

1. Legal Ad (City Of Portland's Comprehensive Plan)

Documents:

[PB LEGAL AD 3-23-17.PDF](#)

2. Agenda

Documents:

[PB AGENDA 3-23-17.PDF](#)

3. Memo

Documents:

[MEMO.PDF](#)

3.I. Community Forum Powerpoint 3-16-17

Documents:

[3-16-17 COMMUNITY FORUM POWERPOINT.PDF](#)

3.II. Public Comment Received Since 2-14-17

Documents:

[PUBLIC COMMENT RECEIVED SINCE 2-14-17.PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will meet on **THURSDAY, MARCH 23, 2017, 6:00 p.m.**,
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.

Public Hearing – 6:00 p.m.

- i. City of Portland's Proposed New Comprehensive Plan. The Planning Board will hold a public hearing to consider the City's proposed, new Comprehensive Plan.

To access agenda materials on-line: <http://www.portlandmaine.gov/1861/11844/Draft-Comprehensive-Plan-Documents>. Materials will also be posted to <http://www.portlandmaine.gov/211/Planning-Board> on the Friday preceding the hearing date. A paper copy of the draft Plan is available for review in the Portland Planning Division, 4th Floor, City Hall.

If you wish to submit comments via email, please send them to portlandsplan@portlandmaine.gov or you may submit written comments to Christine Grimando, Senior Planner, Planning Division, City Hall, 4th Floor, 389 Congress Street, Portland, Maine 04101

ELIZABETH BOEPPLE, CHAIR - PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE
PLANNING BOARD

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

AGENDA
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on **Thursday, March 23, 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

(THERE IS NO WORKSHOP PORTION OF THIS MEETING)

PUBLIC HEARING – 6:00 p.m.

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF ATTENDANCE AT THE MEETING HELD ON FEBRUARY 28, 2017:**
Workshop: Boepple, Dundon, Eaton, Nichols, Stanley and Whited present; Morrisette absent.
Public Hearing: All present. Morrisette recused for the last item.
- 4. REPORT OF DECISIONS AT THE MEETING HELD ON FEBRUARY 28, 2017:**
 - i. Level III Site Plan and Subdivision; 161 York Street; York Street Redevelopment, LLC., Applicant. Dundon moved and Morrisette moved to table this item to March 28, 2017.
Vote: 7-0.
 - ii. Level III Subdivision Plan, 158 Fore Street, Portland Norwich Group, Applicant. Dundon moved and Morrisette seconded a motion to approved the subdivision plan with four conditions of approval. Vote: 7-0.
 - iii. Text Amendments to Definitions for Dwelling and Use, City of Portland, Applicant.
Dundon moved and Eaton seconded a motion to find the proposed text amendments consistent with the comprehensive plan and recommend adoption of the amendments to City Council.
Vote: 6-0, Morrisette recused.
- 5. NEW BUSINESS**
 - i. City of Portland's Proposed New Comprehensive Plan. The Planning Board will hold a public hearing to consider the City's proposed, new Comprehensive Plan.



Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Planning Board
From: Christine Grimando, Senior Planner
Date: March 17, 2017
Re: Comprehensive Plan Public Hearing
Meeting Date: March 23, 2017

In anticipation of Thursday's public hearing on the draft Comprehensive Plan, attached is emailed public comment submitted since its release on February 14th. Also attached is a brief set of slides from the March 16th public forum. At the hearing, staff will give brief presentation on the document, on the process, and will include an overview of what we've heard for feedback in writing and at other venues since mid-February.

Following approximately a year and a half of community input, with dedicated Planning Board time and consideration throughout, the full draft of the Plan went online on February 14th. Paper copies were also placed at multiple places in City Hall and at each of the branches of the Portland Public Library. State requirements for comprehensive plans require them to be available for public review a full 30 days before the required public hearing on the document. The full document is posted to the website with two options for viewing (<http://www.portlandmaine.gov/1861/11844/Draft-Comprehensive-Plan-Documents>). There are links to pdfs for viewing or downloading the document in two parts. Another option links to the entire document, including appendices, and is an excellent choice for viewing on mobile devices such as a phone or tablet, and also works well on a monitor: <https://view.publitas.com/p222-12026/portlandsplan-2-10-17/page/1>

Attachments

1. March 16 Community Forum Slides
 - PC1. Hoppin
 - PC2. Deluca
 - PC3. Scharf
 - PC4. Vestal
 - PC5. Parsons
 - PC6. Friends of Casco Bay
 - PC7. Dawson

PC8. Barowitz
PC9. Barowitz
PC10. Barowitz
PC11. Oldham
PC12. Newman
PC13. Cramer
PC14. McCain
PC15. Snyder
PC16. Bancroft
PC17. Wood
PC18. Barbaro
PC19. Spaien
PC20. Vestal
PC21. Jaegerman
PC22. Greater Portland Landmarks
PC23. Lisberger

Portland's Plan



Portland's Plan
2030

Community Vision = Community Values





Policy Overview

Historic Resources

Transportation

Recreation & Open Space

Environment

Economy

Facilities & Services

Waterfront

Housing

Policy Overview

SNAPSHOT: HOUSING

A Livable City

WHILE PORTLAND HAS RECORDED growth in new housing over the last decade, it is still the lack of sufficient housing supply and the affordability of that housing for a healthy socioeconomic cross-section of the population remain critical challenges. This phenomenon is not unique to Portland – cities across the nation have recently experienced increased homelessness and shifting demographics as the preference for living in close proximity to urban centers, transportation hubs, and walkable neighborhoods continues to grow. Increasingly, stories of displacement and household instability have become more common as residents struggle to find decent, safe, and affordable housing.

The City of Portland is actively engaged in efforts to encourage housing preservation and creation for all income levels and household sizes. Citywide, both through policy initiatives and through public/non-profit partnerships with agencies such as Portland Housing Authority, Community Housing of Maine, Aurora Housing, Habitat for Humanity, Shelter House, and the Maine Affordable Housing Coalition.

The City has a suite of existing tools and policies that remain important in supporting a more equitable and diverse housing supply. To supplement ongoing efforts in this area, the City Council has established a Housing Committee to recommend

new housing policies, promote balanced development, and make recommendations regarding affordable development tools, such as the Investment Finance zones, the Affordable Housing Revolving Loan Fund, Community Development Block Grants, HOME Programs, and zoning and policy changes. The committee engaged in a robust public process throughout the spring and summer of 2016 not only to identify housing issues, but develop creative solutions. The Committee identified two main, interrelated themes: housing insecurity and lack of sufficient and suitable housing supply.

Today, Portland's population is far below its mid-20th century peak, but after decades of decline in Portland is growing. The City will continue to examine and approve substantial policy changes to accommodate these shifting benefits of City life Citywide, and recognize that the City's vitality rests on the availability of diverse, secure housing options for existing residents, new arrivals, and all stages of life.



RECENT & ONGOING INITIATIVES

The City of Portland's environmental initiatives originate in multiple departments, and include the input of many stakeholders and partners. Much of today's work stems from the City's early efforts in planning for sustainability, such as the 2002 Sustainable Portland report, which established a broad framework for incorporating sustainability into City decision-making and made a number of recommendations to encourage sustainability Citywide, and the 2014 Municipal Climate Action Plan, which developed a series of strategies to reduce emissions associated with municipal operations.

Against the backdrop of these planning initiatives, the City has completed numerous studies focused on specific aspects of sustainability. These include studies for improved seaways, including the Falmouth Brook Watershed, the Presumpscot River, the Scarborough River Watershed,

the Capric Brook Watershed, and Capric Pond, in partnership with the Maine Forest Service and the U.S. Forest Service Urban & Community Forestry program, the City has conducted forest management plans for parks of our forested open spaces, focusing on natural resources, habitat, water quality, and recreation and resulting in improved tree and forest health. Recent initiatives have resulted in recommendations regarding low level tree sustainability, through Southern Maine Sea Level Rise Vulnerability Assessment and a 2014 Urban Land Institute Report, Watersheds of Portland and South Portland, Maine Regional Strategies for Creating Resilient Watersheds. And in 2015, the City began work on an EPA Brownfields Grant, in conjunction with Greater Portland Council of Governments, to develop an area-wide plan for East Bayview that will assist in environmental remediation and increase the potential for food production.

FUTURE STRATEGIES

1. SURVEY AND DOCUMENT HISTORIC RESOURCES

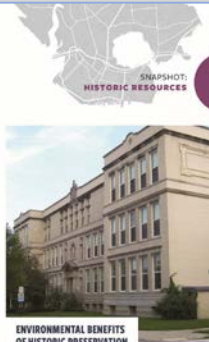
- Continue to conduct architectural surveys, particularly in off-penninsula neighborhoods.
- Undertake a Citywide archaeological survey to identify potentially significant resources associated with Portland's agricultural, residential, and industrial heritage.
- Based on survey findings and input from applicable stakeholders, document and designate resources of historic, architectural and/or cultural significance to encourage thoughtful building rehabilitation and support neighborhood revitalization.

2. ADOPT MEASURABLE OBJECTIVES

- Integrate annual reports on preservation activities and projects reviewed under the historic preservation ordinance for distribution to City leadership, staff, and the public.
- Track performance on key preservation objectives.
- Consider national best practices in developing metrics.

3. ENCOURAGE INVESTMENTS IN HISTORIC STRUCTURES

- Disseminate information about existing federal and state historic tax credit programs available for the rehabilitation of income-producing historic properties.
- Pursue grant and low-interest loan programs, primarily in collaboration with local non-profits, to assist eligible building owners with the cost of historic rehabilitation.



ENVIRONMENTAL BENEFITS OF HISTORIC PRESERVATION

Recent research by the National Trust for Historic Preservation found that the reuse or rehabilitation of existing buildings offers significant environmental benefits over new construction. According to their report, The Greenest Building, not just approximately 1 billion sq ft of buildings are demolished and replaced nationwide, resulting in significant environmental impacts associated with demolition and waste disposal, the production of new raw materials, and new construction. The study found that reusing an existing building can result in substantial energy and greenhouse gas savings over new construction, depending on the type of building, location, and level of energy efficiency. Even when new construction is designed for optimal energy efficiency, it can take up to 10 years for a new building to offset the negative environmental implications of its construction.



SNAPSHOT: HISTORIC RESOURCES

5. MANAGE TRANSPORTATION DEMAND

- Explore the technical and financial feasibility of a Transportation Management Association (TMA) as a means of improving access to, and mobility around, downtown and the waterfront.
- Expand Transportation Demand Management (TDM) initiatives for large development sites and institutions, building upon the recent implementation of TDM plans for individual employers and sites.

6. INVEST IN PUBLIC TRANSIT

- Support initiatives to strategically increase the frequency and span of service, on-line reliability, and geographic scope of transit service.
- Deploy information technology and quality of service improvements, such as traffic signal priority, real-time arrival information, fare integration, and Blue Bikes Transit services.
- Develop transit centers, enhance bus stops, and improve transit stop and transit corridor operations and accessibility.
- Create incentives to spur transit-oriented, mixed-use development on corridors and in areas that can support high-quality transit service.
- Plan for multi-modal trip connections, whether bike storage, intermodal coordination, or other measures that facilitate ease of transitions between modes of travel.
- Make bus and other transit options lighter and easy to use for tourists and new riders through flexible payment options, marketing, improved technology, and readily accessible route schedule and payment information.
- Recognize seasonal impacts on transit accessibility, particularly snow and ice wear and approaching bus stops.



SNAPSHOT: TRANSPORTATION



TRANSPORTATION & PUBLIC HEALTH

The connections between transportation systems and public health are widely documented, perhaps best placed in the safety of users of the system itself. The Maine DOT maintains crash records for streets in the City's network, and this data is critical in efforts to identify locations in need of safety improvements.

But our transportation system also affects our health in other, more indirect ways. For instance, studies have found that residents of "walkable" neighborhoods – neighborhoods with sidewalks, crosswalks, and design and land use characteristics that make them conducive to walking – engage in approximately 30 percent more minutes of moderate intensity physical activity per week than their counterparts in less walkable neighborhoods. Further, these residents are significantly less likely to suffer from obesity.

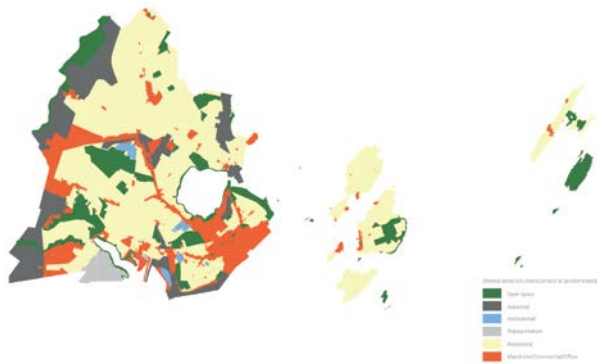
Just as importantly, our transportation behaviors have profound effects on our air quality, and thus the incidence of pollution-related disease. Research has shown that just a 5% increase in walkability correlated with fewer vehicle miles traveled per capita and, as a result, correspondingly lower rates of air pollution.

Facilities & Services Waterfront Housing

Future Land Use

Context, Connections, Priority Areas

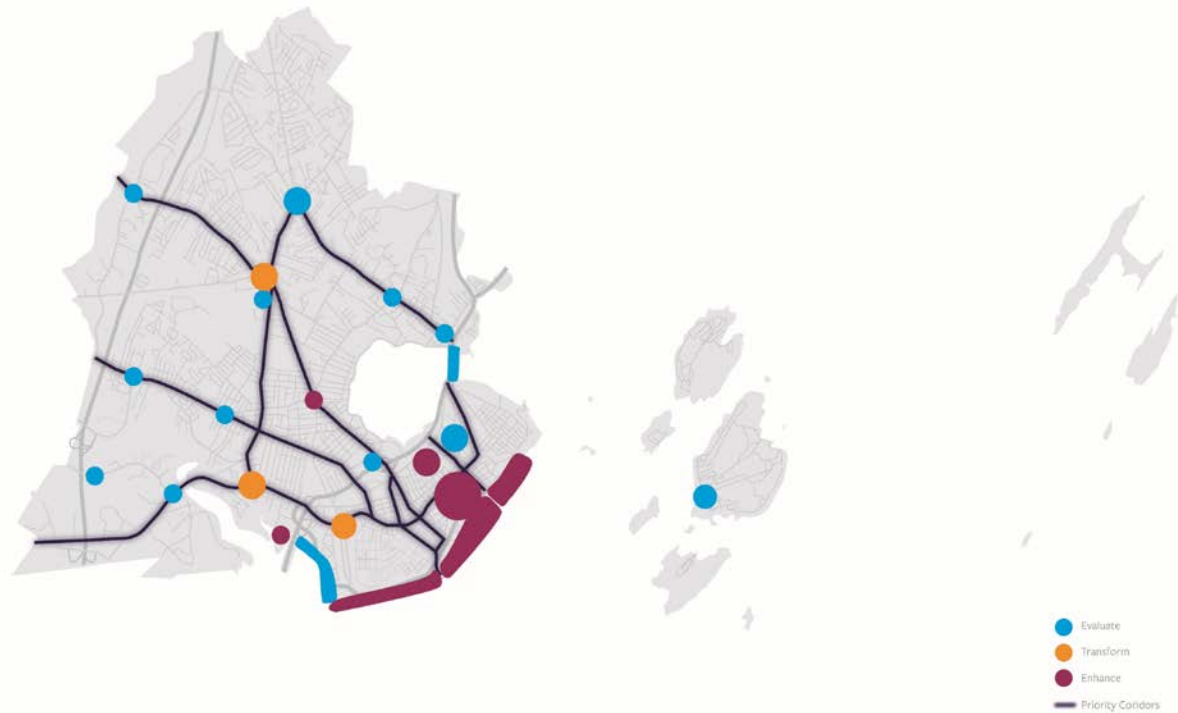
LAND USE CONTEXT



OPEN SPACE CONNECTIONS



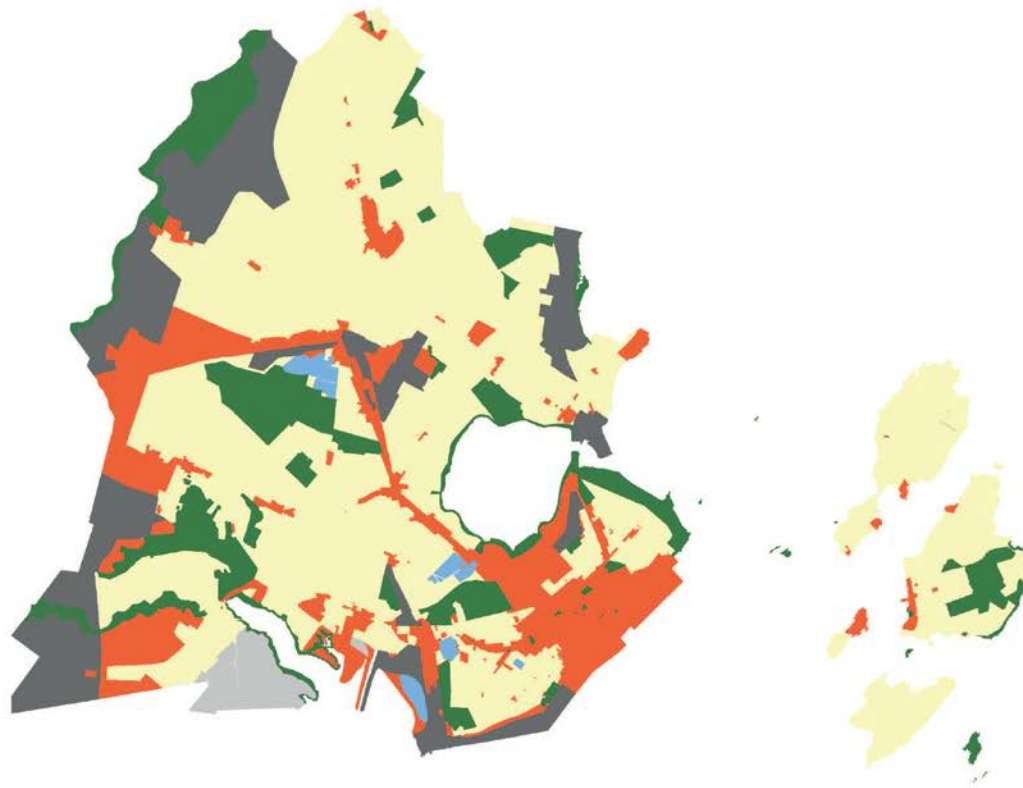
PRIORITY GROWTH AREAS



Future Land Use

Context

LAND USE CONTEXT



Shaded areas are characterized as predominantly:

- Open Space
- Industrial
- Institutional
- Transportation
- Residential
- Mixed-Use/Commercial/Office

Future Land Use

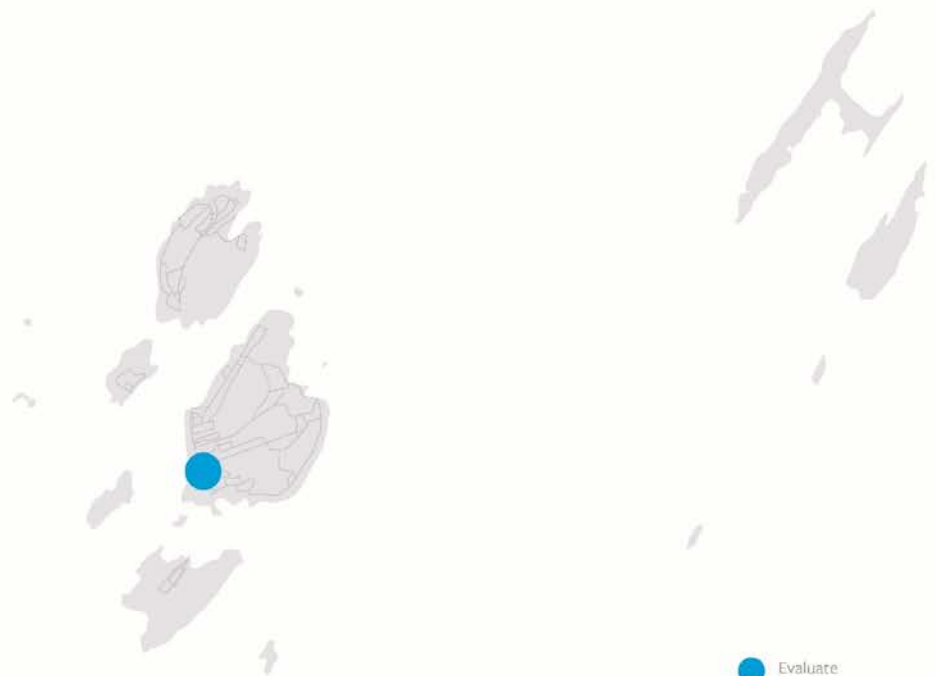
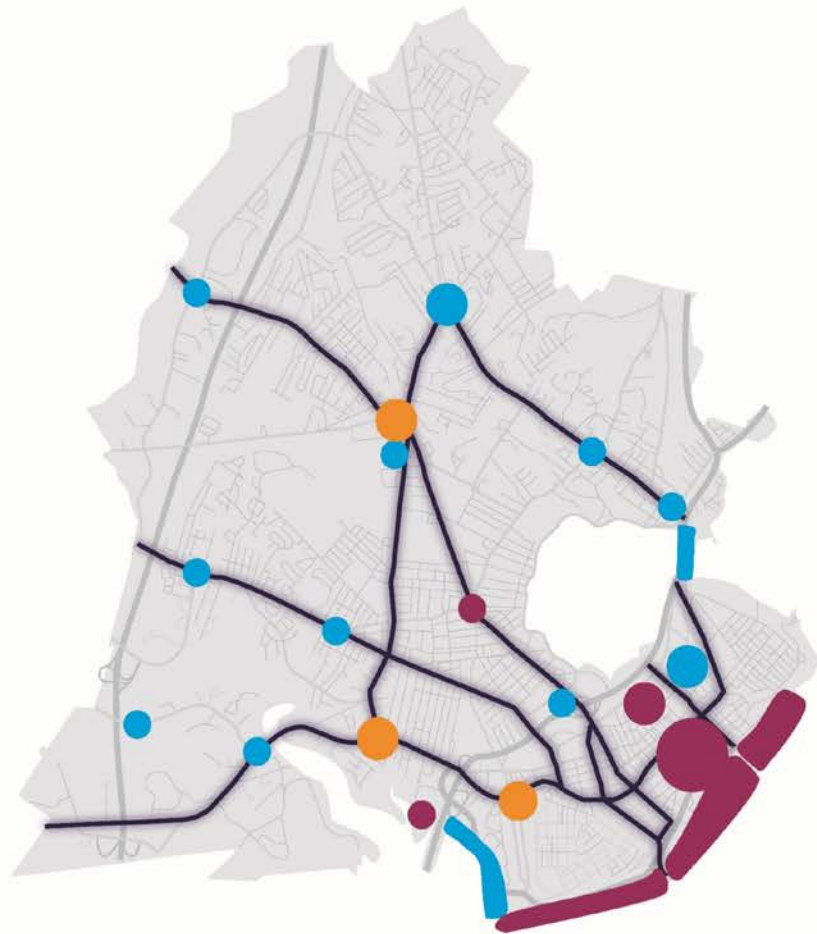
Connections

OPEN SPACE CONNECTIONS



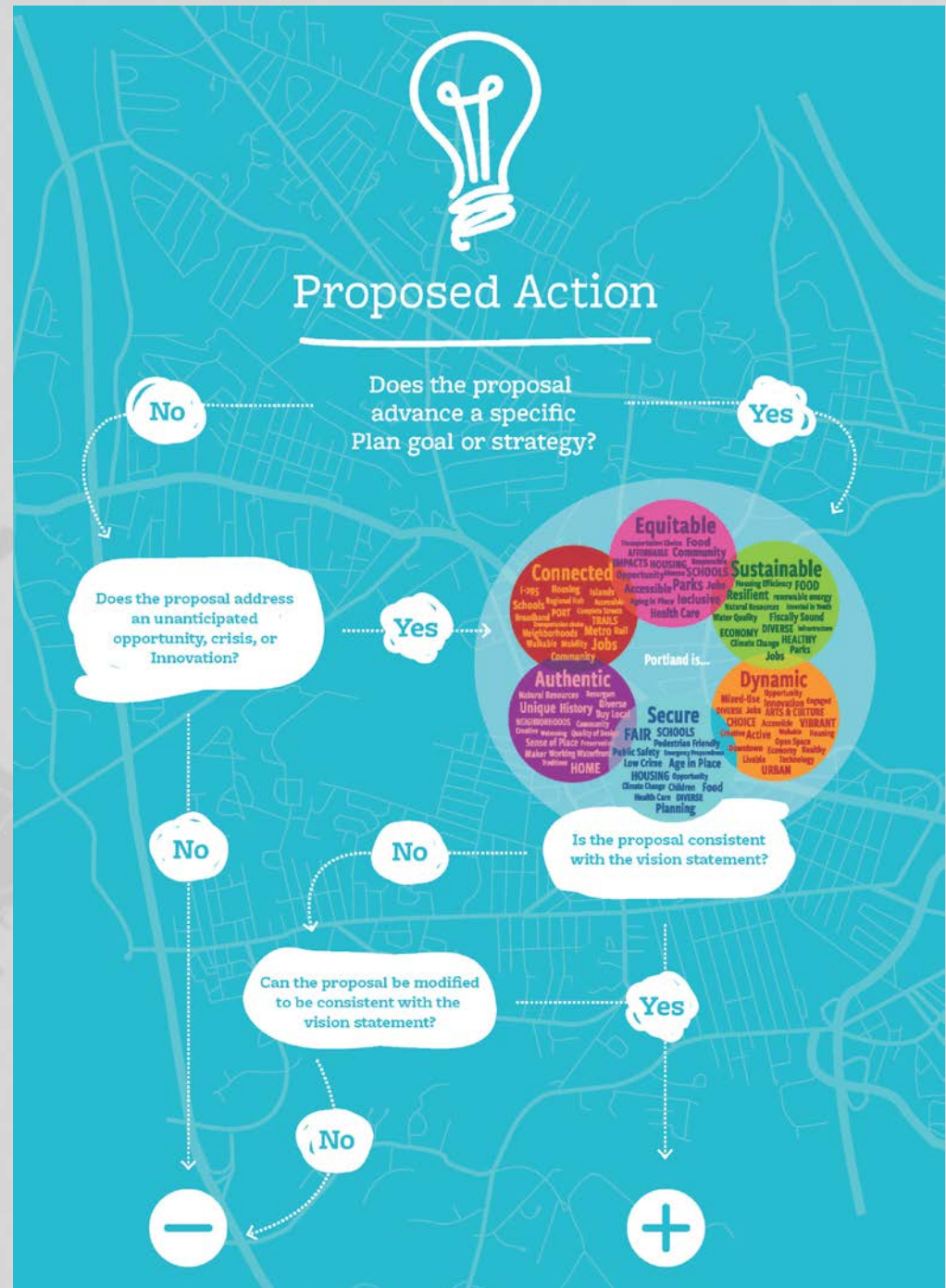
Future Land Use

Priority Nodes & Corridors



- Evaluate
- Transform
- Enhance
- Priority Corridors

Putting Portland's Plan to Work



Process

18 months

2400+ people

8 Community forums

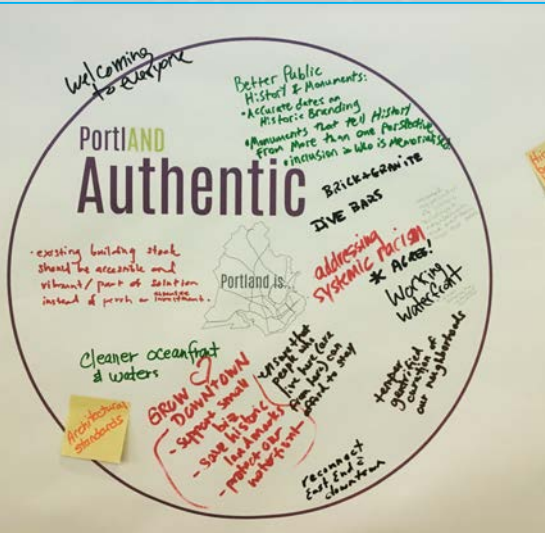
3 Public schools

25+ Stakeholder meetings

7 Planning Board Workshops

Mobile Engagement

Process



PORTLAND'S PLAN

Community Engagement

CONTINUOUS, MULTI-FACETED COMMUNITY ENGAGEMENT was central to the process of developing Portland's Plan. The process aspired to give as many people in the community an opportunity to participate as possible. This objective manifested not only in the quantity of public involvement opportunities, but in the diversity of ways the community was asked to engage. City staff, in partnership with the Planning Board, invited the community in, but also went out to the community, attending farmers' markets, fairs, high school forums, neighborhood association meetings, and other events to talk with and listen to what the residents of Portland, in all, staff attended over 50 events, engaging over 400 people as well as countless others who stopped in their day to talk about the plan and what they hope to see occur in the coming decade. In addition to community forums, school outreach, stakeholder meetings, and mobile engagement activities, the City conducted a survey effort in late 2015/early 2016, engaging over 2,000 respondents. Whether youth, new immigrants, or the previously disenfranchised, the approach to engagement for this plan strove to include diverse populations often underrepresented in the planning process. The following is an overview of various events and activities that provided crucial feedback in the formation of Portland's Plan.

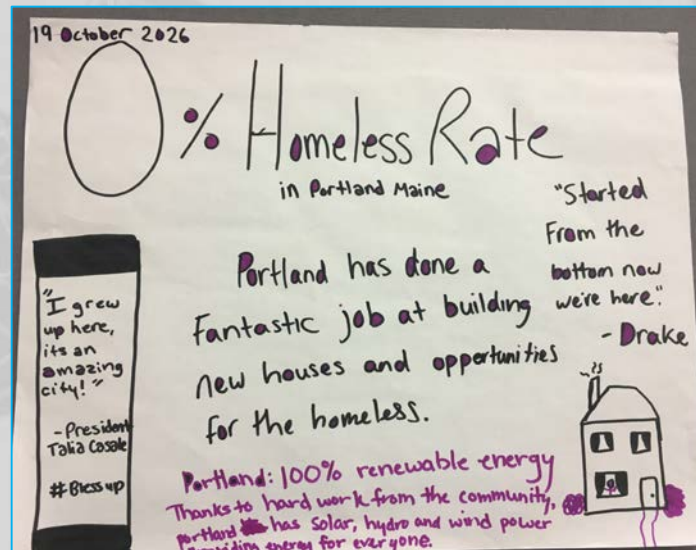
1. OPEN HOUSES
The City held two open houses on September 17th and 18th 2015, at Oerling High School and City Hall, to kick off Portland's Plan. These events summarized recent and ongoing City projects and policy initiatives, and provided an opportunity for the public to engage with staff on the plan scope and process.

2. SURVEY
The City conducted an online survey from November 23, 2015 through January 23, 2016, and published the survey through press releases, on the City's website, in an article in the Portland Press Herald, via signs in the computer carts at the downtown branch of Portland Public

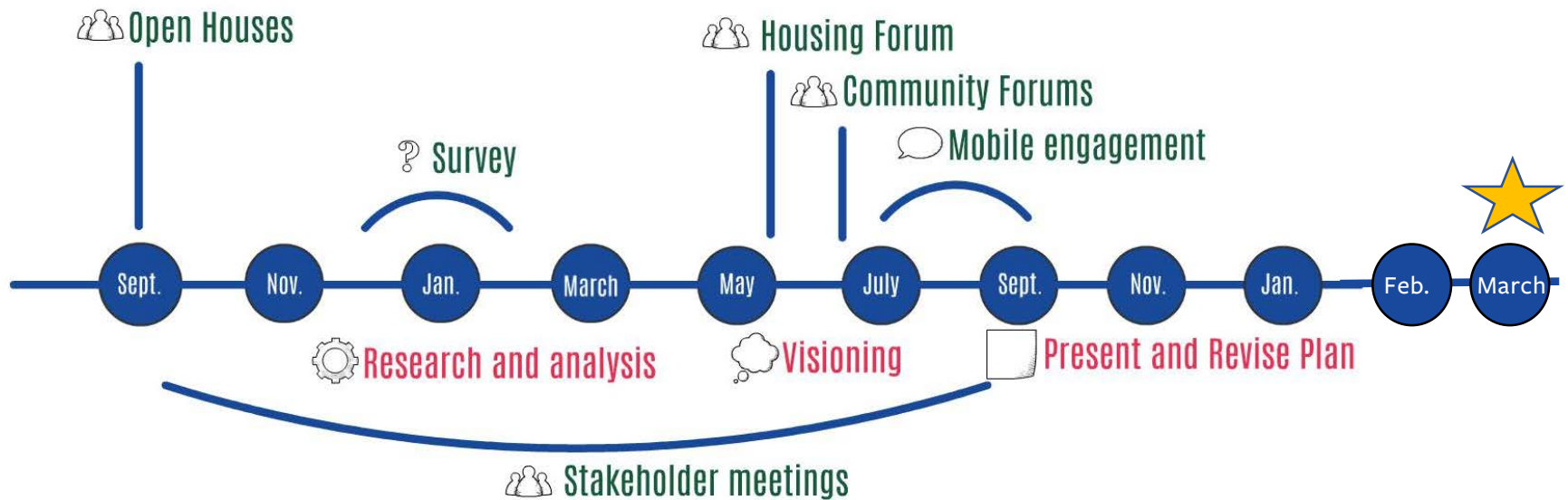
3. STAKEHOLDER MEETINGS
Stakeholder meetings involved neighborhood associations, local organizations, and any group of citizens interested in the development of Portland's Plan. Beginning in September 2015 and continuing on a rolling basis throughout the process, City staff attended over three dozen such meetings with

4. OPEN HOUSES
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5. SURVEY
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Process



250+ Implementation Strategies

Reduce City-wide non-renewable energy consumption through policies that support public and private investments in alternative energy sources.

Expand interpretive signage programs for historic parks and selected sites.

Explore the potential for greater recreational access to and along the Fore River.

Continue to support the Portland Fish Pier and Fish Exchange as regional anchors of the seafood economy.

Support policies that foster innovation, entrepreneurship and the creative economy.

Invest in broadband to support a 21st century workforce, including telecommuters and entrepreneurs, and connect our community.

Support programs and tools that facilitate aging safely in place and the development of new senior housing options.

Incorporate creative design, public art, and placemaking wherever possible to enhance aesthetic value and engage the community in bringing arts and culture to the open space network.

Continue partnerships with local and regional land trusts and conservation organizations, such as Portland Trails, Maine Audubon, and other non-profit organizations in open space creation, stewardship, and programming.

Operate City facilities and services in an efficient and effective manner that is responsive to all segments of the community.

Continue to provide continuing education and job training for adults and new residents.

Work with community partners to maintain and strengthen police-community relationships.

Explore potential locations for separated bike infrastructure.

Implement wayfinding, place-making and street lighting programs to unify the City's streetscape.

Public Hearing Dates:

March 23rd, 6pm, Council Chambers, City Hall

April 13th, 7pm, Council Chambers, City Hall

Draft and Info:

<http://www.portlandmaine.gov/1579/Comprehensive-Plan-2015>

Feedback:

portlandsplan@portlandmaine.gov

Other questions, comments:

Christine Grimando, Senior Planner

cdg@portlandmaine.gov

Google Groups

Fwd: Plan Review and Qs

cdg <cdg@portlandmaine.gov>

Feb 15, 2017 4:56 PM

Posted in group: **Portland's Comprehensive Plan**

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

From: **Chris Hoppin** <choppin@aol.com>

Date: Wed, Feb 15, 2017 at 4:49 PM

Subject: Plan Review and Qs

To: cdg@portlandmaine.gov

Cc: lisap.pic@gmail.com

Christine -

Wow ! You sure have been busy since we met here on Peaks last summer ! The Plan looks great ! And I certainly appreciate the effort since I worked on our PI Plan back in 2003 and it was only 80+ pages. Two quick Qs after I read through quickly:

1. Historic Sites on Peaks also should include the Eighth Maine Regiment Center near the Fifth which you have included correctly.

2..We also have a park like those on the mainland - It's called Trott Littlejohn Park. It's here our Community Garden you mentioned is located and we plan our Skateboard Park and a Dog Park there, too.

Thanks again,

Chris

C. J. Hoppin

196 Seashore Avenue

Peaks Island, ME 04108

www.cjhoppin.com

207 766 2593

Re: Draft Comprehensive Plan Document and Appendices

cdg <cdg@portlandmaine.gov>

Feb 17, 2017 1:21 PM

Posted in group: **Portland's Comprehensive Plan**

Thanks Sally. I noted your notes below Andy's comments, as well. I'm keeping a file of corrections/suggestions, and we'll work what we can into the final. If you have any other comments on the draft in the coming weeks, please let me know.

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608

On Fri, Feb 17, 2017 at 6:30 AM, Sally Deluca <sld@portlandmaine.gov> wrote:
Andy found an error in comp plan. See below

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

From: Andy Downs <andy@portlandmaine.gov>
Date: Thu, Feb 16, 2017 at 4:58 PM
Subject: Re: Draft Comprehensive Plan Document and Appendices
To: Sally Deluca <sld@portlandmaine.gov>

At first glance, just a typo under Facilities - Merrill Auditorium. They list PCA Great Performances, who is now Portland Ovarions.

On Mon, Feb 13, 2017 at 7:10 PM, Sally Deluca <sld@portlandmaine.gov> wrote:
FYI

Please review. Pay particular attention to waterfront and Parks and Open Spaces. I want to be sure we don't miss important issues. So far here are some of my thoughts:

I did not see a reference to our Athletic Facilities Task Force work.
No specific reference to current diverse offerings from Recreation.
Nothing about our senior adult program around the aging in place discussion.
A few things about noise but no discussion about process.
I didn't see anything about pesticides

I could have missed some of the stuff above. It is a lengthy document and I was reading it on my phone.

Sal

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

From: Jeff Levine <jlevine@portlandmaine.gov>
Date: Mon, Feb 13, 2017 at 2:36 PM

Subject: Draft Comprehensive Plan Document and Appendices

To: Jon Jennings <jpj@portlandmaine.gov>

Cc: Blackburn, Rick <rblackbu@portlandmaine.gov>, Boutilier, Dan <dc@portlandmaine.gov>, Bradbury, Paul <phb@portlandmaine.gov>, Brendan O'Connell <boconnell@portlandmaine.gov>, Christopher Branch <cbranch@portlandmaine.gov>, Christopher Huff <chuff@portlandmaine.gov>, Danielle West-Chuhta <dwchuhta@portlandmaine.gov>, David Jackson <djj@portlandmaine.gov>, Dawn Stiles <dcs@portlandmaine.gov>, Deluca, Sally <sld@portlandmaine.gov>, Gina Tapp <gmt@portlandmaine.gov>, Greg Mitchell <gmitchell@portlandmaine.gov>, Jessica Grondin <jgrondin@portlandmaine.gov>, Katherine Jones <klj@portlandmaine.gov>, LaChance, Anita <arl@portlandmaine.gov>, Michael Russell <mar@portlandmaine.gov>, Michael Sauschuck <mjs@portlandmaine.gov>, Mike Murray <msm@portlandmaine.gov>, Peverada, John <jbp@portlandmaine.gov>, Sullivan, Julianne <jas@portlandmaine.gov>

To all Department Heads:

Here, at long last, is a link to the draft Comprehensive Plan:

https://drive.google.com/drive/folders/0B_382goY-qyXUE5JU4xTmhVWTg?usp=sharing

We will be posting this plan publicly shortly. There will then be a 30+ day public review period and the Planning Board will take it up in March. Ultimately it will go to the City Council for a hearing.

Thanks to all of you who helped us gather the data, shared your priorities, and generally helped make this document relevant to Portland in 2017. We think we captured your ideas in this document. If we didn't, please let me know what we missed or got wrong.

Jeff

--

null

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Andrew J Downs, Director
City of Portland - Public Assembly Facilities Division
212 Canco Road
Portland ME 04103
(207) 808-5400
Andy@Portlandmaine.gov

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null

Google Groups

Fwd: (no subject)

cdg <cdg@portlandmaine.gov>

Feb 27, 2017 3:47 PM

Posted in group: **Portland's Comprehensive Plan**

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608

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

From: <SCSMedia@aol.com>

Date: Mon, Feb 27, 2017 at 3:40 PM

Subject: (no subject)

To: cdg@portlandmaine.gov

Christine

I don't know how this got written into the appendix, but the city charter was adopted in 1923, not 1986. There was a revision in 1986, but it was similar to the 2010 revision, not a new charter.

Steven Scharf
207-415-4662
SCSMedia@aol.com

Appendix page 216

EXISTING CONDITIONS AND TRENDS

Municipal Governance

The City of Portland operates under a charter adopted November 4, 1986, providing for a Council-Manager form of government with a nine-member City Council.

Comments on Draft Comprehensive Plan

Barbara Vestal <vestal@chesterandvestal.com>

Feb 27, 2017 8:15 PM

Posted in group: **Portland's Comprehensive Plan**

I read the proposed 2017 Comprehensive Plan with interest to see how it would strike a balance between including enough detail to be useful, and Mr. Levine's goal that somebody could read it while sitting in a reception area waiting for a dental appointment. I believe it is uneven in that regard, including somewhat arbitrary detail in a few places where it seems to be an endorsement of currently favored projects. While I like the priority nodes and corridors concept, I do not believe that it achieves a useful level of detail. It is not sufficiently clear about the "vision" for nodes identified as "evaluate, transform or enhance," why they were so evaluated, and what parts of the prior planning is being endorsed in the "enhance" nodes. Without this added level of detail, it will not act as a document that will help guide future decisions.

I don't know what the state of the art is in planning thought, but it seems like this is a lot of work to go through for a 10 year plan. Is it envisioned that the process will be repeated every 10 years, or is there an intent to keep it up to date with interim updates?

In terms of specific sections, these are my personal observations:

Vision Statement:

p. 5 I think this needs to be edited for a single tense, and stated as goals or aspirations, not as a matter of fact. For example, instead of "Our government is transparent and its policies are fair and uniformly enforced" to be consistent with the other statements which use "will" and "should" it should say "Our government aspires to be transparent and one in which its policies are fair and uniformly enforced." Similarly first bullet under Secure: We will use compassion If they are not parallel, it implies that the City believes that it is perfectly transparent, fair, even and compassionate. That is off-putting.

First bullet under Sustainable -- instead of "balance" (which implies trading off historic fabric) how about "combine". And last bullet under sustainable: how about "all growth must respect and seek to preserve the public's access to our spectacular natural resources." I think that is what is valued.

p. 6 Community Engagement, I think it should be acknowledged that almost all of this community engagement pre-dated the unveiling of the future land use component so that component did not receive a similar level of scrutiny.

p. 10 - 11 Relationship to City plans: I think this section needs more thought. Perhaps there should be a specific review of the approx. 30 plans that have been adopted as part of the current comprehensive with a paragraph identifying generally what part of each is still considered to be "valid guidance" and what parts are dated or inconsistent.

p. 12: I have no idea what this illustration is meant to convey. Shouldn't development review be underneath City Code and Regulations since they set the context for review?

p. 26 and p. 49 -- TDRs are called out as a specific strategy for historic preservation and affordable housing, seemingly to the exclusion of other strategies. Is there a reason for this? Is there a sense that market forces have to be harnessed to achieve goals in these two areas? What is the basis for that? Has there been any use of TDRs anywhere in Portland? They were integrated in some form into island rezoning in 1988 or so, but I don't know that anybody has actually made use of them. This is a complex concept requiring a robust market. It seems like there is insufficient foundation established in this document to justify recommending TDRs in particular in this level of planning.

p. 27 - 35. Waterfront: I think more should be done to be explicit about the need to protect usable space for water-dependent uses. The last sentence on page 27 should to be clarified to state: It is clear that investing in initiatives that both directly and indirectly support the City's historic, marine-related industries while allowing the waterfront to adapt to new and emerging marine-related industries and emerging water-

dependent uses is the path toward a sustainable, healthy waterfront in the future. "Conditions" is not descriptive, and could include almost anything. The point is that WDUs can only locate on the waterfront and the economic multiplier from WDUs can be much greater than from upland uses.

p. 28. Why is the height study described as "adopted by reference". It was adopted.

p. 29 last paragraph -- the aquaculture example should be broadened -- Portland needs to preserve the capacity within its waterfront to allow newly emerging marine industries, like Maine aquaculture and its support industries . . .

p. 32 How does inventorying marine vs. non-marine occupancy of Central Wharf ensure future opportunities for marine use expansion potential? Do you mean as a prelude to actually enforcing the zoning? Or perhaps amending the zoning to strengthen protections for marine uses?

p. 32. I know you have revised this triangle from a prior iteration, but I still don't think it is useful. Maybe it would make more sense if it was called "Waterfront Use Priority Hierarchy? Maybe the x axis should be "Importance to maintaining community's unique sense of place" and the y axis should be "ability to locate on an upland site" (impossible, possible, easy) I am not sure what the resulting geometric shape would be -- a tall bar above impossible for WDUs, a lower bar for marine-related above possible, and a short bar above easy for non-marine? The reason for the priority for WDUs is they absolutely cannot exist elsewhere, they take advantage of engineered shoreline that is already built for that use and which environmental regulations will not allow to be created elsewhere, they keep a connection to the maritime heritage which is important to 91% of your respondents, and they have a more positive local effect on the economy than creating a handful of service industry jobs in a generic hotel.

p. 33 - The point under #5 is good. But beyond that the under-studied question is the relationship between pier edge and slightly inland space. Is it enough to retain the pier edge (a la Pierce Attwood) or do these WDUs need space on the waterfront for themselves or marine-related uses? If so, what kind of space -- trap storage, net drying, etc., indoor space or outdoor space? Is there a way to get a better handle on this?

p. 33 - I think it would be good to have an explicit statement in the waterfront challenges section that maintaining a working port is a goal, and that maintaining adequate space for a working port in light of the size of the waterfront and the economic pressures from non-water dependent uses is a challenge.

p. 44. I like the premise of the housing section about increased density along transit nodes and corridors as a means of increasing the "densification" in off-peninsula areas. Tying it to transit and existing services for "complete neighborhoods" makes sense.

p. 49 It might be worth noting the difference in the household size in the mid-20th century. There were many more people in the same or fewer housing units. What you are actually proposing is a large increase in the number of housing units. This transparency would make the housing analysis stronger. I like tying it to 75% of the current workforce rather than saying as we did in 2006 that the City should maintain the same proportion of housing as it was then to Cumberland County as a whole. They are both arbitrary, but this is more understandable.

p. 65 #12 bullet 2 on sale of surplus City land -- Okay as far as it goes, but it should recommend that it is coupled with an RFP or similar process so that the City is proactive about what gets built on the property. What they turn into should further a goal, not just generate money.

p 75 - 82 Future Land Use -- I still don't understand the relationship to the years worth of good planning that has been done. The last sentence on page 75 says it is not intended to provide detailed regulatory prescriptions. So where are the detailed regulatory prescriptions? In the zoning ordinance only? In some of the plans that the authors seem to approve of? Which are those approved of plans?

p. 76 General statement -- I found this Principles of Future Land Use to be difficult to slog through because it keeps using the phrase "Portland's Plan is . . .:" or "Portland's Plan recognizes that ..." It almost suggests that there is another document that is Portland's Plan, not what you are then reading. How about striking that and using "The City", "Our", This Plan or "We" or striking the warmup and getting right to the point. E.g. last sentence on 76 [Strike "Portland's Plan recognizes that" and start with "The City's waterfront is central to its past . . ."]

p. 76 first sentence in complete neighborhoods: Why is "regardless of age or ability" inserted? Are you intending to address only physical mobility? Why not equally "regardless of income or assets"?

p. 76 -- Reinforce the Center -- What is "downtown" Does this include the Old Port? India Street? It seems to be contradictory to this goal of reinforcing the center to be encouraging massive new development at 58 Fore St.

p. 80 -- Are you saying all of the nodes are in need of further study? Or that the boundaries of the nodes are in need of further study?

p. 80 If you are dividing the nodes into "evaluate", "transform" and "enhance", for the ones to be enhanced, you seem to imply that they have been studied, that plans are in place and that they are in the middle of implementing these plans. It would seem, then, that it would be appropriate IN THIS PLAN to identify what you see as the plans that are being implemented in these enhancement areas. For example, what is the approved plan for the central waterfront? What document is the source of that plan? Does that include a hotel on the waterfront? How faithful does the City intend to be in plan implementation, or are there parts that the City already sees as not consistent with "Portland's Plan"? Similarly, the same matters should be identified for Woodford's Corner, the Eastern Waterfront, and the Western Waterfront and any other "enhance" areas.

p. 81. I don't understand why the waterfront is treated as a section separate from 1. Priority nodes and 2. Priority corridors, particularly when 3 of the 4 examples in priority nodes/enhance are waterfront areas. This is all very vague. Which are the areas of the waterfront to be evaluated? For what? Aren't there any areas that would be Transform? Which are enhance? Is all of this on the map on p. 82? So why is the waterfront called out separately?

p. 81 How does this Evaluate/Transform/Enhance framework helps make any decisions. This future land use component is the heart of the comprehensive plan. The other sections are more descriptive. This component needs another level of development.

- You need to identify the reasons why all of the identified nodes fall in which category, e.g., what planning still needs to be undertaken in each of the Evaluate nodes, what are the major decision-points, and when will the planning be done;
-
- What type of "comprehensive revisioning" needs to be done in which Transform nodes, what are the preliminary thoughts, and what is the work program for that;
-
- and if you are approving of the planning that has already been done and the stage that has been set in the Enhance nodes, exactly what aspects of the past planning are you endorsing? What already existing documents can be consulted to identify what the result will be if it is "enhanced."
-
- This level of detail is required if these are going to help with decision-making. Without this level of detail, it is all in the heads of the planners but not accessible to the public. This level of information should be available so that it can be publicly discussed before action is taken on the proposed new Comprehensive Plan. The future land use component has not been vetted through a public process and was just recently released. There should be ample time to discuss this before action is taken.

Regards,

Barbara Vestal

--

Barbara A. Vestal, Esq.
Chester & Vestal, PA
107 Congress Street
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(207) 772-7426 - phone
(207) 761-5822 - facsimile

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Comment on comprehensive plan

Elizabeth Parsons <ecparsons33@hotmail.com>

Mar 13, 2017 3:27 PM

Posted in group: **Portland's Comprehensive Plan**

This is an impressive piece of work that is accessible and comprehensible. Even more impressive is that it is unfolding in the midst of difficult and uncertain state and national contexts.

It is good to see that the snapshots section leads with environmental matters and that reference to ecological challenges and opportunities run throughout the document (a notable contrast from the previous decade's document). The main thing I would encourage you all to do is to continue working closely with Councilor Thibodeau's Sustainability and Transportation Committee since that committee is revisiting the Municipal Climate Action Plan of 2008. Might it be possible (I wonder) to—in the spirit of FDR's WW2 mobilization effort—use climate action as the organizing principle around which all city planning henceforth revolves?

With thanks for continually seeking citizen comment and all best wishes,

Elizabeth Parsons

44 Winter Street

Google Groups

Re: a couple of brief comment Comprehensive Plan

me <cdg@portlandmaine.gov>

Mar 14, 2017 11:14 AM

Posted in group: **Portland's Comprehensive Plan**

Thanks very much for the helpful comments and suggestions, Cathy. We'll keep them on hand when we start to incorporate input into the final draft.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608

On Tue, Mar 14, 2017 at 11:02 AM, Cathy Ramsdell <clamsdell@cascobay.org> wrote:

Dear Christine,

Thank you for the opportunity to comment on Portland's draft comprehensive plan. It is quite a document. The appendices are particularly useful, full of facts.

We have to offer one suggestion and one correction..

First the correction: In the section Regional Coordination, page 83-84, there is a paragraph on water quality. The last sentence mentions the Casco Bay Estuary Project. While the director of the Casco Bay Estuary **Partnership** has been involved with education and the stormwater impact reductions, Friends of Casco Bay has been directly involved with all of those issues, including participation on 3 ordinance task forces. Joe Payne and I served on the stormwater utility task force, and I have served on both the green packaging and pesticide task forces. Both organizations continue to be active on stakeholder water quality group that meets quarterly with the city. We would appreciate correction of CBEP's name and inclusion of Friends of Casco Bay in this section.

The suggestion is to consider an addition to the vision section at the beginning. Nowhere is Casco Bay mentioned specifically as key to the region. While there are related indirect references (waterfront, ecology, natural world, impacts of climate change), we feel the document would be strengthened by specific mention of Casco Bay as the key economic, aesthetic and ecological driver of the region, as it is the draw for tourists, totally sets the character of our community, and indeed is what gives Port - land its very name.

Thanks again for the opportunity for comment.

Cathy

--
Cathy L Ramsdell, CPA, CGMA
Executive Director
Friends of Casco Bay
43 Slocum Drive
South Portland, Maine 04106
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cascobay.org



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Google Groups

William Dawson <bill2fish@gmail.com>

Mar 14, 2017 6:37 PM

Posted in group: **Portland's Comprehensive Plan**

I agree with the West End Neighborhood group against the me record storage facility at the bottom of Clark Street and Commercial Street. It's going to cause traffic noise pollution not to mention the loss of The View. That's section Commercial Street is not large enough to handle commercial traffic to begin with if you doubt this look at the traffic jam from Valley Street to the beech tree traffic light in the morning this is a no-brainer. And why raise the height limit zoning laws they were put there to protect us let them use their facility out of Reed Street I oppose any Improvement on West Commercial Street. This is signed by my wife Donna nappi and myself William Dawson I oppose it no hubs on the West Commercial Street

Fwd: Background on Recommendations for Restoration of Two-Way Traffic

cdg <cdg@portlandmaine.gov>

Mar 15, 2017 9:23 AM

Posted in group: **Portland's Comprehensive Plan**

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

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

Date: Tue, Mar 14, 2017 at 10:18 PM

Subject: Background on Recommendations for Restoration of Two-Way Traffic

To: Christine Grimando <CDG@portlandmaine.gov>

Christine,

Neither rain, nor snow, nor dead of night can keep me from making comments to the Planning Board. Please find them below.

Thank you,

Zack

BACKGROUND ON RESTORATION OF TWO WAY TRAFFIC IN LIBBYTOWN AND STATE & HIGH STREETS

Dear Planning Board Members;

In an earlier message directed to you from Planning staff I advocated for inclusion of the Libbytown Traffic Study and the State and High Traffic Study into the Comprehensive Plan. I am not the only advocate for these study as the recommendations from both were accepted by Council. Inclusion of these recommendations can be easily inserted into the Comprehensive plan in several places including (on the web version):

"Recent & Ongoing Initiatives" p.74

"Future Strategies" 77sec.5

"Priority Nodes & Corridors" p. 86

Which I believe corresponds to the print pagination pages 68, 71, and 80

As a member of the Public Advisory Committee to both task forces I would like to add some additional background to the two issues.

Generally speaking, two way streets encourage more careful driving and more direct routes.

Safety represents the chief short term benefit of two-way traffic on Portland Arterials. Other

benefits include improved livability, connectivity, and economic development. The recommendations are in line with the City Complete Streets policy.

In the case of State & High, I was the Libbytown representative. In that role, I advocated for better use of West Commercial Street and the Fore River Parkway to relieve traffic off State and High Between I-295 and the Casco Bay Bridge. Our neighborhood association took this position because we felt that it would be to the benefit of the City as a whole, even though it would direct more traffic into our neighborhood including right past my house. Unfortunately, the areas of West Commercial and the Fore River Parkway were considered outside of the scope of the study and thus were not factored into the traffic model. Nevertheless, the project was concluded to be feasible and was accepted by Council.

It also bears mentioning that the dilapidation and dereliction of properties at the base of State Street and along York Street is a direct effect of fast one-way traffic interspersed with idling motor vehicles. This should be prime real estate as the developer JB Brown identified on York Street, just east of High Street.

The Libbytown Transportation and Streetscape Study has been met with near unanimous support for all of the recommendations within the City. The study was conducted because the on and off ramp interchanges (i.e., highway exits and entrances) and one-way traffic on Congress Street and Park Avenue present conflict zones and high crash locations. The task force recommendation that was accepted by Council was to close most of the exit 5 on and off ramps on Congress Street and Park Avenue and restore two-way traffic to Congress and Park between I-295 and Saint John Street. The land formerly occupied by ramps could then be developed adding to the health and vitality to the city. The new on and off ramps built off the Fore River Parkway are engineered to a much higher safety standard and are more than adequate to meet volume demand.

In addition to crash reduction, there are other important safety considerations. Congress Street is one of the the best routes to the major hospitals. The one-way traffic subjects in-bound ambulances to critical delays on Congress Street when there are passing trains. But even without a train delay, congestion caused by vehicles headed east of Longfellow Square add significant delays. On Park Avenue, major flooding due to storm surges restricts Park Avenue from all vehicles. This necessitates emergency vehicles to drive down Congress Street in the wrong direction, such instances occur with increasing frequency.

Restoration of two-way traffic is therefore essential to the health and safety of the citizens of Portland.

In addition to increasing safety, the new configuration will reduce travel times because:

1. Currently the 1-way street funnels traffic on to Congress Street in both directions. This configuration puts far too many vehicles on Congress Street between I-295 and Longfellow Square. Both eastbound (e.g., people going to the arts district) and westbound (e.g., people heading to out Congress Street, Veterans' Bridge, and I-295) traffic should take advantage of other routes, of which there are many.

2. Following distances of high speed traffic is much longer than at low speeds. Thus lower speeds (of around 15-30 mph) allows for greater volume and more continuous flow.

I ride my bike every day on Congress Street to and fro between 295 and Longfellow Square during rush hour. I see congestion, accidents, train delays, slow traffic and very few pedestrians.

The system is not working. Implementation of the recommendations is long overdue.

Thank you for your careful consideration of these matters.

Zack Barowitz

Huntress Street

Portland

838-6120

--

207-838-6120

917-696-5649

ZacharyBarowitz.com

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Google Groups

Fwd: Pic for the Planning Board

cdg <cdg@portlandmaine.gov>

Mar 15, 2017 9:24 AM

Posted in group: **Portland's Comprehensive Plan**

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

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

Date: Tue, Mar 14, 2017 at 11:14 PM

Subject: Pic for the Planning Board

To: Christine Grimando <CDG@portlandmaine.gov>

Christine,

Here is an illustration of an emergency vehicle stopped not by a train but by poor transportation planning. Please forward this to the Planning Board.

Thank you,

Zack



AMBULANCE

12/24/16
T. Jones
at 4:00 PM

AMB
BDR

12/24/16

Google Groups

Fwd: Another ambulance mired in traffic

cdg <cdg@portlandmaine.gov>

Mar 15, 2017 9:24 AM

Posted in group: **Portland's Comprehensive Plan**

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

From: <zbarowitz@gmail.com>

Date: Tue, Mar 14, 2017 at 11:20 PM

Subject: Another ambulance mired in traffic

To: Christine Grimando <CDG@portlandmaine.gov>

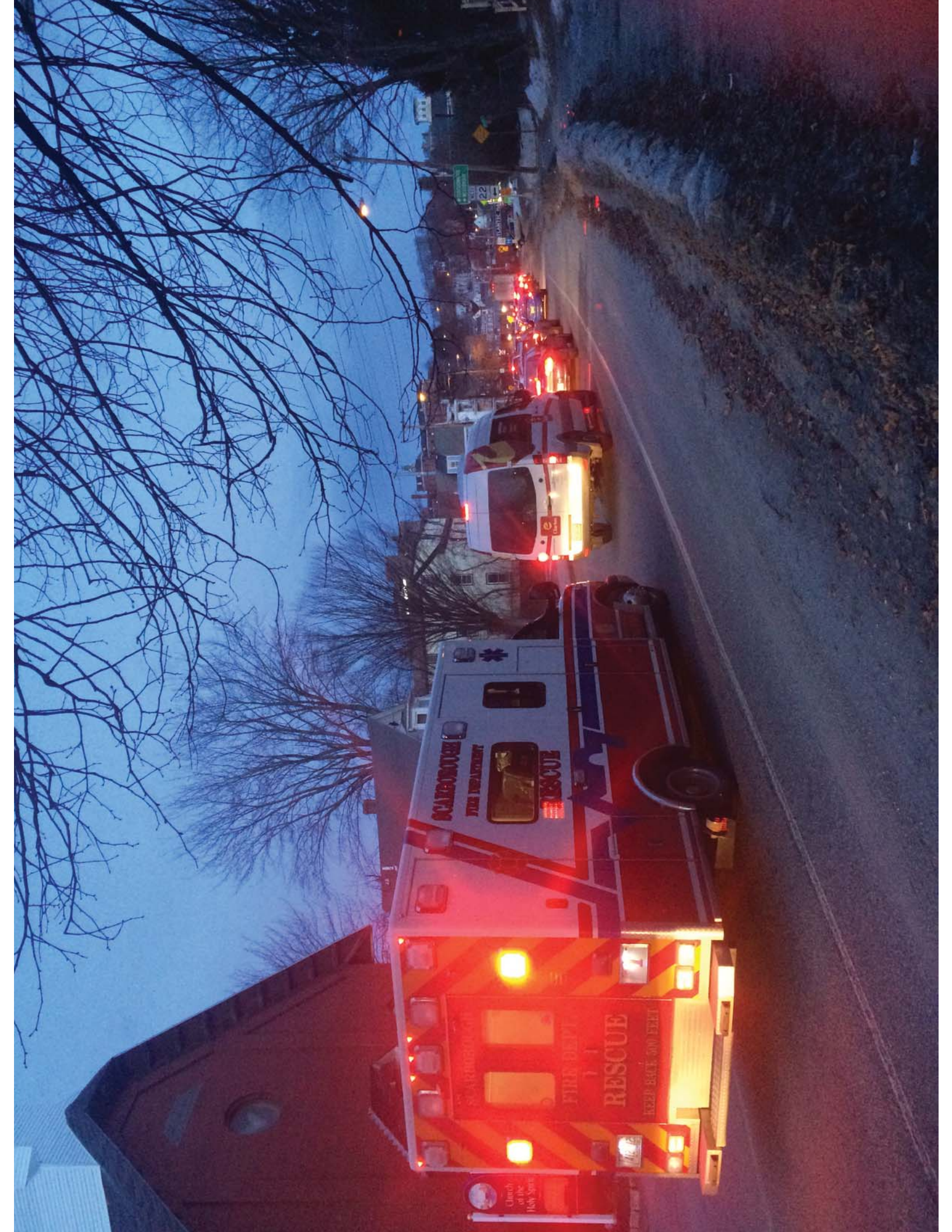
Christine,

This ambulance was stuck between two accidents along the one way route causing a complete mess and long delays. Please send this to the PB as well.

Thanks

Zack

Sent from my iPhone



Fwd: Comments on Draft Comprehensive Plan

cdg <cdg@portlandmaine.gov>

Mar 15, 2017 12:19 PM

Posted in group: **Portland's Comprehensive Plan**

On Wed, Mar 15, 2017 at 12:15 PM, Sally Oldham <oldhamseg@gmail.com> wrote:

Hi Christine and Deb,

Thank you for meeting with me on Monday. Attached are my comments on the Draft Comprehensive Plan. Christine, you indicated you would like to attach these to your online materials that you will post for the Planning Board Public Hearing that is to be held on March 23.

I have no problem with this, but I would hope for various of these comments that you will be able to make changes to the draft plan before it is reviewed by the Planning Board. If this is to be a public hearing with a vote by the Planning Board, I would think it would be difficult for them to assess the plan without changes such as those we discussed being made to it prior to their consideration. Could you let me know what you plan to do?

Thanks so much for all our your hard work on this plan!

Sally

Sally Oldham: Comments on Draft Comprehensive Plan

March 14, 2017

Vision Statement

Authentic – Add bullet

- Key to retaining our city's authentic character is the preservation of our historic buildings, districts, landscapes and archeological resources.

Snapshot: Environment Future Strategies

3. Protect Natural Resources Add:

- Identify and protect significant scenic views (vistas)

Either 6. Support Sustainable Energy Production and Consumption or to

7. Support Sustainable Land Use & Transportation Policies Add:

- Establish incentives to encourage rehabilitation of historic resources as a means to energy savings of materials and efficient use of existing infrastructure.

Snapshot: Historic Resources

Last paragraph of introduction: "In order to achieve the vision of Portland's Plan, the City must continue to work to carefully manage the two "roles," and to celebrate those fundamental elements of the City that are central to its history "in order" to ensure that its future is as successful as its past." I suggest you add "roles" and "in order" for clarification in this sentence.

Local goals:

Add: "designate and preserve" to the first goal so it will read –

Identify, document, designate and preserve Portland's historic resources.....

Future Strategies: Add to:

3. Encourage Investments in Historic Structures

- Maintain city-owned historic resources to high preservation standards.

Snapshot: Waterfront

Local Goals: The state goals require goals to "maintain the scenic beauty and character of the coast even in areas where development occurs;" but there is no local goal that addresses maintaining "scenic beauty". Such a goal could be:

Maintain visual access to the scenic beauty of the waterfront while allowing for needed modernization and development.

Future Strategies: Modify #4.

4. Improve Freight Facilities

- Facilitate the development of the Western Waterfront as a 21st century logistics hub that will serve the freight and cargo needs of Maine and Northern New England businesses.

This strategy is too expansive as written. Modify it to be less impactful, more respectful of gateway character of this area, more respectful of scenic views,

aesthetic quality of completed developments, etc. and focused on the needs of transportation related to the waterfront, rather than to serve as a regional logistics hub. Elements of such a hub that are not related to waterfront commerce would be better located away from the waterfront.

Snapshot: Economy

Future Strategies: Add strategy to invest in urban planning and preservation of Portland's historic resources to ensure that Portland's authentic character is maintained in order to attract businesses, tourists and new residents.

Snapshot: Housing

Local Goals: Add:

Encourage rehabilitation of historic and older buildings for housing units.

Future Strategies:

4. Promote Sustainability Add:

- Provide incentives to encourage rehabilitation of historic and older buildings to promote sustainability.

Snapshot: Recreation and Open Space

Strategy 2. Add:

- Maintain historic resources in open space and recreation facilities to high preservation standards.

Strategy 4. Modify bullet 3

Give thought to how best to address historic resources in this bullet.

Perhaps identify historic resources in an equitable manner throughout the park and open space systems.

Snapshot: Transportation

Future Strategies: Add to 5. (Bullet 4) Forest Avenue

- Support the vision of large, transformative projects, such as the redesign of Franklin Street and Spring Street "and the transformation of Forest Avenue", through.....

Regional Coordination

2. Historic Resources Explain thinking behind inclusion of 1st bullet – "Collaborate with...."

3. Waterfront See comments under Waterfront 4. Improve freight facilities regarding concerns about creating a 21st century logistics hub for regional use for freight and cargo needs.

Implementation

Create a new Unified Development Code: "historic preservation" needs a modifier. Should this be "historic preservation ordinance language?"

- Develop Incentive Programs for Preservation. I assume this should say “Historic Preservation.” I would not assume that readers will know that the term Preservation means Historic Preservation.

Appendix: History

Individual Landmarks: A suggestion for the 2nd sentence of this paragraph:

I would suggest it may be confusing to use the term “connotes” and it would be more straight forward to say:

“While Landmark designation is reserved for properties that exhibit a high degree of historical, cultural, and/or architectural significance, this designation may also apply to properties significant within their specific geographical, historical, and/or architectural context and which are located in an area not otherwise eligible for historic district designation.”

I note that Eastern Cemetery is not shown on the map of historic districts with historic cemeteries and historic landscapes.

The list of individual landmarks should also include the designated individual landmarks that are included with the city’s historic districts. I see Eastern Cemetery on this list but not Western Cemetery.

On the list of properties eligible for the National Register, I note that the Eighth Maine Regiment on Peaks Island is omitted as is TEIA on Peaks.

Fwd: Comprehensive Plan input

cdg <cdg@portlandmaine.gov>

Mar 15, 2017 1:42 PM

Posted in group: **Portland's Comprehensive Plan**

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

From: **Laura Newman** <laura@trails.org>

Date: Wed, Mar 15, 2017 at 1:07 PM

Subject: Re: Comprehensive Plan input

To: Christine Grimando <cdg@portlandmaine.gov>

Christine, thank you.

I have not been as attentive to this process as I should have been so far. A cursory look through the previous draft did not show anything regarding green school grounds, which has been the focus of our work since 2003. The workshops held by Oak Point regarding what people wanted to see at their schools showed that this was an identified priority. However, in the budget battles and ongoing debate, it was dropped from the lists. We continue to be contacted by schools and community members to support these projects. The goal of our work is an increase in natural features - plantings, trails, trees, logs, etc. and improved design that directly responds to what is well-known about children's developmental play needs. Community engagement is absolutely central to the work we do on these projects, and thousands of students, parents, teachers, administrators and neighbors have been involved to date.

I will take a look at the new draft which is printed out in our office now, but if you have any advice on how I should share input, I'd appreciate it! I will also look at the website for more information on how to comment.

Thank you!
Laura



Laura Newman

School Ground Greening Coalition

Hours: 9-3 Tues/Thurs/Fri

c/o Portland Trails

305 Commercial Street, Portland, Maine 04101

cell: 207.650.4510

On Thu, Feb 2, 2017 at 12:59 PM, Christine Grimando <cdg@portlandmaine.gov> wrote:

Hi Laura,

I'll be sure to let you know when the next events are. We'll also update this page soon: <http://www.portlandmaine.gov/1579/Comprehensive-Plan-2017>

The full plan will be made available this month, but I don't have a date just yet. Stay tuned.

Thanks for your interest.

Best,

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608

On Thu, Feb 2, 2017 at 10:12 AM, Laura Newman <yellowcape@gmail.com> wrote:

Hello - could you please put me on the mailing list for the next public events regarding the latest Comp Plan Draft?

Also, when will that become available to the public?

Thanks so much!
Laura Newman
75 Bay View Drive
Portland

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

Google Groups

Reschedule

Carl Cramer <carl1cramer@gmail.com>

Mar 15, 2017 1:59 PM

Posted in group: **Portland's Comprehensive Plan**

the meeting that was scheduled for last night in the West End. It is only right!

Thank you, Carl

March 13, 2017

Beth Boepple, Chair
City of Portland Planning Board
389 Congress Street
Portland, Maine

Dear Chair Boepple and members of the Planning Board,

The draft Comprehensive Plan provides a thorough and thoughtful look at Portland past, present, and future. It reflects the collective talent and vision of many people, most notably within City Hall. We fellow Portland residents, more than one hundred of us, have problems with two sentences. The first is:

“Facilitate the development of the Western Waterfront as a 21st century logistics hub that will serve the freight and cargo needs of Maine and Northern New England businesses.” (pages 32, 84 and 291)

To best build on the area’s core attributes, which are detailed elsewhere in the draft plan, we believe the sentence should be replaced with:

“Facilitate development in the Western Waterfront of waterborne freight and marine uses that require access to the harbor’s deepwater channel.”

“Logistics hub” does not by default include a waterborne component, which is far and away the most important component of the Western Waterfront. It is troubling that the area could devolve into a truck depot and still meet the definition of a logistics hub, a term which has never been used in city planning documents before.

The narrow Western Waterfront extends alongside West Commercial Street, a two-lane central artery for Portland and South Portland that daily serves thousands of commuters, visitors and commercial vehicles.

Northern New England product that arrives or leaves by water plays to the strengths of the Western Waterfront (also adding unavoidable, but net-positive volume to ground traffic). Truck-to-truck and truck-to-rail operations are a net negative – ill suited to this limited urban waterfront.

Out of more than 5,000 miles of coast, Maine has only 20 miles of potential working waterfront remaining, 1.5 miles of it within the Western Waterfront. Any new planning language that allows growth of ground-based transportation independent of waterborne activity would be harmful to both the Western Waterfront and West Commercial Street.

The second sentence that we believe needs revision is:

“The City is working to update the zoning on the Western Waterfront to achieve the established policy goals for this area.” (page 87)

To date, no independent analysis has confirmed unsupported statements made by one Western Waterfront property owner and one potential leaseholder that current zoning is flawed. Therefore, we would recommend the sentence be revised as:

“The City is currently evaluating whether zoning changes are required to meet the established policy goals for the Western Waterfront.”

Sincerely,

Linwood Ashton, 30 West Street, #20
John and Georgia Bancroft, 322 Spring Street
David and Claudia Bantz, 100 Neal Street
Karin Lindholm Belsheim, 15 Clifford Street, 2W
Rick Bertaska, 35 Salem Street
Scott Budde, 28 Monument Square, #4
Nick Burnett, 55 Salem Street
Marsha Campbell, 108 Salem Street
Charlotte Cole, 28 Monument Square, #4
Jo Coyne, 36 Salem Street
Carl Cramer, 225 York Street, #2
Sarah Daignault, 350 Danforth Street
Norris and Eli Dale, 40 Salem Street
Tod and Lorie Dana, 208 Danforth Street
Louise Davis, 24 Brackett Street
Theolonius Dutton, 57 Clark Street, #3
Reeven Elfman, 48 Western Promenade
Caroline Fahy, 387 Danforth Street
Anthony and Michelle Filippone, 225 York Street
Robert Fiske, 263 York Street
Justin Funk, 90 Salem Street
Karen Geraghty, 15 Briggs Street
Rosanne and Steve Graef, 30A Salem Street
Dr. Lani Graham, 32 Clark Street
Peter Green, 11 Summer Street
Devens Hamlen, 358 Danforth Street
Seth and Rachael Harkness, 25 Summer Street
Brian Harris, 17 Summer Street
Alison E Hawkes, 17 Summer Street
Elizabeth Hawkes, 192 Danforth Street
Jeanne Hayman, 33 Deerfield Street

James Hayman, 25 Howard Street
Derek Hengstenberg, 37 Salem Street
Willis E. "Woody" and Susan L. Higgins, 24 Brackett Street, #1
Kate Holden, 259 York Street
Dana Hopkins, 64 Clark Street, #1
David Hulbert, 48 Tyng Street
Jennifer Hunter, 37 Salem Street
Henry and Donna Isaacs, 73 Brackett Street
Ian Jacob, 59 State Street
Samar Post Jamali, 358 Danforth Street
Claire Kavanaugh, 284 Danforth Street
Edward and Leslie Kaynor, 315 Capisic Street
Carol Kelly, 15 Briggs Street
Peter Lawrence, 5 Bond Street
Michael and April Levandowski, 168 Danforth Street
Susan E. LoGiudice, Esq., 55 Salem Street
Gordon Mangum, 190 Danforth Street
Mark McCain, 45 Summer Street
Dr. Mary McCann, 49 Summer Street
Deborah McCoy, 185 Clark Street
Constance and William McFarlane, 380 Danforth Street
Christine McHale, 11 Walker Street
Lisa McIlwain, 48 Western Promenade
Tadge and Michelle McWilliams, 20 Tate Street
Sara Miller, 96 Salem Street
Margot Milliken, 157 Pine Street
Bob Mittel, 24 Brackett Street
Michael Monaghan, 155 Falmouth Street
Betsy Morrell, 24 Salem Street
Erik and Caitlin Mushial, 36 Clark Street
Alice Neal-Paakkonen, 33 Summer Street #3
Zack Paakkonen, 33 Summer Street #3
Deborah Paley, 48 Tyng Street
Lisa Pixley, 246 Danforth Street
Leslie Pohl, 263 York Street
Anne Pringle, 44 Neal Street
Kent Redford, 198 Danforth Street
Frank and Sharon Reilly, 168 York Street
Penny Rich, 27 Cushman Street, # 2
Sonia and John Robertson, 336 Danforth Street
Laura and Thomas Robinson, 320 Danforth Street
Ashley Salisbury, 26 Brackett Street
Karen Sarfaty, 46 Salem Street
Pamela Shaw, 198 Danforth Street
Pam Shelton, 225 York Street #1
Karen Snyder, 72 Waterville Street

Gail Spaen, 35 Salem Street
Elizabeth Spencer Adams, 49 Merrill Street
Dick and Penny Stevens, 260 Vaughan Street
Mike Stone, 116 Salem Street
Thomas Talarico, 44 Salem Street
Sidney St. F. Thaxter, Esq., 49 Summer Street
Cartwright Thompson, 123 Woodfield Road
Deborah J. Towle, 100 Salem Street
Chichun Tsou, 284 Danforth Street, #625
Jeannie Verrando, 116 Salem Street
Gary Wagner, 31 Brackett Street
Cornelia Walworth, 45 Summer Street
Grete Zemans, 194 Danforth Street

cc: Tuck O'Brien, Planning Director
Jon Jennings, City Manager
Spencer Thibodeau, City Councilor, District 2

Fw: CANCELLED- Public to Comment on the Draft Comprehensive Plan For cp-stcity2.civicplus.com

Karen Snyder <karsny@yahoo.com>

Mar 15, 2017 4:41 PM

Posted in group: **Portland's Comprehensive Plan**

fyi

----- Forwarded Message -----

From: Karen Snyder <karsny@yahoo.com>**To:** Christine Grimando <cdg@portlandmaine.gov>; Jeff Levine <jlevine@portlandmaine.gov>**Cc:** Paula Agopian <pagopian1@yahoo.com>; Barbara Vestal <vestal@chesterandvestal.com>; Ian Jacob <iancasperjacob@gmail.com>; Peter Murray <pmurray@gwi.net>; Douglas Martica <tica1529@gmail.com>; Jay Norris <jay.norris@munjoyhill.org>; "sneilan@maine.rr.com" <sneilan@maine.rr.com>; "courtneysally@hotmail.com" <courtneysally@hotmail.com>; "mferg27@aol.com" <mferg27@aol.com>; "philsteele22@gmail.com" <philsteele22@gmail.com>; "bcope@maine.rr.com" <bcope@maine.rr.com>; "bruce@tellink.net" <bruce@tellink.net>; "decamp40@me.com" <decamp40@me.com>; "lisadombek3198@gmail.com" <lisadombek3198@gmail.com>; "jhurley@cspinet.org" <jhurley@cspinet.org>; Angela Adams <aaa@angelaadams.com>; Sherwood Hamill <shamill@angelaadams.com>; Cynthia L. Cochran <ccochran@maine.rr.com>; Carolyn B. Young <cbymaine@icloud.com>; Nini Mc Manamy <ninimaine@aol.com>; Rob Whitten <rob@whittenarchitects.com>; Mary Barrett <jinspec@maine.rr.com>; Mary Casale <dirtgirl1@aol.com>; John Thibodeau <jet627@icloud.com>; Debby Murray <debbym@gwi.net>; Berry Manter <berrymanter@yahoo.com>; Lynn Hallett <lhallett@townandshore.com>; KE Smith <kesmith328@gmail.com>; Johanna Hart <hartjohannah1@gmail.com>; Eastbayside Info <info@eastbayside.org>**Sent:** Wednesday, March 15, 2017 7:58 AM**Subject:** CANCELLED- Public to Comment on the Draft Comprehensive Plan For cp-stcity2.civicplus.com

Hi Christine and Jeff,

Many local residents are concerned that there will not be a rescheduled date for the Public comment on the Draft Comprehensive plan from the canceled meeting of March 14th.

It seems to be a tight schedule that the city planning department has designed to get the comprehensive plan adopted by city council even without this canceled meeting.

Will the Portland planning department reschedule this cancelled March 14th meeting?

If not, how will you address the concerns of local citizens with any off the concerning changes in the comprehensive plan without having the required more than one public comment session?

Please advise.

Karen Snyder
Munjoy Hill Resident
Next Stage Consulting, LLC

The Tues, March 14 Planning Board meeting has been cancelled due to the expected storm.

March 10, 2017

Upcoming Opportunities for Public to Comment on the Draft Comprehensive Plan

Alert Photo

There are events in March where the public will have an opportunity to comment on the recently released draft Comprehensive Plan: a community forum on March 16,..... [Read on](#)

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<http://www.portlandmaine.gov/list.aspx?mode=del>

If clicking the link doesn't work, please copy and paste the link into your browser.

----- Forwarded Message -----

From: Planning Updates <listserv@civicplus.com>

To: karsny@yahoo.com

Sent: Monday, March 13, 2017 1:11 PM

Subject: Modified Newsflash Upcoming Opportunities for Public to Comment on the Draft Comprehensive Plan For cp-stcity2.civicplus.com

Google Groups

reschedule workshop

Georgia Bancroft <gbancrof@maine.rr.com>

Mar 15, 2017 6:13 PM

Posted in group: **Portland's Comprehensive Plan**

Please reschedule the workshop on the comprehensive plan cancelled last night due to the storm. This is important for our city and public input is vital.

John Bancroft

322 Spring St.

Portland

Comprehensive Plan

Melissa Wood <melissafwood@gmail.com>

Mar 14, 2017 4:04 PM

Posted in group: **Portland's Comprehensive Plan**

Dear Chair Boepple and members of the Planning Board,

I am writing in support of the letter sent to you this morning by West End residents proposing revisions to the draft Comprehensive Plan. I agree with the letter and support changing these two sentences:

1. Change: "Facilitate the development of the Western Waterfront as a 21st century logistics hub that will serve the freight and cargo needs of Maine and Northern New England businesses." (pages 32, 84 and 291)

To: "Facilitate development in the Western Waterfront of marine and waterborne freight uses that require access to the harbor's deepwater channel."

2: Change: "The City is working to update the zoning on the Western Waterfront to achieve the established policy goals for this area." (page 87)

To: "The City is currently evaluating whether zoning changes are required to meet the established policy goals for the Western Waterfront."

Thanks for your consideration.

Melissa Wood
225 York Street, #2

Google Groups

Comments on Portland's Draft Comprehensive Plan

Henry Barbaro <hbarbaro1@yahoo.com>

Mar 16, 2017 1:03 PM

Posted in group: **Portland's Comprehensive Plan**

Dear Ms, Boepple,

Please find attached my comments on Portland's Draft Comprehensive Plan (dated 2/10/17). I appreciate the opportunity to comment on such an important matter.

Please let me know if you have any questions.

Henry Barbaro
114 New Island Ave.
Portland, ME 04108
or
23 Woodman Street
Boston, MA 02130
617-838-2888 (cell)

To: Elizabeth Boepple, Chair, Portland Planning Board
From: Henry Barbaro
Re: Portland's Comprehensive Plan
Date: 3/16/17

As a part-time resident of Peaks Island, I greatly appreciate the opportunity to submit comments about planning for Portland's future. I have reviewed the draft Comprehensive Plan (dated 2/10/17) and am providing comments below.

I believe that if Portland's Comprehensive Plan is going to promote population growth, then it should present a balanced view of the consequences of that growth. Specifically, I would like to comment on three sections:

Economy: A Vibrant City (p.37)

There are many challenges for Portland's economy, including ... low population growth; low household income relative to the region and the country; rising housing costs and insufficient housing supply. These challenges make it difficult for many to both live and work in the City.

The Plan considers "low population growth" to be a challenge for Portland's economy. Yet the housing supply is considered to be "insufficient." These two elements seem to contradict one another. The Plan should provide further explanation.

In addition, although low population growth may mean relatively less money in Portland's economy (even though per capita income is increasing), there certainly are tangible benefits with slow growth (e.g., less competition for housing, schools, and jobs). Furthermore, the Plan should cite other measures of quality-of-life and prosperity besides those that are monetary-based – traffic congestion/time in traffic, per capita open space, ambient noise, crime, neighborhood character, and peace-of-mind.

Housing: A Livable City (p.44)

It may be misleading to the reader to state that Portland's population today "is far below its mid-20th century peak" (77,634 in 1950 vs. 66,681 in 2015). This statement implies that Portland is more spacious (e.g., lower housing density) today than it was in 1950. But the fact is that conditions are markedly different today --

- 1) household size is much smaller (3.54 vs. 2.08 today), which means that it takes far more housing units to house the same number of people;
- 2) there are many more automobiles in Portland (more than four times as many, estimated at 53,300 today vs. 12,400 in 1950) due to a significant increase in automobiles per capita (approximately 0.16 vs. 0.80) and the number of miles travelled by automobile per capita (at least six times more); and
- 3) the surrounding suburbs have much higher populations.

Portland today is in many ways much more crowded than it was in 1950.

Future Strategies: Housing (p.49)

Population Goal in Context -- Portland's population hit a high of 77,634 in the mid-20th century, significantly more than its current total of 66,681 (US Census Resident Population Estimate for 2015). This plan supports the principle that all who work in Portland should have the option of living in Portland. The next decade can accommodate a sustainable growth target of 75% of the current workforce ... this plan sets a 10 year population goal of ... approximately 72,000 people by 2027 (note: this sentence has a "2017" typo error) ... this would result in a total of 2,557 new housing units in the next 10 years.

If the Plan is going to promote a significant increase of 5,500 new residents over the next 10 years, then there also should be a description of the negative impacts associated with increased population growth and housing densities (e.g., longer durations of traffic congestion), as well as the sacrifices that existing residents will need to make to accommodate this plan for "sustainable" growth.

Thank you for considering my comments regarding the development of Portland's Comprehensive Plan. Please let me know if you have any questions.

Henry Barbaro
114 New Island Ave.
Portland, ME 04108
or
23 Woodman Street
Boston, MA 02130

Hbarbaro1@yahoo.com

Feedback after the Community Forum, Thursday, March 16

Gail Spaen <gspaen@meca.edu>

Mar 16, 2017 8:47 PM

Posted in group: **Portland's Comprehensive Plan**

Hello,

I want to gratefully acknowledge the work that has been done to date on the Comprehensive Plan. I think this is an important document that will be useful as policy for many years to come.

I am a property owner in the West End and have lived and worked in Portland and the Portland area for 30+ years. My specific interest is in the western waterfront and what I perceive as a lack of vision.

The City of Portland has a chance to create a model for waterfront development that preserves traditional shipping commerce while at the same time considering residential use, new standards for shoreline development, restoration and overall sustainability. The goal - to create a "21st century logistics hub" - seems to address easy access for trucks and ships, but does not address the appropriate buffers, access, and aesthetics that would seamlessly join the historic and established neighborhood that abuts the Western Waterfront. The aesthetic, human and environmental vision is lacking.

The design problem -- how do we co-join an established, historic, residential area with waterfront commerce in a "non-gentrified way" is a good design problem. If we, as a City, value the arts and culture, how we design the western waterfront could be a poster child for urban industrial development. *I would like to see such a vision addressed with clearer language and written into the comprehensive plan before it is adopted.*

Portland's western waterfront could be a win-win model for the residents of the West End and for economic development. As it is currently written, economic development is the clear priority.

Having lived, worked and payed taxes and parking tickets in Portland for a long time, I am hopeful that there can be some kind of resolution.

Very Sincerely,
Gail Spaen

.

Gail Spaen
35 Salem Street
Portland, ME 04102

Google Groups

Fwd: Comprehensive Plan

me <cdg@portlandmaine.gov>

Mar 16, 2017 12:38 PM

Posted in group: **Portland's Comprehensive Plan**

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

From: **Barbara Vestal** <vestal@chesterandvestal.com>

Date: Thu, Mar 16, 2017 at 10:07 AM

Subject: Comprehensive Plan

To: Christine Grimando <CDG@portlandmaine.gov>

Hello Christine,

Is the Planning Board workshop that was scheduled for March 14th going to be rescheduled or perhaps moved to the 23rd, with the public hearing to be rescheduled as well? It seems like there was a lot of public process around certain topics, but very little on the recently-released land use component.

Have any revisions been made in the land use section based upon written comments? If so, is a revised draft available?

Is it anticipated that any revisions will be made before it goes to the Planning Board for a public hearing? If public comment is really encouraged, it seems like enough time should be allowed between public input and a final public hearing that there is an opportunity for staff revisions and circulation of the revised draft.

When is it tentatively scheduled to go to the City Council?

Regards,

Barbara

--

Barbara A. Vestal, Esq.
Chester & Vestal, PA
107 Congress Street
Portland, Maine 04101
(207) 772-7426 - phone
(207) 761-5822 - facsimile

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Fwd: Comments on Comp Plan

me <cdg@portlandmaine.gov>

Mar 17, 2017 11:58 AM

Posted in group: **Portland's Comprehensive Plan**

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

From: **Alex Jaegerman** <AJaegerman@yarmouth.me.us>

Date: Fri, Mar 17, 2017 at 10:16 AM

Subject: Comments on Comp Plan

To: Christine Grimando <CDG@portlandmaine.gov>

Hi Christine:

Prompted by our meeting with you and Tuck at PSA and your efforts to encourage input on the plan, I read through the draft comp plan. It is a big accomplishment. Congratulations on pulling it together.

Attached are some comments that you might consider. In general the comments suggest a more affirmative stance on a couple of issues, such as the importance of the immigrant community for Portland's vitality, economic strength, and demographics; the expectation that housing growth will occur off peninsula, especially along transit corridors; and the PSA issue of recognizing the importance of urban design. Plus a few other issues and suggestions. All the comments are in the form of suggested edits or additions to the plan text.

I hope these are helpful. These are my personal comments, not on behalf of PSA or any other body. I hope you will consider incorporating these suggestions into the plan, as proposed or as you might adapt or interpret them.

Good luck bringing the plan to completion and adoption.

Best wishes to the Planning Department.

Alex.

Alexander Jaegerman, FAICP

Director of Planning & Development

200 Main Street

Yarmouth, ME 04096

Ph: 207-846-2401 Ext. 222

Comments on Portland Comprehensive Plan

Alex Jaegerman

March 14, 2017

Page 5:

Add bullet under Sustainable

- Portland is a city of opportunity offering a road to prosperity to all who seek and strive for a decent livelihood.

Add bullet under Dynamic

- Portland's ethnic diversity is a major strength, boosting its economy and in celebration of multi-culturalism as a creative and vibrant urban community.

Page 37:

Add paragraph to Snapshot: Economy

Portland's immigrant community has historically been a vital contributor to its population growth and economic prosperity. Today's new Mainer families bring their ambition to share in the American Dream to Portland and build a life for themselves and educational achievement for themselves and their children. Small businesses such as shops and restaurants broaden the range of offerings and give Portland a cosmopolitan flavor that belies its small size.

Page 49:

Typo? Change "...approximately 72,000 people by 2017." to "...at least 72,000 people by 2027."

Page 73:

Add paragraph to Snapshot: Transportation & Public Health

Regional transit services contribute measurably to community sustainability by reducing auto emissions, energy consumption, and roadway congestion, and providing access to employment opportunities for those without automobiles.

Add bullet under 10. Invest in Public Transit

- Support transit serving the regional labor market area, such as the *Breez* service to Yarmouth, Freeport and possibly Brunswick, and the proposed *Husky* service to Gorham.

Page 76:

Add an additional Principle –

Urban Design Excellence

Portland is blessed with a legacy of a built and natural environment that imparts our unique character and provides the context for our current success and attractiveness as a small city. We are in a historic period of rapid modern growth and development – city building that will be the legacy of our generation to the future Portland. It is incumbent on our generation to provide excellence in architectural quality and urban design commensurate with the image of Portland in history and today. Quality of space, the relationship of buildings with their streets and built

context, durability and integrity of materials, and a pleasing and timeless quality of architecture must be held to the highest possible standards.

Add to Complete Neighborhoods

The City's neighborhoods will be expected to accommodate a reasonable share of Portland's residential growth and development. Neighborhood residents are called upon to exercise a high degree of self-determination as to how and where to accommodate new housing in pursuit of a fair share of population growth.

Page 77:

Clarify narrative under Land Use Context (2nd paragraph in right hand column)

Portland's Plan anticipates that predominantly residential, industrial, institutional and mixed use will remain largely consistent with existing patterns. The plan proposes, however, that the regulations governing development will not be fixed or static, but will adjust and adapt to changing needs and policy direction. Specific use, dimensional, and performance standards, and zoning geographic boundaries and methods will be modified over time as the ordinances are revised and updated. Off-peninsula neighborhoods will be poised to accommodate a measure of growth, for example along key transit corridors such as Forest, Brighton, and Washington Avenues. The Plan takes as a foundation of sound land use policy that these iterations will be informed by a combination of the vision, goals, and strategy of this plan, best planning practices, and neighborhood and City-wide engagement. New zoning will be developed to implement this Plan with the aim of unifying, simplifying and shortening the voluminous codes that regulate development in Portland.

Page 85:

Regional Coordination, add Regional Coordination Strategy 9

9. **Sustain Southern Maine**

- Portland will continue to be an active partner in *Sustain Southern Maine*, a partnership among diverse stakeholders convened by GPCOG and Southern Maine Planning & Development Commission. This partnership, originally funded by HUD with EPA and DOT to encourage sustainable and efficient regional growth and development, can continue to have a role in determining how this interconnected region can grow in a way that protects the environment and character of the region, fosters economic growth and prosperity, and provides equity for all the region's residents.



Comments on the draft Portland's Plan 2030

Thursday, March 16, 2017

Greater Portland Landmarks thanks the city staff, members of the planning board, and everyone who has contributed their time and efforts to drafting Portland's Plan 2030. Landmarks' staff and members have participated in all of the public forums and workshops. We look forward continuing to work with the city and other interested members of the public on the implementation of this plan in the coming years.

While the historic resources section of Portland's Plan captures many of the goals and strategies that the Historic Preservation program staff and the Historic Preservation board undertake, it does not address the larger economic, environmental, and cultural role our historic resources play in our unique city. We have a number of comments and suggestions for the board to consider that address our concerns.

- Vision Statement:
 - Under Sustainable, first bullet point: The second idea is unclear. Is the intent to build upon our sound infrastructure and the city's historic fabric using new technology when designing for the future?
 - Under Authentic, we suggest an additional bullet: "A key component to retaining our city's authentic character is the preservation of our historic buildings, landscapes, and archaeological resources."
- Environment:
 - Although itemized within the State's goals, there is no local goal or strategy for scenic vistas.
 - Landmarks believes that the conservation of our historic built resources also plays an important role in sustaining a healthy city. We suggest that the rehabilitation of historic resources be added to *Strategy 7. Support Sustainable Land Use and Transportation Policies*.
- Historic Resources:
 - We suggest that the first local goal be amended to include designation of Portland's historic resources.
 - Under Future Goals, we suggest that maintaining city-owned historic resources be added to *Strategy 3. Encourage Investment in Historic Structures*.
 - Although sea level rise is noted in other chapters, there is no strategy for documenting and developing strategies for adapting any historic resources sensitive to climate change.
- Waterfront:
 - Although stated within the local goals, there is no strategy for maintaining the scenic beauty and character of our coast, both on the mainland and islands.
 - How does this chapter address goals and strategies for waterfront areas on the islands, in Stroudwater, or in Back Cove?

- Economy:
 - Landmarks believes that our historic built resources and scenic character play an important role in sustaining a vibrant city. We suggest that in addition to strategies that invest in transportation, infrastructure, people, and local businesses (a number of which rely on and support heritage tourism) that investment in urban planning and preservation of Portland's historic resources should be included in the city's strategies. In addition, recognition of these elements' importance to sustaining Portland's unique character should be supported through policies that support quality design, historic preservation, and conservation of historic scenic vistas.
- Housing:
 - Landmarks believes that the conservation of our historic housing units and the rehabilitation of other buildings for residential use within neighborhoods where access to goods and services, public transportation, and social and cultural amenities is readily available helps to promote sustainability . We suggest that the rehabilitation of historic resources be added to *Strategy 4. Promote Sustainability*
 - Although stated within the local goals, there is no strategy for encouraging quality design in new housing. Perhaps the city could add a strategy of developing Portland's uniqueness similar to that stated within the Recreation and Open Space Chapter *Strategy 5*.
- Recreation and Open Space:
 - We suggest adding being good stewards of city-owned historic facilities to *Strategy 2. Maintaining Existing Facilities*.
 - *Strategy 4 Ensure Equity* How would the city distribute historic resources where demand and need are greatest?
- Transportation:
 - We suggest adding "supporting the goals of *Transforming Forest Avenue*" to *Strategy 5. Modernize Street Design* to recognize that improvements will happen in on and off peninsula neighborhoods.
 - There is no strategy regarding reducing parking requirements through zoning regulations. This could help achieve several of the local transportation goals.
- Regional Coordination:
 - Summary of Regional Coordination Goals and Strategies - How does the first bullet point under historic preservation relate to regional issues?
- Implementation:
 - How can we incentivize development in areas targeted for transformation and enhancement?
 - Would a Unified Development Code replace historic district overlays? Or utilize some of the principles of historic preservation to conserve historic resources in areas not protected by the historic preservation ordinance?

comp plan

Christine Grimando <cdg@portlandmaine.gov>
To: Lin Lisberger <lin.lisberger@gmail.com>
Cc: Caitlin Cameron <ccameron@portlandmaine.gov>

Thu, Mar 16, 2017 at 12:37 PM

Hi Lin,

Public art gets a couple of mentions aside from the Congress Square callout, in specific implementation strategies, but there may be opportunity to highlight it a bit more for the final draft. We'll talk about how we might do that in the coming weeks and let you know.

Thanks very much for the feedback.

Christine

Christine Grimando, AICP
Senior Planner
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101
cdg@portlandmaine.gov
Ph: (207) 874-8608

On Sat, Mar 11, 2017 at 9:56 AM, Lin Lisberger <lin.lisberger@gmail.com> wrote:

Christine,

I see that Congress Square redesign does get a featured column in the draft plan in Recreation and Open Space. Of course, I would love to see public art given a little bigger presence, but I have no idea how or where that would happen.

Lin

Lin Lisberger
www.linlisberger.com

