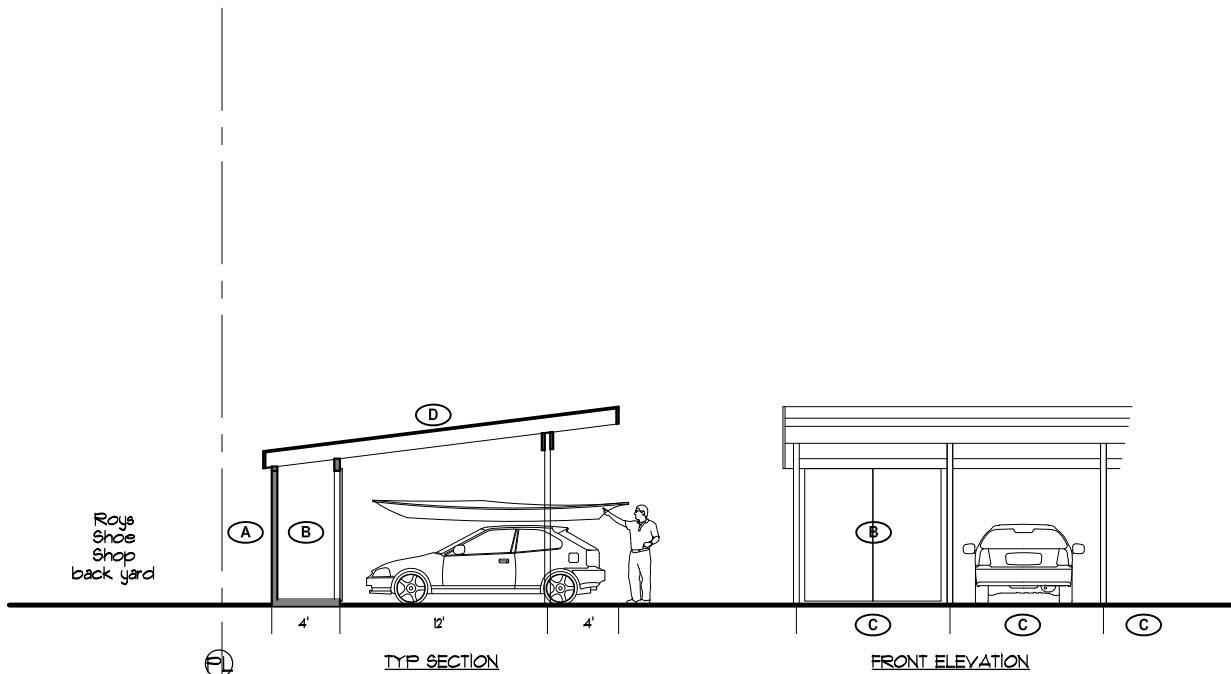
For Site Plan Review. No Scale, 12/22/16
 Lachman Architects & Planners



502 DEERING CENTER
A2.4
PARTIAL REAR (WEST)
ELEVATION @ GRID E

For Site Plan Review. No Scale, 12/22/16
 Lachman Architects & Planners





A Setback, BI-b to BI-b none required

B Utility Shed for residents, 1 per unit, 4' d x 8'h, each with pair of 4 x 8 sliding barn doors.

C Typ Parking Stall, 9' w x 17.5' d.

D Roof, shallow pitch

502 DEERING CENTER

A2.5

**CARPORT (Phase 2) &
BIKE SHELTER (Phase 2)**

For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners

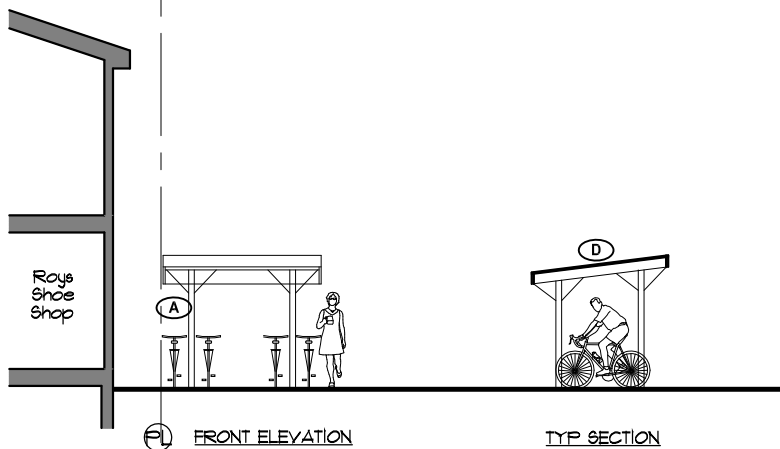


Diagram showing a wall section with dimensions and callouts:

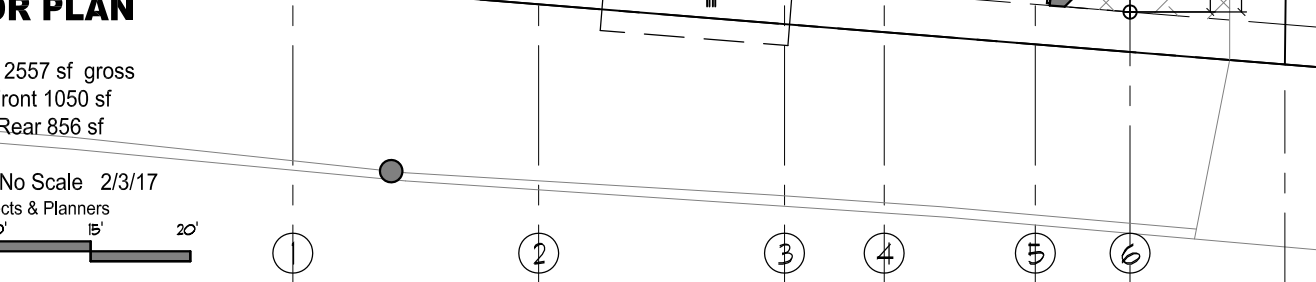
- Dimensions: 12'-4", 12'-4", 29'-8", 5'-0", 7'-7", 4'-9"
- Callouts: 1, 2, 3, 3.9, 4, 5, 6
- Notes: 3-29-6, 3-29-6

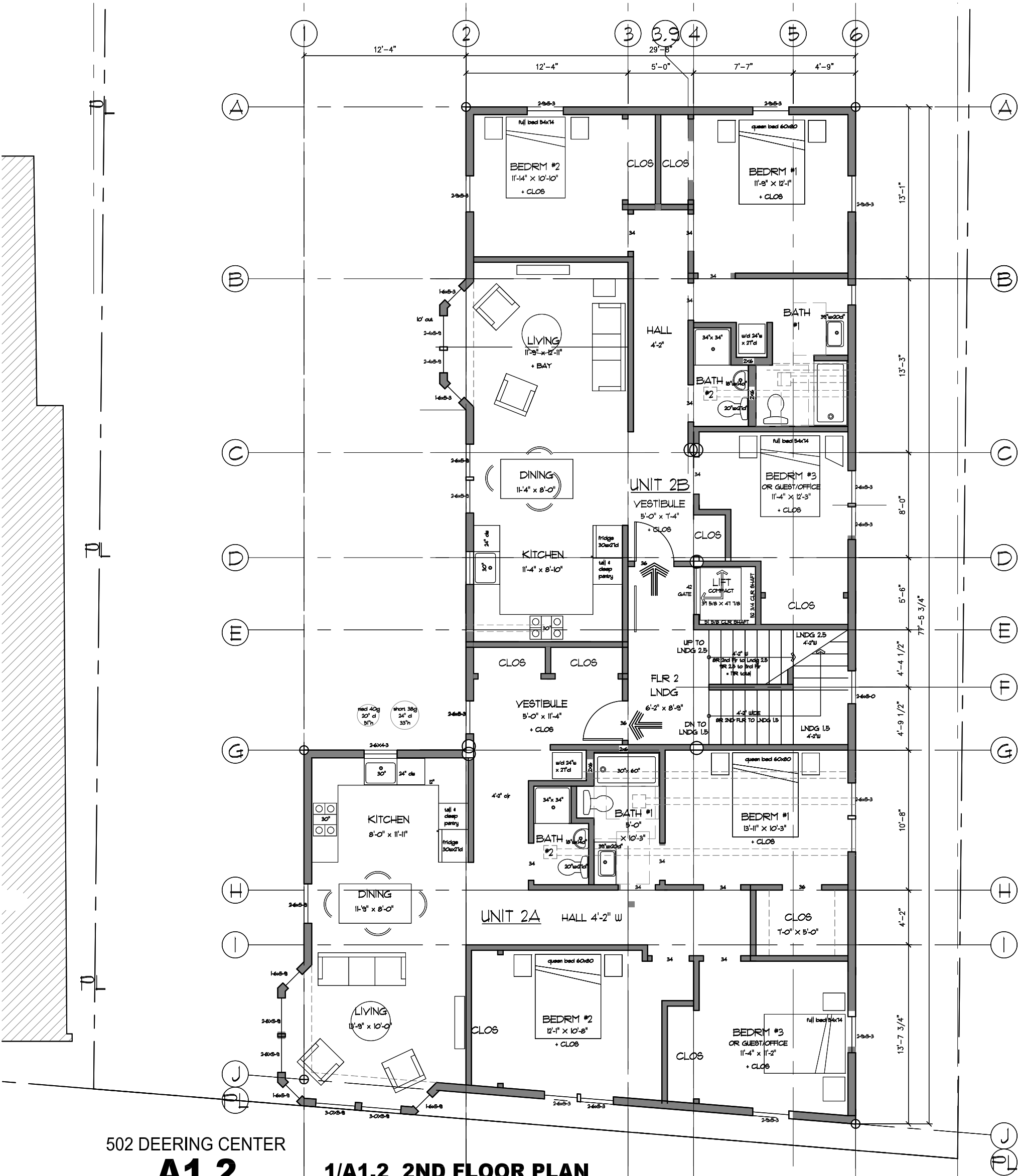
[illegible]

A1.1

Total Footprint 2557 sf gross
Commercial Front 1050 sf
Commercial Rear 856 sf

Lachman Architects & Planners



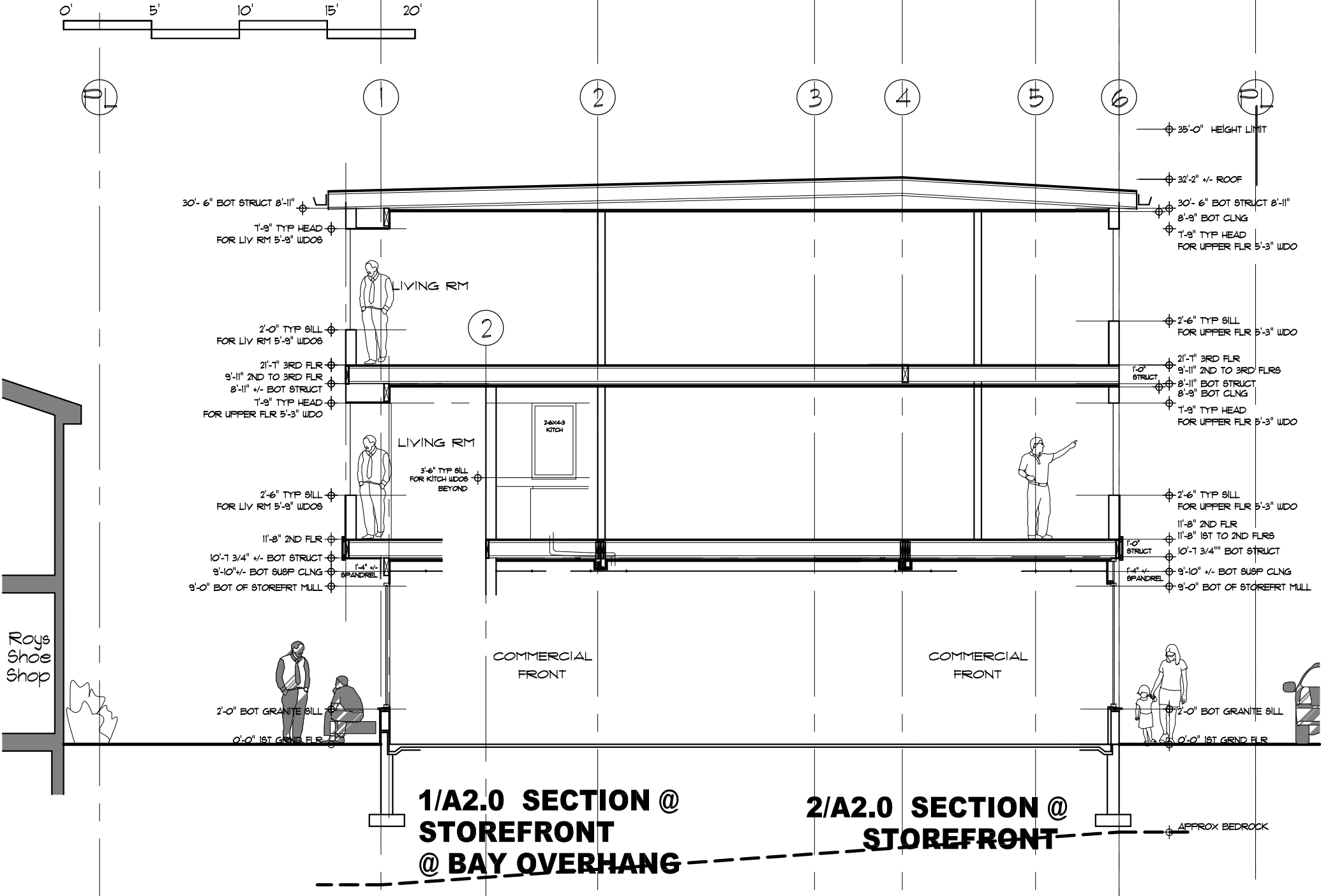


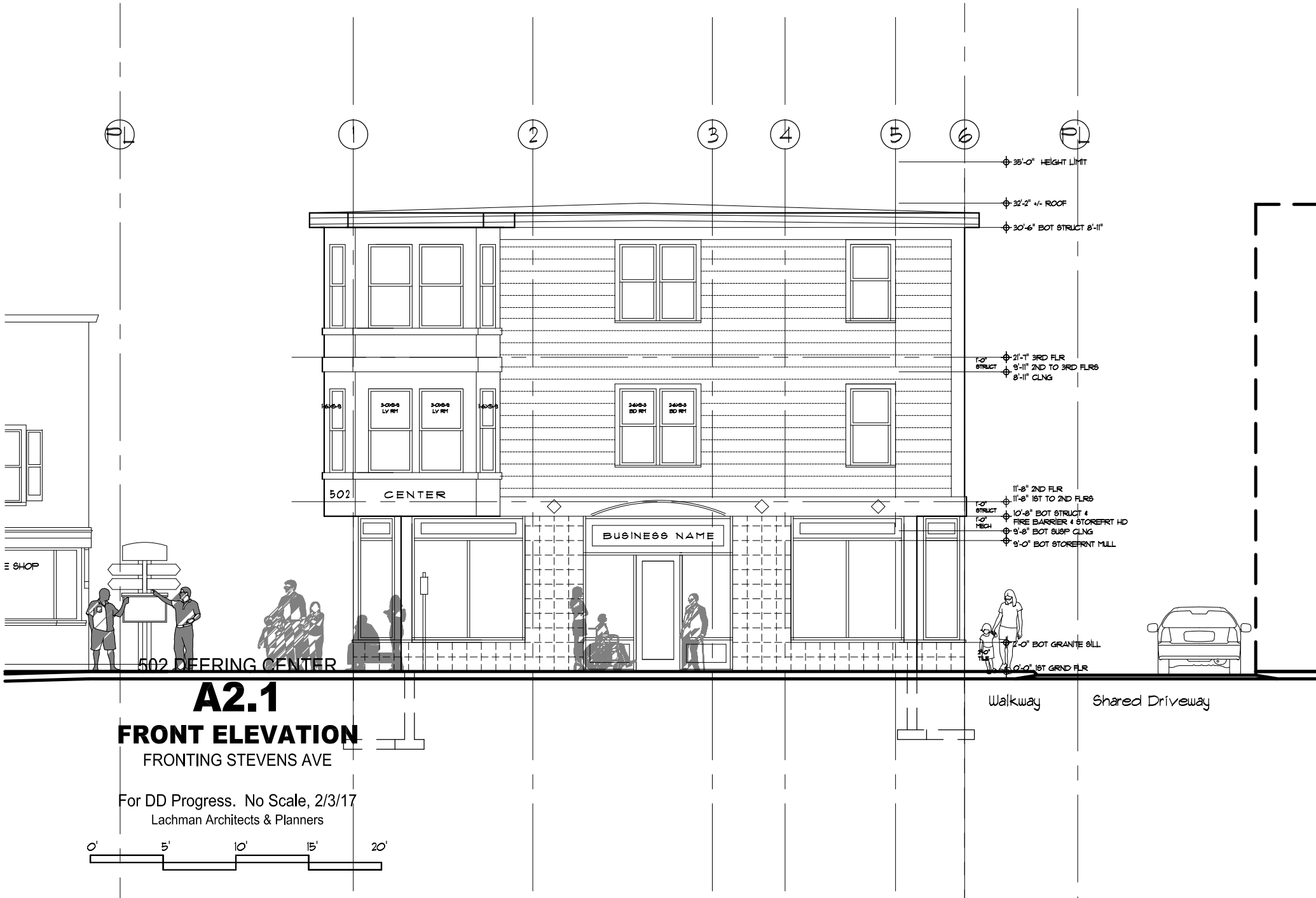


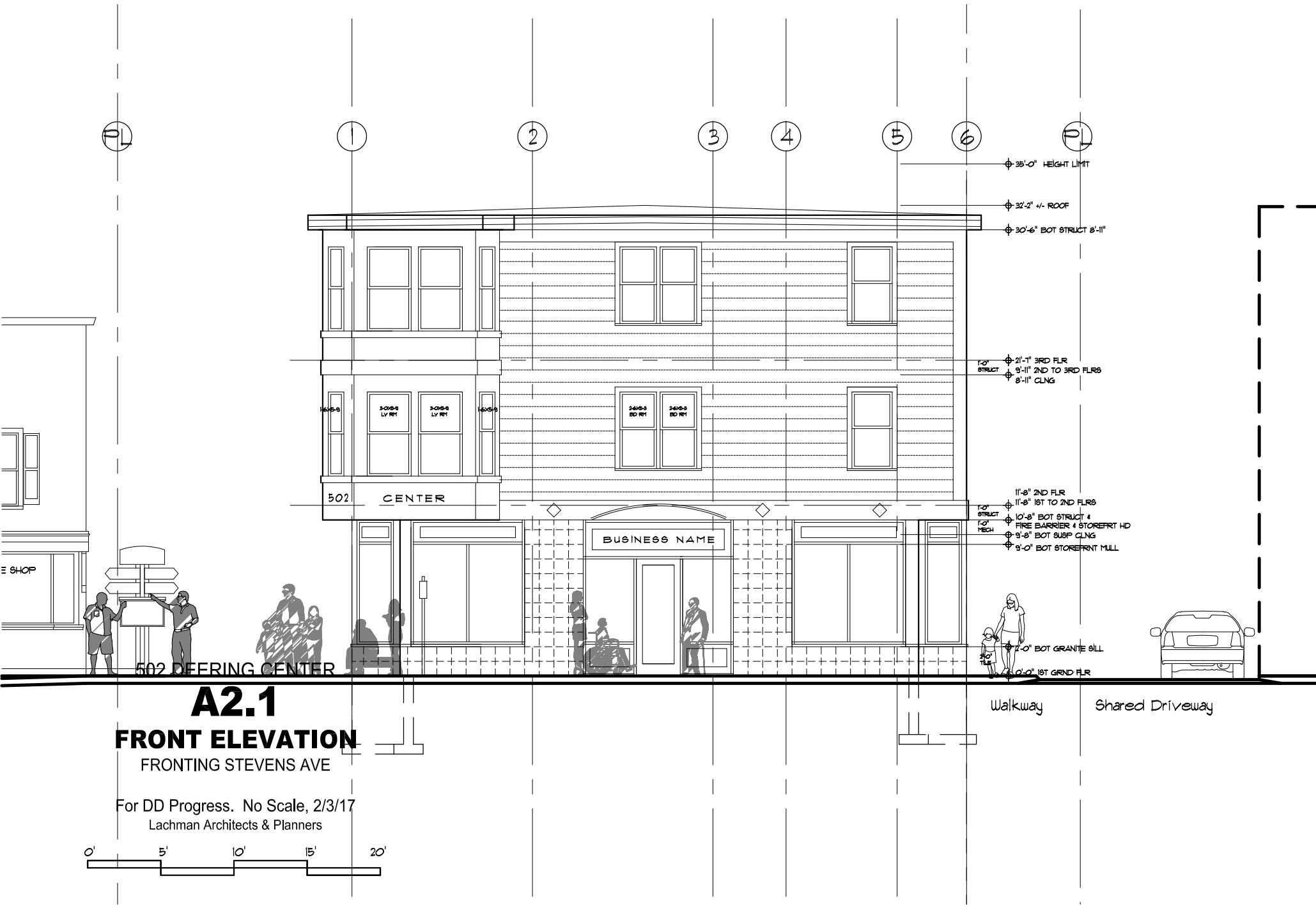
A2.1

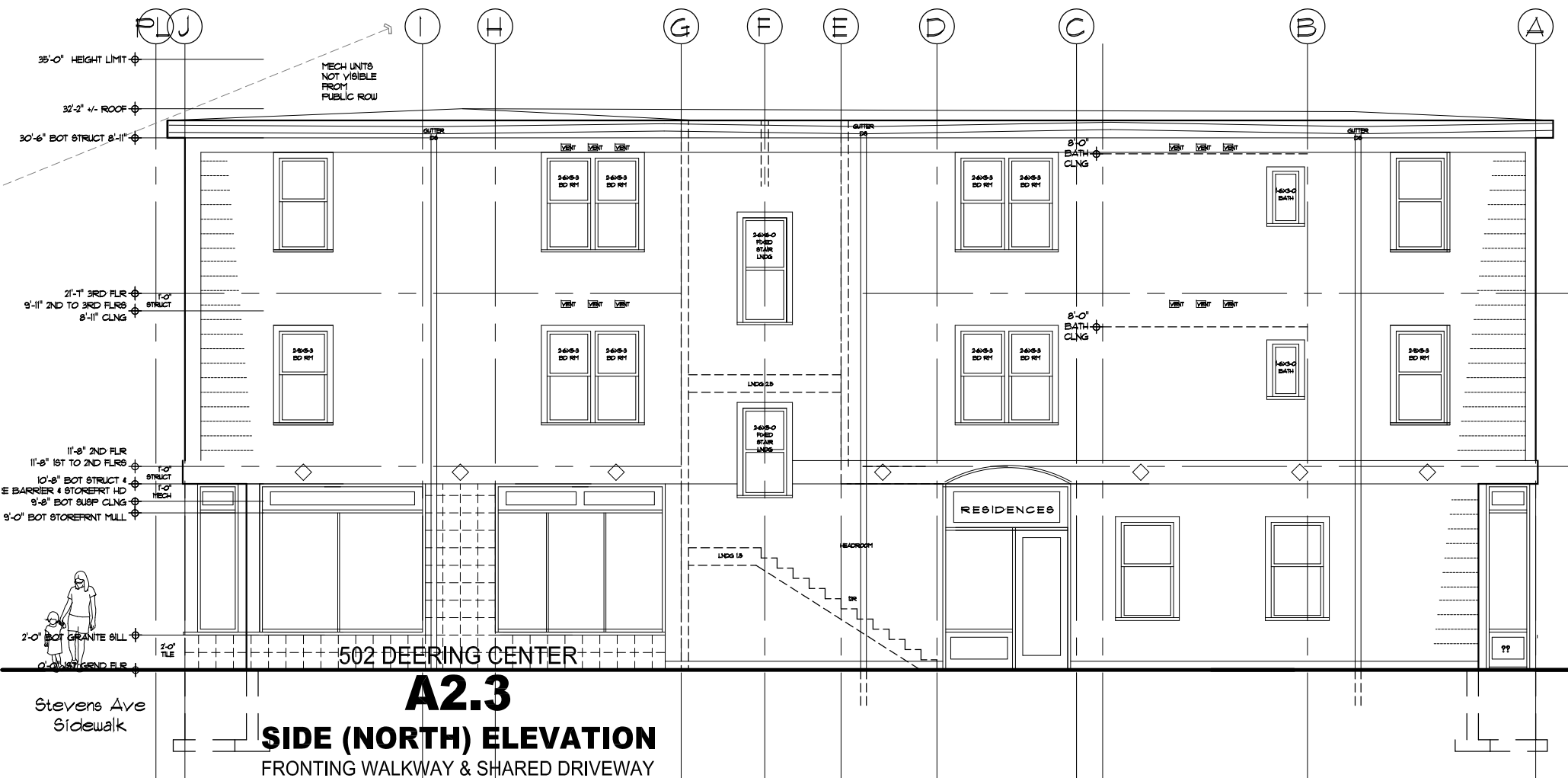
FRONT ELEVATION FRONTING STEVENS AVE

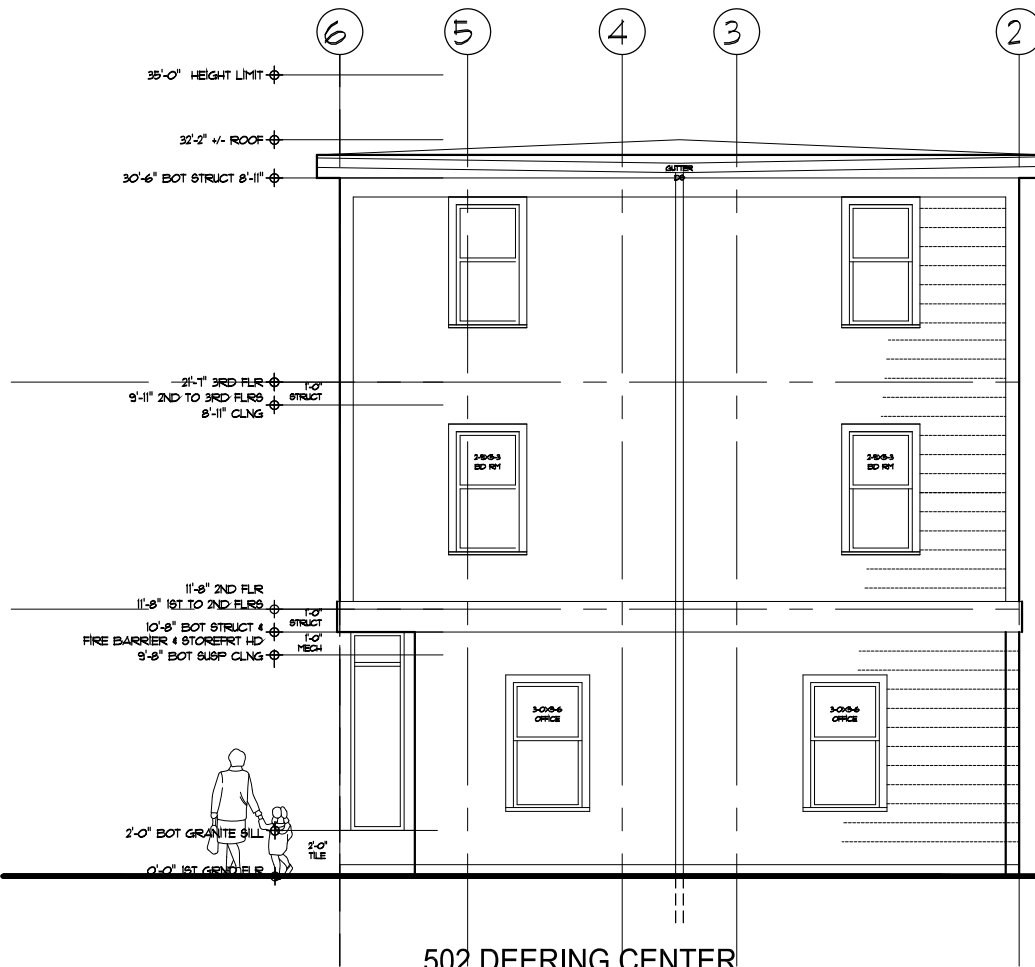
For DD Progress. No Scale, 2/3/17
Lachman Architects & Planners











502 DEERING CENTER

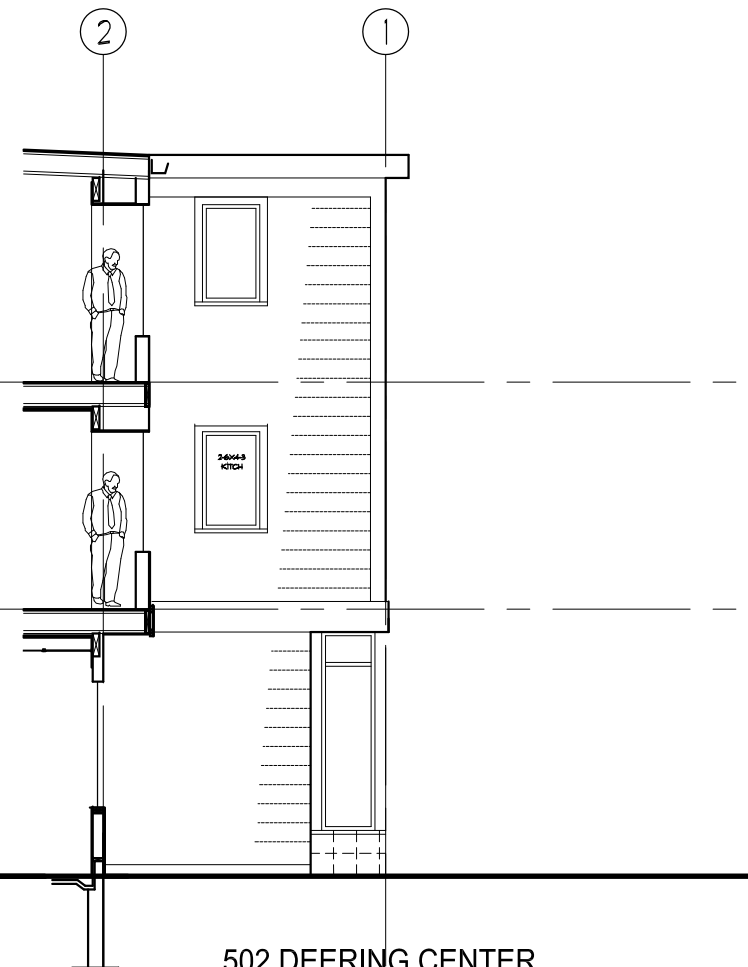
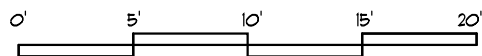
A2.4

REAR (WEST) ELEVATION

FRONTING PARKING AREA

For DD Progress. No Scale, 2/3/17

Lachman Architects & Planners



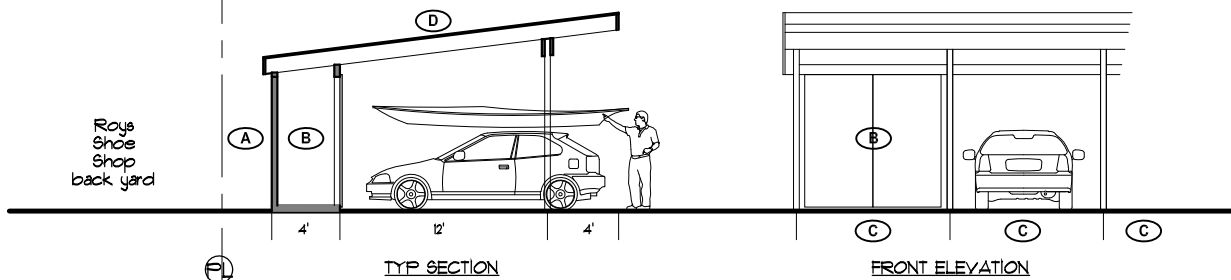
502 DEERING CENTER

A2.4

**PARTIAL REAR (WEST)
ELEVATION @ GRID G &
SECTION BETWEEN GRIDS B&C**

For DD Progress. No Scale, 2/3/17

Lachman Architects & Planners



A Setback, B1-b to B1-b none required

B Utility Shed for residents, 1 per unit, 4' d x 8'h, each with pair of 4 x 8 sliding barn doors.

C Typ Parking Stall, 9' w x 17.5' d.

D Roof, shallow pitch

502 DEERING CENTER

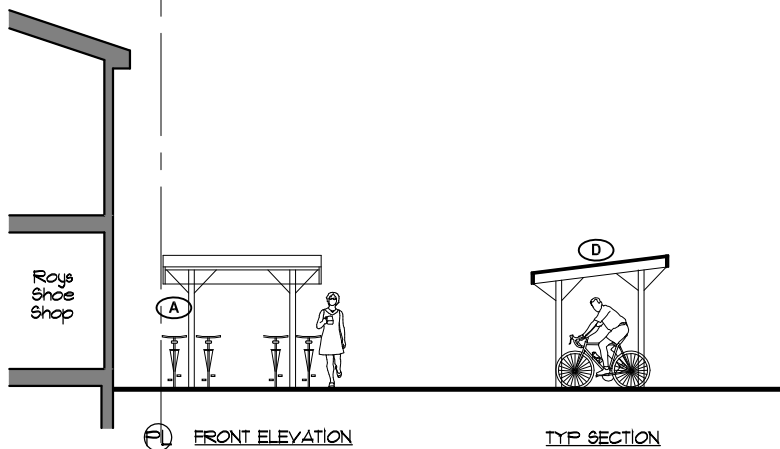
A2.5

**CARPORT (Phase 2) &
BIKE SHELTER (Phase 2)**

For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners

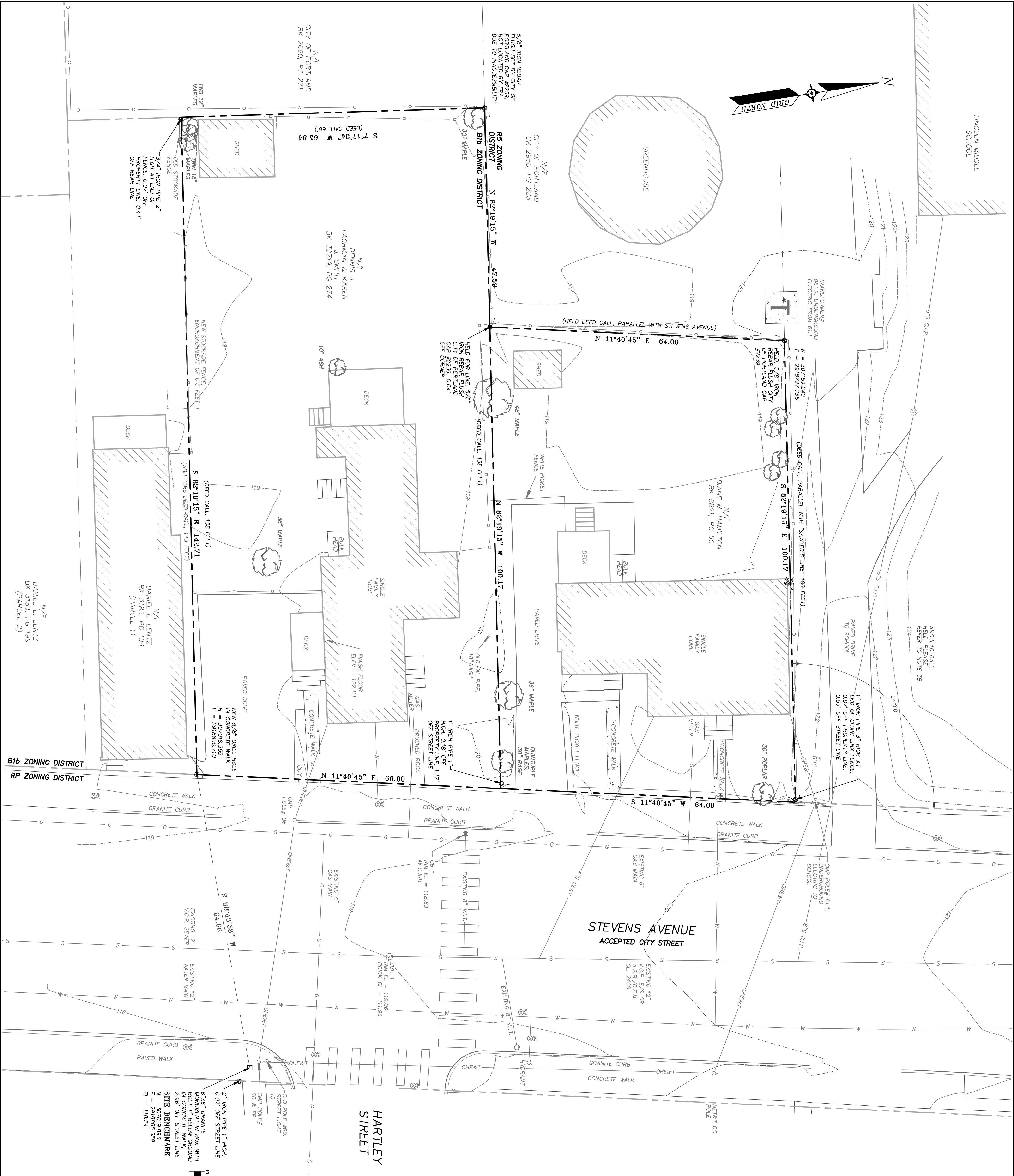


A3 Keyed Notes, Features & Descriptions for Architectural Drawings

- A. **Stevens Avenue Public Sidewalk** – Generous for comfortable public use, approx 9' wide.
- B. **ROW Setback** – 2- setback so upper floor bay does not extend into the ROW
- C. **New Urban Street Wall & Mixed Use**
- **Urban Street Wall.** The existing property is currently non-conforming with its B1-b zoning because the existing house is set back from the street, and consequently does not meet the "Urban Street Wall" requirement. New building is purposefully designed to correct the Urban Street Wall, and therefore meeting *"Buildings shall be located near the street so as to create an urban street wall"*.
 - **Mixed Use.** The proposed building is multi-storied with mixed uses, therefore meeting *"An urban street and business district requires a substantial intensity and variety of uses. It is beneficial to have mixed uses within portions of buildings situated near the street. For example, a retail first floor might have office or residential on the second or third floors. This provides both the scale of building height desired, as well as the economic vitality of the business district."*
 - Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard a. Urban Street Wall, Guideline 1. Building Location and Form, Guideline 7. Development Relationship to Street, Standard b. Mixed Uses, Guideline 2. Building Function.*
- D. **Primary Commercial Entry with Universal Access, Active & Transparent Facade & Character**
- **Entrances.** Highly visible, universally accessible, welcoming entry fronts directly onto wide sidewalk. Downlight creates inviting pool of light to highlight nighttime entry. Generous 3' w x 7' h glazed door is welcoming. Glass canopy above provides weather protection shown dashed.
 - **Active & Transparent Façade.** Windows on 3 sides, ceiling are 10" high, providing generous light and visual connection to and from the street, therefore meeting *"Retail uses with store fronts are the most desirable feature for locations adjacent to the public sidewalk; and active, transparent (minimum visible transmittance (VT) of .7 or greater), and interesting windows contribute the maximum value."*
 - **Building Character, Detail, Scale, and Graphic Qualities.** Deering Center Village has good Main Street architectural "bones". The overarching design goal is to complement the existing context (emphasis on "we"), rather than make a strong attention-seeking design statement (emphasis on "me"). The design wants to be a graceful neighbor now and a century from now. The facade is village scaled, with traditional storefront proportions and components. Front façade has a traditional tripartite organization, both horizontally (A-B-A) and vertically (base-middle-top), therefore meeting *"Building design will include various architectural and graphic amenities to provide a strong presence along a street and relate a building to its community. Awnings, canopies, and flags may be utilized to highlight entryways and to further identify the activity and identity of a use. Facade lighting may be used to highlight entryways or to provide visual interest along an otherwise blank façade Building scale, roof pitch, architectural detail, and fenestration shall be designed to complement and be compatible with surrounding residential and commercial buildings."*
 - **Meets the following Portland Design Manual Standards & Guidelines for B1-b:** *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*

- E. **Commercial Entry to Lower Level Studio** – Walkway widened for easily identifiable, welcoming, generously glazed entry with lobby. Angled corner at front enhances welcoming transition from sidewalk. Recessed for weather protection and deep shadows. Soffit downlight creates inviting pool of light to highlight nighttime entry. Abundant glazing provides views and light in and out and nighttime glow. Natural light cascades from glazing down the 5' wide stair to the lower level. Lower Level Studio is designed for flexibility, so it can be independently accessed from the sidewalk, or internally accessory from the 1st floor commercial space, or both. Soffit downlight creates inviting pool of light to highlight nighttime entry. Generous 3' w x 7' h glazed door is welcoming. Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*
- F. **Residential Entry + Secondary Commercial Entry** – Highly visible, universally accessible, welcoming entry fronts directly onto pedestrian walkway. Abundant glazing provides views and light in and out and nighttime glow. Generous 3' w x 7' h glazed door is welcoming. Positioned directly under upper floor projecting residential bay to signify entry, provide weather protection and downlight. Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*
- G. **Shared Driveway & Walkways** – Neighboring property 510 Stevens Ave is also developing a new mixed use building. The driveway is shared and straddles the property line, which is an efficient use of land (limited in the village) and resources. Impervious area and associated storm runoff is reduced. Consolidation reduces curb cuts from 2 to 1 and removing the existing curb cut eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. Sharing a driveway allows precious resources and land otherwise devoted to cars, to instead be reallocated to a Village Pocket Park and Mixed Use Transportation opportunities. New building (502) to new building (510) is 20' wide, including 10' driveway + (2) 5' walkways flush with driveway. Angled corner at building rear improves vehicle and pedestrian sightlines for safety. Existing curb cut modified and used. See Shared Driveway for Land & Resource Efficiency for a more complete description.
- H. **Village Pocket Park/Patio & Featured Tree** - Public seating, landscaping, pervious pavers, neighborhood kiosk. Angled corner at rear provides enhanced visual connection to and from sidewalk. See Public Space on Private Property: New Village Pocket Park for a more complete description.
- I. **Neighborhood Kiosk** – Easily visible and accessible from Stevens Ave sidewalk, enhances pocket park. "Welcome to Deering Center" sign + walking signs + bulletin board.
- J. **Abutting Property & Setback** - Roy's Shoe Shop (also B1-B Neighborhood Business). No setback required B1-b to B1-b.
- K. **Abutting Property** - Existing single family house to be removed, zone changed from R-5 to B1-b to allow new mixed use development with retail at the ground floor with (3) condos above.
- L. **Walkway Safe Spot & New Focal Point**– Widened area at end of walkway provides safe spot for pedestrians to avoid any vehicles in driveway. Sculptural feature or tree creates attractive focal point to driveway and screen views into parking area, filtration area absorbs storm runoff.
- M. **Parking** – Aisle 22' wide. Stalls 9' s x 17 ½' d. (1) HC stall. Vehicle backup and turnaround.

- N. **Carport (Phase 2, need not be built in Phase 1)** – Location for 4-stall carport for 4 units. Included with each stall is a 4'd x 9'w private secure utility shed. No Side Setback required for principal or accessory structures abutting commercial zone (B1-b to B1-b Roy's). 5 ft. Rear Setback for accessory structures abutting residential zone (LM School in R-5).
- O. **Buffer, Snow Storage & Pervious Area** – Screening plants and fencing buffer adjacent properties from parking area. Property corners at rear are used for snow storage and absorbing runoff.
- P. **Rain Garden Stormwater Treatment Pervious Area & Private Outdoor Space for Residents**
- Q. **Covered Bike Parking** – Convenient, secure and weather protected for residents and neighbors as incentive to bike-park-n-ride (bus). No Side Setback required for principal or accessory structures abutting commercial zone (B1-b to B1-b Roy's).
- R. **Existing Bus Stop Enhanced by Sheltered Public Seating** – Angled corner provides weather-sheltered public seating for the existing bus stop, ideally positioned to visually track approaching inbound and outbound buses. Building projection above (shown dashed) provides weather-protection. Public seating encourages walking, bus taking, pausing and greeting. See Features That Encourage Bus Riding for a more complete description.
- S. **Existing Curb Cut & Surface Parking Removed** – Conforms with B1-b zoning (no parking at property front), reduces curb cuts from 2 to 1, eliminates dangerous back-out across the sidewalk, especially with so many children in the area and creates the new public pocket park.
- T. **Existing Power Pole Removed to Improve Streetscape** – Coordination with abutting property owners and CMP is underway to remove the existing power pole, provide service underground from an existing pole across Stevens Ave to a shared vault, thereby greatly visually improving Stevens Ave streetscape.
- U. **Reserved**
- V. **Typical Exterior Commercial 1st Floor Materials** – Cladding is durable quality material, such as tile or stone. Openings are storefront system with clear glazing (no reflective).
- W. **Typical Exterior Residential Upper Floor Materials** – Typical horizontal siding with standing and running trim. Openings are typical residential windows.
- X. **Typical Exterior Lighting** – Lighting is discreetly provided by soffit downlights at each of the 1st floor angled building corners and under projecting upper floor bays.
- Y. **Typical Signs** – All signs are part of a sign program, where size, font and type are consistent to achieve a coordinated purposeful look that compliments the building and the village Main Street. All sign are scaled for pedestrians, rather than attracting drive-by attention and none will be back-lit box signs. There will be (3) or (4) signs, depending on the number of tenants, not known at this stage.
- Z. **Typical Roof & Downspouts** – Roof is shallow pitched to perimeter gutters and downspouts. Overhangs are nominally 12" with nominally 12" fascia.
- AA. **Typical HVAC Units** - The HVAC system is small electric air-source mini split heat pumps, which have no emissions. Suit-case sized units will typically be wall-mounted near its destination to minimize runs and maximize efficiency.
- BB. **Utility Meters** - Gas meters on the outside corner need to be 5 feet from the electrical meters, on inside corner. No openings 3 feet horizontally and 7 feet vertically from gas meters.



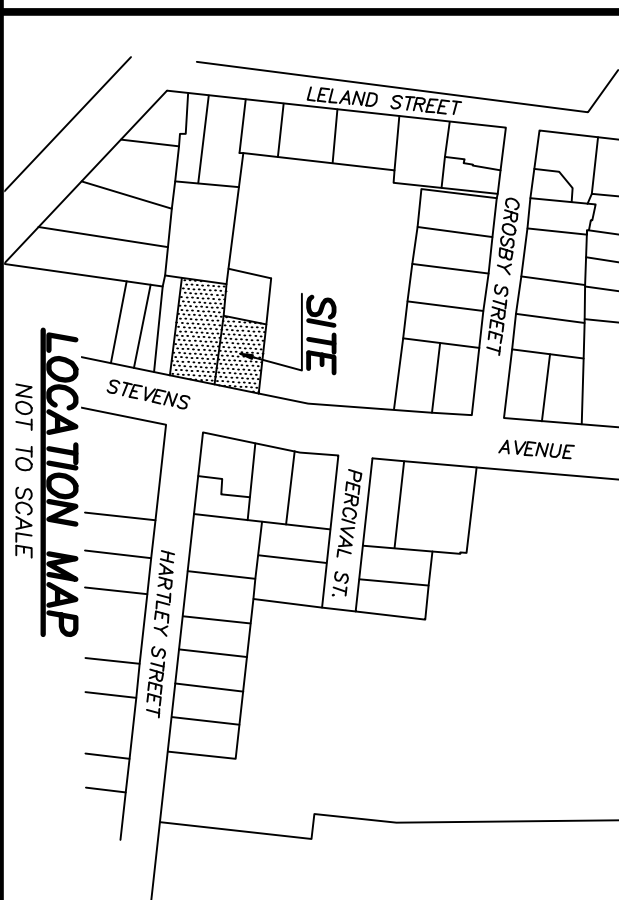
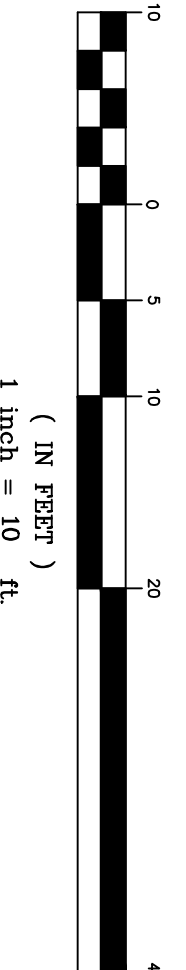
GENERAL NOTES:

1. RECORD COPIES OF THE PROPERTIES ARE DAINE M. HAMILTON BY DEED DATED JULY 10, 1989 AND RECORDED IN THE CAMDEN AND COUNTY REGISTRY OF DEEDS (CORD) IN BOOK 8821, PAGE 50 AND DENNIS J. LACHMAN & KAREN J. SMITH BY DEED DATED NOVEMBER 05, 2015 AND RECORDED IN THE (CORD) IN BOOK 32719, PAGE 274.
2. THE PROPERTY IS SHOWN ON THE CITY OF PORTLAND MAINE TAX MAP 186E, AS BEING LOTS 135-E008 AND 135-E009.
3. PLAN REFERENCES:
4. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH 1983 MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE.
5. VERTICAL DATUM IS NAD 1929 AND WAS DETERMINED BY STATIC OBSERVATION USING A DUAL FREQUENCY GPS UNIT. THE DATA WAS THE PROPERTY OF THE PORTLAND MAINE PUBLIC WORKS DEPARTMENT OF DIVISION, DATED DECEMBER 1993, AND RECORDED IN THE (CORD) IN PLAN BOOK 937, PAGE 3.
6. CATCH BASIN & MANHOLE INVERTS ARE TAKEN FROM INFORMATION PROVIDED BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT.
7. THIS PLAN IS BASED ON A SURVEY COMPLETED TO THE BEST OF MY KNOWLEDGE IN ACCORDANCE WITH THE STATE OF MAINE BOARD OF PROFESSIONAL LAND SURVEYORS STANDARDS OF PRACTICE. FIELD WORK WAS COMPLETED USING ROBOTS TOTAL STATION WITH A 1/2\"/>

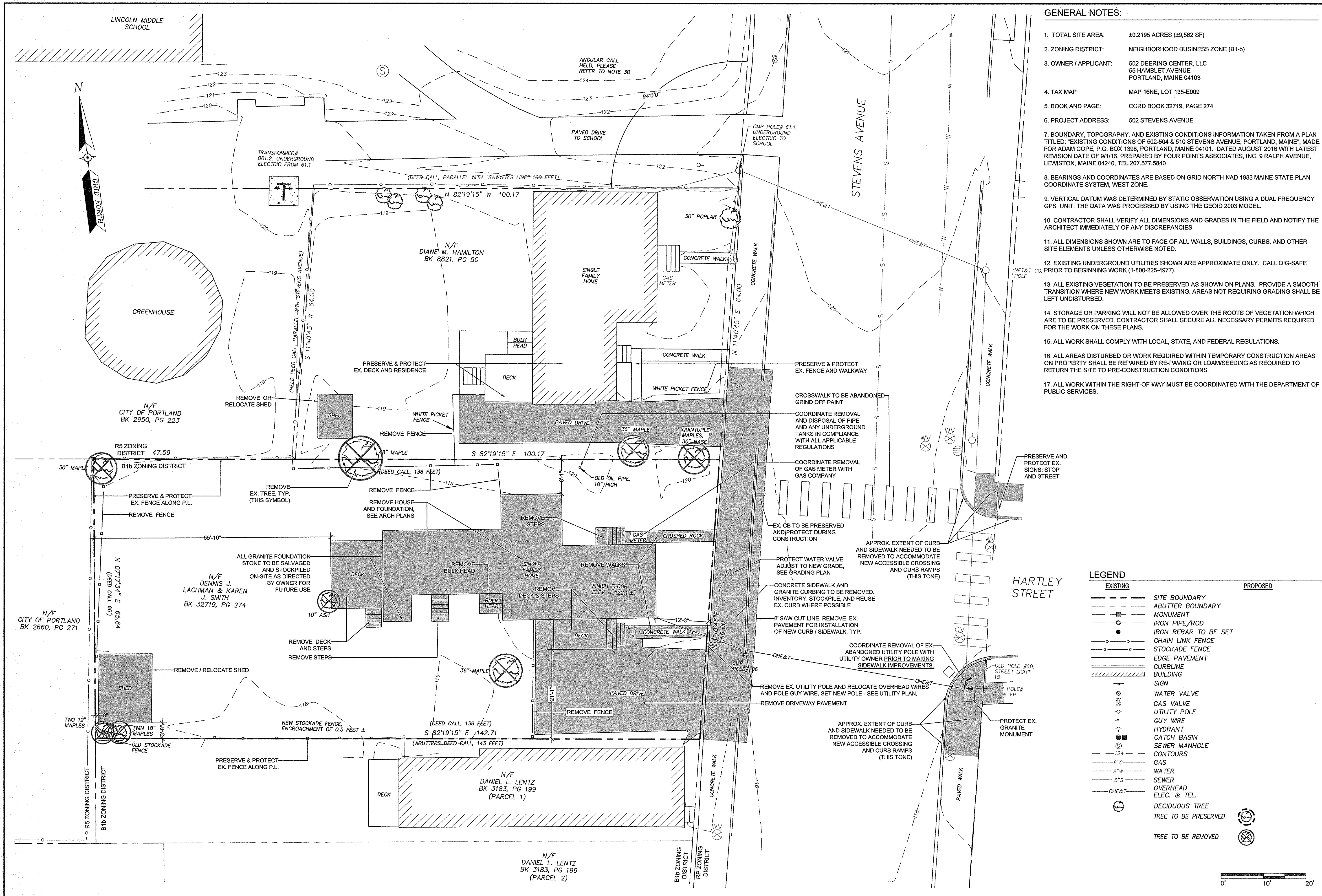
LEGEND

- SITE BOUNDARY
- - - ABUTTER BOUNDARY
- - - MONUMENT
- IRON PIPE/ROD
- IRON REBAR TO BE SET
- CHAIN LINK FENCE
- STOCKADE FENCE
- EDGE PAVEMENT
- CURBLINE
- BUILDING
- SIGN
- WATER VALVE
- GAS VALVE
- UTILITY POLE
- GUY WIRE
- HYDRANT
- CATCH BASIN
- SEWER MANHOLE
- CONTOURS
- GAS
- WATER
- SEWER
- OVERHEAD
- ELEC. & TEL.
- DECIDUOUS TREE

GRAPHIC SCALE



SHEET C 0.0	EXISTING CONDITIONS OF: 502-504 & 510 STEVENS AVENUE PORTLAND, MAINE FOR: ADAM COPE P.O. BOX 1398 PORTLAND, MAINE 04104		DONALD E. DOSTIE PLS #2147		NAME: . LIC. # .							
												
 Four Points Associates, Inc. Donald E. Dostie PLS, Principal 9 Ralph Avenue, Lewiston, ME 04240 Tel. 207-577-5840		B 12/22/16		UPDATED FOR SUBMISSION								
		A 9/01/16		REVISED COORDINATES AND BEARINGS TO STATE PLANE GRID NORTH								
		REV. DATE:		STATUS:								
		PROJ. NO: 16014		DWG NAME: COPE		SCALE: 1"=10'		PLAN BY: DED & SMM		THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM FOUR POINTS ASSOCIATES, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO FOUR POINTS ASSOCIATES, INC.		



GENERAL NOTES:

1. TOTAL SITE AREA: ±0.2195 ACRES (±9,562 SF)
2. ZONING DISTRICT: NEIGHBORHOOD BUSINESS ZONE (B1-b)
3. OWNER / APPLICANT: 502 DEERING CENTER, LLC
55 HAMBLET AVENUE
PORTLAND, MAINE 04103
4. TAX MAP MAP 16NE, LOT 135-E009
5. BOOK AND PAGE: CCRD BOOK 32719, PAGE 274
6. PROJECT ADDRESS: 502 STEVENS AVENUE
7. BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN FILED: EXISTING CONDITIONS OF 502-504 & 510 STEVENS AVENUE, PORTLAND, MAINE, MADE FOR ADAM COPE, P.O. BOX 1398, PORTLAND, MAINE 04101. DATED AUGUST 2016 WITH LATEST REVISION DATE OF 9/1/16. PREPARED BY FOUR POINTS ASSOCIATES, INC. 9 RALPH AVENUE, LEWISTON, MAINE 04240, TEL 207.577.5840
8. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH NAD 1983 MAINE STATE PLAN COORDINATE SYSTEM, WEST ZONE.
9. VERTICAL DATUM WAS DETERMINED BY STATIC OBSERVATION USING A DUAL FREQUENCY GPS UNIT. THE DATA WAS PROCESSED BY USING THE GEOID 2003 MODEL.
10. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.
11. ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.
12. EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4977).
13. ALL EXISTING VEGETATION TO BE PRESERVED AS SHOWN ON PLANS. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING. AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED.
14. STORAGE OR PARKING WILL NOT BE ALLOWED OVER THE ROOTS OF VEGETATION WHICH ARE TO BE PRESERVED. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS REQUIRED FOR THE WORK ON THESE PLANS.
15. ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
16. ALL AREAS DISTURBED OR WORK REQUIRED WITHIN TEMPORARY CONSTRUCTION AREAS ON PROPERTY SHALL BE REPAIRED BY RE-PAVING OR LOAM/SEEDING AS REQUIRED TO RETURN THE SITE TO PRE-CONSTRUCTION CONDITIONS.
17. ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES.

LEGEND

<u>EXISTING</u>		<u>PROPOSED</u>
----	SITE BOUNDARY	
----	ABUTTER BOUNDARY	
-----■-----	MONUMENT	
-----○-----	IRON PIPE/ROD	
●	IRON REBAR TO BE SET	
○-----○	CHAIN LINK FENCE	
○-----○	STOCKADE FENCE	
=====	EDGE PAVEMENT	
=====	CURBLINE	
=====	BUILDING	
=====	SIGN	
⊗	WATER VALVE	
⊗	GAS VALVE	
⊙	UTILITY POLE	
◇	GUY WIRE	
◇	HYDRANT	
⊕	CATCH BASIN	
⊕	SEWER MANHOLE	
-----124-----	CONTOURS	
-----6" G-----	GAS	
-----8" W-----	WATER	
-----8" S-----	SEWER	
-----OHE & T-----	OVERHEAD ELEC. & TEL.	
⊗	DECIDUOUS TREE	
	TREE TO BE PRESERVED	⊗
	TREE TO BE REMOVED	⊗

Project Name:

502
Deering
Center
Portland, Maine

Owner / Applicant:

502 Deering Center, LLC
55 Hamblet Avenue
Portland, Maine 04103

Consultants:

Architect
Lachman Architects & Planners
58 Fore Street, Bldg 30
Portland, Maine 04101
207.831.8585
Contact: Denis Lachman

Landscape Architects

217 Commercial St.
Portland, Maine 04101
207.772.1552

Civil Engineer

28 Vannah Ave.
Portland, ME 04103
207.781.5242
Contact: Thomas Greer

Surveyor
F. B. J.

9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
1	12-22-16	SITE PLAN REVIEW-FINAL
2	2-7-17	REVS PER CITY COMMENTS

Drawing Set:

PERMITTING

Drawn:

MAI

Checke

MAI

Approv

PC

DEMOLITION AND SITE PREP PLAN

Job Number:

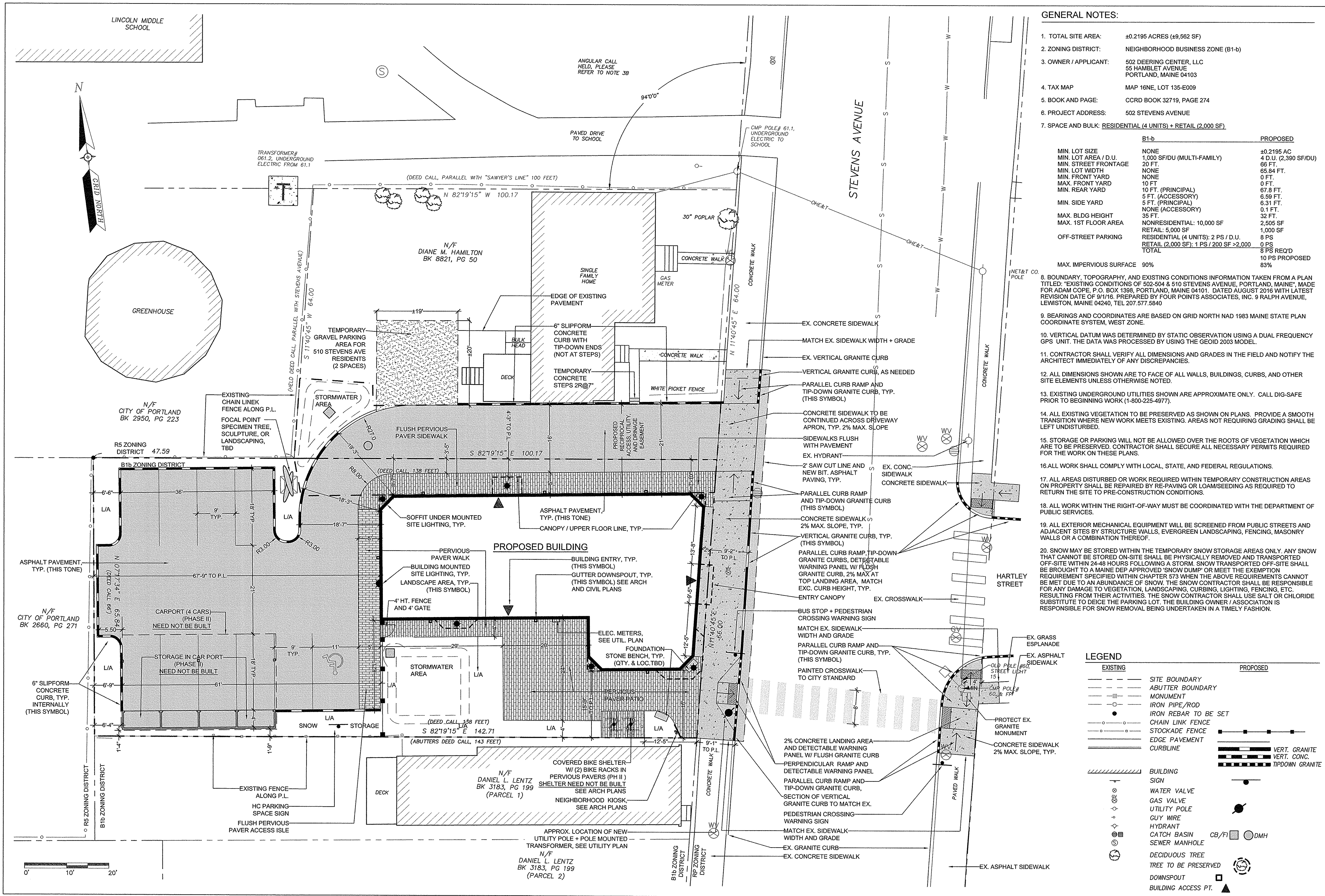
File:

Date: 12-22-2016

Drawing Number:

C-1.0

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GENERAL NOTES:

1. TOTAL SITE AREA: ±0.2195 ACRES (49,562 SF)
2. ZONING DISTRICT: NEIGHBORHOOD BUSINESS ZONE (B1-b)
3. OWNER / APPLICANT: 502 DEERING CENTER, LLC
55 HAMBLET AVENUE
PORTLAND, MAINE 04103
4. TAX MAP: MAP 16NE, LOT 135-E009
5. BOOK AND PAGE: CCRD BOOK 32719, PAGE 274
6. PROJECT ADDRESS: 502 STEVENS AVENUE
7. SPACE AND BULK: RESIDENTIAL (4 UNITS) + RETAIL (2,000 SF)

	B1-b	PROPOSED
MIN. LOT SIZE	NONE	±0.2195 AC
MIN. LOT AREA / D.U.	1,000 SF/DU (MULTI-FAMILY)	4 D.U. (2,390 SF/DU)
MIN. STREET FRONTAGE	20 FT.	66 FT.
MIN. LOT WIDTH	NONE	56.84 FT.
MIN. FRONT YARD	NONE	0 FT.
MAX. FRONT YARD	10 FT	0 FT.
MIN. REAR YARD	10 FT. (PRINCIPAL)	67.8 FT.
	5 FT. (ACCESSORY)	6.59 FT.
MIN. SIDE YARD	5 FT. (PRINCIPAL)	6.31 FT.
	NONE (ACCESSORY)	0.1 FT.
MAX. BLDG HEIGHT	35 FT.	32 FT.
MAX. 1ST FLOOR AREA	NONRESIDENTIAL: 10,000 SF	2,505 SF
	RETAIL: 5,000 SF	7,000 SF
OFF-STREET PARKING	RESIDENTIAL (4 UNITS): 2 PS / D.U.	8 PS
	RETAIL (2,000 SF): 1 PS / 200 SF >2,000	0 PS
	TOTAL	8 PS REQ'D
		10 PS PROPOSED
MAX. IMPERVIOUS SURFACE	90%	83%

1. BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "EXISTING CONDITIONS OF 502-504 & 510 STEVENS AVENUE, PORTLAND, MAINE", MADE BY ADAM COPE, P.O. BOX 1938, PORTLAND, MAINE 04101. DATED AUGUST 2016 WITH LATEST REVISION DATE OF 9/1/16. PREPARED BY FOUR POINTS ASSOCIATES, INC. 9 RALPH AVENUE, LEWISTON, MAINE 04240, TEL 207.577.5840
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9. ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
10. ALL AREAS DISTURBED OR WORK REQUIRED WITHIN TEMPORARY CONSTRUCTION AREAS ON PROPERTY SHALL BE REPAIRED BY RE-PAVING OR LOAM/SEEDING AS REQUIRED TO RETURN THE SITE TO PRE-CONSTRUCTION CONDITIONS.
11. ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES.
12. ALL EXTERIOR MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC STREETS AND ADJACENT SITES BY STRUCTURE WALLS, EVERGREEN LANDSCAPING, FENCING, MASONRY WALLS OR A COMBINATION THEREOF.
13. SNOW MAY BE STORED WITHIN THE TEMPORARY SNOW STORAGE AREAS ONLY. ANY SNOW THAT CANNOT BE STORED ON-SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFF-SITE WITHIN 24 HOURS FOLLOWING A STORM. SNOW TRANSPORTED OFF-SITE SHALL BE BROUGHT IN A MAINE DEP APPROVED "SNOW DUMP" OR MEET THE EXEMPTION REQUIREMENT SPECIFIED WITHIN CHAPTER 573 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING, ETC. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE TO DEICE THE PARKING LOT. THE BUILDING OWNER / ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

LEGEND

EXISTING		PROPOSED
---	SITE BOUNDARY	
---	ABUTTER BOUNDARY	
---□---	MONUMENT	
---○---	IRON PIPE/ROD	
●	IRON REBAR TO BE SET	
○-----○	CHAIN LINK FENCE	
○-----□	STOCKADE FENCE	
=====	EDGE PAVEMENT	
=====	CURBLINE	
	BUILDING	
---	SIGN	
⊗	WATER VALVE	
⊗	GAS VALVE	
⊗	UTILITY POLE	
⊗	GUY WIRE	
⊗	HYDRANT	
⊗	CATCH BASIN	CB/FI   DMH
⊗	SEWER MANHOLE	
⊗	DECIDUOUS TREE	
⊗	TREE TO BE PRESERVED	
⊗	DOWNSPOUT	
⊗	BUILDING ACCESS PT.	
		VERT. GRANITE VERT. CONC. TIPDOWN GRANITE

Project Name:

502
Deering
Center
Portland, Maine

Owner / Applicant:

502 Deering Center, LLC
55 Hamblet Avenue
Portland, Maine 04103

Consultants:

Architect
Lachman Architects & Planners
58 Fore Street, Bldg 30
Portland, Maine 04101
207.831.8585
Contact: Denis Lachman

Landscape Architects

Carroll Associates
217 Commercial St.
Portland, Maine 04101
207.772.1552
Contact: Patrick Carroll

Civil Engineer

28 Vannah Ave.
Portland, ME 04103
207.781.5242
Contact: Thomas Greer

Surveyor

9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
1	12-22-16	SITE PLAN REVIEW-FINAL
2	2-7-17	REVS PER CITY COMMENTS

Drawing Set:

PERMITTING

Drawn:

MAF

Checke

MAF

Approve

PC

SITE PLAN

Job Number:

ile:

Date: 12-22-2016

Drawing Number: 

C-2.0

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GENERAL NOTES:

1. RECORD OWNERS - DENNIS J. LACHMAN & KAREN J. SMITH BY DEED BOOK 32719, PAGE 27A, THE CUMBERLAND COUNTY REGISTER OF DEEDS IN BOOK 32719, PAGE 27A.
- APPLICANT - GEO BEERING CENTER, LLC
PORTLAND, ME 04103
2. THE PROPERTY IS SHOWN ON THE CITY OF PORTLAND MAINE TAX MAP KING AS BEING LOT 153-E-009 AND IS LOCATED IN THE NEIGHBORHOOD BUSINESS ZONE (B1-B).
3. PLAN REFERENCES:
 - A. STANDARD BOUNDARY SURVEY OF LINCOLN MIDDLE SCHOOL, CONCEPT FOR A NEW BUILDING, DATED FEBRUARY 15, 1978, OF THE CITY OF PORTLAND MAINE, DIVISION 1993, AND RECORDED IN THE (CORD) IN PLAN BOOK 937, PAGE 5.
 - B. PLAN OF HIGH SCHOOL LOT BOUTLET OF GEO WEND STEVENS, DATED SEPTEMBER 3, 1897 AND RECORDED IN THE (CORD) IN PLAN BOOK 9, DIVISION 1993, AND RECORDED IN THE (CORD) IN PLAN BOOK 937, PAGE 5.
 - C. LELAND ST. AND VICINITY BY CITY OF PORTLAND MAINE DEPARTMENT OF PUBLIC WORKS, DATED FEBRUARY 15, 1978, AND RECORDED IN THE (CORD) IN PLAN BOOK 396, PAGE 3.
 - D. BEARINGS AND COORDINATES ARE BASED ON GRID NORTH MAD 1983 MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE.
 - E. VERTICAL DATUM IS MGD 1929 AND WAS DETERMINED BY STATIC OBSERVATION USING A DUAL FREQUENCY GPS UNIT ON TWO CONTROL POINTS. THE DATA WAS PROCESSED BY USING THE OPUS PROGRAM ON A PERSONAL COMPUTER WITH AN ELEVATION DIFFERENTIAL CORRECTION PROGRAM INSTALLED AT INTERSECTION OF HARTLEY STREET & STEVENS AVENUE.
 - F. CATCH BASIN & MANHOLE INSERTS PROVIDED BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT AND NEED CONFIRMATION PRIOR TO ANY NEW CONNECTIONS DURING CONSTRUCTION. SEE EXISTING CONDITIONS SURVEY FOR RIM AND INVERT ELEVATIONS.
7. THIS PLAN IS BASED ON A SURVEY COMPLETED TO THE BEST OF MY KNOWLEDGE IN ACCORDANCE WITH THE STATE OF MAINE BOARD OF PROFESSIONAL ENGINEERS REGULATION CHAPTER 10-A, SUBCHAPTER 10-A-1 INSTRUMENTATION OF A BASELINE AND SPUR STATIONS, POINTS LOCATED WITHIN A POSITIONAL TOLERANCE OF 0.03 FEET, MORE OR LESS.
8. THIS PLAN IS SUBJECT TO DECISION UPON RECEIPT OF A TITLE OPINION WHICH MAY NOTE OTHER POSSIBLE RESTRICTIONS, EASEMENTS OR CONDITIONS ENCUMBERING OR BENEFITTING THE SITE.
9. NO EXCAVATION OF ANY KIND CAN BE PERMITTED WITHOUT THE APPROPRIATE UTILITIES ALL UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE BASED ON VISIBLE ABOVE GROUND STRUCTURES.
10. PROPERTY IS NOT LOCATED WITHIN A FLOOD HAZARD ZONE AS DEPicted ON FEMA FIRM 1000 INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 230051 007 C, MAP REVISED DECEMBER 8, 1998.
11. REFERENCE IS MADE TO THE SITE PLAN, SHEET #??? FOR ALL PROPOSED IMPROVEMENTS, UTILITY CONNECTIONS AND NOTES PERTAINING TO CONSTRUCTION.

LEGEND

---	SITE BOUNDARY
- - - - -	ABUTTER BOUNDARY
—□—	SEWBACK
—○—	MONUMENT
—●—	IRON PIPE/ROD
—○—○—	DRILLHOLE
— — — — —	CHAIN LINK FENCE
— — — — —	STOCKADE FENCE
— — — — —	EDGE PAVEMENT
	CURBLINE
—+—	BUILDING
⊗	WATER VALVE
⊕	GAS VALVE
⊙	UTILITY POLE
~	GUY WIRE
⊖	HYDRANT
③	CATCH BASIN
⑤	SEWER MANHOLE
6'-0"	GAS
8'-0"	WATER
8'-3"	SEWER
— — — — —	OVERHEAD
— — — — —	ELEC. & TEL.
— — — — —	DECIDUOUS TREE

PROPOSED IMPROVEMENTS

- — — — — BUILDING
- ▨ DOOR PAVEMENT
- ▧ CURBING
- ZONE BOUNDARY

GRAPHIC SCALE

(IN FEET)

1 inch = 10 ft.

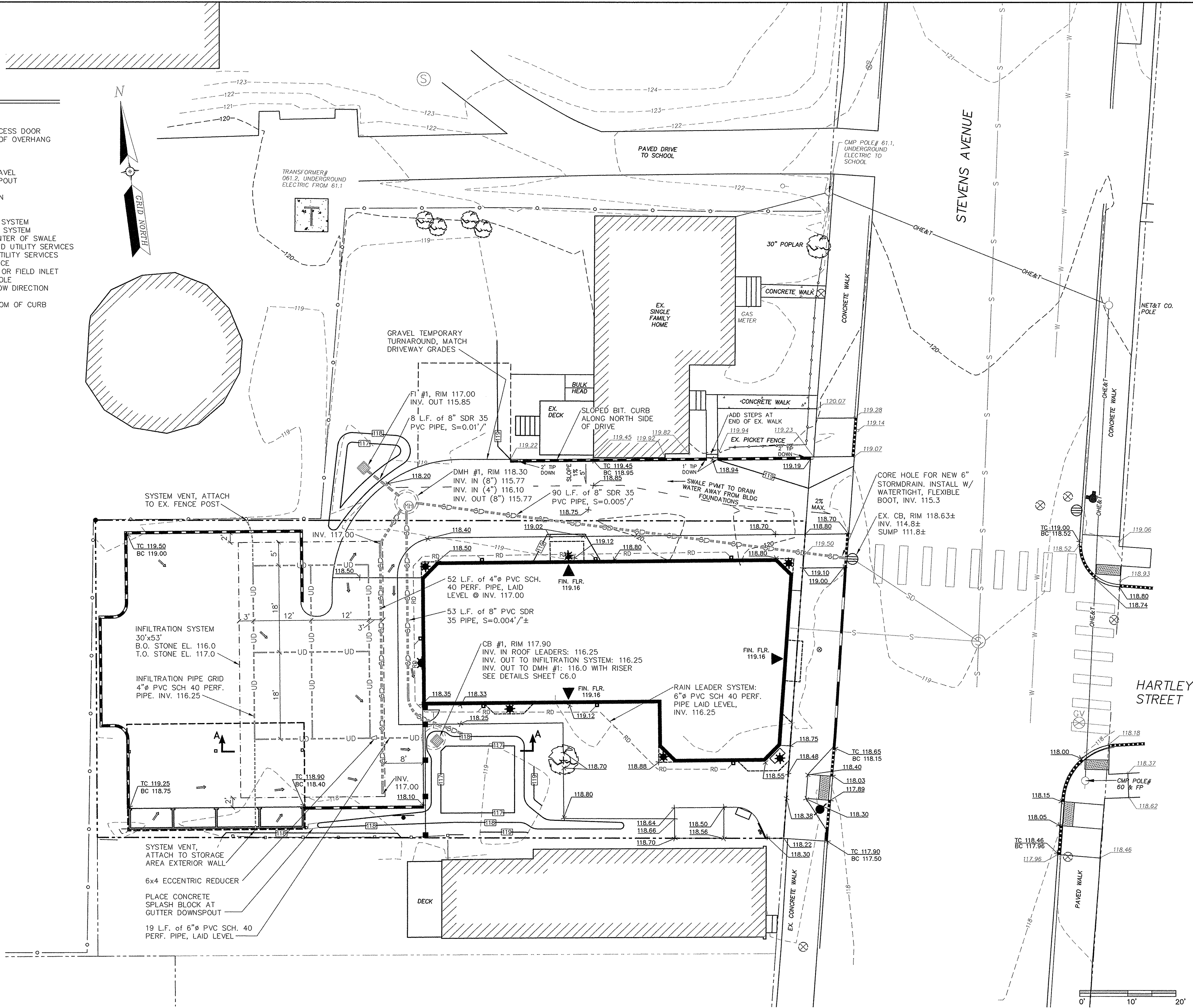
LOCATION MAP

NOT TO SCALE

[illegible]

STORMWATER & UTILITY LEGEND

EXISTING	PROPOSED
PROPERTY LINE	BUILDING ACCESS DOOR
ABUTTER'S PROPERTY LINE	BUILDING ROOF OVERHANG
BUILDING	FENCE
FENCE	CONTOURS
CONTOURS	EDGE OF GRAVEL
OVERHEAD UTILITY LINES	RAIN DOWNSPOUT
GRAVITY SEWER	LIGHT
STORMDRAIN	PARKING SIGN
WATERMAIN	UNDERDRAIN
CATCH BASIN	STORMDRAIN
SEWER MANHOLE	ROOF DRAIN SYSTEM
UTILITY POLE	INFILTRATION SYSTEM
HYDRANT	APPROX. CENTER OF SWALE
SPOT GRADE	UNDERGROUND UTILITY SERVICES
	OVERHEAD UTILITY SERVICES
	WATER SERVICE
	CATCHBASIN OR FIELD INLET
	DRAIN MANHOLE
	SURFACE FLOW DIRECTION
	SPOT GRADE
	TOP & BOTTOM OF CURB



Project Name:

502
Deering
Center
Portland, Maine

Owner / Applicant:

502 Deering Center, LLC
55 Hamblet Avenue
Portland, Maine 04103

Consultants:

Architect
Lachman Architects & Planners
58 Fore Street, Bldg 30
Portland, Maine 04101
207.831.8585
Contact: Denis Lachman

Landscape Architects

Carroll Associates
217 Commercial St.
Portland, Maine 04101
207.772.1552
Contact: Patrick Carroll

Civil Engineer

Pinkham & Greer Civil Engineers
28 Vannah Ave.
Portland, ME 04103
207.781.5242
Contact: Thomas Greer

Surveyor

Four Points Associates, Inc.
9 Ralph Avenue
Lewiston, Maine 04240
207.577.5840
Contact: Donald Dostie

Drawing Set:

No.	Date	Revision
1	12-22-16	SITE PLAN REVIEW-FINAL
2	2-7-17	REVS PER CITY COMMENTS

Drawing Set:

PERMITTING

Drawn:

JDC

Checked:

TSG

Approved:

Thomas Greer

Drawing Title:

GRADING AND
STORMWATER
MANAGEMENT PLAN

Job Number: PG: 16193

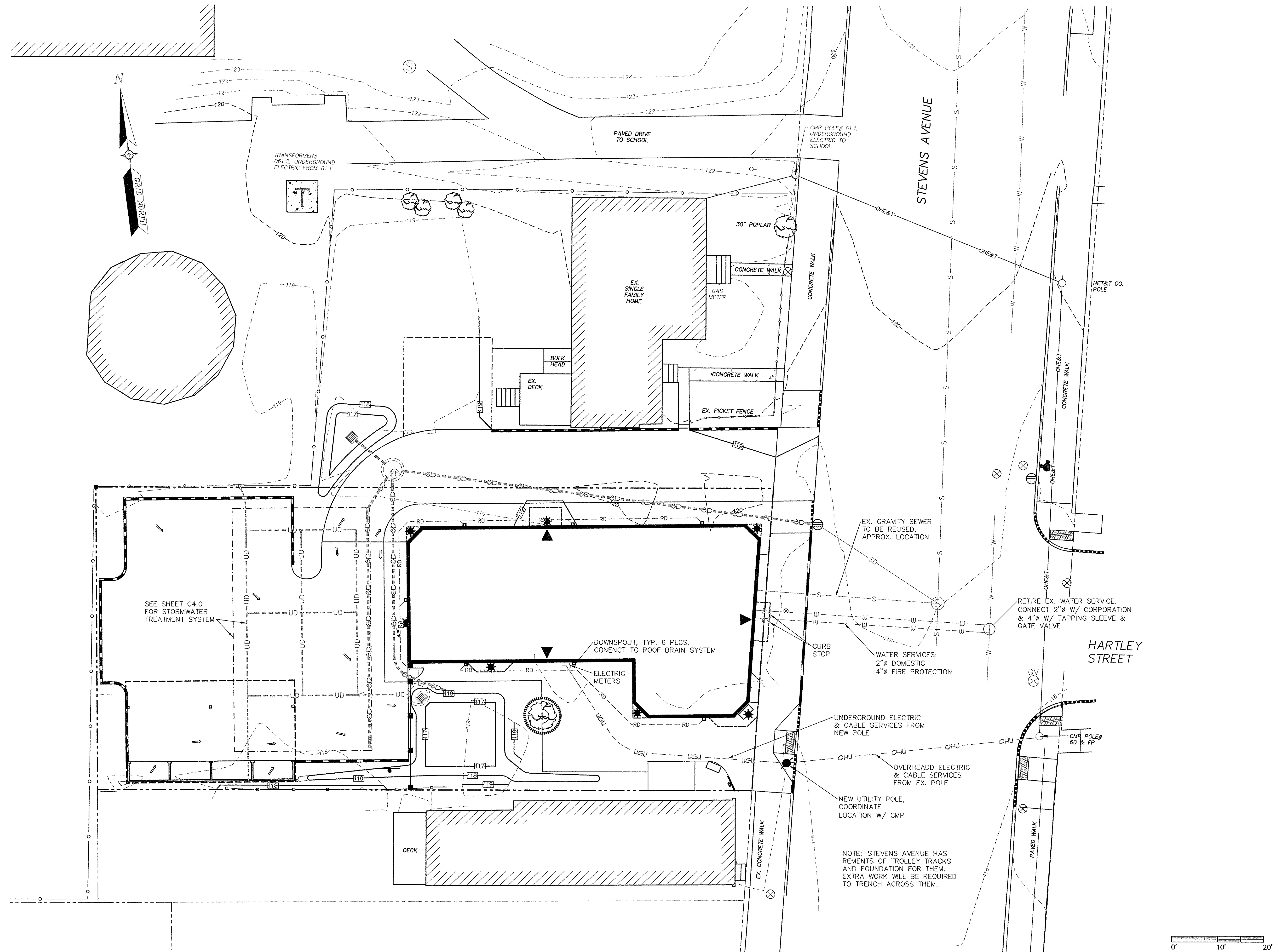
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Date: 12-22-2016 Scale: AS SHOWN

Drawing Number:

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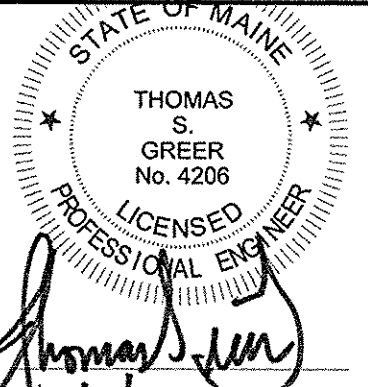
Drawn:

JDC

Checked:

TSG

Approved:



Drawing Title: 2/7/17

UTILITIES PLAN

Job Number: PG: 16193

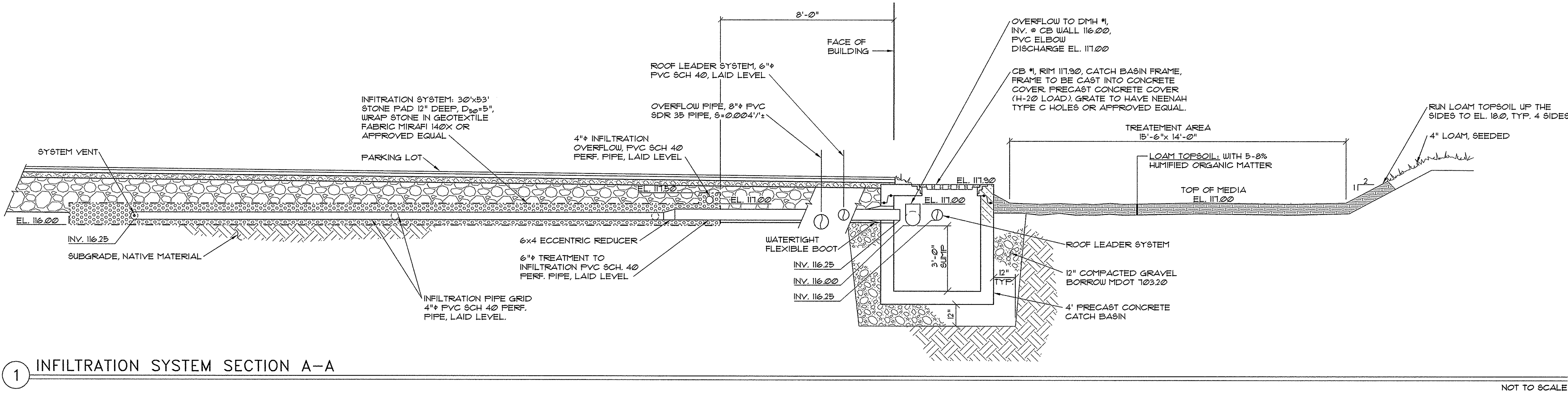
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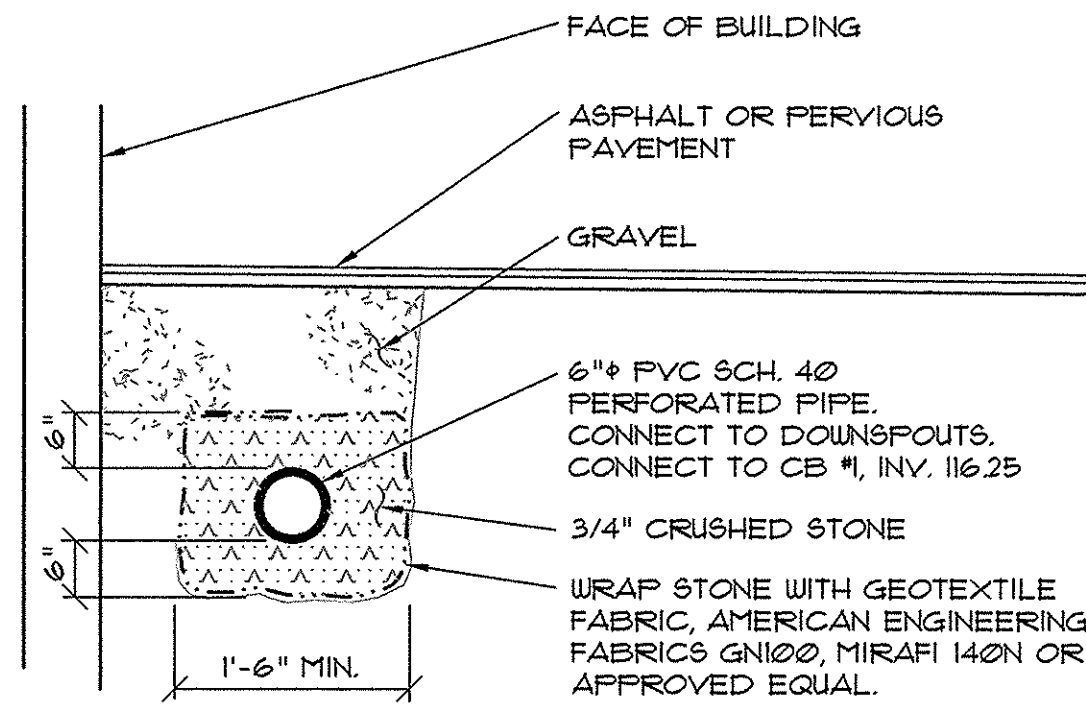
Drawing Number:

C 5.0

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1 INFILTRATION SYSTEM SECTION A-A



2 RAIN LEADER SYSTEM SECTION

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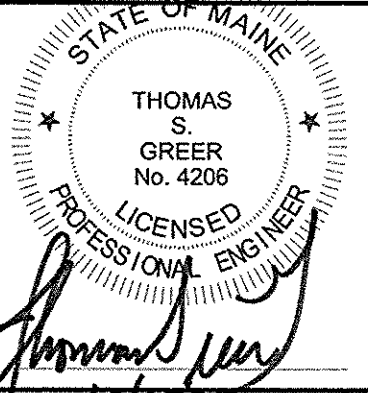
Drawn:

JDC

Checked:

TSG

Approved:



Drawing Title:

2/7/17

CIVIL DETAILS

Job Number: PG: 16193

File:

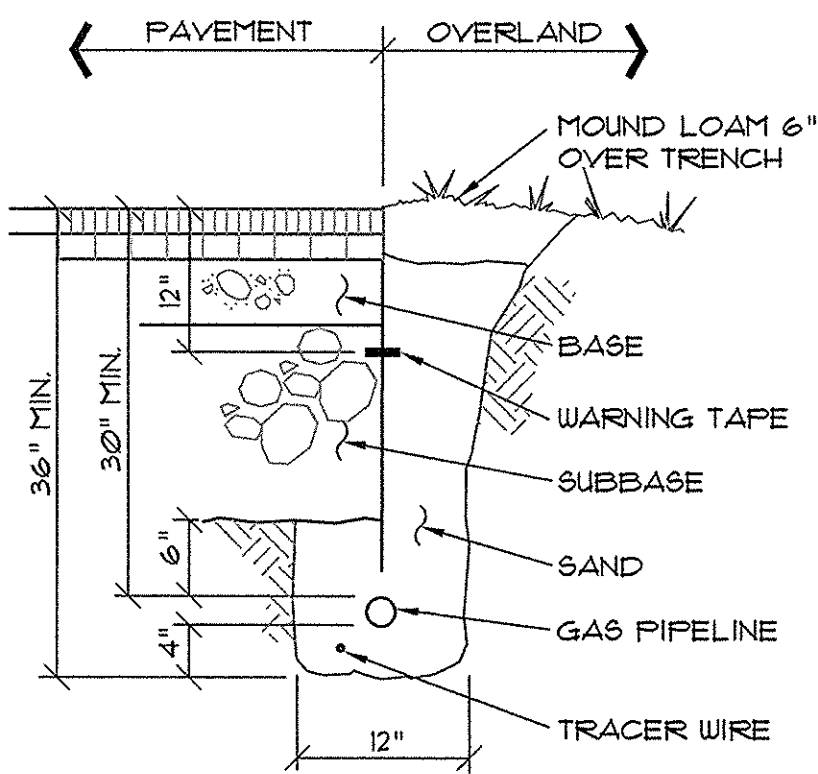
Date: 12-22-2016

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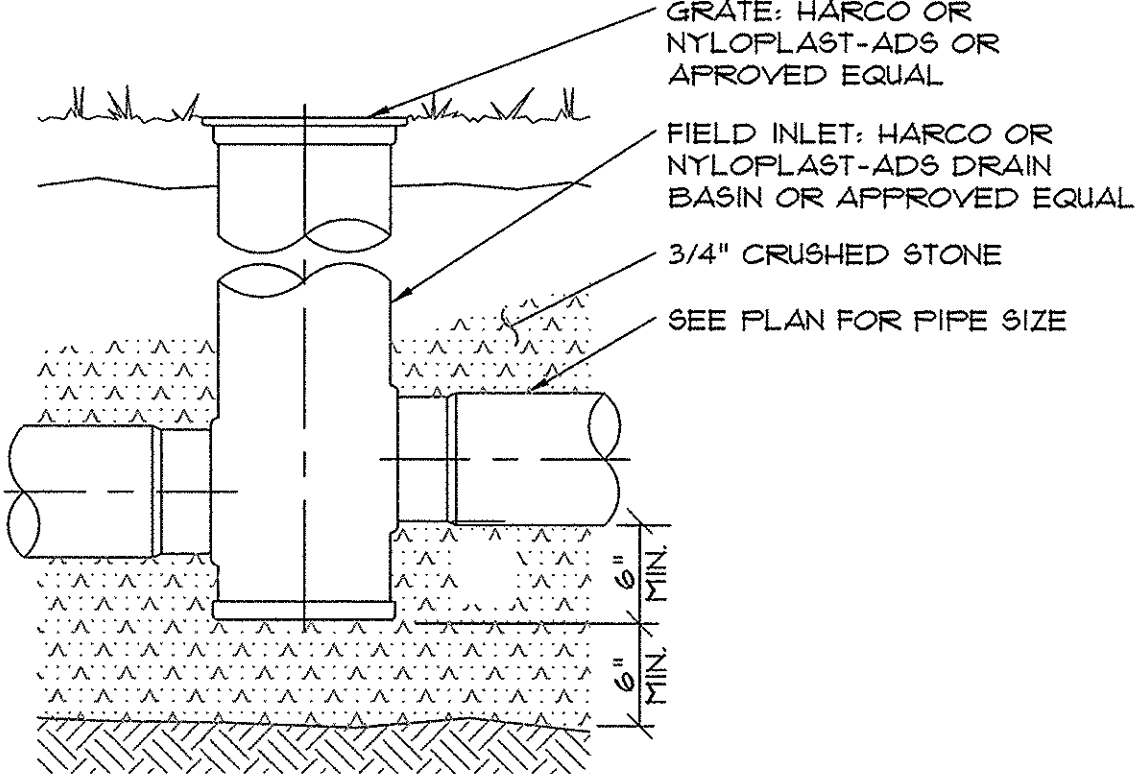
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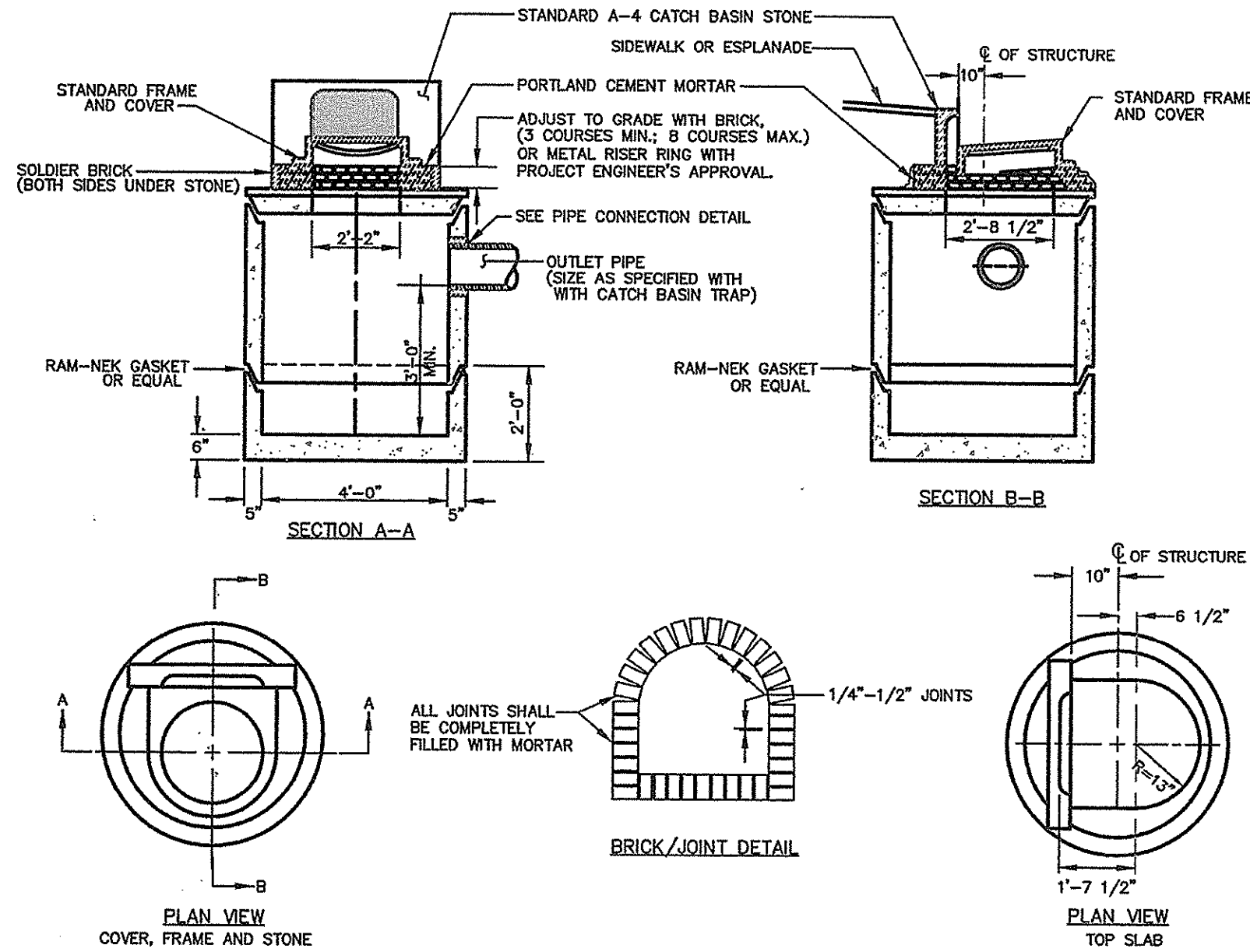
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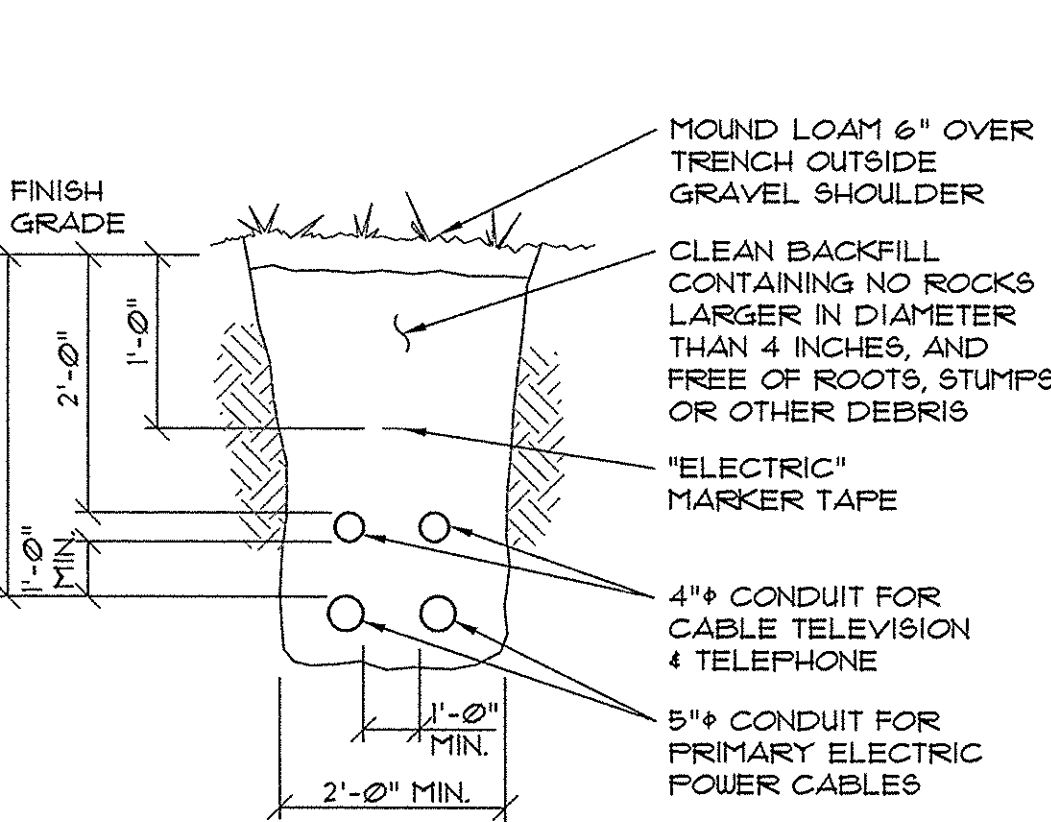
6 GAS PIPING TRENCH SECTION
NOT TO SCALE



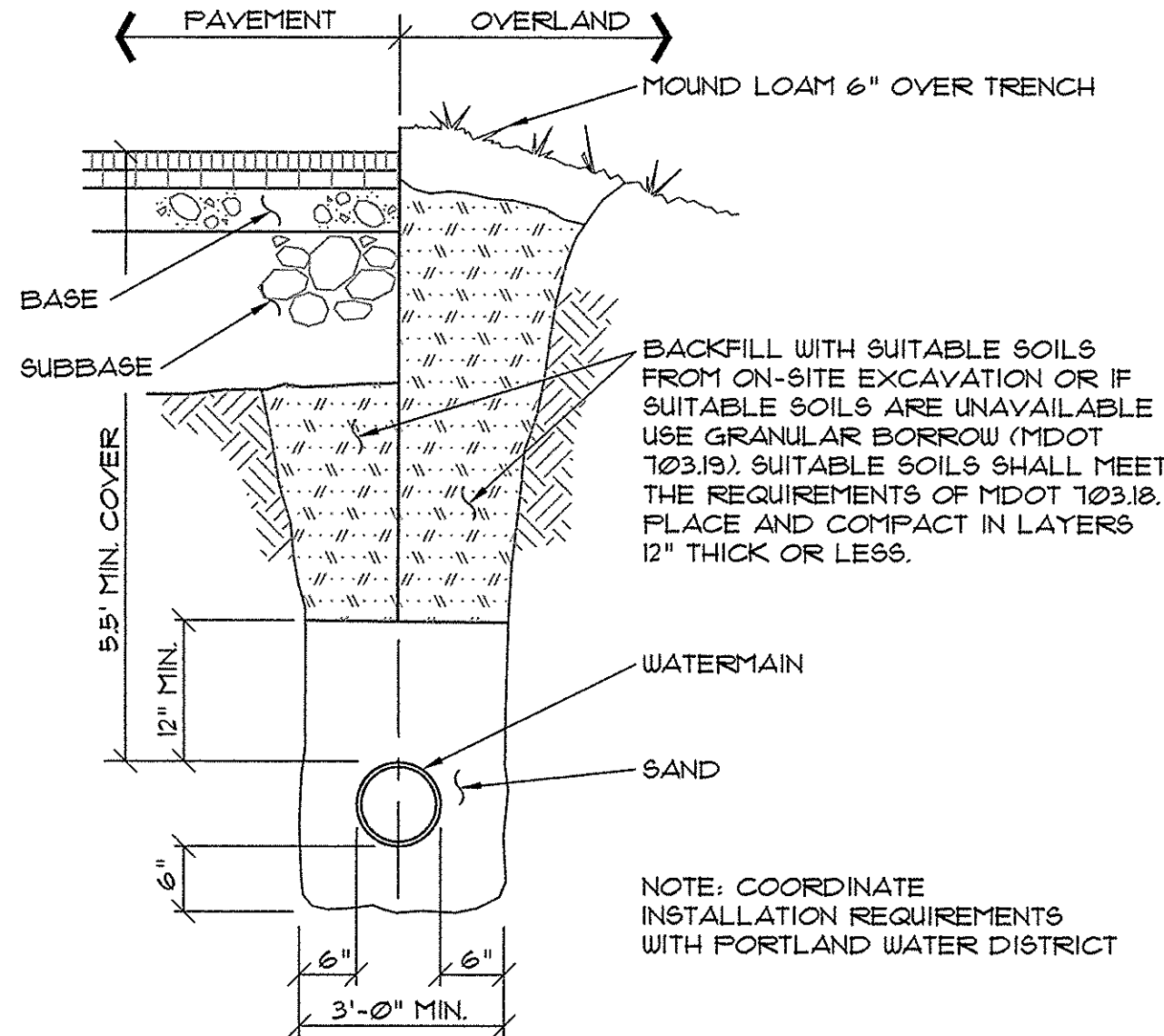
5 FIELD INLET DETAIL
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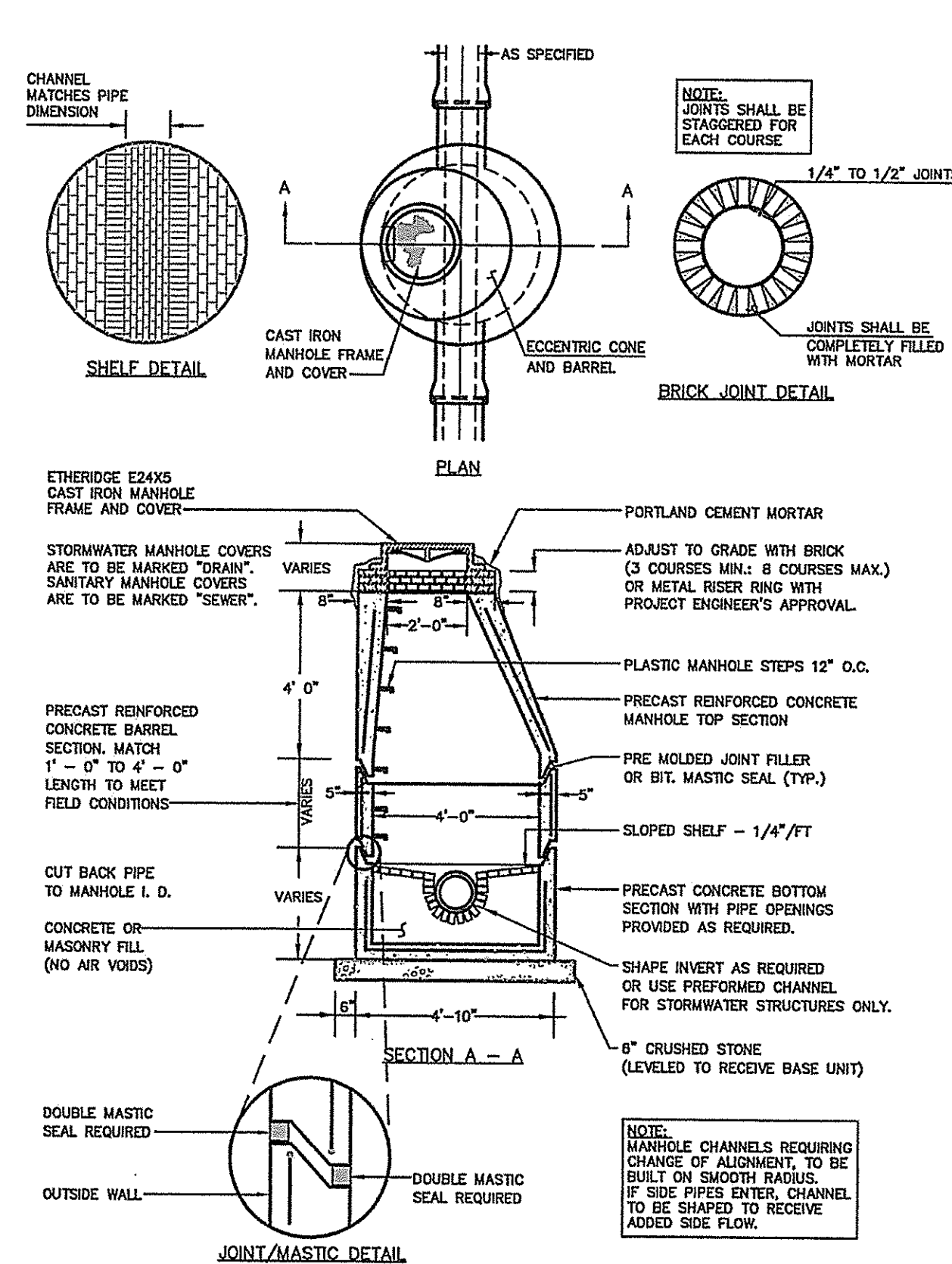
4 CATCHBASIN #1 SECTION (11-2)
NOT TO SCALE



9 CABLE TRENCH SECTION
NOT TO SCALE



8 TYPICAL WATER MAIN SECTION
NOT TO SCALE



7 PRECAST CONCRETE MANHOLE (11-1)
NOT TO SCALE

UNDERGROUND UTILITIES WARNING TAPE

IDENTIFICATION TAPE TO BE INSTALLED ABOVE ALL NEW UNDERGROUND UTILITIES AND ABOVE ANY EXISTING UTILITIES THAT MAY BE EXPOSED BY THIS CONSTRUCTION.

DETECTABLE UNDERGROUND MARKING TAPE TO BE PERMANENT, BRIGHT-COLORED, CONTINUOUS-PRINTED PLASTICIZED ALUMINUM TAPE, INTENDED FOR DIRECT-BURIAL SERVICE NOT LESS THAN 3" WIDE x 5 MILS THICK. PROVIDE TAPE WITH BLACK PRINTING IDENTIFYING THE UTILITY. DETECTABLE WARNING TAPE REQUIRED OVER ALL WATER, SEWER, DRAINAGE, OR GAS UTILITIES. TAPE TO BE TERRA TAPE BY REEF INDUSTRIES, INC., www.refindustries.com, OR EQUAL.

APUA UNIFORM COLOR CODE:	
WHITE	PROPOSED EXCAVATION
PINK	TEMPORARY SURVEY MARKINGS
RED	ELECTRIC POWER LINES, CABLES, CONDUIT AND LIGHTING CABLES
YELLOW	GAS, OIL, STEAM, PETROLEUM OR GASEOUS MATERIALS
ORANGE	COMMUNICATION, ALARM OR SIGNAL LINES, CABLES OR CONDUIT
BLUE	POTABLE WATER
PURPLE	RECLAIMED WATER, IRRIGATION AND SLURRY LINES
GREEN	SEWERS AND DRAIN LINES

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

- ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbf. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
- MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
- PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
- ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
- ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/RAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
- ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVED EQUAL.
- SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
- ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
- CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
- CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
- EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
- ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP. SEE FIGURE 11-09.

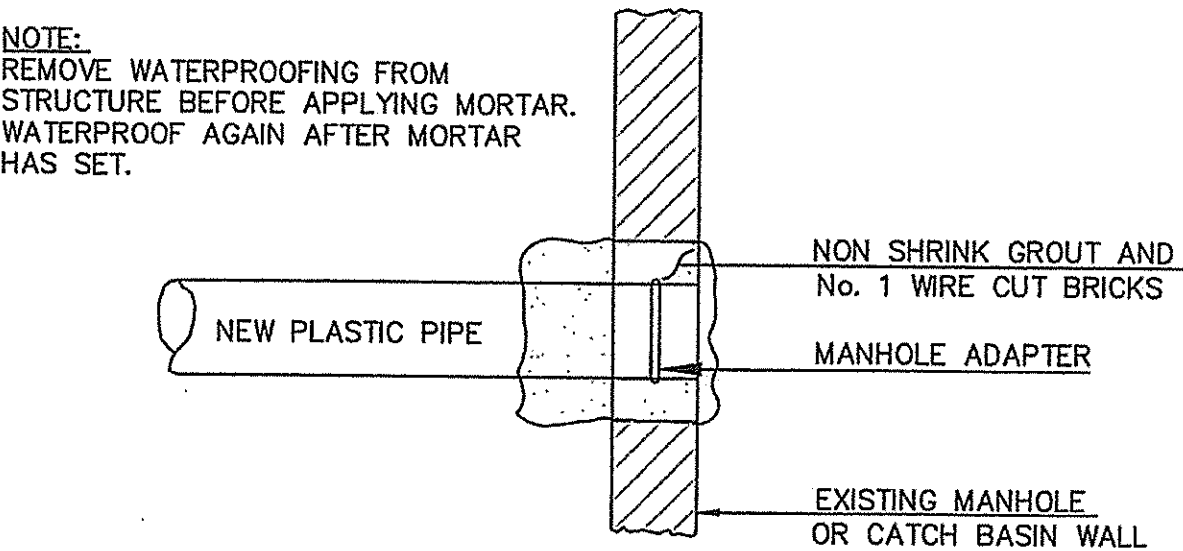
GENERAL NOTES FOR MANHOLES AND CATCH BASINS (11-4)

- NOTES:
- DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.
 - ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.
 - ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
 - IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
 - DIMENSION B SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE, BUT IN ALL CASES DIMENSION B SHALL BE AT LEAST 9".
 - DIMENSION A IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND SHALL BE BASED ON PIPE DIAMETER D, AS SET FORTH IN THE FOLLOWING TABLE.

PAVED AREAS		UNPAVED AREAS	
HALF OF MAX. PAYMENT WIDTH PLUS 12" FOR TRENCH PAVEMENT REPLACEMENT	6" 12"	4" LOAM AND SEED	
COMMON BACKFILL FROM TRENCH EXCAVATION (INCIDENTAL) OR GRANULAR BORROW (IF ORDERED)			
3/4" CRUSHED STONE OR SAND 12" ABOVE TOP OF PIPE.			
3/4" CRUSHED STONE FOR PIPE BEDDING TO PIPE SPRINGLINE			
ESTABLISHED TRENCH PROFILE			
2" CRUSHED STONE			
PIPE DIAMETER, D (INCHES)		MAX. TRENCH WIDTH, A (FEET)	
4	-	4.0	
6	-	4.0	
8	-	4.0	
10	-	4.0	
12	-	4.0	
15	-	5.0	
18	-	5.0	
21	-	5.0	
24	-	6.0	
27	-	6.0	
30	-	6.0	
36	-	6.0	
42	-	7.0	
48	-	7.0	

2 TYPICAL PIPE TRENCH INSTALLATION (11-12)

NOT TO SCALE



METHOD 3 - NEW PIPE INTO EXISTING STRUCTURE

3 PLASTIC PIPE CONNECTION METHODS (11-14)

NOT TO SCALE

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Drawing Set:

No.	Date	Revision
1	12-22-16	SITE PLAN REVIEW-FINAL
2	2-7-17	REVS PER CITY COMMENTS

Drawing Set:

PERMITTING

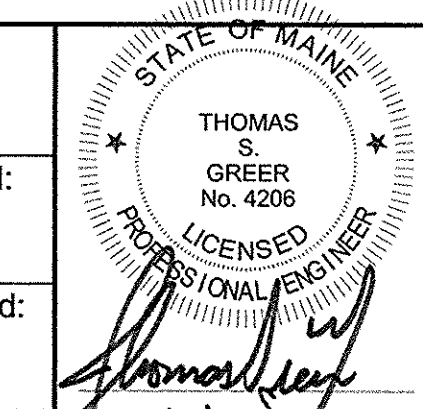
Drawn:

JDC

Checked:

TSG

Approved:



Drawing Title: 2/17/17

CIVIL DETAILS

Job Number: PG: 16193

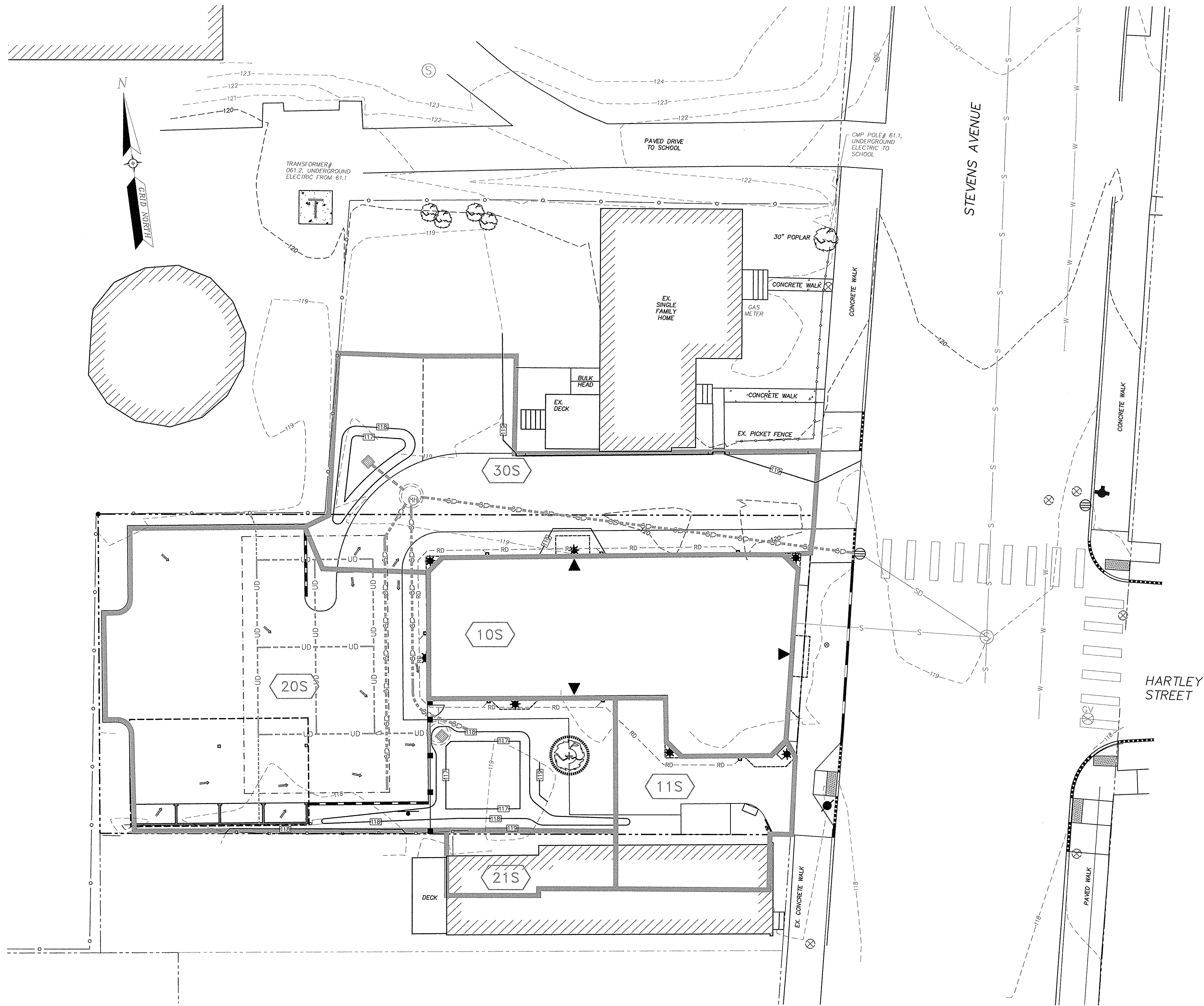
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Date: 12-22-2016 Scale: AS SHOWN

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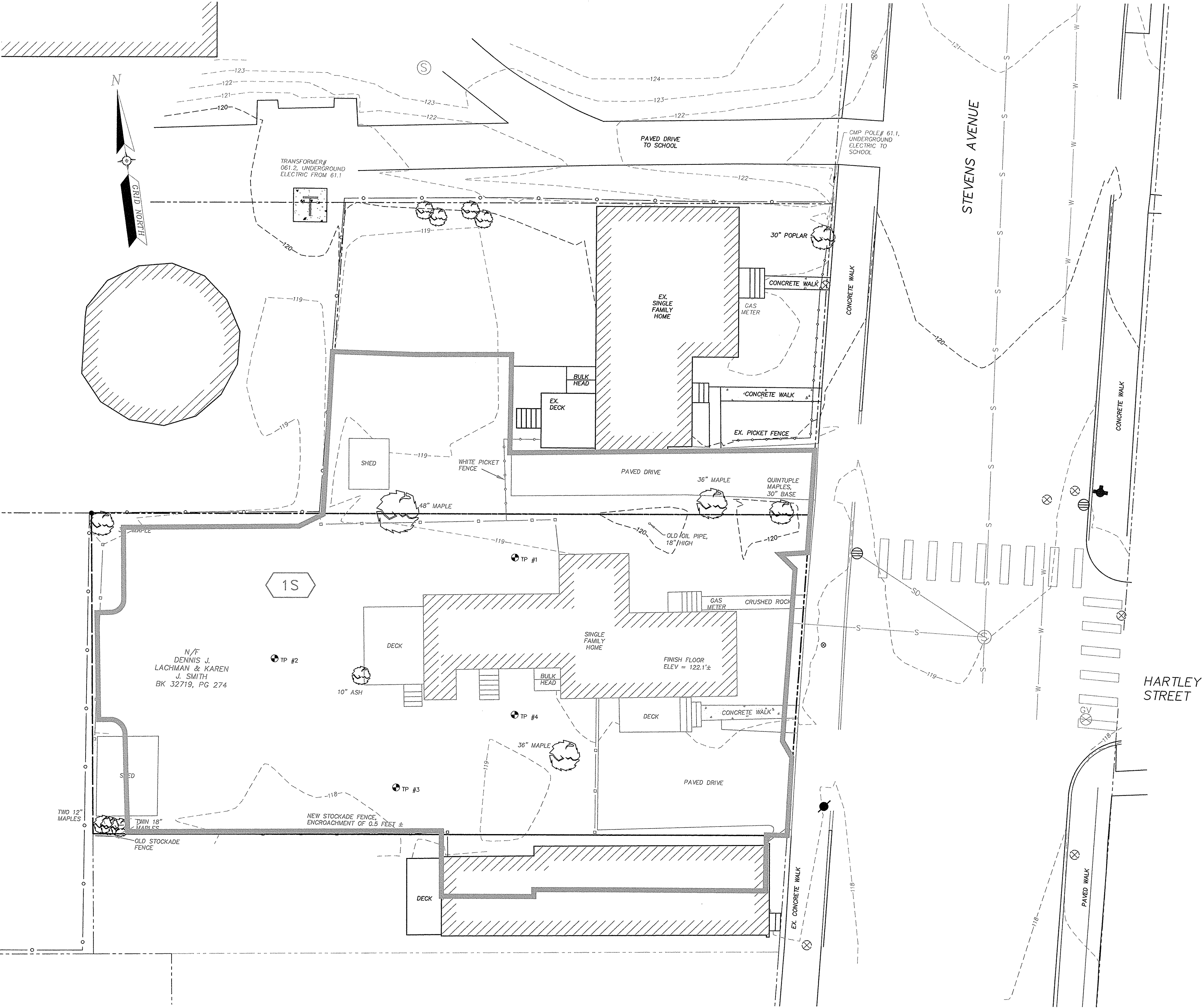
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Drawn: JDC	
Checked: TSG	
Approved:	

Drawing Title:
**DRAINAGE
ANALYSIS
DEVELOPED
CONDITIONS**

Job Number: PG: 16193
File:
Date: 12-22-2016 Scale: AS SHOWN
Drawing Number:

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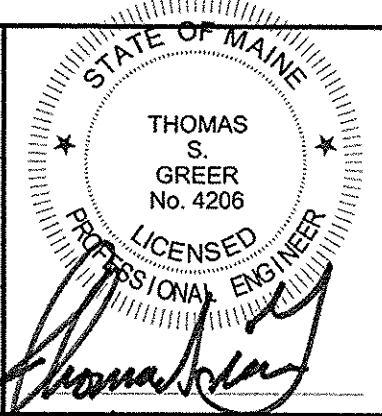
Drawing Set:

PERMITTING

Drawn:
JDC

Checked:
TSG

Approved:



Drawing Title:

**DRAINAGE
ANALYSIS
EXISTING
CONDITIONS**

Job Number: PG: 16193

File:

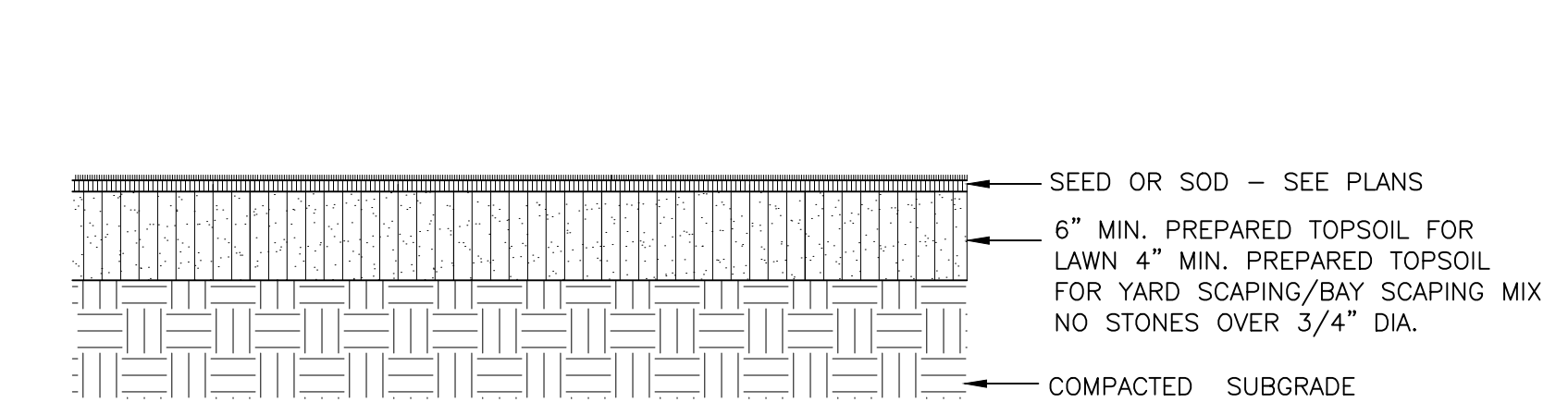
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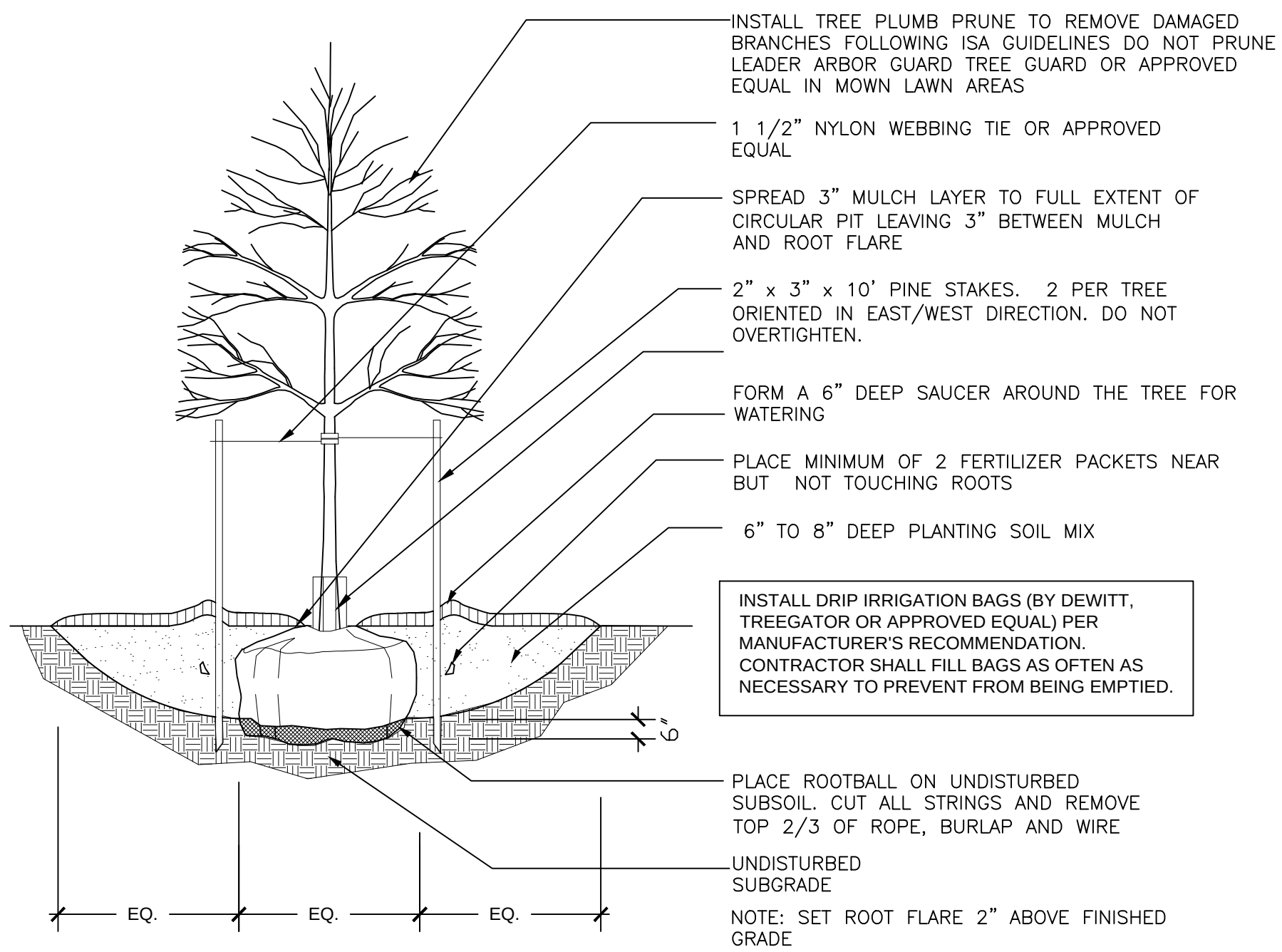
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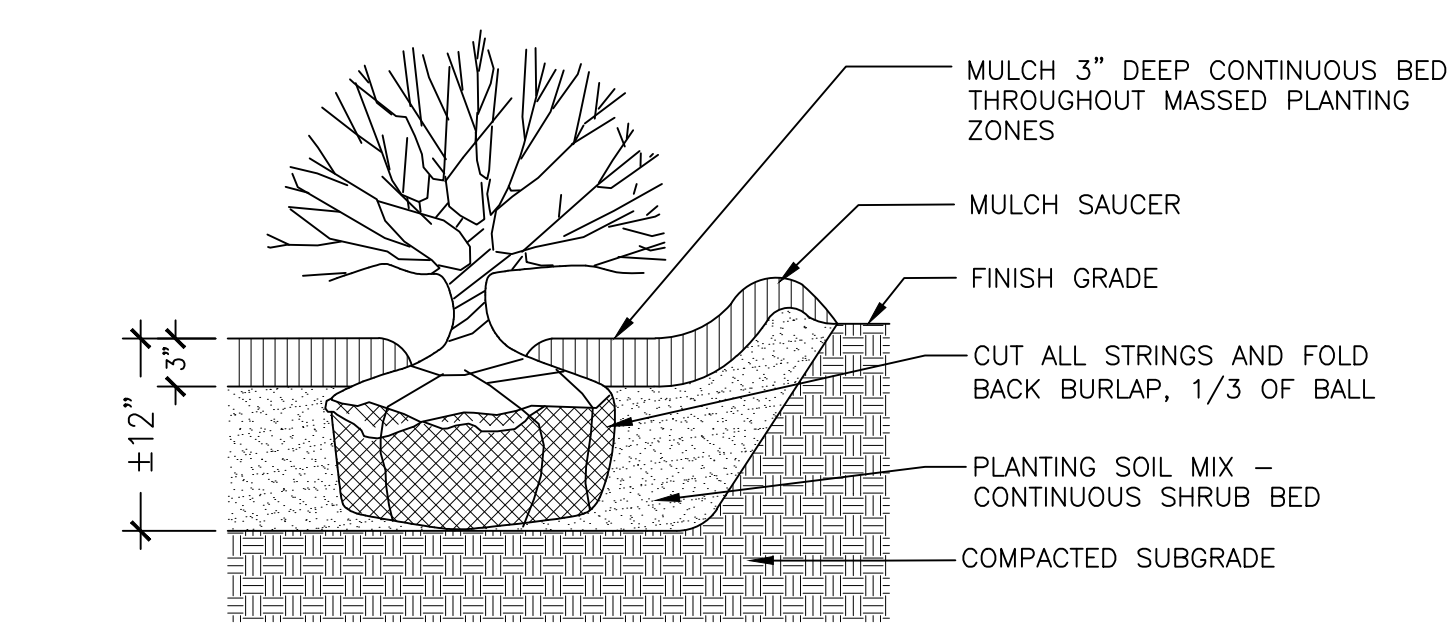




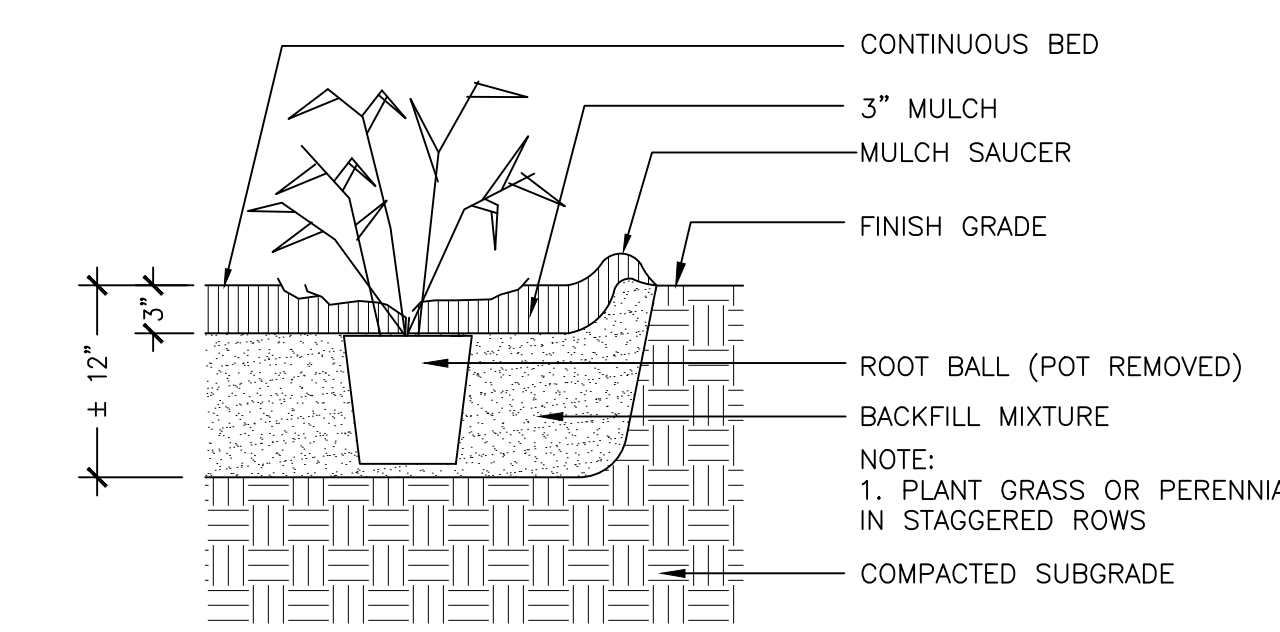
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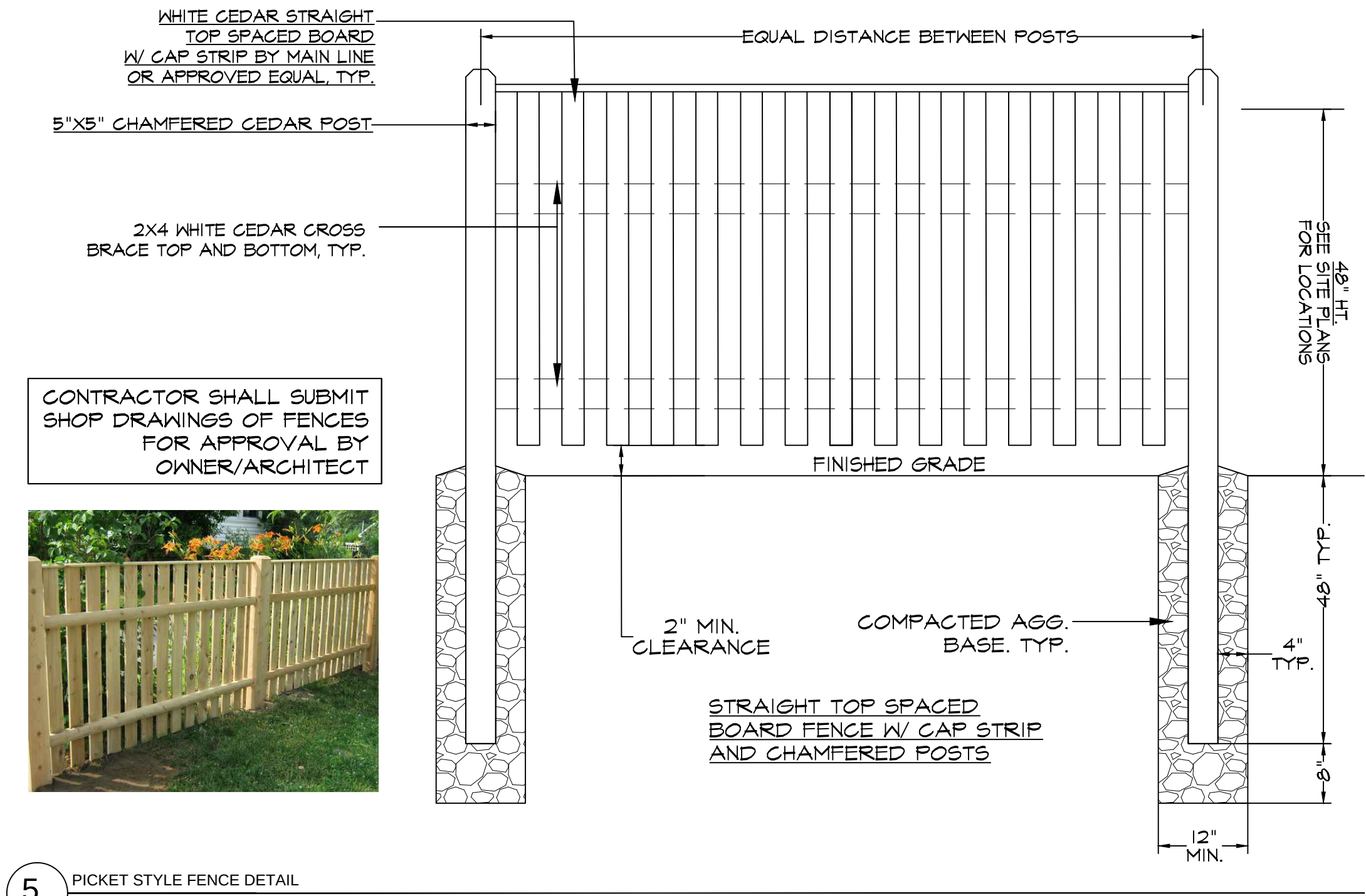
2 TREE IN LAWN OR ESPLANADE
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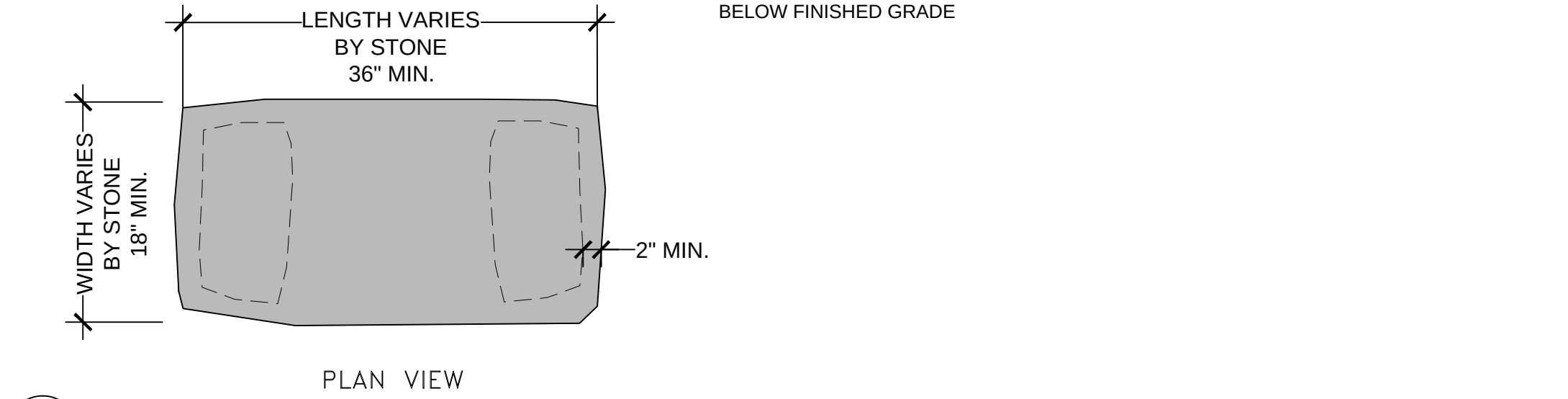
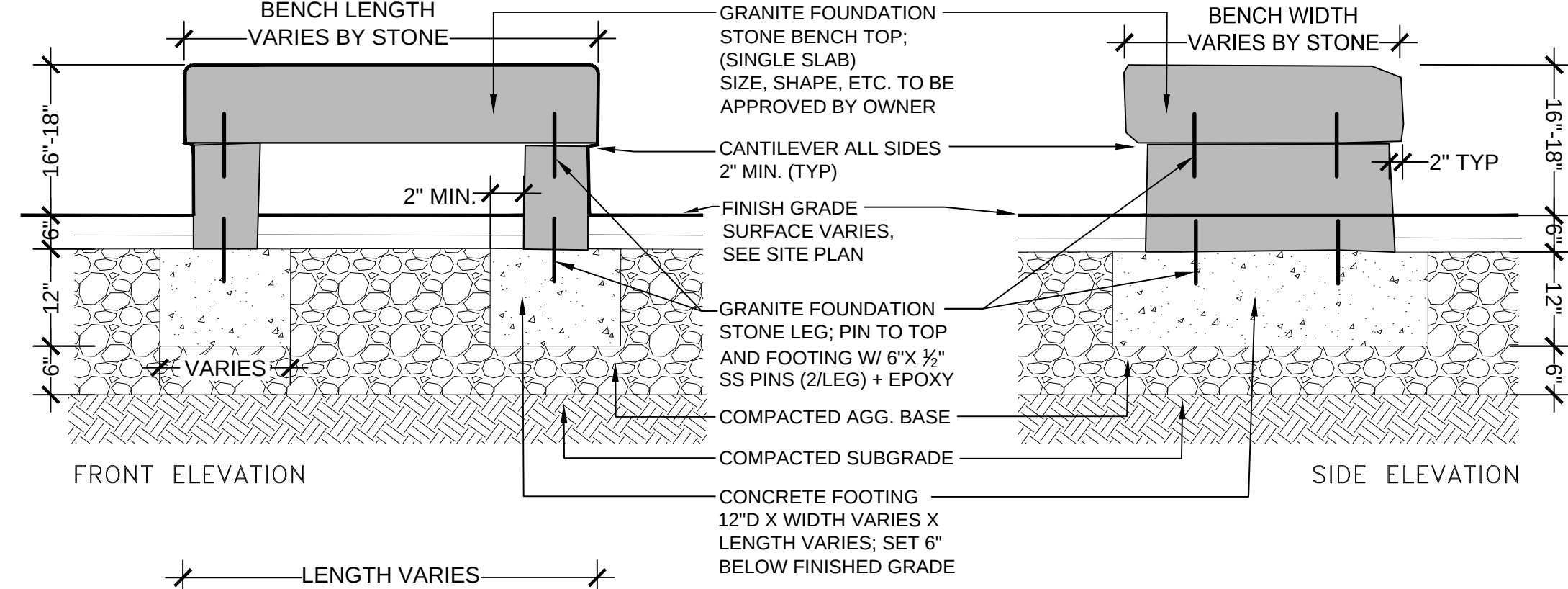
3 SHRUB PLANTING
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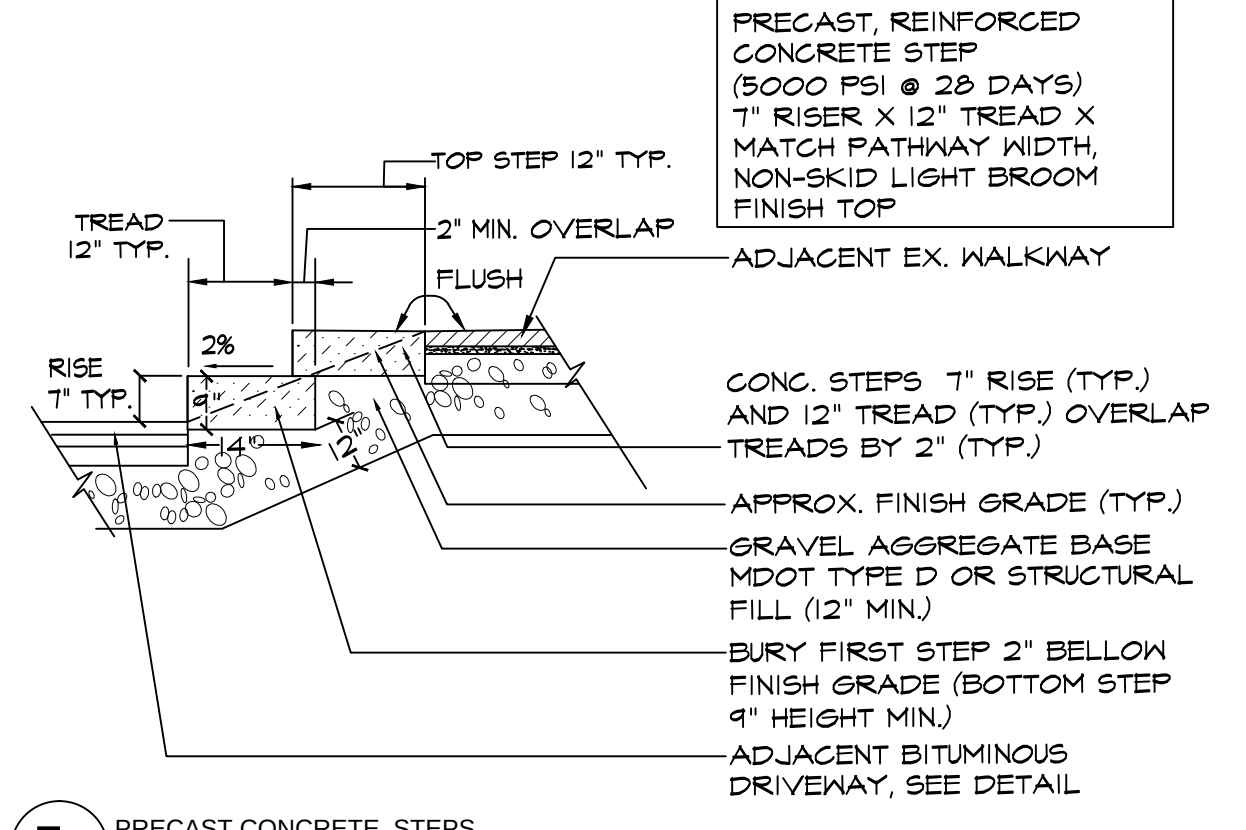
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SCALE: NTS



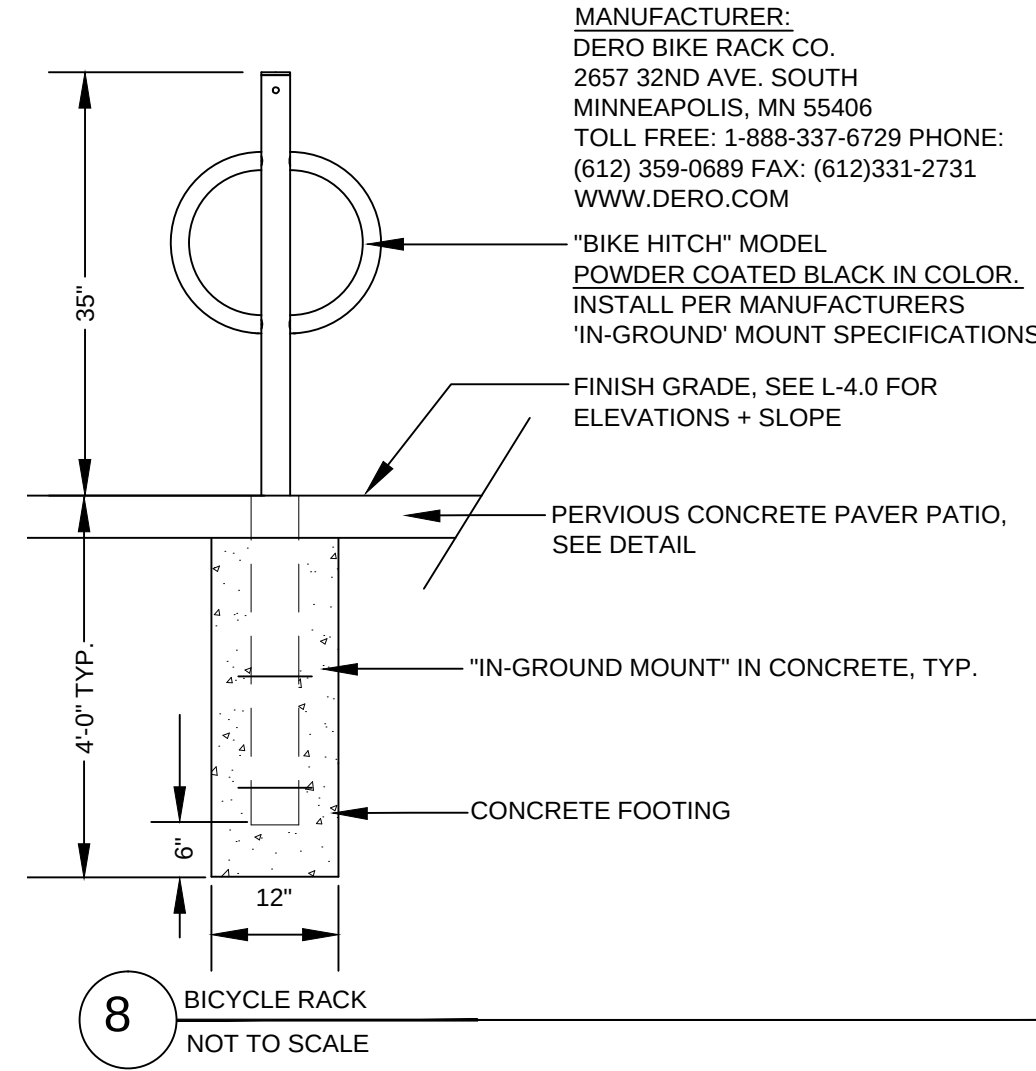
5 PICKET STYLE FENCE DETAIL
NOT TO SCALE



6 GRANITE FOUNDATION STONE BENCH
NOT TO SCALE



7 PRECAST CONCRETE STEPS
NOT TO SCALE



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Checked:	
MAP	
Approved:	
PC	

Drawing Title:

LANDSCAPE DETAILS

Job Number:

File:

Date: 12-22-2016 Scale: AS SHOWN

Drawing Number:

L-2.0

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
back parking	0.48	2.4	0.0	N.A.	N.A.
property line	0.25	2.2	0.0	N.A.	N.A.
site	0.14	3.1	0.0	N.A.	N.A.

Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Symbol	Qty	Lum. Lumens	LLF	Lum. Watts	Description
C	☉	6	702	0.900	12.6	LB6LEDA7L30K
W	⊞	1	2101	0.900	113	CL1S-16LU-4K-4-BC

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Plan 26



PLAN VIEW

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SCALE: NOT TO SCALE
SITE 2-3-17.AGI

DATE: 2/6/2017
Page 1 of 1

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STEVENS AVE SITE
PORTLAND, ME
ALTERNATE LIGHTING LAYOUT



PLANNING BOARD REPORT PORTLAND, MAINE

Zoning Ordinance Amendment Public Hearing report

Changes to the Use Requirements in the B-2 zone Addition of Distilleries to Allowed Uses (Zoning Modernization Pilot Project)

Submitted to: Portland Planning Board Public Hearing Date: February 14, 2017	Prepared by: Tuck O'Brien, City Planning Director Date: February 10, 2017
---	---

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 Planning Board held a workshop on the proposal on January 13, 2007. At this meeting the board voiced support for the general concept of the changes but had reservations about the direction of the proposed amendments of the drive-through provisions. Accordingly, the drive-through provisions have been removed and will be brought back to the board as a standalone item at the appropriate time. Since the workshop staff has met with Zoning and Corporation Counsel to refine the proposal. The changes, although mostly non-substantive, are further discussed below and identified in the mark-up of the workshop draft attached as *Attachment 2*.

The key components of proposal; however, have not changed and as amended 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.

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. Changes from January 17th Workshop Draft

The attached mark-up details the changes made to the draft since the Planning Board Workshop. Most of the changes were related to clarifying the language, simplification and citation format.

Several other minor changes include:

- Allowing the Planning Board to grant dimensional relief from the front yard setback requirements for utility substations and alternative energy facilities, which may be better situated to the rear of lots in some cases.
- Combining commercial kitchen uses with bakeries, breweries, distilleries etc.
- Reverting to the existing approach to drive-through 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. ATTACHMENTS

1. Proposed Text Amendments to Portland Land Use Code, Div. 10. B 2 and B 2b Community Business Zones
2. Proposed Changes to the Workshop Version of the Portland Land Use Code, Div. 10. B2 and B2b Community Business Zones

A. Proposed Amendment: Delete all of Section 14-182 and substitute Table of Uses – S3c. 14-182**Sec. 14-182. Table of Uses**

Group ¹	Use	B-2 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
B	General business and professional offices, as defined in section 14-47, and offices of trades	Y	Y	Y
B	Personal services, as defined in section 14-47	Y	Y	Y
B	General retail establishments	Y	Y	Y
B	Pharmacies with retail sales	Y	Y	Y
B	Banking Facilities	Y	Y	Y
B	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
B	Drinking establishments, as defined in section 14-47	Y	Y	N
B	Billiard parlors	Y	Y	Y
B	Funeral homes	Y	Y	Y
B	Miscellaneous repair services, excluding motor vehicle repair services	Y	Y	Y
B	Communication studios or broadcast and receiving	Y	Y	Y

¹ Uses within the same group lettering may be substituted without being considered a change of use under zoning, provided all dimensional and other requirements of this section are met. Other reviews may be required under City regulations, including but not limited to building permit, subdivision and site plan reviews. However, no additional parking shall be required for changes within the same use group for a change in total floor area up to 10,000 sf, except for the provision of additional housing units.

Use Groups include the following:

R = Residential

B = Business

I = Institutional

O = Other

U = Utility

A = Auto related

M = Manufacturing/Processing/and other Industrial

² Y- Permitted N- Not permitted

C- Conditional use, see section 14-183 for specific standards in addition to the general conditional use standards

	facilities			
B	Health clubs and gymnasiums	Y	Y	Y
B	Veterinary hospitals and clinics provided there is no outdoor kennel	Y	Y	Y
B	Theaters and performance halls	Y	Y	Y
B	Hotels, Motels and Inns	Y	Y	Y
B	Bakeries, breweries, distilleries, commercial kitchens and similar uses with a retail component and with a total floor area under 10,000 net sf.	Y	Y	Y
B	Bakeries, breweries, distilleries, commercial kitchens and similar uses with a retail component and with a total floor area of 10,000 net sf. or greater	Y	N	N
B	Expansion of existing dairies	Y	Y	Y
B	Registered medical marijuana dispensaries	Y	C	C
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	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
U	Wind energy systems, as defined and allowed in Article X, Alternative Energy	Y	Y	Y
U	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
A	Drive-throughs associated with a permitted or conditional use ⁴	C	N	C
A	Auto service stations	C	N	N
A	Expansion of auto service stations in existence as of	C	C	C

³ Expansion of accessory uses into space used by a permitted use shall not be considered a change of use

⁴ In the B-2b and B-2c zones drive-throughs are only allowed as outlined in 14-183(b) 8.

	November 15, 1999			
A	Car washes	C	C	C
A	Automobile dealerships	C	C	C
M	Printing and publishing establishments of 10,000 gross sf. or less	C	C	C
M	Expansion of existing printing and publishing establishments of greater than 10,000 gross sf. in existence since April 4, 1988	C	C	C
M	Wholesale distribution establishments of 10,000 gross sf. or less	C	C	C
M	Research and development and related production establishments of 10,000 gross sf. or less	C	C	C

B. Proposed Amendment: Amend by deleting Section 14-483 and substitute the following Section 14-483:

14-483 Conditional Uses

The following uses are permitted in the B-2, B-2b and B-2c zone, as provided in section 14-474 (conditional uses), if they meet the following requirements:

- 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.
 - iii. 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
- 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. 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 “M”: 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 conditional uses standards as listed in Section 14-163 for temporary wind anemometer towers are met in addition to Sec 14-430.

C. Proposed Amendment: Amend by deleting Section 14-484 Prohibited uses and substitute the following Section 14-484 Performance based uses.

Sec. 14-184. Prohibited and Performance based uses.

Uses not expressly permitted as provided in section 14-182 and 14-183 are prohibited unless the use may be permitted subject to meeting the following performance based conditions and standards:

- (a) The proposed use is consistent with the purposes of this zone.
- (b) The proposed use is similar to a permitted use.

- (c) The proposed development is designed and operated so that it will prevent undue adverse environmental impacts, substantial diminution of the value or utility of neighboring structures, or significant hazards to the health or safety of neighboring residents by controlling noise levels, emissions, traffic, lighting, odor, and any other potential negative impacts of the proposal.

The Planning Authority shall determine whether the uses not listed as permitted or conditional uses meet the above conditions and standards. The Planning Authority may impose reasonable conditions of approval 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 does not meet the above criteria, it shall not be permitted. The determination of the Planning Authority may be appealed within 30 days of the written determination 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.

D. Proposed Amendment: Amend Section 14-485 dimensional requirement to exempt utility substations from meeting the maximum front yard setback.

Sec. 14-185. Dimensional requirements.

In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, lots in the B-2, B-2b, and B-2c zones shall meet the following dimensional requirements:

Minimum Lot Size	None
Minimum Street Frontage	20 feet
Front Yard Setback Minimum	None
Rear Yard Setback Minimum	10 feet, except as provided for below: a. 5 feet for accessory structures
Side Yard Setback Minimum	None required, except as provided for below: a. 5 feet for accessory structures
Side Yard on Side Street Setback Minimum	None

Front Yard Maximum¹	No more than 10 feet, except that the Planning Board or Planning Authority may approve a different amount for irregularly shaped lots or lots with frontage less than 40 feet provided this standard is met to the maximum extent practicable. ² The Planning Board or Planning Authority may waive the front yard maximum for utility substations and alternative energy installations.
Structure Stepbacks	Portions of a structure above 35 feet shall be no closer than 5 feet from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone.
Height maximum	45 feet except as provided for below: a. 50 feet if first floor is partially or wholly occupied by a commercial use. b. 65 feet in B-2 and B-2c zones on lots >5 acres provided that all setbacks, except for front yard setbacks and side yard on side street setbacks, increase by 1 foot for each foot of height over 45 feet. c. 65 feet within 65 feet of Franklin St.
Maximum Impervious Surface Ratio	a. For residential uses: None b. For all other permitted uses: 80% in B-2 and B-2c c. For all other permitted uses: 90% in B-2b
Minimum Lot Area per Dwelling Unit	a. Off-peninsula locations, as defined in section 14-47: 1,500 square feet, except as provided for in (b) below. b. On-peninsula locations (as per 14-47) and projects with active street frontages, as defined in section 14-188, below: 435 square feet.

¹ Building additions do not have to meet this section.

² If lot has less than 40 feet of frontage and is more than 100 feet deep then no maximum setback is required. If existing structures are within 20 feet of the street or meet the front yard maximum, and remainder of lot has less than 40 feet of frontage, then no maximum setback is required. Where setbacks exceed 10 feet, a continuous, attractive, and pedestrian-scaled edge treatment shall be constructed along the street, consisting of street trees spaced at no more than 15 feet on center, approved by City arborist, and a combinations of landscaping no less than 4 feet deep, ornamental brick or stone walls or ornamental fencing.

A. Proposed Amendment: Delete all of Section 14-182 and substitute Table of Uses – S3c. 14-182**Sec. 14-182. Table of Uses**

Group ¹	Use	B-2 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	Y	Y	Y
€ B	General business and professional offices, as defined in section 14-47, and offices of trades	Y	Y	Y
€ B	Personal services, as defined in section 14-47	Y	Y	Y
€ B	General retail establishments	Y	Y	Y
€ B	Pharmacies with retail sales	Y	Y	Y
€ B	Banking Facilities	Y	Y	Y
€ B	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
€ B	Drinking establishments, as defined in section 14-47 and bars as defined in section 14-217.5 (a)(1)	Y	Y	N
€ B	Billiard parlors	Y	Y	Y
€ B	Funeral homes	Y	Y	Y
€ B	Miscellaneous repair services, excluding motor vehicle repair services	Y	Y	Y
€ B	Communication studios or broadcast and receiving facilities	Y	Y	Y
€ B	Health clubs and gymnasiums	Y	Y	Y
€ B	Veterinary hospitals and clinics provided there is no outdoor kennel	Y	Y	Y
€ B	Theaters and performance halls	Y	Y	Y
€ B	Hotels, Motels and Inns	Y	Y	Y
€ B	Bakeries, breweries, distilleries, <u>commercial kitchens</u> and similar uses with a retail component <u>and with a total floor area</u> under 10,000 net sf.	Y	Y	Y
€ B	Bakeries, breweries, distilleries, <u>commercial kitchens</u> and similar uses with a retail component <u>and with a total floor area of</u> 10,000 net sf. or greater	Y	N	N
€ B	Expansion of existing dairies	Y	Y	Y
€	Drive-throughs associated with a permitted or conditional	€	€	€

¹ Uses within the same group lettering may be substituted without being considered a change of use under zoning, provided all dimensional and other requirements of this section are met. Other reviews may be required under City regulations, including but not limited to building permit, subdivision and site plan reviews. However, no additional parking shall be required for changes within the same use group for a change in total floor area up to 10,000 sf, except for the provision of additional housing units.

Use Groups include the following:

R = Residential

B = Business

I = Institutional

O = Other

U = Utility

A = Auto related

M = Manufacturing/Processing/and other Industrial

²Y-Permitted N-Not Permitted

C-Conditional use, see section 14-183 for specific standards in addition to the general conditional use standards

	<u>use²</u>			
<u>C B</u>	Registered medical marijuana dispensaries	Y	C	C
<u>C</u>	Commercial kitchens provided the commercial kitchen includes retail sales or a tasting room within the principal structure, under 7,000 net sf.	Y	Y	Y
<u>C</u>	Commercial kitchens provided the commercial kitchen includes retail sales or a tasting room 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
<u>O</u>	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
<u>U</u>	<u>Utility substations, as defined in section 14-47, subject to the requirements of article V (site plan), sections 14-522 and 14-523 notwithstanding</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<u>A</u>	<u>Drive-throughs associated with a permitted or conditional use⁴</u>	<u>C</u>	<u>N</u>	<u>C</u>
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
<u>P M</u>	Printing and publishing establishments of 10,000 gross sf. or less	C	C	C
<u>P M</u>	Expansion of existing printing and publishing establishments of greater than 10,000 gross sf. in existence since April 4, 1988	C	C	C
<u>P M</u>	Wholesale distribution establishments of 10,000 gross sf. or less	C	C	C
<u>P M</u>	Research and development and related production establishments of 10,000 gross sf. or less	C	C	C

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³Expansion of accessory uses into space used by a permitted use shall not be considered a change of use

⁴In the B-2b and B-2c zones drive-throughs are only allowed as outlined in 14-183(b) 8.

~~Y- Permitted~~ — ~~N- Not permitted~~

~~C- Conditional use, see section 14-183 for specific standards in addition to the general conditional use standards~~

B. Proposed Amendment: Amend by deleting Section 14-483 and substitute the following Section 14-483:

14-483 Conditional Uses

The following uses are permitted in the B-2, B-2b and B-2c zone, as provided in section 14-474 (conditional uses), if they meet the following requirements:

- 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 ~~bB~~Board of ~~aA~~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.

iii. 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.

- 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 ~~b~~Board of ~~a~~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 “PM”: Notwithstanding section 14-474(a) of this article or any other provision of this code, the Planning Board shall be substituted for the ~~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 conditional use standards as listed in Section 14-163 for temporary wind anemometer towers are outlined in the [B-1 zone?] are met in addition to Sec 14-430.

C. Proposed Amendment: Amend by deleting Section 14-484 Prohibited uses and substitute the following Section 14-484 Performance based uses.

Sec. 14-184. Prohibited and Performance based uses.

Uses not expressly permitted as provided in section 14-182 and 14-183 are prohibited unless the use may be permitted subject to meeting the following performance based conditions and standards:

- (a) The proposed use is consistent with the purposes of this zone.
- (b) The proposed use is similar to a permitted use.
- (c) The proposed development is designed and operated so that it will prevent undue adverse environmental impacts, substantial diminution of the value or utility of neighboring structures, or significant hazards to the health or safety of neighboring residents by controlling noise levels, emissions, traffic, lighting, odor, and any other potential negative impacts of the proposal.

The Planning Authority shall determine whether the uses not listed as permitted or conditional uses meet the above conditions and standards. The Planning Authority may impose reasonable conditions of approval on the proposed use to ensure that it is similar in character and impact to a use on the table.

~~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 ~~does not meet the above criteria, is not similar to any of those uses,~~ it shall not be permitted. The determination of the Planning Authority may be appealed within 30 days of the written determination 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.

D. Proposed Amendment: Amend Section 14-485 dimensional requirement to exempt utility substations from meeting the maximum front yard setback.

Sec. 14-185. Dimensional requirements.

In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, lots in the B-2, B-2b, and B-2c zones shall meet the following dimensional requirements:

Minimum Lot Size	None
Minimum Street Frontage	20 feet
Front Yard Setback Minimum	None
Rear Yard Setback Minimum	10 feet, except as provided for below: a. 5 feet for accessory structures
Side Yard Setback Minimum	None required, except as provided for below: a. 5 feet for accessory structures
Side Yard on Side Street Setback Minimum	None
Front Yard Maximum ¹	No more than 10 feet, except that the Planning Board or Planning Authority may approve a different amount for irregularly shaped lots or lots with frontage less than 40 feet provided this standard is met to the maximum extent practicable. ² <u>The Planning Board or Planning Authority may waive the front yard maximum for utility substations and alternative energy installations.</u>
Structure Stepbacks	Portions of a structure above 35 feet shall be no closer than 5 feet from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone.

Height maximum	45 feet except as provided for below: a. 50 feet if first floor is partially or wholly occupied by a commercial use. b. 65 feet in B-2 and B-2c zones on lots >5 acres provided that all setbacks, except for front yard setbacks and side yard on side street setbacks, increase by 1 foot for each foot of height over 45 feet. c. 65 feet within 65 feet of Franklin St.
Maximum Impervious Surface Ratio	a. For residential uses: None b. For all other permitted uses: 80% in B-2 and B-2c c. For all other permitted uses: 90% in B-2b
Minimum Lot Area per Dwelling Unit	a. Off-peninsula locations, as defined in section 14-47: 1,500 square feet, except as provided for in (b) below. b. On-peninsula locations (as per 14-47) and projects with active street frontages, as defined in section 14-188, below: 435 square feet.

¹ Building additions do not have to meet this section.

² If lot has less than 40 feet of frontage and is more than 100 feet deep then no maximum setback is required. If existing structures are within 20 feet of the street or meet the front yard maximum, and remainder of lot has less than 40 feet of frontage, then no maximum setback is required. Where setbacks exceed 10 feet, a continuous, attractive, and pedestrian-scaled edge treatment shall be constructed along the street, consisting of street trees spaced at no more than 15 feet on center, approved by City arborist, and a combinations of landscaping no less than 4 feet deep, ornamental brick or stone walls or ornamental fencing.



PLANNING BOARD REPORT PORTLAND, MAINE

Map Amendment B2 and R3 to Residence Professional (RP) Zone
117 Auburn Street (Fallbrook Professional Building)

MacDermot LLC, Applicant
Project #: 2016-272
CBL: 375 – O- 39

Submitted to: Portland Planning Board
Public Hearing Date: February 14th, 2017

Prepared by: Jean Fraser, Planner
Date: February 10th, 2017

I. INTRODUCTION

MacDermot LLC has requested a hearing on the proposed 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 (see section IV below).

Most recently the existing building (approximately 10,000 sq ft) was occupied by Mercy as a medical office building, which was considered a legally non-conforming use in the R3 zone. This legal status is no longer in place 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 has submitted basic information (Plans P1 to P3) that illustrate the existing site development; no changes or improvements are proposed.

Use for medical office or offices 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 building was constructed in 1980 and the zoning history is not conclusive. The map amendment is being pursued by the applicant as the only way to definitively confirm what uses are legally allowable in the existing building.

The Planning Board considered the extent of the proposed zoning at a Workshop on January 17, 2017 and supported the inclusion of the entire parcel in the map amendment to the RP zone.

Applicant: MacDermot LLC, Kevin McQuinn, Representative
Property Owner: MacDermot LLC (Mike Cloutier)

Public Notice: The legal notice of the proposed map amendment appeared in the Portland Press Herald on January 30th and February 6th, 2017. The public notice of the Planning Board meeting appeared in the Portland Press Herald on February 6th and 7th, 2017, was posted on the web site and was sent by mail or e-mail to 221 property owners and interested citizens. There have been no public comments on this proposal, with at the Planning Board Workshop or submitted for this hearing.

II. WORKSHOP SUMMARY

The January Workshop heard that the applicant considers there may have been a scrivener's error regarding the zoning map, but the Board confirmed that this was not within the jurisdiction of the Planning Board. The Board supported the inclusion of the entire parcel within the RP map amendment, as they considered this would avoid further questions over the zoning boundary lines and that the eastern part of the site was already protected from development by its inclusion in the Stream Protection Zone (Fall Brook).

III. 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 Lyman Moore/Lyseth School complex (elementary and middle) abutting the site to the northeast.

To the south of the site is the CVS, the northernmost retail unit in the Northgate Plaza, and to the west is the H&R Block building which was recently refurbished. (See submitted Plans P2 Site Plan and P3 Vicinity Map).

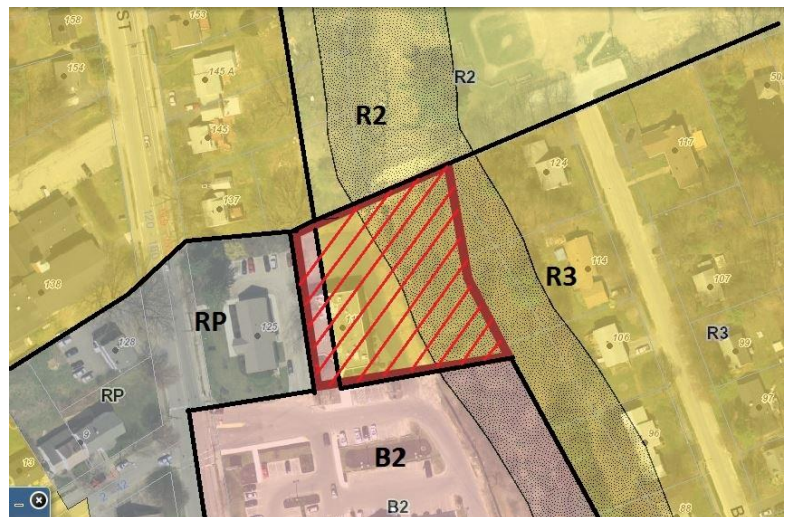
The existing building (photo right) was most recently a medical office building and it has been vacant for more than a year.



IV. ZONING BACKGROUND and PROPOSED MAP AMENDMENT

Most of the parcel is currently zoned R3 Residential which does not allow office uses. The building was constructed in 1980 and has been considered a legally nonconforming use within the R3 zone, although a small part of the building is within the B2 Business Community zone. The legal non-conforming status was lost because the building remained empty for more than 12 months and the City's zoning (14-387 of the Land Use Code) determines that the discontinuance of the use constitutes an abandonment of the use.

It has been difficult to find documentation as to the zoning in place at the time of construction (which allowed for the existing building to be constructed in what is now zoned R3) and whether there is evidence of a scrivener's error regarding the extent of the R3 zone across this lot. Building permits that relate to the building indicate that it is in the B2 zone, but the building straddles the B2 and R3 zones so this information does not document the status of the entire parcel. The research into the tax maps dating from 1975 (see detail in the January PB Memo) concluded that the bulk of the site has been zoned residential from the time the building was constructed.



The proposed map amendment therefore appears the best approach for confirming the legal uses of the subject site. The logical options for a map amendment are either B2 or RP, as the site abuts both zones and both allow for the proposed uses. Staff recommended the RP zone to maintain the buffer zone between the Northgate Plaza and the residential neighborhood, as the RP zone 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).

<u>B2 ZONE</u>	<u>RP ZONE</u>
<u>PERMITTED USES</u> <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.	<u>PERMITTED USES</u> <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.
<u>CONDITIONAL USES</u> - 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.	<u>CONDITIONAL USES</u> - 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.

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 they seek and which are suitable for the existing building, while also limiting the potential impacts on the surrounding residential neighborhood.

The Planning Board discussed whether all of the parcel should be amended to RP zone given that it extends towards the residential uses to the east. The Board concluded that development on the eastern part of the site would be constrained by its zoning as “Stream Protection” (stipled on the zoning map) so that it would be legally more straightforward to amend the entire parcel so that the zoning and parcel boundaries were coterminous.

VI. COMPREHENSIVE PLAN

Volume One of the Portland Comprehensive Plan includes references to the Portland strategic plans which have been compiled as components of the comprehensive plan and how each of them addresses State Growth Management Goals. Goals and policies of both the state and the City, as described in the City strategic plans that comprise the Portland Comprehensive Plan, which are relevant to the proposed map amendment have been included below. Staff consider that the proposed map amendment is consistent with the Comprehensive Plan.

STATE GOAL A: *To encourage orderly growth and development in appropriate areas of each community, while protecting the State's rural character, making efficient use of public services and preventing development sprawl.*

INTRODUCTION A TIME OF CHANGE: PORTLAND TRANSPORTATION PLAN - July 1993

Transportation Plan Guiding Principle: *Provide maximum mobility in a balanced transportation system, which encompasses all modes, to support the economic vitality and quality of life of the Portland community.*

Transportation Policies

- *Vibrant neighborhoods include nearby, small-scale commercial areas that provide both convenient service and natural meeting places. Provide routine, daily services within walking distance of residents of all neighborhoods, as long as the businesses providing the services are small-scale, are designed compatibly with residences, and fit into the fabric of the neighborhood.*
- *Encourage businesses to locate in established employment centers, including Downtown, that are served by public transportation or that have the critical mass necessary to support alternative modes of transportation.*

STATE GOAL C: *To promote an economic climate, which increases job opportunities and overall economic well being.*

The introduction to this goal cites the INDUSTRY AND COMMERCE PLAN (also referred to as the ICPAC Report) as a source document. Specific strategies to achieve this goal include the following:

- *Improve the Quality of Life*
 - *Make Portland attractive to new residents and businesses*
- *Revise Zoning (including):*
 - *Protecting neighboring residential zones*
 - *Providing thoughtful flexibility for emerging industries*
- *Create financial Incentives (including):*
 - *Be creative, responsive and work hard to retain existing business*
 - *Enhance the City's ability to attract economic development*

VII. STAFF RECOMMENDATION

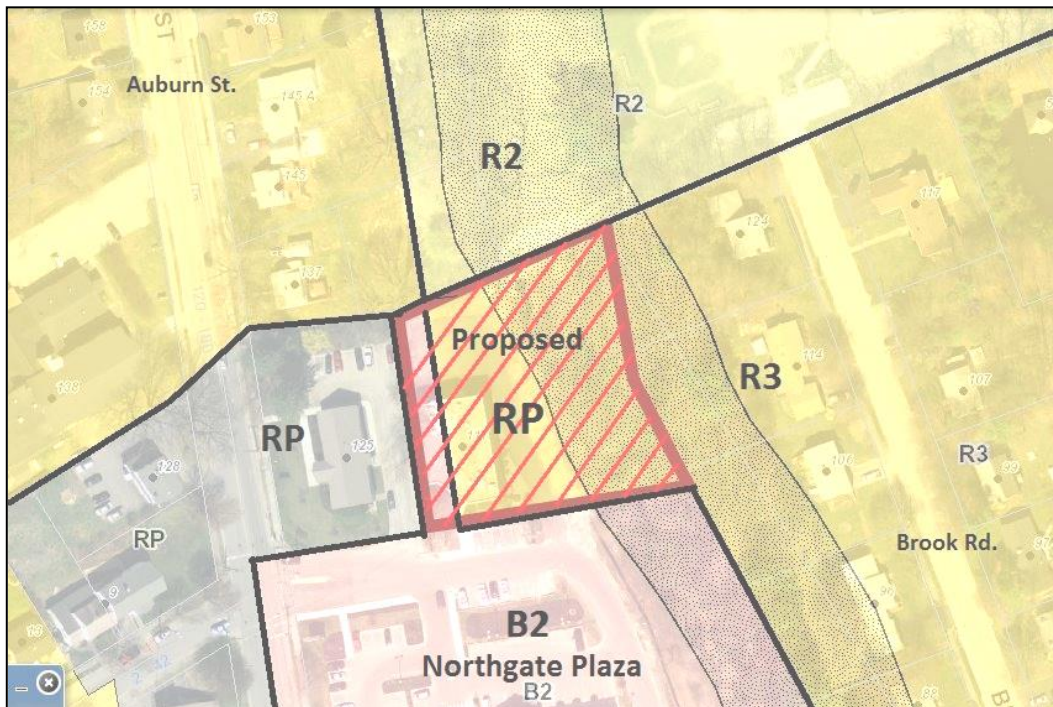
Staff consider the existing building and proposed use to be a relatively quiet and low intensity use that provides a buffer between the more active retail uses of the Northgate Plaza and the residential area to the east and north. The proposed map amendment extends the RP zone (currently immediately to the west of the parcel) to encompass the parcel and complete the buffer zone.

VII. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, the City of Portland Zoning Code, Portland's Comprehensive Plan, public comment, the information provided in public hearing on February 14, 2017 for the project #2016-272 (117 Auburn Street), and/or other findings as follows:

The Planning Board finds that the proposed rezoning to the Residence Professional (RP) zone for the a property located at 117 Auburn Street **[is or is not]** consistent with the Comprehensive Plan for the City of Portland; and

Therefore, the Planning Board **[recommends or does not recommend]** to the City Council approval of the zoning map amendment for 117 Auburn Street from R3 Residential/B2 Business Community to Residence Professional (RP) Zone for the area shown hatched below.



VI. ATTACHMENTS

Hearing Report 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

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[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!

FOR LEASE
MEDICAL OFFICE SPACE

AVAILABLE SPACE: 10,038± SF

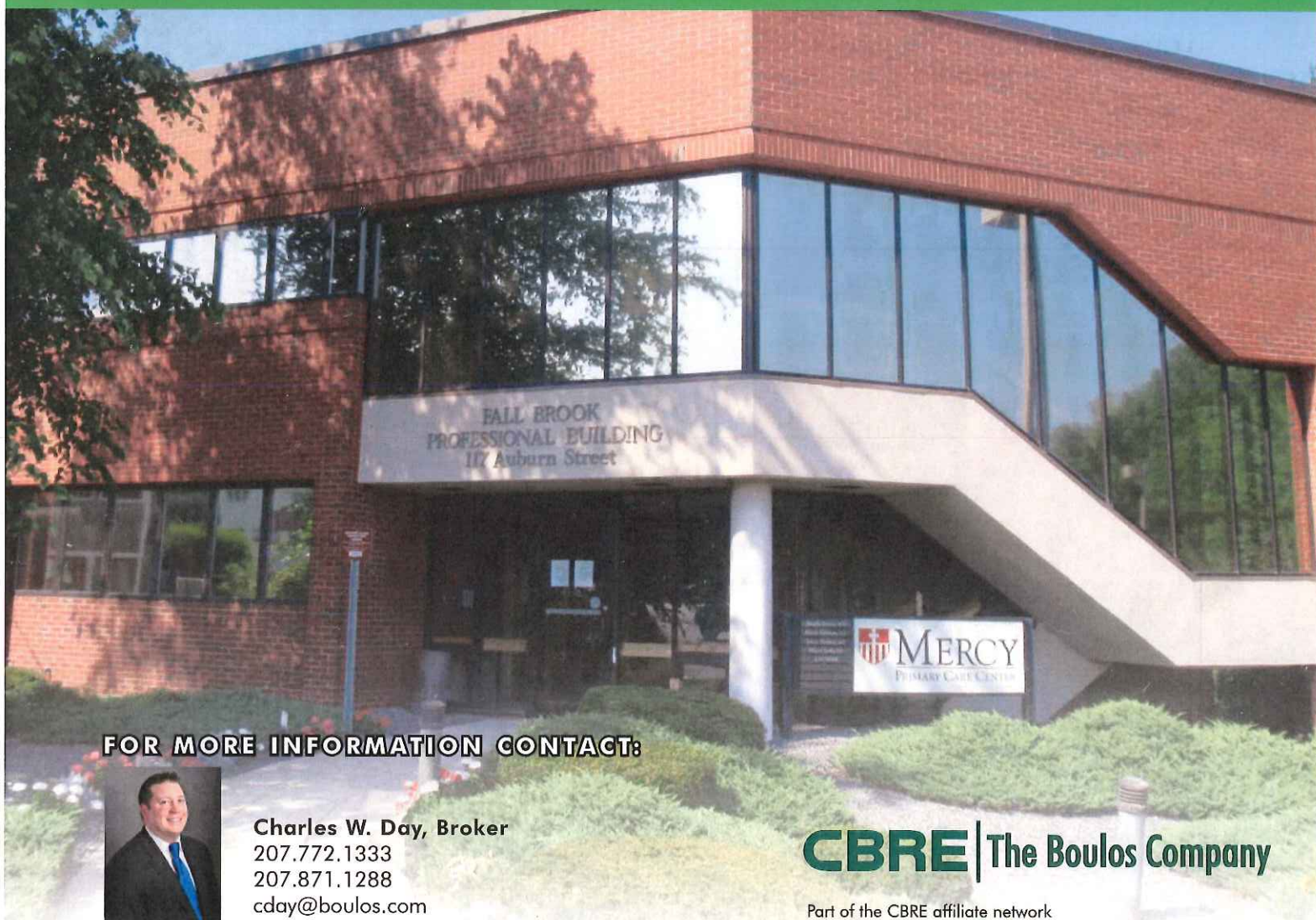
LOCATION: Just off Washington Avenue with
easy access from I-295

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

127

R2

B2

CVS

A

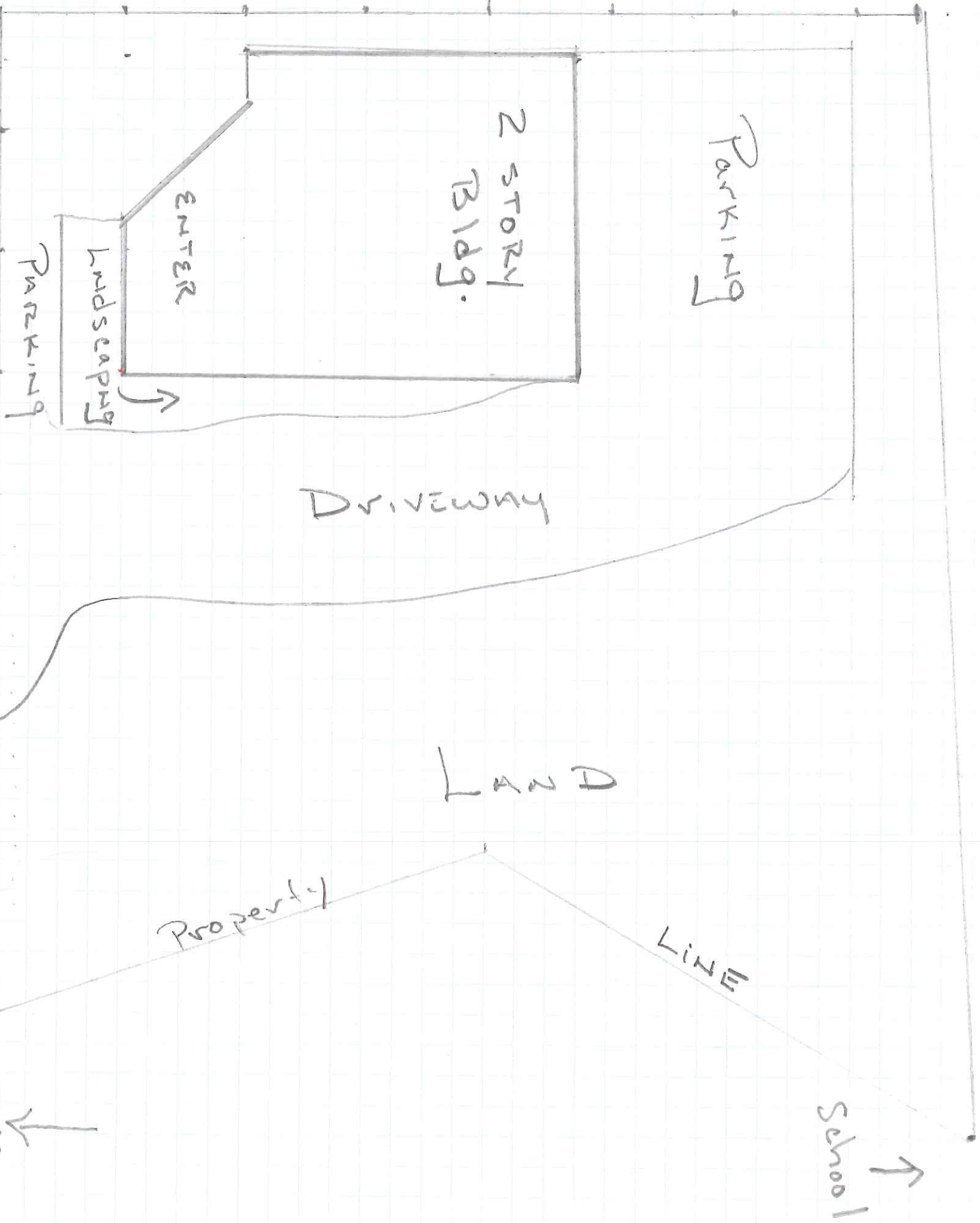
9

R3

Auburn St
H.R. BLOCK BLDG

85

100



374 B012

City

93 54
Sitzgele
374 66
12 66
Horn

HBR Block

117 AUBURN ST.

NORTHGATE
STOPPING
Center

AUBURN ST

Commercial Office

SANBORN ST

N6NE



PLANNING BOARD REPORT PORTLAND, MAINE

Review of Condition that requires compliance with specified B7 Design Standards
Westerlea View Lofts: 54 unit residential development and commercial space

75 Chestnut Street

Level III Site Plan Condition i

A&M Partners Inc, Applicant

Project #2016-184 (Subdivision & Site Plan) CBL: 26/E/10

Submitted to: Portland Planning Board Public Hearing Date: February 14 th , 2016	Prepared by: Jean Fraser, Planner Date: February 10 th , 2016
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I. INTRODUCTION

On December 13, 2016 the Planning Board approved the proposed project for a 7 story building at the corner of Oxford Street and Chestnut Street, subject to a condition of approval that required the applicant to revise the design ([Attachment 1 Approval Letter](#)).

The condition of approval that frames the review of the submitted material states:

- i. *That final proposals shall comply with the B7 Design Standards A-2, A-5, C-2, E-1 and E-3, particularly addressing:*
 - a. *Articulated roofline;*
 - b. *Massing and scale to transition and integrate with the residential context on Chestnut Street;*
 - c. *Pedestrian experience on Chestnut Street; and*
 - d. *Materiality;**to be reviewed and approved by the Planning Board.*

The condition was included as the Board considered that the applicant's design changes during the review (primarily on the Oxford Street elevation) did not bring the overall project into compliance with the B7 Design Standards, particularly in respect of the way the design related to the adjacent neighborhood. The applicant has revised the design (as shown in the revised street view [below](#), and as described in [Attachment JAN A](#) and illustrated in the [Plans](#)) and requested reconsideration by the Board.

This report includes the elevations and renderings that the Board reviewed on December 13, 2016 ([Att. DEC A](#)) as background for reviewing the proposed revisions.

The City's Urban Designer Caitlin Cameron has provided updated Design Comments ([Attachment 2](#)) that outline the staff view that the revisions meet the condition of approval. Ms Cameron will attend the Hearing to amplify on her comments, which include the relevant B7 Design Standards.



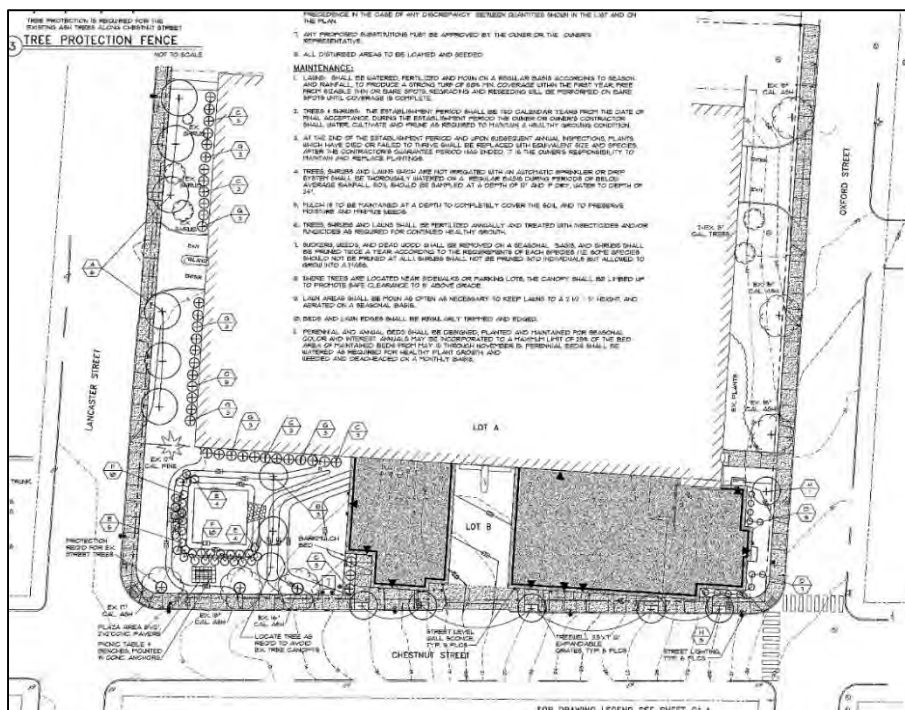
Applicant: Lou Wood, A & M Partners, Inc
Agent and Engineer: Tom Greer, Pinkham & Greer
Architect: William Hopkins, Archetype

Revised Chestnut street view (see [Plan P6](#))

The December 13, 2016 Planning Board Report includes a comprehensive description of the existing conditions, zoning and site plan and height/design analysis - it can be found at: (<https://me-portland.civicplus.com/AgendaCenter/ViewFile/Item/4381?fileID=18984>) . The site is located within the B7 zone and abuts the R6 zone along Chestnut and Oxford Streets. It is currently a grassed amenity area comprising 10 mature locust street trees and an access drive to the middle level of the parking garage. The proposed building would be constructed over the garage access.



Approved Landscape Plan



III. REVISED PROPOSALS

The applicant has provided a detailed description of how the design facing Chestnut Street has been revised to address the condition of approval (Attachment JAN A).

The staff Design Memo (Attachment 2) includes the following summary of the design changes:

- The material and color palette was simplified. Materials are placed in a way that more directly corresponds to plane changes and façade elements.
- The project was modified to create more of a “base, middle, top” approach – the ground floor uses a consistent material across the base of the building, the upper story is accentuated with a reveal and a deeper cornice.
- The top floor “pop ups” were widened.
- A section of the Chestnut Street façade has been expressed through a plane change to provide some scale, depth, and articulation on that façade.

It should be noted that the revised design includes a projecting, columned central entry and this appears to have resulted in one proposed street tree being removed. Since street trees were a significant review issue, the motion for the Board to consider requires that if the design is approved, a revised Landscape Plan shall be submitted that shows a replacement street tree.

Below is the elevation as reviewed by the Planning Board in DECEMBER, 2016:



The “Chestnut Street Elevation” (lower right in above) has now been revised to address the condition, below:



A comparison of the renderings:

DECEMBER, 2016:



REVISED TO ADDRESS CONDITION i:



IV. COMPLIANCE WITH CONDITION

The City's Urban Designer, Caitlin Cameron, has provided ([Attachment 2](#)) the following comments based on discussions with the architect and a review of the attached submission [JAN A](#) (description) and the [Plans/Renderings](#).

Design Review Criteria:

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

Findings of the Design Review:

Condition of approval: *That final proposals shall comply with the B7 Design Standards A-2, A-5, C-2, E-1, E-3 particularly:*

- a. Articulated roofline;*
- b. Massing and scale to transition and integrate with the residential context on Chestnut Street;*
- c. Pedestrian experience on Chestnut Street; and*
- d. Materiality;*

To be reviewed and approved by the Planning Board.

Staff finds the [revised] proposal submitted January 26th, 2017 meets these design standards – refer to comments below.

Summary of design changes (see also the narrative provided by applicant):

- The material and color palette was simplified. Materials are placed in a way that more directly corresponds to plane changes and façade elements.
- The project was modified to create more of a “base, middle, top” approach – the ground floor uses a consistent material across the base of the building, the upper story is accentuated with a reveal and a deeper cornice.
- The top floor “pop ups” were widened.
- A section of the Chestnut Street façade has been expressed through a plane change to provide some scale, depth, and articulation on that façade.

Principle A: Urban Design

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

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

- To address the standard and the board comment, the applicant modified the Chestnut Street façade to provide variation and scale through material placement and building massing. The revised design mitigates height by breaking the overall façade into smaller scale components – the base, middle, and top of the building are defined through materials, fenestration pattern, and articulation details. The design of the façade at the pedestrian level includes street-facing entrances with canopies, windows at eye level where appropriate, material change delineating the “base” of the building, and massing variation to break up the building face.

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

- The project uses fenestration at the ground levels, entrances emphasize with canopies and material change, and open space at the end of the block.
- The detail and design of the façade at the pedestrian level is strengthened by the massing variation on Chestnut and Oxford streets which create more scale and sense of enclosure. Revisions to material placement provide a ‘base’ material which differentiates the ground floor and creates a human-scaled pedestrian realm experience.
- These comments also apply to Standard E-1 Architectural Design, E-3 Massing, and E-4 Articulation.

Principle C: Parking, Loading and Service Areas

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

- The applicant clarified that the design of that gate and vehicle entrance/exit does not encroach on the sidewalk/pedestrian path. Car stacking is also considered in the placement of the gate.

Principle E: Architectural Design

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

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

- The placement of materials was simplified to be more contextual. The material placement now better correspond to the massing or use. The base of the building is now differentiated with a consistent material applied across the ground floor.

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

- As stated above, additional massing and façade variation was added to the Chestnut Street façade differentiate the ground floor – the result is an alleviation of what was previously a flat façade for the full 6 stories of the building. The Oxford Street façade continues to use massing variation to transition the larger scale building to better relate to the smaller scale residential buildings in the context of the street.

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

- The “base, middle, top” is better defined through the material placement, massing, a reveal at the top floor, and a strengthened cornice providing more enclosure to the top of the building. The base of the building is now consistently defined, especially on the Chestnut Street side with material placement and window types.
- The level of detail and articulation on the Chestnut Street has been revised – a stronger “top” to the building is created with a deeper cornice, a reveal in the material, and the placement of the massing.

V. PUBLIC COMMENT

This Planning Board meeting was noticed to 160 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on February 6th and 7th, 2016. This hearing was also advised to the member of the public who had provided several written comments during the 2016 review, particularly regarding the excessive height of the building. At the time of preparing this report no further public comments have been received.

VI. PROPOSED MOTION FOR THE BOARD TO CONSIDER

On the basis of the revised drawings, plans, and other information submitted by the applicant; findings contained in the Planning Board report for the public hearing on February 14, 2017 for application #2016-184 relevant to Portland’s site plan ordinance, technical and design standards, and other regulations; and the testimony presented at the Planning Board hearing:

The Planning Board finds that the applicant **has/has not** met Site Plan condition of approval (i) from the approval letter dated December 16, 2016, requiring that the final proposals shall comply with the B7 Design Standards A-2, A-5, C-2, E-1, E-3 particularly addressing: a. Articulated roofline; b. Massing and scale to transition and integrate with the residential context on Chestnut Street; c. Pedestrian experience on Chestnut Street; and d. Materiality; To be reviewed and approved by the Planning Board. If the revised design is approved, a revised Landscape Plan shall be submitted for review and approval by the Planning Authority that shows a replacement street tree.

ATTACHMENTS TO THIS REPORT:

Attachments

1. Approval letter dated 12.16.2016
2. Design Review comments re condition i 1.30.2017

Public Comments (none received at the time report was prepared)

Applicants December Submittal (for reference)

DEC A Extract from December Architectural Overview including renderings December 2016

Applicant January Submittal re condition i

JAN A Archetype Letter describing the architectural revisions 1.25.2017

Plans/Renderings to illustrate revised design (January 2017)

- P1. Revised Elevations
- P2. Revised Elevations Rendered
- P3. Lancaster/Chestnut revised rendering
- P4. Oxford /Chestnut revised rendering
- P5. Upper Chestnut rendering
- P6. Street View of Chestnut Street revised
- P7. Revised Massing

CITY OF PORTLAND, MAINE
PLANNING BOARD

Att. 1

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

December 16, 2016

Lou Woods
A&M Partners Inc
120 Exchange Street
Portland ME 04101

Thomas S Greer, P.E.
Pinkham & Greer, Civil Engineers
28 Vannah Avenue
Portland ME 04103

Project Name: **Westerlea View Lofts: 54 unit residential development plus 1 commercial space**
Project ID: #2016-184 (Subdivision & Site Plan) and
#2016-185 (Conditional Use Inclusionary Zoning)
Address: 75 Chestnut Street CBL: 26/E/10
Applicant: A&M Partners Inc
Planner: Jean Fraser

Dear Sirs:

On December 13, 2016, the Planning Board considered a proposal for a new 7 story building comprising 54 residential apartments (rental), and one commercial unit, totaling approximately 75,800 sq ft, located at 75 Chestnut Street. One parking space per residential unit is proposed to be located in the existing abutting parking garage for the tenants of the new building, and the project also includes a landscaped amenity area. The Planning Board reviewed the proposal for conformance with the standards of the Subdivision, Site Plan, B-7 Zone and Inclusionary Zoning.

The Planning Board voted 7-0 to approve the application with the following waiver and conditions as presented below:

A. WAIVER

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the planning board report for the public hearing on December 13, 2016 for application 2016-184 (75 Chestnut Street) relevant to Portland's technical and design standards and other regulations; and the testimony presented at the planning board hearing:

1. The planning board voted 7-0 that it finds that the applicant has demonstrated that site constraints prevent the planting of all required street trees in the right-of-way. The planning board waives the site plan standard (*Section 14-526 (b) (iii)*) requiring one street tree per unit for multi-family development and concludes that the applicant shall contribute \$6,400 to Portland's tree fund.

B. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the planning board report for the public hearing on December 13, 2016 for application 2016-184 (75 Chestnut Street) relevant to the subdivision regulations; and the testimony presented at the planning board hearing, the planning board voted 7-0 that the plan is in conformance with the subdivision standards of the land use code and approves the application, subject to the following conditions of approval, which must be met prior to the signing of the plat:

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

C. SITE PLAN

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

The Planning Board voted 7-0 that the plan is in conformance with the site plan standards of the land use code, subject to the following conditions:

- i. That final proposals shall comply with the B7 Design Standards A-2, A-5, C-2, E-1 and E-3, particularly addressing:
 - a. Articulated roofline;
 - b. Massing and scale to transition and integrate with the residential context on Chestnut Street;
 - c. Pedestrian experience on Chestnut Street; and
 - d. Materiality;to be reviewed and approved by the Planning Board.
- ii. That the project is subject to the submitted Transportation Demand Management Plan dated October 2016, to include annual monitoring studies that comply with the requirements set out in the comments of the Traffic Engineering reviewer Tom Errico dated 12.9.2016; and
- iii. That the applicant submit a revised and more detailed plan for the amenity area between the building and Lancaster Street that demonstrates that the safety and security of the area meets CPTED standards eg re lighting, visual surveillance and similar issues including landscape features; and

- iv. That the applicant and all assigns shall comply with the conditions of Chapter 32 stormwater including Article III, post-construction storm water management, which specifies the annual inspections and reporting requirements. The developer/contractor/subcontractor must comply with conditions of the submitted construction stormwater management plan and sediment and erosion control plan dated 9.30.2016 based on City standards and State guidelines. A Maintenance Agreement for the stormwater drainage system shall be approved by Corporation Counsel and the Department of Public Works, and submitted, signed and recorded prior to the issuance of a Certificate of Occupancy with a copy to the Department of Public Works; and
- v. That plans showing details for the areas listed below shall be submitted to the Planning Authority for review and approval prior to the issuance of a building permit:
 - a. Patio/entrances on Oxford Street
 - b. Doors for entrance to parking garage on Chestnut Street
 - c. Decks over parking lot
 - d. Live-work unit
 - e. Parking layout (dimensioned) for ADA spaces and demonstration that it meets applicable state and federal standards regarding ADA van parking.
- vi. That the applicant shall revise plans and provide design details for the following elements in the City's Right of Way, for review and approval prior to the issuance of a building permit:
 - a. Driveway aprons on Oxford Street and Lancaster Street, noting a pedestrian accessibility route with a maximum 2% cross-slope, and whether full or partial adjustment to the grade of the driveway apron is required;
 - b. Grading adjustments for the sidewalk ramp construction at the corner of Chestnut Street and Lancaster Street to address the ponding of water that currently impacts the pedestrian walking route; and
 - c. The provision of an underground lighting conduit as part of the sidewalk reconstruction along the lot frontage on Oxford Street.
- vii. That the applicant shall submit details of the location, design and screening of façade and rooftop external heating, ventilation and other mechanical equipment, and associated information to document the sound levels meet the City's Site Plan, Zoning and Technical Standards, for review and approval by the Planning Authority; and
- viii. That the applicant address the Fire Department comments dated 9.7.2016; and
- ix. That the proposed building mounted wall sconces shall be installed so that the light is directed downward.

D. INCLUSIONARY ZONING CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on December 13, 2016 for application 2016-185 (75 Chestnut Street) relevant to the Conditional Use as authorized by Division 30, Section 14-487 Ensuring Workforce Housing; and the testimony presented at the planning board hearing, the planning board voted 7-0 that the Conditional Use is in conformance with the standards of the land use code and approves the application, subject to the following conditions of approval: *(continued)*

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

The approval is based on the submitted plans and the findings related to site plan review standards as contained in the Planning Report for application #2016-184 and #2016-185, which is attached.

STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Subdivision Recording Plat** A revised recording plat listing all conditions of subdivision approval must be submitted for review and signature prior to the issuance of a performance guarantee. The performance guarantee must be issued prior to the release of the recording plat for recording at the Cumberland County Registry of Deeds.
2. **Subdivision Waivers** Pursuant to 30-A MRSA section 4406(B)(1), any waiver must be specified on the subdivision plan or outlined in a notice and the plan or notice must be recorded in the Cumberland County Registry of Deeds within 90 days of the final subdivision approval).
3. **Develop Site According to Plan** The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
4. **Separate Building Permits Are Required** This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspection Division.
5. **Site Plan Expiration** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
6. **Subdivision Plan Expiration** The subdivision approval is valid for up to three years from the date of Planning Board approval.
7. **Performance Guarantee and Inspection Fees** A performance guarantee covering the site improvements, inspection fee payment of 2.0% of the guarantee amount and six (6) final sets of plans must be submitted to and approved by the Planning Division and Public Works Department prior to the release of a subdivision plat for recording at the Cumberland County Registry of Deeds, and prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan application for staff review and approval.
8. **Defect Guarantee** A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

9. **Preconstruction Meeting** Prior to the release of a building permit or site construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
10. **Department of Public Works Permits** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
11. **As-Built Final Plans** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (*.dwg), release AutoCAD 2005 or greater.
12. **Mylar Copies** Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to the Public Works Department prior to the issuance of a certificate of occupancy.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Jean Fraser at (207) 874- 8728.

Sincerely,



Elizabeth Boepple, Chair
Portland Planning Board

Attachments:

1. Final B7 Design Review comments dated December 5, 2016
2. Fire Department comments dated December 13, 2016
3. Planning Board Report
4. City Code, Chapter 32
5. Sample Stormwater Maintenance Agreement
6. Performance Guarantee Packet

Electronic Distribution:

Jeff Levine, AICP, Director of Planning and Urban Development
Stuart O'Brien, City Planning Director
Barbara Barhydt, Development Review Services Manager
Jean Fraser, Planner
Philip DiPierro, Development Review Coordinator, Planning
Mike Russell, Director of Permitting and Inspections
Ann Machado, Zoning Administrator, Inspections Division
Jonathan Rioux, Inspections Division Deputy Director
Jeanie Bourke, Plan Reviewer/CEO, Inspections Division
Chris Branch, Director of Public Works
Katherine Earley, Engineering Services Manager, Public Works
Bill Clark, Project Engineer, Public Works

Doug Roncarati, Stormwater Coordinator, Public Works
Greg Vining, Associate Engineer, Public Works
Michelle Sweeney, Associate Engineer, Public Works
John Low, Associate Engineer, Public Works
Rhonda Zazzara, Field Inspection Coordinator, Public Works
Jeff Tarling, City Arborist, Public Works
Jeremiah Bartlett, Public Works
Keith Gautreau, Fire Department
Danielle West-Chuhta, Corporation Counsel
Thomas Errico, P.E., TY Lin Associates
Lauren Swett, P.E., Woodard and Curran
Rick Blackburn, Assessor's Department
Approval Letter File



Planning and Urban Development Department Planning Division

Subject: B7 Design Review – 75 Chestnut Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, December 5, 2016

Design Review Criteria:

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

Findings of the Design Review:

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

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

Principle A: Urban Design

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

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

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

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

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

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

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

Principle C: Parking, Loading and Service Areas

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

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

Principle D: Open Space and the Public Realm

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

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

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

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

Principle E: Architectural Design

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

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

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

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

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

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

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

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

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

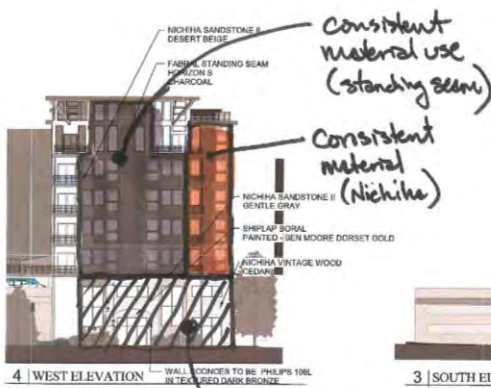
E-4: Articulation – *Facades visible from public rights of way shall incorporate design elements that break the facades into components scaled to the pedestrian, and to the context of other buildings on the street. This may be accomplished through an expression of the building's base, middle and top,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

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

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

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

[see sketch next page]



Consistent material use differentiating this corner unit

Ped level articulation + match floor plans

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2016-184
Date: 12/13/2016

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

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

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

Premises Identification

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

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

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

Address numbers must be a minimum of 4 inches high.

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

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

Whenever possible, should be illuminated.

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

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

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

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

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

Comments Submitted by: Keith Gautreau/Fire on 12/12/2016

I have received the Ability to Serve letter from PWD and the Authority Having Jurisdiction accepts.



Planning and Urban Development Department Planning Division

Subject: B7 Design Review Condition of Approval – 75 Chestnut Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, January 30, 2017

Design Review Criteria:

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

Findings of the Design Review:

Condition of approval: That final proposals shall comply with the B7 Design Standards A-2, A-5, C-2, E-1, E-3 particularly:

- a. Articulated roofline;
- b. Massing and scale to transition and integrate with the residential context on Chestnut Street;
- c. Pedestrian experience on Chestnut Street; and
- d. Materiality ;

To be reviewed and approved by the Planning Board.

Staff finds the proposal submitted January 26th, 2017 meets these design standards – refer to comments below.

Summary of design changes (see also the narrative provided by applicant):

- The material and color palette was simplified. Materials are placed in a way that more directly corresponds to plane changes and façade elements.
- The project was modified to create more of a “base, middle, top” approach – the ground floor uses a consistent material across the base of the building, the upper story is accentuated with a reveal and a deeper cornice.
- The top floor “pop ups” were widened.
- A section of the Chestnut Street façade has been expressed through a plane change to provide some scale, depth, and articulation on that façade.

Principle A: Urban Design

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

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

- To address the standard and the board comment, the applicant modified the Chestnut Street façade to provide variation and scale through material placement and building massing. The revised design mitigates height by breaking the overall façade into smaller scale components – the base, middle, and top of the building are defined through materials, fenestration pattern, and articulation details. The design of the façade at the pedestrian level includes street-facing entrances with canopies, windows at eye level where appropriate, material change delineating the “base” of the building, and massing variation to break up the building face.

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

- The project uses fenestration at the ground levels, entrances emphasize with canopies and material change, and open space at the end of the block.
- The detail and design of the façade at the pedestrian level is strengthened by the massing variation on Chestnut and Oxford streets which create more scale and sense of enclosure. Revisions to material placement provide a ‘base’ material which differentiates the ground floor and creates a human-scaled pedestrian realm experience.
- These comments also apply to Standard E-1 Architectural Design, E-3 Massing, and E-4 Articulation.

Principle C: Parking, Loading and Service Areas

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

- The applicant clarified that the design of that gate and vehicle entrance/exit does not encroach on the sidewalk/pedestrian path. Car stacking is also considered in the placement of the gate.

Principle E: Architectural Design

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

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

- The placement of materials was simplified to be more contextual. The material placement now better correspond to the massing or use. The base of the building is now differentiated with a consistent material applied across the ground floor.

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

- As stated above, additional massing and façade variation was added to the Chestnut Street façade differentiate the ground floor – the result is an alleviation of what was previously a flat façade for the full 6 stories of the building. The Oxford Street façade continues to use massing variation to transition the larger scale building to better relate to the smaller scale residential buildings in the context of the street.

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

- The “base, middle, top” is better defined through the material placement, massing, a reveal at the top floor, and a strengthened cornice providing more enclosure to the top of the building. The base of the building is now consistently defined, especially on the Chestnut Street side with material placement and window types.
- The level of detail and articulation on the Chestnut Street has been revised – a stronger “top” to the building is created with a deeper cornice, a reveal in the material, and the placement of the massing.

**[PREVIOUS REVIEW FOR DECEMBER 2016
HEARING- INCLUDED FOR REFERENCE]**



Planning and Urban Development Department Planning Division

Subject: B7 Design Review – 75 Chestnut Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, December 5, 2016

Design Review Criteria:

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

Findings of the Design Review:

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

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

Principle A: Urban Design

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

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

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

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

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

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

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

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

Principle C: Parking, Loading and Service Areas

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

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

Principle D: Open Space and the Public Realm

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

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

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

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

Principle E: Architectural Design

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

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

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

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

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

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

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

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

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

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

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

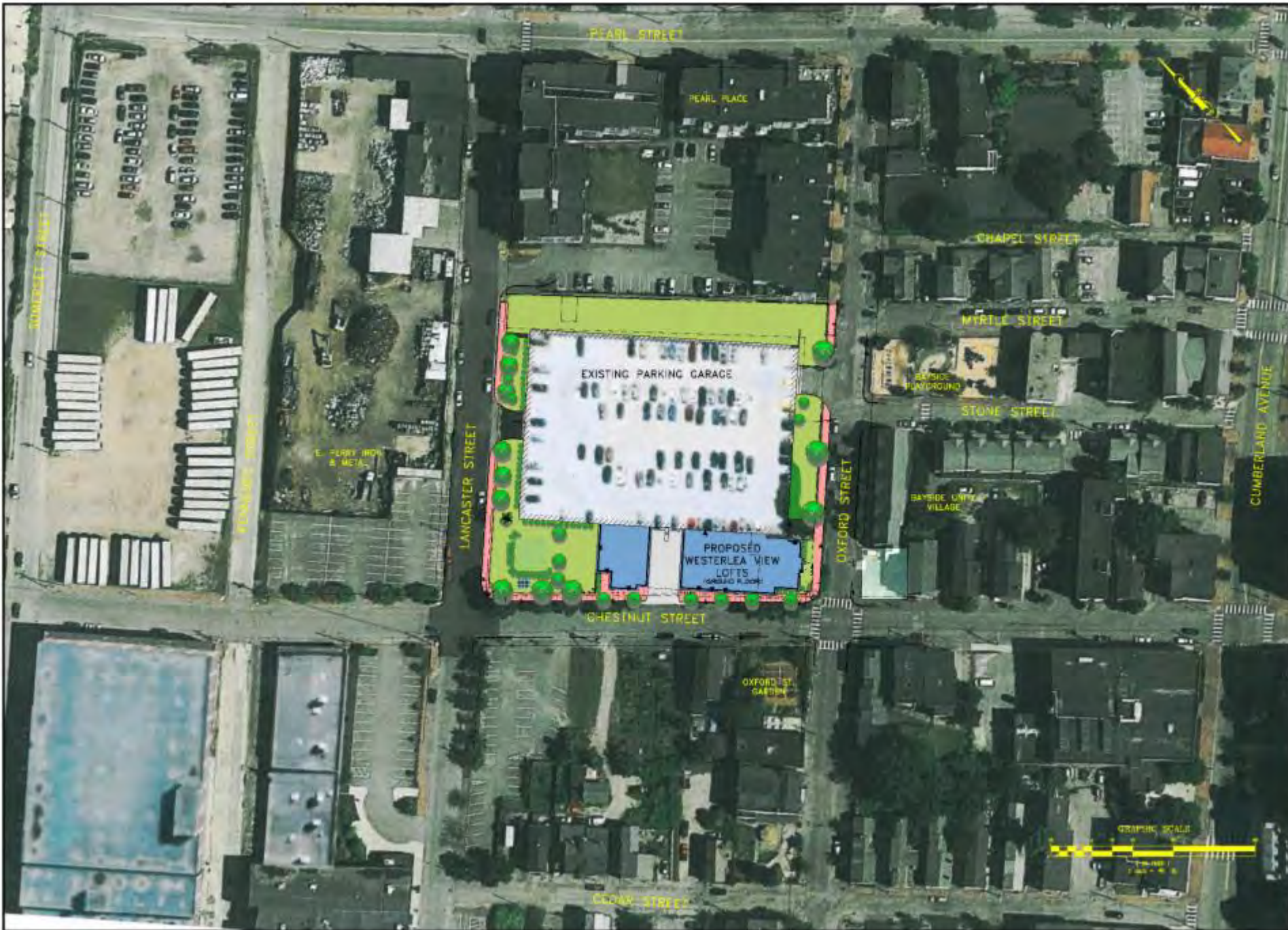
The base of the building which relates to the pedestrian realm shall be designed with a high level of detailing and material quality utilizing the options listed above. . . . Buildings which are six and seven stories shall meet this standard on the first 24 feet, or the first two floors at a minimum.

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



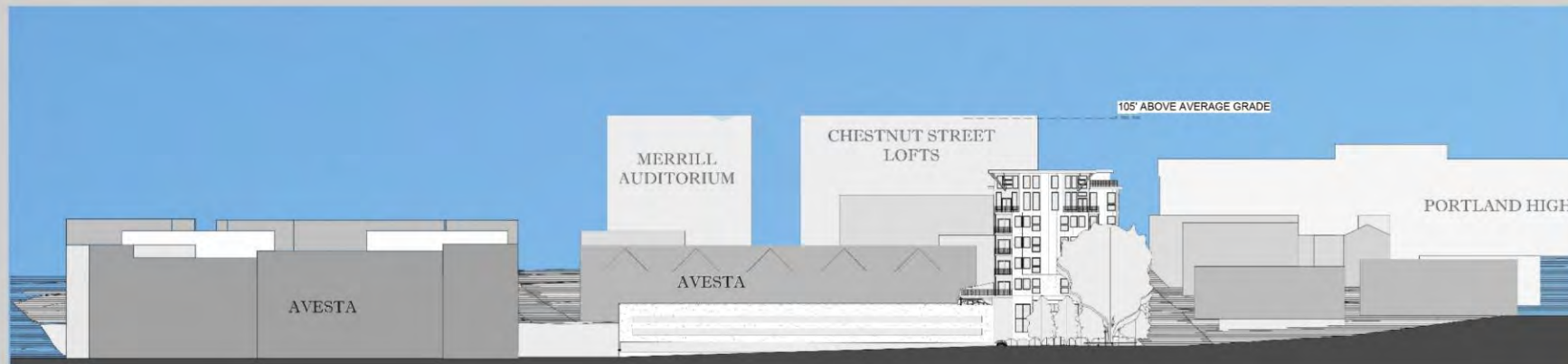
Consistent material use differentiating this corner unit

Ped level articulation + match floor plans



WESTERLEA VIEW LOFTS 75 CHESTNUT STREET PORTLAND, ME	ILLUSTRATIVE NEIGHBORHOOD		A & M PARTNERS, INC. 200 EXCHANGE STREET PORTLAND, ME 04101		SCALE: AS SHOWN DATE: AUGUST 11, 2016 PROJECT: WESTERLEA VIEW		DRAWN BY: JAC CHECKED BY: TBA DATE: 08/11/16		NO. REVISED BY: DATE DESCRIPTION		PHILLIPS & GREER CIVIL ENGINEERS "A SEAL OF ENGINEER, P.E. NO. 10207" "A SEAL OF CIVIL ENGINEER, P.E. NO. 10207"

ATT DEC A -
EXTRACT
FROM
DECEMBER
SUBMISSIONS



1 | NEIGHBORHOOD
SECTION A
1/32" = 1'-0"

LANCASTER STREET



2 NEIGHBORHOOD
SECTION B
1/32" = 1'-0"

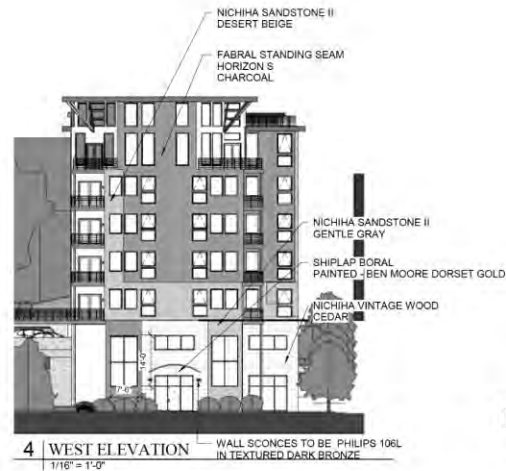




2 | NORTH ELEVATION
1/16" = 1'-0"



1 | EAST ELEVATION
1/16" = 1'-0"



4 | WEST ELEVATION
1/16" = 1'-0"



3 | SOUTH ELEVATION
1/16" = 1'-0"

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

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

PREVIOUS CHESTNUT
STREET ELEVATION

Prepared For:
A&M Partners

Consultant:

Architect:
ARCHETYPE
architects
41 Union Wharf Portland, Maine 04101
(207) 772-4022 Fax (207) 772-4056

Project:
Weston View
115
Chestnut Street
Portland, Maine

Reviews:

Scale:
1/16" = 1'-0"
Date:
7-22-2016

Building Elevations

A2.01



**PREVIOUS RENDERINGS
AS PRESENTED TO
DECEMBER PB HEARING**



**PREVIOUS RENDERINGS AS PRESENTED TO
DECEMBER PB HEARING**





GARAGE ELEVATION



OXFORD STREET ELEVATION



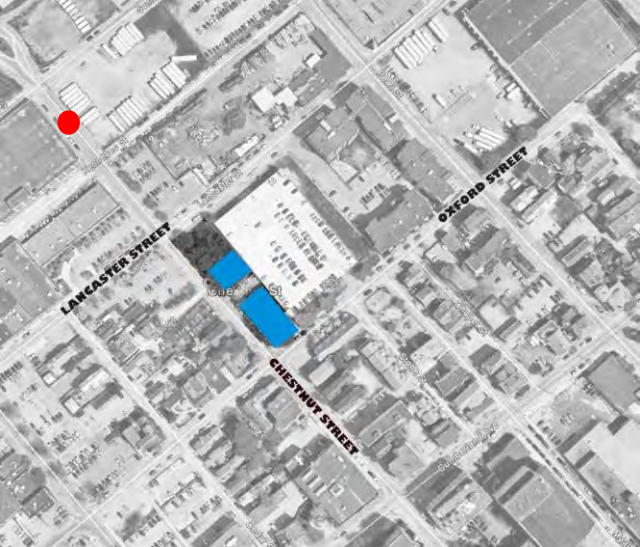
LANCASTER STREET ELEVATION

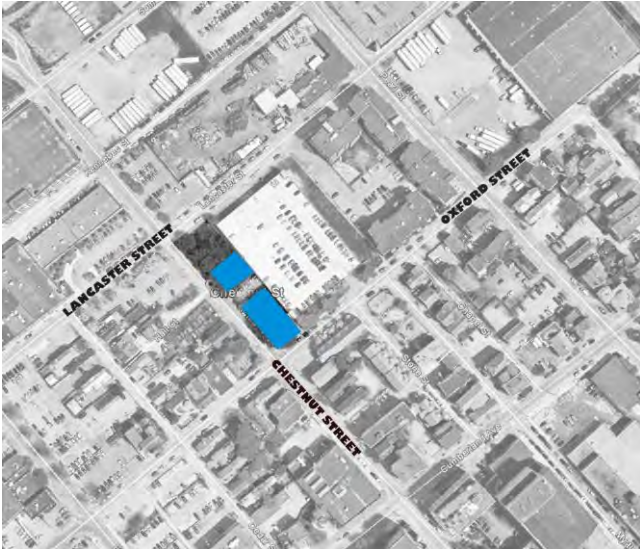


CHESTNUT STREET ELEVATION

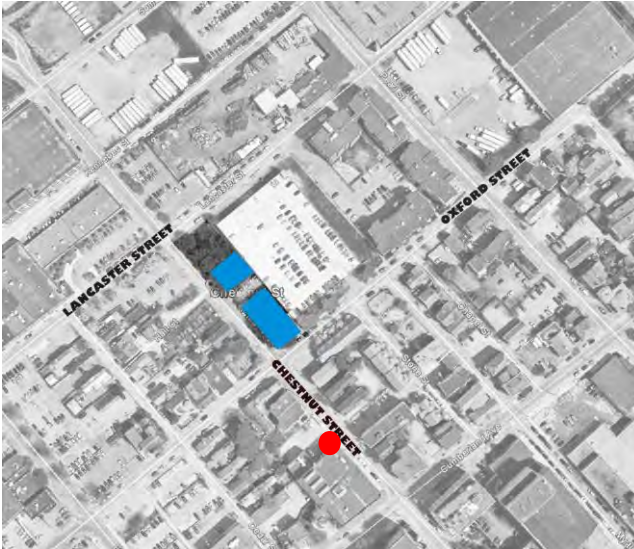


**PREVIOUS RENDERINGS
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DECEMBER PB HEARING**



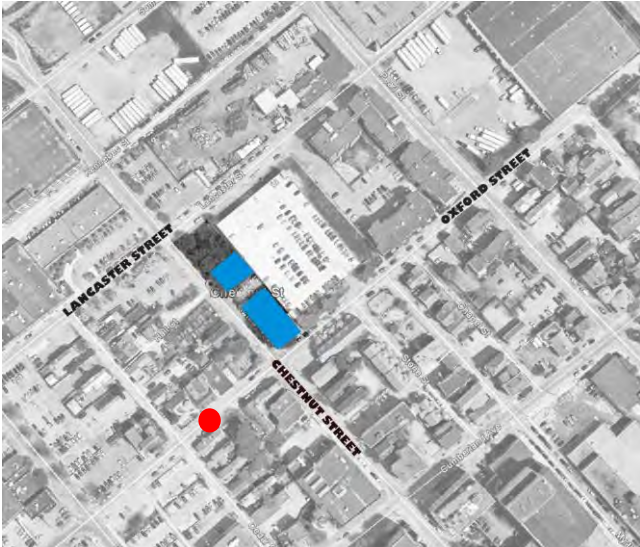


**PREVIOUS
RENDERINGS AS
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HEARING**



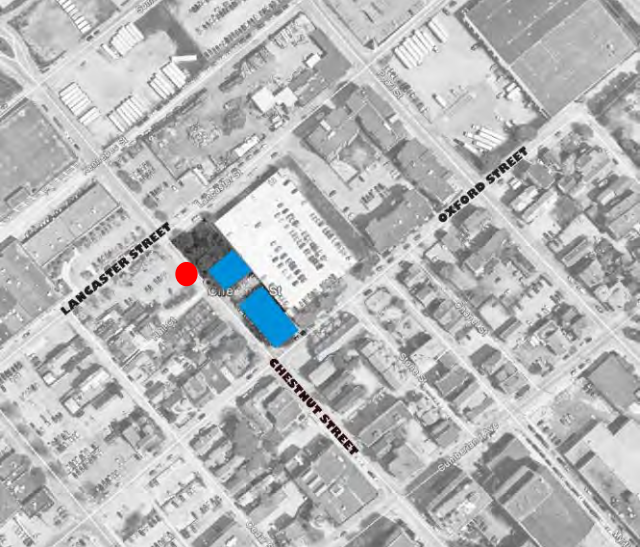
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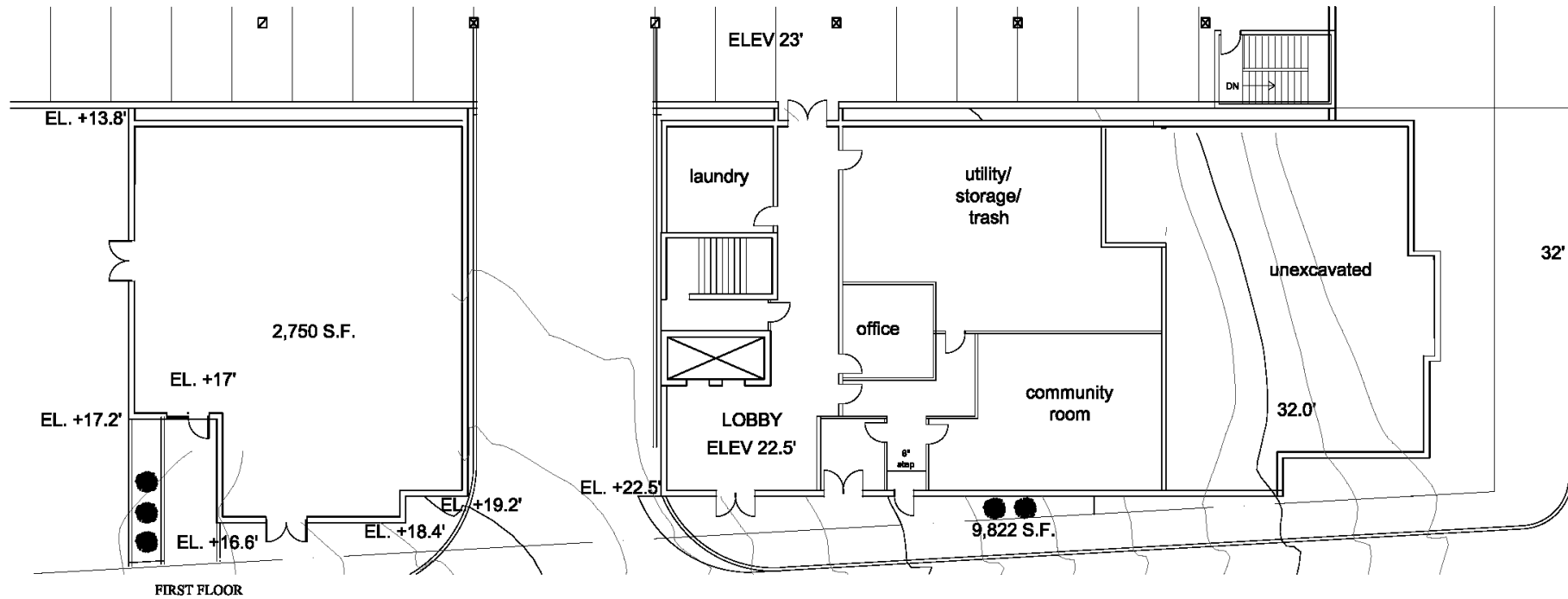
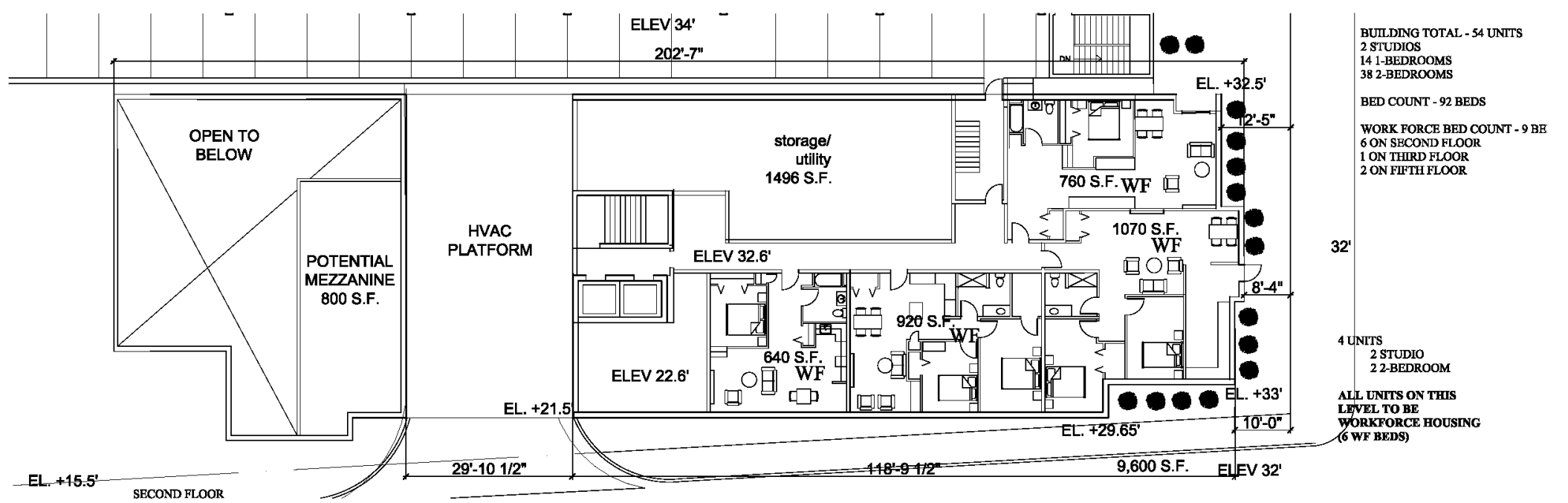
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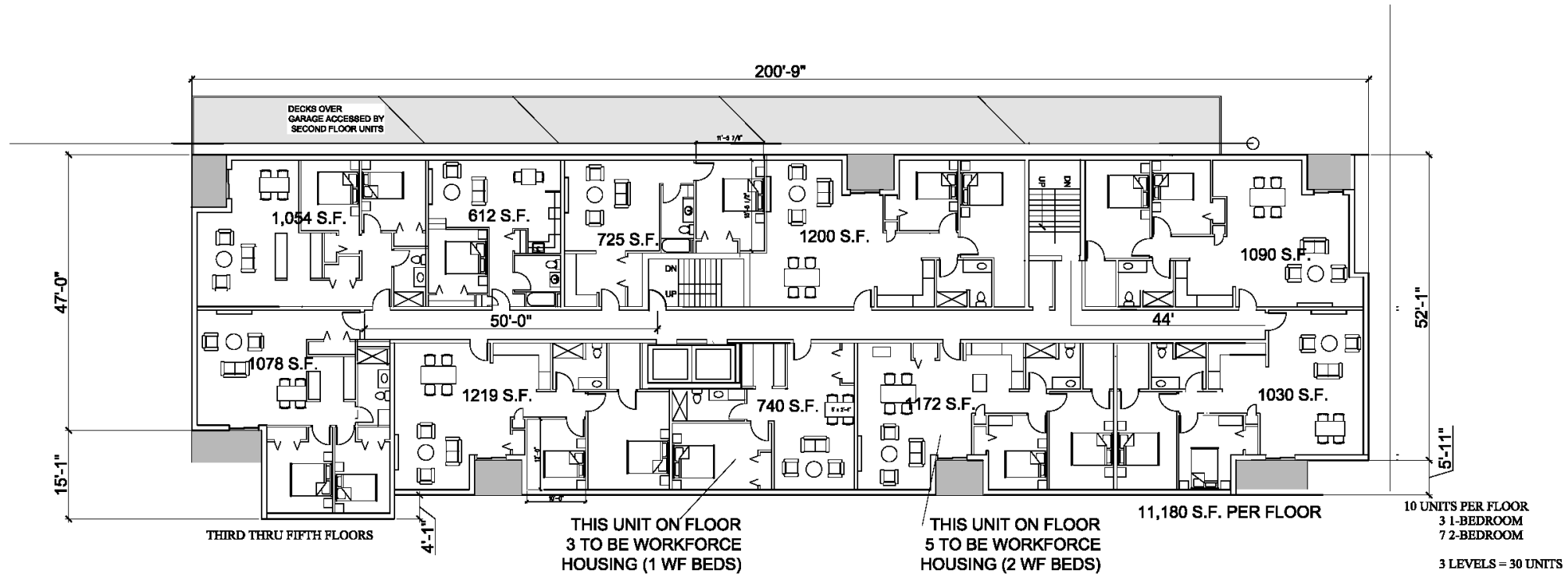
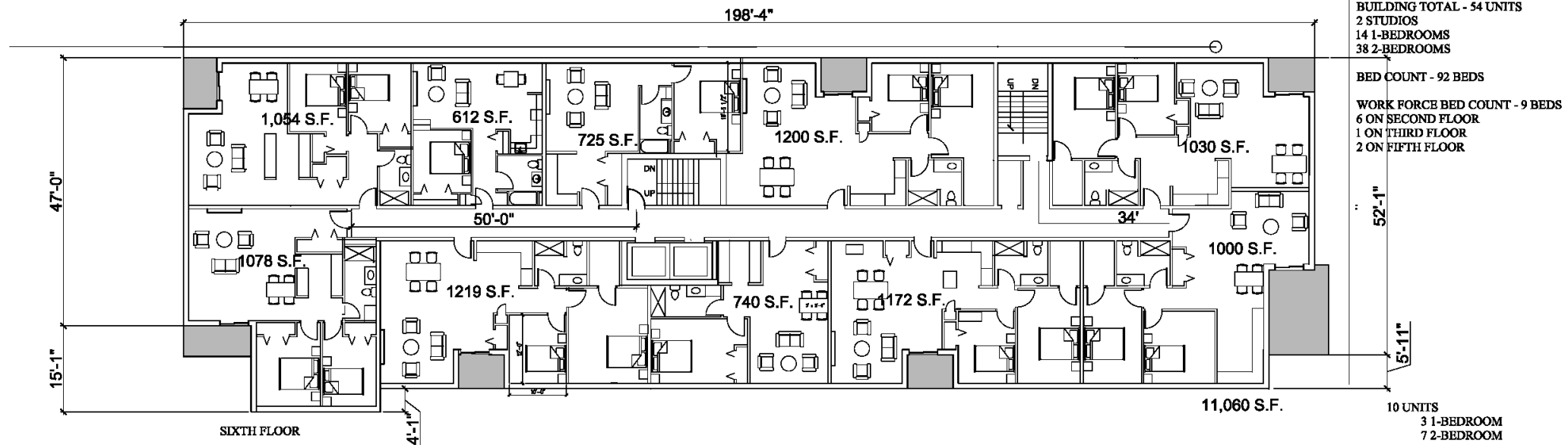




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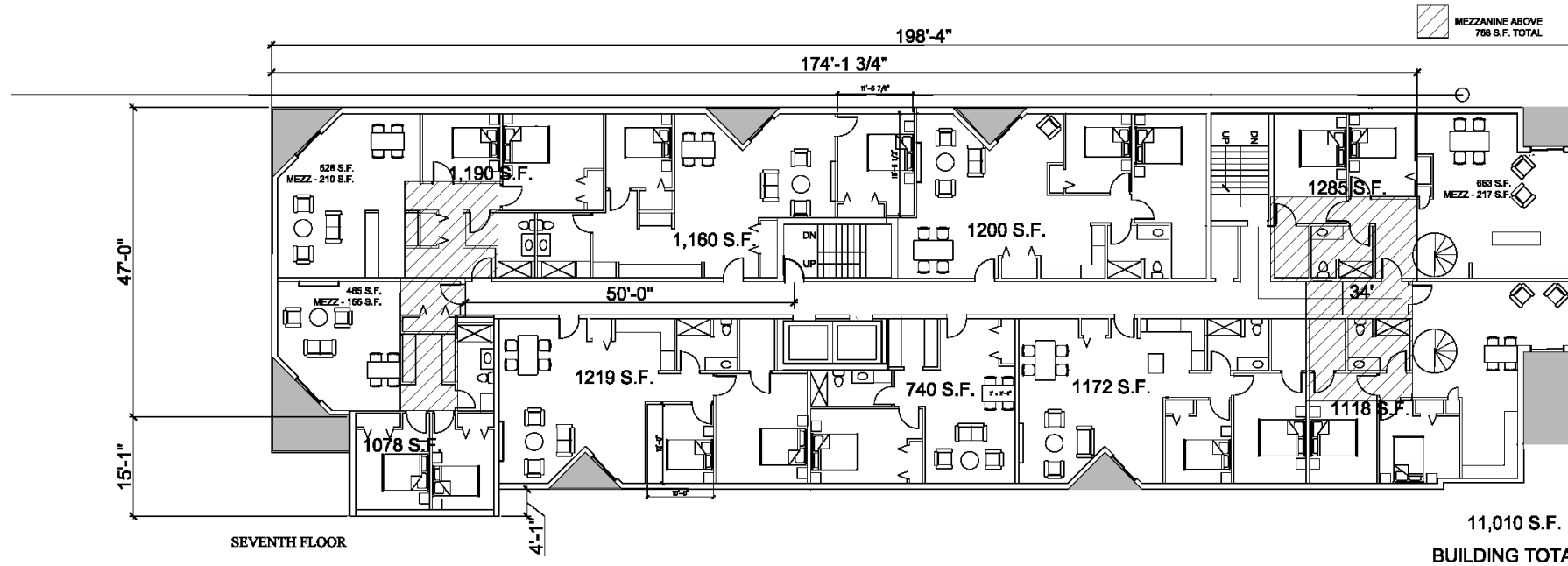




BUILDING TOTAL - 54 UNITS
2 STUDIOS
14 1-BEDROOMS
38 2-BEDROOMS

BED COUNT - 92 BEDS

WORK FORCE BED COUNT - 9 BEDS
6 ON SECOND FLOOR
1 ON THIRD FLOOR
2 ON FIFTH FLOOR



9 UNITS
1 1-BEDROOM
8 2-BEDROOM

A R C H I T E C T U R E

Westerlea View Lofts Planning Board Review for Conditional Approval

Dear Ms. Fraser,

Following the Public Hearing with the Planning Board for Westerlea View Lofts located on Chestnut Street it was concluded that revisions were needed on the Chestnut Street Elevation to allow the building to conform with the design standards of the B7 zone in which it is located. The following is an explanation of the changes that have been made to fulfill this contingency.

The specific standards that are to be addressed in this revision are with regards to the design at the pedestrian level so that the building provides a sense of scale through articulation and materiality. With these revisions we are requesting a hearing for the final decision on condition 1 of the approval.

In the submitted revision, the Chestnut Street has been reworked in several ways:

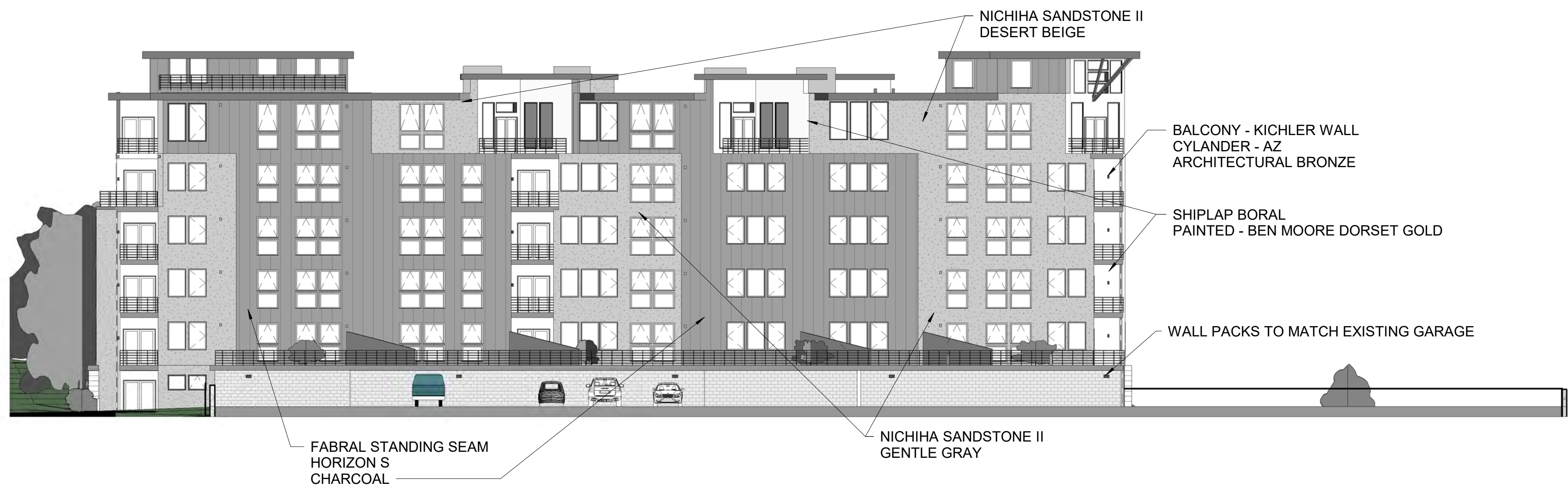
1. The projection (projection A) of the building at the entrance to the double height space has been widened to give it more presence on the street. By widening it, more windows can be added to this element allowing for symmetry and creating a feeling of a more complete element.
2. A second projection (Projection B) in the façade has been added where previously the design was only differentiated by material. This projection begins at the second level and continues through the 6th floor and projects 3'-6". By extending the building out over the ground level, this allows for the placement of columns to help denote the entry/communal portion of the building for the tenants and create exterior enclosure prior to entering the lobby. Again, symmetry of windows is used to complete the element.
3. Projection B ends a floor below Projection A and the projection on Oxford Street (Projection C) ends one floor below B. This causes the forward most elements of the design to step down at the same time that the ground is rising causing the design to shift scale continuously from the more industrial end to the residential end.
4. The wood textured Nichiha has been extended along the entire entrance façade on Chestnut Street to strengthen the articulation of use and to add warmth to the street level. The nature of this material creates a horizontal pattern naturally drawing the eye and the user along the building rather than accentuating the verticality.
5. This same material has been lowered at the Chestnut entrance to the double height space, and remains higher at the apartment lobby entrance. The elevation of it at the lobby entrance matches that of the Lancaster entrance to the double-height space and the residential entrance on Oxford Street. It was decided each use should have a dominant entrance on a different street so as to allow the lobby entrance a different hierarchy from the double-height space on Chestnut Street. Because the dominant entrance at each façade ends at the same higher elevation it gives a clear signal to the user as to where to go.
6. At the top of the building on the Chestnut Street elevation, the two pre-existing terraces have been widened. This both emphasizes the building having a base, a middle and a top, and pushes more of the seventh level back helping to articulate the façade. Finally it

A R C H I T E C T U R E

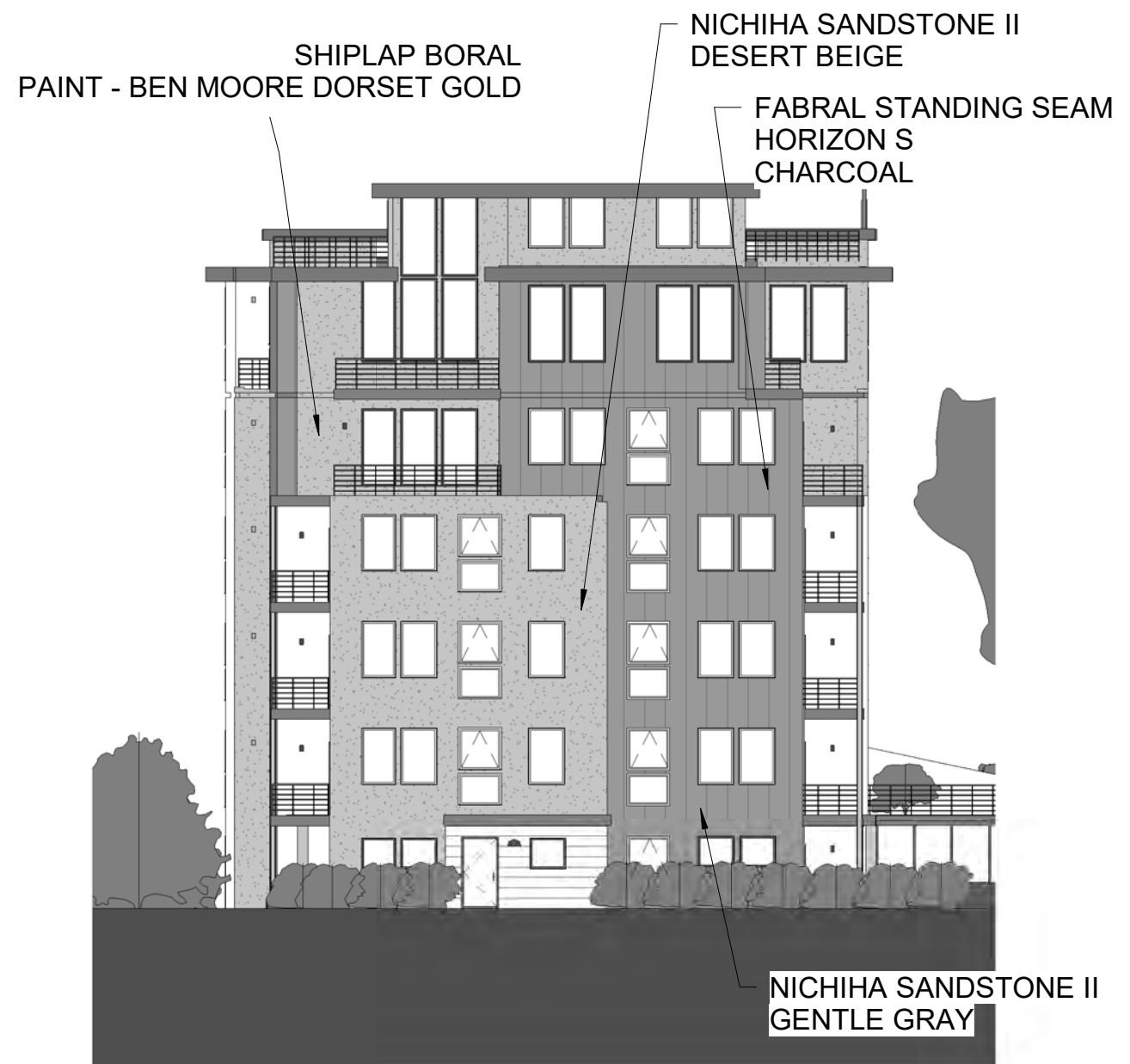
increases the dimension of the raised parapet roof breaking up the long continuous roofline from previous iterations and creates more screening for RTUs.

7. The sixth and seventh levels have been pushed back slightly at the Chestnut/Oxford Street corner to continue the accentuation of step backs and create a connection from Chestnut Street to projection C.
8. The windows on the seventh level still remain taller than those on lower levels as one of the moves to differentiate the top of the building and now with that and the added step backs, a continuous reveal has been added around the entire building to continue the separation of the top.
9. In response to comments regarding random material changes that were deemed ineffective, the materials now change based on projections and base rather than trying to stand alone in breaking up the façade.

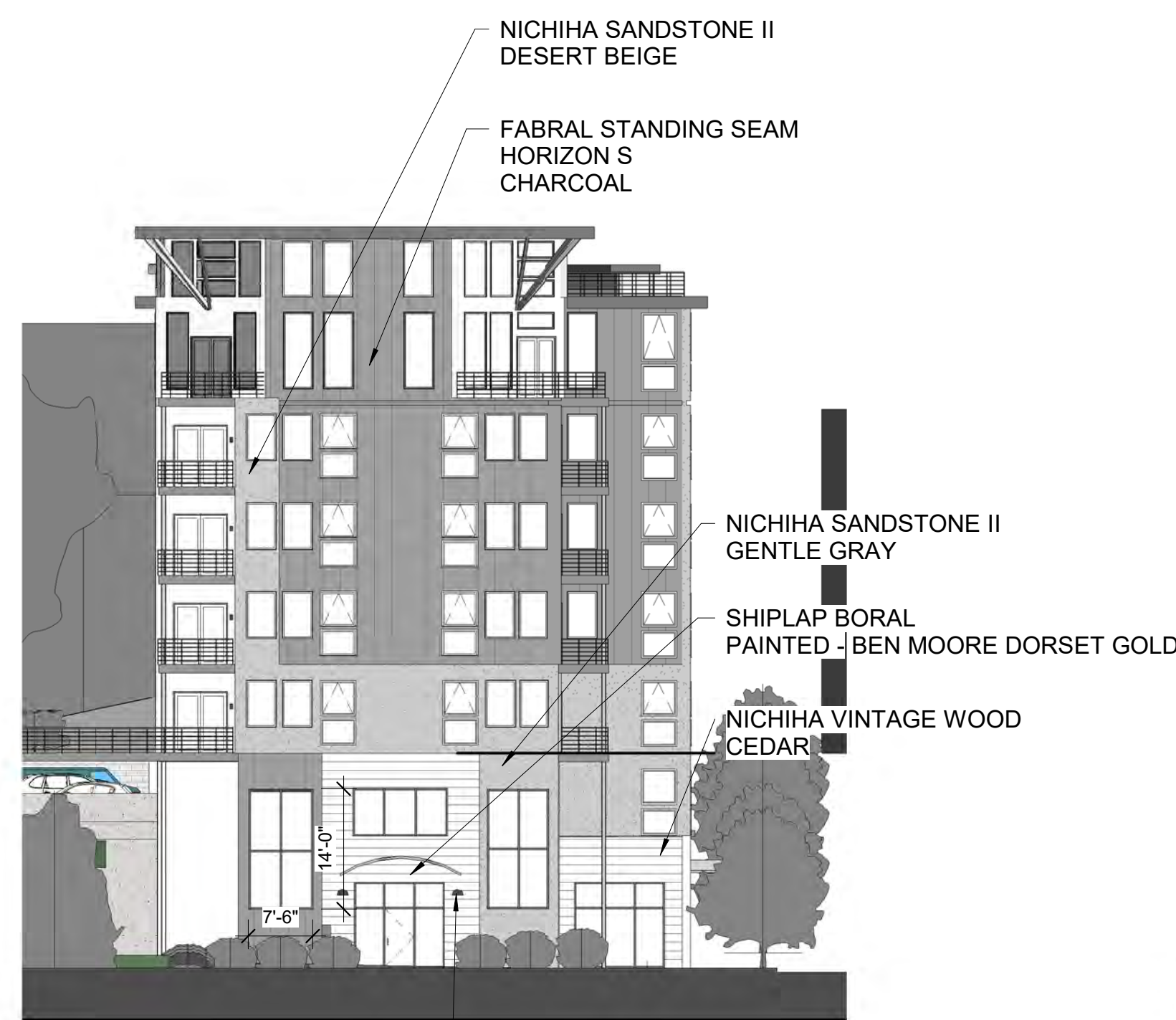
In previous designs, more doors were added on the Chestnut Street elevation, one to a trash room and one to the community space. In creating projection B, the relationships between the sidewalk elevation, the doorways and the supports for the overhang created problems. Because of the slope of the sidewalk, a retaining wall lined the walkway to the added doors and now there is not room for the sidewalk, the tree well, the columns, the retaining wall and movement. It has been decided that the articulation of the building is more important than additional doors so they have been eliminated, and the access to those spaces is through the lobby again. Windows have replaced the doors allowing for visual connection between the interior and pedestrians.



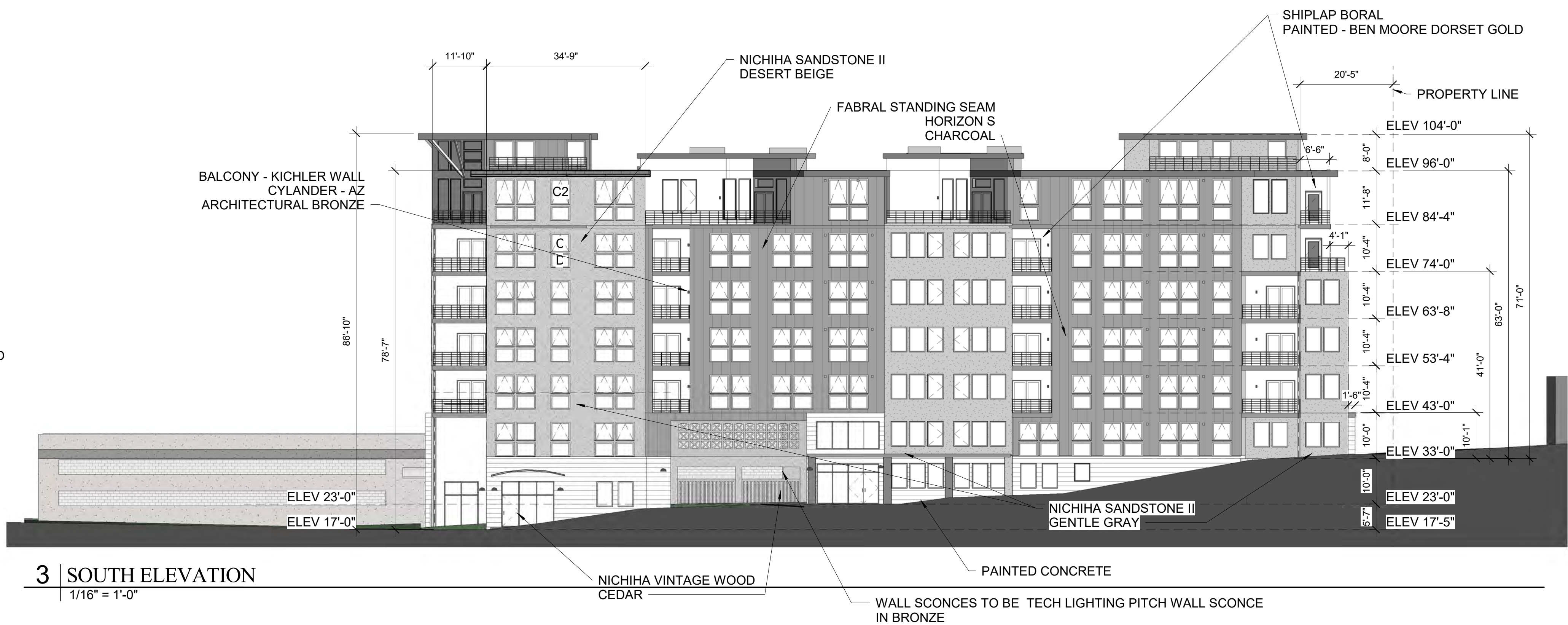
2 | NORTH ELEVATION
1/16" = 1'-0"



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Prepared For:
A&M Partners

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
Westerlea View
Lofts
Chestnut Street
Portland, Maine

Revisions:

Scale:
1/16" = 1'-0"

Date:
1-20-2017

Building Elevations

A2.01















PLANNING BOARD REPORT PORTLAND, MAINE

Zoning Determination
Zoning Text Amendment
Permitting and Inspections Department, City of Portland, Applicant

Submitted to: Portland Planning Board: Public Hearing Date: February 14, 2017	Prepared by: Barbara Barhydt, Development Review Services Manager Date: February 7, 2017
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I. INTRODUCTION

Michael Russell, Director, Permitting and Inspections Department, is proposing the eliminate Section 14-465 from Division 27 Administration and Enforcement in the Land Use Code. The section provides for a process to seek a written decision, determination, or interpretation regarding the zoning code. The information used in writing determinations is public information and will remain available to the public. The purpose of the amendment is to eliminate the option of advisory opinions and to focus all of the department's staff resources on the review of building permits for improved customer service.

The text amendment was posted in the Portland Press Herald on January 30 and January 31 and was distributed to the interested citizen list. No public comments have been received at the time of writing this report.

II. BACKGROUND

According to Mr. Russell, Section 14-465 was adopted by the City Council on May 15, 2000 with the intent of recouping some of the cost for staff time used in researching and writing zoning determinations. The estimated staff time to prepare a zoning opinion is between 1 and 5 hours and over the past six months, the Zoning Administrator processed over 60 letters representing 60 to 300 staff hours. The most frequent customers are title attorneys, land use consultants, and real estate agents and brokers, who are seeking this information for real estate transactions.

There is no State requirement to offer this public service and in fact, the Maine Municipal Association (MMA) counsels against code enforcement officers writing advisory opinion letters due to the potential liability for a community. The following is an excerpt from page 49 of the Maine Municipal Association's, "Manual for Local Code Enforcement Officers: A Legal Perspective":

"Generally, [Code Enforcement Officers] CEOs should not place themselves in the position of certifying that property is in compliance with codes or that a land use activity which a prospective buyer or landowner is thinking about would be something the CEO would approve. Title attorneys, land use consultants, surveyors, and home inspection companies are in the business of offering opinions for a fee and have the necessary insurance coverage to back them up if they make a mistake."

Corporation Counsel concurs with MMA's advice, thus the Permitting and Inspections Department is proposing to eliminate this provision from the Land Use Code. It is important to note, that all of the files and public information used in preparing such determinations are available for customers to access in preparing their own analyses. With this proposed change, the Zoning Administrator, will no longer prepare advisory determination letters. The City seeks to allocate more staff resources to the core mission of the Department, which is to review and issue building permits expediently.

III. PROPOSED TEXT AMENDMENT

The proposal is to delete the provisions for an advisory zoning determination by the Zoning Administrator from Division 27. Administration and Enforcement.

Proposed Amendment to Delete Sec. 14-465

~~Sec. 14-465. Zoning Determination Fee.~~

~~Upon request of any person and payment of a \$250.00, the building authority shall issue a written decision, determination or interpretation regarding the zoning code. The fee shall not apply to any such decision, determination or interpretation made in regard to a single family residence which is owned and occupied by the person making the request.~~

IV. CONSENSENCY WITH THE COMPREHENSIVE PLAN

The proposal will enhance the efficiency of the development review process by streamlining the workload of the Zoning Administrator and providing greater focus on the core functions of the Department. The proposal is consistent with following policies of Portland's Comprehensive Plan:

Portland Industry and Commerce Plan – 1994

Revise Zoning:

- Adopt clear, predictable, and enforceable regulations
- Create a process that provides a quick respond on development permitting.

The City Council Economic Goal in 2016 called for the City to create a more efficient permitting process with specifics; computer tracking. The proposed ordinance amendment is another effort to create an efficient permitting process.

V. STAFF RECOMMENDATION:

Staff recommend a positive recommendation for adoption from the Board to the City Council.

VI. MOTION

On the basis of plans and materials submitted by the applicant, the policies of Division 27 Administration and Enforcement, Portland's Comprehensive Plan, public comment, the information provided in the public hearing on February 14, 2017 for the elimination of Section 14-465 Zoning Determination Fee, and/or other findings, the Planning Board finds that the proposed text amendment **[is or is not]** consistent with Comprehensive Plan for the City of Portland; and

Therefore, the Planning Board **[recommends or does not recommend]** to City Council adoption of the proposed text amendment to eliminate Section 14-456. Zoning Determination Fee.