

1. Legal Ad

Documents:

[PB LEGAL AD 10-24-17.PDF](#)

2. Agenda

Documents:

[PB AGENDA 10-24-17.PDF](#)

3. 58 Boyd Street

3.I. Memo And Attachments

Documents:

[58 BOYD STREET \(MEMO\).PDF](#)
[58 BOYD STREET \(STAFF ATTACHMENTS\).PDF](#)
[58 BOYD STREET \(APPLICANTS SUBMITTAL\).PDF](#)
[58 BOYD STREET \(PLANS\).PDF](#)

3.I.i. Public Comment

Documents:

[ELLEN BAILEY 10-22-17.PDF](#)

4. 583-605 Stevens Avenue

4.I. Memo And Attachments

Documents:

[583-605 STEVENS AVE. \(APPLICANTS SUBMITTAL\).PDF](#)
[583-605 STEVENS AVE. \(MEMO ATTACHMENTS\).PDF](#)
[583-605 STEVENS AVE. \(MEMO\).PDF](#)
[583-605 STEVENS AVE. \(PLANS\).PDF](#)

5. Communication Items

5.I. MMC (Memo And Attachment)

Documents:

[COMMUNICATION - MMC IDP.PDF](#)

6. Emergency Shelters

6.I. Memo And Attachments

Documents:

[EMERGENCY SHELTERS \(PB MEMO AND ATTACHMENTS\).PDF](#)

7. 383 Commercial Street

7.1. Memo And Attachments

Documents:

[383 COMMERCIAL ST. \(APPLICANTS SUBMITTAL\).PDF](#)
[383 COMMERCIAL ST. \(MEMO ATTACHMENTS\).PDF](#)
[383 COMMERCIAL ST. \(PLAN P1 REVISED SITE MASTER PLAN\).PDF](#)
[383 COMMERCIAL ST. \(PLANS P2-P23\).PDF](#)
[383 COMMERCIAL ST. \(PUBLIC COMMENTS\).PDF](#)
[383 COMMERCIAL ST. \(MEMO\).PDF](#)

**LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD
MEETING AGENDA**

The Portland Planning Board will hold a meeting on **Tuesday, October 24, 2017**, Council Chambers, 2nd Floor, City Hall, 389 Congress Street.

Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov

Workshop – 4:30 p.m.

- i. Level III Site Plan, Subdivision, Conditional Use for a Neighborhood Center, and Inclusionary Zoning Conditional Use; 58 Boyd Street; 58 Boyd St., LP., Applicant. (4:30 – 5:30 p.m. estimated time) The Board will hold a workshop on a proposal for a 47,800 sf building in which 44 workforce units and 10 market-rate units are proposed for a total of 55 units. 23 parking spaces are proposed on site and a neighborhood center for Cultivating community is proposed on the first floor. The applicant is seeking height and density bonuses for the building under the Affordable Housing provisions. The project is within the R-7 zone.
- ii. Level III Site Plan and Subdivision; 583-605 Stevens Avenue; Seacoast at Baxter Woods Associates, LLC., Applicant. (5:30 – 6:30 p.m. - **estimated time**) The Board will hold an evening workshop on a proposed 21-unit age restricted residential building. The project is the first phase of new construction on lot 4, as shown on the approved Master Development Plan. All of the units are proposed as two-bedroom units with a total of 42 parking spaces on the site. The project is located in the R-5A and R-5 zones and is subject to site plan and subdivision review.

Public Hearing 7:00 p.m.

- i. Zoning Text Amendments for Emergency Shelters in Residential and Business Zones, City of Portland, Applicant. (7:00 – 7:45 p.m. – **estimated time**) The Planning Board will hold a public hearing on the City Council's Health and Human Services Committee's proposal for zoning text amendments to various residential and business zones to allow emergency shelters as conditional uses. The proposed amendments would cap the number of beds in a shelter at 20 in the R-1, R-2, R-3, R-4, R-5, R-5a, R-6, R-6a, R-7, B-1 and B-1b zones and at 40 beds in the B-2, B-2b, B-2c, B-6, B-7, and India Street Form Based Code zones and set in place standards for review, including design standards.

Evening Workshop Following Public Hearing

- i. Master Development Plan, 383 Commercial Street, Deering Property Management, LLC, Applicant. (7:45 p.m. - **estimated time**) The Board will hold a workshop to consider a revised phased Master Development Plan (MDP) for the mixed-use redevelopment of the 2.58 acre Rufus Deering Lumber Yard (excluding Baxter Building). Phase 1 is at the corner of Maple and Commercial Streets and comprises a 2,352 sf restaurant, an 139-room hotel, and a public pathway between York and Commercial Streets. Phase 2 is proposed to be constructed concurrently with Phase 1 and includes 7,557 sf of retail space, 117 residential condominiums, and 212 parking spaces to serve both phases. Phase 3 includes 11,446 sf of retail space, 94 residential condominiums, and 96 parking spaces. Access to the structured parking is from Commercial, York and Maple Streets. The site is within the B-5b zone and also subject to Inclusionary Zoning requirements.

ELIZABETH BOEPPLE, CHAIR – PORTLAND PLANNING BOARD

PLANNING BOARD



Elizabeth Boepple, Chair
Sean Dundon, Vice Chair
Carol Morrisette
David Eaton
Brandon Mazer
Maggie Stanley
Lisa Whited

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BREAK FOR DINNER

PUBLIC HEARING – 7:00 p.m.

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**

- i. Lighting – Technical Manual Update
- ii. Maine Medical Center’s Final Institutional Development Plan (revised to address conditions of approval)

3. REPORT OF ATTENDANCE AT THE MEETINGS HELD ON OCTOBER 10, 2017:

Workshop: Dundon, Eaton, Mazer, Morrisette (recused from second item), Whited (4:45 pm arrival) and Stanley (5:30 pm arrival); Boepple absent.

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

4. REPORT OF DECISIONS AT THE MEETINGS HELD ON OCTOBER 10, 2017:

- i. Level III Subdivision and Site Plan and Conditional Use for Inclusionary Zoning; 218 Washington Avenue; 218-220 Washington Ave., LLC., Applicant. Stanley moved and Mazer seconded a motion to waive the driveway separation standard to allow the driveway serving the new development to be located as shown in the Site Plans in Plan P5 and as described in Attachment F. Vote: 5-0, Morrisette recused and Boepple absent. Stanley moved and Mazer seconded a motion to approve the inclusionary zoning conditional use application with the condition that a \$461,250 contribution be paid into the Housing Trust Fund prior to the issuance of a certificate of occupancy. Vote: 5-0, Morrisette recused and Boepple absent. Stanley moved and Mazer seconded a motion to approve the subdivision application with six (6) conditions of approval. Vote: 5-0, Morrisette recused and Boepple absent. Stanley moved and Mazer seconded a motion to approve the site plan application with eight (8) conditions of approval. Vote: 5-0, Morrisette recused and Boepple absent.

5. NEW BUSINESS

- i. Zoning Text Amendments for Emergency Shelters in Residential and Business Zones, City of Portland, Applicant. (7:00 – 7:45 p.m. **estimated time**) The Planning Board will hold a public hearing on the City Council's Health and Human Services Committee's proposal for zoning text amendments to various residential and business zones to allow emergency shelters as conditional uses. The proposed amendments would cap the number of beds in a shelter at 20 in the R-1, R-2, R-3, R-4, R-5, R-5a, R-6, R-6a, R-7, B-1 and B-1b zones and at 40 beds in the B-2, B-2b, B-2c, B-6, B-7, and India Street Form Based Code zones and set in place standards for review, including design standards.

6. EVENING WORKSHOP FOLLOWING THE PUBLIC HEARING

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Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board
From: Matthew Grooms, Planner
Date: October 20, 2017
Re: 58 Boyd Street (55-Unit Affordable Housing Project)
Project #: 2017-217, 2017-225
Meeting Date: October 24, 2017

I. INTRODUCTION

The Portland Housing Authority has submitted a preliminary Level III Site Plan/Subdivision/Conditional Use application for a six-story, 55-unit affordable housing project with ground-floor offices and neighborhood space at 58 Boyd Street in the R-7 Compact Urban Residential Overlay Zone.



Figure 1: Development Site in Current Context with Boyd Street Community Garden

The proposal is subject to the Inclusionary Zoning ordinance and a separate conditional use application has been requested.

This Workshop was noticed to 59 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on October 16 & 17, 2017. The applicant held a Neighborhood Meeting on August 31, 2016.

Applicant: Portland Housing Authority

Agent and Engineer: Pat Carroll, Carroll Associates

Architect: Ben Walter, CWS Architects

II. REQUIRED REVIEWS AND REQUESTED WAIVERS:

Applicant's Proposal	Applicable Standards
New structure of 55 dwelling units	Subdivision Review
Multifamily building of 47,800 sq ft	Level III Site Plan Review and R-7 Design Review
New structure of 55 dwelling units	Inclusionary Zoning Section 14-484
Waiver Request: To reduce driveway aisle width from 24' feet as required under Figure I-27, Section 1 of the Technical Manual, Transportation and Street Design Systems, requires that driveway aisle widths be a minimum of 24' feet in width where two-way aisles exist with standard sized parking spaces, down to 22' feet.	Figure I-27 under Section 1 of the Technical Manual, Transportation and Street Design Systems, requires that driveway aisle widths be a minimum of 24' feet in width where two-way aisles exist with standard sized parking spaces.

Staff Recommendation: Staff is asking that the applicant provide additional justification for driveway aisle width reduction.	
Waiver Request: To reduce the required number of street trees from 55 as required under Section 4.6, Street Trees, of the City’s Technical Manual down to 11, as a means of providing relief for an affordable housing project. The applicant has indicated that they would be open to working with the City to plant trees in the Franklin Preserve.	Ordinance Subdivision 14- 499 <i>Required Improvements</i> and Technical Standard 4.6.1- requiring 1 tree per unit to be located in the Right of Way.
Staff Recommendation: Staff is still formalizing a recommendation at this time.	

III. PROJECT DATA

Existing Zoning	R-7, Compact Urban Residential Overlay			
Existing Use	Unoccupied single-story building			
Proposed Use	55 residential units with shared community space, telemedicine room, and Cultivating Community offices			
Proposed Unit Mix	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom
	23	10	13	9
Parcel Size	20,934 SF			

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	2,981 SF	7,796 SF	4,815 SF
Building Floor Area	2,981 SF	47,800 SF	44,819 SF
Impervious Surface Area	6,655 SF	17,388 SF	10,733 SF
Parking Spaces (on site)	5	23	17
Bicycle Parking Spaces	0	18	18
Estimated Cost of Project	\$11,300,000		

IV. EXISTING CONDITIONS

The proposal site is situated west of Franklin Arterial, north of Lancaster Street and east of Boyd Street, with principal frontage on Boyd Street. At present, the lot is occupied by a single-story office building which previously served as the administrative office of the Portland Housing Authority and a small parking area with space for five vehicles, accessible via an existing curb cut located on Boyd Street. To the south of the project site is the Boyd Street Urban Farm complex and community garden, an important amenity for the surrounding neighborhood.



Figure 2: View of Site from Lancaster Street

The development site lies fairly low in elevation, with a high point of 22’ feet above mean sea level at the southwestern corner of the site, adjacent to the right-of-way for Franklin Arterial and a low point of approximately 10’ feet at the northeastern corner of the site. According to the applicant’s stormwater report (*Attachment Q*), the site drains from the southeast to the northwest, with the eastern portion of the

site draining into an existing catch basin within the parking area and the western portion of the site sheet flows to storm drains located in Lancaster Street. The entire site is served by a 44" combined sewer running along the Lancaster Street alignment.



Figure 4: View of Site from Boyd Street with Boyd Street Garden



Figure 3: View of Site from Franklin Arterial. Future Phase II of this development may include building where current parking is proposed.

V. PROPOSED DEVELOPMENT

The proposals, including floor plans and elevations, are shown in the Plan set and described in the applicant's submittal. The proposed building is six stories tall and ranges from between 72' and 75' feet in height with finished floor elevations of between 12.25' and 15.16' feet (project datum). The development features 55 residential units including; 23 efficiency units, 10 one-bedroom units, 13 two-bedroom units and 9 three-bedroom units, spread across all floors with two handicap accessible units located on the ground floor. The ground floor also includes a residential lobby, waste management room, bicycle storage room, community meeting space and offices for Cultivating Community, which includes a Telemedicine room. The building features one elevator and two stairwells located at the front and rear of the building so as to be accessible via Boyd Street and the proposed parking area respectively.

In terms of unit affordability, 65% of all proposed units will be for households making at or below 50% of the Area Median Income (AMI), approximately \$41,500 for a family of 4. A further 15% of the units are restricted to households earning up to 60% AMI and 20% of the units would be market rate. The applicant proposes to set aside 10% of the units for homeless households and a further 10% would have a preference for homeless or disabled households. The market rate units will feature rents 5-10% below market rate, so as to appeal to 'workforce housing' households, a target of the City of Portland in its housing needs study. The proposed composition is intended to foster income diversity within the development.

Vehicular access to the site is proposed off of Lancaster Street where a new curb cut and driveway will provide both ingress and egress. Parking for 23 vehicles is provided on-site, including four compact and six Handicap parking spaces. Nine additional on-street spaces are being provided, including one handicap parking space. The existing sidewalks, which run along the property's Lancaster Street and Boyd Street frontage will be replaced with a brick sidewalk/esplanade feature along Lancaster Street, measuring approximately 6' and 3.5' feet respectively, and a wider brick sidewalk measuring between 6.5' and 8' feet in width along Boyd Street. The sidewalk at various points is constructed within the applicant's property, for which the applicant is proposing to provide a public access easement. Additional right-of-way improvements include a curb-extension at the southwest corner of the Boyd and Lancaster Street intersection as well as sidewalk ramp improvements and new cross-walk construction within this intersection.

This site will be served by a new stormwater management system, composed of a rain garden feature to be located at the entrance of the proposed parking lot. This garden will provide quality treatment for the entire parking area, as well as the building roof area. Once treated, stormwater will be direct to the city's combined sewer system located beneath Lancaster Street. Overhead electrical service will be relocated underground per city standards, and the building will connect into existing water and wastewater lines located beneath Boyd Street.

Additional site improvements include significant site landscaping along the perimeter of the proposed building and within the proposed parking area, the installation of three Bayside District street lamps and a variety of canopy and building mounted light fixtures. The building will feature direct access to the Boyd Street community garden as well, located immediately south of the project site.

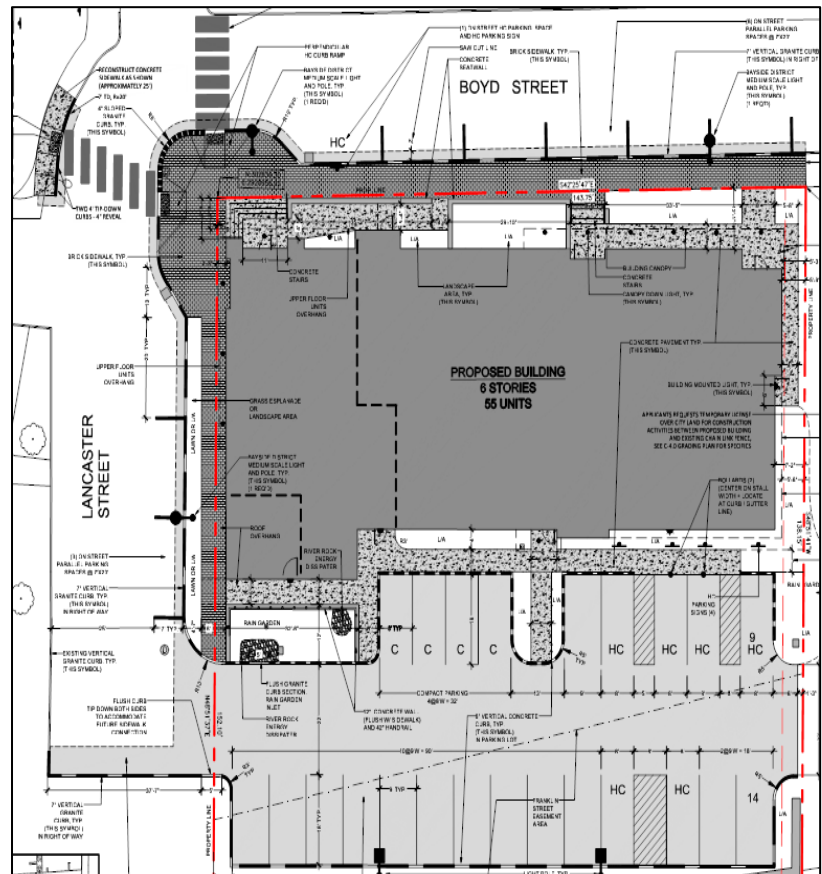


Figure 5: Proposed Site Plan

VI. PUBLIC COMMENT

The Planning Division has received no written comments in regards to this project. The neighborhood meeting for this project was held on August 14, 2017 in the Bayside East Apartments Community Room located at 47 Smith Street. The meeting was attended by fourteen (14) individuals. The neighborhood meeting minutes indicate that a number of topics were discussed by those in attendance, including the usefulness of the telemedicine room, the dynamic of a mixed-income building such as the neighboring Bayside Anchor project, concerns regarding previously homeless tenants, and on-going monitoring of the success of such projects. The minutes for this meeting are attached (*Attachment Z*).

VII. RIGHT, TITLE & INTEREST

The applicant has provided the deed to the property which demonstrates that at present the Portland Housing Authority owns the property in question. They have also provided the purchase and sale agreement which indicates that the Portland Housing Authority is selling the property to the Portland Housing Development Corporation (*Attachment G*).

VIII. FINANCIAL & TECHNICAL CAPACITY

The estimated cost of the development is \$11,300,000.00. The applicant has supplied a letter from Bangor Savings Bank which indicates that they may provide up to \$6,850,000. The letter supplied does not indicate that Bangor Savings Bank has agreed to the provision of this loan. Additional funding sources include \$30,000 in CDBG funds intended for the demolition of the existing building and site preparation, as well as a \$750,000 direct subsidy from the Federal Home Loan Bank of Boston's AHP program with additional subsidy buying down the rate for a permanent loan in the amount of \$2,932,139 from Bangor Savings Bank. Additional resources may be provided under Low Income Housing Tax Credits. Prior to final approval, staff is requesting that the applicant demonstrate sufficient financial capacity to complete the project.

IX. STAFF REVIEW

A. ZONING ASSESSMENT

The proposed development is located within the R7 Compact Residential Overlay Zone. The R7 zone is intended to encourage and accommodate compact residential development within appropriate locations on Portland's peninsula, and contains standards which foster infill development. For example, this district does not contain minimum lot size or minimum frontage requirements, allow for minimal building setbacks and permit up to 100% lot coverage. The R-7 district has a reduced lot area per dwelling unit requirement when compared with the R-6 zone, requiring just 435 square feet of land area per unit as opposed to 725 square feet for the R-6, and also permits building heights of up to 50 feet as opposed to 45 feet.

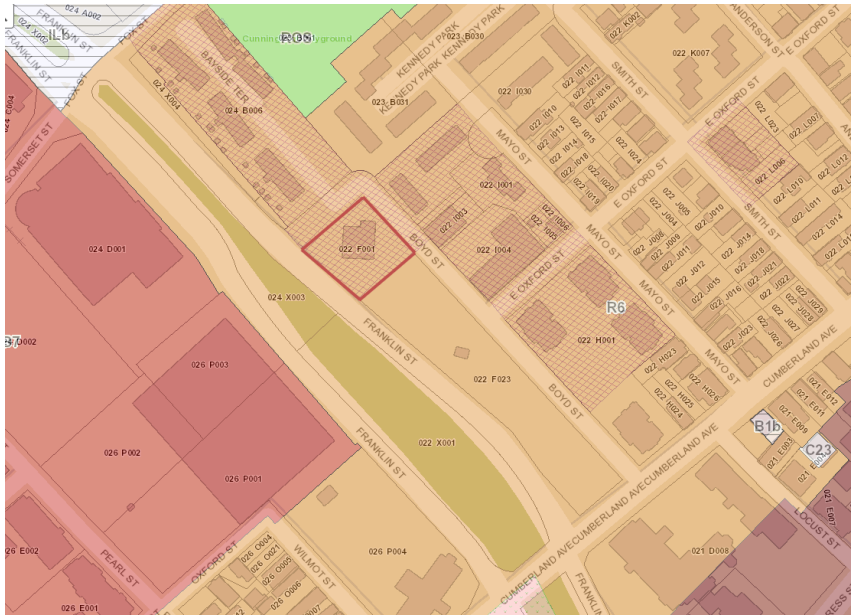


Figure 6: Project Zoning Map

In part to mitigate development intensity, the R-7 zone also contains a series of design standards intended to foster a pedestrian-oriented environment that contributes to the attractiveness and comfortability of Portland's neighborhoods. These design standards take into consideration building articulation, the orientation of principal and secondary building entrances and contextual harmony. The design review for this project is discussed in greater detail below.

The applicant has submitted a Zoning Analysis (*Attachment I*) in which it is stated that the project will exceed several of the dimensional standards for the R-7, including building height and unit density, through bonus mechanisms recently approved by the Planning Board and City Council found in Division 30, Affordable Housing, of the City's Land Use Code. The R-7 district would permit a maximum of 48 residential units in this location, however Division 30 allows a density bonus of 2.5X the base density, or in this case up to 120 units. Recent revisions to Division 30 also allow for an increase in building height of up to 25 feet, allowing for the proposed structure which ranges from between 72 and 75 feet.

This project is seeking a reduced parking requirement from the Planning Board. Division 20, Off-Street Parking, of the City's Land Use Code, requires that residential developments on Peninsula provide a minimum of one (1) parking space per residential unit, however, under Division 20, Section 14-332.2(b), it states that the Planning Board may establish a parking requirement for affordable housing units for rent or sale within an eligible project that is less than one (1) parking space per affordable housing unit, regardless of the size of the structure. Twenty-three (23) on-site parking spaces are being provided, with two of those spaces being reserved for U-Haul Carshare vehicles, which under Division 20, would count for eight (8) required parking spaces each.

Staff have reviewed the applicant's zoning analysis and consider that the proposed development meets all dimensional requirements of the R-7 District when considered in conjunction with bonus mechanisms under Division 30 as well as applicable standards of the R-6 District.

B. SUBDIVISION STANDARDS

14-496. Subdivision Plat Requirements

The applicant has submitted a draft plat which has not been reviewed in detail.

14-497. General Requirements (a) Review Criteria

Water, Air Pollution and Soil Erosion

An Erosion Control Plan has been submitted which is acceptable.

Traffic

The applicant has submitted a Traffic Assessment (*Attachment 3*) and the Traffic Engineering reviewer Tom Errico has offered the following comment:

The applicant has conducted a trip generation analysis and estimates the project will add 10 vehicle trips during the AM peak hour and 23 vehicle trips during the PM peak hour. I find the base ITE Trip Generation methodology to be acceptable, but continue to review local trip generation adjustment factors. This level of trip generation would not be expected to create or significantly worsen traffic congestion or safety deficiencies.

Parking

The applicant has indicated that there will be 23 on-site parking spaces which will count towards the required parking for this development. Under this proposal, the applicant intends to provide two (2) car-share vehicles, which in turn would count for eight (8) required vehicle spaces each. The total number of countable spaces being provided is 37, whereas the requirement under zoning is 55 for the residential component of the project, and two (2) for the ground-floor neighborhood meeting areas for a total of 57 parking spaces. To off-set this requirement, the applicant is asking that the Board consider a reduced parking requirement as permitted under Division 30, for affordable housing projects. A parking assessment has been provided in support of this request.

Sanitary Sewer/Soils

The application has been reviewed by the consulting Peer Engineer (*Attachment 5*) and is acceptable subject to minor revisions and confirmation of wastewater capacity.

Storm water

The applicant proposes to manage stormwater impacts by collecting and treating the stormwater in a rain garden proposed adjacent to the parking lot entrance off of Lancaster Street. The final submissions should include additional detail as outlined in the Peer Engineer comments (*Attachment 5*).

Scenic Beauty and Street Trees

The Landscape Plan indicates that eleven (11) new street trees are being provided for this development with significant additional landscaping (in the form of low lying shrubs and ornamental grasses) being provided around the perimeter of the proposed building and within the proposed parking area. The applicant has asked for a waiver from providing the additional 44 required street trees, citing the financial burden of doing so, and has instead offered to work with the city to plant additional trees within the Franklin Preserve. City staff will continue to work with the applicant on this request.

Comprehensive Plan

The project is consistent with both the state and local Housing Goals and Policies of the Comprehensive Plan and specifically is supportive of the following goals:

- Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capabilities of all Portland Households; and

- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services and transit nodes and corridors as a means of supporting complete neighborhoods; and
- Pursue policies to enable people who work in Portland to have the option to live in Portland.

Electrical Service

The Subdivision ordinance requires electrical service to be underground which is being met with this proposal.

C. SITE PLAN STANDARDS

14-526 Site Plan Standards

Traffic - Access, Circulation, Loading and Servicing

Staff have not identified any concerns with the proposed site layout as it related to access, circulation, loading and servicing, though a more detailed waiver request has been solicited for reduced drive aisle widths within the proposed parking lot.

Sidewalks

The applicant is proposing to reconstruct the sidewalk in brick along Boyd Street and Lancaster Street where impacted by the proposals. The proposed sidewalk width varies from 6' feet in width with a 4' 7" esplanade along Lancaster Street, to between 6' feet and 7.6' feet along Boyd Street. Portions of the sidewalk will be located on the applicant's property, and it has been stated that a public access easement will be provided for those areas. A curb extension is proposed at the intersection of Boyd Street and Lancaster Street which will connect with two new crosswalks, designed to city standards.

Staff find the proposed sidewalks to be acceptable in their proposed configuration. Sidewalks are not proposed along the property's Franklin Street frontage or between the terminus of Lancaster Street and Franklin Street. In response, Tom Errico has asked that the applicant provide a sidewalk waiver criteria analysis for these segments (*Attachment 3*). Mr. Errico has also requested that a construction detail for sidewalk ramps be provided with the final submission.

Public Transit Access - This project is not located along a transit route. The nearest transit shelter is 0.20 miles from this development, located at the Franklin Towers. The site plan ordinance requires that transit shelters be located no more than 0.25 miles away, thus no new shelters are required.

Parking

The applicant is proposing twenty-three (23) on-site parking spaces, which includes four (4) compact parking spaces and six (6) handicap accessible parking spaces. Two spaces would be occupied by car-share vehicles under this proposal, each counting for eight (8) required spaces. The applicant has also factored in nine (9) on-street spaces as part of their parking schedule, including one (1) handicap accessible space. Together, on-site and off-site spaces in conjunction with the two proposed car-share vehicles calculate to forty-six (46) parking spaces.

Division 20, Off-Street Parking Standards, requires a total of one (1) parking space per residential unit for developments on peninsula, with an additional requirement for neighborhood centers which primarily serve clientele from the surrounding neighborhood, at a rate of one (1) parking space per 1,000 square feet of floor area. With fifty-five (55) residential units and approximately 2,000 square feet of ground floor space dedicated to the neighborhood center, this development is required under zoning to provide fifty-seven (57) parking spaces.

In order to off-set this discrepancy, the applicant is seeking to apply Division 20, Section 14-332.2(b), Categorical exceptions and modifications to off-street parking requirements which states:

For each low-income or workforce housing unit for rent or sale within an eligible project under the Affordable Housing Ordinance established in Division 30 of this article, no more than one (1) parking space shall be required. The Planning Board may establish a parking requirement for affordable housing units for rent or sale within an eligible project that is less than one (1) parking space per affordable housing unit, regardless of the size of the structure.

As stated in the application, a total of forty-four (44) affordable units are being provided requiring a maximum of forty-four (44) parking spaces and as few as zero (0). With eleven (11) market rate units and approximately 2,000 square feet of space dedicated as a neighborhood center, the development is required to provide a minimum of thirteen (13) spaces to accommodate those uses. The remaining parking requirement may be established by the Planning Board as stipulated under the Division 20 standard listed above. In support of this parking reduction, the applicant has supplied a TDM document with parking analysis (*Attachment O*). The City's consulting traffic engineer, Tom Errico, has reviewed the document and offers the following comment (*Attachment 3*):

The applicant has conducted a parking demand and supply analysis and notes (per City Ordinance) that 47 parking spaces are required. The applicant also notes that 0.75 parking spaces per residential unit or 42 parking spaces can be expected. In general, I find the general approach to be reasonable, although I need to review the data in greater detail. I would note that use of on-street public parking spaces is generally not permitted as part of satisfying Site Plan parking requirements.

Bicycle Parking

The proposals include an interior bicycle storage room capable of accommodating 18 bicycle spaces which does not meet city standards for bicycle parking as listed under Section 14-526(a)(4)(b), which requires that two (2) bicycle parking spaces be provided for every five (5) residential units for a total of twenty-two (22) bicycle spaces. Staff recommends that the applicant provide additional exterior bicycle parking for visitors to the development and or patrons of the ground-floor neighborhood center space.

Snow Storage

Snow storage areas are clearly indicated on the site plan.

Transportation Demand Management

The Site Plan ordinance does not require a TDM for developments of this scale and scope within the R-7 District. However, the applicant has supplied a TDM in support of parking reduction for this project. Tom Errico has reviewed the TDM and offers the following comment (*Attachment 3*):

I have reviewed the TDM plan and I generally find it to be acceptable. The Plan notes annual monitoring and accordingly the applicant should provide any monitoring studies conducted for their other properties.

Landscape Preservation / Site Landscaping and Screening

The project site is a previously developed urban site. There are no significant plant species, communities or specimens within the site.

The landscape schedule for this project includes eleven (11) street trees with three (3) Honeylocust being provided along the Franklin Street Frontage, three (3) American Hornbeam being provided along the Lancaster Street Frontage and five (5) Regal Prince Oak being provided along Boyd Street. At the rear of the building adjacent to the proposed parking area, within the two proposed rain gardens and along the southerly façade of the proposed building, the applicant is proposing a mixture of shrubs, perennials and ground covers which include; Sweet Pepperbush, Sweetfern and Northern Bayberry. Perennials and ground cover are proposed along the building's easterly façade where the building fronts Boyd Street.

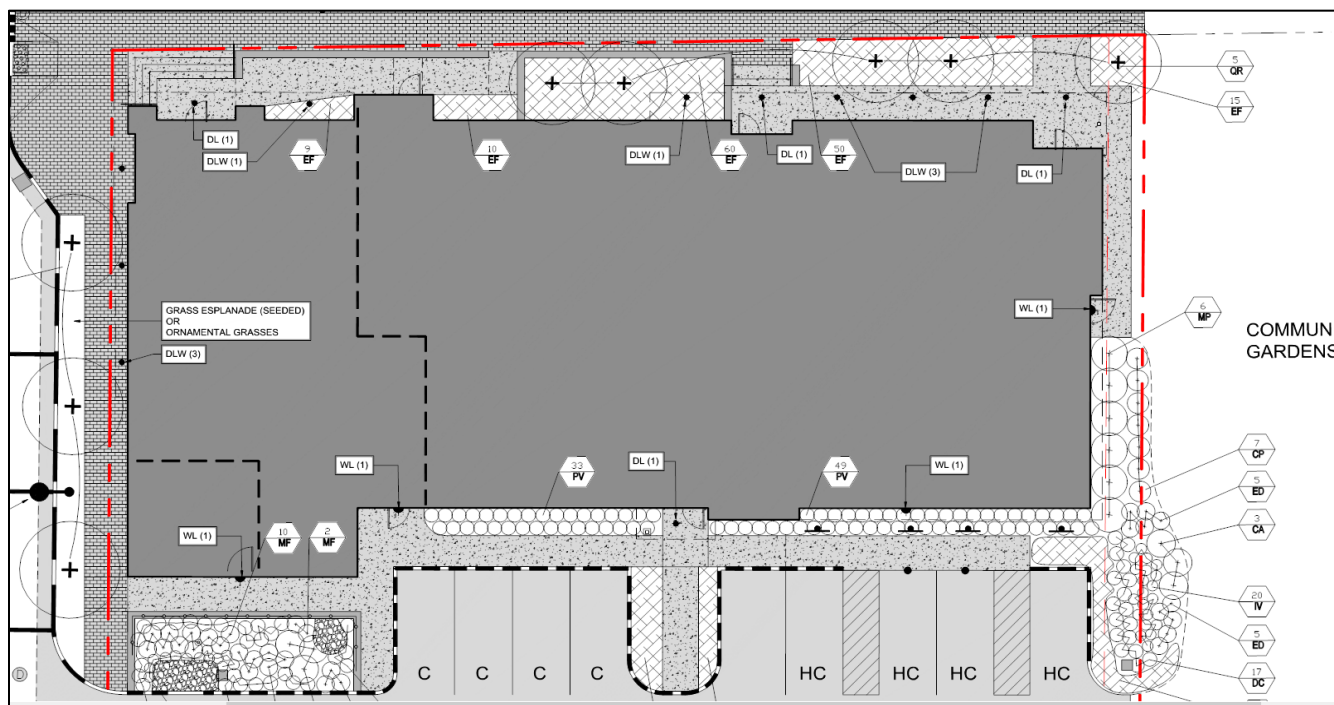


Figure 7: Proposed Landscaping Plan

Street Trees

Staff have not made a final determination regarding the number of required street trees and the applicant has the option of making a contribution to the Tree fund in lieu of planting street trees.

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

Public Safety

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

Fire Prevention

The Fire Department has not reviewed the proposed plans, and additional comments will be forthcoming.

Public Utilities

Keith Gray, Senior Engineer with the Department of Public Works, has reviewed the proposed utility connections for this project and has provided the following comments (*Attachment 6*):

- *Provide additional information on the existing size and type of the sewer main within Boyd Street and Lancaster Street*
- *The note on Sheet 6 refers to installing a backflow preventer on the foundation drain that points to the proposed 6" sewer service. The note should be revised to include only the sewer as the foundation drain is separately discharged to Lancaster Street.*
- *There is a high probability that DPW will be designing and constructing a stormdrain down Lancaster Street and connect into Franklin Street. The stormdrain would collect the separated systems in Boyd and Mayo Street. This construction is anticipated to start in 2019.*
 - *The "future" stormdrain in Lancaster Street would most likely be oriented under the proposed curb extension at Lancaster and Boyd Street. If the projects do not coincide, DPW recommends that the construction cost of the curb extension be put into infrastructure account and be constructed during the stormdrain extension.*

Utility capacity letters will be required either with the final submission or be made a condition of approval for this project.

Massing, Ventilation and Wind Impact

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

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

The submitted application does not include any detailed information regarding the wind conditions anticipated to be created by the proposed 6 story building at this location.

Shadows

The applicant has not submitted a Shadow Study and the applicant has been requested to provide additional information as to how shadows generated from this development would impact surrounding properties.

Historic Resources- This site is not located within a historic district and is not known to contain historic or archaeological resources.

Exterior Lighting including Street Lighting

The applicant has submitted light specifications for canopy and building mounted light fixtures as well as proposed street and parking lot lamps. In accordance with Section 10 of the Technical Manual, the applicant is providing three (3) Bayside District Medium Scale Light poles on Lancaster Street and Boyd Street. The parking lot will be illuminated with LED light poles with Viper S series fixtures. Building entrances will be illuminated by either LED recessed down lights built into the canopies or mounted to the building façade. The canopy down lights will be ID+ by Focal Point and the wall mount lights will be LNC Series fixtures. The photometric plan submitted as part of this application demonstrates acceptable light trespass as permitted under Section 12 of the Technical Manual.

Noise and Vibration

The applicant has confirmed that rooftop appurtenances will be located on the roof setback away from the building's edge. Additional information has been requested to determine compliance with applicable site plan standards.

D. DESIGN STANDARDS

R-7 Zone Design Principles and Standards

The applicant has submitted a narrative outlining how the proposal meets the architectural standards (*Attachment U*). The following preliminary staff comments from Caitlin Cameron, Urban Designer, relate to the initial elevations and renderings below (*Attachment 2*):

Standard b. Primary ground floor residential entries to multi-family buildings must orient to street – Met – Primary residential entrance faces Boyd Street. A secondary, ADA entrance is provided from the surface parking lot. Several more entrances to office, meeting rooms, and medical office are provided on Boyd Street. Staff is concerned that the residential entrance is not legible among all the entrances on the Boyd Street façade – can the hierarchy of that entrance be made more prominent?

Standard e. Reinforce the public realm – appropriately scaled entries, porches, fenestration, landscaping, and architectural details – Public realm is defined with landscaped areas, high level of fenestration on ground floor, active ground floor uses with frequent entries, and canopies/overhangs. Staff suggest the scale/proportion of the clerestory windows on the Boyd Street and Franklin Street facades be revised to be more similar to the other window types in the

building. Additionally, the storefront placement on Boyd Street is asymmetrical – revise the pattern of windows to be more regular or rational (the single window appears arbitrary from the street).



Figure 9: East and North Elevations

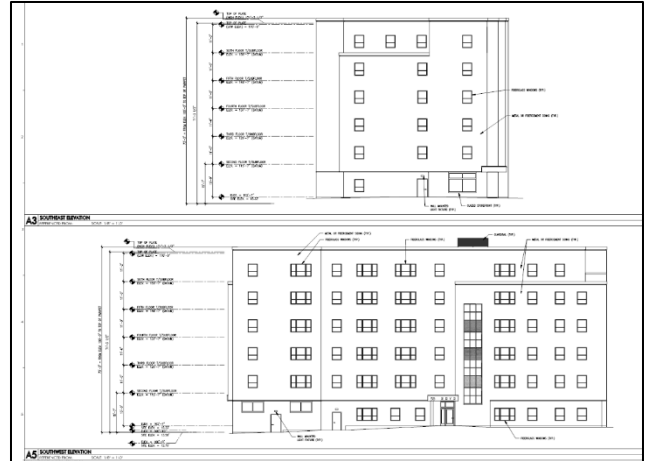


Figure 8: West and South Elevations

Multi-family and Other Housing Types Design Standard

This design standard also applies to this proposal was reviewed by staff during the design review of the project:

and most of the standards are already included in the B7 Standards above. However, the standard regarding open space is relevant:

(1)a.5. Screened Parking: Per design and site plan standards, the surface parking should be screened from Franklin Street and the adjacent properties.



Figure 10: Contextual Rendering of 58 Boyd Street Development. Note, the rendering shows future proposed developments.

E. CONDITIONAL USE STANDARDS

Neighborhood Center

Section 14-142 states that permitted uses in the R-7 shall be identical to the permitted uses allowed within the R-6 zone. Under Section 14-137(b) of Division 7, it states that “Places of Assembly” are to be considered a condition use for the R-6 zone and subsequently the R-7 zone. The applicant is proposing a shared community meeting space of approximately 1,000 square feet, a Telemedicine Room designed to accommodate health care examinations and consultations for building residents and neighbors, and administrative offices for the organization, ‘Cultivating Community’. These spaces fall under the category “Places of Assembly”. As defined within the City’s land use code, a neighborhood center is:

A building or portion of a building used for recreational, artistic, social, educational, health, culture, or similar activities and services, usually owned and operated by a public or nonprofit group or agency. A neighborhood center is 10,000 square feet or less.

The Planning Board shall consider approval of the conditional use application based upon compliance with the Conditional Use Standards as stated under Section 14-474.C. The applicant has provided a written narrative to demonstrate compliance with these standards (Attachment BB). The standards and responses are listed below:

1. Authorized uses. A conditional use permit may be issued for any use denominated as a conditional use in the regulations applicable to the zone in which it is proposed to be located.

Applicant Response: Proposed conditional use is Place of Assembly – Neighborhood Center

2. Standards. The Board shall, after review of required materials, authorize issuance of a conditional use permit, upon a showing that the proposed use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zoning district. The Board shall find that this standard is satisfied if it finds that:

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone: and

Applicant Response: The proposed conditional use will not generate significant additional traffic above that of a typical 55 unit building and the adjacent high density Portland Housing residential campus. The proposed conditional use will be integrated into the proposed building and should be a seamless and essential part of the neighborhood.

- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and

Applicant Response: The proposed conditional use is a benign use from the view point of creating an unsanitary or harmful environmental condition. The neighborhood center will not generate much sewerage, noise, or solid waste. It will be integrated into the proposed building so will not generate additional stand-alone noise, glare, dust or the like beyond the normal expected from a 55 unit residential building. All solid waste will be stored internally in a trash/recycling room. The proposed conditional use will not be a detriment to the neighborhood or zoning district but rather a benefit to the community as a neighborhood hub of services.

- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures,

and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

Applicant Response: The proposed conditional use's design and operations will not have greater effects or significant impacts on the surrounding properties/uses more so than the approved residential use. Since the conditional use is integrated into the building and community to such a high degree the proposed use will be a significant benefit for the building's residences and the adjacent neighborhoods.

Staff have reviewed the applicant's conditional use application and find that the standards as listed under Section 14-474.C are being met. The proposed neighborhood center constitutes an accessory use found in numerous other residential developments and is further supported by the City's Housing Section of the Comprehensive Plan, which states a key goal is to, "encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods." The development of a neighborhood center and telemedicine facility at this location would provide an important community amenity within a densely populated on-peninsula neighborhood.

INCLUSIONARY ZONING CONDITIONAL USE

This project proposes to provide fifty-five (55) residential units, which under Section 14-487, triggers the City's Inclusionary Zoning requirements to ensure workforce housing. The city is requesting that the applicant provide a formal conditional use application to satisfy this requirement.

The city's Housing Program Manager, Victoria Volent, has reviewed the material provided and offers the following comments (*Attachment 4*):

The development located at 58 Boyd Street is proposing the creation of 55 units of rental housing. The applicant has elected to provide forty-four (44) units of low-income housing. Of those units, thirty-seven (37) are targeted towards households earning 50% AMI, and seven (7) units target households earning 60% AMI. Eleven (11) out of the 55 units will remain unrestricted. Twenty-three (23) units will be efficiencies, ten (10) will be one-bedroom, thirteen (13) will be two-bedroom, and nine (9) will be three-bedroom units.

The applicant has satisfied the requirement that all developments of ten or more units comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance.

VI NEXT STEPS

- A. Address Staff and Planning Board Comments
- B. Hold a Neighborhood Meeting
- C. The final submission will need to include the following information:
 - Conditional Use Application for Inclusionary Zoning
 - Waiver requests for sidewalks and drive aisle width
 - Capacity of water and wastewater service

ATTACHMENTS:

Attachments to Memorandum

1. Preliminary Planning Review Comments
2. Design Review Preliminary Comments
3. Traffic Engineering Review Comments
4. Housing Program Manager Comments
5. Engineering Review Comments

6. DPW Comments

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- 19. Cover Sheet
- 20. Landscape and Lighting Plan

21. Site Details I
22. Site Details II
23. Site Details III
24. Photometric Plan
25. Life Safety Floor Plans

Planning and Urban Development Department Planning Division



October 19, 2017

Jay Waterman
58 Boyd Street, LP
14 Baxter Blvd.
Portland, ME 04101

Pat Carroll, P.E.
Carroll Associates
217 Commercial Street, Suite 200
Portland, ME 04101

RE: Staff Review Comments for 58 Boyd Street – 55-Unit Affordable Housing Development
(2017-217 and 2017-225) – Planning Board Review

Project Name:	58 Boyd Street	Project ID:	(2017-217, 2017-225)
Project Address:	58 Boyd Street	CBL:	022-F001
Applicant:	Jay Waterman		
Planner:	Matthew Grooms		

Dear Mr. Waterman and Mr. Carroll,

Thank you for submitting a preliminary Level III Site Plan application for a new six-story 55 unit affordable housing project with ground-floor community space and 23 off-street parking spaces at 58 Boyd Street in the R-7 Compact Urban Residential Overlay District. This project is being reviewed as a preliminary plan subject to the following applicable Land Use Code provisions:

- Subdivision Ordinance, Article IV
- Site Plan Ordinance, Article V
- Division 7, R-6 Residential Zone
- Division 7.01, R-7 Compact Urban Residential Zone
- Division 20, Off-Street Parking Standards
- Division 30, Affordable Housing Standards
- Division 28, Jurisdiction of Board of Appeals
- Neighborhood Meeting Regulations, Section 14-32

Preliminary Plan for Planning Board Review: Staff Review Comments

I. Site Design Standards

1. The proposed site plan shows twenty-three (23) off-street parking spaces, including two spaces allocated for a shared-use vehicle. On-Street parking spaces are also counted towards the required number of spaces. Please be aware that on-street spaces are not considered when accounting for required parking under Division 20, Off-Street Parking Standards.

2. Under Division 20, Off-Street Parking Standards, this project is required to provide fifty-five (55) parking spaces at a rate of one space/residential unit, and two (2) spaces to account for the ground-floor neighborhood center uses. At present, the equivalent of thirty-six spaces are being provided, when considered in conjunction with the two (2) shared-use vehicles. Note, the Planning Board, under Section 14-332.2(b), can reduce the parking requirement for affordable housing projects. Given that eleven (11) of the units being provided are market rate, and that two (2) spaces are required for the ground-floor neighborhood space, the applicant shall provide a minimum of thirteen (13) parking spaces for these uses. The remaining discrepancy would require Planning Board approval.
3. A temporary construction easement will be required for any proposed work on City property, and any element of the applicant's design which crosses the property boundary shall require an easement.
4. The Site Plan Ordinance requires that a minimum of two (2) bicycle parking spaces be provided for every five (5) residential units for a total requirement of twenty-two (22) bicycles. Staff requests that additional exterior bicycle racks be installed to serve guests and patrons of the neighborhood center.
5. The applicant should provide a written agreement with a shared-use vehicle provider which demonstrates that the two (2) shared-use vehicles have been secured.
6. 'Ability to serve' letters shall be provided either with the final submission, or shall be made a condition of approval for this project.
7. Will any of the Boyd Street entrances be ADA accessible?
8. In regards to shadows generated by this structure, the applicant should provide a narrative and or analysis which demonstrates compliance with Section 14-526(d)(2) of the Site Plan Ordinance and Section 11 of the Technical Manual.
9. Please note, roof-mounted mechanical equipment shall be screened from the public view in accordance with Section 14-526(d)(7).
10. The Financial Capacity document does not appear to demonstrate sufficient funding for the proposed project. Please provide additional information for how the applicant intends to fund this development.
11. Please note, under Division 30, Section 14-487, it states that projects providing ten (10) or more residential units for sale or rent, shall submit a conditional use application for Inclusionary Zoning to be reviewed by the Planning Board. The Housing Program Manager has reviewed the submitted materials and finds the project as proposed in compliance with the standards of Section 14-487.
12. Please label the ground-floor site plan with relevant square footage figures. These figures are utilized in zoning calculations.
13. The applicant should provide a written narrative elaborating how the propose project is compliant with the City Council approved Franklin Street Redevelopment Plan.

Additional Submittals Required:

Please upload the digital plans and documents to address staff comments. Upon receipt of the revised material, the City of Portland will review the additional plans and information for conformance with applicable ordinances. Please be aware that an application expires within 120 days of the date upon which this written request for additional information was made and only one set of revised plans may be submitted for review. This item is scheduled to go before the Planning Board as a workshop item on October 24, 2017. Following the workshop process, this item will be scheduled for a public hearing at the Planning Board's next available meeting and the staff will provide the Planning Board with a recommendation to approve, approve with conditions, or deny the final site plan.

If you have any questions, feel free to contact me at (207) 874-8725 or by email at mgrooms@portlandmaine.gov.

Sincerely,
Matthew Grooms
Planner

Planning and Urban Development Department

Planning Division



Subject: R-7 Preliminary Design Review – 58 Boyd Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Monday, October 16 2017

The project at 58 Boyd Street was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Matt Grooms, Planner, and Nell Donaldson, Senior Planner against the R-7 Design Standards and the *Multiple-family Design Standards* (Section (i) of the Design Manual).

Design Review Comments:

- The applicant is asked to provide the renderings that show the project in context.
- Please provide more information regarding building materials (labeled on elevations)

Sec. 14-143. R-7 Design Standards

Residential development in the R-7 Zone shall be reviewed by the Planning Board . . . The general intent of these development standards is to achieve an **attractive and comfortable city neighborhood environment**. **Varied** and **human-scaled building facades** are key to making a place “**pedestrian-oriented**.” Building designs should provide a **high level of visual interest**, without creating a chaotic image. Residences should include **design elements that enhance the streetscape and address the street**.

Standard a. Porches and bays should face the street. – Not applicable

Standard b. Primary ground floor residential entries to multi-family buildings must orient to street – Met – Primary residential entrance faces Boyd Street. A secondary, ADA entrance is provided from the surface parking lot. Several more entrances to office, meeting rooms, and medical office are provided on Boyd Street. **Staff is concerned that the residential entrance is not legible among all the entrances on the Boyd Street façade – can the hierarchy of that entrance be made more prominent?**

Standard c. Design approach, visible and permanent expression of the character of the neighborhood – This standard is a challenge to interpret in that the building is the first multi-family building of this scale in this neighborhood and should not be expected to adopt the architectural language of a single-family, or smaller-scale building. The project is meeting the goal of providing taller development on Franklin Street, a pattern begun further down towards the India Street neighborhood. The building is introducing some new architectural expressions for this neighborhood.

Standard d. Façade shall be varied and articulated to provide visual interest to pedestrians – The project does use a combination of change in materials, massing and plane changes, recessed entries, and canopies to create visual interest.

Standard e. Reinforce the public realm – appropriately scaled entries, porches, fenestration, landscaping, and architectural details – Public realm is defined with landscaped areas, high level of fenestration on ground floor, active ground floor uses with frequent entries, and canopies/overhangs. *Staff suggest the scale/proportion of the clerestory windows on the Boyd Street and Franklin Street facades be revised to be more similar to the other window types in the building. Additionally, the storefront placement on Boyd Street is asymmetrical – revise the pattern of windows to be more regular or rational (the single window appears arbitrary from the street).*

Standard f. Visual and acoustical privacy – Met

Standard g. Natural Light and Ventilation – Met

(i) Multiple-Family Design Standards

(1)a.1. Building Design: There are a limited number of residential buildings near this site – predominantly townhouses or duplexes often setback from the street and with a stoop. Multi-family buildings are closer to the street with three to four stories, orientation to the street, and flat roofs. The proposed building is significantly bigger than most residential projects in this neighborhood at 6 stories but includes features that complement the nearest residential types such as vertically proportioned windows, flat roof, raised stoop with canopy. The proposal is also a mixed-use building and has an active ground floor providing variation in the window pattern and spacing, articulation, and landscaping – incorporating positive visual interest.

(1)a.2. Building Relationship to the Street: The project is oriented to Boyd Street though also has a prominent face to Franklin Street. On Boyd Street, the project is located 5' to 12' from the sidewalk to allow room for stoops, ramps, and landscaped areas. The building is close to the property line on Lancaster. There are no other buildings on this side of the street and only a handful on the street as a whole – the project reasonably establishes a street wall close to the sidewalk similar to the limited pattern established and in proportion to the scale of the building height.

(1)a.3. Open Space: Met - Some landscaped areas provided between sidewalk and building.

(1)a.4. Light and Air: Met – Each unit has adequate windows.

(1)a.5. Screened Parking: Per design and site plan standards, *the surface parking should be screened from Franklin Street and the adjacent properties.*

(1)a.6. Lodging House Conversion: Not applicable



Matthew Grooms <mgrooms@portlandmaine.gov>

58 Boyd Street - Preliminary Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Wed, Oct 18, 2017 at 3:38 PM

To: Matthew Grooms <mgrooms@portlandmaine.gov>

Cc: Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, Katherine Earley <kas@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, Lauren Swett <lszett@woodardcurran.com>

Hi Matt – The following represents our preliminary traffic comments following a review of application materials.

- It is my understanding that Lancaster Street is designated as an accepted street and thus design details should meet City standards. Some comments include:
 - The roadway cross-section width.
 - Typically, the back of sidewalk is located on the property boundary.
 - Vehicle turnaround accommodations shall be included.
- Dimensions for roadway width shall be provided for all areas, including but not limited to, the turn area from Boyd Street onto Lancaster Street.
- The applicant shall provide a sidewalk waiver criteria analysis for Lancaster Street (to Franklin Street) and along the Franklin Street property boundary.
- The City acknowledges the need to work collaboratively in developing an ADA compliant ramp on the southeastern corner of Boyd Street and Lancaster Street.
- The applicant shall provide documentation in support of a waiver request for the parking lot aisle width. Greater justification on constraints should be provided than provided in the current application.
- The plans should note that delineation of the on-street parking spaces is for illustrative purposes only. The City does not mark on-street parking spaces.
- The applicant should provide documentation for providing the on-street handicap parking space, when on-site handicap parking spaces are provided.
- The applicant shall provide details on changes to on-street parking signage in the project area.
- Construction details for the sidewalk ramps shall be provided by the applicant.

- It is my understanding that DPW staff will be providing comments regarding the proposed curb extension and future City projects that may disturb the area.
- The applicant has conducted a parking demand and supply analysis and notes (per City Ordinance) that 47 parking spaces are required. The applicant also notes that 0.75 parking spaces per residential unit or 42 parking spaces can be expected. In general, I find the general approach to be reasonable, although I need to review the data in greater detail. I would note that use of on-street public parking spaces is generally not permitted as part of satisfying Site Plan parking requirements.
- The applicant has conducted a trip generation analysis and estimates the project will add 10 vehicle trips during the AM peak hour and 23 vehicle trips during the PM peak hour. I find the base ITE Trip Generation methodology to be acceptable, but continue to review local trip generation adjustment factors. This level of trip generation would not be expected to create or significantly worsen traffic congestion or safety deficiencies.
- The City has been requiring applicants to provide monetary contributions towards the implementation of Franklin Street improvements. A contribution amount will be provided in the future.
- I have reviewed the TDM plan and I generally find it to be acceptable. The Plan notes annual monitoring and accordingly the applicant should provide any monitoring studies conducted for their other properties.
- The construction management plan provided is not acceptable. Site specific details noted in the City's template shall be provided.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

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"One Vision, One Company"



Matthew Grooms <mgrooms@portlandmaine.gov>

58 Boyd Street

Victoria Volent <vvolent@portlandmaine.gov>

Thu, Oct 19, 2017 at 3:26 PM

To: Matthew Grooms <mgrooms@portlandmaine.gov>

Matthew,

The development located at [58 Boyd Street](#) is proposing the creation of 55 units of rental housing. The applicant has elected to provide forty-four (44) units of low-income housing. Of those units, thirty-seven (37) are targeted towards households earning 50% AMI, and seven (7) units target households earning 60% AMI. Eleven (11) out of the 55 units will remain unrestricted. Twenty-three (23) units will be efficiencies, ten (10) will be one-bedroom, thirteen (13) will be two-bedroom, and nine (9) will be three-bedroom units.

The applicant has satisfied the requirement that all developments of ten or more units comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance.

Please let me know if I may be of further assistance.

Victoria Volent

Victoria Volent
Housing Program Manager
Housing and Community Development
Phone: [207-482-5028](tel:207-482-5028)
Fax: [207-874-8949](tel:207-874-8949)
www.portlandmaine.gov



MEMORANDUM

TO: Matt Grooms, Planner
FROM: Lauren Swett, PE & Craig Sweet, EIT
DATE: October 19, 2017
RE: 58 Boyd Street Apartments, Level III Site Plan

Woodard & Curran has reviewed the Level III Site Plan for the proposed development located at 58 Boyd Street in Portland, Maine. The project involves the construction of a 55 unit multi-family affordable housing apartment building and associated site work.

Documents Reviewed by Woodard & Curran

- Level III Site Plan and attachments, dated September 29, 2017, prepared by Carroll Associates on behalf of 58 Boyd Street, LP.
- Project Plans, Sheets 1-25, dated September 15, 2017, prepared by Carroll Associates and Ransom Consulting, on behalf of 58 Boyd Street, LP.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standard: Plans, notes, and details should be provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500. At a minimum, catch basin protection will be required, but the Applicant should evaluate the need for downstream erosion control barrier in some areas of the site.
 - b) General Standard: The project will result in an increase in impervious area of approximately 10,733 square feet. As such, the project is required to include specific stormwater management features for stormwater quality control. The Applicant is proposing the use of a rain garden and a FocalPoint system to treat stormwater runoff generated onsite. Calculations for the sizing of the stormwater treatment systems, as well as calculations verifying the amount of treatment provided on the site should be provided. The Applicant has verified that a sizing spreadsheet will be provided – we will review when it is made available.
 - c) Flooding Standard: The project will result in an increase in impervious area of approximately 10,733 square feet. As such, the project is required to include specific stormwater management features to control the rate or quantity of stormwater runoff from the site. The Applicant has requested a waiver from the flooding standards. Please see the following comment on stormwater.
- 2) The Applicant has started coordinating with the Department of Public Works on the stormwater management system located in Boyd Street. Additional discussions are required with regards to the separation of the combined sewer and with the potential waiver of the flooding standard. We recommend, based on discussions with the Applicant, that a meeting be held following the workshop.
- 3) The Stormwater Management Plan should include a project-specific stormwater inspection and maintenance plan developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances.
- 4) All work within the City of Portland Right of Way should be in conformance with the City of Portland Technical Manual. Details in conformance with the standards should be provided for the following:
 - a) Pavement Cross Section (note that 9.5mm HMA is not allowed as surface pavement)
 - b) Utility details including pipe trench, structures, and lateral connections



- 5) The Applicant has noted that a temporary construction easement will be required from the City of Portland to facilitate Construction. A permanent easement or agreement will be required for the rain garden and landscaping proposed to cross the eastern property boundary.
- 6) In accordance with the current sidewalk material policy, driveway aprons are required to be of the same material as the sidewalk. A brick apron should be provided.

Memo

To: Matthew Grooms - Planner
From: Keith Gray, PE – Senior Engineer, DPW
Date: October 19, 2017
Re: 58 Boyd Street (2017-217) – Level III Site Plan Application

The following comments/concerns are in regards to the Level III Site Plan Application prepared by Carroll Associates & Ransom Consultants, on behalf of the applicant, 58 Boyd Street, LP and the owner, Portland Housing Authority, with last plan revision submitted on October 19, 2017. Please feel free to contact me with questions. Thank you.

Construction Management Plan:

- The applicant has submitted a Construction Management Plan (CMPlan). Please note that the Construction Management Plan includes: 1) a **construction management site plan**, 2) a construction schedule (time frame); and 3) a written narrative addressing the categories identified within the enclosed CMPlan Template.

General Comments:

- There is a high probability that DPW will be designing and constructing a stormdrain down Lancaster Street and connect into Franklin Street. The stormdrain would collect the separated systems in Boyd and Mayo Street. This construction is anticipated to start in 2019.
 - The “future” stormdrain in Lancaster Street would most likely be oriented under the proposed curb extension at Lancaster and Boyd Street. If the projects to do not coincide, DPW recommends that the construction cost of the curb extension be put into infrastructure account and constructed during the stormdrain extension.
- Provide additional information on the existing size and type of the sewer main within Boyd Street and Lancaster Street.
- The note on Sheet 6 refers to installing a backflow preventer on the foundation drain that points to the proposed 6” sewer service. The note should be revised to include only the sewer as the foundation drain is separately discharged to Lancaster Street.
- Will the power feed from the Bayside Anchor transformer require a pull electrical vault in Boyd Street?

58 BOYD STREET APARTMENTS

Level III - Final Site Plan / Subdivision + Conditional Use Applications

September 29, 2017

Submitted To:

City of Portland Planning Department

Applicant:

58 Boyd Street, LP

14 Baxter Blvd., Portland, Maine 04101

Owner:

Portland Housing Authority

14 Baxter Blvd., Portland, Maine 04101

Prepared by:

Carroll Associates

217 Commercial Street, Portland, ME 04101

Ransom Consulting Engineers and Scientists

400 Commercial Street, Portland, ME 04101

CWS Architects

264 US Route One, suite 100 2A, Scarborough, Maine 04074

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18. City Master Plans
19. Utility Capacity to Serve Letters
20. Solid Waste
21. Fire Safety Plan and Code Summary
22. City Design Manual standards
23. HVAC equipment
24. Geotechnical Report
25. Soils Management Plan
26. Site Lighting
27. Neighborhood Meeting Information

Drawings (Under Separate Cover)

<u>SHEET#</u>	<u>SHEET TITLE</u>
	COVER SHEET
1B	BOUNDARY & TOPOGRAPHIC SURVEY
C-1.0	DEMOLITION AND SITE PREP PLAN
C-2.0	SITE PLAN
C-3.0	SUBDIVISION PLAN
C-4.0	GRADING PLAN
C-5.0	STORMWATER AND EROSION CONTROL PLAN
C-6.0	UTILITY PLAN
C-7.0	CIVIL DETAILS
C-8.0	CIVIL DETAILS
L-1.0	LANDSCAPE AND LIGHTING PLAN
L-2.0	SITE DETAILS
L-2.1	SITE DETAILS
L-2.2	SITE DETAILS
L-3.0	PHOTOMETRIC PLAN
A1.10	FIRST FLOOR PLAN
A1.20	SECOND FLOOR PLAN
A1.30	THIRD FLOOR PLAN
A1.40	FOURTH FLOOR PLAN
A1.50	FIFTH FLOOR PLAN
A1.60	SIXTH FLOOR PLAN
A1.70	ROOF PLAN
A3.01	BUILDING ELEVATIONS
A3.02	BUILDING ELEVATIONS
LS1.10	LIFE SAFETY PLAN



September 29, 2017

Ms. Barbara Barhydt
Mr. Tuck O'Brien
City of Portland Planning Authority
4th Floor, City Hall
389 Congress Street
Portland, ME 04101

**RE: 58 Boyd Street Apartments
58 Boyd Street / 54 Lancaster Street
Tax Map 22, Block F, Lot 1**

Dear Barbara / Tuck,

On behalf of The Portland Housing Authority and 58 Boyd Street, LP we are pleased to submit this Level III - Final Site Plan and Subdivision and Conditional Use Applications along with supporting materials relating to a new affordable housing building located at 58 Boyd / 54 Lancaster Street.

The subject property is located in an R-7 overlay district in East Bayside. The parcel is approximately 0.48 acres in size and contains a single building and parking that previously contained the Portland Housing Authority's administrative offices. The current proposal calls for a new six (6) story building which will contain 55 units of apartment style housing, along with shared community space, a telemedicine room, bike storage, and the offices of Cultivating Community.

The subject property is bound on the north side by Boyd Street Extension (Lancaster Street) and Bayside Terrace; on the east side by Boyd Street and other Portland Housing units; on the south by City of Portland land which contains the Boyd Street Community Gardens; and to the west by Franklin Street Arterial. The property is gently sloping from the south and west to the north and east.

The proposed building will front along Boyd Street Extension (Lancaster Street) and Boyd Street. It will include 55 units of housing on levels 1-6 and other community oriented uses on the ground floor. The building footprint is approximately 7,825 sf and has a total floor area of approximately 48,358 sf. A parking lot for 23 cars will be located on the west side of the property along Franklin Street; it will have access from a new driveway off of Boyd Street Extension / Lancaster Street.

In June 2017 City Planning staff and the Planning Board unanimously recommended to the City Council certain changes to Division 30 of the City's zoning code providing height bonuses, density bonuses and other incentives for affordable housing for households earning less than 100% of the Area Median Income. The project's affordability targeting meets the requirements of the Division 30 changes. The Council passed the amendments in September 2017.

These zoning incentives provide a height bonus in the R-7 of 25 feet allowing a maximum building height of 75 feet. The project is proposed to be 72-75 feet in height. Other dimensional requirements are also

waived in Division 30. The new density bonus provides for 2.5 times the base density allowed or 2.5 X 48 units or up to 120 units (the current proposal calls for 55 units).

These changes will be effective 30 days after passage, during the planning board submission process for 58 Boyd Street Apartments.

We look forward to working with you and the Planning Staff in the review of this project. Please feel free to contact me to discuss any questions or concerns you may have regarding the attached application materials.

Sincerely,
CARROLL ASSOCIATES

A handwritten signature in black ink, appearing to read 'P. Carroll', with a long horizontal flourish extending to the right.

Patrick J. Carroll
Principal

Enc.

Cc: Jay Waterman, Portland Housing Authority / 58 Boyd Street, LP
Ben Walter, CWS Architects
John Mahoney, Ransom Consulting Engineers



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

Planning and Urban Development Department
Planning Division

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

Level III: Site Plan Development includes:

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

Portland's development review process and requirements are outlined in the [Land Use Code \(Chapter 14\)](#), [Design Manual](#) and [Technical Manual](#).

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

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

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	58 BOYD STREET APARTMENTS
Proposed Development Address:	58 BOYD STREET
Project Description:	55 RENTAL APARTMENTS, OFFICE SPACE, AND SHARED MEETING ROOM
Chart/Block/Lot:	CHART 69SE, TAX MAP 22, BLOCK F, LOT 1
Preliminary Plan	N/A
Final Plan	SEPTEMBER 15, 2017

II. Contact Information (Please enter n/a on those fields that are not applicable)

APPLICANT

Name:	JAY WATERMAN
Business Name:	58 BOYD STREET, LP
Address:	14 BAXTER BLVD
City/State:	PORTLAND, MAINE
Zip Code:	04101
Work #:	207.773.4753
Home #:	
Cell #:	207.272.2562
Fax #:	207.761.5886
E-mail:	jwaterman@porthouse.org

OWNER

Name:	PORTLAND HOUSING AUTHORITY
Address:	14 BAXTER BLVD
City/State:	PORTLAND, MAINE
Zip Code:	04101
Work #:	207.773.4753
Home #:	
Cell #:	
Fax #:	
E-mail:	jwaterman@porthouse.org

AGENT/REPRESENTATIVE

Name:	PATRICK CARROLL, CARROLL ASSOCIATES
Address:	217 COMMERICAL STREET, SUITE 200
City/State:	PORTLAND, MAINE
Zip Code:	04101
Work #:	207.772.1552
Home #:	
Cell #:	
Fax #:	
E-mail:	pcarroll@carroll-assoc.com

BILLING (to whom invoices will be forwarded to)

Name:	58 BOYD STREET, LP C/O PORTLAND HOUSING DEVELOPMENT CORP.
Address:	14 BAXTER BLVD.
City/State:	PORTLAND, MAINE
Zip Code:	04101
Work #:	207.773.4753
Home #:	
Cell #:	
Fax #:	
E-mail:	jwaterman@porthouse.org

ENGINEER

Name:	JOHN MAHONEY, RANSOM CONSULTING, INC.
Address:	400 COMMERICAL STREET, SUITE 404
City/State:	PORTLAND, MAINE
Zip Code:	04101
Work #:	207.772.2891
Home #:	
Cell #:	
Fax #:	
E-mail:	john.mahoney@ransomenv.com

SURVEYOR

Name:	RANDY LOUBIER, OWEN HASKELL, INC.
Address:	390 US ROUTE ONE, UNIT 10
City/State:	FALMOUTH, MAINE
Zip Code:	04105
Work #:	207.774.0424
Home #:	
Cell #:	
Fax #:	
E-mail:	rloubier@owenhaskell.com

ARCHITECT

Name:	BEN WALTER, CWS ARCHITECTS
Address:	264 US ROUTE ONE, SUITE 100 2a
City/State:	SCARBOROUGH, MAINE
Zip Code:	04074
Work #:	207.774.4441
Home #:	
Cell #:	
Fax #:	
E-mail:	bwalter@cwsarch.com

ATTORNEY

Name:	GARY VOGEL
Address:	84 MARGINAL WAY, SUITE 600
City/State:	PORTLAND, MAINE
Zip Code:	04101-2480
Work #:	207.772.1941
Home #:	
Cell #:	
Fax #:	
E-mail:	gvogel@dwmlaw.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	MATTHEW PHILLIPS, CARROLL ASSOCIATES
E-mail:	mphillips@carroll-assoc.com
Name:	PATRICK CARROLL, CARROLL ASSOCIATES
E-mail:	pcarroll@carroll-assoc.com
Name:	JAY WATERMAN, PORTLAND HOUSING DEVELOPMENT CORPORATON
E-mail:	jwaterman@porthouse.org

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☒	Less than 50,000 sq. ft.	\$750.00
☐	50,000 – 100,000 sq. ft.	\$1,000.00
☐	100,000 – 200,000 sq. ft.	\$2,000.00
☐	200,000 – 300,000 sq. ft.	\$3,000.00
☐	Over 300,000 sq. ft.	\$5,000.00
☐	Parking lots over 100 spaces	\$1,000.00
☐	After-the-fact Review	\$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	\$250.00
☐	Planning Board Review	\$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	\$1,500.00
☒	Stormwater Quality	\$250.00
☒	Subdivision	\$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [55] x \$25.00 each	\$ 1375
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	2875.00 - 25% discount (718.75) = <u>2156.25</u>
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$ 2156.25

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) (\$.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review (\$52.00 hour)
- Legal Review (\$75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

TOTAL AREA OF SITE	20,934	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	20,201	sq. ft.
<i>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.</i>		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	6,655	sq. ft.
Impervious Area (Total Proposed)	17,388	sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	2981	sq. ft.
Building Footprint (Total Proposed)	7796	sq. ft.
Building Floor Area (Total Existing)	2981	sq. ft.
Building Floor Area (Total Proposed)	47800	sq. ft.
ZONING		
Existing	R7	
Proposed, if applicable	R7	
LAND USE		
Existing	UNOCCUPIED	
Proposed	55 RESIDENTIAL APTS	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	55 UNITS	
# of Lots (Total Proposed)	1	
# of Affordable Housing Units (Total Proposed)	44 UNITS	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	23	
# of One-Bedroom Units (Total Proposed)	10	
# of Two-Bedroom Units (Total Proposed)	13	
# of Three-Bedroom Units (Total Proposed)	9	
PARKING SPACES		
# of Parking Spaces (Total Existing)	5	
# of Parking Spaces (Total Proposed)	23	
# of Handicapped Spaces (Total Proposed)	6	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	UNKNOWN	
# of Bicycle Spaces (Total Proposed)	18 (IN BUILDING)	
ESTIMATED COST OF THE PROJECT	\$11,300,000	

VI. 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:	9/13/17

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

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
X		1	Final Site Plans including the following:
X			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
X			Existing and proposed structures on parcels abutting site;
X			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
X			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
X			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
N/A			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
N/A			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
X			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
X			Location of all snow storage areas and/or a snow removal plan;
X			A traffic control plan as detailed in Section 1 of the Technical Manual;
N/A			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/A			Location and proposed alteration to any watercourse;
N/A			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
N/A			Proposed buffers and preservation measures for wetlands;
X			Existing soil conditions and location of test pits and test borings;
X			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
X			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
X			Grading plan;
X			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;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		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;
N/A		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



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



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
2. **PORTLAND HOUSING AUTHORITY, 14 BAXTER BLVD, PORTLAND 773.4753**
3. Name address, telephone number of architect
BEN WALTER, CWS ARCHITECTS, 774.4441
4. Proposed uses of any structures [NFPA and IBC classification]
5. **RESIDENTIAL APTS, OFFICE SPACE, AND MEETING SPACE**
6. Square footage of all structures [total and per story]
47,800 sf building floor area + 7,795 sf footprint
7. Elevation of all structures **FINISH FLOOR ELEVATIONS of 12.75, 13.58, and 15.33**
SEE GRADING PLAN AND BUILDING ELEVATIONS
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
1 AT END OF BAYSIDE TERRACE PARKING LOT AND 1 AT INTERSECTION OF OXFORD + BOYD ST.
10. Water main[s] size and location
6" MAIN IN BOYD ST
11. Access to all structures [min. 2 sides]
YES, THREE SIDES: BOYD STREET, LANCASTER STREET, AND FRANKLIN STREET
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.
SEE ATTACHED CODE SUMMARY, EXHIBIT #21

Some structures may require Fire flows using annex H of NFPA 1

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



Bradley Roland, P.E.
Water Resources Division

Date: SEPT 2017

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

Site Address: 58 BOYD STREET

Chart Block Lot Number: MAP 69SE, BLK 002, LOT F001

Proposed Use: RESIDENTIAL APTS
Previous Use: OFFICE
Existing Sanitary Flows: UNKNOWN GPD
Existing Process Flows: N/A GPD
Description and location of City sewer that is to
receive the proposed building sewer lateral.
12" LINE IN BOYD STREET

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

Community room, office, telemedicine room

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

2. Please, Submit Contact Information.

City Planner's Name: TBD Phone: _____
Owner/Developer Name: PORTLAND HOUSING AUTHORITY
Owner/Developer Address: 14 BAXTER BLVD
Phone: 773.4753 Fax: _____ E-mail: jwaterman@porthouse.org
Engineering Consultant Name: JOHN MAHONEY, RANSOM CONSULTANT
Engineering Consultant Address: 400 COMMERCIAL STREET, PORTLAND, MAINE 04101
Phone: 772.2891 Fax: _____ E-mail: john.mahoney@ransomenv.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated 8216 GPD
Peaking Factor/ Peak Times: N/A
Specify the source of design guidelines: (i.e. X "Handbook of Subsurface Wastewater Disposal in
Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records,
Other (specify) _____

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

Total Drainage Fixture Unit (DFU) Values:	N/A
Size of External Grease Interceptor:	N/A
Retention Time:	N/A
Peaking Factor/ Peak Times:	N/A

Wastewater usage calculations:

Bedrooms (90gpd/bedroom)				
23 Efficiencies	X	90 gpd	=	2,070
10 1 Bedroom	X	90 gpd	=	900
13 2 Bedroom	X	180 gpd	=	2,340
9 3 Bedroom	X	270 gpd	=	2,430
86 Bedroom Subtotal				7,740

Common Spaces				
Meeting Rooms (5gpd/occupant)				
48 Max Occupants	X	5 gpd	=	240

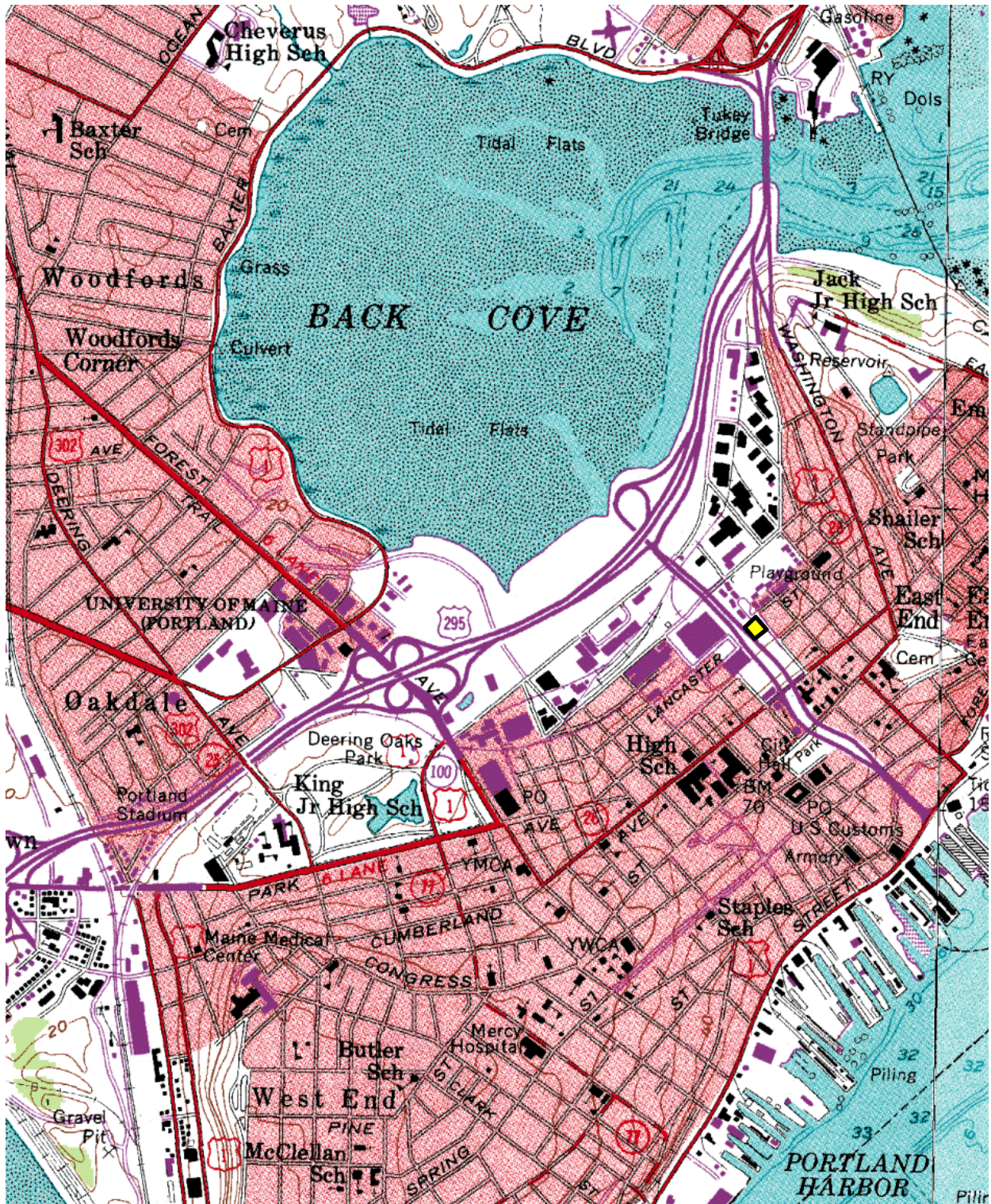
Building Office (12gpd/employee)				
3 Employee	X	12 gpd	=	36

Community Office (12gpd/occupant)				
10 Max Occupants	X	12 gpd	=	120

Tel-Med Office* (80gpd/occupant)				
1 Med Staff	X	80 gpd	=	80

* available to residents only

5. Location Map – USGS

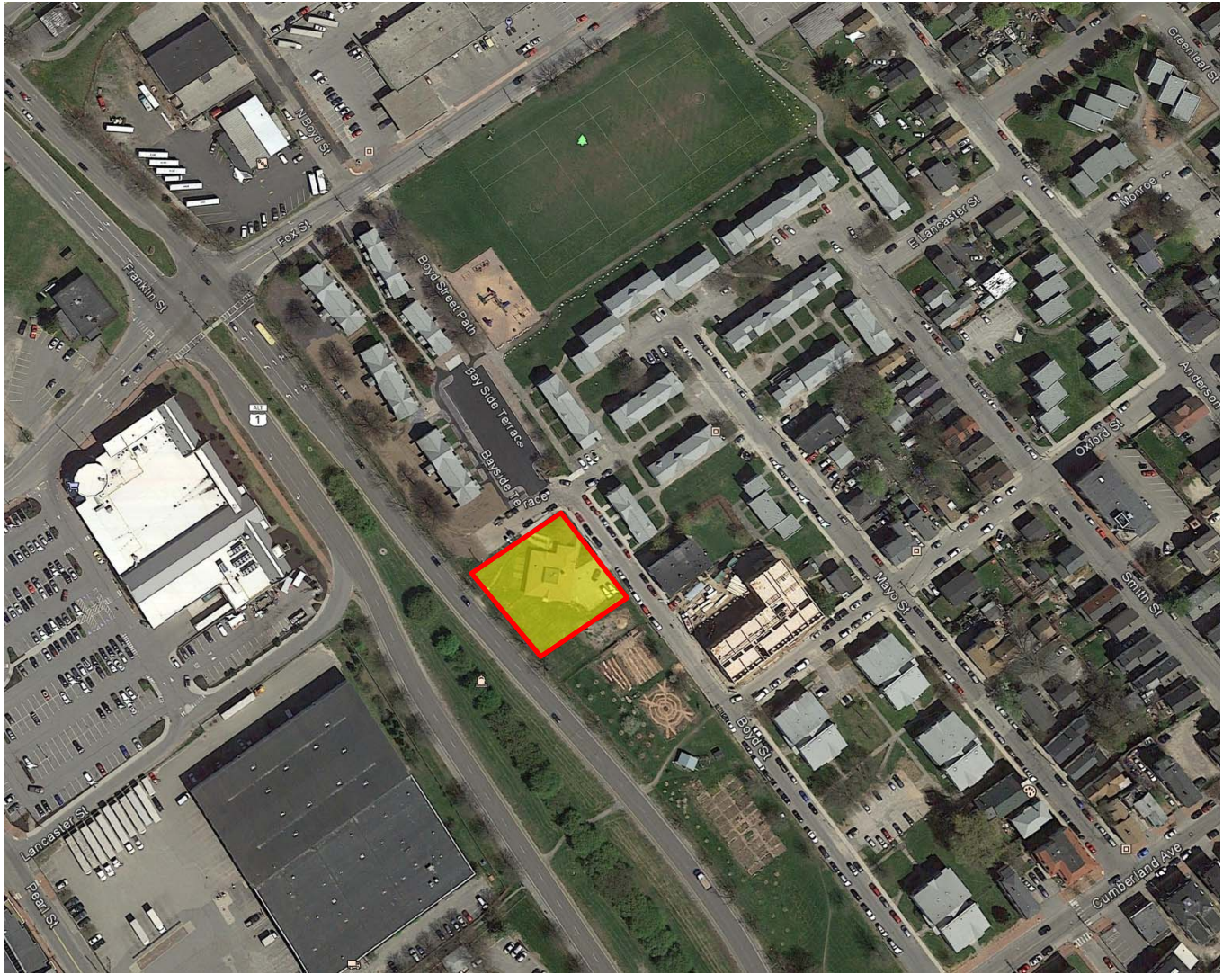


USGS map of approximate subject property (outlined in black and filled with yellow).

58 Boyd Street Apartments

City of Portland · Level III Site Plan + Subdivision Application

Location Map – Aerial photograph



Aerial photograph of approximate subject property (outlined in red and filled with yellow).

6. Project Description

Overview of Development Proposal

Portland Housing Development Corporation is initiating the next phase of development in the East Bayside neighborhood to continue to strive for one of our strategic planning goals of increasing the supply of affordable housing in the City of Portland.

Unit Mix

We are proposing to develop a 55 unit multi-family apartment building for families with the following tentative unit mix: Efficiency – 23 units; 1 bedroom – 10 units; 2 bedroom – 13 units; 3 bedroom – 9 units; TOTAL - 55 units

Affordability

- 65% of the units will be for households making at or below 50% of the Area Median Income (about \$41,500 for a family of 4).
- Of the 65%, half of the units (28) will have Project Based Rental Assistance.
- 15% of the units would be for households earning up to 60% AMI.
- 20% of the units would be market rate.
- 10% of the units will have a set-aside for homeless households
- Another 10% of the units will have a preference for homeless or disabled households

Achieving City Goals and Addressing Demonstrated Need

Economic diversity - Our program includes 10 market rate units (20%) in a census tract that had 54% of its residents living below the poverty line as of the 2010 Census. We have also discounted our market rate rents by 5%-10% below what a recent market study showed for market-rate rents. By doing this, we are trying to reach the “workforce housing” households that the City is targeting in their recent housing needs study. Remaining units are targeted to households earning below 50% and 60% of area median income allowing for additional income diversity.

Financial Feasibility

The financial projections included herein have been developed directly with our architectural design team and looking at current development and operating budgets of active projects. Hard and soft costs of development are based on both the specifics of the conceptual plans as well as experience with comparable developments in Portland. Operating expenses are consistent with area developer experience and using data from partners on the Bayside Anchor project. Rents are 11% to 64% below market (ensuring a strong competitive position within the market). Finally, the financial projections - including prefunded replacement and operating reserves - conform to MSHA underwriting standards and the project characteristics should yield an extremely competitive application in the upcoming LIHTC round at MSHA.

Applicant Ability and Project Readiness

The development team assembled for 58 Boyd Street Apartments features many of the most experienced and capable players in affordable housing in Portland and Maine.

58 Boyd Street Apartments

City of Portland · Level III Site Plan + Subdivision Application

Owner/Developer **PHDC** is the development subsidiary of Portland Housing Authority (PHA). PHA is the largest landlord in Portland and also manages the largest Section 8 program in Maine. **Jay Waterman**, PHDC's Director of Development, brings 6 years of experience as Avesta Housing's Director of Development and another 6 years as a leader in green building construction while at Thornton Tomasetti, an international engineering and green building consulting firm based in New York. Jay developed one of the recent affordable multi-family communities in the Bayside neighborhood, Pearl Place Phase I and recently completed the Bayside Anchor project for the Housing Authority.

The project's Management Agent, **Hallkeen Management Corporation** manages properties and reviews operating budgets for over 2,400 units in New England including over a hundred in Portland, including our 100 State Street senior housing development. PHDC will work closely with Hallkeen to ensure a financially viable project for the long-term.

CWS Architects is the premier architectural firm in the Portland area working on the design of multi-family buildings. They are designing the first ever multi-family *Passive House* project in the State of Maine and will use this knowledge to design 58 Boyd Street Apartments to the same standard. Sub-consultants to CWS include **Carroll Associates Landscape Architects, Becker Structural Engineering, Bennett Engineering and Ransom Civil Engineering**.

58 Boyd Street Apartments is well positioned to move from planning and design into production upon receipt of City and LIHTC funding. HUD approval for the transfer of the site will be received in advance of the LIHTC award, which will allow for unimpeded progress through the local development review process. The team is submitting a site plan application in mid-September, 2017 and, pending approval of MaineHousing tax credits, will be ready for construction in the Fall of 2018.

Impact on Surrounding Neighborhood, Design Compatibility and Environmental Issues

The site is in an existing residential neighborhood with a mix of owner-occupied and rental housing. Multifamily rental is appropriate for and compatible with the site. 58 Boyd Street Apartments' design is consistent with the style and type of construction historically found in East Bayside and other residential neighborhoods on the Peninsula. Our Site Plan submission to the planning board will use the new height bonus proved by the City Council in Division 30 of the zoning ordinance. Given other projects along the same Franklin Street corridor (Illuminato Condos) increasing to 77 feet in height and the West Bayside Height Overlay anywhere from 85 feet to 125 feet in height, we feel our building should enhance the higher density areas such as the Franklin transportation corridor with a building that is over 70 feet tall.

Replacing a relocating office building and Head Start School with a high performance, human-scaled apartment building that will have an active connection to the adjacent gardens represents a significant step in the process of restoring the neighborhood fabric that existed in East Bayside before Urban Renewal. Units are designed to serve the needs of residents with a focus on comfortable temperatures and excellent indoor air quality. Amenities include community facilities, common laundry room and community/event space.

58 Boyd Street Apartments' design will meet and significantly exceed the City's Green Building Code. The team's design professionals (CWS Architects) are leaders in the *Passive House* ultra-low-energy building movement including Community Housing of Maine's first Passive House building in the State of Maine, which opened in 2016. 58 Boyd Street Apartments employs the *Passive House* principles of

58 Boyd Street Apartments

City of Portland · Level III Site Plan + Subdivision Application

plentiful fresh air, passive solar design, superinsulation and airtightness, used in conjunction with highly efficient energy recovery ventilation, to dramatically reduce energy demand and simplify overly complex and expensive multifamily mechanical systems.

7. Right, Title, or Interest

Site Control: Portland Housing Authority (owner) selling to
Portland Housing Development Corp.

Portland Housing Development Corp. ground leasing to
58 Boyd Street, LP (applicant)

Property Deed

374

8334

THIS INDENTURE, dated as of the **second** day of **June**, 1970, by and between the PORTLAND RENEWAL AUTHORITY, a corporation incorporated and existing under and by virtue of the Private and Special Laws of the State of Maine, 1951, Chapter 217 and Amendments thereto (hereinafter sometimes referred to as the Authority) and the PORTLAND HOUSING AUTHORITY, a public body corporate and politic, duly organized and existing under the laws of the State of Maine and exercising public and essential governmental functions, of said Portland, County of Cumberland and State of Maine (hereinafter sometimes referred to as the "Redeveloper"):

WITNESSETH, That:

WHEREAS the Authority is the owner of the below described parcels of land and is desirous of conveying the same to the Redeveloper; and

WHEREAS the Authority has been duly authorized by virtue of an order by the City Council for the City of Portland which approved and authorized the execution and delivery of a quit claim deed with covenants from the Authority to the Redeveloper, duly passed on **May 4, 1970** and which order became effective on **May 14, 1970** and by virtue of a resolution of the Board of Commissioners of said Authority which approved and authorized the execution and delivery of a quit claim deed with covenants from said Authority to the Redeveloper adopted on **April 23, 1970**; and

WHEREAS the Redeveloper is desirous of purchasing said parcels of land, subject to the encumbrances set forth herein,

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained and of the sum of Nine Thousand Two Hundred Forty (\$9,240.00) Dollars paid by the Redeveloper to the Authority, the receipt whereof upon delivery hereof the Authority hereby acknowledges, the Authority does hereby remise, release, bargain, sell and convey, and forever quitclaim unto the Redeveloper, its successors and assigns, forever, the following described parcels of land:

1. Description of Parcel 38E

A certain lot or parcel of land situated on the northerly sideline of Cumberland Avenue, lying between Boyd Street and Mayo Street, in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at the intersection formed by the northerly sideline of Cumberland Avenue and the easterly sideline of Boyd Street; thence northwesterly by the easterly sideline of Boyd Street 158 feet, more or less, to land now or formerly of Arthur H. Wakefield and Eiryl Wakefield; thence in a general easterly direction by the southerly sideline of land now or formerly of said Arthur H. Wakefield et al 110 feet to the southeasterly corner of land of said Wakefield et al; thence northwesterly by the easterly sideline of land of said Arthur H. Wakefield et al 38 feet, more or less, to the southwesterly corner of land now or formerly of Giovina Ferrante; thence in a general easterly direction by the southerly sideline of said Ferrante 111 feet

more or less, to the westerly sideline of Mayo Street; thence in a general southerly direction by the westerly sideline of Mayo Street 53 feet, more or less, to the northeasterly corner of land now or formerly of the Portland Congregation of Jehovah's Witnesses, Inc; thence in a general westerly direction by the northerly sideline of land of said Jehovah's Witnesses Inc., to the northwesterly corner of land of said Jehovah's witnesses, Inc.; thence in a general southerly direction by the westerly sideline of land of said Jehovah's witnesses, Inc.; and by land now or formerly of warren DiPietro and Grace DiPietro 144 feet, more or less, to the northerly sideline of Cumberland Avenue; thence in a general westerly direction by the northerly sideline of Cumberland Avenue 110 feet, more or less, to the intersection formed by said northerly sideline of Cumberland Avenue and the easterly sideline of Boyd Street and the point of beginning.

Together with all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises, and including all right, title and interest conveyed in any and to so much of Cumberland Avenue and Fox Street as was acquired by the Portland Renewal Authority as is described in a Statement of Taking dated November 30, 1962, and recorded in Cumberland County Registry of Deeds in Book 2720, page 251. Plan of said area being recorded in said Registry in Plan Book 61, pages 64 and 65.

Meaning and intending to convey and hereby conveying the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Hattie Branch by warranty deed dated May 3, 1963, and recorded in Cumberland County Registry of Deeds in Book 2747, Page 180, the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by William H. Ham et al, by Warranty Deed dated June 23, 1960, and recorded in Cumberland County Registry of Deeds in Book 2548, page 41, the lot of land conveyed to this Authority by Richard P. Twomey et al by Warranty Deed dated April 25, 1963 and recorded in Cumberland County Registry of Deeds in Book 2744, page 123, the lot of land conveyed to this Authority by Richard P. Twomey et al by Warranty Deed dated March 30, 1962 and recorded in Cumberland County Registry of Deeds in Book 2664, page 370, the lot of land conveyed to this Authority by Gordon T. Taylor et als, by deeds dated June 27, 1963 and recorded in Cumberland County Registry of Deeds in Book 2765, pages 351, 362, 367 and 373, the lot of land conveyed to this Authority by Laurina Ferrante et al by Warranty Deed dated February 10, 1962 and recorded in Cumberland County Registry of Deeds in Book 2660 page 479, and the lot of land conveyed to this Authority by Carmine DiLallo by Administrator's Deed dated October 17, 1967 and recorded in Cumberland County Registry of Deeds in Book 3016, page 339.

2. Description of Parcel 36E

A certain lot or parcel of land, situated on the southerly sideline of Oxford Street adjoining the easterly sideline of Boyd Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at the intersection formed by the southerly sideline of Oxford Street and the easterly sideline of Boyd Street; thence in a general easterly direction by the southerly

sideline of Oxford Street 145 feet, more or less, to land now or formerly of Gertrude M. Grady; thence in a general southerly direction by the westerly sideline of land of said Gertrude M. Grady 60 feet, more or less, to land now or formerly of Vincent Black and Laurebelle Black; thence in a general westerly direction by the northerly sideline of land of said Vincent Black et al 36.1 feet to land now or formerly of Clyde Harriman and Ethel Harriman; thence in a general northerly direction by the easterly sideline of land of said Clyde Harriman et al 10 feet, more or less to the northeasterly corner of land of said Clyde Harriman et al; thence in a general westerly direction by the northerly sideline of land of said Clyde Harriman et al 108 feet, more or less, to the easterly sideline of Boyd Street; thence in a general northerly direction by the easterly sideline of Boyd Street 47 feet, more or less, to the intersection formed by said easterly sideline of Boyd Street and the southerly sideline of Mayo Street, and the point of beginning.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises. Meaning and intending to convey and hereby conveying the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Arthur W. Simmons by Warranty Deed dated April 1, 1960 and recorded in Cumberland County Registry of Deeds in Book 2531, page 308, the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Mitchell D. Goffin by Warranty Deed dated April 1, 1960 and recorded in Cumberland County Registry of Deeds in Book 2531, page 310, the lot of land conveyed to the Portland Renewal Authority by Ralph Amergian by Warranty Deed dated September 17, 1965 and recorded in Cumberland County Registry of Deeds in Book 2922, page 268, and the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Mollie U. Finkelman by Warranty Deed dated May 6, 1960 and recorded in Cumberland County Registry of Deeds in Book 2535, page 479.

3. Description of Parcel 50

A certain lot or parcel of land situated on the southerly sideline of Oxford Street adjoining the westerly sideline of Mayo Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at the point of intersection formed by the southerly sideline of Oxford Street and the westerly sideline of Mayo Street; thence in a general westerly direction by the southerly sideline of Oxford Street 33 feet, more or less, to land now or formerly of Gertrude M. Grady; thence in a general southerly direction by the easterly sideline of land of said Grady 75 feet, more or less, to land now or formerly of Vincent Black and Laurebelle Black; thence in a general easterly direction by the northerly sideline of land of said Vincent Black et al 38 feet, more or less to the westerly sideline of Mayo Street; thence in a general northerly direction by the westerly sideline of Mayo Street 75 feet, more or less, to the southerly sideline of Oxford Street and the point of beginning.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot of land conveyed to this Authority by Val Valeriani et al, by Warranty Deed dated December 4, 1964, and recorded in Cumberland County Registry of Deeds in Book 2869, page 247.

4. Description of Parcel 26E

A certain lot or parcel of land situated on the northerly sideline of Oxford Street adjoining, in part, the easterly sideline of Boyd Street in the City of Portland, County of Cumberland and State of Maine, being more particularly described as follows:

Beginning at the intersection formed by the northerly sideline of Oxford Street and the easterly sideline of Boyd Street; thence in a general northerly direction by the easterly sideline of Boyd Street 105 feet, more or less, to land now or formerly of Maria Pesce; thence in a general easterly direction by the southerly sideline of land of said Pesce 110 feet, more or less, to land now or formerly of Nicholas DiPietro and Katherine DiPietro; thence in a general southerly direction by the westerly sideline of land of said Nicholas DiPietro et al 35 feet, more or less, to the southwesterly corner thereof; thence in a general easterly direction by the southerly sideline of land of said Nicholas DiPietro et al 45 feet, more or less, to land now or formerly of Mekail Amergian; thence in a general southerly direction by the westerly sideline of land of said Amergian 70 feet, more or less, to the northerly sideline of Oxford Street; thence in a general westerly direction by the northerly sideline of Oxford Street 90 feet, more or less, to land now or formerly of Charles Rosenbloom; thence in a general northerly direction by the easterly sideline of land of said Rosenbloom 75 feet, more or less, to the northeasterly corner thereof; thence in a general westerly direction by the northerly sideline of land of said Rosenbloom 20 feet, more or less, to the northwesterly corner thereof; thence in a general southerly direction by the westerly sideline of land of said Rosenbloom, 75 feet, more or less to the northerly sideline of Oxford Street; thence in a general westerly direction by the northerly sideline of Oxford Street 31 feet, more or less, to its intersection with the easterly sideline of Boyd Street and the point of beginning.

This conveyance is made, subject to whatever rights the owners of the property at 81-83 Oxford Street may have to use and maintain a sewer line leading from their property to the sewer line in Boyd Street.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot of land conveyed to this Authority by Santo DiDonato by Warranty Deed dated April 18, 1962, and recorded in Cumberland County Registry of Deeds in Book 2668, page 147, the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now

Portland Renewal Authority) by Bella R. Finkelman et al, by Warranty Deed dated September 21, 1960, and recorded in Cumberland County Registry of Deeds in Book 2564, page 42, the lot of land conveyed to this Authority by Steve A. Notis by Warranty Deed dated November 19, 1965, and recorded in Cumberland County Registry of Deeds in Book 2935, page 229, and the lot of land conveyed to this Authority by Mekail Amerikian et al by Warranty Deed dated June 7, 1966, and recorded in Cumberland County Registry of Deeds in Book 2960, page 403.

5. Description of Parcel 61

A certain lot or parcel of land situated on the westerly sideline of Mayo Street, in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at a point on the westerly sideline of Mayo Street, said point being 115 feet northerly of the point of intersection formed by said westerly sideline of Mayo Street and the northerly sideline of Oxford Street, said point also marking the northeasterly corner of land now or formerly of Nicholas DiPietro and Katherine DiPietro; thence in a general westerly direction by the northerly sideline of said Nicholas DiPietro et al 100 feet, more or less, to land now or formerly of Maria Pesce; thence in a general northerly direction by the easterly sideline of land of said Pesce and by land of Frank P. Briggs 45 feet, more or less to land now or formerly of Esther Pearl Hensley; thence in a general easterly direction by the southerly line of said Hensley 100 feet, more or less, to the westerly sideline of Mayo Street; thence in a general southerly direction by the westerly sideline of Mayo Street 45 feet, more or less, to the northeasterly corner of land now or formerly of Nicholas DiPietro et al and the point of beginning.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot of land conveyed to this Authority by Paul J. McCormick, Jr. by deed dated December 13, 1961, and recorded in Cumberland County Registry of Deeds in Book 2649, page 346.

6. Description of Parcel 64

A certain lot or parcel of land situated on the northerly sideline of Oxford Street, adjoining the easterly sideline of Smith Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at the monument at the junction of the northeasterly side of Smith Street with the northwesterly side of Oxford Street and running thence northwesterly by Smith Street seventy (70) feet to a stake; thence northeasterly and parallel with Oxford Street, seventy-four (74) feet, eleven (11) inches to a stake; thence southeasterly in the rear of the house and adjoining land formerly of Charlotte R. Shaw, seventy (70) feet to Oxford Street; thence southwesterly by said Oxford Street seventy-three (73) feet to the point of beginning.

Also a certain strip of land in the rear of said house; said strip of land is described in the deed recorded in Cumberland County Registry of Deeds in Book 309, Page 466, as being bound and described as follows:

Beginning at a point on the northwesterly sideline of the premises herein above described at a point which is sixty (60) feet northeasterly of Smith Street; thence northwesterly by land formerly of one Orr, thirty (30) feet to land formerly of one Pennell, thence northeasterly by said Pennell land fourteen (14) feet to land formerly of one Shaw; thence southeasterly by said Shaw land thirty (30) feet to the premises hereinabove described; thence southwesterly by said premises fourteen (14) feet to the point of beginning.

Together with a right and easement in common with Margaret F. Mulkern, her heirs and assigns, to use a five (5) foot strip northeasterly of the boundary of land herein conveyed, or described in deed of Margaret F. Mulkern to this Grantor, dated May 16, 1958, recorded in said Registry of Deeds in Book 2411, Page 128.

Meaning and intending to convey and hereby conveying the lot of land conveyed to this Authority by YOUR HOME, INC., by Warranty Deed dated November 24, 1965, and recorded in Cumberland County Registry of Deeds in Book 2935, Page 227.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

7. Description of Parcel 29E

A certain lot or parcel of land situated on the northerly sideline of Oxford Street and the westerly sideline of Anderson Street, in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at the intersection formed by the northerly sideline of Oxford Street and the westerly sideline of Anderson Street; thence in a general westerly direction by the northerly sideline of Oxford Street 81 feet, more or less, to land now or formerly of Anacam, Inc.; thence in a general northerly direction by the easterly sideline of land of said Anacam, Inc., 100 feet, more or less, to land now or formerly of Pearl E. Flaherty; thence in a general easterly direction by the southerly sideline of land of said Flaherty 81 feet, more or less, to the westerly sideline of Anderson Street; thence in a general southerly direction by the westerly sideline of Anderson Street 30 feet, more or less, to land now or formerly of Emma Florence Fitts; thence in a general westerly direction by the northerly sideline of land of said Fitts 45 feet, more or less, to the northwesterly corner of land of said Fitts; thence in a general southerly direction by the westerly sideline of land of said Fitts 30 feet, more or less, to the southwesterly corner of land of said Fitts; thence in a general easterly direction by the southerly sideline of land of said Fitts 45 feet, more or less, to the westerly sideline of Anderson Street; thence in a general southerly direction by the westerly sideline of Anderson Street 38 feet, more or less, to the northerly sideline of Oxford Street and the point of beginning.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Margaret A. Mullen by Warranty Deed dated June 1, 1960, and recorded in Cumberland County Registry of Deeds in Book 2542, page 173, the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Peter E. Carpenter by Warranty Deed dated April 8, 1960, and recorded in said Registry in Book 2532, page 145, and the lot of land conveyed to this Authority by Maybelle E. Haley et al by Warranty Deed dated February 25, 1965, and recorded in said Registry in Book 2946, page 11.

8. Description of Parcel 48E

A certain lot or parcel of land situated on the easterly sideline of Smith Street, northerly of Oxford Street, and extending in part to the westerly sideline of Mayo Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at a point on the easterly sideline of Smith Street, said point being 100 feet, more or less, northwesterly of the intersection formed by said easterly sideline of Smith Street and the northerly sideline of Oxford Street, said point also marking the northwesterly corner of land now or formerly of Anthony G. Ciazzo and Mary R. Ciazzo; thence in a general northerly direction by the easterly sideline of Smith Street 100 feet, more or less, to land now or formerly of Robert W. Gunn; thence in a general easterly direction by the southerly sideline of land of said Gunn and by land now or formerly of Bronet Sanuk and Margaret L. Sanuk 115 feet, more or less, to the southeasterly corner of land of said Bronet Sanuk et al; thence in a general northerly direction by the easterly sideline of land of said Bronet Sanuk et al 30 feet, more or less, to land now or formerly of Jacob Lamport et al; thence in a general easterly direction by the southerly sideline of land of said Jacob Lamport et al 60 feet, more or less, to the westerly sideline of Anderson Street; thence in a general southerly direction by the westerly sideline of Anderson Street 65 feet, more or less, to land now or formerly of John F. Hughes; thence in a general westerly direction by the northerly sideline of land of said Hughes 84 feet, more or less, to the northwesterly corner thereof; thence in a general southerly direction by the westerly sideline of land of said Hughes and by land now or formerly of Pearl E. Flaherty 62 feet, more or less, to the southwest corner of land of said Flaherty and to a point on the northerly sideline of land now or formerly of Anacam, Inc; thence in a general westerly direction by the northerly sidelines of land now or formerly of Anacam, Inc., of Your Home, Inc., and of Anthony G. Ciazzo and Mary R. Ciazzo 110 feet, more or less, to the easterly sideline of Smith Street and the point of beginning.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot

of land conveyed to this Authority by the Administrator of Veterans' Affairs by deed dated February 13, 1968 and recorded in Cumberland County Registry of Deeds in Book 3030, page 108, the lot of land conveyed to this Authority by Salvatore, Inc., by Warranty Deed dated January 10, 1963, and recorded in Cumberland County Registry of Deeds in Book 2727, page 46, the lot of land conveyed to this Authority by Linwood B. Whitney et al, by Warranty Deed dated November 29, 1962, and recorded in Cumberland County Registry of Deeds in Book 2720, page 49, and the lot of land acquired by the Authority by condemnation action on June 9, 1965.

9. Description of Parcel 18C

A certain lot or parcel of land situated on the northerly sideline of Lancaster Street, adjoining the westerly sideline of Anderson Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at the point of intersection formed by the northerly sideline of Lancaster Street and the westerly sideline of Anderson Street; thence in a general westerly direction by the northerly sideline of Lancaster Street 105 feet, more or less, to land of the Portland Housing Authority; thence in a general northerly direction by the easterly sideline of land of said Portland Housing Authority 80 feet, more or less, to the southerly sideline of Anderson Lane; thence in a general easterly direction by the southerly sideline of Anderson Lane 69 feet, more or less, to land formerly of George Durfee and Mary Pinkham, now of the Portland Housing Authority; thence in a general southerly direction by the westerly sideline of land formerly of said George Durfee et al, on the following three courses: first, in a general southerly direction 23 feet to a point; thence in a general easterly direction 3 feet to a point, and, finally, in a general southerly direction 10 feet to the southwest corner of land formerly of said George Durfee et al; thence in a general easterly direction by the southerly sideline of land formerly of said George Durfee et al 33 feet to the westerly sideline of Anderson Street; thence in a general southerly direction by the westerly sideline of Anderson Street 47 feet, more or less, to the northerly sideline of Lancaster Street and the point of beginning.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now the Portland Renewal Authority), by A. Frances Robishaw, by Warranty Deed dated October 4, 1960, and recorded in Cumberland County Registry of Deeds in Book 2566, page 381, and the lot of land conveyed to this Authority by Constantino Piacentini, by Warranty Deed dated February 6, 1964, and recorded in said Registry in Book 2803, page 135.

10. Description of Parcel 12

A certain lot or parcel of land situated on the southerly sideline of Madison Street and lying between Anderson Street and Greenleaf Street, in the City of Portland, County of Cumberland

and State of Maine, and being more particularly described as follows:

Beginning at the corner formed by the intersection of the easterly sideline of Anderson Street with the southerly sideline of Madison Street; thence by said Madison Street N $66^{\circ} 36'$ E 239.76 feet to the corner formed by the intersection of the southerly sideline of said Madison Street with the westerly sideline of Greenleaf Street; thence by said Greenleaf Street S $23^{\circ} 27'$ 30" E 160.19 feet to the corner formed by the intersection of the westerly sideline of said Greenleaf Street with the northerly sideline of Monroe Street; thence by said Monroe Street S $66^{\circ} 33'$ 30" W 239.69 feet to the corner formed by the intersection of the northerly sideline of said Monroe Street with the easterly sideline of said Anderson Street N $23^{\circ} 29'$ W 160.36 feet to the point of beginning.

Said above described courses are magnetic and of the date of 1959.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot of land conveyed to this Authority by the County of Cumberland by warranty Deed dated September 7, 1965, and recorded in Cumberland County Registry of Deeds in Book 2920, page 581.

11. Description of Parcel 13E

A certain lot or parcel of land situated on the southerly sideline of Monroe Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Beginning at a point on the southerly sideline of Monroe Street, said point being distant 80 feet easterly from the point of intersection of said southerly sideline of Monroe Street and the easterly sideline of Anderson Street, said point also marking the northeasterly corner of land now or formerly of Beverly Ann Hayden; thence in a general southerly direction by the easterly sideline of land of said Hayden 100 feet to the northwesterly corner of land now or formerly of Nicholas DiPietro and Katherine DiPietro; thence in a general easterly direction by the northerly sideline of land of said Nicholas DiPietro et al 40 feet to the northeasterly corner thereof; thence in a general southerly direction by the easterly sideline of land of said Nicholas DiPietro 80 feet to the northerly sideline of Oxford Street; thence in a general easterly direction by the northerly sideline of Oxford Street 120 feet, more or less, to the westerly sideline of Greenleaf Street; thence in a general northerly direction by the westerly sideline of Greenleaf Street 83 feet, more or less, to land now or formerly of King Butland; thence in a general westerly direction by the southerly sideline of land of said Butland 80 feet, more or less, to the southwesterly corner thereof; thence in a general northerly direction by the westerly

sideline of land of said Butland 33 feet, more or less, to the northwesterly corner thereof; thence in a general easterly direction by the northerly sideline of land of said Butland 80 feet, more or less, to the westerly sideline of Greenleaf Street; thence in a general northerly direction by the westerly sideline of Greenleaf Street 33 feet, more or less, to land now or formerly of Maurice G. Harding; thence in a general westerly direction by the southerly sidelines of land of said Harding and by land now or formerly of Perley V. Patrick and Alice R. Patrick 80 feet, more or less, to the southwesterly corner of land of said Perley V. Patrick et al; thence in a general northerly direction by the westerly sideline of land of said Perley V. Patrick et al 32 feet, more or less, to the southerly sideline of Monroe Street; thence in a general westerly direction by the southerly sideline of Monroe Street 80 feet, more or less, to land now or formerly of Beverly Ann Hayden and the point of beginning.

Also all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying the lot of land conveyed to this Authority by the County of Cumberland by warranty Deed dated September 7, 1965, and recorded in Cumberland County Registry of Deeds in Book 2920, page 585, the lot of land conveyed to this Authority by Helen M. Jones, by Executor's Deed dated February 1, 1963, and recorded in said Registry in Book 2731, page 229, the lot of land conveyed to the Slum Clearance Authority (now Portland Renewal Authority) by Richard C. Payson et al by Quit Claim Deed dated November 3, 1960, and recorded in said Registry in Book 2575, page 167, the lot of land conveyed to this Authority by Annie M. Kelley, by warranty Deed dated November 24, 1961, and recorded in said Registry in Book 2645, page 412, and the lot of land conveyed to this Authority by Roland B. Roberts et al by Warranty Deed dated February 19, 1965, and recorded in said Registry in Book 2881, page 148.

12. Description of Parcel 20P

A certain lot or parcel of land situated on the southerly sideline of Lancaster Street westerly of Boyd Street in the City of Portland, County of Cumberland and State of Maine and being more particularly described as follows:

Beginning at a drill hole at the corner formed by the intersection of the westerly sideline of Boyd Street with the southerly sideline of Lancaster Street; thence from said point of beginning and by said Lancaster Street S $48^{\circ} 56' 21''$ W 152.10 feet to an iron on the easterly sideline of the Franklin Street Arterial Highway; thence by said Franklin Street by a convex curve to the southeast, having a radius of 2,827.79 feet a distance of 112.77 feet measured on the arc thereof to an iron at a point of tangent in said Franklin Street; thence continuing by said Franklin Street S $48^{\circ} 46' 15''$ E 31.98 feet to an iron at the former location of the northerly sideline of Heath Street; thence by said former location of Heath Street N $48^{\circ} 56' 21''$ E 133.15 feet to a drill hole in the westerly sideline of Boyd Street; thence by said Boyd Street N $42^{\circ} 21' 07''$ W 143.75 feet to the point of beginning. Said above described courses are based on true Meridian as determined by the Maine State Highway Commission.

The above described premises are hereby conveyed subject to an easement granted to the City of Portland dated 1970 and recorded in Cumberland County Registry of Deeds in Book , Page

Also all right, title and interest, if any, in and to all passageways, alleys, streets and lanes adjoining, abutting and/or running with the above described premises.

Meaning and intending to convey and hereby conveying a part of the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority), by Sumner G. Whittier as Administrator of Veterans' Affairs, by Quit Claim Deed dated May 25, 1959, and recorded in Cumberland County Registry of Deeds in Book 2474, page 286, the lot of land conveyed to this Authority by Charles Boyd Coleman, by Quit Claim Deed dated January 17, 1962, and recorded in said Registry in Book 2656, Page 324; a part of the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Terese Hubbard, by Warranty Deed dated January 11, 1960, and recorded in said Registry in Book 2520, page 139, a part of the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Leonard Pelletier, by Warranty Deed dated April 7, 1960, and recorded in said Registry in Book 2532, page 147, the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by Samuel C. Modes, by Warranty Deed dated October 28, 1959, and recorded in said Registry in Book 2508, page 265, the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority) by V. Grace Wood, by Warranty Deed dated August 4, 1959, and recorded in said Registry in Book 2490, page 354, and the lot of land conveyed to the Slum Clearance and Redevelopment Authority (now Portland Renewal Authority), by Edward L. Delaney, by Warranty Deed dated August 21, 1959, and recorded in said Registry in Book 2494, Page 316.

The above described premises are hereby conveyed subject to the following restrictions, covenants and agreements:

1. The redeveloper, its successors and assigns, will and shall devote the above described premises to the uses specified in the Redevelopment and Renewal Plan for the Bayside Park Urban Renewal Project, Me. R-1, dated the thirteenth day of February, AD 1958, approved by resolution of the Authority and by order of the City Council for the City of Portland under date of November 3, 1958, and duly recorded under date of November 3, 1958, in the Clerk's office for the City of Portland, Maine, in Volume 75, page 325, as amended to date and in accordance with the zoning ordinance for the City of Portland dated December 18, 1961.

2. The Redeveloper, its successors and assigns, will not and shall not devote the premises or any part thereof to any other use than the uses specified for the above described premises in accordance with said Plan, as amended to date or contrary to any of the applicable limitations or requirements of said plan.

3. The Redeveloper, its successors and assigns, will not

and shall not effect any covenant, agreement, lease, or other instrument whereby the property is restricted on the basis of race, creed, color or national origin in the sale, lease or occupancy thereof, and will and shall comply with all Federal, State and local Laws, in effect from time to time, prohibiting discrimination or segregation by reason of race, religion, color or national origin in the sale, lease or occupancy of the property, and further, covenants and agrees not to discriminate on the basis of race, color, creed or national origin in the sale, lease or rental, or in the use or occupancy of the demised property or any improvement erected or to be erected therein, or any part thereof.

4. The Redeveloper, its successors and assigns, will not and shall not devote the premises or any part thereof except in accordance with the following special restrictions, covenants and agreements which are hereby made a part of this Indenture.

a) The Redeveloper shall construct on the premises hereby conveyed a housing project designated to provide housing for low-income families, in accordance with the Annual Contributions Contract as amended from time to time, between the Redeveloper and the Public Housing Administration.

b) The Redeveloper herein, its successors and assigns, shall not convey said premises to any person, firm or corporation other than a public body unless the deed by which such conveyance is effected shall contain the following covenant and restriction:

"This conveyance is subject to all of the restrictions, covenants and agreements contained in the Indenture by which said premises were conveyed to the Portland Housing Authority, and in addition, the Grantee, its successors and assigns shall not reconstruct, demolish or subtract from the buildings and structures now on said land, nor make any additions thereto or extensions thereof without prior written approval of the Portland Renewal Authority, which approval shall not unreasonably be withheld.

"The foregoing, like all of the other covenants contained in the aforesaid Indenture to the Portland

Housing Authority from the Portland Renewal Authority, shall be a covenant running with the land and shall be enforceable in the same manner as prescribed in the original Indenture from the Portland Renewal Authority for the enforcement of the covenants therein contained."

The covenants in this conveyance in Paragraphs 1, 2, 3, and 4 shall be covenants running with the land and covenants to the same effect, which shall be and shall be expressed to be covenants running with the land, shall be contained in any instruments from the Redeveloper or from its successors and assigns to any future Grantee or to its successors and assigns covering the premises or any portion thereof or interest therein. All such covenants shall be enforceable by the Portland Renewal Authority and its successors and assigns.

c) All covenants relating to discrimination as presented in paragraph three (3) of this instrument, shall be covenants running with the land in perpetuity.

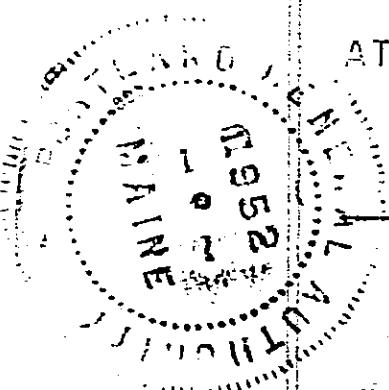
It is intended and agreed that the covenants provided in Paragraphs 1, 2, 3, and 4 shall be covenants running with the land binding to the fullest extent permitted by law and equity for the benefit and in favor of, and enforceable by, the Authority, its successors and assigns, the City, and any successor in interest to the property, or any part thereof, and the owner of any other land (or of any interest in such land) in the project area which is subject to the land use requirements and restrictions of the Urban Renewal Plan and the United States (in the case of the covenant provided in paragraph 3) against the Redeveloper, its successors and assigns, and every successor in interest to the Property or any part thereof or any interest therein, and any party in possession or occupancy of the Property or any part thereof.

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging, to the said Portland Housing Authority, its successors and assigns, to its use and behoof forever and the Authority does covenant with the said Portland Housing Authority, its successors and assigns, that it will warrant and forever defend the premises to it the said Portland Housing Authority, its successors and assigns

forever against the lawful claims and demands of all persons claiming by, through or under it.

ATTEST:

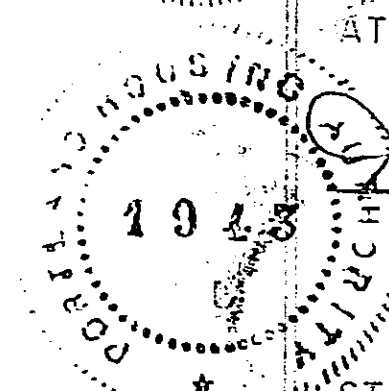
PORTLAND RENEWAL AUTHORITY


Thomas F. Valteau
Thomas F. Valteau
Secretary

By Charles W. Redman, Jr.
Charles W. Redman, Jr.
Chairman

ATTEST:

PORTLAND HOUSING AUTHORITY


George G. Mulligan
George G. Mulligan
Secretary

By Thomas F. Monaghan
Thomas F. Monaghan
Chairman

STATE OF MAINE
COUNTY OF CUMBERLAND, SS

Portland, Maine

On this 1st day of June, 1970, personally appeared Charles W. Redman, Jr., to me personally known, who, being by me duly sworn, did say that he is the Chairman of the Portland Renewal Authority; that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by the authority of its commission; and that said Charles W. Redman, Jr. acknowledged said instrument to be his free act and deed in his said capacity and the free act and deed of said corporation.

Before me,

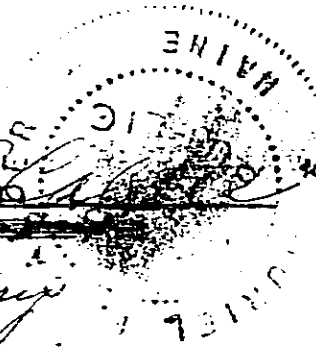
Muriel P. Caldwell
Justice of the Peace
Notary


STATE OF MAINE
COUNTY OF CUMBERLAND, SS

Portland, Maine

On this 1st day of June, 1970, personally appeared Thomas F. Monaghan, to me personally know, who, being by me duly sworn, did say that he is the Chairman of the Portland Housing Authority; that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by the authority of its commission; and that said Thomas F. Monaghan acknowledged said instrument to be his free act and deed in his said capacity and the free act and deed of said corporation.

Before me,

Muriel P. Caldwell
Justice of the Peace
Notary


JUN 2 1970

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE

Received at 1 H 41 M P.M. and recorded in

BOOK 3129 PAGE 374 Seward P. Thayer Register

Purchase Agreement

AMENDED AND RESTATED OPTION TO PURCHASE AGREEMENT

THIS AMENDED AND RESTATED OPTION TO PURCHASE AGREEMENT is dated this 14th day of October 2016, is by and among PORTLAND HOUSING AUTHORITY, a Maine nonprofit corporation having a mailing address of 14 Baxter Boulevard, Portland, ME 04101 (the "Seller"), and PORTLAND HOUSING DEVELOPMENT CORPORATION, a Maine non-profit corporation having a mailing address of 14 Baxter Boulevard, Portland, ME 04101 or its assigns ("PHDC" or "Buyer") and amends and restates that certain Option to Purchase Agreement by and between Seller and 58 Boyd Street, LP, a Maine limited partnership dated June 12, 2015. 58 Boyd Street, LP joins in this Agreement to consent to the terms hereof, and the grant of the option to PHDC in place of 58 Boyd Street, LP.

RECITALS

WHEREAS, Seller is the owner of a certain parcel of land, and all improvements, buildings and fixtures presently on the real estate bounded by Boyd Street, Franklin Arterial and property of the City of Portland, Maine [and being a portion of its Bayside East Public Housing Project ME 003005], shown as the area on the Boundary and Topographic Survey attached hereto as Exhibit A, (the "Premises"); and

WHEREAS, Seller wishes to grant to Buyer, and Buyer wishes to accept, an option to purchase (the "Option") with respect to the Premises upon the terms and conditions as set forth herein.

NOW, THEREFORE, in consideration of one dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Option Period; Extension; Exercise of Option. Seller hereby grants Buyer the option to purchase the Premises for a period extending through June 30, 2019 (the "Option Period").

- a. The Option and the obligation of each of the Seller and Buyer shall be conditional upon (i) approval by the United States Department of Housing and Urban Development ("HUD") of a demolition disposition by Portland Housing Authority in order to remove the Premises from the Declaration of Trust currently encumbering the real estate and authority to transfer the Premises to Buyer or its assigns or to a lessee under a long term ground lease, for the development of multi-family housing thereon; (ii) receipt of all required municipal and state approvals by Buyer or such ground lessee for the development of a mixed-income multi-family housing project to be located on the Premises; and (iii) and an award of Low Income Housing Tax Credits for such development.
- b. Buyer may exercise the Option at any time during the Option Period by giving written notice to Seller of its intent to exercise the Option (the "Purchase Notice"). Notice delivered to Seller or sent to Seller by certified mail, return receipt requested, at the above address shall be sufficient.

2. Purchase Price. Subject to adjustment as set forth below, Buyer shall pay Seller a purchase price of One Dollar (\$1.00) (the "Purchase Price") plus any additional amount that HUD requires in connection with the disposition of the Premises.

3. Closing. If Buyer exercises the Option, closing shall take place at a date and time and at a location agreed upon by the Buyer and the Seller, within ninety (90) days after the date of the Purchase Notice.

4. Conditions to Sale. If Buyer exercises the Option, the following terms and provisions shall apply:

- a. Title to the Premises shall be conveyed to Buyer by good and sufficient Quitclaim Deed With Covenant, which deed shall convey good and clear record and marketable title to the Premises, free from encumbrances except provisions of existing building and zoning laws and any covenants and/or easements of record provided same do not interfere with Buyer's intended use of the Premises; such real estate taxes for the then current tax period which are not due and payable on the date of delivery of such deed; utility and access easements in common with Seller's adjoining developments, and any matters of record which in Buyer's opinion do not interfere with Buyer's plans to develop the property. Buyer shall notify Seller of any defects in title that would make Seller unable to give title to the Premises as herein stipulated. Seller shall be obligated to proceed in good faith to cure any such title defect(s). If required, the closing shall be extended to allow Seller time to cure any such title defects, but in no event shall the closing be extended more than thirty (30) days for such purposes. If a title defect exists that Seller is unable to reasonably cure, Buyer may elect, by written notice to Seller, either (i) to accept title to the Premises subject to any uncured defects in title or (ii) to terminate the Option, whereupon any extension fee(s) paid by Buyer to Seller shall be immediately refunded to Buyer, the obligations of all parties hereunder shall cease, and neither party shall have any claim against the other by reason of this Agreement.
- b. Each party shall pay its share of the Maine real estate transfer tax, provided, however, that if either party is exempt from real estate transfer tax, such party shall not be obligated to pay any portion of any such tax.
- c. Buyer shall have the right to enter into a long term ground lease of the Premises to 58 Boyd Street, LP, a Maine limited partnership (the "Ground Lessee"), upon the condition that the Ground Lessee develop the Premises into a mixed income or low income multi-family apartment complex. Buyer shall have the right, during the term of this Option, to enter into an option to lease or a letter of intent to lease to the Ground Lessee, conditioned upon Buyer's acquisition of the Premises in accordance with the terms of this Amended and Restated Option to Purchase.

5. Representations. Seller represents, covenants and warrants to and agrees with Buyer as follows:

- a. Seller is the current owner of the Premises, and; subject to approval by HUD, has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Seller of the obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Seller is a party or by which Seller is bound.
- b. There are no agreements or contracts affecting the Premises or any use of the Premises that would not be terminable at will by Buyer without penalty from and after the Closing, other than those for which Seller will be seeking approval from HUD in connection with its demolition disposition application.

Buyer represents, covenants and warrants to Seller that Buyer has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Buyer of its obligations hereunder: (i) have been duly authorized by all requisite action; and (ii) will not conflict with, or result in a breach of, any of the terms, covenants and provisions of the by-laws or articles of organization of Buyer or any law or any regulation, order, judgment, writ, injunction or decree of any court or governmental authority, or any agreement or instrument to which Buyer is a party or by which it is bound.

6. Notice. Whenever notice is given or required to be given by either of the parties hereto to the other, it shall be deemed to have been given if in writing and mailed by certified or registered mail, return receipt requested, postage prepaid, or hand delivered, addressed to the parties at the address set forth in the first paragraph above or to such other address(es) as either party shall have last designated by like notice in writing. All notices shall be effective upon hand delivery or mailing, whichever first occurs.

7. Further Assurances. The parties agree that up to and after the date of closing, they shall do such things and execute, acknowledge and deliver any and all additional instruments, documents and materials as either party may reasonably request to fully effectuate the purposes of this Agreement.

8. Buyer's Access. Buyer and others whom Buyer may designate shall have the right, at all reasonable times, at Buyer's sole cost and expense, risk and hazard, to enter upon the Premises to examine and/or show the same and make, or cause to be made, engineering studies with respect thereto, including, without limitation, surveying, conducting test borings in order to determine sub-soil conditions, and in general conducting all other tests, analysis and studies of the Premises which Buyer deems prudent in connection with Buyer's intended development or use of the Premises. Buyer shall restore the Premises following any testing as reasonably as possible to its pre-existing condition, unless otherwise agreed by Seller.

9. Construction of Agreement. This instrument, executed in duplicate, is to be construed as a Maine contract, is to take effect as a sealed instrument, sets forth the entire contract between the parties, is binding upon and inures to the benefit of the parties hereto and their respective heirs, devisees, executors, administrators, successors and assigns, and may be canceled, modified or amended only by a written instrument executed by both the Seller and Buyer. The captions are used only as a matter of convenience and are not to be considered a part of this Agreement or to be used in determining the intent of the parties to it. Time is of the essence with respect to all dates set forth in this Agreement.

10. Risk of Loss. The risk of loss shall remain on Seller at all times until closing.

11. Assignment. Buyer may assign this Agreement to any party affiliated with Buyer on in which Buyer or an affiliate of Buyer has an interest.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

SELLER:

PORTLAND HOUSING AUTHORITY

By: 
Mark Adelson
Its Executive Director

BUYER:

PORTLAND HOUSING DEVELOPMENT
CORPORATION

By: 
Mark Adelson
Its President

Consent of 58 Boyd Street, LP:

58 Boyd Street, LP joins in this Amended and Restated Option to Purchase Agreement for the purpose of consenting to the Amendments contained herein and to the consent of the grant of the

Option to Purchase to Portland Housing Development Corporation in place of 58 Boyd Street, LP.

58 BOYD STREET, LP

By: PORTLAND HOUSING DEVELOPMENT CORPORATION, its General Partner

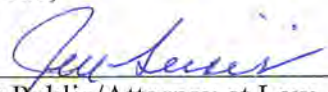
By: 
Mark Adelson
Its President

STATE OF MAINE
COUNTY OF CUMBERLAND, SS.

October 14, 2016

Personally appeared the above-named, Mark Adelson, Executive Director of Portland Housing Authority, and acknowledged the foregoing instrument to be his free act and deed and the free act and deed of said Portland Housing Authority.

Before me,


Notary Public/Attorney at Law
JERE SIROIS
Notary Public, Maine
My Commission Expires July 25, 2021

Printed Name

EXHIBIT A

Lease Agreement

OPTION TO LEASE AGREEMENT

THIS OPTION TO LEASE AGREEMENT dated this 11th day of October, 2016 (the "Agreement"), is entered into by and between **PORTLAND HOUSING DEVELOPMENT CORPORATION**, a Maine non-profit corporation, having a mailing address of 14 Baxter Boulevard, Portland, ME 04101 ("Landlord"), and **58 BOYD STREET, L.P.**, a Maine limited partnership having a mailing address of 14 Baxter Boulevard, Portland, ME 04101 ("Tenant").

RECITALS

WHEREAS, Landlord is the holder of an option to purchase a certain parcel of land, and all improvements, buildings and fixtures presently on the real estate bounded by Boyd Street, Franklin Arterial and property of the City of Portland, Maine, shown on the Boundary and Topographic Survey attached hereto as Exhibit A (the "Premises"); and

WHEREAS, under the terms of Landlord's option to purchase, the Landlord has the right to grant an option to lease to the Tenant, and to enter into a long term ground lease of the Premises upon Landlord's acquisition of the Premises in accordance with the terms of Landlord's option to purchase;

WHEREAS, Landlord and Tenant wish to establish the terms upon which Tenant may lease the Premises, subject to the terms of this Agreement and subject to Tenant's exercise of the option provided in this Agreement;

NOW, THEREFORE, in consideration of one dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Grant of the Option; Option Period; Extension; Exercise of Option. The Landlord hereby grants to the Tenant the exclusive right and option to lease the Premises (the "Option"), substantially in accordance with terms contained in the form of Ground Lease attached as Exhibit B annexed hereto and made part hereof, for a period extending through June 30, 2019 (the "Option Period").

- a. The Option and the obligation of each of the Landlord and Tenant shall be conditional upon (i) approval by the United States Department of Housing and Urban Development ("HUD") of a demolition disposition by Portland Housing Authority in order to remove the Premises from the Declaration of Trust currently encumbering the real estate and authority to transfer the Premises to Tenant or its assigns, for the development of multi-family housing thereon; (ii) receipt of all required municipal and state approvals for the development of a mixed-income multi-family housing project to be located on the Premises; (iii) and an award of Low Income Housing Tax Credits for such development; and (iv) the exercise of the Landlord's Option to Purchase the Premises, and the conveyance of the Premises to Tenant.

- b. Tenant may exercise the Option at any time during the Option Period by giving written notice to Landlord of its intent to exercise the Option (the "Option Notice"). Notice delivered to Landlord or sent to Landlord by certified mail, return receipt requested, at the above address shall be sufficient. Upon receipt of the Option Notice by Tenant, Landlord agrees that it will exercise its option to purchase, so that Landlord will have title to the Premises in order to enter into the Lease to Tenant.

2. Closing. If Tenant exercises the Option, the parties shall enter into a lease consistent with the terms of this Agreement and substantially in accordance with the terms of the form of Ground Lease attached hereto as Exhibit B within ninety (90) days after the date of the Option Notice.

3. Representations. Landlord represents, covenants and warrants to and agrees with Tenant as follows:

- a. Landlord holds an option to purchase the Premises from the current owner of the Premises, and; subject to approval by HUD, has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Landlord of the obligations hereunder will not conflict with, or result in breach of any regulation, order, judgment, injunction or decree of any court or governmental authority or any agreement or instrument to which Landlord is a party or by which Landlord is bound.
 - b. There are no agreements or contracts affecting the Premises or any use of the Premises that would not be terminable at will by Tenant without penalty from and after the execution of the Lease, other than those for which Landlord will be seeking approval from HUD in connection with its demolition disposition application.

Tenant represents, covenants and warrants to Landlord that Tenant has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Tenant of its obligations hereunder: (i) have been duly authorized by all requisite action; and (ii) will not conflict with, or result in a breach of, any of the terms, covenants and provisions of the by-laws or articles of organization of Tenant or any law or any regulation, order, judgment, writ, injunction or decree of any court or governmental authority, or any agreement or instrument to which Tenant is a party or by which it is bound.

Landlord represents, covenants and warrants to Tenant that Landlord is the holder of a valid option to purchase the Premises, which option to purchase remains in full force and effect and that Landlord has the legal right, power and authority to enter into this Agreement and to perform all of its obligations hereunder, and the execution and delivery of this Agreement and the performance by Landlord of its obligations hereunder: (i) have been duly authorized by all requisite action; and (ii) will not conflict with, or result in a breach of, any of the terms,

covenants and provisions of the by-laws or articles of organization of Landlord or any law or any regulation, order, judgment, writ, injunction or decree of any court or governmental authority, or any agreement or instrument to which Landlord is a party or by which it is bound.

4. Notice. Whenever notice is given or required to be given by either of the parties hereto to the other, it shall be deemed to have been given if in writing and mailed by certified or registered mail, return receipt requested, postage prepaid, or hand delivered, addressed to the parties at the address set forth in the first paragraph above or to such other address(es) as either party shall have last designated by like notice in writing. All notices shall be effective upon hand delivery or mailing, whichever first occurs.

5. Further Assurances. The parties agree that up to and after the date of closing, they shall do such things and execute, acknowledge and deliver any and all additional instruments, documents and materials as either party may reasonably request to fully effectuate the purposes of this Agreement.

6. Tenant's Access. Tenant and others whom Tenant may designate shall have the right, at all reasonable times, at Tenant's sole cost and expense, risk and hazard, to enter upon the Premises to examine and/or show the same and make, or cause to be made, engineering studies with respect thereto, including, without limitation, surveying, conducting test borings in order to determine sub-soil conditions, and in general conducting all other tests, analysis and studies of the Premises which Tenant deems prudent in connection with Tenant's intended development or use of the Premises. Tenant shall restore the Premises following any testing as reasonably as possible to its pre-existing condition, unless otherwise agreed by Landlord.

7. Construction of Agreement. This instrument, executed in duplicate, is to be construed as a Maine contract, is to take effect as a sealed instrument, sets forth the entire contract between the parties, is binding upon and inures to the benefit of the parties hereto and their respective heirs, devisees, executors, administrators, successors and assigns, and may be canceled, modified or amended only by a written instrument executed by both the Landlord and Tenant. The captions are used only as a matter of convenience and are not to be considered a part of this Agreement or to be used in determining the intent of the parties to it. Time is of the essence with respect to all dates set forth in this Agreement.

8. Risk of Loss. The risk of loss shall remain on Landlord at all times until closing.

9. Assignment. Tenant may assign this Agreement to any party affiliated with Tenant or in which Tenant or an affiliate of Tenant has an interest.

[Remainder of page left intentionally blank. Signature and
acknowledgement pages and Exhibit A follow.]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first
above written.

LANDLORD:

PORTLAND HOUSING DEVELOPMENT
CORPORATION

By: 
Mark B. Adelson
Its President

TENANT:

58 BOYD STREET, LP

By: Portland Housing Development Corporation,
its General Partner

By: 
Mark B. Adelson
Its President

STATE OF MAINE

COUNTY OF CUMBERLAND, SS.

October 11, 2016

Personally appeared the above-named, Mark B. Adelson, President of Portland Housing Development Corporation, and acknowledged the foregoing instrument to be his free act and deed and the free act and deed of said Portland Housing Development Corporation.

Before me,



Notary Public/~~Attorney at Law~~

JERE SIROIS
Notary Public, Maine
My Commission Expires July 25, 2021

Printed Name

8. State and/or Federal Permits

- **No State or Federal stormwater permits are anticipated as part of this project due to the City's delegated review authority over the stormwater component. See attached exhibit #17 Stormwater Narrative and Plans.**

- **No State or Federal traffic movement permits are anticipated as part of this project due to the low number of trips being generated by the development. The City has delegated review authority over the traffic component. See attached exhibit #15 Traffic Forecast, Parking Assessment and TDM Plan.**

9. Zoning Requirements:

R-7 COMPACT URBAN RESIDENTIAL OVERLAY ZONE

Sec. 14-142. Permitted Uses.

Permitted uses in the R-7 Compact Urban Residential Overlay Zone, shall be the uses permitted in the R-6 Zone, except that: **Multi-family dwellings (permitted use)**
Institutional: Place of assembly – neighborhood center (conditional use)

(a) Residential uses shall comply with the following dimensional requirements:

1. Minimum Lot Size: None

20,934 sf (0.48 ac)

2. Minimum Frontage: None

+295 feet

3. Minimum Yard Dimensions:

a. Front yard: None

3 inches

b. Rear and side yard: Five (5) feet.

5 feet

c. Side yard on side street: None

N/A

4. Maximum Lot Coverage: 100%

+/- 83%

5. Maximum Residential Density: Four hundred thirty five (435) square feet of land area per dwelling unit is required. The 20,934 square feet of the site allows for 48 units. Division 30 density bonus provides for 2.5X the base density allowed or 2.5 X 48 units or up to 120 units. The project is proposing 55 units.

6. Maximum Building Height: Fifty (50) Feet

Division 30 height bonus provides for an additional 25 feet. The project is proposing to be between 72-75 feet tall.

(b) Off-street parking is required as provided in division 20 (off-street parking) of this article;
See Division 20 Off Street Parking Section following.

(c) Residential development in the R-7 Zone shall be reviewed by the Planning Board for compliance with Article IV, Subdivisions, and Article V, Site Plan;
Applicable.

(d) Any new dwelling unit constructed in the R-7 Zone shall contain a minimum of 400 square feet of habitable floor area;
Applicable. The project is in compliance.

(e) All other uses in the R-7 Zone shall observe the requirements of the R-6 Zone.
Applicable.

DIVISION 30. AFFORDABLE HOUSING

Sec.14-484. Purpose.

It is in the public interest to promote an adequate supply of affordable housing for the city's residents. The purpose of this division therefore is to offer incentives to developers to include units of affordable housing within development projects, thereby mitigating the impact of market rate housing construction on the limited supply of available land for suitable housing, and helping to meet the housing needs of all economic groups within the city. The city believes that this division will assist in meeting the city's comprehensive goals for affordable housing, in the prevention of overcrowding and deterioration of the limited supply of affordable housing, and by doing so promote the health, safety and welfare of its citizens.

Applicable.

Sec. 14-485. Definitions.

Affordable means that the percentage of income a household is charged in rent and other housing expenses, or must pay in monthly mortgage payments (including insurance and taxes), does not exceed 30% of a household's income, or other amount established in city regulations that does not vary significantly from this amount.

Low-income housing unit for rent means a dwelling unit for which:

(a) The rent is affordable to a household earning 80% or less of Area Median Income (AMI) as defined by the United States Department of Housing and Urban Development (HUD); and

Applicable. 44 of the 55 units are considered affordable.

(b) Annual rent increases for that unit are limited in perpetuity by deed restriction or other legally binding agreement to the percentage increase in the U.S. Department of Housing and Urban Development moderate-income figure for metropolitan Cumberland county Maine for a household of that size.

Development fees means:

(a) The following fees, as described in this chapter: site plan review and inspection fees; subdivision review and inspection fees; and administrative fees; and

Applicable.

(b) Construction and permit fees as described in chapter 6. "Development fees" does not include any fees charged for reviews conducted by a party other than the city.

Dwelling unit has the same meaning as that term is defined in section 14-47.

55 apartments are proposed.

Eligible project means a development project:

(a) That is permissible under the provisions of this chapter in the zone in which it is proposed;

Applicable.

(b) That will be a multi-family dwelling, as defined in section 14-47, and will not be located in an R-1 or R-2 zone;

Applicable.

(b) That creates new dwelling units, among which is at least one low-income housing unit for rent or workforce housing for sale, through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. Affordable housing units for sale or rent may not differ in exterior design from other units within an eligible project; and
Applicable.

(d) Projects shall not be considered “eligible projects” solely because they are subject to Section 14-487 (“Ensuring Workforce Housing”).

Workforce housing unit for rent means a dwelling unit which:

(a) Is affordable to a household earning less than 100% of HUD AMI; and

(b) Annual rent increases for that unit are limited by deed restriction or other legally binding agreement to the percentage increase in the HUD Greater Portland Metropolitan Statistical Area median income figures for a household of that size.

Applicable.

- 65% of the units will be for households making at or below 50% of the Area Median Income (about \$41,500 for a family of 4).
- Of the 65%, half of the units (28) will have Project Based Rental Assistance.
- 15% of the units would be for households earning up to 60% AMI.
- 20% of the units would be market rate.
- 10% of the units will have a set-aside for homeless households
- Another 10% of the units will have a preference for homeless or disabled households

Sec. 14-486. Reduction of fees.

Notwithstanding any other provision of this chapter or chapter 6 to the contrary, development fees shall be reduced by the city for an eligible project in the manner described in the following table:

Percentage of new units that are low-income or workforce units	Percentage discount of development fees	Cost of Work (Building Permit) Fees in lieu of Section 617 (a) 1 & 3
5% up to but not including 10%	5% reduction	\$10.50 per \$1,000
10% up to but not including 15%	10% reduction	\$9.90 per \$1,000
15% up to but not including 20%	15% reduction	\$9.35 per \$1,000
20% up to but not including 25%	20% reduction	\$8.80 per \$1,000
25% or more	25% reduction	\$8.25 per \$1,000

The planning and urban development department shall perform its review of an eligible project in as expedited a manner as is practical, without impairing the scope or thoroughness of the review. The

planning and urban development department may adopt administrative procedures to prioritize review of eligible projects and facilitate this expedited review. The planning board shall make its best efforts to give priority in scheduling workshops and public hearings related to any plans or applications required for an eligible project that are within the planning board's jurisdiction, without impairing the scope or thoroughness of its review. At the conclusion of these public meetings, the planning board shall promptly issue a decision on all such plans and applications before it for consideration.

(Ord. No. 98-06/07, 12-4-06; Ord. 82-15/16, 10-19-2015; Ord. No. 165-15/16, 3-7-2016; Ord. No. 196-15/16, 3-21-2016)

Applicable.

Sec. 14-487. Ensuring Workforce Housing.

(a) Purpose. Based on the city's Comprehensive Plan and the housing study completed in 2015, it is in the public interest to promote an adequate supply of housing that is affordable to a range of households at different income levels. The purpose of this section is to ensure that housing developments over a certain size provide a portion of workforce housing units and, by doing so, promote the health, safety, and welfare of Portland citizens.

Applicable.

(b) Applicability/Conditional Use Requirement/Sunset. This division shall apply to development projects that create ten or more new dwelling units for rent or for sale through new construction, substantial rehabilitation of existing structures, adaptive reuse or conversion of a non-residential use to residential use, or any combination of these elements. This division shall not apply to projects that have submitted complete Master Development Plan, Level III Site Plan, or comparable applications to move forward prior to its effective date.

Applicable.

(c) All Developments of Ten Units or More Conditional Uses. Notwithstanding any language to the contrary in Chapter 14, all developments of ten units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements of this section, 14-487. This section 14-487 shall be in effect for six years following its passage, at which time the overall effectiveness of this section shall be assessed by city planning staff or their agent and either this expiration date shall be deleted or the entire section shall be removed from the Code of Ordinances.

N/A

(d) Workforce Housing Minimum. At least ten percent (10%) of the units in the project shall meet the definition of workforce housing unit for sale or for rent. The number of units required is rounded down to a whole number if providing units as per (e)2. below, or shall include a fractional value in cases where a project prefers to pay a fee-in-lieu as per (e)3. below.

Applicable. 80% of the units are affordable (44 out of 55).

(e) Standards.

1. Projects shall not be segmented or phased to avoid compliance with these provisions. In cases where projects are completed in phases, affordable units shall be provided in proportion to the development of market rate units unless otherwise permitted through regulations.

N/A

2. Workforce units are encouraged to be integrated with the rest of the development, should use a common entrance and should provide no indications from common areas that these units are workforce housing units.

Applicable.

3. Workforce units need not be the same size as other units in the development but the number of bedrooms in such units, either on- or off-site, shall be 10 percent of the total number of bedrooms in the development. For the purposes of this section, for every 400 square feet in a market rate unit will count as a bedroom if the actual number of bedrooms in the unit is lower.

Applicable.

4. As an alternative to providing workforce housing units, projects may pay a fee in lieu of some or all of the units. In-lieu fees shall be paid into the Housing Trust Fund as defined in Sec. 14-489. The fee for affordable units not provided shall be \$100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement.

N/A

5. Workforce housing units for sale, if converted to workforce housing units for rent, shall become subject to the income limits and other requirements of such units.

N/A

6. If at least 33 percent of the units in a development are workforce units, the development is eligible for subsidy through an Affordable Housing TIF, subject to City Council approval.

N/A

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

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

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

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

(g) *Reporting to City Council.* In conjunction with the annual report on the Housing Trust, city planning staff shall annually report on developments subject to this section, the number of units produced, the

amount of fee-in-lieu collected, and the overall effectiveness of this section in achieving its stated purpose.

Sec. 14-488. Density, parking and dimensional bonuses and reductions.

Notwithstanding any other provision of this chapter to the contrary:

- (a) *Density bonuses. The maximum number of units that would otherwise be allowed under this chapter shall be increased for an eligible project in the manner described in the following table:*

Percentage of new units that are low-income or workforce units	Percentage increase in maximum number of units allowed
5% up to but not including 10%	5% increase
10% up to but not including 15%	10% increase
15% up to but not including 20%	15% increase
20% up to but not including 25%	20% increase
25% or more	25% increase
Projects Under Section 14-487	25% increase

Applicable. The new density bonus provides for 2.5 times the base density allowed or 2.5 X 48 units or up to 120 units (the current proposal calls for 55 units).

(b) *Off-street parking. Off-street parking is required as provided in Division 20 (off-street parking) of this article.*

Applicable. 23 parking spaces are provided on-site. The project is proposing to have two (1) Uhaul Care Share cars which would account for 8 parking spaces. See traffic and parking Exhibit #15.

(c) *Building height bonus. The maximum structure height for an eligible project building:*

1. That is located in a B-2 or B-2b community business zone;
2. That contains five (5) or more dwelling units; and
3. Of which 20% or more of new dwelling units created are affordable units for rent or sale, is an additional ten feet above the maximum structure height that would otherwise apply to the building pursuant to this chapter.

Applicable. These zoning incentives provide a height bonus in the R-7 of 25 feet. The project is proposed to be 72-75 feet in height.

The total height of the eligible project, including any bonus received pursuant to this subsection, may not exceed the maximum height recommended for the location of the project pursuant to a height study that has been adopted as part of the city's comprehensive plan.

(Ord. No. 98-06/07, 12-4-06; Ord No. 240-09/10, 6-21-10; Ord. 82-15/16, 10-19-2015)

Applicable.

R-6 RESIDENTIAL ZONE

Sec. 14-137. Conditional uses.

The following uses shall be permitted only upon the issuance of a conditional use permit, subject to the provisions of section 14-474 (conditional uses) of this article and any special provisions, standards or requirements specified below:

(a) Residential: Not applicable

1. Reserved.

2. Sheltered care group homes, as defined in section 14-47 of this article, for up to twelve (12) individuals, plus staff, and serving a primary population which is not handicapped persons, parolees, persons involved in correctional prerelease programs, or current illegal drug users, provided that:

a. A sheltered care group home shall not be located within five hundred (500) feet of another, as measured along street lines to the respective property lines.

b. There shall be no open outside stairways or fire escapes above the ground floor.

c. The facility shall make provision for City of Portland Land Use Code of Ordinances Chapter 14 Sec. 14-137 Rev. 1-18-2012 14-154 adequate on-site staffing and supervision of residents in accordance with applicable state licensing requirements. If a facility is not licensed by the state, there shall be a minimum of one (1) staff person for every ten (10) residents or fraction thereof.

The board of appeals may impose conditions upon a conditional use permit concerning the creation or operation of a sheltered care group home including but not limited to the following: site and building maintenance; lighting, fencing, and other appropriate security measures; screening and buffering of parking areas; compatibility of any additions or alterations with the existing residential structure; compatibility of new structures with the architectural character of the surrounding area; and limitation on the duration of the sheltered care group home permit.

3. Conversion of a structure existing on March 3, 1997, into a bed and breakfast with five (5) to nine (9) guest rooms.

(b) Institutional: Applicable

Any of the following conditional uses provided that, notwithstanding section 14-474(a) (conditional uses) 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:

1. Elementary, middle, and secondary school except as otherwise provided in section 14-276.10;

2. a. Long-term and extended care facilities;

b. Intermediate care facility for thirteen (13) or more persons;

3. Intermediate care facility;

*4. Places of assembly; **Applicable, proposed neighborhood center.***

5. Hospital;

6. College, university, trade school.

Such uses shall be subject to the following conditions and standards in addition to the provisions of section 14-474:

- a. *In the case of expansion onto land of existing such uses other than the lot on which the principal use is located, it shall be demonstrated that the proposed use cannot reasonably be accommodated on the existing site through more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential areas; and*

The subject property is land locked on three sides by City Streets (Boyd, Lancaster, and Franklin) and on the fourth side by City of Portland Land (Franklin Reserve and the Boyd Street Community Gardens).

- b. *The proposed use will not cause significant displacement or conversion of residential uses existing as of June 1, 1983, or thereafter; and*

The proposed will be integrated into a new 55 unit affordable housing apartment building which will replace the former Portland Housing Authority Offices (now vacant).

- c. *In the case of a use or use expansion which constitutes a combination of the above-listed uses with capacity for concurrent operations, the applicable minimum lot sizes shall be cumulative; and*

Required Min Lot Size: Places of assembly: Large, 15,000 sf; Medium, 10,000 sf; Small, 5,000 sf.

Proposed lot size is 20,934 sf

- d. *Article V (site plan) sections 14-522 and 14-523 notwithstanding, in the case of places of assembly the proposed use shall be subject to the requirements of article V (site plan) of this chapter; and*

Definitions

Neighborhood Center: *A building or portion of a building used for recreational, artistic, social, educational, health, culture, or similar activities and services, usually owned and operated by a public or nonprofit group or agency. A neighborhood center is 10,000 square feet or less.*

The proposed conditional use qualifies as a neighborhood center due to the recreational, social, educational, health, and cultural activities and services provided. The proposed conditional use is less than 10,000 sf.

The first floor of the building will have three primary spaces that are considered the neighborhood center:

- 1) Cultivating Community offices and associated program space that qualifies as a Community Service Facility as the project is located in a HUD designated Qualified Census Tract. Services will include the following for 58 Boyd Street Apartment residents:**

- Garden, cooking and nutrition education on an on-going basis**
- Advanced standing and consideration for fee reductions in accessing community garden plots at the Boyd Street Urban farm**

- Low/no-cost veggie bags/CSA shares delivered weekly during the growing season, funding dependent
- Ability to use (and double) WIC and SNAP benefits to purchase local, seasonal vegetables
- Special consideration for teens applying to Youth Growers, Culinary Crew, or any of Cultivating Community's other stipended (and highly competitive) youth empowerment programs

Cultivating Community already has a strong presence in the neighborhood and manages the Community Gardens in East Bayside. Cultivating Community primarily provides educational workshops on farming and nutrition, food distribution and leadership development programs for youths, which will enhance the quality of life for the target population.

Since 2001, Cultivating Community has worked to put the means of food production in the hands of community members and to ensure diverse points of access to healthy food for people regardless of income. The goals of Cultivating Community are to increase healthy food access, food security and food independence in Maine. Cultivating Community meets the food needs of low-income individuals by deploying retail, wholesale, and food distribution initiatives that provide healthy food, educate consumers and build people's confidence that they and their families can eat well and healthfully. Annually, Cultivating Communities engages approximately 2,500 current and potential customers in purchasing/receiving food from food access initiatives (i.e. low to no-cost farm share program, urban farm stands, farmers market and mobile food market).

No fees will be charged for the users of the Cultivating Community services. Cultivating Community primarily serves lower income families and individuals.

- 2) Shared Community Meeting Space of approximately 1,000 square feet in the northeast corner of the first floor facing the gardens. This space will be available to building residents as well as neighborhood groups to use for community meetings or functions and for Cultivating Community programs and services.
- 3) Telemedicine Room with private bath and equipment to allow health care exams and consultations for building residents and neighbors. This room is a MaineHousing requirement and qualifies as a Community Service Facility as the project is located in a HUD designated Qualified Census Tract.

Place of assembly: A building or portion of a building used as a community hall, neighborhood center, private and fraternal organization or place of religious assembly. This definition shall not include buildings or portions of buildings used as a community hall, neighborhood center, private and fraternal organization or place of religious assembly where fifteen (15) or fewer people, not including the permanent residents of a single family dwelling, assemble.

The proposed conditional use qualifies as a place of assembly under neighborhood center. The proposed conditional use qualifies also since the building which

contains the use will house more than 15 people. To the best of our knowledge the proposed conditional use and overall permitted use project complies with the standards set forth in Article V Site Plan.

e. In the case of community halls:

i. The structure was in existence as of January 4, 2010.

ii. The structure was built for institutional or other non-residential uses;

iii. The structure is operated by, or operated subject to the control of, a not for-profit entity in accordance with its not-for-profit purposes; and

iv. A parking management plan is submitted for review and approval by the planning board; and

Not applicable

f. In the case of private club or fraternal organizations: any such establishment serving alcoholic beverages or in possession of a license for serving alcoholic beverages shall be located on a large lot, as specified in the minimum lot size provisions of this section.

Not applicable

14-474 C. CONDITIONAL USE STANDARDS AND CONDITIONS

1. *Authorized uses. A conditional use permit may be issued for any use denominated as a conditional use in the regulations applicable to the zone in which it is proposed to be located.*
Proposed conditional use is Place of Assembly – Neighborhood Center
2. *Standards. The Board shall, after review of required materials, authorize issuance of a conditional use permit, upon a showing that the proposed use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zoning district. The Board shall find that this standard is satisfied if it finds that:*
 - a. *The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and*
The proposed conditional use will not generate significant additional traffic above and beyond that of a typical 55 unit building and the adjacent high density Portland Housing residential campus. The proposed conditional use will be integrated into the proposed building and should be a seamless and essential part of the neighborhood.
 - b. *The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and*
The proposed conditional use is a benign use from the view point of creating an unsanitary or harmful environmental condition. The neighborhood center will not generate much sewerage, noise, or solid waste. It will be integrated into the proposed building so will not generate additional stand-alone noise, glare, dust or the like beyond the normal expected from a 55 unit residential building. All solid waste will be stored internally in a trash/recycling room. The proposed conditional use will not be a detriment to the neighborhood or zoning district but rather a benefit to the community as a neighborhood hub of services.
 - c. *The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.*
The proposed conditional use's design and operations will not have greater effects or significant impacts on the surrounding properties / uses more so than the approved residential use. Since the conditional use is integrated into the building and community to such a high degree the proposed use will be a significant benefit for the building's residences and the adjacent neighborhoods.

DIVISION 20 OFF STREET PARKING

Section 14-332 Uses requiring off-street parking.

In all zones where off street parking is required the following minimum off-street parking requirements shall be provided. 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:

Section 14-332.1 Zone specific off-street parking exceptions and modifications.

The off street parking requirements established for uses are hereby modified for the following zones according to the revisions as described below.

(k) Residential development on the peninsula and in the R- 6 and R-6A Zones, including new construction, alterations that increase the number of units, and changes of use:

1. Except as provided below, there shall be one (1) space per unit

Proposed 55 units = required 55 parking spaces

2. The required parking for multi-unit residential buildings may be partially met through provision of shared-use vehicles, which are vehicles owned and maintained by the owner/manager of the building and available for use on a fee basis to the residents of the building. One shared use vehicle shall be deemed to satisfy eight (8) required car spaces, but in no case shall more than 50% of the parking requirement be satisfied by shared vehicle use.

Applicable. The project is proposing to have one (1) Uhaul Care Share cars which would account for 8 parking spaces.

3. The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, availability of transit, or housing which includes permanent restrictions on automobile usage, and which is permanently restricted from utilizing resident on-street parking stickers.

Applicable. 58 Boyd Street, LP, and the affiliated Portland Housing Authority, are committed to providing adequate transportation options for the residents at 58 Boyd Street. We have prepared a Transportation Demand Management Plan (see Gorrill Palmer Engineering report in Exhibit #15) and are striving to have MaineHousing approve a line-item in our operating budget that would support the TDM implementation and find alternatives to personal automobile use for all transportation needs.

Actual parking demand in affordable housing and mixed-income housing on the peninsula is less than the City's requirement. Demand for affordable units is so high that the Applicant accepts that some potential residents will reject the apartment because we do not have a parking space for them. We understand this, and take this risk because there are many households who want to live car-free on the peninsula. Our data from Bayside Anchor, also a mixed-income affordable project on the peninsula is that only 20 of the current 45 resident have requested a sticker for a parking space in the East Bayside PHA campus. This is a 0.44:1 parking ratio that is in line with the proposed off-street parking at 58 Boyd Street.

A combination of the following transportation options gives 58 Boyd residents enough choices and creates a more vibrant, connected, human scale neighborhood:

- Off-street parking;
- One shared car through UHaul car share (pending relocation from another UHaul car-share location);
- METRO bus stop locations nearby (#8 Peninsula Loop stop is 0.20 mile away at Franklin Towers) and potential discounted passes from the Applicant for residents without a car;
- Lyft personal ride; (~ \$3.80 from 58 Boyd to Hannaford)
- Taxi;
- Eighteen or more secure indoor storage spaces for bicycles;
- North Boyd Street Trail to the Bayside Trail starts outside the front door of 58 Boyd Street.

See parking report by Gorrill-Palmer in Exhibit #15.

4. No parking shall be required for the first three units in the R-6 Residential Zone or the IS-FBC Zone.
Not applicable.

5. For alterations of buildings containing three or more dwelling units in the R-6 zone no parking shall be required for the creation of one additional dwelling unit above existing conditions as of June 3, 2015. This exemption may be utilized one time.
Not applicable.

Sec. 14-332.2. Categorical exceptions and modifications to off-street parking requirements.

Regardless of which zone a project of use is located, the following exceptions to the off-street parking requirements listed above in section 14-332 are additionally hereby established.

(b) Incentives for affordable housing- parking reductions: For each low-income or workforce housing unit for rent or sale within an eligible project under the Affordable Housing Ordinance established in Division 30 of this article, no more than one (1) parking space shall be required. The planning board may establish a parking requirement for affordable housing units for rent or sale within an eligible project that is less than one (1) parking space per affordable housing unit, regardless of the size of the structure.

44 affordable units = 44 parking spaces.

Section 14-332.3 Uses requiring off-street bicycle parking.

In all zones where off-street motor vehicle parking is required, minimum off-street bicycle parking shall be provided and maintained.....as specified in Section 14 - 526(a) (2) (Site Plan Standards).

Bicycle parking for eighteen (18) bikes will be provided on-site in a bike storage room as part of this project.

10. Existing & Proposed Easements

A.) Existing easements, encumbrances, and other burdens:

- **Maintenance + Grading Easement to City of Portland (for Franklin Street Arterial)**
- **HUD Declaration of Trust**

B.) Proposed easements, encumbrances, and other burdens:

- **Construction License:** Over a portion of City land between the subject property and an existing chainlink fence at the Boyd Street Community Gardens to allow for the construction of a proposed building, walkways, parking lot, retaining wall and landscape plantings to occur on the subject property.
- **Grading License:** Over a portion of City land between the subject property and an existing chainlink fence at the Boyd Street Community Gardens to allow for the grading of a rain garden to collect drainage from the area and for grading associated with a retaining wall.
- **General License:** Will be needed for the footings (foundations, seawall and stairs), handrail extensions, and the sewer backwater valves that occur within the City's right-of-Way.

BAYSIDE EAST
BK 8541 / PGs 0006,0007,0008, 0009
ME3-5

A certain lot or parcel of land situated on the southwesterly side of Mayo Street and the northwesterly side of Oxford Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly bounded and described as follows:

Beginning at a point on the northwesterly side of Oxford Street, which point is the most southerly corner of land now or formerly of the Mekail Amergian heirs; thence S 67° 09' 14" W along the northwesterly side of Oxford Street, 152.70 feet to the intersection of the northwesterly side of Oxford Street with the northeasterly side of Boyd Street; thence N 23° 53' 37" W along the northeasterly side of Boyd Street, 106.70 feet to the most southerly corner of land now or formerly of Maria Pesce; thence N 66° 24' 23" E along said land of Maria Pesce, 112.10 feet to the most easterly corner of said Pesce land; thence N 25° 01' 37" W by said Pesce land and by land now or formerly of Frank P. Briggs, 125.91 feet to other land of the Portland Housing Authority known as Project ME3-2; thence N 67° 24' 23" E by said land of the Portland Housing Authority 66.12 feet to a point on an arc; thence in a general southeasterly direction along an arc having a radius of 42 feet, 43.66 feet to the southwesterly side of Mayo Street; thence South 25° 03' 04" E along the southwesterly side of Mayo Street, 140.74 feet to the most northerly corner of land now or formerly of the Mekail Amergian heirs; thence S 67° 09' 14" W along said land of the Amergian heirs, 62 feet to the most westerly corner of said land of the Amergian heirs; thence S 25° 03' 04" E by said land of the Amergian heirs, 70 feet to the northwesterly side of Oxford Street and the point of beginning, containing 30,732.850 square feet.

Also another lot or parcel of land situated on the southeasterly side of Oxford Street and the southwesterly side of Mayo Street in said Portland, being more particularly bounded and described as follows:

Beginning at a monument at the intersection of the southeasterly side of Oxford Street with the southwesterly side of Mayo Street; thence S 25° 03' 24" E along the southwesterly side of Mayo Street, 236.40 feet to the most northerly corner of land now or formerly of Jehovah's Witnesses, Inc.; thence S 69° 19' 36" W along said land of Jehovah's Witnesses, Inc., 110.79 feet to the most westerly corner of said land of Jehovah's Witnesses, Inc.; thence S 23° 53' 37" E along said land of Jehovah's Witnesses, Inc. and land now or formerly of Warren and Grace DiPietro, 146.24 feet to the northwesterly side of Cumberland Avenue; thence S 68° 51' 13" W along the northwesterly side of Cumberland Avenue, 109.98 feet to a monument at the intersection of the northwesterly side of Cumberland Avenue with the northeasterly side of Boyd Street; thence N 23° 53' 37" W along the north-easterly side of Boyd Street, 375.05 feet to a monument at the intersection of the northeasterly side of Boyd Street with the southeasterly side of Oxford Street; thence N 67° 09' 14" E along the southeasterly side of Oxford Street, 215.71 feet to the southwesterly side of Mayo Street at the point of beginning; containing 66,714.892 square feet.

Also another certain lot or parcel of land situated on the northwesterly side of Oxford Street and the southwest-erly side of Anderson Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a point on the southwesterly side of Anderson Street at the most easterly corner of land now or formerly of Jacob S. Lamport, et al; thence S 22° 45' 26" E by the southwesterly side of Anderson Street, 228.00 feet to the intersection of the southwesterly side of Anderson Street with the northwesterly side of Oxford Street; thence S 67° 09' 11" W by the northwesterly side of Oxford Street, 191.53 feet to a monument at the intersection of the northwesterly side of Oxford Street with the northeasterly side of Smith Street; thence N 24° 12' 56" W along the northeasterly side of Smith Street, 200.17 feet to the most southerly corner of land now or formerly of Robert W. Dunn; thence N 66° 18' 21" E by said land of Dunn, 79.86 feet to the most southerly corner of Bronet S. Sanuk, et al; thence N 68° 08' 34" E by said land of Sanuk, et al, 36.81 feet to the most easterly corner of said Sanuk land; thence N 22° 45' 26" W by said Sanuk land, 27.44 feet to said land of Jacob S. Lamport, et al; thence S 67° 14' 34" W by said land of Lamport, et al, 80.00 feet to the southwesterly side of Anderson Street and the point of beginning; containing 41,153.96 square feet.

Also another lot or parcel of land situated on the southwesterly side of Greenleaf Street and the northwesterly side of Oxford Street in said Portland, and being more particularly bounded and described as follows:

Beginning on the northwesterly side of Oxford Street at a point which is N 67° 09' 11" E, 120.13 feet from the intersection of the northwesterly side of Oxford Street with the northeasterly side of Anderson Street, which point marks the most easterly corner of land now or formerly of Nicholas DiPietro, et al; thence N 22° 50' 45" W along said land of DiPietro 79.92 feet to the most northerly corner of said DiPietro land; thence South 67° 09' 11" W by said DiPietro land, 40 feet to the most easterly corner of land now or formerly of Beverly Ann Hayden; thence N 22° 45' 26" W by said land of Hayden, 100 feet to the southeasterly side of Munroe Street; thence N 22° 42' 43" W, crossing said Munroe Street, 50.00 feet to the northwesterly side of said Munroe Street; thence S 67° 17' 17" W, 80.11 feet to the intersection of the northwesterly side of Munroe Street (now Monroe Court) with the northeasterly side of Anderson Street; thence N 22° 45' 26" W by the northeasterly side of Anderson Street, 160.32 feet to the intersection of the northeasterly side of Anderson Street with the southeasterly side of Madison Street; thence N 67° 19' 47" E by the southeasterly side of Madison Street, 239.65 feet to the intersection of the southeasterly side of Madison Street with the southwesterly side of Greenleaf Street; thence S 22° 43' 36" E by the southwesterly side of Greenleaf Street, 160.14 feet to the intersection of the southwesterly side of Greenleaf Street with the northwesterly side of Munroe Street; thence continuing on the same course by the southwesterly side of Greenleaf Street across Munroe Street, 50.00 feet to the intersection of the southwesterly side of Greenleaf Street with the southeasterly side of Munroe Street; thence continuing on the same course of S 22° 43' 36" E along the southwesterly side of Greenleaf Street, 179.55 feet to the intersection of the southwesterly side of Greenleaf Street with the northwesterly side of Oxford Street; thence S 67° 09' 11" W by the northwesterly side of

Oxford Street, 119.24 feet to said land of Nicholas DiPietro, et al, to the point of beginning; containing 71,814.13 square feet.

Also a certain lot or parcel of land situated on the southwesterly side of Kellogg Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a point on the southwesterly side of Kellogg Street which is S 36° 49' E, 80.00 feet from the inter-section of the southwesterly side of Kellogg Street with the southeasterly side of Monument Street, which point is the most easterly corner of land of the Portland Renewal Authority; thence S 36° 49' E by the southwesterly side of Kellogg Street 340.00 feet to a point which is N 36° 49' W, 20.00 feet from the most northerly corner of land now or formerly of Michael J. Conely; thence S 53° 11' W along a course that is parallel to and 20.00 feet from the northwesterly sideline of said Michael J. Conely land, 80.00 feet to land now or formerly of Hilda Blunda; thence N 36° 49' W by land of said Hilda Blunda, land now or formerly of Ida C. Tucci, land now or formerly of Ralph Grimaldi, land now or formerly of Antonio DiPietrantonio, land now or formerly of Joseph N. Gorham, land now or formerly of Robert Bowdoin, and land of the Portland Renewal Authority, 340.00 feet to the most southerly corner of land now or formerly of Eleuterio Guidi; thence N 53° 11' E by said Guidi land and by land of the Portland Renewal Authority, 80.00 feet to the southwesterly side of Kellogg Street and the point of beginning; containing 27,200 square feet.

Also a certain lot or parcel of land situated on the northeasterly side of Kellogg Street and the southeasterly side of Monument Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a spike set at the intersection of the northeasterly side of Kellogg Street with the southeasterly side of Monument Street; thence N 57° 41' E by the southeasterly side of Monument Street, 80.25 feet to the most westerly corner of land now or formerly of Lee H. Jones; thence S 36° 49' E by said land of Jones, by land now or formerly of Guido and Mary Pardi, and land now or formerly of Mary T. Solak, 166.70 feet to a stake at the most westerly corner of land now or formerly of Phyllis R. Terroni; thence S 53° 11' W by land now or formerly of Mariangela D'Ambri, 80.00 feet to the northeasterly side of Kellogg Street; thence N 36° 49' W along the northeasterly side of Kellogg Street, 173.00 feet to the southeasterly side of Monument Street and the point of beginning; containing 13,588.0 square feet.

Also another lot or parcel of land situated on the southeasterly side of Lancaster Street and the southwesterly side of Boyd Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a drill hole at the corner formed by the intersection of the southwesterly side of Boyd Street with the southeasterly side of Lancaster Street; thence S 48° 56' 21" W by the southeasterly side of Lancaster Street, 152.10 feet to an iron on the northeasterly side of the Franklin Street Arterial Highway; thence by said Franklin Street Arterial Highway by convex curve to the southeast, having a radius of 2,827.79 feet, a distance of 112.77 feet

↑
58 Boyd Street
Parcel

measured on the arc thereof to an iron set at a point of tangent in said curve; thence continuing by said Franklin Street Arterial Highway S 48° 46' 15" E, 31.98 feet to an iron at the former location of the northwest-erly side of Heath Street; thence N 48° 56' 21" E by said former northwesterly side of Heath Street, 138.15 feet to a drill hole in the southwesterly side of Boyd Street; thence N 42° 21' 07" W by the southwesterly side of Boyd Street, 143.75 feet to the southeasterly side of Lancaster Street and the point of beginning.

Said above described courses are based on true meridian as determined by the Maine State Highway Commission.

The above described lot is hereby conveyed subject to an easement granted to the City of Portland, dated March 9, 1970 and recorded in the Cumberland County Registry of Deeds in Book 3121, Page 708.

4014
Know All Men by These Presents,

That THE PORTLAND RENEWAL AUTHORITY, a body corporate and politic, duly created and existing by virtue of Chapter 217 of the Private and Special Laws of Maine, 1951, as amended, and having an office at Portland,

~~a Corporation organized and existing under the laws of the State~~

~~of~~

~~and located at~~

in the County of Cumberland and State of Maine

in consideration of One Dollar and other good and valuable considerations

paid by the CITY OF PORTLAND, a body politic and corporate, located in said Portland and in said County and said State

the receipt whereof it does hereby acknowledge, does hereby remit,

release, bargain, sell and convey and Forever Quit-Claim unto the said

CITY OF PORTLAND, its

successors ~~heirs~~ and assigns forever,

the right to enter upon the following described land outside of and adjoining the right-of-way limits of the Franklin Street Arterial for all purposes necessary to grade said land (to include any necessary excavation, placing of fill material, loaming, seeding, paving and other work) to conform to the adjacent highway construction within the limits set forth as defined on Plan No. 46 dated August, 1969, prepared by H.I. & E.C. Jordan for HAA project Me. 3-5. Also conveying to the said City of Portland the perpetual right to enter upon the aforesaid land and outside of and adjoining the said right-of-way limits and to construct, maintain and replace slopes of the highway thereon within the limits as defined above. Reserving to the Grantor the right to use said land for such purposes only as do not conflict or infringe upon said use of said land by the Grantee, its successors and assigns, for the purposes above mentioned.

Said land being more particularly bounded and described as follows: A certain lot or parcel of land situated in the Bayside Area of the City of Portland, County of Cumberland, State of Maine, and further bounded and described as follows: Beginning at a point on the Southerly side of Lancaster Street, said point being distant S 48° 56' 21" W 124.10 feet measured along the southerly side of said Lancaster Street from a drill hole at the southwesterly corner of said Lancaster Street and Boyd Street; thence from said point of beginning and continuing by said Lancaster Street on the same course of S 48° 56' 21" W 28.00 feet to an iron on the easterly sideline of the Franklin Street Arterial Highway; thence by said Franklin Street by a convex curve to the southeast having a radius of 2,827.79 feet a distance of 112.77 feet measured on the arc thereof to an iron at a point of tangent in said Franklin Street; thence continuing by said Franklin Street S 48° 46' 15" E 31.98 feet to an iron at the former location of the northerly sideline of Heath Street; thence by said former location of Heath Street N 48° 56' 21" E 41.00 feet to a point; thence through land of the Grantor and by the approximate bottom of the slope leading to said Franklin Street Arterial Highway N 52° 55' 25" W 146.85 feet to the point of beginning.

To have and to hold the same, together with all the privileges and appurtenances thereunto belonging, to the said

CITY OF PORTLAND, its

successors ~~Heirs~~ and Assigns forever.

And the said Grantor Corporation does covenant with the said

CITY OF PORTLAND, its

successors

~~Heirs~~ and Assigns, that it will Warrant and Forever Defend the premises to the said Grantee, its

successors

~~Heirs~~ and Assigns forever, against the lawful claims and demands of all persons claiming by, through, or under it.

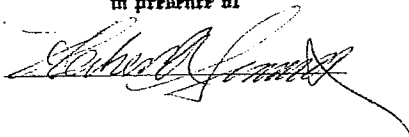
In Witness Whereof, the said PORTLAND RENEWAL AUTHORITY

has caused this instrument to be sealed with its corporate seal and signed in its corporate name by James H. Burke

, its Chairman

thereunto duly authorized, this ninth day of MARCH in the year one thousand nine hundred and seventy

Signed, Sealed and Delivered
in presence of



PORTLAND RENEWAL AUTHORITY

By James H. Burke
Chairman



State of Maine,

ss.

March 9 1970.

Personally appeared the above named James H. Burke

Chairman of said Grantor Corporation

as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in his said capacity, and the free act and deed of said corporation.

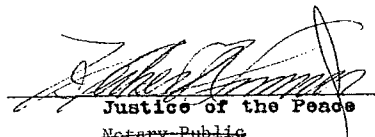
Before me,

MAR 31 1970

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE

Received at 3 H. 33 P.M. and recorded in

BOOK 3121 PAGE 708


Justice of the Peace
Notary Public

Register

ILLSLEY ST.

Declaration of Trust

(Public Housing Modernization Grant Projects)

U.S. Department of Housing
and Urban Development
Office of Public and Indian Housing

OMB No. 2577-0270
exp. 09/30/2013

Whereas, (1, see instructions) Portland Housing Authority
(herein called the Public Housing Agency (PHA), a public body corporate and politic, duly created and organized pursuant to and in accordance with the provisions of the laws of the (2) State of Maine, and the United States of America, Secretary of Housing and Urban Development (herein called HUD) pursuant to the United States Housing Act of 1937 (42 U.S.C. 1437, et seq.) and the Department of Housing and Urban Development Act (5 U.S.C. 624) entered into a certain contract with the effective date as of (mm/dd/yyyy) (3) 06/30/1964, (herein called the Annual Contributions Contract) and a certain Modernization Project Grant Amendment to the Annual Contributions Contract with the effective date as of (mm/dd/yyyy) (4) 05/31/2012, (herein called the Modernization Grant Amendment) providing for a grant to be made by HUD to assist the PHA in modernizing lower income housing project(s); and

Whereas, as of the date of the execution of this Declaration of Trust, the Modernization Grant Amendment and the Annual Contributions Contract cover certain individual lower income housing projects located in: (5) City of Portland, County of Cumberland, State of Maine which will provide approximately (6) 1 dwelling units; and which lower income housing projects are known as Modernization Project No. (7) ME36P003017-92F and individual projects as follows:
Project No. (8) _____ with approximately _____ dwelling units,
Project No. (8) _____ with approximately _____ dwelling units, and
Project No. (8) _____ with approximately _____ dwelling units; and

Whereas, the modernization of each Project will have been financed with grant assistance provided by HUD.

Now Therefore, to assure HUD of the performance by the PHA of the covenants contained in the Modernization Grant Amendment and the Annual Contributions Contract, the PHA does hereby acknowledge and declare that it is possessed of and holds in trust for the benefit of HUD, for the purposes herein stated, the following described real property situated in: (9)

City of Portland, County of Cumberland, and State of Maine

To Wit: (Insert legal description for each individual project.)(10)

37 Illsley Street, Unit 8, City of Portland, County of Cumberland, and State of Maine and more particularly described in Schedule A attached hereto and incorporated herein
and all buildings and fixtures erected or to be erected thereon or appurtenant thereto.

The PHA hereby declares and acknowledges that during the existence of the trust hereby created, HUD has been granted and is possessed of an interest in the above described Project property, To Wit:

The right to require the PHA to remain seized of the title to said property and to refrain from transferring, conveying, assigning, leasing, mortgaging, pledging, or otherwise encumbering or permitting or suffering any transfer, conveyance, assignment, lease, mortgage, pledge or other encumbrance of said property or any part thereof, appurtenances thereto, or any rent, revenues, income, or receipts therefrom or in connection therewith, or any of the benefits or contributions granted to it by or pursuant to the Modernization Grant Amendment and the Annual Contributions Contract, or any interest in any of the same except that the PHA may (1) to the extent and in the manner provided in the Annual Contributions Contract, (a) lease dwellings and other spaces and facilities in any Project, or (b) convey or otherwise dispose of any real or personal property which is determined to be excess to the needs of any Project, or (c) convey or dedicate land for use as streets, alleys, or other public right-of-way, and grant easements for the establishment, operation, and maintenance of public utilities; or (d) enter into and perform contracts for the sale of dwelling units to members of tenant families, as authorized by the United States Housing Act of 1937, or (2) with the approval of HUD, release any Project from the trust hereby created; Provided, That nothing herein contained shall be construed as prohibiting the conveyance of title to or the delivery of possession of any Project to HUD pursuant to the Annual Contributions Contract.

The endorsement by a duly authorized officer of HUD (1) upon any conveyance or transfer made by the PHA of any real or personal property which is determined to be excess to the needs of any Project, or (2) upon any instrument of conveyance or dedication of property, or any interest therein, for use as streets, alleys, or other public right-of-way, or for the establishment, operation and maintenance of public utilities, or (3) upon any instrument transferring or conveying a dwelling unit, or an interest therein, to a member of a tenant family, or (4) upon any instrument of release made by the PHA of any Project shall be effective to release such property from the trust hereby created.

The individual projects covered by the Modernization Grant Amendment shall be subject to this Declaration of Trust for a period of twenty years beginning on the date of the Modernization Grant Amendment. Each individual project shall also be subject to this Declaration of Trust for a period of twenty years after the date of the most recent Modernization Grant Amendment applicable to that project. Upon expiration of the period during which the PHA is obligated to operate the individual projects in accordance with the Annual Contributions Contract, the trust hereby created shall terminate and no longer be effective.

In Witness Whereof, the PHA by its officers thereunto duly authorized has caused these presents to be signed in its name and its corporate seal to be hereunto affixed and attested this date (mm/dd/yyyy) 02/07/2013

(Seal)

(1, see instructions)

Portland Housing Authority

By [Signature] Chairperson

Attest [Signature] Secretary

Date (mm/dd/yyyy) 02/07/2013

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

February 7, 2013

Then personally appeared the above named Thomas Valleau in his capacity as Chairperson of the Portland Housing Authority and acknowledged the foregoing instrument to be his free act and deed on behalf of the Portland Housing Authority.

Before me,



Notary Public/Attorney at Law

Gary D. Vogel

SCHEDULE A

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

Unit No. 8, Building No. 2, in Liberty Square located in Portland, Cumberland County, State of Maine, as shown on Survey by Land Use Consultants, Inc., entitled Liberty Square and filed in the Cumberland County Registry of Deeds, Unit Ownership File No. 29, and the floor plans attached thereto, and specific reference is made to the Liberty Square Condominium Declaration under the Unit Ownership Act of the Revised Statutes of the State of Maine, as amended, Title 33, Section 560 et seq., which Declaration is dated December 17, 1980 and recorded in said Registry of Deeds in Book 4713, Page 256 and Notice of Amendment dated December 31, 1980 and recorded in said Registry of Deeds in Book 4720, Page 27, and Notice of Amendment, dated January 20, 1981 and recorded in said Registry of Deeds in Book 4729, Page 229 and revised condominium declaration, dated August 19, 1981 and recorded in said Registry of Deeds in Book 4841, Page 224, to which reference is hereby made and the same is incorporated by reference herein (hereinafter called the "Declaration").

Said Unit is conveyed together with an undivided 12.5 percent interest in the common areas and facilities of the condominium described in the Declaration and attributable to the unit as stated in Appendix 2 of the Declaration and subject to and together with the rights and easements as set forth in deed dated, October 8, 1982 and recorded in the Cumberland County Registry of Deeds in Book 5044, Page 194.

Meaning and intending to describe the same premises conveyed to the Portland Housing Authority by deed dated August 2, 1994, and recorded in the Cumberland County Registry of Deeds September 28, 1994 at Book 11645, Page 276.

Peninsula Housing

Declaration of Trust

(Public Housing Modernization Grant Projects)

U.S. Department of Housing
and Urban Development
Office of Public and Indian Housing

OMB No. 2577-0270
exp. 09/30/2013

Whereas, (1, see instructions) Portland Housing Authority
(herein called the Public Housing Agency (PHA), a public body corporate and politic, duly created and organized pursuant to and in accordance with the provisions of the laws of the (2) State of Maine, and the United States of America, Secretary of Housing and Urban Development (herein called HUD) pursuant to the United States Housing Act of 1937 (42 U.S.C. 1437, et seq.) and the Department of Housing and Urban Development Act (5 U.S.C. 624) entered into a certain contract with the effective date as of (mm/dd/yyyy) (3) 06/30/1964, (herein called the Annual Contributions Contract) and a certain Modernization Project Grant Amendment to the Annual Contributions Contract with the effective date as of (mm/dd/yyyy) (4) 05/31/2012, (herein called the Modernization Grant Amendment) providing for a grant to be made by HUD to assist the PHA in modernizing lower income housing project(s); and

Whereas, as of the date of the execution of this Declaration of Trust, the Modernization Grant Amendment and the Annual Contributions Contract cover certain individual lower income housing projects located in: (5) City of Portland; County of Cumberland; State of Maine which will provide approximately (6) 13 dwelling units; and which lower income housing projects are known as Modernization Project No. (7) ME36-P003-016 and individual projects as follows:
Project No. (8) _____ with approximately _____ dwelling units,
Project No. (8) _____ with approximately _____ dwelling units, and
Project No. (8) _____ with approximately _____ dwelling units; and

Whereas, the modernization of each Project will have been financed with grant assistance provided by HUD.

Now Therefore, to assure HUD of the performance by the PHA of the covenants contained in the Modernization Grant Amendment and the Annual Contributions Contract, the PHA does hereby acknowledge and declare that it is possessed of and holds in trust for the benefit of HUD, for the purposes herein stated, the following described real property situated in: (9)

City of Portland, County of Cumberland, and State of Maine

To Wit: (Insert legal description for each individual project.)(10)

SEE LEGAL DESCRIPTION ATTACHED HERETO

and all buildings and fixtures erected or to be erected thereon or appurtenant thereto.

The PHA hereby declares and acknowledges that during the existence of the trust hereby created, HUD has been granted and is possessed of an interest in the above described Project property, To Wit:

The right to require the PHA to remain seized of the title to said property and to refrain from transferring, conveying, assigning, leasing, mortgaging, pledging, or otherwise encumbering or permitting or suffering any transfer, conveyance, assignment, lease, mortgage, pledge or other encumbrance of said property or any part thereof, appurtenances thereto, or any rent, revenues, income, or receipts therefrom or in connection therewith, or any of the benefits or contributions granted to it by or pursuant to the Modernization Grant Amendment and the Annual Contributions Contract, or any interest in any of the same except that the PHA may (1) to the extent and in the manner provided in the Annual Contributions Contract, (a) lease dwellings and other spaces and facilities in any Project, or (b) convey or otherwise dispose of any real or personal property which is determined to be excess to the needs of any Project, or (c) convey or dedicate land for use as streets, alleys, or other public right-of-way, and grant easements for the establishment, operation, and maintenance of public utilities; or (d) enter into and perform contracts for the sale of dwelling units to members of tenant families, as authorized by the United States Housing Act of 1937, or (2) with the approval of HUD, release any Project from the trust hereby created; Provided, That nothing herein contained shall be construed as prohibiting the conveyance of title to or the delivery of possession of any Project to HUD pursuant to the Annual Contributions Contract.

The endorsement by a duly authorized officer of HUD (1) upon any conveyance or transfer made by the PHA of any real or personal property which is determined to be excess to the needs of any Project, or (2) upon any instrument of conveyance or dedication of property, or any interest therein, for use as streets, alleys, or other public right-of-way, or for the establishment, operation and maintenance of public utilities, or (3) upon any instrument transferring or conveying a dwelling unit, or an interest therein, to a member of a tenant family, or (4) upon any instrument of release made by the PHA of any Project shall be effective to release such property from the trust hereby created.

The individual projects covered by the Modernization Grant Amendment shall be subject to this Declaration of Trust for a period of twenty years beginning on the date of the Modernization Grant Amendment. Each individual project shall also be subject to this Declaration of Trust for a period of twenty years after the date of the most recent Modernization Grant Amendment applicable to that project. Upon expiration of the period during which the PHA is obligated to operate the individual projects in accordance with the Annual Contributions Contract, the trust hereby created shall terminate and no longer be effective.

In Witness Whereof, the PHA by its officers thereunto duly authorized has caused these presents to be signed in its name and its corporate seal to be hereunto affixed and attested this date (mm/dd/yyyy) 02/07/2013

(Seal)

(1, see instructions)

Portland Housing Authority

By

Attest

Date (mm/dd/yyyy)

Chairperson

Secretary

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

February 7, 2013

Then personally appeared the above named Thomas Valleau in his capacity as Chairperson of the Portland Housing Authority and acknowledged the foregoing instrument to be his free act and deed on behalf of the Portland Housing Authority.

Before me,



Notary Public/Attorney at Law

EXHIBIT A - 3 Parcels

Parcel 1 - 43 Hammond Street

A certain parcel of land situated in the City of Portland, County of Cumberland, State of Maine bounded and described as follows:

Beginning at an iron pin set (5/8" rebar) on the easterly sideline of Hammond Street. Said point being S 02° 00' 00" E a distance of One Hundred Seventy-Nine and 67/100 (179.67) feet from the intersection of the easterly sideline of Hammond Street and the southerly sideline of Gould Street. Said point also being the southwesterly corner of land now or formerly of Milledge Preston recorded in the Cumberland County Registry of Deeds in Book 2875, Page 334. Thence by the following courses and distances:

(1) N 86° 57' 10" E along land of said Preston a distance of Ninety-Six and 71/100 (96.71) feet to an iron pin set (5/8" rebar) and land of Reginald Gould recorded in said Registry in Book 3178, Page 151.

(2) S 04° 02' 50" E along land of said Gould and lands of Johannes Hansen recorded in said Registry in Book 675, Page 487 and Book 869, Page 461 a distance of Eighty-Seven and 67/100 (87.67) feet to an iron pin set (5/8" rebar) and the land of William Winters recorded in said Registry in Book 1933, Page 438.

(3) S 86° 57' 10" W along land of said Winters a distance of Ninety-Nine and 84/100 (99.84) feet to an iron pin set (5/8" rebar) and the easterly sideline of Hammond Street.

(4) N 02° 00' 00" W along the easterly sideline of Hammond Street a distance of Eighty-Seven and 67/100 (87.67) feet to the point of beginning.

Said parcel contains 8,614± square feet. Meaning and intending to describe a parcel of land as conveyed to the City of Portland by the Portland Renewal Authority by deed as recorded in the Cumberland County Registry of Deeds in Book 3277, Page 181.

Bearings are referenced to a Plan of Bayside Park Urban Renewal Project ME.R-1, Condemnation Area III, by H.I. and E.C. Jordan, dated September 13, 1962, recorded in the Cumberland County Registry of Deeds in Plan Book 61, Page 65. Reference is also herein made to a Plan of Property made for the Portland West Neighborhood Planning Council by R. P. Titcomb Associates, Inc. dated August 25, 1986.

ALSO all right, title and interest, if any, in and to all passageways, lanes, streets or alleys adjoining, abutting and/or running with the premises as set forth in Book 7956, Page 134, Book 2812, Page 39 and Book 2727, Page 48.

Conveyed with any buildings thereon.

Parcel 2- 155 Anderson Street

A certain parcel of land situated in the City of Portland, County of Cumberland, State of Maine bounded and described as follows:

Beginning at the point of intersection of the easterly sideline of Cove Street and easterly sideline of Anderson Street said point being an iron pin set (5/8" rebar). Thence by the following courses and distances:

(1) N 14° 55' 59" E along the easterly sideline of Anderson Street a distance of One Hundred Eighty-Four and 50/100 (184.50) feet to an iron pin set (5/8" rebar) and land of Irving Crockett recorded in the Cumberland County Registry of Deeds in Book 1732, Page 370.

(2) N 88° 00' 00" E along land of said Crockett a distance of Forty-Four and 89/100 (44.89) feet to an iron pin found (5/8" rebar) and the land of Carmine Ferrante recorded in said Registry in Book 3041, Page 67.

(3) S 12° 33' 43" W along land of said Ferrante a distance of Sixty-One and 95/100 (61.95) feet to an iron pin set (5/8" rebar) and land of Portland Renewal Authority recorded in said Registry in Book 3165, Page 65.

(4) S 02° 00' 00" E along land of said Portland Renewal Authority a distance of Sixty-Six and 03/100 (66.03) feet to an iron pin set (5/8" rebar) and land of Thomas Ferrante recorded in said Registry in Book 3820, Page 91.

(5) S 88° 00' 00" W along land of said Ferrante a distance of Seventeen and 54/100 (17.54) feet to an iron pin set (5/8" rebar).

(6) S 11° 11' 17" W along land of said Ferrante a distance of Sixty-Five and 45/100 (65.45) feet to an iron pin set (5/8" rebar).

(7) N 88° 00' 00" E along land of said Ferrante a distance of Thirty-Two and 21/100 (32.21) feet to an iron pin set (5/8" rebar) and land of Concetta Lane recorded in said Registry in Book 4911, Page 251.

(8) S 02° 00' 00" E along land of said Lane a distance of Fifty-Four and 97/100 (54.97) feet to an iron pin set (5/8" rebar) and land of Judith Arbuckle recorded in said Registry in Book 6715, Page 292.

(9) S 09° 42' 02" W along land of said Arbuckle a distance of Four and 61/100 (4.61) feet to an iron pin set (5/8" rebar).

(10) S 88° 00' 00" W along land of said Arbuckle a distance of Eighty-Three and 00/100 (83.00) feet to an iron pin set (5/8" rebar) and the easterly sideline of said Cove Street.

(11) N 01° 06' 00" W along the easterly sideline of said Cove Street a distance of Seventy-Two and 70/100 (72.70) feet to the point of beginning.

Said parcel contains 14,850± square feet. Meaning and intending to describe a parcel of land as conveyed to the City of Portland by the Portland Renewal Authority by deed as recorded in the Cumberland County Registry of Deeds in Book 3277, Page 181.

Bearings are referenced to a Plan of Bayside Park Urban Renewal Project ME.R-1, Condemnation Area III, by H.I. and E.C. Jordan, dated September 13, 1962, recorded in the Cumberland County Registry of Deeds in Plan Book 61, Page 65. Reference is also herein made to a Plan of Property made for the Portland West Neighborhood Planning Council by R. P. Titcomb Associates, Inc. dated August 26, 1986.

Conveyed with the buildings thereon.

Also, all right, title and interest, if any, in and to all passageways, lanes, streets, alleys adjoining, abutting and/or running with the above described premises.

Parcel 3 – 81 Salem Street

A certain parcel of land situated in the City of Portland, County of Cumberland, State of Maine, bounded and described as follows:

Beginning at the point of intersection of the westerly sideline of School Street and the northerly sideline of Salem Street, said point being marked by an iron pin set (5/8" rebar). Thence by the following courses and distances:

(1) S 72° 11' 43" W along the northerly sideline of said Salem Street a distance of Eighty and 00/100 (80.00) feet to an iron pin set (5/8" rebar) and land of Joseph Thompson as recorded in the Cumberland County Registry of Deeds in Book 349, Page 126.

(2) N 14° 25' 59" W along land of said Thompson Sixty-Eight and 51/100 (68.51) feet to the southerly face of a stone protection wall and land of Ralph Johnson as recorded in said Registry in Book 3876, Page 93.

(3) N 71° 12' 56" E along land of said Johnson and the southerly face of said wall Eighty and 09/100 (80.09) feet to the westerly sideline of School Street.

(4) S 14° 25' 59" E along the westerly sideline of School Street a distance of Sixty-Nine and 88/100 (69.88) feet to the point of beginning.

Said parcel contains 5,526± square feet. Meaning and intending to describe a parcel of land as conveyed to the City of Portland by the MICA by deed as recorded in the Cumberland

County Registry of Deeds in Book 4851, Page 106. Subject to the right of the owner of the adjoining land on the North to maintain said protection wall on its present foundation.

Bearings are referenced to a Plan of Property by R. P. Titcomb Associates, Inc., dated May 17, 1984. Reference is also herein made to a Plan of Property made for the Portland West Neighborhood Planning Council by R. P. Titcomb Associates, Inc. dated August 19, 1986.

Conveyed with the buildings thereon.

Declaration of Trust
(Modernization Grant Projects)

№ 75204 № 10432 М 93

7000

Whereas, Portland Housing Authority (herein called the "Public Housing Agency (PHA)"), a public body corporate and politic, duly created and organized pursuant to and in accordance with the provisions of the laws of the State of Maine and the United States of America, Secretary of Housing and Urban Development (herein called HUD) pursuant to the United States Housing Act of 1937 (42 U.S.C. 1437, et seq.) and the Department of Housing and Urban Development Act (5 U.S.C. 624 entered into a certain contract with the effective date as of June 30, 1964 (herein called the "Annual Contributions Contract") and certain Modernization Project Grant Amendments to the Annual Contributions Contract with the effective dates as of September 24, 1990 and October 15, 1991 (herein called the Modernization Grant Amendment) providing for a grant to be made by HUD to assist the PHA in modernizing lower income housing project(s); and

Whereas, as of the date of the execution of this Declaration of Trust the Modernization Grant Amendment and the Annual Contributions Contract cover certain individual lower income housing projects located in the City of Portland, County of Cumberland, State of Maine which provide approximately 1024 dwelling units, and which lower income housing projects are known as Modernization Project Nos. ME36P003910-Z and ME36P00311-Z and individual projects, as follows:

Project No. <u>ME36P003001</u>	with approximately <u>200</u>	dwelling units
Project No. <u>ME36P003002</u>	with approximately <u>46</u>	dwelling units
Project No. <u>ME36P003003</u>	with approximately <u>24</u>	dwelling units
Project No. <u>ME36P003004</u>	with approximately <u>200</u>	dwelling units
Project No. <u>ME36P003005</u>	with approximately <u>100</u>	dwelling units
Project No. <u>ME36P003006</u>	with approximately <u>150</u>	dwelling units
Project No. <u>ME36P003008</u>	with approximately <u>150</u>	dwelling units
Project No. <u>ME36P003009</u>	with approximately <u>100</u>	dwelling units
Project No. <u>ME36P003010</u>	with approximately <u>50</u>	dwelling units
Project No. <u>ME36P003011</u>	with approximately <u>4</u>	dwelling units

and

Whereas, the modernization of each Project will have been financed with grant assistance provided by HUD.

Now Therefore, to assure HUD of the performance by the PHA of the covenants contained in the Modernization Grant Amendment and the Annual Contributions Contract, the PHA does hereby acknowledge and declare that it is possessed of and holds in trust for the benefit of HUD, for the purposes herein stated, the following described real property situated in the City of Portland, County of Cumberland, State of Maine, To Wit:

(SEE ATTACHED SCHEDULES 1 - 10)

and all buildings and fixtures erected ~~or to be erected thereon~~ or appurtenant thereto.

The PHA hereby declares and acknowledges that during the existence of the trust hereby created, HUD has been granted and is possessed of an interest in the above described Project property, To Wit:

The right to require the PHA to remain seized of the title to said property and to refrain from transferring, conveying assigning, ~~leasing~~, mortgaging, pledging, or otherwise encumbering or permitting or suffering any transfer, conveyance, assignment, lease, mortgage, pledge or other encumbrance of said property or any part thereof, appurtenances thereto, or any rent, revenues, income, or receipts therefrom or in connection therewith, or any of the benefits or contributions granted to it by or pursuant to the Modernization Grant Amendment and the Annual Contributions Contract, or any interest in any of the same except that the PHA may (1) to the extent and in the manner provided in the Annual Contributions Contract, (a) lease dwellings and other spaces and facilities in any Project, or (b) convey or otherwise dispose of any real or personal property which is determined to be excess to the needs of any Project, or (c) convey or dedicate land for use as streets, alleys, or other public rights-of-way, and grant easements for the establishment, operation, and maintenance of public utilities; or (d) enter into and perform contracts for the sale of dwelling units to members of tenant families, as authorized by the United States Housing Act of 1937, or (2) with the approval of HUD, release any Project from the trust hereby created; Provided, That nothing herein contained shall be construed as prohibiting the conveyance of title to or the delivery of possession of any Project to HUD pursuant to the Annual Contributions Contract.

The endorsement by a duly authorized officer of HUD (1) upon any conveyance or transfer made by the PHA of any real or personal property which is determined to be excess to the needs of any Project, or (2) upon any instrument of conveyance or dedication of property, or any interest therein, for use as streets, alleys, or other public rights-of-way, or for the establishment, operation and maintenance of public utilities, or (3) upon any instrument of release made by the PHA of any Project shall be effective to release such property from the trust hereby created.

The individual projects covered by the Modernization Grant Amendment shall be subject to this Declaration of Trust for a period of twenty years beginning on the date of the Modernization Grant Amendment. Each individual project shall also be subject to this Declaration of Trust for a period of twenty years after the date of the most recent Modernization Grant Amendment applicable to that project. Upon expiration of the period during which the PHA is obligated to operate the individual projects in accordance with the Annual Contributions Contract, the trust hereby created shall terminate and no longer be effective.

In Witness Whereof, the PHA by its officers thereunto duly authorized has caused these presents to be signed in its name and its corporate seal to be hereunto affixed and attested this 11th day of March, 19 92.

(Seal)

Portland Housing Authority

Attest:

[Signature], Secretary By: [Signature]

Chairman

STATE OF MAINE

County of Cumberland SS.

March 11, 1992

Personally appeared the above-named Joseph R. Mazziotti, Chairman of the Portland Housing Authority and acknowledged the above instrument to be his free act and deed, in said capacity, and the free act and deed of said Portland Housing Authority.

Before me,

[Signature]
Notary Public / ~~Attorney at Law~~

BRUCE R. LORING
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES MAY 23, 1993

SCHEDULE 1

SAGAMORE VILLAGE
Project ME 3-1

A certain lot or parcel of land located in the City of Portland, Cumberland County, State of Maine, and bounded and described as follows:

Beginning at a point on the northerly line of Brighton Avenue 375.68 ft. southeasterly from the northeast corner of Brighton and Taft Avenues; thence along the northerly line of Brighton Avenue South 62° 34' 30" East, 421.04 ft; thence along the northerly line of Glenwood Subdivision North 62° 19' 30" East, 412.41 ft; thence North 62° 34' 30" East 95.42 ft; thence North 27° 25' 00" East 140.00 ft; thence South 62° 34' 30" East, 50.09 ft; thence North 27° 29' 30" East, 650.38 ft. to the extension of Godfrey Street; thence North 27° 29' 30" East, 369.43 ft; thence North 62° 30' 30" West, 100 ft. to Purchas Street; thence North 62° 30' 30" West, 50 ft. across Purchas Street; thence North 62° 30' 30" West, 225.61 ft. to the Easterly line of Gorges Street; thence North 28° 05' 30" East, 52.42 ft. to the easterly line of the Portland Gardens Subdivision; thence along the easterly line of the Portland Gardens Subdivision South 56° 44' 20" West, 104.29 ft; thence along the southerly line of Portland Gardens Subdivision North 39° 19' 00" West, 283.24 ft. to a point on the westerly line of Josslyn Street; thence South 77.70 ft. along the westerly line of Josslyn Street; thence North 59° 25' 00" West to a point on the easterly line of Taft Avenue; thence along this easterly line of Taft Avenue South 30° 35' 00" West, 1196.57 ft; thence South 62° 46' 20" East, 413.91 ft; thence South 37° 25' 00" West, 352.14 ft. to the point of beginning, containing approximately 29.815 acres.

Said area comprising Parcels Nos. 2 through 91 inclusive all as shown on a map entitled "Sagamore Village/Owner:-United States of America/City of Portland/Cumberland County, Maine/September 28, 1948, 17036/New England Survey Service, Inc.,/Civil Engineers & Surveyors/73 Tremont Street, Boston, Mass./by/s/H. B. Ullian, C.E./Reg. No. 746", said map, to which reference is herein made, having been recorded in the Registry of Deeds, Cumberland County, City of Portland, State of Maine, at Plan Book 34, Pages 34 and 38.

SCHEDULE 2

KENNEDY PARK
BK 8541 / PG 0003,0004
Project ME3-2

A certain lot or parcel of land situated in the Bayside area of the City of Portland, County of Cumberland, State of Maine, and bounded and described as follows:

Beginning at a monument on the northerly side of Lancaster Street, said monument being distant S 67° 12' W 105.42 feet from a monument at the intersection of the northerly side of said Lancaster Street with the westerly side of Anderson Street;

Thence from said monument and by land now or formerly of the Harold J. Bumpus heirs N 22° 48' W 90.00 feet to a monument in the center line of a 20 foot passageway now or formerly known as Anderson Lane;

Thence continuing across said Anderson Lane and by an old passageway now land of the Grantor herein N 24° 03½ W 67.46 feet to a monument and land of the City of Portland Playground;

Thence by said Playground on the following described courses:

S 67° 12' W 343.71 feet to a monument;

Thence N 22° 48' W 30.00 feet;

Thence S 67° 12' W 152.75 feet;

Thence S 22° 49' E 47.00 feet;

Thence S 67° 10' W 100.00 feet to the easterly side of Boyd Street as it formerly existed;

Thence by said Boyd Street S 22° 50' E 140.00 feet to the intersection of the easterly side of said Boyd Street with the northerly side of said Lancaster Street;

Thence S 24° 06' E 154.00 feet and crossing said Lancaster Street and continuing on the easterly sideline of said Boyd Street to land now or formerly of Ralph DiPietro;

Thence by said DiPietro land N 67° 12' E 109.72 feet to land now or formerly of Esther Hensley;

Thence by said Hensley land on the following described course:

N 25° 14' W 34.00 feet;

Thence N 67° 12' E 66.12 feet;

Thence by a concave curve to the southeast having a radius of 42 feet, a distance of 43.66 feet, measured on the arc thereof, to the intersection of said curb with the westerly sideline of Mayo Street (said curve is not tangent to either the line from which it originates or terminates).

Thence crossing said Mayo Street N 67° 12' E 22.46 feet to the centerline of said Mayo Street.

Thence still crossing said Mayo Street and by land now or formerly of Thomas Sesto N 66° 46' E 131.70 feet to land now or formerly of Antonio Piacentini;

Thence by said Piacentini land on the following described courses:

N 19° 09' W 13.32 feet;

Thence N 67° 12' E 89.34 feet to the westerly side of Smith Street;

Thence by said Smith Street N 24° 50' W 77.88 feet to a point of curvature;

Thence continuing by said Smith Street and by a convex curve to the northeast having a radius of 48.29 feet, a distance of 77.57 feet when measured on the arc thereof, to the northerly said of side Lancaster Street and a point of tangency;

Thence by said Lancaster Street N 67° 12' E 94.99 feet to the point of beginning;

Said above described courses are magnetic and of the date of 1959.

Together with all right, title, and interest, if any, in and to so much of said Lancaster Street, Smith Street, Mayo Street, and Boyd Street as lies adjacent to the above-mentioned premises and was acquired by said Portland Renewal Authority (formerly Portland Slum Clearance and Redevelopment Authority) by the aforementioned statements of taking.

Being portions of two lots of land described in statements of taking by the Portland Renewal Authority (formerly the Slum Clearance and Redevelopment Authority) the first dated February 3, 1960 and recorded in the Cumberland County Registry of Deeds, Book 2523, Page 341. The second dated March 22, 1963 and recorded in said Registry in Book 2528, Page 322.

Plans of the above-mentioned areas are recorded in said Registry in Plan Book 52, Pages 62 and 66.

SCHEDULE 3
BAYSIDE TERRACE
Project ME3-3

A certain lot or parcel of land situated in the Bayside area of the City of Portland, County of Cumberland, State of Maine and bounded and described as follows:

Beginning at the corner formed by the intersection of the easterly side of Boyd Street as it formerly existed with the southerly side of Fox Street, thence by the easterly side of said Boyd Street and by the City of Portland Bayside Playground and other land of the City of Portland Public Housing Authority on the following described courses:

S 22° 50' E 448.19 feet to a point;

Thence S 24° 06' E 36.17 feet to a point of curvature on the easterly side of said Boyd Street;

Thence crossing said Boyd Street by a concave curve to the northwest having a radius of 37.00 feet a distance of 57.28 feet measured on the arc thereof to the northerly side of Lancaster Street;

Thence by said Lancaster Street S 67° 12' W 140.02 feet to the corner formed by projecting the easterly sideline of Ell's Lane (so called) southeasterly to intersect said Lancaster Street;

Thence by said Ell's Lane (so called) on its projection and by its easterly sideline N 22° 57' W 447.73 feet to the southerly side of Fox Street;

Thence by said Fox Street N 67° 03' E 177.10 feet to the easterly side of said Boyd Street and the point of beginning.

Said above described courses are magnetic and of the date of 1959.

Said above described lot contains 79,411.6 square feet.

Being a portion of the lot of land described in a statement of taking by the Portland Renewal Authority (formerly the Slum Clearance and Redevelopment Authority) dated February 3, 1960 and recorded in the Cumberland County Registry of Deeds in Book 2523 Page 341. A plan of said area being recorded in said Registry in Plan Book 52 Page 62.

Together with all right, title, and interest, if any, in and to so much of said Fox Street, Boyd Street, Lancaster Street, and Ell's Lane (so called) as lies adjacent to the above described premises and was acquired by said Portland Renewal Authority (formerly the Portland Slum Clearance and Redevelopment Authority) by the aforementioned statement of taking.

SCHEDULE 4

FRANKLIN TOWERS

ME3-4

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

Beginning at the point formed by the intersection of the easterly side of Wilmot Street with the northerly side of Cumberland Avenue, said point of intersection being distant N 67° 25½' E 42.04 feet from a City monument marking the northwest corner of said Wilmot Street and Cumberland Avenue; thence by said Cumberland Avenue continuing the same course of N 67° 25½' E 255.98 feet to a City monument marking the northwesterly corner of said Cumberland Avenue and Franklin Street; thence by said Franklin Street N 27° 09' W 363.19 feet to the southwesterly corner of said Franklin Street and Oxford Street; thence by said Oxford Street S 65° 49½' W 241.83 feet to the southeasterly corner of said Oxford Street and Wilmot Street; thence by said Wilmot Street S 24° 57' E 355.59 feet to the point of beginning.

Said above described courses are magnetic and of the date of 1965.

Reference is made to a Statement of Taking by the Portland Housing Authority concerning the above described premises dated November 10, 1966, recorded in the Cumberland County Registry of Deeds, Book 2981, Page 166 and reference is also made to a "Plan of Property in Portland, Maine Made for Portland Housing Authority, Housing for the Elderly, ME3-4, Condemnation Area I," which Plan is dated September 28, 1966 and recorded in the Cumberland County Registry of Deeds in Plan Book 73, Page 27, to which Plan reference is made for a complete survey of the above described premises.

SCHEDULE 5

BAYSIDE EAST

BK 8541 / PGs 0006,0007,0009,0009

ME3-5

A certain lot or parcel of land situated on the southwesterly side of Mayo Street and the northwesterly side of Oxford Street in the City of Portland, County of Cumberland and State of Maine, and being more particularly bounded and described as follows:

Beginning at a point on the northwesterly side of Oxford Street, which point is the most southerly corner of land now or formerly of the Mekail Amergian heirs; thence S 67° 09' 14" W along the northwesterly side of Oxford Street, 152.70 feet to the intersection of the northwesterly side of Oxford Street with the northeasterly side of Boyd Street; thence N 23° 53' 37" W along the northeasterly side of Boyd Street, 106.70 feet to the most southerly corner of land now or formerly of Maria Pesce; thence N 66° 24' 23" E along said land of Maria Pesce, 112.10 feet to the most easterly corner of said Pesce land; thence N 25° 01' 37" W by said Pesce land and by land now or formerly of Frank P. Briggs, 125.91 feet to other land of the Portland Housing Authority known as Project ME3-2; thence N 67° 24' 23" E by said land of the Portland Housing Authority 66.12 feet to a point on an arc; thence in a general southeasterly direction along an arc having a radius of 42 feet, 43.66 feet to the southwesterly side of Mayo Street; thence South 25° 03' 04" E along the southwesterly side of Mayo Street, 140.74 feet to the most northerly corner of land now or formerly of the Mekail Amergian heirs; thence S 67° 09' 14" W along said land of the Amergian heirs, 62 feet to the most westerly corner of said land of the Amergian heirs; thence S 25° 03' 04" E by said land of the Amergian heirs, 70 feet to the northwesterly side of Oxford Street and the point of beginning, containing 30,732.850 square feet.

Also another lot or parcel of land situated on the southeasterly side of Oxford Street and the southwesterly side of Mayo Street in said Portland, being more particularly bounded and described as follows:

Beginning at a monument at the intersection of the southeasterly side of Oxford Street with the southwesterly side of Mayo Street; thence S 25° 03' 24" E along the southwesterly side of Mayo Street, 236.40 feet to the most northerly corner of land now or formerly of Jehovah's Witnesses, Inc.; thence S 69° 19' 36" W along said land of Jehovah's Witnesses, Inc., 110.79 feet to the most westerly corner of said land of Jehovah's Witnesses, Inc.; thence S 23° 53' 37" E along said land of Jehovah's Witnesses, Inc. and land now or formerly of Warren and Grace DiPietro, 146.24 feet to the northwesterly side of Cumberland Avenue; thence S 68° 51' 13" W along the northwesterly side of Cumberland Avenue, 109.98 feet to a monument at the intersection of the northwesterly side of Cumberland Avenue with the northeasterly side of Boyd Street; thence N 23° 53' 37" W along the northeasterly side of Boyd Street, 375.05 feet to a monument at the intersection of the northeasterly side of Boyd Street with the southeasterly side of Oxford Street; thence N 67° 09' 14" E along the southeasterly side of Oxford Street, 215.71 feet to the southwesterly side of Mayo Street at the point of beginning; containing 66,714.892 square feet.

Also another certain lot or parcel of land situated on the northwesterly side of Oxford Street and the southwesterly side of Anderson Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a point on the southwesterly side of Anderson Street at the most easterly corner of land now or formerly of Jacob S. Lampport, et al; thence S 22° 45' 26" E by the southwesterly side of Anderson Street, 228.00 feet to the intersection of the southwesterly side of Anderson Street with the northwesterly side of Oxford Street; thence S 67° 09' 11" W by the northwesterly side of Oxford Street, 191.53 feet to a monument at the intersection of the northwesterly side of Oxford Street with the northeasterly side of Smith Street; thence N 24° 12' 56" W along the northeasterly side of Smith Street, 200.17 feet to the most southerly corner of land now or formerly of Robert W. Dunn; thence N 66° 18' 21" E by said land of Dunn, 79.86 feet to the most southerly corner of Bronet S. Sanuk, et al; thence N 68° 08' 34" E by said land of Sanuk, et al, 36.81 feet to the most easterly corner of said Sanuk land; thence N 22° 45' 26" W by said Sanuk land, 27.44 feet to said land of Jacob S. Lampport, et al; thence S 67° 14' 34" W by said land of Lampport, et al, 80.00 feet to the southwesterly side of Anderson Street and the point of beginning; containing 41,153.96 square feet.

Also another lot or parcel of land situated on the southwesterly side of Greenleaf Street and the northwesterly side of Oxford Street in said Portland, and being more particularly bounded and described as follows:

Beginning on the northwesterly side of Oxford Street at a point which is N 67° 09' 11" E, 120.13 feet from the intersection of the northwesterly side of Oxford Street with the northeasterly side of Anderson Street, which point marks the most easterly corner of land now or formerly of Nicholas DiPietro, et al; thence N 22° 50' 45" W along said land of DiPietro 79.92 feet to the most northerly corner of said DiPietro land; thence South 67° 09' 11" W by said DiPietro land, 40 feet to the most easterly corner of land now or formerly of Beverly Ann Hayden; thence N 22° 45' 26" W by said land of Hayden, 100 feet to the southeasterly side of Munroe Street; thence N 22° 42' 43" W, crossing said Munroe Street, 50.00 feet to the northwesterly side of said Munroe Street; thence S 67° 17' 17" W, 80.11 feet to the intersection of the northwesterly side of Munroe Street (now Monroe Court) with the northeasterly side of Anderson Street; thence N 22° 45' 26" W by the northeasterly side of Anderson Street, 160.32 feet to the intersection of the northeasterly side of Anderson Street with the southeasterly side of Madison Street; thence N 67° 19' 47" E by the southeasterly side of Madison Street, 239.65 feet to the intersection of the southeasterly side of Madison Street with the southwesterly side of Greenleaf Street; thence S 22° 43' 36" E by the southwesterly side of Greenleaf Street, 160.14 feet to the intersection of the southwesterly side of Greenleaf Street with the northwesterly side of Munroe Street; thence continuing on the same course by the southwesterly side of Greenleaf Street across Munroe Street, 50.00 feet to the intersection of the southwesterly side of Greenleaf Street with the southeasterly side of Munroe Street; thence continuing on the same course of S 22° 43' 36" E along the southwesterly side of Greenleaf Street, 179.55 feet to the intersection of the southwesterly side of Greenleaf Street with the northwesterly side of Oxford Street; thence S 67° 09' 11" W by the northwesterly side of Oxford Street, 119.24 feet to said land of Nicholas DiPietro, et al, to the point of beginning; containing 71,814.13 square feet.

Also a certain lot or parcel of land situated on the southwesterly side of Kellogg Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a point on the southwesterly side of Kellogg Street which is S 36° 49' E, 80.00 feet from the intersection of the southwesterly side of Kellogg Street with the southeasterly side of Monument Street, which point is the most easterly corner of land of the Portland Renewal Authority; thence S 36° 49' E by the southwesterly side of Kellogg Street 340.00 feet to a point which is N 36° 49' W, 20.00 feet from the most northerly corner of land now or formerly of Michael J. Conely; thence S 53° 11' W along a course that is parallel to and 20.00 feet from the northwesterly sideline of said Michael J. Conely land, 80.00 feet to land now or formerly of Hilda Blunda; thence N 36° 49' W by land of said Hilda Blunda, land now or formerly of Ida C. Tucci, land now or formerly of Ralph Grimaldi, land now or formerly of Antonio DiPietrantonio, land now or formerly of Joseph N. Gorham, land now or formerly of Robert Bowdoin, and land of the Portland Renewal Authority, 340.00 feet to the most southerly corner of land now or formerly of Eleuterio Guidi; thence N 53° 11' E by said Guidi land and by land of the Portland Renewal Authority, 80.00 feet to the southwesterly side of Kellogg Street and the point of beginning; containing 27,200 square feet.

Also a certain lot or parcel of land situated on the northeasterly side of Kellogg Street and the southeasterly side of Monument Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a spike set at the intersection of the northeasterly side of Kellogg Street with the southeasterly side of Monument Street; thence N 57° 41' E by the southeasterly side of Monument Street, 80.25 feet to the most westerly corner of land now or formerly of Lee H. Jones; thence S 36° 49' E by said land of Jones, by land now or formerly of Guido and Mary Pardi, and land now or formerly of Mary T. Solak, 166.70 feet to a stake at the most westerly corner of land now or formerly of Phyllis R. Terroni; thence S 53° 11' W by land now or formerly of Mariangela D'Ambri, 80.00 feet to the northeasterly side of Kellogg Street; thence N 36° 49' W along the northeasterly side of Kellogg Street, 173.00 feet to the southeasterly side of Monument Street and the point of beginning; containing 13,588.0 square feet.

Also another lot or parcel of land situated on the southeasterly side of Lancaster Street and the southwesterly side of Boyd Street in said Portland, and being more particularly bounded and described as follows:

Beginning at a drill hole at the corner formed by the intersection of the southwesterly side of Boyd Street with the southeasterly side of Lancaster Street; thence S 48° 56' 21" W by the southeasterly side of Lancaster Street, 152.10 feet to an iron on the northeasterly side of the Franklin Street Arterial Highway; thence by said Franklin Street Arterial Highway by convex curve to the southeast, having a radius of 2,827.79 feet, a distance of 112.77 feet measured on the arc thereof to an iron set at a point of tangent in said curve; thence continuing by said Franklin Street Arterial Highway S 48° 46' 15" E, 31.98 feet to an iron at the former location of the northwesterly side of Heath Street; thence N 48° 56' 21" E by said former northwesterly side of Heath Street, 138.15 feet to a drill hole in the southwesterly side of Boyd Street; thence N 42° 21' 07" W by the southwesterly side of Boyd Street, 143.75 feet to the southeasterly side of Lancaster Street and the point of beginning.

Said above described courses are based on true meridian as determined by the Maine State Highway Commission.

The above described lot is hereby conveyed subject to an easement granted to the City of Portland, dated March 9, 1970 and recorded in the Cumberland County Registry of Deeds in Book 3121, Page 708.

SCHEDULE 6
HARBOR TERRACE
ME3-6

The following described lots or parcels of land situated in Portland, County of Cumberland and State of Maine, and located on the southerly side of Danforth Street, with frontage on Danforth, Orange, Emery and Salem Streets, being bounded and described as follows:

Parcel No. 1: A certain lot or parcel of land located in the City of Portland, County of Cumberland and State of Maine, situated on the southerly side of Danforth Street and on the easterly side of Emery Street, having a frontage of 75.0 feet on Danforth Street and 100.0 feet on Emery Street, containing 7,500 square feet of land.

Being the same premises conveyed to this Grantor by Audrey J. Paquette by a deed dated September 2, 1969, and recorded in the Cumberland County Registry of Deeds, Book 3100, Page 78.

Parcel No. 2: A certain lot or parcel of land located in said Portland, situated on the southwesterly side of a passageway called Orange Street, leading from Danforth to Salem Streets, being bounded and described as follows:

Beginning at a point on the southwesterly sideline of Orange Street, which point is 240.0 feet distant from said Danforth Street; thence southwesterly at right angles 83.0 feet, more or less, to land formerly of J. Brown, et al; thence southeasterly by said land of Brown, et al, 80.0 feet to land formerly of J. B. Brown; thence northeasterly by said land of Brown, 83.0 feet to the southwesterly sideline of Orange Street; thence northwesterly by said sideline 80.0 feet to the point of beginning.

Being the same premises conveyed to this Grantor by James W. Maxfield et al by a deed dated August 30, 1969, and recorded in said Registry of Deeds in Book 3100, Page 7.

Parcel No. 3: Two (2) certain lots or parcels of land located in said Portland, situated on the northwesterly side of Salem Street and on the southwesterly side of Orange Street and being lots numbered eleven (11) and twelve (12) as shown on plan of property in the City of Portland, made by William Anson, C. E., June, 1854 and recorded in said Registry of Deeds, Plan Book 2, Page 5, to which plan reference is hereby made for a more particular description of said premises.

Being the same premises conveyed to this Grantor by J. B. Brown & Sons by a deed dated August 25, 1969, and recorded in said Registry of Deeds in Book 3100, Page 11.

Parcel No. 4: A certain lot or parcel of land located in said Portland, situated on the easterly side of Emery Street, being bounded and described as follows:

Beginning at a point at the intersection of the northeasterly sideline of Emery Street and the southeasterly sideline of Salem Street; thence northwesterly along the northeasterly sideline of Emery Street a distance of 179.50 feet, more or less, to land formerly of Alexander Wallace; thence northeasterly by said land of Wallace a distance of 235.84 feet, more or less, to land formerly of John L. Barker (being parcel No. 2 above); thence southeasterly by said land of Barker and land formerly of J. B. Brown & Sons (being Parcels No. 2 and 3 above) and across said Salem Street a distance of 180.24 feet, more or less, to a stone monument in the southeasterly sideline of Salem Street; thence southwesterly along the said southeasterly sideline of Salem Street a distance of 214.35 feet, more or less, to Emery Street and the point of beginning.

Being the same premises conveyed to this Grantor by the City of Portland by a deed dated July 31, 1969 and recorded in said Registry of Deeds, Book 3096, Page 423; and said premises are hereby conveyed subject to the rights of the public in said Salem Street and also subject to the covenants set forth in said deed from the City of Portland, to which deed reference is hereby made for the terms and conditions thereof.

Parcel No. 5: Four (4) certain lots or parcels of land located in said Portland, situated on the southerly side of Danforth Street and on the easterly side of Emery Street and being lots marked A, B, C, and D, containing 40,077.0 square feet of land, as shown on a Plan of Partition of land of Spring and Brown as recorded in said Registry of Deeds, Plan Book 10, Page 1, to which plan reference is hereby made for a more particular description of said premises.

Being the same premises conveyed to this Grantor by a deed from George A. Wallace as recorded in said Registry of Deeds, Book 3105, Page 64.

Also conveyed herewith are all the rights, easements, privileges and appurtenances belonging to the premises hereinabove described and also to the 25-foot passageway from Danforth Street adjoining Parcel No. 5 above as shown on said Plan recorded in said Registry of Deeds, Plan Book 10, Page 1, as acquired by said deed from George A. Wallace and by deed from J. B. Brown & Sons as recorded in said Registry of Deeds, Book 3116, Page 381; which passageway was created for the benefit of the lots described in parcel No. 5 above.

SCHEDULE 7

RIVERTON PARK
Book 8541 / Page 0010
ME3-8

A certain lot or parcel of land situated on the southwesterly side of Forest Avenue in the City of Portland, County of Cumberland and State of Maine, being bounded and described as follows:

Beginning at a point on the southwesterly side of said Forest Avenue, which point is 386.56 feet southeasterly, on a course of S 39° 06' 30" E from the intersection of the southwesterly sideline of Forest Avenue with the southeasterly sideline of Riverside Street and 50.21 feet northwesterly along Forest Avenue from an iron pin at the most northerly corner of land of the Cornerstone Masonic Corporation; thence S 45° 35' W along land now or formerly of F. D. Rich Construction Company, Inc., 188.75 feet to a point; thence S 11° 35' W, 230.0 feet to a point; thence S 47° W 360.0 feet to a point; thence S 43° E 242.0 feet to a point; thence S 56° 07' 30" W, 413.61 feet to a point; and land conveyed by Neal D. Lunt to Mary J. Field, et al, by deed dated October 30, 1905, and recorded in the Cumberland County Registry of Deeds, Book 776, Page 165; thence S 30° 53' 30" E along said Field land, part of which is now or formerly owned by Charles Kaatz, 885.13 feet to a monument at the westerly corner of land conveyed by Ellie K. Hawes to Maine Turnpike Authority by deed dated October 5, 1954, and recorded in said Registry of Deeds, in Book 2195, Page 453; thence northeasterly along said Maine Turnpike Authority land 750.40 feet to a monument; thence N 42° 41' 30" E along said Turnpike land, 226.06 feet to an iron pin and the southwesterly sideline of land conveyed by Joseph Hawkes to Alexander Bailey by deed dated February 26, 1968, recorded in said Registry of Deeds, in Book 360, Page 337, and now or formerly owned by Walter F. Hawkes; thence N 31° 13' 30" W along said Hawkes land 656.92 feet to a monument; thence N 47° 52' E along said Hawkes land 108.53 feet to an iron pin and land of Cornerstone Masonic Corporation; thence N 66° 56' 30" W along said Corporation land 75.27 feet to an iron pin; thence N 47° 17' 30" W, 295.21 feet to a monument at the northwesterly corner of said Corporation land; thence N 45° 35' E along said Corporation land 168.81 feet to the said iron pin on the southwesterly side of Forest Avenue at the most northerly corner of said Corporation land; thence northwesterly along said Forest Avenue 50.21 feet to the point of beginning.

A certain lot or parcel of land situated on the southeasterly side of Presumpscot Street in Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at an iron set on the southeasterly sideline of Presumpscot Street, said iron being 178.48 feet northeasterly from the northeasterly sideline of Washington Avenue; thence S 38° 19' E, 176.70 feet along land now or formerly of Grace M. Sawyer to an iron; thence S 51° 41' W, 63.63 feet to an iron at land now or formerly of Josephine Bagnoli; thence S 40° 48' 30" E, 7.05 feet to an iron at land now or formerly of Carroll A. Black, et al; thence N 51° 41' E, 0.66 feet to an iron; thence S 38° 30' E along land of said Black, 64.0 feet to an iron set in the ground at the most northerly corner of land now or formerly of John H. Duffy; thence N 51° 41' E, 50.35 feet to an iron set in the most northerly corner of land now or formerly of Annie E. Swanholm; thence S 38° 30' E, 99.0 feet to an iron set at the northwesterly sideline of F Street; thence N 51° 41' E, 95.38 feet, N 48° 00' E, 49.10 feet, and N 51° 41' E, 100.0 feet along the northwesterly sideline of F Street to the most southerly corner of land now or formerly of John D. Lambert, et al; thence N 38° 19' W along land of said Lambert, land of Joseph B. Knight, et al, land now or formerly of Terry J. McGovern, et al, and land now or formerly of Richard Harris, et al, 290.0 feet to an iron set at the most northwesterly corner of land of said Harris; thence N 51° 41' E, 105.23 feet along land of said Harris to an iron set on the northwesterly sideline of Sherwood Street; thence N 38° 19' W, 227.70 feet to an iron set at the intersection of the northwesterly sideline of Sherwood Street with the southeasterly sideline of Presumpscot Street; thence S 24° 25' W, 380.03 feet along the southeasterly sideline of Presumpscot Street to an iron set and the point of beginning.

in said Portland

Also, a certain lot or parcel of land/situated on the northeasterly side of Washington Avenue and the southerly side of F Street as shown on a plan of property of Mary S. Lunt, dated May, 1903, and recorded in the Cumberland County Registry of Deeds in Plan Book 10, Page 91, bounded and described as follows:

Beginning at an iron set in the easterly side of Washington Avenue at the most westerly corner of land conveyed by Carl F. A. Swanholm to Frederic J. Laughlin, dated August 3, 1916, and recorded in said Registry of Deeds in Book 973, Page 456; thence N 52° 05' 30" E, 96.0 feet along land formerly of said Laughlin, and now of C. Gene Wells, to an iron set at his most northerly corner; thence S 37° 54' 30" E, 71.21 feet to an iron set at land now or formerly of James L. Bickford, et al; thence N 65° 07' E, 303.24 feet to an iron set at land now or formerly of F. Gertrude Meserve; thence N 38° 19' W, 191.94 feet to an iron set at the southeasterly sideline of F Street; thence S 51° 41' W, 100.0 feet, S 48° 00' W, 49.10 feet, and S 51° 41' W, 241.22 feet along the southeasterly side of F Street to the northeasterly side of Washington Avenue; thence S 37° 54' 30" E, 46.43 feet to an iron set in the ground and the point of beginning.

Said above-described parcels are subject to the following easements of record:

1. A 6-foot sewer easement given to the City of Portland by Carl F. A. Swanholm by deed dated April 12, 1915, and recorded in said Registry of Deeds in Book 954, Page 213.
2. A 30-foot right of way along the easterly side of the second parcel herein conveyed for the purpose of maintaining, repairing and replacing a 15-inch storm drain. This easement was reserved by the City of Portland in its deed to Carlo A. and Antonio Bruni dated July 12, 1967, and recorded in said Registry of Deeds in Book 3003, Page 286. The 6-foot sewer easement listed as item 1. above is included within the bounds of said 30-foot right of way.
3. A 30-foot sewer easement given by Carl F. A. Swanholm to the City of Portland dated July 31, 1905, and recorded in said Registry of Deeds in Book 1465, Page 497. Said 30-foot easement runs from Washington Avenue to Pembroke Street beneath F Street, then easterly on Pembroke Street, thence northerly to Sherwood Street.
4. Two easements reserved by the City of Portland in its deed to Carlo A. and Antonio Bruni dated July 12, 1967, and recorded in said Registry of Deeds in Book 3003, Page 286, which reserved a 25-foot wide easement through tax parcel 428-x-1 which is contained in the parcel second above

described and a 40-foot right of way also through the parcel second above described. This easement enlarges the grant of the easement by Carol Swanholm to the City of Portland in item 3. above mentioned.

FRONT STREET

Book 8541/Page 0011, 0012

ME3-10

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

Beginning at an iron pipe at the northeast corner of Cummings Street and Front Street; thence southeasterly along the northerly street line of Front Street a distance of 450.12 feet to an iron pipe at the northwest corner of Front Street and Presumpscot Street; thence northeasterly along the westerly street line of Presumpscot Street and making an included angle of $90^{\circ} 00'$ with the northerly street line of Front Street, a distance of 100.0 feet to an iron pipe; thence northwesterly and making an included angle of $90^{\circ} 00'$ with the southerly direction of the westerly street line of Presumpscot Street, a distance of 150.0 feet to an iron pipe; thence northeasterly and making an included angle of $90^{\circ} 00'$ with the southeasterly direction of the last described course, a distance of 75.0 feet to an iron pipe; thence northwesterly and making an included angle of $90^{\circ} 00'$ with the southwesterly direction of the last described course, a distance of 150.0 feet to an iron pipe; thence northeasterly and making an included angle of $90^{\circ} 00'$ with the southeasterly direction of the last described course, a distance of 25.0 feet to an iron pipe; thence northwesterly and making an included angle of $90^{\circ} 00'$ with the southwesterly direction of the last described course, a distance of 150.0 feet to an iron pipe and an intersection with the easterly street line of Cummings Street; thence southwesterly along the easterly street line of Cummings Street and making an included angle through the south $90^{\circ} 01'$ with the southeasterly direction of the last described course, a distance of 200.0 feet to an iron pipe and an intersection with the northerly street line of Front Street and the point of beginning, containing about 71,271.0 square feet.

Also, beginning at an iron pipe at the northeast corner of Presumpscot Street and Front Street; thence southeasterly along the northerly street line of Front Street, a distance of 297.25 feet to an iron pipe; thence northeasterly and making an included angle through the north of $90^{\circ} 15'$ with the northwesterly direction of the northerly street line of Front Street, a distance of 250.0 feet to an iron pipe; thence northwesterly and making an included angle through the west of $89^{\circ} 45'$ with the southwesterly direction of the last described course, a distance of 39.56 feet to an iron pipe; thence northeasterly and making an included angle of $90^{\circ} 00'$ with the southeasterly direction of the last described course, a distance of 100.0 feet to an iron pipe and an intersection with the southerly street line of Illsley Street; thence northwesterly along the southerly street line of Illsley Street and making an included angle of $90^{\circ} 00'$ with the southwesterly direction of the last described course, a distance of 258.79 feet to an iron pipe and an intersection with the easterly street line of Presumpscot Street; thence southwesterly along the easterly street line of Presumpscot Street and making an included angle of $90^{\circ} 00'$ with the southeasterly direction of the southerly street line of Illsley Street, a distance of 350.0 feet to an iron pipe and the intersection with the northerly street line of Front Street and the point of beginning, containing about 100,329.0 square feet.

Reserving to the City of Portland a right of way on the easterly side of said above described parcel of future sewer construction, bounded and described as follows:

Beginning at an iron pipe on the northerly street line of Front Street, said iron being distance 297.25 feet southeasterly along the northerly street line of Front Street from the iron pipe at the northeast corner of Front Street and Presumpscot Street; thence northwesterly along the northerly street line of Front Street, a distance of 38.46 feet to a point; thence northeasterly and making an included angle of $90^{\circ} 00'$ with the southeasterly direction of the last described course, a distance of 250.0 feet to an iron pipe; thence southeasterly and making an included angle of $90^{\circ} 00'$ with the southwesterly direction of the last described course, a distance of 39.56 feet to an iron pipe; thence southwesterly and making an included angle through the northwest of $89^{\circ} 45'$ with the northwesterly direction of the last described course, a distance of 250.0 feet to an iron pipe and an intersection with the northerly street line of Front Street and the point of beginning.

And for the said City of Portland to enter upon said right of way at any and all times for the foregoing purpose, reserving to the Grantee, its successors and assigns, the use and enjoyment of said right of way for such purposes as will in no way interfere with the perpetual use thereof by the City of Portland, its successors and assigns for the foregoing purpose, provided that no building or any kind of permanent structure shall be erected on said right of way by the Grantee, its successors and assigns.

Being the same premises conveyed by Stirling Homex Corporation to the Portland Housing Authority by deed dated October 15, 1971 and recorded in the Cumberland County Registry of Deeds in Book 3196, Page 834.

SCHEDULE 10
DERMOT COURT
ME3-11

A certain lot or parcel of land situated on the northerly side of Dermot Court in the City of Portland, County of Cumberland, State of Maine and further bounded and described as follows:

Beginning at an iron on the northerly side of said Dermot Court at a point that is distant N 55° 45' E 80.00 feet from the corner formed by the intersection of said northerly side of Dermot Court with the easterly side of Clark Street. Said iron is also at the southeasterly corner of land now or formerly of Clara M. Moreshead; thence from said point of beginning and by said Moreshead land and land now or formerly of Johannes A. E. Zukunft N 34° 15' W 79.46 feet to an iron at the southwesterly corner of land now or formerly of J. Freeman Porter; thence by said Porter land and land now or formerly of Stanley D. and Vena A. Robinson N 56° 08' E 80.72 feet to an iron at the southeastern corner of said Robinson land; thence continuing by said Robinson land N 34° 26' W 6.82 feet to a drill hole in a concrete retaining wall at the southwesterly corner of land now or formerly of Helen F. Flaherty; thence by said Flaherty land N 53° 42' E 37.67 feet to an iron at the southeasterly corner of said Flaherty land; thence continuing by said Flaherty land N 34° 26' W 5.00 feet to an iron at the southwesterly corner of land now or formerly of Edward and Elizabeth G. Stetson; thence by said Stetson land N 53° 42' E 25.48 feet to an iron at land now or formerly of Robert Dailey and Alward Pinard; thence by said Dailey and Pinard land and by land now or formerly of Albert E. Powers and Evelyn I. Powers S 34° 09' E 93.00 feet to an iron on the northerly side of Dermot Court as accepted by the City of Portland on November 1, 1954; thence by said Dermot Court S 55° 45' W 143.57 feet to the point of beginning.

Said above described courses are magnetic and of the date of 1970.

Said above described lot contains 11,988.4 square feet.

Being all of the first parcel of land described in a warranty deed from Elizabeth H. Berry to the City of Portland dated March 3, 1969 and recorded in the Cumberland County Registry of Deeds in Book 3077, Page 549.

Recorded
Cumberland County
Registry of Deeds
12/01/92 01:50:56PM
Robert P. Titcomb
Register

11. Requests for Waivers

Waiver Request 1:

Technical Manual Standard, Section 1.14 Parking Lot and Parking Space Design

1.14 Vehicular access shall be provided by one or more aisles. Minimum widths of aisles are illustrated in Figures I-28 thru I-31. (Aisle width is shown in figure I-27 as 24' for 90° parking).

The aisle width in the parking lot is proposed at 22 feet wide with a combination of both standard and compact 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 parking lot aisle width is an acceptable request.

Waiver Request 2:

Technical Manual Standard, Section 4.6 Street Trees

4.6.1. Residential Development: Multi-family residential: Multi-family residential developments shall provide a minimum of one tree per unit, planted in the City right of way unless otherwise approved and spaced thirty (30) to forty five (45) on center.

There are 55 proposed apartment units in the building which would require 55 street trees. There is not enough road frontage or other landscape zones large enough to plant the required number of trees. The project has proposed to plant 11 trees (all visible from the adjacent public streets). The applicant requests a partial waiver to only be required to plant the proposed 11 trees on site and not pay into the City's tree fund as it is a Division 30 affordable housing development project. The applicant would be open to working with the City to plant trees in the Franklin Reserve.



BOARD OF DIRECTORS

Mark B. Adelson, President
Shirley Peterson, Vice-President
Siyad Ahmed, Director
Mariar Balow, Director
Evan Carroll, Director
Christian MilNeil, Director
Faith McLean, Director
Thomas Valteau, Director

14 Baxter Boulevard
Portland, ME 04101

Office: 207-773-4753
Fax: 207-761-5886

September 8, 2017

Mary Davis
City of Portland - Housing and Community Development Division
389 Congress Street
Portland, Maine 04101

**Subject: 58 Boyd Street Apartments
Financial Capacity to Develop Affordable Housing**

Dear Mary,

The purpose of this letter is to self-certify that Portland Housing Development Corporation (PHDC), an affiliate of the Portland Housing Authority, has the financial capacity to develop the 58 Boyd Street Apartments affordable housing development.

Pre-Development:

Portland Housing self-finances pre-development expenses with unrestricted funds, and is then reimbursed at the construction loan closing.

Construction Financing:

Portland Housing Authority has secured \$30,000 of CDBG funds from the City of Portland that is outside of the 58 Boyd Street transaction but is critical to the success of the project. The existing small office building occupants at 58 Boyd Street move to the new Bayside Anchor building, PHA will use the CDBG funds to demolish the building and have the site cleared for the new project.

Portland Housing Development Corporation has a Term Sheet for construction financing in the amount of \$6,850,000 from Bangor Savings Bank, with whom we have a banking relationship. Bangor Savings acted as our sponsor bank for the successful Federal Home Loan Bank of Boston AHP application.

Permanent Financing

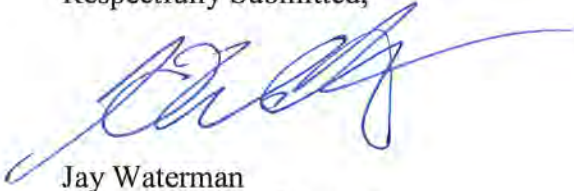
PHDC is proud to state that 58 Boyd Street Apartments has secured \$750,000 of direct subsidy from the Federal Home Loan Bank of Boston's AHP program with additional subsidy buying down the rate for a permanent loan from in the amount of \$2,932,139 from Bangor Savings Bank.

Regarding our capacity to win Low Income Housing Tax Credits, Portland Housing Development Corporation scored the second highest score of all LIHTC applications to MaineHousing in the 2014 application round for our Bayside Anchor project. We missed the credits in 2016 for 58 Boyd Street by 1 point. We understand the competitive nature of the LIHTC funding rounds and have maximized our points under the latest Qualified Allocation Plan (QAP). The QAP is awarding more points for family projects this year, giving us a critical boost of two points. We also expect planning board approval in December 2017, giving us another 4 points.

As the Director of Development, I have been developing affordable housing for over 15 years and was the Director of Development at Avesta Housing when that agency developed Logan Place, Fore River Apartments and the first phase of Pearl Place, among other Portland area projects. I have successfully secured funding from various financing sources for affordable housing including Low Income Housing Tax Credits, Federal HOME funds, Federal Home Loan Bank Affordable Housing Program grants and subsidized advances, HUD 202 grants, RD 515 funds and local and national foundation grants.

Beyond the importance of filling a gap in our sources of funding, the award of HOME funds would be a critical piece of our overall funding as it allows the project to achieve extra points in MaineHousing's Qualified Allocation Plan for leveraged funds. The LIHTC application is due at MaineHousing on January 18, 2018 and they should notify the project of an award of tax credits within 60 days of that application date. Please refer to the project schedule included in this application for the timeline for other financing commitments.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read 'Jay Waterman', with a long, sweeping horizontal line extending to the right.

Jay Waterman
Director of Development



TERM SHEET
THIS IS NOT A COMMITMENT TO LEND
November 2, 2016
(Effective through February 1, 2017)

Jay Waterman
Development Director
Portland Housing Development Corporation
14 Baxter Blvd.
Portland, ME 04101

Re: 58 Boyd Street Apartments Low Income Housing Tax Credit project

Dear Jay,

We are pleased at the prospect of presenting this proposal for financing for the proposed 58 Boyd Street Apartments ("Project"), a low income housing tax credit family housing project that 58 Boyd Street Apartments, LP ("Borrower") and Portland Housing Development Corporation ("Developer") wish to develop in Portland, Maine. 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 may extend credit to the borrower are subject to the satisfactory completion of due diligence, formal credit approval, satisfactory review of loan documentation, and such other terms and conditions as determined by the Bank.

This term sheet is issued to accompany the Borrower's application for MaineHousing funding and low income housing tax credit allocation for the Project described below and will give a general idea of the terms upon which Bangor Savings Bank ("Bank") would extend this loan, with the understanding that this letter does not constitute a commitment to extend financing.

Borrower:	58 Boyd Street Apartments, LP
General Partner:	58 Boyd Street Development Company, LLC
Project Developer:	Portland Housing Development Corporation
Project Sponsors:	Portland Housing Development Corporation Portland Housing Authority
Project:	58 Boyd Street Apartments, a 55 unit multi-family rental housing project to be constructed under the Low Income Housing Tax Credit program and other sources including MaineHousing funding to be located at 58 Boyd Street, Portland, Maine

Loan Amount:	Up to \$6,850,000 (including carve out for City of Portland performance guarantee letter of credit)
Type:	Construction Line of Credit
Purpose:	To provide construction financing for improvements for a 55 unit multi-family (with 44 LIHTC subsidized affordable housing units and 11 market rate units) rental housing project to be built at 58 Boyd Street in Portland, Maine.
Maturity:	Fourteen (14) months
Repayment:	Monthly payments of interest with principal due upon construction completion of project.
Rate:	A variable rate at 1-Month LIBOR plus 2.00%.
Loan Fee:	\$7500 payable at construction loan closing
Inspection Fees:	\$600.00 per month while construction is in process. This is based on one funding remittance per month
Collateral:	1. First mortgage on real estate and improvements at 58 Boyd Street, Portland, Maine. 2. First security interest and collateral assignment and pledge of all contracts, plans, permits, leases, rents, business assets and accounts related to the project and rights related thereto. 3. Collateral assignment and pledge of permanent sources of funding and equity contributions sufficient to fully fund completion of the project and pay Bank construction loan in full.
Guarantees:	Unlimited corporate guarantee for completion and repayment by: • General Partner, 58 Boyd Street Development Company, LLC • Project Developer, Portland Housing Development Corporation
Guarantee:	Limited non-recourse guarantee for completion by Project Sponsor, Portland Housing Authority, with recourse limited to certain unrestricted non-federal funds of Portland Housing Authority.
Conditions:	1. Subject to approval and confirmation acceptable to the Bank of the proposed equity sources, grants, MaineHousing awards, or other equivalent funding sources sufficient for 100% completion of the project and repayment in full of the Bank's construction loan at construction completion.

2. Subject to an award and allocation of Low Income Housing Tax Credits by the Maine State Housing Authority and such other subsidy or MaineHousing loan program awards sufficient to provide 100% of the permanent funding for the project.
3. Subject to an “As Is”, “Investment Value”, “Upon Completion-Subsidized”, and “Upon Completion Stabilized” Fair Market Value appraisal of the proposed affordable housing LIHTC Project in Portland, Maine indicating a maximum LTV of 85%.
4. Subject to Bank receipt and satisfactory review of a Phase I Environmental Risk Assessment and such other follow-up analysis that may be determined to be necessary by the Bank in its sole discretion.
5. Subject to Bank receipt and satisfactory review of the Market Feasibility Study, final development and construction budget, project pro-forma financial statements, project plans, drawings, and specifications, and a fixed price or guaranteed maximum price construction contract from a bonded general contractor.
6. Subject to satisfactory review of project plans, specifications, and construction contract by a construction engineer acceptable to the Bank.
7. Subject to conformity with any construction procedures, requirements, and inspections required under agreements with governmental authorities, the Maine State Housing Authority, the LIHTC equity investors, City of Portland, and all permanent funding providers.
8. Subject to terms and conditions of a construction loan agreement including establishment and maintenance of borrower’s construction deposit, construction escrow, and reserve deposit accounts with the Bank, control and disbursement of all funds necessary for construction completion according to standard Bank policy and procedures, and inspection by a construction engineer selected by the Bank.

Permanent Loan: Project Sponsor has received a Notice of Award under the FHLB Boston Affordable Housing Program A20151-047 for 2015, a direct subsidy of \$500,000 and a subsidized permanent loan of \$2,267,565. In 2016 the sponsor has applied for a direct subsidy of \$750,000 and a subsidized permanent loan of \$2,932,139. Subject to the Bank acting as construction lender, the Bank would also provide permanent loan funding as follows:

Amount: \$2,932,139

Term: 15-year term, 30-year amortization

Rate: A fixed rate equal to the FHLB 15/30 Amortizing subsidized advance rate as determined under provisions of the FHLB Affordable Housing Program plus 2.00%.
(Projected AHP subsidized advance rate, 2.00% + 2.00% = 4.00%)

Commitment Fee: \$2,500 due at construction loan closing

Collateral:

1. First mortgage security interest on real estate and improvements to be constructed at 58 Boyd Street, Portland, ME.
2. First Security in leases, rents, accounts, and all business assets related to the Project.
3. Mortgage security interest and recapture agreement as required under terms of the Federal Home Loan Bank of Boston Affordable Housing Program.

Conditions:

Subject to an "As Is", "Investment Value", "Upon Completion-Subsidized", and "Upon Completion Stabilized" Fair Market Value Appraisal of the proposed affordable housing Project in Portland, Maine indicating a maximum LTV of 85%

Subject to the establishment and maintenance of Project Operating Escrow and Reserve Deposit Accounts, to the extent permitted under MaineHousing program, during the term of the loan

Other General Conditions:

1. Bank has sponsored a Federal Home Loan Bank of Boston Affordable Housing Program application for a direct subsidy award and a subsidized advance provided Bank provides both the construction and permanent financing proposed for the project.
2. Borrower and Guarantor will indemnify Bank for any prepayment or other fees imposed by the FHLBB in connection with approved AHP grant and subsidized advance.
3. Subject to conditions of approval of the FHLBB AHP direct subsidy grant and subsidized advance or other equivalent funding sources acceptable to the Bank.
4. Subject to receipt and review of the Borrower's and Guarantors financial statements and all other information required by the Bank for underwriting and credit review. The Bank will thereafter require annual financial statements of the Borrower and Guarantor within 120 days of fiscal year end with copies of audited statements by the date required by HUD & MSHA.

Any commitment that Bangor Savings Bank issues, will be subject to the terms of its usual loan documentation, as approved by counsel for the Bank in connection with this particular

transaction, and may include terms and conditions that are different from, or that are in addition to, the terms and conditions stated in this letter. The Borrower is responsible for all out-of-pocket costs and expenses incurred by the Bank in connection with the proposed loan including appraisal, legal fees, filing fees, environmental due diligence as required, etc. As mentioned above, this letter is intended only to give you a general idea of the Bank's current thinking regarding a structure for this transaction that may be appropriate.

We look forward to hearing from you, and appreciate the opportunity to present this term sheet to you. We appreciate the important commitment to affordable housing and the community development effort involved in this project and we hope to proceed further with our discussions and the underwriting process.

Sincerely,

A handwritten signature in black ink that reads "Laura Huddy". The signature is written in a cursive, flowing style.

Laura Huddy
Vice President
Commercial Lending Group



December 19, 2016

EDWARD A. HJERPE III
President and Chief Executive Officer
ed.hjerpe@fhlbboston.com

Mr. Robert Montgomery-Rice
President and Chief Executive Officer
Bangor Savings Bank
P.O. Box 930
Bangor, ME 04402-0930

RE: Notice of Award for **A20161-069 (58 Boyd Street Apartments 2016)**

Dear Mr. Montgomery-Rice:

It is with pleasure that I write to notify you that we have approved your application for funding in the 2016 Affordable Housing Program (AHP) round. Congratulations on submitting a successful application. We have approved your initiative for the following funding, subject to the terms below:

Amount of Direct Subsidy: \$750,000

Amount of Advance: \$2,932,139 Term: 15 years

Amortization Period: 30 years

Acknowledgement of this approval must be received by **February 02, 2017**. Please sign below and return this letter to:

Federal Home Loan Bank of Boston
Housing and Community Investment Department
800 Boylston Street, 9th Floor
Boston, MA 02199

Please be sure to keep a copy for your records. Signing this letter in no way obligates your institution to accept the AHP funds. Extensions may be requested for the project and will be approved at the sole discretion of the Bank. If at any time it is determined that the project does not require the AHP funds, or cannot use the funds in a timely manner, please notify the Bank immediately.

If you have any questions, please contact our Housing and Community Investment staff at 888-424-3863. Again, congratulations on your successful AHP application.

Sincerely,

Award Notification Acknowledged By:

Signature

Robert Montgomery-Rice, CEO
Typed name and title

January 3, 2017
Date

Enclosures

cc: John A. Moore, Senior Vice President and CRA Officer
Jay Waterman, Portland Housing Authority, Development Director
Jay Waterman, Portland Housing Development Corporation,

Qualifying Characteristics

Federal Home Loan Bank of Boston -- Round One of the 2016 AHP

APPLICANT: Bangor Savings Bank
 PROJECT: 58 Boyd Street Apartments 2016
 SPONSOR: Portland Housing Authority
 CO-SPONSOR: Portland Housing Development Corporation
 PROJECT OWNER: 58 Boyd Street, LP

A20161-069
 Rank: 23
 Score: 75.1854

Direct Subsidy: \$750,000
 Total Subsidy: \$975,173
 Subsidized Advance: \$2,932,139 Term/Amort: 180/360 months

Total Number of Units: 55
 Total AHP Assisted Units: 44
 Very Low-Income Units: 36

THRESHOLD TESTS

Owner or Rental Housing	X	Ineligible Use of AHP Funds?	X	Refinancing	X
Project Feasibility	X	AHP Funds for Counseling Costs	X	Retention	X
Use within 12 months	X	Subsidy within Bank Limits	X	Sponsor Qualifications	X
Member Creditworthiness	X	Fair Housing	X		

SCORING

PRIORITIES

			<i>Earned Points</i>	<i>Max. Points</i>
I	Donated Properties	N/A	0.0000	5.0000
II	Nonprofit Sponsorship	Portland Housing Authority has ownership interest or integral involvement in the project.	5.0000	5.0000
III	Targeting	11 units reserved for households earning more than 80% AMI 0 units reserved for households earning between 61 to 80% AMI 8 units reserved for households earning between 51 to 60% AMI 36 units reserved for households earning less than 50% AMI	20.0000	20.0000
IV	Homeless Housing	11 of 55 total units reserved for the homeless; 55 of 55 total units are new construction or vacant.	1.0000	5.0000
V	Empowerment	Provides preparation of an individual for employment Provides self sufficiency	10.0000	10.0000
VI FIRST DISTRICT PRIORITY				
VI A	First-time Home Buyers	N/A	0.0000	5.0000
VI B	Member Financial Participation	AHP Direct Subsidy and Member Financial Involvement of \$9,782,139	15.0000	15.0000
VI C	Economic Diversity	Located in a census tract where the median income is no more than 80 percent of the MSA median income and in which at least 20 percent of the units are market-rate units.	5.0000	5.0000
VI D	Rural	N/A	0.0000	5.0000
VII	Second District Priority	N/A	0.0000	5.0000
VIII Community Stability				
		Points were awarded for Smart Growth Features.	5.0000	5.0000
		Points were awarded for Sustainable Development Building Practices.	3.0000	3.0000
		Points were awarded for Efficient Building Operations.	7.0000	7.0000
IX	Effectiveness	\$975,173 for 44 AHP-assisted DU's; \$22,163 Amount per unit subsidy	4.1854	5.0000

The Federal Home Loan Bank of Boston (Bank) must be notified of any changes to the Qualifying Characteristics. Changes may result in a change in the project's score. A reduction in score may disqualify this project from funding in this round and result in cancellation of the AHP commitment prior to the funding or a recapture by the Bank of AHP subsidy funds already disbursed.

13. Technical Capacity

The applicant has assembled a highly qualified team of professionals for the preparation of this project. All members of this team have significant experience with this type of project and many have worked together on other similar projects. The project is being designed by a multi-disciplinary team of design professionals. All members of the design team have proven experience working on projects located in the City of Portland.

Portland Housing Authority **Owner**

14 Baxter Blvd.
Portland, ME 04101
207-773-4753
Contact: Jay Waterman

58 Boyd Street, LP **Applicant/Developer**

14 Baxter Blvd.
Portland, ME 04101
207-773-4753
Contact: Jay Waterman

CWS Architects **Architect**

264 US Route One, Suite 100 2A
Scarborough, ME 04074
207-774-4441
Contact: Ben Walter

Carroll Associates **Landscape Architect**

217 Commercial Street, Suite 200
Portland, ME 04101
207-772-1552
Contact: Pat Carroll / Matthew Phillips

Ransom Consulting Engineers **Consulting Engineer (Civil)**

400 Commercial Street, Suite 404
Portland, ME 04101
207-772-2891
Contact: John Mahoney

Gorrill-Palmer Consulting Engineers **Consulting Engineer (Traffic)**

15 Shaker Road
Gray Road, ME 04039
207-657-6910
Contact: Randy Dunton

Owen Haskell, Inc. **Surveyor**

390 US Route One, Unit 10
Falmouth, ME 04105
207-774-0424
Contact: Randy Loubier

Drummond Woodsum **Attorney**

84 Marginal Way, Suite 600
Portland, ME 04101-2480
207-772-1941
Contact: Gary Vogel

Construction Management Plan
General Template
58 Boyd Street, LP
58 Boyd Street Apartments

A construction management site plan will be prepared and submitted to City Staff for review once a contractor has been selected for the project. It is requested that this item be a Condition of Approval and submitted for City review prior to the issuance of a building permit or in advance of site work approval.

Construction Management Plans shall depict the overall planning, coordination, and control of a construction site, including phases as applicable, from beginning to completion. The City's goal for a construction management plan is to support a safe construction site and protect the public safety, accessibility (including preserving accessible pedestrian, bicycle, and vehicular modes of transport throughout the city), and welfare during construction. In addition, the construction management plan shall minimize construction impacts in their duration and magnitude to the surrounding area and develop an effective communication process for resolving concerns and conflicts.

The Construction Management Plan will be submitted as part of the Site Plan Review and it shall address the construction logistics for a project. The Construction Management Plan shall include the following submissions: 1) a construction management site plan, 2) a construction schedule (time frame); and 3) a written narrative addressing the categories below.

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that 58 Boyd Street, LP and its contractor has identified to minimize impacts from the construction, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding building and communities.

B. Development Review of Construction Management Plan

58 Boyd Street, LP and its contractor shall submit a construction management plan that provides a comprehensive logistics and safety program for the construction project, which will be reviewed and approved as part of the site plan review process. The plan minimizing impacts to areas surrounding the building/construction site will be primary considerations in the process. The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, 58 Boyd Street, LP and its contractor shall meet all of the requirements contained in Section 14-530. Development review fees and post approval requirements and 14-532. General requirements and enforcement of Portland's Land Use Code. Other permits, as applicable, include:

1. **Street Opening and Street Occupancy Permits:** Construction activities in the public right-of-way are controlled by Chapter 25 and sewer and stormwater system connections are controlled by Chapters 24 and 32 of the Land Use Code. All required permits shall be obtained through the Department of Public Works and the requests shall conform with the approved construction management plan.
2. **Blasting:** Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.

D. Construction Administration and Communication

58 Boyd Street, LP and its contractor will work diligently to implement a communication strategy as outlined below. The communication strategy is intended to ensure that all construction operations are performed in accordance with all agreements, ordinances and special permits applicable to this project. The Construction Manager will work closely with adjacent abutters, businesses and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. The final construction management plan shall provide for the following:

1. Contact Person and contact information for the 58 Boyd Street, LP and its contractor and who is available 24 hours
2. Construction Signage posted on the site with Contact Information for Contractor
3. Describe any additional communication strategies
4. All construction site signage is temporary and shall be removed at project completion.

E. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing.
2. Hours of Construction. Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit (Attachment 1) and Section 25-129. Noise, dust and debris (Attachment 2).
3. Extended Hours or Night Work: Pursuant to Section 17-18, this section not apply to emergency utility work or "Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority."
4. Material Deliveries: Schedule and designated location for delivery of materials and boxed goods.

F. Security & Public Safety

1. The Construction Management Plan will depict all proposed fencing or other barriers and access gates (with knox locking devices) with the intent of separating pedestrian and vehicle circulation from the construction site.

2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations*.
3. Fire Safety Program. An overall construction or demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - o Good Housekeeping
 - o On-site security
 - o Installation of new fire protection systems as construction progresses
 - o Preservation of existing systems during demolition
 - o Organization and training of an on-site fire brigade
 - o Development of a pre-fire plan with the local fire department
 - o Rapid communication
 - o Consideration of special hazards resulting from previous occupancies
 - o Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. Any proposed temporary security lighting shall be shown on CMP and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: Construction activity in the public right-of-way is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.
2. Sewer and Stormwater: Sewer and stormwater water system connections are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual.
3. Traffic Control Plans: Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. Projects that will occur along arterial and or collector streets are required to submit a satisfactory 'maintenance of traffic' (MOT) plan prior to any site plan, subdivision, or street opening permit approval. MOT plans may be required for projects that have impacts on local streets.

Maintenance of Traffic (MOT) plans shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, applicants may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

- Construction speed signing may be used as needed to slow traffic
- Traffic Control signs shall not be placed where they are an obstruction to bicycles or pedestrians.
- In extreme situations, flaggers may be required.
- Police detail is required at lighted intersections and may be requested by the City's transportation engineer or his designee.

All existing modes of travel in work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.
- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance shall be maintained.

Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

The final Construction Management Plan will address maintaining the site in a safe condition and will include the following:

1. Regular trash and debris removal
2. Street cleaning and damage controls
3. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris (Attachment 2).

4. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code (Attachment 1) and Section 25-129 on Noise, dust and debris (Attachment 2).
5. Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.
6. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.
 - 1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
 - 2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
 - 3) Clear all walks & ramps with the work zone
 - 4) Sand or Salt as needed
 - 5) Clear all basin or drainage to help snow melt
 - 6) This would include Monday-Friday Sat/Sunday/Holidays

I. Erosion Control and Preservation of Trees

1. 58 Boyd Street, LP's selected contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan prior to the pre-construction meeting for inspection by the City. The contractor shall regularly inspect the control measures, no less than weekly and after significant storm events, and maintain any installed temporary or permanent stormwater management systems in working order. The contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection or the U.S. Environmental Protection Agency upon request.
2. 58 Boyd Street, LP's selected contractor shall maintain all tree and landscaping preservation measures as depicted on the landscaping plan within the area of construction.
3. The storage of materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Construction Management Plan shall depict location of the material staging areas, the location on onsite temporary construction trailers, the location on onsite truck delivery holding areas, the location onsite truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. An open storage areas shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The delivery holding area shall be shown on the plan and shall not be blocked during construction. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of the trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets.
3. Delivery Truck Holding Areas Off-Site: In the event that adequate on-site area for holding of trucks is not available, an off-site marshaling area will be utilized for

trucking. The designated off-site location will be identified in the construction management plan.

K. Parking During Construction

1. Construction Parking: Adequate parking for construction workers shall be provided on site or arrangements for off-street parking at an off-site location shall be provided. The parking arrangements shall be included in the construction management plan.
2. Parking: Where existing facilities are remaining in operation during construction, the construction management plan shall identify how the parking for employees and others shall be managed.
3. Truck Routes and Volumes: The Construction Management Plan shall address the designated truck routes and expected truck volumes.

L. Special Measures as Necessary

For construction work that will take place over a long period (e.g. 12 months or more), involve major demolition/deep excavation/ piling and/or special construction techniques, or are located near sensitive uses e.g. medical care facilities, schools), the Construction Management Plan should provide details and demonstrate that all appropriate special measures have been taken to avoid, minimize, or possibly compensate for potential impacts. This may include taking baseline measurements before construction, such as arranging to photograph the foundations of nearby properties upon consent of the owners, in order to assess any future impacts of vibration, noise, etc.

Relationships.
Responsiveness.
Results.



**Traffic Forecast,
Parking Assessment
and TDM Plan
58 Boyd Street
Portland, Maine**

PREPARED FOR:
Portland Housing
Corporation
14 Baxter Boulevard
Portland, ME 04101

September 2017

SUBMITTED BY:
Gorrill Palmer
707 Sable Oaks Drive
Suite 30
So. Portland, ME 04106
207.772.2515

Traffic Forecast, Parking Study, and Transportation Demand Management Plan
58 Boyd Street
Portland, Maine

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Appendix

Trip Generation Calculations
MaineDOT Crash Data
Parking Figure

Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

Gorrill Palmer was retained by Portland Housing Development Corporation (PHA) to prepare this traffic forecast, parking study, and Transportation Demand Management Plan for their proposed 58 Boyd Street project. The project consists of 55 affordable residential units, the 924 sf Cultivating Community office space, and a telemedicine room to be located at the end of Boyd Street, where the former PHA offices and a Headstart pre-school were located. The existing building is currently vacant. Based on this study, our office has determined the following:

1. The proposed development is forecast to generate 17 and 25 trip ends in the weekday AM and PM peak hours respectively. A trip end is either a trip in or out of the site, thus a round trip would equal two trip ends. At this level of trip generation, this project does not require a Maine Department of Transportation (MaineDOT) Traffic Movement Permit.
2. Based on the crash history provided by MaineDOT, there is one high crash location in the immediate vicinity of the site on Anderson Street between Cumberland Avenue and Oxford Street. The traffic from 58 Boyd Street is not anticipated to impact this high crash location.
3. Based on the parking inventory of the East Bayside Portland Housing Authority Properties that was completed for the Bayside Anchor project, there is sufficient parking within this area to accommodate the additional residential units.
4. PHA is updating their Transportation Demand Management (TDM) Plan that was completed as part of the Bayside Anchor project that will support the City's transportation and environmental sustainability goals by encouraging and promoting bicycling, walking, and use of transit. Additionally, PHA is pursuing the use a UhaulCarShare vehicle on site.

Based on these findings, it is the opinion of Gorrill Palmer that the proposed project can be accommodated by the City's transportation system.

I. Existing and Proposed Site

The proposed site is located at 58 Boyd Street in Portland, Maine. The site currently consists of one building that is approximately 720 sf that formerly housed PHA management offices and 1,080 sf of a Headstart pre-school program with four parking spaces. These two uses have since moved to the new Bayside Anchor project across the street.

Proposed for the site are 55 residential units, 44 of which are affordable housing, 924 sf Cultivating Community office space, and a telemedicine room. Parking for the project will be accommodated by 23 on-site parking spaces with the remainder accommodated by a potential UHaulCarShare and on-street parking spaces.

II. Background Conditions

Gorrill Palmer (GP) has based this study on the following information

- Trip Generation methodology used in the Bayside Anchor study completed by our office in May 2014
- Crash data for 2014-2016 provided by MaineDOT
- A parking inventory performed for the Bayside Anchor study at the existing East Bayside PHA properties, the adjacent streets, and at similar projects in Portland
- An updated parking inventory performed on September 10, 2017 for existing PHA properties

III. Trip Generation

The trip generation for the proposed site has been based on 55 housing units, 44 of which are affordable units, and a 924 sf office space. Although there is a telemedicine room proposed in the building, it is primarily to serve PHA residents and is not anticipated to generate significant traffic. The following summarizes the trip generation for the site:

Residential Units Trip Generation

GP used the Institute of Transportation Engineers' (ITE) publication *Trip Generation*, 9th Edition to estimate the potential trip generation for the proposed 55 housing units, 44 of those being affordable. Based on Land Use Code (LUC) 220 – Apartment, the proposed housing is forecast to generate the following trip ends:

- Weekday: 457 trip ends
- AM Peak Hour: 31 trip ends
- PM Peak Hour: 48 trip ends

A trip end is a trip into or out of the site, thus a round trip is equal to two trip ends. ITE trip rates are based on surveys of predominantly suburban locations rather than urban. In addition, these surveys do not take into account whether the units are affordable units, which typically have fewer cars. Therefore, GP reviewed a trip generation count for Pearl Place which was taken on Tuesday, October 5, 2010 from 3:30 PM to 5:30 PM. Based on the counts, the actual trip generation for Pearl Place was lower than the ITE forecast trip generation. Twenty peak hour trips were recorded at the site driveway for the 60 units in place when the count was completed, and no on-street parking associated with the facility was observed during the count. It should be noted that significant pedestrian trips to and from the site were observed, which is also anticipated for the 58 Boyd Street project. This results in a PM peak hour trip generation rate of 0.33 trip ends per unit for the existing facility. Applying this rate to the proposed 55 units yields 18 trip ends during the PM peak hour.

Given these results and the fact that the project is in an urban area and the area is very bikeable and walkable, our office has reduced the rates derived from ITE LUC 220 for apartments by 50% resulting in the following forecast for the 55 affordable housing units:

- Weekday: 229 trip ends
- AM Peak Hour: 16 trip ends
- PM Peak Hour: 24 trip ends

It should be noted that this is the same trip generation methodology used in the Bayside Anchor study completed by GP in May 2014 and approved by the City.

Cultivating Community Office Trip Generation

The trip generation for the proposed 924 sf Cultivating Community office space has been based on ITE 9th Edition LUC 710 – General Office.

- Weekday: 10 trip ends
- AM Peak Hour: 1 trip end
- PM Peak Hour: 1 trip end

Proposed Site ITE Trip Generation

GP combined the trip generation for the proposed residential units and the proposed Cultivating Community office space to yield the proposed site ITE trip generation, summarized in the following table:

ITE Trip Generation Summary

	Weekday	AM Peak Hour Adj. St	PM Peak Hour Adj. St
Residential Units	229	16	24
Office Space	10	1	1
Site ITE Trip Generation	239	17	25

As shown in the table, the site is forecast to generate 17 trip ends during the AM peak hour and 25 trip ends during the PM peak hour.

Trip Generation Credit

Typically credit is given for any on-site use within the last ten years, so trips generated by the existing office and pre-school can be subtracted from the forecasted future trip generation when determining the need for a MaineDOT Traffic Movement Permit. GP used ITE LUC 520 – Elementary School and LUC 715 – Single Tenant Office Building to calculate the credit that can be applied to the site trip generation (attached). The existing building is approximately 1,800 sf. The office is approximately 720 sf and the pre-school is approximately 1,080 sf. The following table summarizes the trip generation credit:

Trip Generation Credit Summary

	Weekday	AM Peak Hour Adj. St	PM Peak Hour Adj. St
Office Trip Generation	8	1	1
Pre-School Trip Generation	17	6*	1
Total Credit	25	7	2

* LUC 520 does not have a trip generation rate for the AM peak hour of the adjacent street. However for schools the AM peak hour of the generator typically occurs during the AM peak hour of the adjacent street.

Total Site Trip Generation

The trip generation credit is subtracted from the forecast trip generation for the residential units to yield the net trip generation. The following table summarizes the trip generation for the site:

Net Trip Generation Summary

	Weekday	AM Peak Hour	PM Peak Hour
ITE Trip Generation	239	17	25
Trip Generation Credit	-25	-7	-2
Net Trip Generation	214	10	23

As shown in the table the net trip generation for the site is forecast to be 10 trip ends during the AM peak hour and 23 trip ends during the PM peak hour. This level of trip generation does not require a MaineDOT Traffic Movement Permit since it is less than the 99 trip end threshold.

IV. Crash Data

GP obtained the crash data from MaineDOT for the period of 2014-2016, the most recent period available at the time this study was prepared (attached). In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to classify as an HCL.

1. A critical rate factor of 1.00 or more for a three year period. A Critical Rate Factor (CRF) compares the actual accident rate to the rate for similar intersections in the State. A CRF of less than 1.00 indicates a rate of less than average; and
2. A minimum of eight crashes over the same three-year period.

Based on a review of the crash report from MaineDOT, there is one HCL in the immediate vicinity of the site on Anderson Street from Oxford Street to Cumberland Avenue, which had a CRF of 6.01 and experienced 8 collisions during the most recent three year period. Based on a review of the police reports for the collisions, all but one involved a vehicle parked on street. Of the seven collisions involving vehicles parked on-street, two of the collisions were hit-and-run, one involved a vehicle backing out of a driveway into a parked vehicle, two involved vehicles attempting to parallel park, and one was caused by a driver operating under the influence. The eighth collision was due to icy roadway conditions. The traffic from the 58 Boyd Street project is not anticipated to impact this HCL due to the low trip generation and the distance of the HCL to the site. Residents of 58 Boyd Street would not be expected to park on Anderson Street.

It should be noted that there are also two HCLs on Washington Avenue and one HCL on Franklin Street; however, due to the low trip generation of the site and its distance from the HCLs, the traffic from the site is not anticipated to impact these HCLs.

V. Parking Evaluation

While PHA wants to provide adequate parking, parking results in a loss of open space, increases stormwater impacts, and uses valuable urban land. At the same time, providing too little parking may have adverse effects on residents and the surrounding neighborhood. The applicant's goal through the parking demand analysis process is to find the appropriate ratio of parking spaces. Our office has data suggesting actual parking demand will be well below one space per unit. To estimate the parking demand for the

proposed project, GP consulted two sources; a parking use inventory of the existing East Bayside PHA properties, and other relevant parking studies GP has completed. These are summarized below:

Parking Study of Existing East Bayside PHA Properties and On Street Parking

GP completed an inventory of occupied and available parking spaces for the East Bayside PHA properties as well as the adjacent neighborhood streets on Sunday evening, September 10th 2017 every 45 minutes from approximately 9 PM to midnight. This represents a time period when most residents would be parked in the neighborhood. The peak period, when the highest number of vehicles were parked throughout the neighborhood, occurred at midnight. A summary of the results for the peak period is presented below:

Parking Survey Results within East Bayside PHA Properties

- Highest Demand observed in PHA Parking Lots: 96 spaces
- Total Parking Lot Spaces: 162 Spaces
- Total Available Spaces in Parking Lots: 66 spaces

According to occupancy information furnished by PHA, 197 units of the 201 total units were occupied as of September 19, 2017. Therefore, the overall parking ratio within the PHA off street lots was 0.49 (96/197) spaces per unit. It should be noted that 144 units have parking stickers to allow them to park in PHA lots, but the peak demand in the lots was 96 vehicles, which is less than the number of stickered vehicles. The peak demand is approximately 0.67 (96/144) spaces used per sticker.

On Street Parking for Area Bounded by Anderson, Cumberland, Greenleaf, Oxford, Madison, and Boyd Streets

- Highest On Street Demand Observed: 212 spaces
- Total On Street Spaces: 348 spaces
- Total Available Spaces On Street: 136 spaces

This data shows there is substantial available parking within the neighborhood today. While 66 spaces are available within the PHA parking lots, some residents may be parking on the street. Therefore, to estimate a conservative total parking demand associated with the existing PHA properties, GP included the number of vehicles directly adjacent to PHA properties, which were estimated to be 80 vehicles. Adding these additional spaces to the 96 spaces occupied in the existing PHA lots results in an overall existing parking ratio of 0.89 spaces per occupied unit for the PHA housing properties. This is likely a high rate

since the inventory was conservative when attributing the on street parking to the PHA properties.

GP also determined the number of unoccupied on and off street parking spaces within 300 and 500 feet of the proposed building. The data summarized below is for midnight, which was the peak period observed:

Unoccupied parking within 300 feet of the project:

- Parking lots: 8 spaces
- On Street spaces: 17 spaces
- Total: 25 spaces

Unoccupied parking within 500 feet of the project:

- Parking lots: 38 spaces
- On Street spaces: 41 spaces
- Total: 79 spaces

Based on the existing parking demand around the proposed site, there appears to be excess parking availability.

Other Relevant Parking Studies

In addition to the East Bayside parking evaluation, GP reviewed data from other projects that were on file to compare parking ratios for this project. That additional review is summarized below:

Island View Apartments in Portland, Maine

This inventory was performed on July 12, 2004 from 6:00 PM to 9:00 PM. Island View Apartments is a 70-unit apartment building on the corner of North Road and Walnut Road in Portland. It contains a total of 84 parking spaces, 29 of which are designated visitor parking only, and two of which are handicap. In the peak half hour period, a maximum of 49 parking spaces were occupied. This gives a demand of 0.70 parking spaces per dwelling unit.

Previous Parking Occupancy Study

As part of studies for similar projects in the past, GP examined the parking occupancy of apartment buildings in downtown Portland with dedicated parking lots, either behind or within the building as part of another application. GP completed parking occupancy counts from 10-11 PM (within the peak period, based on ITE and Urban Land Institute

{ULI} data) at 53 Danforth Street, 645 Congress Street, and Walker Terrace (at the corner of Congress Street and Walker Street) on Tuesday, October 26, 2010.

In addition, GP referenced the parking supply for Franklin Towers and Oak Street Lofts. Franklin Towers has 200 units and, based on aerial data, a parking supply of 58 spaces. Oak Street Lofts has 37 units and 16 parking spaces, although it should be noted that half of the spaces (eight) are for motorcycles. For the purposes of this assessment it is assumed that the peak demand at both of these facilities is at 100% occupancy. The following table summarizes the calculated parking demand for each facility based on the occupancy counts:

Parking Demand Studies Summary

Facility	Number of Units	Peak Demand (occupied spaces)	Demand Rate (spaces per unit)
53 Danforth	43	29	0.67
645 Congress	56	28	0.50
Walker Terrace	40	20	0.50
Oak Street Lofts	37	16*	0.43
Franklin Towers	200	58**	0.29
Average Parking Demand (spaces per unit)			0.48

*Assumes 100% occupancy at Oak Street Lofts

**Assumes 58 spaces based on aerial imagery and 100% occupancy at Franklin Towers

As shown in the table, the parking occupancy counts for various facilities in Portland indicate an average need for 0.48 parking spaces per apartment unit within the Portland Peninsula.

Recommended Parking Ratio

Based on the level of demand at the above referenced studies, and the implementation of the updated Transportation Demand Management Plan (provided herein), it is the opinion of GP that an appropriate parking demand rate for the proposed 58 Boyd Street project as well as the existing PHA “Bayside Campus” properties is 0.75 spaces per unit. This is consistent with the parking rate used for the recent Bayside Anchor project.

Parking Supply vs. Parking Demand

The proposed project will result in the loss of the existing 4 space parking lot associated with the existing building on site, but is proposed to have a 23 space parking lot, for a net increase of 19 spaces. Additionally, the project is anticipated to eliminate approximately one on street parking space on Boyd Street. The following compares the parking supply with forecasted parking demand.

Parking Supply

The available off and on street parking supplies within 300 and 500 feet upon completion of the 58 Boyd Street project are as follows:

- Within 300 feet of the project: 54 spaces on-street, 64 in PHA lots
- Within 500 feet of the project: 112 spaces on-street, 130 in PHA lots
- Combined Totals:
 - o Within 300 feet: 118 spaces
 - o Within 500 feet: 242 spaces

Parking Demand

The total parking demand, including the existing demand and the demand from 58 Boyd Street (based on a conservative ratio of 0.75 spaces per unit), is summarized below:

- Within 300 feet of the project: 117 spaces
- Within 500 feet of the project: 187 spaces

Parking Demand vs. Parking Supply

A comparison of the parking demand vs supply, including 58 Boyd Street, shows there is forecast to be one unoccupied space within 300 feet of the project and 55 unoccupied spaces within 500 feet of the project. This is during the peak parking demand time and all other time periods are forecast to have even greater available parking supply. Based on this review, there is forecast to be adequate parking in the vicinity of the project to accommodate the proposed residential units.

City Ordinance Requirements

The City of Portland has requirements for off-street parking in Chapter 14 of their Ordinance. There are requirements for general uses requiring off-street parking, but there are also zone specific exceptions and modifications to the standard requirements. The project is located in the R-7 Overlay Zone, which has the following requirements:

- A parking ratio of one space per unit
- One shared use vehicle (such as a UhaulCarShare vehicle) shall satisfy eight required spaces, but not more than 50% of the parking requirement
- Planning Board may establish a requirement less than the required parking due to unique conditions the result in a lower parking demand (e.g. affordable housing)

The Ordinance also provides an affordable housing incentive parking requirement, which allows for a requirement of no more than one space per affordable housing unit. Additionally, the planning board can determine a parking rate of less than one space per affordable housing unit.

Based on 44 affordable housing units and 11 market rate units, the Ordinance requires 58 Boyd Street to provide 55 off-street parking spaces. Additionally, PHA is pursuing the use of a UhaulCarShare vehicle for 58 Boyd Street, which would allow for a reduction of 8 spaces, yielding a parking requirement of 47 spaces. Using a rate of 47 parking spaces per 55 units gives a parking ratio of 0.85 spaces per unit.

Parking Conclusion – During most of the day, the proposed on-site parking will accommodate the anticipated parking demand. During peak parking demand times, some vehicles will need to park on-street. Based on this evaluation, there is sufficient parking availability within the immediate area of the site to accommodate this additional demand. With the use of incentives (described in more detail in the next section), and a potential UHaulCarShare program similar to the one currently used at 409 Cumberland, the overall parking demand is expected to further decrease.

VI. Revised Transportation Demand Management Plan

PHA Housing has requested an update of their existing Transportation Demand Management (TDM) Plan for their campus which will support the City's transportation and environmental sustainability goals by encouraging and promoting bicycling, walking, and use of transit. Avesta will be managing the project for PHA and is very familiar with the importance of a TDM Plan. The Portland Housing Authority has updated their Parking Policy. The following identifies key elements of the TDM and updated policy:

TDM Coordinator

PHA Housing has a Property Manager who will coordinate the TDM Plan. The TDM Coordinator will be responsible for posting changes and updates to the METRO schedule and UHaulCarShare information in the lobby as well as other information relevant to promoting and encouraging the greater use of bicycling, walking, and bus-based transit. Portland Housing is also striving to have a Transportation Demand Management line item approved for the operating budget for 58 Boyd Street to help further subsidize METRO passes and potentially the UHaulCarShare system and Lyft personal ride share service.

PHA Goals for Parking

In addition to adopting the philosophy of the City in trying to reduce the need for parking spaces and encourage other modes of travel, PHA has also identified internal goals as follows:

- Provide limited, safe, well managed parking for PHA / PHDC residents
- Reduce agency costs of maintaining parking areas
- Reduce vehicle congestion
- Increase tenants use of public transportation
- Utilize PHA land more efficiently, making it available for other purposes
- Reduce the costs of new housing development by building / providing less parking
- Reduce the cost of housing to tenants
- Reduce fuel usage and carbon emissions, consistency with PHA Green Policy
- Increase resident wellness

Parking Requirements in Lease

The following are key updated requirements:

- One parking space per household provided (if available at site)
- Tenants must register vehicle with PHA
- Vehicle must be kept operable, inspected and registered with State of Maine
- Eligible registered vehicles receive a PHA sticker to be displayed
- Tenants will be charged an annual \$60.00 Parking Reservation Fee to help off-set costs of maintaining parking areas and administering parking rules. Monthly \$5 charge on one vehicle allowed to be parked on site.

Automobile Parking Reduction Strategies

The Applicant proposes to take the following measures to reduce the demand for vehicles:

Bicycle Parking

PHA Housing is proposing to provide a total of 18 parking spaces for bicycles within an internal bicycle storage room. The bicycle room will provide increased bicycle security and protection from the weather.

Encourage Use of Local Transit

PHA's TDM Coordinator will provide route maps, schedules, and ticket information in packets along with their lease agreement. PHA will provide discounted monthly Metro bus passes to 58 Boyd Street households, with a preference to families with no vehicle. Details as follows:

- \$45 monthly passes will be reduced to \$25
- Up to 100 passes available in FY 2017
- Maximum of 2 passes per household
- Work with Metro on development and implementation of bus pass program

UHaulCarShare

In Portland, the UHaulCarShare service currently provides a total of seven vehicles, one of which is utilized by Avesta Housing at their 409 Cumberland development. This service is a shared car program that allows people to rent the vehicle for various trips. Based on a review of June 2015 to May 2016 data, the vehicle used by residents of 409 Cumberland Avenue was used for an average of 30 trips per month with an average distance of 39 miles per trip. PHA is pursuing the use of a UHaulCarShare vehicle at the 58 Boyd Street location and would anticipate similar results to those at the 409 Cumberland location. PHA will make residents aware of and encourage use of this service, which will allow for use of a car for certain trips, which can reduce the need for an owned car. Information will be provided to each incoming resident with their lease agreement.

Sidewalks and Trails

Sidewalks surround the proposed project encouraging walking to and from the site. In addition the PHA campus provides a connection to the Portland Trail system. The North Boyd Street Trail to the Bayside Trail starts outside the front door of 58 Boyd Street.

Tenant Packets

Upon signing a lease, each tenant will be provided with an extensive packet which will include information on transportation incentives and resources. Tenant packets will, at a minimum, include:

- Information on METRO free ride tickets to be provided by PHA
- The Greater Portland Transit Guide and other bus transit trip planning resources
- Registration and program information for UHaulCarShare
- Bicycle commuting information and other resources gathered from the Bicycle Coalition of Maine and Bicycle Meet Up commuter program
- Portland Trails map

Education

The TDM Coordinator will work with Portland Metro and Greater Portland Council of Governments to educate and market the use of public transit in the Portland area to PHA and 58 Boyd Street residents. It is our understanding the following apply.

- Metro plans to increase the number of bus shelters along the routes
- Metro is expanding service to Yarmouth and Brunswick
- Metro will be launching “real time bus arrival information” via website, text message and mobile applications.
- Educate potential users on the average annual costs associated with owning a car (approximately \$5,822/year) and the savings if they were to use the bus.

Monitoring

As part of the TDM Plan monitoring program, Portland Housing will assess the utilization of its on- and off-site parking on an ongoing basis and will monitor the operation of the parking areas. Demand for handicapped parking will be monitored on a monthly basis. PHA Housing will track tenant requests for additional on-site bicycle and scooter/motorcycle parking.

One year after initial occupancy and annually thereafter, PHA Housing will revisit the TDM Plan, taking into account the following:

- Tenant vehicle ownership (bicycle, scooter/motorcycle, automobile)
- Tenant parking utilization of on and off street parking, including nearby parking garages and on-street parking spaces
- The means of travel by tenants (bus, walk, bicycle, automobile, scooter / motorcycle, car share, carpool, or other)

PHA Housing will update the TDM Plan and submit a draft plan to the City’s TDM Manager for review and comments. Should the vehicle ownership of the tenants exceed 0.75 spaces per unit or 42 spaces, additional TDM measures and/or parking measures will be considered.

Timetable for Action Items

This project will be managed by Portland Housing Development Corporation and a professional property management company. The applicant will work with the City in establishing expected timelines for each of the action items.

JN: 3212
 Project Description: Boyd St Affordable Housing
 Project Location: Portland, Maine
 Date: 10/6/2016

Gorrill Palmer
 707 Sable Oaks Drive
 Suite 30
 South Portland, Maine 04106

**Apartment
 Land Use Code (LUC) 220**

Dwelling Units: 55

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.65 (X)	88	366	50%	50%	183	183	N/A
AM Peak Hour of Adj. Street Traffic	T = 0.51 (X)	78	28	20%	80%	6	22	N/A
PM Peak Hour of Adj. Street Traffic	T = 0.62 (X)	90	34	65%	35%	22	12	N/A
AM Peak Hour of Generator	T = 0.55 (X)	83	30	30%	70%	9	21	N/A
PM Peak Hour of Generator	T = 0.67 (X)	85	37	60%	40%	22	15	N/A
Saturday	T = 6.39 (X)	15	351	50%	50%	176	175	N/A
Saturday Peak Hour of Gen.	T = 0.52 (X)	14	29	**	50%	15	14	N/A

* Percentages rounded to nearest 5%

** Not Available (Assumption)

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.06 (X) + 123.56	88	457	50%	50%	228	229	0.87
AM Peak Hour of Adj. Street Traffic	T = 0.49 (X) + 3.73	78	31	20%	80%	6	25	0.83
PM Peak Hour of Adj. Street Traffic	T = 0.55 (X) + 17.65	90	48	65%	35%	31	17	0.77
AM Peak Hour of Generator	T = 0.54 (X) + 2.45	83	32	30%	70%	10	22	0.82
PM Peak Hour of Generator	T = 0.60 (X) + 14.91	85	48	60%	40%	29	19	0.80
Saturday	T = 7.85 (X) - 256.19	15	176	50%	50%	88	88	0.85
Saturday Peak Hour of Gen.	T = 0.41 (X) + 19.23	14	42	**	50%	21	21	0.56

* Percentages rounded to nearest 5%

** Not Available (Assumption)

JN: 3212
 Project Description: 58 Boyd Street
 Project Location: Portland, Maine
 Date: September 19, 2017

Gorrill Palmer
 707 Sable Oaks Drive
 Suite 30
 South Portland, Maine 04106

**General Office Building
 Land Use Code (LUC) 710**

Square Feet 924

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.76 \ln(X) + 3.68$	37	79	50%	50%	19	18	0.80
AM Peak Hour	$\ln(T) = 0.80 \ln(X) + 1.57$	5	218	90%	10%	5	0	0.83
PM Peak Hour	$T = 1.12(X) + 78.45$	79	236	15%	85%	12	67	0.82
Saturday	$T = 2.03(X) + 31.75$	34	18	50%	50%	17	17	0.66
Peak Hour of Generator			11	55%	45%	#VALUE!	#VALUE!	0.59

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.03(X)$	10	79	50%	50%	5	5	---
AM Peak Hour	$T = 1.56(X)$	1	218	90%	10%	1	0	---
PM Peak Hour	$T = 1.49(X)$	1	236	15%	85%	0	1	---
Saturday	$T = 2.46(X)$	2	18	50%	50%	1	1	---
Saturday Peak Hour of Gen.	$T = 0.43(X)$	0	11	50%	50%	0	0	---

* Percentages rounded to nearest 5%

PM Peak Hour: $T = 1.49/1.56$ (AM Peak) 5 15% 85% | 1 4 0.82

JN: 3212
 Project Description: 58 Boyd Street
 Project Location: Portland, Maine
 Date: October 7, 2016

Gorrill Palmer
 707 Sable Oaks Drive
 Suite 30
 South Portland, Maine 04106

**Single Tenant Office Building
 Land Use Code (LUC) 715**

Square Feet 720

Trip Ends Based on Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$\ln(T) = 0.60 \ln(X) + 4.30$	61	15	50%	50%	31	30	0.53
AM Peak Hour	$T = 1.67(X) + 21.93$	23	43	90%	10%	21	2	0.77
PM Peak Hour	$T = 1.52(X) + 34.60$	36	43	15%	85%	5	31	0.78
Saturday	---	---	---	---	---	---	---	---
Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Trip Ends Based on Average Rate

Time Period	ITE Trip Rate	Trip Ends	Number of Studies	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	$T = 11.65(X)$	8	15	50%	50%	4	4	---
AM Peak Hour	$T = 1.80(X)$	1	43	90%	10%	1	0	---
PM Peak Hour	$T = 1.74(X)$	1	43	15%	85%	0	1	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Gen.	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

|

JN: 3212
 Project Description: 58 Boyd Street
 Project Location: Portland, Maine
 Date: 10/7/2016

Gorrill Palmer
 707 Sable Oaks Drive
 Suite 30
 South Portland, Maine 04106

**Elementary School
 Land Use Code (LUC) 520**

Square Feet 1,080

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 15.43 (X)	17	34	50%	50%	9	8	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	T = 1.21 (X)	1	10	45%	55%	0	1	---
AM Peak Hour of Generator	T = 5.20 (X)	6	35	55%	45%	3	3	---
PM Peak Hour of Generator	T = 3.11 (X)	3	35	45%	55%	1	2	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	---	---	---	---	---	---	---	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	Ln (T) = 0.89 Ln (X) + 1.50	---	48	55%	45%	---	---	---
PM Peak Hour of Generator		5	37	45%	55%	2	3	0.55
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

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

Washington\Cumberland\Fox

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0026X	Start Node: 19042 End Node: 18879	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0561238	Start Node: 18986 End Node: 19042	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0560293	Start Node: 18521 End Node: 18960	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560667	Start Node: 18961 End Node: 18521	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0001A	Start Node: 63224 End Node: 18521	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 001AS	Start Node: 18521 End Node: 18520	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560804	Start Node: 18942 End Node: 18946	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560540	Start Node: 18943 End Node: 18945	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560847	Start Node: 18929 End Node: 19463	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560257	Start Node: 18930 End Node: 18944	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node

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

Washington\Cumberland\Fox

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560470	Start Node: 18931 End Node: 18941	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560333	Start Node: 18933 End Node: 18938	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560509	Start Node: 18939 End Node: 18940	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560235	Start Node: 18933 End Node: 19464	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560561	Start Node: 18933 End Node: 18936	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560139	Start Node: 18934 End Node: 18937	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560235	Start Node: 19464 End Node: 18920	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560069	Start Node: 18919 End Node: 18921	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560493	Start Node: 18922 End Node: 18923	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560493	Start Node: 18923 End Node: 18924	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node

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

Washington\Cumberland\Fox

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0560834	Start Node: 18918 End Node: 18924	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0560666	Start Node: 18916 End Node: 18918	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560234	Start Node: 18917 End Node: 18932	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560666	Start Node: 18915 End Node: 18916	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ 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 Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
19042	0026X - 0	Int of CUMBERLAND AV WASHINGTON AV	9	11	0	0	1	1	9	18.2	4.399	0.83	1.27	0.00	
												Statewide Crash Rate:	0.71		
18936	0026X - 0.10	Int of E OXFORD ST EXT, WASHINGTON AV	2	1	0	0	0	0	1	0.0	3.367	0.10	0.41	0.00	
												Statewide Crash Rate:	0.15		
18940	0026X - 0.15	Int of MONROE ST WASHINGTON AV	2	1	0	0	0	0	1	0.0	3.757	0.09	0.40	0.00	
												Statewide Crash Rate:	0.15		
18875	0026X - 0.17	Int of MARION ST, WASHINGTON AV	2	0	0	0	0	0	0	0.0	4.126	0.00	0.39	0.00	
												Statewide Crash Rate:	0.15		
18941	0026X - 0.19	Int of MADISON ST WASHINGTON AV	2	3	0	0	0	0	3	0.0	4.054	0.25	0.39	0.00	
												Statewide Crash Rate:	0.15		
A18960	0026X - 0.27	Int of FOX ST WASHINGTON AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00	
												Statewide Crash Rate:	0.15		
P18879	0026X - 0.28	Int of WALNUT ST, WASHINGTON AV	2	10	0	0	1	2	7	30.0	4.899	0.68	0.38	1.81	
												Statewide Crash Rate:	0.15		
18986	0561238 - 0.73	Int of CUMBERLAND AV WILMOT ST	2	3	0	0	0	2	1	66.7	2.832	0.35	0.41	0.00	
												Statewide Crash Rate:	0.14		
18520	0561238 - 0.77	Int of CUMBERLAND AV FRANKLIN ST	9	18	0	0	0	3	15	16.7	6.525	0.92	1.18	0.00	
												Statewide Crash Rate:	0.71		
63224	0561238 - 0.80	Int of CUMBERLAND AV FRANKLIN ST	9	15	0	0	1	4	10	33.3	6.411	0.78	1.18	0.00	
												Statewide Crash Rate:	0.71		
18919	0561238 - 0.84	Int of BOYD ST CUMBERLAND AV	2	2	0	0	0	1	1	50.0	2.683	0.25	0.44	0.00	
												Statewide Crash Rate:	0.15		
18910	0561238 - 0.87	Int of CUMBERLAND AV, LOCUST ST	2	2	0	0	0	0	2	0.0	2.618	0.25	0.44	0.00	
												Statewide Crash Rate:	0.15		
18922	0561238 - 0.89	Int of CUMBERLAND AV MAYO ST	2	2	0	0	0	0	2	0.0	2.467	0.27	0.45	0.00	
												Statewide Crash Rate:	0.15		
18915	0561238 - 0.94	Int of CUMBERLAND AV, SMITH ST	2	2	0	0	0	0	2	0.0	2.523	0.26	0.45	0.00	
												Statewide Crash Rate:	0.15		
19463	0561238 - 0.98	Int of ANDERSON ST CUMBERLAND AV	2	2	0	0	0	0	2	0.0	2.374	0.28	0.45	0.00	
												Statewide Crash Rate:	0.15		
18912	0561238 - 0.99	Int of CUMBERLAND AV, MONTGOMERY ST	2	0	0	0	0	0	0	0.0	2.010	0.00	0.47	0.00	
												Statewide Crash Rate:	0.15		
18937	0561238 - 1.01	Int of CLEEVE ST CUMBERLAND AV	2	0	0	0	0	0	0	0.0	2.041	0.00	0.47	0.00	
												Statewide Crash Rate:	0.15		
18953	0560293 - 0.06	0509373 POR,N.BOYD,FOX ST.	2	1	0	0	0	1	0	100.0	2.251	0.15	0.44	0.00	
												Statewide Crash Rate:	0.14		
18952	0560293 - 0.16	0509372 POR,FOX,DIAMOND ST.	2	1	0	0	0	0	1	0.0	2.344	0.14	0.43	0.00	
												Statewide Crash Rate:	0.14		
18929	0560293 - 0.21	0509349 POR,ANDERSON,FOX ST.	2	3	0	0	0	0	3	0.0	2.840	0.35	0.41	0.00	
												Statewide Crash Rate:	0.14		
19466	0560293 - 0.25	0509888 POR,FOX STREET,COVE STREET	2	0	0	0	0	0	0	0.0	2.202	0.00	0.44	0.00	
												Statewide Crash Rate:	0.14		
18945	0560293 - 0.26	0509365 POR,FOX,N.GREENLEAF ST.	2	0	0	0	0	0	0	0.0	1.987	0.00	0.45	0.00	
												Statewide Crash Rate:	0.14		

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
A18948	0560293 - 0.30	0509368 POR,FOX,HAMMOND ST.	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
P18946	0560293 - 0.31	0509366 POR,FOX,WINTHROP ST.	2	0	0	0	0	0	0	0.0	1.700	0.00	0.47	0.00
												Statewide Crash Rate:	0.14	
18961	0560667 - 0.26	Int of FOX ST SOMERSET ST	2	0	0	0	0	0	0	0.0	2.957	0.00	0.41	0.00
												Statewide Crash Rate:	0.14	
18521	0001A - 12.45	Int of FOX ST FRANKLIN ST	9	36	0	1	3	6	26	27.8	11.080	1.08	1.07	1.01
												Statewide Crash Rate:	0.71	
18944	0560804 - 0.04	0509364 POR,WINTHROP,EVERETT ST.	2	0	0	0	0	0	0	0.0	0.081	0.00	0.04	0.00
												Statewide Crash Rate:	0.14	
18930	0560847 - 0.53	0509350 POR,ANDERSON,EVERETT ST.	2	0	0	0	0	0	0	0.0	0.698	0.00	0.57	0.00
												Statewide Crash Rate:	0.14	
18931	0560847 - 0.56	0509351 POR,ANDERSON,MADISON ST.	2	0	0	0	0	0	0	0.0	0.706	0.00	0.57	0.00
												Statewide Crash Rate:	0.14	
18932	0560847 - 0.59	0509352 POR,E.LANCASTER,ANDERSON ST.	2	0	0	0	0	0	0	0.0	0.653	0.00	0.57	0.00
												Statewide Crash Rate:	0.14	
19464	0560847 - 0.65	0509886 POR,ANDERSON ST,E.OXFORD STR.	2	3	0	0	0	1	1	50.0	0.725	1.38	0.56	2.45
												Statewide Crash Rate:	0.14	
18943	0560257 - 0.05	0509363 POR,EVERETT,N.GREENLEAF ST.	2	0	0	0	0	0	0	0.0	0.092	0.00	0.16	0.00
												Statewide Crash Rate:	0.14	
18938	0560470 - 0.06	0509358 POR,GREENLEAF,MADISON ST.	2	0	0	0	0	0	0	0.0	0.239	0.00	0.58	0.00
												Statewide Crash Rate:	0.14	
18942	0560470 - 0.11	0509362 POR,WINTHROP,MADISON ST.	2	0	0	0	0	0	0	0.0	0.202	0.00	0.55	0.00
												Statewide Crash Rate:	0.14	
18939	0560333 - 0.05	0509359 POR,MONROE,GREENLEAF ST.	2	0	0	0	0	0	0	0.0	0.229	0.00	0.57	0.00
												Statewide Crash Rate:	0.14	
18934	0560235 - 0.01	0509354 POR,CLEEVE,E.OXFORD ST.	2	0	0	0	0	0	0	0.0	0.322	0.00	0.60	0.00
												Statewide Crash Rate:	0.14	
18916	0560235 - 0.09	0509336 POR,SMITH,E.OXFORD ST.	2	1	0	0	0	1	0	100.0	0.343	0.97	0.60	1.61
												Statewide Crash Rate:	0.14	
18923	0560235 - 0.14	Int of E OXFORD ST MAYO ST	2	0	0	0	0	0	0	0.0	0.143	0.00	0.45	0.00
												Statewide Crash Rate:	0.14	
18920	0560069 - 0.08	0509340 POR,BOYD,E,OXFORD ST.	2	3	0	0	0	0	3	0.0	0.187	5.36	0.54	10.01
												Statewide Crash Rate:	0.14	
18921	0560069 - 0.15	0509341 POR,LANCASTER 1,BOYD ST.	2	0	0	0	0	0	0	0.0	0.075	0.00	-0.06	0.00
												Statewide Crash Rate:	0.14	
18918	0560834 - 0	Int of KENNEDY PARK SMITH ST	2	0	0	0	0	0	0	0.0	0.072	0.00	-0.10	0.00
												Statewide Crash Rate:	0.14	
18924	0560834 - 0.04	Non Int KENNEDY PARK	2	0	0	0	0	0	0	0.0	0.055	0.00	-0.51	0.00
												Statewide Crash Rate:	0.14	
18917	0560666 - 0.21	0509337 POR,SMITH,E.LANCASTER ST	2	0	0	0	0	0	0	0.0	0.210	0.00	0.56	0.00
												Statewide Crash Rate:	0.14	
Study Years:	3.00		NODE TOTALS:	120	0	1	6	22	90	24.2	89.479	0.45	0.41	1.08

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
18936	19042	3117968	0 - 0.10	0026X - 0	0.10	2	12	0	0	1	0	9	10.0	0.00320	1249.73	535.31	2.33
Int of E OXFORD ST EXT, WASHINGTON AV				ST RTE 26											Statewide Crash Rate: 208.13		
18936	18940	3120759	0 - 0.05	0026X - 0.10	0.05	2	7	0	1	1	0	5	28.6	0.00165	1412.75	635.17	2.22
Int of E OXFORD ST EXT, WASHINGTON AV				ST RTE 26											Statewide Crash Rate: 208.13		
18875	18940	3106823	0 - 0.02	0026X - 0.15	0.02	2	0	0	0	0	0	0	0.0	0.00082	0.00	753.98	0.00
Int of MARION ST, WASHINGTON AV				ST RTE 26											Statewide Crash Rate: 208.13		
18875	18941	3131701	0 - 0.02	0026X - 0.17	0.02	2	0	0	0	0	0	0	0.0	0.00081	0.00	755.37	0.00
Int of MARION ST, WASHINGTON AV				ST RTE 26											Statewide Crash Rate: 208.13		
18941	18960	3124003	0 - 0.08	0026X - 0.19	0.08	2	6	0	0	0	1	5	16.7	0.00307	651.88	541.17	1.20
Int of MADISON ST WASHINGTON AV				ST RTE 26											Statewide Crash Rate: 208.13		
18879	18960	3123723	0 - 0.01	0026X - 0.27	0.01	2	0	0	0	0	0	0	0.0	0.00043	0.00	854.66	0.00
Int of WALNUT ST, WASHINGTON AV				ST RTE 26											Statewide Crash Rate: 208.13		
18520	18986	3131686	0 - 0.04	0561238 - 0.73	0.04	2	1	0	0	0	0	1	0.0	0.00095	349.10	627.06	0.00
Int of CUMBERLAND AV FRANKLIN ST				RD INV 05 61238											Statewide Crash Rate: 171.43		
18520	63224	3118814	0 - 0.03	0561238 - 0.77	0.03	2	1	0	0	0	0	1	0.0	0.00099	336.33	721.51	0.00
Int of CUMBERLAND AV FRANKLIN ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
63224	18919	3115972	0 - 0.04	0561238 - 0.80	0.04	2	2	0	0	0	0	2	0.0	0.00106	628.95	709.93	0.00
Int of CUMBERLAND AV FRANKLIN ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
18910	18919	3129300	0 - 0.03	0561238 - 0.84	0.03	2	7	0	0	0	2	4	33.3	0.00076	3057.68	766.44	3.99
Int of CUMBERLAND AV, LOCUST ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
18910	18922	3118713	0 - 0.02	0561238 - 0.87	0.02	2	0	0	0	0	0	0	0.0	0.00049	0.00	837.34	0.00
Int of CUMBERLAND AV, LOCUST ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
18915	18922	3117967	0 - 0.05	0561238 - 0.89	0.05	2	6	0	0	0	0	6	0.0	0.00119	1679.01	689.89	2.43
Int of CUMBERLAND AV, SMITH ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
18915	19463	3131702	0 - 0.04	0561238 - 0.94	0.04	2	0	0	0	0	0	0	0.0	0.00095	0.00	728.37	0.00
Int of CUMBERLAND AV, SMITH ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
18912	19463	194577	0 - 0.01	0561238 - 0.98	0.01	2	0	0	0	0	0	0	0.0	0.00021	0.00	893.88	0.00
Int of CUMBERLAND AV, MONTGOMERY ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
18912	18937	3130202	0 - 0.02	0561238 - 0.99	0.02	2	1	0	0	0	0	1	0.0	0.00039	848.42	866.40	0.00
Int of CUMBERLAND AV, MONTGOMERY ST				RD INV 05 61238											Statewide Crash Rate: 208.13		
18937	19042	3131703	0 - 0.03	0561238 - 1.01	0.03	2	2	0	0	0	0	2	0.0	0.00058	1142.27	810.70	1.41
Int of CLEEVE ST CUMBERLAND AV				RD INV 05 61238											Statewide Crash Rate: 208.13		
18521	18953	194034	0 - 0.06	0560293 - 0	0.06	2	0	0	0	0	0	0	0.0	0.00133	0.00	1093.66	0.00
Int of FOX ST FRANKLIN ST				RD INV 05 60293											Statewide Crash Rate: 401.89		
18952	18953	194637	0 - 0.10	0560293 - 0.06	0.10	2	0	0	0	0	0	0	0.0	0.00218	0.00	964.48	0.00
0509372 POR,FOX,DIAMOND ST.				RD INV 05 60293											Statewide Crash Rate: 401.89		
18929	18952	194603	0 - 0.05	0560293 - 0.16	0.05	2	1	0	0	0	0	1	0.0	0.00105	317.65	1163.46	0.00
0509349 POR,ANDERSON,FOX ST.				RD INV 05 60293											Statewide Crash Rate: 401.89		
18929	19466	194604	0 - 0.04	0560293 - 0.21	0.04	2	0	0	0	0	0	0	0.0	0.00087	0.00	1222.15	0.00
0509349 POR,ANDERSON,FOX ST.				RD INV 05 60293											Statewide Crash Rate: 401.89		

Crash Summary I

Sections																
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18945	19466	194628	0 - 0.01	0560293 - 0.25	0.01	2	0	0	0	0	0	0.0	0.00021	0.00	1660.59	0.00
0509365 POR,FOX,N.GREENLEAF ST.				RD INV 05 60293										Statewide Crash Rate: 401.89		
18945	18948	194627	0 - 0.04	0560293 - 0.26	0.04	2	3	0	0	0	2	0.0	0.00070	1420.72	1288.91	1.10
0509365 POR,FOX,N.GREENLEAF ST.				RD INV 05 60293										Statewide Crash Rate: 401.89		
18946	18948	194629	0 - 0.01	0560293 - 0.30	0.01	2	0	0	0	0	0	0.0	0.00017	0.00	1705.52	0.00
0509366 POR,FOX,WINTHROP ST.				RD INV 05 60293										Statewide Crash Rate: 401.89		
18946	18960	194630	0 - 0.05	0560293 - 0.31	0.05	2	3	0	0	0	2	0.0	0.00070	1421.76	1289.15	1.10
0509366 POR,FOX,WINTHROP ST.				RD INV 05 60293										Statewide Crash Rate: 401.89		
18521	18961	4210760	0 - 0.04	0560667 - 0.26	0.04	2	2	0	0	0	2	0.0	0.00056	1196.91	1365.99	0.00
Int of FOX ST FRANKLIN ST				RD INV 05 60667										Statewide Crash Rate: 401.89		
63224	18521	3115975	0 - 0.25	0001A - 12.20	0.25	2	3	0	0	0	3	0.0	0.00994	100.63	406.60	0.00
Int of CUMBERLAND AV FRANKLIN ST				US 1A										Statewide Crash Rate: 208.13		
18520	18521	3106672	0 - 0.24	001AS - 1.58	0.24	2	4	0	0	2	2	50.0	0.00883	150.98	417.58	0.00
Int of CUMBERLAND AV FRANKLIN ST				US 1AS										Statewide Crash Rate: 208.13		
18942	18944	194623	0 - 0.04	0560804 - 0	0.04	2	0	0	0	0	0	0.0	0.00003	0.00	389.03	0.00
0509362 POR,WINTHROP,MADISON ST.				RD INV 05 60804										Statewide Crash Rate: 401.89		
18944	18946	194626	0 - 0.03	0560804 - 0.04	0.03	2	0	0	0	0	0	0.0	0.00001	0.00	-3403.92	0.00
0509364 POR,WINTHROP,EVERETT ST.				RD INV 05 60804										Statewide Crash Rate: 401.89		
18943	18945	194625	0 - 0.03	0560540 - 0	0.03	2	0	0	0	0	0	0.0	0.00002	0.00	-1174.72	0.00
0509363 POR,EVERETT,N.GREENLEAF ST.				RD INV 05 60540										Statewide Crash Rate: 401.89		
18929	18930	194602	0 - 0.04	0560847 - 0.49	0.04	2	1	0	0	1	0	100.0	0.00028	1201.63	1591.21	0.00
0509349 POR,ANDERSON,FOX ST.				RD INV 05 60847										Statewide Crash Rate: 401.89		
18930	18931	194605	0 - 0.03	0560847 - 0.53	0.03	2	2	0	0	1	1	50.0	0.00019	3558.32	1690.56	2.10
0509350 POR,ANDERSON,EVERETT ST.				RD INV 05 60847										Statewide Crash Rate: 401.89		
18931	18932	194607	0 - 0.03	0560847 - 0.56	0.03	2	1	0	0	0	1	0.0	0.00019	1800.20	1692.88	1.06
0509351 POR,ANDERSON,MADISON ST.				RD INV 05 60847										Statewide Crash Rate: 401.89		
18932	19464	194609	0 - 0.06	0560847 - 0.59	0.06	2	1	0	0	0	1	0.0	0.00033	1014.71	1539.55	0.00
0509352 POR,E.LANCASTER,ANDERSON ST.				RD INV 05 60847										Statewide Crash Rate: 401.89		
19463	19464	195146	0 - 0.09	0560847 - 0.65	0.09	2	8	0	0	0	6	0.0	0.00028	9550.24	1589.27	6.01
Int of ANDERSON ST CUMBERLAND AV				RD INV 05 60847										Statewide Crash Rate: 401.89		
18930	18943	194606	0 - 0.05	0560257 - 0	0.05	2	0	0	0	0	0	0.0	0.00004	0.00	914.05	0.00
0509350 POR,ANDERSON,EVERETT ST.				RD INV 05 60257										Statewide Crash Rate: 401.89		
18943	18944	194624	0 - 0.05	0560257 - 0.05	0.05	2	0	0	0	0	0	0.0	0.00002	0.00	-1695.52	0.00
0509363 POR,EVERETT,N.GREENLEAF ST.				RD INV 05 60257										Statewide Crash Rate: 401.89		
18931	18938	194608	0 - 0.06	0560470 - 0	0.06	2	1	0	0	0	0	0.0	0.00010	3259.25	1720.47	1.89
0509351 POR,ANDERSON,MADISON ST.				RD INV 05 60470										Statewide Crash Rate: 401.89		
18938	18942	194619	0 - 0.05	0560470 - 0.06	0.05	2	0	0	0	0	0	0.0	0.00006	0.00	1505.53	0.00
0509358 POR,GREENLEAF,MADISON ST.				RD INV 05 60470										Statewide Crash Rate: 401.89		
18941	18942	194621	0 - 0.02	0560470 - 0.11	0.02	2	2	0	0	0	2	0.0	0.00004	16604.40	956.18	17.37
Int of MADISON ST WASHINGTON AV				RD INV 05 60470										Statewide Crash Rate: 401.89		

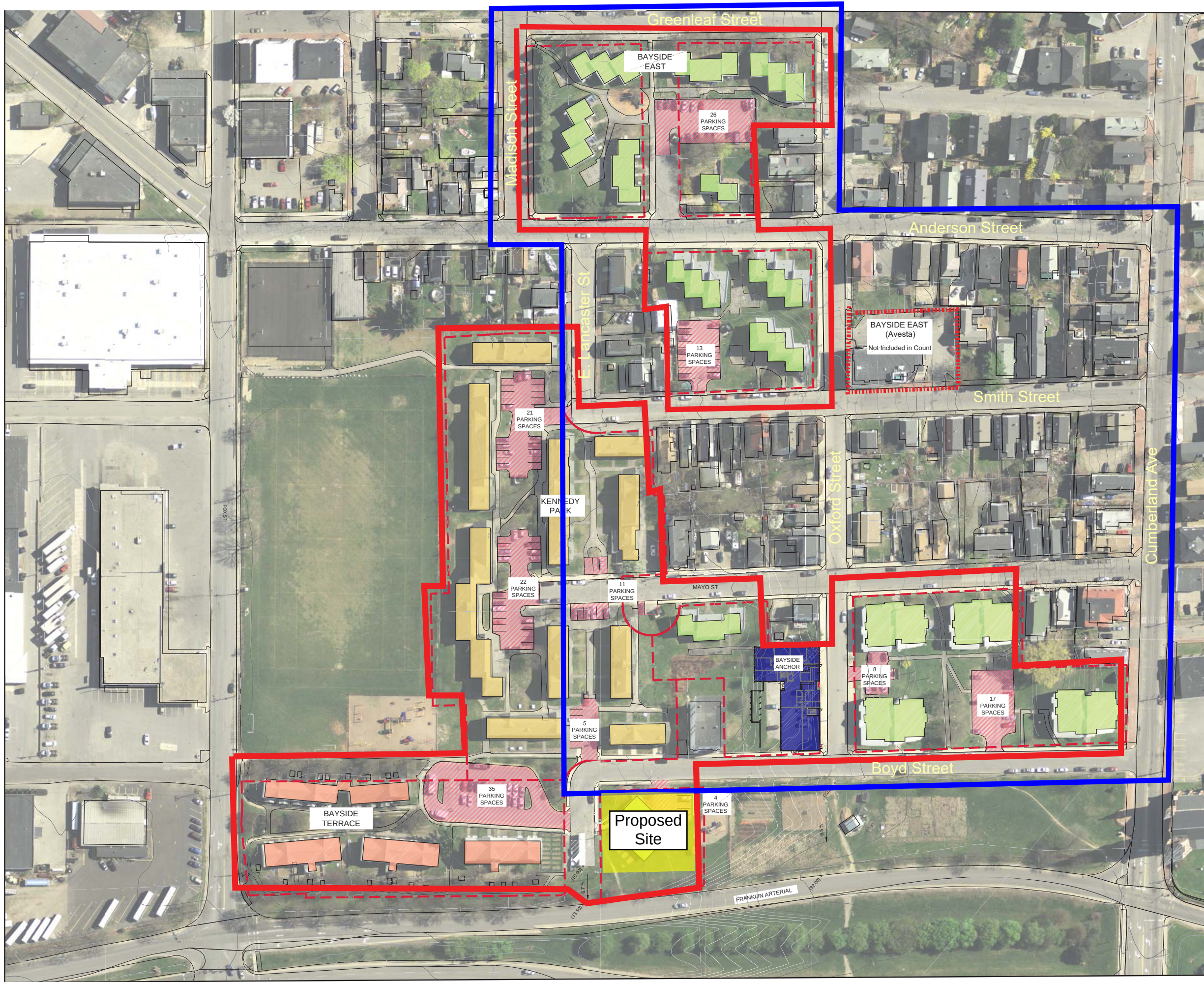
Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
18933	18939	194612	0 - 0.05	0560333 - 0	0.05	2	3	0	0	1	0	2	33.3	0.00008	11911.85	1670.66	7.13
0509353 POR,E.OXFORD,GREENLEAF ST.				RD INV 05 60333										Statewide Crash Rate: 401.89			
18938	18939	194618	0 - 0.03	0560333 - 0.05	0.03	2	0	0	0	0	0	0	0.0	0.00006	0.00	1393.33	0.00
0509358 POR,GREENLEAF,MADISON ST.				RD INV 05 60333										Statewide Crash Rate: 401.89			
18939	18940	194620	0 - 0.06	0560509 - 0	0.06	2	1	0	0	0	0	1	0.0	0.00006	5248.52	1518.89	3.46
0509359 POR,MONROE,GREENLEAF ST.				RD INV 05 60509										Statewide Crash Rate: 401.89			
18933	18934	194610	0 - 0.01	0560235 - 0	0.01	2	0	0	0	0	0	0	0.0	0.00002	0.00	-1319.49	0.00
0509353 POR,E.OXFORD,GREENLEAF ST.				RD INV 05 60235										Statewide Crash Rate: 401.89			
18934	19464	194614	0 - 0.06	0560235 - 0.01	0.06	2	3	0	0	0	0	2	0.0	0.00016	6088.28	1713.59	3.55
0509354 POR,CLEEVE,E.OXFORD ST.				RD INV 05 60235										Statewide Crash Rate: 401.89			
18933	18936	194611	0 - 0.04	0560561 - 0	0.04	2	2	0	0	0	0	2	0.0	0.00009	7247.95	1698.70	4.27
0509353 POR,E.OXFORD,GREENLEAF ST.				RD INV 05 60561										Statewide Crash Rate: 401.89			
18934	18937	194613	0 - 0.08	0560139 - 0	0.08	2	2	0	0	0	0	2	0.0	0.00014	4816.68	1732.02	2.78
0509354 POR,CLEEVE,E.OXFORD ST.				RD INV 05 60139										Statewide Crash Rate: 401.89			
18916	19464	194585	0 - 0.02	0560235 - 0.07	0.02	2	1	0	0	0	0	1	0.0	0.00006	5248.52	1518.89	3.46
0509336 POR,SMITH,E.OXFORD ST.				RD INV 05 60235										Statewide Crash Rate: 401.89			
18916	18923	194584	0 - 0.05	0560235 - 0.09	0.05	2	0	0	0	0	0	0	0.0	0.00003	0.00	413.96	0.00
0509336 POR,SMITH,E.OXFORD ST.				RD INV 05 60235										Statewide Crash Rate: 401.89			
18920	18923	194591	0 - 0.05	0560235 - 0.14	0.05	2	1	0	0	0	0	1	0.0	0.00003	13046.31	-222.74	0.00
0509340 POR,BOYD,E.OXFORD ST.				RD INV 05 60235										Statewide Crash Rate: 401.89			
18919	18920	194589	0 - 0.08	0560069 - 0	0.08	2	6	0	0	1	0	4	20.0	0.00014	14450.03	1732.02	8.34
Int of BOYD ST CUMBERLAND AV				RD INV 05 60069										Statewide Crash Rate: 401.89			
18920	18921	194590	0 - 0.07	0560069 - 0.08	0.07	2	5	0	0	0	0	5	0.0	0.00010	15949.04	1723.62	9.25
0509340 POR,BOYD,E.OXFORD ST.				RD INV 05 60069										Statewide Crash Rate: 401.89			
18922	18923	194592	0 - 0.08	0560493 - 0	0.08	2	2	0	0	0	0	2	0.0	0.00008	8153.95	1660.78	4.91
Int of CUMBERLAND AV MAYO ST				RD INV 05 60493										Statewide Crash Rate: 401.89			
18923	18924	194593	0 - 0.08	0560493 - 0.08	0.08	2	1	0	0	1	0	0	100.0	0.00006	5884.29	1421.12	4.14
Int of E OXFORD ST MAYO ST				RD INV 05 60493										Statewide Crash Rate: 401.89			
18918	18924	194588	0 - 0.04	0560834 - 0	0.04	2	0	0	0	0	0	0	0.0	0.00002	0.00	-2659.59	0.00
Int of KENNEDY PARK SMITH ST				RD INV 05 60834										Statewide Crash Rate: 401.89			
18916	18917	194583	0 - 0.07	0560666 - 0.14	0.07	2	2	0	0	0	0	2	0.0	0.00012	5493.19	1735.02	3.17
0509336 POR,SMITH,E.OXFORD ST.				RD INV 05 60666										Statewide Crash Rate: 401.89			
18917	18918	194586	0 - 0.01	0560666 - 0.21	0.01	2	0	0	0	0	0	0	0.0	0.00001	0.00	-6335.84	0.00
0509337 POR,SMITH,E.LANCASTER ST				RD INV 05 60666										Statewide Crash Rate: 401.89			
18917	18932	194587	0 - 0.04	0560234 - 0	0.04	2	3	0	0	0	1	2	33.3	0.00006	17698.49	1418.64	12.48
0509337 POR,SMITH,E.LANCASTER ST				RD INV 05 60234										Statewide Crash Rate: 401.89			
18915	18916	194580	0 - 0.08	0560666 - 0.06	0.08	2	0	0	0	0	0	0	0.0	0.00011	0.00	1724.41	0.00
Int of CUMBERLAND AV, SMITH ST				RD INV 05 60666										Statewide Crash Rate: 401.89			
Study Years: 3.00		Section Totals:			3.06		109	0	1	7	6	85	12.8	0.04713	770.92	356.91	2.16

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
								A	B	C	PD					
Grand Totals:					3.06	229	0	2	13	28	175	18.8	0.04713	1619.63	479.57	3.38



LEGEND	
	EXISTING PARKING
	KENNEDY PARK
	BAYSIDE TERRACE
	BAYSIDE EAST
	BAYSIDE ANCHOR
	PHA LAND HOLDINGS

- On-Street Parking Inventory Area
- PHA Properties
- 58 Boyd Street

Existing Parking Supply:

PHA Lots: 162 spaces
On-Street: 348



58 BOYD STREET

PARKING COUNT
PORTLAND MAINE

BASE MAP BY: CARROLL ASSOCIATES
MODIFICATIONS BY: GORRILL PALMER



16. Significant Natural Features

The project site is a previously developed urban site. There are no significant plant species, communities, or specimens within the site.

There are no significant natural features on the site.

Boyd Street Stormwater Management Narrative

Date: September 24, 2017
To: City of Portland
From: John Mahoney, P.E.
Peer Review: Maureen P. McGlone, P.E.
Location: 58 Boyd Street, Portland, Maine

Existing Conditions:

The site is a 20,939 SF (0.481acre) lot on the south corner of Boyd Street and Lancaster Street. The site is currently occupied by a 3,000 square-foot single story building along with associated parking and walkways, while much of the site is lawn area.

The site drains from southeast to northwest. The eastern portion drains to a catch basin in the parking lot, which connects to the City's drainage system, while the western portion (including the Franklin Street embankment) drains overland to Lancaster Street. While separated stormdrains exist in this area, they recombine to a 44" combined sewer running along the Lancaster Street alignment. The entire site drains to this combined sewer.

Based on the Cumberland County USDA soil survey GIS data, the existing soils on this site are mostly hydrological group C (poorly drained), with a small area in the eastern (uphill) corner being group B (moderately well drained).

Proposed Development:

The applicant, 58 Boyd Street LP, proposes to construct a 6 story apartment building with 55 residential units. The site will have a parking lot with 23 parking stalls, walkways and landscaped areas. The proposed development will increase the site's impervious area from 6,655 square feet to 17,388 square feet.

Stormwater Management – Basic Standards:

Erosion and sedimentation control measures are described on Sheet C5.0. Good housekeeping practices shall be in accordance with Maine DEP Best Management Practices. A post construction stormwater management plan and a stormwater BMP inspection and maintenance log are included with this submission.

Stormwater Management - Quality:

Stormwater treatment will be provided by a rain garden located at entrance to the proposed parking lot. The entire parking lot, as well as the building roof area, will drain into the rain garden. Stormwater treatment will be accomplished as stormwater infiltrates through the FocalPoint high flow biofiltration media. The FocalPoint will be 120 square feet and be underdrained by a 28' by 9' R-Tank system, which will provide a storage volume of 373 cubic feet. The ponding volume above the FocalPoint (rain garden) surface will be 126 cubic feet; the ponding depth is 0.7 feet. As shown on the attached spread sheet, this system is designed to treat 1.6" of runoff over from 20,000 square feet of impervious area. Considering that the total impervious area is 17,388 square feet; the system is conservative and somewhat overdesigned.

The R-Tanks will contain a maintenance row (see attached cut sheet). The maintenance plate row is proposed as an "approved equal" for the Maine DEP's "Isolator Row" requirement for Focal point.

The rain garden at the uphill end of the parking lot (along adjacent City land) shall be considered "ornamental" for the purpose of site plan permitting.

Stormwater Management - Quantity:

While a significant amount of stormwater storage is proposed (529 cubic feet total or approximately 1/2" of rain over the site's *new* impervious area) the applicant is requesting a waiver from the flooding standard for the following reasons.

- Because of the proposed lot coverage and existing topography, it will not be feasible to provide stormwater storage/detention on the surface. Therefore, meeting the flooding standard would require installing a substantial volume of underground storage, which would result in a financial hardship to providing the affordable housing that is proposed.
- Based on initial environmental investigations, onsite soils would be considered *special waste* per Maine DEP Solid Waste Management Rules. Tipping fees for offsite disposal of *special waste* would substantially increase the cost of providing underground stormwater storage.
- The top elevation of the R-Tanks is proposed at elevation 7.75, bottom elevation 6.31, which is within the range of tidal influence during certain tides. Considering that severe weather events often include storm surges and increased tides, the capacity of stormwater storage installed at these elevations would likely be reduced during flooding events.

Hydraulic Analysis:

Stormwater runoff calculations for quantity were made using the HydroCAD 10.0 computer program, which is based on the Soil Conservation Service's TR-20 methodology. Runoff hydrographs are generated based on a standard Type III 24 hour storm.

Runoff Curve numbers were determined based on land coverage and hydro-geological group. A minimum time of concentration (Tc) of 6 minutes was set in the HydroCAD model.

City of Portland

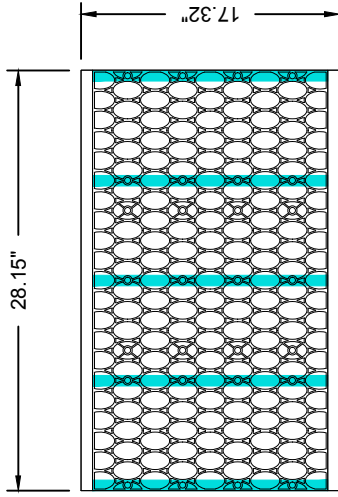
Peak runoff flow rates and runoff volumes are provided at Analysis Point A (SSMH-4765 4733); which is the structure where local sewers and local separated stormdrains junction and discharge into a 44" sewer main that runs along Lancaster Street. The peak flows listed below consider *only* the runoff from the area contained within the site's property boundary.

Considering the elevations proposed for this storage and the history of flooding in this area, the proposed storage may not be available during certain flooding events. This is particularly true for the largest storms and for the underground portion of the storage. For these reasons, the following hydraulic analysis is conservative in that it does not factor in any of the onsite storage we are proposing. Five storm events were modeled as follows (rainfall data extracted by the Maine DEP from the Northeast Regional Climate Center Extreme Precipitation Tables).

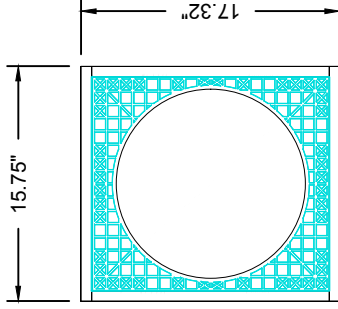
1. 2-year frequency flood event: 3.1" rainfall
2. 10-year frequency flood event: 4.6" rainfall
3. 25-year frequency flood event: 5.8" rainfall

Storm Event	PRE-Development Peak Runoff RATES cubic feet per second (CFS)
	Analysis Point A Upland
2 Year Frequency Storm	0.82
10 Year Frequency Storm	1.53
25 Year Frequency Storm	2.13

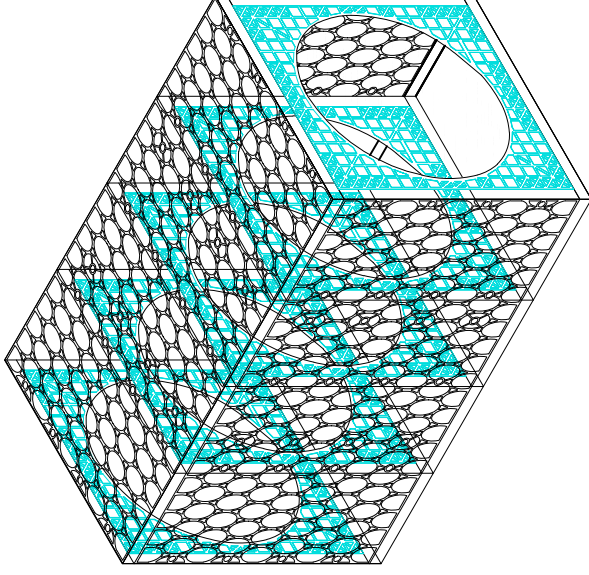
Storm Event	POST-Development Peak Runoff RATES cubic feet per second (CFS)
	Analysis Point A Upland
2 Year Frequency Storm	1.32
10 Year Frequency Storm	2.06
25 Year Frequency Storm	2.65



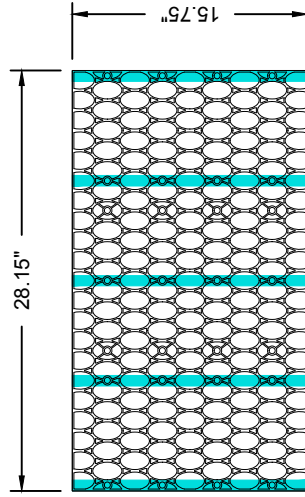
SIDE



END



ISOMETRIC



TOP

MODULE DATA

GEOMETRY:
 LENGTH = 28.15 IN. (715 MM)
 WIDTH = 15.75 IN. (400 MM)
 HEIGHT = 17.32 IN. (440 MM)
 TANK VOLUME = 4.44 CF
 STORAGE VOLUME = 4.22 CF
 VOID INTERNAL VOLUME: 95%
 VOID SURFACE AREA: 90%

LOAD RATING:
 33.4 PSI, (MODULE ONLY)
 HS20, (WITH ACF COVER SYSTEM)
MATERIAL:
 100% RECYCLED
 POLYPROPYLENE
**SMALL PLATES PER
 SEGMENT/TOTAL:**
 5/5



R-TANK^{HD} - SINGLE MAINTENANCE MODULE

09/25/2017

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com

58 Boyd Street: Stormwater BMP Inspection Log

The City of Portland, ME requires ongoing annual inspections to ensure the proper maintenance and operation of stormwater management facilities. Inspections must be conducted by third parties qualified by the City.

A. General Information

Use only one Cover Sheet per site with as many specific structural BMP Inspection Report attachments as needed. Attach required color digital photos of site, structures and devices as applicable with captions.

Project Name:	58 Boyd Street Apartments	Inspection Date:	
Parcel Map, Block and Lot:	MAP 69SE, BLK 002, LOT F001	Current Weather:	
BMP Owner:	Portland Housing Authority	Date / Amount Last Precip:	
Owner Mailing Address:	14 Baxter Boulevard Portland, Maine	3PI Company:	
Owner Phone #:	207-773-4753	3PI Mailing Address:	
Owner Email:	jwaterman@porthouse.org	Inspector Name:	
		Inspector Phone #:	
		Inspector Email:	

B. Inspection Report Attachments

Please document the number of each structural BMP type found at this site in the blank spaces provided below. Use additional Attachments if / as needed and submit all Attachments together with the Cover Sheet as a single report.

BMP Type	Number BMPs at site
Vegetated Areas	-
Parking Lot	1
Stormdrain Field Inlets: Harco Drain with Stormsack	2
FocalPoint High Flow Biofiltration Unit	1
R-Tank Subsurface Detention-Infiltration System	1

Other (describe

C. Inspection Results

FAIL**

☐

** If any one item on an Inspection Report attachment is coded as "Work Needed" then entire BMP fails inspection.

** If a site has multiple BMPs and one fails inspection, mark as "Fail" until all BMPs pass inspection.

Note: Applicable BMP Inspection Reports and confirmatory color digital photos summarizing required repairs must be submitted to the City following completion of the preliminary inspection. A re-inspection and certification must be completed within 60 days of the failed preliminary report. It is recommended that the inspector be part of the repair / maintenance process to ensure that repairs are performed properly.

PASS

☐

Note: a qualified professional (as determined by the City) must sign below and include all applicable Inspection Report attachments and confirmatory digital color photos with captions.

D. Professional Certification (as qualified by City of Portland Stormwater Program Coordinator)

To be completed only when all BMPs at this site are functioning as designed with no outstanding maintenance issues.

I, _____, as a duly qualified third party inspector attest that a thorough inspection has been completed for ALL applicable BMPs that are associated with this particular site. All inspected structural BMPs are performing as designed and intended and are in compliance with the provisions of the City Portland's Standards

Signature: _____

Date: _____

Owner: Portland Housing Authority	Operator:
Location & Parcel Id: MAP 69SE, BLK 002, LOT F001	Inspector:
	Date:
General Information	Observations
Inspection duration (hours)	
Days since last precipitation	
Quantity of last precipitation (in)	
Type of inspection	
Storm event	
Current weather	
Photos taken	☐ Yes ☐ No ☐ NA
Nearby natural resources	☐ Yes ☐ No ☐ NA
Copy of ESC plan	☐ Yes ☐ No ☐ NA
MEDEP Permit # (if applicable)	
General info notes	
Vegetated Areas	Observations
Condition of slopes and embankment is good	☐ Yes ☐ No ☐ NA
No bare areas (< 90% covered) with sparse growth	☐ Yes ☐ No ☐ NA
Armored areas have no rill erosion or the flow diverted to onsite areas can withstand concentrated flows	☐ Yes ☐ No ☐ NA
Vegetated area notes	
Parking Lot	Observations
Accumulated winter sand has been cleared	☐ Yes ☐ No ☐ NA
Pavement swept to help remove sediment	☐ Yes ☐ No ☐ NA
No stormwater is impeded by accumulations of material	☐ Yes ☐ No ☐ NA
Parking lot notes:	

Stormdrain Structures (Require inspection TWICE per year)	Observations
Accumulated sediments from inflow channels, pipes and sumps between basins have been removed and legally disposed of.	☐ Yes ☐ No ☐ NA
Floating debris and floating oils have been removed.	☐ Yes ☐ No ☐ NA
Debris and Sediment Removed From Harco Stormsack	☐ Yes ☐ No ☐ NA
Stormdrain Structure system notes	
The Harco Stormsack in the overflow drain shall be inspected every three months for the first year and twice annually after that. It is CRITICAL THAT THE STORMSACK BE MAINTAINED IN ORDER TO PREVENT DEBRIS AND SEDIMENT FROM ENTERING THE R-TANKs.	

FocalPoint High Flow Biofiltration and R-Tank System	Observations		
Bark Mulch Layer Removed Replaced Annually	☐ Yes	☐ No	☐ NA
Accumulated sediments and debris (trash) within the surrounding ponding (rain garden) area have been removed and legally disposed of	☐ Yes	☐ No	☐ NA
Water level observed in inspection all 3 inspection port to ensure that the infiltration area is draining adequately and excessive sediment has not built up.	☐ Yes	☐ No	☐ NA
Eroded areas have been repaired.	☐ Yes	☐ No	☐ NA
<i>FocalPoint/R-Tank notes</i> If sediment accumulates beyond an acceptable level in the R-Tank storage system, it will be necessary to flush the underdrain. This can be done by pumping water into the Observation/Maintenance Port or adjacent overflow structure, allowing the turbulent flows through the underdrain to re-suspend the fine sediments. The proposed R-Tanks include a maintenance plate row to facilitate this process. Measures shall be taken to capture sediment before discharge to the City's combined sewer.			
Other Comments	Observations		
Corrective action needed	☐ Yes	☐ No	☐ NA
<i>If corrective action in needed, please explain detail</i> 			
Verbal notification provided to responsible party	☐ Yes	☐ No	
Verbal notification contact			
Follow up required	☐ Yes	☐ No	
<i>Final comment notes</i> 			

Photos (*use additional pages as needed*)

Review Notes

Date Reviewed:
Reviewed by:
Date entered:
Date edited:
Edited by:

58 Boyd Street: Post-Construction Stormwater Compliance Requirements

The Applicant shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with the plan as follows:

- (a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, rain gardens, pervious pavers, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post- construction stormwater management plan.
- (b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.
- (c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.
- (d) *Filing fee.* Any persons required to file an annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.
- (e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

23 Ocean Avenue, Portland, Maine

**STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT AND
RELEASE FROM LIABILITY**

IN CONSIDERATION OF the site plan and subdivision approval granted by the Planning Board of the City of Portland to a plan entitled **58 Boyd Street: C-5.0 Stormwater & Erosion Control Plan** prepared for **58 Boyd Street, LP**, by **Ransom Consulting, Inc.** dated [REDACTED], 2017 recorded in the Cumberland County Registry of Deeds in Plan Book [REDACTED], Page [REDACTED] (the “Plan”) and pursuant to a condition thereof, **58 Boyd Street, LP** (owner) having a mailing address of **14 Baxter Boulevard, Portland, ME 04101**, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the stormwater drainage system, as shown on said plan, including but not limited to the **rain garden, FocalPoint system, R-Tanks and catch basins** in strict compliance with the Maintenance of Facilities as described in **58 Boyd Street Stormwater Management Narrative and the 58 Boyd Street Stormwater Inspection and Maintenance Log** (Stormwater Management Plan) dated [REDACTED], 2017 and Chapter 32 of the Portland City Code. Owner of the subject premises further agrees to keep a Stormwater Maintenance Log that will be made available for inspection by the City of Portland upon reasonable notice and request.

This Agreement is for the benefit of the said City of Portland and all persons in lawful possession of the property; further, that the said City of Portland may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice as described in this Agreement, and a stated time to perform, that the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon the property in question to maintain, repair, or replace said stormwater drainage system, including but not limited to the **rain garden, FocalPoint system, R-Tanks and catch basins** thereon in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear. The Owner agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions.

For the purpose of this Agreement the real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and lien if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the Owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by this Agreement shall be complete on the date the notice is mailed to the owner of record as shown on the tax roles on file in the City Assessor's Office. If the property has more than one owner on said tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this Agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 20__.

By: _____
Its: _____

STATE OF MAINE
CUMBERLAND, ss.

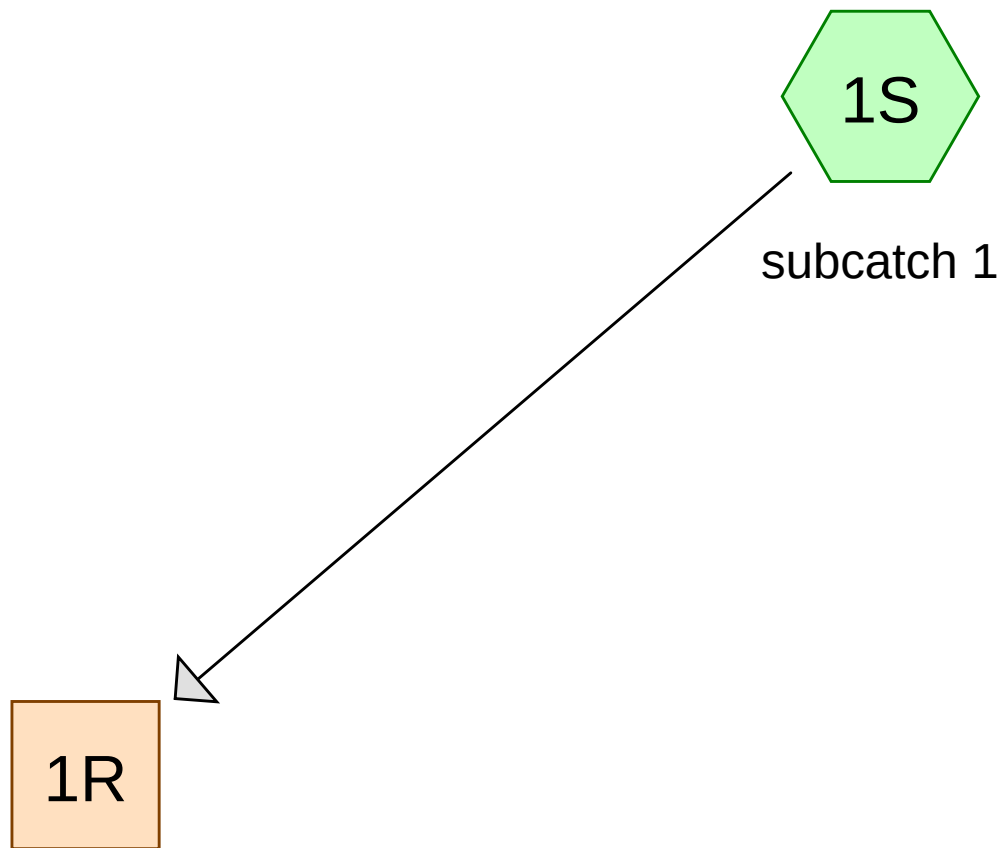
Date: _____

Personally appeared the above-named _____, and acknowledged the foregoing instrument to be his/his free act and deed in his/her said capacity, and the free act and deed of said _____.

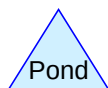
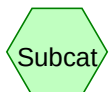
Before me,

Notary Public/Attorney at Law

Print name: _____



ANALYSIS POINT A:
Lancaster Street
Combined Sewer



Boyd St Pre Development

Prepared by Ransom Consulting

HydroCAD® 10.00-12 s/n 05121 © 2014 HydroCAD Software Solutions LLC

Printed 9/26/2017

Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.328	74	>75% Grass cover, Good, HSG C (1S)
0.153	98	Paved parking, HSG C (1S)
0.481	82	TOTAL AREA

Boyd St Pre Development

Prepared by Ransom Consulting

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Printed 9/26/2017

Page 3

Soil Listing (all nodes)

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

Boyd St Pre Development

Prepared by Ransom Consulting

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Printed 9/26/2017

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.328	0.000	0.000	0.328	>75% Grass cover, Good	1S
0.000	0.000	0.153	0.000	0.000	0.153	Paved parking	1S
0.000	0.000	0.481	0.000	0.000	0.481	TOTAL AREA	

Boyd St Pre Development

Prepared by Ransom Consulting

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

Printed 9/26/2017

Page 5

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3

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

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: subcatch1

Runoff Area=20,939 sf 31.78% Impervious Runoff Depth>1.35"

Tc=6.0 min CN=82 Runoff=0.82 cfs 0.054 af

Reach 1R: ANALYSISPOINT A: Lancaster Street Combined Sewer

Inflow=0.82 cfs 0.054 af

Outflow=0.82 cfs 0.054 af

Total Runoff Area = 0.481 ac Runoff Volume = 0.054 af Average Runoff Depth = 1.35"
68.22% Pervious = 0.328 ac 31.78% Impervious = 0.153 ac

Boyd St Pre Development

Prepared by Ransom Consulting

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

Printed 9/26/2017

Page 6

Summary for Subcatchment 1S: subcatch 1

Runoff = 0.82 cfs @ 12.09 hrs, Volume= 0.054 af, Depth> 1.35"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Rainfall=3.10"

Area (sf)	CN	Description
6,655	98	Paved parking, HSG C
14,284	74	>75% Grass cover, Good, HSG C
20,939	82	Weighted Average
14,284		68.22% Pervious Area
6,655		31.78% Impervious Area

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

Summary for Reach 1R: ANALYSIS POINT A: Lancaster Street Combined Sewer

Inflow Area = 0.481 ac, 31.78% Impervious, Inflow Depth > 1.35" for 2-Year event

Inflow = 0.82 cfs @ 12.09 hrs, Volume= 0.054 af

Outflow = 0.82 cfs @ 12.09 hrs, Volume= 0.054 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Boyd St Pre Development*Type III 24-hr 10-Year Rainfall=4.60"*

Prepared by Ransom Consulting

Printed 9/26/2017

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Page 7

Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3

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

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: subcatch1

Runoff Area=20,939 sf 31.78% Impervious Runoff Depth>2.55"

Tc=6.0 min CN=82 Runoff=1.53 cfs 0.102 af

Reach 1R: ANALYSISPOINT A: Lancaster Street Combined Sewer

Inflow=1.53 cfs 0.102 af

Outflow=1.53 cfs 0.102 af

Total Runoff Area = 0.481 ac Runoff Volume = 0.102 af Average Runoff Depth = 2.55"
68.22% Pervious = 0.328 ac 31.78% Impervious = 0.153 ac

Boyd St Pre Development

Prepared by Ransom Consulting

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

Printed 9/26/2017

Page 8

Summary for Subcatchment 1S: subcatch 1

Runoff = 1.53 cfs @ 12.09 hrs, Volume= 0.102 af, Depth> 2.55"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Rainfall=4.60"

Area (sf)	CN	Description
6,655	98	Paved parking, HSG C
14,284	74	>75% Grass cover, Good, HSG C
20,939	82	Weighted Average
14,284		68.22% Pervious Area
6,655		31.78% Impervious Area

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

Summary for Reach 1R: ANALYSIS POINT A: Lancaster Street Combined Sewer

Inflow Area = 0.481 ac, 31.78% Impervious, Inflow Depth > 2.55" for 10-Year event

Inflow = 1.53 cfs @ 12.09 hrs, Volume= 0.102 af

Outflow = 1.53 cfs @ 12.09 hrs, Volume= 0.102 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Boyd St Pre Development

Prepared by Ransom Consulting

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

Printed 9/26/2017

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Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3

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

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: subcatch1

Runoff Area=20,939 sf 31.78% Impervious Runoff Depth>3.57"

Tc=6.0 min CN=82 Runoff=2.13 cfs 0.143 af

Reach 1R: ANALYSISPOINT A: Lancaster Street Combined Sewer

Inflow=2.13 cfs 0.143 af

Outflow=2.13 cfs 0.143 af

Total Runoff Area = 0.481 ac Runoff Volume = 0.143 af Average Runoff Depth = 3.57"
68.22% Pervious = 0.328 ac 31.78% Impervious = 0.153 ac

Boyd St Pre Development

Prepared by Ransom Consulting

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

Printed 9/26/2017

Page 10

Summary for Subcatchment 1S: subcatch 1

Runoff = 2.13 cfs @ 12.09 hrs, Volume= 0.143 af, Depth> 3.57"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=5.80"

Area (sf)	CN	Description
6,655	98	Paved parking, HSG C
14,284	74	>75% Grass cover, Good, HSG C
20,939	82	Weighted Average
14,284		68.22% Pervious Area
6,655		31.78% Impervious Area

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

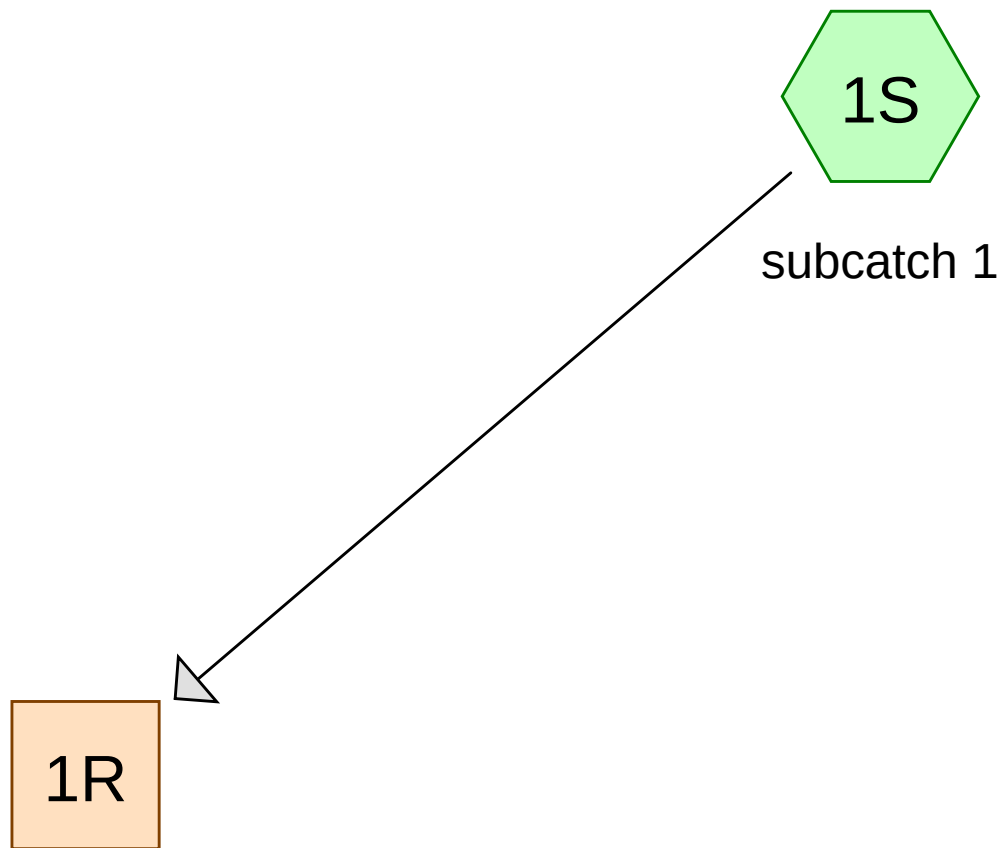
Summary for Reach 1R: ANALYSIS POINT A: Lancaster Street Combined Sewer

Inflow Area = 0.481 ac, 31.78% Impervious, Inflow Depth > 3.57" for 25-Year event

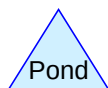
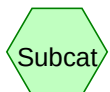
Inflow = 2.13 cfs @ 12.09 hrs, Volume= 0.143 af

Outflow = 2.13 cfs @ 12.09 hrs, Volume= 0.143 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3



ANALYSIS POINT A:
Lancaster Street
Combined Sewer



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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.082	74	>75% Grass cover, Good, HSG C (1S)
0.399	98	Paved parking, HSG C (1S)
0.481	94	TOTAL AREA

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Soil Listing (all nodes)

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

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.000	0.082	0.000	0.000	0.082	>75% Grass cover, Good	1S
0.000	0.000	0.399	0.000	0.000	0.399	Paved parking	1S
0.000	0.000	0.481	0.000	0.000	0.481	TOTAL AREA	

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

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Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3

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

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: subcatch1

Runoff Area=20,939 sf 83.04% Impervious Runoff Depth>2.31"

Tc=6.0 min CN=94 Runoff=1.32 cfs 0.093 af

Reach 1R: ANALYSISPOINT A: Lancaster Street Combined Sewer

Inflow=1.32 cfs 0.093 af

Outflow=1.32 cfs 0.093 af

Total Runoff Area = 0.481 ac Runoff Volume = 0.093 af Average Runoff Depth = 2.31"
16.96% Pervious = 0.082 ac 83.04% Impervious = 0.399 ac

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

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Summary for Subcatchment 1S: subcatch 1

Runoff = 1.32 cfs @ 12.08 hrs, Volume= 0.093 af, Depth> 2.31"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Rainfall=3.10"

Area (sf)	CN	Description
17,388	98	Paved parking, HSG C
3,551	74	>75% Grass cover, Good, HSG C
20,939	94	Weighted Average
3,551		16.96% Pervious Area
17,388		83.04% Impervious Area

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

Summary for Reach 1R: ANALYSIS POINT A: Lancaster Street Combined Sewer

Inflow Area = 0.481 ac, 83.04% Impervious, Inflow Depth > 2.31" for 2-Year event

Inflow = 1.32 cfs @ 12.08 hrs, Volume= 0.093 af

Outflow = 1.32 cfs @ 12.08 hrs, Volume= 0.093 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Boyd St Post Development

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

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Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3

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

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: subcatch1

Runoff Area=20,939 sf 83.04% Impervious Runoff Depth>3.71"

Tc=6.0 min CN=94 Runoff=2.06 cfs 0.149 af

Reach 1R: ANALYSISPOINT A: Lancaster Street Combined Sewer

Inflow=2.06 cfs 0.149 af

Outflow=2.06 cfs 0.149 af

Total Runoff Area = 0.481 ac Runoff Volume = 0.149 af Average Runoff Depth = 3.71"
16.96% Pervious = 0.082 ac 83.04% Impervious = 0.399 ac

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

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Summary for Subcatchment 1S: subcatch 1

Runoff = 2.06 cfs @ 12.08 hrs, Volume= 0.149 af, Depth> 3.71"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Rainfall=4.60"

Area (sf)	CN	Description
17,388	98	Paved parking, HSG C
3,551	74	>75% Grass cover, Good, HSG C
20,939	94	Weighted Average
3,551		16.96% Pervious Area
17,388		83.04% Impervious Area

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

Summary for Reach 1R: ANALYSIS POINT A: Lancaster Street Combined Sewer

Inflow Area = 0.481 ac, 83.04% Impervious, Inflow Depth > 3.71" for 10-Year event

Inflow = 2.06 cfs @ 12.08 hrs, Volume= 0.149 af

Outflow = 2.06 cfs @ 12.08 hrs, Volume= 0.149 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

Boyd St Post Development

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

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Time span=2.00-20.00 hrs, dt=0.01 hrs, 1801 points x 3

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

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: subcatch1

Runoff Area=20,939 sf 83.04% Impervious Runoff Depth>4.85"

Tc=6.0 min CN=94 Runoff=2.65 cfs 0.194 af

Reach 1R: ANALYSISPOINT A: Lancaster Street Combined Sewer

Inflow=2.65 cfs 0.194 af

Outflow=2.65 cfs 0.194 af

Total Runoff Area = 0.481 ac Runoff Volume = 0.194 af Average Runoff Depth = 4.85"
16.96% Pervious = 0.082 ac 83.04% Impervious = 0.399 ac

Boyd St Post Development

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

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Summary for Subcatchment 1S: subcatch 1

Runoff = 2.65 cfs @ 12.08 hrs, Volume= 0.194 af, Depth> 4.85"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Rainfall=5.80"

Area (sf)	CN	Description
17,388	98	Paved parking, HSG C
3,551	74	>75% Grass cover, Good, HSG C
20,939	94	Weighted Average
3,551		16.96% Pervious Area
17,388		83.04% Impervious Area

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

Summary for Reach 1R: ANALYSIS POINT A: Lancaster Street Combined Sewer

Inflow Area = 0.481 ac, 83.04% Impervious, Inflow Depth > 4.85" for 25-Year event

Inflow = 2.65 cfs @ 12.08 hrs, Volume= 0.194 af

Outflow = 2.65 cfs @ 12.08 hrs, Volume= 0.194 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 2.00-20.00 hrs, dt= 0.01 hrs / 3

18. City Master Plans

All portions of the proposed site plan have, to the best of our knowledge, been designed to be consistent / compliant with the following City related Master Plans:

- Comprehensive Plan 2017
- Bayside Transportation Master Plan
- Reclaiming Franklin Street

19. Utility Capacity to Serve Letters

We have requested letters from the appropriate utility companies expressing their ability to serve the project, and will submit these to the City once received.

The following utilities will service the project:

<u>Utility</u>	<u>Provider</u>	<u>Location</u>
Water Service *	Portland Water District	<u>Boyd Street</u>
Sanitary Sewer *	City of Portland	<u>Boyd Street</u>
Stormdrain	City of Portland	<u>Boyd Street</u>
Power *	Central Maine Power	<u>Boyd Street</u>
Tele/Comms	Verizon	<u>Boyd / Lancaster Street</u>
Cable	Time Warner Cable	<u>Boyd / Lancaster Street</u>
Gas *	Unitil	<u>Boyd / Lancaster Street</u>

* Letters of capacity to serve have been requested from these utility companies.



Consulting
Engineers
and Scientists

September 26, 2017

Project 161.06034

MEANS Division, Portland Water District
225 Douglass Street
PO Box 3553
Portland, Maine 04104-3553

RE: Request for Capacity to Serve Determination.
Proposed 55 Unit Apartment Development
58 Boyd Street, Portland

To whom it may concern:

This letter is requesting a determination of whether the Portland Water District has the capacity to serve a proposed development located at 58 Boyd Street in Portland. The development will be a 6 story tower with office space on the first floor. Please see attached *Peak Flow Based on Fixture Count Spreadsheet*.

Enclosed, to assist in your review, is utility plan. We propose to construct a new 4" ductile iron domestic service and a 6" ductile iron fire service. Each service will have its own valve for independent operation. Please let us know whether this proposed configuration is acceptable in terms of capacity and operation, and provide us with any specific service connection requirements. This development will have a sprinkler system for fire protection.

Please let me know if you have any questions or would like additional information: (207) 772-2891.

Sincerely,

A handwritten signature in blue ink that reads "John Mahoney". The signature is fluid and cursive, with the first name "John" and last name "Mahoney" clearly legible.

John Mahoney, P.E.
Project Engineer

Enclosure: Peak Flow Based on Fixture Count Spreadsheet & Utility Plan for 58 Boyd Street

Peak Flow Based on Fixture Count

Customer	58 Boyd Street, LP
Street Address	58 Boyd Street
City	Portland

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	27	=	216
Bedpan Washers	10	x		=	0
Bidet	2	x		=	0
Dental Unit	2	x		=	0
Drinking Fountain - Public	2	x		=	0
Kitchen Sink	2.2	x	57	=	125.4
Lavatory	1.5	x	60	=	90
Showerhead (Shower Only)	2.5	x	28	=	70
Service Sink	4	x		=	0
Toilet -Flush Valve	35	x		=	0
-Tank Type	4	x	59	=	236
Urinal -Pedestal Flush Valve	35	x		=	0
-Wall Flush Valve	16	x		=	0
Wash Sink (Each Set of Faucets)	4	x		=	0
Dishwasher	2	x		=	0
Washing Machine	6	x	5	=	30
Hose (50 ft. Wash Down) -1/2 in.	5	x		=	0
-5/8 in.	9	x		=	0
-3/4 in.	12	x	3	=	36

Combined Fixture Value Total

803.4

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)	
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)	
Hose Bibs for Irrigation:	

Total Fixed Demand (Peak Flow)

0 gpm

20. Solid Waste

All residential and office waste will be stored in appropriate trash/recycling containers internally in a trash room located on the south side of the building. These containers will be serviced by an independent solid waste contractor, on a regular basis. It will be the job of the building maintenance to move the trash/recycling receptacles out for the independent contractor.

All waste generated from the site preparation, general site work, and building construction will be collected and sorted/separated on-site in containers and disposed of properly, off-site, by the general contractor.

21. Code Summary

Enclosed are a summary / analysis of the following building and fire codes:

1. NFPA 1 - 2006
2. IBC - 2015 + NFPA 101 - 2009

58 Boyd Street Apartments					CWS Architects
Portland, ME					12-Sep-17
Principal Codes, Standards and Review Authorities Applicable to Project:					
Program (Owner):	A.	Portland Housing Authority			Phone: 207-773-4753
		14 Baxter Boulevard			
		Portland, ME 04101			
Land Use:	A.	Portland Zoning Ordinance	Marge Schuckel		Phone: 874-8719
		Portland Planning Department			
IBC Building Code Review:	A.	ICC: International Building Code, 2015 edition			
		City of Portland Code Enforcement Office			Phone: 874-8703
	B.	Portland Fire Department			Phone: 874-8400
					Fax: 874-8410
NFPA Fire Code Review:	A.	NFPA including 101 Life Safety Code, 2009 edition, NFPA 1			
		State Fire Marshall's Office			Phone: 624-8744
					Fax: 624-8767
	B.	Portland Fire Department			Phone: 874-8400
					Fax: 874-8410
Accessibility:	A.	ICC: International Building Code, 2015 edition (Per City of Portland)			Phone: 874-8703
		Portland Code Enforcement Officer			Fax: 874-8716
	B.	ANSI 117.1 – 2009 per IBC 2015			
	C.	Maine Human Rights Act, ANSI A117.1 – 2009			Phone: 624-8744
		State Fire Marshalls Office			Fax: 624-8767
Mechanical:	A.	ICC: International Energy Conservation Code, 2015 edition			Phone: 874-8703
		Portland Code Enforcement Officer			Fax: 874-8716
		ASHRAE 90.1 2007 / IECC 2015			
		Per MUBEC			
Plumbing:	A.	Maine State Plumbing Code			Phone: 874-8703
		Portland Code Enforcement Officer			
Electrical:	A.	National Electrical Code, 2011 Edition (Pending 2014 Adoption)			Phone: 874-8694
		City Requirement			Fax: 874-8716
		National Electrical Code, 2011 Edition (Pending 2014 Adoption)			
		State Requirement			
Public Works – Traffic:	A.	Site Plan Review			Phone: 874-8891
		Traffic Engineer			
Public Works – Engineering:	A.	Technical and Design Standards Guidelines, City of Portland			Phone: 874-8846
					Fax: 874-8852

Code Analysis					
		IBC 2015		NFPA 101 - 2009	
Category	Reference	Code Requirements	Reference	Code Requirements	Proposed
Use Group	310.4	R-2 Apartments	6.1.8.1.5	Residential - New Apartment Building, Re: 30.1.1.2	55 apartments
		B Business (Separated)	6.1.11	Business Occupancy < 300	1 Hour Separated Occupancy
		A-2 Assembly (Accessory per 508.2)	6.1.2	Assembly Use (Space) < 50	Mixed Occupancy
Building Construction	Table 601				
	Ground Level	Type 2A - Non-Combustible Protected		Type II (111)	Protected Steel Frame & Concrete Deck
	Upper Five Levels	Type 3B - Combustible Unprotected		Type III (000)	New Protected Fire-Retardant-Treated Exterior Wood Frame structure
Height & Area Limitations					
Max allowable height	Tables 504.3/504.4	1+5 Stories (Section 510) / 75' above 3-hour second floor deck			7807 SF 6th
					8260 SF 5th
					8260 SF 4th
Max allowable area	Table 506.2	48,000 SF			8260 SF 3rd
Frontage Increase		50% frontage = 25% increase (+12000)			8260 SF 2nd
					7771 SF 1st
		60,000 Total			48,618 SF total
IBC Stories					6
IBC Stories above grade plane	Story Above Grade Plane is defined by IBC as any story having its finished floor entirely above the grade plane or in which the finished surface of the floor next above is more than 6' above grade plane or more than 12' above the finished ground level at any point.				6
	1002 - Level of Exit Discharge is defined by IBC as the story at the point at which an exit terminates and exit discharge begins.				First floor discharge
NFPA Stories	Story is defined by NFPA as the portion of a building located <i>between</i> the upper surface of a floor and the upper surface of the floor or roof next above.				6
NFPA Stories in Height	Stories in Height is defined by NFPA the story count starting with the level of exit discharge and ending with the highest occupiable story containing the occupancy considered.				6
	Occupiable Story is defined by NFPA as a story occupied by people on a regular basis.				Sixth Floor
	Level of exit discharge is defined by NFPA as the story that is either (1) the lowest story from which not less than 50 percent of the required number of exits and not less than 50 percent of the required egress capacity from such a story discharge directly to the outside at the finished ground level; or (2) where no story meets the conditions of item (1), the story that is provided with one or more exits that discharge directly to the outside to the finished ground level via the smallest elevation change.*				First floor discharge
Fire Ratings	508.3/509.4	Separated uses: Office Space (Business) See IBC Code Calculations	6.1.14.1.3	Storage Occupancy Aand Business; Permitted as incidental use to the Apartment Occupancy	1 Hour Separation
			6.1.14.1.3	Small assembly use of less than 50 per room permitted non-separated from Residential Occupancy	
	Table 601	Fire Resistance Rating Requirements for Building Elements: See IBC Code Calculations	8.2.1.2	Fire Resistance Ratings for Type 2 (111) and Type 3 (111) Construction (hours)	
	Table 1020.1	Exit access corridors - 1/2 hour (with sprinkler system)	30.3.6.1.2	Exit access corridors - 1/2 hour	1/2 hour (1 hour protected wood frame provided)
			30.3.6.2	Exit access corridor doors - 20-minute self-closing & latching	20 minute doors, spring hinges
			30.2.2.1.2	Exit Enclosures: 1 Hour (Sprinklered)	1 hour
	1023.2	Fire Enclosure of 6 story Vertical Exit Enclosures - 2 hour			2 hour
	713.4	6 story Shafts & Elevator Hoistways - 2 hr	30.3.1.1.4	6 Story Shafts: 1 Hour (Sprinklered)	2 hour
	708.3	Dwelling Unit Separation Walls - 1 hour	30.3.7.2	Dwelling Unit Separation Walls - 1/2 hour	1 hour
	711.2.4.3	Dwelling Unit Separation Floor/Ceiling - 1 hour	30.3.7.2	Dwelling Unit Separation Floors - 1/2 hour	1 hour
	Table 509	Boiler Rooms over 10 HP - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Boiler Rooms - 1 Hour and sprinkler	1 Hour and Sprinklered
	Table 509	Laundry Rooms over 100 s.f. - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Laundries over 100 s.f. - 1 hour and sprinklers with smoke partitions	1 Hour and Sprinklered
			T 30.3.2.1.1	Storage rooms outside of dwelling units - 1 hour or sprinklers with smoke partitions	Sprinklered
	Table 509	Waste Collection Rooms over 100 s.f. - 1 hour or automatic fire extinguishing	T 30.3.2.1.1	Trash collection rooms - 1 hour and sprinklers	1 Hour and Sprinklered
Opening Protectives	Table 716.5	1 hour rated Exit access corridors - 20 min.			20 min.

	Table 716.5	1/2 hour rated Exit access corridors - 20 min.	30.3.6.2	Exit access corridor doors - 20-minute self-closing & latching	20 min.
	Table 716.5	1 Hour Barriers - 45 min.			45 min.
	Table 716.5	1 Hour Shafts & Exits - 60 min.			60 min.
	Table 716.5	2 Hour Shafts & Exits - 120 min.			120 min.
Fire Rated Vision Panels	Table 716.5	20 min. opening = Max Tested			As required
	Table 716.5	3/4 hour opening = Max Tested			As required
	Table 716.5	1 hour opening = 100 sq in			
	Table 716.5	1-1/2 hour opening = 100 sq in			As required
Interior Flame Spread Index	Table 803.11	Required vertical exits and passageways - C	30.3.3.2	In exits - Class A	As required
	Table 803.11	Corridors providing exit access - C	30.3.3.2	Lobbies and corridors - Class A or B	As required
	Table 803.11	Rooms or enclosed spaces - C	30.3.3.2	Other Spaces - Class A, B or C	As required
			30.3.3.3	Exit enclosures and corridor floors - Class I or II	As required
Occupant Load	T 1004.1.2	Residential Occupancy = 1/200 GSF	T7.3.1.2	Residential Apartment occupant load = 1/200 SF	
	T 1004.1.2	Accessory storage areas, mechanical equipment room = 1/300 GSF	T7.3.1.2	Storage areas, mechanical equipment rooms = 1/500 GSF	
	T 1004.1.2	Assembly, unconcentrated = 1/15 NSF	T7.3.1.2	Assembly, Less Concentrated = 1/15 NSF	
	T 1004.1.2	Business areas = 1/100 GSF			
Means of Egress	1006	Refer to IBC Code Calculations		Refer to NFPA Code Calculations	
	1009	2 Accessible Means of Egress Required			(1) Stair (1) Elevator
Emergency Lighting	1013.1 (exc. #2)	Exit Signs are required except at approved main exterior exit doors	7.10.1.2	Exit Signs are required except at obvious main exterior exit doors	Provided
	1008	Emergency lighting is required except in dwelling units	30.2.9	Emergency lighting is required	Provided
Fire Suppression Systems	903.2.8	Sprinkler Required: 13,13R or 13D	30.3.5.1	NFPA 13 or 13R Sprinklers Required	NFPA 13 Provided
Standpipes	905.3.1	(2) Class 1 Standpipes Required			(2) Class 1 Standpipes Provided
Fire Alarm Systems	907.2.9	Full Fire Alarm System is Required	30.3.4.1.1	Full Fire Alarm System Required	Provided
Smoke Detectors	907.2.11.2	Smoke Detectors Required in units	30.3.4.5	Required in and outside every sleeping area	Provided
Extinguishment requirements	906	Portable fire extinguishers shall be installed as per NFPA 10	30.3.5.12	Not Required	Provided
Elevators					
	Section	Summary Discription			
Construction	713	Constructed per 703.2.1: 2 Hour if 4 stories or more			
Lobby	3006 (Formerly 708.14)	Elevator Lobby separation from corridor not required per 3006.2			
	Table 716.5	2 Hour Shaft Openings: 1 1/2 Hour			
Means of Egress	1003.7	Elevators may be used as a Means of Egress in accordance with 1009.4			
Accessibility	1007.1	Accessible means of egress required from all accessible spaces.			
	1009.2.1	Four or more stories above a level of exit discharge, at least one accessible means of egress shall be an elevator per 1007.4			
	1009.3	One stair is used as an Accessible Means of Egress (Stair B)			
Car Size	3002.4	Ambulance Stretcher sizing required.			
Standby Power	1009.4	Standby Power is Required because Elevator is used as one Accessible Means of Egress.			
Fire Service	403.6.1	Not Required			
Emergency Operations	3003.2	Phase I Recall and Phase II in-car operation required			

58 Boyd Street Apartments				CWS Architects
Portland, ME				12-Sep-17
Code Analysis				
		NFPA 1 - 2006		
Category	Reference	Code Requirements		Proposed
Use Group	6.1.8.1.5	Apartment Building		55 apartments
	6.1.11.1	B Business (Separated)		1 Hour Separated Occupancy
	6.1.2.2	A-2 Assembly (Accessory <50)		Mixed Occupancy
Fire Protection Markings	10.12.1	Premises Shall be marked		
	10.12.2	Shaftway entrances shall be marked		
	10.12.3	Stairway landings shall be marked		
	14.6.4	Stairway landings shall be marked		
Building Construction				
	12.2.1	Type II (111)		Protected Steel Frame & Concrete Deck
	12.2.1	Type III (000)		New Protected Fire-Retardant-Treated Exterior Wood Frame structure
Fire Ratings	12.7.1	Per NFPA 101		
Opening Protectives	Table 12.7.4.2	1 hour rated Exit access corridors - 20 min.		20 min.
		1/2 hour rated Exit access corridors - 20 min.		20 min.
		1 Hour Barriers - 45 min.		45 min.
		1 Hour Shafts & Exits - 60 min.		60 min.
		2 Hour Shafts & Exits - 90 min.		120 min. per IBC
Occupant Load	T 114.8.1.2	Residential Occupancy = 1/200 GSF		
	T 114.8.1.2	Accessory storage areas, mechanical equipment room = 1/500 GSF		
	T 114.8.1.2	Assembly, unconcentrated = 1/15 NSF		
	T 114.8.1.2	Business areas = 1/100 GSF		
Means of Egress	1006	Refer to Code Calculations	.3" at stair / 36"	
	14.9	2 Accessible Means of Egress Required	.2" at level components / 36"	
Emergency Lighting	14.14	Exit Signs are required except at approved main exterior exit doors		Provided
	14.12/14.13	Emergency lighting is required except in dwelling units		Provided
Fire Suppression Systems	13.3.2.15.1	Sprinkler Required: 13,13R or 13D		NFPA 13 Provided
Standpipes	13.2.2.2	Class 1 Standpipes Required		(2) Class 1 Standpipes Provided per IBC
Fire Alarm Systems	13.7.2.11	Full Fire Alarm System is Required		Provided
Smoke Detectors	13.7.2.11	Smoke Detectors Required in units		Provided
Extinguishment requirements	13.6	Portable fire extinguishers shall be installed as per NFPA 10		Provided
Elevators	Section	Summary Description		
Lobby	14.9.1.6	Elevator Lobby shall have access to at least one exit.		
Accessibility	14.10.4.1	Two Accessible means of egress required from all accessible spaces. (Remoteness not required per 14.10.4.2.2)		
	14.10.4.7	At least one accessible means of egress shall be an elevator designed per 14.10.4.5		
		One stair is used as an Accessible Means of Egress (Stair B)		
	101: 7.5.4.5	Standby Power is Required because Elevator is used as one Accessible Means of Egress.		
Standby Power				
Fire Service	101:9.4.3.2	Conform to ASME A17.1		
Emergency Operations	101:9.4.3.2	Conform to ASME A17.1		

22. City Design Manual Standards

Design Standards contained within Site Plan Standards (Section 14-526) of the Land Use Ordinance and standards outlined in the City of Portland Design Manual apply to this project.

- **SECTION 14-143: R-7 DESIGN STANDARDS**

RESPONSE: To the best of our knowledge the proposed site plan adheres to the standards outlined in Section 14-143.

- **SECTION 14-526: SITE PLAN STANDARDS**

RESPONSE: To the best of our knowledge the proposed site plan adheres to the standards outlined in Section 14-526.

- **CITY OF PORTLAND DESIGN MANUAL: TWO-FAMILY, SPECIAL NEEDS INDEPENDENT LIVING UNITS, MULTIPLE-FAMILY, LODGING HOUSES, BED AND BREAKFASTS, AND EMERGENCY SHELTERS**

RESPONSE: To the best of our knowledge the proposed site plan adheres to the standards outlined in Design Manual.



P.O. Box 410
Schofield, WI 54476

Phone: 715.359.6171
www.greenheck.com

September 15, 2017

Subject: Greenheck Indirect Gas Furnaces

Greenheck's indirect gas fired furnaces are ETL listed. In order to be listed by ETL the furnaces must meet ANSI Z83.8 requirements for performance and emissions.

Sincerely,

A handwritten signature in black ink that reads 'Tyler Utecht'.

Tyler Utecht
Energy Recovery/DOAS Product Manager
Tempered Air Products
Greenheck Fan Corporation
Off 715-355-2201



Certificate US95/0189

The management system of

SGS

Kohler Power Systems, a Business Unit of Kohler Co.

N7650 Lakeshore Drive (known as Mosel Plant)
Sheboygan, WI, 53083, United States

has been assessed and certified as meeting the requirements of

ISO 9001:2008

For the following activities

**Design, manufacture, and distributor support for electrical generators,
alternators, automatic transfer switches, and switchgear.**

Further clarifications regarding the scope of this certificate and the applicability of
ISO 9001:2008 requirements may be obtained by consulting the organization

This certificate is valid from 6 November 2015 until 15 September 2018 and
remains valid subject to satisfactory surveillance audits.

Recertification audit due a minimum of 60 days before the expiration date.

Issue 12 : 14 October 2015. Certified since November 2003

This is a multi-site certification.

Additional site details are listed on subsequent pages.

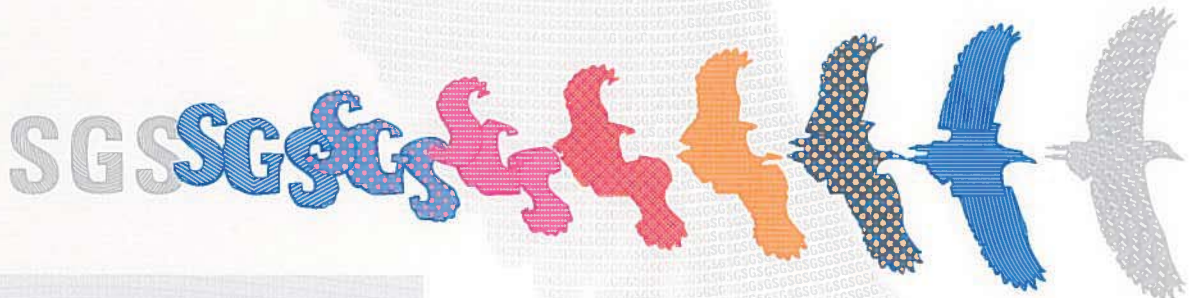
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John Woodman
Senior Vice President SSC, North America
SGS Systems & Services Certification, a Division of SGS North America, Inc.
201 Route 17 North, Rutherford, NJ 07070, USA
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Page 1 of 2



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G15-152 11/15

**Kohler Power Systems, a
Business Unit of Kohler Co.**

ISO 9001:2008

Issue 12 : 14 October 2015

Additional facilities

.300 N. Dekora Woods Blvd., Saukville, WI 53080 (Known as Sauk)
**Scope: Manufacturer of fuel tanks, skids, fabricated components,
enclosures, and assembly of enclosures and generators.**

4327 County EE, Sheboygan, WI 53081 (Known as KWIP Warehouse)
**Scope: Receiving and storage of generator components & receiving
and shipping of generator sets.**



Kohler Standby/Prime Generator Set Test Program

Testing is an integral part of quality assurance. In keeping with our uncompromising commitment to quality, safety, and reliability, every Kohler Standby/Prime power generator set undergoes an extensive series of prototype and production testing.

Prototype Testing

Prototype testing includes the potentially destructive tests necessary to verify design, proper function of protective devices and safety features, and reliability expectations. Kohler's prototype testing includes the following:

- Alternator temperature rise test per NEMA MG1-32.6. Standby and prime ratings of the alternator are established during this test.
- Maximum power test to assure that the prime mover and alternator have sufficient capacity to operate within specifications.
- Alternator overload test per NEMA MG1-32.8.
- Steady-state load test to ensure voltage regulation meets or exceeds ANSI C84.1, NEMA MG1-32.17 requirements and to verify compliance with steady-state speed control specifications.
- Transient test to verify speed controls meets or exceeds specifications.
- Transient load tests per NEMA MG1-32.18, and ISO 8528 to verify specifications of transient voltage regulation, voltage dip, voltage overshoot, recovery voltage, and recovery time.
- Motor starting tests per NEMA MG1-32.18.5 to evaluate capabilities of generator, exciter, and regulator system.
- Three-phase symmetrical short-circuit test per NEMA MG1-32.13 to demonstrate short circuit performance, mechanical integrity, ability to sustain short-circuit current.
- Harmonic analysis, voltage waveform deviation per NEMA MG1-32.10 to confirm that the generator set is producing clean voltage within acceptable limits.

Torsional analysis data, to verify torsional effects are not detrimental and that the generator set will provide dependable service as specified, is available upon request.

Kohler offers other testing at the customer's request at an additional charge. These optional tests include power factor testing, customized load testing for specific application, witness testing, and a broad range of MIL-STD-705c testing. A certified test report is also available at an additional charge.

- Generator set cooling and air flow tests to verify maximum operating ambient temperature.
- Reliability tests to demonstrate product durability, followed by root cause analysis of discovered failures and defects. Corrective action is taken to improve the design, workmanship, or components.
- Acoustical noise intensity and sound attenuation effects tests.

Production Testing

In production, Kohler Standby/Prime generator sets are built to the stringent standards established by the prototype program. Every Kohler Generator set is fully tested prior to leaving the factory. Production testing includes the following:

- Stator and exciter winding high-potential test on all generators. Surge transient tests on stators for generators 180 kW or larger. Continuity and balance tests on all rotors.
- One-step, full-load pickup tests to verify that the performance of each generator set, regulator, and governor meets published specifications.
- Regulation and stability of voltage and frequency are tested and verified at no load, 1/4 load, 1/2 load, 3/4 load, and full-rated load.
- Voltage, amperage, frequency and power output ratings verified by full-load test.
- The proper operation of controller logic circuitry, prealarm warnings, and shutdown functions is tested and verified.
- Any defect or variation from specification discovered during testing is corrected and retested prior to approval for shipment to the customer.

KOHLER
POWER SYSTEMS

KOHLER CO. Kohler, Wisconsin 53044
Phone 920-565-3381, Fax 920-459-1646
For the nearest sales/service outlet in the
US and Canada, phone 1-800-544-2444
KohlerPowerSystems.com



Elite FT

Residential and Commercial Boilers

Installation

Start-Up

Maintenance

Parts

Warranty

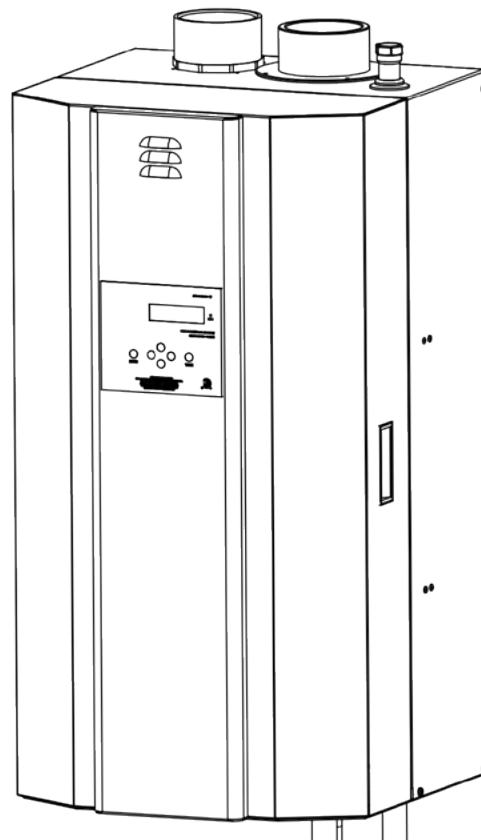
EFT-55 / EFT-80 / EFT-110

EFT-155 / EFT-199 / EFT-285 EFT-399

Models*

* “LP” Denotes Propane Gas Operation

“PU” Denotes Included Pump



Heat Exchanger Bears the ASME “H” Stamp

⚠ DANGER

This manual must only be used by a qualified installer / service technician. Read all instructions in this manual before installing. Perform steps in the given order. Failure to do so could result in substantial property damage, severe personal injury, or death.

⚠ WARNING

Improper installation, adjustment, alteration, service, or maintenance could void product warranty and cause property damage, severe personal injury, or death.

California Proposition 65 Warning: This product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

NOTICE

HTP reserves the right to make product changes or updates without notice and will not be held liable for typographical errors in literature.

NOTE TO CONSUMER: PLEASE KEEP ALL INSTRUCTIONS FOR FUTURE REFERENCE.

REPORT

December 5, 2016
16-0606.1 S

Geotechnical Engineering Services

Proposed Apartment Building
58 Boyd Street
Portland, Maine

PREPARED FOR:
Portland Housing Authority
Attn: Jay Waterman
Development Director
14 Baxter Blvd.
Portland, ME 04101

PREPARED BY:
S. W. Cole Engineering, Inc.
286 Portland Road
Gray ME 04039
T: (207) 657-2866



- *Geotechnical Engineering*
- *Construction Materials Testing and Special Inspections*
- *GeoEnvironmental Services*
- *Test Boring Explorations*

www.swcole.com

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Attachment A	Limitations
Sheet 1	Exploration Location Plan
Sheets 2 - 11	Exploration Logs
Sheet 12	Key to the Notes and Symbols
Sheets 13 & 14	Laboratory Consolidation Test Results

16-0606.1 S

December 5, 2016

Portland Housing Authority
Attn: Jay Waterman
Development Director
14 Baxter Blvd.
Portland, ME 04101

Subject: Explorations and Geotechnical Engineering Services
Proposed Apartment Building
58 Boyd Street
Portland, Maine

Dear Jay:

In accordance with our Proposal, dated June 9, 2016, we have performed subsurface explorations for the subject project. This report summarizes our findings and geotechnical recommendations and its contents are subject to the limitations set forth in Attachment A.

1.0 INTRODUCTION

1.1 Scope and Purpose

The purpose of our services was to obtain subsurface information in order to develop geotechnical recommendations relative to foundations, earthwork and pavement associated with the proposed construction. Our scope of services included four test boring explorations, soils laboratory testing, a geotechnical analysis of the subsurface findings and preparation of this report.

1.2 Site and Proposed Construction

The project site is located at 58 Boyd Street in Portland, Maine and is currently occupied by a single-story, on-grade community building with associated paved and landscape areas. We understand proposed re-development plans call for razing the existing building in favor of a new six-story apartment building. Proposed finish floor

elevation will step up to the southeast, varying from 12.25 to 15.16 feet (project datum), generally requiring a tapered fill less than 2.5 feet thick. Based on information provided by CWS Architects (project architect) and Becker Structural Engineers (project structural engineer), we understand the first story will be steel framed with the overlying stories wood-framed. Proposed column loading varies from about 40 to 270 kips. Paved parking is proposed to the southwest of the building which will require a retaining wall adjacent to the Franklin Street embankment. Proposed and existing site features are shown on the "Exploration Location Plan" attached as Sheet 1.

2.0 EXPLORATION AND TESTING

2.1 Explorations

Four test borings (B-101 through B-104) were made at the site on July 7 and 8, 2016 by Great Works Test Boring working under subcontract to S. W. Cole Engineering, Inc. (S.W.COLE). The exploration locations were selected and established in the field by S.W.COLE based on measurements from existing site features and limitations from site utilities.

The approximate exploration locations are shown on the "Exploration Location Plan" attached as Sheet 1. Logs of these borings are attached as Sheets 2 through 11. A key to the notes and symbols used on the logs is attached as Sheet 12.

2.2 Testing

The test borings were drilled using hollow-stem auger and cased, wash-boring techniques. The soils were sampled at 2 to 10 foot intervals using a split spoon sampler and Standard Penetration Testing (SPT) techniques. Pocket Penetrometer Testing (PPT) was performed where stiffer cohesive soils were encountered. Vane Shear Testing (VST), Shelby Tube sampling, and rod probing were performed where softer cohesive soils were encountered. SPT blow counts, as well as VST and PPT results, are shown on the logs.

Soil samples obtained from the explorations were returned to our laboratory for further classification and testing. Moisture Content, Atterberg Limits and Unconfined Compressive Strength test results are noted on the logs. Consolidation test results are attached as Sheets 13 and 14.

3.0 SITE AND SUBSURFACE CONDITIONS

3.1 Surficial

The approximately rectangular-shaped site is located at 58 Boyd Street in Portland, Maine and is currently occupied by a single-story community building with associated paved and landscape areas. The site is generally bound by Boyd Street to the north and west, community gardens to the east/northeast and the Franklin Street roadway embankment to the south/southwest. Existing grade varies from approximately 11 to 21 feet across the site with most of the relief raising up the Franklin Street embankment.

3.2 Soil and Bedrock

Underlying a surficial layer of topsoil and organics, the test borings encountered a soil profile generally consisting of uncontrolled fill overlying native harbor bottom deposits overlying glaciomarine clay, overlying outwash sands, overlying glacial till and bedrock with depth. The principal strata encountered are summarized below. Not all the strata were encountered at each exploration; refer to the attached logs for more detailed subsurface information.

Uncontrolled Fill: The borings encountered uncontrolled fill consisting of very loose to medium dense sand with varying portions of silt, gravel, and miscellaneous debris such as ash, brick and rubble. The uncontrolled fill varied in thickness from about 10 to 13 feet at the boring locations.

Harbor Bottom Deposits: Underlying the fill, the borings encountered up to about 3 feet of a loose to medium sand with varying portions of silt and relic organics transitioning to soft to medium gray clay with sand seams and shells (bay mud). The bay mud extended to depths varying from about 15 to 20 feet.

Glaciomarine Deposit: Underlying the harbor bottom deposits, the borings encountered a deep deposit of soft to medium gray silty clay (glaciomarine clay). The glaciomarine clay had varying frequency of sand seams and layers, generally becoming more frequent with depth. The glaciomarine clay was penetrated at depths varying from about 52 to 75 feet at the boring locations.

VST performed in the glaciomarine clay indicates undrained shear strengths of about 500 psf; the sand seams in the glaciomarine clay precluded VST at some attempts. One-dimensional consolidation testing performed on Shelby Tube samples of the glaciomarine clay indicate the deposit is normally consolidated just below the bay mud becoming slightly overconsolidated with depth.

Outwash Sands: Underlying the glaciomarine clays, the borings encountered a deposit of outwash sands. The outwash sands were about 10 feet thick where penetrated.

Glacial Till: Underlying the glaciomarine and outwash soils, the borings encountered glacial till consisting of loose to very dense gray silty sand with varying portions of gravel, cobbles and boulders.

Refusal Surfaces: Refusal surfaces (probable bedrock) were encountered at borings B-103 and B-104 at depths of 113 and 110 feet, respectively. A layer of probable weathered bedrock was penetrated up to 3 feet prior to encountering refusal at these borings.

3.3 Groundwater

The uncontrolled fills were generally damp to moist below approximately 2 feet. Wet to saturated soils were generally encountered at depths varying from approximately 5 to 10 feet. Groundwater likely becomes perched within the uncontrolled fills and on the relatively impervious native clays encountered at the test borings. Groundwater levels are known to be tidally influenced in this area of Portland. Long term groundwater information is not available. It should be anticipated that groundwater levels will fluctuate seasonally, particularly in response to during periods of snowmelt and precipitation, as well as changes in site use and tides.

3.4 Frost and Seismic

The 100-year Air Freezing Index for the Portland, Maine area is about 1,407-Fahrenheit degree-days, which corresponds to a frost penetration depth on the order of 4.5 feet. Based on the subsurface findings, we interpret the site soils to correspond to Seismic Soil Site Class E according to 2009 IBC.

4.0 EVALUATION AND RECOMMENDATIONS

4.1 General Findings

Based on the subsurface findings, the proposed construction will require either ground improvement for spread footings or pile supported foundations. The principle geotechnical considerations are:

- The proposed building is underlain by uncontrolled fill and compressible clays that are prone to adverse settlement under new building and fill loads. In order to mitigate post-construction settlement, we recommend supporting the building foundations on displacement piles, such as closed-ended pipe pile, driven to bearing in the Outwash Sand and Glacial Till deposits. Alternatively, we recommend Controlled Modulus Columns (CMCs) or Geo-Concrete Columns (GCCs) to improve ground conditions for shallow foundation support. For either foundation option, the floor slab may be soil supported after densification of the existing fill soils.
- We recommend existing site improvements, including foundations, slabs, pavements and underground utilities be completely removed beneath proposed building and paved areas and backfilled with compacted Granular Borrow. We recommend the floor slab and paved areas be excavated to a depth at least 2 feet below finished grade and densified with at least 3 passes of a 10-ton vibratory smooth drum roller. Areas that become soft or unstable after proof-rolling must be removed and replaced with compacted Granular Borrow prior to installing slab and pavement gravel.
- The site soils are sensitive to moisture, frost and strength loss. Earthwork and foundation activities should occur during drier, non-freezing weather of Spring, Summer and Fall. We recommend excavation be completed with a smooth-edged bucket to reduce disturbance and strength loss of the native soils.
- The site soils are unsuitable for reuse below building areas, but may be reused beneath paved areas, provided they are at a compactable moisture content and deleterious materials, such as ash and organics, are removed.

4.2 Site and Subgrade Preparation

We recommend site preparation begin with the construction of an erosion control system to protect adjacent drainage ways and areas outside the construction limits. Surficial organics, topsoil, foundations, pavement and utilities should be completely removed from areas of proposed building and paved areas. As much vegetation as possible should remain outside the construction areas to lessen the potential for erosion.

Building Pad and Foundations: As discussed, uncontrolled fills and weak, compressible glaciomarine clays were encountered beneath the proposed building. We recommend removal of all existing foundations, slabs, pavement and buried utilities beneath the proposed building footprint and backfilling with compacted Granular Borrow. Additionally, we recommend excavating the building to at least 2 feet below finished floor elevation and densifying the uncontrolled fills with at least 2 passes of a 10-ton vibratory roller compactor. Areas that become soft or unstable after densification, must be removed and replaced with compacted Granular Borrow

If the building foundations are supported by driven displacement piles, we recommend pile caps and grade beams be underlain with at least 3 inches of crushed stone to serve as a casting bed. If the building is supported by spread footings on improved ground, we recommend a footing pad of at least 9 inches of compacted Structural Fill overlying 3 inches of compacted Crushed Stone. We recommend floor slabs be underlain by at least 12 inches of compacted Structural Fill.

Paved Areas: Pavement subgrade are anticipated to consist of uncontrolled fill. Pavement subgrades should be overexcavated by at least 2 feet, proof-rolled and densified with several passes of a 10-ton vibratory roller compactor, and backfilled with Granular Borrow. Areas subgrade that become soft or continue to yield after proof-rolling should be removed and replaced with compacted Granular Borrow.

Utility Trenches: Underground utilities are not anticipated to penetrate the uncontrolled fill layer. We recommend adding 1 foot of compacted crushed stone below customary bedding for gravity utilities and associated manholes and vault structures.

4.3 Excavation, Blasting and Dewatering

Excavation work will generally encounter uncontrolled fill. Care must be exercised during construction to limit soil disturbance. Earthwork and grading activities should ideally occur during drier, non-freezing weather of Spring, Summer and Fall. Final cuts to subgrade should be performed with a smooth-edged bucket to reduce soil disturbance.

Bedrock was not encountered within the planned excavation depths; thus bedrock removal by blasting or hoe-ramming is not anticipated.

Sumping and pumping dewatering techniques should be adequate to control groundwater in excavations. Controlling the water levels to at least one foot below planned excavation depths will help stabilize subgrades during construction. Groundwater may be impacted and require special handling or treatment before discharge off-site. Working around tides will help to reduce dewatering efforts and associated costs for treatment and disposal. We recommend dewatering into temporary tanks to allow characterization and treatment of water before discharging off-site.

Excavations must be properly shored or sloped in accordance with OSHA regulations to prevent sloughing and caving of the sidewalls during construction. The design and planning of excavations, excavation support and dewatering is the responsibility of the contractor.

4.4 Foundations

Based on the subsurface findings, we interpret the site soils to correspond to Seismic Soil Site Class E according to IBC 2009/ASCE 7. We recommend foundations exposed to freezing be founded at least 4.5 feet below exterior grades for frost protection.

As discussed, we recommend the building foundations be supported on driven displacement piles, such as closed-ended steel pipe piles. Alternatively, we recommend Controlled Modulus Columns (CMCs) or Geo-Concrete Columns (GCCs) to improve ground conditions for shallow foundation support.

4.4.1 Driven Piles

Driven displacement piles would need to extend through existing fills, bay mud and glaciomarine clays to transfer loads into the underlying outwash sands and glacial till. For the subsurface conditions encountered and the estimated structural loads, we recommend

consideration of concrete filled closed-end steel pipe pile or pre-cast, pre-stressed concrete pile driven to allowable axial capacities of 40 to 60 tons.

If driven displacement piles are selected, we recommend the contract documents require an engineered submittal with drivability analysis, axial pile capacity, load testing procedures and set or “stop-driving” criteria. The engineered submittal must include splicing, QC and load testing procedures. We recommend dynamic load testing on at least two piles using a Pile Driving Analyzer (PDA) prior to installing production piles. The engineered submittal must be prepared and sealed by a Professional Engineer licensed in the State of Maine and endorsed by the Pile Installer. S.W.COLE should be engaged to review the engineered pile submittal.

4.4.2 Ground Improvement

Controlled Modulus Columns (CMCs) or Geo-Concrete Columns (GCCs) would need to extend through existing fills, bay mud and glaciomarine clays to transfer loads to underlying outwash sand and glacial till. For spread footings bearing on properly improved and prepared ground, we recommend the following geotechnical parameters for design consideration:

Geotechnical Parameters for Spread Footings and Foundation Walls	
Design Frost Depth	4.5 feet
Net Allowable Soil Bearing Pressure (Improved Ground)	3.0 ksf
Base Friction Factor	0.35
Total Unit Weight of Backfill (compacted Structural Fill)	130 pcf
Internal Friction Angle of Backfill (compacted Structural Fill)	30°
At-Rest Lateral Earth Pressure Coefficient	0.5
Total Post-Construction Settlement (Improved Ground)	1 inch or less
Differential Post-Construction Settlement (Improved Ground)	½ inch or less

If CMCs or GCCs are selected, we recommend the contract documents require an engineered submittal to improve ground conditions to meet or exceed the geotechnical parameters for bearing capacity and settlement as recommended herein. The engineered submittal must include QC and modulus testing procedures. We recommend at least one load test be completed prior to installing production CMCs or GCCs. The engineered submittal must be prepared and sealed by a Professional Engineer licensed in the State of Maine and endorsed by the CMC or GCC Installer. S.W.COLE should be engaged to review the engineered ground improvement submittal.

4.5 Foundation Drainage

We recommend a foundation underdrain pipe be installed around perimeter foundations. We recommend a 4-inch diameter slotted HDPE pipe enveloped in at least 12 inches of Underdrain Sand. The underdrain pipe must be connected to a positive gravity outlet protected from freezing, clogging and backflow. Surface grades should be sloped away from the building for positive surface water drainage.

4.6 Slab-On-Grade

On-grade floor slabs in heated areas may be designed using a subgrade reaction modulus of 100 pci (pounds per cubic inch) overlying properly prepared subgrades as outlined herein. We recommend on-grade floor slabs be underlain by at least 18-inches of compacted Structural Fill. The structural engineer or concrete consultant must design steel reinforcing and joint spacing appropriate to slab thickness and function.

We recommend a sub-slab vapor retarder particularly in areas of the building where the concrete slab will be covered with an impermeable surface treatment or floor covering that may be sensitive to moisture vapors. The vapor retarder must have a permeance that is less than the floor cover or surface treatment that is applied to the slab. The vapor retarder must have sufficient durability to withstand direct contact with the sub-slab base material and construction activity. The vapor retarder material should be placed according to the manufacturer's recommended method, including the taping and lapping of all joints and wall connections. The architect and/or flooring consultant should select the vapor retarder products compatible with flooring and adhesive materials.

The floor slab should be appropriately cured using moisture retention methods after casting. Typical floor slab curing methods should be used for at least 7 days. The architect or flooring consultant should assign curing methods consistent with current applicable American Concrete Institute (ACI) procedures with consideration of curing method compatibility to proposed surface treatments, flooring and adhesive materials.

4.7 Entrance Slabs and Sidewalks

Entrance slabs and sidewalks adjacent to the building must be designed to reduce the effects of differential frost action between adjacent pavement, doorways, and entrances. We recommend that non-frost susceptible Structural Fill be provided to a depth of at least 4.5 feet below the top of entrance slabs. This thickness of Structural Fill should

extend the full width of the entrance slab and outward at least 4.5 feet, thereafter transitioning up to the bottom of the adjacent sidewalk or pavement gravels at a 3H:1V or flatter slope.

4.8 Backfill and Compaction

The site soils are unsuitable for reuse in building areas, but may be suitable as Common Borrow for compacted fill in paved and landscape areas provided they are at a compactable moisture content and deleterious materials, such as ash and organics, are removed. We recommend the following fill and backfill materials:

Common Borrow: Fill to raise grades in paved and landscape areas should be non-organic, mineral soils meeting the requirements of 2014 MaineDOT 703.18 Common Borrow.

Granular Borrow: Fill to raise grades in building areas and backfill of excavations from removal of existing foundations and utilities should be sand or silty sand meeting the requirements for 2014 MaineDOT 703.19 Granular Borrow.

Structural Fill: Backfill to repair soft areas, backfill for foundations, slab base material and material below exterior entrances and sidewalks should be clean, non-frost susceptible sand and gravel meeting the gradation requirements for Structural Fill as given below:

Structural Fill	
Sieve Size	Percent Finer by Weight
4 inch	100
3 inch	90 to 100
¾ inch	25 to 90
#40	0 to 30
#200	0 to 5

Crushed Stone: Crushed Stone used beneath foundations should meet the requirements of 2014 MaineDOT Standard Specification 703.13 Crushed Stone 3/4-inch.

Underdrain Sand: Sand used around foundation underdrains should meet the requirements of 2014 MaineDOT Standard Specification 703.20 Underdrain Backfill Materials, Type B.

Placement and Compaction: Fill should be placed in horizontal lifts and compacted such that the desired density is achieved throughout the lift thickness with 3 to 5 passes of the compaction equipment. Loose lift thicknesses for grading, fill and backfill activities should not exceed 12 inches. We recommend that fill and backfill in building and paved areas be compacted to at least 95 percent of its maximum dry density as determined by ASTM D-1557. Crushed Stone should be compacted with 3 to 5 passes of a vibratory plate compactor having a static weight of at least 500 pounds.

4.9 Paved Areas

We anticipate paved areas will be subjected primarily to passenger and light delivery truck traffic. Considering the site soils and proposed usage, we offer the following pavement section for consideration. Materials are based on Maine Department of Transportation Standard Specifications.

Asphalt Pavement Section	
Material	Thickness (inches)
9.5 mm Hot Mix Asphalt (50 Gyrations Design)	1 ¼
19.0 mm Hot Mix Asphalt (50 Gyrations Design)	2 ¼
MaineDOT 703.06 Type A, Crushed Aggregate Base	3
MaineDOT 703.06 Type D, Crushed Aggregate Subbase	15
Woven Geotextile Subgrade Fabric (HP370)	Clayey Subgrades

Pavement subgrades should be densified with 3 to 5 passes of a vibratory roller. The base and subbase materials should be compacted to at least 95 percent of their maximum dry density as determined by ASTM D-1557. Hot mix asphalt pavement should be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. A tack coat should be used between successive lifts of bituminous pavement.

It should be understood that frost penetration can be on the order of 4.5 feet in the project area. In the absence of full depth excavation of frost susceptible soils and subsequent replacement with non-frost susceptible compacted fill, frost penetration into

the subgrade will occur and some heaving and distress of pavement must be anticipated.

We recommend storm drains beneath paved areas be installed as MaineDOT Type C Underdrains to provide positive drainage relief of the pavement gravels.

4.10 Weather Considerations

Earthwork and foundation construction should be completed during drier, non-freezing weather of Spring, Summer and Fall. The site soils may require drying before construction activities may occur and the contractor should anticipate the need for water to temper fills in order to facilitate compaction during dry weather.

If construction takes place during cold weather, subgrades, foundations and floor slabs must be protected during freezing conditions. Concrete and fill must not be placed on frozen soil; and once placed, the concrete and soil beneath the structure must be protected from freezing.

4.11 Design Review and Construction Testing

S.W.COLE should be retained to review the construction documents to determine that our foundation, earthwork and pavement recommendations have been properly interpreted and implemented.

A special inspections and testing program should be implemented during construction to observe compliance with the design concepts, plans, and specifications. S.W.COLE is available to provide geotechnical observations during earthwork, preparation of foundation bearing surfaces and pavement subgrades, installation of ground improvements and piles, as well as provide and testing and special inspection services for soils, concrete, asphalt, structural steel and spray-applied fireproofing construction materials.

5.0 CLOSURE

It has been a pleasure to be of assistance to you with this phase of your project. We look forward to working with you during the construction phase of the project.

Sincerely,

S. W. Cole Engineering, Inc.

Timothy J. Boyce, P.E.
Senior Geotechnical Engineer

TJB/EMW:ajh

DRAFT

Attachment A Limitations

This report has been prepared for the exclusive use of Portland Housing Authority for specific application to the Proposed Apartment Building at 58 Boyd Street in Portland, Maine. S. W. Cole Engineering, Inc. (S.W.COLE) has endeavored to conduct our services in accordance with generally accepted soil and foundation engineering practices. No warranty, expressed or implied, is made.

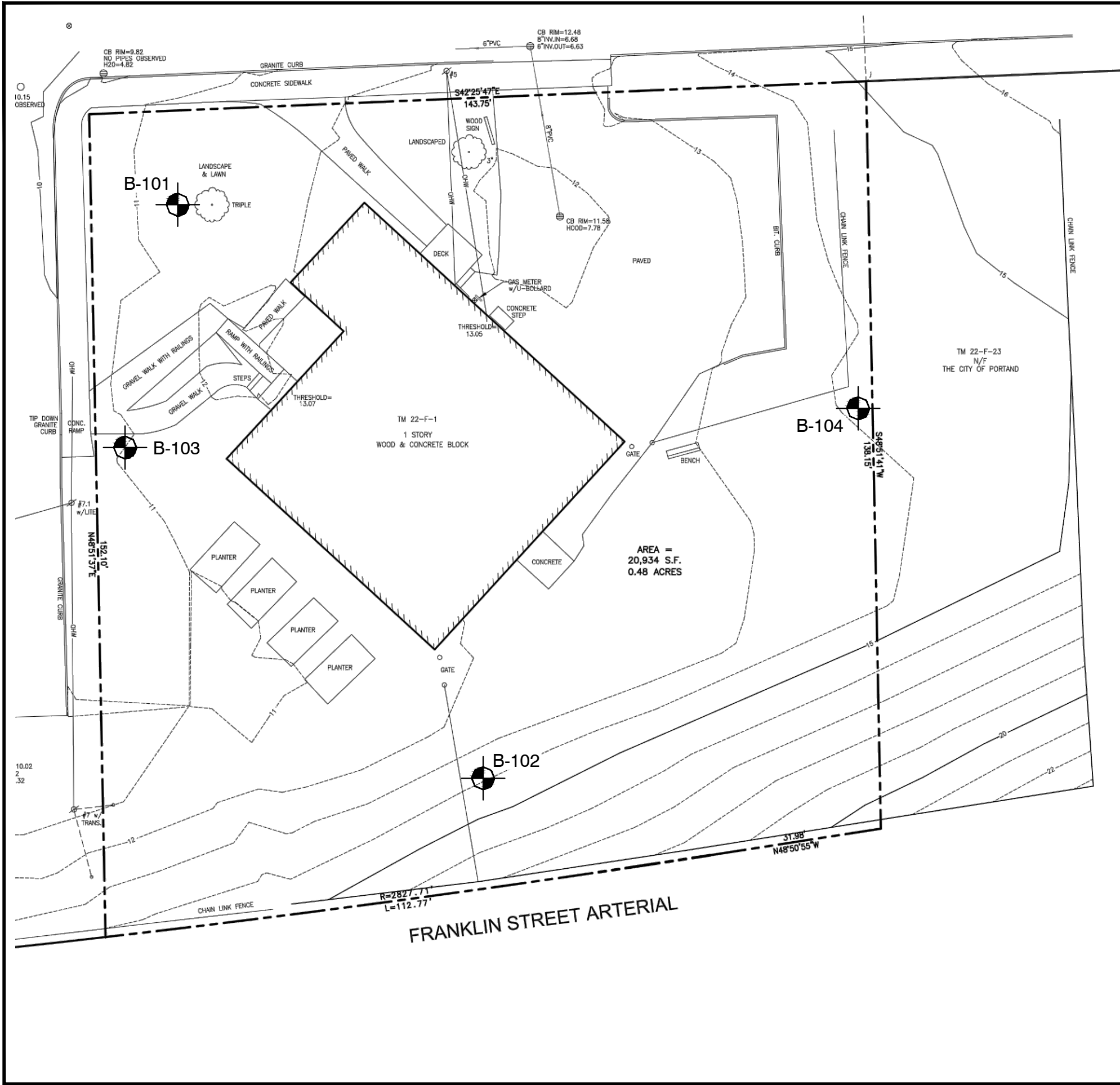
The soil profiles described in the report are intended to convey general trends in subsurface conditions. The boundaries between strata are approximate and are based upon interpretation of exploration data and samples.

The analyses performed during this investigation and recommendations presented in this report are based in part upon the data obtained from subsurface explorations made at the site. Variations in subsurface conditions may occur between explorations and may not become evident until construction. If variations in subsurface conditions become evident after submission of this report, it will be necessary to evaluate their nature and to review the recommendations of this report.

Observations have been made during exploration work to assess site groundwater levels. Fluctuations in water levels will occur due to variations in rainfall, temperature, and other factors.

S.W.COLE's scope of services has not included the investigation, detection, or prevention of any Biological Pollutants at the project site or in any existing or proposed structure at the site. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria, and viruses, and the byproducts of any such biological organisms.

Recommendations contained in this report are based substantially upon information provided by others regarding the proposed project. In the event that any changes are made in the design, nature, or location of the proposed project, S.W.COLE should review such changes as they relate to analyses associated with this report. Recommendations contained in this report shall not be considered valid unless the changes are reviewed by S.W.COLE.



LEGEND:



APPROXIMATE BORING LOCATION

NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM A 1"=10' SCALE PLAN OF THE SITE ENTITLED "BOUNDARY & TOPOGRAPHIC SURVEY," PREPARED BY OWEN HASKELL, INC., DATED DECEMBER 10, 2014.
2. THE BORINGS WERE LOCATED IN THE FIELD BY MEASUREMENTS FROM EXISTING SITE FEATURES.
3. THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
4. THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.



S.W. COLE
ENGINEERING, INC.

PORTLAND HOUSING DEVELOPMENT CORPORATION

EXPLORATION LOCATION PLAN

PROPOSED APARTMENT BUILDING
58 BOYD STREET
PORTLAND, MAINE

Job No.: 16-0606.1 Scale: 1" = 20'
Date : 07/19/2016 Sheet: 1



BORING LOG

PROJECT: PROPOSED APARTMENT BUILDING
CLIENT: PORTLAND HOUSING AUTHORITY
LOCATION: 58 BOYD STREET, PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: JEFF LEE
TYPE SIZE I.D. HAMMER WT. HAMMER FALL
CASING: HSA 2 1/4"
SAMPLER: D 1 3/8" 140 LBS. 30"
CORE BARREL:

BORING NO.: B-101
SHEET: 1 OF 2
PROJECT NO.: 16-0606.1
DATE START: 7/7/2016
DATE FINISH: 7/7/2016
ELEVATION: 11' +/-
SWC REP.: E. WALKER

WATER LEVEL INFORMATION

SOILS DAMP BELOW 2' +/-
SOILS SATURATED BELOW 7' +/-

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA	
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24			
									1.5'	VEGETATION / BROWN SILTY SAND, TRACE ORGANICS (TOPSOIL / FILL)	
	1D	24"	16"	2.0'	2	5	5	4	2.2'	BROWN SILTY SAND WITH BLACK ASH (FILL) ~ LOOSE ~	
										BROWN SILT AND SAND (FILL)	
	2D	24"	18"	4.0'	4	4	7	9	3.5'	~ MEDIUM DENSE ~	
									5.0'	BROWN SILTY SAND (FILL) ~ MEDIUM DENSE ~	
	3D	24"	15"	7.0'	3	2	2	3	10.0'	ORANGE-BROWN TO BROWN GRAVELLY SAND, SOME SILT (FILL)	
	4D	24"	14"	9.0'	2	2	5	4		~ LOOSE ~	
	5D	24"	14"	12.0'	3	5	8	7	13'	GRAY SILTY SAND WITH SHELLS ~ MEDIUM DENSE ~	
										GRAY SILTY CLAY WITH SAND SEAMS AND LAYERS ~ MEDIUM ~ ADVANCE BY ROD PROBE BELOW 17.0' HYDRAULIC PUSH ROD PROBE 17.0' - 79.5' <	



S.W.COLE
ENGINEERING, INC.

BORING LOG

PROJECT:	PROPOSED APARTMENT BUILDING			
CLIENT :	PORTLAND HOUSING AUTHORITY			
LOCATION:	58 BOYD STREET, PORTLAND, MAINE			
DRILLING FIRM:	GREAT WORKS TEST BORING, INC.		DRILLER:	JEFF LEE
	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HSA	2 1/4"		
SAMPLER:	D	1 3/8"	140 LBS.	30"
CORE BARREL:				

BORING NO.:	B-101
SHEET:	2 OF 2
PROJECT NO.:	16-0606.1
DATE START:	7/7/2016
DATE FINISH:	7/7/2016
ELEVATION:	11' +/-
SWC REP.:	E. WALKER

WATER LEVEL INFORMATION

SOILS DAMP BELOW 2' +/-

SOILS SATURATED BELOW 7' +/-

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
									75'	PROBABLE ALTERNATING LAYERS AND SEAMS OF GRAY SILTY CLAY AND SILTY SAND HYDRAULIC PUSH ROD PROBE 17.0' - 79.5'
									81.5'	INCREASED RESISTANCE @ 75' - PROBABLE GRANULAR SOILS HYDRAULIC PUSH ROD PROBE TO 79.5'
									81.5'	DRIVE ROD PROBE WITH 140 LB. HAMMER BELOW 79.5' 79.5' - 80.5' : 48 BLOWS 80.5' - 81.5' : 39 BLOWS
										BOTTOM OF EXPLORATION @ 81.5'

SAMPLES:

D = SPLIT SPOON

C = 3" SHELBY TUBE

U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:

X

DRILLER - VISUALLY

SOIL TECH. - VISUALLY

LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.:

3

B-101



BORING LOG

PROJECT:	PROPOSED APARTMENT BUILDING			
CLIENT :	PORTLAND HOUSING AUTHORITY			
LOCATION:	58 BOYD STREET, PORTLAND, MAINE			
DRILLING FIRM:	GREAT WORKS TEST BORING, INC.		DRILLER:	JEFF LEE
	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HSA	2 1/4"		
SAMPLER:	D	1 3/8"	140 LBS.	30"
CORE BARREL:				

BORING NO.:	B-102
SHEET:	1 OF 2
PROJECT NO.:	16-0606.1
DATE START:	7/8/2016
DATE FINISH:	7/8/2016
ELEVATION:	14' +/-
SWC REP.:	E. WALKER

WATER LEVEL INFORMATION

SOILS DAMP BELOW 2' +/-

SOILS SATURATED BELOW 10' +/-

[illegible]



BORING LOG

PROJECT: PROPOSED APARTMENT BUILDING
CLIENT: PORTLAND HOUSING AUTHORITY
LOCATION: 58 BOYD STREET, PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: JEFF LEE
TYPE SIZE I.D. HAMMER WT. HAMMER FALL
CASING: HSA 2 1/4"
SAMPLER: D 1 3/8" 140 LBS. 30"
CORE BARREL:

BORING NO.: B-102
SHEET: 2 OF 2
PROJECT NO.: 16-0606.1
DATE START: 7/8/2016
DATE FINISH: 7/8/2016
ELEVATION: 14' +/-
SWC REP.: E. WALKER

WATER LEVEL INFORMATION

SOILS DAMP BELOW 2' +/-
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
										PROBABLE GRAY SILTY CLAY HYDRAULIC PUSH ROD PROBE 35' - 57' INCREASED RESISTANCE @ 50' - PROBABLE SAND SEAMS DRIVE ROD PROBE WITH 140 LB. HAMMER BELOW 57' PROBABLE GRANULAR SOILS
									57'	
										57' - 58' : 17 BLOWS 58' - 59' : 14 BLOWS 59' - 60' : 15 BLOWS 60' - 61' : 16 BLOWS 61' - 62' : 15 BLOWS 62' - 63' : 17 BLOWS 63' - 64' : 17 BLOWS 64' - 65' : 19 BLOWS 65' - 68' : HYDRAULIC PUSH 68' - 68.5' : 50 BLOWS - PROBABLE DENSE GLACIAL TILL
									68.5'	
										BOTTOM OF EXPLORATION @ 68.5'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:

X

DRILLER - VISUALLY
SOIL TECH. - VISUALLY
LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE
APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: B-102



BORING LOG

PROJECT: PROPOSED APARTMENT BUILDING
CLIENT: PORTLAND HOUSING AUTHORITY
LOCATION: 58 BOYD STREET, PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: JEFF LEE
TYPE SIZE I.D. HAMMER WT. HAMMER FALL
CASING: HW 4" HYD.
SAMPLER: D 1 3/8" 140 LBS. 30"
CORE BARREL:

BORING NO.: B-103
SHEET: 1 OF 3
PROJECT NO.: 16-0606.1
DATE START: 7/7/2016
DATE FINISH: 7/7/2016
ELEVATION: 11' +/-
SWC REP.: E. WALKER

WATER LEVEL INFORMATION

SOILS MOIST BELOW 2' +/-, WET BELOW 5' +/-,
SATURATED BELOW 7' +/-

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA	
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24			
									1.0'	VEGETATION / BROWN SILTY SAND WITH ORGANICS (TOPSOIL / FILL)	
	1D	24"	16"	2.0'	2	4	3	4	2.0'	BROWN SILTY SAND WITH BLACK ASH (FILL) ~ LOOSE ~	
									5.0'	BROWN WITH ORANGE STAINING SILTY SAND, SOME GRAVEL (FILL) ~ LOOSE ~	
	2D	24"	16"	4.0'	5	6	3	3			
	3D	24"	14"	7.0'	4	2	2	2	11.5'	BROWN GRAVELLY SAND, TRACE SILT (FILL) ~ VERY LOOSE ~ ~ MEDIUM DENSE ~	
	4D	24"	6"	9.0'	1	1	1	1			
	5D	24"	14"	12.0'	4	12	12	12			
									13.0'	GRAY SANDY SILT ~ MEDIUM DENSE ~	
										GRAY SILTY CLAY WITH FREQUENT SAND SEAMS AND LAYERS w = 42.1%, W _L = 38, W _P = 19 S _V = 0.51 / 0.08 KSF ~ MEDIUM ~ S _V = 0.48 / 0.06 KSF ~ SOFT ~ <	



S.W.COLE
ENGINEERING, INC.

BORING LOG

PROJECT:	PROPOSED APARTMENT BUILDING			
CLIENT :	PORTLAND HOUSING AUTHORITY			
LOCATION:	58 BOYD STREET, PORTLAND, MAINE			
DRILLING FIRM:	GREAT WORKS TEST BORING, INC.		DRILLER:	JEFF LEE
	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD.	
SAMPLER:	D	1 3/8"	140 LBS.	30"
CORE BARREL:				

BORING NO.:	B-103
SHEET:	2 OF 3
PROJECT NO.:	16-0606.1
DATE START:	7/7/2016
DATE FINISH:	7/7/2016
ELEVATION:	11' +/-
SWC REP.:	E. WALKER

WATER LEVEL INFORMATION

SOILS MOIST BELOW 2' +/-, WET BELOW 5' +/-,
SATURATED BELOW 7' +/-

[illegible]



BORING NO.:	B-103
SHEET:	3 OF 3
PROJECT NO.:	16-0606.1
DATE START:	7/7/2016
DATE FINISH:	7/7/2016
ELEVATION:	11' +/-
SWC REP.:	E. WALKER

WATER LEVEL INFORMATION
 MOIST BELOW 2' +/-, WET BELOW 5' +/-,
 SATURATED BELOW 7' +/-

8



BORING LOG

BORING NO.: **B-104**

SHEET: 1 OF 3

PROJECT NO.: 16-0606.1

DATE START: 7/8/2016

DATE FINISH: 7/8/2016

ELEVATION: 14' +/-

SWC REP.: E. WALKER

WATER LEVEL INFORMATION

SOILS MOIST BELOW 2' +/-,

SOILS SATURATED BELOW 10' +/-

PROJECT: PROPOSED APARTMENT BUILDING

CLIENT : PORTLAND HOUSING AUTHORITY

LOCATION: 58 BOYD STREET, PORTLAND, MAINE

DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: JEFF LEE

TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
------	-----------	------------	-------------

CASING: HW 4" HYD

SAMPLER: D 1 3/8" 140 LBS. 30"

CORE BARREL: _____

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
									0.2'	WOOD CHIPS / VEGETATION
	1D	24"	14"	2.0'	1	2	1	2	5.0'	BROWN AND BLACK SILTY SAND WITH ASH (FILL) ~ LOOSE ~
	2D	24"	16"	4.0'	3	3	4	4		
	3D	24"	18"	7.0'	3	2	7	17	10.5'	GRAY AND BROWN SILTY SAND WITH ASH AND BRICK AND RUBBLE (FILL) ~ LOOSE TO MEDIUM DENSE ~ INCREASED BLOW COUNTS @ SAMPLE 4D DUE TO RUBBLE
	4D	24"	10"	9.0'	16	24	12	10		
	5D	24"	20"	12.0'	4	5	3	2	11.5'	GRAY SILTY SAND WITH SHELLS AND ORGANIC FIBERS ~ LOOSE ~
									11.5'	GRAY SILTY CLAY WITH FREQUENT SAND SEAMS AND PARTINGS ~ MEDIUM TO SOFT ~
	6D	24"	22"	17.0'	WOR - 24"					
	7D	24"	24"	27.0'	WOH - 24"					
	8D	24"	20"	37.0'	WOR	WOH - 18"				
SAMPLES:					SOIL CLASSIFIED BY:				REMARKS: CONTINUED...	
D = SPLIT SPOON C = 3" SHELBY TUBE U = 3.5" SHELBY TUBE					X DRILLER - VISUALLY SOIL TECH. - VISUALLY LABORATORY TEST				STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.	
									BORING NO.: B-104	



BORING LOG

PROJECT: PROPOSED APARTMENT BUILDING
CLIENT: PORTLAND HOUSING AUTHORITY
LOCATION: 58 BOYD STREET, PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: JEFF LEE
TYPE SIZE I.D. HAMMER WT. HAMMER FALL
CASING: HW 4" HYD
SAMPLER: D 1 3/8" 140 LBS. 30"
CORE BARREL:

BORING NO.: B-104
SHEET: 2 OF 3
PROJECT NO.: 16-0606.1
DATE START: 7/8/2016
DATE FINISH: 7/8/2016
ELEVATION: 14' +/-
SWC REP.: E. WALKER

WATER LEVEL INFORMATION

SOILS MOIST BELOW 2' +/-,
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA				
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24						
									52'	GRAY WITH BLACK STREAKING SILTY CLAY WITH FREQUENT SAND SEAMS AND LAYERS ~ MEDIUM TO SOFT ~				
	9D	24"	20"	47.0'	WOR	WOM	1	1						
									56'	GRAY CLAYEY SILTY SAND, SOME GRAVEL (GLACIAL TILL) ~ LOOSE ~				
	10D	24"	18"	57.0'	2	2	11	12						
										GRAY SILTY SAND, TRACE TO SOME GRAVEL, WITH OCCASIONAL COBBLES (GLACIAL TILL) ~ DENSE TO VERY DENSE ~				
SAMPLES:					SOIL CLASSIFIED BY:					REMARKS: CONTINUED...				
D = SPLIT SPOON										STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.				
C = 3" SHELBY TUBE					X									
U = 3.5" SHELBY TUBE														
					DRILLER - VISUALLY					BORING NO.: B-104				
					SOIL TECH. - VISUALLY									
					LABORATORY TEST									



BORING LOG

PROJECT: PROPOSED APARTMENT BUILDING
CLIENT: PORTLAND HOUSING AUTHORITY
LOCATION: 58 BOYD STREET, PORTLAND, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: JEFF LEE
TYPE SIZE I.D. HAMMER WT. HAMMER FALL
CASING: HW 4" HYD
SAMPLER: D 1 3/8" 140 LBS. 30"
CORE BARREL:

BORING NO.: B-104
SHEET: 3 OF 3
PROJECT NO.: 16-0606.1
DATE START: 7/8/2016
DATE FINISH: 7/8/2016
ELEVATION: 14' +/-
SWC REP.: E. WALKER

WATER LEVEL INFORMATION

SOILS MOIST BELOW 2' +/-,
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE				SAMPLER BLOWS PER 6"				DEPTH	STRATA & TEST DATA				
	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24						
										BOULDER 81' - 82' GRAY SILTY SAND, TRACE TO SOME GRAVEL, WITH OCCASIONAL COBBLES (GLACIAL TILL) ~ DENSE ~ BOULDER 103' - 104'				
									107'					
										110'				
										PROBABLE BEDROCK - ADVANCE BY ROLLER CONE				
										REFUSAL @ 110.0'				
SAMPLES:					SOIL CLASSIFIED BY:					REMARKS:				
D = SPLIT SPOON					☐					DRILLER - VISUALLY				
C = 3" SHELBY TUBE					☒					SOIL TECH. - VISUALLY				
U = 3.5" SHELBY TUBE					☐					LABORATORY TEST				
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.										BORING NO.: B-104				

KEY TO NOTES & SYMBOLS

Test Boring and Test Pit Explorations

All stratification lines represent the approximate boundary between soil types and the transition may be gradual.

Key to Symbols Used:

w	-	water content, percent (dry weight basis)
q _u	-	unconfined compressive strength, kips/sq. ft. - laboratory test
S _v	-	field vane shear strength, kips/sq. ft.
L _v	-	lab vane shear strength, kips/sq. ft.
q _p	-	unconfined compressive strength, kips/sq. ft. – pocket penetrometer test
O	-	organic content, percent (dry weight basis)
W _L	-	liquid limit - Atterberg test
W _P	-	plastic limit - Atterberg test
WOH	-	advance by weight of hammer
WOM	-	advance by weight of man
WOR	-	advance by weight of rods
HYD	-	advance by force of hydraulic piston on drill
RQD	-	Rock Quality Designator - an index of the quality of a rock mass.
γ _T	-	total soil weight
γ _B	-	buoyant soil weight

Description of Proportions:

Trace:	0 to 5%
Some:	5 to 12%
"Y"	12 to 35%
And	35+%
With	Undifferentiated

Description of Stratified Soils

Parting:	0 to 1/16" thickness
Seam:	1/16" to 1/2" thickness
Layer:	1/2" to 12" thickness
Varved:	Alternating seams or layers
Occasional:	one or less per foot of thickness
Frequent:	more than one per foot of thickness

REFUSAL: Test Boring Explorations - Refusal depth indicates that depth at which, in the drill foreman's opinion, sufficient resistance to the advance of the casing, auger, probe rod or sampler was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

REFUSAL: Test Pit Explorations - Refusal depth indicates that depth at which sufficient resistance to the advance of the backhoe bucket was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

Although refusal may indicate the encountering of the bedrock surface, it may indicate the striking of large cobbles, boulders, very dense or cemented soil, or other buried natural or man-made objects or it may indicate the encountering of a harder zone after penetrating a considerable depth through a weathered or disintegrated zone of the bedrock.

Consolidation Test

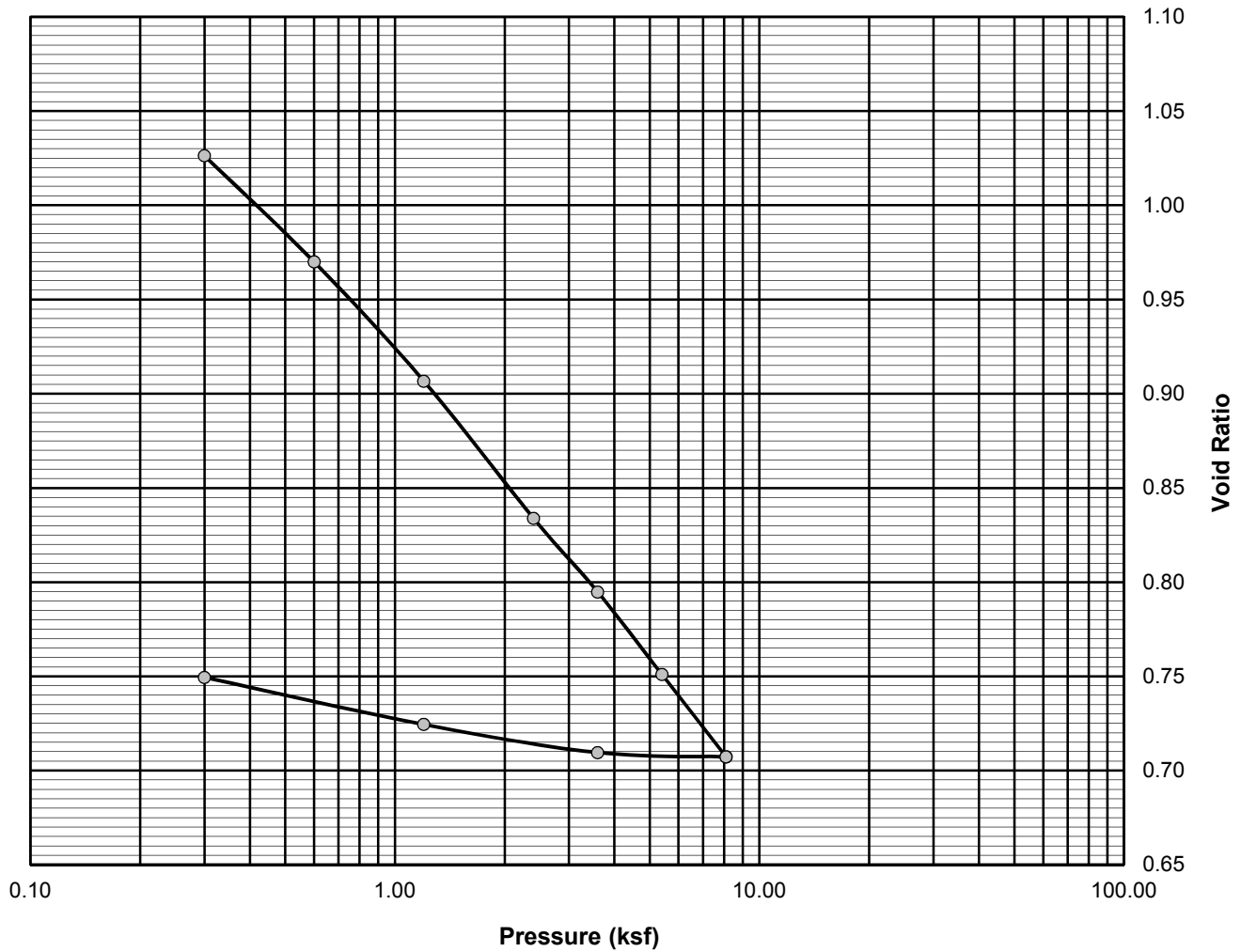
ASTM D-4767

Project Name: 58 Boyd Street Apartments
Client: Portland Housing Development Corporation

Project Number: 16-0606.1
Lab ID: 19667B
Date: 6/15/2016

Boring: B-103
Sample: 1C
Depth: 15-17'

$P_C =$	1.2	ksf
$C_C =$	0.24	
$C_R =$	0.04	
$w =$	42.1%	
$W_L =$	38	
$W_P =$	19	



Reviewed By

Consolidation Test

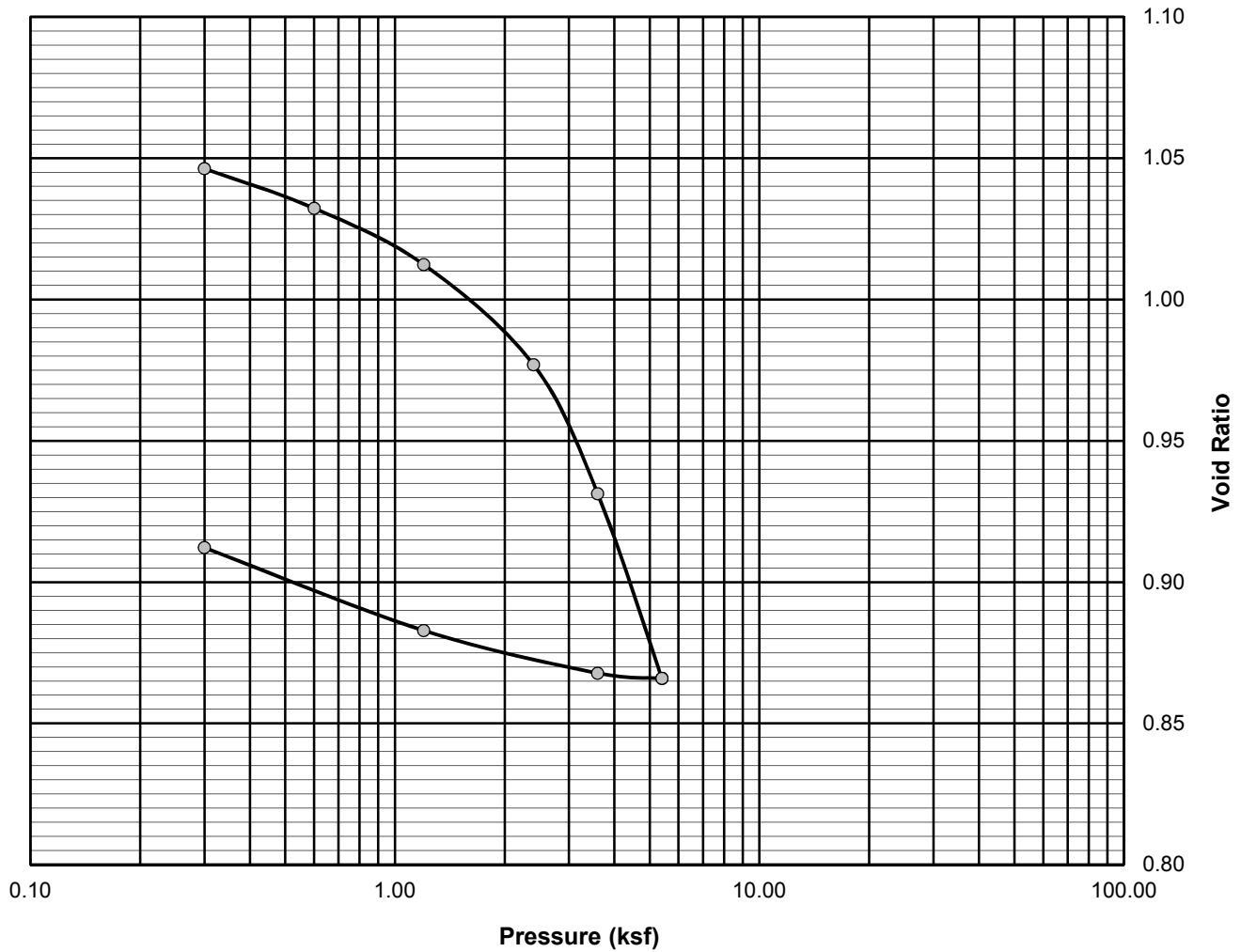
ASTM D-4767

Project Name: 58 Boyd Street Apartments
Client: Portland Housing Development Corporation

Project Number: 16-0606.1
Lab ID: 19669B
Date: 7/15/2016

Boring: B-103
Sample: 3C
Depth: 35-37'

$P_C =$	2.8
$C_C =$	0.37
$C_R =$	0.06
$w =$	38%
$W_L =$	38
$W_P =$	19



Reviewed By



CREDERE ASSOCIATES, LLC

776 Main Street
Westbrook, Maine 04092
Phone: 207-828-1272
Fax: 207-887-1051

January 18, 2016

Mr. Jay Waterman
Portland Housing Authority
14 Baxter Boulevard
Portland, Maine 04101
Via email: jwaterman@porthouse.org

RE: **Soil Management Plan**
Portland Housing Authority
58 Boyd Street, Portland, Maine 04103

Dear Mr. Waterman:

The following document describes methods and procedures to be used during redevelopment activities at the 58 Boyd Street property in Portland, Maine (Site). The activities and practices described below are necessary to manage potential risk to human and environmental receptors associated with contaminated soil. Included in this Soil Management Plan (SMP) are:

- A description of soil conditions and associated regulatory applicability
- A listing of proper health and safety work practices and protective equipment for use during Site work activities
- A description of onsite soil management procedures including soil handling, stockpiling, and dust control for use during Site work activities
- A description of the onsite soil reuse procedures including the soil engineered barrier system
- A summary of the methods to be used for the proper transport and disposal of excess soil that may be generated during redevelopment
- A basic summary of procedures for managing groundwater if encountered during construction activities

1. INTRODUCTION AND APPLICABILITY

The 0.4789-acre Site is located at 58 Boyd Street, and is identified by the City of Portland as Map 22, Block F, Lot 1 and the northwestern portion of Map 22, Block F, Lot 23. The Site is currently developed with Portland Housing Authority's administrative offices and a small asphalt parking lot. The Site is planned to be redeveloped with a residential multi-unit building with an anticipated subsurface foundation that would require removal or onsite relocation of soil during construction. **Figure 1** shows the location of the Site in Portland, and **Figure 2** shows pertinent Site features.

The Site is located within an area of Portland that has been residential and commercial since at least 1851. The Great Fire of 1866 destroyed over 1,000 buildings in the City of Portland and extended to the corner of Franklin and Oxford Streets, only one block south of the Site. It is commonly known that ash and debris resulting from the fire was used to fill in the southern wetland of Back Cove, creating the modern East Bayside neighborhood where the Site is located.

Credero prepared a Phase I Environmental Site Assessment (ESA) and subsequently a Phase I ESA Update for the Site on behalf of Portland Housing Authority dated November 19, 2015 and October 19, 2016, respectively. Based on review of historical sources, environmental databases, interviews, User provided information, Site reconnaissance, and judgment by the Environmental Professional; the following recognized environmental conditions (RECs) and other environmental finding were identified:

- REC #1 –Soil impacts at the Site due to history of the Site vicinity

A geotechnical investigation was completed at the Site in July 2016. Soils were observed to contain ash, brick, and rubble from below topsoil to depths of 2 to 10.5 feet below ground surface (bgs); however, no analytical samples were collected.

In January 2017, Credero completed a limited Phase II Environmental Site Assessment (ESA) at the Site, which included the collection of soil samples from the observed urban fill layer at four soil boring locations (CA-SB-1 through CA-SB-4 on **Figure 2**). Laboratory analytical results identified concentrations of several polycyclic aromatic hydrocarbons (PAHs) and metals (lead and arsenic) in exceedance Maine DEP Remedial Action Guidelines (RAGs) for the residential use scenario; however, concentrations were below the construction worker RAGs. Elevated concentrations of PAHs and metals are typical for soils impacted by the Great Portland Fire and urban fill, indicating these impacts are likely ubiquitous in the area and across the Site.

Based on the above Site history and the previous environmental investigations, Credero has identified the following environmental concerns to be addressed by this SMP:

- Urban fill is present at the Site that will require proper management and handling as special waste during redevelopment
- Residual contamination/urban fill left onsite will require engineering and institutional control to prevent exposure to future Site occupants

2. GENERAL HEALTH AND SAFETY PLAN DURING SOIL EXCAVATION AND HANDLING

The following serves as guidelines for health and safety procedures to be employed during general construction activities at the Site involving exposure to impacted soil. It is the responsibility of each individual contractor to develop and implement their own health and safety plan specific to the work to be performed.



Based on previous environmental investigations, the contaminants of concern (COCs) are associated with urban fill at the Site and include several PAHs, particularly benzo(a)anthracene, benzo(b)fluoranthene, benzo(a)pyrene, indeno(1,2,3-cd)pyrene, and dibenzo(a,h)anthracene, lead and arsenic. Concentrations exceed the residential RAGs; however, are below the construction worker exposure scenario RAGs. Therefore, if soil is not managed according to this SMP, potential receptors will include residents after construction. Based on these receptors, the expected exposure pathways to COCs will include:

- Active ingestion by children or via uptake in vegetable gardens;
- Dermal absorption through direct contact with impacted soil; and,
- Incidental uptake of impacted soil in the form of dust.

Documented concentrations do not indicate a health risk for construction and utility workers; however, the utilization of basic personal protective equipment (PPE) will minimize the potential for human exposure while conducting redevelopment activities at the Site.

Personal Protective Equipment

Based on the hazard evaluation, Level D PPE has been initially designated for all personnel who will be directly handling or otherwise may be exposed to impacted soil at the Site. The contractor's Health and Safety Officer may upgrade PPE to Level C or higher if additional hazards are identified during Site work.

Specific Level D PPE to be used at the Site includes the following:

- Steel toe work boots with latex over boots as required
- Safety glasses with side shields
- Work gloves
- Nitrile inner gloves
- Hard hat
- Coveralls (optional)

Work Zone Monitoring

Considering the urban nature of the project, the property boundaries should be monitored for ambient dust levels to ensure fugitive dust is not migrating from the Site onto adjoining or nearby properties. As a general rule of thumb, visible ambient dust should be controlled using wet suppressant methods and any stockpiles should be covered during down time. Access should be limited to applicable personnel during periods when impacted soil is exposed at the surface.



General Operating Procedures

In addition to the above basic health and safety guidelines, the following procedures should be followed during activities conducted at the Site which create the potential for exposure to impacted soil:

- Work involving excavation or management of impacted soil conducted at the Site shall be directed by a Qualified Environmental Professional (QEP).
- The Site shall be surveyed and cleared by DigSafe.
- All equipment used during excavation activities shall be properly cleaned and decontaminated prior to leaving the Site.
- Any indication of conditions more hazardous than those anticipated, or the observation of circumstances that would render the above basic health and safety procedures inappropriate, shall result in the evacuation of the work area and a reassessment of health and safety procedures by a QEP.

3. SOIL MANAGEMENT

The following section provides procedures for the excavation, re-use, storage, and disposal of excess soil generated during redevelopment activities at the Site.

Soil Stockpiling and Storage

Soil removal may be required in conjunction with installation of a subsurface foundation for the future residential multi-unit Site building. Additionally, removal of soil may be necessary for other construction, or utility work at the Site. Impacted soil excavated from the Site may be temporarily stored or removed following waste disposal characterization and acceptance at an appropriately licensed receiving facility. Soil excavated from the Site should be placed atop 20-mil polyethylene sheeting to prevent contamination of surrounding cover materials, and securely covered by 10-mil or 20-mil polyethylene sheeting. Berms shall be constructed around the edges of the stockpiles, the base shall be sloped to create leachate collection points, and storm water runoff will be diverted away from any soil stockpile or storage area when feasible.

Soil may be more conveniently live loaded into trucks for offsite disposal at an appropriately licensed facility or temporarily stored within secure, water resistant, DOT-approved bulk containers. Stockpiled or containerized soil will be stored within a secure area of the Site and properly labeled to minimize potential contact. In addition, soil stockpiled or otherwise stored at the Site will be inspected daily for tears, holes, or other failures in the polyethylene sheeting or storage container.

Dust Control

Dust control requirements will be a contractual responsibility of the contractor for the Site and will be documented by the Owner's QEP during redevelopment activities. Dust control measures shall be employed by the contractor during excavation and grading, and to control dust around stockpiles, haul roads, and any other exposed soils.



- At a minimum, wet suppression shall be used to provide temporary control of dust. Wet suppression will be applied on a routine basis and/or as directed by the Owner's QEP to adequately control dust. Depending upon weather conditions and work activity, several wet suppression applications per day, and/or the use of granular calcium chloride or similar commercially manufactured dust control agents, may be necessary to adequately control dust.
- Water runoff generated by dust control will be retained and disposed in accordance with the requirements of the appropriate regulatory agencies.
- Vehicles leaving the Site shall have no mud or dirt on the vehicle body or wheels. Any foreign matter on the vehicle body or wheels will be physically removed prior to vehicles entering a public roadway or adjoining mill driveways. Vehicles will not be permitted to leave the Site with exterior mud or dirt that has the potential to be deposited on public roadways.

Onsite Reuse of Soil

Given the design plans and size of the Site, onsite relocation is not anticipated to be possible for this Site. After adequate soil removal, all areas of the Site should be covered according to the below specifications:

- All features and subsurface infrastructure will be installed and the grading of impacted materials shall be completed consistent with the design requirements for the Site.
- Any excess or future identified impacted soil that cannot be re-used at the Site will be removed in accordance with this section of this SMP.
- The engineered barrier system will cover the entire Site and will consist of the following in each of the areas:
 - Landscaped Areas: A permeable geotextile fabric or similar material, such as snow fence will be placed as a marker layer directly over the impacted soil to indicate the distinction between the clean fill cover and the underlying impacted soil to remain at the Site. A minimum of 12 inches of clean fill will be placed as cover material over the marker layer. The source of fill will be documented to be a local native source or will be documented to be clean through analytical testing. The covered areas will be loamed, seeded, mulched, or otherwise permanently stabilized to prevent erosion and damage to the soil cover. If the marker layer must be compromised to facilitate landscape installation, a replacement marker layer shall be installed prior to the placement of any new non-impacted material.
 - Building Foundation and Concrete Areas: Areas planned for impermeable construction (e.g., concrete walkways and the Site building foundation) will be installed directly over the impacted soil. A separate marker layer will not be necessary below impermeable surfaces since these materials will serve as the marker layer. The geotextile marker layer will extend from landscaped areas to the exterior limit of these impermeable areas.



- Each covered area will be graded so that the stormwater runoff is directed to an appropriate area.
- Additional sub-base materials may be necessary beyond the minimum cover requirements discussed herein to maintain the structural integrity of the proposed site features.

An engineered barrier system schematic is included as **Figure 3**.

Offsite Soil Disposal/Recycling

Excess impacted soil that cannot be reused will be transported and disposed offsite in accordance with applicable federal and state regulations.

Waste Characterization Sampling

Waste characterization sampling will be required in order to meet facility acceptance requirements. As such, the QEP will collect representative samples from the special waste soil for analysis by an independent, Maine-certified laboratory. At a minimum, and in accordance with disposal facility requirements, laboratory criteria will include, but may not be limited to, the following analyses:

- Total petroleum hydrocarbons (TPH)
- Volatile organic compounds (VOC)
- Semi-volatile organic compounds (SVOC)
- Polychlorinated biphenyls (PCB)
- RCRA 8 Metals
- Pesticides
- Herbicides
- pH
- Ignitibility, conductivity, and reactivity (sulfide and cyanide)
- Additional toxicity characteristics leaching procedure (TCLP) analysis, where necessary

Following receipt of the results of the above analyses, an appropriate disposal or recycling method will be selected and a waste profile will be prepared and submitted to the facility for acceptance prior to shipping.

Soil Transport and Recycling/Disposal

Following facility acceptance, impacted soil will be removed from the Site for proper recycling or disposal. The loading of impacted soil will be conducted in accordance with the requirements of this SMP. Impacted soil loading and transport activities will be overseen by the owner's QEP. Equipment used for the transport of impacted soil will be properly licensed in accordance with applicable state and federal regulations. Haul truck cargo areas shall be securely and completely covered during material transport on public roadways.



Each shipment of impacted soil will be accompanied by appropriate transport documentation, such as a hazardous waste manifest or bill of lading. An official record of each shipment of impacted soil from the Site, including tonnage, will be presented to the owner's QEP following delivery to the receiving facility. A record of the total tonnage removed from the Site for offsite disposal shall be kept.

Backfill Materials

Backfill materials shall be sourced from a local native source or documented clean through analytical testing.

4. GROUNDWATER MANAGEMENT

Groundwater is not anticipated to be encountered within the depth of the foundation excavation. However, as groundwater at the Site has not been assessed, the use of groundwater at the Site as a potable water source or otherwise (e.g., hand washing, etc.) should be prohibited and all potable water should be provided to the Site via a public water source. If groundwater is encountered and requires management during construction, this SMP will require revision to include a Groundwater Management Plan (GMP).

5. PROJECT CONTACTS

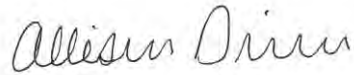
Depending on the complexity of the issue, the following people will be able to answer questions or refer inquiries to the correct person.

58 Boyd Street Site – Contact Information Site Soil Management Plan		
Organization	Person	Phone Number
Property Owner Portland Housing Authority	Jay Waterman	(207) 221-8009
Environmental Professional Credere Associates, LLC	Allison Drouin	(207) 828-1272 x15



At the completion of construction, this SMP should be updated to an Environmental Management Plan (EMP) to outline the engineered barrier design details, ongoing maintenance requirements, and procedures for emergency repairs or utility work. If there are any questions, please contact the undersigned.

Sincerely,
Credere Associates, LLC



Allison Drouin, PG, CG
Geologist



Rip Patten, PE, LSP, LEED-AP
Vice President

Attachments: Figure 1 – Site Location Plan
Figure 2 – Detailed Site Plan
Figure 3 - Engineered Barrier System Schematic

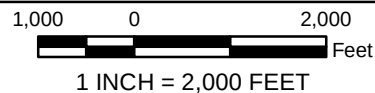


DRAWN BY: MAK	DATE: 10/29/2015
CHECKED BY: ASD	PROJECT: 15001318

	Credere Associates, LLC
	776 MAIN STREET
	WESTBROOK, MAINE
	Tel. 207.828.1272 Fax 207.887.1051 WWW.CREDERELLC.COM

FIGURE 1 SITE LOCATION PLAN

58 BOYD STREET
PORTLAND, MAINE 04101





NOTES

1. EXISTING CONDITION FEATURES SHOWN ON THIS PLAN ARE APPROXIMATE AND ARE BASED ON INFORMATION OBTAINED FROM MAINE GIS 2014 PARCEL DATA, 2012 ORTHO IMAGES, CITY OF PORTLAND'S GIS DIVISION, AND THE FIELD WORK PERFORMED ON DECEMBER 28, 2016.

DRAWN BY: MAK	DATE: 1/31/2017
CHECKED BY: ASD	PROJECT: 15001318

FIGURE 2 DETAILED SITE PLAN

58 BOYD STREET
PORTLAND, MAINE 04101

⊕ SOIL BORING LOCATION

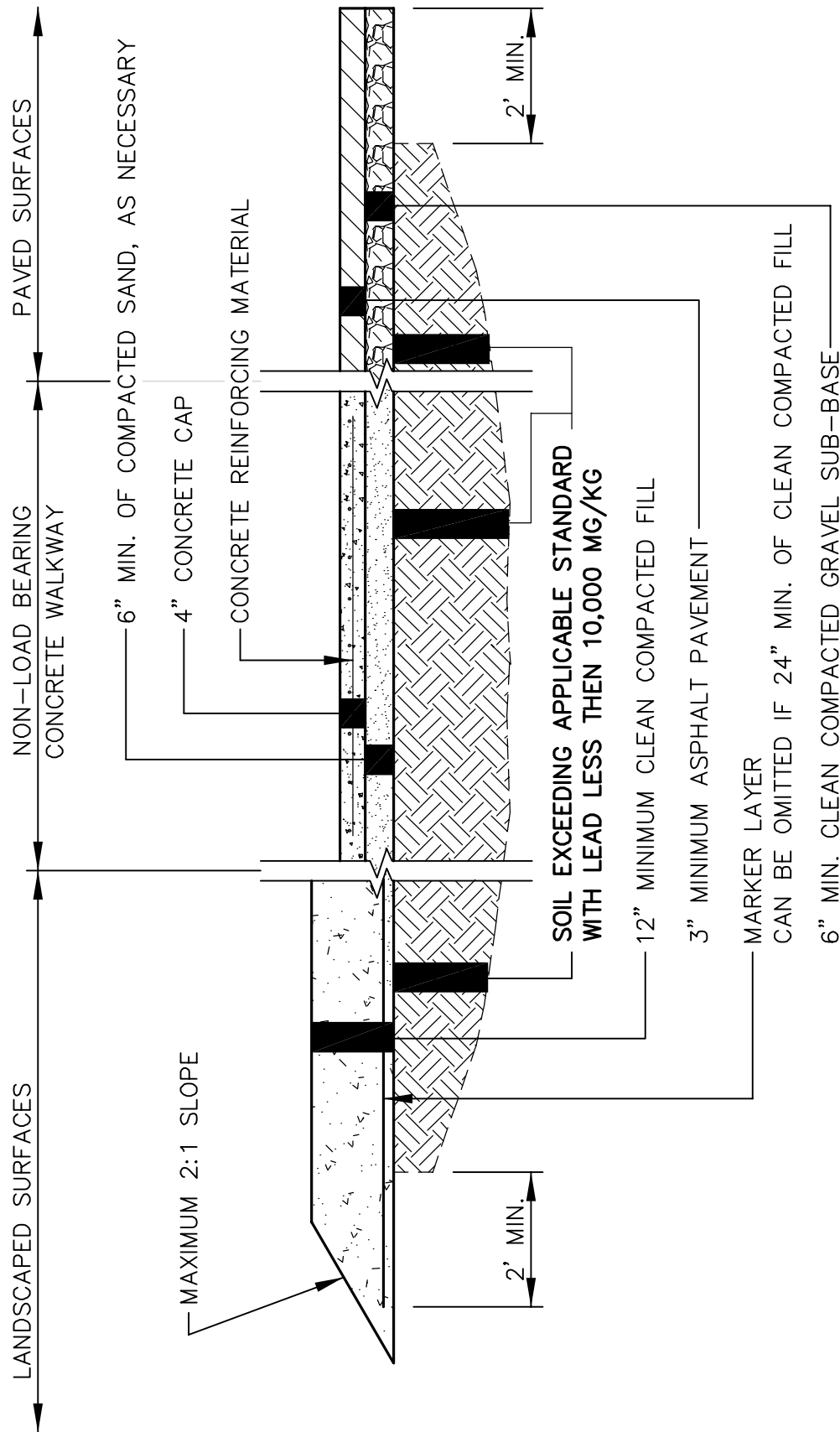
— APPROXIMATE
SITE BOUNDARY

[-] APPROXIMATE
PARCEL BOUNDARY



Credere Associates, LLC

776 MAIN STREET
WESTBROOK, MAINE
Tel. 207.828.1272
Fax 207.887.1051
WWW.CREDERELLC.COM



NOTE

THE QUANTITIES IDENTIFIED ARE MINIMUM REQUIREMENTS FOR ADDRESSING THE IDENTIFIED CONTAMINATED SOILS. ADDITIONAL SUB-BASE MATERIALS MAY BE REQUIRED IN AREAS PROPOSED FOR ASPHALT PAVING AND/OR CONCRETE SIDEWALKS AS NECESSARY AND IF APPLICABLE, TO MAINTAIN STRUCTURAL INTEGRITY OF THESE MATERIALS.

DRAWN BY: MAK
 CHECKED BY: ASD

DATE: 01/16/2016
 PROJECT: 15001318



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 FAX: 207.887.1051
 WWW.CREDERELLC.COM

ENGINEERED BARRIER SYSTEM SCHEMATIC

PORTLAND HOUSING AUTHORITY
 58 BOYD STREET
 PORTLAND, MAINE

SKETCH NO:
 FIGURE 3

SCALE:
 N.T.S.

26. Site Lighting

Street Lighting

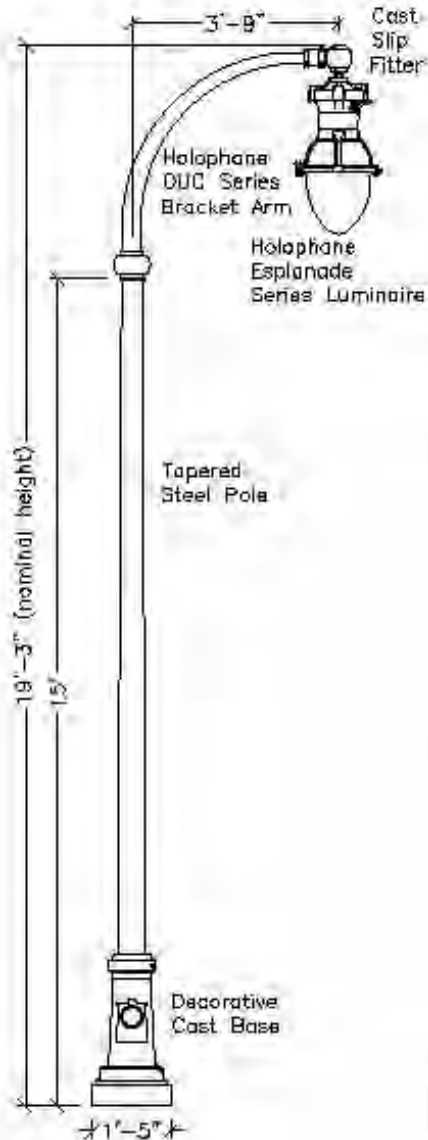
In conformance with Section 10 of the Technical Manual, the Bayside District Medium Scale Light is required on Boyd Street and Boyd Street Extension / Lancaster. The three (3) light fixtures and poles shall be to City Standards.

Site Lighting

The parking lot will be illuminated with LED pole lights. The fixtures will be Viper S Series by Beacon Lighting. See attached cut sheet of the lights and enclosed Photometric Plan.

Building Lighting

The building and entrances will be illuminated by either LED recessed down lights built into the canopies or LED wall mounted fixtures. The canopy down lights will be ID+ by Focal Point and the wall mount lights will be LNC Series by Hubble Lighting. See attached cut sheet of the lights and enclosed Photometric Plan.

**LUMINAIRE**

Holophane Lighting model ESU17SMH12A4-RR

Cast Aluminum housing with stainless steel hardware. Dropped refractor shall be thermal resistant borosilicate glass. Internal reflector and prismatic diffuser shall provide an IES Type III distribution pattern according to the manufacturer's photometric test # 47384. Luminaire shall include an integral ballast with modular wiring connectors and multi-voltage taps (factory wired for 120VAC). Provide an internal receptacle type photocell control.

LAMP

Holophane Lighting model S-M175/U 84471

Vertical mounted, 175 watt mogul base clear metal halide lamp.

BRACKET ARMHolophane Lighting model OUC $\frac{1}{2}$ " by 8"

6063-T6 aluminum crossarm with a post-top fitting for a 3-tenon.

SLIP FITTER

Holophane Lighting model BHUF200-SCA/AS (Boston Harbor Series)

2- $\frac{3}{4}$ " O.D. with swivel cast fitter.

LIGHTING POLE

Tapered steel pole shaft rated for a 80 mph wind load with a 1.3 gust factor. Pole shall be pre-galvanized.

Provide four hot-dipped galvanized steel L-type anchor bolts.

DECORATIVE POLE BASE

Holophane model Cambridge Series clamshell cast aluminum base. Hardware shall be stainless steel.

APPLICATION

Street/sidewalk lighting for two-way streets with parking on one side, or one-way streets.

Suggested layout guidelines:

80-100 feet on center (one side only)

or

150-200 feet on center (staggered pattern both sides).

FINISHES:

Luminaire, bracket arm, slip fitter and lighting

Residential Areas:

Tiger Drylac 49/72830 RAL 7016 SM GL Triba

Mixed Use Commercial Areas

Tiger Drylac Old Navy Silver Y003J

City of Portland, Maine**Street & Sidewalk Lighting****BAYSIDE DISTRICT****Medium Scale Lighting Pole**

07/08/08

DATE:
AUGUST 2009CITY OF PORTLAND, MAINE
TECHNICAL STANDARDS MANUAL**MUNICIPAL STREET
LIGHTING STANDARDS
SECTION X****FIGURE:**

REVISED:

BAYSIDE DISTRICT MEDIUM SCALE LIGHT**X-2C**

VIPER S

STRIKE

SMALL VIPER LUMINAIRE

Cat.#

Job

Type

Approvals



BEACON
design . performance . technology

SPECIFICATIONS

Intended Use:

The Beacon Viper luminaire is available with a wide choice of different LED Wattage configurations and optical distributions designed to replace HID lighting up to 400W MH or HPS.

Construction:

- Manufactured with die cast aluminum.
- Coated with a polyester finish that meets ASTM B117 corrosion test requirements and ASTM D522 cracking and loss of adhesion test requirements.
- External hardware is corrosion resistant.
- One piece optical cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel.
- Cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece optical system.
- Two-piece silicone and micro-cellular polyurethane foam gasket ensures a weather-proof seal around each individual LED.

Electrical:

- 100V through 277V, 50 Hz to 60 Hz (UNV), or 347V or 480V input.
- Power factor is $\geq .90$ at full load.
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is certified by UL for use at 600VAC at 90°C or higher.
- Plug disconnects are certified by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.
- Fixture electrical compartment shall contain all LED driver components and shall be provided with a push-button terminal block for AC power connections.
- Surge protection - 20kA.
- Optional 7-pin ANSI C136.41-2013 twist-lock photo control receptacle available. Compatible with ANSI C136.41 external wireless control devices.
- Lifeshield™ Circuit - protects luminaire from excessive temperature. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range. Operation shall be smooth and undetectable to the eye. Thermal circuit is designed to "fail on", allowing the luminaire to revert to full power in the event of an interruption of its power supply, or faulty wiring connection to the drivers. The device shall be able to co-exist with other 0-10V control devices (occupancy sensors, external dimmers, etc.).

Controls/Options:

- Available with an optional passive infrared (PIR) motion sensor capable of detecting motion 360° around the luminaire. When no motion is detected for the specified time, the Motion Response system reduces the wattage to factory preset level, reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from standard configuration.
- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on time of night (see www.beaconproducts.com/products/energeni).
- In addition, Viper can be specified with **SiteSync™** wireless control system for reduction in energy and maintenance costs while optimizing light quality 24/7. For more details, see ordering information or visit: www.hubbelllighting.com/sitesync

Installation:

- Mounting options for horizontal arm, vertical arm or traditional arm mounting available. Mounting hardware included.

Finish:

- IFS polyester powder-coat electrostatically applied and thermocured. IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 2604 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds.

Certifications/Ratings:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: <http://www.designlights.org/QPL>
- Certified to UL 1598, UL 8750 and CSA C22.2 No.250.0
- IDA approved
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: <http://www.beaconproducts.com/products/vipersmall>

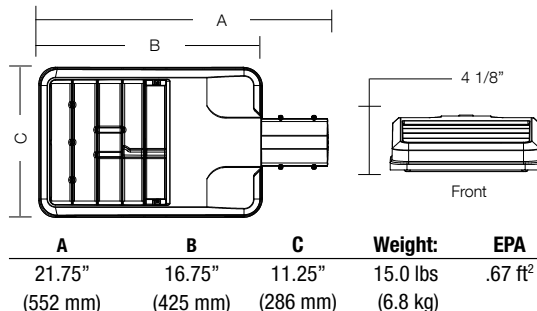
Warranty:

Five year limited warranty for more information visit: www.hubbelllighting.com/resources/warranty

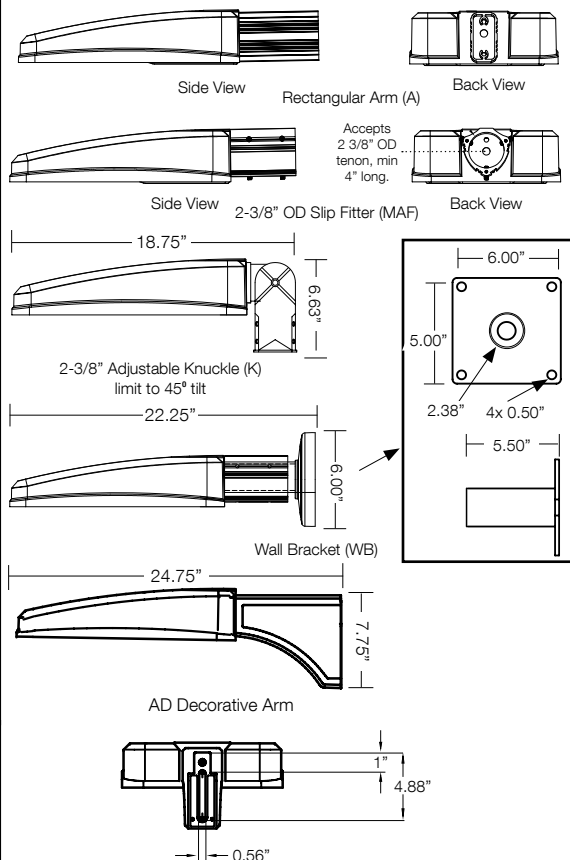
PRODUCT IMAGE(S)



DIMENSIONS



MOUNTING OPTIONS



CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only



BEACON
design . performance . technology

Beacon Products • 2041 58th Avenue Circle East Bradenton, FL 34203 • Phone: 800-345-4928
Due to our continued efforts to improve our products, product specifications are subject to change without notice.
© 2017 BEACON PRODUCTS, All Rights Reserved • For more information visit our website: www.beaconproducts.com • Printed in USA JULY 18, 2017 3:20 PM



HUBBELL
Lighting

ORDERING INFORMATION ORDERING EXAMPLE: VPS/24L-55/4K7/4W/UNV/A/DBT/7PR-TL/GENI-04/BC

VPS								
SERIES	LED ENGINE	CCT/CRI ¹	ROTATION	VOLTAGE	COLOR	OPTIONS		
VPS Viper	24L-55 55W, LED array 36L-65 65W, LED array 36L-80 80W, LED array 48L-110 110W, LED array 60L-136 136W, LED array	3K7 3000K, 70 CRI 4K7 4000K, 70 CRI 5K7 5000K, 70 CRI	Leave blank for no rotation L ⁵ Optic rotation left R ⁵ Optic rotation right	UNV 120-277V 120 120V 208 208V 240 240V 277 277V 347 347V 480 480V	DBT Dark Bronze Textured BMT Black Matte Textured PS Platinum Silver Smooth WHT White Textured CC Custom Color (RAL#)	F Fusing BSP Bird Spikes BC Backlight control (limited to Type 4W only)		
DISTRIBUTION			MOUNTING					
FR Type 1/Front Row 2 Type 2 3 Type 3 4 Type 4 4W Type 4 Wide 5QM Type 5QM 5R Type 5R (rectangular) 5W Type 5W (round wide)			A Rectangular Arm (formerly RA) for square or round pole MAF Mast Arm Fitter (formerly SF2) for 2-3/8" OD horizontal arm K Knuckle (formerly PK2) limit to 45° tilt or 2-3/8" OD horizontal arm or vertical tenon WB Wall Bracket AD Universal Arm for square pole AD3 Universal Arm for 2.4"-4.1" round pole AD4 Universal Arm for 4.2" -5.3" round pole AD5 Universal Arm for 5.5" -5.9" round pole AD6 Universal Arm for 6.0"-6.5" round pole					
HOUSE SIDE SHIELD ACCESSORIES								
HSS/VP-S/90-FB/XXX 90° shield front or back								
HSS/VP-S/90-LR/XXX 90° shield left or right								
HSS/VP-S/270-FB/XXX 270° shield front or back								
HSS/VP-S/270-LR/XXX 270° shield left or right								
HSS/VP-S/360/XXX Full shield								

HOUSE SIDE SHIELD ACCESSORIES

- HSS/VP-S/90-FB/XXX** 90° shield front or back
HSS/VP-S/90-LR/XXX 90° shield left or right
HSS/VP-S/270-FB/XXX 270° shield front or back
HSS/VP-S/270-LR/XXX 270° shield left or right
HSS/VP-S/360/XXX Full shield

(Replace XXX with notation for desired finish color)
 (Refer to page 5 for shield images)

MOUNTING ACCESSORIES

- VPL-AD-RPA3** 2.4"-4.1" Round Pole Adapter for AD arm
VPL-AD-RPA4 4.2"-5.3" Round Pole Adapter for AD arm
VPL-AD-RPA5 5.5"-5.9" Round Pole Adapter for AD arm
VPL-AD-RPA6 6.0"-6.5" Round Pole Adapter for AD arm

PRECOMMISSIONED SITESYNC ORDERING INFORMATION: When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project location, Group information, and Operating schedules. For more detailed information please visit www.hubbell-automation.com/products/sitesync/ or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with Motion control (SWPM) require the mounting height of the fixture for selection of the lens.

Examples: VPS/24L-55/4K7/3/UNV/A/DBT/SWP/ SiteSync only
 VPS/24L-55/4K7/3/UNV/A/DBT/SWPM-40F/ SiteSync with Motion Control

¹ Not available with other wireless control or sensor options

² Specify mounting height; 8=8' or less, 40=9' to 40'

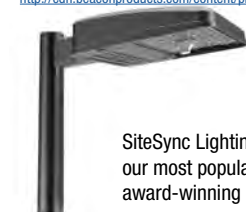
³ Specify routine setting code (example GENI-04). See ENERGENI brochure and instructions for setting table and options. Not available with sensor or SiteSync options.

⁴ Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for further details. Order at least one SiteSync interface Accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node

⁵ Only available with 1A, 2, 3, 4, 4W and 5R distributions

⁶ Order at least one SCP-REMOTE per project location to program and control

⁷ This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://cdn.beaconproducts.com/content/products/specs/specs_files/Viper_Small_LED_turtle_spec_sheet.pdf



SiteSync Lighting Control is available from our most popular brands in a broad range of award-winning product families.



CONTROL OPTIONS

- 7PR** 7-Pin Receptacle only (shorting cap, photo control, or wireless control provided by others)
7PR-SC 7-Pin Receptacle w/Shorting Cap
7PR-TL 7-Pin Receptacle w/Twist Lock photo control
SCP/_F^{1,2,6} Programmable Occupancy Sensor w/ daylight control (120-277 volts only)
WSP/_F^{1,2} WASP Occupancy Sensor w/ daylight control (347 or 480 volts only)
GENI-XX³ ENERGENI
SWP^{1,4} SiteSync Pre-Commission
SWPM^{1,2,4} SiteSync Pre-Comm w/ Sensor

Accessories and Services (Ordered Separately)

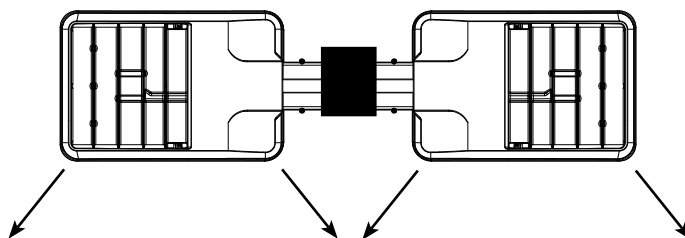
Catalog Number	Description
SCP-REMOTE	Remote control for SCP/_F option. Order at least one per project to program and control.
SWUSB*	SiteSync loaded on USB flash drive (Windows based only)
SWTAB*	SiteSync Windows Tablet
SWBRG*	SiteSync Wireless Bridge Node

*When ordering with SiteSync, one of the interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.

+ If needed, an additional Bridge Node can be ordered.

LEFT ROTATED OPTIC

RIGHT ROTATED OPTIC



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PERFORMANCE DATA

# LED'S	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
24	700 mA	55W	FR	6357	118	1	0	1	6486	120	1	0	1	5804	107	1	0	1
			2	6132	114	1	0	1	6257	116	1	0	2	5599	104	1	0	1
			3	6015	111	1	0	2	6137	114	1	0	2	5492	102	1	0	2
			4	5921	110	1	0	2	6034	112	1	0	2	5400	100	1	0	2
			4W	5406	100	1	0	2	6041	112	1	0	2	5406	100	1	0	2
			5QM	6022	112	2	0	1	6145	114	2	0	1	5499	102	2	0	1
			5R	6063	112	3	0	3	6187	115	3	0	3	5536	103	3	0	3
			5W	5908	109	3	0	1	6028	112	3	0	1	5908	102	3	0	1
36	560 mA	65W	FR	7864	121	1	0	1	8041	124	1	0	1	7189	111	1	0	1
			2	7586	117	1	0	2	7757	119	1	0	2	6934	107	1	0	2
			3	7441	114	1	0	2	7609	117	1	0	2	6802	105	1	0	2
			4	7317	110	1	0	2	7482	112	1	0	2	6688	100	1	0	2
			4W	7325	113	1	0	2	7490	115	1	0	2	6696	103	1	0	2
			5QM	7450	115	3	0	1	7618	117	3	0	1	6810	105	3	0	1
			5R	7501	115	3	0	3	7670	118	3	0	3	6857	105	3	0	3
			5W	7309	112	3	0	2	7473	115	3	0	2	6681	103	3	0	1
36	700 mA	80W	FR	9535	118	1	0	1	9730	120	1	0	1	8706	107	1	0	1
			2	9197	114	1	0	2	9385	116	1	0	2	8398	104	1	0	2
			3	9022	111	1	0	2	9206	114	1	0	2	8238	102	1	0	2
			4	8871	110	1	0	2	9052	112	1	0	2	8100	100	1	0	2
			4W	8881	110	1	0	3	9062	112	1	0	3	8109	100	1	0	2
			5QM	9033	112	3	0	1	9217	114	3	0	1	8248	102	3	0	1
			5R	9095	112	3	0	3	9280	115	3	0	3	8304	103	3	0	3
			5W	8861	109	3	0	2	9043	112	3	0	2	8092	100	3	0	2
48	700 mA	110W	FR	12713	118	1	0	1	12973	120	2	0	1	11608	107	1	0	1
			2	12263	114	2	0	2	12513	116	2	0	2	11197	104	2	0	2
			3	12029	111	2	0	2	12275	114	2	0	2	10984	102	1	0	2
			4	11828	110	1	0	3	12069	112	1	0	3	10800	100	1	0	2
			4W	11841	110	5	0	5	12083	112	2	0	3	11841	110	1	0	3
			5QM	12044	112	3	0	2	12290	114	3	0	2	10997	102	3	0	1
			5R	12126	112	3	0	3	12374	115	3	0	3	11072	103	3	0	3
			5W	11825	109	4	0	2	12057	112	4	0	2	10789	100	4	0	2
60	700 mA	136W	FR	15891	117	2	0	2	16216	120	2	0	2	14511	107	2	0	1
			2	15329	113	2	0	2	15642	116	2	0	2	13997	103	2	0	2
			3	15037	111	2	0	3	15344	113	2	0	3	13730	101	2	0	3
			4	14784	109	1	0	3	15086	111	1	0	3	13500	100	1	0	3
			4W	14802	109	2	0	3	15104	112	2	0	3	13515	100	2	0	3
			5QM	15055	111	3	0	2	15362	114	3	0	2	13747	102	3	0	2
			5R	15158	112	4	0	4	15469	114	4	0	4	13841	102	4	0	4
			5W	14781	109	4	0	2	15083	111	4	0	2	13495	100	4	0	2

PHOTOMETRICS

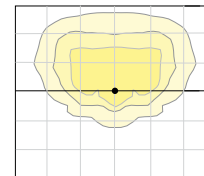
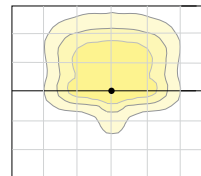
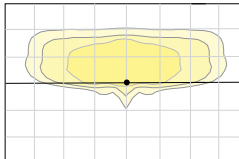
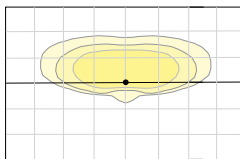
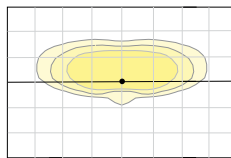
Type FR - Front Row/Auto Optic

Type 2

Type 3

Type 4

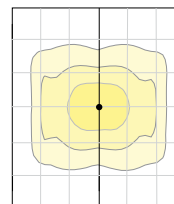
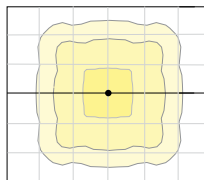
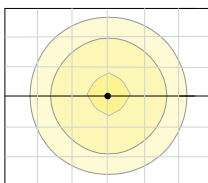
Type 4W



Type 5W

Type 5QM

Type 5R



*Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-use environment and application.

ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (w)	CURRENT (Amps)
24	2	700 mA	120	55	0.5
			277		0.2
			347		0.2
			480		0.1
36	1	560 mA	120	65	0.65
			277		0.28
			347		0.22
			480		0.16
	1	700 mA	120	80	0.7
			277		0.3
			347		0.2
			480		0.2
48	1	700 mA	120	110	0.9
			277		0.4
			347		0.3
			480		0.2
60	1	700 mA	120	136	1.1
			277		0.5
			347		0.4
			480		0.3

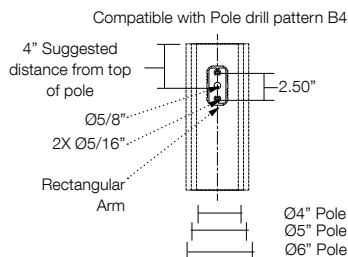
PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°C	1.00	0.97	0.95	0.95	0.92	>377,000

¹ Projected per IESNA TM-21-11

Data references the extrapolated performance projections for the base model in a 25°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

DRILL PATTERN



EPA

Config.	EPA	Config.	EPA
1	.67	3 @ 120°	1.68
2 @ 90°	1.06	3 @ 90°	1.73
2 @ 180°	1.34	4 @ 90°	2.12

TENON TOP POLE BRACKET ACCESSORIES (Order Separately)

(2 3/8" OD tenon)

Catalog Number	Description
SETA2-XX ^{1,2}	Square tenon adapter (4 at 90 degrees)
RETA2-XX ^{1,3}	Round tenon adapter (4 at 90 degrees)
TETA2-XX ^{1,2}	Hexagonal tenon adapter (3 at 120 degrees)

1 Replace XX with color choice, eg.: DB for Dark Bronze

2 Only for use with AD mounting option

3 Only for use with AD3 mounting option

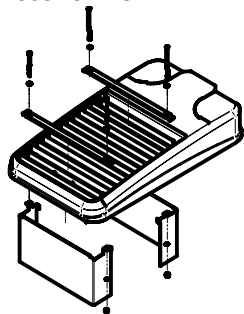


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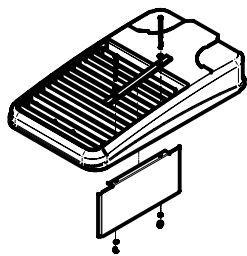
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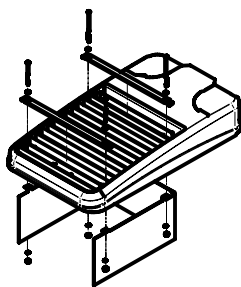
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES



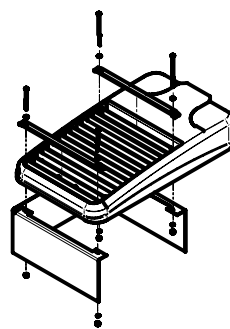
HSS/VP-S/90-FB/XXX
90° shield front or back
(2 shields shown)



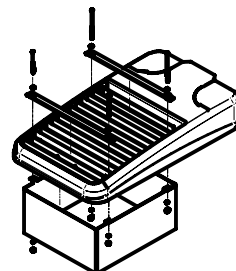
HSS/VP-S/90-LR/XXX
90° shield left or right
(1 shield shown in left orientation)



HSS/VP-S/270-FB/XXX
270° shield front or back
(1 shield shown in back orientation)

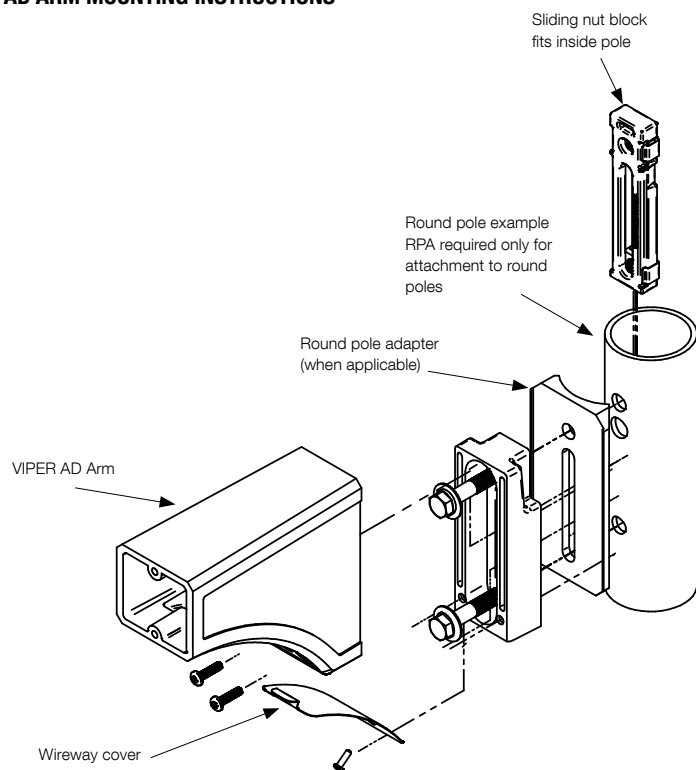


HSS/VP-S/270-LR/XXX
270° shield left or right
(1 shield shown in right orientation)



HSS/VP-S/360/XXX
Full shield (1 shield shown)

AD ARM MOUNTING INSTRUCTIONS



ID+ 3.5" x 3.5"

LED DOWNLIGHT



clear diffuse



warm diffuse



black flange



titanium silver
flange



die-cast black



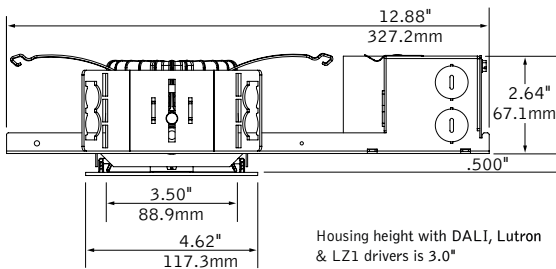
die-cast white



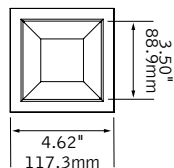
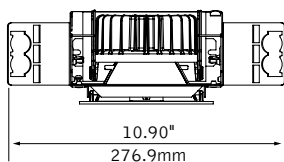
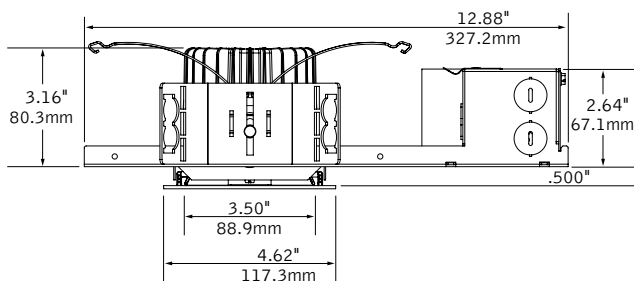
trimless
companion

DIMENSIONAL DATA

60° cut-off reflector



50° cut-off reflector



FEATURES

Less than 2.64" low profile housing available.

ChromaSure: Color consistency resulting in a 2-step MacAdam ellipse across the entire ID+ product line.

Field adjustability of ceiling thickness from 0.5" - 1.5".

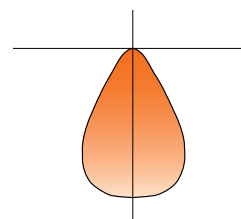
50° cut-off and 60° cut-off reflector options available.

Selection of dimming drivers available.

PERFORMANCE

PRODUCT OVERVIEW

Lumen Output:	700-1500lm
Wattage:	8-17W
LPW:	85-92
SDCM:	2



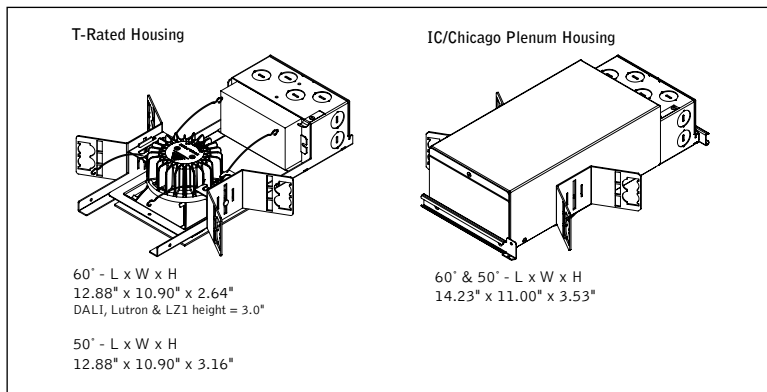
Short 60° Cut-off,
White Reflector, 4000K
Delivered Lumens: 1500lm
Total System Watts: 17W

Photometric performance is measured in accordance with IESNA LM-79.
Visit focalpointlights.com for complete photometric data. Visit energystar.gov for model specifics.

fixture:

project:

HOUSING DETAILS



HOUSING SPECIFICATIONS

Construction

Thermally protected housing for new construction applications. Insulation to be kept 3" away from housing. Type IC inherently protected, suitable for direct contact with insulation. Restrictive airflow per ASTM-E283. Butterfly brackets allow mounting to ½ emt. Order bar hangers as an accessory. Die-cast aluminum heat sink designed for maximum thermal dissipation. Die-formed housing and integral junction box with (7) 1/2" pry outs. Accommodates ceiling thicknesses up to 0.5" standard, field adjustable up to 1.5" thickness. For thicker ceiling consult factory. Fixture will not exceed 5 lb.

Electrical

Choice of constant current dimming drivers. Power factor > .9 typical.

Emergency

Emergency Battery Pack: Bodine BSL17C-C2. Emergency output —7W for 90 minutes. Maximum mounting height: 20.7ft.

Labels

UL and cUL listed. Suitable for Dry, Damp or Wet Locations, indoor use only.

Lumen Maintenance

Reported: L70 at >55,000 hours Calculated: L70 at 420,000 hours
L90 at >55,000 hours L90 at 109,000 hours

Derived from EPA TM-21 calculator. Based on typical conditions, consult factory for additional data.

Reliability

At Focal Point, our products are designed to stand the test of time. Each luminaire is engineered using superior components, manufactured with the utmost care and rigorously tested. Contact us for reliability data.

Warranty

LED System rated for operation in ambient environments up to 25°C. 5-year limited warranty.

TRIM & LED SPECIFICATIONS

LED System

Proprietary array incorporates premium LEDs on a robust platform. May be specified in 2700K, 3000K, 3500K or 4000K, CRI>80 or >90. Color accuracy within 2 SDCM. Aluminum heat sink provides appropriate thermal management.

Aesthetics

Die-formed aluminum reflector ensures glare free optics. Reflector attaches to die-cast, seamless flange and may be removed for field painting. Full die-cast painted reflectors also available. Torsion springs pull trim tight to the ceiling with no visible fasteners within the trim.

Optics

50-degree or 60-degree cut-off to light source and its image.

PERFORMANCE CHART—SHORT 60° CUT-OFF

Delivered Lumens	System Watts	LPW
700	8	88
900	10	90
1100	12	92
1300	15	85
1500	17	87

Based on Die-Cast Trimless, 3500K,80CRI, Wide Flood, White. See page 3 for lumen performance multipliers. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

Focal Point LLC reserves the right to change specifications for product improvement without notification.

HOUSING ORDERING

Housing Series	FLC33D
ID+ 3.5" Square	
Trim Type	SO
Square Overlap	
Lumen Output	
700 Lumen	700L
900 Lumen	900L
1100 Lumen	1100L
1300 Lumen	1300L
1500 Lumen	1500L
Voltage	
120V	120
277V	277
Control System & Dimming Level	
0-10V - 0% Dimming	LZ1
0-10V - 1% Dimming	L11
0-10V - 10% Dimming	LD1
Forward Phase	LFP
(120V only. 900 & 1300 Lumens only.)	
Lutron Hi-Lume EcoSystem (LDE1) -	
1% Dimming	LH1
(700 & 1500 lumens not available.)	
Lutron 5-Series EcoSystem (LDE5) -	
5% Dimming	LU5
(1300 Lumens only)	
Lutron Hi-Lume - Forward Phase -	
1% Dimming	LTE
(120V only. 1500 lumens not available.)	
DALI - 0% Dimming	DZ1
DALI - 1% Dimming	D11
Housing Type	
IC Rated / Airtight	IC
(Available options: L11 & LD1: 700, 900 & 1100 Lumens. LFP: 900 & 1300 Lumens.)	
Thermally Protected, Non-IC	T
(Housing height = 3.0" for LZ1, L3D, LH1, LTE, LU5, D11 & DZ1)	
Factory Options	
Bar Hangers	BH
Chicago Plenum	CP
Emergency Battery with Remote test switch	EMR
(T-rated housing only. Not available with CP or AT. Above Ceiling Access.)	
TRIM & LED MODULE	
Aperture	LC33
3.5" Square Reflector	
Trim Type	
Square Overlap	SO
Square Die-Cast Overlap	SDO
(Die-cast trim available in Black/Black or White/White finishes only)	
Lumen Output	
(Trim & housing output must match)	
700 Lumen	700L
900 Lumen	900L
1100 Lumen	1100L
1300 Lumen	1300L
1500 Lumen	1500L
Color Temperature	
2700K, 80+ CRI	27K
2700K, 90+ CRI	927K
3000K, 80+ CRI	30K
3000K, 90+ CRI	930K
3500K, 80+ CRI	35K
3500K, 90+ CRI	935K
4000K, 80+ CRI	40K
4000K, 90+ CRI	940K
Optic	
Tall Cone with 50° cut-off	DNT
(Not available with Die-Cast trims.)	
Short Cone with 60° cut-off	DNS
Distribution	WFL
Wide Flood	
Color	
Clear Diffuse	CD
Warm Diffuse	WD
Black	BK
White	WH
Flange Finish	
Black Painted	BK
White Painted	WH
Titanium Silver	TS



Options in orange qualify for the Quickship program. 5-day up to 100 pieces. Refer to Quickship Guide for complete details.

For more information visit focalpointlights.com/reference or consult factory.

LUMEN PERFORMANCE MULTIPLIER CHART - SQUARE DOWNLIGHT

Option	Description	Ordering Code	Multiplier
Trim Type	Square Trimless	ST	0.95
	Square Overlap	SO	0.90
	Square Die-Cast Trimless	SDT	1.01
	Square Die-Cast Overlap	SDO	0.97
Color Temperature	2700K, 80+ CRI	27K	0.93
	2700K, 90+ CRI	927K	0.75
	3000K, 80+ CRI	30K	1.00
	3000K, 90+ CRI	930K	0.81
	3500K, 80+ CRI	35K	1.00
	3500K, 90+ CRI	935K	0.87
	4000K, 80+ CRI	40K	1.00
	4000K, 90+ CRI	940K	0.87
Optic	Tall Cone with 50° cut-off	DNT	0.92
	Short Cone with 60° cut-off	DNS	1.00
Color	Clear Diffuse	CD	1.00
	Warm Diffuse	WD	0.85
	White Non-Die-Cast	WH	1.13
	White Die-Cast	WH	1.00
	Black	BK	0.56

ID+ 3.5" x 3.5"

LED DOWNLIGHT

FLC33D-SO-900L-120-L11-T/LC33-SO-900L-27K-DNS-WFL-CD

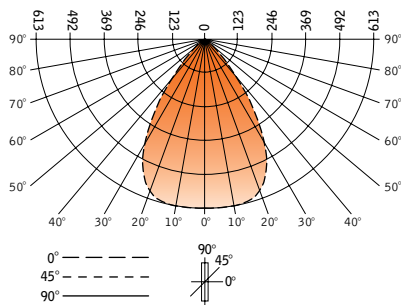
Filename: FLC33DSO900LSO27KDNSWFLCD.IES

Lumens: 613lm

System Watts: 10W

LPW: 61

CANDLEPOWER DISTRIBUTION



Vertical Angle	Horizontal Angle				Zonal Lumens
	0°	22.5°	45°	67.5°	
0°	549	549	549	549	549
5°	550	551	551	551	53
15°	539	543	546	543	152
25°	419	444	473	446	201
35°	165	203	275	205	134
45°	53	58	78	59	51
55°	19	21	21	22	19
65°	2	2	4	1	3
75°	2	1	1	0	1
85°	0	0	0	0	0
90°	0	0	0	0	0

LUMEN SUMMARY

Zone	Lumens	% Fixture
0-30°	406	66.2
0-40°	539	88.0
0-60°	609	99.4
0-90°	613	100.0
Total Luminaire	613	100.0

LUMINANCE DATA (CD/M²)

Vertical Angle	0°	45°	90°
45°	9396	13873	9678
55°	4248	4655	4328
65°	512	1105	364
75°	748	286	198
85°	392	262	195

CO-EFFICIENTS OF UTILIZATION

Floor Ceiling Wall	80			70			20			30			10			00		
	70	50	30	10	70	50	10	50	10	50	10	50	10	50	10	50	10	00
RCR 0	119	119	119	119	116	116	116	111	111	106	106	102	102	102	102	100	100	100
1	113	110	108	105	111	108	104	104	101	100	98	97	95	93	93	93	93	93
2	107	102	98	94	105	100	93	97	91	94	89	91	87	86	86	86	86	86
3	101	95	89	85	99	93	85	91	83	88	82	86	81	79	79	79	79	79
4	96	88	82	78	94	87	77	85	76	83	75	81	75	73	73	73	73	73
5	91	82	76	71	89	81	71	79	70	77	70	76	69	67	67	67	67	67
6	86	76	70	66	84	76	65	74	65	73	65	71	64	63	63	63	63	63
7	81	72	65	61	80	71	61	70	60	68	60	67	60	58	58	58	58	58
8	77	67	61	56	76	66	56	65	56	64	56	63	56	54	54	54	54	54
9	73	63	57	53	72	63	53	62	52	61	52	60	52	51	51	51	51	51
10	70	59	53	49	69	59	49	58	49	57	49	57	49	47	47	47	47	47

Numbers indicate percentage values of reflectivity.

Footcandle results based on AGI32; Reflectances=0/0/0; LLF=1

Go to www.focalpointlights.com for additional photometric data.

ID+ 3.5" x 3.5"

LED DOWNLIGHT

FLC33D-SO-1100L-120-L11-T/LC33-SO-1100L-35K-DNS-WFL-CD

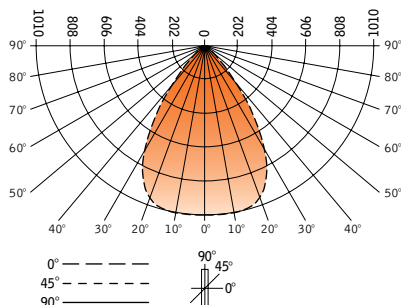
Filename: FLC33DSO1100LSO35KDNSWFLCD.IES

Lumens: 1010lm

System Watts: 12W

LPW: 83

CANDLEPOWER DISTRIBUTION



Vertical Angle	Horizontal Angle				Zonal Lumens
	0°	22.5°	45°	67.5°	
0°	906	906	906	906	906
5°	907	909	909	909	87
15°	888	894	900	895	251
25°	690	731	780	735	331
35°	272	335	453	338	220
45°	87	96	128	98	84
55°	32	35	35	36	31
65°	3	3	6	2	5
75°	3	1	1	1	1
85°	0	0	0	0	0
90°	0	0	0	0	0

LUMEN SUMMARY

Zone	Lumens	% Fixture
0-30°	668	66.2
0-40°	889	88.0
0-60°	1004	99.4
0-90°	1010	100.0
Total Luminaire	1010	100.0

LUMINANCE DATA (CD/M²)

Vertical Angle	0°	45°	90°
45°	15489	22868	15953
55°	7003	7674	7134
65°	844	1821	600
75°	1233	471	326
85°	645	431	323

CO-EFFICIENTS OF UTILIZATION

Floor Ceiling Wall	80			70			20			30			10			00		
	70	50	30	10	70	50	10	50	10	50	10	50	10	50	10	50	10	00
RCR 0	119	119	119	119	116	116	116	111	111	106	106	102	102	102	102	100	100	100
1	113	110	108	105	111	108	104	104	101	100	98	97	95	93	93	93	93	93
2	107	102	98	94	105	100	93	97	91	94	89	91	87	86	86	86	86	86
3	101	95	89	85	99	93	85	91	83	88	82	86	81	79	79	79	79	79
4	96	88	82	78	94	87	77	85	76	83	75	81	75	73	73	73	73	73
5	91	82	76	71	89	81	71	79	70	77	70	76	69	67	67	67	67	67
6	86	76	70	66	84	76	65	74	65	73	65	71	64	63	63	63	63	63
7	81	72	65	61	80	71	61	70	60	68	60	67	60	58	58	58	58	58
8	77	67	61	56	76	66	56	65	56	64	56	63	56	54	54	54	54	54
9	73	63	57	53	72	63	53	62	52	61	52	60	52	51	51	51	51	51
10	70	59	53	49	69	59	49	58	49	57	49	57	49	47	47	47	47	47

Numbers indicate percentage values of reflectivity.

Footcandle results based on AGI32; Reflectances=0/0/0; LLF=1

Go to www.focalpointlights.com for additional photometric data.

ID+ 3.5" x 3.5"

LED DOWNLIGHT

FLC33D-SO-1300L-120-L11-T/LC33-SO-1300L-35K-DNT-WFL-CD

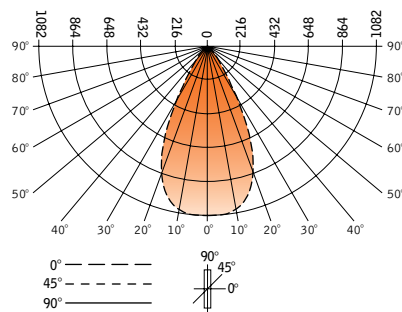
Filename: FLC33DSO1300LSO35KDNTWFLCD.IES

Lumens: 1082lm

System Watts: 15W

LPW: 72

CANDLEPOWER DISTRIBUTION



Vertical Angle	0°	22.5°	45°	67.5°	90°	Zonal Lumens
0°	1377	1377	1377	1377	1377	
5°	1373	1377	1376	1374	1371	130
15°	1228	1259	1289	1263	1233	349
25°	708	815	921	809	700	362
35°	187	223	334	222	188	161
45°	67	73	76	76	71	58
55°	11	12	18	12	11	15
65°	4	4	4	4	4	4
75°	2	2	2	2	1	2
85°	1	1	1	2	1	1
90°	1	1	1	1	0	0

LUMEN SUMMARY

Zone	Lumens	% Fixture
0-30°	841	77.7
0-40°	1002	92.6
0-60°	1075	99.3
0-90°	1082	100.0
Total Luminaire	0-180°	1082 100.0

LUMINANCE DATA (CD/M²)

Vertical Angle	0°	45°	90°
45°	12034	13555	12690
55°	2486	4044	2505
65°	1232	1285	1205
75°	743	918	700
85°	1039	1168	1039

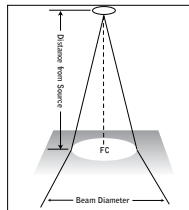
CO-EFFICIENTS OF UTILIZATION

Floor	80	70	20	30	10	00
Ceiling	50	50	50	10	10	00
Wall	30	10	10	10	10	00
RCR 0	119	119	119	119	116	116
1	114	111	109	106	111	109
2	108	104	100	96	106	102
3	103	97	92	88	101	96
4	98	91	86	82	93	86
5	94	86	80	76	88	80
6	89	81	75	71	86	77
7	85	76	70	66	80	72
8	81	72	66	62	74	68
9	78	68	63	59	70	64
10	74	65	59	56	67	60

FOOTCANDLE VALUES

0° aiming angle - horizontal surface

Distance from source	Beam Diameter	Center Beam (FC)
4'	3.8'	86
6'	5.7'	38
8'	7.5'	22
10'	9.4'	14



Footcandle results based on AGI32; Reflectances=0/0/0; LLF=1

Go to www.focalpointlights.com for additional photometric data.

ID+ 3.5" x 3.5"

LED DOWNLIGHT

FLC33D-SDO-1500L-120-L11-T/LC33-SDO-1500L-40K-DNS-WFL-WH

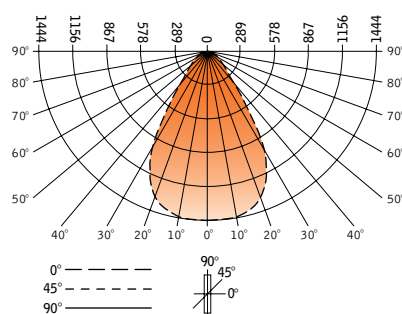
Filename: FLC33DSO1500LSDO35KDNSWFLWH.IES

Lumens: 1444lm

System Watts: 17W

LPW: 84

CANDLEPOWER DISTRIBUTION



Vertical Angle	0°	22.5°	45°	67.5°	90°	Zonal Lumens
0°	1102	1102	1102	1102	1102	
5°	1098	1100	1100	1100	1101	79
15°	1059	1063	1067	1062	1058	171
25°	872	899	928	892	864	207
35°	407	489	616	487	408	133
45°	166	183	237	185	168	65
55°	94	101	102	102	95	39
65°	41	42	47	42	41	26
75°	22	22	22	22	22	10
85°	6	6	6	6	6	2
90°	0	0	0	0	0	0

LUMEN SUMMARY

Zone	Lumens	% Fixture
0-40°	1125	77.9
0-60°	1369	94.8
0-90°	1444	100.0
90-180°	0	0.0
Total Luminaire	0-180°	1444 100.0

LUMINANCE DATA (CD/M²)

Vertical Angle	0°	45°	90°
45°	27620	39610	28030
55°	19370	21020	19620
65°	11370	13160	11430
75°	9809	9990	9918
85°	8245	8244	8338

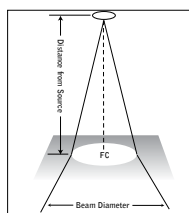
CO-EFFICIENTS OF UTILIZATION

Floor	80	70	20	30	10	00
Ceiling	50	50	50	10	10	00
Wall	30	10	10	10	10	00
RCR 0	1719	1719	1719	1719	1605	1605
1	1620	1572	1529	1490	1481	1420
2	1520	1436	1366	1307	1362	1263
3	1426	1315	1230	1161	1255	1133
4	1339	1210	1115	1043	1160	1024
5	1258	1117	1018	945	1075	932
6	1184	1035	934	862	999	853
7	1116	962	862	792	932	785
8	1054	897	798	730	871	725
9	997	839	742	677	817	673
10	945	787	692	630	767	627

FOOTCANDLE VALUES

0° aiming angle - horizontal surface

Distance from source	Beam Diameter	Center Beam (FC)
4'	4.3'	69
6'	6.4'	31
8'	8.5'	17
10'	10.7'	11



Footcandle results based on AGI32; Reflectances=0/0/0; LLF=1

Go to www.focalpointlights.com for additional photometric data.

ID+ 3.5" x 3.5"

LED WALL WASH



clear diffuse



warm diffuse



titanium silver
flange



black flange



white flange



die-cast black



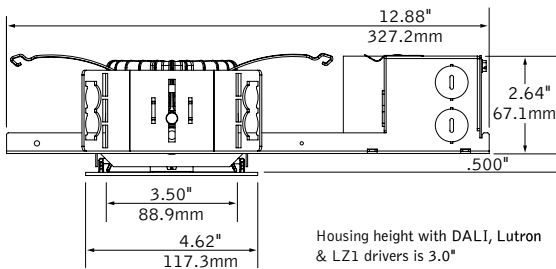
die-cast white



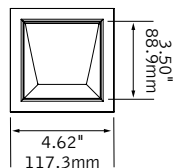
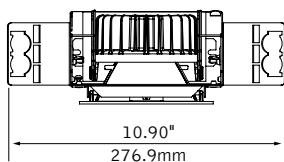
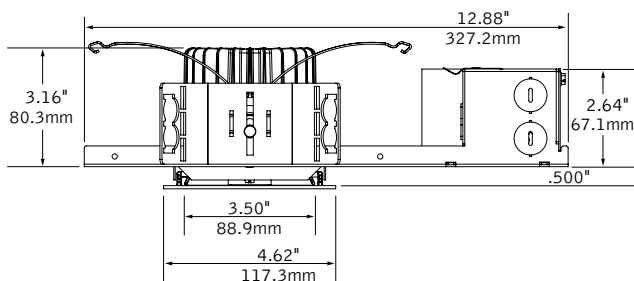
trimless
companion

DIMENSIONAL DATA

60° cut-off reflector



50° cut-off reflector



FEATURES

Less than 2.64" low profile housing available.

ChromaSure: Color consistency resulting in a 2-step MacAdam ellipse across the entire ID+ product line.

Field adjustability of ceiling thickness from 0.5" - 1.5".

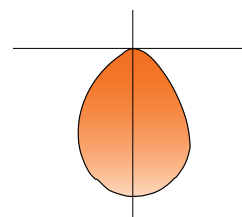
50° cut-off and 60° cut-off reflector options available.

Selection of dimming drivers available.

PERFORMANCE

PRODUCT OVERVIEW

Lumen Output:	700-1500lm
Wattage:	8-17W
LPW:	85-92
SDCM:	2



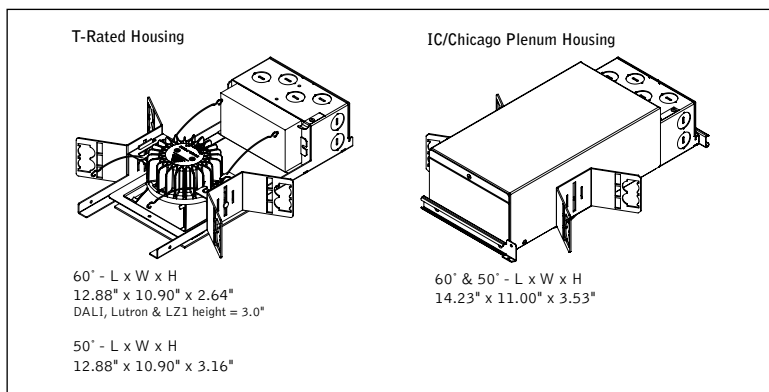
Short 60° Cut-off,
White Reflector, 3500K
Delivered Lumens: 1500lm
Total System Watts: 17W

Photometric performance is measured in accordance with IESNA LM-79.
Visit focalpointlights.com for complete photometric data. Visit energystar.gov for model specifics.

fixture:

project:

HOUSING DETAILS



HOUSING SPECIFICATIONS

Construction

Thermally protected housing for new construction applications. Insulation to be kept 3" away from housing. Type IC inherently protected, suitable for direct contact with insulation. Restrictive airflow per ASTM-E283. Butterfly brackets allow mounting to ½ emt. Order bar hangers as an accessory. Die-cast aluminum heat sink designed for maximum thermal dissipation. Die-formed housing and integral junction box with (7) 1/2" pry outs. Accommodates ceiling thicknesses up to 0.5" standard, field adjustable up to 1.5" thickness. For thicker ceiling consult factory. Fixture will not exceed 5 lb.

Electrical

Choice of constant current dimming drivers. Power factor > .9 typical.

Labels

UL and cUL listed. Suitable for Dry, Damp or Wet Locations, indoor use only.

Lumen Maintenance

Reported: L70 at >55,000 hours Calculated: L70 at 420,000 hours
L90 at >55,000 hours L90 at 109,000 hours
Derived from EPA TM-21 calculator. Based on typical conditions, consult factory for additional data.

Reliability

At Focal Point, our products are designed to stand the test of time. Each luminaire is engineered using superior components, manufactured with the utmost care and rigorously tested. Contact us for reliability data.

Warranty

LED System rated for operation in ambient environments up to 25°C. 5-year limited warranty.

TRIM & LED SPECIFICATIONS

LED System

Proprietary array incorporates premium LEDs on a robust platform. May be specified in 2700K, 3000K, 3500K or 4000K, CRI>80 or >90. Color accuracy within 2 SDCM. Aluminum heat sink provides appropriate thermal management.

Aesthetics

Die-formed aluminum reflector ensures glare free optics. Reflector attaches to die-cast, seamless flange and may be removed for field painting. Full die-cast painted reflectors also available. Torsion springs pull trim tight to the ceiling with no visible fasteners within the trim.

Optics

50-degree or 60-degree cut-off to light source and its image. Wall wash features acrylic diffuser to provide smooth illumination down the wall.

PERFORMANCE CHART—SHORT 60° CUT-OFF

Delivered Lumens	System Watts	LPW
700	8	88
900	10	90
1100	12	92
1300	15	85
1500	17	87

Based on Die-Cast Trimless, 3500K, 80CRI, Wide Flood, White. See page 3 for lumen performance multipliers. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

HOUSING ORDERING

Housing Series	FLC33W
3.5" Square	FLC33W
Trim Type	SO
Square Overlap	SO
Lumen Output	
700 Lumen	700L
900 Lumen	900L
1100 Lumen	1100L
1300 Lumen	1300L
1500 Lumen	1500L
Voltage	
120V	120
277V	277
Control System & Dimming Level	
0-10V - 0% Dimming	LZ1
0-10V - 1% Dimming	L11
0-10V - 10% Dimming	LD1
Forward Phase	LFP
(120V only, 900 & 1300 Lumens only.)	
Lutron Hi-Lume EcoSystem (LDE1) - 1% Dimming	LH1
(700 & 1500 lumens not available.)	
Lutron 5-Series EcoSystem (LDE5) - 5% Dimming	LU5
(1300 Lumens only)	
Lutron Hi-Lume - Forward Phase - 1% Dimming	LTE
(120V only, 1500 lumens not available.)	
DALI - 0% Dimming	DZ1
DALI - 1% Dimming	D11
Housing Type	
IC Rated / Airtight	IC
(Available options: L11 & LD1: 700, 900 & 1100 Lumens. LFP: 900 & 1300 Lumens.)	
Thermally Protected, Non-IC	T
(Housing height = 3.0" for LZ1, L3D, LH1, LTE, LU5, D11 & DZ1)	
Factory Options	
Bar Hangers	BH
Chicago Plenum	CP
TRIM & LED MODULE	
Aperture	LC33
3.5" Square Reflector	LC33
Trim Type	
Square Overlap	SO
Square Die-Cast Overlap	SDO
(Die-cast trim available in Black/Black or White/White finishes only)	
Lumen Output	
(Trim & housing output must match)	
700 Lumen	700L
900 Lumen	900L
1100 Lumen	1100L
1300 Lumen	1300L
1500 Lumen	1500L
Color Temperature	
2700K, 80+ CRI	27K
2700K, 90+ CRI	927K
3000K, 80+ CRI	30K
3000K, 90+ CRI	930K
3500K, 80+ CRI	35K
3500K, 90+ CRI	935K
4000K, 80+ CRI	40K
4000K, 90+ CRI	940K
Optic	
Tall Cone with 50° cut-off	WWT
(Not available with Die-Cast trims.)	
Short Cone with 60° cut-off	WWS
Color	
Clear Diffuse	CD
Warm Diffuse	WD
Black	BK
White	WH
Flange Finish	
Black Painted	BK
White Painted	WH
Titanium Silver	TS



Options in orange qualify for the Quickship program. 5-day up to 30 pieces. Refer to Quickship Guide for complete details.

LUMEN PERFORMANCE MULTIPLIER CHART - SQUARE WALL WASH

Option	Description	Ordering Code	Multiplier
Trim Type	Square Trimless	ST	0.84
	Square Overlap	SO	0.79
	Square Die-Cast Trimless	SDT	0.93
	Square Die-Cast Overlap	SDO	0.92
Color Temperature	2700K, 80+ CRI	27K	0.93
	2700K, 90+ CRI	927K	0.75
	3000K, 80+ CRI	30K	1.00
	3000K, 90+ CRI	930K	0.81
	3500K, 80+ CRI	35K	1.00
	3500K, 90+ CRI	935K	0.87
	4000K, 80+ CRI	40K	1.00
	4000K, 90+ CRI	940K	0.87
Optic	Tall Cone with 50° cut-off	WWT	0.92
	Short Cone with 60° cut-off	WWS	1.00
Color	Clear Diffuse	CD	1.00
	Warm Diffuse	WD	0.85
	White Non-Die-Cast	WH	1.13
	White Die-Cast	WH	1.00
	Black	BK	0.56

ID+ 3.5" x 3.5"

LED WALL WASH

FLC33W-SO-1300L-120-L11-T/LC33-SDO-1300L-35K-WWS-WH

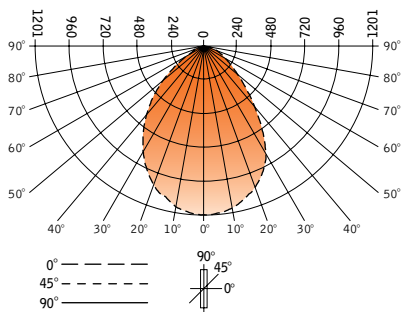
Filename:FL33DSO1300LSDO35KWWSWFLWH.IES

Lumens:1201lm

System Watts:15W

LPW:80

CANDLEPOWER DISTRIBUTION



Vertical Angle	Horizontal Angle				Zonal Lumens
	0°	22.5°	45°	67.5°	90°
0°	739	739	739	739	739
5°	735	732	733	732	733
15°	693	684	684	680	680
25°	613	601	584	555	543
35°	452	454	442	351	313
45°	268	277	257	185	165
55°	152	155	134	111	99
65°	89	85	75	61	54
75°	47	41	34	27	24
85°	10	7	6	5	5
90°	0	1	1	1	1

LUMEN SUMMARY

Zone	Lumens	% Fixture
0-30°	528	44.0
0-40°	786	65.5
0-60°	1096	91.3
0-90°	1201	100.0
Total Luminaire	0-180°	1201 100.0

LUMINANCE DATA (CD/M²)

Vertical Angle	Horizontal		
	0°	45°	90°
45°	44717	42897	27541
55°	31147	27564	20433
65°	24735	20837	14998
75°	21406	15454	11050
85°	12935	8719	6992

CO-EFFICIENTS OF UTILIZATION

Floor Ceiling Wall	80			70			20 50			30			10			00		
	RCR	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	111	107	104	101	109	105	99	101	96	97	93	94	91	89				
2	103	97	91	87	101	95	86	91	84	88	82	85	80	78				
3	96	87	81	75	94	86	75	83	73	80	72	78	71	69				
4	89	79	72	66	87	78	66	76	65	74	64	72	64	62				
5	83	72	65	59	81	71	59	69	58	67	58	66	57	55				
6	78	66	59	53	76	65	53	64	53	62	52	61	52	50				
7	73	61	53	48	71	60	48	59	48	58	47	56	47	45				
8	68	56	49	44	67	56	44	55	44	53	43	52	43	41				
9	64	52	45	40	63	52	40	51	40	50	40	49	40	38				
10	61	49	42	37	59	48	37	47	37	47	37	46	37	35				

Numbers indicate percentage values of reflectivity.

Go to www.focalpointlights.com for additional photometric data.

LNC SERIES	Cat.#		 HUBBELL Outdoor Lighting
	Job	Type	
	Approvals		

SPECIFICATIONS

Intended Use:

The compact LED LNC is designed for entry/perimeter illumination for safety, security and identity. Typical mounting height is up to 12 feet with 40ft fixture spacing (without acrylic diffuser) and 30ft spacing with acrylic diffuser installed. Photocontrol option is available to provide dusk-to-dawn control for additional energy savings.

Construction:

Decorative die-cast aluminum housing and door. Rugged design protects internal components and provides excellent thermal management for long life – 60,000 hours minimum LED life at L96 rating per IESNA TM-21-11. Powder paint finishes provide lasting appearance in outdoor environments.

Optics/Electrical

LED:

Drivers are 120-277V, 50/60Hz Type II, III and Type IV lenses provide wide lateral spread.

- 0-10V dimming 120-277V only.
- LNC5L – 5 LEDs, Types II, III or IV available, see page 2 for electrical details
- LNC7L – 7 LEDs, Type II, III or IV available, see page 2 for electrical details
- LNC9L – 9 LEDs, Types II, III or IV available, see page 2 for electrical details
- 3000K - 80 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal
- Minimum operating temperature is -40°C/-40°F
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion

Lenses:

Full cut-off distribution; Ambient diffuser included, use for applications near entrances or locations where reduced brightness is desired.

Installation:

Quick mount adapter provides quick installation, designed for recessed box 4" square junction box.

Listings:

Listed and labeled to UL 1598 for wet locations, 25° C ambient environments. DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at:

<http://www.designlights.org/>

- IES Progress Award Winner - 2012

Warranty:

Five year limited warranty. For more information visit:

<http://www.hubbelloutdoor.com/resources/warranty/>

PRODUCT IMAGE(S)



LNC-5L



LNC-7L



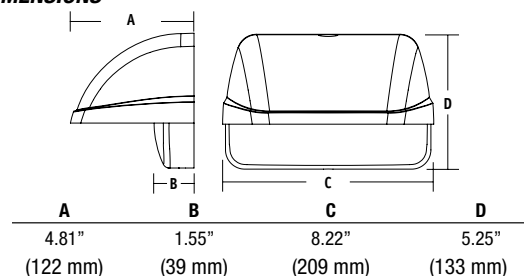
LNC-9L



With diffuser



DIMENSIONS



SHIPPING INFORMATION

Catalog Number	G.W(kg)/CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC-5LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-7LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-9LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2

CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only

ORDERING INFORMATION

ORDERING EXAMPLE: LNC-9LU-5K-3-1-PCU

SERIES	NUMBER OF LEDs	VOLTAGE	CCT	IES DISTRIBUTION	FINISH	OPTIONS
LNC	5L 5 LEDs 7L 7 LEDs 9L 9 LEDs	U 120V-277V 1 120V 2 208V 3 240V 4 277V	3K 3000K nominal, 70 CRI 4K 4000K nominal, 70 CRI 5K 5000K nominal	2 Type II 3 Type III 4 Type IV	1 Bronze 2 Black 3 Gray 4 White 5 Platinum	PCU Universal Button Photocell
AM¹ Amber (590 μm available for "Turtle Friendly"/observatory applications, 350 mA (consult factory))						

¹ Amber LEDs only available on 7LU and 9LU configurations, 350 mA only



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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LAREDOLNC-SPEC
AUGUST 30, 2017 4:46 PM

27. Neighborhood Meeting

A neighborhood meeting was required as part of the Division 30 amendments. This meeting was held at 47 Smith Street (at Oxford St.) – Bayside East Apartments Community Room on August 14th at 6:30-8:00 pm.

The following items are enclosed as part of the neighborhood meeting requirements:

1. Neighborhood meeting flyer / invite (it was posted at the subject property and mailed to the abutters list)
2. Neighborhood meeting sign-in sheet
3. Neighborhood meeting notes
4. Public process email with City
5. Photos



Please join the Portland Housing Authority for a

Neighborhood Meeting

To discuss our plans for the development of
58 Boyd Street Apartments

Please join us for a community discussion regarding the future development of these affordable mixed-income apartments in East Bayside. All East Bayside neighbors including PHA residents are encouraged to hear our plans and give input.

When: **Monday August 14th , 6:30-8:00pm**
What: Discuss the sale of Public Housing land and development of the 58 Boyd Street Apartments
Where: 47 Smith Street (at Oxford St) -Bayside East Apts. community room

*Snacks provided

*Interpreters available

For more information or questions
Please call Jay Waterman
at 207.221.8009



(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. [PHA feels strongly that PHA renters should also be included so they are also sent this invitation.] 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.)

58 Boyd Street Neighborhood Meeting Sign-In

August 14, 2017 6:30-8:00pm

	Name	Street Address	email
1	Trevor Nugent	PHA	
2	Mark Noyes	13 Hammond St #2	info mnoyes@eastbayside.org
3	Arricka Noe	23 Mayo St	ARRICKA@GMAIL.COM
4	Melissa Hoskins	52 Smith St	pedehoskins@gmail.com
5	Laura Mailander	48 Smith	lauramailander@gmail.com
6	EDIE WOODWARD	28 Hammond St	—
7	Cynthia Cochran	17 Hammond St	ccochran@eastbayside.org
8	Ellen Bailey	17 Hammond St	ebailey@eastbayside.org
9	Doops Hawk	47 Smith St #103	clhawk@aol.com
10	Christian Milneil	45 Smith St #2	c-neil.milneil@gmail.com
11	JESSICA MILNEIL	" " " "	jessicamilneil@gmail.com
12	Camellia Pathaker		
13	Reggie Cifer	47 Smith	—
14	Peggy Thuman	118 Dartmouth St	Peggy@therothcellar.org
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58 Boyd Street - Neighborhood Meeting
Monday, August 14, 2017
Meeting Minutes

The meeting was hosted by the Portland Housing Authority at 47 Smith Street, Bayside East Senior Housing Community Room. The meeting was held from 6:30-8:00pm.

Mark Adelson, Executive Director, opened the meeting with introductions and gave some background on the Housing Authority and PHA's Strategic Vision Plan for renovation or re-development of its 1,000+ housing units in Portland

Jay Waterman, Development Director, presented the project, how it fits into the neighborhood and other East Bayside planning activities, the process at the planning board, the schedule, and next steps. Pat Carroll, Landscape Architect, presents the site plan. Ben Walter, Architect, presented the building design.

Comments from attendees (responses or discussion in italics):

High quality property management will be very important to any new development. This is a concern because PHA's management of certain properties is inadequate. For instance, there are problems at Franklin Towers. *Mark Adelson offered to meet with neighbors about Franklin Towers at another time.*

Will there be a way for the neighbors to give the developer/owner continuous feed-back on the development and management of the property? *The management company will be available to receive any comments or concerns.*

Not sure how useful the telemedicine room will be, there should be consideration of a better use of this space.

Make good use of the first-floor space for the benefit of the community.

Question: How's is mixed income residents working at Bayside Anchor? This should be studied. *As co-owners, Avesta and PHA want to know this too and will be reviewing the success of Bayside Anchor on an ongoing basis.*

(2 commenters) heard there are tenant problems are Bayside Anchor with tenants that are previously homeless. *Response, when this occurs management goes through a period of evictions and after a while the building settles into steady tenancy with the right occupants.*

How can we get more neighbors to show up at these meetings? *There was discussion about reaching out to those not typically at these types of meetings and asking the City to include renters in their mailing lists.*

The concept of the land swap was brought up. The community gardens should be moved to the interior of east bayside on PHA owned land, and PHA should be given the land where the community gardens are now to develop dense housing. It's complicated but best for the community overall.

A neighbor pointed out that the desire path that crosses Franklin Street near Lancaster will run right past the first floor of the new building, in front of apartment windows. Plan to avoid this if possible.

A neighbor pointed out that due to the slope of the land a retaining wall will be needed at one corner of the new site.

Question: how large will the new units be? *Ben Walter noted the estimated square footages for each unit type. Efficiencies about 400 sf; 1-bedroom about 575 sf; 2-bedroom about 815 sf; and 3-bedroom about 1,040 sf.*

I support affordable housing, but I don't want another Franklin Towers, be careful of too much density. It can become a management problem.

The drug problem has gotten worse in the neighborhood overtime.

Controversial idea, has anyone thought of using the telemedicine space as a supervised injection site of intravenous drug users? Staff would need to be on site. *Telemedicine Rooms are relatively new for MaineHousing affordable projects. We are still learning the restrictions on their use.*

The problem with housing the homeless is after they are housed they bring in their homeless friends and they cause the problems, not the residents.

47 Smith Street is a great example of the property that worked out problems early on and now works very well. It took a few years. *There was discussion of a "shake-out period" where some problem tenants are evicted. Services are needed more and more to help residents be successful.*

How can neighbors get involved with PHA's Strategic Vision Plan? *Response: PHA can hold more meetings on the plan and work with EBNO.*

More questions and comments re: management. Who will own and manage 58 Boyd Street when it's completed. *We have not confirmed who the management company will be.*

More comments re: inadequate management at Franklin Towers. Management is important because residents and neighbors have to feel safe.

The neighborhood should feel invested in this development. We hope you design something the neighborhood loves.

In general, the more housing that built the less social problem we'll have.

How can we support this development, would letters from EBNO and individual neighbors help? *Response: yes please*

Note: These meeting minutes are from PHA staff notes and reflect, to the best of PHA staff recollection, what was said by those in attendance. Unless these meeting minutes are disputed, they stand as a record of the meeting.

Subject: Re: 500 Ft. Address Labels - 58 Boyd Street
Date: Thursday, August 3, 2017 at 10:10:05 AM Eastern Daylight Time
From: Barbara Barhydt
To: Jay Waterman
CC: Jennifer Munson, Patrick Carroll, Ben Walter, Mark B. Adelson, Tuck O'Brien, Jeff Levine
Attachments: image001.png

Hi Jay:

Jen is working on the labels and will get them ready for you.

We don't have any additional rules for the signs beyond the description in the amendments right now. Here is what is going to the Council:

(a) *Required Public Process*. The developer of the project must also commit to a good faith effort to communicate openly with affected properties as their process moves forward. At a minimum, no less than 30 days prior to application for site plan review, any project that wishes to take advantage of this section must (1) hold a public meeting noticed to all properties within 500 feet of their site and (2) post a sign on the property in question describing the proposed project; intent to submit an application to the city in 30 days (cite anticipated submission date), and contact information for the developer and the Planning Authority (Department of Planning and Urban Development website link). The Planning Board may adopt regulations regarding the content and processes for noticing as part of the Technical Manual.

Hope this helps.

Barbara

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

On Thu, Aug 3, 2017 at 8:52 AM, Jay Waterman <jwaterman@porthouse.org> wrote:

Hi Jennifer,

If the Division 30 changes pass at the council in September I will need to have had a public meeting for 58 Boyd Street 30 days prior to submitting my Site Plan application.

Can you send me address labels for those within 500 feet of 58 Boyd Street and other interested parties?
You can send them as 8 ½ x 11 page with 30 labels to a page. Avery #5160

Barbara, are there any standards for the site sign per Section 14.488.4?

Thanks,

Jay

Jay Waterman, LEED AP BD+C/Homes

Development Director

Portland Housing Development Corporation

14 Baxter Blvd.

Portland, Maine 04101

Direct: [207.221.8009](tel:207.221.8009)

Cell: [207.272.2562](tel:207.272.2562)

Office: [207.773.4753](tel:207.773.4753) x8227

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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.



PORTLAND **HOUSING** AUTHORITY

NOTICE OF INTENT TO FILE

Portland Housing Authority is intending to submit an Application for Level III Site Plan and Subdivision Review to the City of Portland on or about September 15, 2017.

The proposed project envisions replacement of the existing Boyd Street Community Center Building with 55 new rental apartments, along with community spaces and associated site improvements.



For more information please contact:

Jay Waterman
Portland Housing Authority
jwaterman@porthouse.org
207-221-8009

or

City of Portland Planning Authority
Department of Planning and Urban Development
<http://www.portlandmaine.gov/314/Planning-Urban-Development>
207-874-8719



NO
PARKING
THIS
SIDE


PORTLAND REDEVELOPMENT AUTHORITY
NOTICE OF INTENT TO FILE

Portland Redevelopment Authority is hereby notified of its intention to file a Notice of Intent to File with the Oregon Department of Transportation (ODOT) for the purpose of obtaining a right-of-way for the proposed project.

The proposed project is located at the intersection of the existing street and the proposed street. The project will involve the construction of a new street and the relocation of existing structures.

The project will be completed within a period of 180 days from the date of the filing of this notice.

For more information, please contact:







Conditional Use for Planning Board Review Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Conditional Use where the Planning Board is listed as the reviewing authority rather than the Zoning Board of Appeals. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

A. Conditional Use: Standards and Criteria – Section 14-474 and Zone Related Criteria

Conditional uses are listed in the Zoning Ordinance for each zone and these proposed uses must address the criteria contained in Section 14-474 in the written application. In addition to the criteria in Section 14-474, each application must address any applicable conditional use standards contained in the applicable zone and the proposed specific use. The Zoning Ordinance specifies when the Planning Board is designated as the reviewing authority rather than the Zoning Board of Appeals. This application is for Planning Board reviews only.

Upon showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the Board determines that:

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and
- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and
- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

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

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

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

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

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

Planning Division

Fourth Floor, City Hall

389 Congress Street

(207) 874-8719

planning@portlandmaine.gov

Office Hours

Monday thru Friday

8:00 a.m. – 4:30 p.m.

PROJECT NAME:**58 BOYD STREET APARTMENTS**

PROPOSED DEVELOPMENT ADDRESS:**58 Boyd Street / 54 Lancaster Street**

CHART/BLOCK/LOT (s): Chart 69SE,
Tax Map 22, Block F, Lot 1**Applicable Zone:** R-7 Overlay**CONTACT INFORMATION:**

Applicant – must be owner, Lessee or Buyer Name: JAY WATERMAN Business Name, if applicable: 58 BOYD STREET, LP Address: 14 BAXTER BLVD City/State : PORTLAND, ME Zip Code: 04101	Applicant Contact Information Work # 207.773.4753 Home# Cell # 207.272.2562 Fax# e-mail: JWATERMAN@PORTHOUSE.ORG
Owner – (if different from Applicant) Name: PORTLAND HOUSING AUTHORITY Address: 14 BAXTER BLVD City/State : PORTLAND, ME Zip Code: 04101	Owner Contact Information Work # 207.773.4753 Home# Cell # 207.272.2562 Fax# e-mail: JWATERMAN@PORTHOUSE.ORG
Billing Information Name: 58 BOYD STREET, LP C/O PORTLAND HOUSING DEVELOPMENT CORP. Address: 14 BAXTER BLVD City/State : PORTLAND, ME Zip Code: 04101	Billing Information Work # 207.773.4753 Cell # 207.272.2562 Fax# e-mail: JWATERMAN@PORTHOUSE.ORG
Designated person/person(s) for uploading to e-Plan: Name: MATTHEW PHILLIPS, CARROLL ASSOCIATES e-mail: MPHILLIPS@CARROLL-ASSOC.COM Name: PATRICK CARROLL, CARROLL ASSOCIATES e-mail: PCARROLL@CARROLL-ASSOC.COM Name: JAY WATERMAN, PORTLAND HOUSING DEVELOPMENT CORPORATION e-mail: JWATERMAN@PORTHOUSE.ORG	

RIGHT, TITLE OR INTEREST: Site Control: Portland Housing Authority (owner) selling to Portland Housing Development Corp. Portland Housing Development Corp. ground leasing to 58 Boyd Street, LP (applicant), See Exhibit #7 - Right, Title, or Interest

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

VICINITY MAP: (Please attach a map showing the subject parcel and abutting parcels, labeled as to ownership and/or current use.) SEE EXHIBIT #5 - LOCATION MAPS

EXISTING USE: Describe the existing use of the subject property. SEE EXHIBIT #6

UNOCCUPIED BUILDING ON URBAN SITE

PROPOSED USE: Describe the proposed use of the subject property

55 UNIT RESIDENTIAL APARTMENT BUILDING W/ COMMUNITY SERVICE FACILITIES

TYPE OF CONDITIONAL USE PROPOSED (Refer To Specific Provisions Of Land Use Code Authorizing The Proposed Conditional Use).

NEIGHBORHOOD CENTER

SITE PLAN: Submit a separate site plan application for the proposal that provides a site plan for the property, showing existing and proposed improvements, which meets the submission requirements of the applicable level of site plan review.

CONDITIONAL USE STANDARDS AND CONDITIONS – 14-474

Address the following criteria in your written application and any applicable conditional use standards contained in the zoning code for the specific use. Upon showing that a proposed use is a conditional use under this article, a conditional use permit shall be granted unless the Board determines that: See Exhibit #9 Zoning

- a. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and
- b. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and
- c. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

CONDITIONAL USE AUTHORIZED BY: SECTION 14- 137.B.4

Address any specific conditional use standards for the specific use contained in the zoning code in the written submission.

See Exhibit #9 Zoning

APPLICATION FEES:

X Conditional Use Review (\$100.00) (Please submit a separate application for the applicable site plan review. Fees and charges are listed within the application)	The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$50.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.
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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.

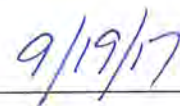
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application Form
X		1	Cover letter stating the nature of the project.
X		1	Evidence of right, title and interest.
X		1	Written Submittals that address the conditional use standards of Sec. 14-474.
X		1	Written submittals that address any applicable standards of review contained in the zoning code for the specific use.
X		1	A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet and containing the information required for the applicable level of site plan review.
X		1	An accompanying site plan application, as applicable.

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 Conditional Use. 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: 
--	---

9. Zoning Requirements:

R-7 COMPACT URBAN RESIDENTIAL OVERLAY ZONE

Sec. 14-142. Permitted Uses.

Permitted uses in the R-7 Compact Urban Residential Overlay Zone, shall be the uses permitted in the R-6 Zone, except that: **Multi-family dwellings (permitted use)**
Institutional: Place of assembly – neighborhood center (conditional use)

(a) Residential uses shall comply with the following dimensional requirements:

1. Minimum Lot Size: None

20,934 sf (0.48 ac)

2. Minimum Frontage: None

+295 feet

3. Minimum Yard Dimensions:

a. Front yard: None

3 inches

b. Rear and side yard: Five (5) feet.

5 feet

c. Side yard on side street: None

N/A

4. Maximum Lot Coverage: 100%

+/- 83%

5. Maximum Residential Density: Four hundred thirty five (435) square feet of land area per dwelling unit is required. The 20,934 square feet of the site allows for 48 units. Division 30 density bonus provides for 2.5X the base density allowed or 2.5 X 48 units or up to 120 units. The project is proposing 55 units.

6. Maximum Building Height: Fifty (50) Feet

Division 30 height bonus provides for an additional 25 feet. The project is proposing to be between 72-75 feet tall.

*(b) Off-street parking is required as provided in division 20 (off-street parking) of this article;
See Division 20 Off Street Parking Section following.*

*(c) Residential development in the R-7 Zone shall be reviewed by the Planning Board for compliance with Article IV, Subdivisions, and Article V, Site Plan;
Applicable.*

*(d) Any new dwelling unit constructed in the R-7 Zone shall contain a minimum of 400 square feet of habitable floor area;
Applicable. The project is in compliance.*

*(e) All other uses in the R-7 Zone shall observe the requirements of the R-6 Zone.
Applicable.*

R-6 RESIDENTIAL ZONE

Sec. 14-137. Conditional uses.

The following uses shall be permitted only upon the issuance of a conditional use permit, subject to the provisions of section 14-474 (conditional uses) of this article and any special provisions, standards or requirements specified below:

(a) Residential: Not applicable

1. Reserved.

2. Sheltered care group homes, as defined in section 14-47 of this article, for up to twelve (12) individuals, plus staff, and serving a primary population which is not handicapped persons, parolees, persons involved in correctional prerelease programs, or current illegal drug users, provided that:

a. A sheltered care group home shall not be located within five hundred (500) feet of another, as measured along street lines to the respective property lines.

b. There shall be no open outside stairways or fire escapes above the ground floor.

c. The facility shall make provision for City of Portland Land Use Code of Ordinances Chapter 14 Sec. 14-137 Rev. 1-18-2012 14-154 adequate on-site staffing and supervision of residents in accordance with applicable state licensing requirements. If a facility is not licensed by the state, there shall be a minimum of one (1) staff person for every ten (10) residents or fraction thereof.

The board of appeals may impose conditions upon a conditional use permit concerning the creation or operation of a sheltered care group home including but not limited to the following: site and building maintenance; lighting, fencing, and other appropriate security measures; screening and buffering of parking areas; compatibility of any additions or alterations with the existing residential structure; compatibility of new structures with the architectural character of the surrounding area; and limitation on the duration of the sheltered care group home permit.

3. Conversion of a structure existing on March 3, 1997, into a bed and breakfast with five (5) to nine (9) guest rooms.

(b) Institutional: Applicable

Any of the following conditional uses provided that, notwithstanding section 14-474(a) (conditional uses) 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:

1. Elementary, middle, and secondary school except as otherwise provided in section 14-276.10;

2. a. Long-term and extended care facilities;

b. Intermediate care facility for thirteen (13) or more persons;

3. Intermediate care facility;

*4. Places of assembly; **Applicable, proposed neighborhood center.***

5. Hospital;

6. College, university, trade school.

Such uses shall be subject to the following conditions and standards in addition to the provisions of section 14-474:

- a. *In the case of expansion onto land of existing such uses other than the lot on which the principal use is located, it shall be demonstrated that the proposed use cannot reasonably be accommodated on the existing site through more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential areas; and*

The subject property is land locked on three sides by City Streets (Boyd, Lancaster, and Franklin) and on the fourth side by City of Portland Land (Franklin Reserve and the Boyd Street Community Gardens).

- b. *The proposed use will not cause significant displacement or conversion of residential uses existing as of June 1, 1983, or thereafter; and*

The proposed will be integrated into a new 55 unit affordable housing apartment building which will replace the former Portland Housing Authority Offices (now vacant).

- c. *In the case of a use or use expansion which constitutes a combination of the above-listed uses with capacity for concurrent operations, the applicable minimum lot sizes shall be cumulative; and*

Required Min Lot Size: Places of assembly: Large, 15,000 sf; Medium, 10,000 sf; Small, 5,000 sf.

Proposed lot size is 20,934 sf

- d. *Article V (site plan) sections 14-522 and 14-523 notwithstanding, in the case of places of assembly the proposed use shall be subject to the requirements of article V (site plan) of this chapter; and*

Definitions

Neighborhood Center: *A building or portion of a building used for recreational, artistic, social, educational, health, culture, or similar activities and services, usually owned and operated by a public or nonprofit group or agency. A neighborhood center is 10,000 square feet or less.*

The proposed conditional use qualifies as a neighborhood center due to the recreational, social, educational, health, and cultural activities and services provided. The proposed conditional use is less than 10,000 sf.

The first floor of the building will have three primary spaces that are considered the neighborhood center:

- 1) Cultivating Community offices and associated program space that qualifies as a Community Service Facility as the project is located in a HUD designated Qualified Census Tract. Services will include the following for 58 Boyd Street Apartment residents:**

- Garden, cooking and nutrition education on an on-going basis**
- Advanced standing and consideration for fee reductions in accessing community garden plots at the Boyd Street Urban farm**

- Low/no-cost veggie bags/CSA shares delivered weekly during the growing season, funding dependent
- Ability to use (and double) WIC and SNAP benefits to purchase local, seasonal vegetables
- Special consideration for teens applying to Youth Growers, Culinary Crew, or any of Cultivating Community's other stipended (and highly competitive) youth empowerment programs

Cultivating Community already has a strong presence in the neighborhood and manages the Community Gardens in East Bayside. Cultivating Community primarily provides educational workshops on farming and nutrition, food distribution and leadership development programs for youths, which will enhance the quality of life for the target population.

Since 2001, Cultivating Community has worked to put the means of food production in the hands of community members and to ensure diverse points of access to healthy food for people regardless of income. The goals of Cultivating Community are to increase healthy food access, food security and food independence in Maine. Cultivating Community meets the food needs of low-income individuals by deploying retail, wholesale, and food distribution initiatives that provide healthy food, educate consumers and build people's confidence that they and their families can eat well and healthfully. Annually, Cultivating Communities engages approximately 2,500 current and potential customers in purchasing/receiving food from food access initiatives (i.e. low to no-cost farm share program, urban farm stands, farmers market and mobile food market).

No fees will be charged for the users of the Cultivating Community services. Cultivating Community primarily serves lower income families and individuals.

- 2) Shared Community Meeting Space of approximately 1,000 square feet in the northeast corner of the first floor facing the gardens. This space will be available to building residents as well as neighborhood groups to use for community meetings or functions and for Cultivating Community programs and services.
- 3) Telemedicine Room with private bath and equipment to allow health care exams and consultations for building residents and neighbors. This room is a MaineHousing requirement and qualifies as a Community Service Facility as the project is located in a HUD designated Qualified Census Tract.

Place of assembly: A building or portion of a building used as a community hall, neighborhood center, private and fraternal organization or place of religious assembly. This definition shall not include buildings or portions of buildings used as a community hall, neighborhood center, private and fraternal organization or place of religious assembly where fifteen (15) or fewer people, not including the permanent residents of a single family dwelling, assemble.

The proposed conditional use qualifies as a place of assembly under neighborhood center. The proposed conditional use qualifies also since the building which

contains the use will house more than 15 people. To the best of our knowledge the proposed conditional use and overall permitted use project complies with the standards set forth in Article V Site Plan.

e. In the case of community halls:

i. The structure was in existence as of January 4, 2010.

ii. The structure was built for institutional or other non-residential uses;

iii. The structure is operated by, or operated subject to the control of, a not for-profit entity in accordance with its not-for-profit purposes; and

iv. A parking management plan is submitted for review and approval by the planning board; and

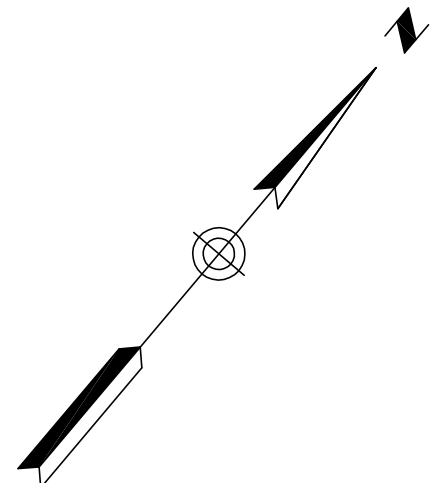
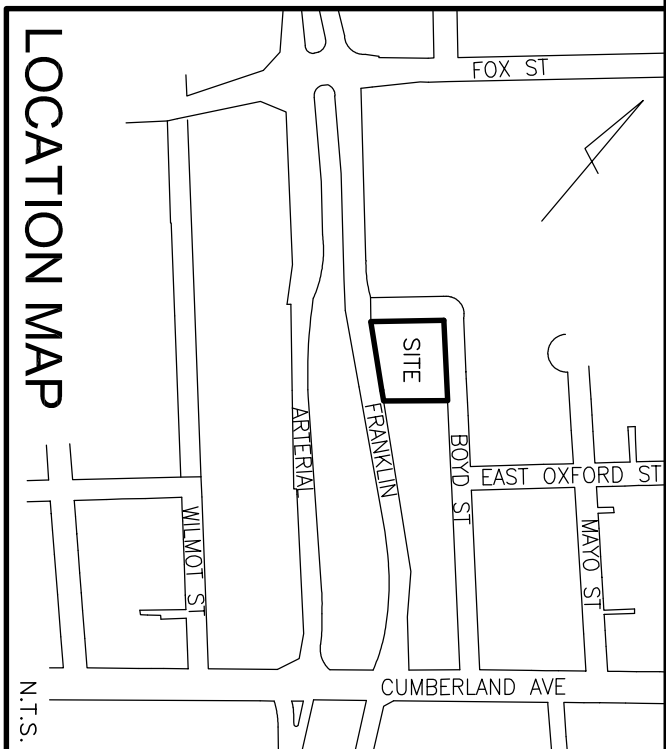
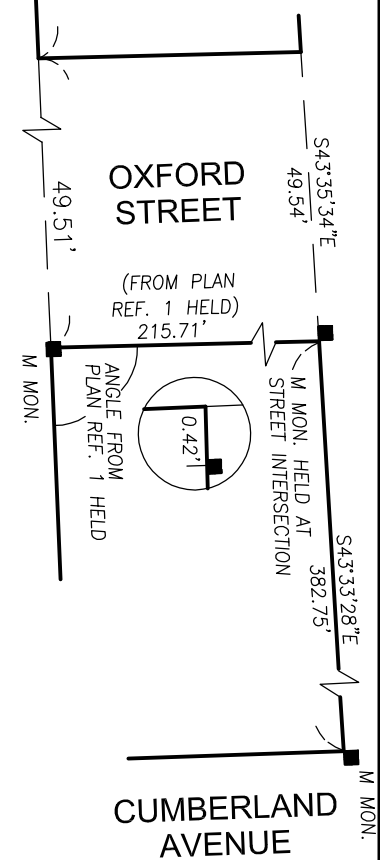
Not applicable

f. In the case of private club or fraternal organizations: any such establishment serving alcoholic beverages or in possession of a license for serving alcoholic beverages shall be located on a large lot, as specified in the minimum lot size provisions of this section.

Not applicable

14-474 C. CONDITIONAL USE STANDARDS AND CONDITIONS

1. *Authorized uses. A conditional use permit may be issued for any use denominated as a conditional use in the regulations applicable to the zone in which it is proposed to be located.*
Proposed conditional use is Place of Assembly – Neighborhood Center
2. *Standards. The Board shall, after review of required materials, authorize issuance of a conditional use permit, upon a showing that the proposed use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zoning district. The Board shall find that this standard is satisfied if it finds that:*
 - a. *The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone; and*
The proposed conditional use will not generate significant additional traffic above and beyond that of a typical 55 unit building and the adjacent high density Portland Housing residential campus. The proposed conditional use will be integrated into the proposed building and should be a seamless and essential part of the neighborhood.
 - b. *The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and*
The proposed conditional use is a benign use from the view point of creating an unsanitary or harmful environmental condition. The neighborhood center will not generate much sewerage, noise, or solid waste. It will be integrated into the proposed building so will not generate additional stand-alone noise, glare, dust or the like beyond the normal expected from a 55 unit residential building. All solid waste will be stored internally in a trash/recycling room. The proposed conditional use will not be a detriment to the neighborhood or zoning district but rather a benefit to the community as a neighborhood hub of services.
 - c. *The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.*
The proposed conditional use's design and operations will not have greater effects or significant impacts on the surrounding properties / uses more so than the approved residential use. Since the conditional use is integrated into the building and community to such a high degree the proposed use will be a significant benefit for the building's residences and the adjacent neighborhoods.



- | | |
|---|------------------------|
|  | MONUMENT FOUND |
|  | CAPPED IRON ROD SET |
|  | UTILITY POLE |
|  | LIGHT POLE |
|  | MANHOLE |
|  | ELECTRIC/GAS METER |
|  | SIGN |
|  | CATCH BASIN |
|  | WATER VALVE OR SHUTOFF |
|  | DECIDUOUS TREE |
|  | CONIFER |
|  | CLUB |
|  | OVERHEAD WIRES |
|  | UNDERGROUND POWER |
|  | WATER LINE |
|  | GAS LINE |
|  | TELEPHONE |
|  | STORM DRAIN |
|  | SANITARY SEWER |
|  | 1" CONTOUR |

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN CORRESPOND TO SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR NOT ABANDONED. THE SURVEYOR'S OFFICE DOES NOT PROVIDE A WARRANTY OF ANY KIND FOR THIS REPORT. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE, THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO TIGHT CONSTRAINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

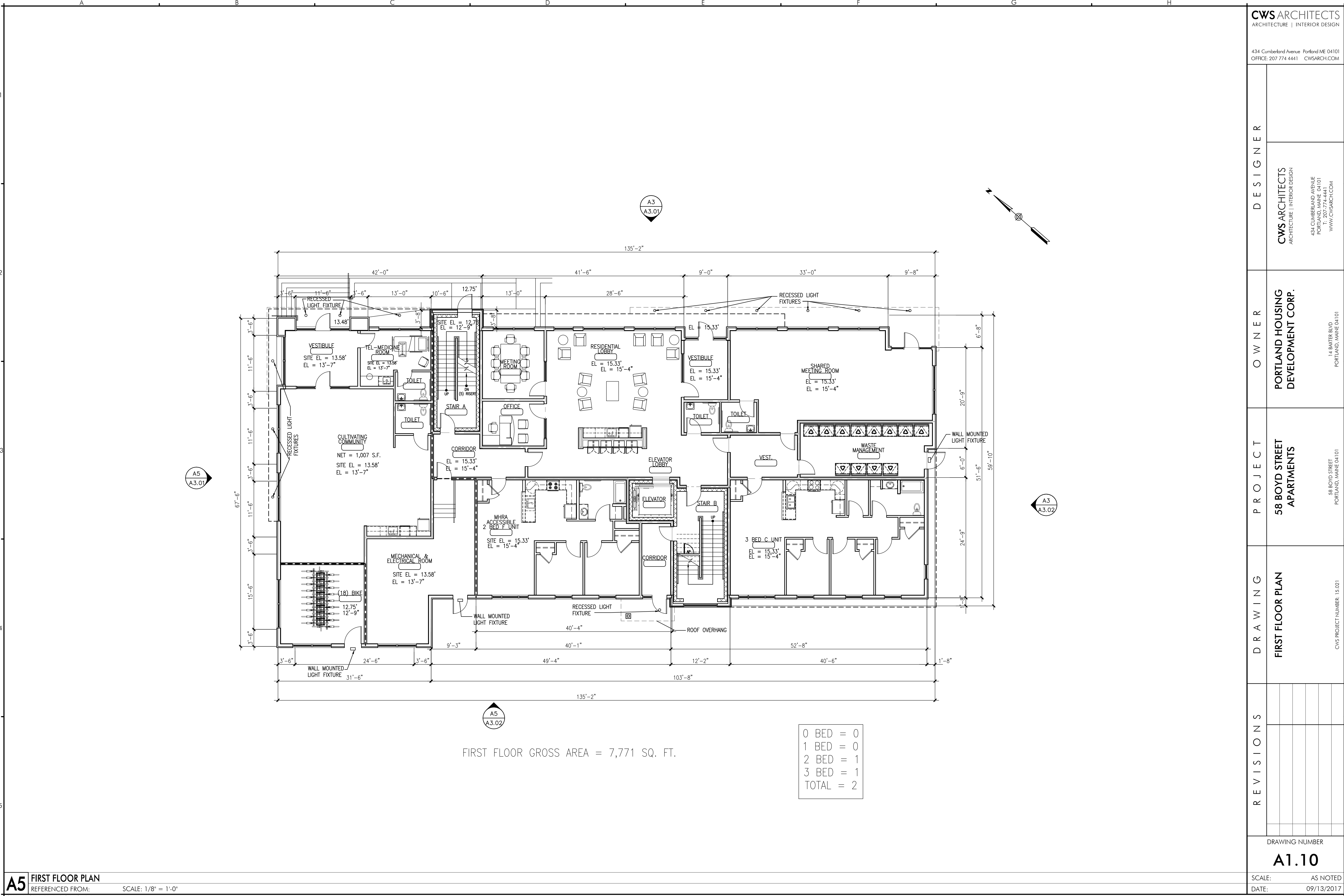
PLAN REFERENCES

1. "PLAN OF PROPERTY, TOPOGRAPHY & UTILITIES PORTLAND HOUSING AUTHORITY, PORTLAND, CUMBERLAND COUNTY, MAINE, H.L. & E.C. JOBDON - SURVEYORS JULY 1968"
2. "STANDARD BOUNDARY SURVEY FOR HABITAT FOR HUMANITY OF GREATER PORTLAND IN PORTLAND, MAINE APRIL 10, 1992 OWEN HASKELL, INC. JOB NO. 920505"
3. "BOUNDARY SURVEY AND LOT DIVISION OXFORD STREET & BOYDE STREET, PORTLAND, MAINE MADE FOR PORTLAND HOUSING AUTHORITY MAY 7, 2013 OWEN HASKELL, INC. JOB NO. 1999P"
4. "PLAN OF PROPERTY, TOPOGRAPHY & UTILITIES PORTLAND HOUSING AUTHORITY PORTLAND, CUMBERLAND COUNTY, MAINE H.L. & E.C. JOBDON SURVEYORS AUGUST 1969 REVISED 2-10-70, H.A.A. PROJECT ME 3-5 PLAN NO. 46"
5. "PLAN BY H.L. & E.C. JOBDON SURVEYORS MADE FOR KENT, CRUSE & ALDRICH ARCHITECTS & ENGINEERS DATED OCTOBER 17, 1961 FILE NO. 46A"

GENERAL NOTES

1. OWNER OF RECORD: PORTLAND HOUSING AUTHORITY
TAX MAP 22 LOT F-1
C.C.R.D. BOOK 3129 PAGE 374
2. RECORDS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM, MAINE WEST
MAD 83 PER CITY POINTS.
3. BEARINGS ARE BASED ON
T102-78-101 L751-8-8-3007
N. 302935.85 N. 302902.11
E. 2929365.05 E. 2929786.62
3. BENCH MARK: MONUMENT T102-77-1 AT NORTHWEST CORNER OF ANDERSON
STREET AND EAST LANCASTER STREET, ELEVATION 19.57 CITY DATUM.
4. STREET LINES ARE BASED ON MONUMENTS FOUND ON OXFORD STREET AND HELD
AS SHOWN AND PLAN REFERENCE 1.
5. THE FIELD SURVEY WAS COMPLETED IN DECEMBER 2014 AND IN SEPTEMBER 2017.

REV.2 9/22/17		FREES, INVENTS, CONT'DRS, BECHMARK	
REV.1 9/18/17		ADDED UTILITIES & STREET ACCEPTANCE	
BOUNDARY & TOPOGRAPHIC SURVEY AT 58 BOYD STREET, PORTLAND, MAINE MADE FOR RECORD OWNER PORTLAND HOUSING AUTHORITY 14 BAXTER BLVD., PORTLAND, ME 04101			
 OWEN HASKELL, INC. 3900 U.S. ROUTE ONE, PALMOUTH, ME 04105 (207) 774-0424 PROFESSIONAL LAND SURVEYORS			
Drawn By:	RS	Date	Job No.
Trace By:	JLW	AUGUST 29, 2017	2017-247 P
Check By:	JMS/REL	Scale	Dwg. No.
Book No.	FILE	1" = 10'	1



DESIGNER

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
434 CUMBERLAND AVENUE
PORTLAND, MAINE 04101
T: 207.774.4441
WWW.CWSARCH.COM

OWNER

PORTLAND HOUSING
DEVELOPMENT CORP.

14 BAXTER BLVD
PORTLAND, MAINE 04101

PROJECT

58 BOYD STREET
APARTMENTS

58 BOYD STREET
PORTLAND, MAINE 04101

DRAWING

FIRST FLOOR PLAN

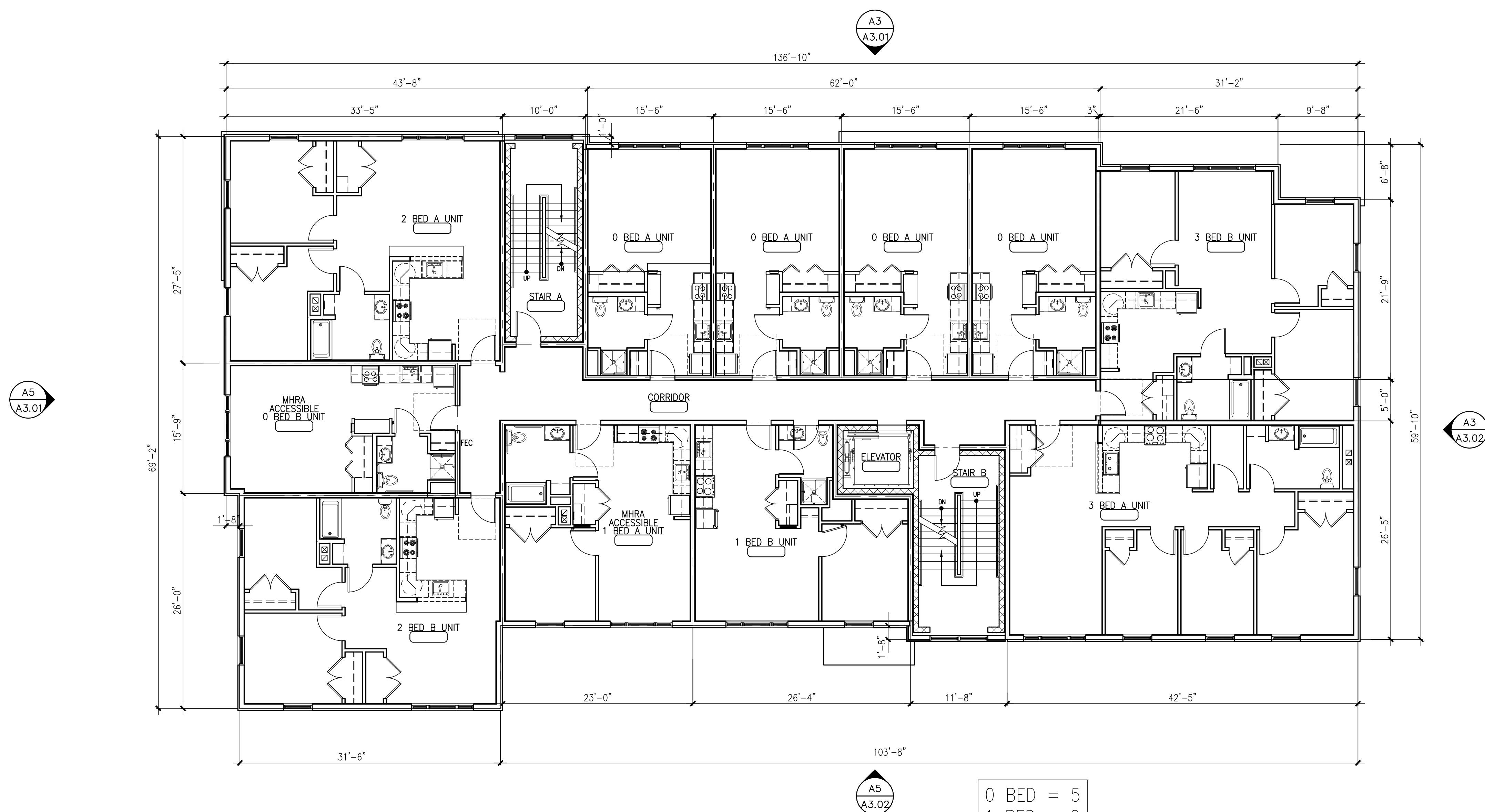
CWS PROJECT NUMBER: 15.021

REVISIONS

DRAWING NUMBER

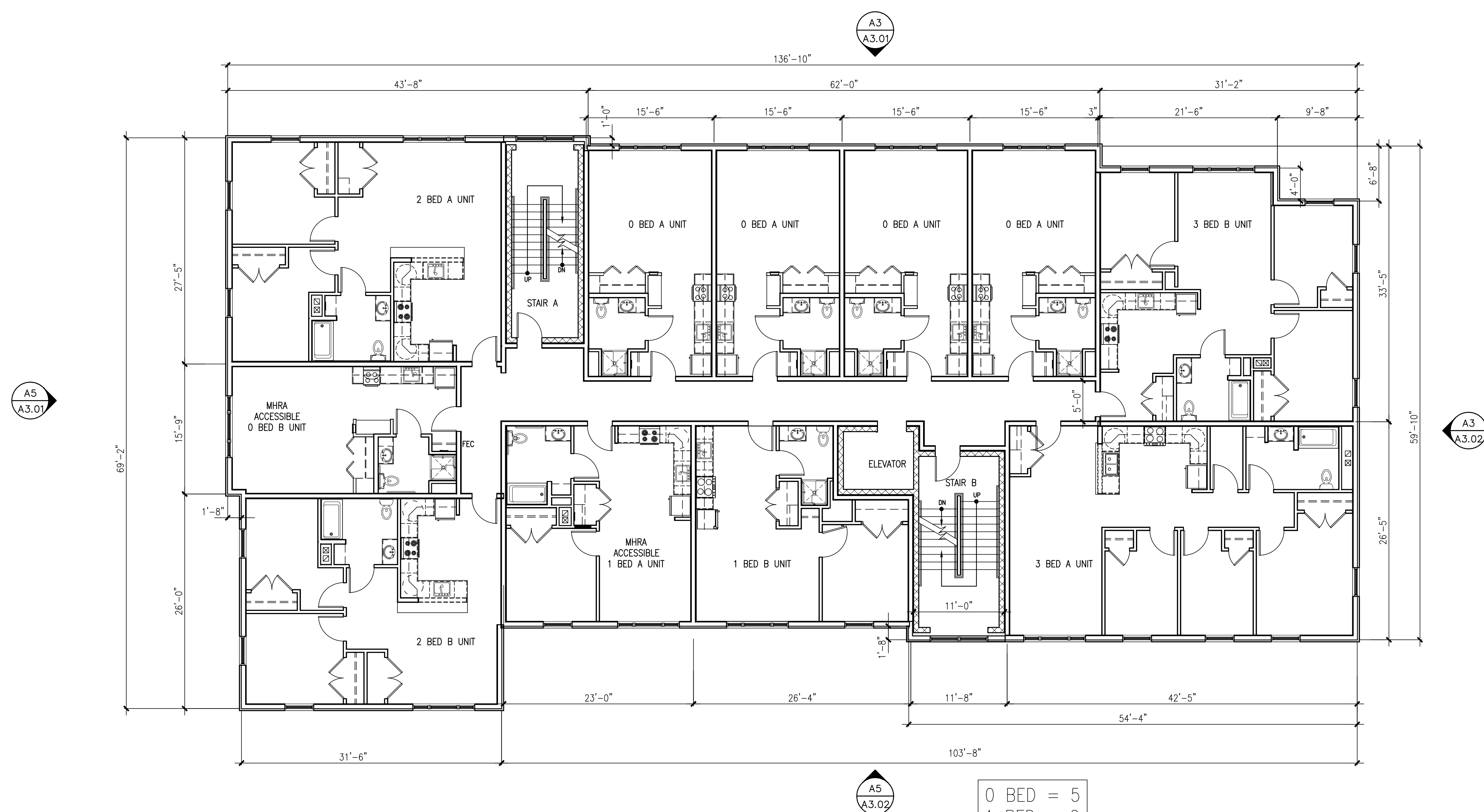
A1.10

SCALE: AS NOTED
DATE: 09/13/2017



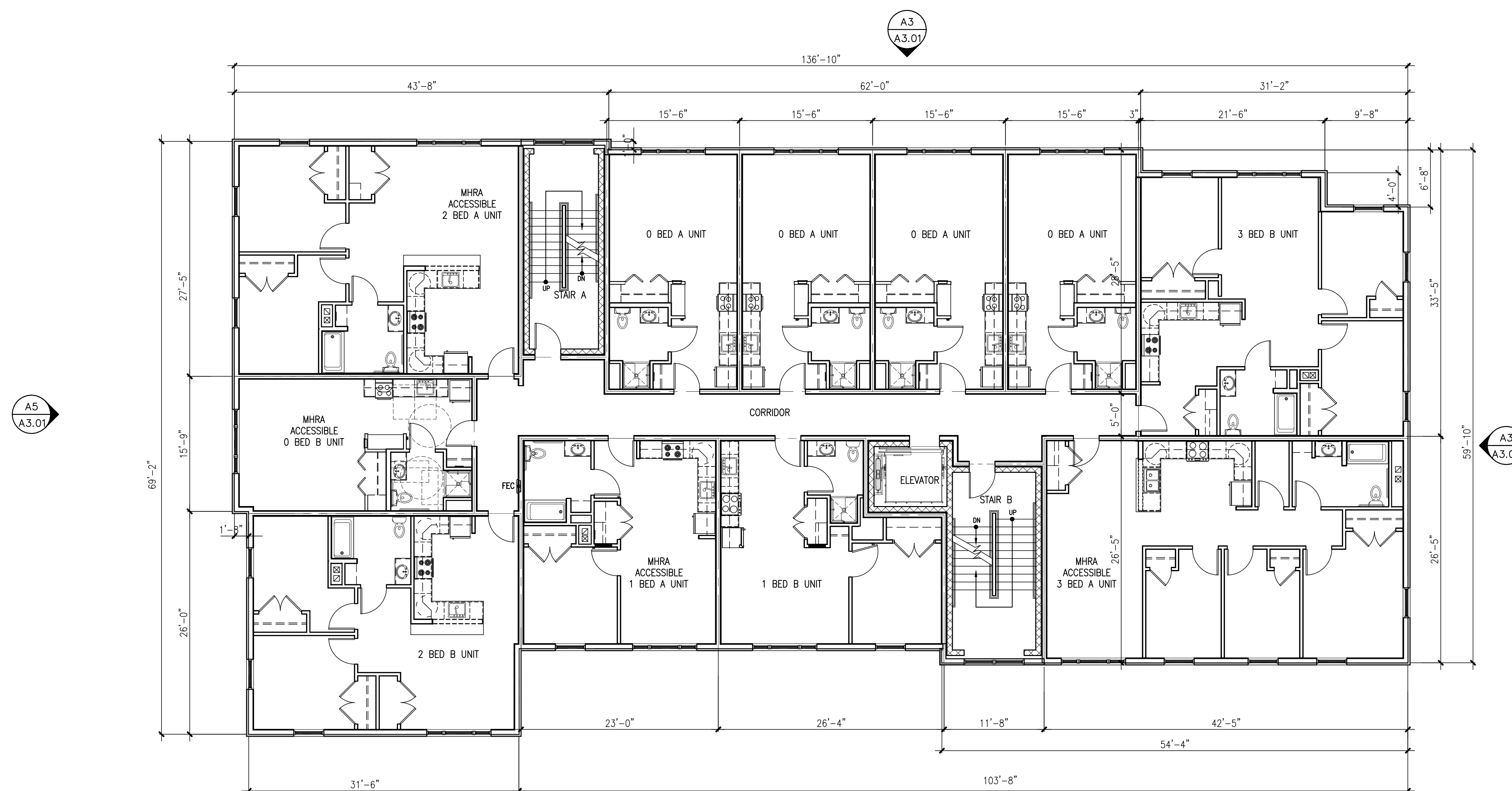
SECOND FLOOR GROSS AREA = 8,260 SQ. FT.

0	BED	=	5
1	BED	=	2
2	BED	=	2
3	BED	=	2
TOTAL		=	11



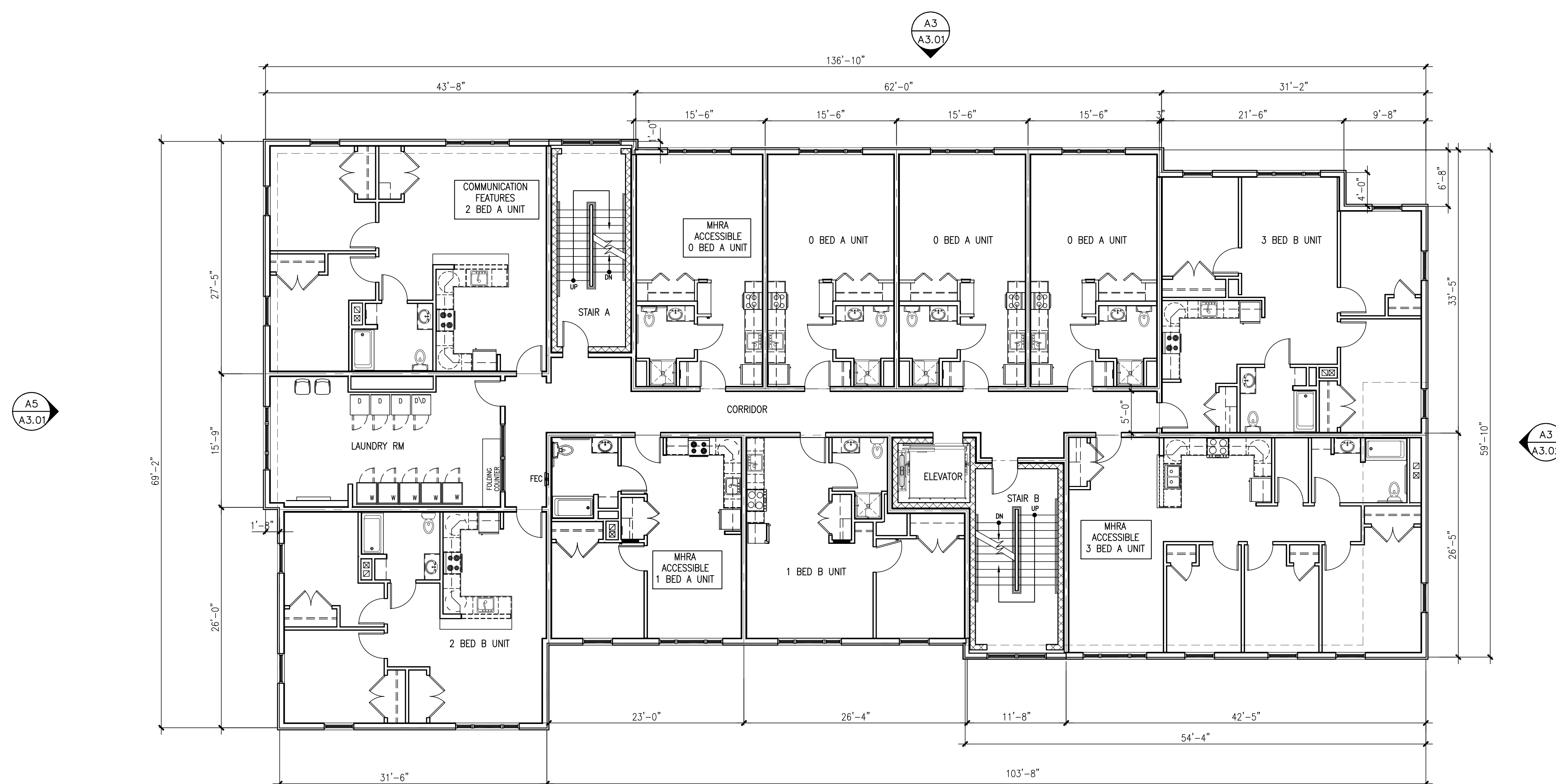
THIRD FLOOR GROSS AREA = 8,260 SQ. FT.

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TOTAL		=	11



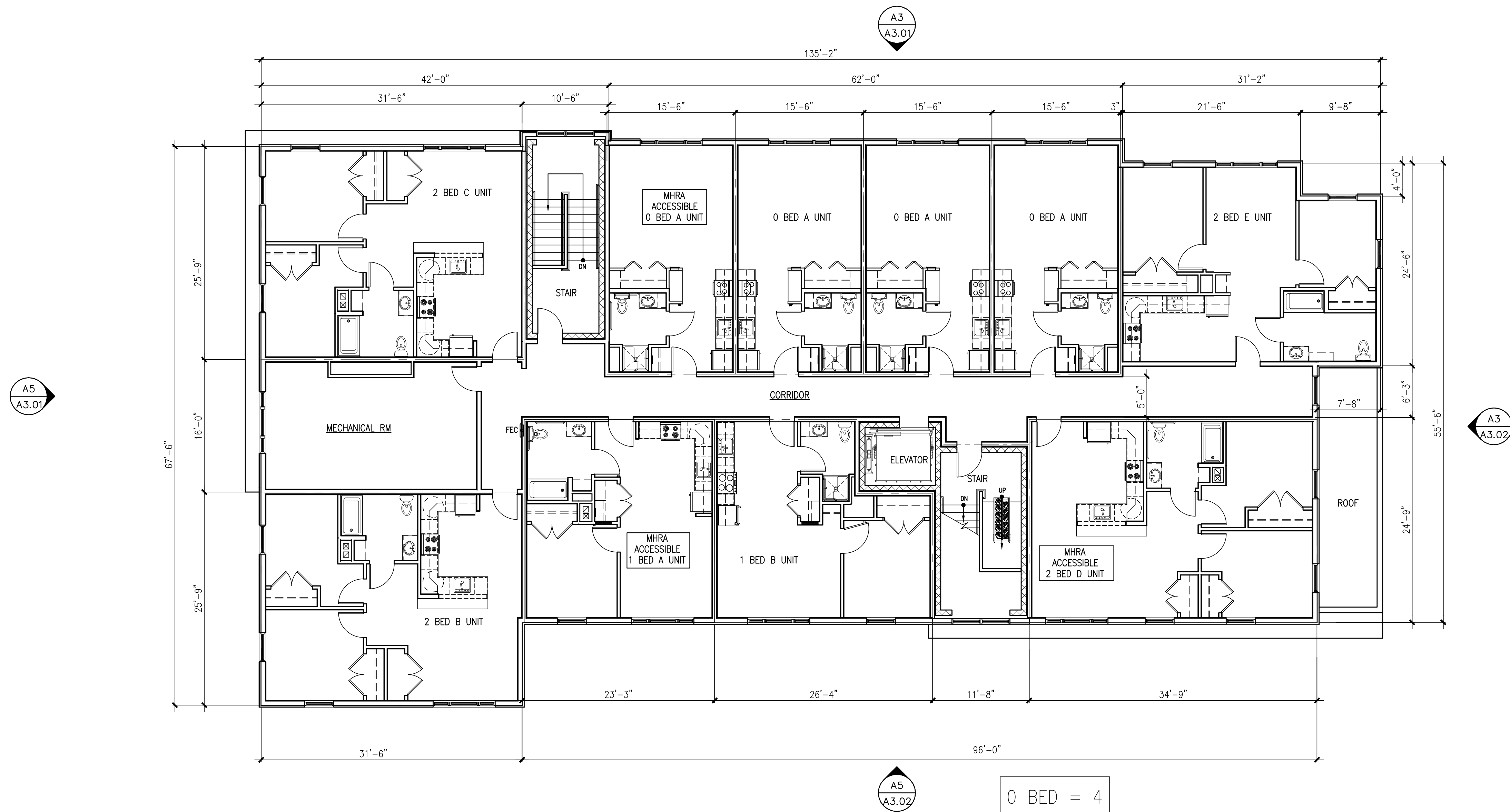
FOURTH FLOOR GROSS AREA = 8,260 SQ. FT.

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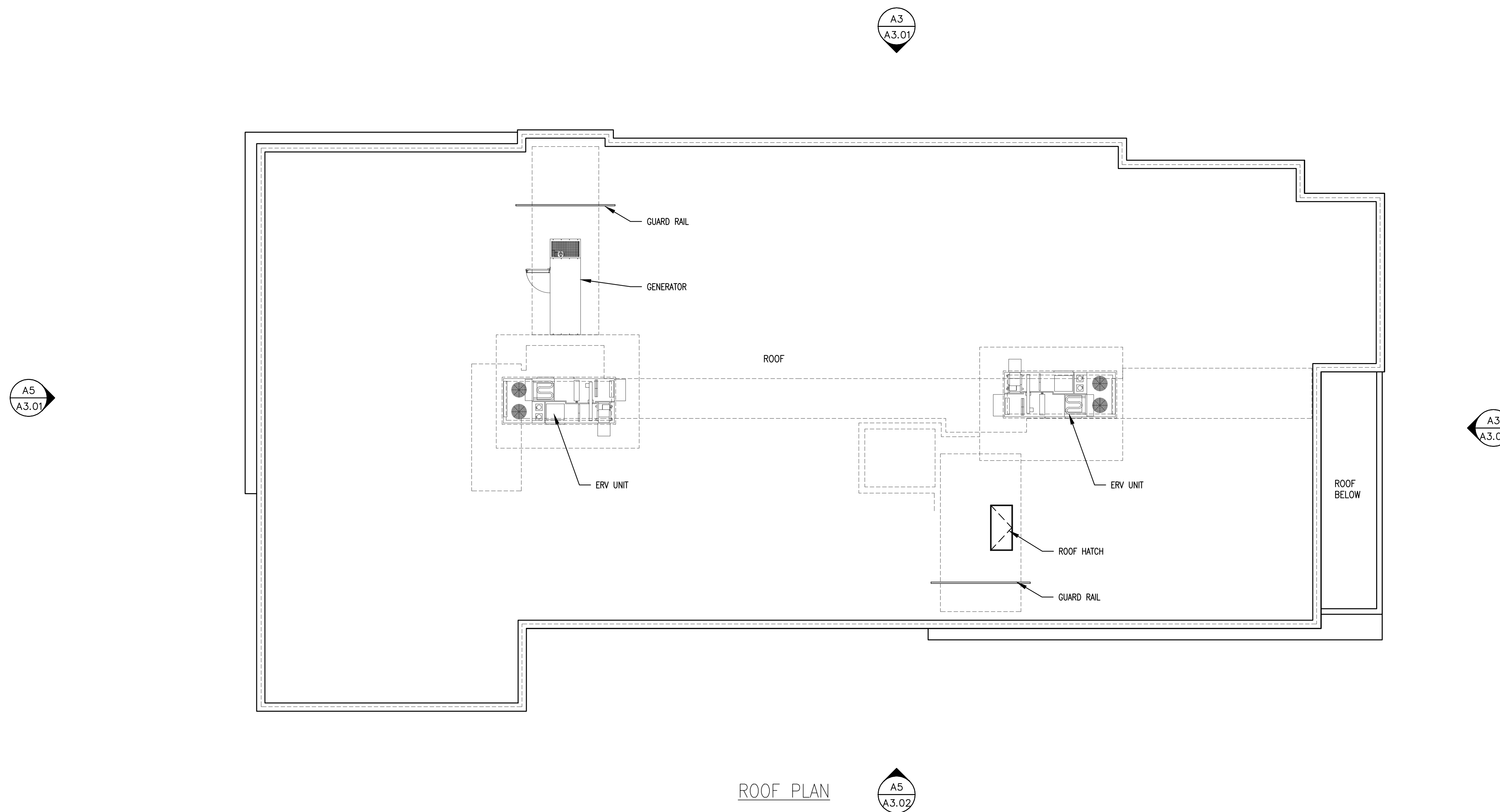
FIFTH FLOOR GROSS AREA = 8,260 SQ. FT.

0	BED	=	4
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2	BED	=	2
3	BED	=	2
TOTAL		=	10



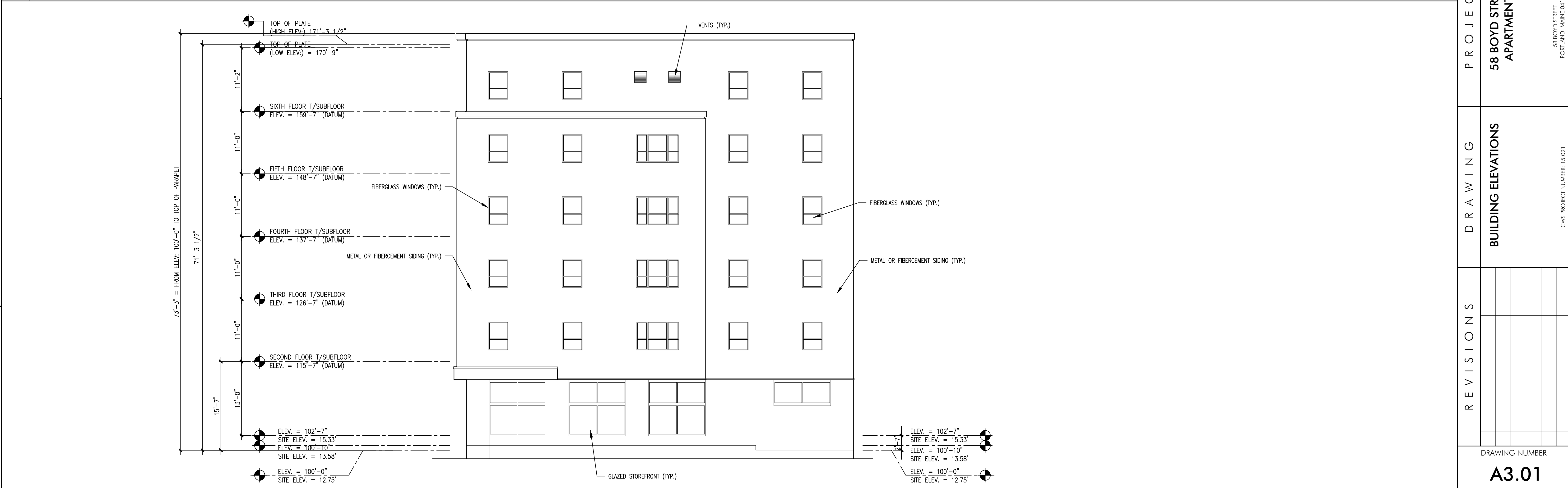
SIXTH FLOOR GROSS AREA = 7,807 SQ. FT.

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2	BED	=	4
3	BED	=	0
TOTAL		=	10

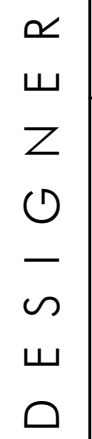




A3 NORTHEAST ELEVATION
REFERENCED FROM: SCALE: 1/8" = 1'-0"



A5 NORTHWEST ELEVATION
REFERENCED FROM: SCALE: 1/8" = 1'-0"



34 CUMBERLAND AVENUE
PORTLAND, MAINE 04101
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14 BAXTER BLVD
PORTLAND, MAINE 04101

PROJECT

58 BOYD STREET
PORTLAND, MAINE 04101

DRAWING

BUILDING ELEVATIONS

REVISIONS

DRAWING NUMBER

A3.02

SCALE: AS NOTED

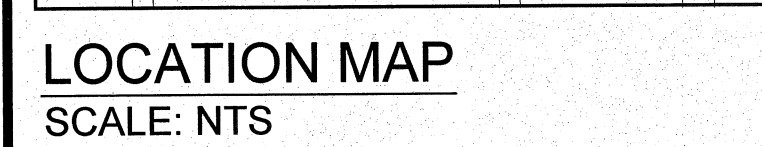
DATE: 09/13/2017

REFERENCED FROM: SCALE: 1/8" = 1'-0"





- C-2.0

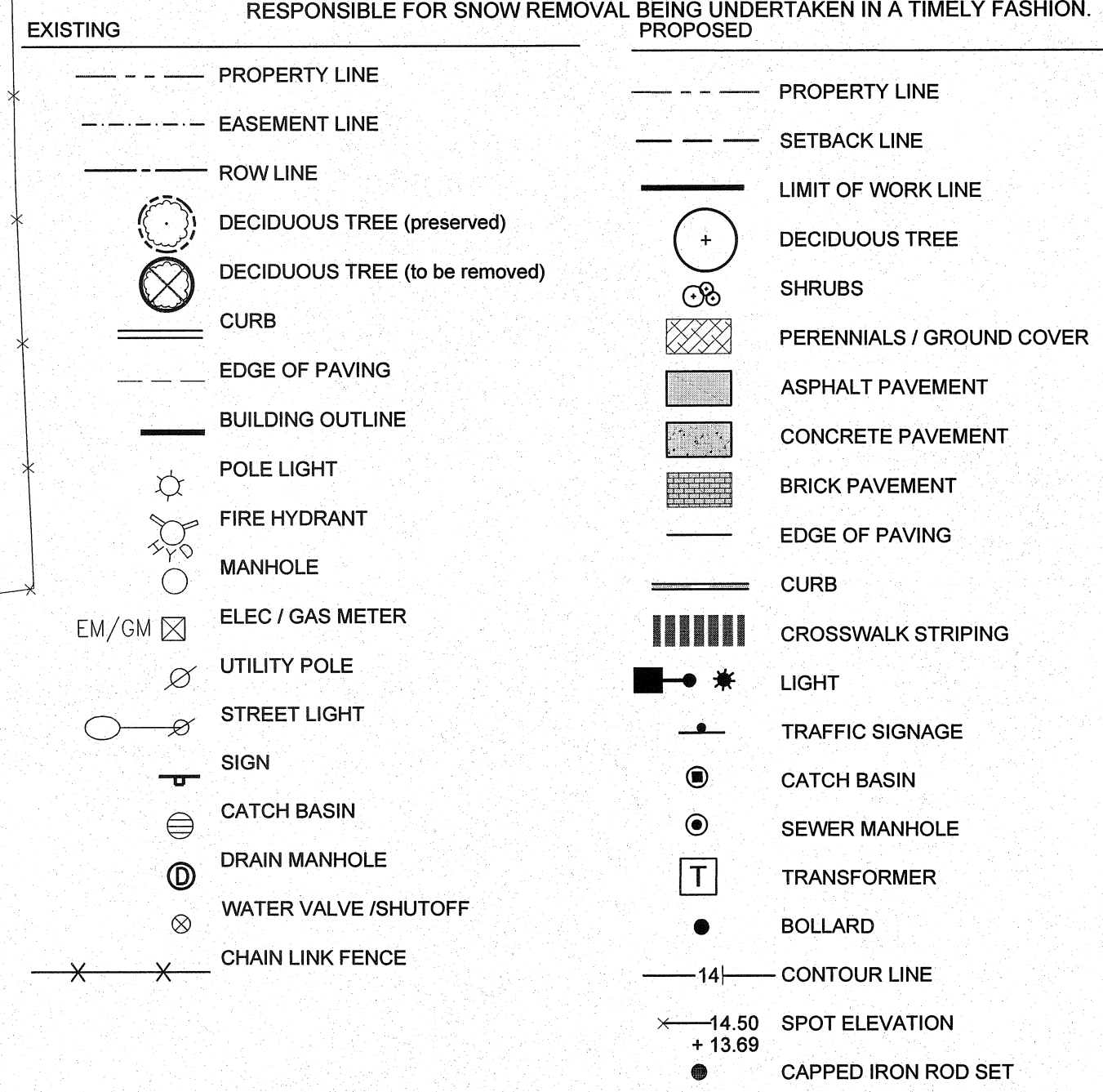
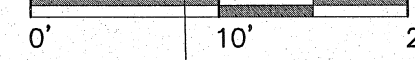


GENERAL NOTES:

1. TOTAL SITE AREA:	±0.48 ACRES (±20,934 SF)
2. ZONING DISTRICT:	RESIDENTIAL ZONE (R-7)
3. OWNER:	PORTLAND HOUSING AUTHORITY 14 BAXTER BLVD. PORTLAND, ME 04101 (207) 773.4753
APPLICANT:	58 BOYD STREET, LP 14 BAXTER BLVD. PORTLAND, ME 04101 (207) 773.4753
4. TAX MAP	TAX MAP 22, BLOCK F, LOT 1
5. BOOK AND PAGE:	CCRD BOOK 3129, PAGE 374
6. PROJECT ADDRESS:	58 BOYD STREET / 54 LANCASTER STREET
7. BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "BOUNDARY & TOPOGRAPHIC SURVEY" AT 58 BOYD STREET, PORTLAND, MAINE. MADE FOR PORTLAND HOUSING AUTHORITY, 14 BAXTER BLVD., PORTLAND, MAINE 04101. DATED AUGUST 29, 2017. PREPARED BY OWEN HASKELL, INC. 390 US ROUTE ONE, FALMOUTH, ME 04105, TELEPHONE 207.774.0424	
8. BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATE SYSTEM, MAINE WEST NAD 83 PER CITY POINTS:	
T102-78-101	L751-8-3007
N: 302993.85	N: 302902.11
E: 2929365.05	E: 2929788.62
9. BENCH MARK: MONUMENT T102-77-1 AT NORTHWEST CORNER OF ANDERSON STREET AND EAST LANCASTER STREET, ELEVATION 19.57 CITY DATUM.	
10. SPACE AND BULK (VV DIVISION 30 AFFORDABLE HOUSING BONUSES APPLIED):	

	<u>R-7</u>	<u>PROPOSED</u>
TOTAL DWELLING UNITS		55 DU
% AFFORDABLE		80% (44 DU)
MIN. LOT SIZE	NONE	0.48 AC
MIN. STREET FRONTAGE	NONE	+295 FT.
MIN. FRONT YARD	NONE	7 INCHES
MIN. REAR / SIDE YARD	5 FT	5.5 FT
MAX. LOT COVERAGE	100%	<100%
MAX. BLDG HT. (+25' BONUS)	50 FT.	72-75 FT.
OFF-STREET PARKING	1 PS / D.U. (55 REQ'D)	23 PS

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.
12. ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.
13. EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4977).
14. 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.
15. 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.
16. ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
17. 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.
18. ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES.
19. 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.
20. 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 24-48 HOURS FOLLOWING A STORM. SNOW TRANSPORTED OFF-SITE SHALL BE BROUGHT TO A MAINE DEP APPROVED 'SNOW DUMP' TO MEET THE DEPOSITION REQUIREMENT SPECIFIED WITHIN CHAPTER 573 WHERE 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. RESULTING FROM THEIR ACTIVITIES. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT. THE BUILDING OWNER / ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

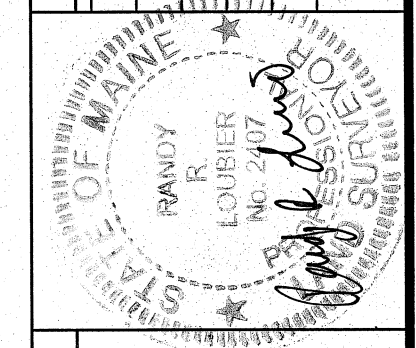


STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20____.
AT ____ hr. ____ min. AND RECORDED IN
PLAN BOOK _____, PAGE _____.
ATTEST _____ REGISTER

<u>APPLICANT:</u> 58 BOYD STREET, LP 14 BAXTER BLVD PORTLAND, MAINE 04101	
<u>OWNER:</u> PORTLAND HOUSING AUTHORITY 14 BAXTER BLVD PORTLAND, MAINE 04101	

project: 58 BOYD STREET
APARTMENTS

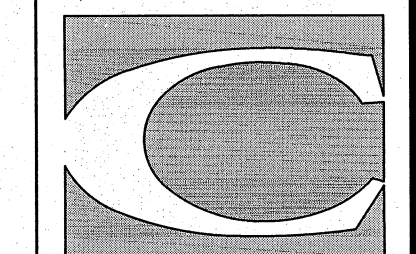
Revisions	Date	Description
1	9-15-2017	CITY OF PORTLAND LEVEL III SITE PLAN SUBM.



Drawn By: MP
Approved By: PC
Scale: AS

SUBDIVISION PLAN

Phase:
PERMITTING

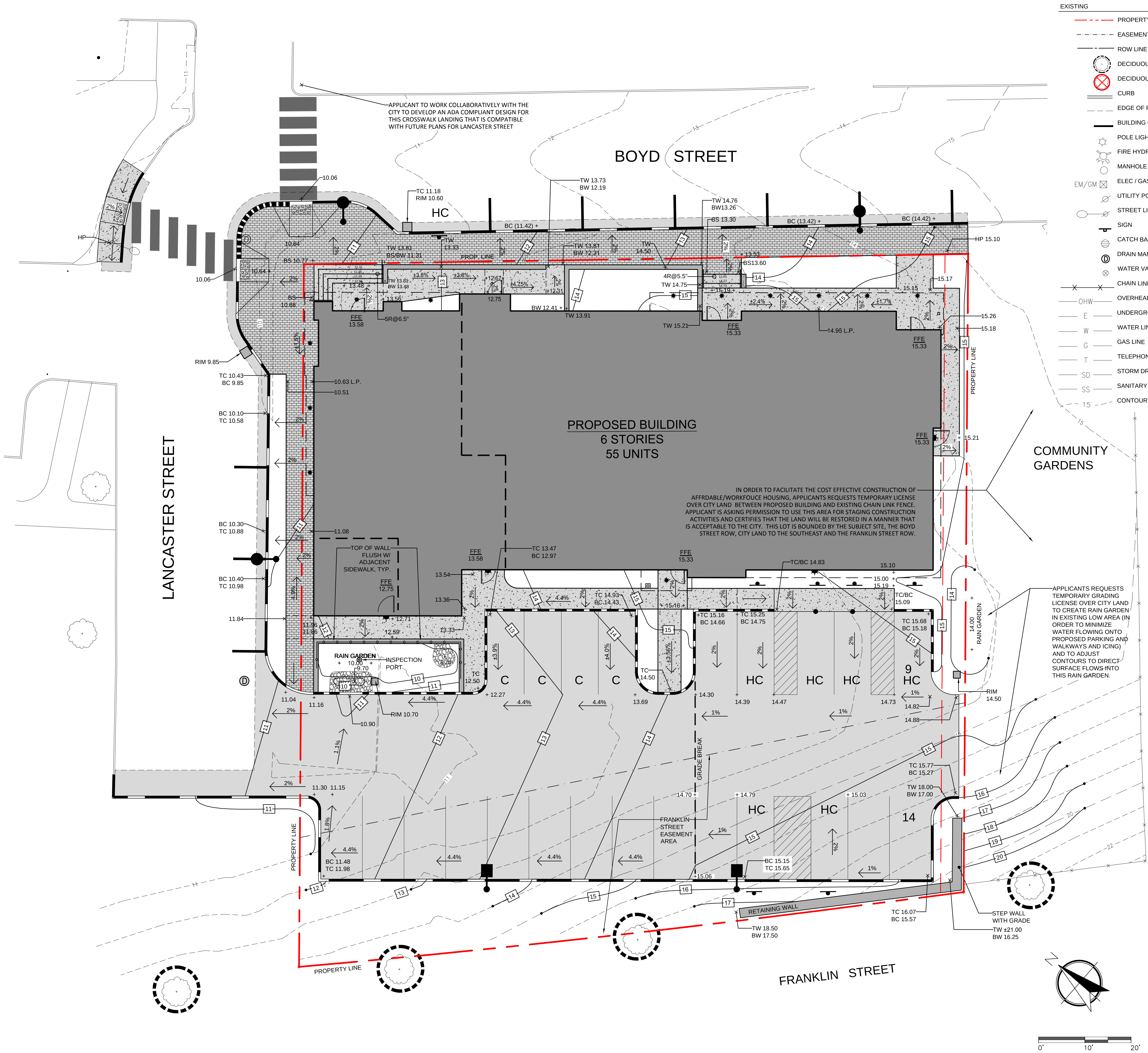


CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

Date:
SEPT 15, 2017

Sheet No:

C-3.0



EXISTING

PROPERTY LINE

EASEMENT LINE

ROW LINE

DECIDUOUS TREE (preserved)

DECIDUOUS TREE (to be removed)

CURB

EDGE OF PAVING

BUILDING OUTLINE

POLE LIGHT

FIRE HYDRANT

MANHOLE

ELEC / GAS METER

UTILITY POLE

STREET LIGHT

SIGN

CATCH BASIN

DRAIN MANHOLE

WATER VALVE / SHUTOFF

CHAIN LINK FENCE

OVERHEAD WIRES

UNDERGROUND POWER

WATER LINE

GAS LINE

TELEPHONE

STORM DRAIN

SANITARY SEWER

CONTOUR LINE

PROPOSED

PROPERTY LINE

SETBACK LINE

LIMIT OF WORK LINE

DECIDUOUS TREE

SHRUBS

PERENNIALS / GROUND COVER

ASPHALT PAVEMENT

CONCRETE PAVEMENT

BRICK PAVEMENT

EDGE OF PAVING

CURB

CROSSWALK STRIPING

LIGHT

TRAFFIC SIGNAGE

CATCH BASIN

SEWER MANHOLE

TRANSFORMER

BOLLARD

CONTOUR LINE

SPOT ELEVATION

CAPPED IRON ROD SET

CATCH BASIN / FIELD INLET

SEWER MANHOLE

DRAIN MANHOLE

GENERAL NOTES:

- BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "BOUNDARY & TOPOGRAPHIC SURVEY" AT 58 BOYD STREET, PORTLAND, MAINE. MADE FOR PORTLAND HOUSING AUTHORITY, 14 BAXTER BLVD., PORTLAND, MAINE 04101. DATED AUGUST 29, 2017. PREPARED BY OWEN HASKELL, INC. 390 US ROUTE ONE, FALMOUTH, ME 04105, TELEPHONE 207.774.0424
- BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATE SYSTEM, MAINE WEST NAD 83.
- BENCHMARK: MONUMENT T102-77-1 AT NORTHWEST CORNER OF ANDERSON STREET AND EASE LANCASTER STREET, ELEVATION 19.57 CITY DATUM.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.
- ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.
- EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4977).
- THE CONTRACTOR SHALL ESTABLISH PERMANENT BENCH MARKS. MAINTAIN ALL ESTABLISHED BOUNDS AND BENCH MARKS AND REPLACE AS DIRECTED ANY WHICH ARE DESTROYED OR DISTURBED.
- LIMIT OF WORK LINE IS NOTED ON DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE DUE TO OPERATIONS INSIDE AND OUTSIDE OF THE CONTRACT LIMIT LINE. CONTRACTOR SHALL MEET LINE AND GRADE OF EXISTING CONDITIONS AT THE LIMIT OF WORK LINE.
- MAINTAIN THE INTEGRITY OF THE EXISTING DRAINAGE AND UTILITY SYSTEMS AT ALL TIMES.
- CONTRACTOR SHALL EXERCISE SPECIAL CARE TO AVOID ANY DAMAGE TO EXISTING BUILDINGS, EXISTING TREES TO REMAIN, ETC., AND MONUMENTS RESULTING FROM SITE PREPARATION AND CONSTRUCTION OPERATIONS.
- ADJUST ALL EXISTING UTILITY FRAMES, GRATES, COVERS, ETC. THAT ARE TO REMAIN TO PROPOSED FINISH GRADES. IF NO SPECIFIC PROPOSED GRADE IS INDICATED ON THE DRAWINGS, THE CONTRACTOR SHALL ADJUST THE UTILITIES TO MEET THE PROPOSED ADJACENT CONDITIONS.
- FOR ALL AREAS INSIDE AND OUTSIDE THE CONTRACT LIMIT LINE THAT ARE DISTURBED BY CONSTRUCTION AND FOR WHICH NO NEW CONSTRUCTION IS INDICATED, THE CONTRACTOR SHALL REPAIR AND REPLACE IN KIND.
- 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.
- 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.
- ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
- 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.
- ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES.
- ALL WALKWAYS, PEDESTRIAN AREAS AND ACCESSIBLE PARKING AISLES SHALL CONFORM WITH THE APPROPRIATE ADA GUIDELINES. GRADING SHALL BE AS FOLLOWS:
 - WALKWAYS SHALL HAVE A MAXIMUM CROSS SLOPE (PERPENDICULAR TO THE DIRECTION OF TRAVEL) OF 2% AND A MAXIMUM LONGITUDINAL SLOPE (ALONG THE DIRECTION OF TRAVEL) OF 5%.
 - CURB RAMP MAY HAVE A LONGITUDINAL SLOPE OF UP TO 8% (1" PER FOOT) OVER A DISTANCE OF UP TO 8 FEET; HOWEVER, THE MAXIMUM CROSS SLOPE IS STILL 2%.
 - LANDING AREAS, PATIO AREAS AND AREAS WHERE PEDESTRIANS ARE TURNING SHALL HAVE A MAXIMUM SLOPE OF 2% IN ALL DIRECTIONS.
 - IF THE CONTRACTOR DETERMINES THAT THE ABOVE STANDARDS ARE NOT COMPATIBLE WITH THE PROPOSED GRADING THEY SHALL CONTACT THE ENGINEER/OWNER UPON DISCOVERY AND REQUEST GUIDANCE.
 - ANY WORK DONE OUTSIDE OF THESE GUIDELINES (WITHOUT FIRST REQUESTING GUIDANCE) SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.

APPLICANT:

58 BOYD STREET, LP
14 BAXTER BLVD
PORTLAND, MAINE 04101

OWNER:

PORTLAND HOUSING
AUTHORITY
14 BAXTER BLVD
PORTLAND, MAINE 04101

Project:

58 BOYD STREET
APARTMENTS

Description:

CITY OF PORTLAND
LEVEL 11 SITE PLAN SUBM.

Date:

9.15.2017

Revisions:

1

Scale: AS SHOWN

APPROVED LANDSCAPE ARCHITECT
PATRICK J. CARROLL
NO. 127
STATE OF MAINE

GRADING PLAN

Phase:

PERMITTING

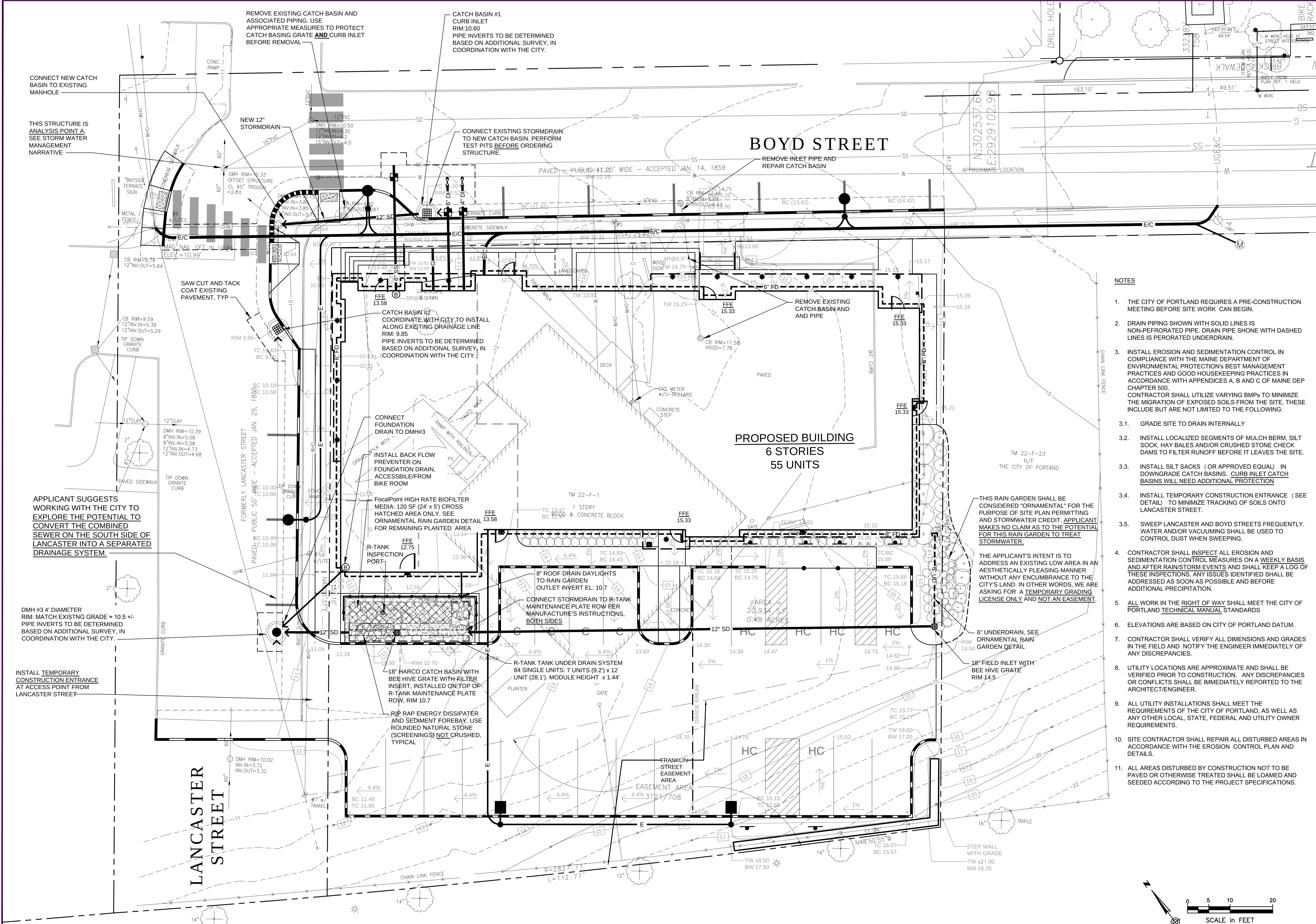
CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0112

Date:

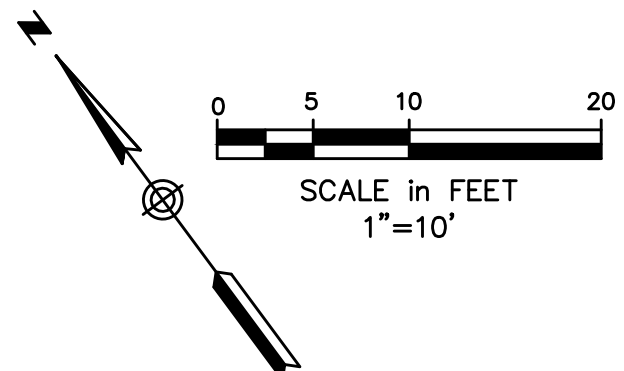
SEPT 15, 2017

Sheet No:

C-4.0



1. THE CITY OF PORTLAND REQUIRES A PRE-CONSTRUCTION MEETING BEFORE SITE WORK CAN BEGIN.
2. DRAIN PIPING SHOWN WITH SOLID LINES IS NON-PERFORATED PIPE. DRAIN PIPE SHONE WITH DASHED LINES IS PERFORATED UNDERDRAIN.
3. INSTALL EROSION AND SEDIMENTATION CONTROL IN COMPLIANCE WITH THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES AND GOOD HOUSEKEEPING PRACTICES IN ACCORDANCE WITH APPENDICES A, B AND C OF MAINE DEP CHAPTER 500. CONTRACTOR SHALL UTILIZE VARYING BMPs TO MINIMIZE THE MIGRATION OF EXPOSED SOILS FROM THE SITE. THESE INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:
 - 3.1. GRADE SITE TO DRAIN INTERNALLY
 - 3.2. INSTALL LOCALIZED SEGMENTS OF MULCH BERM, SILT SOCK, HAY BALES AND/OR CRUSHED STONE CHECK DAMS TO FILTER RUNOFF BEFORE IT LEAVES THE SITE.
 - 3.3. INSTALL SILT SACKS (OR APPROVED EQUAL) IN DOWNGRADE CATCH BASINS. CURB INLET CATCH BASINS WILL NEED ADDITIONAL PROTECTION
 - 3.4. INSTALL TEMPORARY CONSTRUCTION ENTRANCE (SEE DETAIL) TO MINIMIZE TRACKING OF SOILS ONTO LANCASTER STREET.
 - 3.5. SWEEP LANCASTER AND BOYD STREETS FREQUENTLY. WATER AND/OR VACUUMING SHALL BE USED TO CONTROL DUST WHEN SWEEPING.
4. CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENTATION CONTROL MEASURES ON A WEEKLY BASIS AND AFTER RAIN/STORM EVENTS AND SHALL KEEP A LOG OF THESE INSPECTIONS. ANY ISSUES IDENTIFIED SHALL BE ADDRESSED AS SOON AS POSSIBLE AND BEFORE ADDITIONAL PRECIPITATION.
5. ALL WORK IN THE RIGHT OF WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS
6. ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM.
7. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
8. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. ANY DISCREPANCIES OR CONFLICTS SHALL BE IMMEDIATELY REPORTED TO THE ARCHITECT/ENGINEER.
9. ALL UTILITY INSTALLATIONS SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND, AS WELL AS ANY OTHER LOCAL, STATE, FEDERAL AND UTILITY OWNER REQUIREMENTS.
10. SITE CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS.
11. ALL AREAS DISTURBED BY CONSTRUCTION NOT TO BE PAVED OR OTHERWISE TREATED SHALL BE LOAMED AND SEEDDED ACCORDING TO THE PROJECT SPECIFICATIONS.



FOR SITE PLAN PERMITTING

P:\2016\161.06034\58Boyd\58-Portland\Drawings\Working\Drawings\58_Boyd-CivilPlans.dwg C-5.0 Sep. 26, 2017 11:53am

58 Boyd Street
Redevelopment

BOYD STREET
PORTLAND, MAINE



OWNER:

58 BOYD STREET, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

Consultants:



ARCHITECT:

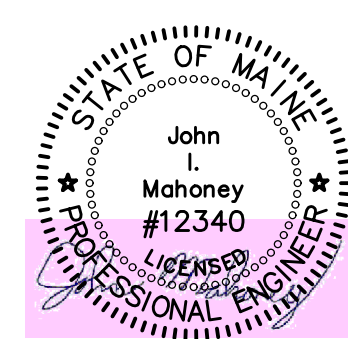
CWS ARCHITECTS
434 CUMBERLAND AVE
PORTLAND, ME 04101



Landscape Architect
Carroll Associates
217 Commercial Street
Portland, Maine 04101
207.772.1552



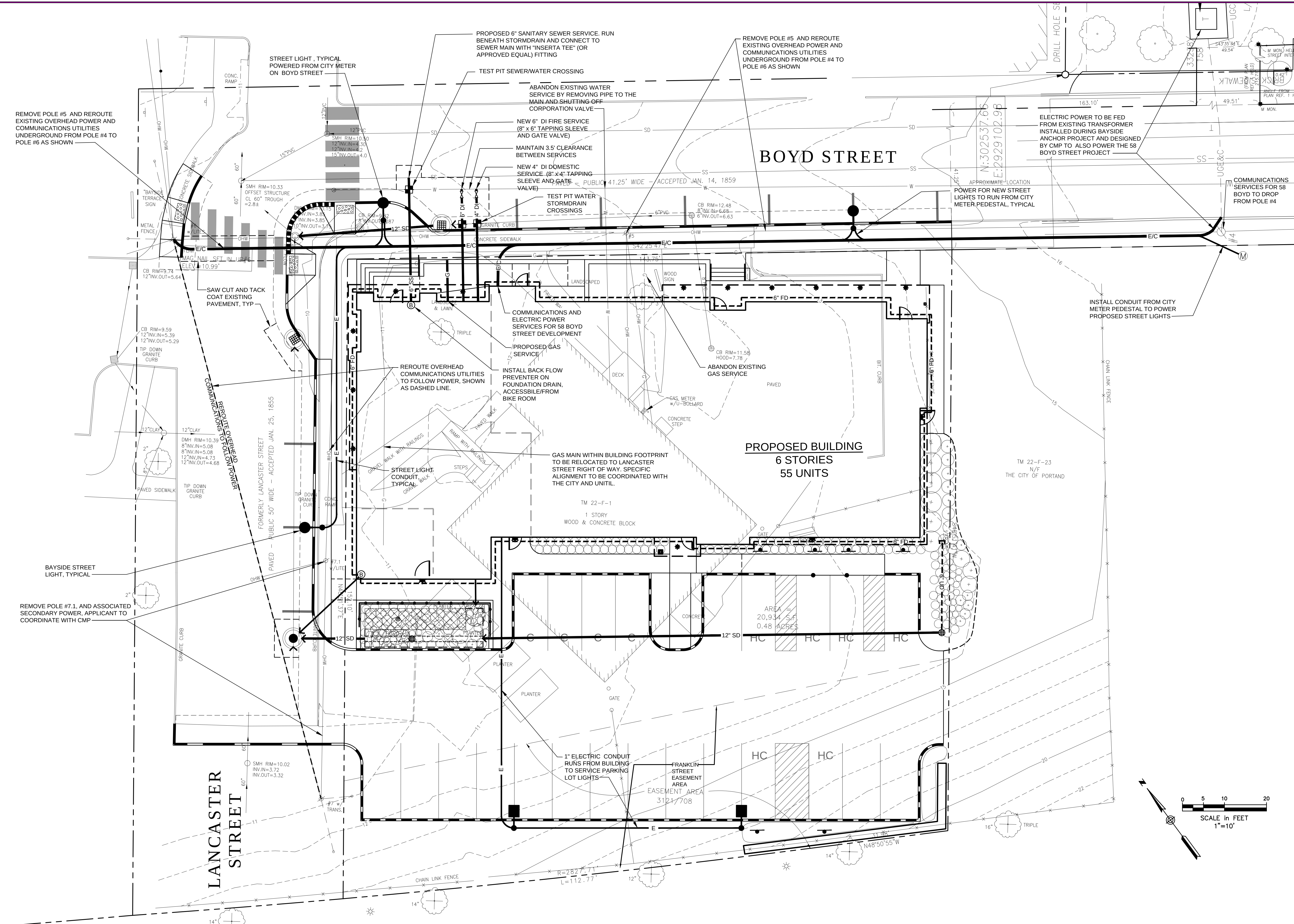
Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891



STORMWATER &
EROSION
CONTROL PLAN

B	SITE PLAN PERMITTING	9-26-17
A	PRELIMINARY PRICING	8-31-16
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SJB
Drawn by:	JIM	Approved by: SJB
Project:	161.06034	
Sheet No:		

C-5.0



FOR SITE PLAN PERMITTING

58 Boyd Street Redevelopment

BOYD STREET
PORTLAND, MAINE



OWNER:
58 BOYD STREET, LP
14 BAXTER BLVD.
PORTLAND, ME 04101



ARCHITECT:
CWS ARCHITECTS
434 CUMBERLAND AVE
PORTLAND, ME 04101



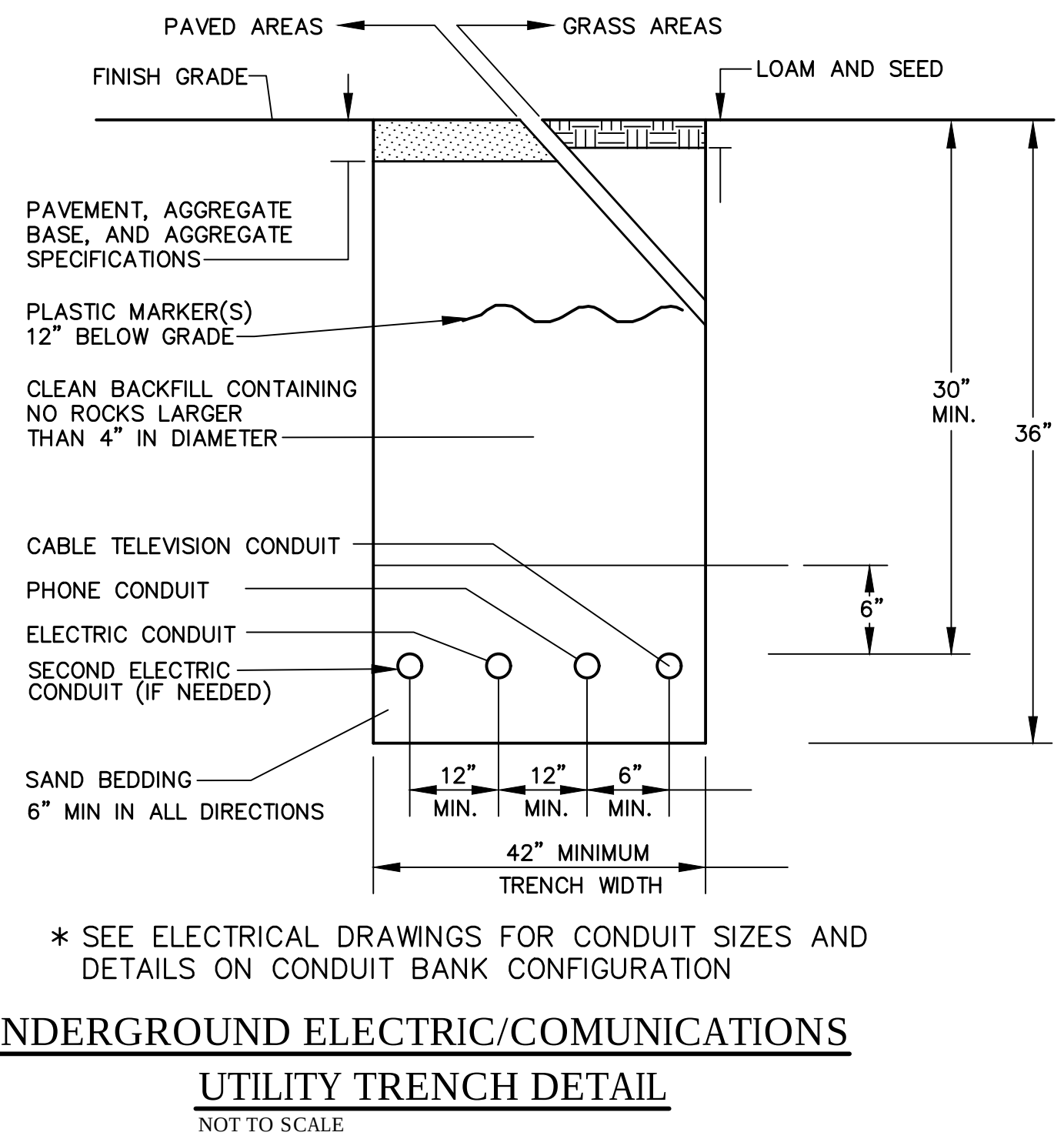
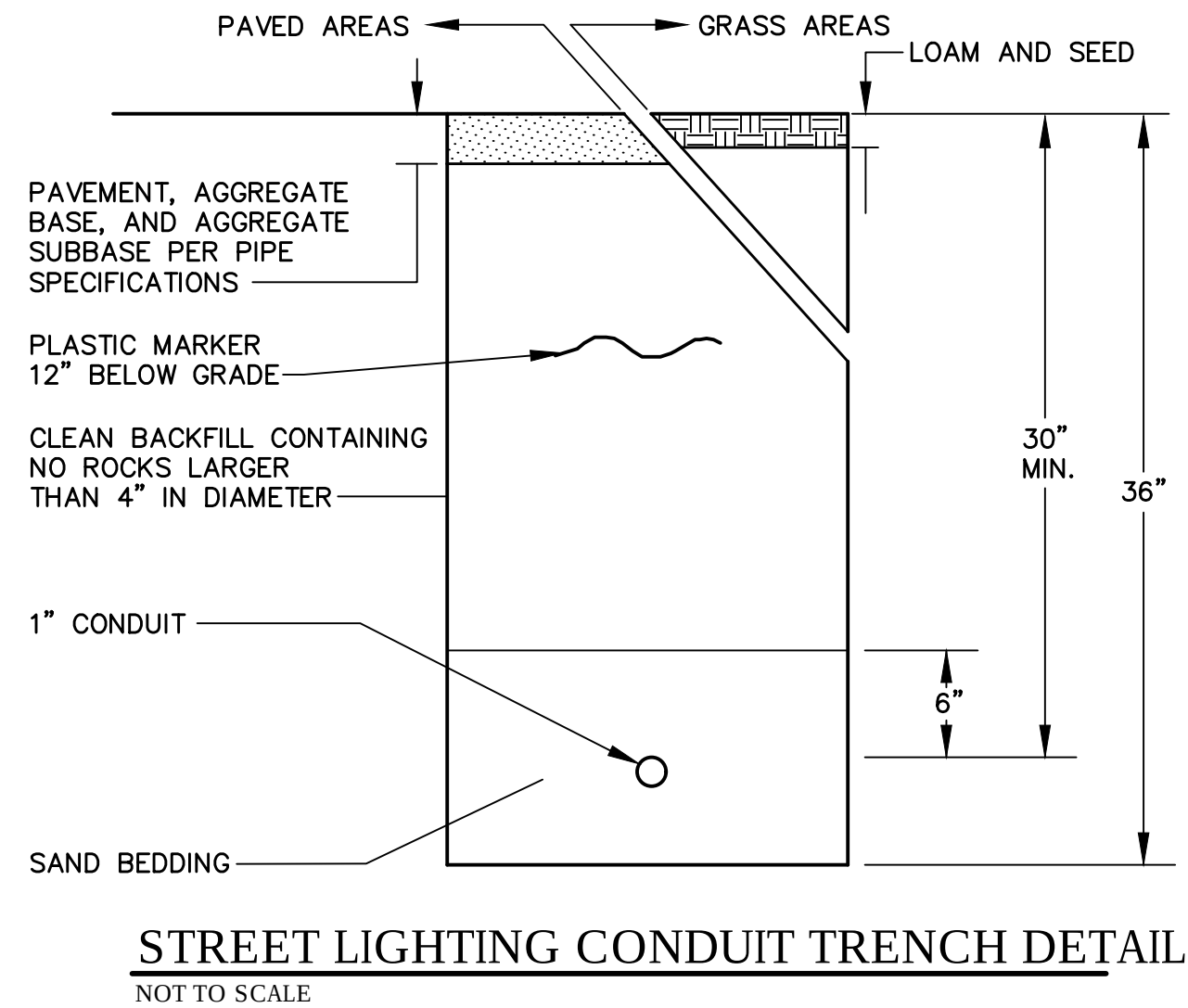
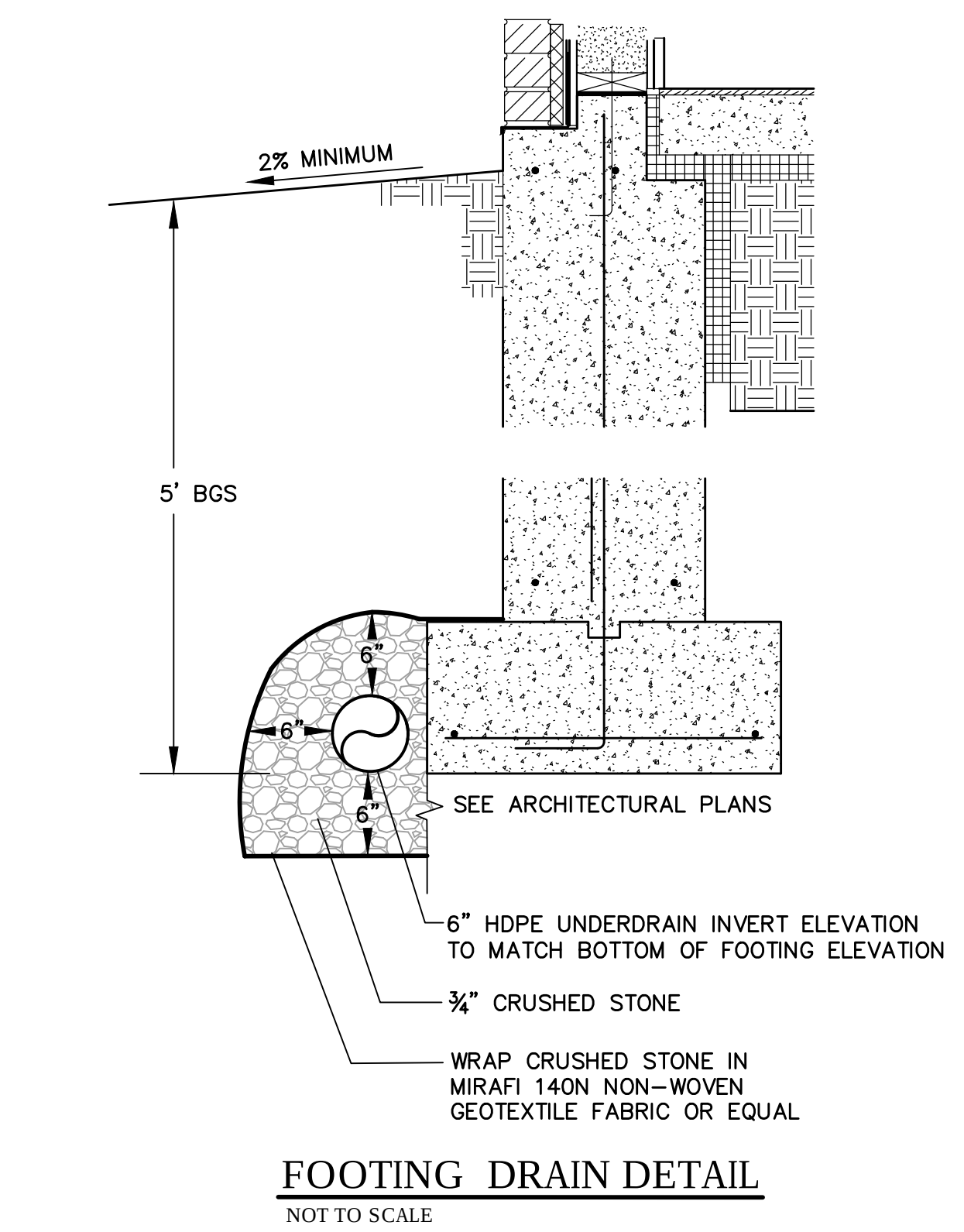
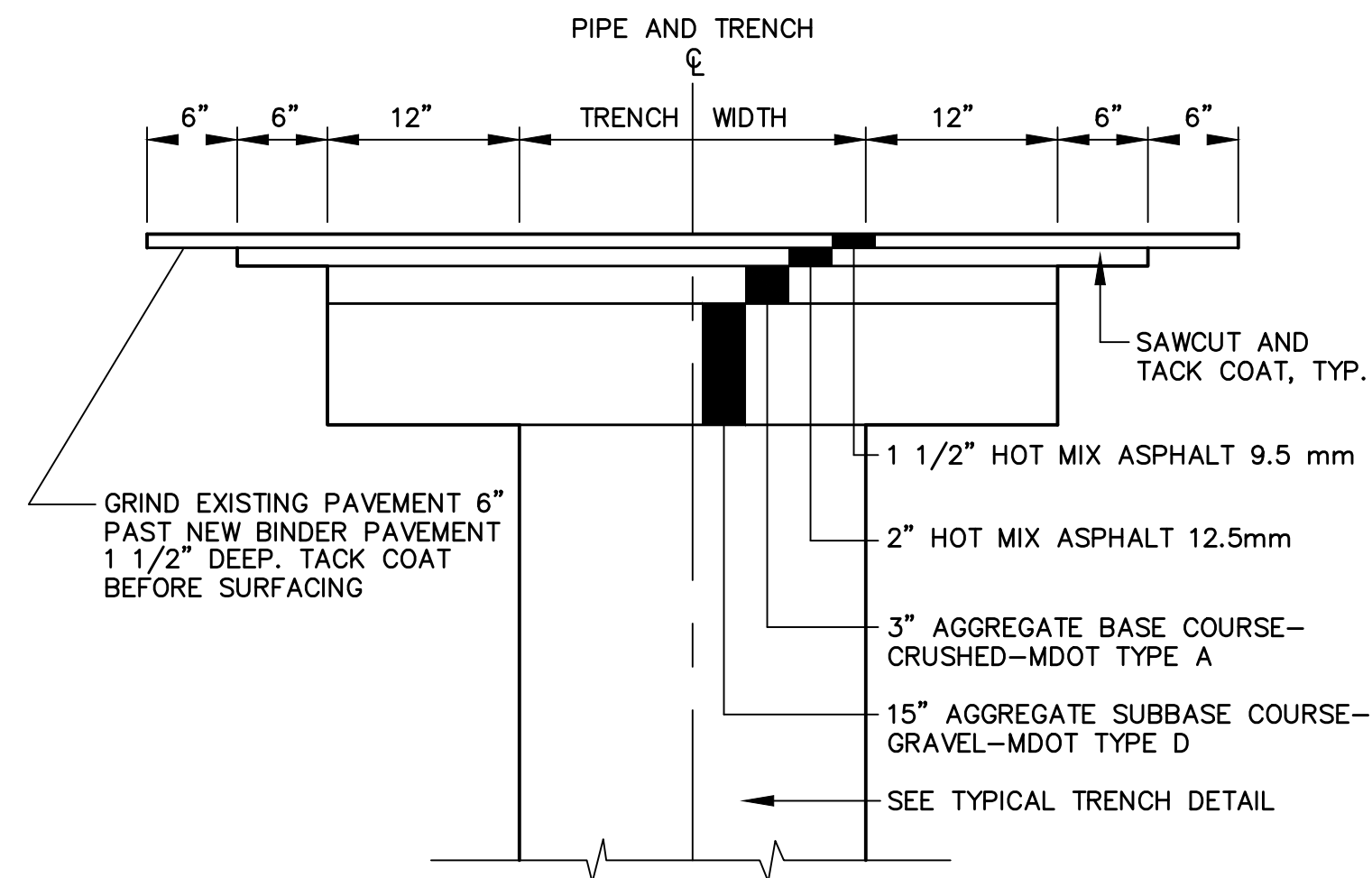
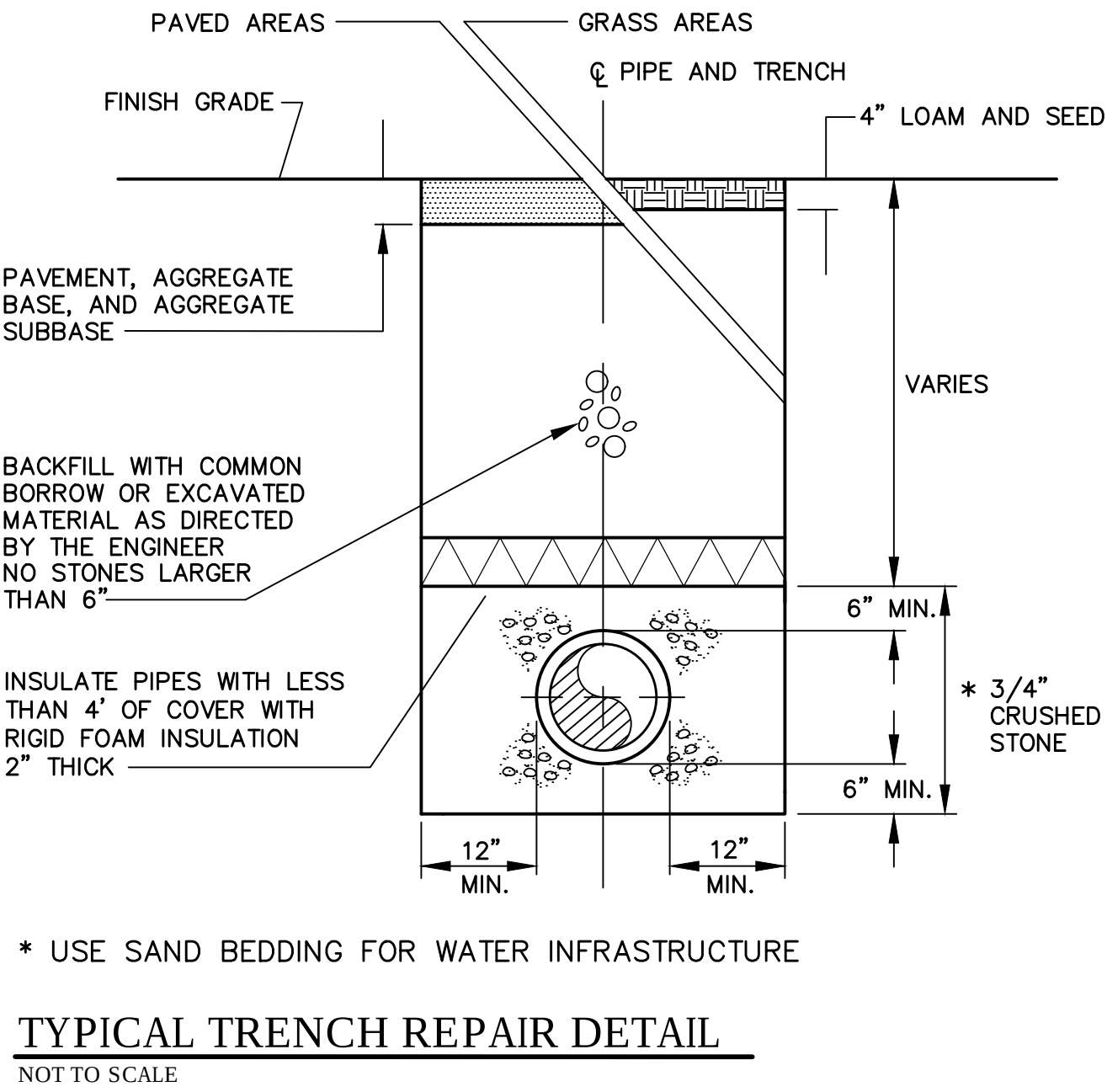
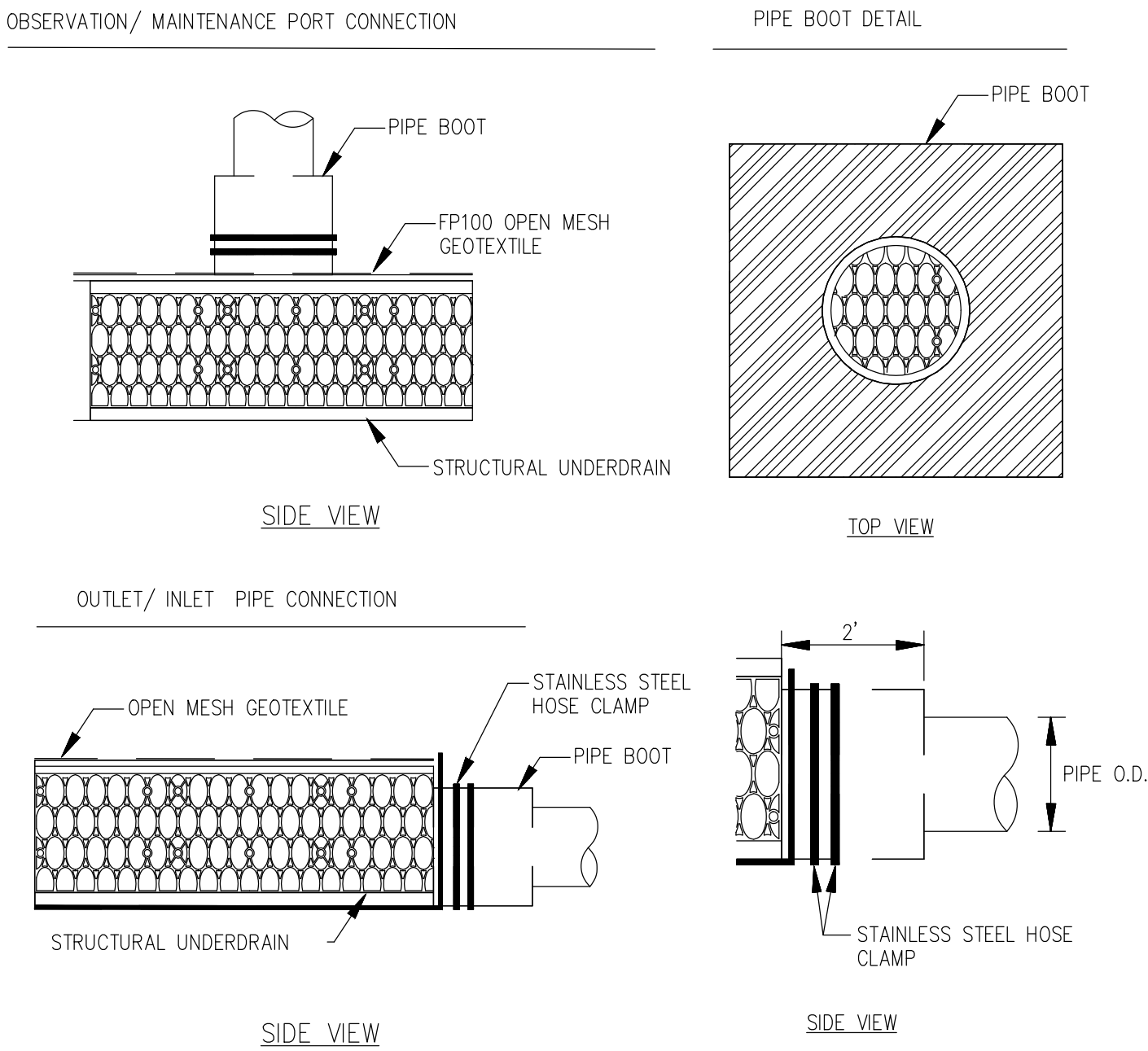
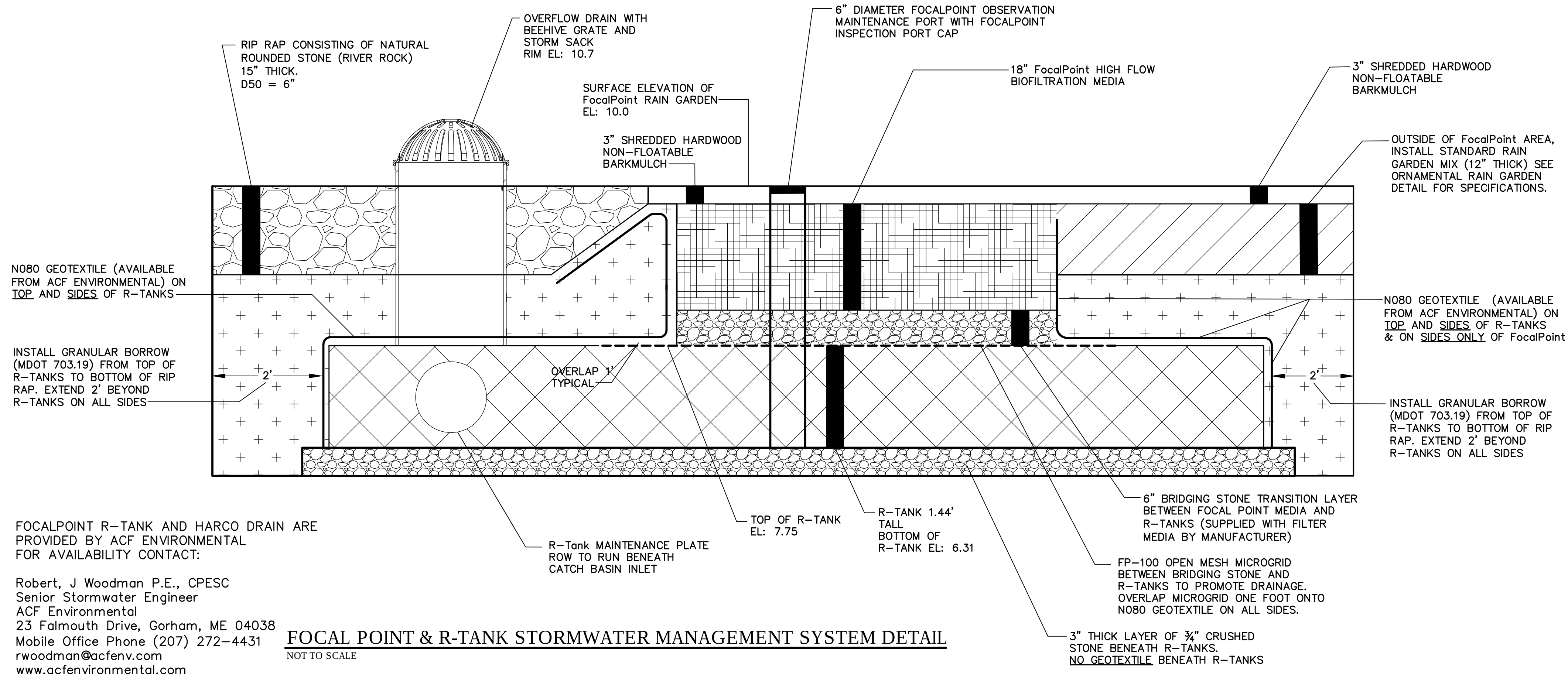
Landscape Architect
Carroll Associates
217 Commercial Street
Portland, Maine 04101
207.772.1552



UTILITY PLAN

B	SITE PLAN PERMITTING	9-26-17
A	PRELIMINARY PRICING	8-31-16
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SJB
Drawn by:	JIM	Approved by: SJB
Project:	161.06034	
Sheet No:		

C-6.0



58 Boyd Street Redevelopment

BOYD STREET
PORTLAND, MAINE



OWNER:

58 BOYD STREET, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

Consultants:



ARCHITECT:

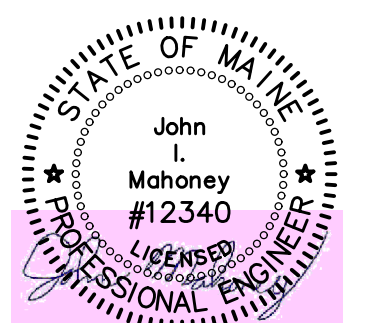
CWS ARCHITECTS
434 CUMBERLAND AVE
PORTLAND, ME 04101



Landscape Architect
Carroll Associates
217 Commercial Street
Portland, Maine 04101
207.772.1552



Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891

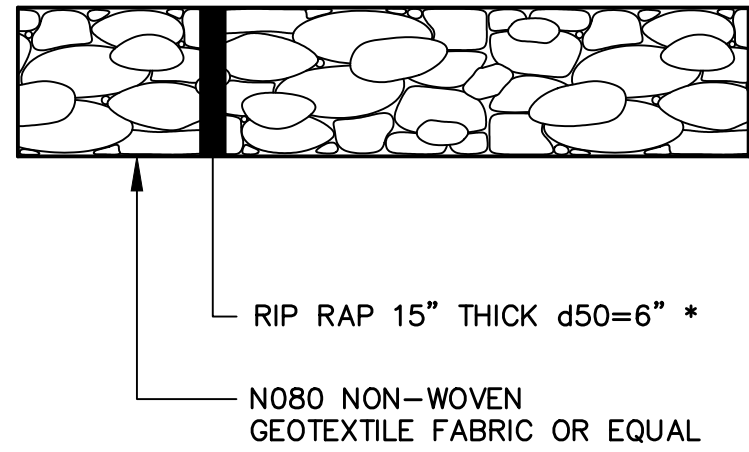


CIVIL DETAILS

A	SITE PLAN PERMITTING	9-26-17
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SJB
Drawn by:	JIM	Approved by: SJB
Project:	161.06034	
Sheet No:		

C-7.0

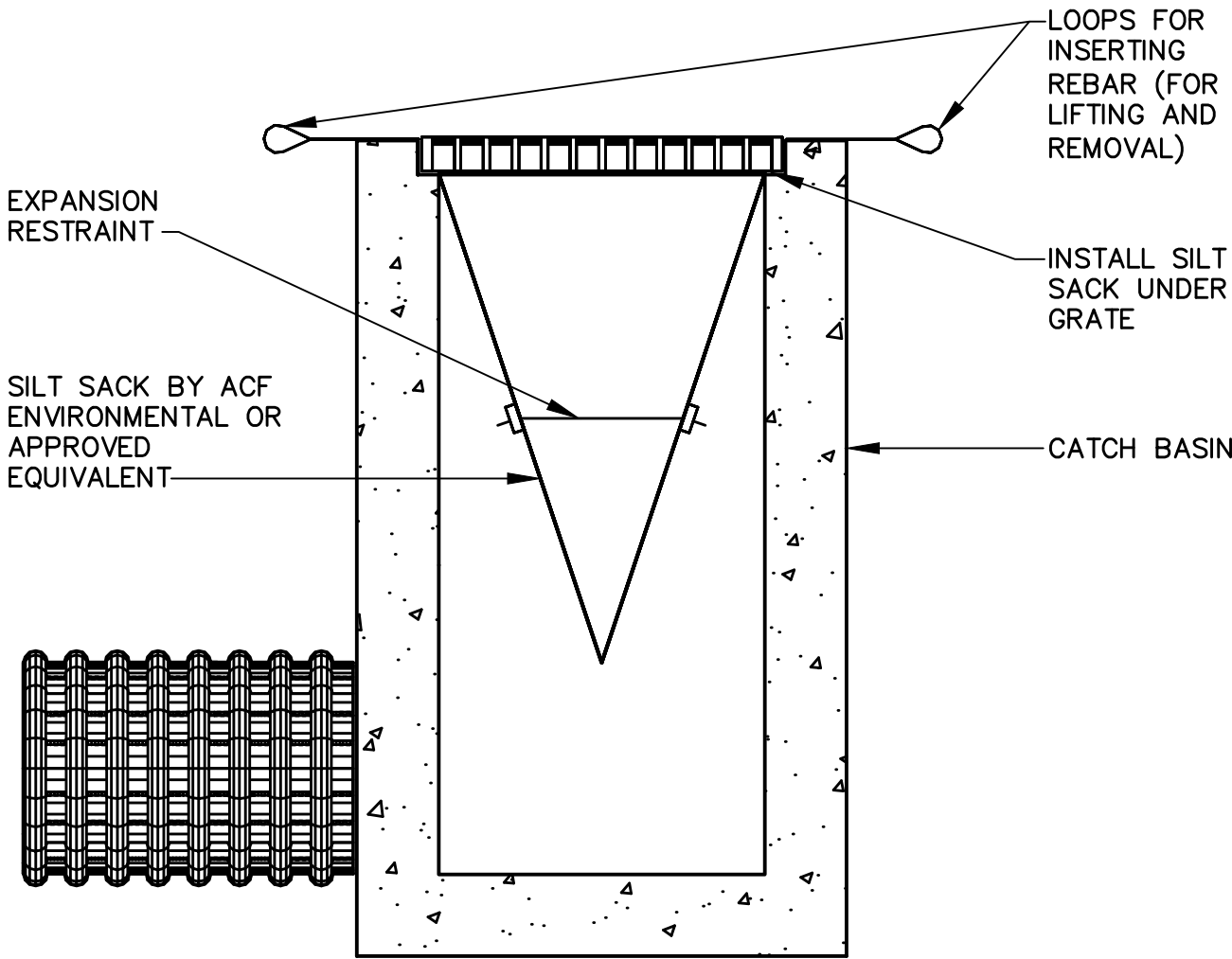
FOR SITE PLAN PERMITTING



- * RIP RAP TO CONSIST OF ROUNDED NATURAL STONE (SCREENINGS)
- ** SEE PLANS FOR SHAPE, SIZE & GRADING OF ENERGY DISSIPATERS/PLUNGE POOLS

ENERGY DISSIPATER/PLUNGE POOL DETAIL

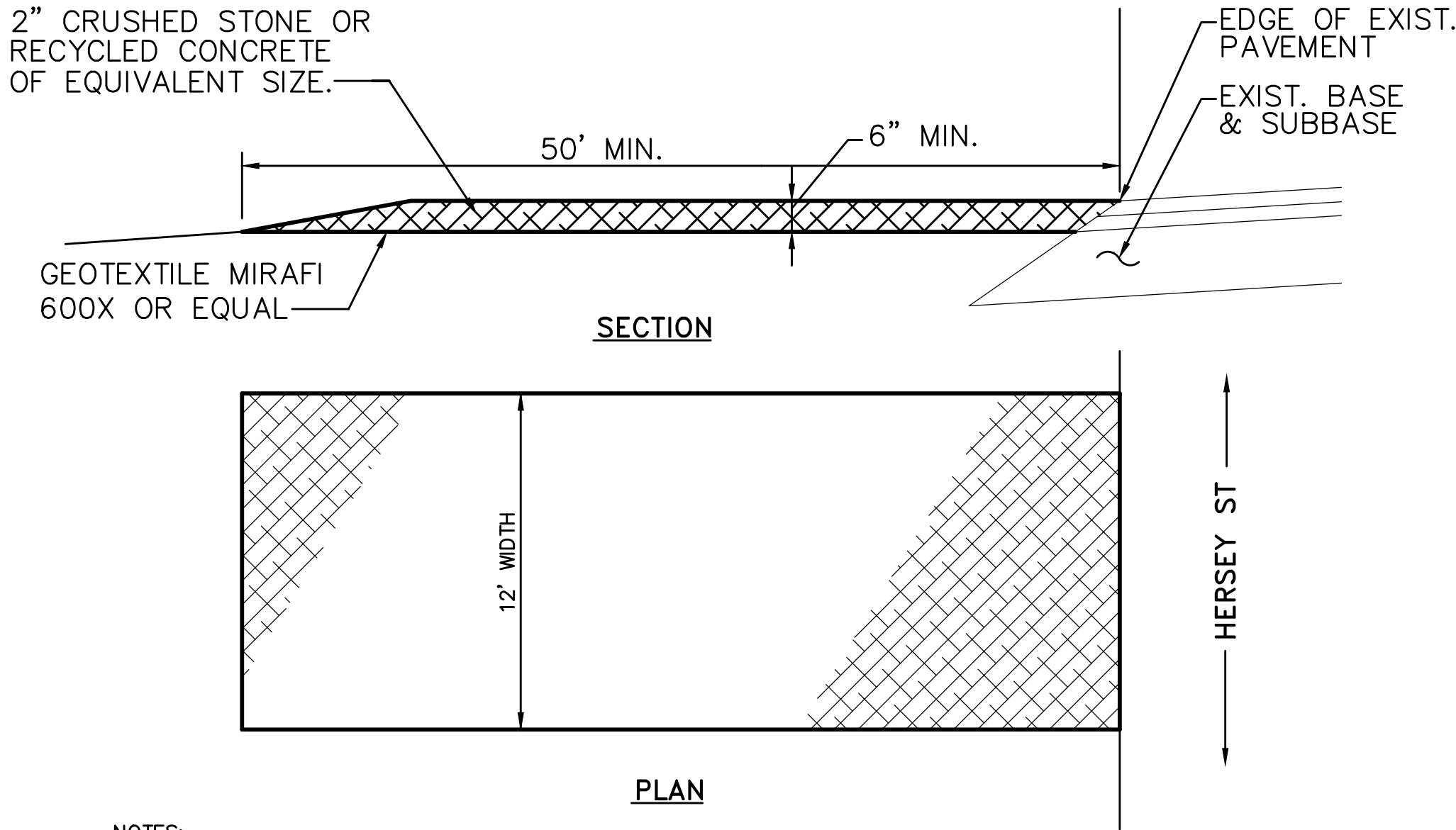
NOT TO SCALE



- NOTES:
1. INSTALL SILTSACK PER MANUFACTURER'S RECOMMENDATIONS.
 2. SILTSACKS SHALL BE CHECKED FOR SEDIMENT LEVEL AND OVERALL CONDITION IMMEDIATELY AFTER EVERY RAIN EVENT AND AT LEAST EVERY DAY DURING PROLONGED RAINFALL..
 3. SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO 1/2 THE DESIGN DEPTH OF THE SILTSACK. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT WILL NOT ERODE.
 4. SEDIMENT SHALL ONLY BE REMOVED BY REMOVING THE SILTSACKS FROM THE CATCH BASINS ACCORDING TO MANUFACTURER RECOMMENDATIONS.
 6. CARE SHALL BE TAKEN TO AVOID SPILLING SEDIMENT WHILE REMOVING THE SILTSACK.
 7. ANY DAMAGED SILTSACK SHALL BE REPLACED WITH A NEW SILTSACK.

INLET PROTECTION - SILT SACK

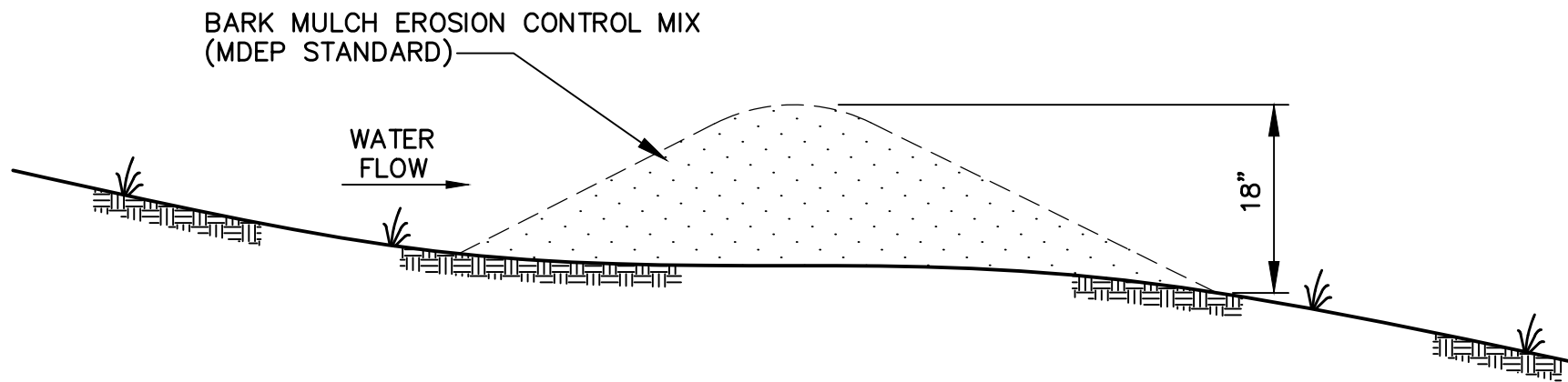
NOT TO SCALE



- NOTES:
1. MAINTAIN ENTRANCE IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT OF WAY. IF WASHING IS REQUIRED PREVENT SEDIMENT FROM ENTERING WATERWAYS, DITCHES OR STORM DRAINS.
 2. REMOVE STABILIZED CONSTRUCTION ENTRANCE TO FINISH ROAD CONSTRUCTION & PAVEMENT.

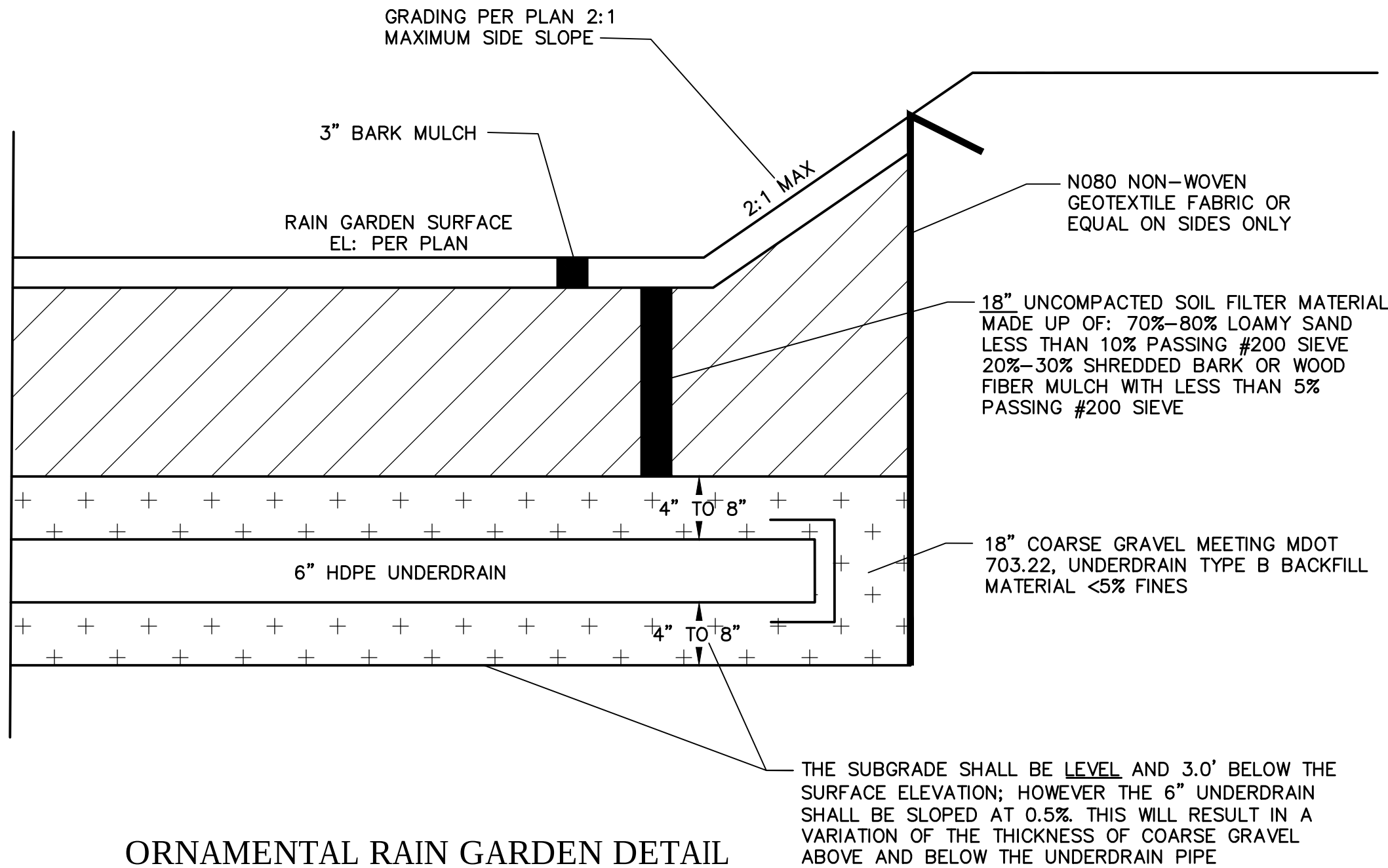
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



MULCH BERM DETAIL

NOT TO SCALE



ORNAMENTAL RAIN GARDEN DETAIL

NOT TO SCALE

FOR SITE PLAN PERMITTING

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58 Boyd Street Redevelopment

BOYD STREET
PORTLAND, MAINE



OWNER:

58 BOYD STREET, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

Consultants:



ARCHITECT:

CWS ARCHITECTS
434 CUMBERLAND AVE
PORTLAND, ME 04101

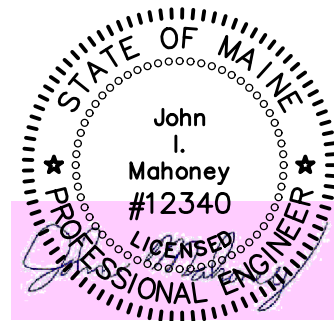


CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

Landscape Architect
Carroll Associates
217 Commercial Street
Portland, Maine 04101
207.772.1552



Consulting, Inc.
Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891



CIVIL DETAILS

A	SITE PLAN PERMITTING	9-26-17
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SJB
Drawn by:	JIM	Approved by: SJB
Project:	161.06034	
Sheet No:		

C-8.0

58 BOYD STREET APARTMENTS

Consultants:

OWNER:

PORTLAND HOUSING AUTHORITY
14 Baxter Blvd.
Portland, ME 04101
(207) 773.4753

APPLICANT:

58 BOYD STREET, LP
14 Baxter Blvd.
Portland, ME 04101
(207) 773.4753

ARCHITECT:

CWS ARCHITECTS
264 US Route One, Suite 100 2A
Scarborough, ME 04074
(207) 774.4441

LANDSCAPE ARCHITECT:

CARROLL ASSOCIATES
217 Commercial Street, Suite 200
Portland, ME 04101
(207) 772-1552

ENGINEER:

RANSOM ENGINEERS, INC.
400 Commercial Street, Suite 404
Portland, ME 04101
(207) 772.2891

SURVEYOR:

OWEN HASKELL, INC.
390 US Route One, Unit 10
Falmouth, ME 04105
(207) 774.0424

58 BOYD ST / 54 LANCASTER ST PORTLAND, ME

TAX MAP 22, BLOCK F, LOT 1

Plan Index :

- 1B BOUNDARY & TOPOGRAPHIC SURVEY
- C-1.0 DEMOLITION AND SITE PREP PLAN
- C-2.0 SITE PLAN
- C-3.0 SUBDIVISION PLAN
- C-4.0 GRADING PLAN
- C-5.0 STORMWATER AND EROSION CONTROL PLAN
- C-6.0 UTILITY PLAN
- C-7.0 CIVIL DETAILS
- C-8.0 CIVIL DETAILS
- L-1.0 LANDSCAPE AND LIGHTING PLAN
- L-2.0 SITE DETAILS
- L-2.1 SITE DETAILS
- L-2.2 SITE DETAILS
- L-3.0 PHOTOMETRIC PLAN
- A1.10 FIRST FLOOR PLAN
- A1.20 SECOND FLOOR PLAN
- A1.30 THIRD FLOOR PLAN
- A1.40 FOURTH FLOOR PLAN
- A1.50 FIFTH FLOOR PLAN
- A1.60 SIXTH FLOOR PLAN
- A1.70 ROOF PLAN
- A3.01 BUILDING ELEVATIONS
- A3.02 BUILDING ELEVATIONS
- LS1.10 LIFE SAFETY PLAN

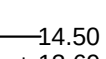
ISSUED FOR: FINAL CITY PLAN SET
ISSUE DATE: SEPTEMBER 15, 2017

PLANT LIST - TREES						
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
3	GT	<i>Gleditsia triacanthos</i> 'Shademaster'	Honeylocust	3" CAL.	B&B	N
3	CC	<i>Carpinus caroliniana</i>	American Hornbeam	3" CAL.	B&B, MATCHING SET	Y
5	QR	<i>Quercus robur</i> x <i>bicolor</i> 'Long'	Regal Prince Oak	3" CAL.	B&B, MATCHING SET	Y

PLANT LIST - SHRUBS						
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
6	CA	<i>Clethra alnifolia</i> 'Hummingbird'	Sweet Pepperbush	# 5	CONT	Y
7	CP	<i>Comptonia peregrina</i>	Sweetfern	# 5	CONT	Y
6	MP	<i>Myrica pensylvanica</i>	Northern Bayberry	# 5	CONT	Y

PLANT LIST - PERENNIALS + GROUND COVERS						
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
45	DC	<i>Deschampsia caespitosa</i>	Tufted Hair Grass	# 2	CONT	Y
16	ED	<i>Eupatorium dubium</i> 'Little Joe'	Dwarf Joe Pye Weed	# 2	CONT	Y
144	EF	<i>Eunymus fortunei</i> 'Coloratus'	Purpleleaf Wintercreeper	# 2	CONT - 24" O.C.	N
33	IV	<i>Iris versicolor</i>	Blue Flag Iris	# 2	CONT	Y
15	MF	<i>Monarda fistulosa</i>	Wild Bergamot	#2	CONT	Y
395 sf	P	Mixed perennials - TBD	Mixed Perennials - TBD	# 2	CONT	Y
82	PV	<i>Panicum virgatum</i> 'Heavy Metal'	Switch Grass	# 2	CONT	Y

1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL REMUNERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
3. ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
5. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
6. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
7. ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
8. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. ALL PLANTS BEDS AND TREE WELLS SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH.
10. CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMIXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
11. ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
13. ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
14. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
15. CONTRACTOR SHALL STAKE TREES IF DEEMED NECESSARY BY THE LANDSCAPE ARCHITECT.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE PREPARED SOIL PLANTING MIX AS PER THE CONTRACT SPECIFICATIONS.
17. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.

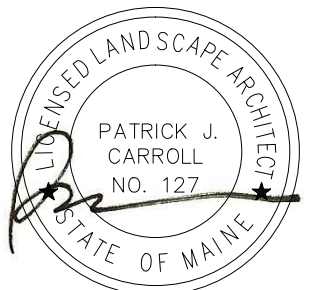
EXISTING	PROPOSED
 PROPERTY LINE	 PROPERTY LINE
 EASEMENT LINE	 SETBACK LINE
 ROW LINE	 LIMIT OF WORK LINE
 DECIDUOUS TREE (preserved)	 DECIDUOUS TREE
 DECIDUOUS TREE (to be removed)	 SHRUBS
 CURB	 PERENNIALS / GROUND COVER
 EDGE OF PAVING	 ASPHALT PAVEMENT
 BUILDING OUTLINE	 CONCRETE PAVEMENT
 POLE LIGHT	 BRICK PAVEMENT
 FIRE HYDRANT	 EDGE OF PAVING
 MANHOLE	 CURB
EM/GM  ELEC / GAS METER	 CROSSWALK STRIPING
 UTILITY POLE	 LIGHT
 STREET LIGHT	 TRAFFIC SIGNAGE
 SIGN	 CATCH BASIN
 CATCH BASIN	 SEWER MANHOLE
 DRAIN MANHOLE	 TRANSFORMER
 WATER VALVE /SHUTOFF	 BOLLARD
 CHAIN LINK FENCE	 CONTOUR LINE
OVERHEAD WIRES	SPOT ELEVATION
UNDERGROUND POWER	CAPPED IRON ROD SET
WATER LINE	CATCH BASIN / FIELD INLET
GAS LINE	SEWER MANHOLE
TELEPHONE	DRAIN MANHOLE

58 BOYD STREET, LP
14 BAXTER BLVD
PORTLAND, MAINE 04101

PORTLAND HOUSING
AUTHORITY
14 BAXTER BLVD
PORTLAND, MAINE 04101

58 BOYD STREET
APARTMENTS

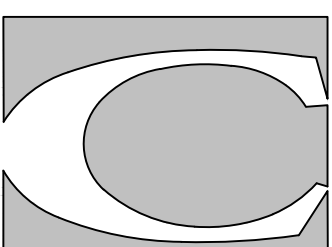
	Revisions	Date	Description
CITY OF PORTLAND, UTILITY DEPT PLANNING	0-6-00-7		



LANDSCAPE AND LIGHTING PLAN

Phase:

PERMITTING

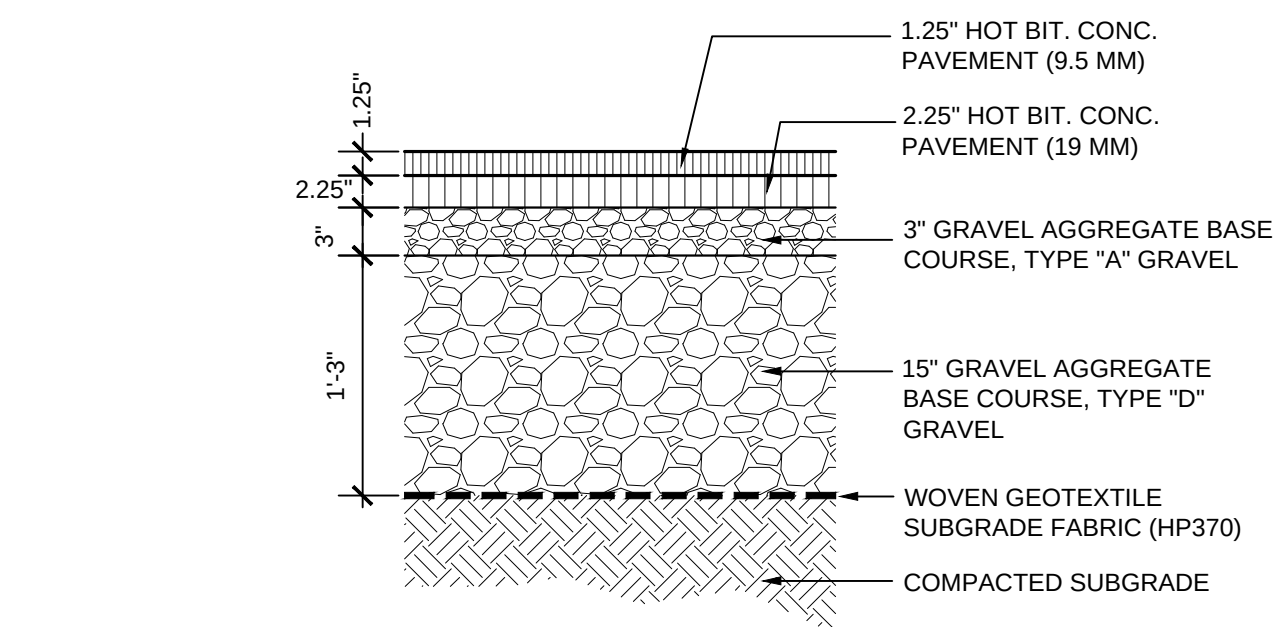


CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

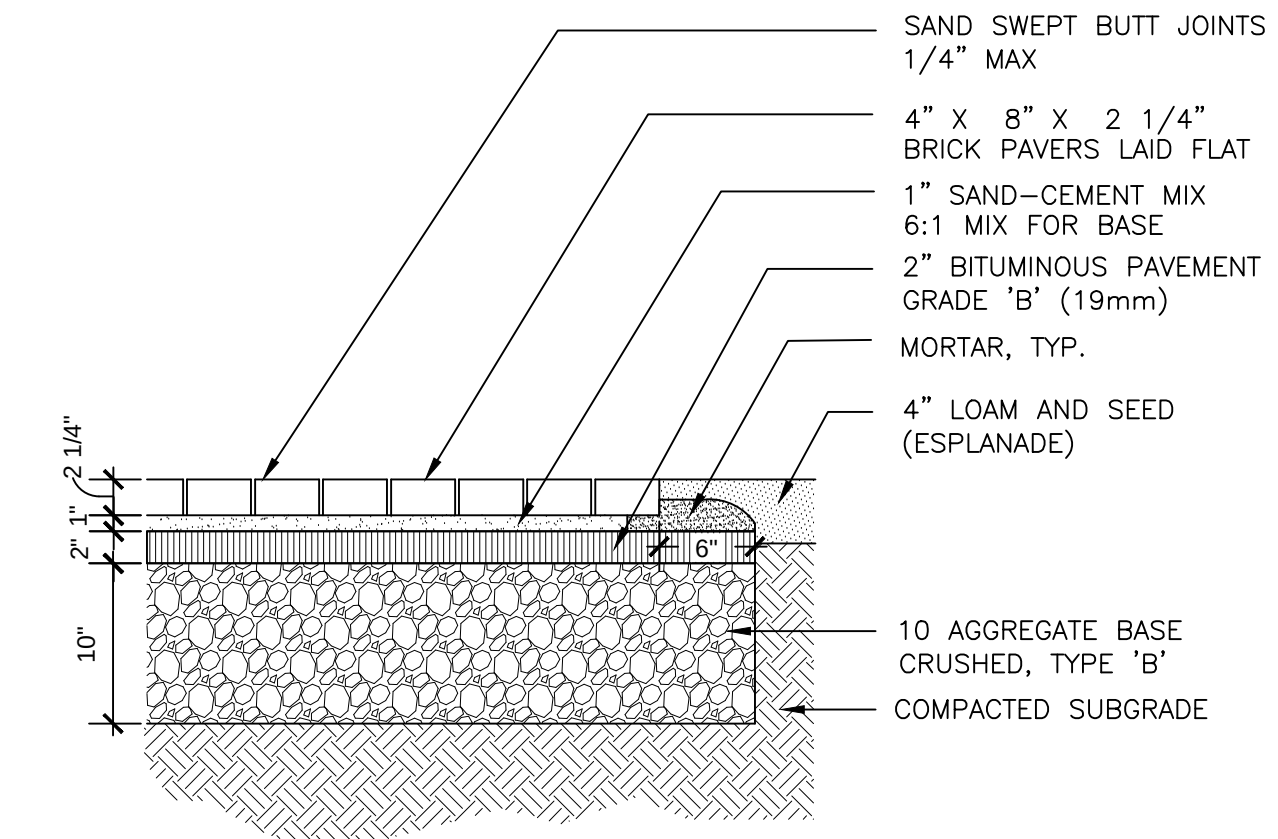
SEPT 15, 2017

Sheet No:

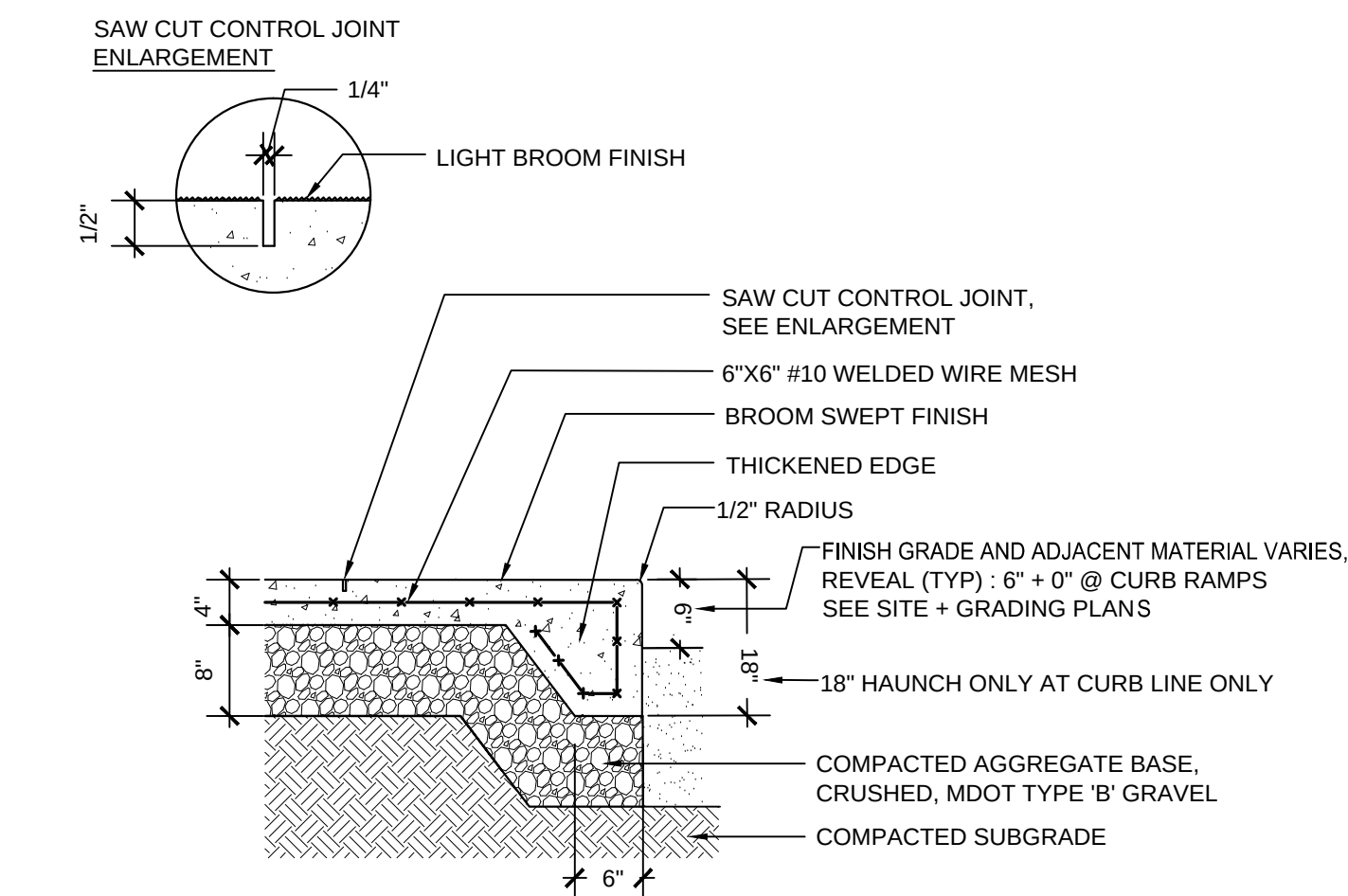
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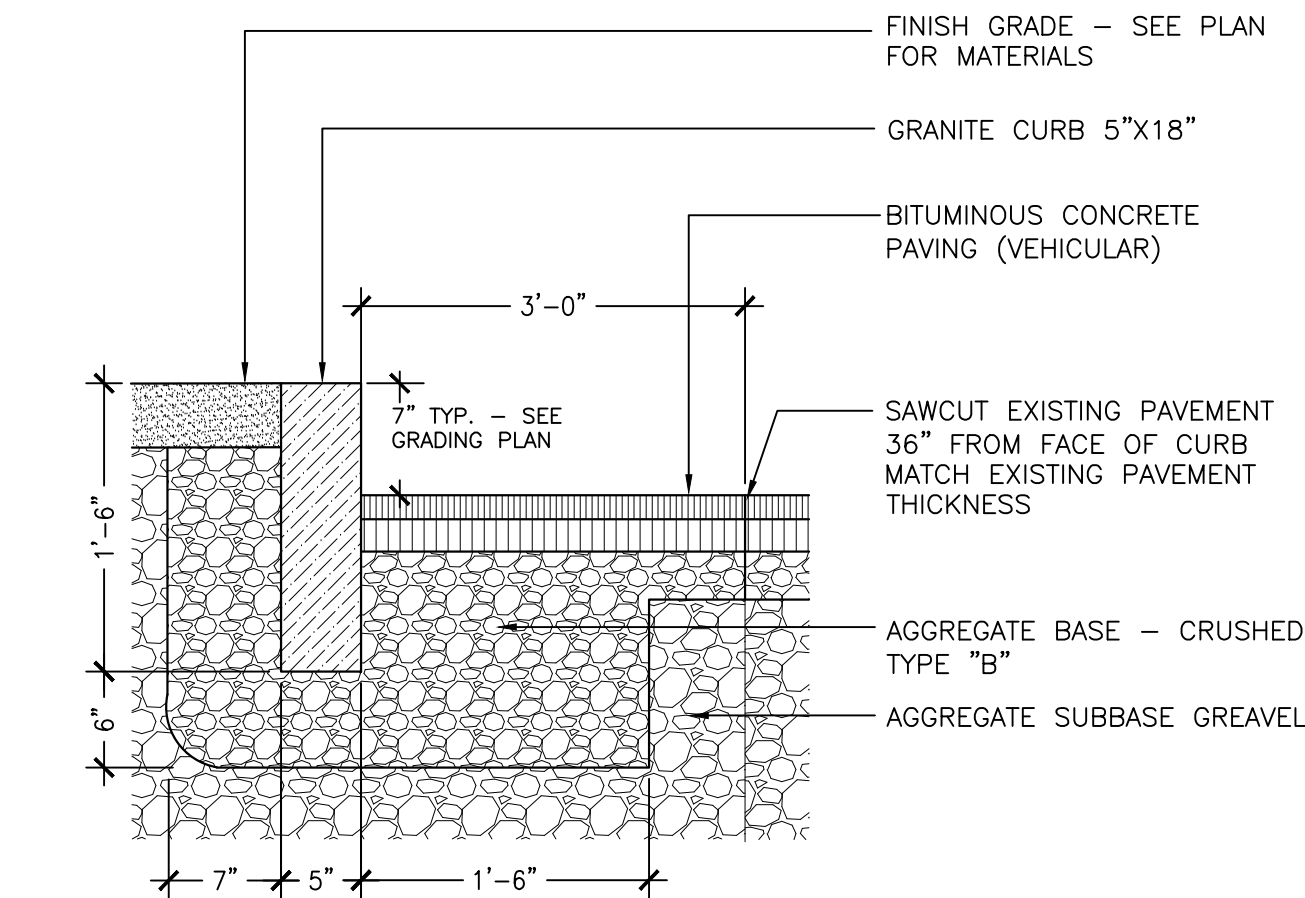
1 BITUMINOUS CONCRETE PAVING
SCALE: 1"=1'-0"



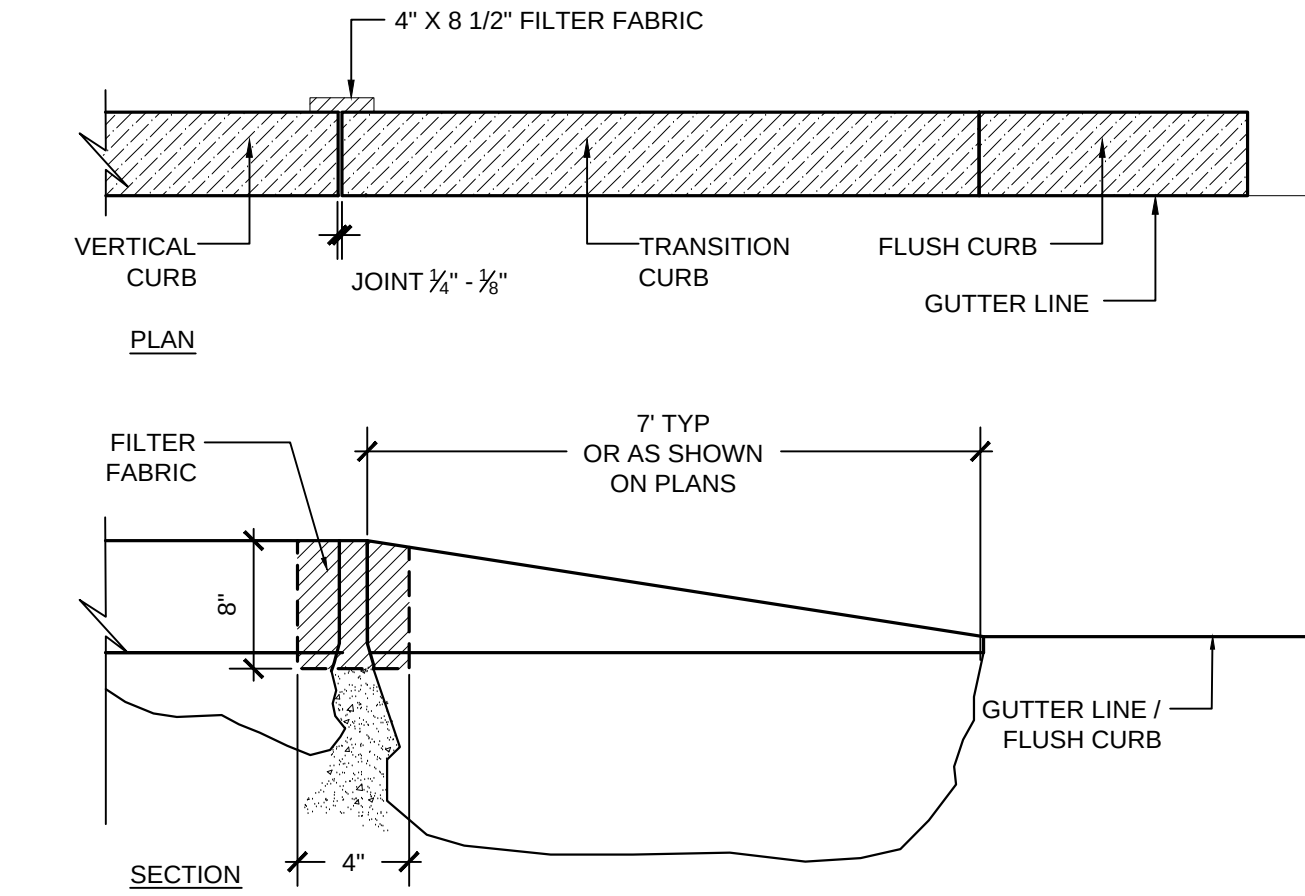
2 BRICK PAVING (IN CITY R.O.W.)
SCALE: 1"=1'-0"



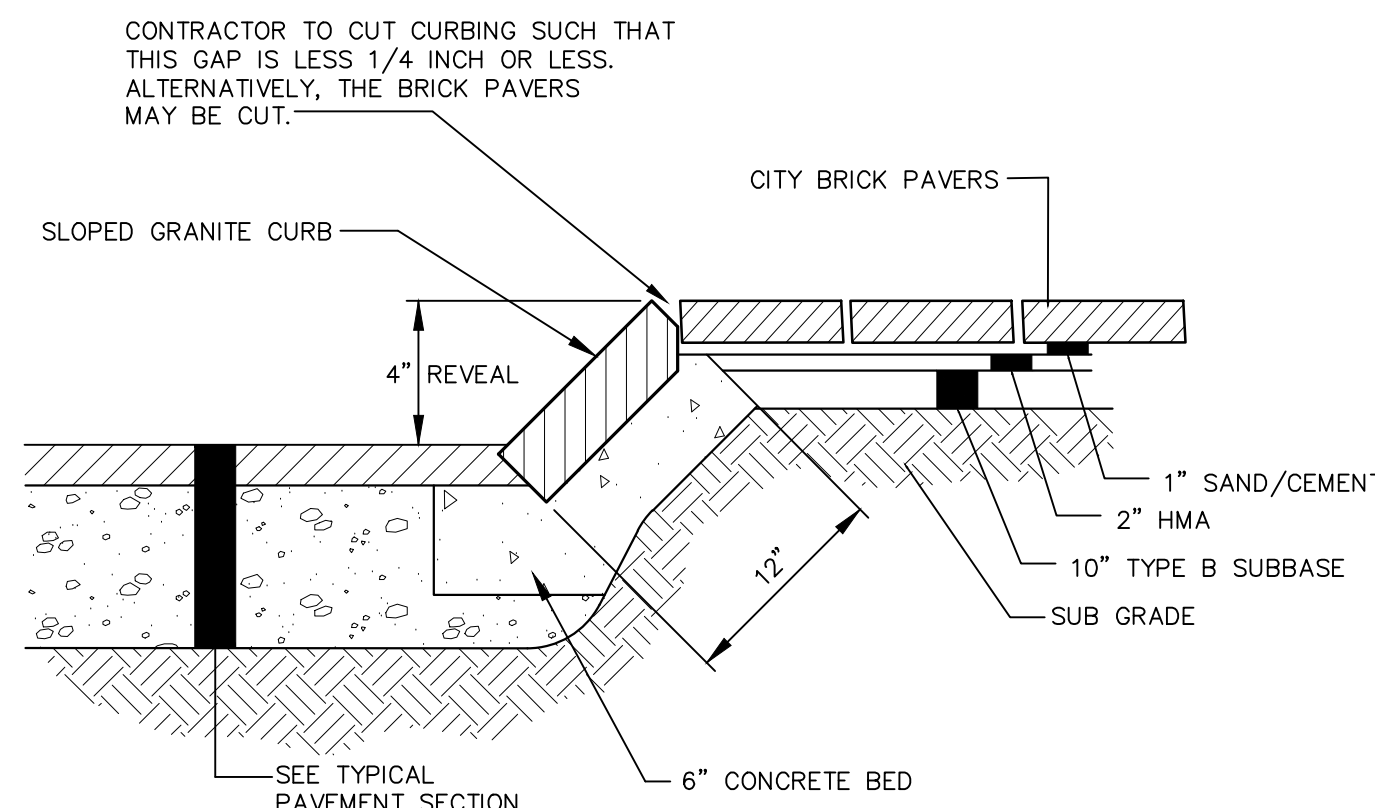
3 CONCRETE PAVING + INTEGRAL CURB
SCALE: 3/4"=1'-0"



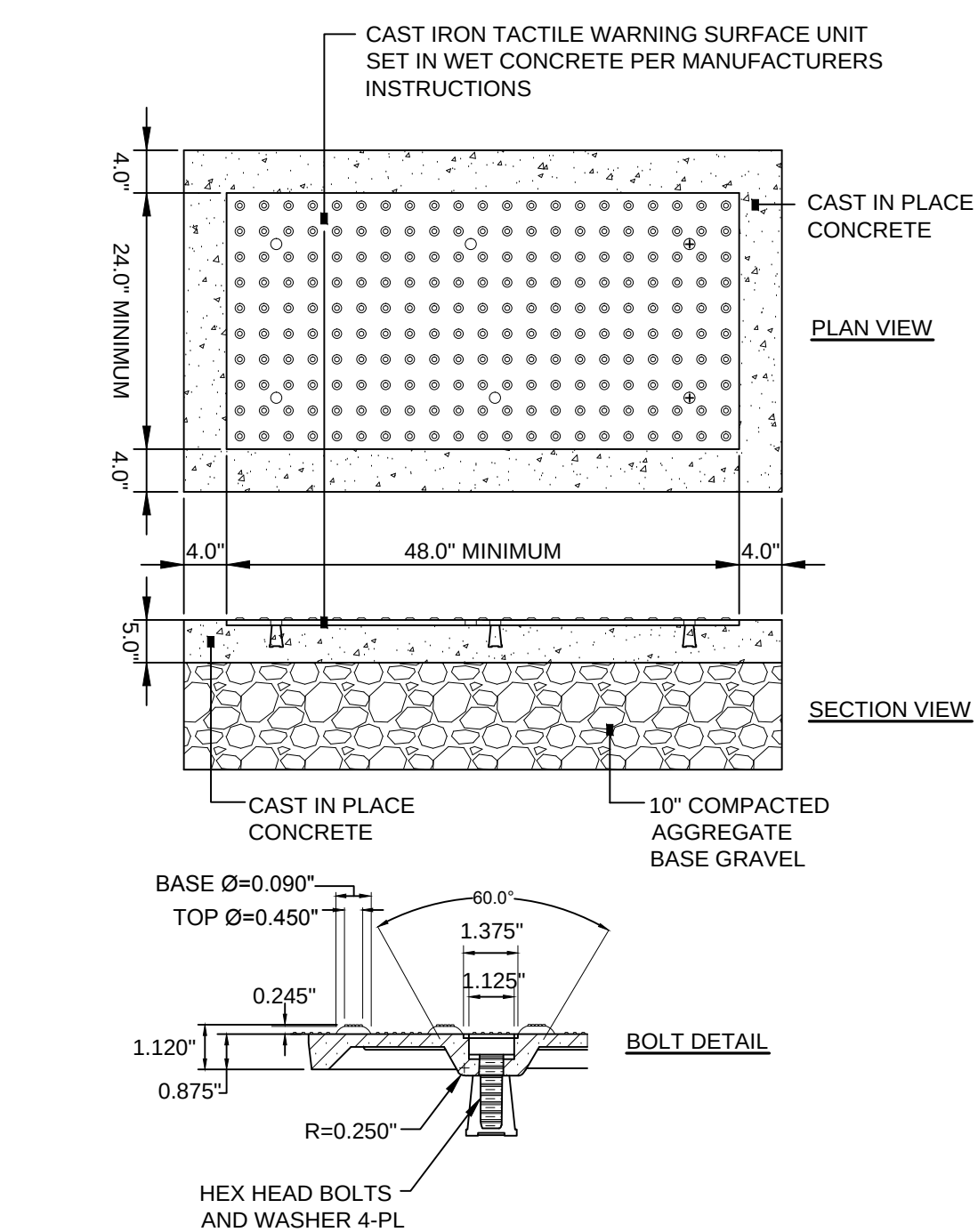
4 GRANITE CURBING (IN CITY R.O.W.)
SCALE: 1"=1'-0"



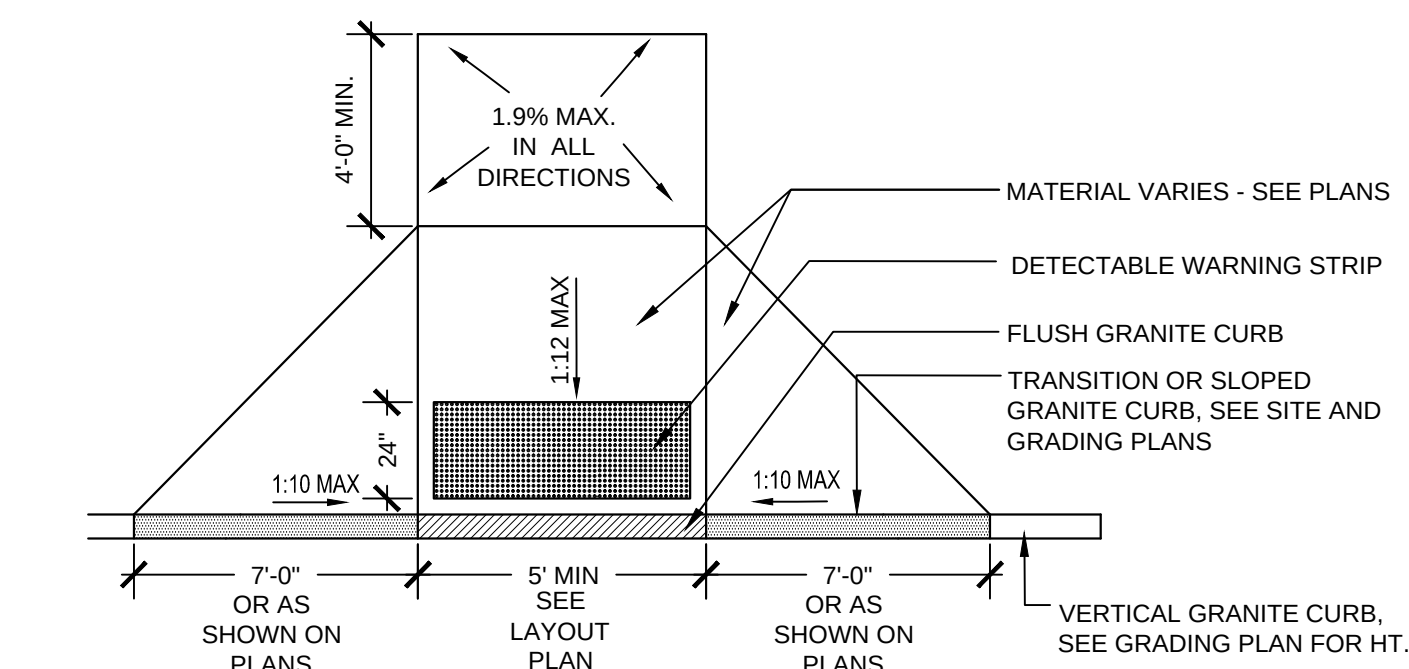
5 TRANSITION CURB
SCALE: 1"=1'-0"



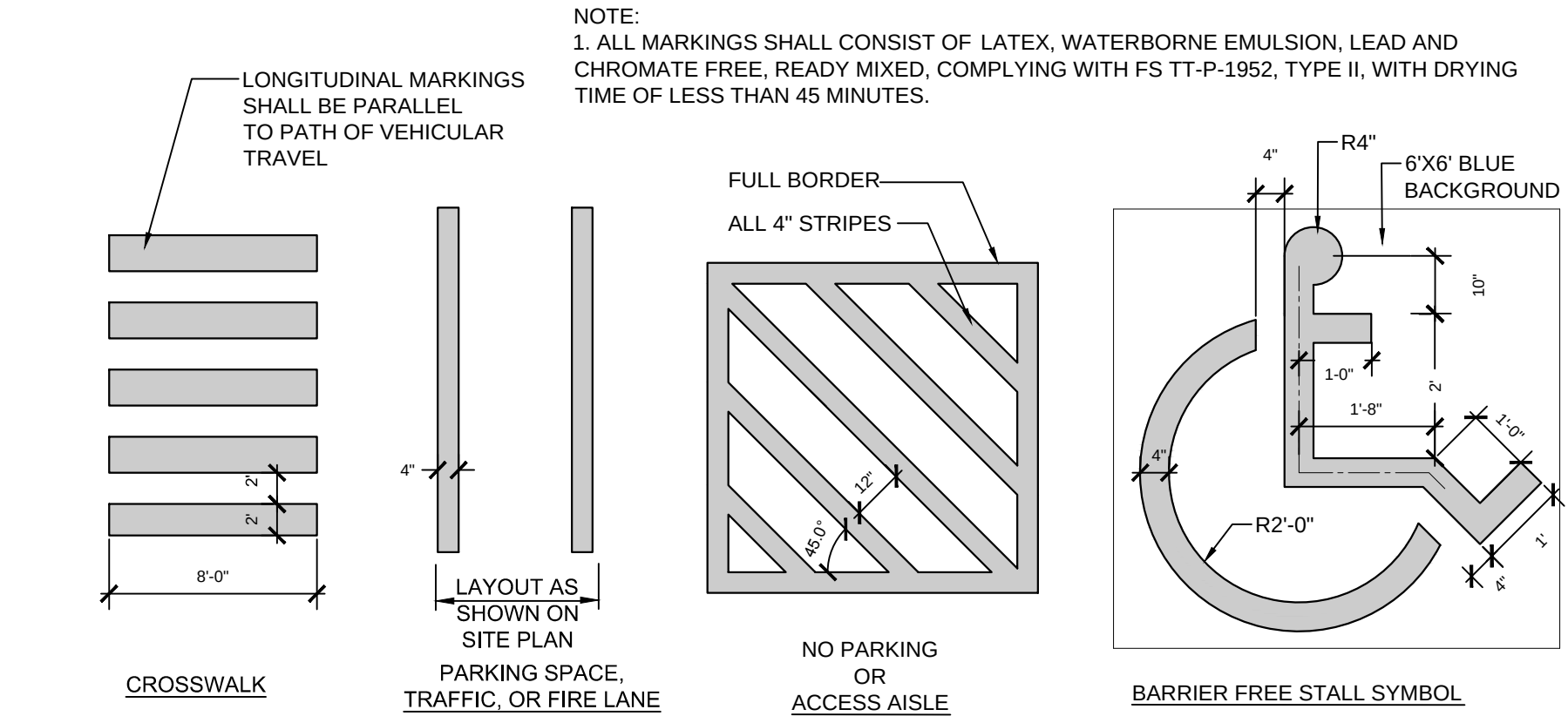
6 SLOPED GRANITE CURB (IN CITY R.O.W.)
SCALE: 1"=1'-0"



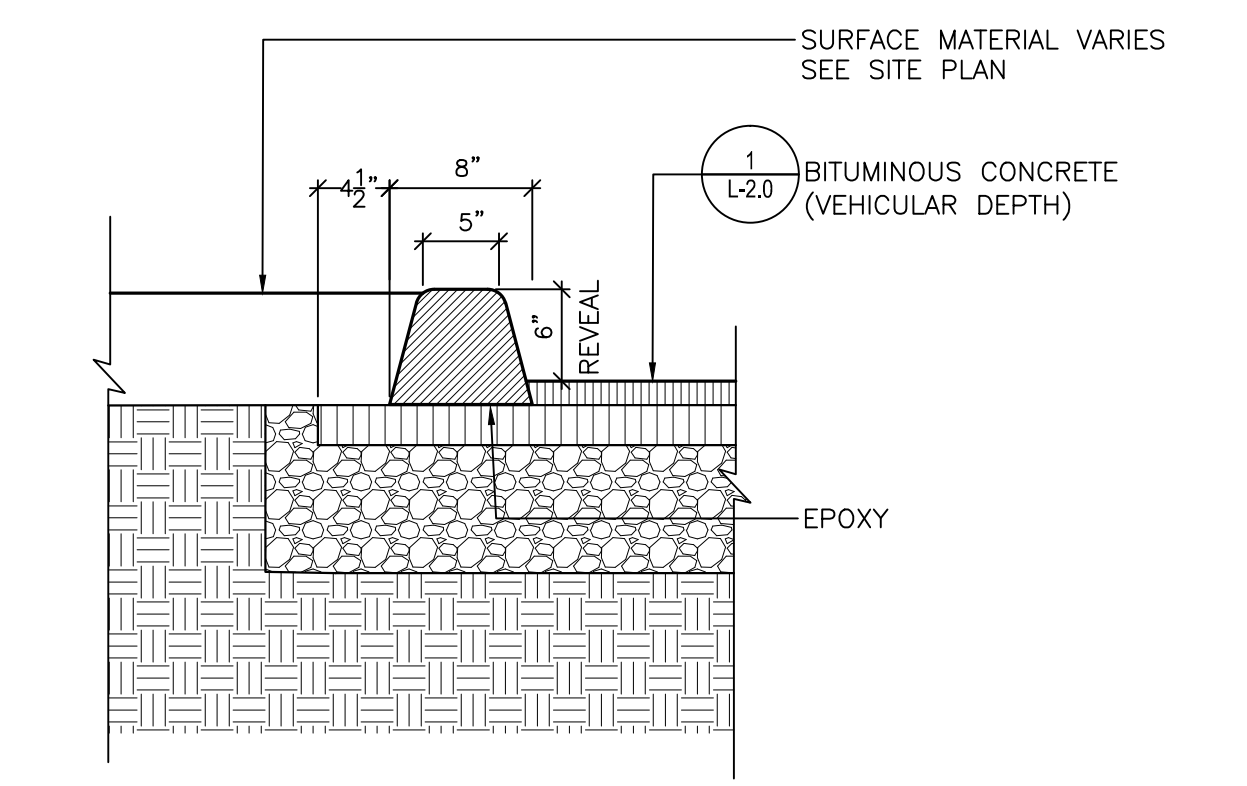
7 DETECTABLE WARNING STRIP (AT STREET CROSSING ONLY)
SCALE: N.T.S.



8 CURB RAMPS
SCALE: 3/8"=1'-0"

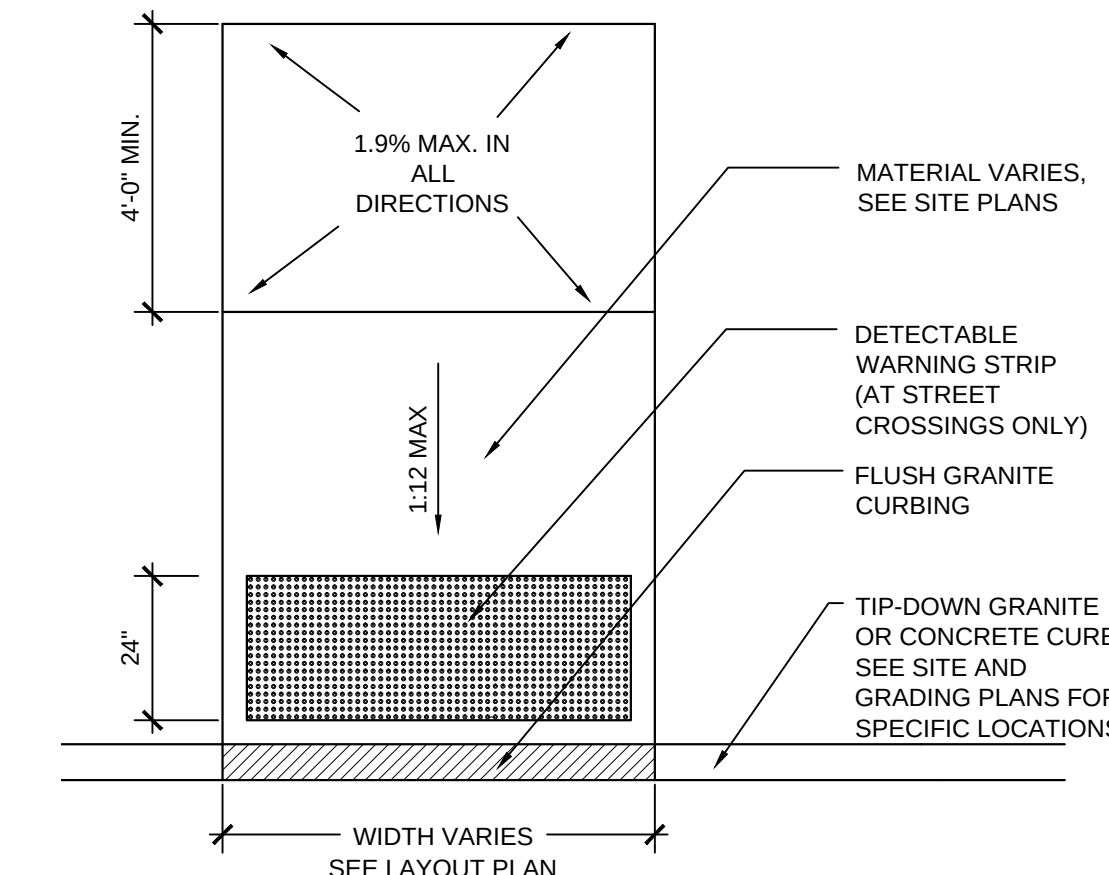


9 LINE STRIPING
SCALE: N.T.S.

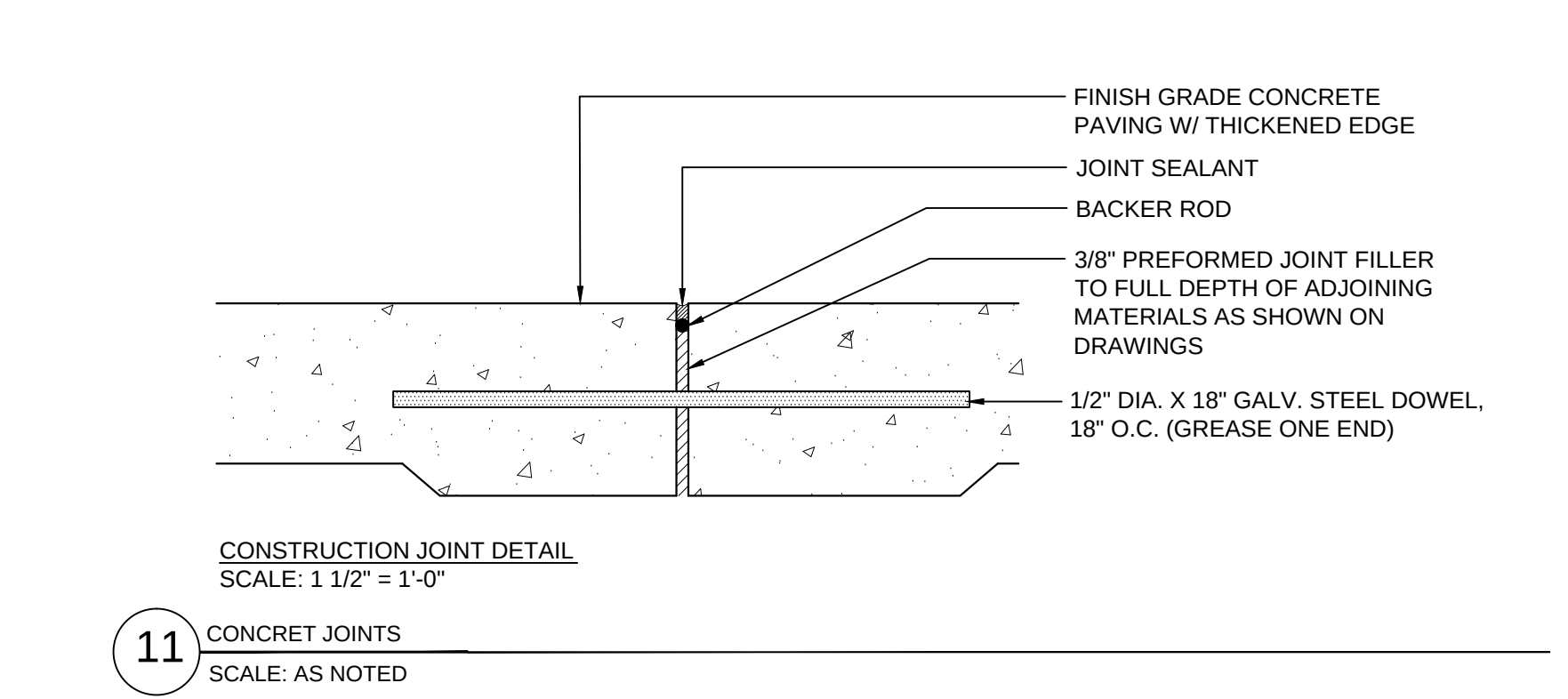
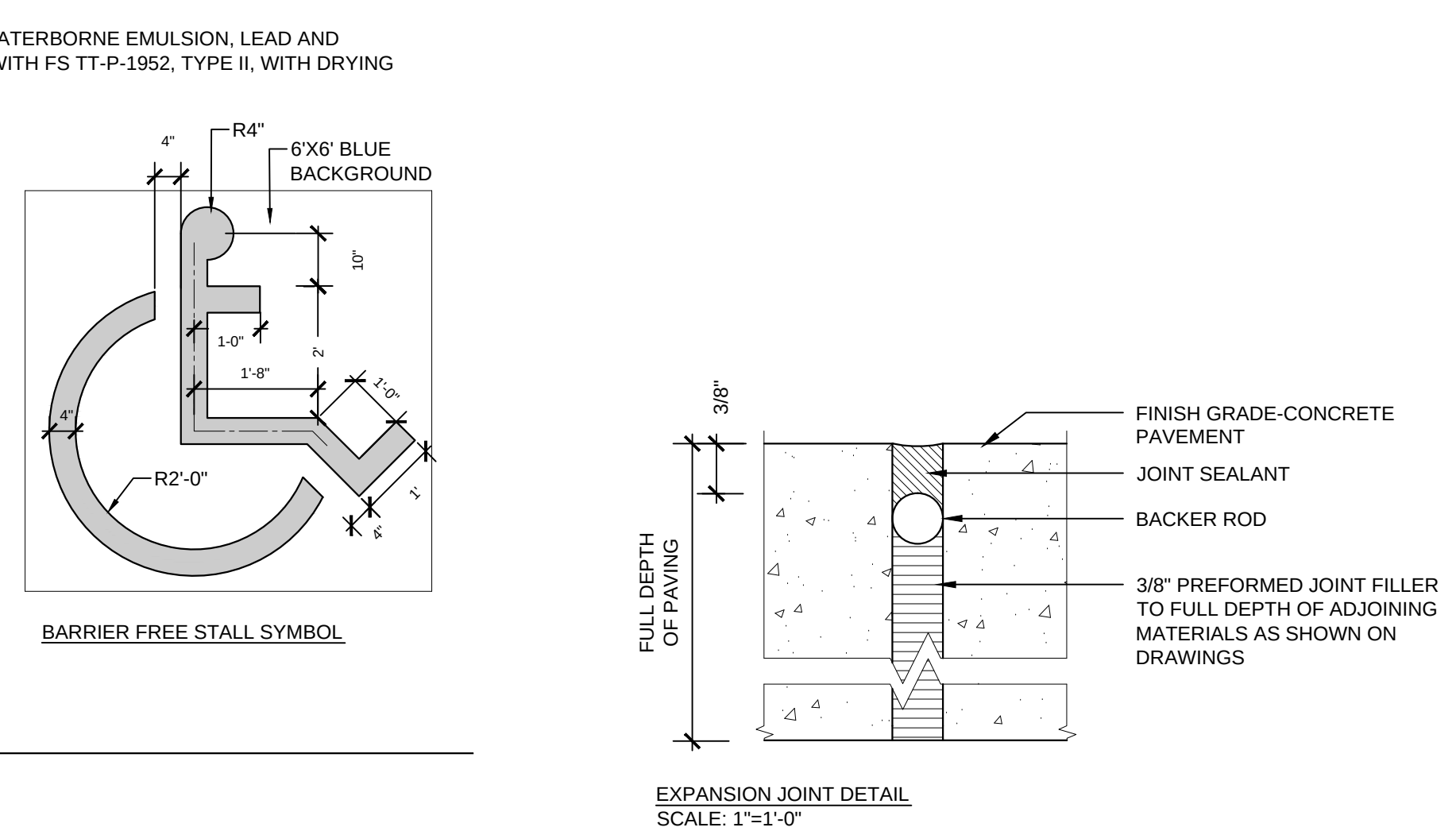


10 SLIPFORM VERTICAL CONCRETE CURB (NOT USED ADJACENT TO CONCRETE SIDEWALKS)
SCALE: 1"=1'-0"

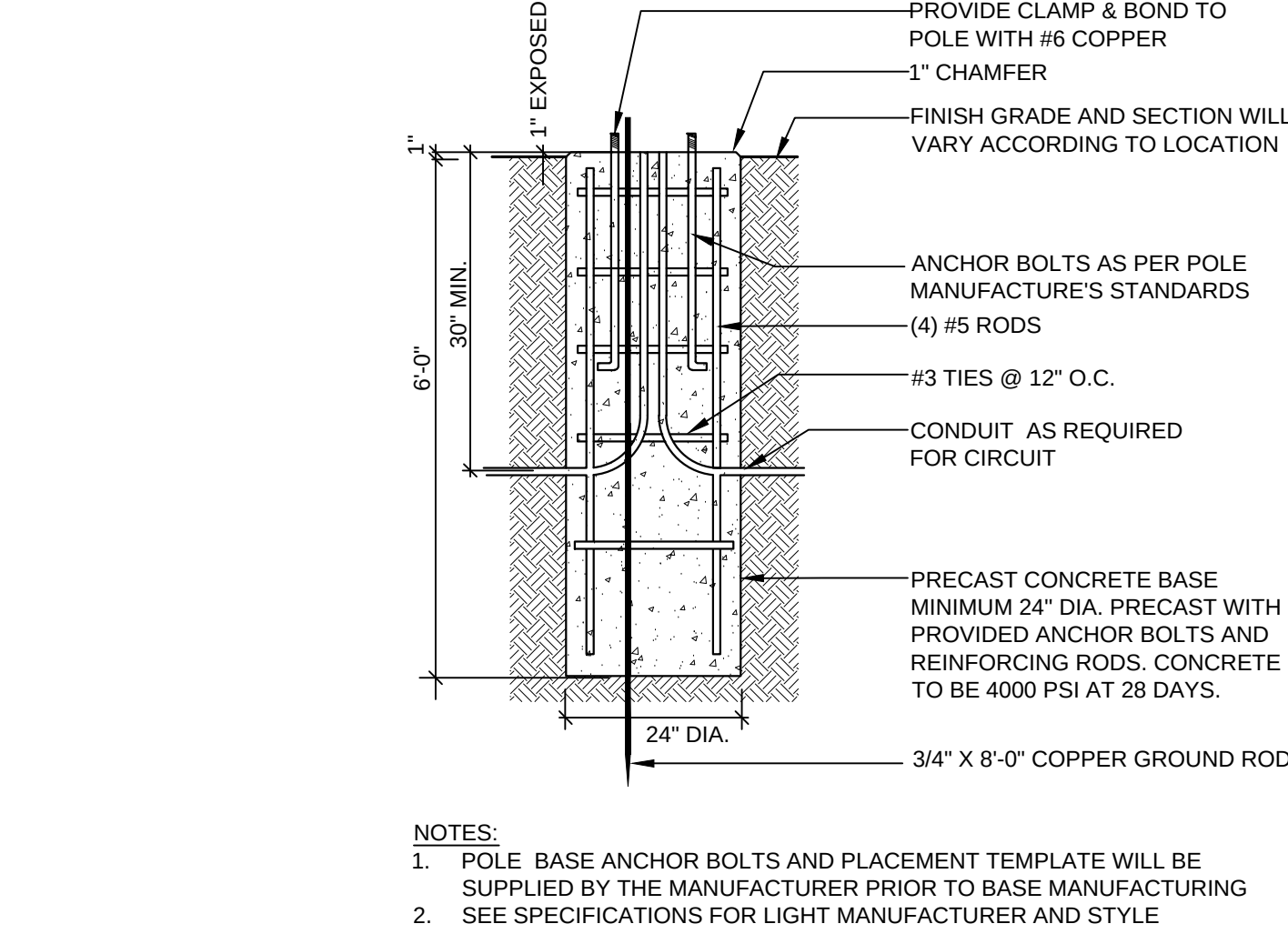
- NOTES:**
1. COMPOSITE WET SET (REPLACEABLE) TACTILE WARNING SURFACE UNITS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
 2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MDOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE TILE AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
 3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
 4. TACTILE WARNING SURFACE UNITS SHALL BE NATURAL COLOR CAST IRON, AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
 5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
 6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTATED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



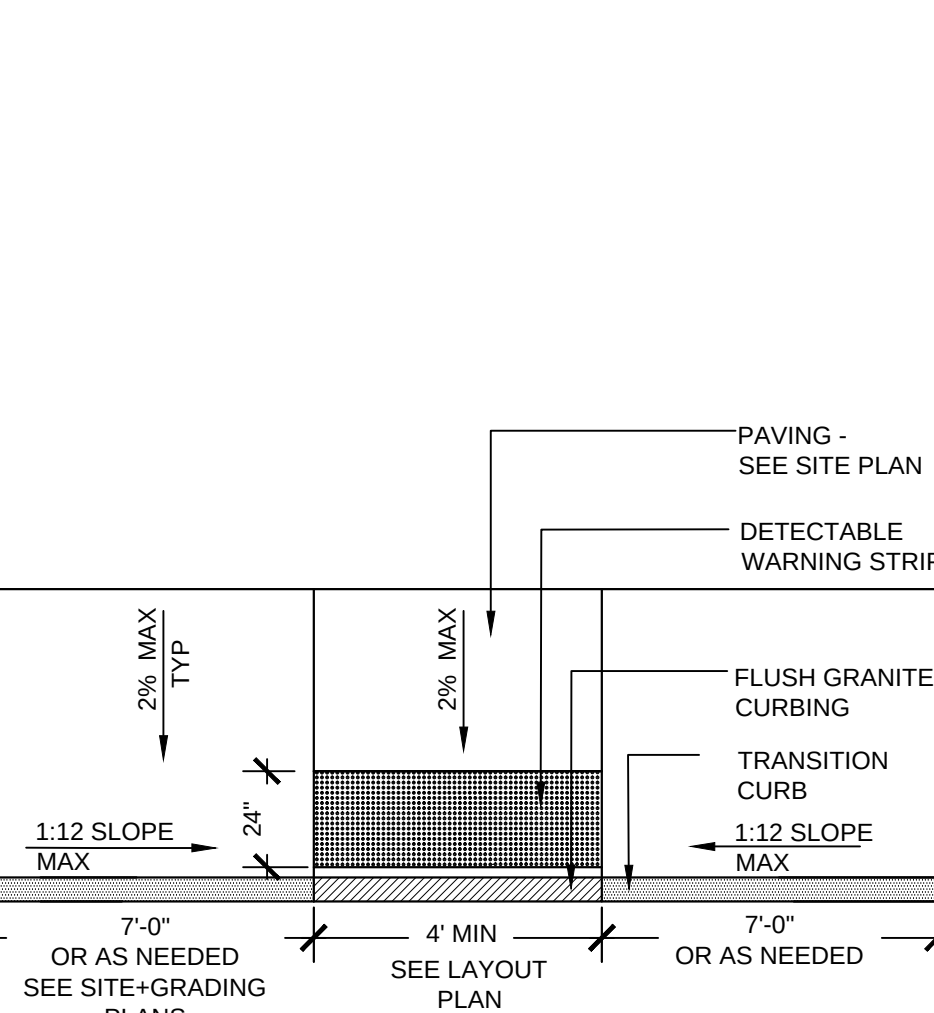
12 LIGHT POLE BASE
SCALE: 1/2"=1'-0"



11 CONCRETE JOINTS
SCALE: AS NOTED



12 LIGHT POLE BASE
SCALE: 1/2"=1'-0"



12 LIGHT POLE BASE
SCALE: 1/2"=1'-0"

APPLICANT:

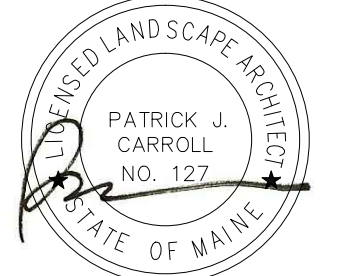
58 BOYD STREET, LP
14 BAXTER BLVD
PORTLAND, MAINE 04101

OWNER:

PORTLAND HOUSING
AUTHORITY
14 BAXTER BLVD
PORTLAND, MAINE 04101

Project: 58 BOYD STREET APARTMENTS
City of Portland Level II Site Plan SubM.

Description	Date	Revisions
		1



Scale: AS SHOWN
Approved By: PC
Drawn By: MP
Phase: PERMITTING

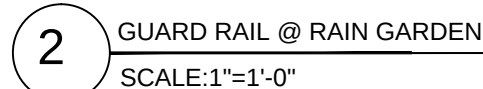
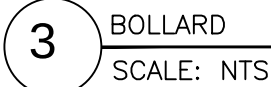
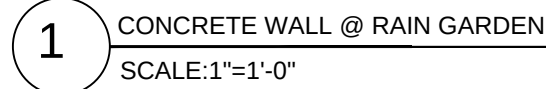
PERMITTING

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

Date: SEPT 15, 2017

Sheet No:

L-2.0

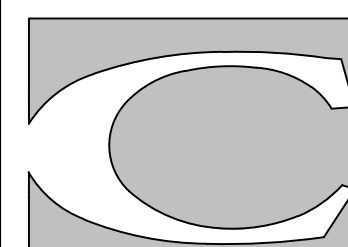


Revisions	Date	Description	Project:
1	9.15.2017	CITY OF PORTLAND, LEVEL III SITE PLAN SUBM.	58



SITE DETAILS

Phase:
PERMITTING



CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

Date:
SEPT 15, 2017

Sheet No:

L-2.2



- 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.

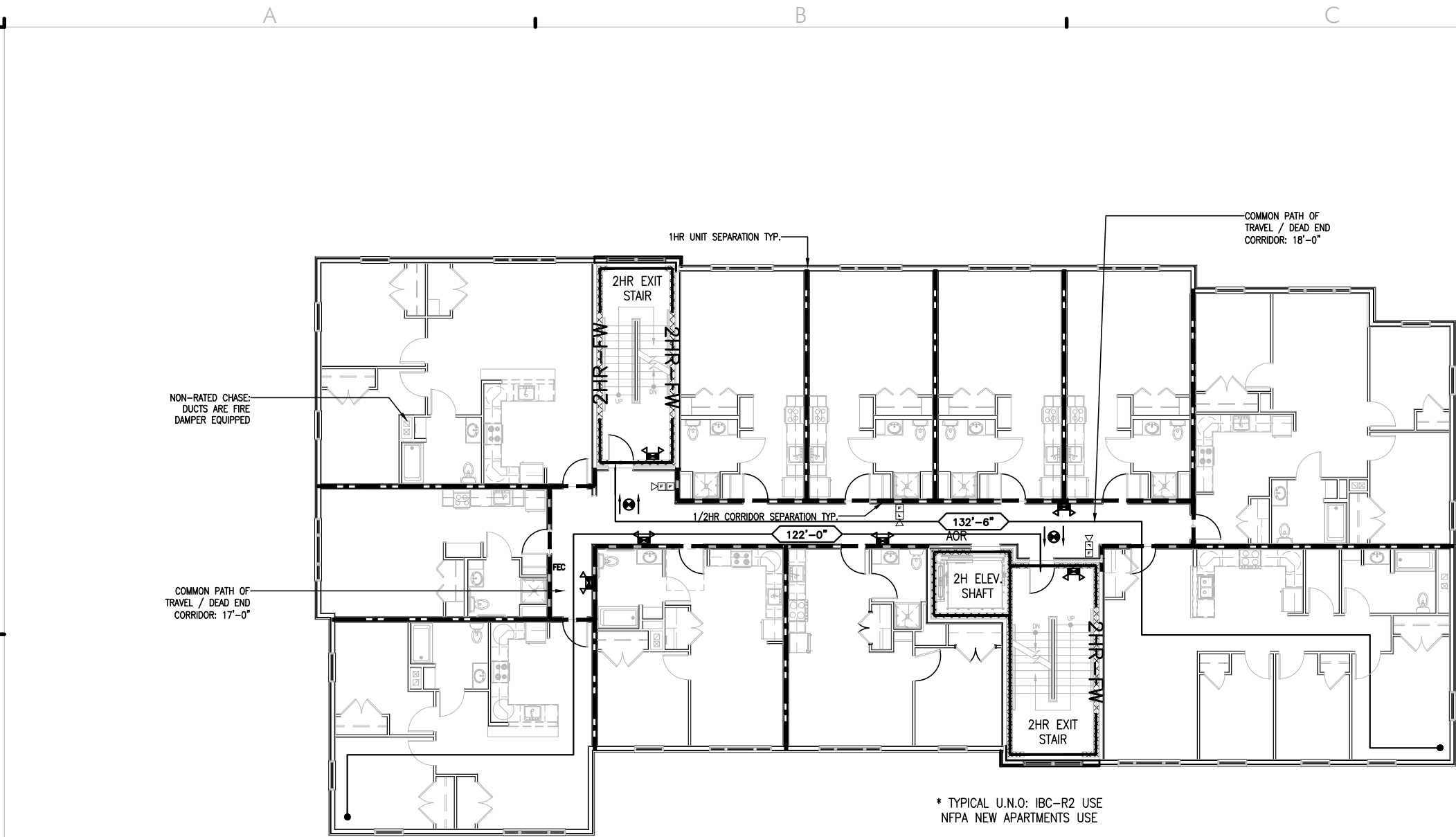
Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
SITE	0.26	4.6	0.0	N.A.	N.A.
south prop line	0.19	1.1	0.0	N.A.	N.A.
west prop line	0.00	0.0	0.0	N.A.	N.A.
PARKING	1.02	2.9	0.2	5.10	14.50

Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Symbol	Qty	Lum. Lumens	LLF	Lum. Watts	Description
S4B		2	3809	0.900	65	VPS-36L-65-3K7-4W-BC
WL		4	1053	0.900	12.9	LNC-5LU-4K-4-X
DLW		8	649	0.900	8.08	LC33W-SDO-700L-35K-WFL-WWS-WH
DL		4	585	0.900	8.09	LC33-SO-700L-35K-DNT-WFL-CD

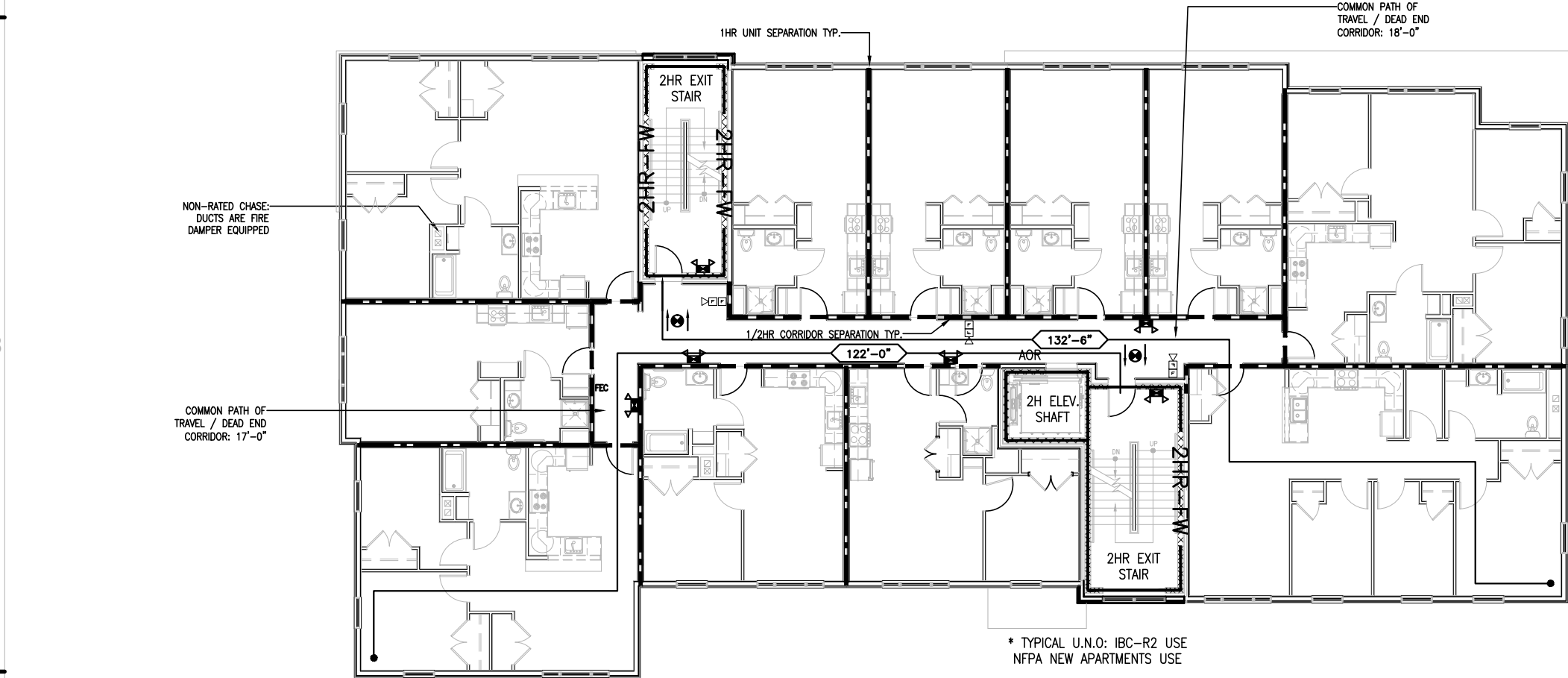
 SWANEY LIGHTING ASSOCIATES, INC.	NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS A CONTRACT DOCUMENT. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION CONCERNING THE OPERATION OF UNITS INDICATED. THIS DRAWING IS TO BE RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED; EXCEPT AS OTHERWISE SPECIFIED BY THE DRAWING. NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES INCLUDED IN THIS DRAWING. IT IS PROVIDED USING FIXTURE PHOTOMETRICS AS SHOWN IN THIS DRAWING. IT IS NOT THE RESPONSIBILITY OF THE MANUFACTURER, ITS USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.	
	TITLE	
	58 BOYD ST PORTLAND, ME SITE LIGHTING LAYOUT	
	GENERATED FOR:	
	CARROLL ASSOC	
SCALE NOT TO SCALE		
Page 1 of 1		Date: 9/13/2017
		GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com
		site 9-13-17. A01

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS CONFIDENTIAL. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED NON-CONFIDENTIAL. CONCERNING THE OPERATION OF UNITS INCLUDED, THIS DRAWING IS TO BE RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED EXCEPT BY AUTHORITY OF SWANEY LIGHTING ASSOCIATES.

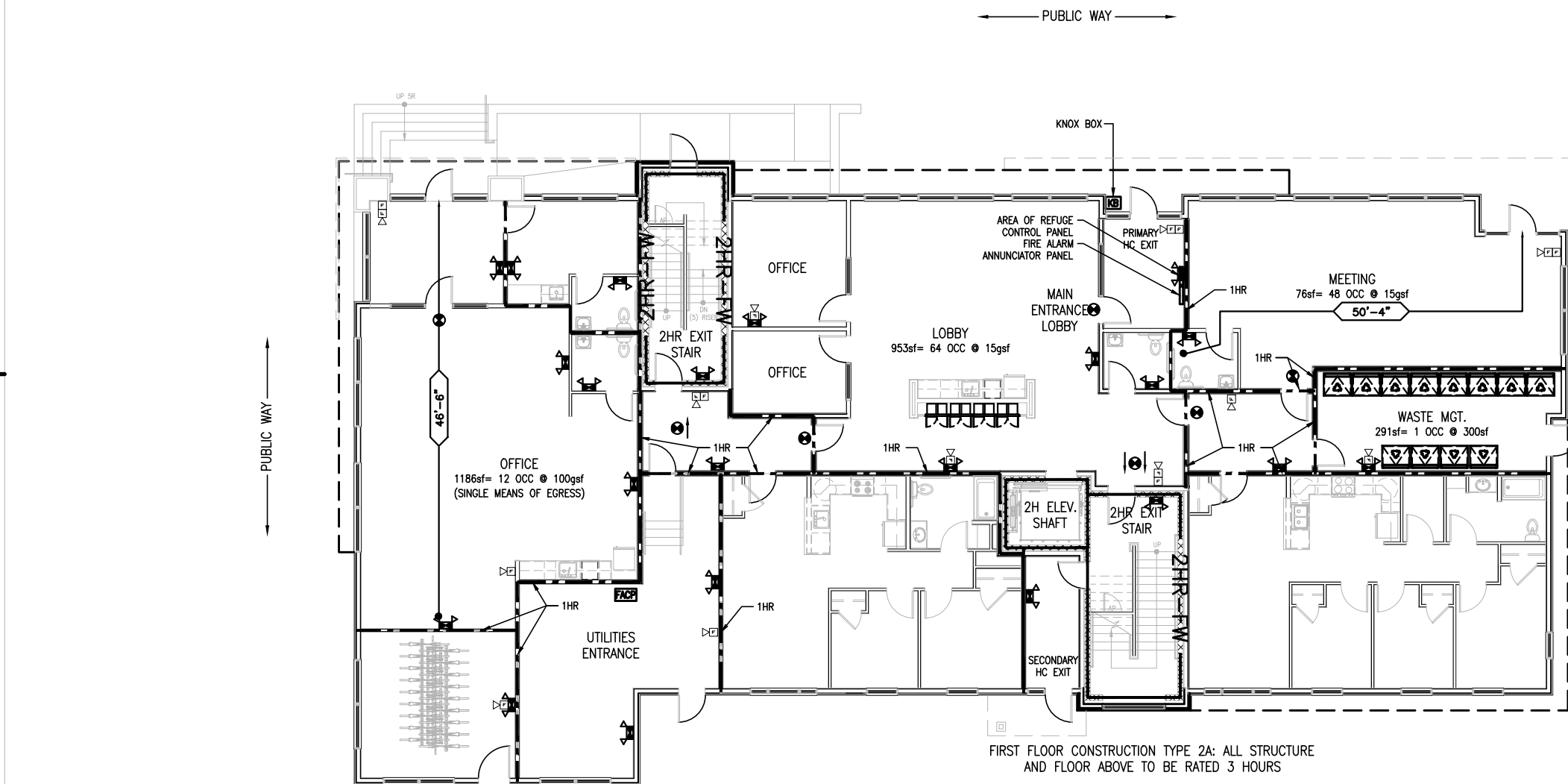
NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES INCLUDED IN THIS DRAWING. IT IS PROVIDED USING FIXTURE PHOTOMETRICS FURNISHED BY THE MANUFACTURER. ANY VARIATION IN FIXTURE PERFORMANCE FROM THAT SHOWN IN FILES IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. ITS USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.



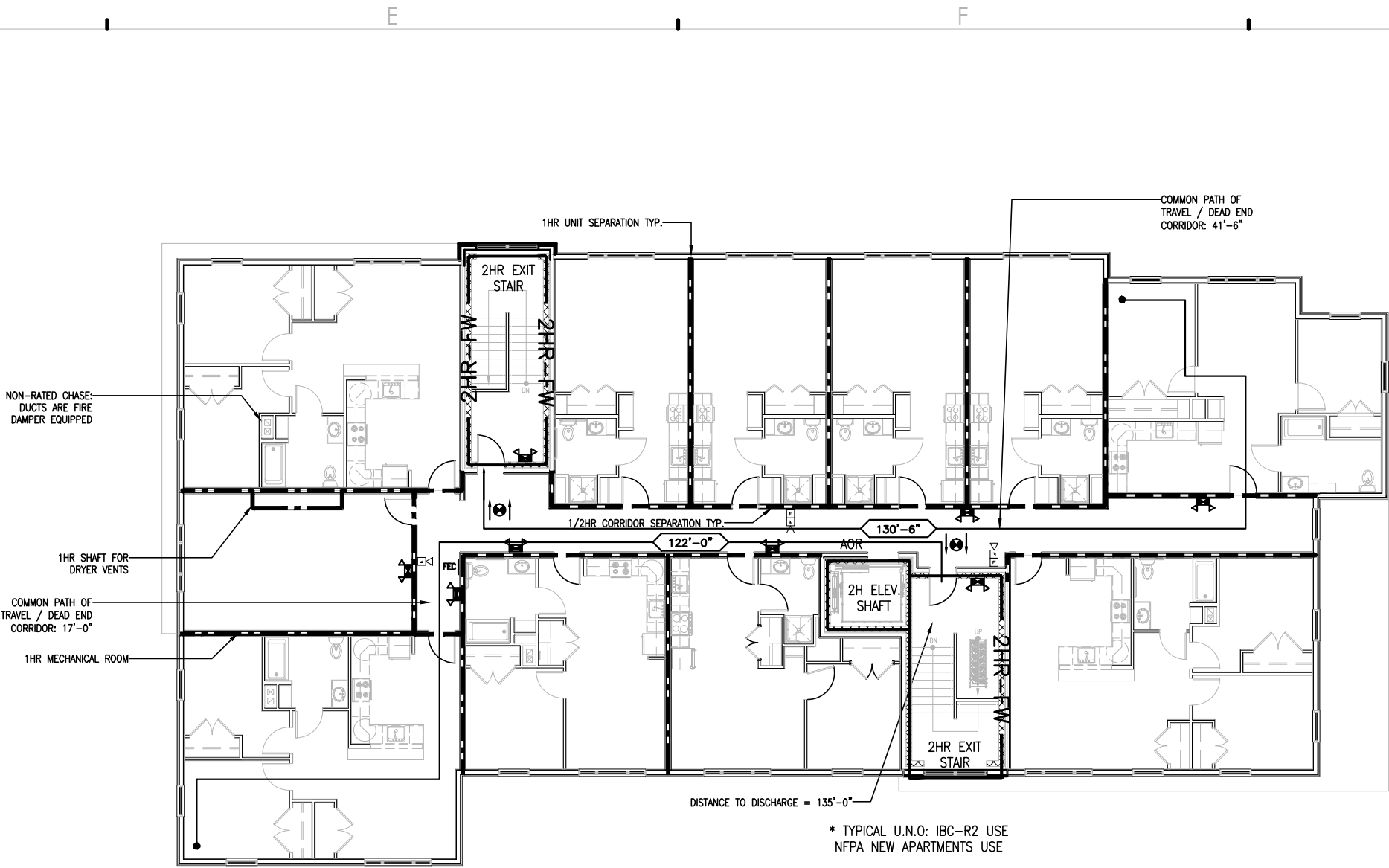
A2 THIRD FLOOR LIFE SAFETY FLOOR PLAN
SCALE: 1/16" = 1'-0"



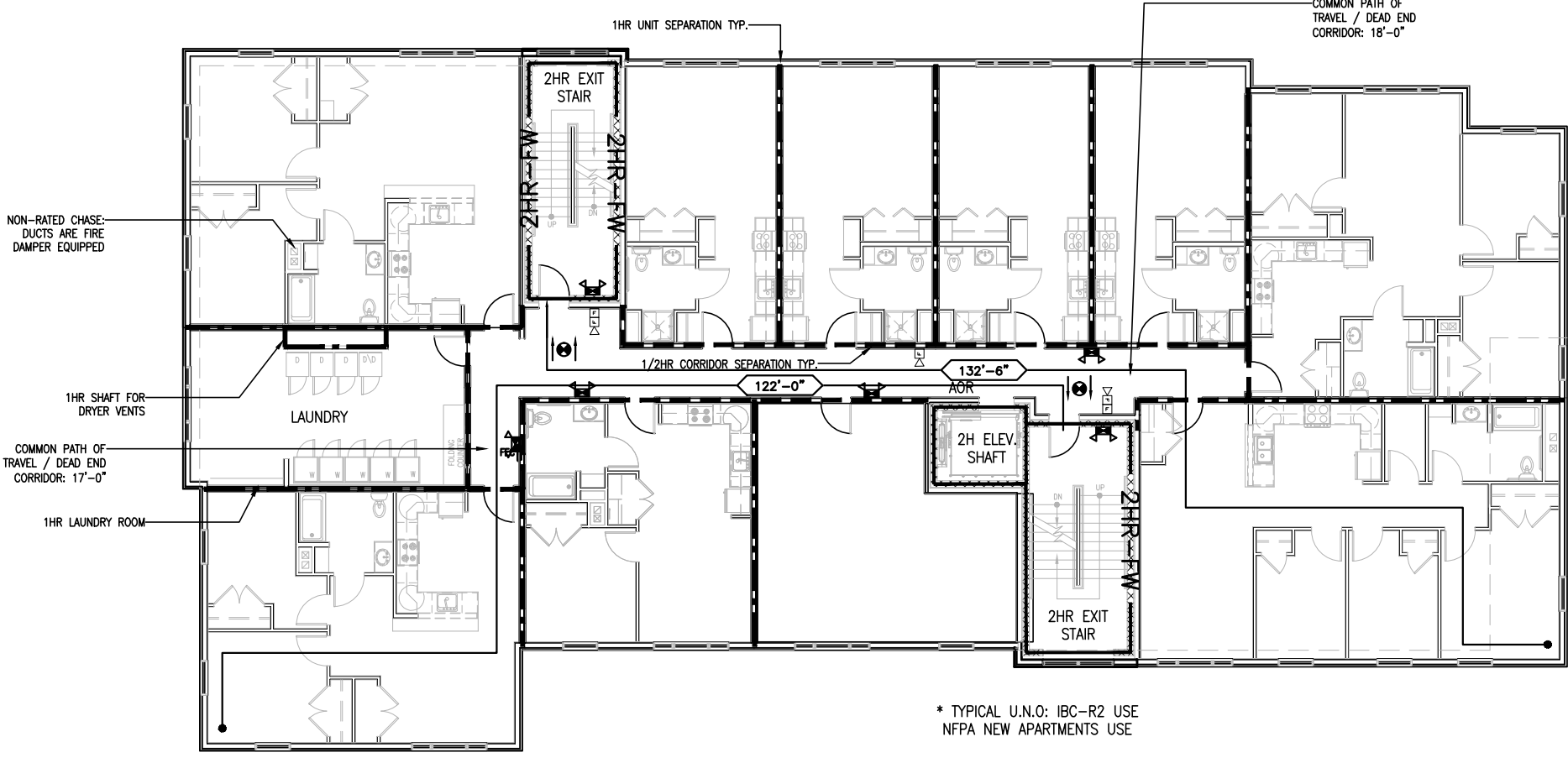
A3 SECOND FLOOR LIFE SAFETY PLAN
SCALE: 1/16" = 1'-0"



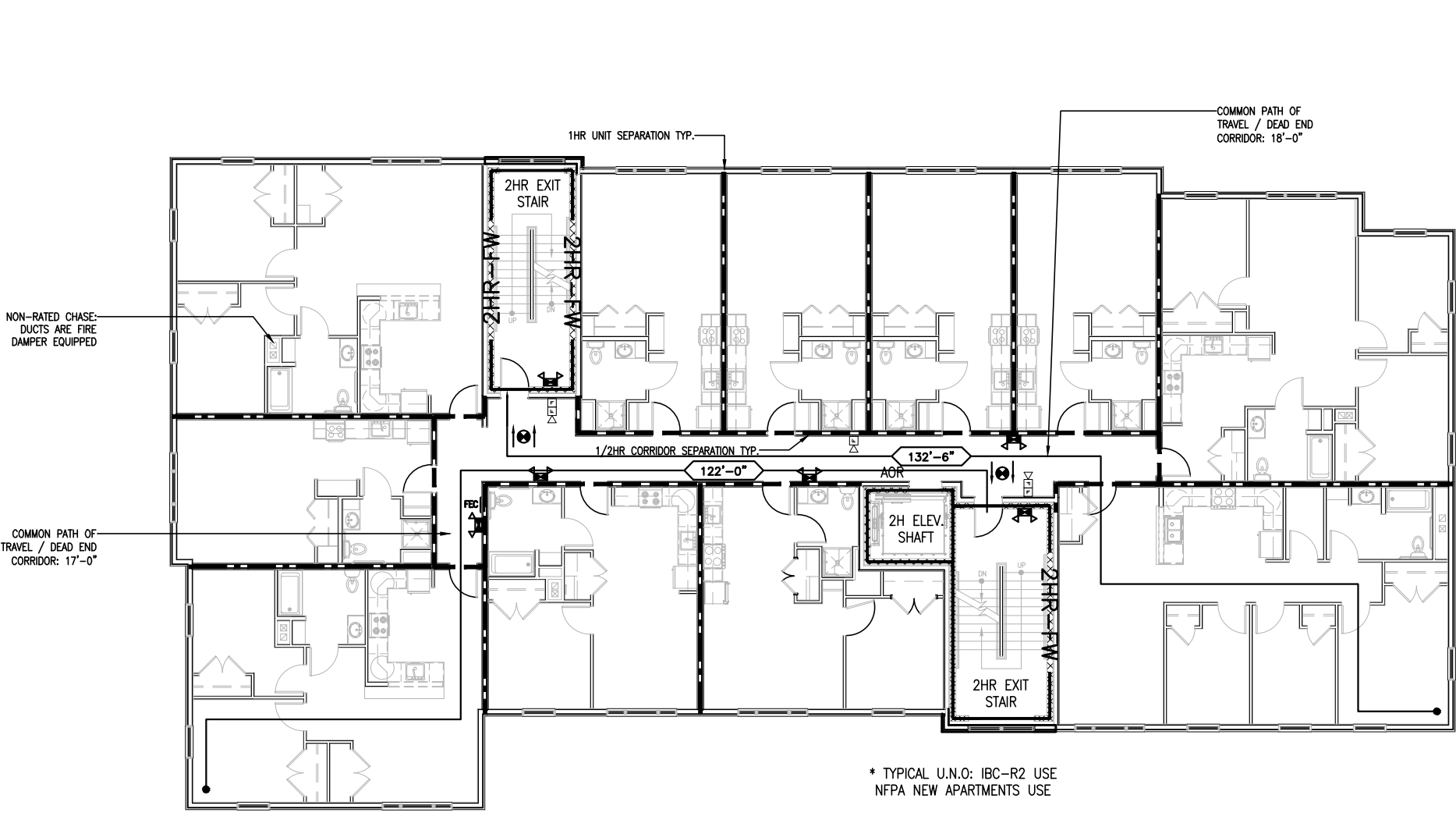
A5 FIRST FLOOR LIFE SAFETY PLAN (LEVEL OF EXIT DISCHARGE)
SCALE: 1/16" = 1'-0"



D3 SIXTH FLOOR LIFE SAFETY PLAN
SCALE: 1/16" = 1'-0"



D3 FIFTH FLOOR LIFE SAFETY PLAN
SCALE: 1/16" = 1'-0"



D5 FOURTH FLOOR LIFE SAFETY PLAN
SCALE: 1/16" = 1'-0"

CODE SUMMARY
IBC 2015
USE GROUP R-2 "APARTMENT HOUSES"
CONSTRUCTION TYPE 1A/3B
SPRINKLERED: NFPA 13

LIFE SAFETY CODE NFPA 101-2009
RESIDENTIAL OCCUPANCY / APARTMENT BUILDING (3.3.28.3)
CONSTRUCTION TYPE 1(111) / 3(000)

- FIRE BARRIERS**
- 1/2 HR FIRE RATED
 - 1 HOUR FIRE RATED
 - 2 HOUR FIRE RATED
- FIRE WALLS**
- 2 HOUR FIRE RATED
- FIRE PARTITIONS**
- 1 HOUR FIRE RATED
- NEW DEVICES:**
- EXIT SIGN - ARROW DENOTES EXIT SIGN TO BE PROVIDED WITH DIRECTIONAL ARROW
 - RECESSED FIRE EXTINGUISHER CABINET
 - WALL MOUNTED FIRE EXTINGUISHER
 - KNOX BOX
 - FIRE ALARM CONTROL PANEL
 - BATTERY OPERATED EMERGENCY LIGHT

G5 LIFE SAFETY LEGEND
REFERENCED FROM: SCALE: NA

Google Groups

58 Boyd Street

Bailey, Ellen <ebailey@eastbayside.org>

Oct 22, 2017 12:03 PM

Posted in group: **Planning Board**

To Whom it May Concern,

I just wanted to express my support for the proposed development for 58 Boyd Street. We are in desperate need of affordable housing in Portland and the type of development being proposed at this location will certainly help meet that need.

The mixed-income units, space for community to use, proximity to a transit corridor and the fact that the building will abut the Urban Gardens on Boyd Street make this a great project.

My expectation is that 58 Boyd Street will fulfill a similar need as the Bayside Anchor Project already has and I know from first hand conversations that people who have been homeless for years, now have a place to live in Bayside Anchor.

My hope is that 58 Boyd Street will help more of our homeless population find shelter and safety.

I am wholeheartedly in support of this project and look forward to continued conversations and planning with the Portland Housing Authority to make our neighborhood welcoming and safe for all who live here.

Please note, I am not speaking for the East Bayside Neighborhood Organization at this time. I am speaking of my personal viewpoints.

Thank you,

Ellen Bailey
President, East Bayside Neighborhood Organization

Web Site: <http://eastbayside.org>
Facebook: <https://www.facebook.com/eastbayside/>

Sea Coast at Baxter Woods Building-1 Final Level III Site Plan & Subdivision Application

583 Stevens Avenue – Lot 4
Portland, Maine



August 16, 2017

Prepared for:

Sea Coast at Baxter Woods Associates, LLC
20 Blueberry Lane
Falmouth, Maine 04105





August 18, 2017

J14.067B

Barbara Barhydt
Development Review Manager
Planning and Urban Development Department
389 Congress Street, 4th Floor
Portland, Maine 04101

**Sea Coast at Baxter Woods –Building-1
583 Stevens Avenue- Lot 4
Level III Site Plan and Subdivision Application Submission
(CBL 143-F012-001 & 136-E006-001)**

Dear Barbara:

On behalf of Sea Coast at Baxter Woods Associates, LLC we are pleased to submit a Level III Site Plan and Subdivision Application for the development of Building-1 of the 2016 approved Master Development Plan (MDP) for a Planned Senior Community located on the former grounds of the St. Josephs Convent. This first of a planned five apartment building campus proposes a 4 story-21 unit building for seniors. This application is being submitted pursuant to the Portland Land Use Code Articles IV Subdivision and Article V Site Plan review, respectively.

This application is being filed through the City E-File System and includes a Level III Site Plan Application, project report and site/architectural plans. We look forward to working with Planning Staff over the coming months to ensure all application requirements are satisfied and the project is placed on the earliest Planning Board workshop agenda. In the meantime should you require any additional information please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Licht".

Frederic (Rick) Licht, PE, LSE
Principal

Encl: Site Plan LIII Application
Project Report
Site Plans Dated 08-16-17

Cc: (via email - PDF copy)
Matt Teare; Sea Coast at Baxter Woods Associates, LLC
Kevin Bunker; Sea Coast at Baxter Woods Associates, LLC
Ron Epstein; Jensen, Baird, Gardner & Henry
Pat Carroll; Carroll Associates, Landscape Architects
David Lloyd; Archetype
Steve Bushey; Stantec



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

Planning and Urban Development Department
Planning Division

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

Level III: Site Plan Development includes:

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

Portland's development review process and requirements are outlined in the [Land Use Code \(Chapter 14\)](#), [Design Manual](#) and [Technical Manual](#).

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

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

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	Sea Coast at Baxter Woods - Building 1
Proposed Development Address:	583 Stevens Avenue, Portland, Maine
Project Description:	Proposed 21 Unit Building 1 of Approved MDP (Lot 4)
Chart/Block/Lot:	143-F012-001 (Front Parcel) / 136-E006-001 (Back Parcel)
Preliminary Plan	N/A
Final Plan	August 16th, 2017

II. Contact Information (Please enter n/a on those fields that are not applicable)**APPLICANT**

Name:	Matthew Teare - Director of Development at Sea Coast at Baxter Woods Associates, LLC
Business Name:	Sea Coast at Baxter Woods Associates, LLC
Address:	20 Blueberry Lane
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-837-2418
Home #:	n/a
Cell #:	207-837-2418
Fax #:	n/a
E-mail:	mteare@highlandgreenlifestyle.com

OWNER

Name:	Same as Applicant
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Frederic (Rick) Licht, PE, LSE (Licht Environmental Design, LLC)
Address:	35 Fran Circle
City/State:	Gray, Maine
Zip Code:	04039
Work #:	207-749-4924
Home #:	n/a
Cell #:	207-749-4924
Fax #:	n/a
E-mail:	rlicht@securespeed.net

BILLING (to whom invoices will be forwarded to)

Name:	Matthew Teare, Director of Development at Sea Coast at Baxter Woods Associates, LLC
Address:	20 Blueberry Lane
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-837-2418
Home #:	n/a
Cell #:	207-837-2418
Fax #:	n/a
E-mail:	mteare@highlandgreenlifestyle.com

ENGINEER

Name:	Stantec - Stephen Bushey
Address:	482 Payne Road Scarborough Court
City/State:	Scarborough, Maine
Zip Code:	04074-8929
Work #:	207-887-3478
Home #:	n/a
Cell #:	n/a
Fax #:	n/a
E-mail:	stephen.bushey@stantec.com

SURVEYOR

Name:	Titcomb Associates - Rex Croteau, PLS
Address:	133 Gray Road
City/State:	Falmouth, Maine
Zip Code:	04105
Work #:	207-797-9199
Home #:	n/a
Cell #:	207-797-9018
Fax #:	n/a
E-mail:	RCroteau@titcombsurvey.com

ARCHITECT

Name:	Archetype, PA - David Lloyd
Address:	48 Union Wharf
City/State:	Portland, Maine
Zip Code:	04101
Work #:	207-772-6022
Home #:	n/a
Cell #:	n/a
Fax #:	207-772-4056
E-mail:	lloyd@archetypepa.com

ATTORNEY

Name:	Jensen, Baird, Gardner & Henry - Ron Epstein/ Natalie Burns
Address:	10 Free Street, PO Box 04112
City/State:	Portland, Maine
Zip Code:	04112
Work #:	207-775-7271
Home #:	n/a
Cell #:	n/a
Fax #:	207-775-7935
E-mail:	repstein@jbgh.com/nburns@jbgh.com

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Frederic (Rick) Licht
E-mail:	rlicht@securespeed.net
Name:	Pat Carroll
E-mail:	pcarroll@carroll-assoc.com
Name:	
E-mail:	

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☒	Less than 50,000 sq. ft.	\$750.00
☐	50,000 – 100,000 sq. ft.	\$1,000.00
☐	100,000 – 200,000 sq. ft.	\$2,000.00
☐	200,000 – 300,000 sq. ft.	\$3,000.00
☐	Over 300,000 sq. ft.	\$5,000.00
☐	Parking lots over 100 spaces	\$1,000.00
☐	After-the-fact Review	\$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	\$250.00
☒	Planning Board Review	\$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	\$1,500.00
☒	Stormwater Quality	\$250.00
☒	Subdivision	\$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [21] x \$25.00 each	\$ 525.00
☐	Site Location	\$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [] x \$200.00 each	\$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☒	Design Review	
☐	Housing Replacement	
☒	Historic Preservation	
TOTAL APPLICATION FEE DUE:		\$ 2525.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) (\$.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review (\$52.00 hour)
- Legal Review (\$75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

TOTAL AREA OF SITE	Lot 4	394,110	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE		59,600 +/-	sq. ft.
<i>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.</i>			
IMPERVIOUS SURFACE AREA			
Impervious Area (Total Existing)		5204	sq. ft.
Impervious Area (Total Proposed)		20,865	sq. ft.
Building Ground Floor Area and Total Floor			
Building Footprint (Total Existing)		0	sq. ft.
Building Footprint (Total Proposed)		11,743	sq. ft.
Building Floor Area (Total Existing)		0	sq. ft.
Building Floor Area (Total Proposed)		45,013	sq. ft.
ZONING			
Existing		R5A, R5	
Proposed, if applicable		N/A	
LAND USE			
Existing		Former Convent Gardens And Lawn	
Proposed		21 Unit Building	
RESIDENTIAL, IF APPLICABLE			
# of Residential Units (Total Existing)		0	
# of Residential Units (Total Proposed)		21	
# of Lots (Total Proposed)		1 (Lot 4) of a 4 lot Subdivision (Existing)	
# of Affordable Housing Units (Total Proposed)		Refer to MH 88 Units	
PROPOSED BEDROOM MIX			
# of Efficiency Units (Total Proposed)		0	
# of One-Bedroom Units (Total Proposed)		0	
# of Two-Bedroom Units (Total Proposed)		21	
# of Three-Bedroom Units (Total Proposed)		0	
PARKING SPACES			
# of Parking Spaces (Total Existing)		0	
# of Parking Spaces (Total Proposed)		14 Outside/28 Garage = 42	
# of Handicapped Spaces (Total Proposed)		4	
BICYCLE PARKING SPACES			
# of Bicycle Spaces (Total Existing)		0	
# of Bicycle Spaces (Total Proposed)		9	
ESTIMATED COST OF THE PROJECT			
		\$7,000,000	

VI. 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:	Kevin Bunker, Authorized Agent
Date:	8/16/17

Submitting final level III site plan

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST N/A
		1	Completed Application form
		1	Application fees
		1	Written description of project
		1	Evidence of right, title and interest
		1	Evidence of state and/or federal approvals, if applicable
		1	Written assessment of proposed project's compliance with applicable zoning requirements
		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
		1	Written requests for waivers from site plan or technical standards, if applicable.
		1	Evidence of financial and technical capacity
		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
			Proposed grading and contours;
			Existing structures with distances from property line;
			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
			Preliminary infrastructure improvements;
			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
			Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;
			Exterior building elevations.

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

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual (Amended Subdiv. Plat includes boundary survey)
X		1	Final Site Plans including the following:
X			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
X			Existing and proposed structures on parcels abutting site;
X			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
X			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
X			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
X			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
X			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications; (Metro at Stevens Ave - Part of approved MDP)
X			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
X			Location of all snow storage areas and/or a snow removal plan;
X			A traffic control plan as detailed in Section 1 of the Technical Manual;
X			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/A			Location and proposed alteration to any watercourse;
N/A			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
X			Proposed buffers and preservation measures for wetlands;
X			Existing soil conditions and location of test pits and test borings; (Geotech Report)
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;
N/A			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;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
X		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance; (300' to Evergreen Cem.)
See Report		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;
Location Only		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



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



****See application report and site plans**

A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



Bradley Roland, P.E.
Water Resources Division

Date: 8/16/17

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

Address: 583 Stevens Avenue - Lot 4, Portland, Maine

Proposed Use:	Mixed-Use Residential	Chart Block Lot Number:	143-F012-001	
Previous Use:	Mixed-Use Residential			
Existing Sanitary Flows:	0 GPD	Site Category	Commercial (see part 4 below)	☐
Existing Process Flows:	0 GPD		Industrial (complete part 5 below)	☐
Description and location of City sewer that is to receive the proposed building sewer lateral.			Governmental	☐
Existing campus service to Walton Street over lots 4 and 1, see also approved MotherHouse Plans			Residential	☒
			Other (specify)	☐

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

2. Please, Submit Contact Information.

City Planner's Name: Jean Fraser Phone: 207-874-8728
Owner/Developer Name: Matthew Teare, Director of Development at Sea Coast at Baxter Woods Associates, LLC
Owner/Developer Address: 20 Blueberry Lane Falmouth, Maine 04105
Phone: 207-837-2418 E-mail: mteare@highlandgreenlifestyle.com
Engineering Consultant Name: Frederic (Rick) Licht (Licht Environmental Design, LLC)
Engineering Consultant Address: 35 Fran Circle Gray, Maine 04039
Phone: 207-749-4924 Fax: _____ E-mail: rlicht@securespeed.net

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: 2520 (Total Project 26,000+/-) GPD
Peaking Factor/ Peak Times: 6 (TR-16)

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) Chapter 241 State of Maine Subsurface Wastewater Disposal Rules - metered flow records from similar facilities

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.

Total Drainage Fixture Unit (DFU) Values:	N/A
Size of External Grease Interceptor:	
Retention Time:	
Peaking Factor/ Peak Times:	

5. Please, Submit Industrial Process Wastewater Flow Calculations

Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided, or attached, as a separate sheet.



A Guide to Holding Neighborhood Meetings Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
 - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
 - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
 - The meeting should be held within 30 calendar days of filing the application.
 - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
 - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of \$1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.

A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Invitation Format

**Applicant/Consultant
Letterhead**

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____

Meeting Date: _____

Meeting Time: _____

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an “interested parties list”, be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call (telephone number of applicant or consultant).

Sincerely,

(Applicant)

Note:

Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

_____ (date)

Attached to this certification are:

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



August 18, 2017

J14.067B

Captain Chris Pirone
City of Portland Fire Department
380 Congress Street
Portland, Maine 04101

**Sea Coast at Baxter Woods
538 Stevens Avenue, Portland – Building-1
Fire Department LIII Site Plan Review**

Dear Captain Pirone:

On behalf of Sea Coast at Baxter Woods Associates, LLC we are submitting for Fire Department review, the proposed 538 Stevens Avenue Building-1 as required by the City LIII Site Plan Review process. The proposed building will contain 21 senior apartments and is part of the 2016 approved "605 Stevens Avenue Master Development Plan (MDP).

Attached are copies of the Site Plan Sheet C4.0 and Architectural Plans and Elevations for your review along with the following information as required by the Portland Fire Department, Site Review Fire Department Checklist. (Please note that Item #13 - Code Summary will be submitted separately by the architect, Archetype, PA.)

1. *Name, address and phone number of applicant:*
Sea Coast at Baxter Woods Associates, LLC
C/O Matthew Teare, Director of Development
20 Blueberry Lane
Falmouth, Maine 04105
Tele: 207.837.2418
mteare@highlandgreenlifestyle.com
2. *Name, address and phone number of architect:*
Archetype, PA
C/O David Lloyd, RA
48 Union Wharf
Portland, Maine 04101
Tele: 207.772.6022
Lloyd@archetypepa.com
3. *Proposed uses of structure:*
21-unit, 4 story active senior apartment building.
First floor – covered parking & utility areas
Floors 2-4- residential units and common spaces.
Building -1 is the first of a planned five (5) building approved Master Development Plan approved for the former McAuley High School and St. Joseph's Convent property.

4. *Square Footage of Structure:*

Footprint – 11,743 s.f.

Total Building Area – 45,013 s.f.

5. *Elevations of Structures:*

The building will be 43 ft-3 inches +/- in height including the first floor covered parking to the 4th level roofline. Mechanical units will be placed on the roof of the structure.

6. *Proposed Fire Protection of Structure:*

The building will be sprinkled.

7. *Hydrant Location:*

A hydrant is proposed at the northeast corner of the site parking area.

Additional hydrants are located on Walton and Stevens Avenue in the vicinity of the site.

8. *Water Main Size and Location:*

The site and future buildings 2-5 campus will be serviced by a private 8-inch fire line main and 4-inch domestic service.

9. *Access to Structure (min. 2 sides)*

Access to two (2) full sides (north and east) of the building will be provided for fire apparatus. Refer to the Site Plan.

10. *Code Summary shall be included referencing NFPA-1 and all fire department Technical Standards.*

(A Code Summary shall be provided under separate cover by Archetype, PA.)

Please do not hesitate to contact me or David Lloyd of Archetype, PA should you require any additional information or plans for your Site Plan Fire Department review. We are available to meet at your convenience should you desire.

Sincerely,



Frederic (Rick) Licht, PE, LSE
Principal

Encl: Site Plan C4.0 and Architectural Plans A1.1, A1.2, A2.1 and A2.2 dated 08-16-17

Sea Coast at Baxter Woods
Building-1
583 Stevens Avenue, Portland
LIII Site Plan and Subdivision Application
TABLE OF CONTENTS

- **Cover Letter**
- **City of Portland LIII Final Site Plan Development Review Application**
- **Fire Department - Site Plan Review Summary**
- **Site Plan/Subdivision Application Fee (Submitted separately)**
- **Project Report and Narrative**
 1. Introduction and Background
 2. Design Team
 3. Building-1 Lot 4 Review
 4. Existing Conditions and Zoning
 5. Proposed Development - Building-1 Lot 4
 6. Summary
- **Attachments:**
 - Exhibit 1 – Right, Title & Interest
 - Exhibit 2 - USGS Quad Locus
 - Exhibit 3 – Assessors Map
 - Exhibit 4 - Compliance with MDP
 - Exhibit 5 - Compliance with Zoning
 - Exhibit 6 - Easements & ROWs
 - Exhibit 7 – Waiver Requests
 - Exhibit 8 - Financial and Technical Ability
 - Exhibit 9 – Traffic Analysis
 - Exhibit 10 – Soils & Geotechnical
 - Exhibit 11 – Construction Management Plan
 - Exhibit 12 – Utility Serviceability Letters
 - Exhibit 13– Lighting Cuts
 - Exhibit 14 – Stormwater Management and Erosion & Sedimentation Control
 - Exhibit 15 – Metro
- **Site/Architectural Plans entitled “Sea Coast at Baxter Woods – Building -1, 583 Stevens Avenue, Portland Maine”, dated August 16, 2017, containing 19 plan sheets.**

583 Stevens Avenue Site Plan Index	
Plan Number	Title
G-1	Title/Cover Sheet
C-1.0	Approved Subdivision Plat
C-2.0	Second Amended Subdivision & Building -1 Sectional Plat
C-3.0	Demolition And Tree Preservation Plan
C-4.0	Site Plan
C-5.0	Utility Plan
C-6.0	Grading, Drainage & Erosion Control Plan
C-7.0	Utility Details
C-7.1	Site Details
C-7.2	Site, Stormwater & Erosion Control Details
C-8.0	Erosion Control Notes
L-1.0	Landscape Plan
L-2.0	Landscape Details
E-1.0	Electrical Site Plan
E-2.0	Site Lighting Calculation Plan
A1.1	First Floor Plan
A1.2	Second Floor Plan
A2.1	Elevations
A2.2	Elevations

PROJECT REPORT AND NARRATIVE

1. INTRODUCTION & BACKGROUND:

The proposal for development and re-purposing of the former St. Joseph's Convent and grounds, an 18.98 acre campus located at 583, 605 and 631 Stevens Ave. commenced in 2014-15 with the concept of creating a senior living/active adult campus. The cornerstone of the property is the former convent or Motherhouse which Sea Coast at Baxter Woods Associates, LLC in partnership with Motherhouse Associates, LP proposed 88 units of affordable and market rate senior housing. That project approvals for the Motherhouse together with the subdivision of the campus into 4 lots were granted on August 11, 2016. Lot 1 includes St. Catherine's residence for nuns and priests while Lot 2 contains the Maine Girls Academy school building, parking and grounds. Lots 3 and 4 are the focus of the senior living community. Prior to that, on July 6, 2015 approval the property obtained a zone change from R5 to R5A over a portion of the property allowing for the development of a planned senior community ("planned residential unit development" or PRUD) with a total combined density of 249 units. Lot 3 (4.39 acres) supporting the Motherhouse re-development can will provide 88 units of affordable and market rate units, while Lot 4 (9.05 acres) including former grounds of the Motherhouse and the Maine Girls Academy athletic fields has a maximum PRUD density of 161 units. The project master plan was approved on June 06, 2015 under a Master Development Plan (MDP) application as a proposed senior living community of 5 buildings with parking, landscaping, common areas and active and passive spaces.

As a campus master plan, **Lot - 4 Building-1** is subject to various overall MDP conditions of approval and retains easement rights over Lots 1, 2 and 3 for access, utilities, drainage and landscaping as provided for in the approved Subdivision Plat and recorded Deed and Declaration of Covenants and Easements. (Refer to Plan C1.0 and *Exhibits 1 and 6* for reference to the subject deed and easements).

Refer to *Exhibit 4* for information on the approved MDP and a copy of the approved Lot 4 senior living campus master plan and Lot 3 Motherhouse Development.

This application seeks LIII Site Plan and Subdivision approvals for the first building (Building-1) of the Lot 4 senior campus MDP. This building will be an attractive 4-story residential building containing ground level garage parking and 3 stories of apartment units and common space totaling 21 units of market rate senior housing.

2. DESIGN TEAM:

The design team consists of the following seasoned professional firms. Refer to *Exhibit 8* for additional supporting qualifications of the applicant Sea Coast at Baxter Woods Associates, LLC:

- Licht Environmental Design, LLC – Project Manager
- Carroll Associates – Master Planning and Landscape Architecture
- Stantec – Civil Engineering
- Archetype, PA –Architecture
- Maine Traffic Resources – Traffic Assessment

- Titcomb Associates – Surveying
- Summit Geoengineering – Geotechnical Services

3. BUILDING -1 LOT 4 REVIEW:

The scope of this application is for approval of Building-1 containing 21 senior market rate units. The following Land Use Ordinance Standards apply:

- a. Level III Site Plan approval in accordance with Article V Section 15-520 to 15-526; and,
- b. 21-Unit Subdivision Review pursuant to Article IV Section 14-490;
- c. Combined Amended 4-Lot Subdivision Plat and Sectional Recording Plat – Lot 4 Building-1.

4. EXISTING CONDITIONS AND ZONING

A. Zoning:

Lot 4 is divided into R5 and R5A Residential Zones. Multi Family dwellings and PRUD developments are permitted in both zones. The proposed Building-1 is located on the former grounds and gardens south of the Motherhouse closest to Stevens Avenue and north of Baxter Woods. Lot 4 contains 141.14 feet of frontage on Stevens Avenue. The building will lie wholly within the R5A zone with the exception of several upper level porches which will extend several feet into the R5 district. Refer to *Exhibit 5* for Net Residential Density calculations and a summary of the zoning standards for Lot 4 based on the R5 and R5A Zones.

B. Existing Uses:

Lot 4 contains 9.05 acres and includes the former grounds and gardens south of the Motherhouse including religious statuary and shrines (to be removed appropriately), walkways and a former water fountain element (to be retained and refurbished) in the southwestern portion of the lot. This portion of the lot contains woods of mature oaks, cedar, fir and Norway maple trees together with open lawn areas. The frontage along Stevens Avenue contains the historic cast iron fence which will be preserved as indicated in the Motherhouse and MDP applications (except for removal of one section for a new sidewalk connection to Stevens Avenue) and refurbished as part of the Motherhouse project. The eastern portion of Lot 4 occupies the Maine Girls Academy athletic fields and a wetland area below the field fill slopes on the eastern property boundary. The athletic fields will not be impacted by this phase of the Master Plan Development. (Refer to Plan C 3.0 Demolition and Tree Preservation Plan.)

C. General Conditions, Access and Parking:

The area proposed for development of Building -1 is directly adjacent to the Motherhouse project and parking. The site plans for the Motherhouse and Building -1 are coordinated to share access from Stevens Avenue and utilities. No parking or utilities currently exist on Lot 4 in the vicinity of Building-1.

Access to Lot 4 is currently from both Stevens Avenue over the Lot 3 Motherhouse access drives and from the Walton Street driveway and Maine Girls Academy parking lot through Lots 2 and 3.

D. Existing Buffers, Landscaping and Visual Quality:

The Motherhouse and campus in general contain a large number of mature hardwood and softwood specimen trees as well as several shrines and garden grotto areas associated with its

past history as a convent. The project will save and protect as many trees as possible however a number of trees in the building area will be removed. A complete tree inventory has been conducted by Carroll Associates and reviewed through site meetings with Jeff Tarling, City Arborist. Trees to be preserved and removed are indicated on Plan C3.0. The proposed site layout and walkways around the building have been designed to preserve the park like grounds and provide a transitional buffer to the Baxter Woods fence. The views of the proposed building from Stevens Avenue are muted and filtered to a large degree by a thick hedge along with the ornate fence along the site frontage together with trees to remain and additional plantings.

Views from Baxter Woods are also well buffered even from the very near the fence line located 33 feet into Lot 4. Walton Street offers a view of the internal athletic field from the north side of Lot 4 framed by hardwood trees on Lots 1 and 2. The approved MDP and Motherhouse Site Plan will utilize Walton Street as the main access to the campus protecting all but several trees at Walton Street required to be removed for the Lot 3 shared access drive.

What may not be apparent to most visitors to the site is that the former St. Joseph's southern campus property line extends 33 feet beyond (south of) the chain link fence demarking the edge of the formal woods and lawn/athletic field areas. This wooded area, while not legally part of Baxter Woods is ecologically connected and includes a well worn side trail used by the public near the fence line. This 33-foot strip of woods is part of a historic 66-foot wide easement reserved by Mayor James Baxter in the 1908 deed to the Roman Catholic Bishop Corporation. Under the MDP approval, the applicant has committed to provide a conservation easement or covenants to preserve this section of woods providing a permanent buffer area.

E. *Unique Natural Areas:*

Neither the City of Portland nor Beginning with Habitat Maps list any rare or unique areas on the property.

The prime resource area is the adjacent Baxter Woods. This site has a special relationship with Baxter Woods which the applicant has focused on preserving. The wooded 33-foot edge of Baxter Woods will be preserved as discussed above. The City Arborist has identified the former allee of mature oak trees which framed an early 20th century roadway traversing between the campus and Baxter Woods. Some of the oaks are mature and/or are located within the site plan footprint requiring removal. The plans will provide for plantings of new trees and planting beds near the Baxter Woods fence line to provide additional buffering and screening of the building as well to provide a transitional zone adjacent to the formal woods.

The applicant has provided a letter of intent under the MDP process to work with the City to take steps to preserve Baxter Woods. The goals of this program include (1) monitoring and assessing existing ecological conditions, (2) annual funding of the study and (3) implement improvements as directed and approved by the City Arborist in Baxter Woods. Improvements including re-establishing and enhancing the former allee noted above, re-location of the worn trail next to the fence, removal of invasive species, replacement of the chain link fence and other actions which may be proposed by the City. Refer to the MDP approval for a copy of the letter of intent and specific activities proposed in collaboration with the City.

F. Utilities and CSO's:

Existing water (domestic and fire main), sanitary sewer, storm drainage, electric & communications and natural gas utilities are available in both Stevens Avenue and Walton Streets. Electric service is currently provided from an overhead pole line into the site from Walton Street to a pole mounted transformer behind the Smith Wing and into the rear (east side) of the building. That utility trunk line is being upgraded and dropped to an underground service behind the Motherhouse on Lot 3. There is minimal or no site lighting on the Lot 4 property.

The Motherhouse project on Lot 3 will upgrade the existing sanitary sewer and electric service both connecting to Walton Street. Building-1 will provide connections to the new underground electric service and sewer services on Lot 3 and connect to existing natural gas and water mains in Stevens Avenue.

Easements have been provided for the sharing of the campus utilities where required. Refer to Plan C1.0 for locations of all easements.

5. PROPOSED DEVELOPMENT – BUILDING -1 LOT 4:

(Refer to the attached Exhibits and accompanying Site Plans and Architectural Plans for detailed site information.)

A. Building-1 Conformance with Master Development Plan (MDP):

The development of Building -1 on the 9.05 acre Lot - 4 of the 583/605 Stevens Avenue campus is the second component of the senior living/active adult campus. The Lot -3 Motherhouse re-development into 88 senior apartments (66 affordable units and 22 market rate units) initiated the redevelopment of the former St. Joseph's Convent and surrounding campus grounds as Phase 1 of the new senior community. The senior community will target younger seniors and baby boomers from age 55 to 75 looking to simplify their living arrangements and spend more time enjoying an active lifestyle.

The approved 2016 Master Development Plan (MDP) provides a phased campus development "blueprint" for up to 161 new market rate units to be developed on Lot -4 as a phased project of five (5) buildings. Building-1 will provide 21 units of market rate housing on the portion of Lot 4 south of the Motherhouse closest to Stevens Avenue. The general location of the building within the gardens and grounds south of the Motherhouse is consistent with the location and setbacks as approved on the MDP. (Refer to *Exhibit 4* for a copy of the approved Master Development Plan and detailed review of the conditions of the MDP applicable to Building-1.)

Pedestrian and vehicular access and circulation are integrated with the Lot-3 Motherhouse as shown on the approved MDP with easements provided for the sharing of access, utilities and stormwater systems. (Refer to Section 5.C and 5.D below for additional detail.)

Each of the five campus buildings will include a series of amenities and common areas designed to encourage an active healthy lifestyle. In addition to the under-building parking, Building-1

will include a common room area and exterior patio deck on the second floor and an outdoor rear at-grade patio and gathering area for residents to meet and enjoy the views to Baxter Woods. Building-1 will preserve a number of the significant trees on the site and provides a robust landscaping plan together with the protection of the 33-foot easement adjacent to Baxter Woods noted above.

Several primary factors of the approved MDP are incorporated into the Building-1 site plans. They include; (1) the preservation of the historic streetscape views from Stevens Avenue; (2) preservation of the athletic fields used by the Maine Girls Academy. These fields will also provide open space for use by residents and (3) provision for preserving the 33-foot buffer along Baxter Woods located on the south side of the existing fence line together with preservation of many of the significant trees on the Building-1 grounds. (Refer to Section 5.J and 5.K for additional information on landscaping and easements.)

B. Building-1 Architecture:

The four story Building-1 will contain 3 floors of two—bedroom apartments above a first floor covered parking garage. Apartments will be single level, senior friendly apartments designed to accommodate a resident's changing needs as they age. They will include all the elements required for independent living including a comprehensive life safety and security system. Units on floors 2-4 will include small decks to enjoy the views of the historic Motherhouse to the north and Baxter Woods to the south.

Architectural floor plans and elevations are contained in the Site Plan set. The design of the building adapts comments provided during the Master Development Plan review process to present a building which is subordinate to the Motherhouse yet provides architecture which embodies the character of that historic structure. The following summarizes prominent architectural characteristics of Building-1:

1. Elements of the Motherhouse have been reflected in the new buildings. The prominent granite base of the mother house will be incorporated into the Building-1 design using areas of stone veneer. A modern version of the mansard on the Motherhouse will be incorporated , but in a vertical , not sloped version , with a zinc faced metal shingle to identify the top floor . Brick elements with brick matching the Motherhouse are incorporated into the design .
2. The colors of the new buildings are all natural toned , brick, granite and grey clapboard.
3. The entry ways into each building are clearly delineated with welcoming porch elements and entry plaza using a combination of pavers and concrete materials.
4. Each unit has its own deck space which also works to help break down the building massing and add interest .
5. Parking is located under each building structure with a first floor architecture providing interest consistent with the upper floors. The under building parking allows more open green space to be preserved on the site.

6. Mechanical units will be located on the flat rooftop and screened.

Additionally the final building designs will reflect the additional recommendations provided in the MDP review memo from Caitlin Cameron, Urban Designer, City Planning and Urban Development Department dated June 9, 2016.

C. *Site Layout and Circulation:* (Refer to Site Plan Sheet C-4.0)

The building will be set back approximately 190 feet from Stevens Avenue respecting the natural buffer of existing trees together with a proposed allee of trees and new central sidewalk to Stevens Avenue. Building -1 will be set back approximately 70 feet from the western-front face of the Motherhouse respecting the integrity of that historic structure. The building siting will provide an urban feel with curbing and access from Stevens Avenue close to the building, parking along the north and east face and access to the ground level parking garage from the east end of the building. The layout integrates tightly with the Motherhouse parking and circulation aisles to provide a unified site design.

The primary vehicular access to Building -1 and the future campus will be from Walton Street over the approved access drive on Lots 2 and 3, provided for in associated easements. The main entry on the north side of the building will provide concrete paver walks and a covered entry together with landscaping to create a welcoming public face to the apartment building.

The site plan provides for 28 parking spaces in the garage, 8 on the east end and 6 in front of the building for a total of 42 spaces or a ratio of 2:1. Four (4) accessible spaces will be provided. The parking areas are proposed to be constructed with permeable pavers to infiltrate storm water while the access aisles will be standard pavement.

The proposed Lot 4—Building-1 site plan will not result in the loss of any existing playing fields. There will be some minor construction directly adjacent to the west side of the field complex for construction of the new access drive and utilities which will have only a short term impact.

D. *Pedestrian and Bicycle Circulation:*

The site plan is consistent with the approved Master Development Plan, providing a new main campus sidewalk connection to Stevens Avenue forming a main spine between Building -1 and the Motherhouse and leading towards the future phases of the campus development. A walkway will also connect northerly directly to the Motherhouse. Stone dust walkways will link the paved walks around the back of the building and connect to an existing path along the athletic fields north of Building 1 along the east boundary of Lot 3 (Motherhouse lot) providing a strong linkage to Walton Street. (Refer to Site Plan C4.0 for the location of walks and parking areas.)

Bicycle racks located both near the building entrance and in the garage will provide 9 or more bicycle spaces.

E. *Mass Transit Connections:*

The site sits uniquely in a location serviced by the METRO bus service. There are METRO stops on Stevens Avenue and nearby on Forest Avenue a short walk from the site. Typical senior facilities find that a portion of residents do not own cars and those who do in an urban or semi-

urban setting rely heavily on mass transit and walking for their day to day activities. (See METRO Map, *Exhibit 15*.)

The MDP approval required the applicants to contribute \$15,800 towards a new crosswalk and METRO Stop/Shelter on Stevens Avenue. A preliminary location of the shelter, crosswalk and bench provided by Planning Staff are shown on Site Plan C4.0 for coordination purposes. These elements are tied to the MDP approval and are not part of the Building-1 plans. *Exhibit 15* provides additional information on compliance with the Site Plan Section 14-526 Public Transit Access standards.

F. Utilities:

Proposed utility connections are being coordinated with the Lot 3-Motherhouse development. (Refer to *Exhibit 12* for Letters of Serviceability and flow projections.)

1. Natural Gas – A 2-inch main will be provided from Stevens Avenue to a screened meter enclosure in the south lawn of the Motherhouse and extended along the utility corridor along the front (north) side of Building-1 and stubbed for future Lot 4 expansion. A detail of the enclosure is provided in the site plan set.
2. Water – A new 8-inch fire and 4-inch domestic service will be extended from Stevens Ave. along the utility corridor and easement along the common property line with Lots 3 and 4. A domestic meter and vault will be installed just inside the Stevens Avenue fence creating a private water system for Buildings 1-5. Each building will be sub-metered separately.
3. Fire Protection – Based on public safety review comments from the MDP the site will include a new fire hydrant located at the northeast end of the new building. Access for fire and emergency vehicles will be from the north and east ends of Building -1.
4. Sanitary Sewer - A new building sewer will exit the east end of the building and provide an extension to the main campus sewer trunk line northerly on Lot 3. The applicant is submitting the Wastewater Capacity Application and supporting flows to the Department of Public Services for review with estimated flows of 2,520 gallons per day of water/wastewater projected for the Building -1 development.
5. Electric/Communications – Will be provided with a new three phase transformer and underground conduit extensions from the rear of the Motherhouse extending to the northeast corner of the Building-1 parking lot. Utility vaults will be installed to provide for future extensions into Lot 4 for buildings 2-5.

G. Site Lighting:

Site Lighting on the northern access and parking area will be provided with three (3) light fixtures as part of the approved Motherhouse project. An additional two (2) fixtures will be added on the north side and east end of the building. The main walkway corridor from Stevens Avenue will be softly illuminated with eight (8) bollard lights providing both safety lighting and a visual connection to the new building in the evening hours. Building lighting will be limited to recessed lights at the external doorways and wall lighting at the garage and rear door entry. The rear patio area will have lights installed in the seat wall to provide accent. All lighting will be LED. Refer to the Site Electrical and Site Lighting Calculation (photometric) Plan Sheet E 2.0 for light fixture locations and specifications and *Exhibit 13* for lighting cuts.

The site lighting plans reflect the sensitivity of Baxter Woods by limiting lighting in the rear of the building. Lighting from apartments will be subtle and buffered to a large extent by the existing and proposed landscaping and trees located in the south lawn area.

H. Solid Waste Management:

Building-1 will not require a formal dumpster. Residents will be required to bring trash and recyclable materials to a dedicated waste management room located in the first floor level garage for sorting into roll-away bins. These will be rolled to the east end garage door area and picked up by a waste hauler. The facility will contract with a licensed waste hauler for pick up and disposal.

I. Stormwater Management and Erosion & Sedimentation Controls:

Refer to *Exhibit 14* for a Stormwater Management letter report prepared by Stantec. Erosion control specifications are provided on Plan Sheet C7.2

The stormwater management system for the Building -1 site has proposed several BMP's to take advantage of the infiltration capacity of the granular site soils. The site will remove existing paved walks and results in a net of only 15,661 s.f. (0.36 ac.) of impervious area. Stormwater BMP's to meet general (quality) and flooding (quantity) standards include use of pervious pavers in the parking spaces and sections of the entry walks, installation of two (2) rain gardens at the rear of the building and capture of roof runoff via internal roof drains to charcoal filter systems located below the garage floor. The drainage system will be connected to the existing 12-inch storm drain located in the softball field to the east of the new building which discharges to the wetlands below the athletic field fill slopes to the east.

J. Landscaping and Buffers:

The approach to the landscape plan for the project has been to preserve as many of the existing mature trees on site and provide supplemental infill where appropriate. Carroll Associates has performed an inventory of the existing trees on-site and met with Jeff Tarling, City Arborist to review vegetation conditions. The Demolition and Tree Preservation Plan, Sheet C.3.0 and Landscape Plan Sheet L1.0 provide details on specific trees to be removed either due to development or due to their poor or compromised health. The new and parking and access drives have been laid out to respect the existing trees, landscaping and gardens to the greatest extent possible. There will be no impact to buffers to Baxter Woods from the Building - 1 development.

Refer to Sections 4.D and 4.E above for more details on the landscaping and buffer in relation to Baxter Woods.

Approximately 450 feet of the chain link fence along the 33-foot Baxter Woods easement will be replaced with a more decorative fence as detailed on the site plans. Additionally the corner at Stevens Avenue will be anchored with one or two sections of the historic wrought iron fence, removed from the Motherhouse project.

K. Easements:

Refer to the Overall Subdivision Plan, Sheet C-2.0 for existing and proposed easements. As a master planned campus, shared utility, storm drainage, access and parking easements are

required to be provided between the various lots to secure rights for use. The subdivision plat identifies all existing and proposed easements.

The applicant will provide a conservation easement over the 33-foot wooded strip of land adjacent to Baxter Woods to essentially merge that portion of woods with Baxter Woods.

Refer to *Exhibit 6* for a summary of existing and proposed easements.

L. NFPA-1 and Fire Safety Code Review:

Refer to the Fire Safety review letter contained with the Site Plan Application for a summary of the Fire Department Checklist standards. The project architects, Archetype, PA, will provide a fire safety code review under separate cover and forward to the Fire Chief and Planning Department for review.

M. Snow Storage and Management:

Snow removal and sidewalk maintenance will be contracted to an outside contractor for Building-1. The Site Plan Sheet C4.0 designates a snow storage area off the back of the eastern parking area for plowing snow from the east end of the building. The plowing of the front parking spaces will be coordinated with the Motherhouse Lot 3 service contract and either plowed together with the Motherhouse parking and access ways or removed with a snow blower.

N. State and Federal Permits:

The project is being reviewed by the City of Portland under their DEP Delegated Review authority. As such DEP Site Location of Development and Stormwater Chapter 500 permits are not required. The project will not impact any wetlands therefore no DEP-NRPA or U.S. Army Corps of Engineers permits are required.

Due to the relationship with the Motherhouse and National Park Service (NPS) review for that site under the Historic Tax Credit process, the Building-1 project is being reviewed by the project team historic consultant to ensure compatibility with prior recommendations provided by the NPS.

6. SUMMARY:

In summary we believe that the proposed Lot -4 Building-1 Level III Site Plan and Subdivision plans meet the requirements of the Portland Land Use Code - Subdivision Article IV and Site Plan Article V. The project will provide needed off peninsula senior housing within a carefully planned campus community close to amenities and services. We look forward to working closely Planning Staff and the Planning Board in the coming months as we seek approvals for this exciting project.

EXHIBIT 1

RIGHT, TITLE & INTEREST

Sea Coast at Baxter Woods Associates, LLC acquired in the 18.98 acre former St. Joseph's Convent and Hospital property in December, 2106 which includes the approved 4 lots of the 605 Stevens Avenue approved subdivision.

The deed (CCRD Book 33698 Pages 187 – 202) provides for rights of access, utilities, landscaping, etc. over and between the 4 lots as shown on the "Overall Subdivision Plan, 605 Stevens Avenue and Walton Street, prepared for Sea Coast at Baxter Woods Associates, LLC, dated June 24, 2015 as amended June 14, 2016 and recorded in the CCRD Plan Book 216 Page 433 together with the Declaration of Covenants and Easements recorded in the CCRD Book 33922 Page 172.

A copy of the Deed and Declaration of Covenants and Easements are attached. The location of easements within the subdivision are shown in the Site Plans as Plan C1.0 – Approved Subdivision Plat.

QUITCLAIM DEED WITH COVENANT
(Maine Statutory Short Form)

KNOW ALL PERSONS BY THESE PRESENTS, that **ST. JOSEPH'S CONVENT AND HOSPITAL**, a Maine non-profit corporation ("Grantor"), for consideration paid, grants to **SEA COAST AT BAXTER WOODS ASSOCIATES, LLC**, a Maine limited liability company, its successors and assigns, having its principal place of business at 20 Blueberry Lane, in the Town of Falmouth, County of Cumberland and State of Maine ("Grantee"), with **QUITCLAIM COVENANT**, the land in the City of Portland, County of Cumberland and State of Maine, described in Exhibit A hereto attached and made a part hereof.

SUBJECT TO the permitted exceptions set forth on Exhibit B attached hereto and made a part hereof and the reserved rights described in Exhibit A attached hereto.

Together with and also hereby conveying the following rights and easements for the benefit of Lots 2, 3 and 4 (the "Benefitted Property") as shown on the plan entitled "Overall Subdivision Plan 605 Stevens Avenue Stevens Avenue & Walton Street, Portland, Maine", made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds, Plan Book 216, Page 433 (hereinafter the "Subdivision Plan"), provided that the following easements and the rights thereunder shall be exercised in a manner and during such times so as to minimize any interference with the use and occupancy of the apartment complex located on Lot 1 as shown on the Subdivision Plan and related access and parking, and further subject to the terms and conditions set forth herein:

1. Utilities: Together with the perpetual non-exclusive right and easement to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove underground utility conduits, pipes and mains, and poles and wires with all necessary underground fixtures and appurtenances under the portions of Lot 1 as shown on the Subdivision Plan labelled as "#5 Utility and Drainage Easement" as shown on the Subdivision Plan and in the existing locations of any underground sewer and water lines that currently serve Subdivision Plan Lots 2, 3 or 4 (collectively, the "Utility Easement Areas") for any and all underground utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables and mains, below ground, together with all necessary underground facilities and fixtures and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances together with the right at all times to make connection with all of said facilities to the Benefitted Property as deemed appropriate by Grantee, its successors and assigns.

2. Drainage: Together with the perpetual non-exclusive right and easement to enter the portions of Lot 1 as shown on the Subdivision Plan labelled as "#5 Utility & Drainage Easement" and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove underground drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary underground fixtures and appurtenances, and to make connection therewith with the Benefitted Property, and to flow and direct water under such areas.

3. Parking: Together with the perpetual right and easement to construct a 20 parking space expansion (the "Expanded Parking Lot") of the existing parking lot located on Lot 1 located easterly of

the existing parking lot and to have the exclusive use of the Expanded Parking Lot for parking of vehicles. The existing parking lot shall be for the exclusive use of the owner and residents of Lot 1.

4. Related Rights: Together with the perpetual non-exclusive right and easement in connection with or in exercising any of the above described rights to enter the Utility Easement Areas and to work, fill, excavate, tunnel and trench and cut or remove trees and brush in such areas, but only to such extent as in the reasonable judgment of Grantee is necessary for any of the above described purposes; provided, that Grantee gives Grantor not less than ten (10) days prior notice of such entry.

Grantor and Grantee acknowledge and agree that the rights and easements granted hereunder are expressly subject to the following terms and conditions:

- (a) Grantee shall maintain the Expanded Parking Lot and all utility and drainage materials and apparatus installed by Grantee in good condition and repair. In addition, upon completion of the Expanded Parking Lot, Grantee shall be responsible, at its sole cost, for the prompt removal of ice and snow from both the Expanded Parking Lot and the Existing Parking Lot.
- (b) The exercise of all rights of the Grantee hereunder shall be undertaken at the sole cost of Grantee. All utilities and the drainage system shall be fully underground. All construction and maintenance shall be performed in a good and workmanlike manner. Grantee agrees that as soon as practicable, but in any event no later than thirty (30) days after completion of the installation or any maintenance of any utility or drainage equipment or materials, it will restore the surface of the disturbed area to substantially the same condition prior to such work. Prior to disturbing any of the surface of the Utility Easement Areas as provided herein, Grantee shall give at least 30 day's notice to Grantor.
- (c) Prior to taking any action that would reduce or impede the use of any of the parking spaces in the existing parking lot, Grantee shall provide substitute parking that would be available during any period of disturbance that is reasonably equivalent in proximity and quality to the parking spaces being disturbed. At all times, reasonable and safe access shall be maintained between the parking areas and the building located on Lot 1. Grantee covenants that in its exercise of the easement rights granted hereunder, it shall not adversely impact access to Lot 1 over and from Easement #2 (50' Access & Utility Easement) shown on the Subdivision Plan. Prior to disturbing any of the parking spaces in the existing parking lot as provided herein, Grantee shall give at least 30 day's notice to Grantor, which notice shall also describe the substitute parking to be given by Grantee to Grantor, as provided in this paragraph.
- (d) Grantee acknowledges that Grantor's primary access to Lot 1 will be over the 50' Access and Utility Easement, shown as "Easement 2" on the Subdivision Plan, as provided herein. In the exercise of Grantee's rights hereunder, it shall insure that Grantor's access to Lot 1 over and from Easement 2 is not impaired; provided, however, that if in Grantor's reasonable judgment, it is necessary to preclude or limit Grantor's access to Lot 1 over and from Easement 2 in connection with the exercise by Grantor of its rights granted herein, Grantor may do so provided that (i) it provides Grantor with prior notice of not less than 10 days prior notice, except in the case of an emergency, in which case the best practicable notice shall be given and (ii) Grantee provides, at its cost, reasonably equivalent access to Lot 1; and (iii) such interruption of access be minimized to the extent practicable in terms of time and scope.
- (e) Grantee shall enter upon the Utility Easement Areas at its sole risk and hereby releases Grantor and its successors and assigns and shall indemnify and hold Grantor, its successors and assigns, harmless from and against any and all liability, loss, cost, damage or expense,

including court costs or fees related to litigation or alternative dispute resolution and attorneys' fees, incurred by Grantor as a result of or in connection with the exercise by Grantee or its employees, agents, invitees and licensees of the rights granted or described herein or for any damage or injury caused by any equipment, apparatus or materials installed by Grantee, except to the extent arising from the intentional misconduct or willful violation of law by Grantor.

- (f) Grantor shall have the right to use the Utility Easement Areas for access and parking and for such other uses that do not unreasonably impair or hinder the use granted to Grantee herein. In addition, Grantor shall have the right, at its sole discretion, to make changes, modifications or alterations to the Utility Easement Areas, provided that the utility of such easement areas for the purposes described herein is not unreasonably impaired or hindered.
- (g) Grantor shall have the right to connect to any utilities or drainage facilities installed by Grantee, at Grantor's sole cost and expense. Grantor shall not be charged, other than the actual cost to make the connection. As a condition to such connection: (i) Grantor shall provide Grantee with not less than 10 days prior notice, except in the case of an emergency, in which case the best practicable notice shall be given and (ii) any interruption to service be minimized to the extent practicable in terms of time and scope.
- (h) In recognition of the fact that the apartments are residential dwelling units and the primary residence of its tenant, Grantee shall ensure that construction noise and construction related traffic on Lot 1 is minimized between the hours of 6:00 p.m. and 8:00 a.m.

The terms and conditions of the Easements, as set forth in paragraphs (a) through (h) above shall be binding upon the parties hereto and their respective successors and assigns from time to time of all or any portion of either or both of the benefited and servient estates or any portion or portions thereof, however such estates may hereafter be divided or combined, and shall be covenants running with the land. Grantee joins in this deed for the purpose of evidencing its agreement to the terms and conditions set forth herein.

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IN WITNESS WHEREOF, the said St. Joseph's Convent and Hospital has caused this instrument to be executed and delivered in its name by Jacqueline Marie Kieslich, its President, duly authorized, this 14 day of December, 2016.

WITNESS:

Lacey Harris

GRANTOR:

St. Joseph's Convent and Hospital

By: Jacqueline Marie Kieslich, RSM
Name: Jacqueline Marie Kieslich, RSM
Its: President

STATE/~~COMMONWEALTH~~ OF Rhode Island
Providence, ss. December 14, 2016

Then personally appeared the above named Jacqueline Marie Kieslich, RSM, as President of St. Joseph's Convent and Hospital and acknowledged the foregoing instrument to be her free act and deed in said capacity and the free act and deed of said corporation.

Before me,

Isabel Sousa
Attorney at Law/Notary Public
Printed Name: 4-3-19

SEAL

IN WITNESS WHEREOF, the said Sea Coast at Baxter Woods Associates, LLC has caused this instrument to be executed and delivered in its name by John B. Wasileski, its Manager, duly authorized, this 16 day of December, 2016.

WITNESS:

GRANTEE:

Sea Coast at Baxter Woods Associates, LLC

By:

John B. Wasileski, Its Manager

STATE OF MAINE
CUMBERLAND, ss.

16, 2016

Then personally appeared the above named John B. Wasileski as the Manager of Sea Coast at Baxter Woods Associates, LLC and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said Sea Coast at Baxter Woods Associates, LLC.

Before me,

[Signature]
Attorney at Law/Notary Public
Printed Name: Ronald G. Gaten

EXHIBIT A

(Attached to and forming a part of
Quitclaim Deed With Covenant from
St. Joseph's Convent and Hospital to
Sea Coast at Baxter Woods Associates, LLC)

LEGAL DESCRIPTION OF THE PREMISES

PARCEL 1:

A certain lot or parcel of land situated in the Town of Deering, County of Cumberland and State of Maine, and is a portion thereof known as Stevens Plains, viz: A lot sixty and one-half (60 1/2) feet square, enclosed within the outer corners of four granite posts set in the ground by said Smith, said lot being near the center of the enclosure surrounded by the cemetery wall built by said Smith, said granted lot being the same which was reserved, excepted and excluded from a conveyance to James A. Healy, executed July 27, 1881 recorded in said Registry in Book 477, Page 379.

Being the same premises conveyed to Saint Joseph's Convent and Hospital by Administrator's Deed of Charles W. Goddard, et al. dated July 18, 1884 and recorded in the Cumberland County Registry of Deeds in Book 479, Page 327.

PARCEL 2:

A certain lot or parcel of land situated in said Deering and being a part of the "Forest Home" property so-called owned at one time by the late Francis O. J. Smith bounded and described as follows to wit, viz: Commencing at the southerly corner of the Tomb Lot so-called; thence southeasterly parallel with the westerly sideline of Oak Street formerly called Forest Street, one hundred and fifty (150) feet, more or less, to land now or formerly owned by Mary T. Reing; thence North easterly by said Reing's land four hundred and eighteen (418) feet, more or less, to said Oak Street; thence northwesterly by the westerly sideline of said Oak Street eight hundred and fifty-six and one-half (856 1/2) feet, more or less, to the Stevens Plains road (so-called); thence southwesterly by the southerly sideline of said road two hundred and twelve (212) feet, more or less, to the easterly sideline of a street fifty (50) feet wide laid out and described in the deed of said Francis O. J. Smith to "Smiths Home for Aged Indigent Mothers" dated August 12, A.D. 1863 and recorded in the Cumberland County Registry of Deeds, Book 322, Page 479; thence southeasterly by the easterly sideline of said last mentioned street and by the stone wall on the easterly side of the "Tomb Lot" so-called six hundred and seventy-two (672) feet, more or less to the easterly corner of said "Tomb Lot"; thence southwesterly by said "Tomb Lot" two hundred one and one-half (201 1/2) feet, more or less, to the point begun at. Excepting however from this conveyance the following described lots conveyed by said Smith in his lifetime to wit: Two (2) lots measuring together on said Oak Street sixty-five (65) feet and running back therefrom one hundred and eight and two tenths (108.2) feet conveyed by said Smith to John J. McDonnell by deed dated January 23, A.D. 1875 recorded in said Registry of Deeds, Book 414, Page 266 and by deed dated March 23, 1875 recorded in Book 418, Page 54, also a lot measuring on said Oak Street thirty-two and five tenths (32.5) feet running back one hundred and seven and seven tenths (107.7) feet conveyed by said Smith to Edward Farrell otherwise called Edward Tarrell, otherwise called Edward Tirrell by deed dated June 11, A.D. 1872, recorded in Book 395, Page 17 in said Registry, also lots together measuring on said Oak Street ninety-seven and five tenths (97.5) feet and running back therefrom one hundred and six and four tenths (106.4) feet sold and conveyed by said Smith to John Bell by deed dated January 20, A.D. 1876 recorded in Book 426, Page 357, in said Registry of Deeds, also lot on the corner of said Oak Street and said Stevens Plains road

measuring seventy and two thirds ($70 \frac{2}{3}$) feet on said road and running back to land conveyed to John Bell as aforesaid, said corner lot having been sold and conveyed by said Smith to Ann R. Bramhall and others by deed dated May 27, A.D. 1876 recorded in Book 434, Page 201 in said Registry, also excepting a certain lot of land situate on the southerly side of Oak Street aforesaid having a frontage of sixty-five (65) feet on said Street and extending back at right angles therefrom one hundred and eight (108) feet being the same premises conveyed by Francis O. J. Smith to Simon Niles by deed dated September 18, A.D. 1871 recorded in aforesaid Registry of Deeds, Book 388, Page 147, to which deed reference is hereby made for a more particular description of said premises. Also another lot of land situate on the southerly side of said Oak Street in said Deering, bounded and described as follows, viz: Beginning at the northeasterly corner of land heretofore conveyed by Francis O. J. Smith to John Bell in the southerly sideline of said Oak Street; thence extending southerly by the easterly sideline of Bell's land one hundred and six (106) feet and four (4) inches; thence easterly forty-eight (48) feet and nine (9) inches to a point one hundred and six (106) feet and seven (7) inches from said Oak Street; thence to the southerly line of said Oak Street at a point forty-eight (48) feet and nine (9) inches from the first bounds mentioned; thence to said first bounds being all of Lot No. 22 and one-half of Lot No. 24 on a plan made by C. H. Howe in June A.D. 1864, being the same lot conveyed by said Francis O. J. Smith to Ann R. Bramhall and others by deed dated May 27, A.D. 1876, recorded in said Registry of Deeds, Book 434, Page 201, to which deed reference is hereby made for a more particular description of said premises and being a part of the same premises heretofore conveyed by James P. Baxter to said James Augustine Healy by deed dated July 24, A.D. 1881 recorded in said Registry of Deeds, Book 477, Page 396, to all which deeds reference is hereby made for a more particular description of the lots excepted from this conveyance.

Also excepting and reserving for the use forever of the heirs at law of said Smith for entrance and egress to and from the Burial Lot above-described a right of way in common in the Street fifty (50) feet in width known as Avenue "D" leading from said Oak Street to said Burial Lot. Also all my right, title and interest in and to a certain parcel of land which said Smith had at his decease and which was deeded by John W. Lane to the Executors of the Last Will and Testament of said Francis O. J. Smith, said deed dated July 15, A.D. 1878 and recorded in said Registry of Deeds for said Cumberland County, Book 455, Page 382 situate in Deering aforesaid and in a portion thereof known as Stevens Plains, bounded and described as follows, to wit: Beginning at a granite monument in the easterly sideline of the County road that crosses said Plains; thence running south sixty-four and one-half ($64 \frac{1}{2}$) degrees East four hundred and forty-one (441) feet to the westerly corner of the Cemetery wall built by said Smith and still in the same course following the southerly exterior sideline of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet more to the southerly corner thereof; thence at a right angle North twenty-five and one-half ($25 \frac{1}{2}$) degrees East by the easterly exterior sideline of said wall two hundred and two and one-half ($202 \frac{1}{2}$) feet to the easterly corner thereof; thence at a right angle North sixty-four and one-half ($64 \frac{1}{2}$) degrees West by the northerly exterior line of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet to the northerly corner thereof and still in the same course four hundred and sixty-five (465) feet to a point in said easterly sideline of said County road two hundred and three (203) feet distant from the granite monument first above-mentioned; thence by said County road line southwesterly two hundred and three (203) feet to said first mentioned monument with the buildings thereon reserving, excepting and excluding from this conveyance a lot sixty and one-half ($60 \frac{1}{2}$) feet square enclosed within the outer corners of four (4) granite posts set in the ground by said Smith. Said reserved lot being near the entre of the enclosure surrounded by the Cemetery wall aforesaid and containing in the middle thereof the tomb built by said Smith wherein his body and the bodies of his parents, children and wives repose. Also reserving a suitable and sufficient right of way to and from said tomb over said granted premises from and to said County road through one of the two entrances left in the westerly wall of said Cemetery for the lineal descendants of said Smith and all other persons who are or hereafter shall be entitled to visit said Cemetery or tomb for burial and all other lawful purposes so long as said tomb shall continue within said Cemetery provided that whenever and so long as a suitable and sufficient right of way to and from said tomb for such persons and purposes from and to Oak Street in said Deering through an entrance in such

case to be made through the northerly wall of said Cemetery equal to either of the two entrances now left in the westerly wall thereof shall be provided and maintained by said grantee, his heirs, representatives, successor or assigns then during such period the right of way hereby reserved over the said granted land from and to said County road shall be and remain in abeyance and no longer.

And when the right of way and entrance through said Cemetery wall to and from said Oak Street shall have been provided according to the foregoing stipulations the two entrances through said westerly wall thereof may be closed and may remain closed so long as said last named right of way and entrance from Oak Street shall be maintained as aforesaid and no longer.

This deed is made and accepted with the express agreement and subject to the condition that the Cemetery wall aforesaid and the entrance aforesaid through the same shall be maintained in as good repair by said grantee, his heirs, representatives, successors or assigns at his or their own expense as the said wall now is so long as said tomb shall continue within said Cemetery also to the further condition and stipulations that no portion of said Cemetery or area enclosed within said wall shall ever be sown or planted for crops or ploughed or in any way cultivated or used for agricultural purposes and that no building of any description shall be erected thereon so long as said tomb shall continue in said Cemetery.

Also all right, title and interest in and to a certain parcel of land which the Inhabitants of the Town of said Deering conveyed by deed bearing date July 25 A.D. 1881, said deed being recorded in said Registry of Deeds for Cumberland County August 4, A.D. 1881, Book 481, Page 1 situate in said Deering, bounded and described as follows, to wit, bounded on the southerly side of Oak Street, so-called and fronting on said Street thirty-two (32) feet and six (6) inches; thence southerly holding said width one hundred and seven (107) feet and four (4) inches; thence easterly thirty-two (32) feet and six (6) inches in a line distant one hundred and seven (107) feet and seven (7) inches from the southerly side of Oak Street aforesaid and thence to the front line first mentioned on said Street. It being lot numbered thirty-six (36) on a plan of the premises described and of adjoining lots by C. H. Howes Civil Engineer 1 June A.D. 1864 and being the same lot conveyed to Edward Tarrell otherwise called Edward Farrell otherwise called Edward Tirrell by Francis O. J. Smith by said Smith's deed dated June 11, A.D. 1882 and recorded in Cumberland County Registry of Deeds, Book 395, Page 17.

Being the same premises conveyed to St. Joseph's Convent and Hospital by James Augustine Healy by deed dated April 29, 1882 and recorded in said Registry of Deeds in Book 486, Page 322, as affected by instrument recorded in said Registry of Deeds in Book 498, page 178.

PARCEL 3:

A certain parcel of land in said Town of Deering, and in a portion thereof known as Stevens Plains, viz: Beginning at a granite monument in the easterly sideline of the County road that crosses said Plains; thence running South sixty-four and one-half ($64 \frac{1}{2}$) degrees East four hundred and forty-one (441) feet to the westerly corner of the Cemetery wall built by said Smith and still in the same course following the southerly exterior sideline of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet more to the southerly corner thereof; thence at a right angle North twenty-five and one-half ($25 \frac{1}{2}$) degrees East by the easterly exterior sideline of said wall two hundred and two and one-half ($202 \frac{1}{2}$) feet to the easterly corner thereof; thence at a right angle North sixty-four and one-half ($64 \frac{1}{2}$) degrees West by the northerly exterior line of said wall two hundred and nine and one-half ($209 \frac{1}{2}$) feet to the northerly corner thereof and still in the same course four hundred and sixty-five (465) feet to a point in said easterly line of said County road two hundred and three (203) feet distant from the granite monument first above-mentioned; thence by said County road line southwesterly two hundred and three (203) feet to said first mentioned monument with the buildings thereon reserving, excepting and excluding from this conveyance a lot sixty and one-half ($60 \frac{1}{2}$) feet square enclosed within the outer corners of four (4)

granite posts set in the ground by said Smith, said reserved lot being near the center of the enclosure surrounded by the cemetery wall aforesaid and containing in the middle thereof the tomb built by said Smith wherein his body and the bodies of his parents, children and wives repose.

Also reserving a suitable and sufficient right of way to and from said tomb over said granted premises from and to said County road through one of the two entrances left in the westerly wall of said cemetery for the lineal descendants of said Smith and all other persons who are or hereafter shall be entitled to visit said cemetery or tomb for burial and other lawful purposes so long as said tomb shall continue within said cemetery provided that whenever and so long as suitable and sufficient right of way to and from said tomb for such persons and purposes from and to Oak Street in said Deering through an entrance in such case to be made through the northerly wall of said Cemetery equal to either of two entrances now left in the westerly wall thereof shall be provided and maintained by said grantees, their heirs, representatives, successors or assigns then and during such period the right of way hereby reserved over the said granted premises from and to said County road shall be and remain in abeyance and no longer.

And when the right of way and entrance through said cemetery wall to and from said Oak Street shall have been provided according to the foregoing stipulations the two entrances through said westerly wall therefrom be closed and may remain closed as long as said last named right of way and entrance from Oak Street shall be maintained as if resaid and no longer.

This deed is made and accepted with the express agreement and subject to the condition that the cemetery wall aforesaid and the entrance aforesaid through the same shall be maintained in as good repair by the said grantees, their heirs, representatives, successors or assigns at their own expense as the said wall now is so long as said tomb shall continue within said cemetery. Also to the further condition and stipulation that no portion of said cemetery or area enclosed within said wall shall ever be sown or planted for crops or ploughed or in any way cultivated or used for agricultural purposes and that no building of any description shall be erected thereon so long as said tomb shall continue in said cemetery.

Being the same premises conveyed to St. Joseph's Convent and Hospital by Charles W. Goddard, et al. by deed dated October 25, 1882 and recorded in said Registry of Deeds in Book 494, Page 178.

PARCEL 4:

The following described real estate situate in said Deering, to wit: A certain lot of land with the buildings thereon bounded and described as follows, viz: Beginning at the northeasterly corner of a lot of land conveyed to John McDonnells by Francis O. J. Smith; thence easterly on Oak Street thirty-two (32) feet and six (6) inches; thence southerly holding the width of said thirty-two (32) feet and six (6) inches from the easterly sideline of said McDonnells land one hundred and eight (108) feet and five (5) inches; thence westerly to the southeast corner of said McDonnell's land; thence northerly one hundred and eight (108) feet and three (3) inches to the southerly sideline of Oak Street and to the point begun at. Also a certain lot of land in said Deering described as follows, viz: Commencing on Oak Street above-named on the westerly corner of the above-named lot; thence by said Oak Street thirty (30) feet and six (6) inches to a point; thence extending back holding to the width of thirty-two (32) feet and six (6) inches, one hundred and eight (108) feet and one (1) inch.

Being the same premises conveyed to Saint Joseph's Covent and Hospital by Timothy P. Linnehan by deed dated April 12, 1883 and recorded in said Registry of Deeds in Book 496, Page 71.

PARCEL 5:

A lot of land situated on the corner of Spring and Cherry Streets in Maple Grove in said Deering, being numbered sixteen as per plan of said Grove deposited in the office of the Register of Deeds for said County of Cumberland on the twenty-fourth day of October, 1865, said Grove being situated on the westerly side of Forest Avenue and on the southerly side of Oak Street. Said lot numbered sixteen commencing at the junction of Spring and Cherry Streets on the northerly side of Cherry Street and running in a northwesterly direction one hundred and thirty-one (131) feet to land owned formerly by F. O. J. Smith; thence in a southwesterly direction on the line of said Smith land one hundred forty-four (144) feet six (6) inches to the corner; thence in a southeasterly direction one hundred and thirty-one (131) feet on the line of said Smith land; thence in a northeasterly direction one hundred sixty-seven (167) feet to the first bounds mentioned. Said lot containing twenty thousand two hundred and eighty (20,280) square feet.

Also another lot of land situated on the northwest side of Cherry Street in said Maple Grove and numbered fifteen on said plan and bounded as follows: Commencing at the southeast corner of land now or formerly of A. T. Smith and running in a northwesterly direction on the line of said A. T. Smith land one hundred twenty-seven (127) feet and six (6) inches to land owned formerly by F. O. J. Smith; thence southwesterly on the line of said F. O. J. Smith land sixty-nine (69) feet; thence in a southeasterly direction on the line of lot numbered sixteen one hundred and thirty-one (131) feet to the head of Spring Street; thence on a line with Cherry Street sixty-nine (69) feet to the first bounds mentioned; said lot containing eight thousand nine hundred and one (8,901) square feet. Including herein all lands conveyed by Livonia W. Jaques to said Manns Boyce by deed dated October 3, A.D. 1889.

Being the same premises conveyed to St. Josephs Convent and Hospital by Manns Boyce by deed dated October 3, 1889 and recorded in said Registry of Deeds in Book 563, Page 275.

PARCEL 6:

A certain lot or parcel of land situated in Deering, County of Cumberland and State of Maine, bounded and described as follows: Beginning at the corner bounded by the southerly sideline of Oak Street and the easterly side of the Stevens Plains road, so-called; thence southerly along the easterly side of said Stevens Plains road seventy (70) feet and eight (8) inches; thence easterly one hundred (100) feet and nine (9) inches to land conveyed to John Bell by Francis O. J. Smith by his deed dated January 20, 1876 and recorded in Cumberland County Registry of Deeds, Book 426, Page 357 to a point in the westerly sideline of said Bell lot seventy (70) feet six (6) inches from the southerly sideline of said Oak Street, measuring from the most northwesterly corner of said Bell lot; thence by said Bell lot to said Oak Street; thence westerly by said southerly sideline of Oak Street one hundred nine (109) feet to the first bounds.

Being the same premises conveyed to St. Joseph's Convent and Hospital by the Roman Catholic Bishop of Portland by deed dated January 6, 1898 and recorded in said Registry of Deeds in Book 698, Page 426.

PARCEL 7:

A certain parcel of land situated in Deering, County of Cumberland, State of Maine, bounded and described as follows: Beginning on the southerly sideline of Oak Street one hundred nine (109) feet easterly from the corner formed by said southerly line and the easterly side of the Stevens Plains road, so-called and at the northeasterly corner of a parcel of land conveyed to Robert A. Bell by Royal E. Dean and another by deed dated November 27, 1878 and recorded in Cumberland County Registry of Deeds, Book 453, Page 347; thence southerly by the easterly line of said Bell lot and on the same line produced one hundred five (105) feet and nine (9) inches to a point, said point being ninety-six (96) feet and eight (8) inches easterly from said easterly side of said Stevens Plains road; thence easterly ninety-seven (97) feet six (6) inches to a point, which point is one hundred six (106) feet and four (4) inches from the said

southerly sideline of Oak Street; thence northerly to said southerly sideline of Oak Street to a point, which point is ninety-seven (97) feet six (6) inches easterly of the point begun at; thence westerly by said southerly sideline of Oak Street to the first mentioned point, being lots 16, 18 and 20 on a plan of said premises made by Charles H. Howe, surveyor, and being the same conveyed to John Bell by Francis O. J. Smith by his deed dated January 29, 1876 and recorded in said Registry of Deeds in Book 426, Page 357 and which was inherited from him with the buildings thereon.

Being the same premises conveyed to St. Joseph's Convent and Hospital by the Roman Catholic Bishop of Portland by deed dated January 11, 1898 and recorded in said Registry of Deeds in Book 698, Page 427.

PARCEL 8:

A certain lot or parcel of land situated in Portland, Maine, in the Deering District, so-called and being a portion of "Forest Home" so-called, bounded and described as follows, to wit: Beginning at a point on the east side of Stevens Avenue, so-called, which point is the southwest corner of land owned by St. Joseph's Convent and Hospital; thence running southwest along said Avenue a distance of two hundred (200) feet to a point; thence on a course of about South fifty-eight degrees, thirteen minutes East (S 58° 13' E) to a point opposite the southeast corner of land above mentioned as owned by said Convent and Hospital and at right angles with the south line of said land; thence Northeast to said southeast corner above-mentioned; thence northwesterly along the south line of the said line to the point begun at.

Being the same premises conveyed to St. Joseph's Convent and Hospital by James P. Baxter by deed dated March 10, 1908 and recorded in said Registry of Deeds in Book 821, Page 57.

PARCEL 9:

Land situated in Portland, Maine, in the Deering District, so-called, and being a portion of "Forest Home" so-called, bounded and described as follows, to wit: Beginning at the northeast corner of land conveyed by James P. Baxter to St. Joseph's Convent and Hospital by deed March 10, 1908 and recorded in the Cumberland County Registry of Deeds, Book 821, Page 57, thence from said corner running southwest along the easterly sideline of said land and along the easterly side of land conveyed by James P. Baxter to Roman Catholic Bishop of Portland by deed dated March 10, 1908, and recorded in said Registry, Book 821, Page 59, to the southeast corner of said last described land; thence southeast on a prolongation of the southerly line of said last mentioned land to a point on the westerly side of Forest Avenue, which point is four hundred (400) feet south measured on said avenue from land once belonging to the heirs of William Ewing or others, on said avenue, called Maple Grove; thence northwesterly along said avenue four hundred (400) feet to the land formerly of said Ewing or others; thence northwesterly along the southerly line of said Ewing's land and the land of others and northwest along the rear line of lots fronting on Holly Street, to the point of beginning, together with a right of way in common with said James P. Baxter, his heirs and assigns, in a strip of land thirty-three (33) feet wide adjoining the southerly sideline of said lot above described, and subject to a right of way reserved to said James P. Baxter, his heirs and assigns, in a similar strip of land thirty-three (33) feet wide lying on the northerly side of said southerly sideline.

Being the same premises conveyed to St. Joseph's Convent and Hospital by St. Elizabeth's Roman Catholic Asylum by deed dated August 20, 1941 and recorded in said Registry of Deeds in Book 1649, Page 160.

PARCEL 10:

A certain lot or parcel of land with any buildings thereon situated on the southerly side of Walton Street in said Portland, and bounded and described as follows, to wit:

Beginning on the most northeasterly corner of land now or formerly belonging to John Bell in the southerly sideline of Oak Street, now Walton Street; thence extending southerly by the easterly sideline of said Bell's land one hundred six (106) feet and four (4) inches; thence easterly forty-eight (48) feet nine (9) inches to a point one hundred six (106) feet seven (7) inches from said Oak Street, now Walton Street; thence to the southerly line of said street at a point forty-eight (48) feet nine (9) inches from the first bounds mentioned; thence to said first bounds, being all of Lot No. 22 and one-half of Lot No. 24 on a plan made C. H. Howe in June 1864 and being the second parcel conveyed to Ann R. Bramhall, et al. by Francis O. J. Smith by deed dated May 27, 1876, recorded in Cumberland County Registry of Deeds, Book 434, Page 201, the said Bramhall having conveyed her interest to Deane and Brooks by deed dated June 21, 1877, recorded in said Registry in Book 442, Page 316.

Also a certain lot or parcel of land with any buildings thereon situated on the easterly side of Stevens Avenue in said Portland and bounded and described as follows, to wit:

Beginning at a point on the east side of Stevens Avenue, so-called, which point is the southwest corner of land conveyed to St. Joseph's Convent and Hospital by James P. Baxter by deed dated March 10, 1908; thence running southwest along said Avenue a distance of two hundred (200) feet to a point; thence southeast along a line which, if extended through to Forest Avenue, would strike said Avenue at a point four hundred (400) feet south of the land on said Avenue once belonging to the heirs of William Ewing or others called Maple Grove, to a point in said line opposite the southeast corner of the land of the said Convent and Hospital, which point would be the prolongation of the easterly line of land conveyed to said St. Joseph's Convent & Hospital by said James P. Baxter by deed dated March 10, 1908; thence northeast along said prolongation to the southeast corner of said land conveyed to St. Joseph's Convent & Hospital by James P. Baxter by deed dated March 10, 1908; thence northwest along the south line of said land to the point begun at.

Together with a right of way and subject to a right of way as is more fully described in a deed from James P. Baxter to Roman Catholic Bishop of Portland dated March 10, 1908 and recorded in Cumberland County Registry of Deeds, Book 821, Page 59, to which deed and record thereof reference is hereby made for a more particular description of said right of way.

Also a certain lot or parcel of land with any buildings thereon situated on Holly Street in said Portland and bounded and described as follows, to wit:

Land and buildings situated in Maple Grove, so-called, in said Portland, being Lot No. 17 as per plan of said Grove, recorded in Cumberland County Registry of Deeds, Plan Book 2, Page 52, bounded and described as follows: Beginning at the northerly corner of said lot at the southwesterly corner of Holly Street, formerly Spring Street, on the westerly line of Fern Street, formerly Cherry Street, as delineated on said plan; thence southwest by land now or formerly of Rev. Parker Jaques one hundred forty-three (143) feet to land formerly of F. O. J. Smith; thence southeasterly on said Smith's land sixty-nine feet; thence northeasterly on Lot No. 18, one hundred thirty-seven (137) feet to said Holly Street; thence on said Street sixty-nine (69) feet to the first mentioned bounds, containing nine thousand six hundred sixty (9,660) feet.

Being the same premises conveyed to St. Joseph's Convent & Hospital by Roman Catholic Bishop of Portland by deed dated August 20, 1941 and recorded in said Registry of Deeds in Book 1652, Page 357.

PARCEL 11:

A certain lot or parcel of land, situated in said Portland on the westerly side of Forest Avenue and the southerly side of Holly Street, bounded and described as follows: Beginning at a point where the southerly sideline of Holly Street intersects the westerly sideline of Forest Avenue; thence southerly on the westerly sideline of Forest Avenue one hundred (100) feet to a stake; thence northwesterly one hundred eighty-five (185) feet, more or less, to a stake and land formerly owned by P. H. Lennon; thence northeasterly along said land eighty-five (85) feet, more or less, to the southerly sideline of said Holly Street; thence by the said southerly sideline of said Holly Street southeasterly one hundred twenty-two (122) feet, more or less, to Forest Avenue and point of beginning, containing 13,000 square feet, more or less.

PARCEL 12:

Also another certain lot or parcel of land situated in said Portland on the westerly side of Forest Avenue, and bounded and described as follows: Beginning at a point on the westerly sideline of Forest Avenue one hundred (100) feet southerly from the point where the southerly sideline of Holly Street intersects the westerly sideline of Forest Avenue; thence southerly along the westerly sideline of Forest Avenue, a distance of eighty-one and one-half (81 1/2) feet, more or less, to a stake; thence northwesterly one hundred seventy-four (174) feet, more or less, to the division line between said lot and land formerly owned by James P. Baxter; thence northwesterly by said land forty-nine (49) feet, more or less, to a stake; thence westerly by said land twenty-one (21) feet, more or less, to a stake; thence northeasterly along said land forty-seven (47) feet to a stake and the southerly sideline of Parcel 11; thence southeasterly by said Parcel 11, one hundred eighty-five (185) feet, more or less, to said Forest Avenue, and the point of beginning, containing 12,300 square feet, more or less.

PARCEL 13:

A certain lot or parcel of land situated on the westerly side of Forest Avenue, in said Portland, bounded and described as follows: Beginning at a point in the westerly sideline of Forest Avenue distant thereon southerly one hundred eighty-one and fifty-four hundredths (181.54) feet from its intersection with the southerly sideline of Holly Street; thence southerly by said westerly sideline of Forest Avenue, eighty-one and fifty-four hundredths (81.54) feet to a point; thence northwesterly by Parcel 14 hereof, eighty-seven (87) feet, more or less, to land formerly of James P. Baxter; thence northwesterly by said land, one hundred forty-seven (147) feet, more or less, by Parcel 12 hereof; thence by said Parcel 12 southeasterly, one hundred seventy-four (174) feet, more or less, to the point of beginning.

PARCEL 14:

A certain lot or parcel of land situated in said Portland, bounded and described as follows: Beginning at a point on the westerly sideline of Forest Avenue, two hundred sixty-three (263) feet, more or less, from the point where the southerly line of Holly Street intersects the westerly sideline of Forest Avenue; thence southerly by the westerly sideline of Forest Avenue, eighty-one and one-half (81 1/2) feet, more or less, to an old wall at a point where the division line between said lot and land formerly owned by James P. Baxter intersects the westerly sideline of Forest Avenue; thence northwesterly along said division line, one hundred forty-seven (147) feet, more or less, to the southerly sideline of land devised to William L. Ewing being Parcel 13 hereof; thence along said Parcel 13, eighty-seven (87) feet, more or less, to the westerly sideline of Forest Avenue and the point of beginning.

PARCEL 15:

A certain lot or parcel of land with the buildings thereon, situated on the westerly side of Holly Street in said Portland, and bounded and described as follows: Beginning on said Holly Street at the northwesterly corner of lot numbered eighteen (18) as per a plan of "Maple Grove" recorded in the Cumberland County Registry of Deeds, October 24, 1865, and running in a southwesterly direction, one hundred thirty-seven (137) feet to land now or formerly of F. O. J. Smith; thence southeasterly on said Smith line, one hundred thirty-eight (138) feet to the westerly sideline of lot numbered twenty (20) as per said plan; thence in a northeasterly direction, one hundred thirty-seven (137) feet to said Holly Street; thence in a northwesterly direction on the line of said Holly Street, one hundred thirty-eight (138) feet to the first bounds. Containing eighteen thousand five hundred nine (18,509) square feet, more or less.

Excepting and reserving from the above-described premises, however, a certain lot or parcel of land conveyed by Bridget Kenney, as Administratrix of the Estate of Patrick Kenney, to Michael O'Connor by deed dated July 6, 1880 and recorded in Cumberland County Registry of Deeds, Book 459, Page 338, said described land being a triangular parcel measuring eight (8) feet on the street line and extending back to a point of intersection of the southeasterly corner of lot numbered nineteen (19) with the southwesterly corner of lot numbered twenty (20).

Being the same premises conveyed to St. Joseph's Convent and Hospital by Saint Joseph's Academy and College for Women by deed dated July 20, 1971 and recorded in said Registry of Deeds in Book 3181, Page 454 and re-recorded in Book 3205, Page 118.

PARCEL 16:

A certain lot or parcel of land with the buildings thereon, situated on the westerly side of Holly Street (formerly Spring Street) in the Deering District of said Portland, and bounded and described as follows:

Beginning on said Holly Street at the northwesterly corner of lot numbered eighteen (18) as per a plan of "Maple Grove" recorded in Cumberland County Registry of Deeds, October 24, 1865 and running in a southwesterly direction one hundred thirty-seven (137) feet to land now or formerly of F. O. J. Smith; thence southeasterly on said Smith line one hundred thirty-eight (138) feet to the westerly sideline of lot numbered twenty (20) as per said plan; thence in a northeasterly direction one hundred thirty-seven (137) feet to said Holly Street; thence in a northwesterly direction on the line of said Holly Street one hundred thirty-eight (138) feet to the first bounds. Containing eighteen thousand five hundred nine (18,509) square feet, more or less. The above described distances are more or less.

Excepting and reserving from the above-described premises, however, a certain lot or parcel of land conveyed by Bridget Kenney, as Administratrix of the Estate of Patrick Kenney, to Michael O'Connor by deed dated July 6, 1880 recorded in Cumberland County Registry of Deeds in Book 459, Page 338, said described land being a triangular parcel measuring eight (8) feet on the street line and extending back to the point of intersection of the southeasterly corner of lot numbered nineteen (19) with the southwesterly corner of lot numbered twenty (20).

Being the same premises conveyed to Saint Joseph's Convent and Hospital by Joseph W. Finney by deed dated July 13, 1977 and recorded in said Registry of Deeds in Book 4067, Page 310.

Excepting the following out sales:

1. Sale from Seller to Diocesan Bureau of Housing by deed dated July 21, 1971 and recorded in said Registry of Deeds in Book 31818, Page 458; and

2. Sale from Seller to Joseph W. Finney by deed dated July 13, 1977 and recorded in said Registry of Deeds in Book 4055, Page 45; and
3. Sale from Seller to Timothy A. Hoyt by deed dated December 8, 1986 and recorded in said Registry of Deeds in Book 7537, Page 256

RESERVING, to Grantor, its successors and assigns, Lot 1 (St. Catherine's Residence) as shown on the Subdivision Plan, which Lot is not hereby conveyed.

ALSO RESERVING, to Grantor, its successors and assigns, for the benefit of Lot 1, the following rights and easements:

1. A perpetual non-exclusive right and easement for access and utilities, and to pass and repass on foot and with vehicles at any and all times, over, under, across and through the 50' Access & Utility Easement located on Lot 3, as shown on the Subdivision Plan and identified thereon as "Easement 2", together with the right to use, maintain, repair, inspect and operate any existing utilities located in the 50' Access & Utility Easement currently serving Lot 1. Grantee shall maintain Easement 2 in good condition and repair, including reasonably free from ice and snow, at Grantee's sole cost, except to the extent that any such repair is caused by the intentional misconduct or willful violation of law by Grantor or its tenants, guests or invitees.
2. A perpetual non-exclusive right and easement over the Easements identified on the Subdivision Plan as "#6, Utility & Drainage Easement", and "#7 30' Drainage Easement", for drainage purposes referenced on the Subdivision Plan, as the same may be relocated by Grantee from time to time. Grantee shall have the right to connect to any such utilities or facilities, in the same manner as provided in Paragraph 4(b) of this deed.
3. A perpetual non-exclusive right and easement over the within-conveyed premises to use, maintain, repair, inspect and operate any existing utilities currently serving Lot 1, if any, provided, however, that Grantee shall have the right to relocate any such utilities in connection with its use and development of the within-conveyed premises and such utility service is not interrupted.

EXHIBIT B

(Attached to and forming a part of
Quitclaim Deed With Covenant from
St. Joseph's Convent and Hospital to
Sea Coast at Baxter Woods Associates, LLC)

PERMITTED EXCEPTIONS

The Premises conveyed hereby are conveyed subject to the following: (i) real estate taxes which are not yet due or payable; (ii) any encumbrances listed in Exhibit A to this deed or which exist of record in the Cumberland County Registry of Deeds as of June 16, 2014; (iii) that certain Lease Agreement between Grantor as landlord and McAuley Education Center d/b/a Catherine McAuley High School, dated as of December 31, 2014, and the rights of the tenant thereunder; (iv) customary public utility easements serving the Premises; and (v) any matter caused by, or arising from the actions of, Grantee, its agents or contractors, or anyone claiming by, through or under any of them.

Received
Recorded Register of Deeds
Dec 16, 2016 02:39:24P
Cumberland County
Nancy A. Lane

DECLARATION OF COVENANTS AND EASEMENTS

This Declaration of Covenants and Easements is made this 5th day of May, 2017, by Sea Coast at Baxter Woods Associates, LLC, a Maine limited liability company (hereinafter referred to as "Declarant").

WHEREAS, Declarant has acquired certain property located at Stevens Avenue and Walton Street in Portland, Maine, more particularly described in Exhibit A attached hereto and made a part hereof; and

WHEREAS, Declarant desires to provide for the use and improvement of certain Common Facilities, as hereafter defined, located or to be located on such property in accordance with a harmonious plan for its development, including utilities, rights-of-way, easements, and roads, all to assure that Owners of said Lots, their successors and assigns, shall benefit from the easements and covenants set forth herein; and

NOW, THEREFORE, Declarant hereby declares that all of the Lots, as hereafter defined (including Lot 1 only if hereafter acquired by Declarant) and all of the Common Facilities shall be held, occupied, improved, transferred, sold, leased and conveyed subject to the protective covenants and restrictions, the reservations and exceptions, the common rights and easements, and the provisions for a lot owners association as set forth herein, all of which are declared to be in furtherance of a common scheme for the development of the property and that said protective covenants, reservations, common easements, and provisions for a lot owners association are intended to enhance and protect the value and desirability of the property as a whole, to mutually benefit each of the Lots, to create mutual equitable servitudes upon each of the Lots in favor of each and all other Lots and to create reciprocal rights and those in privity of contract or estate between all persons acquiring or owning any interest in any portion of the property, including Declarant, and Declarant's grantees, successors and assigns, and shall be deemed to run with the land and be a burden and benefit to and enforceable by the Association and all such Lot Owners, including Declarant and Declarant's grantees, successors and assigns, all on the following terms and conditions:

ARTICLE 1. DECLARATION PURPOSES

Section 1.1. General Purposes: Declarant is the owner of certain real property located at Stevens Avenue and Walton Street in the City of Portland, County of Cumberland and State of Maine, more particularly described in Exhibit A attached hereto and made a part hereof, and desires to create a planned development thereon. Declarant, at such time that Declarant acquires title to Lot 1, may add Lot 1 to this Declaration by recording a supplement to this Declaration stating that Lot 1 is subject to the terms and conditions of this Declaration. Declarant desires to subject the Lots to the covenants, restrictions, easements, charges and liens hereinafter set forth, each and all of which is and are for the benefit of said Lots and each owner thereof. Declarant also desires to establish a lot owners association as a method for the administration, maintenance, preservation, use and enjoyment of the Common Facilities.

Section 1.2. Declaration: To further the general purposes herein expressed, Declarant, for itself and its successors and assigns, hereby declares that the Lots, whether or not referred to in any deed of conveyance of such Lots, at all times shall be held, transferred, used, sold, conveyed and occupied subject to and with the benefit of the covenants, restrictions, easements, charges and liens hereinafter set forth.

ARTICLE 2. DEFINITIONS

The following words and terms when used in this Declaration or any supplemental declaration, and whether or not capitalized (unless the context indicates otherwise), shall have the following meanings:

"Association" shall mean the 605 Stevens Avenue Lot Owners Association, a Maine non-profit corporation with a place of business in Portland, Maine.

"Board" or "Board of Directors" shall mean the duly appointed or elected Board of Directors of the Association.

"Bylaws" shall mean the duly adopted bylaws of the Association, including any amendments thereto as may be adopted from time to time.

"Common Expenses" shall mean the actual and estimated expenses of operating the Association and constructing, installing, maintaining, repairing, replacing and upgrading from time to time the Common Facilities, all as may be found to be necessary and appropriate by the Board of Directors pursuant to this Declaration and the Bylaws of the Association.

"Common Facilities" shall mean all easements, roads, parking areas, utility lines and facilities and drainage facilities shown on the Plan or described in this Declaration that serve or benefit more than one Lot.

"Eligible Mortgage Holder" means the holder of record of a recorded first or second mortgage on a Lot or Unit which has delivered written notice to the Association stating its name and address, the name and address of the Owner, the identifying number of the Lot and if the Lot is a condominium the number of the Unit on which the mortgage is held, and that such mortgage is a recorded first or second mortgage.

"Investor Limited Partner" means 481 Maine and New Hampshire Housing Fund III Limited Partnership, a Maine limited partnership, in its capacity as investor limited partner of Motherhouse Associates LP, its successors and assigns.

"Lot" shall mean and refer to the individual lots indicated on the Plan.

"Mortgagee" shall mean the holder of a recorded mortgage or deed of trust on a Lot or a Unit.

"Owner" shall mean and refer to the record owner, whether one or more persons or entities, of the fee simple title, or that estate or interest which is most nearly equivalent to a fee simple title, to any Lot (or if any Lot is subjected to the condominium form of ownership, to any Unit in such condominium), but shall not mean or refer to any mortgage holder thereof unless and until such holder has acquired title pursuant to foreclosure or any proceeding in lieu of foreclosure.

"Plan" shall mean, collectively, that subdivision plan entitled "Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue & Walton Street, Portland, Maine", made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds in Plan Book 216, Page 433, as amended by the First Amended Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated April 10, 2017, and recorded in the Cumberland County Registry of Deeds, Plan Book 217, Page 151, as amended from time to time and the Plan of Lot 3 Sectional Subdivision Plat Motherhouse-88 Units made for Motherhouse Associates LP by Titcomb Associates, dated June 24, 2015 recorded in the Cumberland County Registry of Deeds in Plan Book 216, Page 434, as amended by the First Amended Plan of Lot 3 Sectional Subdivision Plat Motherhouse-88 Units made for Motherhouse Associates LP by Titcomb Associates, dated April 10, 2017 recorded in the Cumberland County Registry of Deeds in Plan Book 217, Page 152.

"Project Documents" shall mean, collectively the Plan as approved by the City of Portland Planning Board, as amended from time to time including the submissions therewith, and all other governmental approvals relating to construction or use of improvements on the Properties, which include the parking management plan and the storm water operations and maintenance provisions set forth or referenced therein.

"Properties" shall mean and refer to the Lots and the easement rights and Common Facilities described herein.

"Proportionate Share" shall mean for each Lot, a fraction, the numerator of which is the square footage area of the buildings located on such Lot and the denominator of which is the total square footage area of the buildings located on all of the Lots, and shall mean for each Unit, a fraction, the numerator of which is the square footage area of the buildings that are part of the Unit (including its allocated interest in any buildings that are common elements of the condominium) and the denominator of which is the total square footage area of the buildings located on all of the Lots. The initial Proportionate Share of each Lot and Unit as of the date of this Declaration is set forth in Exhibit B hereto, and such Exhibit B shall be revised by the Association annually, as needed, in accordance with any changes to the square footage area of the buildings located on the Lots or in the Units. The total square footage of buildings in calculation of the Proportionate Share of each Lot or Unit will be estimated by the Association based on a certification of an architect or engineer retained by the Association.

"Unit" shall mean a unit in a condominium if a Lot is subject to the condominium form of ownership.

ARTICLE 3. PROPERTIES

Section 3.1. Properties: The Lots and Common Facilities which are and shall be held, transferred, sold, conveyed and occupied subject to this Declaration are located in the City of Portland, County of Cumberland and State of Maine and shown on the Plan. Common Facilities located on a Lot or Unit shall be owned by the Owner of such Lot or Unit but shall be subject to the rights, easements, terms and conditions of this Declaration. The interests in the Common Facilities cannot be separated from the associated Lot or Unit.

ARTICLE 4. GENERAL RESTRICTIONS

Section 4.1. Utility Lines: All Common Facilities located on any Lot shall be constructed, maintained, repaired and replaced in compliance with all applicable federal, state and local laws, regulation, ordinances, permits and approvals. The Association shall have access to each of the Lots for purposes of constructing, installing, maintaining, repairing and replacing the Common Facilities.

Section 4.2. Rules and Regulations: In order to ensure the peaceful and orderly use and enjoyment of the Common Facilities, the Association may from time to time adopt, modify and revoke in whole or in part, such reasonable rules and regulations, to be called Rules and Regulations, governing the use, maintenance and protection of the Common Facilities, as reasonably necessary, including, but not limited to, methods and procedures for enforcing compliance with the Declaration.

Section 4.3. National Park Service Standards. Declarant, for itself and the Association, acknowledges that (i) Unit 1 of 605 Stevens Avenue Condominium, i.e., the Motherhouse Building, on Lot 3, will be rehabilitated according to the United States Department of Interior, National Park Service's historic rehabilitation standards (the "NPS Standards"), allowing the owner of such Unit 1 to claim federal and state historic rehabilitation tax credits, and (ii) that Unit 1 and the other structures on Lot 3 and a portion of Lot 4 are functionally related historically and are part of an historic district. Accordingly, the

Declarant, for itself, the Owners and the Association, hereby declares and agrees that for a period of five (5) years after the completion of the initial rehabilitation of Unit 1, all construction, installation, maintenance, repair, replacement and upgrading of the Common Facilities, all demolition or work on the buildings or construction on Lot 3, and all construction and work on the portion of Lot 4 that is part of the historic district undertaken shall comply in all respects with any applicable provisions of the NPS Standards, and the Owner of said Unit 1 shall have the right to compel all such construction, maintenance, repair, replacement and upgrading of the Common Facilities, all such demolition or work on the buildings or construction on Lot 3 and all such construction or work on the portion of Lot 4 that is part of the historic district be done in accordance with applicable NPS standards in order to avoid any recapture of such tax credits. If the Owner of Unit 1 becomes aware of any proposed construction, installation, maintenance, repair, replacement and upgrading of the Common Facilities, any proposed demolition or work on the buildings or construction on Lot 3 or any proposed construction or work on the portion of Lot 4 that is part of the historic district that would be in violation of the provisions of this Section, it shall give prompt notice to Declarant, the Owners and the Association of such non-compliance and may take all actions necessary to ensure compliance with the NPS Standards and prevent recapture of the federal and state historic rehabilitation tax credits. The Owners of Lots, the Owners of Units 2 and 3 on Lot 3 and the Declarant agree to indemnify and hold harmless the Owner of Unit 1 from any damage incurred by the Owner of Unit 1 due to their failure to comply with these standards.

Section 4.4. Use Restrictions. Each Owner covenants and agrees that no noxious activity shall be carried on any Lot, nor shall anything to be done or kept on any Lot which is a public or private nuisance. The following uses will not now or hereafter be permitted in any portion of any Lot: (i) gambling, betting, gaming or anything similar thereto, (ii) a liquor store, (iii) any type of sexually oriented business, adult entertainment or adult bookstore; including but not limited to any facility selling or displaying adult or pornographic books, literature, videotapes or materials in any medium, or any facility providing adult entertainment or other adult services (for purposes of this limitation, materials or activities shall be considered "adult" or "pornographic" if the same are not available for sale or rental to children under 18 years old because they explicitly deal with or depict human sexuality); adult oriented products or entertainment, (iv) a tanning salon, massage or tattoo parlor, (v) the sale of any firearms, ammunition or weapons, or a shooting gallery of any type; (vi) the sale of fireworks, except as an incidental part of another primary business; (vii) pay day lending activities, pay day advances, pay check advances, or any similar type of lending activity; (viii) pawn shops, pawn brokers, car title lenders (which, for purposes of this limitation, will not include auto loans made by a state or federally chartered bank or thrift), or any similar type of lending activity; (ix) check cashing services, except as an incidental part of another primary business or incident to the banking activities of a state or federally chartered bank or thrift; (x) debt collection activities, debt consolidation services, credit repair or credit restoration activities, except as such activities are incidental to banking activities conducted by a state or Federally chartered bank or thrift; (xi) bail bond services of any kind, or any activities of a bail bond agent; (xii) the sale, distribution, marketing, or production of medical marijuana, medical cannabis or any constituent cannabinoids such as THC, as well as any substance considered to be synthetic cannabinoids (this limitation applies broadly, regardless of whether the activity is conducted by collectives, collective caregivers, co-ops, growers, or any other entity or organization.); (xiii) the sale, distribution, or manufacture of any type of drug paraphernalia; (xiv) any use that would unreasonably increase the rate of casualty insurance upon any Lot or the Property, or (xv) any use that would cause the cancellation of any insurance policy on any Lot or the Property and prevent the replacement of said policy on commercially reasonable terms.

ARTICLE 5. MEMBERSHIP AND VOTING RIGHTS **IN THE ASSOCIATION; ASSOCIATION PURPOSE AND POWERS**

Section 5.1. Members: Each Owner shall by virtue of, and during, its ownership of a Lot or Unit, be a member of the Association. Association membership shall be appurtenant to each Lot and may not be separated from Lot ownership.

Section 5.2. Voting: Each Owner (or their designee) shall be entitled to vote the number of votes equal to the Proportionate Share allocated hereunder to the Lot times 100, provided, however, that each Owner shall have at least 1 vote. A simple majority in interest of the members of the Association shall constitute a quorum for any meeting of the Association, and a simple majority of the members present at a meeting may take any action; provided, however, that amendments to this Declaration may be adopted only in accordance with the provisions of Article 9 hereof. Other provisions for the operations of the Association shall be set forth in any By-Laws adopted by the Association.

Section 5.3. Association's Obligations: The Association shall construct, install, operate, maintain, repair, and replace the Common Facilities in accordance with this Declaration and all applicable laws, codes, ordinances, regulations, and governmental permits and approvals and the Project Documents. The Association shall make appropriate arrangements for the timely construction, installation, management, operation, maintenance, snow removal, salting and sanding, repair, resurfacing, repaving and replacement, as necessary, of the Common Facilities. The Association will preserve and maintain for the common benefit of the Lot Owners all of the Common Facilities, keep the same in good and order and repair and comply with and enforce the provisions of this Declaration. The Association shall be responsible for implementing the Project Documents. The Association may purchase liability insurance (or shall otherwise ensure that sufficient liability insurance is secured and maintained for the benefit of the Association, the Lot Owners and the Owners of any Units on the Lots) in amounts as approved by the Owners each year to protect the Association, Lot Owners, the Owners of any Units on the Lots and the Mortgagees from claims for property damage and personal injury caused by, resulting from or arising out of the Association's construction, installation, administration, operation, maintenance, repair and replacement of the Common Facilities and any improvements thereto. The Association shall pay in a timely fashion all expenses necessary or incidental to the performance of its functions and responsibilities.

So long as MaineHousing is a Mortgagee, (a) all insurance must comply with MaineHousing's insurance requirements and must be reviewed and approved by MaineHousing in accordance with said requirements, (b) MaineHousing and its successors and assigns must be added as an "Additional Insured" on all liability insurance coverage and added as a "Mortgagee" and "Loss Payee" on all other insurance coverage obtained by the Association, (c) MaineHousing must receive a certificate or memoranda of insurance, as applicable, and a copy of all such insurance policies, (d) the Association must obtain and maintain directors and officers liability and fidelity or employee dishonesty coverage on the members of the board of directors of the Association and any managing agent, and (e) in the event of a notice of cancellation or cancellation of insurance obtained by the Association, MaineHousing shall have the right, but not the obligation, to pay the premiums to maintain the coverage or obtain alternative coverage to protect its interests.

If the Association fails to comply with its obligation to construct, install, maintain, replace or repair any part of the Common Facilities as specified in this Declaration, within a reasonable time after the Owner of requests that such required construction, installation, maintenance, replacement or repair be performed by the Association, not to exceed sixty (60) days, then such Owner shall have the right to perform the required construction, installation, maintenance, replacement or repair, provided that no work done by an Owner shall impair or cause damage to any improvements located on another Lot. Any Owner may at any time commission an engineer's report regarding the necessity or advisability of such construction, installation, maintenance, replacement or repair, and may present that report to the Association. If the Owner has performed such construction, installation, maintenance, replacement or repair pursuant to this paragraph, the Owner may seek reimbursement from the Association as an Association expense for any portion of any expense so incurred by the Owner, the cost of which would not have been allocated to such Owner. If, after a reasonable time, not to exceed sixty (60) days, an Owner is not satisfied with or disagrees with the Association's response, such Owner may submit the dispute, including, without limitation, any request for reimbursement of expenses, if applicable, to the dispute resolution process in accordance with Section 10.4 of this Declaration. The expenses of such

dispute resolution process shall be an Association expense. If the arbitrator finds in favor of the Owner that commissioned the engineering report, the expense of such report shall be an Association expense. Otherwise, such expense shall be borne by said Owner.

Section 5.4. Directors; Officers: Each Owner shall designate one person who shall represent it on the Board of Directors of the Association. The Association shall elect officers who shall be responsible for the performance of the duties of the Association.

Section 5.5. Powers: The Association shall be the governing body for all the Owners with respect to the administration, maintenance, repair, and replacement of the Common Facilities as provided by this Declaration. The Association shall have all powers provided to the Association hereunder, including, but not limited to, the power to: (a) adopt and amend bylaws and rules and regulations; (b) adopt and amend budgets for revenues, and expenditures and collect assessments from Owners; (c) hire and terminate managing agents and other employees, agents and independent contractors; (d) institute, defend or intervene in litigation or administrative proceedings in its own name on behalf of itself or two or more Owners on matters affecting the Association; (e) make contracts and incur liabilities; (f) regulate and use, maintenance, repair, replacement and modification of the Common Facilities; (g) cause additional improvements to be made as part of the Common Facilities; (h) impose charges for the late payment of assessments and after notice and an opportunity to be heard, levy reasonable fines for violations of the Declaration, Bylaws and Rules and Regulations of the Association; (i) impose reasonable charges for the preparation and recording of amendments to the Declaration; (j) provide for the indemnification of its officers and directors and maintenance of directors and officers liability insurance; (k) assign its right to future income for purposes of the Association with the prior approval of all Owners and Eligible Mortgage Holders; (l) exercise any other powers conferred by the Declaration or Bylaws; (m) exercise any other powers necessary and proper for the governance and operation of the Association; (n) grant easements, leases, licenses and concessions through or over the Common Facilities with the prior approval of all Owners and Eligible Mortgage Holders and any such easements, leases, licenses and concessions shall not interfere with the rights of the Owners in such Common Facilities; and (o) enforce compliance with this Declaration, the Plan and the Project Documents.

ARTICLE 6. EASEMENT RIGHTS IN THE PROPERTIES AND OBLIGATIONS OF THE ASSOCIATION WITH RESPECT THERETO

Section 6.1. Grant and Reservation of Easements: The following Lots shall be conveyed subject to and together with the benefit of the perpetual rights and easements (with the numbering and location of such easement areas to be as shown on the Plan and on the plan attached hereto as Exhibit C) described as follows:

Easement #1 (Parking and Access Easement located on Lot 2): Lot 2 shall be subject to the perpetual right and easement to use the parking spaces located on Lot 2, as shown on the Plan, for the parking of vehicles, in the area shown as Easement #1 (Parking and Access Easement) on the Plan, for the benefit of Lots 1, and 4, in common with Lot 2. The Association shall establish procedures for the scheduling of events and communication to all Lot and unit owners when events are scheduled that will affect use of such parking areas in order to avoid having multiple events scheduled for the same time that would impact use of such Easement #1 parking area. Notwithstanding any other provision of this Declaration, the expenses and costs of construction, maintenance, repair and improvement of said Easement #1 shall be borne solely by the Owners of Lots 1, 2 and 4.

Easement #2 & Easement #3 and Easement #8 (50' Access, Utility and Drainage Easements located on Lot 3 leading to and from Walton Street and to and from Stevens Avenue): Lot 3 shall be subject to the perpetual right and easement to use the areas shown as Easement 2 (50' Access & Utility Easement) and

Easement 3 (50' Access & Utility Easement) and Easement 8 (50' Access & Utility Easement) on the Plan, for the benefit of Lots 1, 2, and 4, in common with Lot 3, for the following described purposes:

a. Access Right of Way: The perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to pass and repass on foot and with vehicles at any and all times from Walton Street to Lots 1, 2, and 4, in common with Lot 3, together with the right to enter from time to time within said easement areas to inspect, install, construct, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such easement areas.

b. Utilities; Signs: Together with the perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over Easements 2, 3 and 8 for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances (but excluding any hazardous, illegal or harmful substances and liquids) together with the right at all times to make connection with all of said facilities to land adjoining the premises. Together with the right to maintain, relay, repair, inspect, operate, maintain, rebuild, replace and remove utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances, in all existing locations, even if not part of the areas shown as Easement 2 and Easement 3 and Easement 8, of existing utilities lines, conduits, pipes, mains, poles and wires.

c. Drainage: Together with the perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to enter such easement areas and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to the any part of the property described in Exhibit A, and to flow and direct water into such easement areas.

d. Landscaping: Together with the perpetual right and easement, over Easement 2 and Easement 3 and Easement 8, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

e. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement areas and to work, fill, excavate, tunnel, and/or trench within such easement areas, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #4 (Access, Parking, Utility and Drainage Easement located on Lot 3 between Stevens Avenue and Easement #2): Lot 3 shall be subject to the perpetual rights and easements to use the area shown as Easement #4 on the Plan, for the benefit of Lots 1, 2 and 4, in common with Lot 3, for the following described purposes:

a. Access Right of Way: The perpetual right and easement, over Easement #4, to pass and repass on foot and with vehicles, at any and all times together with the right to enter from time to time within said easement area to inspect, install, construct, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over Easement #4.

b. Utilities; signs: Together with the perpetual right and easement, over Easement #4, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

c. Drainage: Together with the perpetual right and easement, over Easement #4, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to any part of the property described in Exhibit A, and to flow and direct water into such easement area.

d. Landscaping: Together with the perpetual right and easement, over Easement #4, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

e. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

f. Parking: Notwithstanding any other provision of this Declaration, the parking spaces located on Lot 3 shall be used, allocated and assigned as described in Section 6.1A of this Declaration and the easements set forth herein shall not interfere with the rights described in Section 6.1A of this Declaration to use the parking spaces for the parking of vehicles, in the parking spaces as shown on the Plan along the sides of the area shown as Easement #4 on the Plan, and the expenses and costs of construction, maintenance, repair and improvement of the parking spaces on said Easement #4 shall be borne solely by the Owner of the Units located on Lot 3 as limited common expenses as set forth in the Declaration of Condominium relating to such Units.

Easement #5 (Access, Utility & Drainage Easement located on Lot 1): Lot 1 is subject to the perpetual rights and easements to use the area shown as Easement #5 located on Lot 1 as shown on the Plan, for the benefit of Lots 2, 3, and 4, in common with Lot 1, for the following described purposes:

a. Access Right of Way: The perpetual right and easement, over Easement #5, to pass and repass on foot and with vehicles, but with vehicles solely for maintenance and for emergency access purposes, at any and all times together with the right to enter from time to time within said easement area to inspect, install, construct, maintain, repair, rebuild, replace and remove fill, pavement and other facilities and appurtenances intended to facilitate or improve access over such easement area.

b. Utilities; signs: Together with the perpetual right and easement, over Easement #5, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power,

transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

c. Drainage: Together with the perpetual right and easement, over Easement #5, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to the property described in Exhibit A, and to flow and direct water into such easement area.

d. Landscaping: Together with the perpetual right and easement, over Easement #5, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

e. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #6 (Utility and Drainage Easement located on Lot 4): Lot 4 shall be subject to the perpetual right and easement to use the area shown as Easement 6 located on Lot 4 as shown on the Plan, for the benefit of Lots 1, 2, and 3, in common with Lot 4, for the following described purposes:

a. Utilities; signs: Together with the perpetual right and easement, over Easement 6, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

b. Drainage: Together with the perpetual right and easement, over Easement 6, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to Lots 1, 2 and 3, and to flow and direct water into such easement area.

c. Landscaping: Together with the perpetual right and easement, over Easement 6, to fill, grade, landscape, seed, plant grass, trees and shrubs, to mow, cut and trim the same and to remove and replace the same.

d. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #7 (30' Drainage Easement located on Lot 4): Lot 4 shall be subject to the perpetual right and easement to use the area shown as Easement #7 located on Lot 4 as shown on the Plan, for the benefit of Lots 1, 2, and 3, in common with Lot 4, for the following described purposes:

a. Drainage: Together with the perpetual right and easement, over Easement #7, to enter such easement area and to install, construct, lay, relay, maintain, inspect, repair, rebuild, replace and remove underground drainage lines, pipes, swales, conduits, manholes, mains and other equipment and facilities for drainage purposes together with all necessary fixtures and appurtenances, and to make connection therewith to Lots 1, 2 and 3, and to flow and direct water into such easement area, together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #9 (Utility easement located on Lot 3): Lot 3 is subject to the perpetual rights and easements to use the area shown as Easement #9 located on Lot 3 as shown on the Plan, for the benefit of Lots 1, 2 and 4, in common with Lot 3, for the following described purposes:

a. Utilities: The perpetual right and easement, over Easement 9, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances and liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

b. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Easement #10 (Utility easement located on Lot 2): Lot 2 is subject to the perpetual rights and easements to use the area shown as Easement #10 located on Lot 2 as shown on the Plan, for the benefit of Lot 3, in common with Lot 2, for the following described purposes:

a. Utilities: The perpetual right and easement, over Easement 10, to install, construct, erect, lay, relay, repair, inspect, operate, maintain, rebuild, replace and remove signs and utility conduits, pipes and mains, and poles and wires with all necessary fixtures and appurtenances upon, through, under or over such easement area for any and all utilities including but not limited to electric power, transmission and distribution lines, other energy, transmission and distribution lines, gas mains, cable-television, telephone and other communications or intelligence lines, together with suitable and sufficient lines, pipes, cables, mains, poles and towers with sufficient foundations together with wires strung upon and extending between the same, above or

below ground, together with all necessary facilities, fixtures, anchors, guys, cross-arms, and other equipment and appurtenances and also for conveying and transmitting water, sewerage, wastewater and other liquids and substances, but excluding any hazardous, illegal or harmful substances or liquids, together with the right at all times to make connection with all of said facilities to land adjoining the premises.

b. Related Rights: Together with the perpetual right and easement in connection with or in exercising any of the above described rights to enter such easement area and to work, fill, excavate, tunnel, and/or trench within such easement area, and to trim, clear, cut down and remove trees, timber and bushes to such extent as is reasonably necessary or appropriate for any of the above described purposes.

Notwithstanding the foregoing provisions creating easements with respect to Easements 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, the Owner of a Lot encumbered by any such easements shall have the right to relocate at its expense, such easement areas and all utilities, drainage facilities and parking spaces and other Common Facilities located in such easement areas to another location, provided that the same are replaced with comparable facilities for the substantially similar benefit of the other Lots as provided herein.

Other Existing Utilities: Lot 2 shall be subject to an easement for the benefit of Lot 3, at the expense of the Owners of the Units located on Lot 3, to maintain, repair and replace the existing overhead power line in its existing location, subject to the right of the Owner of Lot 2 to relocate such line at any time at its expense.

Section 6.1A. Parking on Lot 3. The 76 parking spaces on Lot 3 shall be allocated and assigned as follows: 73 of the parking spaces shall be allocated and assigned as limited common elements to Unit 1 (the Motherhouse) of the 605 Stevens Avenue Condominium for the sole use of the residential tenants of the Owner of said Unit 1, and 3 of the parking spaces shall be allocated and assigned as limited common elements to Unit 2 (the Smith Wing) of the 605 Stevens Avenue Condominium for the sole use of the Owner of said Unit 2, its successors and assigns. No other Lot Owner or Unit Owner shall have any rights in such parking spaces.

Section 6.2. Members' Easement Enjoyment: Subject to the provisions of this Declaration, every Lot Owner shall have the right and easement of enjoyment in and to the Common Facilities in common with other Owners and such easement shall be appurtenant to and shall pass with the title to every Lot, subject to the Project Documents and the provisions of this Declaration.

None of the easements or rights granted or reserved under this Declaration or the use thereof shall unreasonably interfere with any Owner's use and enjoyment of the Owner's Lot or Unit.

Section 6.3. Obligation of the Association with Respect to Common Facilities: The Association will preserve and maintain for the common benefit of the Owners all of the Common Facilities, keep the same in good and sightly appearance, and comply with and enforce the provisions of this Declaration.

Section 6.4. No Implied Obligations: Nothing in this Declaration shall give rise to any affirmative or implied obligation or duty on the part of the Declarant except as expressly set forth herein.

Section 6.5. Lots Subject to Right of Entry: Each Lot is subject to the right of the Association or its agents to enter thereon at all reasonable times and upon reasonable notice, or in the case of an emergency without notice, for the purpose of performing maintenance or repairs to the Common Facilities or for carrying out any of the rights or duties of the Association. Other than in the event of an emergency, reasonable advance notice (not less than 24 hours or longer period required by applicable law) must also be given to the residential rental tenants in Unit 1 on Lot 3 before entering a tenant's unit and entry should be at a reasonably convenient time for the tenants to the extent possible.

Section 6.6. Maintenance of Stormwater Facilities: The Association shall be obligated to maintain and repair all stormwater drainage facilities located on the easement areas as part of the Common Facilities.

ARTICLE 7. ASSESSMENTS FOR COMMON EXPENSES

Section 7.1. Assessments: Each Owner of a Lot or Unit by acceptance of a deed thereto, whether or not it shall be so expressed in such deed, shall pay to the Association annual and special assessments as set forth below:

(a) Annual assessments or charges. An annual budget shall be prepared by the Association. The Proportionate Share of Common Expenses in the budget shall be prorated for each Lot and each Unit so that each Owner shall pay annually to the Association, or its authorized representative, its Proportionate Share of the Common Expenses. The Association shall fix the amount of the annual assessment (for the fiscal year determined by the Association) against each Lot and each Unit at least thirty (30) days in advance of each annual assessment period. Written notice shall be sent to every Owner subject thereto, which notice shall include the budget and the Association's calculations of every Owner's Proportionate Share of Common Expenses. Such written notice shall also be delivered to every Mortgagee who has requested that written notice of any assessment be provided to such Mortgagee.

(b) Special assessments. The Association may levy, in any assessment year, a special assessment applicable to that year only for the purpose of defraying, in whole or part, the cost of any construction, reconstruction, or major replacement of the improvements to the Common Facilities; provided that any such supplemental assessment shall have the consent of two-thirds (2/3) in interest vote (determined in accordance with the Proportionate Shares) of the Owners who are voting in person or by proxy at a meeting duly called for this purpose.

Notwithstanding the foregoing, an Owner shall be liable for the expense of repair or replacement of any damage to the Common Facilities or to another Lot or the improvements thereon caused by such Owner's act (including damage caused by construction activity in excess of ordinary wear and tear), neglect or carelessness, or such Owner's contractors.

Section 7.2 Payment Dates: The due dates (whether annual or monthly) of all assessments shall be established by the Association. Assessments and other proper charges authorized and billed by the Association shall be a charge on the Lot or the Unit if a Lot is a condominium and shall be a continuing lien upon the Lot or the Unit upon which such assessment is made. If the assessment to an Owner shall not be paid within thirty (30) days after the date when due, then said assessment shall be delinquent and shall, together with interest at the rate of one percent (1%) per month, or any portion thereof, costs of collection and reasonable attorneys' fees, become a continuing lien on the Lot or the Unit (if the Lot is a condominium) owned by the delinquent Owner which lien shall bind such Lot or Unit, with the buildings and improvements thereon as well as the delinquent Owner and its heirs, devisees, successors, personal representatives and assigns.

Section 7.3. Liens: Assessment liens may be enforced in the same manner as assessments against condominium units provided in the Maine statutes, as the same may be amended. All such charges, in addition to being a lien, shall also constitute the personal liability of the Owner of the Lot or the Unit (if the Lot is a condominium) so assessed at the time of the assessment. If the Association determines that a lien is uncollectible, the amount of the assessment lien shall be assessed against all Lots or Units for Lots that are condominiums in the next annual assessment thereafter based on each Owner's Proportionate Share of Common Expenses. Without limitation of the foregoing, each Owner shall be bound by the following provisions:

(a) The Association has a lien on a Lot or Unit for any assessment levied against that Lot or Unit from the time the assessment becomes due. The Association's lien may be foreclosed in like manner as a mortgage on real estate. If an assessment is payable in installments, the full amount of the assessment is a lien from the time the first installment thereof becomes due.

(b) A lien under this section is prior to all other liens and encumbrances on a Lot or a Unit except: (1) liens and encumbrances recorded before the recordation of this Declaration; (2) a first or second lien mortgage and any restrictive covenants with priority over such first and second lien mortgages recorded before or after the date on which the assessment sought to be enforced becomes delinquent; and (3) liens for real estate taxes and other governmental assessments or charges against a Lot or Unit. The lien under this section is not subject to the provisions of Title 14, section 4651 and Title 18-A, Part 2, as they or their equivalents may be amended or modified from time to time.

(c) Recording of this Declaration constitutes record notice and perfection of the lien. No further recordation of any claim of lien for assessment under this section is required.

(d) A lien for unpaid assessments is extinguished unless proceedings to enforce the lien are instituted within 3 years after the full amount of the assessments become due.

(e) This section does not prohibit actions to recover sums for which this Declaration creates a lien, or to prohibit the Association from taking a deed in lieu of foreclosure.

(f) A judgment or decree in any action or suit brought under this section shall include costs and reasonable attorney's fees for the prevailing party.

(g) Each Owner shall be deemed to have waived any objection or right of contest with respect to any invoice from the Association to the Owner for any assessment under this Declaration if not objected to in writing by the Owner within 60 days after the date the invoice is sent or if a civil action to contest the assessment is not commenced within one year after the date the invoice is sent.

(h) The Association shall furnish to an Owner and any Mortgagee upon written request a recordable statement setting forth the amount of unpaid assessments currently levied against its Lot or Unit.

(i) To the extent that the assessments and other income collected during the preceding year is more or less than the expenditures for such year, the surplus or deficit, as the case may be, shall be taken into account in establishing the budget and determining the assessments in the current year such that the assessments will be credited to the extent of the surplus from the preceding year and the assessments will be increased to the extent of the deficit from the preceding year, any such credits or increases to the Owners to be equal to such Owner's Proportionate Share.

Section 7.4. Notwithstanding anything to the contrary contained in this Declaration, for a Lot that is a condominium, (a) separate assessments shall be made against each Unit that is part of the Lot based on each Unit's respective Proportionate Share rather than an assessment against the Lot, and (b) any delinquency or lien for nonpayment of any assessments shall be limited to the Unit(s) that do not timely pay the assessment against such Unit(s) rather than against the entire Lot. The Owner of a Unit shall not be responsible or liable for the Proportionate Share of Common Expenses of or other assessments against any other Units or the Lot (except the Proportionate Share of the Unit of such Owner) or for any expenses to repair or replace any damage caused by the Owners of other Units or their agents, and the Owner's Unit shall not be subject to any lien for the delinquencies or defaults of the Owners of other Units or for damage caused by the Owners of other Units or their agents; provided that, the Owner and its Mortgagees shall have the right, but not the

obligation, to cure the delinquencies or defaults of and to pay the damages caused by other Unit Owners.

ARTICLE 8. MORTGAGES OF LOTS; RIGHTS OF MORTGAGEES

Section 8.1. Right to Mortgage: Each Owner shall have the right to mortgage or encumber his own respective Lot or Unit. An Owner who mortgages his Lot or Unit shall notify the Board of Directors in writing of the name and address of his Mortgagee(s) and shall file a conformed copy of the note and mortgage or copy of the executed note and recorded mortgage with the Board.

Section 8.2. Mortgage Foreclosure: Any Eligible Mortgage Holder that obtains title to the Lot or Unit pursuant to the remedies provided in the mortgage, or through a completed foreclosure of the mortgage, or through deed (or assignment) in lieu of foreclosure, shall take the Lot or Unit free of such claims and liens for unpaid assessments for Common Expenses, interest and costs levied against such Lot or Unit which accrue prior to the acquisition of title to such Lot or Unit by the Eligible Mortgage Holder, other than the Proportionate Share of the Common Expenses which become due and payable from and after the date on which the Eligible Mortgage Holder shall acquire title to the Lot or Unit through a completed foreclosure or deed (or assignment) in lieu of foreclosure.

Section 8.3. Notices to Eligible Mortgage Holder: The Association shall send written notice by prepaid United States mail to each Eligible Mortgage Holder of the following proposed actions either within a reasonable period, but not less than thirty (30) days, prior to the taking of any of such proposed actions or at the time that notice thereof is given to Owners unless a longer period of time is specified herein: (1) any condemnation loss or any casualty loss which affects a material portion of the Common Facilities; (2) notice of any default or delinquency in the payment of assessments for Common Expenses or any other charges owed by an Owner of a Lot or Unit subject to a mortgage held of record by such an Eligible Mortgage Holder, or any other default in the performance or payment of such an Owner of any obligation under this Declaration, the Bylaws or any rules and regulations of the Association, which delinquency or other default continues for a period of thirty (30) days, to the Eligible Mortgage Holder of the mortgage to which such Owner's Lot or Unit is subject, and such Eligible Mortgage Holder shall have at least sixty (60) days from the date such notice is sent to such Eligible Mortgage Holder to cure such delinquency or default; (3) expiration, cancellation or material modification of any insurance maintained by the Association; (4) meetings of the Association and Board of Directors to adopt the budget on which annual assessments are made and any special assessments; (5) adoption or modification of any rules or regulations; (6) termination of the Association or this Declaration; and (7) any proposed action which would require the consent of Eligible Mortgage Holders or a specified percentage thereof pursuant to this Declaration. Upon written request of any Eligible Mortgage Holder, the Association will provide an audited financial statement of the Association for the preceding fiscal year.

Section 8.4. Mortgagee Approval Rights: For purposes of this Section, where approval by a stated percentage of Eligible Mortgage Holders is required, such approval shall be based upon one (1) vote for each Lot or Unit (if a Lot is a condominium) on which a mortgage is held. The written consent or approval of at least fifty-one percent (51%) of the Eligible Mortgage Holders affected by such amendments shall be required to add or amend any material provisions of this Declaration or the Bylaws which establish, provide for, govern or regulate any of the following matters: (i) voting; (ii) assessments, assessment liens or subordination of such liens; or (iii) changes in responsibility for maintenance and repair of the Common Facilities or the addition, annexation or contraction of the Common Facilities or the addition, annexation or withdrawal of Common Facilities to or from the properties except as provided herein. An addition or amendment to the Declaration or Bylaws shall not be considered material if it is for the purposes of correcting technical errors. An Eligible Mortgage Holder who received written request to approve any additions or amendments which do not constitute either a material change to the Declaration or Bylaws or any amendment described in the preceding paragraph hereof who does not deliver to the requesting party a negative response within thirty (30) days after the giving of notice shall be deemed to have approved such request in writing.

ARTICLE 9. AMENDMENT

This Declaration may be amended as follows: (a) Prior to the conveyance of any Lot by the Declarant to a Lot Owner other than as security for an obligation, the Declarant shall have the right to amend and re-amend this Declaration in any manner that the Declarant may deem appropriate; and (b) After the conveyance of any Lot by the Declarant to a Lot Owner other than as security for an obligation, this Declaration may be amended from time to time by Supplemental Declarations duly executed by the Association pursuant to a 75% in interest vote of the Owners allocated in accordance with their Proportionate Shares and with there being a total of 100 votes, provided, however, that no amendment shall modify, terminate or adversely affect any of the easement and easement rights set forth herein without approval in writing recorded in the Cumberland County Registry of Deeds of 100% of the Owners. Any amendment shall not become effective until the recording of such amendment in the Cumberland County Registry of Deeds.

Notwithstanding anything to the contrary contained in this Declaration or the By-laws, (a) for as long as any Eligible Mortgage Holder holds a recorded first mortgage on any Lot or Unit, no amendment to this Declaration or the By-laws and no adoption or modification of any rules or regulations that affect the rights or obligations of such Lot or Unit or the Owner thereof, including without limitation those set forth in Section 8.4 above, shall be valid unless such Eligible Mortgage Holder consents thereto, and (b) for as long as the Investor Limited Partner is a limited partner in Motherhouse Associates LP, a Maine limited partnership, no amendment to this Declaration or the By-laws and no adoption or modification of any rules or regulations that affect the rights or obligations of Lot 3 or Unit 1 or the Owner thereof, including without limitation those set forth in Section 8.4 above, shall be valid unless such Investor Limited Partner consents thereto.

ARTICLE 10. GENERAL PROVISIONS

Section 10.1. Covenants to Run with Land: The covenants and restrictions set forth in this Declaration shall run with and bind the land, for the benefit of all property owned by Declarant and shall inure to the benefit of and be enforceable by Declarant, the Association or the Owner of any land subject to this Declaration, their respective successors and assigns.

Section 10.2. Notices: Any notice sent or required to be sent to any person under the provisions of this Declaration shall be deemed to have been properly given when hand-delivered or sent by United States mail, postage prepaid, or if such notice is a default notice or a lien, sent by registered or certified mail, return receipt requested and postage prepaid, to the last known address of the person provided by the person in writing to the Association, or if no such address is provided and the person is an Owner, the address of the Unit or Lot of such Owner. Each Owner shall provide to the Association and the other Owners notice in writing of any change of ownership of such Owner's Lot or Unit and the new Owner's current address.. The initial address for the Declarant and Association shall be:

605 Stevens Avenue Lot Owners Association
c/o Ocean View Management Company
20 Blueberry Lane
Falmouth, ME

Section 10.3. Enforcement: Enforcement of these covenants and restrictions shall be by any proceeding at law or in equity against any person or persons violating or attempting to violate any covenant or restriction brought by Declarant, any Lot Owner or the Association. Such action may include, but is not limited to, an action to restrain violation or to recover damages, or against the land to enforce any lien created by these covenants. Such action may seek any remedy available at law or in equity including specific performance. Failure by Declarant, the Association or any Owner to enforce any covenant or restriction herein contained in no event shall be deemed a waiver of the right to do so hereinafter.

Section 10.4. Dispute Resolution: (a) Deadlock. In the event of a deadlock with respect to any proposed action of the Association, the taking or failing to take of which might have a material effect on the Association, or in the event of any dispute between either the Declarant or any Lot owner on the one hand, and the Association or any other Lot Owners, on the other hand, that such parties are unable to resolve by themselves, such deadlocked matters or disputes (referred to collectively herein as "Disputes") shall be dealt with as provided in this Section.

(b) Mediation. The parties shall first attempt to resolve Disputes through mediation. Within ten (10) days of the date on which the Dispute first becomes apparent, the parties shall select a mutually acceptable mediator. The mediator shall select the procedure to be employed, provided that the parties to the Dispute are treated equally. In the event the parties are unable to resolve the Dispute after good faith attempts through mediation, or in the event the parties are unable to agree on a mediator, arbitration shall be employed as provided in subsection (c) below.

(c) Arbitration. Within ten days of the date of the last unsuccessful mediation session pursuant to subsection (b) above, the parties shall select an arbitrator to resolve the Dispute. If the parties are unable to agree on a choice for the arbitrator, each party to the Dispute shall select an arbitrator, and the two arbitrators so selected shall appoint a third arbitrator, and the three arbitrators so selected shall proceed to hear and decide the Dispute. The arbitration shall be conducted in accordance with the Arbitration Rules of the American Arbitration Association then obtaining unless the parties mutually agree otherwise. This agreement to arbitrate shall be specifically enforceable under the prevailing arbitration law. The award rendered by the arbitrators shall be final, and the judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof. Notice of the demand for arbitration shall be filed in writing with the other parties and with the American Arbitration Association. In no event shall it demand for arbitration be made after the date when institution of legal or equitable proceedings based on such claim, dispute or other matter in question would be barred by the applicable statute of limitations.

Section 10.5. Beneficiaries of Easements, Rights and Privileges: The easements, licenses, rights and privileges established, created and granted by this Declaration shall be for the benefit of, and restricted solely to, Declarant, the Association, the Owners and Mortgagees; but the same are not intended to create nor shall it be construed as creating any rights in or for the benefit of the general public.

IN WITNESS WHEREOF, the said Sea Coast at Baxter Woods Associates, LLC, has caused this instrument to be signed and sealed in its limited liability company name by John B. Wasileski, its Manager, thereunto duly authorized, this 5th day of May, 2017.

WITNESS:

See Iler

Sea Coast at Baxter Woods Associates, LLC

By: [Signature]

Name: John B. Wasileski, Its Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

May 5, 2017

Then personally appeared the above named John B. Wasileski, Manager of said Limited Liability Company, as aforesaid, and acknowledged the foregoing instrument to be his free act and deed in her said capacity and the free act and deed of said Limited Liability Company, before me,

[Signature]
Attorney at Law/Notary Public

Ronald Epstein

Exhibit A

Certain lots or parcels of land together with all buildings and improvements thereon located in the City of Portland, County of Cumberland and State of Maine, being Lot #2, Lot #3 and Lot #4 as shown on the Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds, Plan Book 216, Page 433, as amended by the First Amended Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated April 10, 2017, and recorded in the Cumberland County Registry of Deeds, Plan Book 217, Page 151.

Exhibit B

Initial Proportionate Share of each Lot and Unit

Lot 2: 68,522/187,707 or 36.50%

Lot 3: 119,185/187,707 or 63.50%

Condominium Unit 1: 79.30% of the percentage allocated to Lot 3

Condominium Unit 2: 16.40% of the percentage allocated to Lot 3

Condominium Unit 3: 4.30% of the percentage allocated to Lot 3.

Lot 4: 0

Exhibit C
(Plan of Easements)

For the dimensions and locations of the easements, see First Amended Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated March 16, 2017, see also the rights, easements and covenants set forth in the Declaration of Covenants and Easements, both to be recorded in the Cumberland County Registry of Deeds

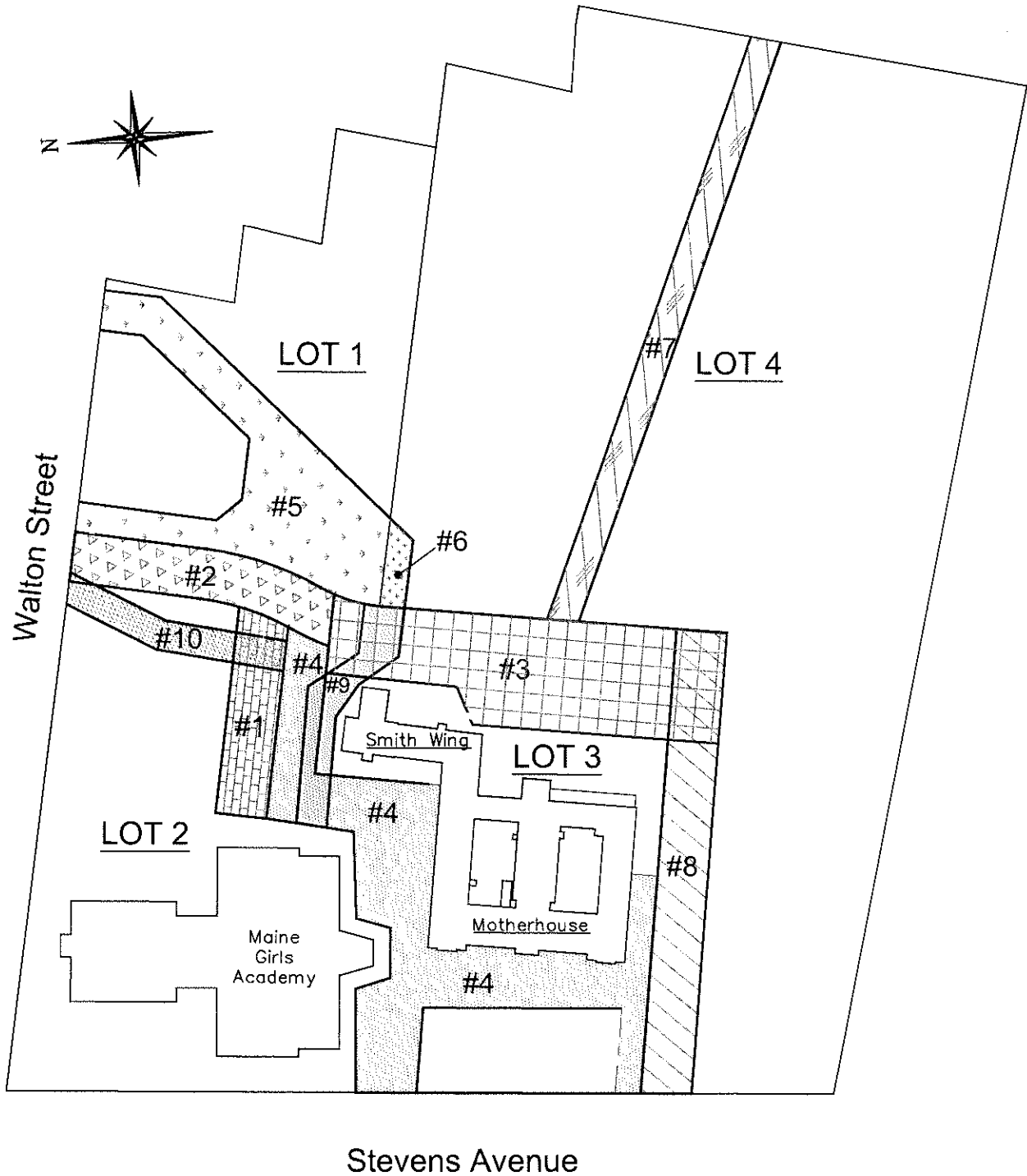


Exhibit A-Easement Locations

JOB# 202096

DATE: April 19, 2017

SCALE: 1"=150'

DWG: Exhibit A



Titcomb Associates

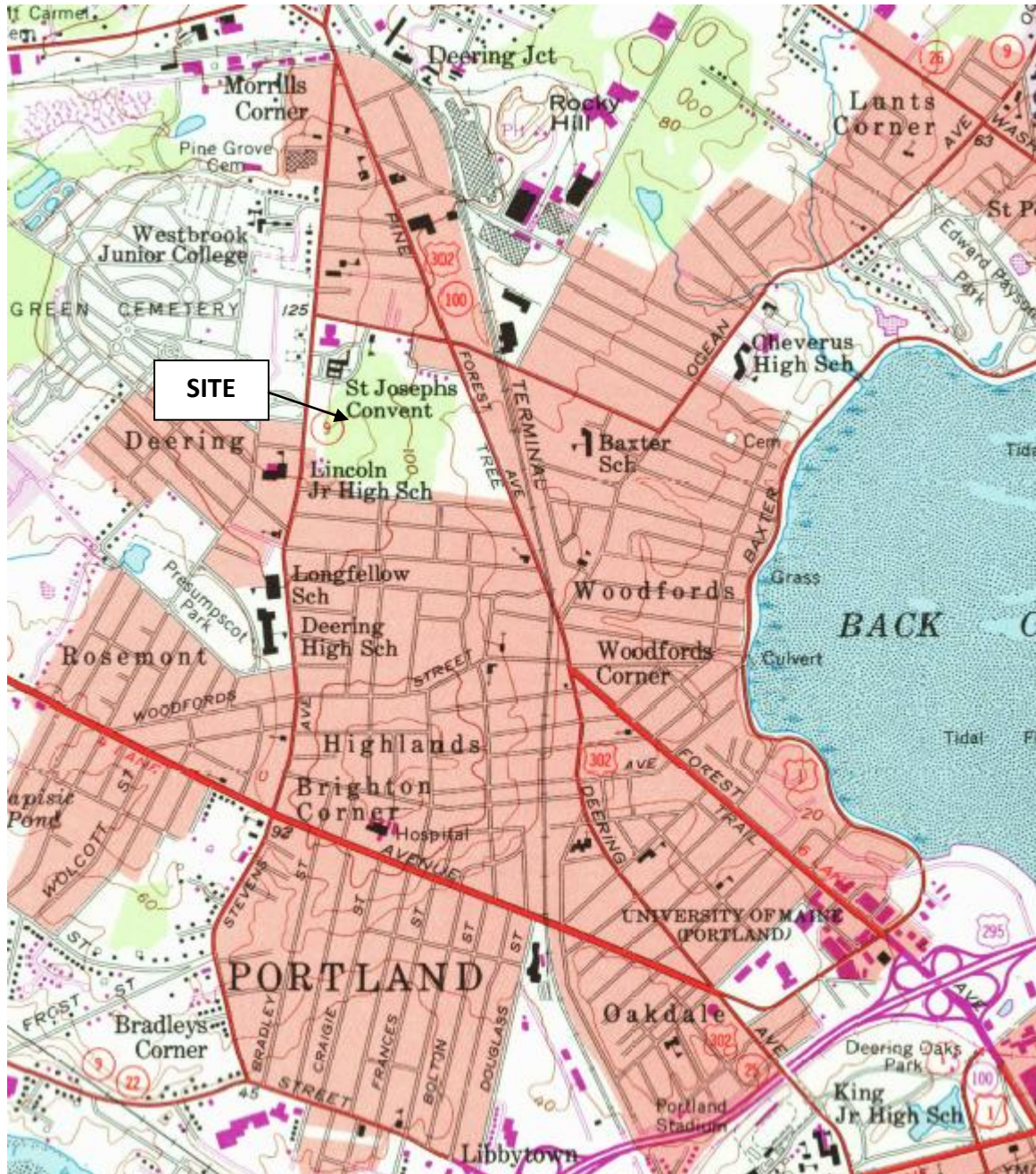
133 Gray Road, Falmouth, Maine 04105
(207)797-9199 www.titcombsurvey.com

EXHIBIT 2

USGS QUAD LOCUS

A copy of the USGS Quad locus map is attached as *Exhibit 2*.

REFERENCE : USGS Portland West Quad., 7.5 Minute Series, 1978



PREPARED FOR:

605 STEVENS AVE. PROJECT
MOTHERHOUSE ASSOC. LP
100 COMMERCIAL STREET
SUITE 414
PORTLAND, ME 04104

DATE: 06/2015 SCALE: 1"=1000' JOB NO: 14.067

TITLE:

**EXHIBIT 3
USGS LOCUS MAP**

EXHIBIT 3

ASSESSORS MAP

A draft copy of the new assessors CBL's for the new 4 lot subdivision approved in 2015 is attached as *Exhibit 3*. Lot 4 is listed as CBL 136-E006-001 (rear portion of Lot 4) and CBL 143-F012-001 (front portion of Lot 4 within the TIF District containing Building -1). This map was provided by the City Assessor Chris Huff as an interim Assessors CBL Map until the formal maps are updated. The current maps available through the City Assessors website reflect the several map CBL's in effect for the last century which have been superseded by the new 4 lot subdivision.

EXHIBIT 4

CONSISTENCY WITH MASTER DEVELOPMENT PLAN

A copy of the June, 2016 Approved Master Development Plan (MDP) is attached showing a senior campus on the 9.05 acre Lot 4 with five (5) buildings with a central courtyard, parking and access over Lot 3.

The proposed LIII Site Plan for Building-1 is consistent with the Master Development Plan based on the following:

1. **Location:** The proposed building is shown in the same general location and configuration as the MDP.
2. **Height:** The MDP proposed that the first building closest to Stevens Avenue would be subordinate to yet architecturally compatible with the Motherhouse. Building-1 is proposed as a 4-story building with a lower building height at 43 ft.-3 inches as compared to the Motherhouse at 5 stories including the 5th floor dormer apartments at 55-60 feet in height.
3. **Massing:** The applicant agreed that the Building-1 would also be lower in height to also present less massing softened by the robust existing and proposed landscaping and site trees as viewed from Stevens Avenue. The proposed site plan reflects this condition.
4. **Site Access and Circulation:** The proposed site plans provide for parking and access from Walton and Stevens Avenue through Lot 3 as per the approved MDP. The building will provide 28 covered parking spaces in the first floor garage to reduce surface parking as generally shown on the approved MDP. Pedestrian walks and paths behind and around the building are similar to those shown on the approved MDP. A stonedust path will be provided from Building-1 along the east side of Lot 3 to connect with the existing pathway and new walkway (to be constructed under the Motherhouse contract) connecting to Walton Street providing pedestrian linkages to both Stevens Avenue and Walton Street.
5. **Sensitivity to Baxter Woods** – The MDP process reviewed the relationship of the campus buildings 2, 3 and 4 to Baxter Woods. The design of Building -1 considered the following to provide a plan which is both sensitive to and integrated with the character of Baxter Woods. (Refer to Plan L1.0 -Landscape Plan for additional detail.)
 - a. The applicant has agreed to provide a conservation easement or deed covenants on the 33-foot portion of Lot 4 on the south side of the southern chain link fence. This is an area which appears to be a part of Baxter Woods complete with a trail traversing sections of the lot but is actually on Lot 4. The applicant's representatives have met with Jeff Tarling, City Arborist to review options for relocating a portion of the degraded side trail directly adjacent to the fence together with providing additional plantings along the north side of the fence. Refer to the Letter of Intent provided by the applicant as part of the MDP approval process for specific conditions.

(NOTE: reference to any work or plantings within the 33-foot easement or improvements or funding of same within Baxter Woods is part of the MDP approvals and are outside the scope of this LIII Application except as noted herein.)

- b. Invasive trees (Norway Maple) will be removed on the site as recommended by the City Arborist and planted with indigenous trees as shown on the landscape plan, Sheet L1.0. The area closest to Stevens Avenue near the red pine grove with minimal understory for buffering views will be enhanced with additional trees and landscaping
 - c. The rear of the building is proposed with a robust landscaping plan with indigenous plant materials compatible with Baxter Woods to provide additional buffering and infill to mitigate the removal of trees within the building footprint and removed due disease or age.
 - d. Two rain gardens behind the building will be incorporated with additional landscaping.
 - e. Exterior lighting will be kept to a minimum. All fixtures will be LED.
 - f. The chain link fence will be replaced with a decorative style fence along the edge of the 33-foot easement.
 - g. The building will be set back over 75 feet from Baxter Woods providing significant area for infill plantings together with a walking trail on Lot 4 behind the building.
6. **Building-1 Architectural Review** –The building structure together with the site plan, has drawn from the historic character of and relationship to the Motherhouse. We believe that architectural comments and suggestions made by the City Urban Designer, Caitlin Cameron dated June 9, 2016 have been incorporated into the Building-1 design. That memo references the MDP Final Submittal, Exhibit 8.1 –Architectural Characteristics Summary, together with preliminary architectural elevations and renderings as “guiding documents” for the implementation of the 5 building senior campus.

Specific architectural elements referenced for “future approvals” by Ms. Cameron have been summarized as follows with responses in italics. (The reviewer’s items 1-9 have been replaced with letters a-h):

- a. Building Footprint – Shall generally follow the MDP approved footprints.
The building -1 footprint is very similar to the MDP approved footprint.
- b. Roof Lines – Flat roof forms are preferred to respond to the Motherhouse hipped roofs and dormers.
Building-1 will have a flat roof with accent trim lines.
- c. Motherhouse Context – Apply Characteristics of the Motherhouse to the new buildings.
Building-1 will utilize a combination of brick and first level stone veneer base material to follow the form of the Motherhouse granite base; brick will be the predominate material similar to the Motherhouse with accent shingles on the 4th floor simulating the hip roof of the Motherhouse. Granite/stone window headers will provide a similar repeating

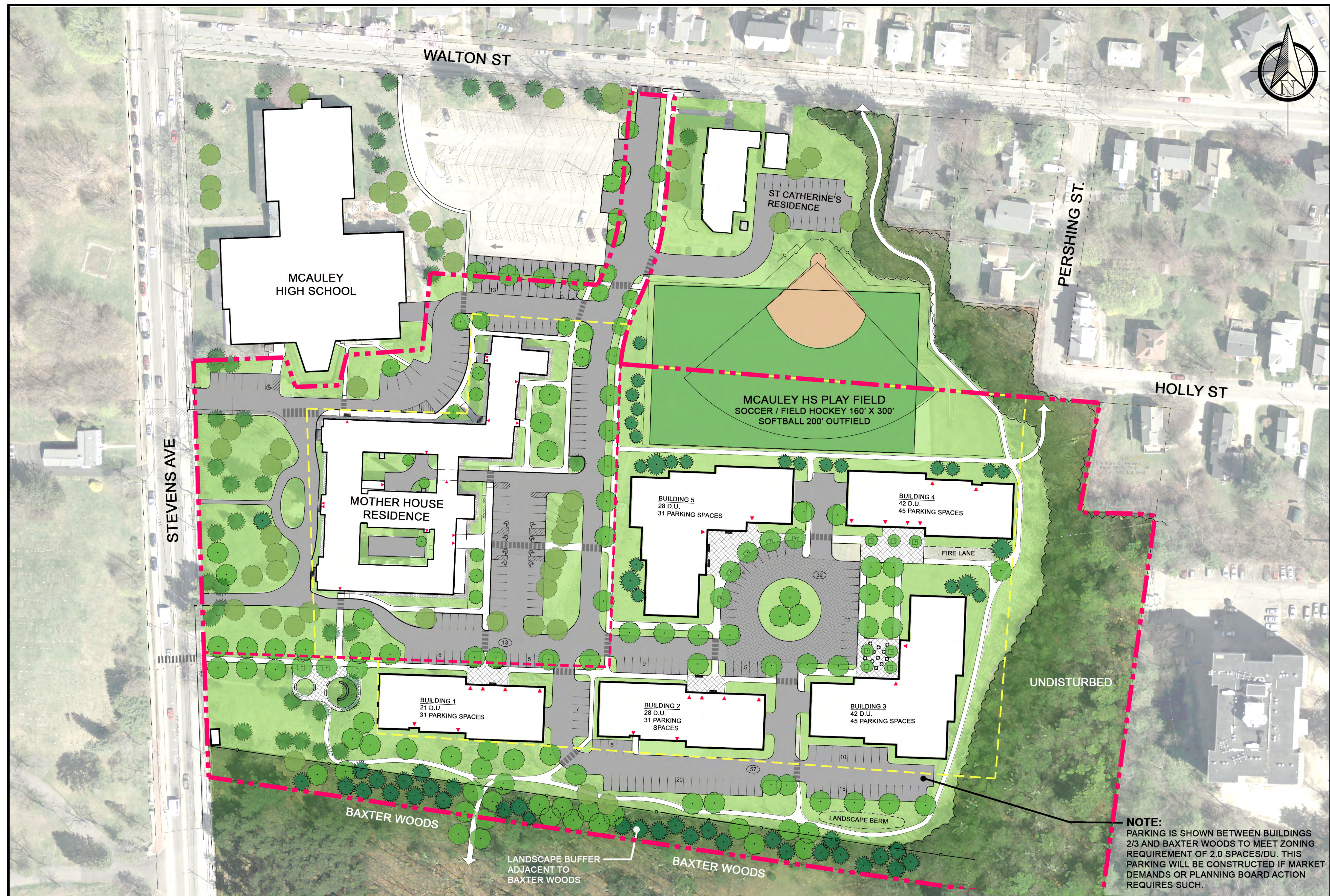
form as used in the Motherhouse. Fenestration in the building faces will break up the massing to soften the scale of the building.

- d. Material Palette –Material selection and color palette should be guided by those shown in the MDP renderings and elevations:
The proposed Building-1 Elevations are similar in materials and colors to the approved MDP renderings.
- e. Building Entry – Clearly delineate the entries with porch elements:
The Main (north) entry is proposed with an inviting entry plaza and canopy with vertical posts simulating a traditional porch. The rear (south) entry will be primarily for residents to access walking paths and an external patio and seating area. This entry will be much more subtle due to landscape buffering from Baxter Woods and the secondary nature of this entry door.
- f. Massing –Mitigate the scale of the buildings:
The proposed building architecture will provide for both vertical and horizontal breaks and fenestrations in the building exterior to break up the massing together with the discretely placed changes in materials from the stone veneer base, primary brick exterior and 4th floor shingle siding. The narrow end of the building will face Stevens Avenue filtered through both existing evergreen trees and proposed trees. The final building elevations are very similar to those presented with the MDP.
- g. Parking: Structured parking to be consistent with upper floors:
The first floor covered parking has been carefully designed to blend in with the overall architectural context of the building – creating the image of a residential ground floor. Again the use of an intermittent stone base will also provide balance in context with the base of the Motherhouse.
- h. Additional Guideline Recommended by the Reviewer - Window types will be consistent with the vertical proportion throughout all buildings:
Building 1 windows are shown as elongated with floor to floor proportions similar in overall context to the Motherhouse windows. Future buildings will follow this general design guideline to create a unified architectural “look” between the 5 buildings.

- 7. **MDP Stormwater Plan:** Building -1 site plans will provide for two rain gardens as well as roof drain filters taking advantage of the sandy soils for infiltration. This concept is consistent with the approved MDP Stormwater Plan C1.0, copy attached.
- 8. **MDP Utility Plan:** Water and gas utilities will be serviced from Stevens Avenue as shown on the approved MDP plan C2.0 (copy attached). Electric will be provided from the rear of the Motherhouse from the upgraded overhead line extending from Walton Street as shown on the MDP Utility Plan. Evaluation of Building-1 sewer alignments are slightly altered the MDP plans of a single sewer trunk line running through the future Buildings 2-5 central corridor. Instead, a new sewer trunk line running along the east side of Lot 3 is proposed to avoid trenching within the athletic fields at this phase of development.

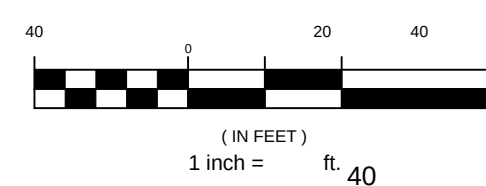
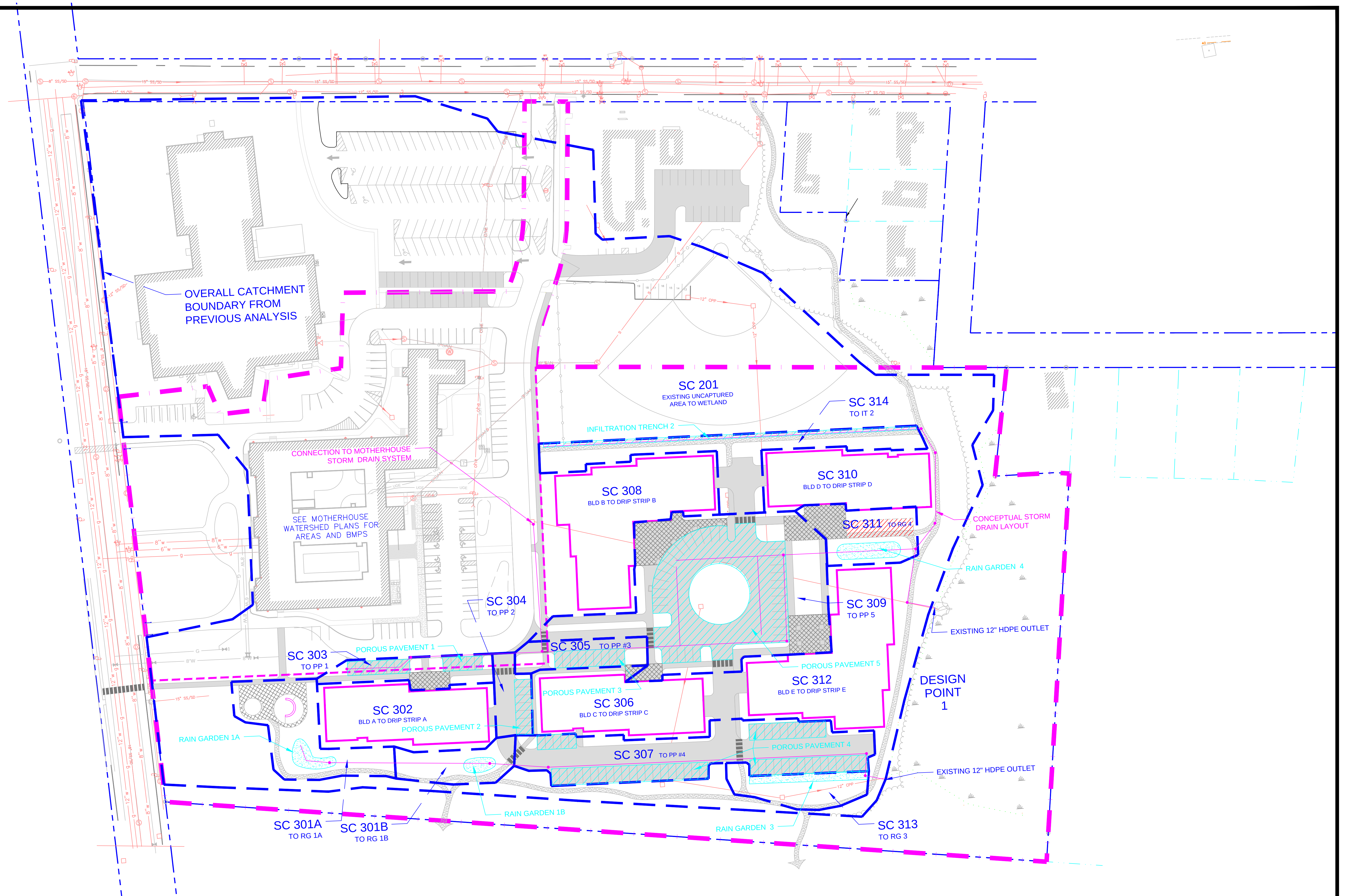
However the sanitary sewer will continue to discharge to the same mains as shown across Lot 1 to Walton Street. Based on the above we believe the utility plan is consistent with the approved MDP.

In summary, we believe that the proposed Building-1 development is consistent with the approved 2016 Master Development Plan in all respects.



605 Stevens Avenue

CONCEPTUAL MASTER PLAN



PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT 605 STEVENS AVE. MASTER DEVELOPMENT PLAN			STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM	
SHEET TITLE CONCEPT STORMWATER LAYOUT AND POST DEVELOPMENT WATERSHED PLAN			DRAWN: DED	DATE: MAY 2016
CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC & MOTHERHOUSE ASSOCIATES, LP			DESIGNED: ADJ	SCALE: 1" = 40'
REV 1 05-10-16 ISSUED FOR MASTER PLAN REVIEW			CHECKED: ADJ	JOB NO.
REVISIONS			FILE NAME: SP-M162 UTILITY	SHEET C1.0
P.E. LIC. #				



CONNECTIONS TO
WATER AND GAS MAINS
FROM MOTHERHOUSE
PROJECT

NEW PRIMARY ELECTRIC
FROM DROP POLE (SEE
MOTHERHOUSE PLANS)

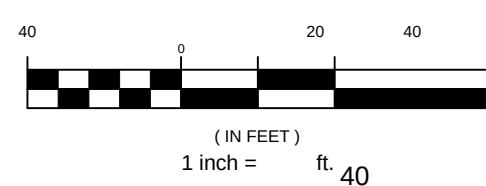
NEW SEWER
TO CONNECT
AT EXISTING
MANHOLE

NEW SEWER LINE

NEW GAS MAIN

NEW WATER MAIN

HYDRANT (TYP)



PRELIMINARY - NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	REVISIONS
1	05-10-16	ISSUED FOR MASTER PLAN REVIEW	

P.E.	
LIC. #	

PROJECT	605 STEVENS AVE. MASTER DEVELOPMENT PLAN
SHEET TITLE	CONCEPT UTILITY PLAN
CLIENT	SEA COAST AT BAXTER WOODS, ASSOC., LLC & MOTHERHOUSE ASSOCIATES, LP

STANTEC CONSULTING SERVICES INC.	
482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM	
DRAWN: DED	DATE: MAY 2016
DESIGNED: ADJ	SCALE: 1" = 40'
CHECKED: ADJ	JOB NO.
FILE NAME: SP-M162 UTILITY	
SHEET	C2.0

EXHIBIT 5

ZONING REVIEW

Refer to attached Net Residential Density Table for the Campus Lot 3 and 4 density provisions applying both uses as “Multiplex” and “PRUD” as defined in the Land Use Ordinance. The PRUD densities provides the greater total units on Lot 4 (maximum of 161 units) and has been used as the basis of the Approved Lot-4 Master Development Plan.

The building is located within the R5A Zoned portion of Lot 4. The following Site Data Table provides a compliance summary of R5 and R5A zoning requirements. The project complies with all zoning requirements of the R5 and R5A Districts.

SITE DATA TABLE			
STANDARD	REQUIRED		PROVIDED
	R5	R5A	
MIN. LOT AREA (PRUD)	2 AC	2 AC	9.05 AC
MIN. FRONTAGE (FT)	50	50	141.14
MIN. YD. DIMENSIONS (FT.)			
A. FRONT YD.	20	25	191+/-
B. REAR YD.	20	25	668+/-
C. SIDE YD. (>2.5 STORIES)	14	16	78+/-
MIN. SETBACK TO EXTERNAL SUBDIV. BOUNDARY (FT.)	35	35	78+/-
MAX. LOT COVERAGE	40%	30%	2.98%
MIN. LOT WIDTH (FT.)	90	60	162+/-
MAX. STRUCTURE HEIGHT (FT.)	35	55	43'-3"
MIN. OPEN SPACE (SF/DU)(1)	300 (PRUD) (2.)	200 (PRUD)	7 AC+/-
(SF)	6,300	4,200	305,000+/-
NET AREA PER DWELLING UNIT			
MIN LOT AREA/DU (2, 3, 4) (SF)	N/A	33,600	200,376 (NET -R5A ZONE)
NOTES: 1. OPEN SPACE PROVIDED - EXISTING ATHLETIC FIELDS AND LOT 4 LAWN/GARDEN AREAS 2. R5 LOT AREA/DU = USE 6000 SF GROSS AC WITH LESS THAN 250 FT. FRONTAGE. NO UNITS LOCATED IN R5 DISTRICT -NOT APPLICABLE. 3. R5A LOT AREA/DU = 1600 SF OF NET LAND AREA (PRUD) 4. REFER TO NRD TABLE ON SUBDIVISION PLAT FOR COMPUTATION OF DENSITY AND NET AREA.			

605 Stevens Avenue, Portland - Residential Density Computations Lots 3 & 4 V13							08-16-17 LED	
PRUD & MULTIPLEX/MULTIFAMILY ANALYSIS								
Overall Subdiv. Parcel ID	Gross Acreage (Ac.)	R5A ESTIMATED NRA DEDUCTS per § 14-47 as AMENDED	LOT 3 - MOTHERHOUSE- MULTIFAMILY/ MULTIPLEX		LOT 4-FIELDS MULTIFAMILY/ MULTIPLEX		LOT 4 - FIELDS PRUD	
		Gross Area (ac.)	4.39		9.05		9.05	
		(s.f.)	191,066		394,110		394,110	
		Zone	R5	R5A	R5	R5A	R5	R5A
		Proposed Area in Ea. Zone (Ac.)	1.73	2.66	4.20	4.85	4.20	4.85
Lot 1 St. Catherines	2.36	Deducts:						
Lot 2 McAuley HS	3.18	A. Exist. watercourses	0	0	0	0	0	0
Lot 3 Motherhouse	4.39	B. Wetlands & Slopes	0	0	0	0.25	1.66	0.25
Lot 4 Fields/Stevens Ave.	9.05							
Total Acreage	18.98							
		Deducts Total:	0	0	0	0.25	1.66	0.25
	NET LAND AREA (Gross Ac.- Deducts) (Ac.)		1.73	2.66	4.20	4.60	2.54	4.60
		MULTIPLEX UNITS PERMITTED	16	72	30	125	36	125
		TOTAL	88		155		161	
		TOTAL LOT 3 + 4 PRUD	249					
		TOTAL LOT 3 + 4 MULTI	243					
Notes:								
1. Under Multiplex Analysis: R5 density is 1 unit per 4,500 sf Gross ac. with 250 ft frontage (Lot 3) and 1 unit per 6,000 sf Gross ac. with < 250 ft. frontage (Lot 4) per (§ 14.117(a.) 2.)								
2. Under Multifamily Analysis: R5A density is 1 unit per 1600 sf NET ac. based on Amended § 14-47 Net Land Area def. of 06-15-15								
3. Under PRUD Analysis: R5 density is 1 unit per 3000/sf NET ac and R5A is 1 unit per 1600 sf NET ac.								
4. No affordable housing multiplex density bonuses per §14-488 applied to Motherhouse Lot 3								

EXHIBIT 6

EASEMENTS & ROW'S

As a master planned senior/active adult campus with 4 lots – the sharing of access, utilities, stormwater, etc. is necessary between and over the various lots. Lot 3 is subject to a Declaration of Covenants and Easements (See Exhibit 1) granting these reciprocal rights. Refer to the Amended Subdivision/Sectional Plat, Plan C2.0 for the locations of all easements.

Following are both existing and proposed easements related to Lot 4:

Existing Easements –on Lot 4:

1. 33-foot ROW Easement reserved in the deed from James P. Baxter to the Roman Catholic Bishop of Portland dated March 10, 1908. This easement reserves rights for an access road along the edge of Baxter Woods together with a 33- foot easement to the City of Portland adjacent to and within Baxter Woods. The applicant has agreed to provide a conservation easement or covenants over this easement to preserve the wooded buffer subject to the rights together with the City of Portland to amend or create trails.
2. Easement #6 - Utility and Drainage Easement: provides rights for utility and storm drainage over a portion of Lot 4 together with Easement #5 (below) over Lot 1.
3. Easement #7 – Drainage Easement: provides rights for Lot 3 to utilize the existing stormdrain under the athletic fields on Lot 4 with the rights to move or relocate said stormdrain if required.

Existing Easements –on Lots 2 & 3:

1. Easements # 2, 3, 4 and 8 provide pedestrian and vehicular easement rights for Lot 4 to utilize the main access corridors and access drives to and from Stevens Avenue as well as utility, drainage, signage and landscaping rights.
2. Easement # 1 provides the rights to use or add additional parking if required for Lot 1 and 4 over Lot 2 (Maine Girls Academy) for events, etc.
3. Easement #9 reserves utility rights over Lot 3 to benefit Lots 1, 2 and 4.

Existing Easements - On Lot 1:

1. Easement #5 provides access, utility and drainage rights to Lots 2, 3 and 4 over Lot 1.

EXHIBIT 7

WAIVERS

The following waivers are respectfully requested from the Site Plan and Subdivision Ordinance

1. Portland Land Use Code Division 20 Section 14-341 Off Street Parking: Aisles required for 6 or More Spaces: This section of the Land Use Code refers to the Portland Technical Manual for standards for parking. The Technical Manual Section 1.14 and Figure 1.27 require a 24 foot parking aisle width.

Waiver Request: A waiver of the referenced Ordinance standards is requested for the parking aisle located on the east side of Building -1 providing access to 6 surface parking spaces and the under building parking. The waiver request is to reduce the aisle width from 24 to 22 feet. The rationale for the request is to minimize the disturbance and encroachment to the east towards the softball field and backstop and to minimize pavement area. The 22 foot aisle is considered adequate for the level of use and parking in this area of the site.

EXHIBIT 8

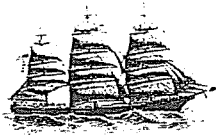
FINANCIAL AND TECHNICAL ABILITY

1. Financial Capacity – The applicant has provided, attached, a letter from Bath Savings Institution indicating the ability to provide financing for the project based on a history of successful projects with the applicant.
2. Technical Ability – The applicants, John Wasileski and Kevin Bunker, as Sea Coast at Baxter Woods Associates, LLC, have successfully permitted and developed a significant number of very successful and award winning projects ranging from active adult and full continuum of care retirement communities to senior affordable and market rate housing projects in Maine. They are known for working closely with neighborhoods and stakeholders to achieve results that work for all involved, and intend to work very closely with the City and neighborhood to see that this project is a major credit to the tax base and a wonderful new neighbor.

Notable projects include:

- The Motherhouse Renovations
- Nathan Clifford Residences, Portland
- Hodgkin School Apartments, Augusta
- Ocean View at Falmouth
- Highland Green, Topsham
- The Highlands, Topsham
- Granite Hill Estates, Augusta
- River Landing Affordable Senior Apartments, Topsham
- Plummer School Affordable Senior Apartments, Falmouth
- Osprey Circle, South Portland

The success of these projects is unparalleled in Maine and provides the technical and financial standing to undertake and complete this first phase of the Lot-4 senior campus at 583 Stevens Avenue in Portland.



Benj. F. Packard

Bath Savings Institution

Since 1852

August 9, 2017

Ms. Jean Fraser, Senior Planner
Planning and Urban Development Department – Planning Division
389 Congress Street, 4th Floor
Portland, ME 04104

605 Stevens Avenue – Market Rate Senior Housing Development
Financial Capacity of Sea Coast at Baxter Woods

Dear Ms. Fraser:

Bath Savings has assisted John Wasileski with the development of his senior housing communities for over 20 years including the purchase of the campus at 605 Stevens Avenue. We have reviewed the plans for the new market rate senior / active adult community located on the campus and we welcome the opportunity to provide financing for this exciting new project in Deering Center.

Over the years we have found John Wasileski to be an exceptional operator due in part to his attention to detail and his ability to bring together a strong management and development team. We believe that John Wasileski and his team have a proven track record in designing, building, marketing and managing high quality housing throughout Maine.

Thank you for this opportunity to submit this financial capacity letter regarding the new community located on Stevens Avenue in Deering Center.

Sincerely,

Geoff Gattis
Executive Vice President
Bath Savings Institution

EXHIBIT 9

TRAFFIC ANALYSIS

Maine Traffic Resources has prepared a Traffic Impact Analysis for the proposed project which dovetails with the Traffic Impact Analysis completed for the Master Development Plan. A copy is attached.

The project is expected to generate 8 one way trips in the A.M peak hour and 7 trips in the P.M. peak hour. There are no significant off-site impacts expected from this minor level of trip generation.

The MDP approval Condition A.1 recommended that traffic monitoring studies be conducted prior to the site plan applications for the first two phases following the Lot 3 Motherhouse development including assessment of parking on Lot 2 the Maine Girls Academy. However with the Motherhouse project still in construction with occupancy not expected until 2018, these studies cannot be completed for the Building-1 application.

SUMMARY MEMORANDUM

TO: Mr. Matthew D. Teare
Director of Development
Sea Coast Management Company
20 Blueberry Lane
Falmouth, ME 04105

DATE: May 2, 2017

RE: Trip Generation Analysis for Building 1 of 605 Stevens Avenue Senior Housing Development in Portland, Maine

Introduction

The purpose of this memorandum is to summarize trip generation analysis for local City of Portland Planning Board approval for Building 1 of the proposed senior housing development at 605 Stevens Avenue. A traffic impact study (TIS) for the overall Master Development Plan was prepared by Maine Traffic Resources, dated March 15, 2016. The first phase of the overall master plan was renovation and conversion of the Motherhouse to provide for 88 dwelling units. This component of the overall project previously gained site plan approval from the City of Portland in 2015. It is understood that construction is expected to begin on the Motherhouse shortly. The first new building, Building 1, will contain 21 age restricted dwelling units.

Trip Generation Analysis

The number of trips to be generated by the proposed Building 1 was estimated using the most recent Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition report, as was done in the original Traffic Impact Study for the Master Development Plan. Land use codes (LUC) 251 Senior Adult Housing Detached and 252 Senior Adult Housing Attached were used on the basis of 21 dwelling units. To be conservative, the higher of the two rates was used for each time period. The results are summarized below:

<u>Time Period</u>	<u>ITE Trip Generation (One-Way Trip-Ends) Senior Housing Trips</u>
Weekday	78
AM Peak Hour Adjacent Street	5
Entering	2
Exiting	3

<u>Time Period</u>	<u>Senior Housing Trips</u>
AM Peak Hour – Generator	8
Entering	4
Exiting	4
PM Peak Hour – Adjacent Street	6
Entering	4
Exiting	2
PM Peak Hour – Generator	7
Entering	4
Exiting	3

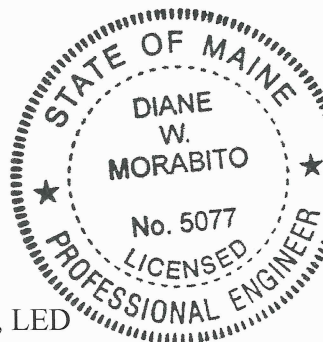
As can be seen above, Building 1 is expected to generate just eight (8) one-way trips during their AM peak hour and seven (7) trips during their PM peak hour. This minimal level of traffic should have no significant impact off-site beyond the drive intersections. These trips will be further reduced by entering and exiting assignments to the Stevens Avenue and Walton Street drive intersections according to the patterns in the Traffic Impact Study. Additionally, the off-site impacts of all trips for the Master Development Plan were previously analyzed in the original Traffic Impact Study.

Monitoring Requirements

One of the conditions of the Master Development Plan approval for the entire project involves traffic monitoring. The approval states that traffic monitoring studies shall be conducted after the Motherhouse and first and second buildings are completed. The purpose of this monitoring will be to confirm that the ITE trip generation rates used in the original study were appropriate. Given that the currently proposed building is the first building this monitoring is not yet required.

Additionally, monitoring studies are also to be required to confirm parking supply, circulation both on site and at The Maine Girls' Academy and arrival and departure patterns. Given that construction has not yet begun on the Motherhouse, it is too soon to conduct any of this required monitoring.

Please do not hesitate to contact me if you or the City of Portland have any questions regarding the trip generation analysis for Building 1.



Sincerely,

Diane W. Morabito

Diane W. Morabito, P.E. PTOE
President

cc: Rick Licht, LED

EXHIBIT 10

SOILS & GEOTECHNICAL

The applicant has retained Summit Geoengineering to perform a site geotechnical and soils evaluation. Onsite drilling was conducted over the campus in December 2014 and 9 test borings logged. A final report is attached dated March, 2015.

Soils onsite are generally deep granular till or fill material over marine clay with relatively deep bedrock. The soil conditions do not present any unusual design constraints for site development. The granular soils and deep groundwater depths are favorable for storm water infiltration BMP's which are proposed on the site to encourage groundwater treatment and recharge.



PRELIMINARY GEOTECHNICAL REPORT

**McAuley Place Development
Stevens Avenue & Walton Street
Portland, Maine**

Prepared for:

Sea Coast Management Company

Prepared by:

Summit Geoengineering Services
145 Lisbon St.
Lewiston, Maine

Project #14238
March 2015



March 27, 2015
Summit #14238

Matthew Teare
Sea Coast Management Company
30 Governors Way
Topsham, Maine 04101

Reference: Preliminary Geotechnical Investigation, McAuley Place Site Development
Stevens Avenue and Walton Street, Portland, Maine

Dear Matt;

Summit Geoengineering Services (SGS) has completed the geotechnical investigation for the proposed development and renovations at the site referenced above. Our scope of service included nine borings, laboratory testing of collected samples, and this geotechnical report summarizing our findings and providing geotechnical recommendations. This report is intended to identify and address the geotechnical issues at the site and provide recommendations for the construction of the new development. We understand that the proposed building layout, building sizes, parking (above ground and below ground), and finish grades are currently conceptual and subject to change. The recommendations included in this report are general in nature to accommodate for potential changes to the development. The project and site description below summarize the current development concepts and were used to guide the assumptions made for our analysis. We recommend that SGS be allowed to review final concepts to verify the geotechnical recommendations provided in this report.

1.0 Project and Site Description

The McAuley Place site is located at the intersection of Stevens Avenue and Walton Street in Portland, Maine. Located at the site is the Sisters of Mercy Motherhouse on the western end, the McAuley high school building to the northwest, paved parking on the northern portion, and multiple athletic fields on the eastern portion. Multiple paved walkways throughout the property connect these locations. Grades at the site slope gently downwards from elevation 128 feet to elevation 114 feet in an easterly direction.

We understand that a total of 4 senior living housing buildings and a main lodge are being proposed to be constructed at the site. A single story retail/commercial building is also proposed. These buildings are anticipated to range from 3 to 5 floors, will be wood framed, and may include underground parking. The senior living and main lodge buildings are proposed to be built within the existing athletic field. The retail/commercial building will be built in the existing grassed area south of the Motherhouse. We understand that the existing buildings will remain, with renovations being proposed to the Motherhouse. We also understand that stormwater

treatments systems at the site may include a wet pond below the slope on the east side of the existing athletic fields and Low Impact Development (LID) systems, potentially rain gardens, scattered throughout the site.

2.0 Explorations and Laboratory Testing

2.1 Explorations

Summit Geoengineering Services (SGS) observed the subsurface conditions at the site with the drilling of 9 test borings on December 29 and 30, 2014. All borings were drilled using a 2 1/4" hollow stem auger with split spoon samples collected at 5 foot intervals. Standard Penetration Testing (SPT) was conducted in general accordance with *ASTM D1586* to collect blow counts during the advancement of the split spoon sampler. All borings were advanced to refusal. Groundwater observations wells were installed at Boring B-6 and B-8.

The locations of the borings were marked by SGS prior to the days of drilling by measuring from existing structures and landmarks. These locations can be seen in the SGS Boring Plan in Appendix A. A copy of the Boring Logs can be found in Appendix B. Borings were widely spaced throughout the site with the intent to characterize as much of the subsurface as possible, with a general focus in the area of proposed development

2.2 Laboratory Testing

Laboratory testing included two grain size analyses on samples collected from Borings B-6 and B-8. Grain size analyses were performed in general accordance with *ASTM D422*. The table below summarizes the grain size results:

GRAIN SIZE ANALYSIS RESULTS						
Boring	Sample	Depth (ft)	Composition			USCS
			Gravel	Sand	Silt/Clay	
B-6	S-2	5 to 7	0.3%	97.2%	2.5%	SP
B-8	S-3	10 to 12	0.4%	97.6%	2.0%	SP

Detailed results of the laboratory tests can be found in Appendix C.

3.0 Subsurface Conditions

3.1 Soil

The subsurface conditions at the site generally consist of **topsoil** or **pavement** overlying **fill/reworked native soil** overlying **marine fan deposit** overlying **bedrock**.

The **topsoil** was encountered in all of the borings except for Boring B-1. It is described as dark brown silt with some to little sand, trace gravel and rootlets, firm, and damp. The thickness of this layer ranges from 0.5 feet to 1.0 feet. It classifies as ML in accordance with the Unified Soil Classification System (USCS).

The **pavement**, encountered only in Boring B-1, is four inches thick.

The **fill/reworked native** layer, encountered in in all Borings except B-3, B-4, and B-5, is described as light brown to dark brown fine to coarse sand with little to some silt and gravel. In Boring B-9, the **fill/reworked native** is olive brown clayey silt to silty clay with little silt and gravel. The layer ranges from damp to wet and from loose to compact. The thickness of the layer ranges from 1.1 to 10.0 feet. It classifies as SP, SM, SP-SM, SW-SM, ML, or CL in accordance with the Unified Soil Classification System (USCS).

The **marine fan deposit** was encountered in all of the borings overlying bedrock. There are two sub-layers within the **marine fan deposit**. The top layer consists of light brown to tan fine to coarse sand with trace to some silt and trace clay and gravel. The top sub-layer ranges from loose to dense and humid to wet. SPT-N values ranged from 4 to 28 with an average of 16. The layer classifies as SP, SM, or SP-SM in accordance with the Unified Soil Classification System (USCS).

The lower sub-layer of the **marine fan deposit** consists of silty or gravelly sand, silty clay, and sandy silt. It ranges from very soft to compact and is wet. Thickness of this layer ranges from 8.9 feet to 24.3 feet. SPT-N values ranged from WOH (weight of hammer) to 37, with an average of 17. Pockets of gray silty clay were encountered in this layer in Borings B-4, B-5, and B-9 ranging from 4.1 to 4.5 feet thick. Two samples were collected for laboratory grain size analyses in this lower marine fan layer, and both resulted in a classification of SP in accordance with the Unified Soil Classification System. From visual classification, this layer classifies as SM, ML, CL, SP, and SP-SM in accordance with the Unified Soil Classification System (USCS).

3.2 Groundwater

Groundwater was encountered in all of the borings and ranged from 5.4 feet to 11.4 feet below ground surface (elevation 104.6 feet to elevation 113.1 feet). In general, the groundwater table elevation was observed to be within or at the top of the marine fan deposit

Groundwater elevation was measured on 2/15/2015 and again on 3/23/2015 in Borings B-6 OW and B-8 OW. Groundwater at Boring B-6 was encountered at 8 feet below ground surface (elevation 107 ft. +/-). Groundwater was encountered at 6.1 feet below ground surface (elevation 107.9 ft. +/-) at Boring B-8.

3.3 Bedrock

Bedrock was encountered in all of the borings except for Boring B-7, which was terminated 22 feet. Depth to bedrock from the ground surface (where it was encountered) ranged from 12.9 feet to 25.1 feet (elevation 92 feet +/- to elevation 106.9 feet +/-). Bedrock depths and corresponding elevations are summarized in the table below. According to the Maine Geologic Survey, the bedrock at the site is of the Silurian – Ordovician Vassalboro Formation typically consisting of sandstone and quartzite with occasional schist and limestone.

BEDROCK DEPTH & ELEVATION		
Boring	Depth (ft)	Elevation (ft)
B-1	12.9	106.9 +/-
B-2	15.1	106.9 +/-
B-3	20.0	99.0 +/-
B-4	25.1	95.9 +/-
B-5	22.0	93.0 +/-
B-6	13.1	101.9 +/-
B-7	*	*
B-8	13.1	100.9 +/-
B-9	20.1	93.9 +/-

*Boring B-7 was terminated at depth 22 ft. (elevation 92 ft. +/-), no bedrock was encountered

4.0 Evaluation

In general the soils throughout the area of the site we explored are stable and competent and will safely support all proposed structures on conventional spread footings. An important consideration is the presence of shallow groundwater and its effects on the dewatering of the new buildings and stormwater treatment systems.

5.0 Preliminary Foundation Design Recommendations

The following recommendations are preliminary and based on conceptual building layouts. The general recommendations presented below may require refining based on the final building layouts.

Based on the current proposed development, the newly constructed buildings can be supported by conventional frost walls on continuous spread footings. Where underground parking is desired, foundation walls can also be supported on continuous spread footings. Columns on isolated footings may be used where needed.

5.1 Bearing Capacity

For planning purposes, we recommend that frost wall and basement footings be proportioned using an allowable bearing capacity of 3,000 psf. This includes footings supported by existing fill and by the native marine fan deposit. This allowable bearing capacity is based upon the following:

- Fill required to raise the grade at the site does not exceed 3 to 4 feet.
- Exposed existing fill and native soils are improved by proofrolling.
- Any soft, unsuitable soils below the bottom of footing elevation exposed during the excavation are removed and replaced with crushed stone or competent specified soil.

Depending on final footing locations and elevations, this allowable bearing capacity may be able to be increased. SGS can evaluate this possibility once more detailed footing foundation information is available.

5.2 Frost Protection

The design air freezing index for the Portland area is approximately 1,200 degree F days (10 year, 90% probability). Based on this, exterior footings should be constructed at a minimum depth of 4 feet below the exterior finish grade.

5.3 Basement Walls

We recommend that foundation walls acting as retaining walls be designed for the lateral earth pressures taken from the following table.

CAST-IN-PLACE RETAINING WALL LATERAL LOADS			
Condition	Drained at Base	Equivalent Fluid Pressure	Live Load Surcharge
Free at Top	Yes	37 psf/ft	100
	No	81 psf/ft	
Fixed at Top	Yes	61 psf/ft	100
	No	94 psf/ft	

Passive resisting pressure in front of cast-in-place walls can be taken as 400 psf per foot of embedment depth. A value of 0.5 should be used for the friction coefficient at the base of the wall for walls constructed on the native marine fan soil or fill.

5.4 Seismic Design and Liquefaction Potential

Based on Standard Penetration Testing (SPT) N blow counts collected from the borings as well as the presence of relatively shallow bedrock, the subgrade profile at the site is categorized as Site Class C “Very dense soil and soft rock” in accordance with the 2009 International Building Code. The following seismic site coefficients should be used:

SEISMIC DESIGN COEFFICIENTS	
Seismic Coefficient	Site Class C
Short period spectral response (S_S)	0.318
1 second spectral response (S_1)	0.078
Maximum factored spectral response (S_{MS})	0.382
1 second factored spectral response (S_{1S})	0.132
Design short period spectral response (S_{DS})	0.255
Design 1 second spectral response (S_{D1})	0.088

Liquefiable soils were not encountered at the site.

5.5 Groundwater Consideration

Groundwater was encountered in all of the borings ranging from 5.4 feet to 11.4 feet below ground surface. Based on this and the proposed building layouts (particularly those with underground parking), we believe that groundwater elevation may be as high as 5 to 6 feet above the bottom of constructed basement footings and potentially even higher during large rainfall events.

There are two available options for dealing with the presence of groundwater for the new foundations. The first option is to construct perimeter undrains around the entire foundation to draw the surrounding water down below the footing. If installed correctly, the underdrains will alleviate basement flooding and reduce the pressure on the foundation walls. For foundations which include underground parking, the undrain will either need to be trenched for outletting to daylight or de-watered with a pump.

The second option is to provide no de-watering system and design the foundations to include the presence of water against the wall. If this option is selected, we anticipate that a waterproofing membrane will be required along the entirety of the foundation wall. Recommendations for foundation wall pressures with and without the presence of groundwater are presented in Section 5.3. In addition to the added pressure against the foundation walls, the basement slabs and foundations will be required to resist uplift forces from hydrostatic uplift pressures if groundwater is not lowered around the constructed buildings. Recommendations for design groundwater elevations can be provided once final building layouts are complete.

6.0 Pavement Section Recommendations

Based on a mean annual air freezing index of 900 degree F days for the Portland, Maine region, we recommend a minimum total pavement section thickness of 18 inches, equal to 50% of the approximate mean annual frost penetration of 36 inches. We further recommend that the pavement section consist of the following materials.

PAVEMENT SECTION RECOMMENDATION		
Material	Thickness (in)	Specification
Asphalt Surface Course	1	MDOT Superpave
Asphalt Binder Course	2	MDOT Superpave
Base Soil	3	MDOT 703.06 Type A
Subbase Soil	15	MDOT 703.06 Type D

The maximum particle size of the subbase soil should be limited to 4 inches and the maximum particle size of the MDOT 703.06 Type A should be limited to 2 inches. All placed fill should be placed in a maximum of 12-inch lifts, and be compacted to 95 percent, in accordance with ASTM D1557.

Type D aggregate for subbase gravel may contain up to 50 percent by weight Recycled Concrete Aggregate (RCA). When RCA is used, the portion of the resulting blend of gravel and RCA retained on a ½” square mesh sieve shall contain a total of no more than 5 percent by weight of other recycled materials such as brick, concrete masonry block, or asphalt pavement as determined by visual inspection.

RCA shall be substantially free of wood, metal, plaster, and gypsum board as defined in Note 9 in Section 7.4 of AASHTO M 319. RCA shall also be free of all substances that fall under the category of solid waste or hazardous material.

7.0 Preliminary Stormwater System Recommendations

7.1 General

We understand that the stormwater runoff from the added impervious area for the proposed development will be treated mainly by a wet pond to be located at the bottom of the existing slope to the east of the existing athletic fields. We further understand that there may be some LID infiltration stormwater BMPs scattered throughout the new development. The locations, configurations, and elevation of the stormwater features were not available to SGS for this report. The following recommendations should be reviewed and amended as necessary by SGS once final stormwater systems have been determined.

7.2 Infiltration Rates

Grain size analyses were conducted on two separate samples of the marine fan soil collected from Borings B-6 and B-8. The detailed results of these tests are presented in Appendix C. From the grain size analysis results, infiltration rates were estimated and are presented in the table below:

INFILTRATION RESULTS				
Boring	Sample	Depth (ft)	D₁₀ (mm)	Hydraulic Conductivity (in/hr)
B-6	S-2	5 to 7	0.20	60
B-8	S-3	10 to 12	0.18	

The above values can be used for design of the stormwater treatment systems and for construction and permanent dewatering of building foundations.

7.2 Proposed Wet Pond

A groundwater elevation of 107.9 feet in the vicinity of Boring B-8 can be used for layout of the wet pond. An impermeable liner may be required for construction of the wet pond to maintain a permanent pool if the pond is elevated above the groundwater. If the construction of the wet pond results in an embankment greater than 10 feet, certification by a geotechnical engineer will

be required. Furthermore, if the groundwater elevation intersects the constructed slope above the permanent pool elevation, subsurface drainage will be necessary to avoid creating a seasonal spring on the face of the slope.

8.0 Construction and Earthwork Considerations

Areas within the limits of the proposed buildings footprints should be cleared, stripped and grubbed of organic matter, topsoil, and other deleterious materials prior to placing engineered fill or constructing footings. Should pockets of soft soils be encountered during excavation we recommend the subgrade be visually inspected by the geotechnical engineer to determine if stabilization and/or removal is necessary as part of preparation for the new building foundations.

Utility trenching and general excavations below 4 feet should be sloped no greater than 1.5H to 1V (OSHA type C) in granular soils and/or below groundwater. These slopes are based on the current OSHA Excavation Guidelines. Depending on the extent of available area beyond excavations for sloping, sheet piles may be needed for the construction of the foundations of the buildings which include underground parking basements.

Dewatering will likely be required for some excavations. Dewatering may consist of shallow sumps, a well point system, or other dewatering methods. The marine fan subgrade is generally considered relatively pervious with transmissivity rates at approximately 60 in/hr, based on the gradation results. The contractor should furnish, install, operate, maintain, and remove the temporary dewatering systems to lower and control groundwater levels at least 2 feet below subgrade of excavations and to permit construction in-the-dry.

9.0 Closure

Our recommendations are based on professional judgment and generally accepted principles of geotechnical engineering. Although unanticipated at this site, some changes in subsurface conditions from those presented in this report may occur. Should soil conditions differ materially from those described in this report, Summit should be notified so that we can re-evaluate our recommendations.

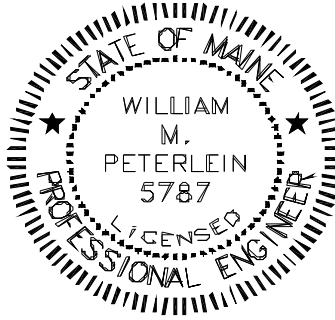
This report is intended to identify and address the geotechnical issues at the site and provide recommendations for the construction of the new development. We understand that the proposed building configurations, parking (above ground and below ground), finish grades, and stormwater treatment systems are currently conceptual and subject to change. The recommendations included in this report are general in nature to accommodate for potential changes to the development. Prior to final design or construction of all buildings, Summit should be retained to review final proposed building layouts to verify our recommendations and provide more refined, building-specific recommendations if appropriate. Additional geotechnical investigations may be required, depending on the building location and layout.

We appreciate the opportunity to provide geotechnical engineering and consulting services on this phase of the project. If there are any questions please do not hesitate to contact us.

Sincerely,
Summit Geoengineering Services, Inc.



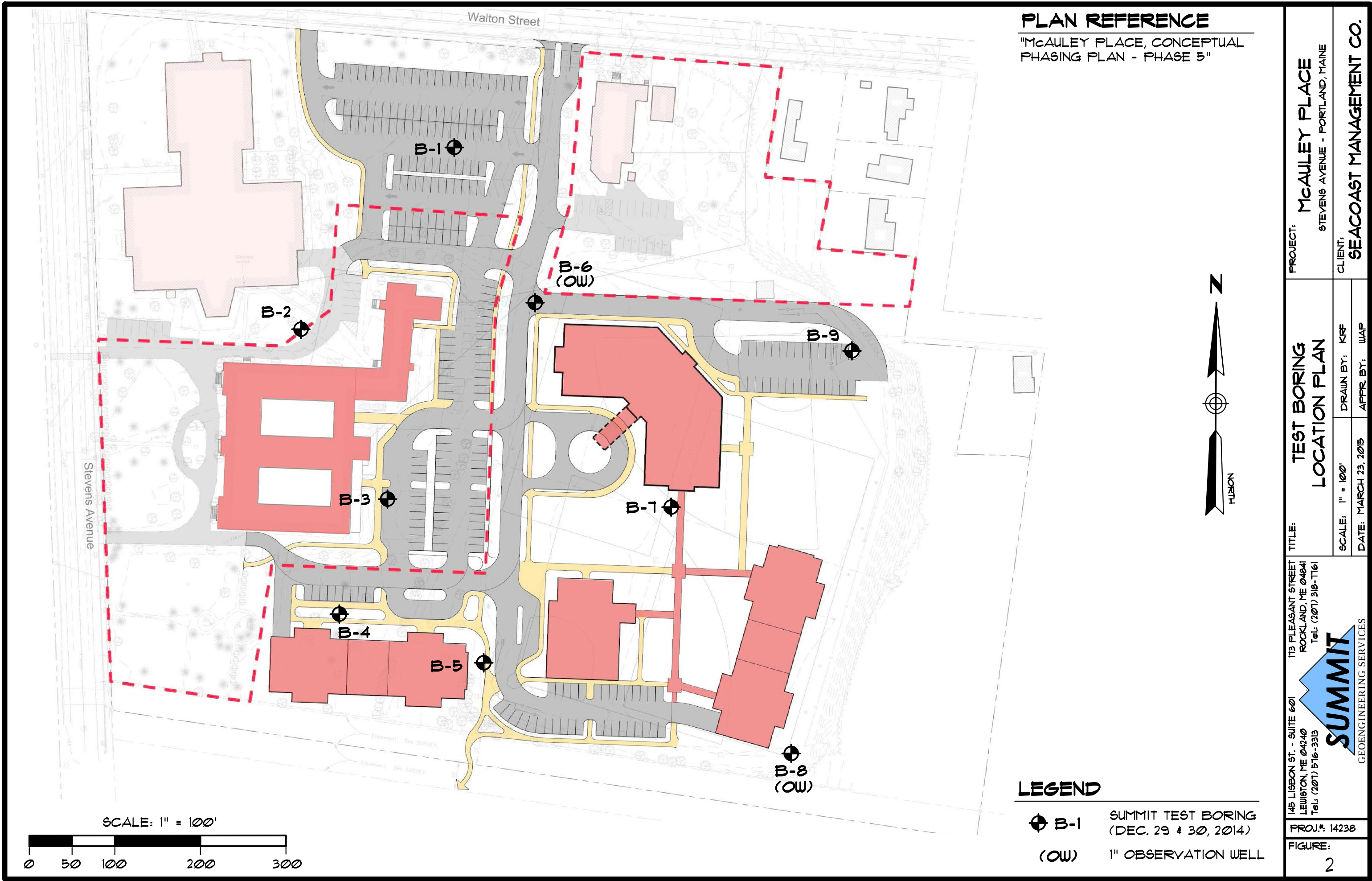
Mathew Hardison, EI
Geotechnical Engineer

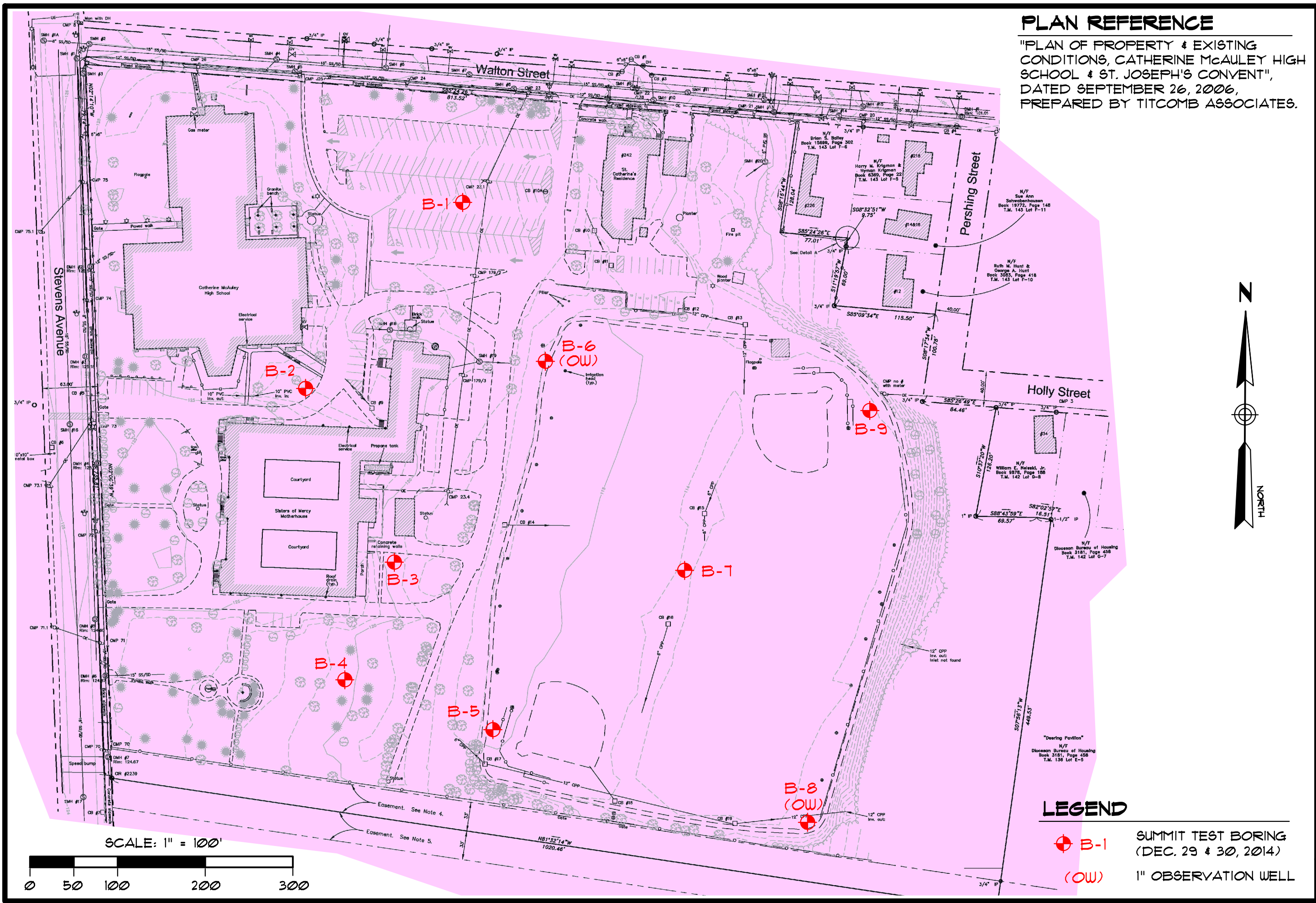


William M. Peterlein, PE
Principal Geotechnical Engineer

APPENDIX A

BORING LOCATION PLAN





PROJECT:	McAULEY PLACE	
	STEVENS AVENUE - PORTLAND, MAINE	
CLIENT:	SEACOAST MANAGEMENT CO.	
TITLE:	TEST BORING LOCATION PLAN	
SCALE: 1" = 100'	DRAWN BY: KRF	
DATE: JANUARY 5, 2015	APPR BY: WAP	
145 LISBON ST. - SUITE 601 LEWISTON, ME 04240 Tel: (207) 576-3313  GEOENGINEERING SERVICES 173 PLEASANT STREET ROCKLAND, ME 04841 Tel: (207) 318-7161		
PROJ.#:	14238	
FIGURE:	1	

APPENDIX B

BORING LOGS



EXPLORATION COVER SHEET

The exploration logs are prepared by the geotechnical engineer from both field and laboratory data. Soil descriptions are based upon the Unified Soil Classification System (USCS) per ASTM D2487 and/or ASTM D2488 as applicable. Supplemental descriptive terms for estimated particle percentage, color, density, moisture condition, and bedrock may also be included to further describe conditions.

Drilling and Sampling Symbols:

SS = Split Spoon Sample
UT = Thin Wall Shelby Tube
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RW = Rotary Wash
SV = Shear Vane
PP = Pocket Penetrometer
RC = Rock Core Sample

Hyd = Hydraulic Advancement of Drilling Rods
Push = Direct Push of Drilling Rods
WOH = Weight of Hammer
WOR = Weight of Rod
PI = Plasticity Index
LL = Liquid Limit
W = Natural Water Content
USCS = Unified Soil Classification System

Water Level Measurements:

Water levels indicated on the boring logs are the levels measured in the boring at the times indicated. In pervious soils, the indicated elevations are considered reliable groundwater levels. In impervious soils, the accurate determination of groundwater elevations may not be possible, even after several days of observations. Groundwater monitoring wells may be required to record accurate depths and fluctuation.

Gradation Description and Terminology:

Boulders:	Over 12 inches	Trace:	Less than 5%
Cobbles:	12 inches to 3 inches	Little:	5% to 15%
Gravel:	3 inches to No.4 sieve	Some:	15% to 30%
Sand:	No.4 to No. 200 sieve	Silty, Sandy, etc.:	Greater than 30%
Silt:	No. 200 sieve to 0.005 mm		
Clay:	less than 0.005 mm		

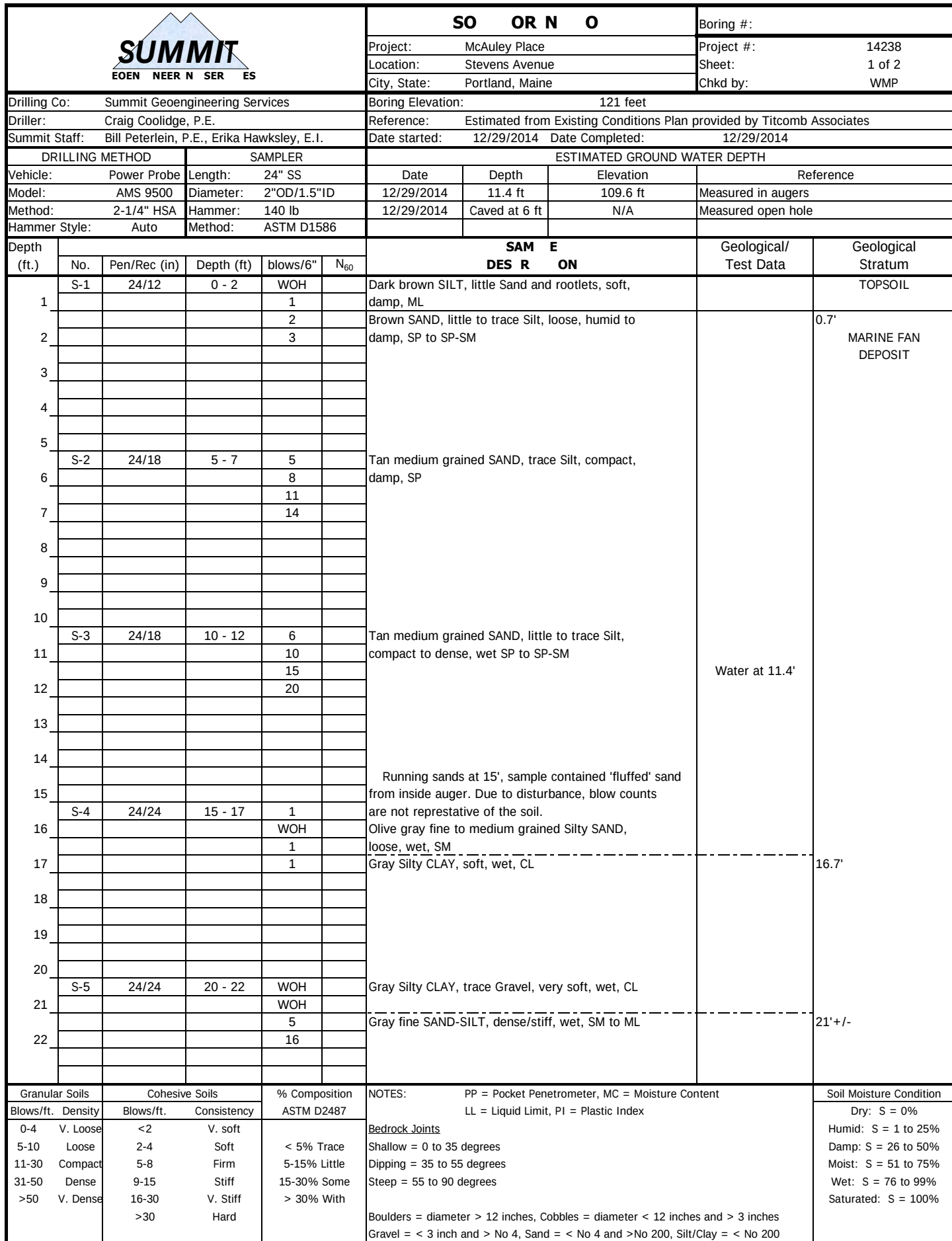
Density of Granular Soils and Consistency of Cohesive Soils:

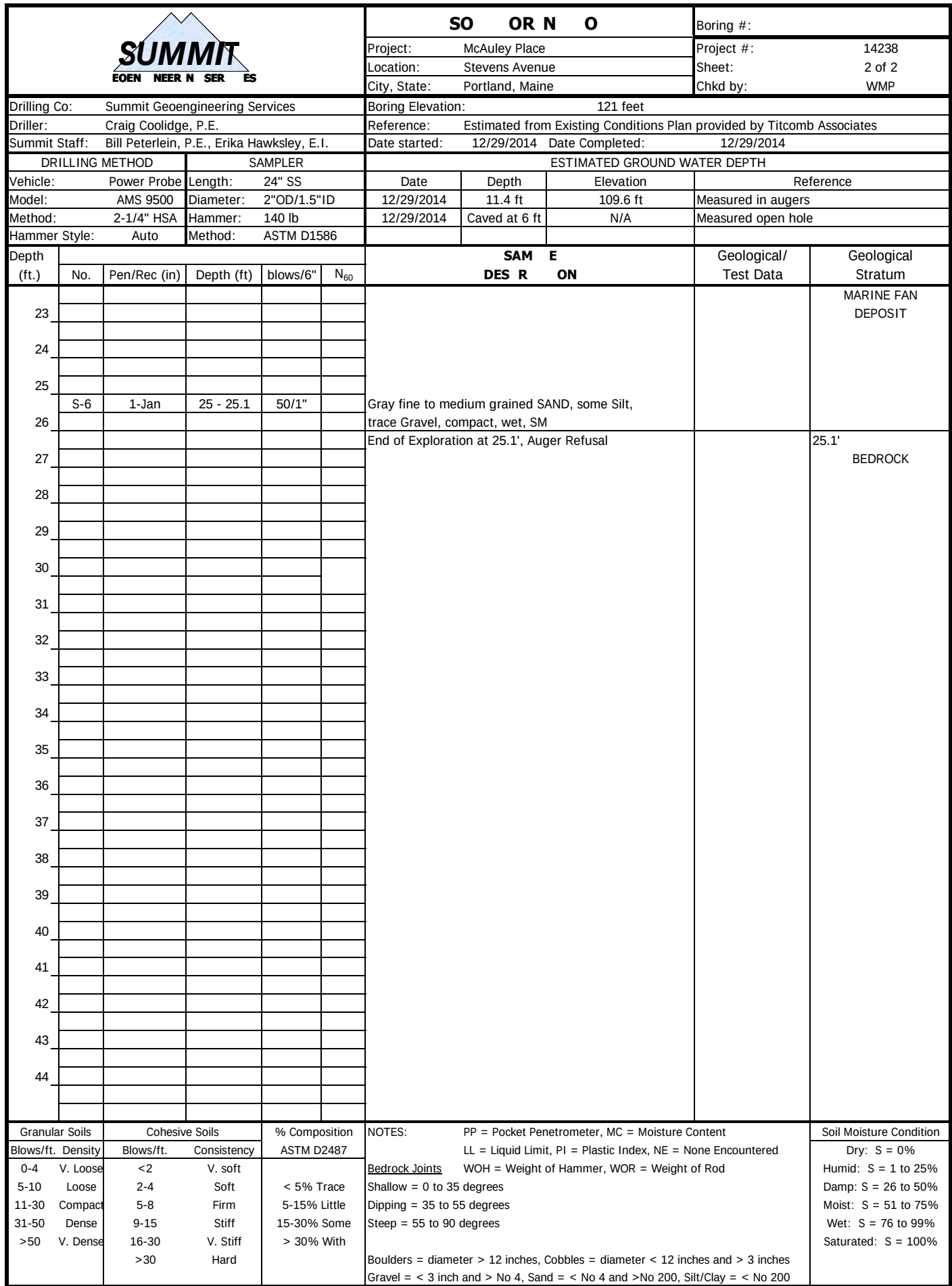
CONSISTENCY OF COHESIVE SOILS		DENSITY OF GRANULAR SOILS	
SPT N-value blows/ft	Consistency	SPT N-value blows/ft	Relative Density
0 to 2	Very Soft	0 to 4	Very Loose
2 to 4	Soft	5 to 10	Loose
5 to 8	Firm	11 to 30	Compact
9 to 15	Stiff	31 to 50	Dense
16 to 30	Very Stiff	>50	Very Dense
>30	Hard		

						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 119 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/29/2014 Date Completed: 12/29/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe			Length: 24" SS			Date	Depth	Elevation	Reference				
Model: AMS 9500			Diameter: 2"OD/1.5"ID			12/29/2014	5.9 ft	113.1 ft	Measured in augers				
Method: 2-1/4" HSA			Hammer: 140 lb										
Hammer Style: Auto			Method: ASTM D1586										
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data	Geological Stratum			
1	S-1	24/18	0 - 2	8		Bituminous Pavement = 4 inches				PAVEMENT			
				6		Dark brown SAND, little Silt and Gravel, mixed with black reclaim asphalt, compact, humid, SM				0.3'			
2				5									
				5									
3						Light brown medium grained SAND, trace Silt, compact, humid, SP				1'			
4													
5						Tan and slightly mottled Silty fine SAND, trace to little Clay with depth, compact/stiff, moist to wet, SM			Water at 5.9'	4'+/- MARINE FAN DEPOSIT			
6	S-2	24/20	5 - 7	8									
				8									
7				7		Denser drilling at 8'				8'+/-			
8				7									
9						Light brown to olive brown Gravelly SAND, some Silt, little Clay, dense, wet, SM (Rocks in spoon tip; little sample recovery.)							
10													
11	S-3	24/3	10 - 12	15		End of Exploration at 12.9', Auger Refusal				12.9' BEDROCK			
12				12									
				20									
13				28									
14													
15													
16													
17													
18													
19													
20													
21													
22													
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index <u>Bedrock Joints</u> Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200				Soil Moisture Condition			
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487						Dry: S = 0% Humid: S = 1 to 25% Damp: S = 26 to 50% Moist: S = 51 to 75% Wet: S = 76 to 99% Saturated: S = 100%			
0-4	V. Loose	<2	V. soft										
5-10	Loose	2-4	Soft	< 5% Trace									
11-30	Compact	5-8	Firm	5-15% Little									
31-50	Dense	9-15	Stiff	15-30% Some									
>50	V. Dense	16-30	V. Stiff	> 30% With									
		>30	Hard										

						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 122 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/29/2014 Date Completed: 12/29/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe		Length: 24" SS		Date		Depth		Elevation		Reference			
Model: AMS 9500		Diameter: 2"OD/1.5"ID		12/29/2014		10.4 ft		111.6 ft		Measured in augers			
Method: 2-1/4" HSA		Hammer: 140 lb		12/29/2014		Caved at 5.4 ft		N/A		Measured in open hole			
Hammer Style: Auto		Method: ASTM D1586											
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data		Geological Stratum		
1	S-1	24/18	0 - 2	2		Dark brown SILT, some to little Sand, trace Gravel, rootlets, firm, damp, ML					TOPSOIL		
2				3		Dark brown SAND, some Silt, loose, damp, SM					0.5'		
3				3		Light brown medium to fine grained SAND, little Silt, loose, damp, SP-SM					1.7' FILL/ REWORKED NATIVE		
4													
5													
6	S-2	24/18	5 - 7	9		Tan medium to coarse grained SAND, trace Silt, compact, damp, SP					4' +/- MARINE FAN DEPOSIT		
7				11									
8				13									
9				15									
10													
11	S-3	24/24	10 - 12	7		Tan medium to coarse SAND, little to trace Silt, compact, moist, SP-SM			Water at 10.4'				
12				7									
13				19		Olive brown SILT-CLAY, fine Silty SAND seams, little Gravel, very stiff, moist to wet, ML to CL					11.5'		
14													
15						Gray Silty CLAY, fine Silty SAND seams, stiff, wet, CL (Dark purple to black rock fragments in spoon tip)							
16	S-4	1/1	15 - 15.1	50/1"		End of Exploration at 15.1', Spoon & Auger Refusal					15.1' BEDROCK		
17													
18													
19													
20													
21													
22													
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content						Soil Moisture Condition	
Blows/ft. Density		Blows/ft. Consistency		ASTM D2487		LL = Liquid Limit, PI = Plastic Index						Dry: S = 0%	
0-4 V. Loose		<2 V. soft		< 5% Trace		Bedrock Joints						Humid: S = 1 to 25%	
5-10 Loose		2-4 Soft		5-15% Little		Shallow = 0 to 35 degrees						Damp: S = 26 to 50%	
11-30 Compact		5-8 Firm		15-30% Some		Dipping = 35 to 55 degrees						Moist: S = 51 to 75%	
31-50 Dense		9-15 Stiff		> 30% With		Steep = 55 to 90 degrees						Wet: S = 76 to 99%	
>50 V. Dense		16-30 V. Stiff				Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches						Saturated: S = 100%	
		>30 Hard				Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200							

						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 119 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/29/2014 Date Completed: 12/29/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe		Length: 24" SS		Date		Depth		Elevation		Reference			
Model: AMS 9500		Diameter: 2"OD/1.5"ID		12/29/2014		7.5 ft		111.5 ft		Measured in augers			
Method: 2-1/4" HSA		Hammer: 140 lb											
Hammer Style: Auto		Method: ASTM D1586											
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data		Geological Stratum		
1	S-1	24/18	0 - 2	1		Dark brown SILT, little Sand and rootlets, soft, damp, ML					TOPSOIL		
2				2		Mottled brown SAND, trace Silt, loose damp, SP					1' MARINE FAN DEPOSIT		
3				3									
4													
5													
6	S-2	24/24	5 - 7	7		Tan medium grained SAND, trace Silt, compact, damp, SP							
7				10									
8				10									
9				10									
10													
11						Running Sands at 10', Unable to sample							
12													
13													
14													
15													
16	S-3	24/24	15 - 17	7		Tan medium to coarse grained SAND, trace Silt, compact, wet, SP							
17				5									
18				3									
19				2		Gray Silty fine SAND to Sandy SILT, trace Clay, loose/firm, wet, SM to ML					16.7'		
20													
21						End of Exploration at 20', Auger Refusal					20' BEDROCK		
22													
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index <u>Bedrock Joints</u> Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200						Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487								Dry: S = 0%	
0-4	V. Loose	<2	V. soft	< 5% Trace		Humid: S = 1 to 25%							
5-10	Loose	2-4	Soft	5-15% Little		Damp: S = 26 to 50%							
11-30	Compact	5-8	Firm	15-30% Some		Moist: S = 51 to 75%							
31-50	Dense	9-15	Stiff	> 30% With		Wet: S = 76 to 99%							
>50	V. Dense	16-30	V. Stiff			Saturated: S = 100%							
		>30	Hard										

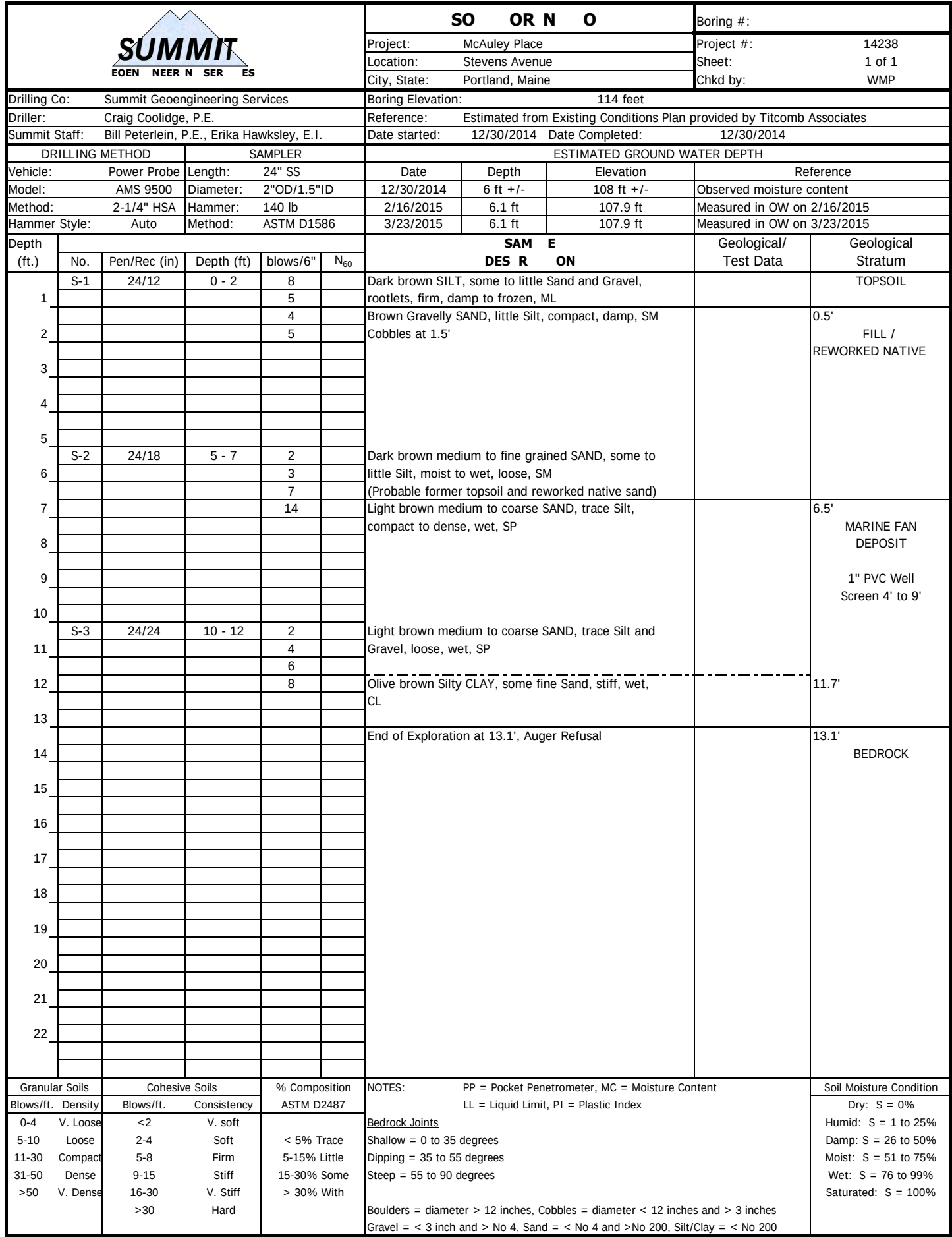




						SO OR N O			Boring #:		
						Project: McAuley Place			Project #: 14238		
						Location: Stevens Avenue			Sheet: 1 of 1		
						City, State: Portland, Maine			Chkd by: WMP		
Drilling Co: Summit Geoengineering Services						Boring Elevation: 115 feet					
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates					
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/29/2014 Date Completed: 12/29/2014					
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Power Probe			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS 9500			Diameter: 2"OD/1.5"ID			12/29/2014	5.5 ft	109.5 ft	Measured in augers		
Method: 2-1/4" HSA			Hammer: 140 lb								
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data	Geological Stratum	
1	S-1	24/24	0 - 2	3		Dark brown SILT, little Sand and rootlets, firm, damp, ML				TOPSOIL	
2				7		Brown SAND, some Gravel, little Silt, compact, damp, SM				0.9'	
3				11						MARINE FAN DEPOSIT	
4				14							
5											
6	S-2	24/20	5 - 7	6		Tan SAND coarse to fine grained w/depth, trace to little Silt, compact, wet, SP to SP-SM			Water at 5.5'		
7				9							
8				10							
9				10							
10											
11	S-3	24/24	10 - 12	6		Light brown medium to fine grained SAND, little Silt, loose to compact, wet, SP-SM					
12				4		Gray Silty CLAY, firm, wet, CL				11'	
13				3							
14				3							
15											
16	S-4	24/24	15 - 17	WOH		Gray Silty CLAY, firm, wet, CL					
17				4		Gray Silty fine SAND to Sandy SILT, dense/hard, wet, SM to ML				15.5'	
18				19							
19				21							
20											
21	S-5	24/24	20 - 22	8		Gray Silty fine SAND to Sandy SILT, very dense/hard, wet, SM to ML					
22				29							
				70							
				72							
						End of Exploration at 22', Spoon Refusal				22'	
										PROBABLE BEDROCK	
Granular Soils		Cohesive Soils		% Composition		NOTES:				Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487		PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index				Dry: S = 0%	
0-4	V. Loose	<2	V. soft			Bedrock Joints				Humid: S = 1 to 25%	
5-10	Loose	2-4	Soft	< 5% Trace		Shallow = 0 to 35 degrees				Damp: S = 26 to 50%	
11-30	Compact	5-8	Firm	5-15% Little		Dipping = 35 to 55 degrees				Moist: S = 51 to 75%	
31-50	Dense	9-15	Stiff	15-30% Some		Steep = 55 to 90 degrees				Wet: S = 76 to 99%	
>50	V. Dense	16-30	V. Stiff	> 30% With		Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches				Saturated: S = 100%	
		>30	Hard			Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200					

						SO OR N O			Boring #:		
						Project: McAuley Place			Project #: 14238		
						Location: Stevens Avenue			Sheet: 1 of 1		
						City, State: Portland, Maine			Chkd by: WMP		
Drilling Co: Summit Geoengineering Services						Boring Elevation: 115 feet					
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates					
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/30/2014 Date Completed: 12/30/2014					
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Power Probe			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS 9500			Diameter: 2"OD/1.5"ID			12/30/2014	6.4 ft	108.6 ft	Measured in augers		
Method: 2-1/4" HSA			Hammer: 140 lb			3/23/2015	8.0 ft	107.0 ft	Measured in OW on 3/23/2015		
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data	Geological Stratum	
1	S-1	24/24	0 - 2	4		Dark brown SILT, little Sand and rootlets, firm to stiff, damp to frozen, ML				TOPSOIL	
2				5		Dark brown Silty SAND, little Gravel, compact, damp, SP				0.7' FILL	
3				8		Brown Sand, trace Silt and Gravel, compact, damp, SP				1.8' MARINE FAN DEPOSIT	
4											
5											
6	S-2	24/18	5 - 7	8		Light brown to tan medium grained SAND, trace Silt, compact, damp, SP			Water at 6.4'	1" PVC Well Screen 3.1' to 13.1'	
7				12							
8				12							
9				10							
10											
11	S-3	24/24	10 - 12	2		Olive brown and mottled fine Sandy SILT to Silty CLAY, some fine Sand, firm, wet, ML to CL					
12				2							
13				5							
14						End of Exploration at 13.1', Auger Refusal				13.1' BEDROCK	
15											
16											
17											
18											
19											
20											
21											
22											
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content					Soil Moisture Condition
Blows/ft. Density		Blows/ft. Consistency		ASTM D2487		LL = Liquid Limit, PI = Plastic Index					Dry: S = 0%
0-4 V. Loose		<2 V. soft				Bedrock Joints					Humid: S = 1 to 25%
5-10 Loose		2-4 Soft		< 5% Trace		Shallow = 0 to 35 degrees					Damp: S = 26 to 50%
11-30 Compact		5-8 Firm		5-15% Little		Dipping = 35 to 55 degrees					Moist: S = 51 to 75%
31-50 Dense		9-15 Stiff		15-30% Some		Steep = 55 to 90 degrees					Wet: S = 76 to 99%
>50 V. Dense		16-30 V. Stiff		> 30% With		Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches					Saturated: S = 100%
		>30 Hard				Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200					

						SO OR N O			Boring #:		
						Project: McAuley Place			Project #: 14238		
						Location: Stevens Avenue			Sheet: 1 of 1		
						City, State: Portland, Maine			Chkd by: WMP		
Drilling Co: Summit Geoengineering Services						Boring Elevation: 114 feet					
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates					
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/30/2014 Date Completed: 12/30/2014					
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Power Probe			Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS 9500			Diameter: 2"OD/1.5"ID			12/30/2014	5.4 ft	108.6 ft	Measured in augers		
Method: 2-1/4" HSA			Hammer: 140 lb								
Hammer Style: Auto			Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data	Geological Stratum	
1	S-1	24/15	0 - 2	5		Dark brown SILT, little Sand and rootlets, firm, damp to frozen, ML				TOPSOIL	
2				6		Brown SAND, little Silt and Gravel, compact, damp, SM				0.7' FILL / REWORKED NATIVE	
3				9							
4				7							
5											
6	S-2	24/18	5 - 7	3		Dark brown medium to fine grained SAND, some to little Silt, moist to wet, loose, SM			Water at 5.4'		
7				7		(Probable former topsoil and reworked native sand)					
8				13		Brown medium to fine grained SAND, little to trace Silt, compact, wet, SP to SP-SM				6' +/- MARINE FAN DEPOSIT	
9				15							
10											
11											
12											
13											
14											
15											
16	S-3	18/18	8.5 - 10	*		*Running Sands at 10'. Sampled 'fluffed' sand inside augers. Disturbed sample, no blow counts recorded. Same as above, compact, wet, SP to SP-SM					
17				*							
18				*							
19											
20											
21											
22	S-4	24/24	15 - 17	2		Light brown Silty fine SAND, trace Clay, occasional Silty CLAY seam, compact/stiff, wet, SM					
				7							
				9							
				14							
						Denser drilling at 18'					
	S-5	24/24	20 - 22	7		Same as above, compact, wet, SM					
				9							
				6							
				7							
						End of Exploration at 22', No Refusal				22'	
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content				Soil Moisture Condition	
Blows/ft. Density		Blows/ft. Consistency		ASTM D2487		LL = Liquid Limit, PI = Plastic Index				Dry: S = 0%	
0-4	V. Loose	<2	V. soft			<u>Bedrock Joints</u>				Humid: S = 1 to 25%	
5-10	Loose	2-4	Soft	< 5% Trace		Shallow = 0 to 35 degrees				Damp: S = 26 to 50%	
11-30	Compact	5-8	Firm	5-15% Little		Dipping = 35 to 55 degrees				Moist: S = 51 to 75%	
31-50	Dense	9-15	Stiff	15-30% Some		Steep = 55 to 90 degrees				Wet: S = 76 to 99%	
>50	V. Dense	16-30	V. Stiff	> 30% With		Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches				Saturated: S = 100%	
		>30	Hard			Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200					



						SO OR N O			Boring #:				
						Project: McAuley Place			Project #: 14238				
						Location: Stevens Avenue			Sheet: 1 of 1				
						City, State: Portland, Maine			Chkd by: WMP				
Drilling Co: Summit Geoengineering Services						Boring Elevation: 114 feet							
Driller: Craig Coolidge, P.E.						Reference: Estimated from Existing Conditions Plan provided by Titcomb Associates							
Summit Staff: Bill Peterlein, P.E., Erika Hawksley, E.I.						Date started: 12/30/2014 Date Completed: 12/30/2014							
DRILLING METHOD			SAMPLER			ESTIMATED GROUND WATER DEPTH							
Vehicle: Power Probe		Length: 24" SS		Date		Depth		Elevation		Reference			
Model: AMS 9500		Diameter: 2"OD/1.5"ID		12/30/2014		9.4 ft		104.6 ft		Measured in augers			
Method: 2-1/4" HSA		Hammer: 140 lb											
Hammer Style: Auto		Method: ASTM D1586											
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	N ₆₀	SAM E DES R ON			Geological/ Test Data		Geological Stratum		
1	S-1	24/18	0 - 2	3		Dark brown SILT, little Sand, Clay, and rootlets, firm to stiff, damp to frozen, ML					TOPSOIL		
2				9		Brown SAND, some Gravel, little Silt, compact, damp, SW-SM					1'		
3				8		Cobbles at 1.5'					FILL / REWORKED NATIVE		
4													
5													
6	S-2	24/24	5 - 7	2		Olive brown Clayey SILT to Silty CLAY, little Sand and Gravel, firm, damp to moist, ML to CL							
7				2									
8				3									
9				4									
10									Water at 9.4'				
11	S-3	24/20	10 - 12	3		Dark brown medium to fine grained SAND, some Silt, rootlets and organics, wet, loose, SM							
12				6		(Probable former topsoil and reworked native sand)							
13				13		Light brown and mottled SAND, little Silt, trace Gravel, compact, wet, SP-SM to SM					11'		
14				14							MARINE FAN DEPOSIT		
15													
16	S-4	24/24	15 - 17	5		Light brown and mottled coarse SAND, trace Silt, compact, wet, SP					16'		
17				7		Olive brown to gray Silty CLAY, stiff, wet, CL							
18				6									
19				5									
20													
21	S-5	7/7	19.5 - 20.1	4		Olive brown to gray Silty CLAY, some Sand and Gravel, firm, to stiff, wet, CL							
22				50/1"		End of Exploration at 20.1', Spoon & Auger Refusal					20.1'		
											BEDROCK		
Granular Soils		Cohesive Soils		% Composition		NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index <u>Bedrock Joints</u> Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200						Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency	ASTM D2487								Dry: S = 0%	
0-4	V. Loose	<2	V. soft	< 5% Trace		Humid: S = 1 to 25%							
5-10	Loose	2-4	Soft	5-15% Little		Damp: S = 26 to 50%							
11-30	Compact	5-8	Firm	15-30% Some		Moist: S = 51 to 75%							
31-50	Dense	9-15	Stiff	> 30% With		Wet: S = 76 to 99%							
>50	V. Dense	16-30	V. Stiff			Saturated: S = 100%							
		>30	Hard										

APPENDIX C

LABORATORY TESTING RESULTS



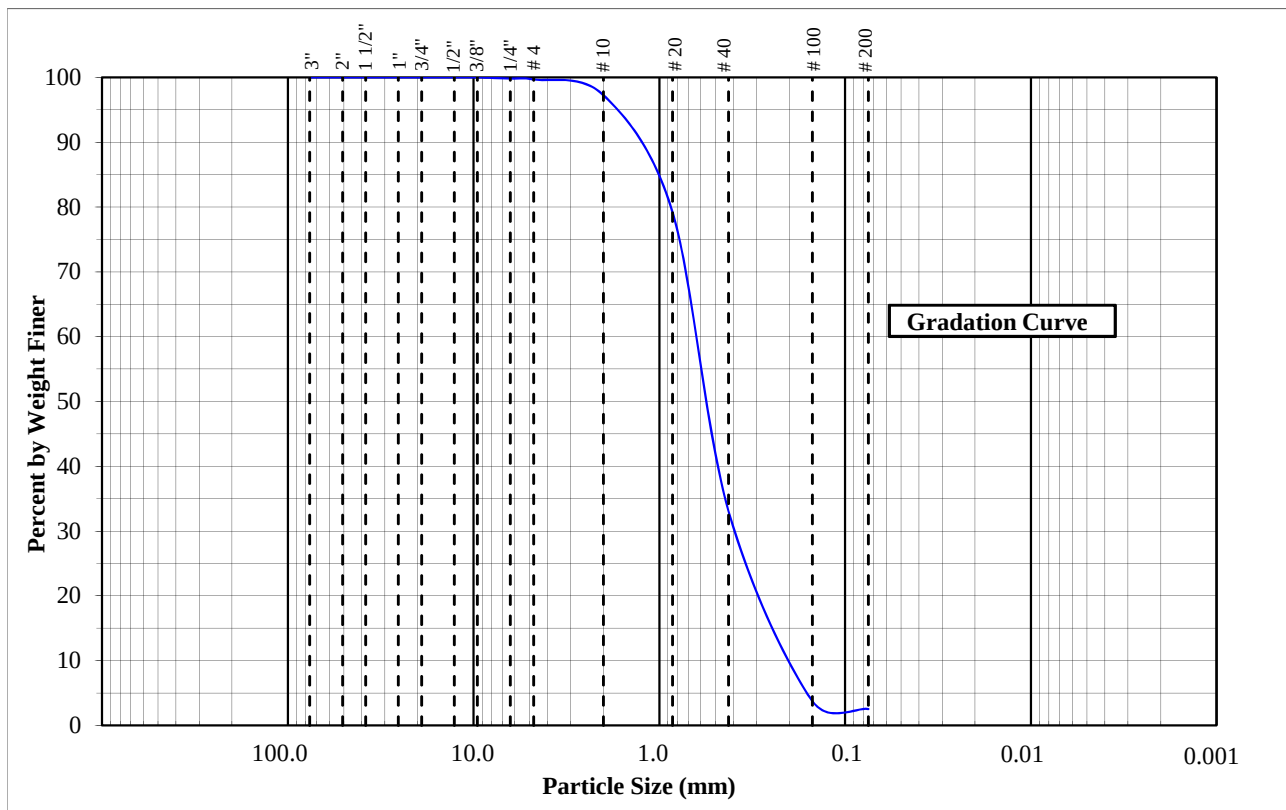
GRAIN SIZE ANALYSIS - ASTM D422

PROJECT NAME: McAuley Place
CLIENT: Sea Coast Management Company
SOURCE: B-6, 5'-7"
DATE: 1/8/2015

PROJECT NUMBER: 14238
SAMPLE NUMBER: B-6, S-2
DESCRIPTION: Medium-fine SAND, trace Silt, SP
TECHNICIAN: Erika Hawksley, E.I.

DATA

PARTICLE SIZE mm	% BY WT FINER
76.20 (3 in)	100.0
50.80 (2 in)	100.0
38.10 (1-1/2 in)	100.0
25.40 (1 in)	100.0
19.05 (3/4 in)	100.0
12.70 (1/2 in)	100.0
9.53 (3/8 in)	100.0
6.35 (1/4 in)	99.8
4.75 (No. 4)	99.7
2.00 (No. 10)	97.3
0.85 (No. 20)	79.2
0.43 (No. 40)	33.1
0.15 (No. 100)	3.8
0.075 (No. 200)	2.5



REMARKS: Moisture Content = 14.7%



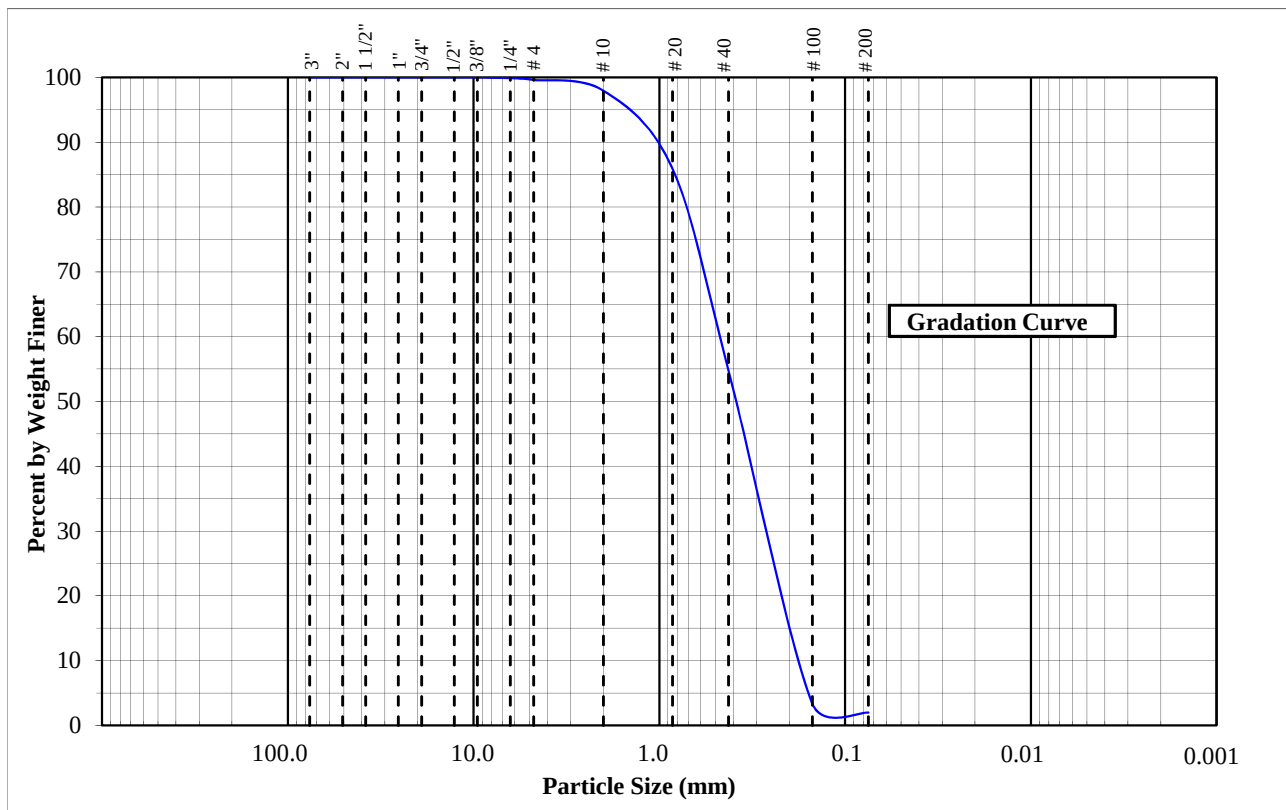
GRAIN SIZE ANALYSIS - ASTM D422

PROJECT NAME: McAuley Place
CLIENT: Sea Coast Management Company
SOURCE: B-8, 10'-12'
DATE: 1/8/2015

PROJECT NUMBER: 14238
SAMPLE NUMBER: B-8, S-3
DESCRIPTION: Medium-fine SAND, trace Silt, SP
TECHNICIAN: Erika Hawksley, E.I.

DATA

PARTICLE SIZE mm	% BY WT FINER
76.20 (3 in)	100.0
50.80 (2 in)	100.0
38.10 (1-1/2 in)	100.0
25.40 (1 in)	100.0
19.05 (3/4 in)	100.0
12.70 (1/2 in)	100.0
9.53 (3/8 in)	100.0
6.35 (1/4 in)	99.9
4.75 (No. 4)	99.6
2.00 (No. 10)	98.0
0.85 (No. 20)	85.9
0.43 (No. 40)	54.8
0.15 (No. 100)	3.3
0.075 (No. 200)	2.0



REMARKS: Moisture Content = 18%

EXHIBIT 11

CONSTRUCTION MANAGEMENT PLAN

Construction of Lot 4-Building -1 is expected to commence in the summer of 2018 following approvals and be completed in the summer/fall of 2019.

The site area will be secured with fencing and accessed using the same entrance and exit as with the Motherhouse from Stevens Avenue. A final plan will be prepared by the Contractor prior to issue of the building permit. All work will be coordinated closely with the work at the Motherhouse while there is overlap of construction windows. It is anticipated that all heavy site work for Building-1 would be completed prior to final paving of the Motherhouse or the access aisles would remain as base pavement until such time as heavy equipment for Building-1 can be minimized. All work will be coordinated with the Maine Girls Academy and Motherhouse contractors.

Utility connections and street openings in Stevens Avenue or Walton Street will not be required as they are being completed during the Motherhouse project. All service leads will be onsite at the commencement of Building 1- start up.

SPECIFIC CONSTRUCTION MANAGEMENT ACTIVITIES FOR BUILDING-1 INCLUDE:

1. **SITE SECURITY AND FENCING:**
 - a. Construction barriers will be utilized around the front of Lot 4 up to the athletic fields with access gates at key locations to be coordinated with the contractor and the Maine Girls Academy.
 - b. Designated gates and markings will provide strict control over access routes between the Maine Girls Academy and the Athletic Fields.
 - c. All fencing for Building-1 will be secured at the end of site activities on a regular basis.
 - d. In general work impacting the Maine Girls Academy will attempt to be scheduled as best as possible during low use periods (vacations, etc.).
 - e. Regular site safety and scheduling meetings will be held between the contractor, owners, the Maine Girls Academy and St. Catherine's resident representatives.
2. **CONSTRUCTION VEHICLE AND MCAULEY HS ACCESS:**
 - a. All construction traffic will be directed to and from Stevens Avenue similar to the Motherhouse project. Truck routes will be reviewed with the City at the pre-construction meeting.
 - b. Stone aprons will be provided as required at the construction access off from paved surfaces during renovations to the access as specified on the site plans and Erosion Control Report.
3. **UTILITY INSTALLATION:**
 - a. Sewer service along the edge of Lot 3 and 4 to the main on-site trunk line will be coordinated with the Motherhouse and the Maine Girls Academy to minimize disruption to the edges of the athletic fields and will be conducted when those fields are in minimal use or off-season.
 - d. Any storm drainage work which affects the athletic fields (minimal is required) will be coordinated during non-field use periods and the fields signed appropriately.

4. BUILDING CONSTRUCTION:

- a. Construction debris and recycled materials will be stored in 30 yard or similar construction bins and removed as required from the Stevens Avenue access route.
- b. All work will be coordinated through the general contractor with all deliveries to be made from Stevens Avenue unless unusual circumstances require access from Walton Street.
- c. All trees to be saved will be protected with fencing or approved barriers in areas of construction.
- d. Material lay down and storage areas will be designated and secured.

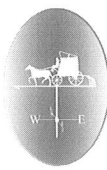
EXHIBIT 12

UTILITY SERVICEABILITY LETTERS

Attached are letters from the Portland Water District and Central Maine Power Company. Please note that these letters apply to the full campus build-out and were provided for the overall subdivision and MPD approval. The letters remain valid for Lot 4-Building 1.

The design team has been working closely with UNITIL to provide a 2-inch natural gas service from Stevens Avenue into the site to service both Lot 3 (Motherhouse) and the future development of Lot 4 (Buildings 1-5). The contract for that extension has been approved by UNITIL and the main is expected to be installed within several weeks up to Building -1. We will provide an updated serviceability letter to Planning Staff when received from UNITIL.

The Wastewater Capacity Application for the City of Portland is being processed concurrent with this submission to the Department of Public Services for approval. A final letter from that Department will be provided to Staff when issued.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 15, 2015

Fay Spofford & Thorndike
778 Main Street, Suite 8
South Portland, ME 04106

Attn: Andrew Johnston, P.E.
Re: McAuley High School Campus - 605 Stevens Avenue Portland
Ability to Serve with PWD Water

Dear Mr. Johnston:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on March 6, 2015. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Conditions of Service

The following conditions of water service apply:

- The existing services at this site may be used by the proposed development as long as the project team determines that they will provide adequate flow and pressure for the proposed use. If any of the existing services will no longer be used as a result of the development then they must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main (for service sizes 2-inch and smaller) or removing the gate valve and capping the tapping sleeve (for service sizes 4-inch and larger).
- Approval of plans will be required for the project prior to construction. As your project progresses, we advise that you submit any preliminary design plans to MEANS for review of the water main and water service line configuration. We will work with you to ensure that the design meets our current standards.

Existing Site Service

According to District records, the project site does currently have a number of existing water services. The following water service lines are located as shown on the attached water service cards:

- Saint Josephs Convent (605 Stevens Avenue) is served by a 6-inch diameter cast iron domestic water service line and an 8-inch cast iron fire service line.
- Catherine McAuley High School (631 Stevens Avenue) is served by a 4-inch diameter cast iron domestic service line
- Saint Catherines Hall (242 Walton Street) is served by a 1.5-inch diameter copper domestic water service line and a 6-inch cast iron fire service line.



Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

Water System Characteristics

According to District records, there is an 8-inch diameter cast iron main water main on the east side and a 12-inch cast iron water main on the west side of Stevens Avenue, a 6-inch cast iron water main on the south side of Walton Street and public fire hydrants located on Stevens Avenue and on Walton Street in front of the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location:	Stevens Ave 200' S of Walton St	Walton St 100' W of Dingley Ct
Hydrant Number:	POD-HYD01287	POD-HYD01922
Last Tested:	3/9/2013	2/14/2013
Static Pressure:	64 psi	64 psi
Residual Pressure:	Not Measured	Not Measured
Flow:	Not Measured	Not Measured

Public Fire Protection

You have not indicated whether this project will include the installation of new public hydrants to be accepted into the District water system. 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

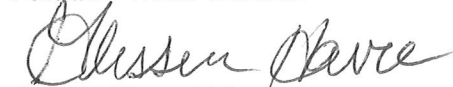
The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please 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 the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District


Glissen Havu, E.I.
Design Engineer



3/9/2015

Andrew Johnson

Fay, Spofford & Thorndike

778 Main Street

South Portland, ME 04106

Sent via email to: AJohnston@fstinc.com

RE: Ability to Serve Letter for Redevelopment of McAuley High School Campus in Portland

Dear Mr. Johnson:

CMP has the ability to serve the proposed project located at 605 Stevens Avenue in Portland, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact me.

New Service Milestones

- Call 1-800-565-3181 to establish a new account and an SAP work order.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Submit Load information. Please complete this CMP spreadsheet using load information
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Preliminary meetings with CMP to determine the details of job
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer delivery, potential substation upgrades, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

www.cmpco.com



An equal opportunity employer



For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

[CMP Handbook of Standard Requirements](http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

(<http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf>)

If you have any questions, please contact me.

Regards,

A handwritten signature in black ink that reads "Jamie Cough".

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

162 Canco Road Portland, ME 04103
Tel (800) 750-4000
207-842-2367 office
207-458-0382 cell
207-626-4082 fax

www.cmpco.com



An equal opportunity employer

EXHIBIT 13

LIGHTING CUTS

The project will provide the following site lighting as well as benefitting from new shared lighting being installed on the south side of Lot 3 as part of the Motherhouse project. Refer to the Site Lighting and Lighting Calculations Plans Plans E 1.0 and E2.0 for lighting locations and photometrics. The light fixtures are consistent with the Motherhouse and will continue to be used for continuity throughout the future senior campus.

1. Light Fixtures- Two (2) 12-foot residential scale LED fixtures, with 90 degree cutoff shields are proposed. (Mozart Series by US Architectural Lighting® & Sun Valley Lighting®.)
2. Bollard Lights – The new main sidewalk from Stevens Avenue to Building -1 which will serve as a future major pedestrian access into the future Lot 4 campus will include 8 bollard LED lights for night time safety and provide a low level illumination accent into the site. (BRA6 series by US Architectural Lighting®.)
3. The main entry will utilize recessed ceiling LED lights by Fail Safe®.
4. The garage door and rear door will be provided with down lit LED wall lights by Lumark®.
5. The rear patio seating will house recessed low level wall lights by Targetti®.

Lighting cuts are attached.

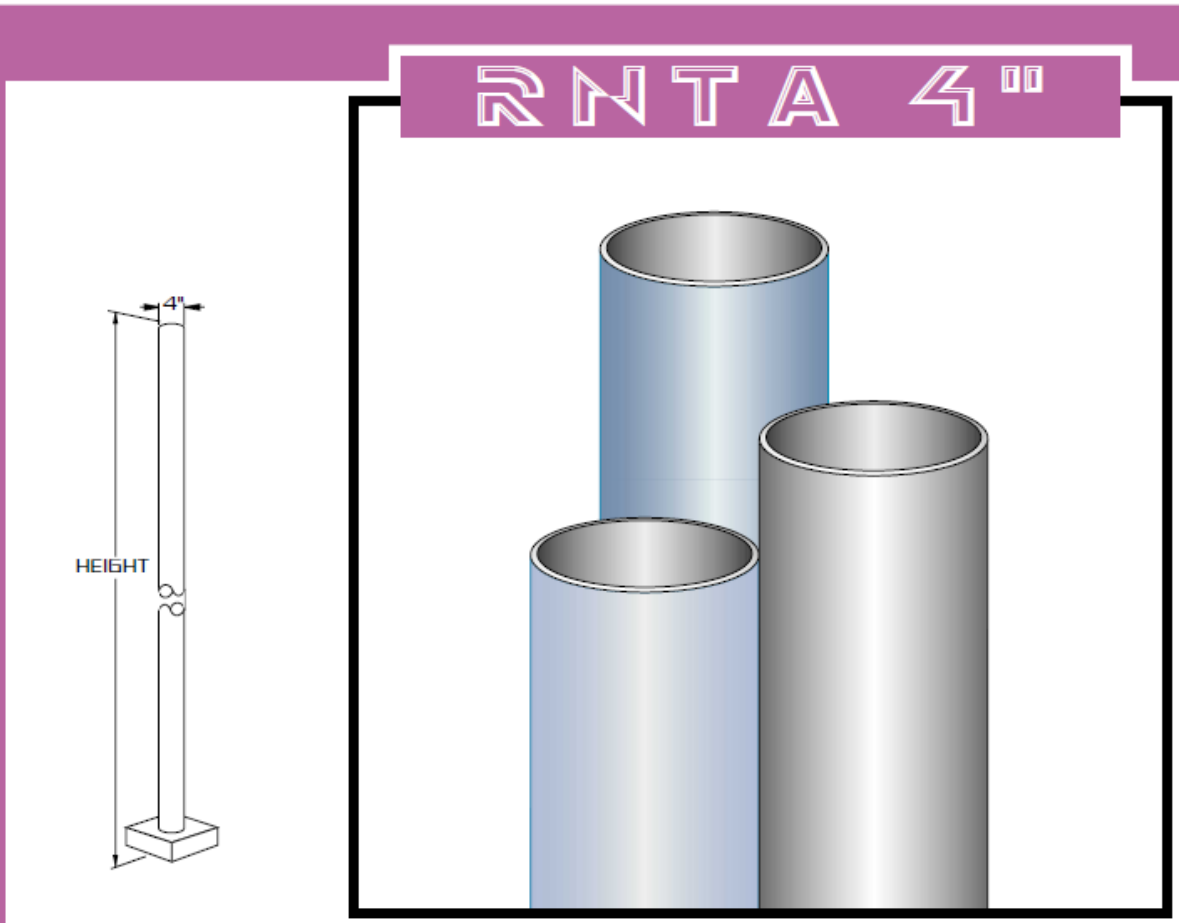
There will be no lighting spillover into Baxter Woods based on the photometrics of Plan E2.0.

Bartlett Design
IG TI G E E TRI A E GI EERI G
942 WASHINGTON STREET BATH, MAINE 04530
TEL (207) 443-5447
bartlettdesigninc@comcast.net

te ens A en e
Portland, Maine

August 11, 2017

RO O ED ITE IG TI G I T RE



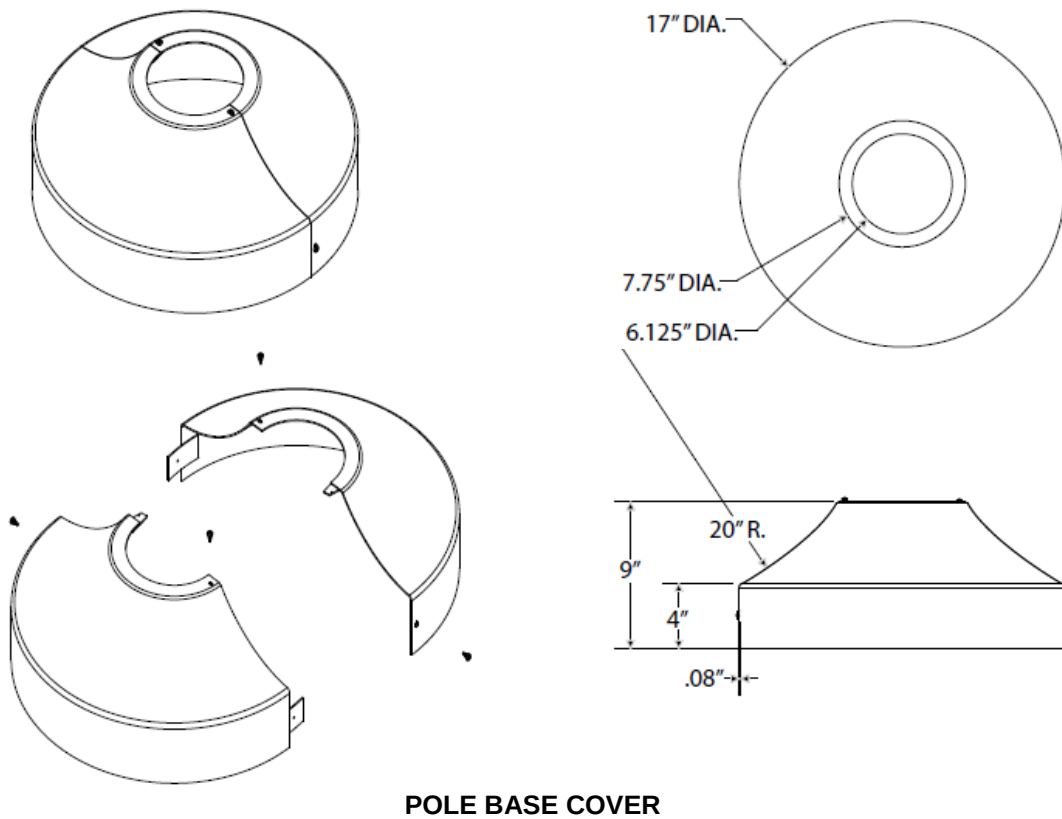
4" ROUND STRAIGHT ALUMINUM

SPECIFICATIONS

- SHAFT:** 4" DIAMETER, EXTRUDED FROM 6063 ALLOY ALUMINUM TUBING. HEAT TREATED TO PRODUCE A T6 TEMPER. SHAFT INCLUDES A PERIPHERALLY REINFORCED HAND HOLE FURNISHED WITH COVER. SHAFT IS FURNISHED WITH GROUND LUG LOCATED ON CAST ALUMINUM BASE PLATE.
- BASE PLATE:** CAST ALUMINUM CONSTRUCTED OF A-356 ALUMINUM ALLOY HEAT TREATED TO PRODUCE A T6 TEMPER. STRUCTURALLY ENGINEERED BASE INCLUDES EIGHT HEAVY WALL REINFORCING VERTICAL GUSSETS. BASE TELESCOPES AND IS CIRCUMFERENTIALLY WELDED TO SHAFT AT BOTH THE OUTSIDE TOP AND INSIDE BOTTOM OF THE BASE.
- ANCHORAGE:** [4] ANCHOR BOLTS FABRICATED FROM HOT ROLLED STEEL BAR, MINIMUM YIELD STRENGTH OF 50,000 P.S.I. BOLTS HAVE "L" BEND ON ONE END AND ARE THREADED ON THE OTHER END. BOLTS ARE FULLY GALVANIZED AND ARE FURNISHED WITH TWO NUTS AND TWO WASHERS.
- BASE COVER:** FABRICATED FROM HEAVY WALL ALUMINUM CONSTRUCTION. TWO PIECE COVER ENTIRELY CONCEALS BASE.
- FINISH:** POLYESTER POWDER COAT-STATE OF THE ART 20 PSI PRESSURE POWER WASH AT 140° TEMPERATURE INCORPORATES FOUR STEP IRON PHOSPHATE PROCESS TO CLEANSE AND PRETREAT THE METAL SURFACE FOR MAXIMUM PAINT ADHESION. ELECTROSTATICALLY APPLIED TEXTURED POLYESTER POWDER TOPCOAT IS BAKED AT 400° TEMPERATURE FOR MAXIMUM HARDNESS AND EXTERIOR DURABILITY.

T E

MODEL NO. :	POLES	MOUNTING	FINISH																																	
R N T A	<table border="1"><thead><tr><th></th><th>POLE HEIGHT</th><th>WALL THICKNESS</th><th>BOLT CIRCLE</th><th>ANCHORAGE</th></tr></thead><tbody><tr><td>☐ 84-125</td><td>8'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr><tr><td>☐ 104-125</td><td>10'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr><tr><td>☐ 124-125</td><td>12'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr><tr><td>☐ 144-125</td><td>14'</td><td>.125</td><td>10 1/4"</td><td>3/4"X18"X3"</td></tr></tbody></table>		POLE HEIGHT	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE	☐ 84-125	8'	.125	10 1/4"	3/4"X18"X3"	☐ 104-125	10'	.125	10 1/4"	3/4"X18"X3"	☐ 124-125	12'	.125	10 1/4"	3/4"X18"X3"	☐ 144-125	14'	.125	10 1/4"	3/4"X18"X3"	☐ 2 3/8"X4" TENON PT23 ☐ 2 7/8"X4" TENON PT27 ☐ OTHER TENON MT _____ DRILL MOUNT <table border="0"><tr><td>☐ 1.....</td><td>☐ 3-90.....</td></tr><tr><td>☐ 2-180.....</td><td>☐ 4-90.....</td></tr><tr><td>☐ 2-90.....</td><td>☐ 3-120.....</td></tr></table> <table border="0"><tr><td>2-90, 3-90, 4-90 REQUIRES PT27 AND T490 ADAPTER</td><td>3-120 REQUIRES PT27 AND T3120 ADAPTER</td></tr></table>	☐ 1.....	☐ 3-90.....	☐ 2-180.....	☐ 4-90.....	☐ 2-90.....	☐ 3-120.....	2-90, 3-90, 4-90 REQUIRES PT27 AND T490 ADAPTER	3-120 REQUIRES PT27 AND T3120 ADAPTER	STANDARD SMOOTH FINISH ☐ BLACK RAL-9005-S ☐ WHITE RAL-9003-S ☐ GREY RAL-7004-S ☐ DRK BRONZE RAL-8019-S ☐ GREEN RAL-6005-S OPTION: ☐ BRONZE ANODIZED AZ313 ☐ NATURAL ANODIZED AZ ☐ BLACK ANODIZED AZBK FOR TEXTURED FINISH REPLACE SUPPLY WITH SUPPLY (EXAMPLE: RAL-9005-T) CONSULT FACTORY FOR CUSTOM COLORS
		POLE HEIGHT	WALL THICKNESS	BOLT CIRCLE	ANCHORAGE																															
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POLE BASE COVER

SOLID STATE AREA LIGHTING

MOZART SERIES-LED

SPECIFICATIONS

FIXTURE HOUSING

One piece unitized precise heavy wall cast aluminum construction comprised of low copper (< 0.2% Cu) aluminum. Hood is fastened to the Housing with a stainless steel hinge and secured with a tool-less stainless steel latch 180° opposite the hinge. Housing and Hood is sealed with an extruded closed cell silicone gasket. Driver/wiring access through top of Mounting Hub. Hub accommodates a 2 7/8" x 3" tenon. All exposed hardware is stainless steel.

LED OPTICAL MODULE

Low copper A356 alloy (< 0.2% copper) cast aluminum housing. Integrated clear tempered 3/16" glass lens sealed with a continuous silicone gasket protects emitters (LED's) and emitter Reflector-Prism optics, and seals the module from water intrusion and environmental contaminants. Reflector-Prism injection molded from H12 acrylic. Each Reflector-Prism has indexing pins for aiming and is secured to an optical plate made of matte black anodized aluminum. The optical plate locates a Reflector-Prism over each emitter. Reflector-Prisms are secured to the optical plate with a UV curing adhesive. The Reflector-Prisms are arrayed to produce IES Type II, III, IV, and V-SQ distributions. The entire Optical Module is field rotatable in 90° increments. Both module and drivers are factory wired using water resistant, insulated cord. Lens, module and drivers are field replaceable.

LED EMITTERS

High output LED's are utilized with drive currents ranging from 350mA to 700mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

LED DRIVER

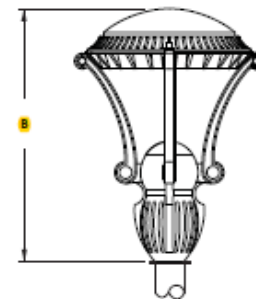
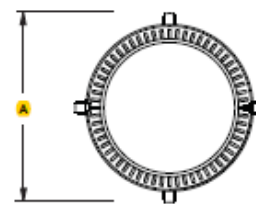
UL and CUL recognized High Power Factor, Constant Current LED drivers operate on input voltages from 120-277, 50/60hz, or 347-480V 50/60hz and utilizes 0-10v dimming. Driver is mechanically fastened to a retaining bracket. Main power quick disconnect provided. Surge protector supplied for field installation at the most conveniently serviceable location.

FINISH

Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step sand blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability. Texture finish is standard.

PROJECT NAME: _____

FIXTURE TYPE: _____



Fitter supplied to fit over 2 7/8" X 3"
(73mm X 76mm) tenon.

FIXTURE	A	B
MOZ	26" 660mm	34.5" 876mm
MOZM	20" 508mm	26.5" 673mm

T E

LUMINAIRE	OPTICS	LED		MOUNTING	FINISH	OPTIONS	
LUMINAIRE	IES DISTRIBUTION TYPE	# of LED's	DRIVE CURRENT	COLOR TEMP-CCT	ARM MOUNT	STANDARD TEXTURED FINISH	
☐ MOZ-LED	☐ TYPE I I VLED - II  ☐ TYPE I I VLED - III  ☐ TYPE I V VLED - IV  ☐ TYPE V-SQ VLED - V-SQ 	MOZ ☐ 120LED ☐ 100LED ☐ 80LED ☐ 64LED ☐ 48LED	☐ 350mA ☐ 525mA ¹ ☐ 700mA ²	☐ NW (4000K) * STANDARD ☐ CW (5000K) ☐ WW (3000K) OTHER LED COLORS AVAILABLE CONSULT FACTORY	☐ XXX/1 (TYP.)  ☐ XXX/2-180 (TYP.)  ☐ XXX/2-90 (TYP.)  ☐ XXX/3-90 (TYP.)  ☐ XXX/3-120 (TYP.)  ☐ XXX/4-90 (TYP.)  (XXX = Arm Model # Ex = XSW-2-180/RAL-9005-T)	☐ BLACK RAL-9005-T ☐ WHITE RAL-9003-T ☐ GREY RAL-7004-T ☐ DARK BRONZE RAL-8019-T ☐ GREEN RAL-6005-T	☐ 7-PIN TWIST LOCK RECEPTACLE ONLY (ANSI C136.41) TPR7 ☐ INTERNAL HOUSE SIDE SHIELDS HS-VVLED ☐ HIGH-LOW DIMMING FOR HARDWIRED SWITCHING OR NON-INTEGRATED MOTION SENSOR HLSW ☐ PHOTO CELL + VOLTAGE (EXAMPLE: PC120V) PC+V ☐ TWIST LOCK PHOTOCELL + VOLTAGE TPC+V ☐ TWIST LOCK PHOTOCELL RECEPTACLE ONLY ... TPR
☐ MOZM-LED		MOZM ☐ 80LED ☐ 64LED ☐ 48LED	NOTE: 1 - 80LED, 64LED & 48LED Only 2 - 64LED & 48LED Only	VOLTAGE ☐ 120 ☐ 208 ☐ 240 ☐ 277 ☐ 347 ☐ 480	POST TOP MOUNT (STANDARD 2" x 3" TENON) ☐ PT  WALL MOUNT ☐ WM 	FOR SMOOTH FINISH REPLACE SUFFIX "T" WITH SUFFIX "S" (EXAMPLE: RAL-9500-S) SEE USALTG.COM FOR ADDITIONAL COLORS	CONTACT FACTORY FOR STEP DIM MOTION SENSOR (PROGRAMMED 50/100)

DESCRIPTION

The patented Lumark Crosstour® LED Wall Pack Series of luminaires provides an architectural style with super bright, energy efficient LEDs. The low-profile, rugged die-cast aluminum construction, universal back box, stainless steel hardware along with a sealed and gasketed optical compartment make the Crosstour impervious to contaminants. The Crosstour wall luminaire is ideal for wall/surface, inverted mount for façade/canopy illumination, post/bollard, site lighting, floodlight and low level pathway illumination including stairs. Typical applications include building entrances, multi-use facilities, apartment buildings, institutions, schools, stairways and loading docks test.

SPECIFICATION FEATURES

Construction

Slim, low-profile LED design with rugged one-piece, die-cast aluminum hinged removable door and back box. Matching housing styles incorporate both a small and medium design. The small housing is available in 12W, 18W and 26W. The medium housing is available in the 38W model. Patented secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes three half-inch, NPT threaded conduit entry points. The universal back box supports both the small and medium forms and mounts to standard 3-1/2" to 4" round and octagonal, 4" square, single gang and masonry junction boxes. Key hole gasket allows for adaptation to junction box or wall. External fin design extracts heat from the fixture surface. One-piece silicone gasket seals door and back box. Minimum 5" wide pole for site lighting application. Not recommended for car wash applications.

Optical

Silicone sealed optical LED chamber incorporates a custom engineered mirrored anodized reflector providing high-efficiency illumination. Optical assembly includes impact-resistant tempered glass and meets IESNA requirements for full cutoff compliance. Available in seven lumen packages; 5000K and 4000K CCT.

Electrical

LED driver is mounted to the die-cast housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 12W, 18W, 26W and 38W series operate in -40°C to 40°C [-40°F to 104°F]. High ambient 50°C models available. Crosstour luminaires maintain greater than 89% of initial light output after 72,000 hours of operation. Three half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized

electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz or 347V 60Hz models.

Finish

Crosstour is protected with a Super durable TGIC carbon bronze or summit white polyester powder coat paint. Super durable TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life.

Warranty

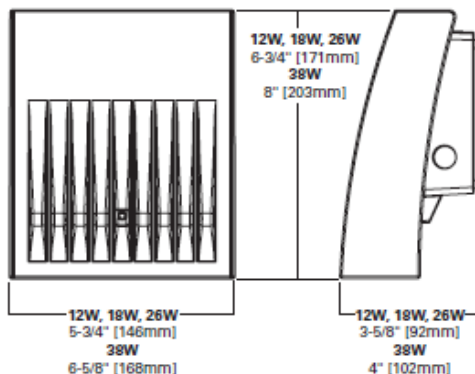
Five-year warranty.



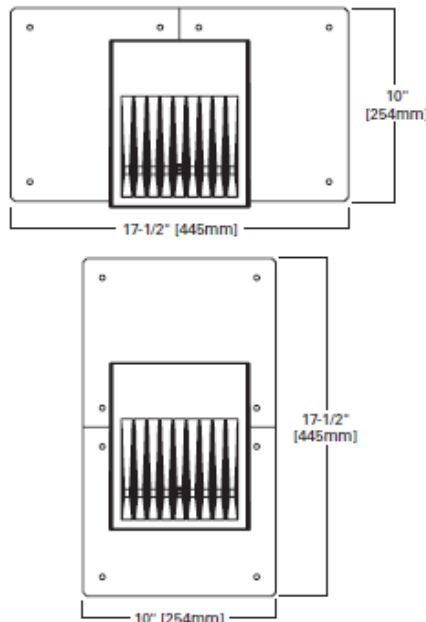
XTOR CROSSTOUR LED

APPLICATIONS:
WALL / SURFACE
POST / BOLLARD
LOW LEVEL
FLOODLIGHT
INVERTED
SITE LIGHTING

DIMENSIONS



ESCUTCHEON PLATES



CERTIFICATION DATA

UL/cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
ADA Compliant
NOM Compliant Models
IP66 Ingress Protection Rated
Title 24 Compliant

TECHNICAL DATA

40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum

EPA

Effective Projected Area (Sq. Ft.):
XTOR1B, XTOR2B, XTOR2B-0.34
XTOR4B-0.45

SHIPPING DATA:

Approximate Net Weight:
3.7 – 5.25 lbs. [1.7 – 2.4 kgs.]

te ens A en e Portland, Maine

T E

Series	LED Kelvin Color	Housing Color	Options (Add as Suffix)	Accessories (Order Separately)
XTOR1B –Small Door, 12W XTOR2B –Small Door, 18W XTOR3B –Small Door, 26W XTOR4B –Medium Door, 38W	[Blank] –Bright White (Standard), 5000K W –Neutral White, 4000K	[Blank] –Carbon Bronze (Standard) WT –Summit White BK –Black BZ –Bronze AP –Grey GM –Graphite Metallic	PC1 –Photocontrol 120V ¹ PC2 –Photocontrol 208-277V ^{1,2} 347V –347V ² HA –50°C High Ambient ²	WG/XTOR –Wire Guard ⁴ XTORFLD-KNC –Knuckle Floodlight Kit ⁵ XTORFLD-TRN –Trunnion Floodlight Kit ⁵ XTORFLD-KNC-WT –Knuckle Floodlight Kit, Summit White ⁵ XTORFLD-TRN-WT –Trunnion Floodlight Kit, Summit White ⁵ EWP/XTOR –Escutcheon Wall Plate, Carbon Bronze EWP/XTOR-WT –Escutcheon Wall Plate, Summit White

LED Information	XTOR1B	XTOR1B-W	XTOR2B	XTOR2B-W	XTOR3B	XTOR3B-W	XTOR4B	XTOR4B-W
Delivered Lumens (Wall Mount)	1,418	1,396	2,135	2,103	2,751	2,710	4,269	4,205
Delivered Lumens (With Flood Accessory Kit) ¹	1,005	990	1,495	1,472	2,099	2,068	3,168	3,121
B.U.G. Rating ²	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B1-U0-G0	B2-U0-G0	B2-U0-G0
CCT (Kelvin)	5,000	4,000	5,000	4,000	5,000	4,000	5,000	4,000
CRI (Color Rendering Index)	70	70	70	70	70	70	70	70
Power Consumption (Watts)	12W	12W	18W	18W	26W	26W	38W	38W

NOTES: 1 Includes shield and visor. 2 B.U.G. Rating does not apply to floodlighting.

Fail-Safe

DESCRIPTION

The 11" round LED provides exceptional aesthetics with impressive strength and is available in 10, 15, 20, or 25 watt lumen packages. Polycarbonate lens, clear or opal, combined with four face plates provides a choice of different styles. Also, choose a photo control or motion sensor for control. Choose an emergency battery pack to provide egress illumination.

SPECIFICATION FEATURES

Housing

Shallow casting is die-cast aluminum. Backplate constructed of 16 gauge aluminum.

Face Plate Finish

Injection-molded polycarbonate color is matte black standard, matte white painted, or bronze painted. Border paint option is a premium baked-on finish. For custom colors, provide manufacturer paint number, RAL number or color chip.

Shallow Casting Finish

Polyester powder-coat paint applied in a five-stage process, 2.0 mil thickness, and baked on at 400° F. Finish is TGIC, textured, thermoset, polyester powder-coat.

Mounting

Surface, ceiling or wall. Interior or exterior.

Gasket

Die-cut closed-cell silicone gasket seals lens to casting. Gasket is secured with adhesive, and locked in place to the back casting. When the casting is not required, the gasket is mechanically attached to the back plate. One gasket seals the fixture.

Lens

One-piece, injection-molded opal or clear polycarbonate, 0.125" thick. Attached with 4 recessed T20 stainless-steel TORX®-head fasteners.

Lens Lifetime Warranty.

Decorative Faces

High-impact, injection molded, 0.125" minimum thickness, polycarbonate overlay attached to lens with two recessed T20 stainless steel TORX®-head fasteners. Eyelid offers optimal lamp shielding. Open face is lens for continuous radial light pattern. Border face utilizes the standard open lens with paint on the border, eliminating backlit halo effect.

Electrical

LED driver is mounted to the backpan for optimal thermal management. High efficiency LED mounted to circuit board. 70% lumen maintenance at 50,000 hours when operated in an environment as noted on the Maximum Ambient Operating/Option Matrix on the following page.

Labels

UL/cUL listed for wet locations, ceiling or wall mount. IP65 rated. Available to mount on combustible or non-combustible surfaces.



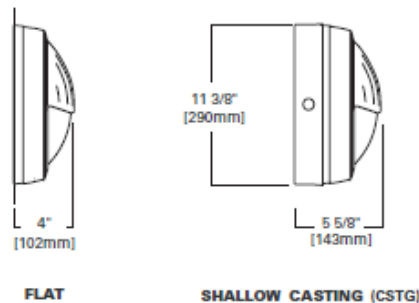
TR 11 LED

LD4 LED

11" Round
10/15/20/25 Watt
High Abuse
Polycarbonate
Lens Lifetime Warranty

CEILING/WALL
INTERIOR/EXTERIOR

MOUNTING



T	R	11	LD4	UNV	ED		
Product T-Terrapin LED		Size 11-11"	LD4-LED 4.0	Lens OPL-Opal CL-Clear		C1-Single Circuit, Low Voltage Leads not connected D1-Single Circuit, Low Voltage Dimming Leads connected to driver and presented at supply	Options ² F1-Fuse(specify voltage) ² CSTG-Shallow Casting -3,4 Same as SCB11, but ships with fixture PB120/CSTG-Photocell, 120V ^{2,3} (Shallow Casting Necessary) PB277V/CSTG-Photocell, 277V ^{2,3} (Shallow Casting Necessary) OS-Occupancy Sensor, Internal (behind lens), FM105 ^{2,8} EL5W/CSTG-Emergency Battery Pack, 5W ^{2,3,7} (Shallow Casting Necessary), 20, 25 watt limited to max. 25°C ambient environment
Shape R-Round		Wattage ² 10W-10 Watt 15W-15 Watt 20W-20 Watt 25W-25 Watt		Color ^{1,6} BK-Black WH-White BZ-Bronze			Accessories (order separately) VRSD-T20 Center-pin tamper-proof TORX®-head screwdriver
Style B-Border Paint ⁵ E-Eyelid ⁵ F-Four Quadrant ⁵ R-Ring ⁵ O-Open ⁶		Color Temp 35-3500K 40-4000K 50-5000K		Voltage UNV-Universal Voltage			
				Driver ED-Electronic Driver			

SOLID STATE BOLLARDS

BRA SERIES-LED

S P E C I F I C A T I O N S

BOLLARD

Durable corrosion resistant extruded and cast aluminum construction. 1/4" wall thickness.

LED POWER ARRAY™

Three-dimensional array consisting of 6 individual LED tubes for the BDA8 model and 4 individual LED tubes for the BDA6 model, which are fastened to a retaining plate equally spaced to provide 360° of even illumination output. Each LED tube consists of a circuit board populated with a multiple of LED's which is fastened to a radial aluminum heat sink. A white polycarbonate lens and end caps protect each LED tube's internal components and provides diffusion to prevent shadowing and striations.

INTERNAL LOUVER (IL) - A specular louver stack conceals the inner LED Power Array Module and provides uplight and glare control through the external clear polycarbonate lens.

CAST LOUVER (CL) - External cast aluminum louver stack protects the internal LED Power Array Module and provides uplight and glare control. An internal clear polycarbonate lens is integrated with the LED Power Array Module.

OPAL LENS (WP) - Exterior white polycarbonate lens protects the internal LED Power Array Module and provides a uniform white glow.

RADIAL LED MODULE

LED'S are mounted to a circular heatsink in a radial array. The radial LED module is concealed in the cap of the bollard. LED's are not directly visible from angles above 90°.

PARABOLIC REFLECTOR (TR) - A specular Parabolic Reflector reflects a portion of the distribution from the radial LED module and provides a uniform wide angle throw through the outer clear polycarbonate lens.

LED EMITTERS

High Output LED's are driven at 350mA for nominal 1 Watt output each. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

LED DRIVER

UL and CUL recognized Constant Current LED drivers operate on input voltages from 120-277VAC, 50/60hz. Consult Factory for (347-480VAC). Driver is mechanically fastened to a retaining bracket. Driver has a minimum 4KV of internal surge protection, 10KV & 20KV Surge Protector optional. Dimmable and High-Low Driver options available.

FINISH

Polyester powder coat incorporates four step iron phosphate process to pretreat metal surface for maximum adhesion. Top coat is baked at 400°F for maximum hardness and exterior durability.

PROJECT NAME: _____

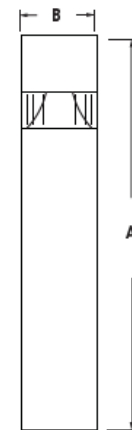
FIXTURE TYPE: _____



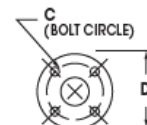
B R A

BRA8 SHOWN WITH -TR OPTICS

PATENT PENC



**INTERNAL
LOUVER
SUPPLIED WITH
CLEAR
POLYCARBONATE
LENS**



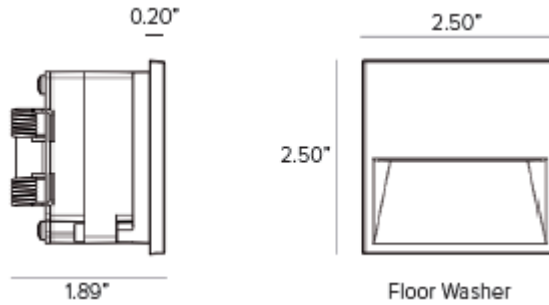
BOLLARD	A	B	C	D
BRA8	42' 1067mm	8' 203mm	6' 152mm	8' 203mm
BRA6	42' 1067mm	6' 152mm	4' 102mm	6' 152mm

**U.S. ARCHITECTURAL
LIGHTING**

T E

BOLLARD	OPTICS	LED		MOUNTING	FINISH	OPTIONS
☐ BRA8-LED ☐ BRA6-LED	VERTICAL POWER ARRAY ☐ INTERNAL LOUVER IL ☐ CAST LOUVER CL ☐ OPAL POLYCARBONATE WP*	# of LEDs ☐ 36LED ¹ (42 Watts) ☐ 24LED ² (28 Watts)	COLOR ☐ NW (4000K) Standard ☐ CW (5000K) ☐ WW (3000K) OTHER LED COLORS AVAILABLE. CONSULT FACTORY	☐ GROUND INSTALLATION (STANDARD) ☐ WALL MOUNT WM	STANDARD TEXTURED FINISH ☐ BLACK RAL-9005-T ☐ WHITE RAL-9003-T ☐ GREY RAL-7004-T ☐ DARK BRONZE RAL-8019-T ☐ GREEN RAL-6005-T FOR SMOOTH FINISH REPLACE SUFFIX "T" WITH SUFFIX "S" (EXAMPLE: RAL-9500-S) SEE USALTG.COM FOR ADDITIONAL COLORS	☐ DIMMABLE DRIVER (0-10V PROVIDED) DIM ☐ HIGH-LOW DIMMING FOR HARDWIRED SWITCHING OR NONINTEGRATED MOTION SENSOR HLSW ☐ INTERNAL HOUSE SIDE SHIELD. ... HS ☐ DUPLEX RECEPTACLE DUP ☐ GROUND FAULT RECEPTACLE GFI ☐ 10KV SURGE PROTECTOR 10SP ☐ 20KV SURGE PROTECTOR (277V & 480V Only) 20SP OPTIONAL HEIGHTS: ☐ 30" ☐ 36"
	RADIAL LED MODULE ☐ PARABOLIC REFLECTOR TR	☐ 18LED ¹ (21 Watts) ☐ 12LED ² (15 Watts)	VOLTAGE ☐ 120 ☐ 208 ☐ 240 ☐ 277 ☐ 347 ☐ 480			
	*WP OPTICS USE OPAL POLYCARBONATE LENS	NOTES: 1 - AVAILABLE IN BRA8 ONLY. 2 - AVAILABLE IN BRA6 ONLY.				

T E



Housing: Small 2.5" x 2.5" faceplate available in 3 emission options (Floor Washer, Louvre, or Bi-Emission Floor Washer + Halo) available in 13 standard finishes.

Materials: Die-cast anodised aluminium body fitted with a spring fixing system. Powder coated die-cast anodized aluminum external frame.

Optics: It is available as three frames for three distinct lighting effects.

Floor Washer: A steplight with uniform optical distribution on the floor and excellent visual comfort.

Louvre: High visual comfort with the source entirely hidden from view producing defined light on the floor from two precise louver windows.

Bi-Emission: The floor washer optics combined with an indirect glow where the halo effect becomes a uniformly illuminated marker light with an opal diffuser.

Mounting: To be completed with stainless steel mounting/wiring back box with multiple attachment and wire conduit options to meet specific installation needs. Custom designed spring mounting system. Recommended mounting height is +18" A.F.F. on 48" center spacing to meet egress requirements of 1fc minimum.

Installation: Pre-cabled with 10' Belden 18ga 2 conductor direct burial cable.

Power Supply: Remote Class II 120V-277VAC to 24VDC power supply, up to 15 fixtures on one Class II 96W Power Supply circuit. Phase or 0-10v dimming options also available, see page 2 for LED driver options.

Wattage: 5.4W

Color Temperature: 3000K and 4000K standard

CRI: 84

Voltage: 24VDC

IP Rating: IP66

Certifications: UL Listed class 2 wet location
Low voltage landscape lighting
Tested in accordance with LM-79-08

PRODUCT CODE	DRIVER	FACEPLATE	FINISH		WATTAGE	COLOR TEMP	CRI	VOLTAGE
ZES – ZEDGE Small Step Light	RP – Remote Power	FW – Floor Washer	FE – Ferrite Grey	GO – Gold	L1 – 5.4W	30 – 3000K	84 – 84 CRI	24 – 24VDC
		LV – Louvre	DB – Deep Black	PG – Pink Gold		40 – 4000K		
		BE – Bi-Emission Floor Washer + Halo	WH – Plaster White	BO – Bone				
			HB – Heritage Brown	BR – Brick				
			SI – Silver	OL – Olive				
			CO – Copper	RO – Rose				
				SA – Saphire				

T E

Power Supplies	Type	Max Fixtures Per Driver	Wattage	Voltage	Dimmability	Listing	Dimensions
DEL-X-120-1-4-24	Electronic Power Supply in NEMA3R Enclosure	15	96W / 1X4A**	90-305V AC / 24V DC	Non-Dimmable	cULus	12"W X 12"L 4"D*
DEL-X-240-2-4-24		30 <i>two rows of 15ea</i>	192W / 2X4A**				
DEL-X-320-3-4-24		45 <i>three rows of 15ea</i>	288W / 3x4A**				
DEL-LPF-25-24¹	Electronic Stand-alone IP67 <i>(Listed Enclosure Provided by Others)</i>	4	25W / 1x1A**			UR Class II	2.67"W X 9.66"L 1.53"D
DEL-120-1-4-24¹	Electronic Stand-alone <i>(Listed Enclosure Provided by Others)</i>	15	96W / 1X4A**				
DEL-X-120-1-4-24-D	Electronic Power Supply in NEMA3R Enclosure	15	96W / 1X4A**		Integral 0-10V Dimming Interface	cULus	12"W X 12"L 4"D*
DEL-X-240-2-4-24-D		30 <i>two rows of 15ea</i>	192W / 2X4A**				
DEL-X-320-3-4-24-D		45 <i>three rows of 15ea</i>	288W / 3x4A**				



Enclosure with Electronic Driver

EXHIBIT 14

STORMWATER MANAGMENT

The project stormwater management plan is integrated with the approved MDP Stormwater Management plan for the campus. Stormwater management for Building-1 will be accomplished through the use of several BMP's taking advantage of infiltration with the prevalence of deep well drained granular soils. The limited size of the project coupled with credits taken for removal of existing impervious areas (walks, etc) result in a modest increase in peak flow rates which are mitigated using the following BPM's to meet the DEP Chapter 500/City of Portland Technical Standards for General (water quality) and Flooding (peak rate) standards for the Building-1 Project.

Ultimate stormwater overflow discharge will connect to the existing 12-inch storm drain located under the south end of the athletic fields and discharging to the wetland area towards the eastern property boundary.

Proposed Stormwater Management BMPS:

- Two Rain gardens located on the south side of the building.
- Roof Drain Filters (Located below the garage floor).
- Pervious pavers in selected parking/walkway areas.
- Maximizing lawn and landscape area onsite.

A stormwater report has been prepared by Stantec and will be provided under separate cover.

EXHIBIT 15

METRO

The applicant has been working with the City Planning Staff to coordinate a location of a proposed new METRO Bus Shelter and crosswalk on Stevens Avenue as a condition of the the Master Development Plan Approval condition A.v. and the Motherhouse LIII Approval condition C.ii. together with a contribution of \$15,800. The current suggested location across from Lot 4 as proposed by METRO is shown on the attached sketch provided by City Planning Staff and on Site Plan sheet C4.0 for reference. A METRO Map is also provided.

The placement of the above METRO stop and shelter will be within 1,320 feet of the project and therefore the requirements of the Site Plan Review Ordinance Section 14-526 A. (3.)(a.) to provide a transit facility will have been satisfied.

Metro Bus Service



Planning and Urban Development Department Planning Division



Subject: Design Review – 605 Stevens Avenue Site Plan
Written by: Caitlin Cameron, Urban Designer
Date of Review: Thursday, October 19, 2017

The proposed master plan at 583-604 Stevens Avenue was reviewed subject to the City of Portland Design Manual Multi-family design guidelines as well as the design guidelines established through the Master Development Plan approved submittal of architectural plans, elevations, and renderings (Exhibit B), as well as an Architectural Characteristics Summary (Exhibit B.1). The review was conducted on Tuesday, October 17th by Caitlin Cameron, Urban Designer, Jean Fraser, Planner, and Deb Andrews, Historic Preservation Program Manager.

In the Master Plan level review, the design considerations include cohesiveness within the proposed development as well as compatibility with the context. In this case, the immediate context is the Motherhouse and campus property on which future developments will be situated. Though the design and placement of buildings should be sensitive to neighboring residential and park contexts, the multi-family building typology and the relationship to the Motherhouse are the primary considerations in evaluating the proposed design characteristics.

Architectural Design

The Architectural Characteristics Summary (Exhibit B.1) describes those characteristics that should apply to all future architectural proposals.

1. Building Footprints – The scale, placement, orientation, and footprint of the building is consistent with the approved Master Development Plan. The proposed footprint successfully mitigates the scale of the building through the use of varied forms and change of building plane. The building is also placed interior to the lot and are therefore less visible from public rights-of-way and neighboring properties, buffered by space and trees. Consideration was given to the impact on Baxter Woods and the Motherhouse.
2. Roof Lines – Flat roof forms are prescribed.
3. Motherhouse Context – Characteristics taken from the Motherhouse to be applied to new development include: granite base; reference to the Motherhouse roofline through material changes and floor delineation; regular pattern of vertical proportioned windows, and brick elements using brick of similar color and pattern as the Motherhouse.
4. Material Palette – The material selection and color palette is consistent with the approved MDP.
5. Building Entry – The entry is emphasized by a one-story porch, large windows, and special material placement. **Staff suggest that the profile of the porch could get taller to make the entrance taller and more visible. The building behind the entrance might also be taller and use a different material to further emphasize the entrance (see sketch for clarification).**

6. Massing - The scale of the building is mitigated through the use of varied forms and change of building plane, deck spaces, and façade composition.
7. Parking – Structured parking is proposed to be designed to have similar character to the residential building above.
8. Window types will be consistent with vertical proportion throughout all buildings – the proposal meets this guideline. There are approximately three window types, all with vertical proportions and used consistently.

Additional Design Considerations:

The following guidelines will be taken into consideration for the architecture and design of future Site Plan development applications:

- Flat or hipped roof line referential of the Motherhouse would be acceptable provided the proportion and slope of the roof is comparable and compatible as well as consistent throughout all the buildings. - The project uses a material change on the fourth floor to create a visual effect similar to the hipped roof of the Motherhouse to meet this guideline. See comment below regarding proportions. Staff feel that this faux roof line is successful and consistent with the MDP guidelines. **However, the line is interrupted quite frequently – attached sketch suggests revisions that simplifies the roofline and brings emphasis to the entry.**
- In the new buildings, maintain the proportional relationship of “roof” to façade found in the Motherhouse. - **The four-story building design does not reflect these proportions. Please revise base and fourth floor lines as suggested in the attached sketch to improve the overall building proportions as well as bring the building in closer proportion to the Motherhouse design. The base “water table” line should also be carried consistently around the building and possibly be lowered to improve the overall building proportions.**
- Use as few material types as possible. – The proposal meets this guideline by limiting the materials to brick, stone base, and tile on the fourth floor. **Staff suggests that the central section of the building might include an additional material to bring emphasis to the entry.**
- The building nearest the Motherhouse should be designed with the most sensitivity to the context of the historic structure. – the comments above reflect how the design might be revised in relationship to the Motherhouse context. Overall, the new buildings are set back from the street in deference to what should be the focal point of the property – the historic Motherhouse building. The new building is set back from the street and its design is subsidiary and defers to the Motherhouse. The proportions, materials, fenestration pattern, and roofline are the most critical elements for compatibility with the Motherhouse building.

(i) Multiple-Family Design Standards (City of Portland Design Manual)

(1)a.1. Building Design: The project is the first of a series of multi-family buildings to be built on this site. The Master Development Plan seeks a cohesive and consistent design treatment of these buildings and emphasizes the Motherhouse as the context for these new buildings – those guidelines are covered above. This standard also calls for, “the design of exterior facades [to] provide positive visual interest by incorporating appropriate architectural elements;” On that subject, staff had the following comments and suggestion (see also attached sketches):

- roof line – simplify the roofline and use variation of height to emphasize the entry. Changes in the height should have a rationale and not read as applique or thin veneer.

- materials – consider introducing another material at the central part of the building at the entry for emphasis. Material placement should be adjusted for proportion – see comments above.

- architectural detail/articulation

- Balcony thickness is out of character with the other trim details

- Consider switching the emphasis from the top cornice line to the top of the brick.

(1)a.2. Building Relationship to the Street: The project is set back quite a distance from the street in compliance with the approved Master Plan. In this unique instance, it is appropriate for the buildings to be set back from the street and placed in a way that is subsidiary to the Motherhouse building which, as a historic landmark, should be considered the focal point of the property from the street. The Motherhouse, too, as an institutional building, is set back quite a ways from the street. The new building also places its short end to the street and that façade is not very active – the Master Plan for this site is very inward-facing and the buildings' relationships to the Motherhouse is leading the design and planning decisions.

(1)a.3. Open Space: Met – Ample landscaped areas and open space provided.

(1)a.4. Light and Air: Met – Each unit has adequate windows.

(1)a.5. Screened Parking: Per design and site plan standards, the surface parking should be screened from Stevens Avenue and the adjacent properties.

(1)a.6. Lodging House Conversion: Not applicable

raise height of brick to achieve better proportions

emphasize brick line, not cornice line

remove

too shallow looks applied

these two sections of bldg could be diff material/taller to emphasize central core entry

consistent roof line
↳ needs like a chimney from side
competes w/ entry

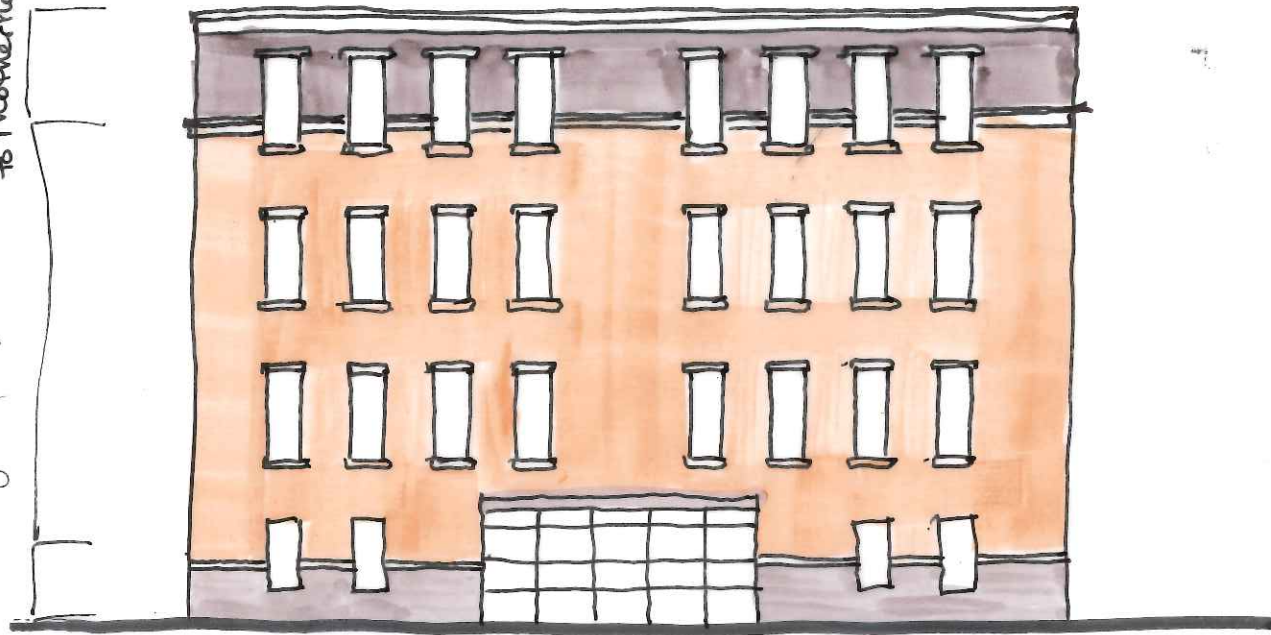
stone base material placement should be more consistently used across building - line varies quite a bit. Lower the line? → improve proportions

taller/more emphasized entry

reading as blunt/stuck-on
↳ finesse this detail to be incorporated w/ design



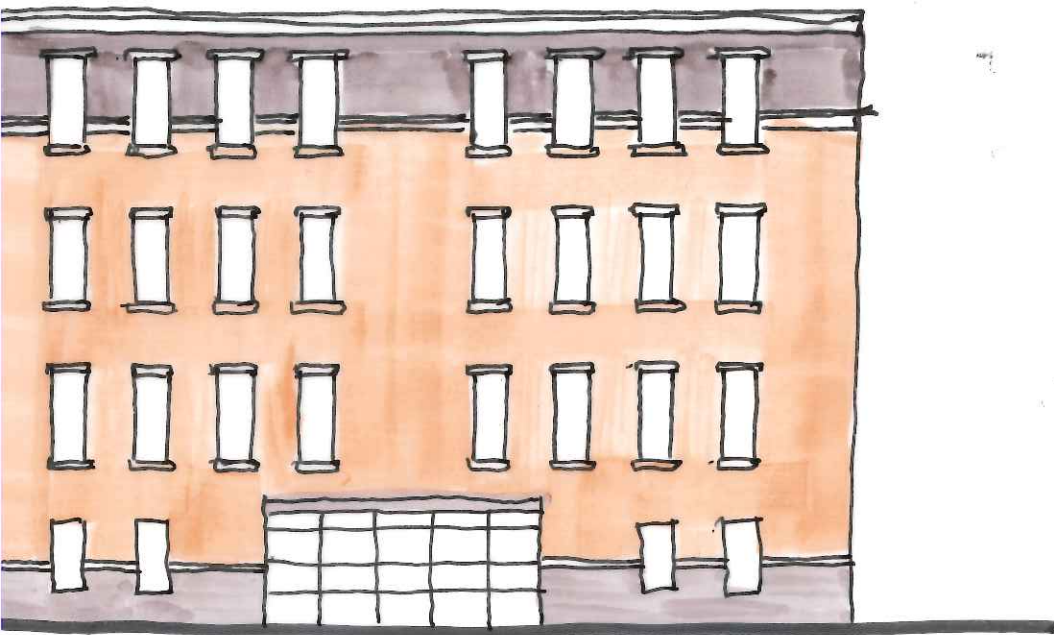
Adjust proportions - more similar to Motherhouse



emphasize entry

consistent base line

simplify roofline



raise height of brick to achieve better proportions

emphasize brick line, not cornice line

remove

too shallow looks applied

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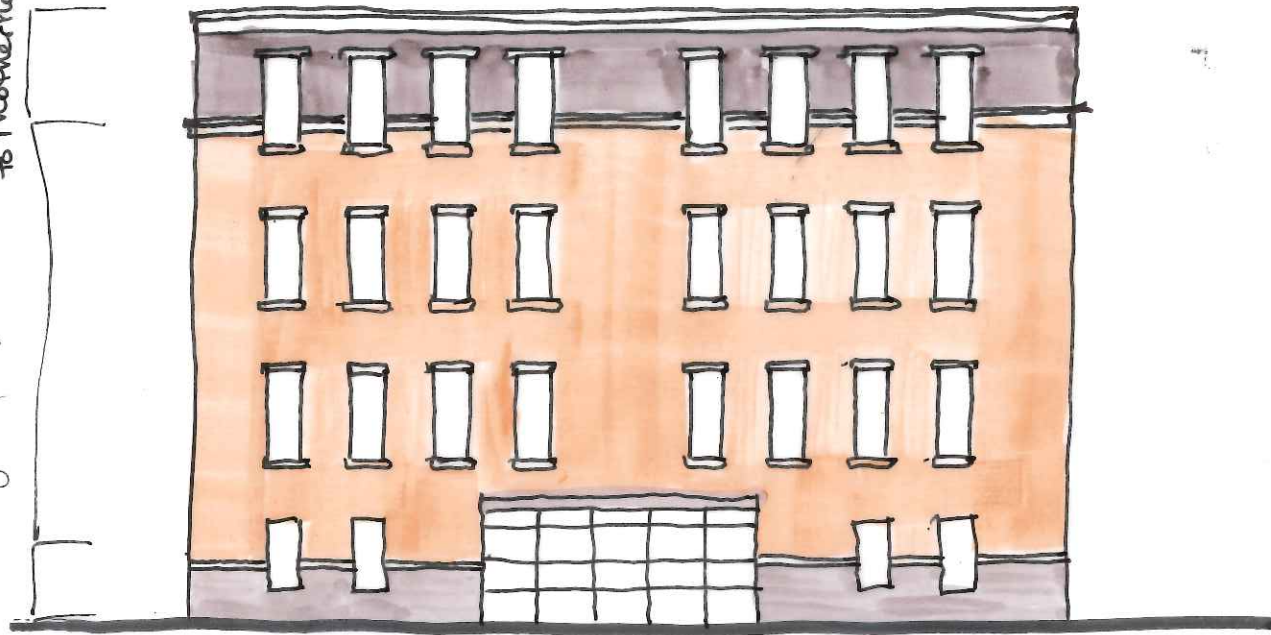
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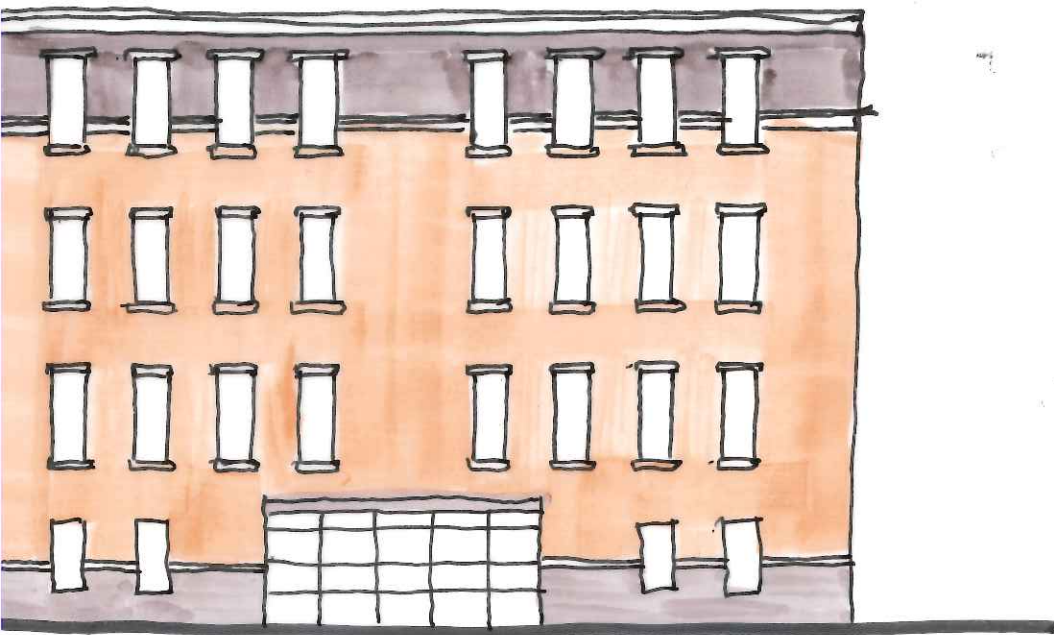
Adjust proportions - more similar to Motherhouse



emphasize entry

consistent base line

simplify roofline



Sea Coast at Baxter Woods - Preliminary Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Thu, Oct 19, 2017 at 9:56 AM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Katherine Earley <kas@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, Lauren Swett <lswett@woodardcurran.com>

Hi Jean – I have reviewed the application materials and I offer the following preliminary traffic comments.

- Dimensions for the parking area located in the building should be provided on the plan.
- The parking aisle/roadway width (22 feet) does not meet City standards (24 feet). The applicant has requested a waiver. The applicant should provide specific documentation/details regarding a 2-foot expansion in width.
- The construction management plan shall meet the new City Template for details. I would note that the applicant has noted that all construction trucks will be routed to the site via Stevens Avenue. The applicant shall confirm that the driveway width/gate opening can accommodate all large trucks for the project. I would also note that sight distance exiting the site onto Stevens Avenue is poor and the plan should address this issue.
- A traffic analysis has been provided and I concur that low traffic volumes will be generated for the proposed building. I do not expect significant traffic impacts from this project.
- The MDP Condition of Approval requires a Traffic Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that

the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I support this postponement given the low trip generation estimate prepared by the applicant.

- The MDP Condition of Approval requires a Parking Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I would note that this phase of the project is providing two parking spaces per residential unit and thus the supply would be expected to adequately serve demand. The monitoring study is intended to quantify if less than two parking spaces per residential unit is appropriate. I support this postponement.
- The MDP Condition of Approval requires the installation of a crosswalk and associated improvements at the Stevens Avenue/Walton Street intersection. The applicant is required to implement these improvements prior to occupancy of the proposed building.
- The MDP Condition of Approval requires parking regulation changes on Stevens Avenue at the Motherhouse egress driveway. The applicant shall provide specific details on this and implementation schedule.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLIN INTERNATIONAL

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Seacoast at Baxter Woods Building 1: PEZ.2017-188

1 message

Bruce Hyman <bhyman@portlandmaine.gov>

Fri, Oct 20, 2017 at 12:15 PM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Tom Errico <thomas.errico@tylin.com>, Keith Gray <kgray@portlandmaine.gov>

The following comments address the Seacoast at Baxter Woods application for site plan review for building 1:

- Sheet C-7.1 Site Details. The sidewalk (A and I-14) and driveway (I and I-15) details shall be revised to show a maximum 2% cross-slope for the ADA-compliant pedestrian access route for sidewalks and across driveways connecting to sidewalks/pedestrian ways. Across driveways, this pedestrian access route should be a minimum 5' where feasible. (The typical city details are being concurrently updated to more explicitly reflect these ADA requirements/maximum cross-slopes.)
- Sheet C-4 Site Plan. The applicant's site plan shows "by others" for a bench to be placed within the sidewalk in lieu of a required bus shelter. In Exhibit 15, the applicant suggests that its current transit facility requirement is being met by the placement and purchase of a shelter by a City-METRO project along the Evergreen Cemetery frontage. The contribution of \$15,800 as part of the Motherhouse MDP and site plan review was for pedestrian accessibility, curb ramp, sidewalk and crosswalk construction. Contrary to what the applicant states in Exhibit 15, city staff feels the applicant still has a current requirement to meet bus stop/shelter-related amenity requirements along/within its frontage to serve its residents and the general public as part of the project undergoing current review.

Please don't hesitate to contact me if you have further questions.

Bruce

--

Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov

MEMORANDUM



TO: Matt Grooms, Planner
FROM: Lauren Swett, P.E., and Amy LeBel, E.I.T.
DATE: October 20, 2017
RE: Sea Coast at Baxter Woods Senior Apartments Peer Review

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed development project located at 583/605 Stevens Avenue in Portland, Maine. The project involves installation of a 4-story residential building for senior housing.

Documents Reviewed by Woodard & Curran

- Level III Site Plan Application and attachments, dated August 16, 2017, prepared by Licht Environmental Design, LLC, on behalf of Sea Coast at Baxter Woods Associates, LLC.
- Engineering Plans; Sheets C3.0, C4.0 E1.0 and E2.0; dated December 14, 2016 (Civil) and August 14, 2017 (Electrical), prepared by Carroll Associates, on behalf of Sea Coast at Baxter Woods Associates, LLC.
- Engineering Plans; Sheets C4.0, C5.0, C6.0, C7.0 – C7.2 and C8.0; dated August 2017, prepared by Stantec, on behalf of Sea Coast at Baxter Woods Associates, LLC.

Comments

- 1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III Site Plan project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. We offer the following comments:
 - a) Basic Standard: Plans, notes, and details should be provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500. Notes and details have been provided, but location of ESC features should be shown on the Grading, Drainage, and Erosion Control Plan
 - b) General Standard: The project will require stormwater treatment, as outlined in the Master Development Plan. A detailed stormwater management plan has not yet been submitted. This will be reviewed when available.
 - c) Flooding Standard: The project will require management of stormwater volume, as outlined in the Master Development Plan. A detailed stormwater management plan has not yet been submitted. This will be reviewed when available. Review will be coordinated with the Department of Public Works with regards to the discharge to Baxter Woods.
- 2) The grading plan shows two new CB4 structures at the southeast tie-in to the existing stormdrain. It appears that the square structure is an error and should be removed.
- 3) The floor drains associated with the parking garage should have an oil water separator, or should be connected to the proposed rain garden treatment area.
- 4) It is noted that some of the invert and rim details for the sewer system remain "TBD".
- 5) Details should be provided for all utility and site features, including the sewer manholes

MEMORANDUM

To: FILE
From: Jean Fraser
Subject: Application ID: 2017-188
Date: 10/20/2017

Comments Submitted by: Robert Thompson/Fire on 10/12/2017

Construction Management Plan

Streets must maintain a 20' width for Fire Department access at all times.

Fire Hydrants shall not be blocked or enclosed by fencing. A 3' foot clearance must be kept at all times around the fire hydrant.

If gates are locked, a Portland Fire Department Knox padlock must be purchased by the applicant to allow access for the Fire Department.

The Construction Company's emergency contact information shall be posted on the property in case of an after hours emergency.

All construction shall comply with 2009 NFPA 1 Chapter 16 Safeguards During Building Construction, Alteration, and Demolition Operations.

Any cutting and welding done will require a Hot Work Permit from Fire Department.

Comments Submitted by: Robert Thompson/Fire on 10/12/2017

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 6 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.

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.



Jean Fraser <jf@portlandmaine.gov>

Fwd: Affordable Housing Motherhouse first new building

1 message

Jean Fraser <jf@portlandmaine.gov>
To: "Fraser, Jean" <jf@portlandmaine.gov>

Fri, Oct 20, 2017 at 3:03 PM

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

From: **Victoria Volent** <vvolent@portlandmaine.gov>

Date: Fri, Oct 20, 2017 at 12:17 PM

Subject: Re: Affordable Housing Motherhouse first new building

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Jeff Levine <jlevine@portlandmaine.gov>, Mary Davis <mpd@portlandmaine.gov>

Jean,

The development located at [605 Stevens Avenue](#) is proposing the creation of 88 units of rental housing for seniors 55 years or older. The applicant has elected to provide sixty-six (66) units of low-income housing.

Of those units, forty (40) are targeted towards households earning 50% AMI, and twenty-six (26) units target households earning 60% AMI. The remaining twenty-two (22) units will be rented at market rate.

While these units have been subsidized by approximately \$625,000 in City HOME fund, those funds went towards increasing the affordability of the units rather than provision of the units themselves. Specifically, while the Inclusionary Zoning requirement would be for units to be affordable at 100% of Area Median Income (AMI,) these units will be affordable at 50-60% AMI.

The applicant is creating affordable housing beyond the provision of Division 30, Section 14-487.

Please let me know if I may be of further assistance.

Victoria

Victoria Volent

Housing Program Manager

Housing and Community Development

Phone: [207-482-5028](tel:207-482-5028)Fax: [207-874-8949](tel:207-874-8949)www.portlandmaine.gov

CITY OF PORTLAND, MAINE
PLANNING BOARD

Att. 7

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

June 16, 2016

Kevin Bunker/Matthew Teare
Sea Coast at Baxter Woods Associates, LLC
100 Commercial Street, Suite 414
Portland, ME 04101

Frederick Licht, PE, LSE
Licht Environmental Design, LLC
35 Fran Circle
Gray, ME 04039

Project Name: **Master Development Plan for Senior Housing (lots 3 and 4)**
Project ID: #2016-033
Address: 605 Stevens Avenue CBL: 136 E006001
Applicant: Sea Coast at Baxter Woods Associates, LLC
Planner: Jean Fraser

Dear Sirs:

On June 14, 2016, the Planning Board considered the final Master Development Plan application for the proposed 249 dwelling units of senior housing on two lots (Lots 3 and 4, approximately 13.5 acres) at 605 Stevens Avenue, Portland. The Planning Board reviewed the proposals for conformance with the master development plan regulations of the City's Land Use Code and voted to approve the application with the following motion and conditions as presented below.

A. MASTER DEVELOPMENT PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on June 14, 2016 for application 2016-033 (605 Stevens Avenue) relevant to the master development plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board voted (4-0, Boepple and Morrisette absent; Eaton recused) that it finds that the plan is in conformance with the master development plan standards of the land use code, subject to the following conditions of approval:

- i. That the applicant shall conduct traffic monitoring studies (methodology to be agreed with the Planning Authority prior to undertaking the first study) prior to the submission of site plan applications for each phase after the Motherhouse and the first and second new buildings are completed, to confirm to the Planning Authority that the trip generation levels are consistent with the levels predicted in the traffic studies (based on ITE) and remain below the Traffic Movement Permit threshold of 100 peak hour vehicle trips; and
- ii. That the applicant shall conduct parking monitoring studies (methodology to be agreed with the Planning Authority prior to undertaking the first study) prior to the submission of site plan applications for each phase after the Motherhouse, to confirm to the Planning Authority that the parking supply and circulation conditions at both the project site and at McAuley School are safe and acceptable. Associated with this is the requirement that the applicant confirm the parking generation assumptions for each phase are valid and the project does not impact the public street system and neighborhood; and

- iii. That the proposed parking may be reduced from the zoning requirement of 2 parking spaces per unit of new development (excludes the Motherhouse) if the parking monitoring studies show that the demand is less than 2 spaces per unit. No parking between the new buildings and Baxter Woods shall be constructed until after the fourth building is occupied. The phasing plan shall be revised to show all parking for phases II to V to be located to the north of the buildings southern most wall; and
- iv. That the applicant shall implement the following improvements in the ROW:
 - a. Implementation of a 50 feet No Parking Zone on Stevens Avenue at the Motherhouse egress driveway to enhance safety by improving sight distance. Final details of the Zone shall be reviewed and approved by the City prior to implementation;
 - b. Installation of a crosswalk on the south side of Stevens Avenue at Walton Street, to include all works associated with a fully installed ADA compliant crossing and shall include, but not limited to, traffic signal equipment, sidewalk ramps, pavement markings, and signage. This work shall be installed at the time of occupancy of the first new building (anticipated to be between the Motherhouse and Baxter Woods).
- v. That the applicant shall include the location (which may need to be on the applicant's property) and implementation proposals for a bus shelter along the Stevens Avenue frontage as part of the site plan application for the first building (between the Motherhouse and Baxter Woods), and all site plan applications shall include details and clarification of proposed measures that will be implemented to reduce vehicle trips, such as car share vehicles; van service for local trips; bicycle facilities etc; and
- vi. That the applicant shall include a pedestrian connection to Holly Street as part of the site plan application for the third new building, and continue to coordinate with the City on the location of the crosswalk on Stevens Avenue (to which a contribution has already been required as part of the Motherhouse rehabilitation site plan approval); and
- vii. That the applicant shall contribute to the preservation of Baxter Woods by:
 - a. Implementation of the submitted and approved "*Letter of Intent*" that confirms that the applicant will work with the city to assist in the preservation of Baxter Woods. The City will oversee this work which shall include the assessment of the current condition of Baxter Woods, annual monitoring, and specific work identified as a priority by the monitoring;
 - b. Making a contribution of \$5000 per year (starting at the date of the issuance of the first building permit and ending 2 years after the final phase is occupied) towards the items identified in the *LOI*, amount contributed in any given year may be more or less than \$5000 based on actual costs identified to monitor and improve Baxter Woods in accordance with the *LOI* that year, except in no event will the contribution period exceed either 10 years or amount to more than \$50,000 in total contributions;
 - c. Pursuing the creation of a *conservation easement*, or equally binding legal mechanism, for the 33 ft of applicant's land between the existing fence and the property line along Baxter Woods.
- viii. That the site plan applications for the new buildings nearest to Baxter Woods shall include an analysis and supporting information as to how all light sources (buildings, vehicles and site lighting) are proposed to be minimized to avoid impacts on the wildlife attracted to and in Baxter Woods; and

- ix. That the *Architectural Characteristics Summary* (Exhibit B.1), as amended by the Urban Designer's Design Review Memo dated June 9, 2016, shall be the applicable design guidelines for future development proposals on this site, with the documents in Exhibit B - architectural plans, elevations, and renderings – to be considered guiding documents illustrating the design framework for the project. The *Architectural Characteristics Summary* shall also include an additional guideline 8. as follows: Window types will be consistent with vertical proportion throughout all buildings; and
- x. The applicant shall provide, as part of the site plan application for the first building, a summary of existing and/or proposed easements, covenants, public or private rights-of-way, public access agreements, parking management arrangements or other documents that augment the subdivision plat and condo documents and support the operation of the site as presented in the MDP application; and
- xi. That the comments of the Urban Designer dated 6.9.2016 be taken into consideration when addressing final site plan and building design, location and size for each phase so as to ensure that any changes consider methods to minimize the impact of the buildings on Baxter Woods; and
- xii. For each phase the applicant shall submit an analysis (for review and approval) that documents how the specific proposals relate to the overall MDP stormwater and utility framework and calculations (eg re impervious surfaces, stormwater flows etc) and include evidence of water capacity from the Portland Water District and of sewer capacity from the Department of Public Works.

The approval is based on the submitted plans/documents and the findings related to master development plan review standards as contained in Planning Report for application #2016-033 which is attached.

STANDARD CONDITIONS OF APPROVAL & REQUIREMENTS

Please note the following standard conditions of approval and requirements for all approved master development plans:

1. **Separate Level III Subdivision/Site Plan Approvals Required** This approval establishes the general parameters to be adhered to for the development, including the supporting documentation for floor area ratio and/or residential density, general types of uses, building coverage, generalized open space plans and infrastructure systems. This master development plan approval shall not be construed as final authorization of the development. 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 master development plan approval remains valid, including permissible extensions if granted. Separate Level III subdivision and site plan approvals are required. Level III subdivision and site plans for each phase shall be in general conformance with the master development plan.
2. **Master Development Plan Amendments** A minor amendment to a master development Plan shall be defined as a change which is generally consistent with the approved master development plan layout of buildings, circulation infrastructure, and open spaces, and:
 - i. Does not propose any new general type of use beyond those approved initially;
 - ii. Does not increase the building ground coverage, floor area ratio or residential density of the Master Development Plan;
 - iii. Does not decrease any specified area regulations or enumerated parking ratios; and
 - iv. Does not substantially change access, circulation, or infrastructure on or adjacent to the site.

The Planning Authority shall be authorized to approve such minor amendments to a master development plan upon written application and explanation of the change(s) by the owner (or its agent) of the property. No further public hearings shall be required.

3. **Master Development Plan Expiration** An approved master development plan shall expire six (6) years from the date of approval unless, prior to the expiration of the master development plan, a written request for an extension is submitted to the Planning Authority. Only two (2) such extensions may be granted by the Planning Authority, and each such extension shall be limited to two (2) years from the date of expiration of the master development plan. The Planning Authority may grant an extension provided there have not been substantial changes to the underlying zoning or site plan standards since the date of the master development plan approval that would have a substantial impact on the approval. The Planning Authority may condition the extension on an amendment of the master development plan to comply with such applicable ordinance or site plan standard changes per *Section 14-532(d)* of the city's land use ordinance. Approved major or minor amendments to a master development plan do not alter the expiration date for the master development plan.

If there are any questions, please contact Jean Fraser at 874-8728 or at jf@portlandmaine.gov.

Sincerely,



Elizabeth Boepple, Chair
Portland Planning Board

Attachments:

1. *Letter of Intent*
2. *Architectural Characteristics Summary* (Exhibit B.1)
3. Urban Designer comments dated 6.9.2016

Electronic Distribution:

Jeff Levine, AICP, Director of Planning and Urban Development
Stuart G. O'Brien, City Planning Director
Barbara Barhydt, Development Review Works Manager
Jean Fraser, Planner
Philip DiPierro, Development Review Coordinator, Planning
Ann Machado, Zoning Administrator, Inspections Division
Tammy Munson, Inspections Division Director
Jonathan Rioux, Inspections Division Deputy Director
Jenie Bourke, Plan Reviewer/CEO, Inspections Division
Brad Saucier, Administration, Inspections Division
Katherine Earley, Engineering Works Manager, Public Works
Bill Clark, Project Engineer, Public Works
David Margolis-Pineo, Deputy City Engineer, Public Works
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Michelle Sweeney, Associate Engineer
Greg Vining, Associate Engineer, Public Works
John Low, Associate Engineer, Public Works
Rhonda Zazzara, Field Inspection Coordinator, Public Works
Mike Farmer, Project Engineer, Public Works
Jane Ward, Administration, Public Works
Jeff Tarling, City Arborist, Public Works
Jeremiah Bartlett, Public Works
Keith Gautreau, Fire Department
Jennifer Thompson, Corporation Counsel
Thomas Errico, P.E., TY Lin Associates
David Senus, P.E., Woodard and Curran
Rick Blackburn, Assessor's Department
Approval Letter File

June 9, 2016

Jean Fraser
Senior Planner
Planning and Urban Development Department
Planning Division
389 Congress Street, 4th Floor
Portland, ME 04104

605 Stevens Avenue -- Master Development Plan Submission
Letter of Intent regarding Monitoring and Preservation of Baxter Woods

The applicant, neighbors, City of Portland and a variety of important stakeholder groups identified the interrelationship between 605 Stevens Avenue and Baxter Woods as a crucial issue for the outset of the planning process. Over the past 24 months, we have heard many comments, concerns and ideas regarding Baxter Woods. Based on this input and meetings with city staff, please accept this letter of intent as one element in our effort to help protect and preserve Baxter Woods.

The fundamental first step in this effort is to recognize the current fence line as the effective border between Baxter Woods and the 605 Stevens campus. While the applicant owns 33 feet of a historic 66-foot-wide road easement located on the Baxter Woods side of the current fence, we will pursue a conservation easement or other legally appropriate mechanism to permanently preserve this area. With the acknowledgement of this border, the next elements of the proposal involve the collection of data and implementing solutions as follows:

I. Assessing and Monitoring the Use and Condition of Baxter Woods

The next important step in protecting Baxter Woods is ensuring accurate and comprehensive data on its current status. With its long history, there is a significant amount of information on Baxter Woods. The applicant proposes assisting the City of Portland in assembling and augmenting this data to create a baseline of information and then establish a periodic monitoring program to update, organize and maintain this information.

Specifically, the applicant will assist the city with the following three initiatives:

- 1) Baseline Data - Engage a professional conservationist /forester, as recommended and approved by the Planning Authority, to complete the following under the supervision of specified City representatives:
 - a) Research and assemble all appropriate existing data and information on Baxter Woods;
 - b) Plan and conduct a monitoring study which will result in a comprehensive set of *baseline data* on the condition, use and impacts on Baxter Woods;

c) Create an annual monitoring plan for Baxter Woods to update the baseline data. The first phase of this data collection process would begin with the financing and construction start of the first phase of the project.

2) Annual Monitoring

- a) Continue the data collection process outlined above by assisting the City to coordinate the annual monitoring and update of the baseline data focusing on the condition, use and impacts on Baxter Woods from both the 605 Stevens community and other users and activities.
- b) The monitoring, including the annual monitoring reports, would occur on an annual basis beginning approximately one year after the completion and publication of the baseline study. The idea would be for the applicant to sponsor the annual effort until 2 years after the occupation of the final phase of the project with some reasonable expectations and limitations. Following this initial period, the applicant would continue to work with the City and local stakeholders to help ensure a partnership develops to continue this work indefinitely.

3) Annual Recommendations to be included in the monitoring report

- a) The monitoring would include a series of recommendations designed to preserve the Baxter Woods experience as originally intended by helping to address any issues identified during the monitoring process.
- b) These recommendations would be updated and published annually.
- c) The recommendations would include a plan of action with specific tasks, deadlines and funding resources designed to ensure implementation.

II. Potential Improvements to Preserve the Baxter Woods Experience

The applicant would fund work in and around its border with Baxter Woods that respect the original deed restrictions regarding the preservation of Baxter Woods. Any and all improvements would be approved and directed by the Planning authority and the City Arborist. These improvements could derive from the Master Planning process, site plan reviews of individual phases or the annual monitoring process.

While the applicant is happy to assist in broader activities regarding the preservation of Baxter Woods, the specific work items under consideration should be directly related to the applicant's border area with Baxter Woods and the impact of the new development upon Baxter Woods. Wherever possible, the improvements should be tailored to address the impact of each new phase of development and any remedial activities should occur during that phase.

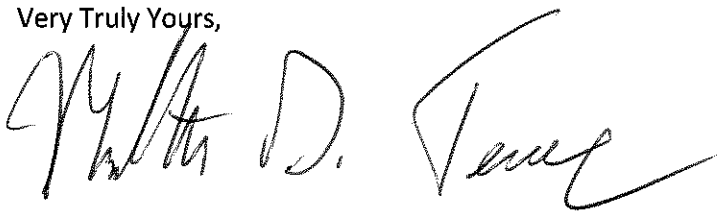
The following are some of the potential activities under consideration for inclusion in a future work plan:

- 1) Re-establishment of the pathway through the allee of mature trees that once connected Baxter Woods to the 605 Stevens Avenue property;

- 2) Relocation and repurposing of some of the secondary trails that run directly against the chain-link fence in the 33' boundary area. These trails should be designed as primitive footpaths – providing for modest, lower level use.
- 3) Removal of invasive species within the 33' boundary area;
- 4) Replacement of the existing chain-link fencing with a more attractive, appropriate option;
- 5) Additional plantings on the 605 Stevens Avenue property to enhance the buffer area between the fence and the new development. Two areas of particular focus should include:
 - a) Red Pine Grove at the Entrance to Baxter Woods along Stevens Avenue. The trees are tall with no limbs for buffering on their lower trunks. There are several areas in and around this viewpoint where plantings could add significant buffering.
 - b) The Meadow in Baxter Woods. While the existing evergreens here are effective, there is a zone approx. 100 ft. long to the north of the meadow where additional plantings would be beneficial.
- 6) Additional supplemental plantings on both sides of the fence with the purpose of providing wildlife habitat and food – particularly for birds. Plantings as viburnum, elderberry and blueberry might add to the buffering and act to enhance the wildlife habitat of the woods.

Over more than 30 years of creating and operating senior communities, the applicant and the residents of our communities have strongly supported a long list of civic minded organizations and initiatives. During that time, initiatives related to land conservation, energy efficiency and energy conservation have received the greatest level of interest and support. The opportunity to enjoy, protect and preserve Baxter Woods and Evergreen Cemetery is a critical element of the proposed community at 605 Stevens Avenue. We look forward to working in partnership with all the various stakeholders to preserve these unique and invaluable resources.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Matthew D. Teare". The signature is fluid and cursive, with the first name "Matthew" being more prominent and the last name "Teare" following in a similar style.

Matthew D. Teare
Director of Development
Sea Coast Management Company



605 STEVENS AVE
MDP APPLICATION
FINAL SUBMISSION 05-24-16

EXHIBIT B.1

605 STEVENS AVENUE

ARCHITECTURAL CHARACTERISTICS

The following design guidelines are proposed to describe the context of the architectural program for the 605 Stevens Avenue Master Development Plan Architecture. Final details may vary as submitted with individual LIII Site Plans for each building phase but shall incorporate the following design elements into the overall campus masterplan for the site:

1. Final building footprints will generally follow the approved footprints and massing shown on the Site Master Development Plans.
2. All Gable roofs have been eliminated in favor of flat roofs. This has the effect of calming down the architecture and is more reflective of an honest architecture.
3. Elements of the Motherhouse have been reflected in the new buildings such as the granite base of the Mother house will be incorporated into the new designs . A modern version of the mansard on the Motherhouse will be incorporated, but in a vertical, not sloped version , with a zinc faced metal shingle to identify the top floor. Brick elements with brick matching the Mother house are incorporated into the design .
4. The colors of the new buildings are all natural toned, brick, granite and grey clapboard.
5. The entry ways into each building are clearly delineated with welcoming porch elements.
6. Each unit will have its own deck space which also works to help break down the building massing and add interest.
7. Parking is located under each building structure allowing more open green space . The facades of the parking garage are fenestrated with window openings which are similar to a living space yielding a more inviting look to the exterior .

Planning and Urban Development Department Planning Division



Subject: Design Review – 605 Stevens Avenue Master Plan
Written by: Caitlin Cameron, Urban Designer
Date of Review: Thursday, June 9, 2016

The proposed master plan for multi-family residential buildings is only reviewed according to the Master Plan criteria. In future Site Plan design reviews, the projects will be subject to the R-5 and Multi-family design guidelines.

In the Master Plan level review, the design considerations include cohesiveness within the proposed development as well as compatibility with the context. In this case, the immediate context is the Motherhouse and campus property on which future developments will be situated. Though the design and placement of buildings should be sensitive to neighboring residential and park contexts, the multi-family building typology and the relationship to the Motherhouse are the primary considerations in evaluating the proposed design characteristics.

Building Footprints

The applicant was asked to consider whether there are strategies for reducing the impact of the buildings facing Baxter Woods. Suggested strategies included reducing the building footprints, varying building heights, turning buildings 90 degrees so that the shorter end faces the park. The applicant responded with a memorandum "Urban Design – Massing Relationship to Baxter Woods" (Exhibit B) describing the building footprints and the rationale for their placement. Staff has no further comment at this time and defers to the Planning Board on the evaluation of the impact of the master plan development on Baxter Woods. In each future Site Plan application, the applicant is expected to re-evaluate the scale, placement, orientation, and footprint of the buildings in consideration of impact on Baxter Woods and will mitigate that impact whenever feasible.

Architectural Design

The applicant has included architectural plans, elevations, and renderings (Exhibit B), as well as an Architectural Characteristics Summary (Exhibit B.1) as guiding documents for future development proposals with the expectation of creating cohesive design throughout the campus as well as defining how new development shall be compatible with the existing context. Staff considers all these documents together and recommends the Planning Board approve the Master Plan Development application with the expectation that these are guiding documents only, but should be considered applicable design guidelines for any future Site Plan application on this site.

The Architectural Characteristics Summary (Exhibit B.1) describes which characteristics found in the drawing set will apply to all future architectural proposals. The staff reviewers are generally in favor of the revisions made to the architectural character proposed for the site and support the guidelines proposed – brief staff comment on each guideline is provided below:

1. Building Footprints – Future development shall generally follow the MDP approved footprints. The proposed footprints – an L-type and a bar-type – successfully mitigate the scale of the buildings through the use of varied forms and change of building plane. The buildings are also placed interior to the lot and are therefore less visible from public rights-of-way and neighboring properties, buffered by space and trees.
2. Roof Lines – Flat roof forms are prescribed; the change to flat roofs is consistent with the building typology proposed and moves the architecture in a direction that is responsive to the Motherhouse context which has a hipped roof with gabled dormers.
3. Motherhouse Context – Characteristics taken from the Motherhouse be applied to new development include: granite base; reference to the Motherhouse roofline through material changes and floor delineation; brick elements using brick of similar color and pattern as the Motherhouse.
4. Material Palette – The material selection and color palette should be guided by the material indications on the elevations and renderings and as described in the narrative as having natural tone, brick, granite, and grey clapboard. The more subtle grey material palette with brick vertical elements is supported – the use of as few materials as possible is recommended.
5. Building Entry – Clearly delineated entries with porch elements shall be a common feature.
6. Massing - The scale of each building is proposed to be mitigated through the use of varied forms and change of building plane, deck spaces, and façade composition (see renderings for material placement and massing).
7. Parking – Structured parking is proposed to be designed to have similar character to the residential building above.

Conditions of Approval

Staff recommends the following design conditions of approval:

- That the documents included in Exhibit B – architectural plans, elevations, and renderings, as well as an Architectural Characteristics Summary (Exhibit B.1) – are considered together to be adopted guiding documents that will be applicable design guidelines for future development proposals on this site.
- That an additional guideline 8. be added to *Exhibit B.1 Architectural Characteristics Summary* as follows: 8. Window types will be consistent with vertical proportion throughout all buildings.

Additional Design Considerations (Site Plan)

The following guidelines will be taken into consideration for the architecture and design of future Site Plan development applications:

- Flat or hipped roof line referential of the Motherhouse would be acceptable provided the proportion and slope of the roof is comparable and compatible as well as consistent throughout all the buildings.
- In the new buildings, maintain the proportional relationship of “roof” to façade found in the Motherhouse. The four-story building design in the MDP guiding documents does not reflect these proportions.
- Use as few material types as possible.
- The building nearest the Motherhouse should be designed with the most sensitivity to the context of the historic structure.



Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: October 20th, 2017

Re: **October 24th 2017 Planning Board Workshop**
Level III Site Plan and Subdivision
21 unit multi family development as “Building 1” of the Sea Coast at Baxter Woods
Planned Senior Community
583-605 Stevens Avenue
Sea Coast at Baxter Woods Associates, LLC , Applicant

Meeting Date: October 24th, 2017

I. INTRODUCTION

Licht Environmental Design, LLC has submitted a Level III Site Plan and Subdivision application for the construction of a four story 21-unit residential building as the second phase of the Master Plan Development approved in 2016. The site is currently part of the grounds of the Motherhouse and within a 9 acre lot #4 zoned R5 and R5A. The 2015 Zoning amendment (to R5A) and the 2016 Master Plan anticipated that Lot #4 would be developed for a total of 5 new buildings, totaling up to 161 units.

The proposed building would have a footprint of 11,743 square feet, with three stories of residential development (21 two-bedroom units) over a parking garage containing 28 parking spaces (14 additional parking spaces are proposed nearby). Access is primarily from the recently created Walton Street driveway, and from minor drives in Steven Avenue.

The proposed units will be market -rate. The principle of applying the 66 affordable housing units in the Motherhouse (now under construction) to address the Workforce Housing requirement was agreed in principle during the MDP review. The, Housing Program Manager has confirmed that the applicant is creating affordable housing beyond the provisions of Division 30, Section 14-487 ([Attachment 6](#)).



This Workshop was noticed to 122 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on October 16th and 17th, 2017. A Neighborhood Meeting is required and was held on Thursday October 12th, 2017.

Applicant: Sea Coast at Baxter Woods Associates, LLC
Consultants: Licht Environmental Design, LLC (Rick Licht)
Stantec (Steve Bushey)
Archetype (David Lloyd, Architects)
Carroll Associates (Pat Carroll)

Required reviews:

Applicant's Proposal	Applicable Standards
New structure of 21 dwelling units	Subdivision Review
Multifamily building of 3591 square feet	Level III Site Plan Review

Waiver Requests:

Waiver Request	Applicable Standards
That the parking aisle located to the east side of the building (accessing 6 parking spaces) be reduced to 22 feet to minimize the pavement area and encroachment on the adjacent athletic fields.	The Technical Manual Section 1.14 and figure 1.27 require a 24 foot wide parking aisle. The Traffic engineering reviewer has requested further information in order to evaluate the waiver request (<u>Attachment 2</u>)

II. PROJECT DATA

SUBJECT	DATA
Existing Zoning	R5 and R5A
Existing Use	Grounds of Motherhouse
Proposed Use	residential
Parcel Size	Lot: 9 acres Site of this building: approx. 1.5 acres
Impervious Surface Area	
--Existing	5,204 sq ft
--Proposed	20,865 sq ft
--Net Change	15,661 sq ft
Total Disturbed Area	59,600 sq ft
Building Footprint	
--Existing	0
--Proposed	11,743 sq ft
--Net Change	11,743 sq ft
Building Floor Area	
--Existing	0
--Proposed	45,013 sq ft
Residential	
- Existing # units	0
- Proposed # units	21 two bed units
Parking Spaces	28 in garage on lowest floor; 14 outside
Bicycle parking Spaces	9
Estimated Cost of the Project	\$7,000,000

III. EXISTING CONDITIONS

Site History

The site was the location for a convent in the late 19th century for the Sisters of Mercy in Portland and originally included a church. Other uses were introduced over the years:

- A girl's school in 1881 (later expanded into what is known as Catherine McAuley High School in 1971); the expansion of the playing fields at the back were added in the last 10 years;



- St Catherine's Hall in 1888 as St Joseph's Home for Aged Women, which later became St Joseph's college from 1917 to 1954 (now 18 apartments for Sisters of Mercy and will continue for foreseeable future);
- Motherhouse, completed in parts between 1909 and 1921, which was the home of up to 300 nuns but was closed about 10 years ago.

The applicant applied for the building to be included on the national register of historic landmarks and it was so designated in March 2017. It has not yet been added to the local list of landmarks.

Site conditions

The site of the proposed new building is immediately adjacent to the Motherhouse, currently being refurbished for 88 small apartments. It is largely grassed with some smaller trees near Stevens Avenue and the remains of a former "allee" made up of mature trees crossing the site at the rear. The site includes historic fencing just behind the Stevens Avenue sidewalk and the remains of historic/religious items associated with the original use.

Baxter Woods is to the south of the site and an assessment and improvement program in association with the developers is already underway. To the west of the site is Stevens Avenue with Evergreen Cemetery across the street, and to the east is the remainder of Lot #4 (currently athletic fields).



IV. BACKGROUND

The proposed new building is the second phase of a 5 phase project that was subject to rezoning (to part R5A) in 2015 and to Master Development Plan review and approval in 2016 (Attachment 7).

(see further discussion of the zoning background below)

MDP approved Phasing Plan



The Master Development Plan included several conditions that apply to this site plan, and these are discussed in detail below.

The Table below outlines the previous reviews and approvals:

<u>Subject of application</u>	<u>Application Date</u>	<u>PB Workshop(s)</u>	<u>PB Hearing approval</u>	<u>City Council approval</u>
Rezone 13.5 acres to R5A senior housing/congregate care	April 2015	April 2015	May 2015	
Rezone 7.5 acres to R5A senior housing/congregate care				July 6, 2015 (amended PB recommendation)
Amendment to R5A Text	April 2015	April 2015	May 2015	June 15, 2015
Convert Motherhouse (part in R5A) to 88 senior units, incl. 66 units of affordable housing (Ph 1)	June 2015	July 2015	August 2015	N/A
Subdivision of the entire approx. 20 acre site into 4 lots	June 2015	July 2015	August 2015	N/A
Master Development Plan for Lots 3 & 4 (Motherhouse and land to south and east of Motherhouse (total of 13.5 acres)	February 2016	March 22, 2016	June 14, 2016	N/A

Subdivision into 4 lots

The Planning Board approved (August 2015) the creation of an overall Subdivision to define the following 4 lots within the overall site:

- Lot 1: St Catherines Hall (2.36 acres)
- Lot 2: Catherine McAuley High School (3.18 acres)
- Lot 3: Motherhouse (4.39 acres)
- Lot 4: Open area and fields (9.05 acres)

The Master Development Plan applies to Lot 3 (Motherhouse building) and Lot 4 (land to south and east of motherhouse building, for senior housing) as Lots 1 and 2 are anticipated to remain as existing for the period of the Master Development Plan.

The plan at right shows the R5A zoning in yellow dots, Lot #3 in red outline, and Lot#4 is the southern part of the purple outlined area.



Motherhouse building

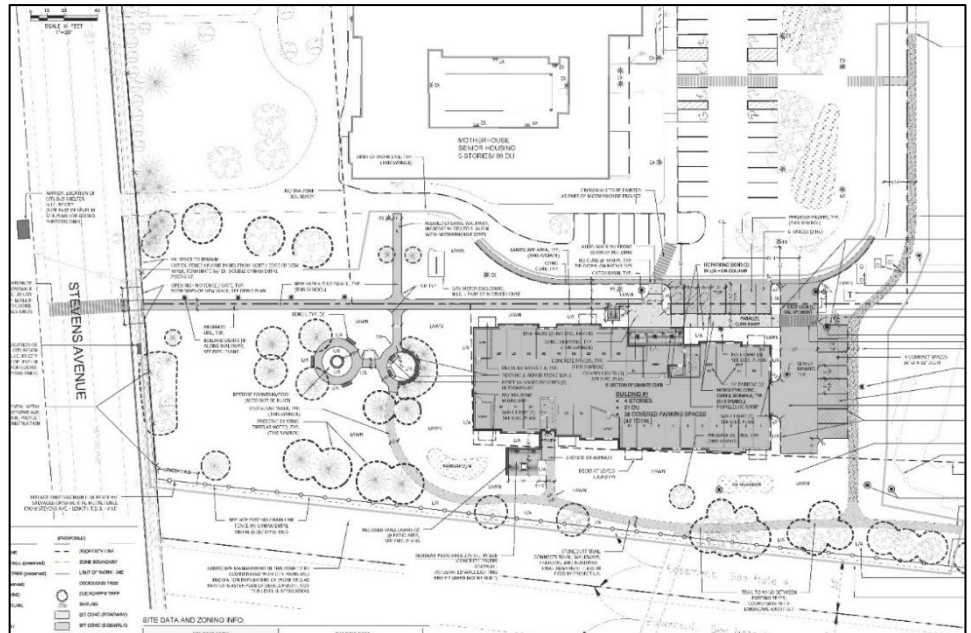
The applicant received Planning Board approval to the Phase 1 project to rehabilitate the main Motherhouse building for 66 affordable housing units and 22 market rate units - with a mix of 68 studio and 20 single bedroom apartments. This project is nearing completion.

The project included:

- Redesign of the existing high school parking lot to better organize access and parking
- Creation of a rear main ADA entrance and associated drop-off and parking areas, which would also serve future phases;
- New walkways to create an interconnected walkway system;
- Stormwater measures and Landscaping;
- Contributions to an assessment and improvement program for Baxter Woods.

V. PROPOSED DEVELOPMENT

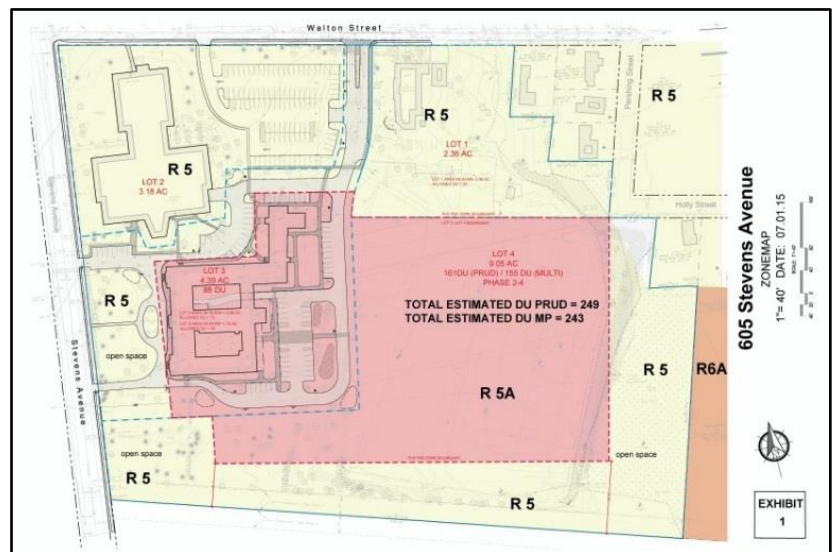
The proposals are described in detail in [Attachment B](#) and illustrated in the Plan Set. The proposed Site Plan is extracted right.



VI. STAFF REVIEW

A. ZONING ASSESSMENT

The zoning assessment is framed by the City Council decision in 2015 that amended the Planning Board recommendation. The Planning Board had recommended that all of Lots 3 and 4 to be rezoned to R5A. In response to public comments, the City Council approved a smaller final boundary of the R5A zone (shown right) which allows for a maximum of 249 dwellings on the Lot 3 (Motherhouse) and Lot 4 (land to south and east of Motherhouse) of the site. This number of dwellings was based on the entire land area of both zones with pro-rata densities. The zone boundaries are not the same as the property or lot boundaries.



The applicant has submitted a zoning analysis that includes the calculations that informed the zoning boundaries ([Attachment F](#)). While the R5 PRUD requirements were used in the calculations, the Master Development Plan did not specify that the project would be considered a PRUD and it is essentially multifamily. However, the key dimensional requirements are the same for the PRUD and multifamily uses, and the proposed new building meets the dimensional requirements as applied to the R5 and R5A zones.

B. SUBDIVISION STANDARDS

14-496. Subdivision Plat Requirements and 14-497. General Requirements (a) Review Criteria

The proposed development generally meets all of the Subdivision review criteria.

C. SITE PLAN STANDARDS including MDP CONDITIONS THAT APPLY

The site plan standards and Master Development Plan requirements have generally been addressed except for the following:

1. Transportation Standards

Traffic - Access, Circulation, Loading and Servicing

The proposals are generally acceptable but the final plans need to address the following comments from the Traffic Engineer reviewer (Attachment 2):

- *Dimensions for the parking area located in the building should be provided on the plan.*
- *The parking aisle/roadway width (22 feet) does not meet City standards (24 feet). The applicant has requested a waiver. The applicant should provide specific documentation/details regarding a 2-foot expansion in width.*
- *The construction management plan shall meet the new City Template for details. I would note that the applicant has noted that all construction trucks will be routed to the site via Stevens Avenue. The applicant shall confirm that the driveway width/gate opening can accommodate all large trucks for the project. I would also note that sight distance exiting the site onto Stevens Avenue is poor and the plan should address this issue.*
- *A traffic analysis has been provided and I concur that low traffic volumes will be generated for the proposed building. I do not expect significant traffic impacts from this project.*
- *The MDP Condition of Approval requires a Traffic Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I support this postponement given the low trip generation estimate prepared by the applicant.*
- *The MDP Condition of Approval requires a Parking Monitoring Study prior to submission of site plan applications for each phase after the Motherhouse. Given that the Motherhouse is under construction, this condition is not possible. The applicant has requested that the monitoring study be postponed until a future time when the site is occupied. I would note that this phase of the project is providing two parking spaces per residential unit and thus the supply would be expected to adequately serve demand. The monitoring study is intended to quantify if less than two parking spaces per residential unit is appropriate. I support this postponement.*
- *The MDP Condition of Approval requires the installation of a crosswalk and associated improvements at the Stevens Avenue/Walton Street intersection. The applicant is required to implement these improvements prior to occupancy of the proposed building.*
- *The MDP Condition of Approval requires parking regulation changes on Stevens Avenue at the Motherhouse egress driveway. The applicant shall provide specific details on this and implementation schedule.*

Public Transit Access/Shelters

The Motherhouse and this phase are both required under the ordinance to provide a transit shelter. As noted in the following comments from the Transportation Program Manager (Attachment 3), the applicant is responsible for the provision and cost of this shelter. During discussions staff had acknowledged that a standard METRO shelter may not be appropriate immediately in front of the Motherhouse and a variation (?bench) had been suggested; further discussions are suggested to find the most appropriate way for the project to meet the ordinance standard.

- *Sheet C-4 Site Plan. The applicant's site plan shows "by others" for a bench to be placed within the sidewalk in lieu of a required bus shelter. In Exhibit 15, the applicant suggests that its current transit facility requirement is being met by the placement and purchase of a shelter by a City-METRO project along the Evergreen Cemetery frontage. The contribution of \$15,800 as part of the Motherhouse MDP and site plan review was for pedestrian accessibility, curb ramp, sidewalk and crosswalk construction. Contrary to what the applicant states in Exhibit 15, city staff feels the applicant still has a current requirement to meet bus stop/shelter-related amenity requirements along/within its frontage to serve its residents and the general public as part of the project undergoing current review. (Attachment 3)*

2. **Environmental Quality /standards**

Landscape Preservation / Site Landscaping and Screening/Street Trees

The tree preservation proposals were reviewed in depth during the review of the MDP and the City Arborist has not had an opportunity to review the current submittal.

As part of the MDP review the applicant entered into an agreement to work with the City to ensure Baxter Woods remained the natural open space it was intended to be - the MDP approval letter documents the agreement (Attachment 7). The first part of that work involves an assessment of Baxter Woods which started recently but has not been completed.

The trail link between the site and Baxter Woods (near the proposed building) was shown in the MDP approved phasing to be part of this phase. It has not been shown on the plans and there is a question as to the timing of its implementation in relation to the Baxter Woods assessment work. It would not be desirable to open this link until after construction is complete and the timing needs further consideration. It is suggested that the gate for this link be installed as part of the current phase, as the fence along here is proposed to be replaced.

Water quality, Stormwater Management and Erosion

The applicant has not yet submitted a Stormwater Management Plan and this will need to be submitted as part of the final submission. The Peer Engineer reviewer has noted that the parking garage under the building needs to have an oil/water separator or be connected to the rain garden treatment area (Attachment 4).

3. **Public Infrastructure and Community Safety Standards**

Public Safety

The project generally meets CPTED objectives, except that there are areas without lighting along the main path connecting the Stevens Avenue sidewalk with the front door of the new building. Additional bollard lighting along this path appears to be needed.

Fire Prevention

The Fire Department has outlined a number of requirements for the construction phase (Attachment 5) and the final Construction Management Plan will need to address these concerns.

4. **Site Design Standards**

Historic Resources: The proposals do not require an advisory review by the City's Historic Program Manager as they are not within 100 feet of Evergreen Cemetery and the Motherhouse is not locally listed as a landmark. The applicant has advised that the State Historic Preservation Office will be reviewing the proposals.

Exterior Lighting

The applicant has submitted lighting cuts and a Photometric plan (Plan P15). As noted above in relation to CPTED issues, the proposed bollard lighting of the main pathway between Stevens Avenue and the front door of the new building does not provide consistent lighting and needs further consideration.

D. DESIGN STANDARDS

The applicant has submitted the elevations, floor plans and two renderings (see Plan Set).

The approved Master Development Plan (Attachment 7, conditions ix and xi) required future development to meet design standards that were termed an *Architectural Characteristics Summary* that outlined the objectives for the five new buildings to be developed on Lot #4.

The City's Urban Designer has provided comments in Attachment 1 which include the following comments (**red font** indicates areas where further consideration is needed):



Architectural Design

The *Architectural Characteristics Summary* (Exhibit B.1) describes those characteristics that should apply to all future architectural proposals.

1. Building Footprints – The scale, placement, orientation, and footprint of the building is consistent with the approved Master Development Plan. The proposed footprint successfully mitigates the scale of the building through the use of varied forms and change of building plane. The building is also placed interior to the lot and are therefore less visible from public rights-of-way and neighboring properties, buffered by space and trees. Consideration was given to the impact on Baxter Woods and the Motherhouse.
2. Roof Lines – Flat roof forms are prescribed.
3. Motherhouse Context – Characteristics taken from the Motherhouse to be applied to new development include: granite base; reference to the Motherhouse roofline through material changes and floor delineation; regular pattern of vertical proportioned windows, and brick elements using brick of similar color and pattern as the Motherhouse.
4. Material Palette – The material selection and color palette is consistent with the approved MDP.
5. Building Entry – The entry is emphasized by a one-story porch, large windows, and special material placement. **Staff suggest that the profile of the porch could get taller to make the entrance taller and more visible. The building behind the entrance might also be taller and use a different material to further emphasize the entrance (see sketch for clarification).**

6. Massing - The scale of the building is mitigated through the use of varied forms and change of building plane, deck spaces, and façade composition.
7. Parking – Structured parking is proposed to be designed to have similar character to the residential building above.
8. Window types will be consistent with vertical proportion throughout all buildings – the proposal meets this guideline. There are approximately three window types, all with vertical proportions and used consistently.

Additional Design Considerations:

The following guidelines will be taken into consideration for the architecture and design of future Site Plan development applications:

- Flat or hipped roof line referential of the Motherhouse would be acceptable provided the proportion and slope of the roof is comparable and compatible as well as consistent throughout all the buildings. - The project uses a material change on the fourth floor to create a visual effect similar to the hipped roof of the Motherhouse to meet this guideline. See comment below regarding proportions. Staff feel that this faux roof line is successful and consistent with the MDP guidelines. *However, the line is interrupted quite frequently – attached sketch suggests revisions that simplifies the roofline and brings emphasis to the entry.*
- In the new buildings, maintain the proportional relationship of “roof” to façade found in the Motherhouse. - *The four-story building design does not reflect these proportions. Please revise base and fourth floor lines as suggested in the attached sketch to improve the overall building proportions as well as bring the building in closer proportion to the Motherhouse design. The base “water table” line should also be carried consistently around the building and possibly be lowered to improve the overall building proportions.*
- Use as few material types as possible. – The proposal meets this guideline by limiting the materials to brick, stone base, and tile on the fourth floor. *Staff suggests that the central section of the building might include an additional material to bring emphasis to the entry.*
- The building nearest the Motherhouse should be designed with the most sensitivity to the context of the historic structure. – the comments above reflect how the design might be revised in relationship to the Motherhouse context. Overall, the new buildings are set back from the street in deference to what should be the focal point of the property – the historic Motherhouse building. The new building is set back from the street and its design is subsidiary and defers to the Motherhouse. The proportions, materials, fenestration pattern, and roofline are the most critical elements for compatibility with the Motherhouse building.

(i) Multiple-Family Design Standards (City of Portland Design Manual)

(1)a.1. Building Design: The project is the first of a series of multi-family buildings to be built on this site. The Master Development Plan seeks a cohesive and consistent design treatment of these buildings and emphasizes the Motherhouse as the context for these new buildings – those guidelines are covered above. This standard also calls for, “the design of exterior facades [to] provide positive visual interest by incorporating appropriate architectural elements;” On that subject, staff had the following comments and suggestion (see also attached sketches):

- roof line – *simplify the roofline and use variation of height to emphasize the entry.* Changes in the height should have a rationale and not read as applique or thin veneer.

- materials – *consider introducing another material at the central part of the building at the entry for emphasis. Material placement should be adjusted for proportion – see comments above.*

- architectural detail/articulation

- Balcony thickness is out of character with the other trim details

- Consider switching the emphasis from the top cornice line to the top of the brick.

(1)a.2. Building Relationship to the Street: The project is set back quite a distance from the street in compliance with the approved Master Plan. In this unique instance, it is appropriate for the buildings to be set back from the street and placed in a way that is subsidiary to the Motherhouse building which, as a historic landmark, should be considered the focal point of the property from the street. The Motherhouse, too, as an institutional building, is set back quite a ways from the street. The new building also places its short end to the street and that façade is not very active – the Master Plan for this site is very inward-facing and the buildings' relationships to the Motherhouse is leading the design and planning decisions.

(1)a.3. Open Space: Met – Ample landscaped areas and open space provided.

(1)a.4. Light and Air: Met – Each unit has adequate windows.

(1)a.5. Screened Parking: Per design and site plan standards, the surface parking should be screened from Stevens Avenue and the adjacent properties.

(1)a.6. Lodging House Conversion: Not applicable

NEXT STEPS

The applicant will need to submit revised proposals and updated applications, plans, and documents to address the staff and Board comments and relevant ordinance/technical standard requirements.

ATTACHMENTS:

Attachments to Memorandum

1. Urban Designer comments
2. Traffic Engineering Review comments
3. Transportation Program Manager comments
4. Engineering Review comments
5. Fire Department comments
6. Housing Program Manager
7. MDP Approval letter

Public Comments (none received at time the Memo was finalized)

Applicant's Submittal

- A. Cover Letter and Application Site Plan
- B. Project narrative
- C. Right, title and Interest incl Condo Docs
- D. Maps
- E. Consistency with MDP
- F. Compliance with Zoning

- G. Easements and ROWs
- H. Waiver Requests
- I. Financial and Technical Ability
- J. Traffic analysis
- K. Soils & Geotechnical
- L. Construction Management Plan
- M. Utility Letters
- N. Lighting Cuts
- O. Stormwater Management and Erosion Control
- P. Metro

Plans

- P1. Cover Sheet
- P2. Approved Subdivision Plat showing lots
- P3. Draft Sectional Subdivision Plat for Building 1
- P4. Demolition and Tree Preservation Plan
- P5. Site Plan
- P6. Landscape Plan
- P7. Utility Plan
- P8. Grading, Drainage & EC plan
- P9. Utility Details
- P10. Site Details
- P11. Landscape Details
- P12. Stormwater Erosion control
- P13. Erosion Control Notes
- P14. Electrical Site Plan
- P15. Photometric Lighting Plan
- P16. Floor Plans
- P17. Elevations
- P18. Renderings

SEA COAST AT BAXTER WOODS

BUILDING - 1

583 Stevens Ave. | Portland, Maine

MAP / BLOCK / LOT
143-F012-001

Consultants:

Level III Site + Subdivision Plan

August 16, 2017

Owner / Applicant:

SEA COAST AT BAXTER WOODS
ASSOCIATES, LLC

20 BLUEBERRY LANE
FALMOUTH, ME 04105

PROJECT MANAGER:

LICHT ENVIRONMENTAL DESIGN, LLC
35 Fran Circle
Gray, ME 04039
(207) 749-4924

LANDSCAPE ARCHITECT:

CARROLL ASSOCIATES
217 Commercial St. Suite 200
Portland, ME 04101
(207) 772-1552

CIVIL ENGINEER:

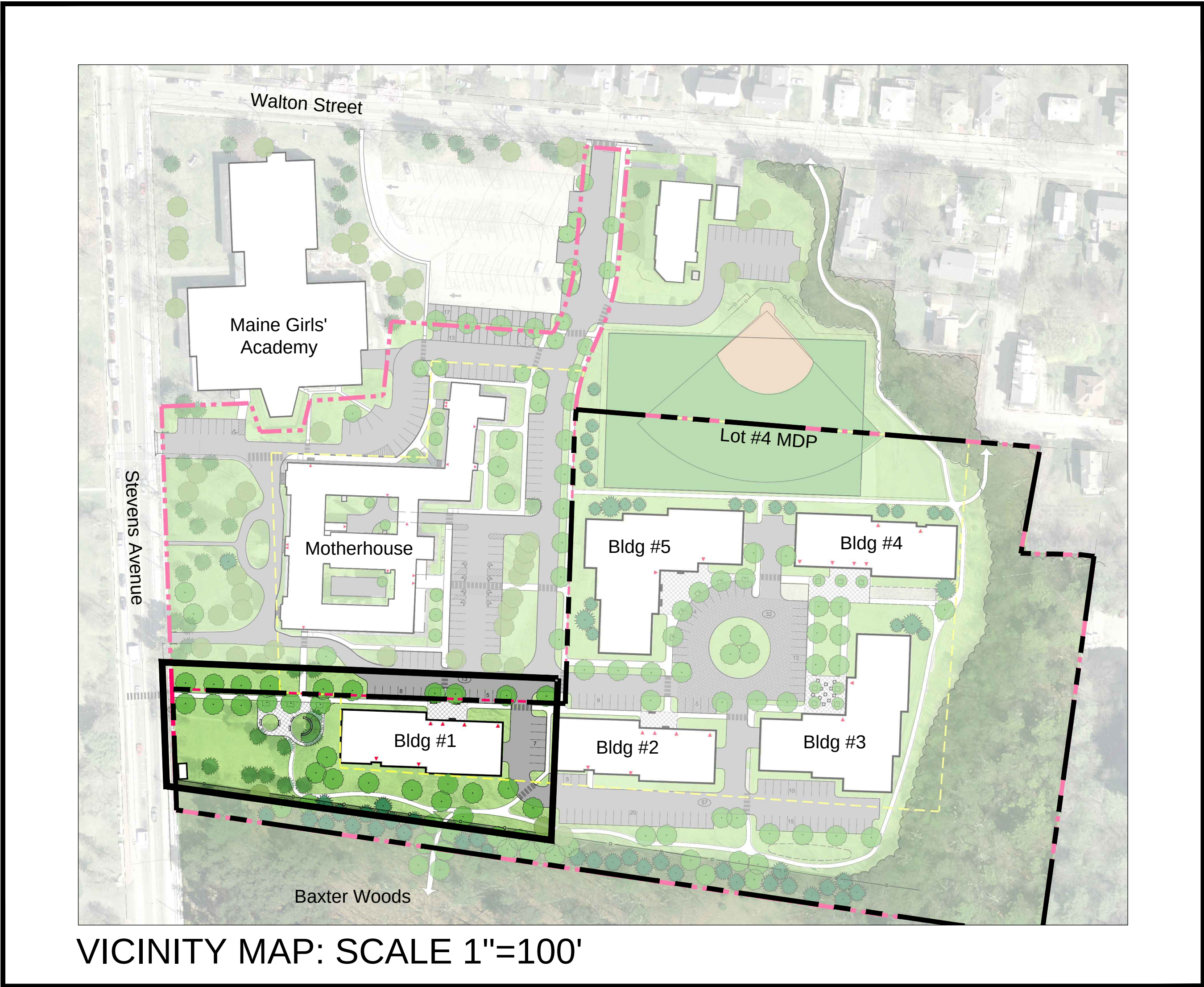
STANTEC
482 Payne Road Court
Scarborough, ME 04074-8929
(207) 887-3478

ARCHITECT:

ARCHETYPE ARCHITECTS
48 Union Wharf
Portland, ME 04101
(207) 772-6022

SURVEYOR:

TITCOMB ASSOCIATES
133 Gray Road
Falmouth, ME 04105
(207) 797-9199



Index of Drawings:

G-1	TITLE / COVER SHEET
C-1.0	APPROVED SUBDIVISION PLAT
C-2.0	SECOND AMENDED SUBDIVISION + BUILDING-1 SECTIONAL PLAT
C-3.0	DEMOLITION AND TREE PRESERVATION PLAN
C-4.0	SITE PLAN
C-5.0	UTILITY PLAN
C-6.0	GRADING, DRAINAGE, AND EROSION CONTROL PLAN
C-7.0	UTILITY DETAILS
C-7.1	SITE DETAILS
C-7.2	SITE, STORMWATER & EROSION CONTROL DETAILS
C-8.0	EROSION CONTROL NOTES
L-1.0	LANDSCAPE PLAN
L-2.0	LANDSCAPE DETAILS
E-1.0	ELECTRICAL SITE PLAN
E-2.0	SITE LIGHTING CALCULATION PLAN
A1.1	FIRST FLOOR PLAN
A1.2	SECOND FLOOR PLAN
A2.1	ELEVATIONS
A2.2	ELEVATIONS

605 Stevens Avenue, Portland - Residential Density Computations Lots 3 & 4									
PRUD & MULTIPLEX/MULTIFAMILY ANALYSIS									
Overall Subdiv. Parcel ID	Gross Acreage (Ac.)	RSA ESTIMATED NRA DEDUCTS per § 14-47 as AMENDED		LOT 3 - MOTHERHOUSE-MULTIFAMILY/ MULTIPLEX		LOT 4-FIELDS MULTIFAMILY/ MULTIPLEX		LOT 4 - FIELDS PRUD	
Lot 1 St. Catherine Lot 2 McAuley HS Lot 3 Motherhouse Lot 4 Fields/Stevens Ave. Total Acreage	2.36 3.18 4.39 9.05 18.98	Gross Area (ac.)		4.39		9.05		9.05	
		(s.f.)		191,066		394,110		394,110	
		Zone		R5	R5A	R5	R5A	R5	R5A
		Proposed Area in Ea. Zone (Ac.)		1.73	2.66	4.20	4.85	4.20	4.85
		Deducts:							
		A. Exist. watercourses		0	0	0	0	0	0
		B. Wetlands & Slopes		0	0	0	0.25	1.66	0.25
		Deducts Total:		0	0	0	0.25	1.66	0.25
		NET LAND AREA (Gross Ac.- Deducts) (Ac.)		1.73	2.66	4.20	4.60	2.54	4.60
MULTIPLEX UNITS PERMITTED				16	72	30	125	36	125
TOTAL				88		155		161	
TOTAL LOT 3 + 4 PRUD				249					
TOTAL LOT 3 + 4 MULTI				243					
Notes:									
1. Under Multiplex Analysis: R5 density is 1 unit per 4,500 sf Gross ac. with 250 ft frontage (Lot 3) and 1 unit per 6,000 sf Gross ac. with < 250 ft. frontage (Lot 4) per (§ 14.117(a))									
2. Under Multifamily Analysis: R5A density is 1 unit per 1600 sf NET ac. based on Amended § 14-47 Net Land Area def. of 06-15-15									
3. Under PRUD Analysis: R5 density is 1 unit per 3000/sf NET ac and R5A is 1 unit per 1600 sf NET ac.									
4. No affordable housing multiplex density bonuses per §14-488 applied to Motherhouse Lot 3									

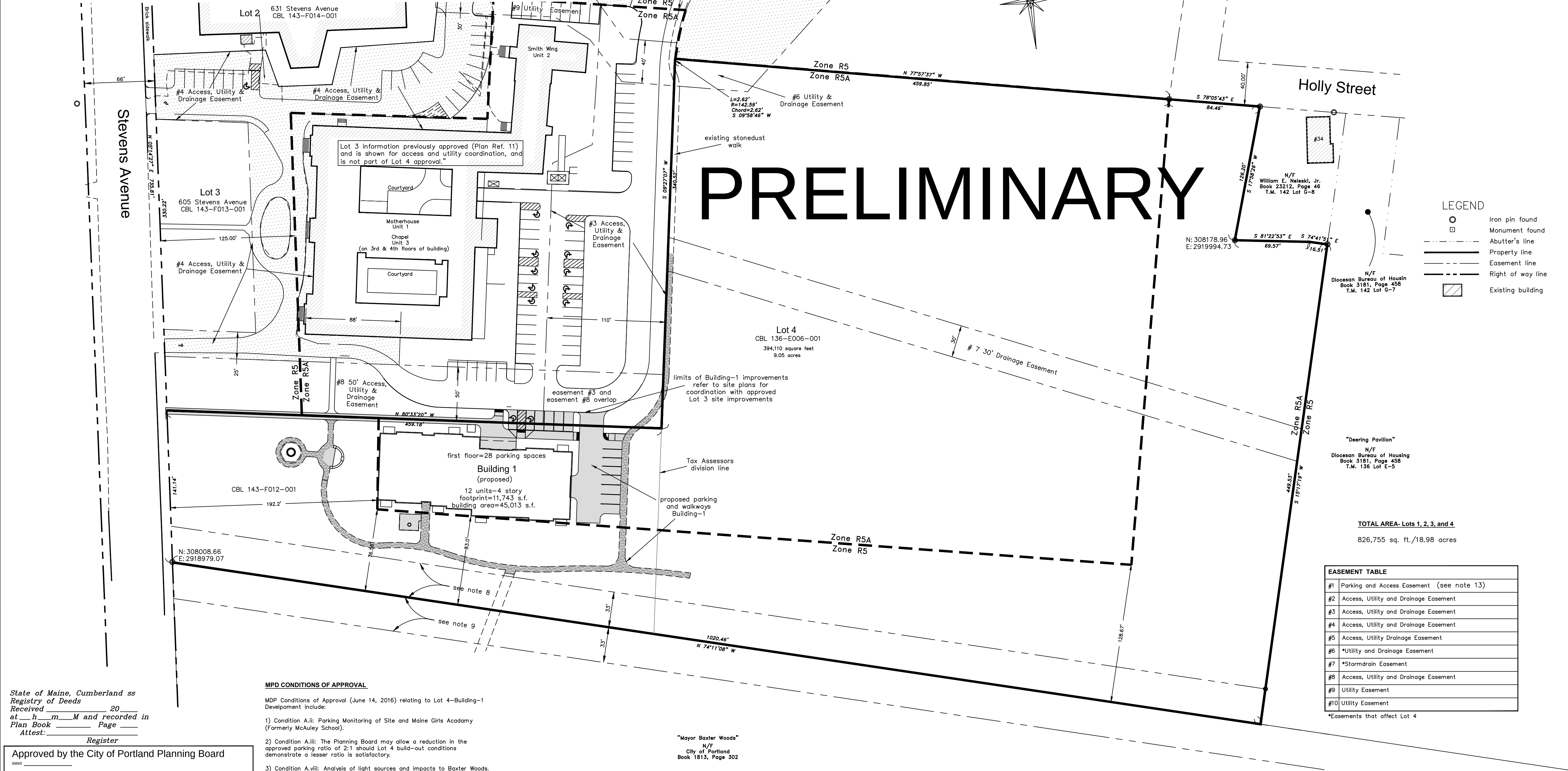
Notes:

1. Under Multiplex Analysis: R5 density is 1 unit per 4,500 sf Gross ac. with 250 ft frontage (Lot 3) and 1 unit per 6,000 sf Gross ac. with < 250 ft. frontage (Lot 4) per (§ 14.117(a))

2. Under Multifamily Analysis: R5A density is 1 unit per 1600 sf NET ac. based on Amended § 14-47 Net Land Area def. of 06-15-15

3. Under PRUD Analysis: R5 density is 1 unit per 3000/sf NET ac and R5A is 1 unit per 1600 sf NET ac.

4. No affordable housing multiplex density bonuses per §14-488 applied to Motherhouse Lot 3



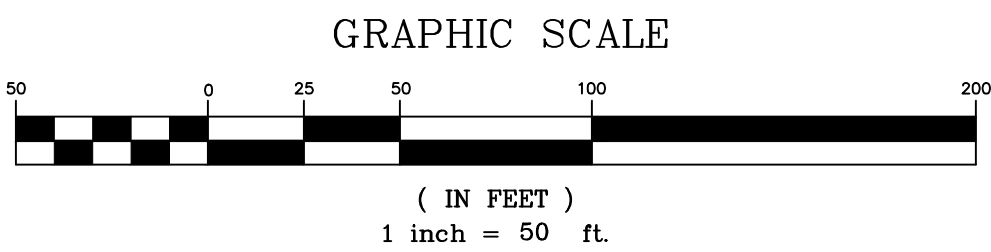
State of Maine, Cumberland ss
Registry of Deeds
Received _____ 20____
at _____ m _____ M and recorded in
Plan Book _____ Page _____
Attest: _____
Register
Approved by the City of Portland Planning Board
date _____

MPD CONDITIONS OF APPROVAL

MPD Conditions of Approval (June 14, 2016) relating to Lot 4—Building—1 Development include:

- Condition A.ii: Parking Monitoring of Site and Maine Girls Academy (Formerly McAuley School).
- Condition A.iii: The Planning Board may allow a reduction in the approved parking ratio of 2:1 should Lot 4 build-out conditions demonstrate a lesser ratio is satisfactory.
- Condition A.viii: Analysis of light sources and impacts to Baxter Woods.
- Condition A.ix: Architectural Characteristics Summary shall be reviewed for consistency with the Designer's Design Review memo dated June 9, 2016 and comments related to the window design.
- Condition A.x: Provide a summary of all easements and covenants, etc. relating to the subdivision.
- Condition A.xi: Incorporate comments of the Urban Designer dated June 9, 2016 into the building design.
- Condition A.xii: Provide an analysis of how each building site plan relates to the overall MDP utility and stormwater management plan.

"Mayor Baxter Woods"
N/F
City of Portland
Book 1813, Page 302



CERTIFICATION

This survey conforms to the current standards of practice set forth by the Maine State Board of Licensure for Land Surveyors.

Rex J. Croteau, P.L.S. #2273

SITE DATA TABLE-LOT 4

STANDARD	REQUIRED		PROVIDED
	R5	R5A	
MIN. LOT AREA (PRUD)	2 AC	2 AC	9.05 AC
MIN. FRONTAGE (FT)	50	50	141.14
MIN. YD. DIMENSIONS (FT.)			
A. FRONT YD.	20	25	191+/-
B. REAR YD.	20	25	668+/-
C. SIDE YD. (>2.5 STORIES)	14	16	78+/-
MIN. SETBACK TO EXTERNAL SUBDIV. BOUNDARY (FT.)	35	35	78+/-
MAX. LOT COVERAGE	40%	30%	2.98%
MIN. LOT WIDTH (FT.)	90	60	162+/-
MAX. STRUCTURE HEIGHT (FT.)	35	55	43'-3" (R5A ZONE)
MIN. OPEN SPACE (SF/DU)(1)	300 (PRUD) (2.)	200 (PRUD)	7 AC+/-
	6,300	4,200	305,000+/-

NET AREA PER DWELLING UNIT

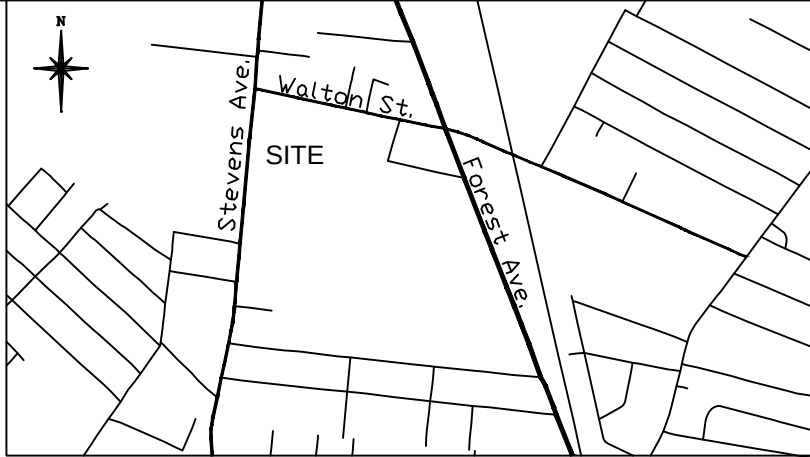
MIN LOT AREA/DU (2, 3, 4) (SF) N/A 33,600 200,376 (NET-R5A ZONE)

NOTES:

- OPEN SPACE PROVIDED - EXISTING ATHLETIC FIELDS AND LOT 4 LAWN/GARDEN AREAS
- R5 LOT AREA/DU - USE 6000 SF GROSS AC WITH LESS THAN 250 FT. FRONTAGE. NO UNITS LOCATED IN R5 DISTRICT - NOT APPLICABLE.
- R5A LOT AREA/DU = 1600 SF OF NET LAND AREA (PRUD)
- REFER TO NRD TABLE ON SUBDIVISION PLAT FOR COMPUTATION OF DENSITY AND NET AREA.

LOCUS PLAN

NOT TO SCALE



NOTES

- Book and Page references are to the Cumberland County Registry of Deeds.
- Bearings are referenced to Grid North. See Plan Reference 1.
- This plan has been prepared and approved in accordance with the City of Portland Land Use Code, Article IV Subdivisions as a four (4)-lot subdivision. Development of Lots 1-4 shall be subject to Site Plan Review and approval by the Planning Board pursuant to Article V Site Plan Review standards. A sectional recording plat for individual or master planned development shall be prepared and approved for individual lot or section development in accordance with Article IV, § 14-495(h) requirements prior to construction on any lots.
- Notwithstanding any deed rights granted to the City of Portland development shall occur within the 33-foot right of way easement located on the southerly property line (the Baxter Easement). Said easement shall forever remain natural, however allowing for tree and vegetation maintenance by a licensed arborist, creation and maintenance of trails for use by the public or other activities consistent with permitted uses within the adjacent Mayor Baxter Woods property.
- This four lot subdivision approval was granted by the City of Portland Planning Board 8/11/15.
- The easements are referenced and described by the corresponding number in the 605 Stevens Avenue, Declaration of Covenants and Easements to be recorded in the in Book 33698, Page 187.
- Lots 3 and 4 are referenced to a City of Portland Master Development Plan approval dated 06-14-16 in conformance with City Code Section 14-524(a)(3c).
- Lot 4 is subject to a right of way 33 feet wide as shown, reserved in deed of James P. Baxter to the Roman Catholic Bishop of Portland dated March 10, 1908 and recorded in Book 821, Page 59.
- Lot 4 benefits from a right of way 33 feet wide adjoining the southerly sideline as shown, described in deed of James P. Baxter to the Roman Catholic Bishop of Portland dated March 10, 1908 and recorded in Book 821, Page 59.
- No record evidence of an easement for utility poles on the property was found.
- Reference is made to the rights, covenants and easements set forth in the Stormwater Drainage System Maintenance Agreement from Sea Coast at Baxter Woods Associates, LLC to the City of Portland, dated December 23, 2016 and recorded in the Cumberland County Registry of Deeds, Book 33752, Page 170 as modified by an Addendum to Stormwater Drainage System Maintenance Agreement, to be recorded. Not plottable.
- Reference is made to the covenants, conditions, restrictions, reservations, easements, liens for assessments, and other matters set forth in the Declaration of Condominium of 605 Stevens Avenue Condominium, recorded in Book 34016, Page 205.
- Reference is made to the rights, easements and covenants set forth in the Declaration of Condominium of 605 Stevens Avenue Condominium, recorded in Book 33698, Page 187. This Declaration provides for rights of access, drainage, utilities, landscaping and related activities between Lots 1, 2, 3 and 4. Refer to the Easement Table for specific easements.
- Building-1 provides 28 covered parking and 14 surface parking spaces for a total 42 parking spaces (including 4 accessible spaces) at a ratio of 2:1 approved with the June 14, 2016 Master Development Plan (MDP) approval.

PLAN REFERENCES

- Site Plan done by SYTDesign Consultants, December 2000 and May 2001, not recorded.
- Standard Boundary Survey of "Mayor Baxter Woods" by Public Works Department of the City of Portland, Maine, dated April 2001, not recorded.
- Plan of Land Attached to the Last Will and Testament of Annie E. Ewing by E.C. Jordan, dated April 25, 1892, recorded in Plan Book 10, Page 131.
- Plan of Topography in Portland, Maine for Mercy Hospital by E.C. Jordan, dated March 21, 1968, not recorded.
- Plan of Maple Grove, Portland, not signed, recorded October 20, 1868 in Plan Book 2, Page 52.
- Plan of Property made for St. Joseph's Convent and Hospital Corp. by H.I. & E.C. Jordan, dated June 28, 1977, not recorded.
- Standard Boundary Survey made for Amy Mulkerin by Titcomb Associates, dated July 14, 1987, not recorded.
- Standard Boundary Survey, Property of St. Joseph's Convent and Hospital, made for SYTDesign Consultants by Titcomb Associates, dated November 4, 2002.
- Plan of Property and Existing Conditions, Catherine McAuley High School & St. Joseph's Convent made for Land Use Consultants by Land Use Consultants dated September 26, 2006.
- Overall Subdivision Plan-605 Stevens Avenue made for Sea Coast at Baxter Woods Associates, LLC dated June 24, 2015 and revised through June 15, 2016 as recorded in Plan Book 216, Page 433 as modified by the First Amended Overall Subdivision Plan made for Sea Coast at Baxter Woods Associates, LLC dated April 10, 2017 as recorded in Plan Book 217, Page 151.
- Plan of Lot 3 Sectional Subdivision Plat Motherhouse-88 Units made for Motherhouse Associates LP by Titcomb Associates, dated June 24, 2015 recorded in the Cumberland County Registry of Deeds in Plan Book 216, Page 434 as modified by a plan entitled "First Amended Plan of Lot 3 Sectional Subdivision Plat Motherhouse-88 Units" made for Motherhouse Associates LP by Titcomb Associates dated April 10, 2017 as recorded in Plan Book 217, Page 152 recorded May 4, 2017.

THIS PLAN INCLUDES BY REFERENCE THE ACCOMPANYING UHII SITE AND SUBDIVISION PLAN SET ENTITLED "SEA COAST AT BAXTER WOODS-BUILDING 1, 583 STEVENS AVENUE, PORTLAND, MAINE DATED AUGUST 16, 2017, 19 SHEETS INCLUDED

SECOND AMENDED SUBDIVISION & BUILDING-1 SECTIONAL PLAT

Sea Coast at Baxter Woods Building-1

583 Stevens Avenue Portland, Maine

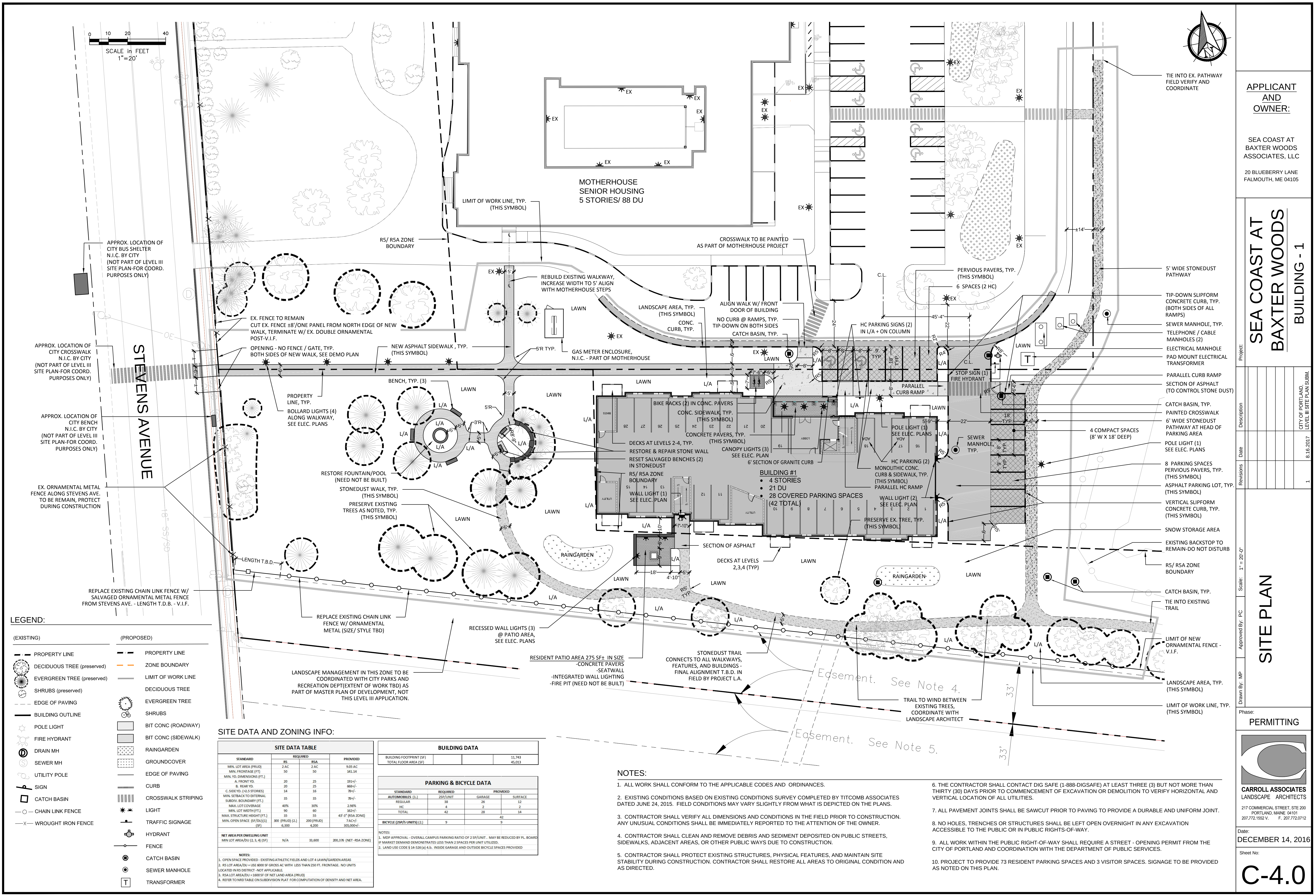
MADE FOR
Sea Coast at Baxter Woods Associates, LLC
20 Blueberry Lane Falmouth, Maine 04105

JOB# 202096.1 DATE: August 16, 2017 SCALE: 1" = 50'

BOOK# 525, 578

202096_Lot 4.dwg

FILE# 8538
Titcomb Associates
133 Gray Road, Falmouth, Maine 04105
(207)797-9199 www.titcombsurvey.com



LEGEND:

(EXISTING)

- PROPERTY LINE
- DECIDUOUS TREE (preserved)
- EVERGREEN TREE (preserved)
- SHRUBS (preserved)
- EDGE OF PAVING
- BUILDING OUTLINE
- POLE LIGHT
- FIRE HYDRANT
- DRAIN MH
- SEWER MH
- UTILITY POLE
- SIGN
- CATCH BASIN
- CHAIN LINK FENCE
- WROUGHT IRON FENCE

(PROPOSED)

- PROPERTY LINE
- ZONE BOUNDARY
- LIMIT OF WORK LINE
- DECIDUOUS TREE
- EVERGREEN TREE
- SHRUBS
- BIT CONC (ROADWAY)
- BIT CONC (SIDEWALK)
- RAINGARDEN
- GROUND COVER
- EDGE OF PAVING
- CURB
- CROSSWALK STRIPING
- LIGHT
- TRAFFIC SIGNAGE
- HYDRANT
- FENCE
- CATCH BASIN
- SEWER MANHOLE
- TRANSFORMER

SITE DATA AND ZONING INFO:

SITE DATA TABLE			
STANDARD	REQUIRED	PROVIDED	
MIN. LOT AREA (PRUD)	2 AC	2 AC	9,05 AC
MIN. FRONTAGE (FT)	50	50	343.14
MIN. TO. DIMENSIONS (FT.)			
A. FRONT YD.	20	25	351'-2"
B. REAR YD.	20	25	668'-2"
C. SIDE YD. (42.5 STORIES)	14	16	78'-2"
MIN. SETBACK TO EXTERNAL SUBDIV. BOUNDARY (FT.)	35	35	78'-2"
MAX. LOT COVERAGE	40%	30%	2,98%
MIN. LOT WIDTH (FT.)	90	60	362'-2"
MAX. STRUCTURE HEIGHT (FT.)	35	55	45'-3" (RSA ZONE)
MIN. OPEN SPACE (57 DU)(1)	300 (PRUD) (2)	200 (PRUD)	7 AC +/-
	6,300	4,200	300,000 +/-
NET AREA PER DWELLING UNIT	N/A	33,600	300,376 (NET-RSA ZONE)
NOTES: 1. OPEN SPACE PROVIDED - EXISTING ATHLETIC FIELDS AND LOT 4 LAWN/GARDEN AREAS 2. RS LOT AREA/DU = 156 000 SF GROSS AC WITH LESS THAN 250 FT. FRONTAGE. NO UNITS LOCATED IN RS DISTRICT - NOT APPLICABLE 3. RSA LOT AREA/DU = 1800 SF OF NET LAND AREA (PRUD) 4. REFER TO NTD TABLE ON SUBDIVISION PLAT FOR COMPUTATION OF DENSITY AND NET AREA.			

BUILDING DATA			
BUILDING FOOTPRINT (SF)			11,743
TOTAL FLOOR AREA (SF)			45,013

PARKING & BICYCLE DATA			
STANDARD	REQUIRED	PROVIDED	
AUTOMOBILES (1)	259/UNIT		
REGULAR	38	26	12
HC	4	2	2
TOTAL	42	28	14
BICYCLE (25P/5 UNITS) (2)	9	9	
NOTES: 1. MDP APPROVAL - OVERALL CAMPUS PARKING RATIO OF 2 SP/UNIT - MAY BE REDUCED BY PL. BOARD IF MARKET DEMAND DEMONSTRATES LESS THAN 2 SPACES PER UNIT UTILIZED. 2. LAND USE CODE 3 1A-526 (4) 4.D. INSIDE GARAGE AND OUTSIDE BICYCLE SPACES PROVIDED			

- NOTES:**
- ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
 - EXISTING CONDITIONS BASED ON EXISTING CONDITIONS SURVEY COMPLETED BY TITCOMB ASSOCIATES DATED JUNE 24, 2015. FIELD CONDITIONS MAY VARY SLIGHTLY FROM WHAT IS DEPICTED ON THE PLANS.
 - CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION. ANY UNUSUAL CONDITIONS SHALL BE IMMEDIATELY REPORTED TO THE ATTENTION OF THE OWNER.
 - CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.
 - CONTRACTOR SHALL PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED.
 - THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
 - ALL PAVEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
 - NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
 - ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE A STREET - OPENING PERMIT FROM THE CITY OF PORTLAND AND COORDINATION WITH THE DEPARTMENT OF PUBLIC SERVICES.
 - PROJECT TO PROVIDE 73 RESIDENT PARKING SPACES AND 3 VISITOR SPACES. SIGNAGE TO BE PROVIDED AS NOTED ON THIS PLAN.

APPLICANT AND OWNER:

SEA COAST AT BAXTER WOODS ASSOCIATES, LLC

20 BLUEBERRY LANE FALMOUTH, ME 04105

SEA COAST AT BAXTER WOODS BUILDING - 1

SITE PLAN

Scale: 1" = 20'-0"

Approved By: PC

Drawn By: MP

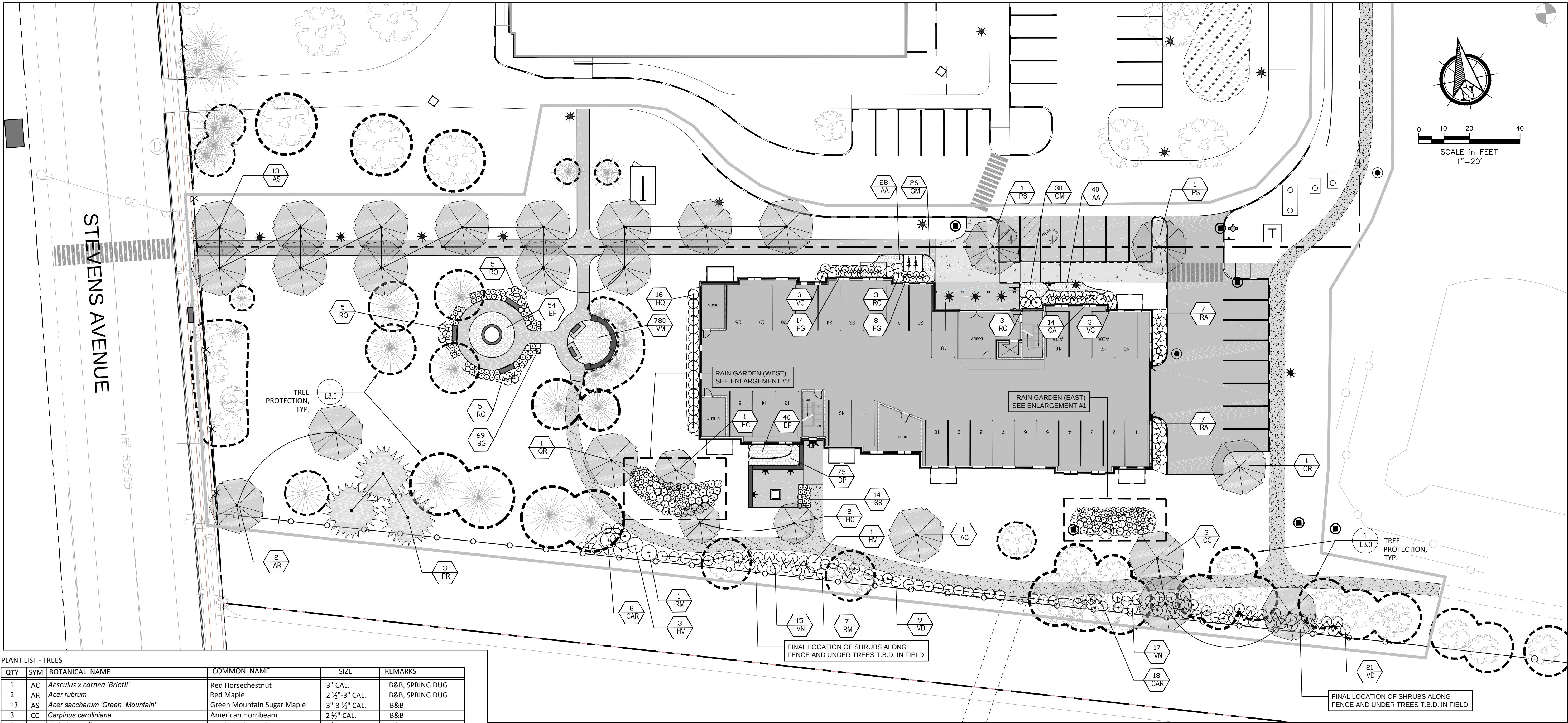
Phase: PERMITTING

CARROLL ASSOCIATES LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1652 V. F. 207.772.0712

Date: DECEMBER 14, 2016

Sheet No: C-4.0

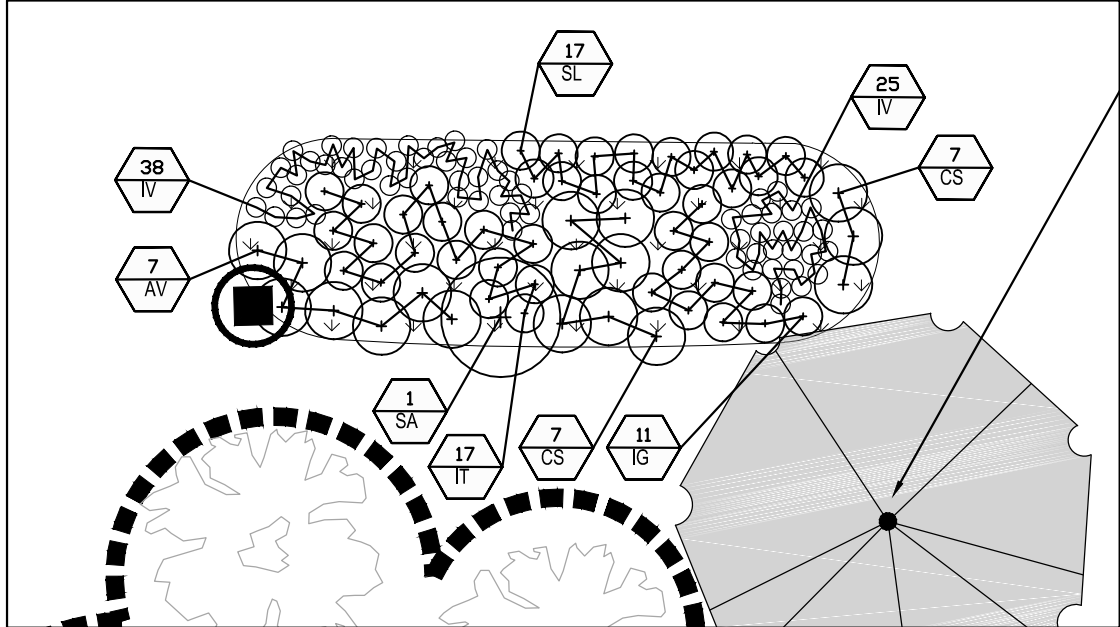


PLANT LIST - TREES				
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE
1	AC	<i>Aesculus x carnea</i> 'Briotii'	Red Horsechestnut	3" CAL.
2	AR	<i>Acer rubrum</i>	Red Maple	2 1/2"-3" CAL.
13	AS	<i>Acer saccharum</i> 'Green Mountain'	Green Mountain Sugar Maple	3"-3 1/2" CAL.
3	CC	<i>Carpinus caroliniana</i>	American Hornbeam	2 1/2" CAL.
3	HC	<i>Halesia carolina</i>	Carolina Silverbell	2 1/2" CAL.
3	PR	<i>Pinus resinosa</i>	Red Pine	6' HT.
2	PS	<i>Prunus sargentii</i> 'Pink Flair'	Sargent Cherry	2 1/2" CAL.
2	QR	<i>Quercus rubra</i>	Red Oak	3" CAL.

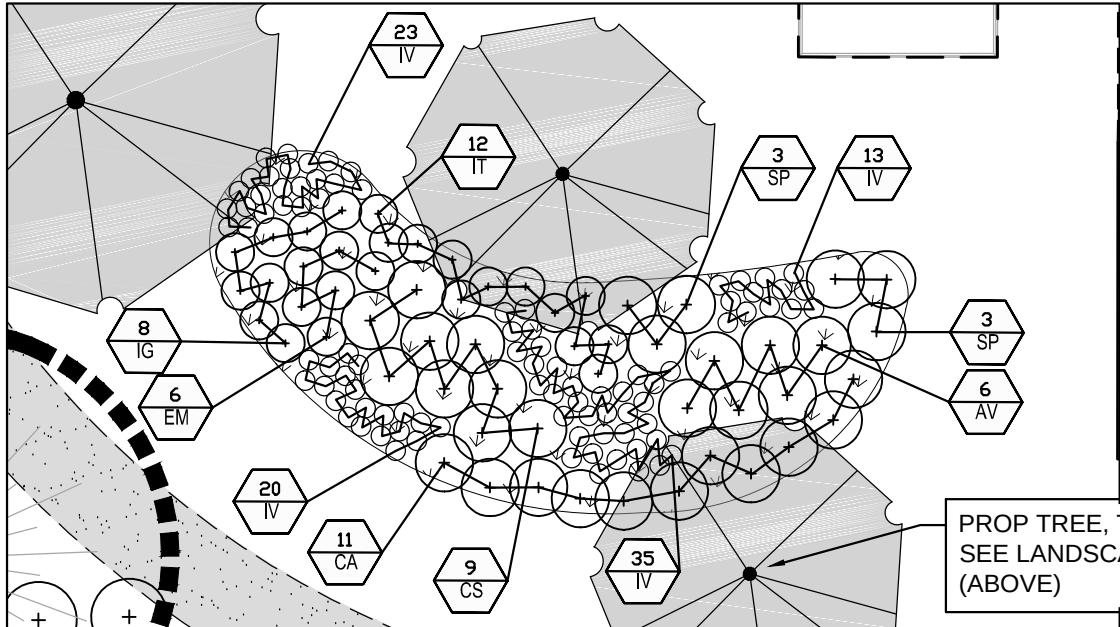
PLANT LIST - SHRUBS				
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE
13	AV	<i>Azalea viscosum</i>	Swamp Azalea	3' HT.
69	BG	<i>Buxus</i> 'Green Velvet'	Boxwood	# 5
25	CA	<i>Clethra alnifolia</i> 'Hummingbird'	Sweet Pepperbush	# 5
26	CAR	<i>Clethra alnifolia</i> 'Ruby Spice'	Sweet Pepperbush	# 5
19	CS	<i>Cornus sericea</i> 'Farrow'	Red Twig Dogwood	# 5
54	EF	<i>Euonymus fortunei</i> 'Longwood'	Purpleleaf Wintercreeper	# 2
22	FG	<i>Fothergilla gardenii</i>	Dwarf Bottlebrush Bush	# 5
16	HQ	<i>Hydrangea quercifolia</i> 'Snow Queen'	Oakleaf Hydrangea	# 5
4	HV	<i>Hamamelis virginiana</i>	Common Witchhazel	4-5'
19	IG	<i>Ilex glabra</i> 'Shamrock'	Inkberry Holly	# 5
29	IT	<i>Itea virginica</i> 'Little Henry'	Sweetspire	# 3
14	RA	<i>Rhus aromatica</i> 'Gro-Low'	Fragrant Sumac	# 5
6	RC	<i>Rhododendron catawbiense</i> 'Album'	Catawba Rhododendron	3-4'
15	RO	<i>Rhododendron</i> 'Olga Mezitt'	Olga Mezitt Rhododendron	2.5'-3'
8	RM	<i>Rhododendron maximum</i> 'Roseum'	Rosebay Rhododendron	3-4'
1	SA	<i>Sassafras albidum</i>	Sassafras	4-5'
17	SL	<i>Spiraea latifolia</i>	Meadowsweet	# 3
6	SP	<i>Salix purpurea</i> 'Nana'	Dwarf Willow	# 3
6	VC	<i>Viburnum carlesii</i> 'Cayuga'	Mayflower Viburnum	3-4'
30	VD	<i>Viburnum dentatum</i> 'Blue Muffin'	Arrowwood Viburnum	3-4'
32	VN	<i>Viburnum nudum</i> 'Winterthur'	Smooth Viburnum	3-4'

PLANT LIST - PERENNIALS				
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE
68	AA	<i>Astilbe arendsii</i> 'Bridal Veil'	Astilbe	# 1
75	DP	<i>Dennstaedtia punctiloba</i>	Hayscented Fern	SF
6	EM	<i>Eupatorium maculatum</i> 'Gateway'	Joe Pye Weed	# 2
40	EP	<i>Echinacea purpurea</i> 'Cheyenne Spirit'	Coneflower	# 2
56	GM	<i>Geranium macrorrhizum</i> 'Album' or 'White Ness'	Cranesbill / Geranium	# 1
154	IV	<i>Iris versicolor</i>	Blue Flag Iris	# 2
14	SS	<i>Schizachyrium scoparium</i> 'Prairie Blues'	Little Bluestem	# 2
780	VM	<i>Vinca minor</i> 'Ralph Shugert'	Variegated Periwinkle	FLAT

- NOTES:
- CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
 - CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL RENUMERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
 - ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
 - ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
 - THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
 - ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
 - ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
 - NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
 - ALL PLANTS BEDS AND TREE WELLS SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH.
 - CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMIXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
 - ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO REQUIRED SITE VISIT.
 - ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
 - ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
 - ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
 - CONTRACTOR SHALL STAKE TREES IF DEEMED NECESSARY BY THE LANDSCAPE ARCHITECT.
 - THE LANDSCAPE CONTRACTOR SHALL PROVIDE PREPARED SOIL PLANTING MIX AS PER THE CONTRACT SPECIFICATIONS.
 - THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.



1 RAIN GARDEN PLANTING (EAST)
SCALE: 1"=5'-0"



2 RAIN GARDEN PLANTING (WEST)
SCALE: 1"=5'-0"

LEGEND:

(EXISTING)	(PROPOSED)
— P	— P
— D	— D
— E	— E
— B	— B
— L	— L
— F	— F
— S	— S
— U	— U
— C	— C
— X	— X
— O	— O
— T	— T

APPLICANT
AND
OWNER:

SEA COAST AT
BAXTER WOODS
ASSOCIATES, LLC

20 BLUEBERRY LANE
FALMOUTH, ME 04105

SEA COAST AT
BAXTER WOODS
BUILDING - 1

Revisions	Date	Description
1	8.16.2017	CITY OF PORTLAND LEVEL II SITE PLAN SUBM.

LANDSCAPE PLAN

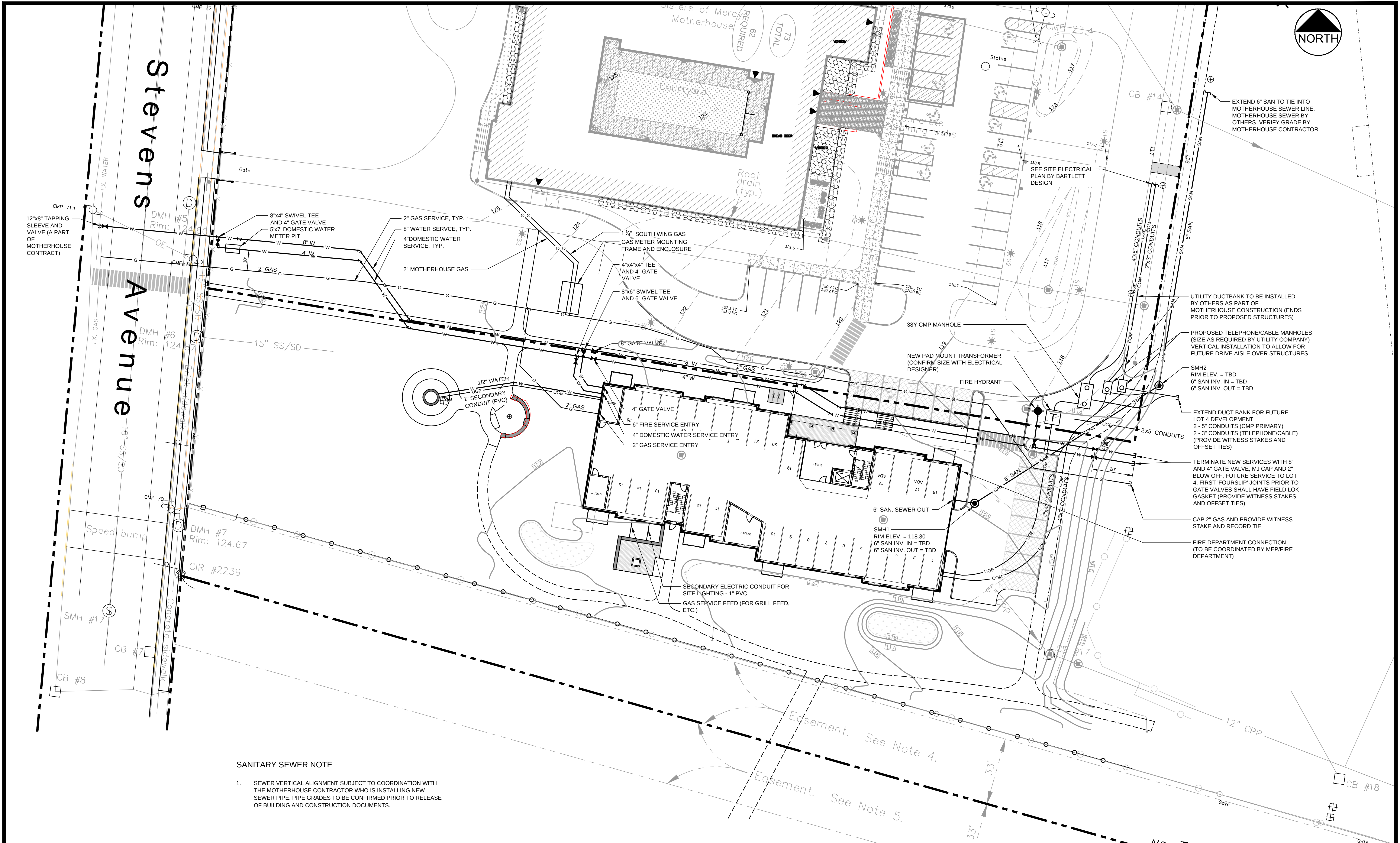
PERMITTING

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1652 V. F. 207.772.0712

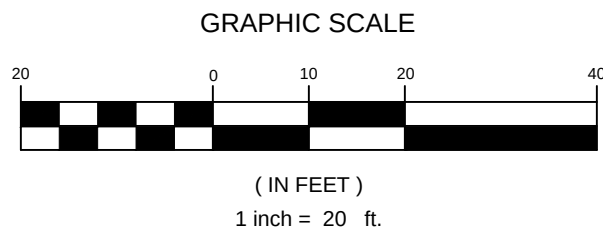
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DECEMBER 14, 2016

Sheet No:
L-1.0



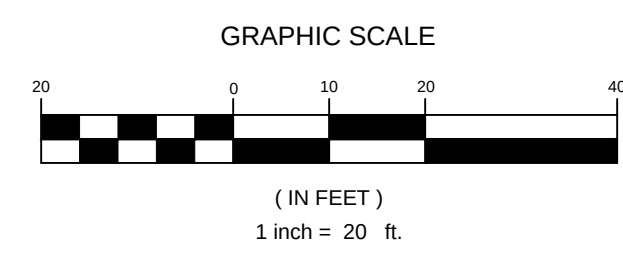
SANITARY SEWER NOTE

- 1. SEWER VERTICAL ALIGNMENT SUBJECT TO COORDINATION WITH THE MOTHERHOUSE CONTRACTOR WHO IS INSTALLING NEW SEWER PIPE. PIPE GRADES TO BE CONFIRMED PRIOR TO RELEASE OF BUILDING AND CONSTRUCTION DOCUMENTS.

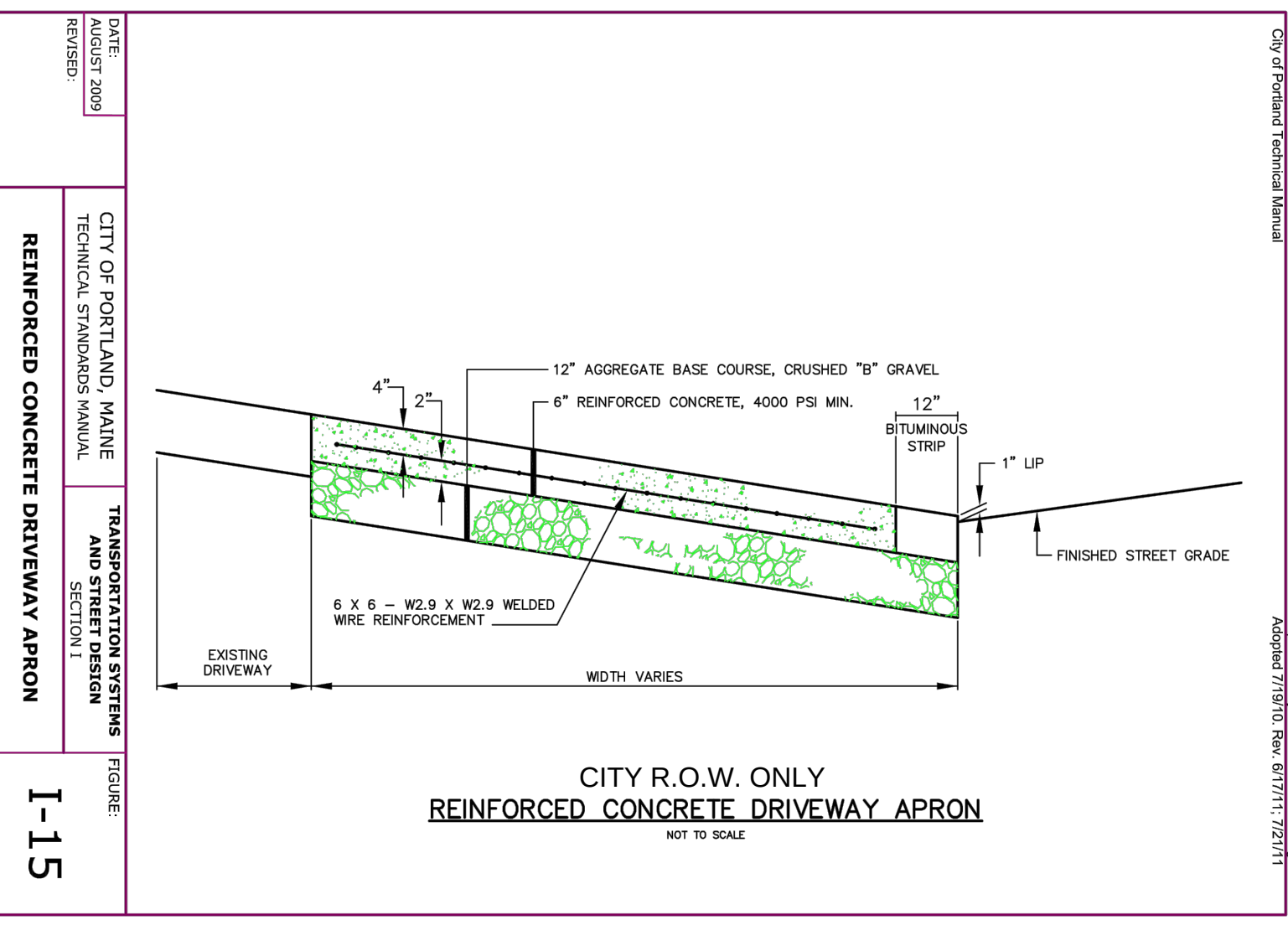
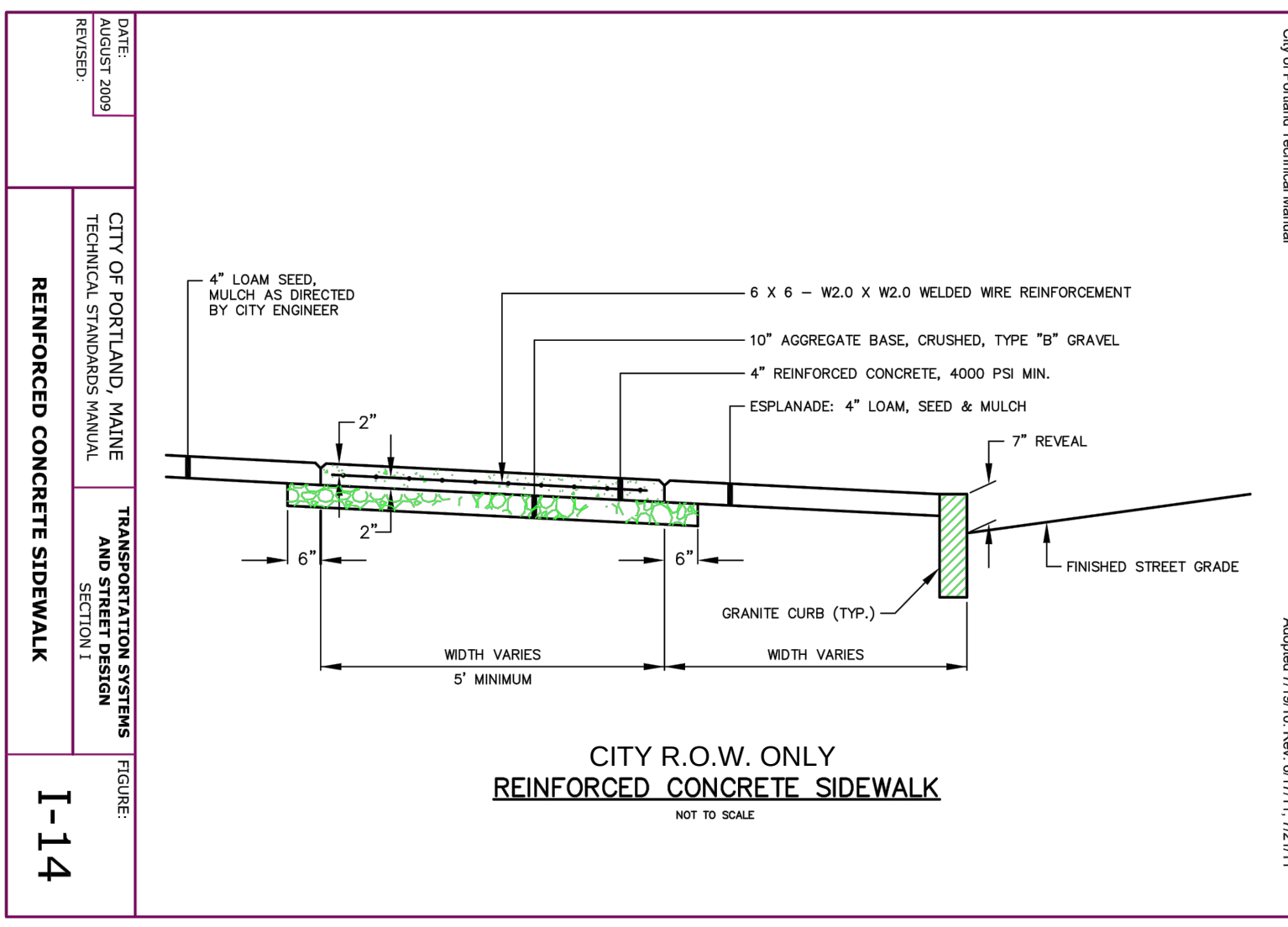
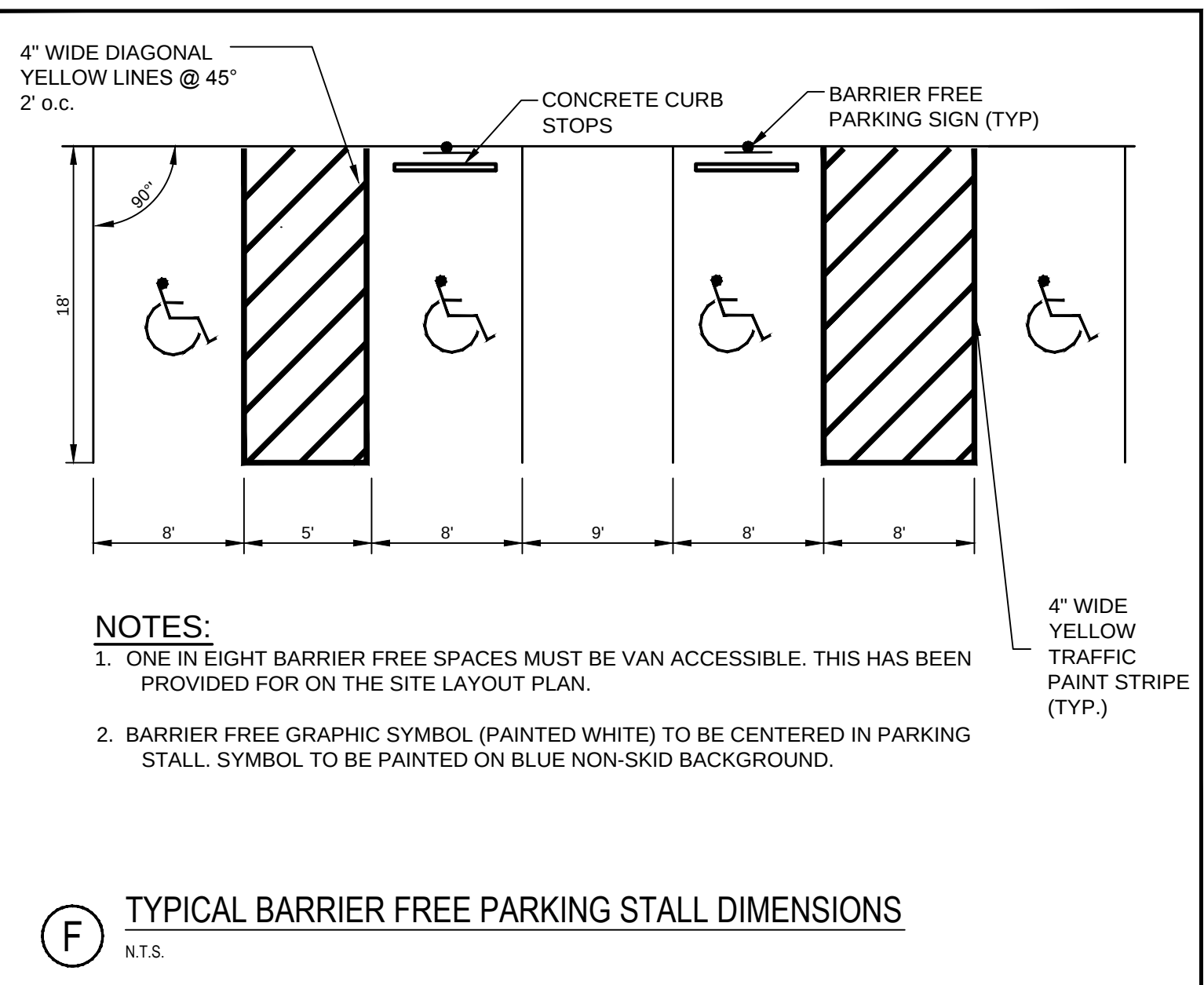
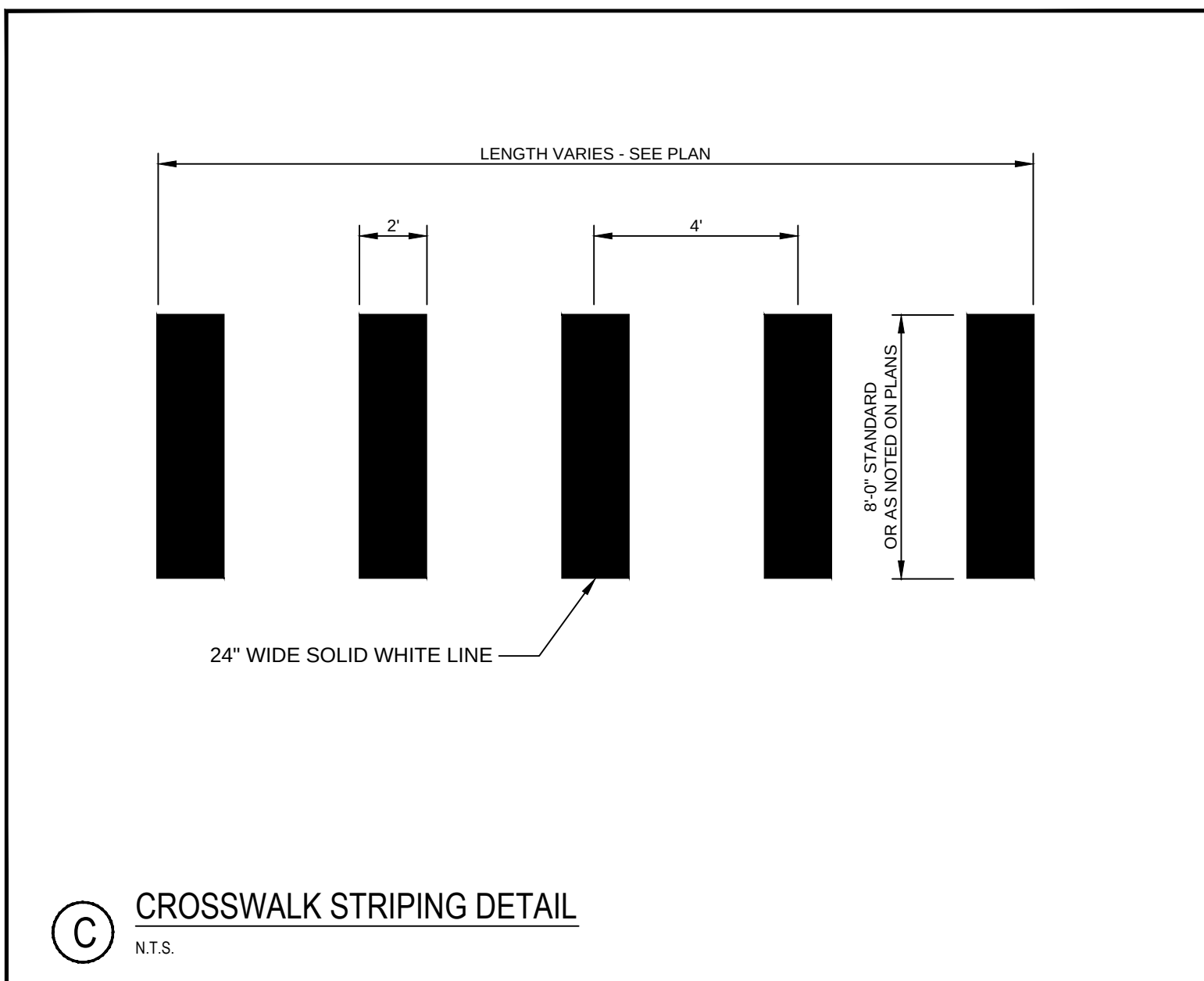
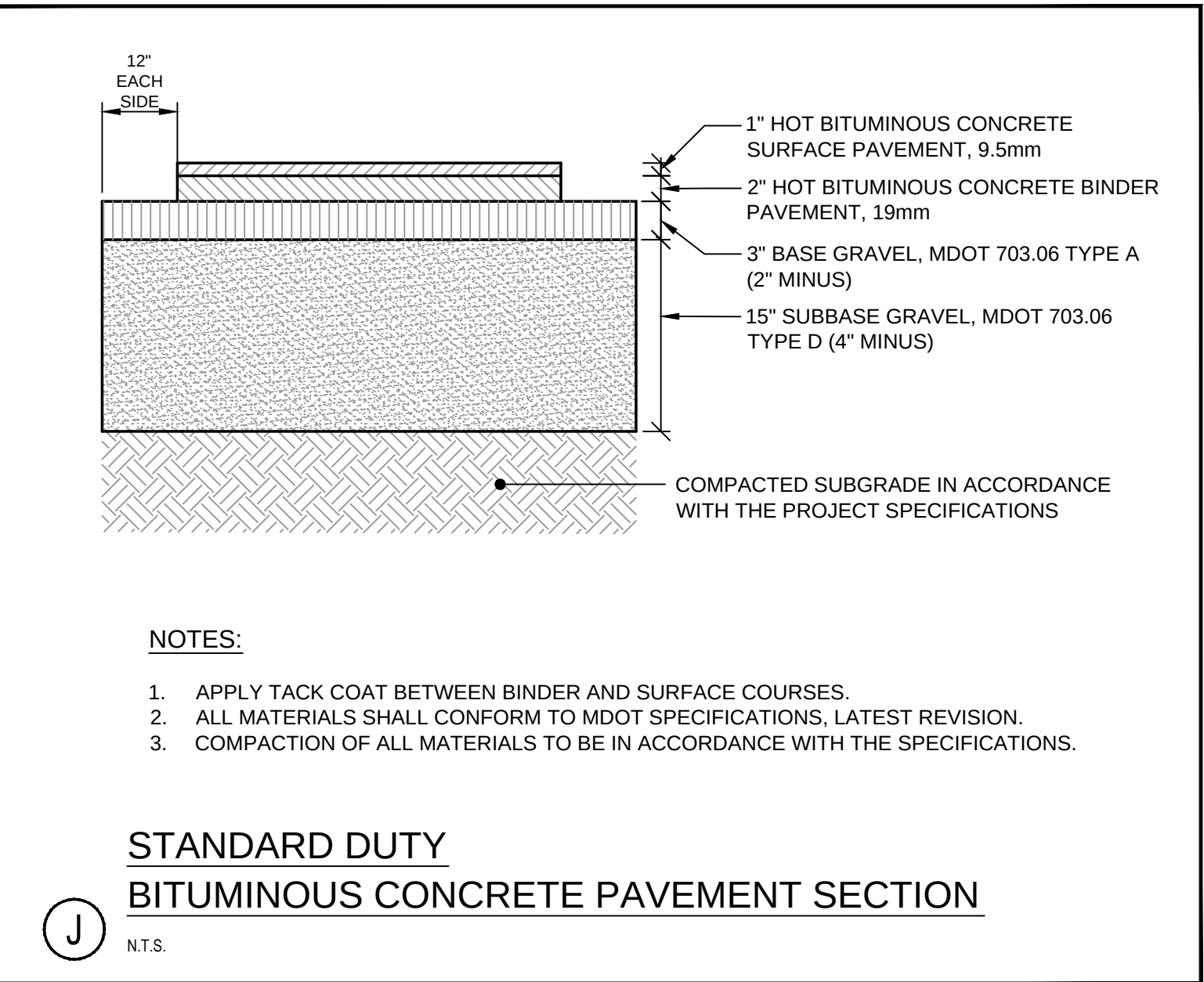
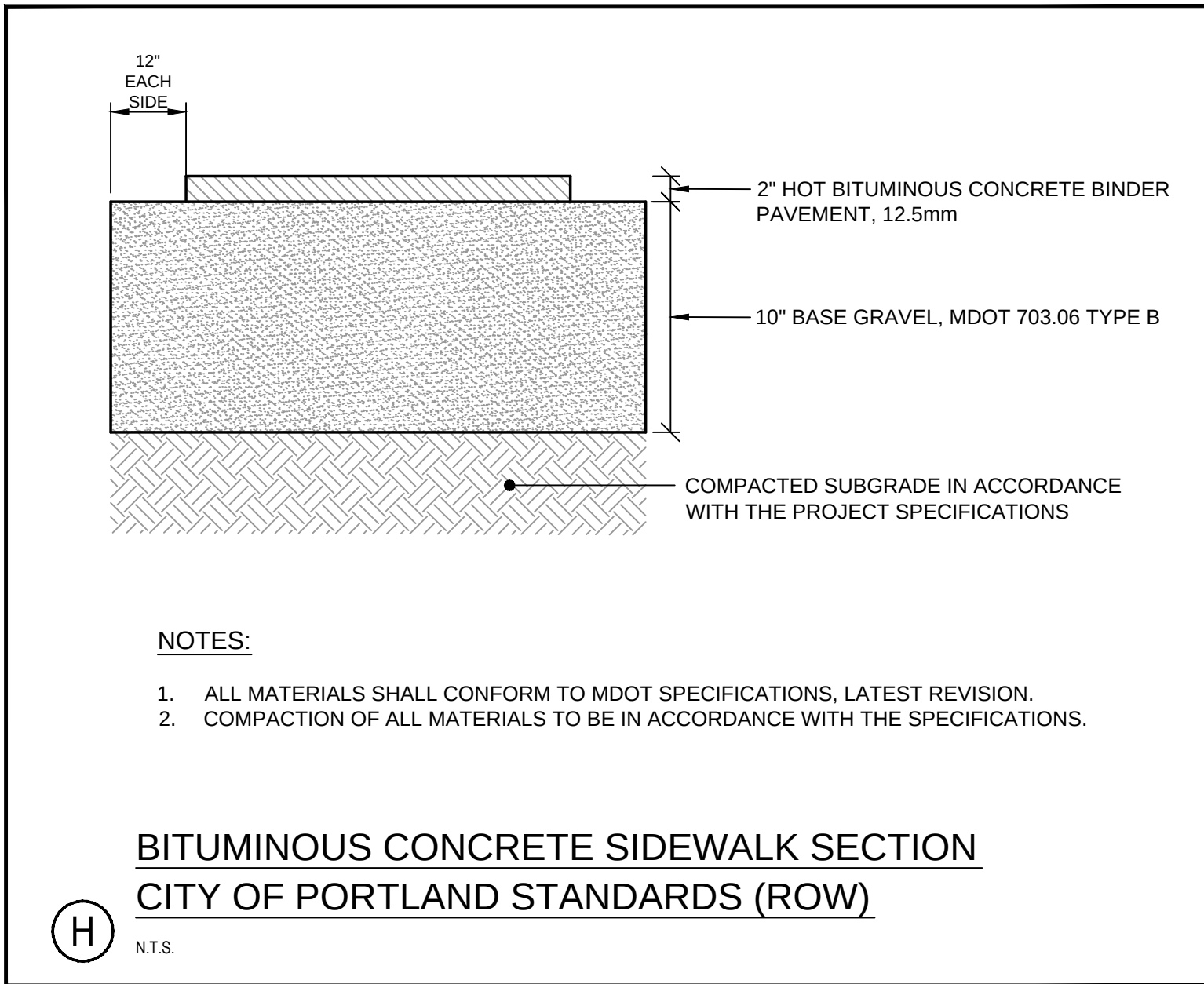
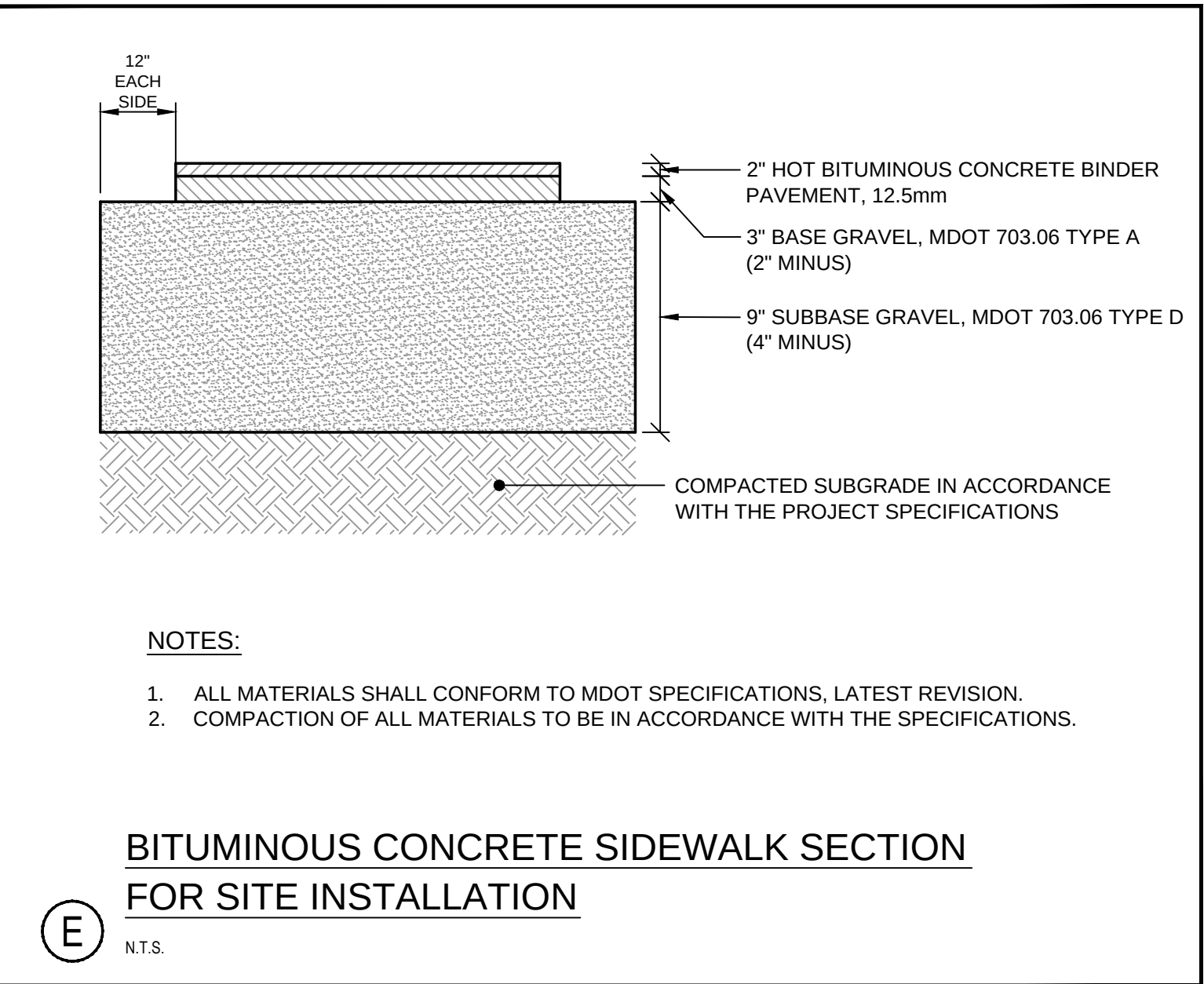
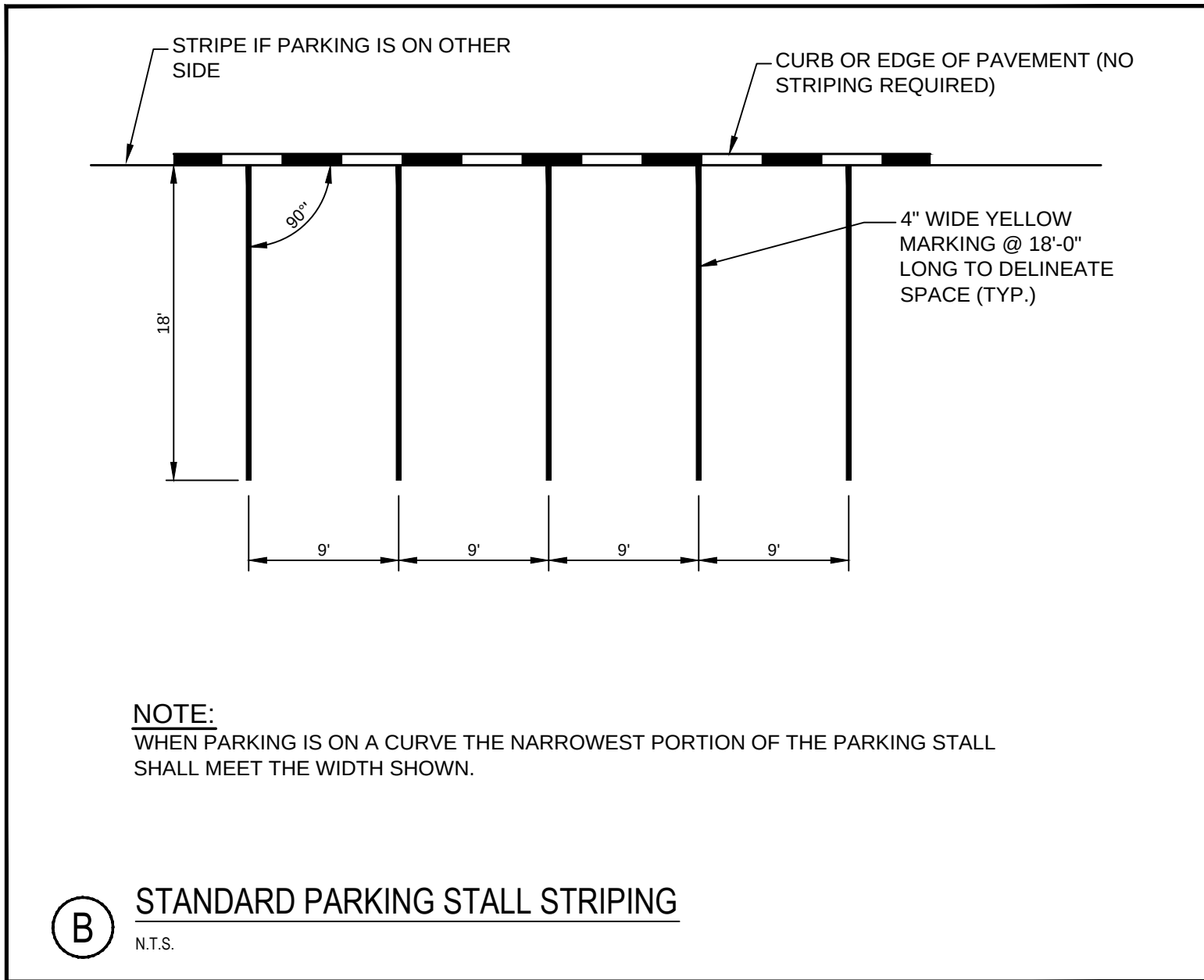
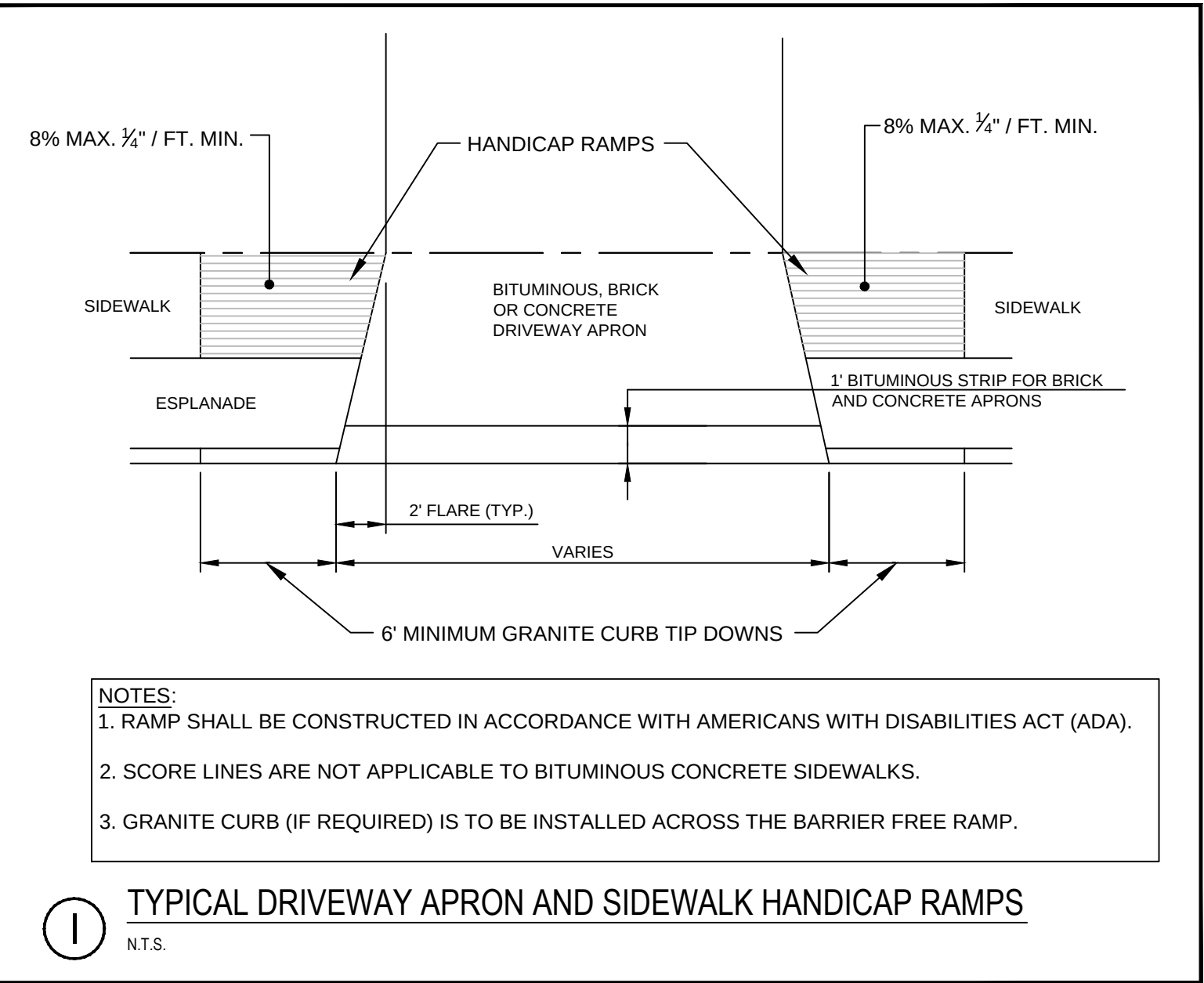
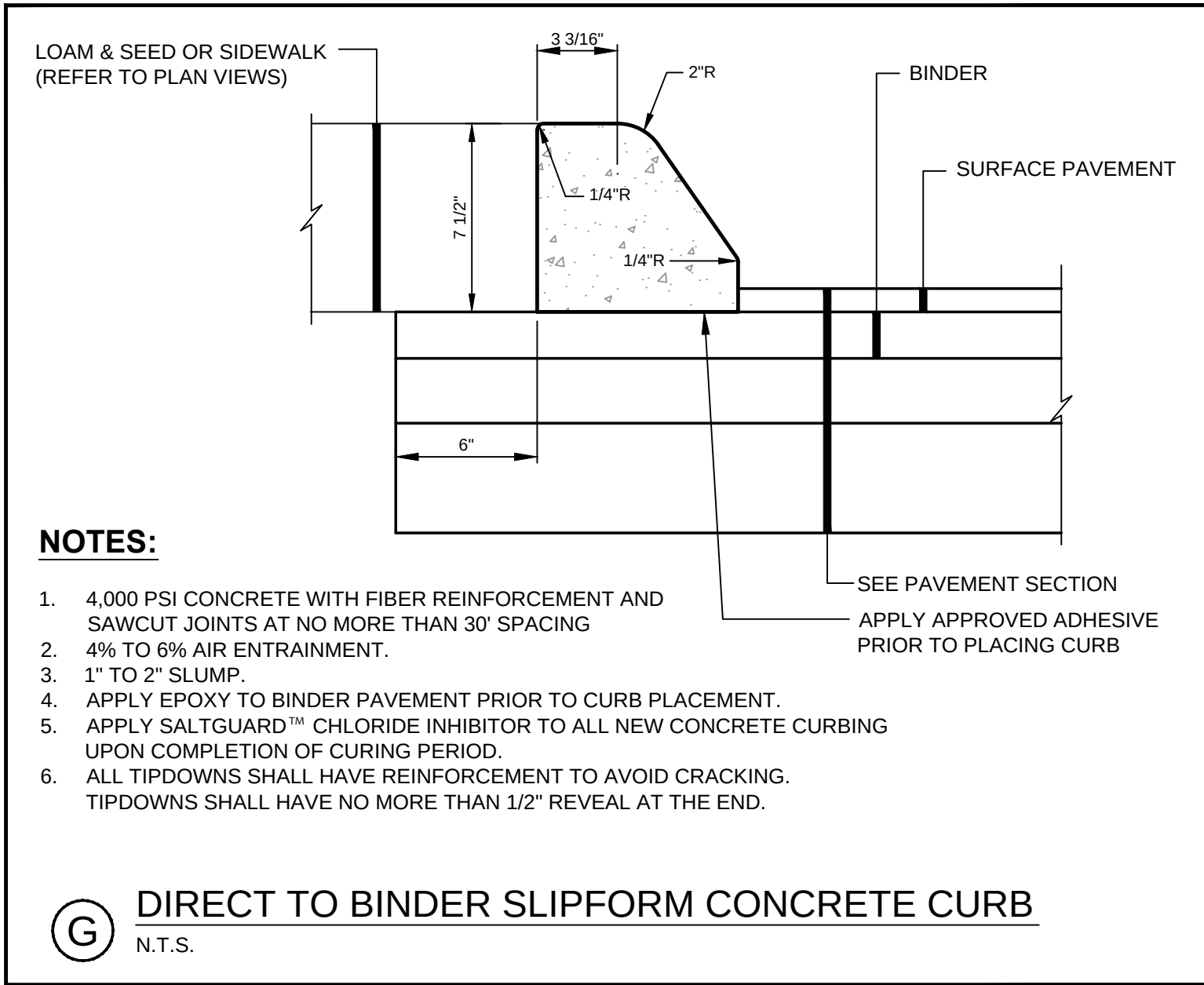
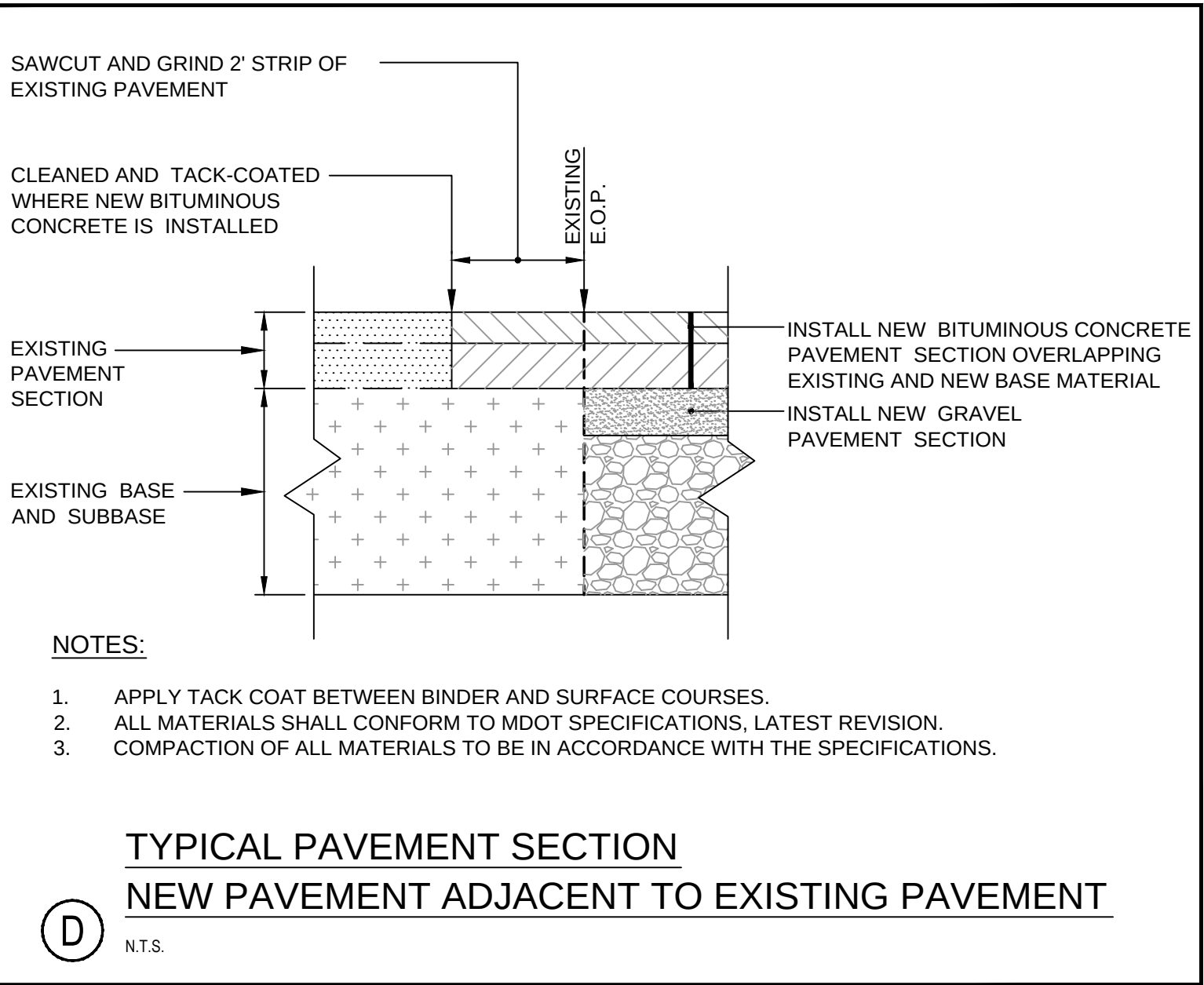
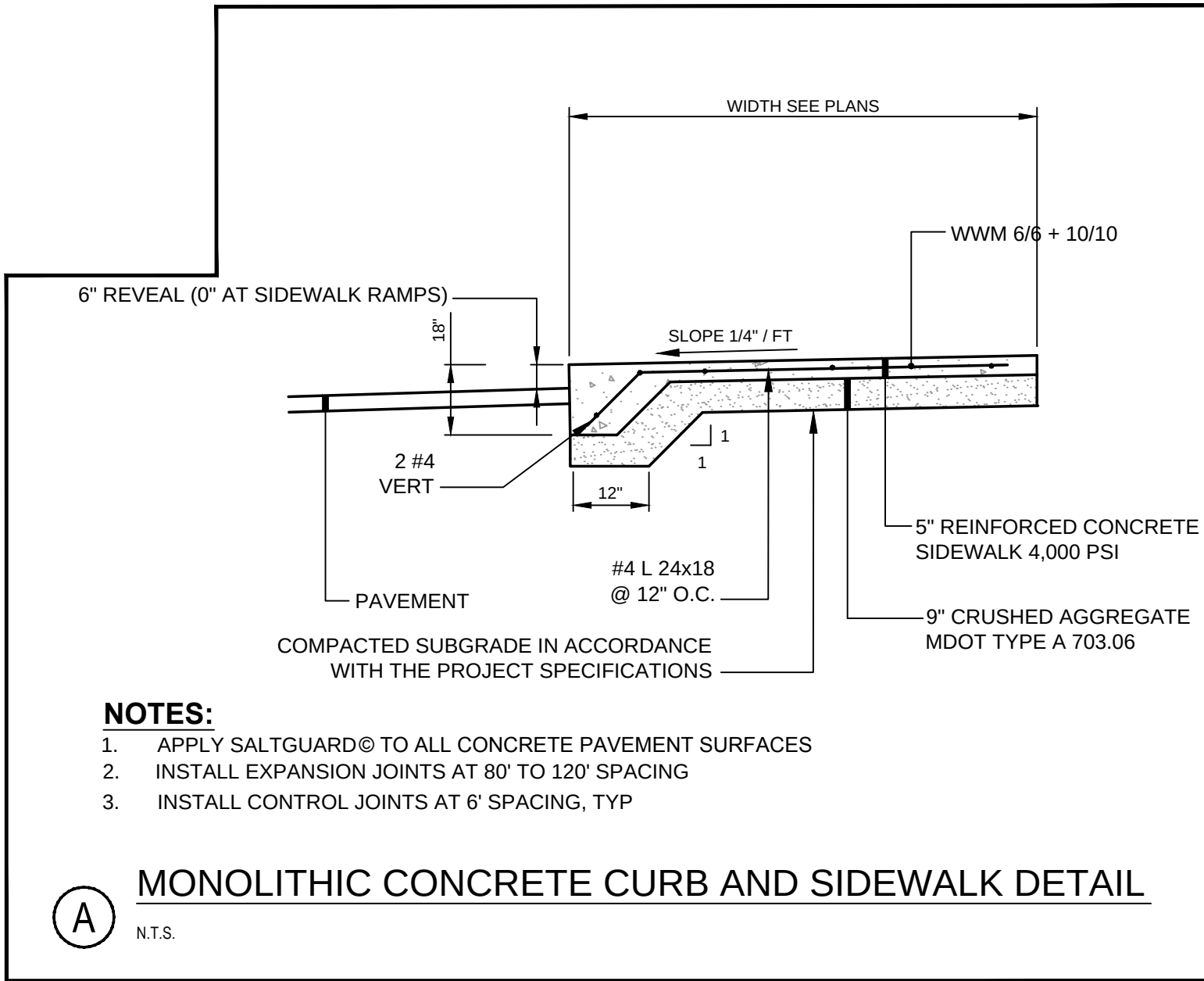


PRELIMINARY - NOT FOR CONSTRUCTION

STATE OF MAINE STEPHEN R. BUSHEY Professional Engineer No. 7429		PROJECT SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE		STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM	
1 08.16.2017 CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION		SHEET TITLE UTILITY PLAN		DRAWN: PBF DATE: AUG 2017	
REV DATE DESCRIPTION		CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC		DESIGNED: SRB SCALE: 1" = 20'	
REVISIONS		FILE NAME: 50145_utility		CHECKED: SRB JOB NO. 195350145	
		SHEET		C-5.0	

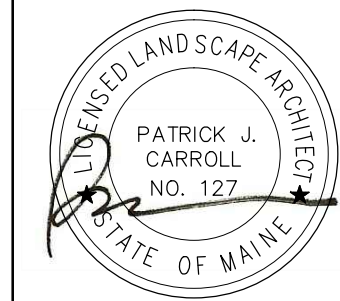


				PROJECT SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE	STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM	
				SHEET TITLE GRADING, DRAINAGE & EROSION CONTROL PLAN		
				CLIENT SEA COAST AT BAXTER WOODS, ASSOC., LLC		
1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION				
REV	DATE	DESCRIPTION	P.E. STEPHEN BUSHEY LIC. # 7429			
REVISIONS					DRAWN: PBF DESIGNED: SRB CHECKED: SRB FILE NAME: 50145_grading	DATE: AUG 2017 SCALE: - JOB NO. 195350145
					SHEET	C-6.0



PRELIMINARY - NOT FOR CONSTRUCTION

		PROJECT: SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE SHEET TITLE: SITE DETAILS CLIENT: SEA COAST AT BAXTER WOODS, ASSOC., LLC		STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM DRAWN: PBF DATE: AUG 2017 DESIGNED: SRB SCALE: AS NOTED CHECKED: SRB JOB NO. 195350145 FILE NAME: SP-M162 DETAILS SHEET C-7.1										
<table><tr><th>1</th><th>08.16.2017</th><th>CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION</th></tr><tr><th>REV</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td colspan="3">REVISIONS</td></tr></table>		1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION	REV	DATE	DESCRIPTION	REVISIONS			P.E. STEPHEN BUSHEY LIC. # 7429			
1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION												
REV	DATE	DESCRIPTION												
REVISIONS														



APPLICANT
AND
OWNER:

SEA COAST AT
BAXTER WOODS
ASSOCIATES, LLC

20 BLUEBERRY LANE
FALMOUTH, ME 04105

SEA COAST AT
BAXTER WOODS
BUILDING - 1

Project:	
Description:	
Date:	
Revisions:	
Drawn By: MP	
Approved By: PC	
Scale: AS NOTED	
Phase: PERMITTING	
Sheet No:	

LANDSCAPE DETAILS

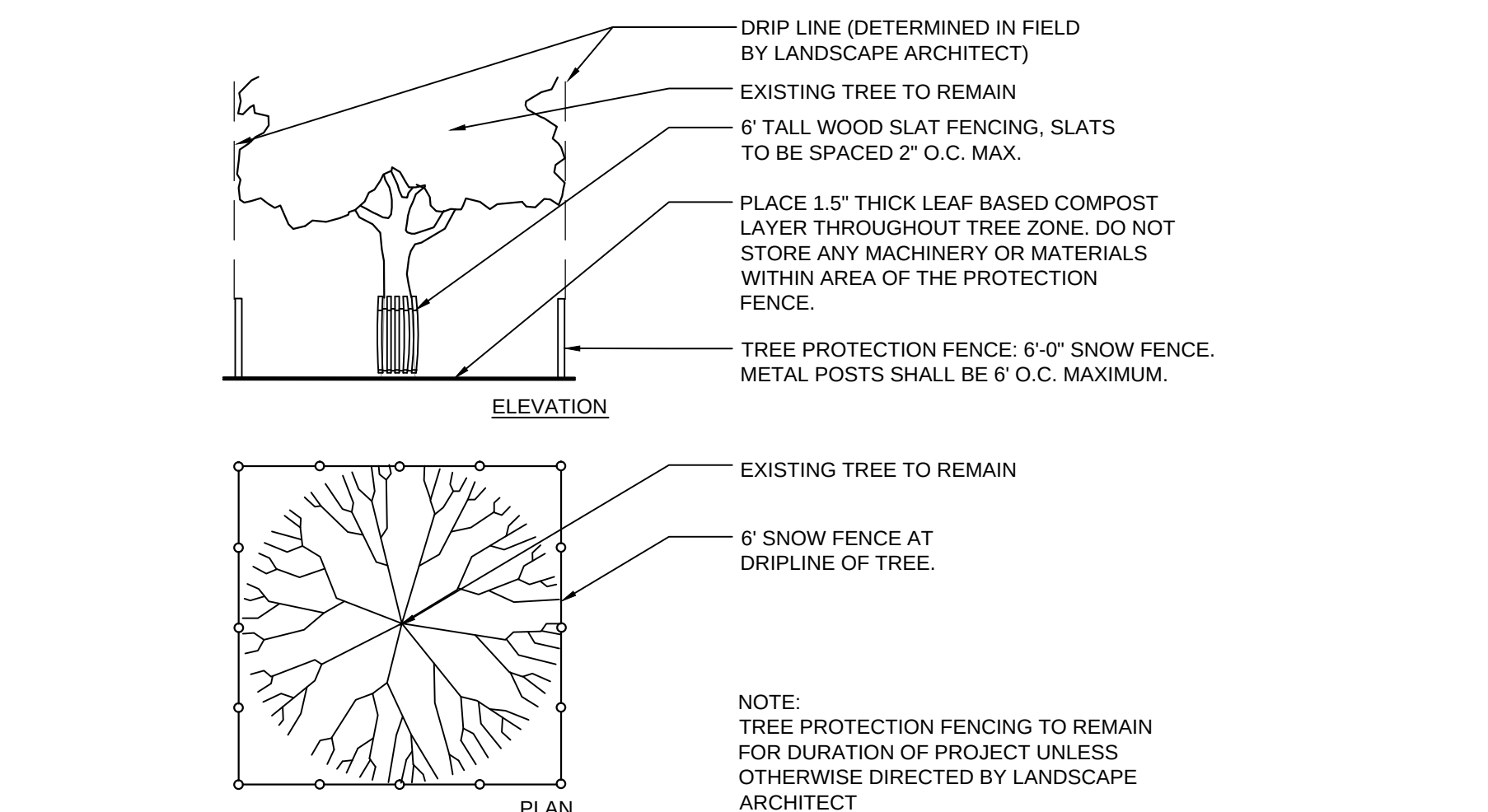
PERMITTING

C
CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0112

Date:
DECEMBER 14, 2016

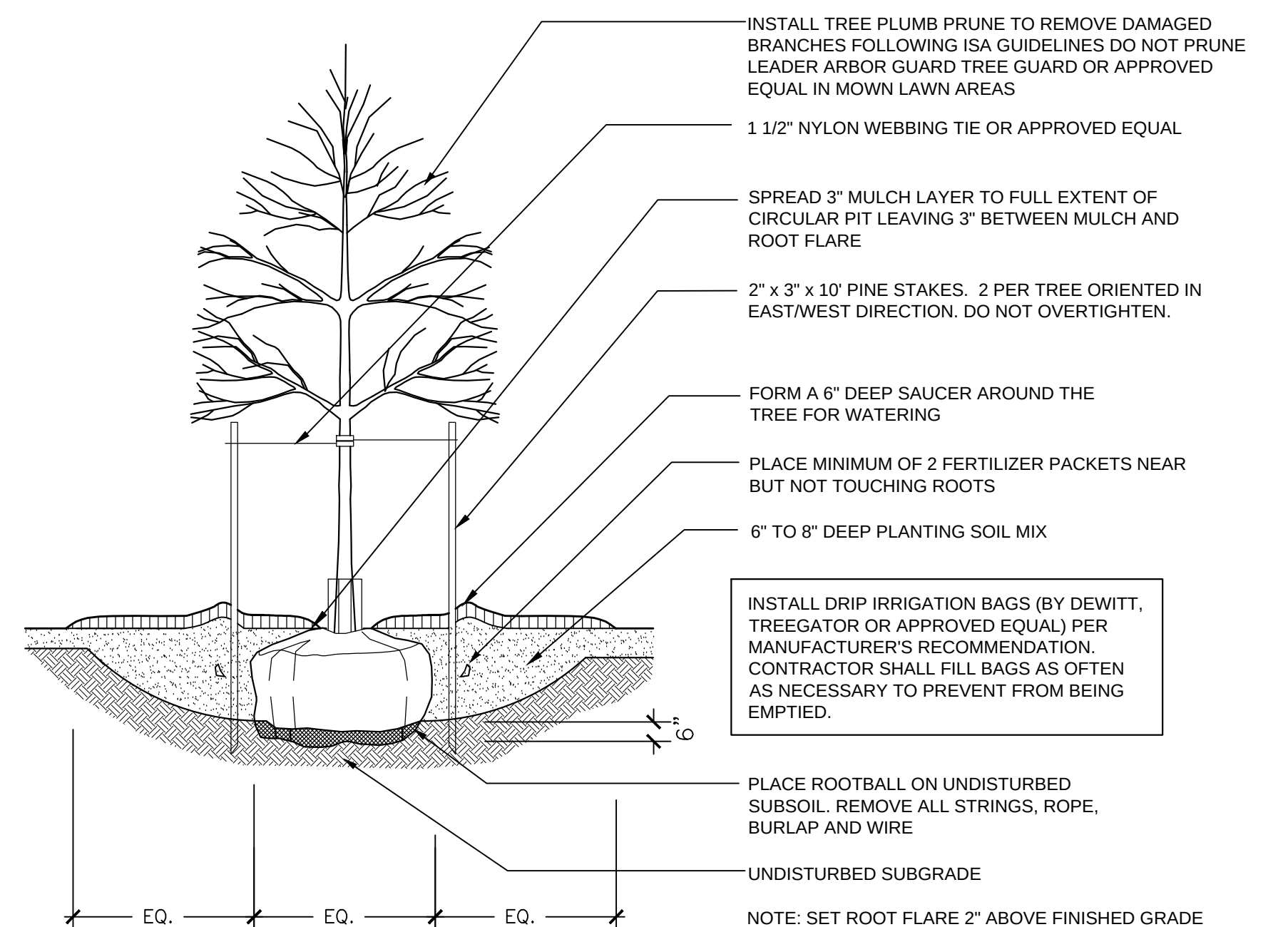
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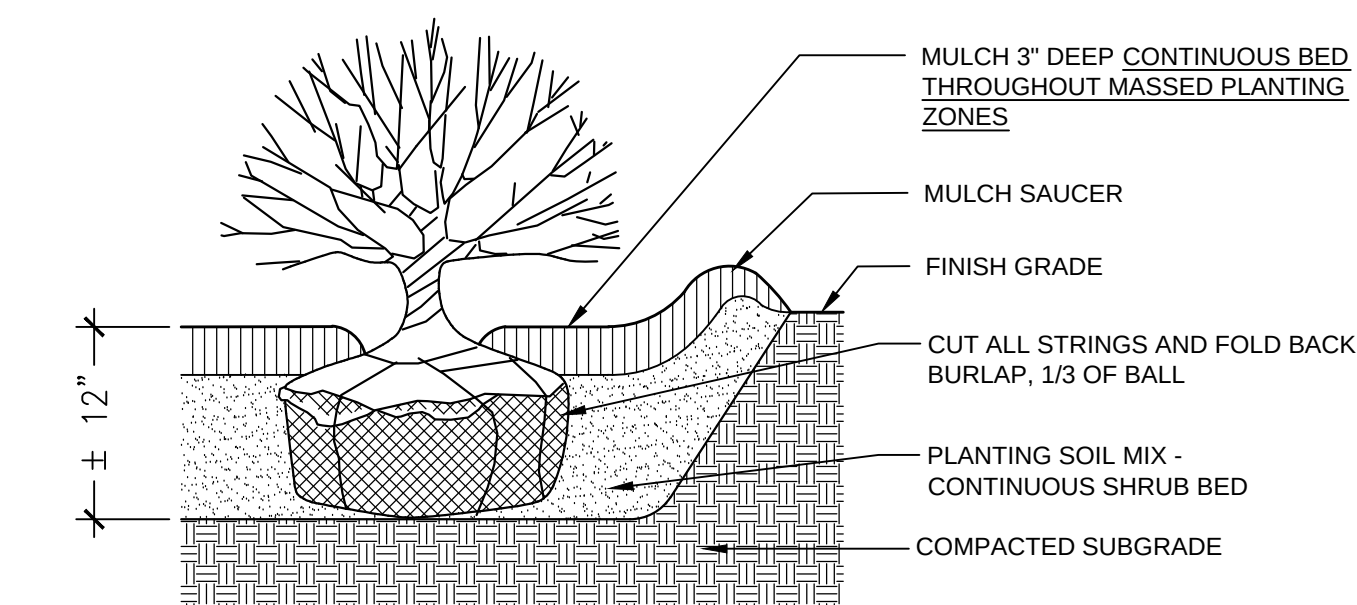
1 TREE PROTECTION

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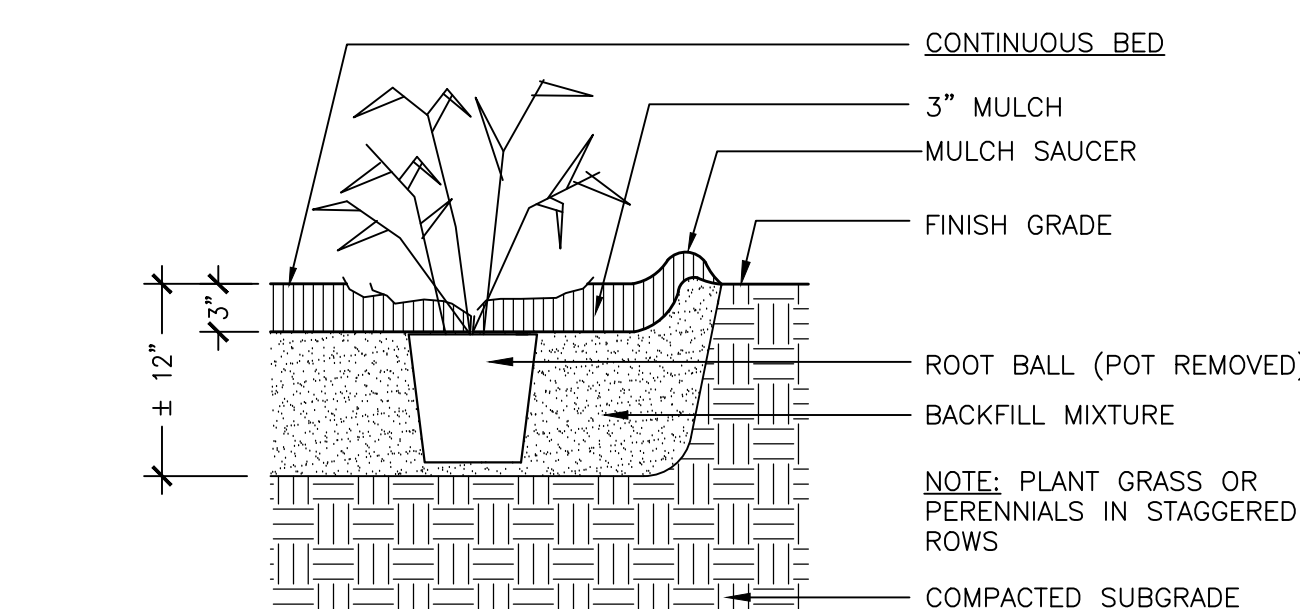
2 TREE PLANTING

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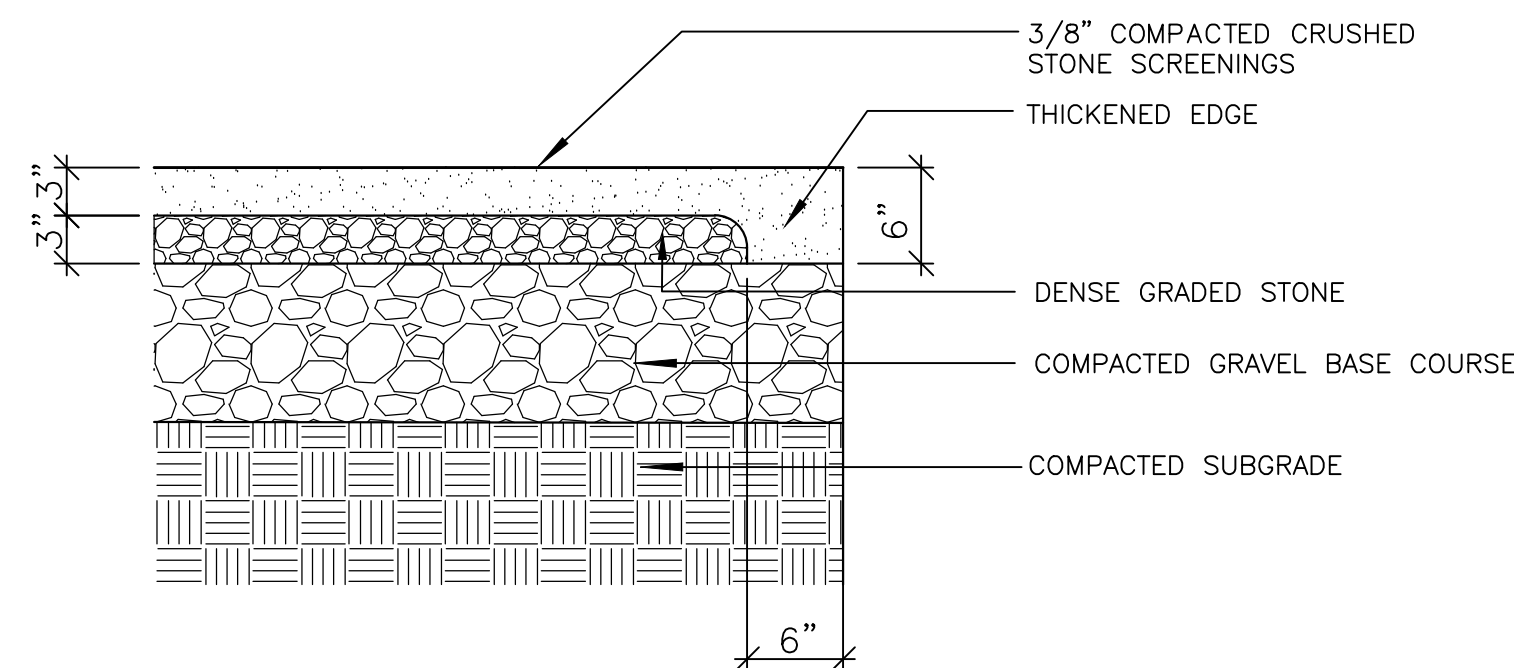
3 SHRUB PLANTING

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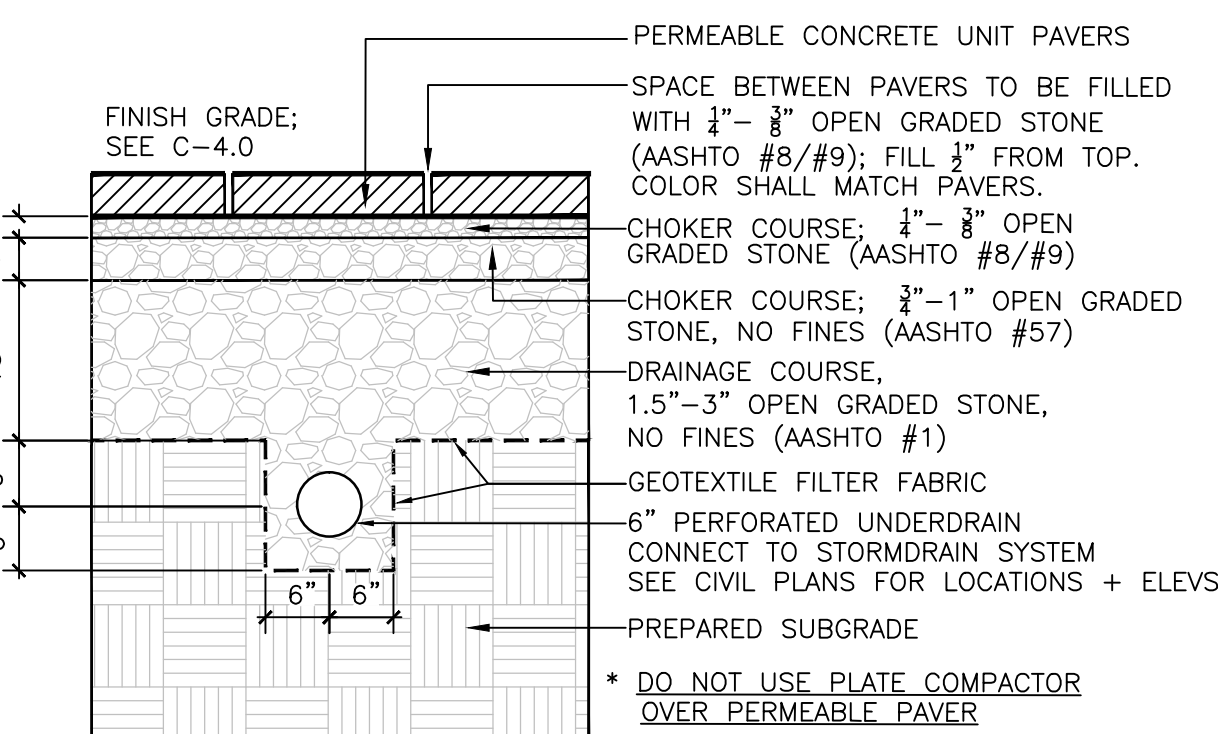
4 PERENNIAL / ORNAMENTAL GRASS PLANTING

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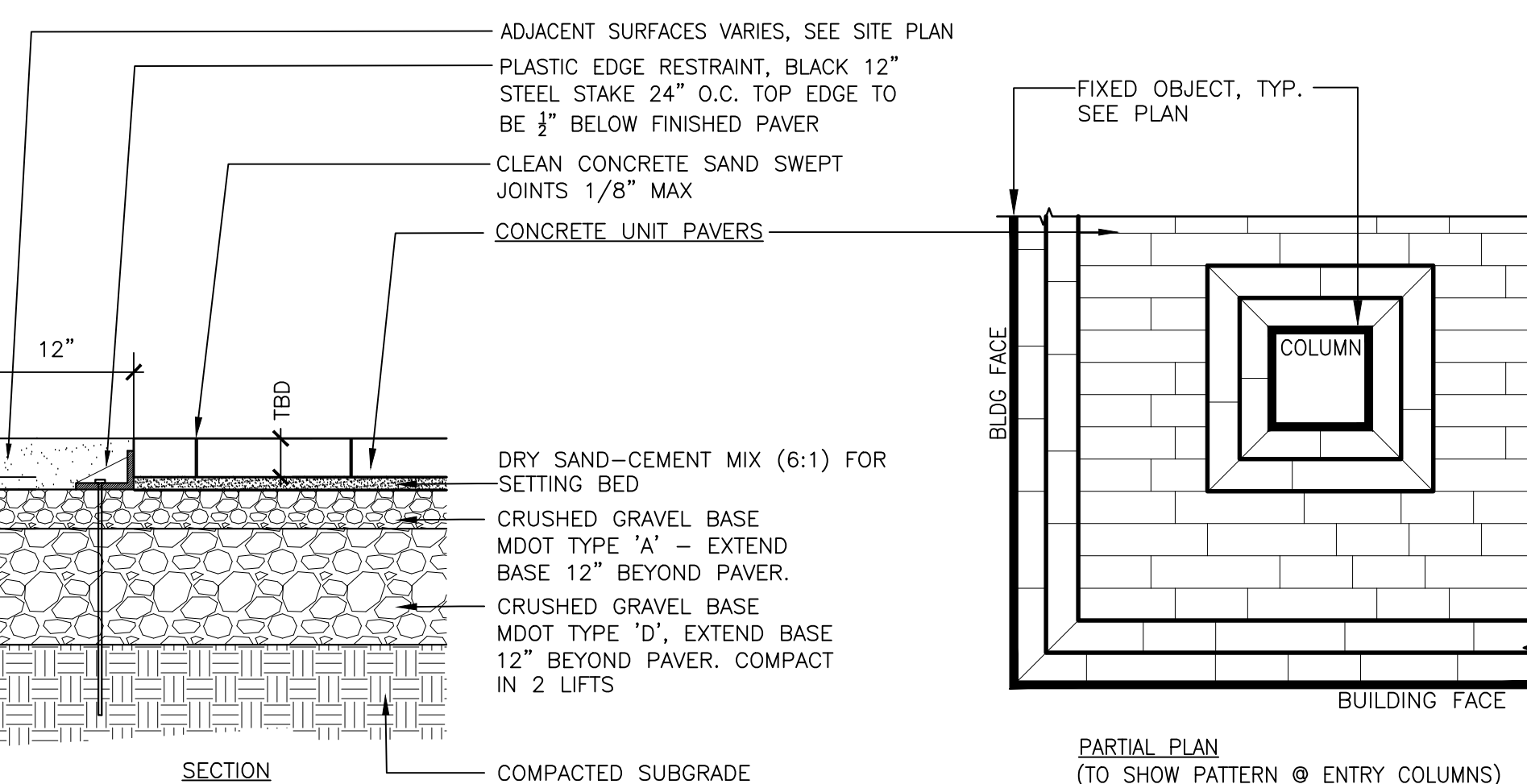
5 STONEDUST PAVING (PATHWAY)

SCALE: N.T.S.



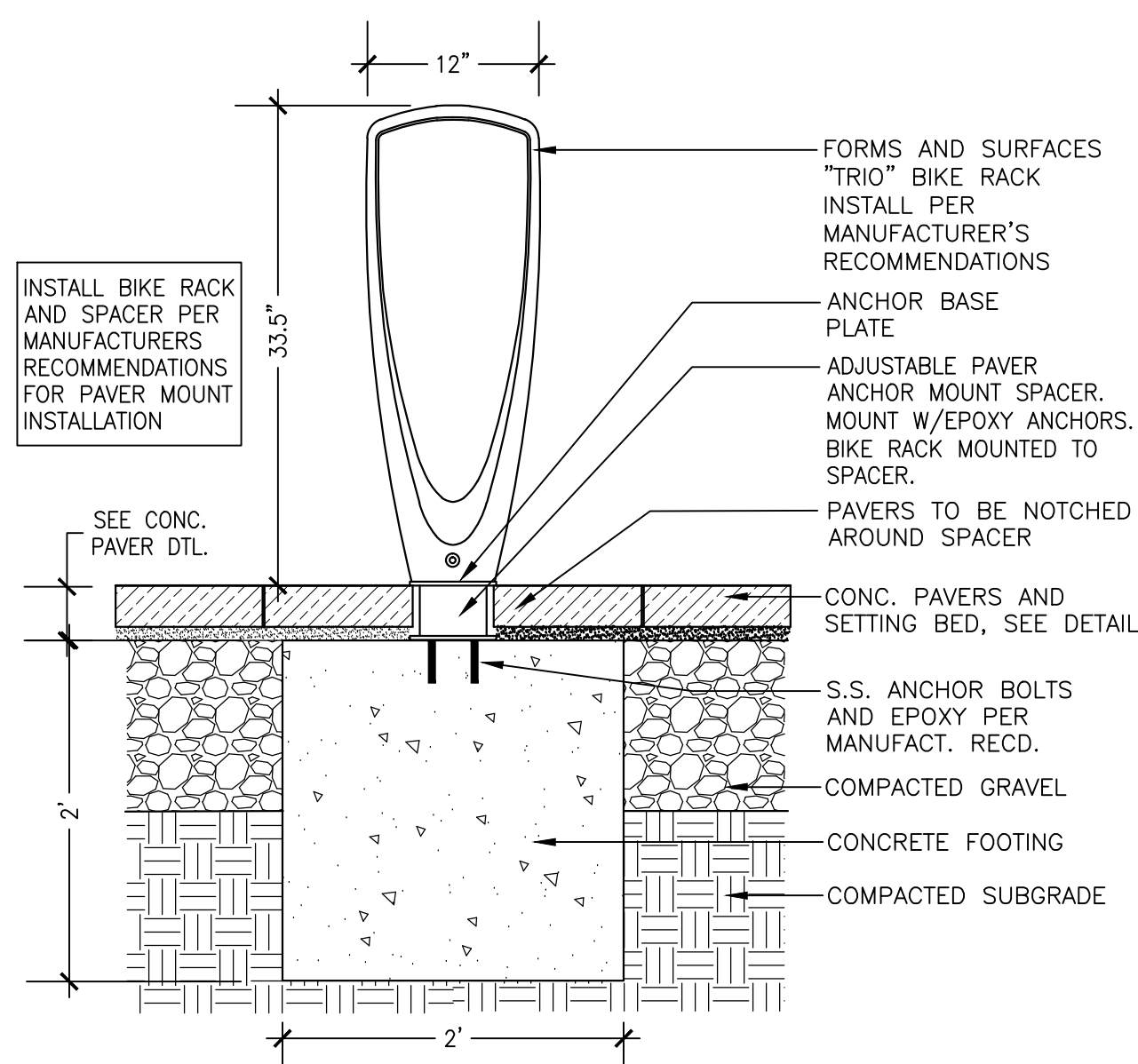
6 PERMEABLE CONCRETE PAVERS

SCALE: N.T.S.



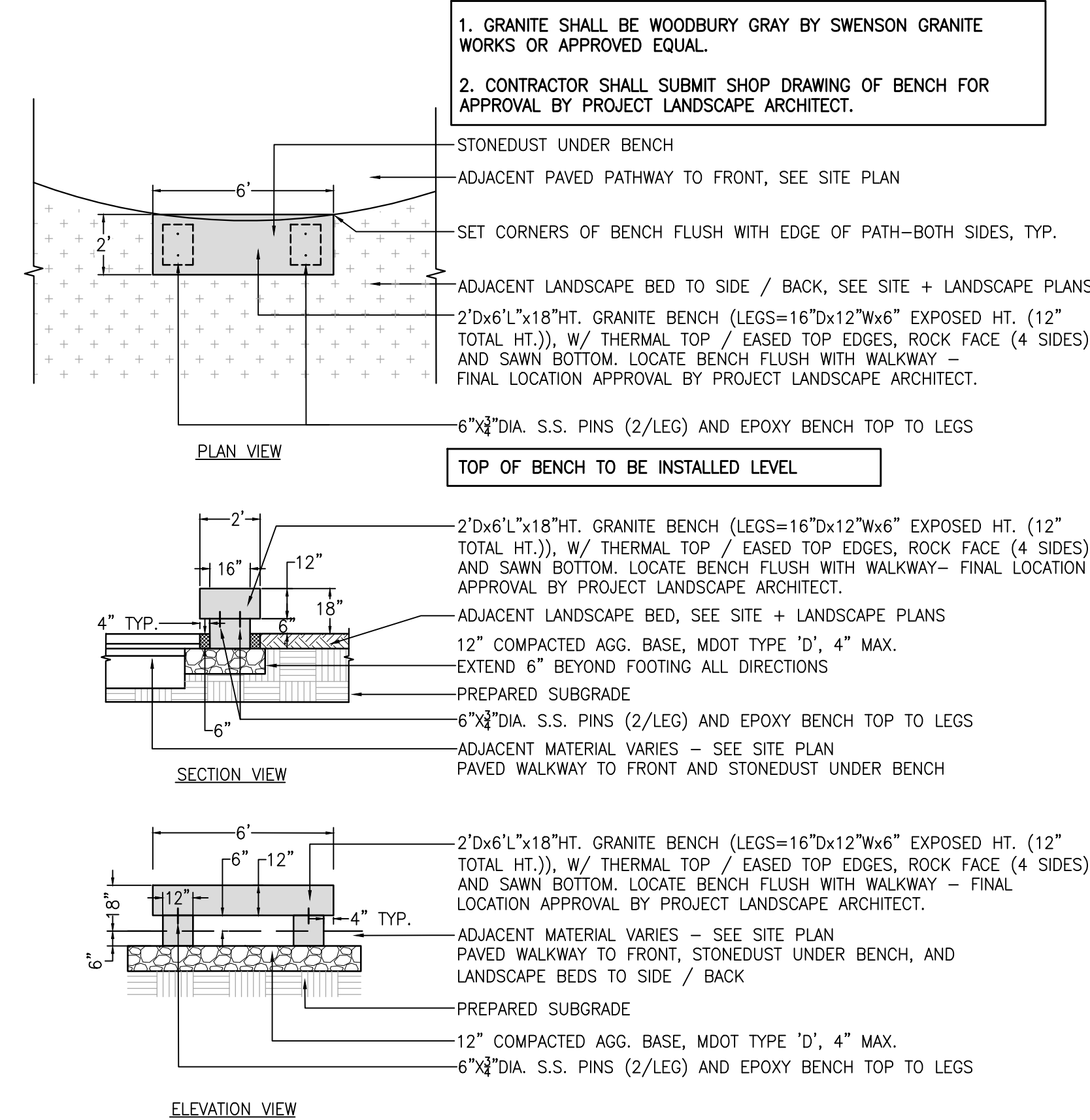
7 CONCRETE PAVERS

SCALE: N.T.S.



8 BIKE RACK

SCALE: N.T.S.

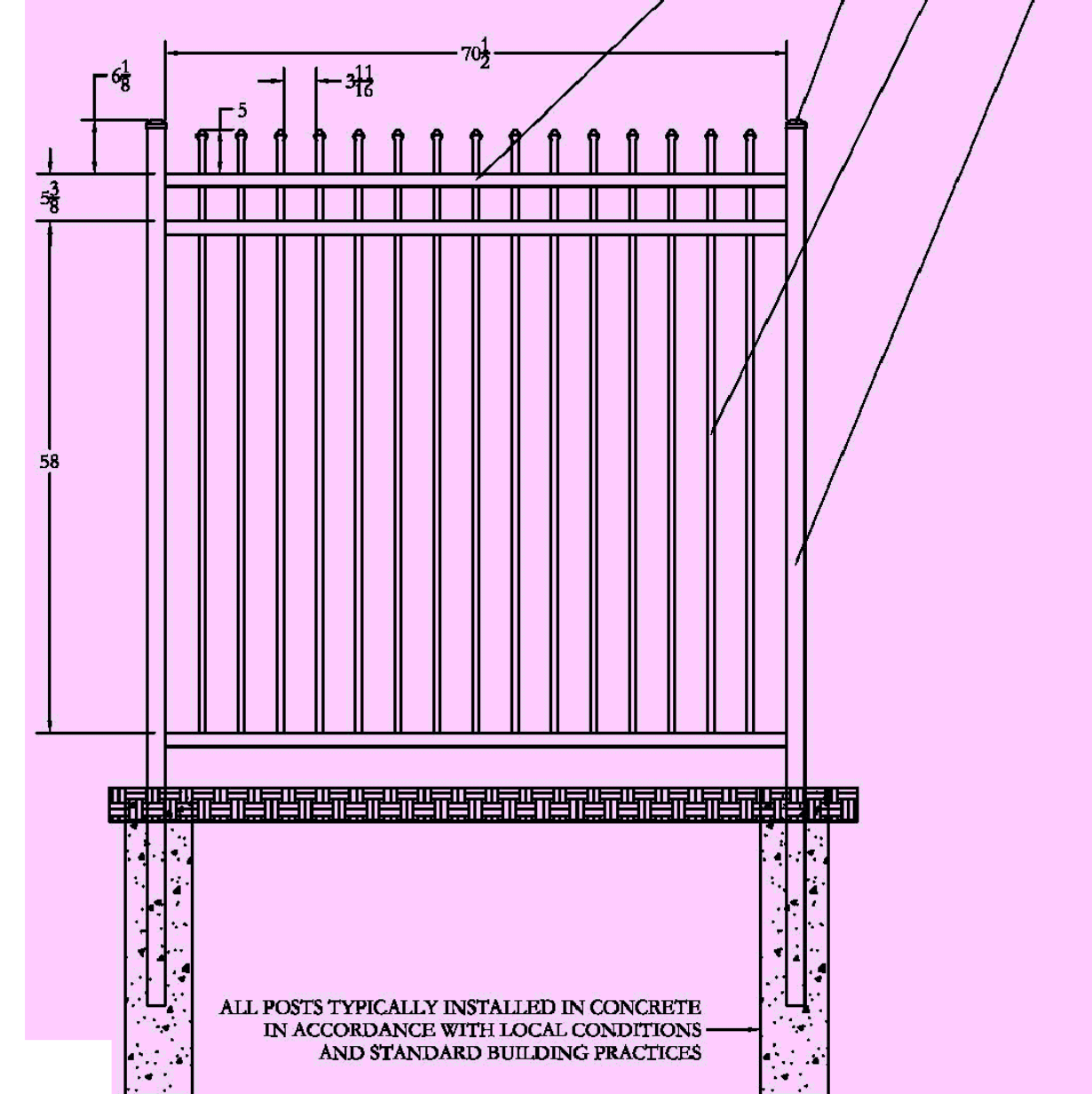


9 BENCH (NEW)

SCALE: N.T.S.

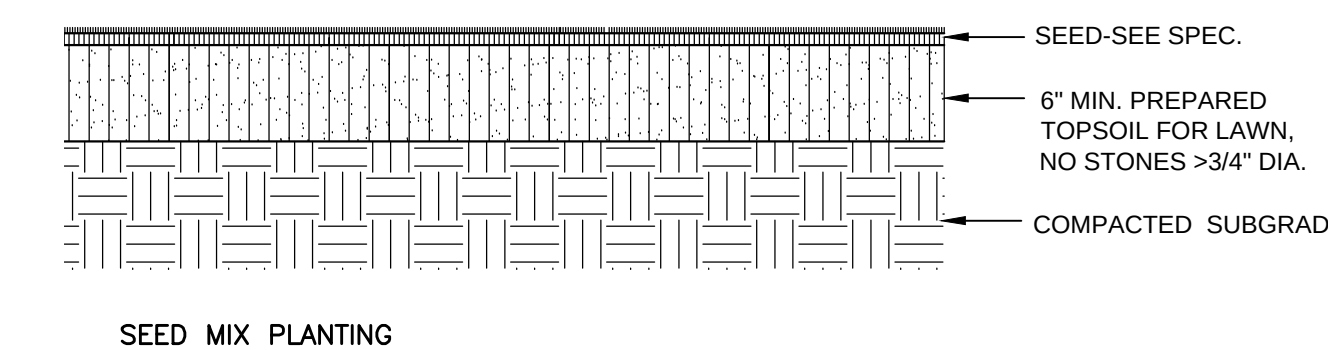
- NOTES:
- 72" BUCKINGHAM FENCE BY JERITH MANUFACTURING COMPANY, INC. OR APPROVED EQUAL.
 - COLOR T.B.D.
 - INSTALL PER MANUFACTURERS RECOMMENDATIONS

- 100" POST
- 72" PICKET
- 15 HOLE STRINGER
- POST CAP



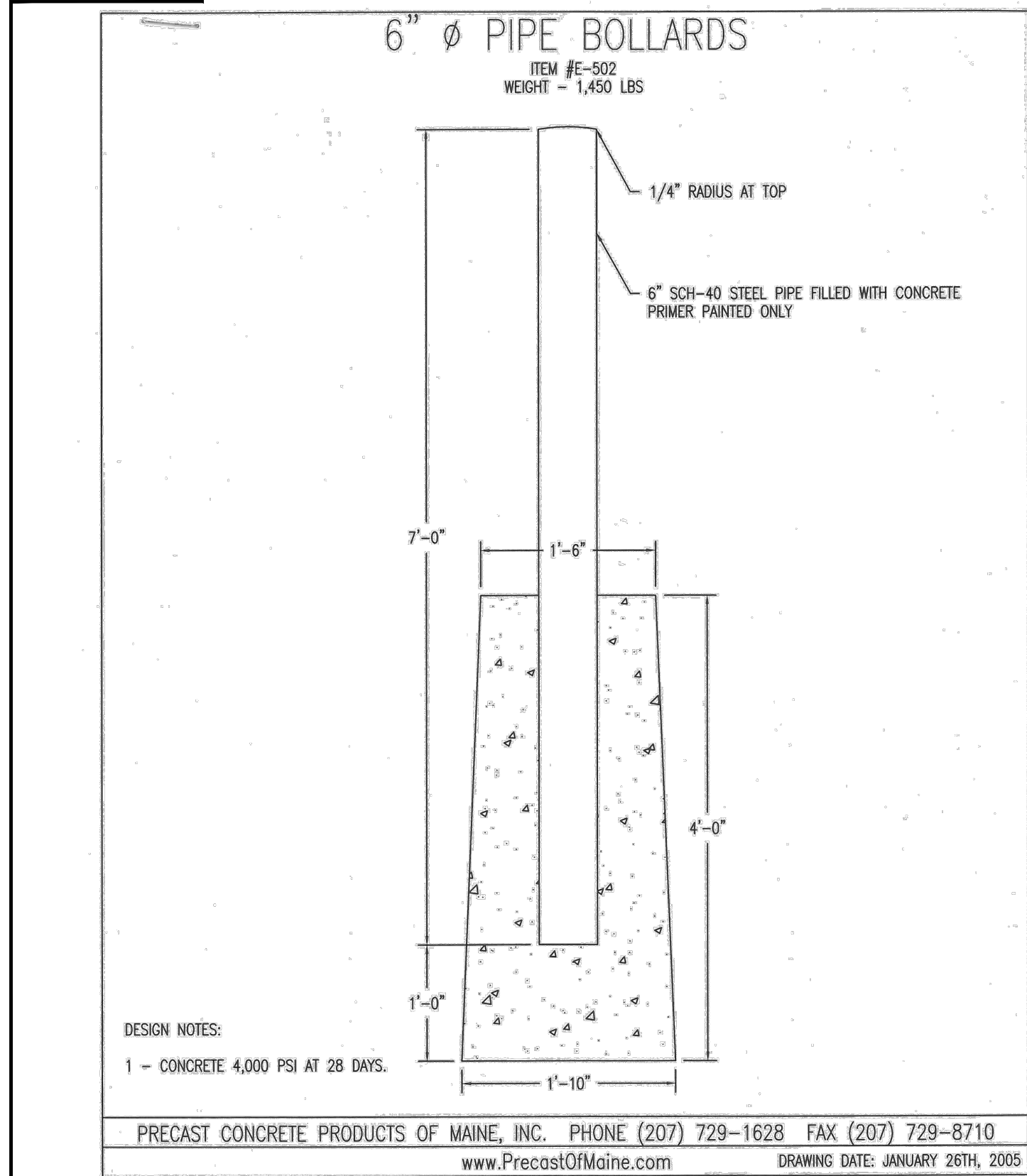
10 ORNAMENTAL METAL FENCE

SCALE: N.T.S.

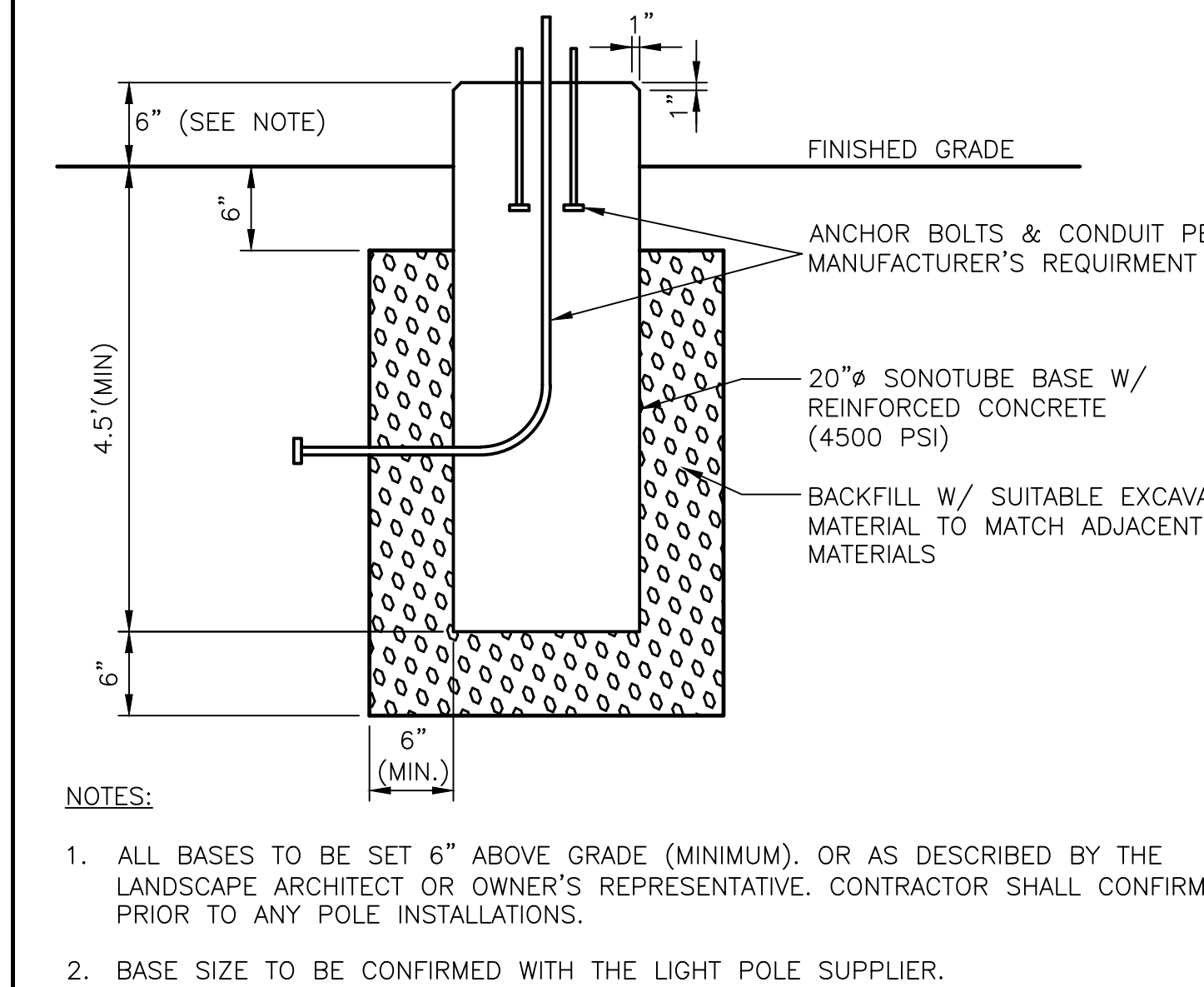


11 LAWN

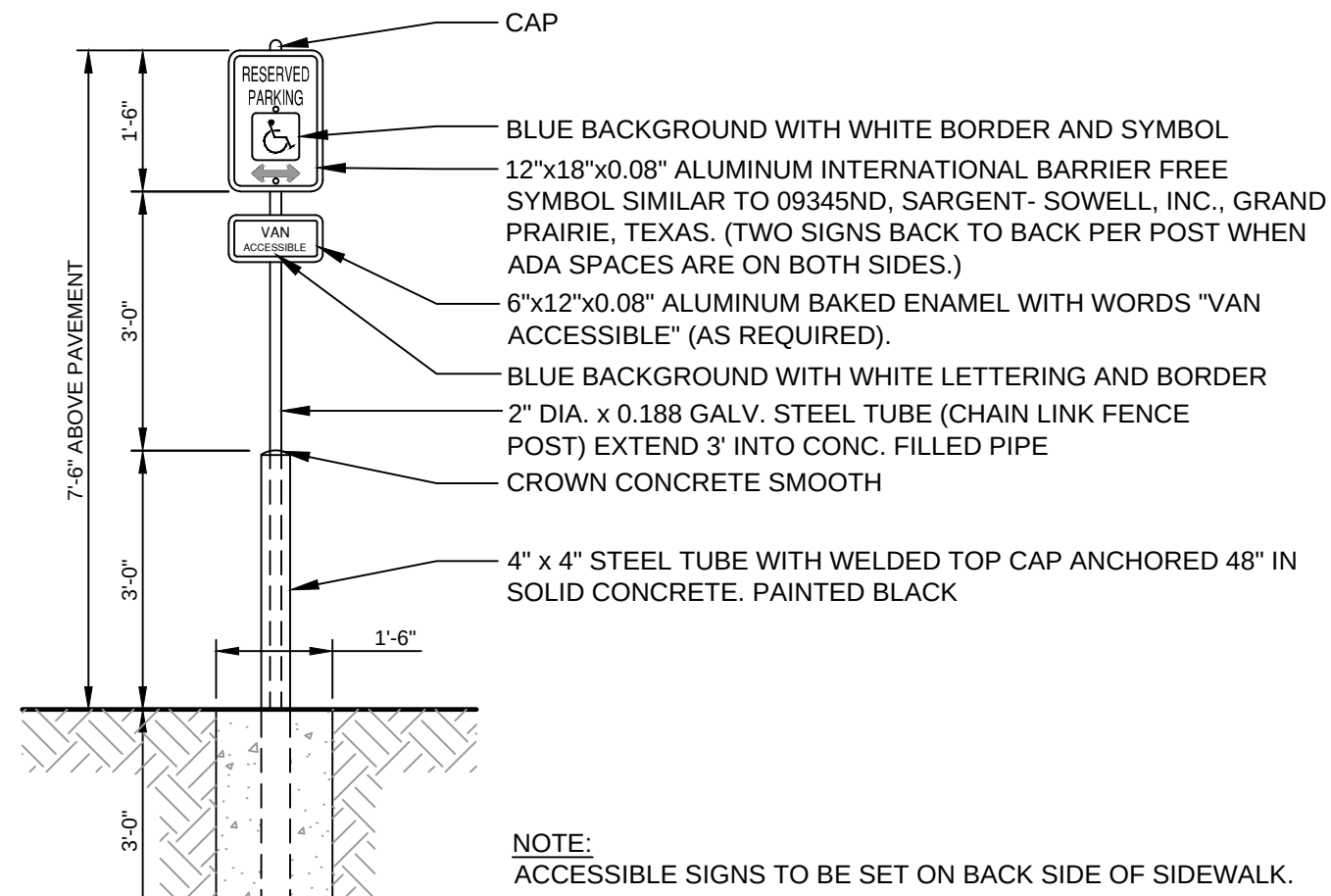
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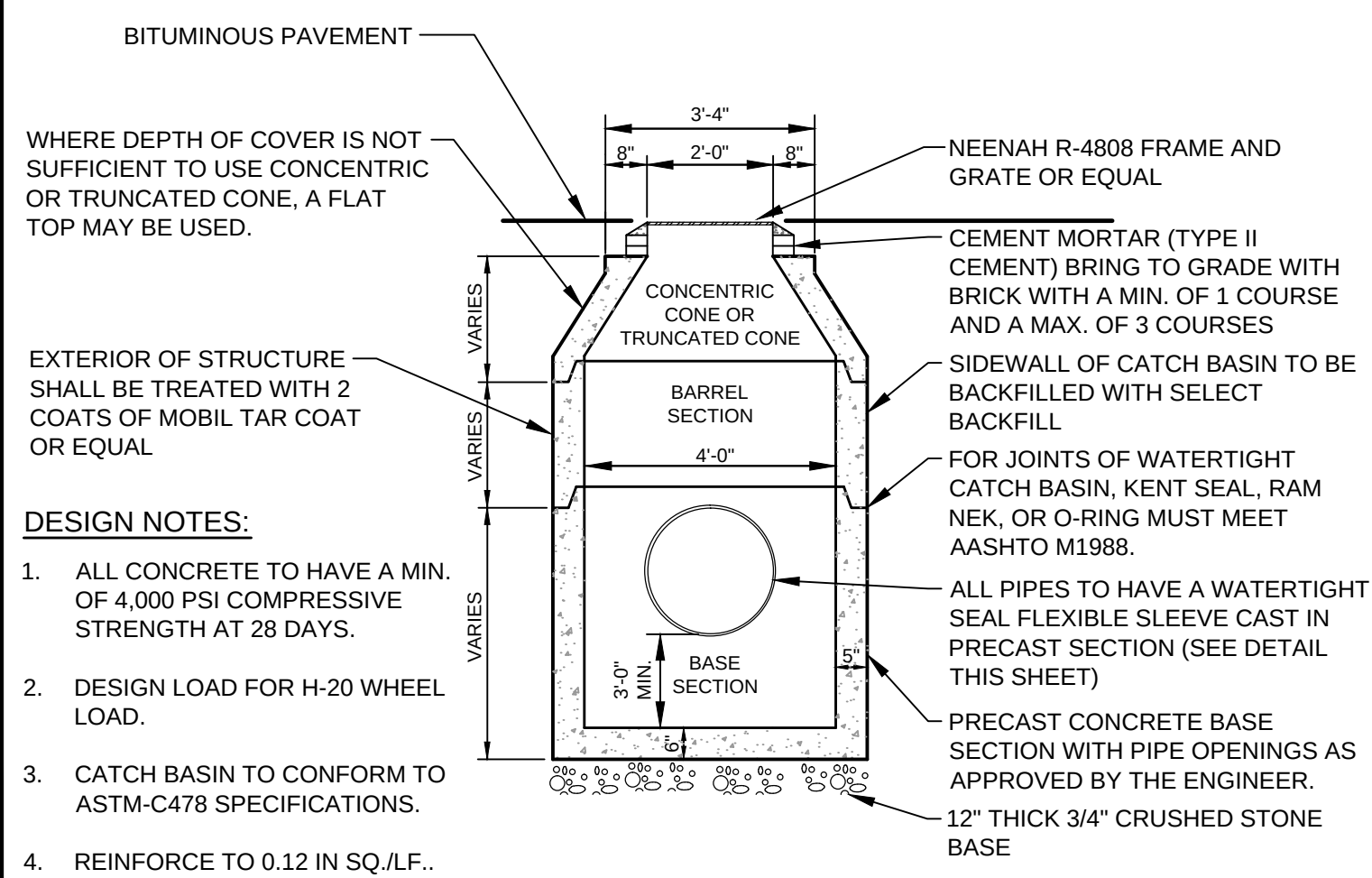
(A) PIPE BOLLARD DETAIL
N.T.S.



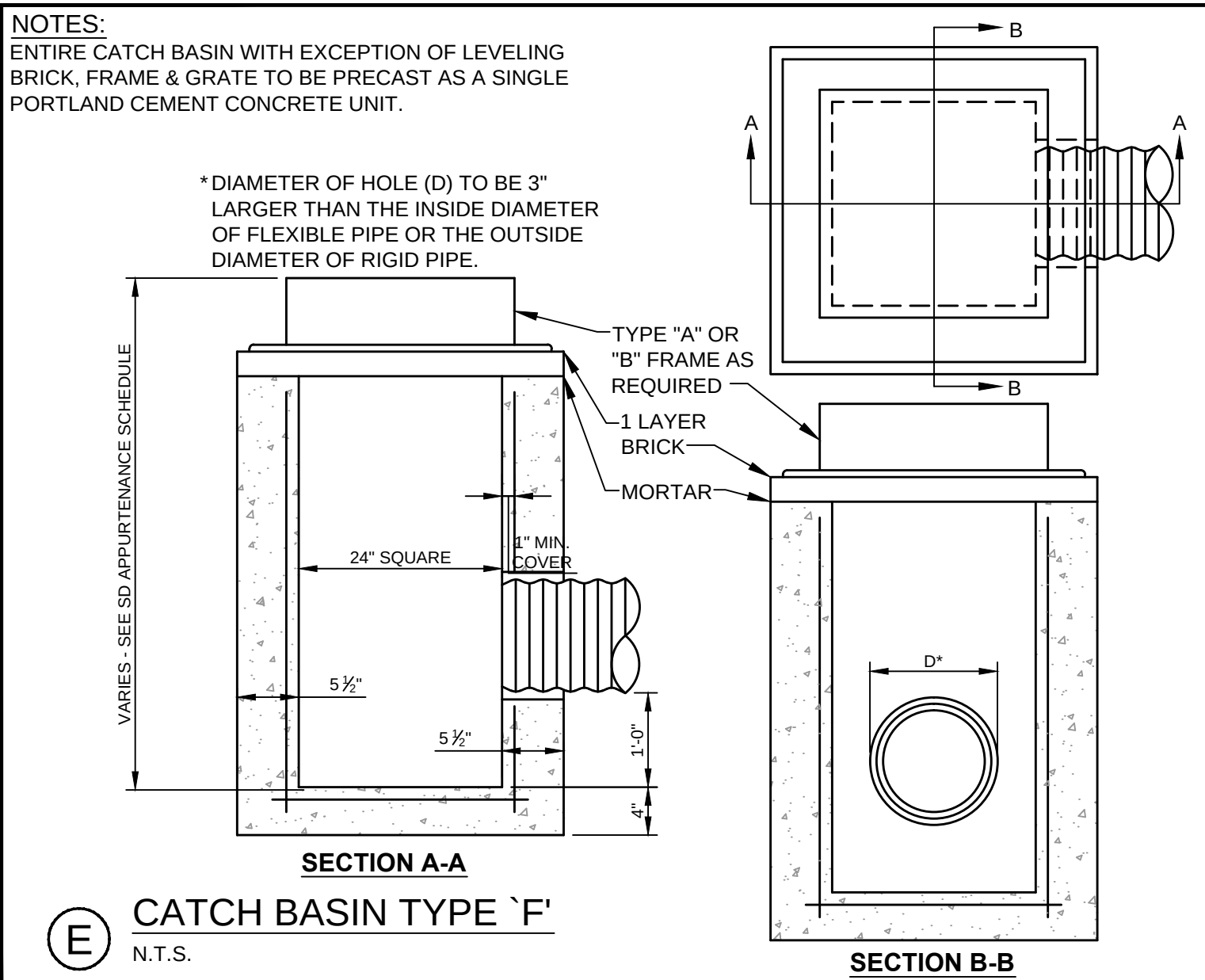
(B) TYPICAL PARKING LOT LIGHTING POLE FOUNDATION
N.T.S.



(C) BARRIER FREE PARKING SIGN
N.T.S.



(D) 4'-0" PRECAST CATCH BASIN DETAIL
N.T.S.



(E) CATCH BASIN TYPE 'F'
N.T.S.

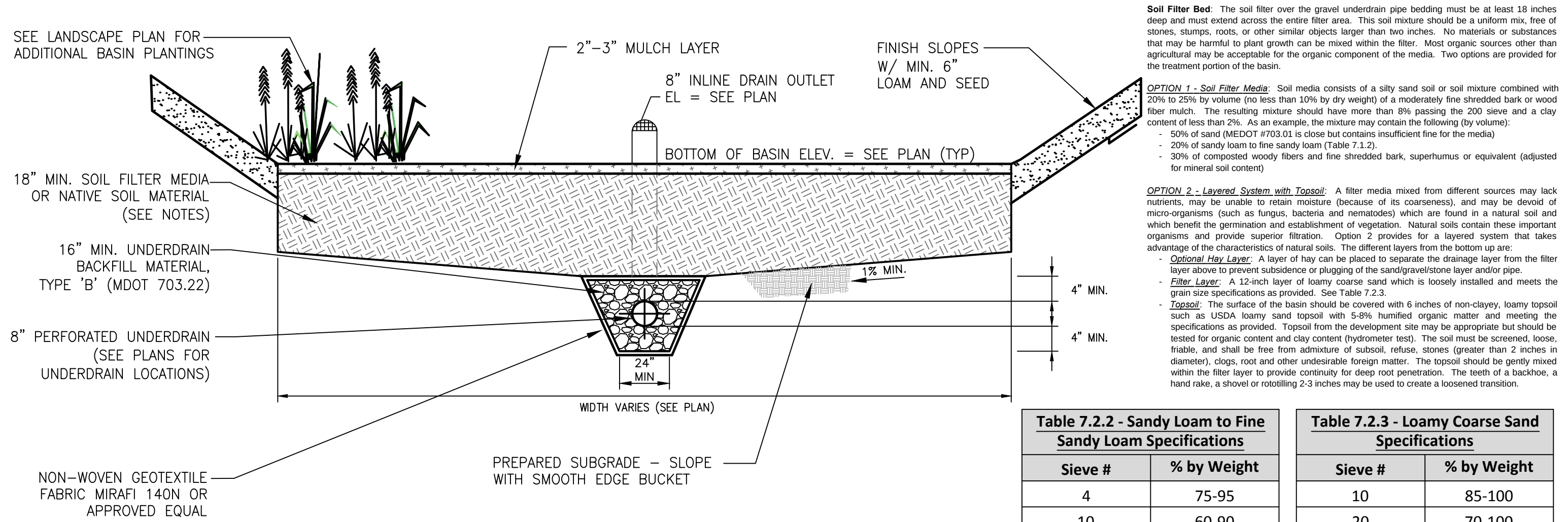
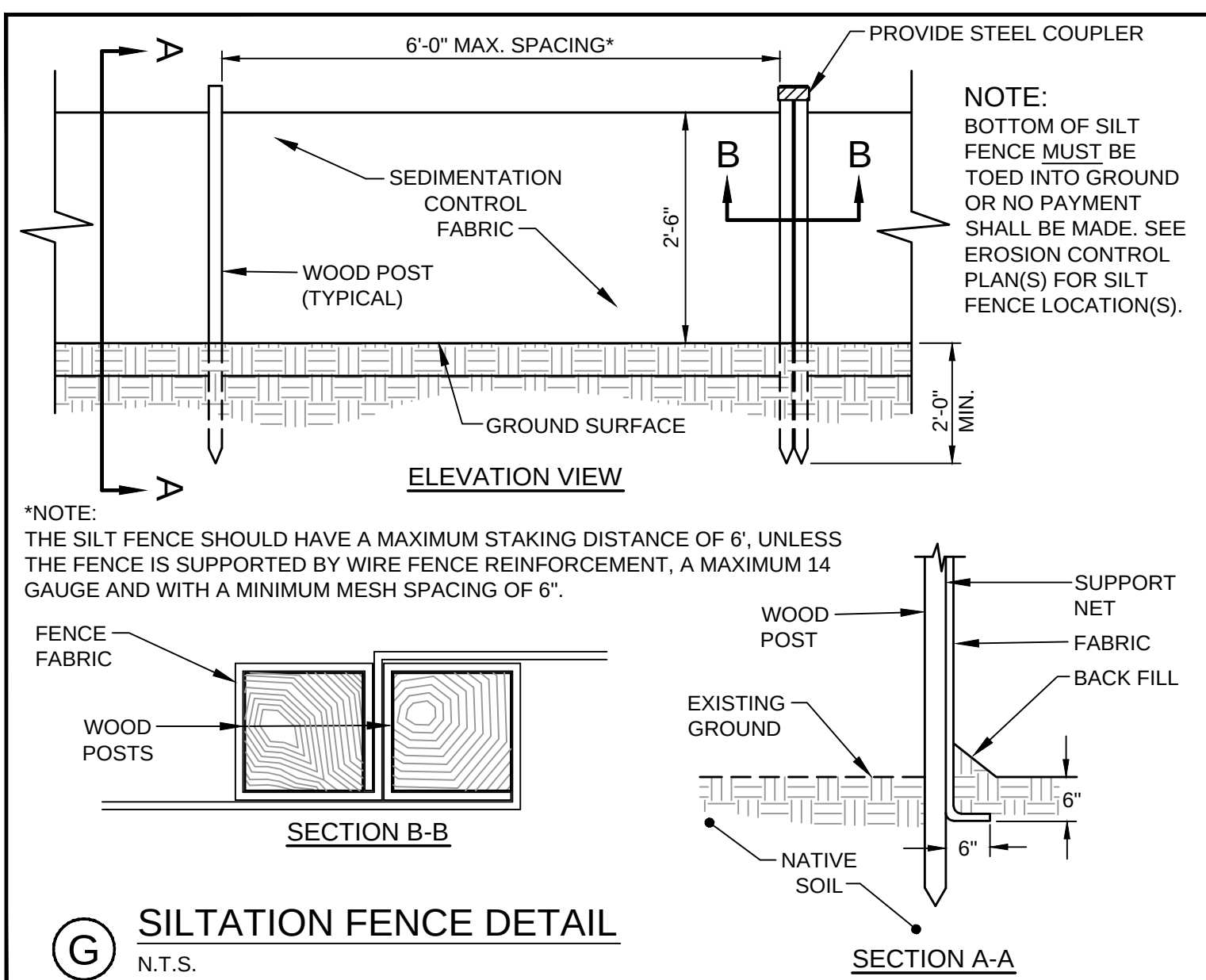
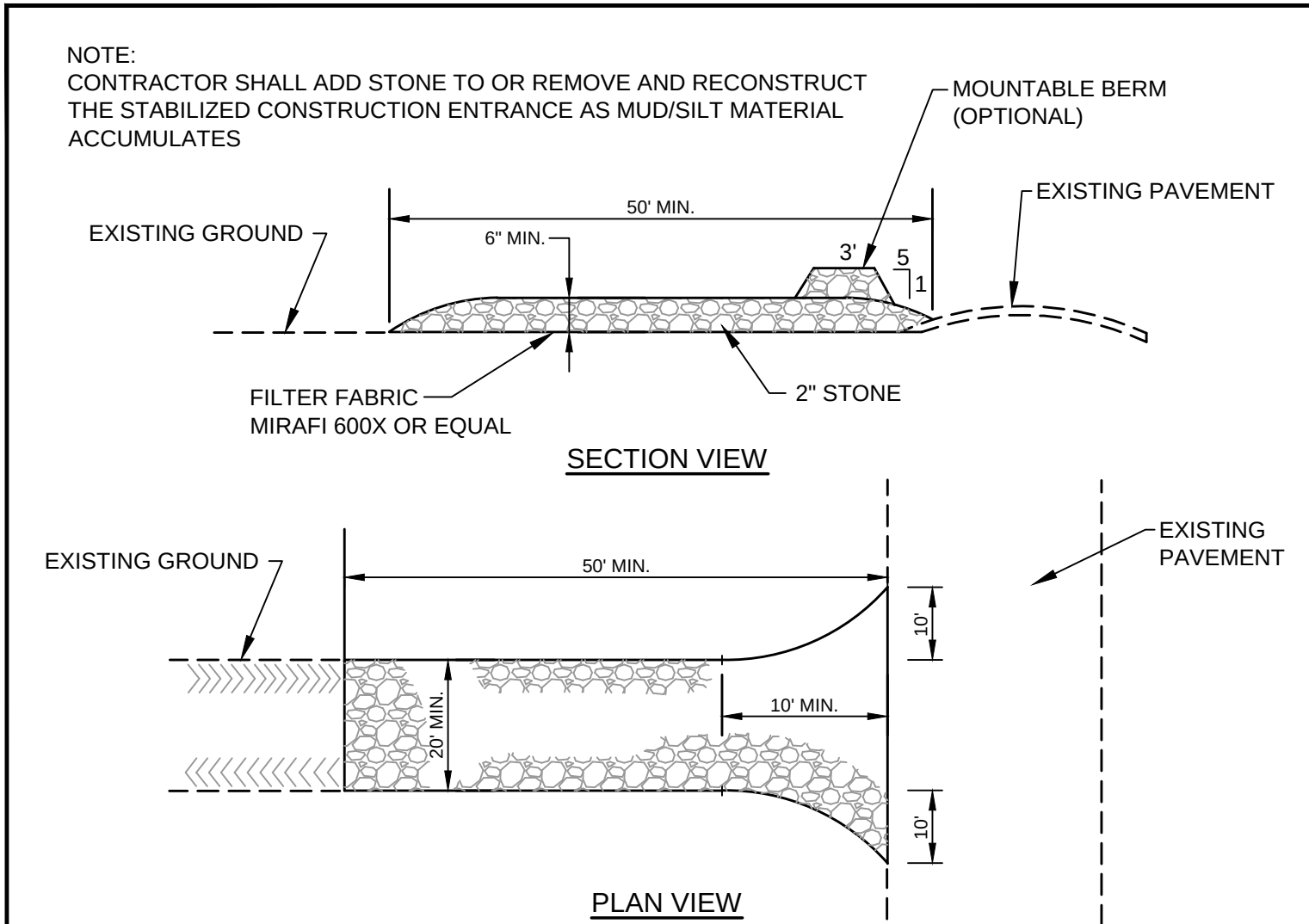


Table 7.2.2 - Sandy Loam to Fine Sandy Loam Specifications		Table 7.2.3 - Loamy Coarse Sand Specifications	
Sieve #	% by Weight	Sieve #	% by Weight
4	75-95	10	85-100
10	60-90	20	70-100
40	35-85	60	15-40
200	20-70	200	8-15
200 (clay size)	< 2.0	200 (clay size)	< 2.0

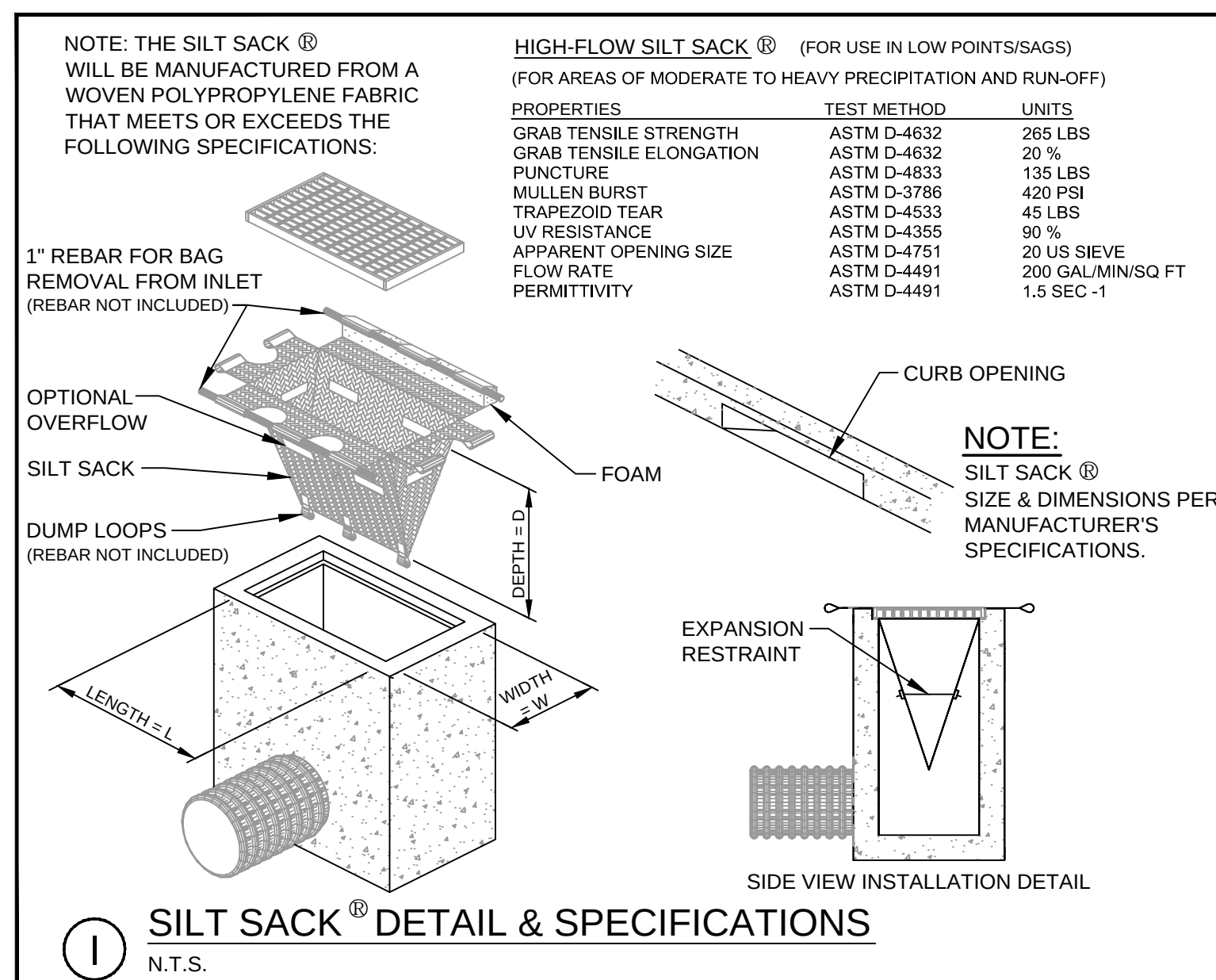
(F) BIORETENTION CELL (RAIN GARDEN)
N.T.S.



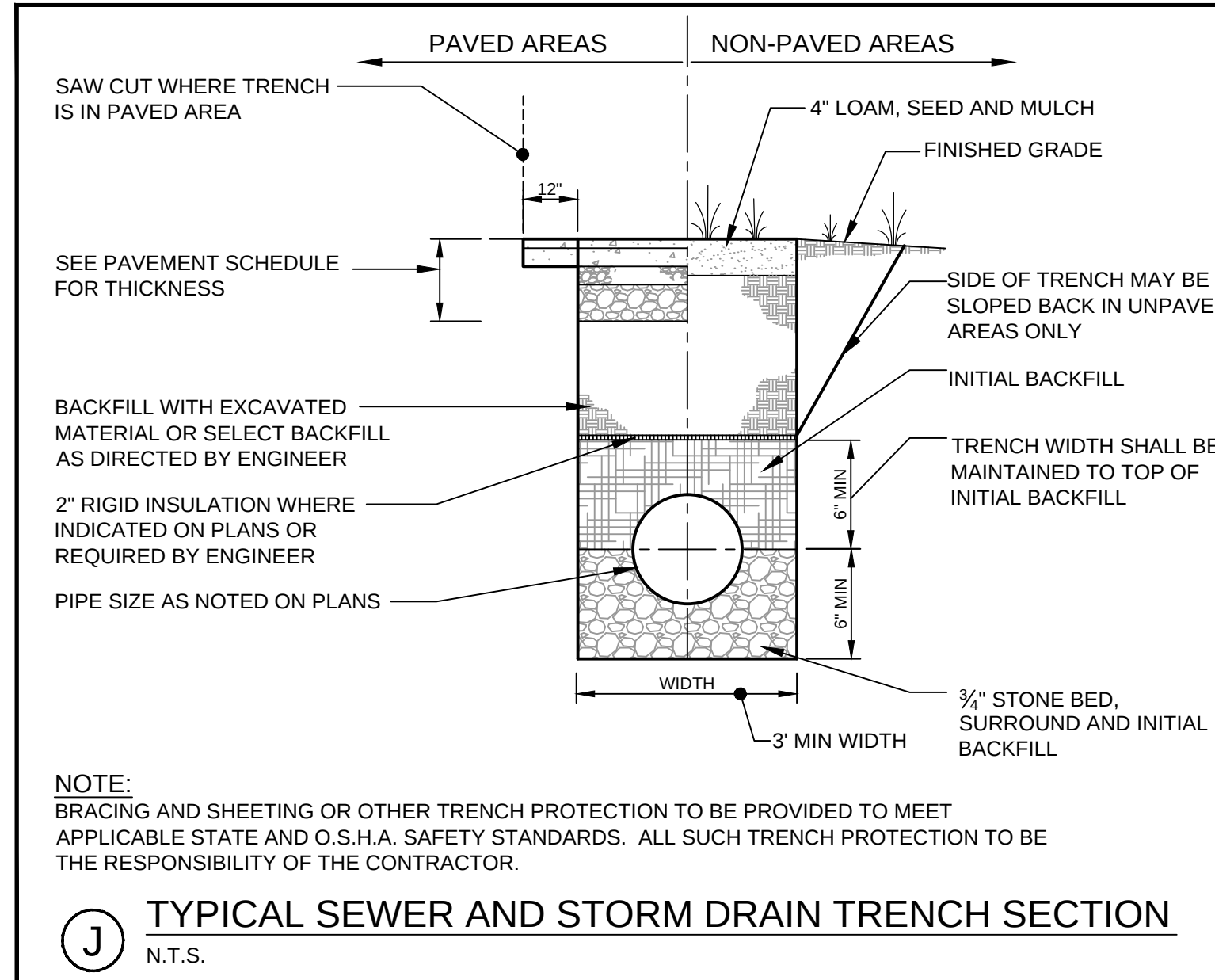
(G) SILTATION FENCE DETAIL
N.T.S.



(H) STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.



(I) SILT SACK® DETAIL & SPECIFICATIONS
N.T.S.



(J) TYPICAL SEWER AND STORM DRAIN TRENCH SECTION
N.T.S.

PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT: SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE		STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM	
SHEET TITLE: SITE, STORMWATER & EROSION CONTROL DETAILS		DRAWN: PBF DATE: AUG 2017 DESIGNED: SRB SCALE: AS NOTED CHECKED: SRB JOB NO. 195350145	
CLIENT: SEA COAST AT BAXTER WOODS, ASSOC., LLC		FILE NAME: SP-M162 DETAILS SHEET: C-7.2	

TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCES, SILTATION FENCE, CATCH BASIN INLET BARRIERS, CATCH BASIN SEDIMENT COLLECTION BAGS, EROSION CONTROL BLANKET, AND TEMPORARY SEEDING AND MULCHING AS REQUIRED. PERMANENT DEVICES INCLUDE PAVEMENT AND PERMANENT VEGETATION.

GENERAL

A. IT IS ANTICIPATED THAT CONSTRUCTION MAY BEGIN AS SOON AS POSSIBLE FOLLOWING RECEIPT OF NECESSARY PERMITS.

1. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND THE DEPARTMENT OF ENVIRONMENTAL PROTECTION, 2003, OR AS CURRENTLY REVISED OR U.S. ENVIRONMENTAL PROTECTION AGENCY PUBLICATION 832/R-92-005 (SEPTEMBER, 1992) STORM WATER MANAGEMENT FOR CONSTRUCTION, CHAPTER 3, WHICHEVER IS MORE STRINGENT.
2. ANY ADDITIONAL EROSION AND SEDIMENTATION CONTROL DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) PERSONNEL AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.
3. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.
4. ANY SOIL OR DEBRIS TRACKED ONTO ABUTTING PAVED AREAS OR STREETS SHALL BE REMOVED IMMEDIATELY
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/ REPLACEMENT/ MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF ACCEPTABLE PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:

- A. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS A 90% COVER OF THE DISTURBED AREA WITH MATURE, HEALTHY PLANTS WITH NO EVIDENCE OF WASHING OR RILLING OF THE TOPSOIL.
- B. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THE COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.
- C. FOR MULCHED AREAS, PERMANENT MULCHING MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL. EROSION CONTROL MIX MAY BE USED AS MULCH FOR PERMANENT STABILIZATION ACCORDING TO THE APPROVED APPLICATION RATES AND LIMITATIONS.
- D. PAVED AREAS: FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE COMPACTED GRAVEL SUBBASE IS COMPLETED.

B. EROSION AND SEDIMENTATION CONTROL MEASURES

1. PRIOR TO THE BEGINNING OF CONSTRUCTION, THE STABILIZED CONSTRUCTION ENTRANCE AND TEMPORARY SILT FENCE SHALL BE INSTALLED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. IT IS THE INTENT THAT SILT FENCE BE INSTALLED DOWN GRADIENT OF ALL DISTURBED AREAS OF THE SITE. SILT FENCE SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS WILL BE MADE IMMEDIATELY. SEDIMENT DEPOSITS SHALL BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE SILT BARRIERS. THIS SEDIMENT WILL BE SPREAD AND STABILIZED IN AREAS OF THE SITE NOT SUBJECT TO EROSION. SILT FENCE SHALL BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, THEY WILL BE REPLACED WITH A TEMPORARY CRUSHED STONE CHECK DAM.
2. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED DURING CONSTRUCTION.
3. REMOVAL OF SOD, TREES, BUSHES AND OTHER VEGETATION AND SOIL DISTURBANCE WILL BE KEPT TO A MINIMUM WHILE ALLOWING PROPER SITE DEVELOPMENT.
4. GRUBBINGS AND ANY UNUSABLE TOPSOIL SHALL BE STRIPPED AND REMOVED FROM THE PROJECT SITE AND DISPOSED OF IN AN APPROVED MANNER.
5. ANY SUITABLE TOPSOIL WILL BE STRIPPED AND STOCKPILED FOR REUSE IN FINAL GRADING. TOPSOIL WILL BE STOCKPILED IN A MANNER SUCH THAT NATURAL DRAINAGE IS NOT OBSTRUCTED AND NO OFF-SITE SEDIMENT DAMAGE WILL RESULT. IF A STOCKPILE IS NECESSARY, THE SIDE SLOPES OF THE TOPSOIL STOCKPILE WILL NOT EXCEED 2:1. TOPSOIL STOCKPILES WILL BE TEMPORARILY AROOSTOOK RYE. ANNUAL OR PERENNIAL RYE GRASS WITHIN 7 DAYS OF FORMATION, OR TEMPORARILY MULCHED IS SEEDING CANNOT BE DONE WITHIN THE RECOMMENDED SEEDING DATES.
6. TEMPORARY DIVERSION BERMS AND DRAINAGE SWALES SHALL BE CONSTRUCTED AS NECESSARY.
7. TEMPORARY STABILIZATION SHALL BE CONDUCTED WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, PRIOR TO ANY RAIN EVENT, AND PRIOR TO ANY WORK SHUT DOWN LASTING MORE THAN ONE DAY. TEMPORARY STABILIZATION INCLUDES SEED, MULCH, OR OTHER NON-ERODABLE COVER
8. TEMPORARY SEEDING SPECIFICATIONS: WHERE SEEDBED HAS BEEN COMPACTED BY CONSTRUCTION OPERATIONS, LOOSEN SOIL TO A DEPTH OF 2 INCHES BEFORE APPLYING FERTILIZER, LIME, AND SEED. APPLY A LIMESTONE AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQUARE FEET) AND 10-10-10 (N-P2O5-K2O) FERTILIZER AT A RATE OF 600 LBS PER ACRE (13.8 LB. PER 1,000 SQUARE FEET), UNIFORMLY APPLY SEED AT THE RECOMMENDED SEEDING RATES AND DATES, APPLY HAY OR STRAW MULCH AT A RATE OF 2 TONS PER ACRES, AND ANCHOR AS NECESSARY.

RECOMMENDED TEMPORARY SEEDING DATES AND APPLICATION RATES ARE AS FOLLOWS:

AROOSTOOK RYE:
RECOMMENDED SEEDING DATES: 8/15 - 10/1
APPLICATION RATE: 112 LBS/ACRE

ANNUAL RYE GRASS:
RECOMMENDED SEEDING DATES: 4/1 - 7/1
APPLICATION RATE: 40 LBS/ACRE

PERENNIAL RYE GRASS:
RECOMMENDED SEEDING DATES: 8/15 - 9/15
APPLICATION RATE: 40 LBS/ACRE

9. PERMANENT SEEDING SPECIFICATION SHALL BE AS SHOWN ON THE LANDSCAPE PLAN. LATE SEASON SEEDING SHALL BE DONE BETWEEN AUGUST 15 AND SEPTEMBER 15. AREAS NOT SEEDED OR WHICH DO NOT OBTAIN A SATISFACTORY GROWTH BY OCTOBER I SHALL BE SEEDED WITH AROOSTOOK RYE OR MULCHED AT RATES PREVIOUSLY SPECIFIED. SEE WINTER CONDITIONS NOTES FOR SEEDING STABILIZATION AFTER NOVEMBER 1.
- A. APPLY TOPSOIL TO A MINIMUM DEPTH OF 4 INCHES. MIX TOPSOIL WITH THE SUBSOIL TO A MINIMUM DEPTH OF 6 INCHES.
- B. APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQUARE FEET) AND GRANULAR, COMMERCIAL-GRADE, 10-10-10 (N-P2O5-K2O) FERTILIZER AT A RATE OF 800 LBS PER ACRE (18.4 LBS PER 1,000 SQUARE FEET).
- C. UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES, APPLY HAY OR STRAW MULCH AT A RATE OF 2 TONS PER ACRES, AND ANCHOR AS NECESSARY.
- D. THE SEED MIXTURE FOR LAWN AND FILTRATION BASIN AREAS SHALL CONSIST OF SEEDS

PROPORTIONED BY WEIGHT AS FOLLOWS:

30% CREEPING RED FESCUE
50% KENTUCKY BLUEGRASS
20% ITALIAN/PERENNIAL RYE GRASS

NOTE: SEED MIXTURE SHALL CONSIST OF AT LEAST TWO VARIETIES PF EACH TYPE OF GRASS. WHEN USED IN A FILTER BASIN, STORMWATER SHALL NOT BE DIRECTED TO THE BASIN UNTIL THE GRASS IS ESTABLISHED.

10. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF APPLICATION RATE
11. DITCH LININGS, STONE CHECK DAMS, AND RIP RAP INLET AND OUTLET PROTECTION SHALL BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR INSTALLATION OF CULVERT.
12. RIP RAP REQUIRED AT CULVERTS AND STORM DRAIN INLETS AND OUTLETS SHALL CONSIST OF FIELD STONE OR TOUGH UNHEWN QUARRY STONE APPROXIMATELY RECTANGULAR IN SHAPE.
13. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 15%. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
14. TEMPORARY CONTROL MEASURES, SUCH AS SILT FENCE, SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.
- C. WINTER CONDITIONS - NO WINTER SITE CONSTRUCTION IS PROPOSED ON THIS PROJECT.
- D. HOUSEKEEPING

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON-SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORM WATER, AND APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING AND IMPLEMENTATION.
2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS, ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.
3. FUGITIVE SEDIMENT AND DUST. ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL.
4. DEBRIS AND OTHER MATERIAL. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORM WATER, MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.
5. COMPLY WITH THE REQUIREMENTS OF SECTION 01570, CONSTRUCTION WASTE MANAGEMENT, FOR REMOVAL AND DISPOSAL OF CONSTRUCTION DEBRIS AND WASTE.
6. TRENCH OR FOUNDATION DE-WATERING. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED AREAS THAT ARE SPECIFICALLY DESIGNATED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFER DAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE.

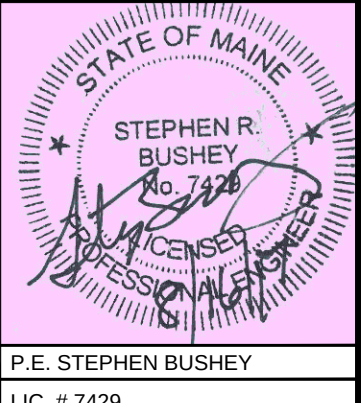
E. INSPECTION AND MAINTENANCE

1. INSPECT DISTURBED AND IMPERVIOUS AREAS, EROSION AND STORM WATER CONTROL MEASURES, AREAS USED FOR STORAGE THAT ARE EXPOSED TO PRECIPITATION, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE A WEEK AND BEFORE AND AFTER A STORM EVENT, PRIOR TO COMPLETION OF PERMANENT STABILIZATION. A PERSON WITH KNOWLEDGE OF EROSION AND STORM WATER CONTROLS, INCLUDING THE STANDARDS IN THE MAINE CONSTRUCTION GENERAL PERMIT AND ANY DEP OR MUNICIPAL COMPANION DOCUMENTS, MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF BEST MANAGEMENT PRACTICES (BMPS) NEED TO BE MODIFIED IF ADDITIONAL BMPS ARE NECESSARY, IMPLEMENTATION MUST BE COMPLETED WITHIN 7 CALENDAR DAYS AND PRIOR TO ANY STORM EVENT (RAINFALL). ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.
2. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME AND QUALIFICATIONS OF THE PERSON PERFORMING THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO OPERATION OF EROSION AND SEDIMENTATION CONTROLS AND POLLUTION PREVENTION MEASURES. MAJOR OBSERVATIONS MUST INCLUDE: BMPS THAT NEED TO BE MAINTAINED, LOCATION(S) OF BMPS THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION, AND LOCATION(S) WHERE ADDITIONAL BMPS ARE NEEDED THAT DID NOT EXIST AT THE TIME OF THE INSPECTION. FOLLOW-UP TO CORRECT DEFICIENCIES OR ENHANCE CONTROLS MUST ALSO BE INDICATED IN THE LOG AND DATED, INCLUDING WHAT ACTION WAS TAKEN AND WHEN.

F. CONSTRUCTION SCHEDULE & SEQUENCE

1. INSTALL TEMPORARY EROSION CONTROL MEASURES IN THE VICINITY OF THE CONSTRUCTION AREA, INCLUDING A STABILIZED CONSTRUCTION ENTRANCE AT LOCATIONS DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, SEDIMENT BARRIERS, AND SILT FENCE.
2. REMOVE EXISTING PAVEMENT AND STRUCTURES AS SHOWN, STOCKPILE REUSABLE MATERIAL, AND DISPOSE OF UNUSABLE AND/OR SURPLUS MATERIAL. INSTALL UNDERGROUND UTILITIES AND INSTALL NEW BASE GRAVEL IN PARKING AREAS AND DRIVES.
3. EXCAVATE AROUND FOUNDATIONS FOR BUILDING IMPROVEMENTS AND DRIP EDGE INSTALLATION.
4. CONSTRUCT OTHER SITE IMPROVEMENTS, INCLUDING PAVEMENT, SIDEWALKS.
5. INSTALL LANDSCAPING AND HARDSCAPE AROUND BUILDINGS.
6. FOLLOWING PERMANENT STABILIZATION OF THE SITE, REMOVE TEMPORARY EROSION CONTROL MEASURES.

PRELIMINARY - NOT FOR CONSTRUCTION

				PROJECT	SEA COAST AT BAXTER WOODS BUILDING - 1 583 STEVENS AVENUE	STANTEC CONSULTING SERVICES INC. 482 PAYNE ROAD, SCARBOROUGH, MAINE 04074 WWW.STANTEC.COM 
				SHEET TITLE	EROSION CONTROL NOTES	
				CLIENT	SEA COAST AT BAXTER WOODS, ASSOC., LLC	
1	08.16.2017	CITY OF PORTLAND - LEVEL III SITE PLAN SUBMISSION		DRAWN: PBF		DATE: AUG 2017
REV	DATE	DESCRIPTION	P.E. STEPHEN BUSHEY	DESIGNED: SRB		SCALE: AS NOTED
		REVISIONS	LIC. # 7429	CHECKED: SRB		JOB NO. 195350145
				FILE NAME: SP-M162 DETAILS		
				SHEET		C-8.0

PROPOSED LIGHTING FIXTURES

TYPE S3
MANUFACTURER: U.S. ARCHITECTURAL
CATALOG #: RNTA-124-125-PT27-RAL-9005S (POLE)
MOZM-LED-VLED-IV-48LED-350mA-NW-120-PT-RAL-9005T-HS-VLED (LUMINAIRE)

DESCRIPTION: DECORATIVE POST-TOP LUMINAIRE WITH 48-4000K LED LAMPS. LUMINAIRE OPTICS SHALL PROVIDE AN IES TYPE IV DISTRIBUTION WITH HOUSE-SIDE SHIELDING. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. POLE SHALL BE 12-FEET TALL, ROUND, STRAIGHT ALUMINUM WITH A DECORATIVE BASE COVER. LUMINAIRE AND POLE FINISH SHALL BE BLACK.

TYPE S6

MANUFACTURER: LUMARK

CATALOG #: XT0R1B-W

DESCRIPTION: WALL MOUNTED 4000K LED LUMINAIRE WITH DOWNWARD OPTICAL DISTRIBUTION. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. INSTALL AT HEIGHTS AS INDICATED ON THE PLANS. LUMINAIRE FINISH SHALL BE BLACK.

TYPE S7

MANUFACTURER: FAIL-SAFE

CATALOG #: TRO-11-LD4-20W-40-OPL-BK-UNV-ED-C1

DESCRIPTION: SURFACE CEILING MOUNTED 4000K LED LUMINAIRE WITH OPAL POLYCARBONATE DIFFUSER. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. LUMINAIRE HOUSING FINISH SHALL BE BLACK.

TYPE S8

MANUFACTURER: U. S. ARCHITECTURAL

CATALOG #: BRA6-LED-IL-24LED-NW-GROUND-RAL-9005T-36"

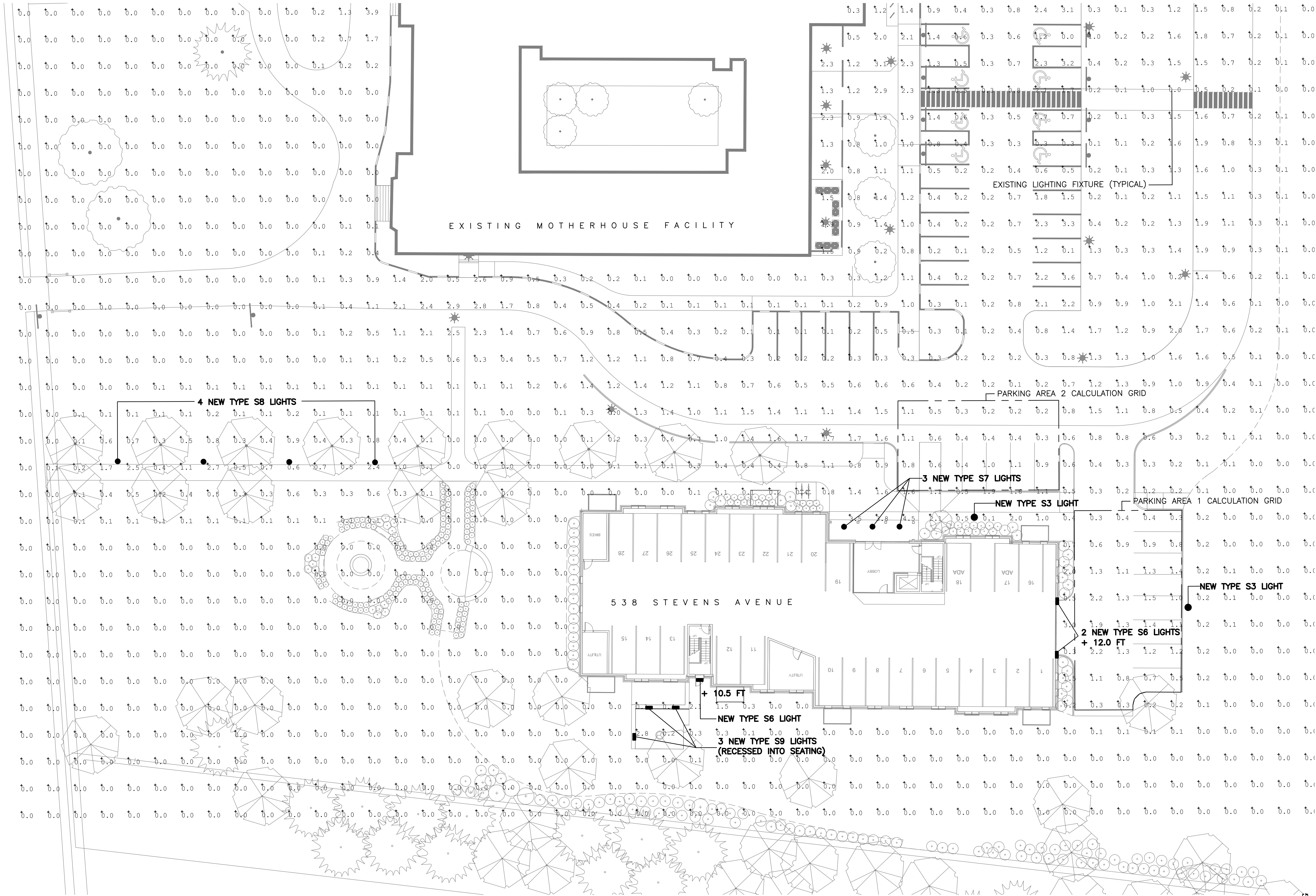
DESCRIPTION: 36-INCH TALL, BY 6-INCH DIAMETER BOLLARD LIGHT WITH 4000K LED LAMPS, AND WITH INTERNAL SHIELDING LOUVERS. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. LUMINAIRE FINISH SHALL BE BLACK.

TYPE S9

MANUFACTURER: TARGETTI

CATALOG #: ZES-RP-FW-FE-L1-40-84-24

DESCRIPTION: RECESSED LED STEP-LIGHT TO BE BUILDING INTO PATIO SEATING. HEAT OF LUMINAIRES SHALL BE 2-FEET ABOVE GRADE. GROUP OF 3 LUMINAIRES TO BE PROVIDED WITH A REMOTE LED DRIVER IN A WEATHERPROOF ENCLOSURE. LUMINAIRE SHALL BE UL LISTED FOR WET LOCATIONS. LUMINAIRE FACE FINISH SHALL BE FERRITE GRAY COLOR.



CALCULATED HORIZONTAL INITIAL ILLUMINANCE LEVELS INDICATED AT GRADE
CALCULATION INCLUDES ILLUMINANCE FROM EXISTING PHASE 1 PROJECT LIGHTS
ALL LIGHTS SHOWN ARE EXISTING EXCEPT THOSE INDICATED AS NEW TYPES S3, S6, S7, S8, & S9

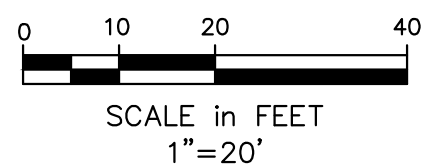
CALCULATED LIGHTING RESULTS:

PARKING AREA 1:

AVERAGE: 1.0 FOOTCANDLES
MAXIMUM: 2.2 FOOTCANDLES
MINIMUM: 0.3 FOOTCANDLES
AVERAGE-TO-MINIMUM UNIFORMITY RATIO: 3.4 : 1
MAXIMUM-TO-MINIMUM UNIFORMITY RATIO: 7.3 : 1

PARKING AREA 2:

AVERAGE: 0.8 FOOTCANDLES
MAXIMUM: 1.9 FOOTCANDLES
MINIMUM: 0.2 FOOTCANDLES
AVERAGE-TO-MINIMUM UNIFORMITY RATIO: 4.0 : 1
MAXIMUM-TO-MINIMUM UNIFORMITY RATIO: 9.5 : 1



Bartlett Design
LIGHTING & ELECTRICAL ENGINEERING
942 WASHINGTON STREET - BATH, ME 04530
TEL (207) 443-5447

APPLICANT:

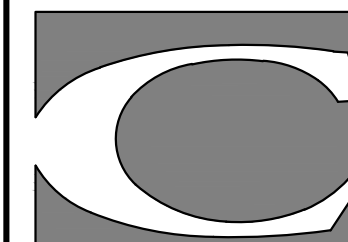
SEA COAST AT
BAXTER WOODS
ASSOCIATES, LLC
20 BLUEBERRY LANE
FALMOUTH, MAINE
04105

605 STEVENS AVE
APARTMENT BUILDING - 1

Revisions	Date	Description

SITE LIGHTING
CALCULATION PLAN

Phase:
PERMITTING



CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

Date:
August 14, 2017

Sheet No:

E-2.0



PARKING LEVEL AREA CALCULATIONS

PARKING:	9,705 SF
CIRCULATION:	345 SF
PUBLIC SPACES:	941 SF
WALL THICKNESS:	752 SF +
GROSS AREA:	11,743 SF

BUILDING AREA CALCULATIONS

PARKING LEVEL:	11,743 GSF
SECOND FLOOR:	11,141 GSF
THIRD FLOOR:	11,141 GSF
FOURTH FLOOR:	10,988 GSF +
TOTAL AREA:	45,013 GSF

SEA COAST AT BAXTER WOODS - BUILDING - 1

583 STEVENS AVENUE, PORTLAND, MAINE

16 AUG, 2017



A1.1

48 Union Wharf Portland, Maine 04101



SECOND FLOOR AREA CALCULATIONS

DWELLING UNITS:	8,823 SF
AMENITIES:	453 SF
CIRCULATION:	938 SF
WALL THICKNESS:	927 SF
GROSS AREA:	11,141 SF

SEA COAST AT BAXTER WOODS - BUILDING - 1

583 STEVENS AVENUE, PORTLAND, MAINE

16 AUG, 2017

A1.2



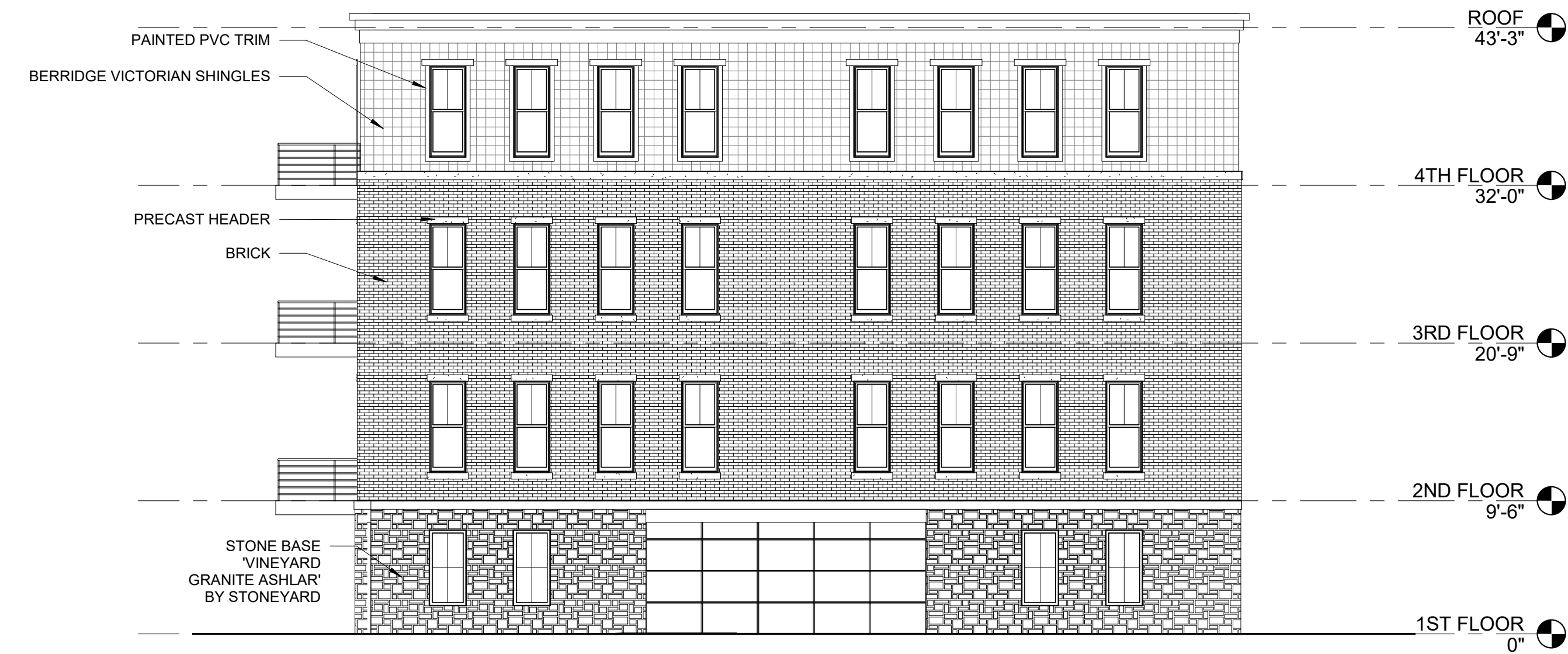
FOUR CORNER AVERAGE HEIGHT
 $(43'-3" + 43'-3" + 40'-11" + 40'-2 \frac{1}{2}") / 4 = 41'-11"$

SEA COAST AT BAXTER WOODS - BUILDING - 1

583 STEVENS AVENUE, PORTLAND, MAINE

16 AUG, 2017

A2.1



1 | LEFT ELEVATION - 4 STORY BUILDING
1/8" = 1'-0"



2 | RIGHT ELEVATION - 4 STORY BUILDING
1/8" = 1'-0"

SEA COAST AT BAXTER WOODS - BUILDING - 1

583 STEVENS AVENUE, PORTLAND, MAINE

16 AUG, 2017

A2.2







Memorandum

Planning and Urban Development Department

Planning Division

To: Chair Boepple and Members of the Portland Planning Board

From: Nell Donaldson & Jean Fraser, Planning Division

Date: October 20, 2017

Re: **Communication: MMC's Final Institutional Development Plan**

On September 26, 2017, the Planning Board unanimously approved a long-term Institutional Development Plan (IDP) proposed by Maine Medical Center (MMC) to support their future growth. The motion to approve the IDP followed a lengthy discussion by the Planning Board and included several conditions of approval designed to address outstanding issues. On October 18, MMC submitted their final Institutional Development Plan, revised to address these conditions of approval. This final IDP is included as *Attachment 1*.

In addition to the edits required as conditions of approval by the Planning Board, upon review of the IDP by Councilor Thibodeau with MMC and staff, a minor clarification was requested related to the general design guidelines to better express the intent regarding ground floor activation. Specifically, one of the nine general design guidelines in the IDP was modified as follows:

7. Vibrant, contributing and sustainable active ground floors will be provided, ~~as possible~~, to add activity and a sense of place to the priority node identified in the City's Comprehensive Plan.

The change is being presented to the Board as a scrivener's edit because it further effectuates the conditions from the Board and simply clarifies the document by removing the qualifier "as possible." Accordingly, because of this change simply clarifies that direction, staff is addressing this change here as a communication. Staff intends to share the final IDP with the Council when they consider MMC's IOZ at a hearing tentatively scheduled for November 20. Should the Planning Board find that this additional edit merits further consideration in a Planning Board public hearing setting, a hearing could be scheduled. Staff is seeking the Board's guidance on this matter.

Attachments

1. Final MMC IDP, submitted October 18, 2017



Institutional Development Plan





Institutional Development Plan

FINAL / October 9, 2017

Submitted to Portland City Council for Review

This document is valid until superseded by an approved update.

About This Plan

DATE: October 9, 2017

STATUS: Final / Submitted to Portland City Council for Review

Maine Medical Center (MMC) applied in January, 2017 for a zoning amendment to create an **MMC Institutional Overlay Zone (IOZ)** to allow MMC to modernize and expand their Bramhall St campus. The IOZ ordinance that provides the framework for this zoning was enacted by the City of Portland Code of Ordinances effective May 31, 2017.

The IOZ requires eligible institutions to submit an **Institutional Development Plan (IDP)**, a stand-alone document that describes the institution's tentative plans for the future, in addition to a **Regulatory Framework**, a land use code component that establishes the parameters to allow each institution to grow as envisioned in the IDP. The IDP and Regulatory Framework are institution-specific supplements to the more general provisions provided in the IOZ ordinance, and designed to provide a full list of variances from underlying zoning that are adopted by the Portland City Council.

Since January, MMC has met weekly with members of the neighborhood associations and City staff from Planning and other departments, to develop its IDP. This IDP was approved and the accompanying Regulatory Framework was recommended for approval to the City Council by the City of Portland Planning Board on September 26, 2017.

Once approved by the City Council, the MMC Regulatory Framework will establish the boundary for the MMC IOZ and provide zoning requirements that govern MMC's long-term development within the IOZ. Individual projects proposed by MMC in the IOZ in the future for such properties will be reviewed for zoning compliance with the MMC Regulatory Framework and any underlying zoning requirements that are not superseded by the IOZ.

This document was prepared for MMC by Perkins+Will with input from MMC, VHB, Gorrell Palmer, Sebago Technics, Colliers, Turner, and HeliExperts International. MMC would like to thank its neighbors in the Western Promenade, St John Valley, Parkside, West End, and Libbytown and the City of Portland for their contributions to the IDP process.

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INTRODUCTION

Maine Medical Center has been a member of the Portland community, a Portland landmark and a destination for excellent health care since it was built as Maine General Hospital in 1874. The campus has grown in size and complexity within its footprint to meet growing demand and changes in healthcare technology and care delivery.



ABOUT MAINE MEDICAL CENTER

Maine Medical Center (MMC) is a complete health care resource for the people of greater Portland, the entire state of Maine, and northern New England.

MMC is the state's largest medical center, licensed for 637 beds and employing more than 6,000 people. MMC's unique role as both a community hospital and a tertiary referral center requires an unparalleled depth and breadth of services, including the state's only medical school, through a partnership with Tufts University School of Medicine, and a world-class biomedical research center, the Maine Medical Center Research Institute.

The MMC care model includes the state's largest multispecialty medical group, Maine Medical Partners. Maine Medical Partners provides a wide range of primary, specialty, and subspecialty care delivered through a network of more than 40 locations throughout Maine.

Maine Medical Center is named one of "America's Best Hospitals" by US News & World Report. MMC's Trauma Center is the busiest in Maine, providing the most advanced tertiary care in the state.

MISSION, VISION AND VALUES

Maine Medical Center is dedicated to maintaining and improving the health of the communities it serves by:

- Caring for its community
- Educating tomorrow's caregivers
- Researching new ways to provide care

It proudly carries its unique responsibility as Maine's leader in patient care, education and research. MMC is dedicated to the traditions and ideals of not-for-profit healthcare. It provides care to all who seek it.

MMC's efforts to execute its Mission are aimed at achieving a simple, yet powerful Vision: "Working together so (Maine's) communities are the healthiest in America."

MMC is guided by a set of Values, helping to meet and exceed the expectations of those it is privileged to serve. MMC's Values:

- Patient-Centered
- Integrity
- Ownership
- Excellence
- Respect
- Innovation

PROGRAMS AND SERVICES

MMC provides a scope and depth of specialty and subspecialty inpatient and surgical care that is unparalleled in Maine.

MMC is the only Level I American College of Surgeons (ACS) trauma center in Maine and has the only Level III Neonatal Intensive Care Unit (NICU) and the only kidney transplant program in the state. MMC is an American Nurses Credentialing Center (ANCC) Magnet Hospital and has received numerous awards including: Best Regional Hospitals (2016-2017) from US News and World Report, Gold Seal of Approval and Top Performer in Key Quality Measures from the Joint Commission.

MMC is also the leading provider of tertiary services in the State of Maine. Tertiary services are defined as a set of Medicare severity diagnosis-related groups (MS-DRGs) that are rare and complex, require collaboration across treatment modalities, complex treatment decisions dependent upon unique diagnostic tests, regionalized care, and associated with complex co-morbidities and complications.

MMC's clinical services are organized into six service lines listed in **Table 1.1** at right. More information is available on the MMC website at <http://www.mmc.org/care-and-services>

Table 1.1 List of MMC Service Lines

ADULT MEDICINE

MMC's Adult Medicine Service Line extends across the continuum of care, spanning from primary care, to emergency and critical care, medical services for hospitalized adults, subacute rehabilitation and long-term care. It includes a wide array of specialty programs and services including Digestive Health, Endocrinology, Geriatrics, Infectious Disease, Nephrology, and Palliative Care. This service line also includes the procedural areas of Endoscopy and Transplantation.

CARDIOVASCULAR

MMC's Cardiovascular Service Line addresses the treatment needs of patients with cardiovascular diseases such as coronary artery disease, valvular heart disease, congestive heart failure, arrhythmias, congenital heart disease, and peripheral vascular disease.

ONCOLOGY

MMC's Oncology Service Line provides health services to patients diagnosed with cancer such as medical oncology, radiation oncology, gynecological oncology, and surgical oncology.

SURGICAL

MMC's Surgical Service Line addresses specific health problems requiring surgical intervention including cancer, cardiovascular disease, eye diseases and injuries, gastric and intestinal diseases and injury, gynecological diseases and injury, joint and bone diseases and injury, neurological and spinal diseases and injury, bariatric, trauma, and genito-urologic diseases and injury.

NEUROSCIENCES

MMC's Neurosciences Service Line addresses the treatment needs of patients with neurological diseases such as stroke, epilepsy, neuro-oncology, multiple sclerosis, neuroendovascular diseases, Parkinson's disease, Alzheimer's disease and dementia, neuromuscular diseases, peripheral nerve and muscle conditions, and spine disorders as well as an array of neurodiagnostic services including electroencephalography (EEG) and sleep lab.

WOMEN'S AND CHILDREN'S

MMC's Women's and Children's Service Line addresses the health problems and needs of women and of children under 18 years of age with such clinical services as child birth and pediatric subspecialties including, neonatology, pediatric medicine, oncology, cystic fibrosis, gastroenterology and nutrition, cardiology and cardiac surgery, nephrology, neurology, pulmonology, ophthalmology, orthopedics, and urology.

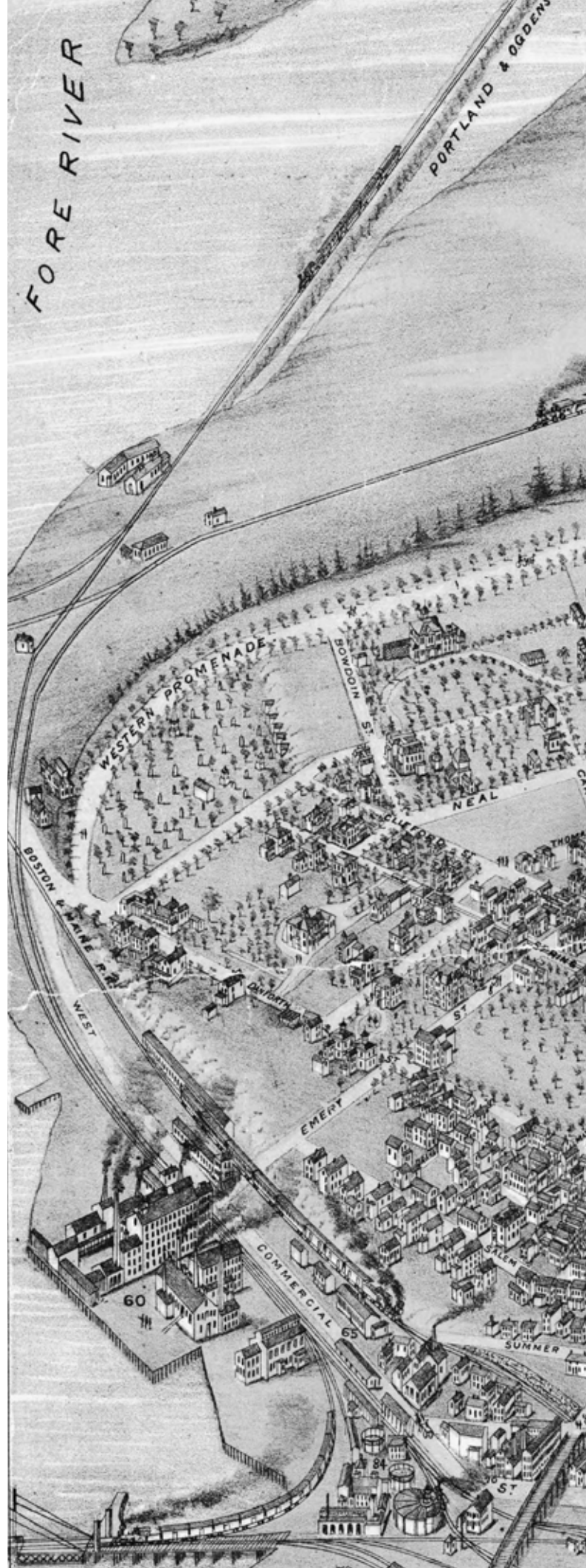
HISTORY

MMC opened its doors in 1874 as Maine General Hospital on Bramhall Hill, at the northern end of the tree-lined Western Promenade and adjacent to the Bramhall Reservoir.

The campus, designed by architect Francis Fassett, included four pavilions around a central administration building. The east pavilion and two outbuildings were erected first, providing patients with sweeping views of Casco Bay and the Fore River. The hospital was designated as the training facility for the Portland School for Medical Instruction and the Medical School of Maine at Bowdoin College, and had its own School of Nursing. Built of red-brick in Italian Gothic style, Maine General soon became a local landmark and a destination for the most up-to-date medical care in the state.

The opening of Union Station (1888) down the hill at Congress and St John Sts brought commercial uses to the area and improved access to the hospital. The hospital also catalyzed development of the area with medical uses such as the 1891 Maine Eye and Ear Infirmary as well as residential uses. The Western Promenade neighborhood gained prominence at the turn of the century as high-end homes and apartment buildings were built near the hospital and improvements were made to the

Fig.1.1 1876 Bird's eye view of Portland.





Western Promenade parklands. Maine General Hospital modernized its facilities through the 1920s and added a third pavilion in 1929.

In 1951, Maine General Hospital, the Maine Eye and Ear Infirmary, and Children's Hospital merged to become MMC. Two new pavilions were added in 1956 to provide modern patient rooms. Suburban growth and the construction of interstate highways in the 1960s increased demand for parking at the Medical Center, which was met by converting the Bramhall Reservoir into a surface parking lot (current South Lot).

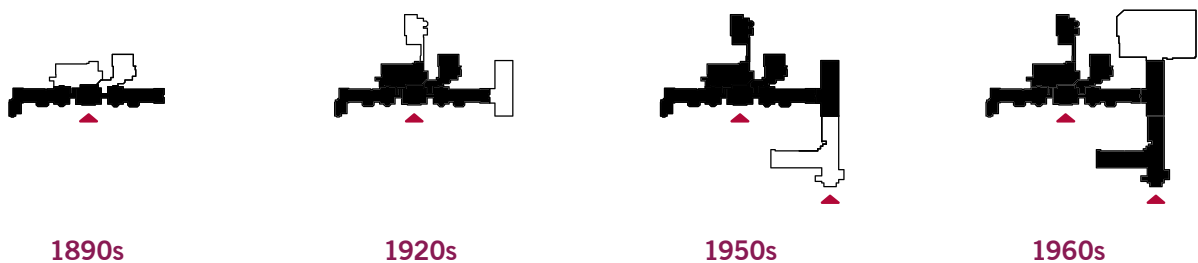
In 1968, MMC doubled the size of its facilities with the addition of the eleven-story Richards Wing. The campus expanded its footprint down towards Congress St with the addition of its first parking garage (now known as Employee Garage) in the 1970s. In the late 1970s, MMC became a teaching

hospital for the University of Vermont College of Medicine.

In 1985, MMC opened the six-story LL Bean Building, another major addition to the campus. The Bean Building housed the new Neonatal Intensive Care Unit (NICU), operating suites, and specialty departments; it also now houses the Barbara Bush Children's Hospital (BBCH). The Dana Building was built in 1987, adding much-needed classroom and conference space to the campus.

Through the 2000s, MMC has renovated and expanded its facilities to meet its role requirements as the highest acuity provider of healthcare in the state. In 2008, MMC opened the 190,000 SF East Tower including new units for prenatal care, labor, delivery and recovery, neonatal intensive care, and mother-baby units. The Emergency Department expanded into the basement of the East Tower the

Fig.1.2 Historical evolution of MMC



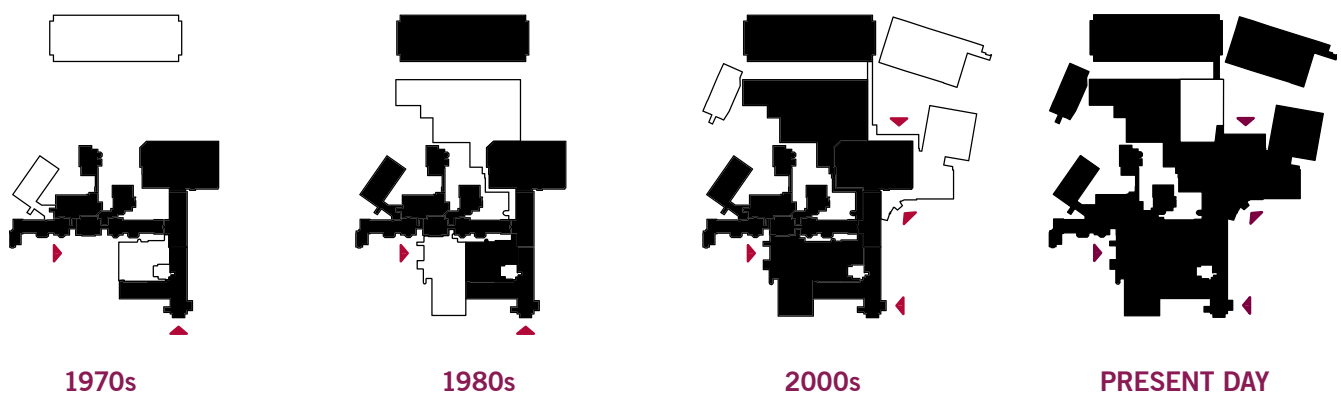
following year. The campus transformation project also included a new central utility plant and the 512-car Patient and Visitor Garage.

As its partnership with the University of Vermont came to a close, MMC initiated a new training program for medical students at the Tufts University School of Medicine in 2011. Today, MMC also hosts students from the Geisel School of Medicine at Dartmouth and University of New England College of Osteopathic Medicine.

In 2015, MMC completed construction on a portion of the LL Bean building roof to add new operating rooms and perioperative care beds.

Today, MMC is undertaking a new planning effort driven by the need to replace semi-private patient rooms with private rooms and to provide additional surgical capacity. The plan also provides an opportunity to address infrastructure

needs, parking, wayfinding, and overall building organization to improve the delivery of care (see **Chapter 2** for details).



CAMPUS CONTEXT

MMC Bramhall campus is located at a high point in the west end of the Portland peninsula that is renowned for the Western Promenade—an 18-acre park and national historic landmark designed by the Olmsted Brothers, among others. The campus abuts the Western Promenade in a dense urban setting that serves, in many ways, as a transitional zone between areas with diverse character, land uses, and demographics.

The campus, which serves the entire state of Maine as well as eastern New Hampshire, is located within less than a mile's distance of I-295, which links Portland to destinations across New England. To the north, the campus fronts on Congress St—Portland's main street that extends along the spine of the peninsula to Portland's downtown and beyond. The MMC campus is located at the western gateway into the City.

Fig.1.3 Bird's eye view of the campus in its urban context







Fig.1.4 Bird's Eye View of the Campus in Context, Looking North



ADJOINING NEIGHBORHOODS

The 21.8-acre MMC Bramhall campus abuts four distinct neighborhoods. To the west and north is the St John Valley Neighborhood, a diverse area featuring a wide mix of uses including industrial warehouses, a large food processing plant, bus garages and facilities, single-family residential, local and chain restaurants, multi-family rentals, and alternative grocery stores. St John Valley, and the largely residential Parkside neighborhood to its east, are among the most ethnically and racially diverse in Portland. (City of Portland GIS Maps, 2010 Diversity Index). The two neighborhoods share easy access to Hadlock Field, Fitzpatrick Stadium, and Deering Oaks Park north of Park Avenue.

The Western Promenade neighborhood is located to the south of the medical campus. The focal point and namesake of the neighborhood is the 18-acre linear park that wraps the 120-foot tall escarpment, providing sweeping views of the Fore River. Designated as a park as early as 1836, and designed in 1905 by the Olmsted Brothers. The Western Promenade neighborhood and large sections of the adjoining West End neighborhood are included in the West End local historic district in recognition of their cohesive residential character featuring major architectural styles from 1850 to the 1920's (see Historic Resources at right).

ZONING CONTEXT

Development on the MMC campus has been historically governed by Contract Zone agreements C41 (main campus) and C18 (Congress St Medical Building).

At the request of the City, and with input from its neighbors, MMC has developed an Institutional Development Plan (IDP) in the new Institutional Overlay Zone (IOZ). See **Fig.1.5 on page 19** for a map of MMC's IOZ in its zoning context.

HISTORIC RESOURCES

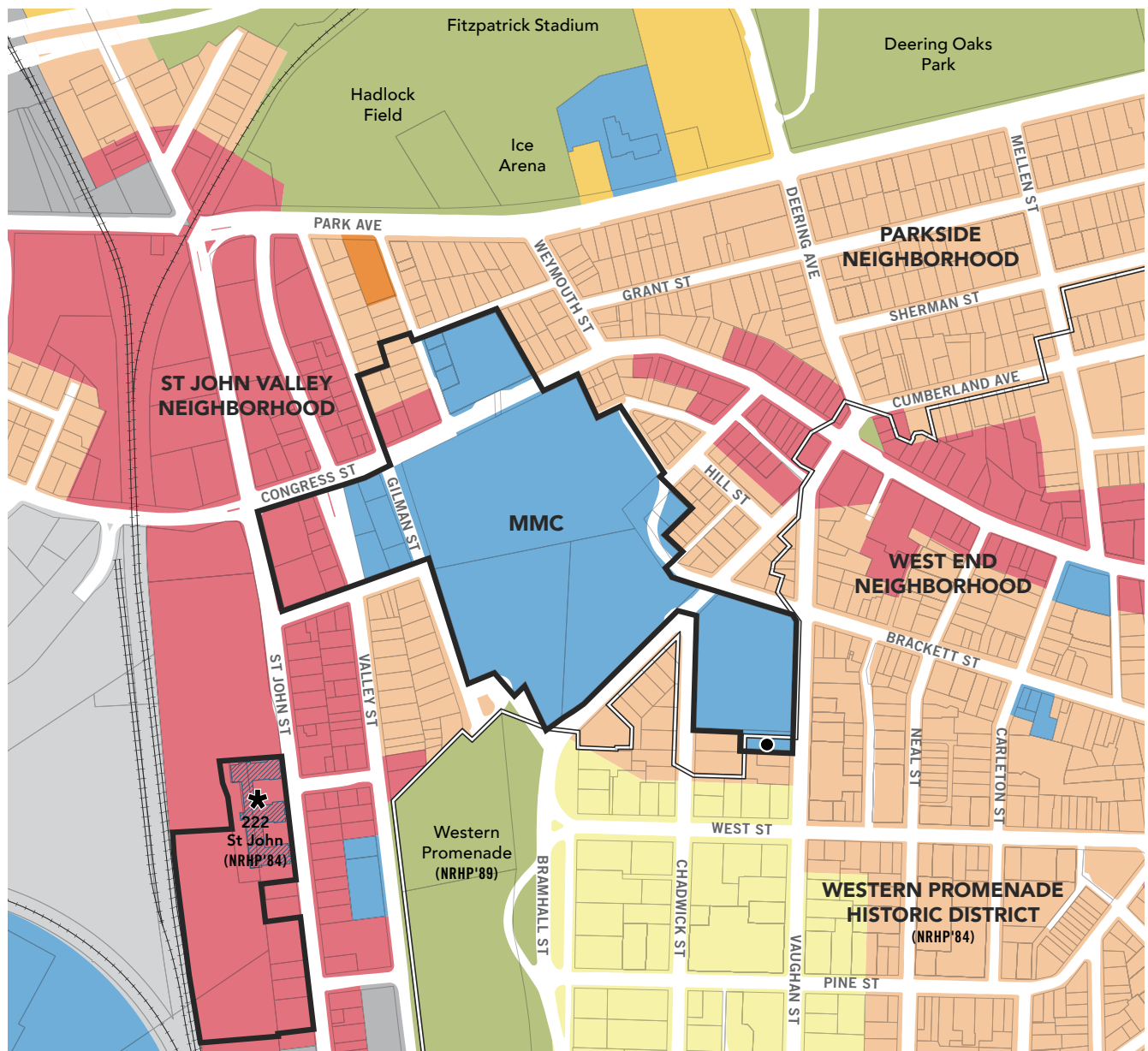
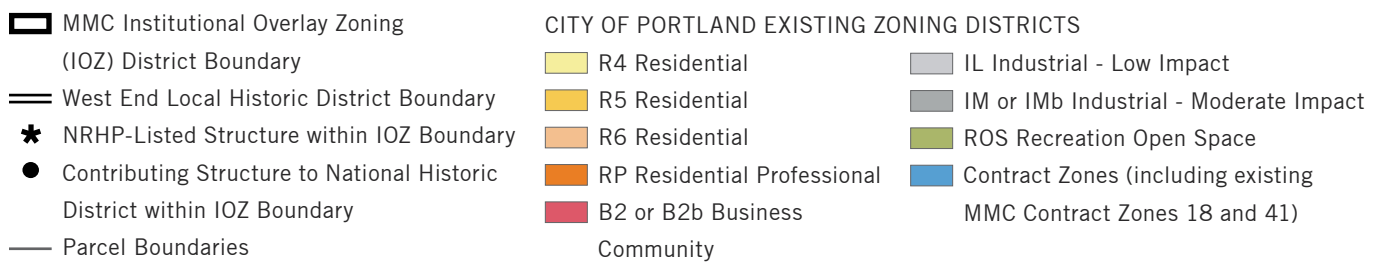
The MMC Bramhall campus abuts the West End Historic District, one of the eleven locally-designated historic districts in the City of Portland (see **Fig.1.5 on page 19** for district boundary). The locally-designed West End Historic District includes the Western Promenade, an 18-acre public park that dates back to the 1830s.

The West End Historic District was added to the National Registry of Historic Places (NRHP) under the name "Western Promenade Historic District" in 1984. The Western Promenade was also added to the NRHP database as a Historic Landscape in 1989.

MMC's IOZ boundary includes the Maine Central Railroad General Office Building located at 222 St John St, which was added to the NRHP in 1988. The IOZ boundary also includes McGeachey Hall at 216 Vaughan St, which is listed as a contributing structure to the Western Promenade Historic District (see **Fig.1.5 on page 19** for locations).

Any development within the IOZ boundary that is adjacent to or within 100 feet of any designated landmark, historic district, or historic landscape district will be subject to applicable requirements listed in Article 5 (Site Plan) of the City of Portland Land Use Ordinance.

Fig.1.5 MMC Campus: Neighborhood and Zoning Context (Data Source: City of Portland GIS)



PROPERTY OWNERSHIP

MMC owns and leases a number of properties across the City of Portland. These properties are listed and identified on a map on the following pages (see **Fig.1.7** and **Tables 1.2 and 1.3** on the following pages).

Properties that have a functional relationship to the MMC Bramhall campus, which is the subject of this IDP are highlighted with an ★ on **Tables 1.2 and 1.3**. Per the requirements of the IOZ, a functional relationship is defined as uses or activities that are integrally linked to the day-to-day operations of the MMC Bramhall Campus, without which activity at MMC would be severely limited in one or more services.

Fig.1.6 Bird's Eye View of the Campus in Context, Looking South





Fig.1.7 Map of MMC-Owned Parcels and Leased Properties

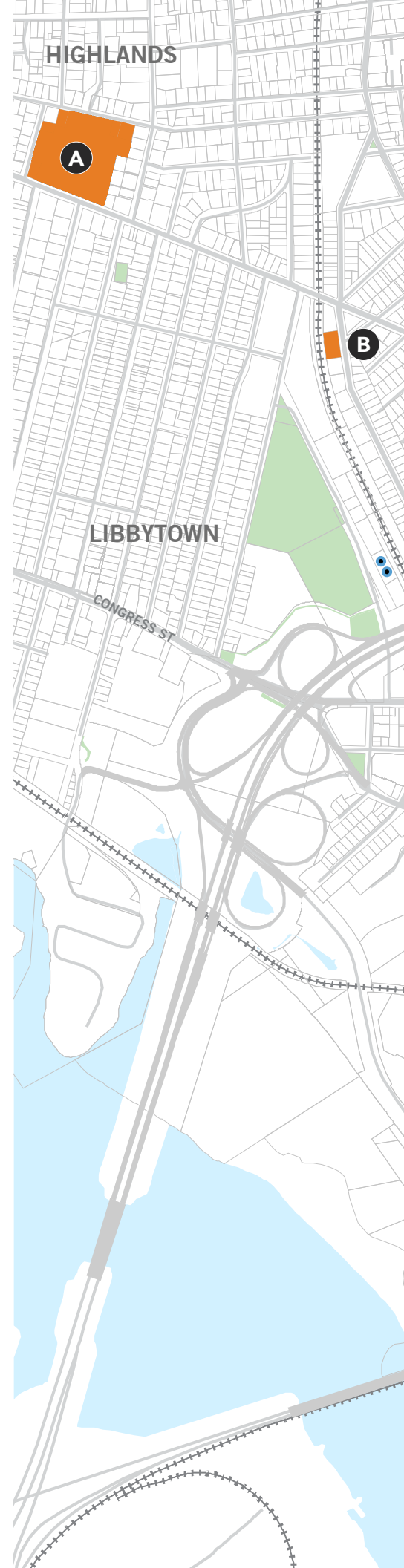
- All Parcels within the City of Portland owned by Maine Medical Center or MMC Realty Corp.
 ● Locations where MMC leases space (map extent only)

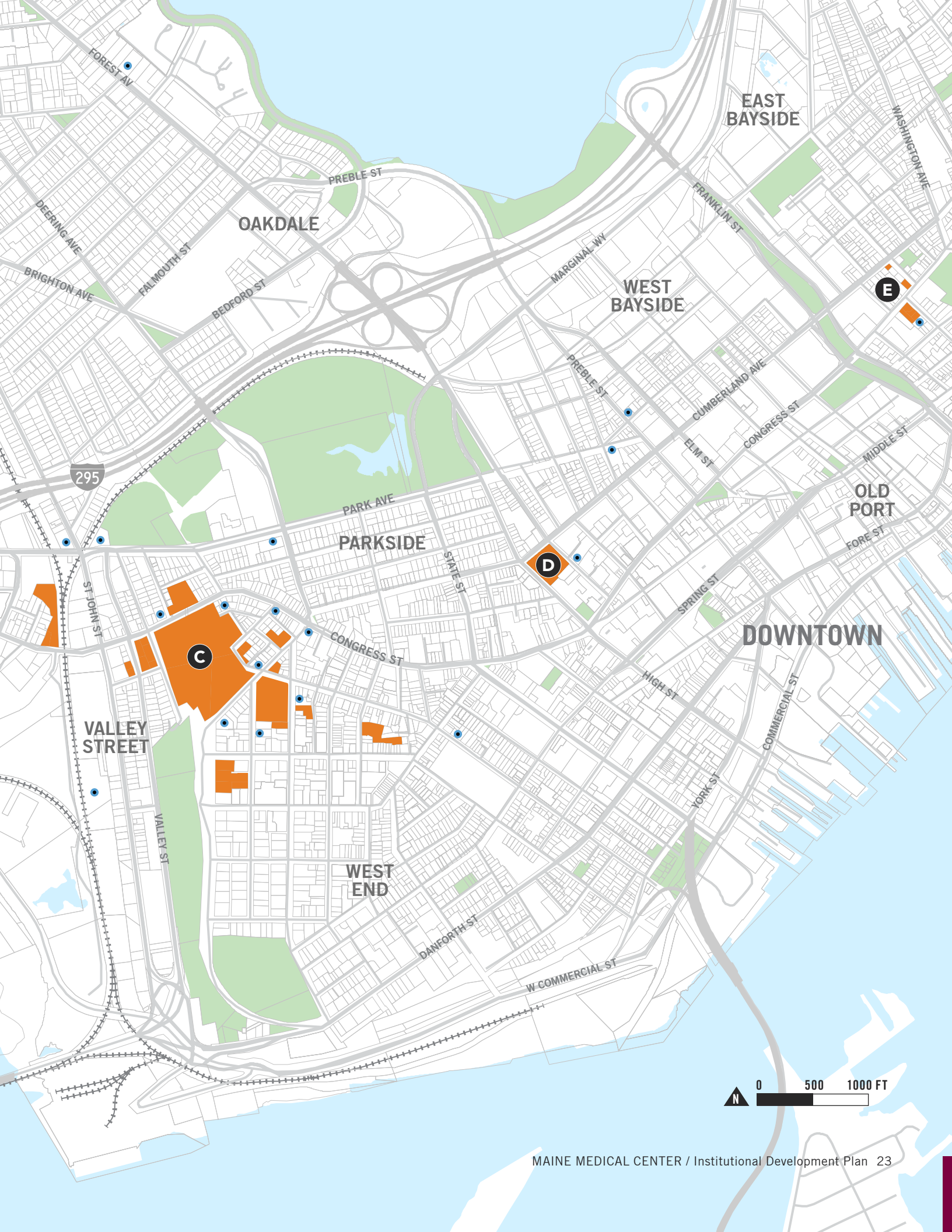
Table 1.2 List of Properties Owned by MMC within the City of Portland

Parcel Address	Current Use	Parcel Address	Current Use
A MMC BRIGHTON CAMPUS		C MMC BRAMHALL CAMPUS AREA	
335 Brighton Ave	MMC Brighton	22 Bramhall St	MMC Bramhall
367 Brighton Ave	Residential	930 Congress St	Medical Office
27 Hollis Rd	Residential	932 Congress St	Business Office
136 Prospect St	Residential	887 Congress St	Medical Off. / Pkng
142 Prospect St	Residential	308 Brackett St	Parking (South Lot)
170 Prospect St	Residential	993 Congress St	Parking
		995 Congress St	Business Office
		98 Chadwick St	Maint. Garage
		94 Chadwick St	Parking / Storage
		47 Bramhall St	Business Office
		229 Vaughan St	Business Office
		216 Vaughan St	Medical Office
		66 Bramhall St	Medical Office
		19 West St	Medical Office
		120 West St	Residential
		34 Ellsworth St	Vacant Land
		40 Ellsworth St	Vacant Land
		231 Western Prom	Residential
		227 Western Prom	Vacant Land
		44 Gilman St	Parking
		52 Gilman St	Medical Office
		261 Valley St	Parking
		262 Valley St	Parking
		264 Valley St	Vacant Land
B MMC BEHAVIORAL HEALTHCARE			
556 St John St	Medical Office		
D GATEWAY GARAGE BUILDING			
177 High St	Business Office		
429 Cumberland Ave	Business Office		
Note: MMC does <u>not</u> own but leases parking spaces in the Gateway Garage.			
E PORTLAND FAMILY MEDICINE			
272 Congress St	Medical Office		
263 Congress St	Parking Lot		
148 Cumberland Ave	Parking Lot		

Table 1.3 List of Properties Leased by MMC in the City of Portland

Parcel Address	Current Use	Parcel Address	Current Use
131 Chadwick St	Business Office	905 Congress St	Parking
180 Park Ave	Business Office	98-100 India St	Parking
233 Vaughan St	Business Office	183 Brackett St	Residential
241 Oxford St	Business Office	25-29 Crescent St	Residential
315 Park Ave	Business Office	321-325 Brackett St	Res. / Pkng
39 Forest Ave	Business Office	75 St. James St	Storage
509 Forest Ave	Business Office	85 St. James St	Storage
7 Bramhall St	Bus. Off. / Pkng	<i>Located off the map extent:</i>	
794 Congress St	Business Office	12 Andover Road	Medical Office
295 Park Ave	Medical Office	1250 Forest Ave	Medical Office
20 Portland St	Medical Office	1577 Congress St	Medical Office
818 Congress St	Medical Office	901 Washington Ave	Business Office
181 High St	Parking	190 Riverside St	Business Office
222 St John St	Parking	87 Central Ave	Medical Office





COMPLIANCE WITH THE COMPREHENSIVE PLAN

MMC, being a long term member of the Portland community, recognizes the Comprehensive Plan contains the City's overall goals for growth and change through the articulation of a variety of policy directives and goals for the development. Among other things, the Plan addresses the City's infrastructure, commercial/business development, transportation resources, industry, and commerce and residential housing plans.

The MMC IDP and Regulatory Framework are in basic harmony with the City's overarching goals and policies. With its IDP and Regulatory Framework, MMC has balanced and accommodated the many City goals and policies in a way that advances the City's overall best interests while at the same time addresses the high priority healthcare needs of Portland's residents and the people of the State of Maine. This balancing is exactly the type of flexibility that the City's recently drafted IOZ ordinance is meant to facilitate.

The Comprehensive Plan challenges the City to "support the vision of large, transformative projects [such as the MMC modernization project] through strategic, cost effective, and incremental actions" (*Comprehensive Plan*, p.74).

MMC IDP: COMPLIANCE WITH THE COMPREHENSIVE PLAN

In this IDP, MMC conveys the need to modernize its facility in order to meet the healthcare needs of the people of northern New England. This includes not only upgrading clinical space and providing for the needs of patients and families, but also continuing its investment in its personnel and their ability to travel to and from the workplace and secure needed parking. The adopted 2035 Comprehensive Plan "promotes the orderly expansion of institutional uses, such as educational and hospital campuses, which are central to workforce development, employment, and the health of the local and regional economies" (*Comprehensive Plan*, p.45).

Economic Growth

Employee engagement indicators reveal that one of the issues of greatest importance to current and future employees, in addition to compensation, is parking availability. In order to attract a high quality, highly educated workforce, MMC factors into its operations these two important considerations. Following the completion of its short-term modernization project, MMC projects a growth in its employment base into the future in part because of its status as an excellent academic medical center. Portland's Comprehensive Plan promotes the growth in employment base and supports sustainable growth in education and medical institutions (*Comprehensive Plan*, pp. 44 and 88)

Transportation

MMC has considered its transportation needs holistically, factoring into its future development alternative means of transportation. Since 2009, MMC has implemented a Transportation Demand Management (TDM) plan called "Get on Board!". MMC is updating that plan and considering enhancements to encourage more walking, cycling, and public transportation by its employees.

MMC's ability to promote alternative modes of transportation and success in TDM relies on the availability of a regional system of safe and reliable alternative modes of transportation. Therefore, MMC supports the City's effort to '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.' (*Comprehensive plan*, p.76)".

MMC has been, and continues to be, committed to the process and has often been cited by the City of Portland Planning Department as a TDM role model in the City.

Environment

A clean environment is important for healing and health. MMC is environmentally conscious and engages in recycling to minimize the generation and environmental impacts of solid waste. The Hospital conserves water when possible, and has switched away from pesticides to more organic landscape solutions reflecting Portland's goal of "model[ing] environmentally sound landscape management practices, such as planting native species, and limiting the use of pesticides and fertilizers" (*Comprehensive Plan*, p. 20). Buildings are built with energy efficiency standards in mind. Local farmers visit the campus weekly during harvest months and employees are encouraged to support the local food movement. The Comprehensive Plan also notes the need to "support a healthy, resilient, and sustainable food system by collaborating with local and regional stakeholders" (*Comprehensive Plan*, p.20).

MMC REGULATORY FRAMEWORK: COMPLIANCE WITH THE COMPREHENSIVE PLAN

In keeping with the goals of the Comprehensive Plan, MMC has projected its future expansion needs, taking into account the neighborhood context in which it is situated. MMC has minimized future expansion into residential areas adjacent to its campus, thereby preserving housing stock in the City (*Comprehensive Plan*, pp. 48-50). It has appreciated the neighborhood involvement in

its zoning process and has been responsive to the concerns raised.

MMC is taking the bold step of reorienting its front entrance to Congress St, which serves as a gateway corridor to the City of Portland. The area presently is commercial in nature and in need of investment and activation as is recognized by the City's *Comprehensive Plan* (pp. 84, 86). Welcoming the public at the new entrance accomplishes a number of land use goals: it adds tremendous activity to the streetscape, with people coming and going. It also eliminates traffic in the residential neighborhoods of the West End and Western Promenade by providing clear wayfinding directly off of Interstate 295 and the major arterials entering the City. Further, investment in this area will transform the area with the expectation that other properties in the vicinity will likewise invest. In fact, the owners of Union Plaza, located at the junction of Congress St and St John St, testified before the Portland Planning Board that they have been waiting for such investment before they took the step of redesigning and investing further in that property. MMC expects, and is excited about, a transformation of the area into a more vibrant, active and clean area, good for local merchants, hospitality businesses, restaurants and residents.

The *Comprehensive Plan* identifies the St John St / Congress St area as a "priority node, an area that has seen disinvestment, grown in sprawling

patterns, simply have the potential to serve as focal points for change in the forms of increased density or, height, streetscape improvements, or diversification of uses to better serve neighborhood needs" (*Comprehensive Plan* p. 84, see **Fig.1.8 on page 27**). MMC's IDP will serve as the catalyst to stimulate new development, investment and reinvestment in this area of the City.

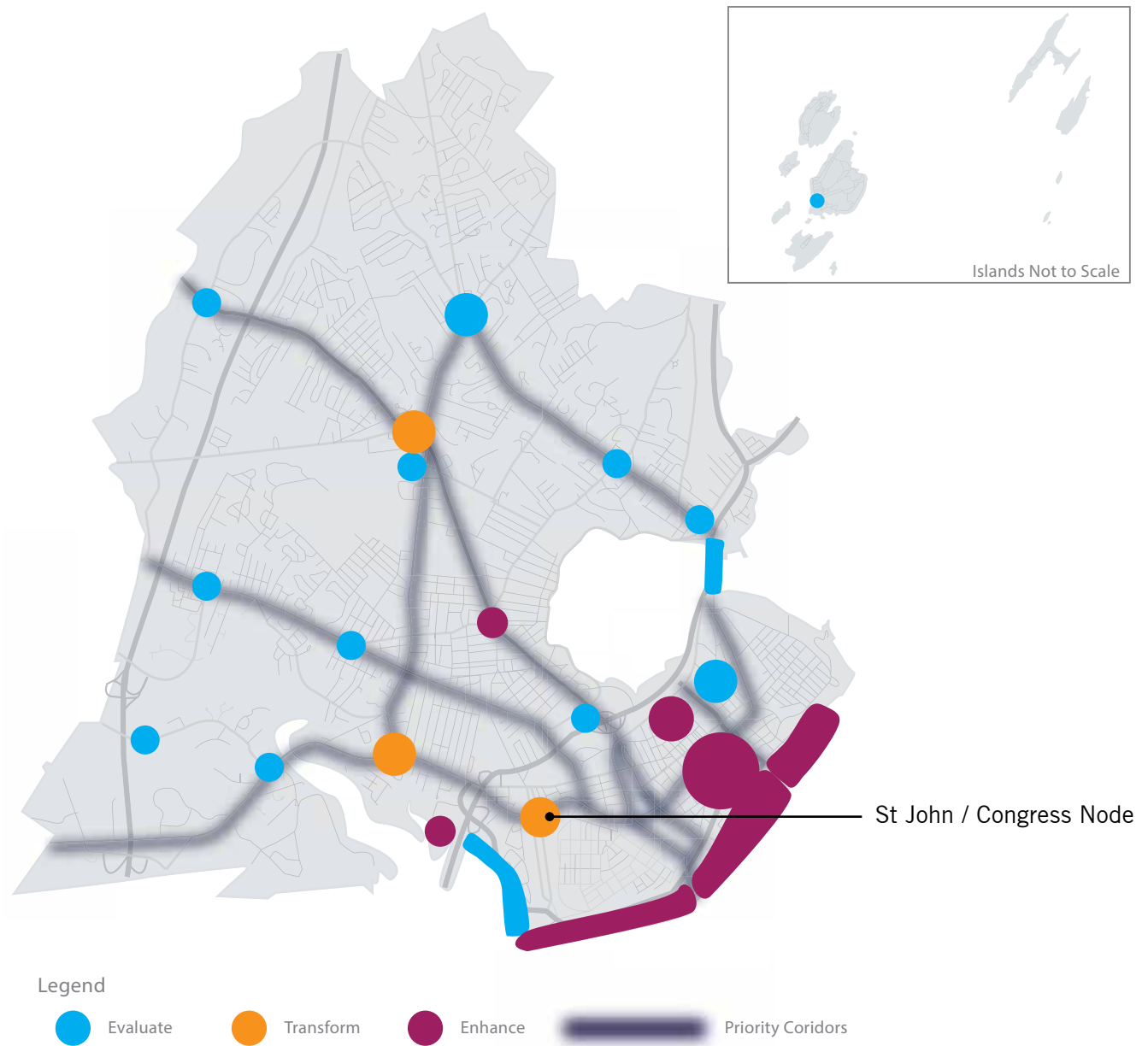
MMC's IOZ Regulatory Framework provides the mechanism for thoughtful, future development to transform the priority corridor identified by the City into an area of "additional mixed uses, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer" (*Comprehensive Plan*, p.84).

CONCLUSION

From an analysis of MMC's IDP, it becomes clear that the IDP is consistent with the City's *Comprehensive Plan* and the purposes contained within the City's IOZ ordinance.

From an analysis of the Regulatory Framework that accompanies MMC's IDP, it becomes clear that the Regulatory Framework is consistent with the City's *Comprehensive Plan* and with MMC's IDP.

Fig.1.8 Diagram Showing Priority Nodes and Corridors, City of Portland Comprehensive Plan (2017)



PUBLIC INPUT ON IDP

MMC appreciates the importance of maintaining an open dialogue with its neighbors and keeping its neighbors up to date on its evolving plans for replacement and modernization at its Bramhall Campus. In August 2016, MMC leadership met with the neighborhood representatives of its four adjacent neighborhood groups: St John Valley, West End, Western Promenade, and Parkside to explain its need to modernize its campus. Shortly thereafter the Libbytown Neighborhood Association was added to the group.

Since November 2016, MMC has met on a monthly basis with two representatives of each neighborhood ("Expansion Group") to engage in a productive dialogue regarding the City's new IOZ process

and MMC's IDP. The City's Planning Director and the City's District 2 Councilor has been invited to each of these monthly meetings. The minutes of the monthly meetings are distributed to the Group members who are asked to disseminate them to respective neighborhood constituents.

MMC also has created a website (<http://www.mmc.org/modernization>) to ensure open communication with the community at large and specifically its adjacent neighbors. The minutes of each Expansion Group meeting are posted on the website, as are any updates or current events occurring which involve MMC's plan. These include dates for the Planning Board workshops and hearings and a link to the City's Planning website. A designated contact

Fig.1.9 Public Meeting #1 (January 12, 2017): Open House Portion for Collecting Public Comments



email has been established where residents can ask questions, provide suggestions, etc., and a text about sign-up is provided for those who want to receive them.

Finally, to date, MMC has held two larger neighborhood meetings where information has been shared about MMC's needs and its plans to address its issues of bed capacity, operating needs and transportation and parking. These meetings have been well attended and have allowed time for participants to ask questions, voice opinions and to get answers. The minutes of these meetings are posted on the MMC website as well as submitted to the City of Portland.

MAJOR AREAS OF PUBLIC CONCERN

At the initiation of MMC's Master Facility Planning engagement with its neighbors, it was recognized there would be concerns identified by neighborhood residents that would require ongoing dialogue and an openness to new ideas or suggestions. It was understood that there may be many areas where consensus of approach will be reached, and other areas where reasonable minds could differ. MMC and the participants in this process have identified the following "areas of major public concern":

- By far the biggest concern with the MMC proposed IDP revolves around transportation and parking, and specifically with the location of future parking structures;
- The extent of IOZ boundaries and a fear of property acquisition by MMC in residential zones;
- Fear of loss of local amenities, and the desire for mixed-use development that includes street-level retail and restaurants;
- Patients, visitors, or employees smoking in the neighborhood; and,
- Hope for continued public engagement between MMC and its neighbors.

MMC's IDP has addressed each of these concerns in the following chapters. In addition, the public indicated concern with the height of the proposed Gilman St parking structure as well as the need for a well-thought-out Construction Management Plan to apply during the course of construction. MMC has listened to each of these concerns and has addressed them as follows:

- MMC has relocated the parking structure from Gilman St to a nearby location that is tucked behind existing buildings on St John St. By doing so it was able to lower the height of the structure while also removing it from the priority node designated by the City for gateway treatment.
- MMC has hired Turner Construction Company to manage the daily operations of construction. Turner is well-versed in managing construction projects adjacent to residential uses and has agreed to comply with all requirements of the City Construction Management Template, which is attached as an appendix to this IDP.

MASTER FACILITY PLAN

As it nears its 150th anniversary, Maine Medical Center continues to improve its facilities and services to fill its role as Maine's leader in patient care, education, and research. MMC is engaged in master facility planning to address clinical, building, and parking needs.



MASTER FACILITY PLANNING PROCESS

The goal of any healthcare facility planning process is to evaluate the suitability of the campus or facility to meet anticipated needs for the delivery of healthcare with enough flexibility to allow for adjustments within an ever-changing healthcare market. Future development opportunities are identified in this process.

Maine Medical Center's campus has grown in size and complexity throughout the years. This growth brought changes in programmatic and infrastructure needs and to allow it to serve patients in the State.

PLANNING FACTORS SPECIFIC TO HEALTHCARE

There are a multitude of factors to consider in healthcare planning that are unique to the industry and some that limit the ability to plan too far into the future. Due to the unpredictability of many of these factors, healthcare planning beyond three years with relative accuracy is challenging. Therefore, healthcare planning is typically completed in three-year increments. For example, the rate of change in healthcare payment and policy often follows federal and state election cycles but can change as often as annually. A summary of factors that affect healthcare planning is included in the **Table 2.1** at right.

MMC'S MASTER FACILITY PLAN: PROCESS

Each of the following are aspects of a master facility plan and have been evaluated to determine the needs and projected growth for MMC.

Facility Assessment

The baseline for any master plan is to evaluate the current state of the campus including age of buildings, capacity of infrastructure, and appropriateness of building layout to accommodate the modern delivery of healthcare. This helps the organization identify areas which must be addressed by any future facility work.

Programmatic Requirements

Anticipating the healthcare needs of a community is challenging beyond a three-year period. Healthcare facilities are designed to last several years and attempt to anticipate change by allowing for flexibility and multi-use spaces. Best-practices and industry standards in healthcare delivery are used as benchmarks to anticipate programmatic needs.

Adjacencies

Maximizing key programmatic adjacencies is next in developing a functional master plan once a campus baseline and programmatic requirements are understood. Currently dispersed programs and long travel distances existing on the campus are to be evaluated and studied as an opportunity for improvement. Assessing the flow patterns and travel distances enables proper reorganization of program adjacencies for current and future design interventions.

Table 2.1 Planning Factors Specific to Healthcare

Factor	Definition
POPULATION	Changes in utilization due to population growth: — Population increase or decrease — Population distribution — Population aging — Consumer preference
EPIDEMIOLOGY	The underlying causes of disease (divided into two categories): — Disease-based: Estimates the incidence and prevalence that are impacted in the long-run by preventative measure (i.e. vaccinations effectiveness) — Behavioral-based: Changes in disease incidence and prevalence due to behavioral and sociocultural factors (i.e. obesity, smoking, diet)
ECONOMICS	Macro-economic factors that affect healthcare utilization: — Employment — Employer-based coverage levels — Healthcare Consumer Price Index — Benefit level and out-of-pocket expense — Gross domestic product growth or decline — Regional/Local healthcare environment
PAYMENT & POLICY	Legislative and market-driven reform, including specific payment and policy innovations that will impact utilization: — Health insurance coverage expansion — Accountable Care Organizations (ACOs) — Bundled payment initiatives/pilots — Publicly-funded prevention and wellness initiatives
INNOVATION & TECHNOLOGY	Structural technology that shifts the site at which care is delivered or innovations that affect utilization across different care settings: — Imaging and diagnostics — Pharmaceutical advancements — New therapeutics — Quality innovations
SYSTEMS OF CARE	Increased efficiency resulting from better care coordination and serve integration across various care sites: — Clinical Integration: Use of evidence-based practices and elimination of redundant care — Alignment: Coordination between providers, including inpatient and outpatient providers — Information Technology: Includes computerized physician order entry (CPOE) and e-care
WORKFORCE AVAILABILITY	The healthcare workforce is highly specialized which requires years of training. The availability of qualified individuals can severely limit a healthcare organization's ability to provide care.

KEY INSTITUTIONAL NEEDS

MMC's facility needs are multi-factorial but can be summarized into four categories:

1. Clinical Need
2. Building Need
3. Campus Reorganization
4. Parking Need

1. CLINICAL NEED

Increasing Severity of Case Mix

MMC treats Maine's sickest patients and estimates that the average patient seeking care at MMC will continue to get sicker. MMC's case mix index (CMI) was 1.86 in fiscal year 2015 (October – September); the highest in the state of Maine. A hospital's case mix index is calculated by finding the average severity of diagnosis-related groups at that hospital. The average case mix index for a hospital in the United States is 1.31 ([CMS.gov](https://www.cms.gov)). MMC's CMI grew to over 2.00 in fiscal year 2016 and is expected to continue to increase in the future.

Bed Shortage

Over half of MMC's inpatient beds are located in semi-private rooms (see **Fig.2.2**). MMC closes an average of 60 inpatient beds in semi-private rooms every day to prevent infection due to disease-resistant organisms (DROs), or to address behavior related issues or other room sharing restrictions. This, along with construction closures for renovations and repairs, reduces MMC's licensed bed capacity of 637 beds to an effective bed capacity closer to 560 on an average day (see **Fig.2.3**).

On a routine day, MMC can expect approximately 100 admissions from Surgery and the Emergency Department and 35 to 50 transfer requests per day from other healthcare and provider organizations. When 500 patients are in the hospital and over 60 beds are closed, a limited number of inpatient beds are available for new patients. Inpatient beds are specialized for medical/surgical, intermediate care,

Fig.2.1 MMC's Case Mix Index: Historic Data and Projections

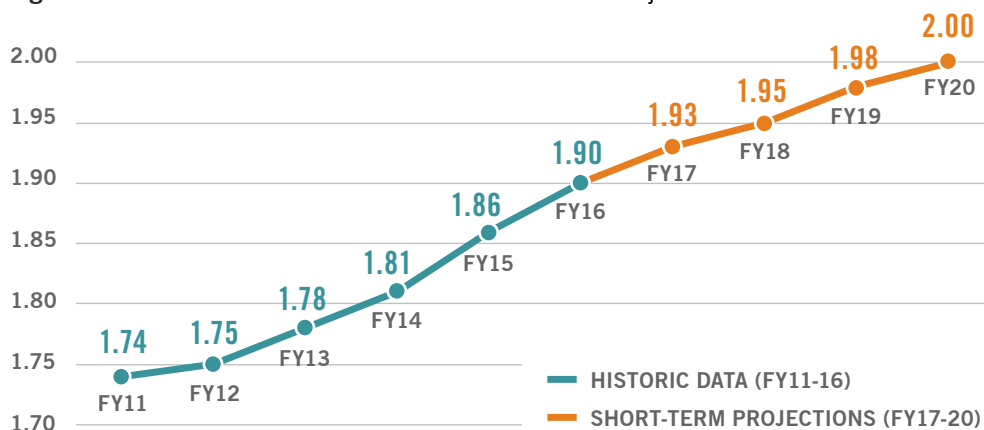


Fig.2.2 Existing Inventory of Private vs Semi-Private Beds

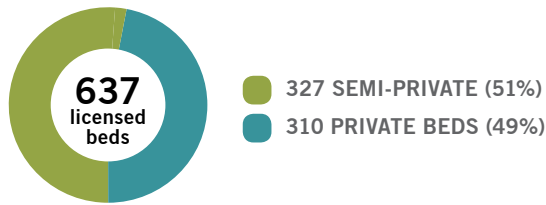
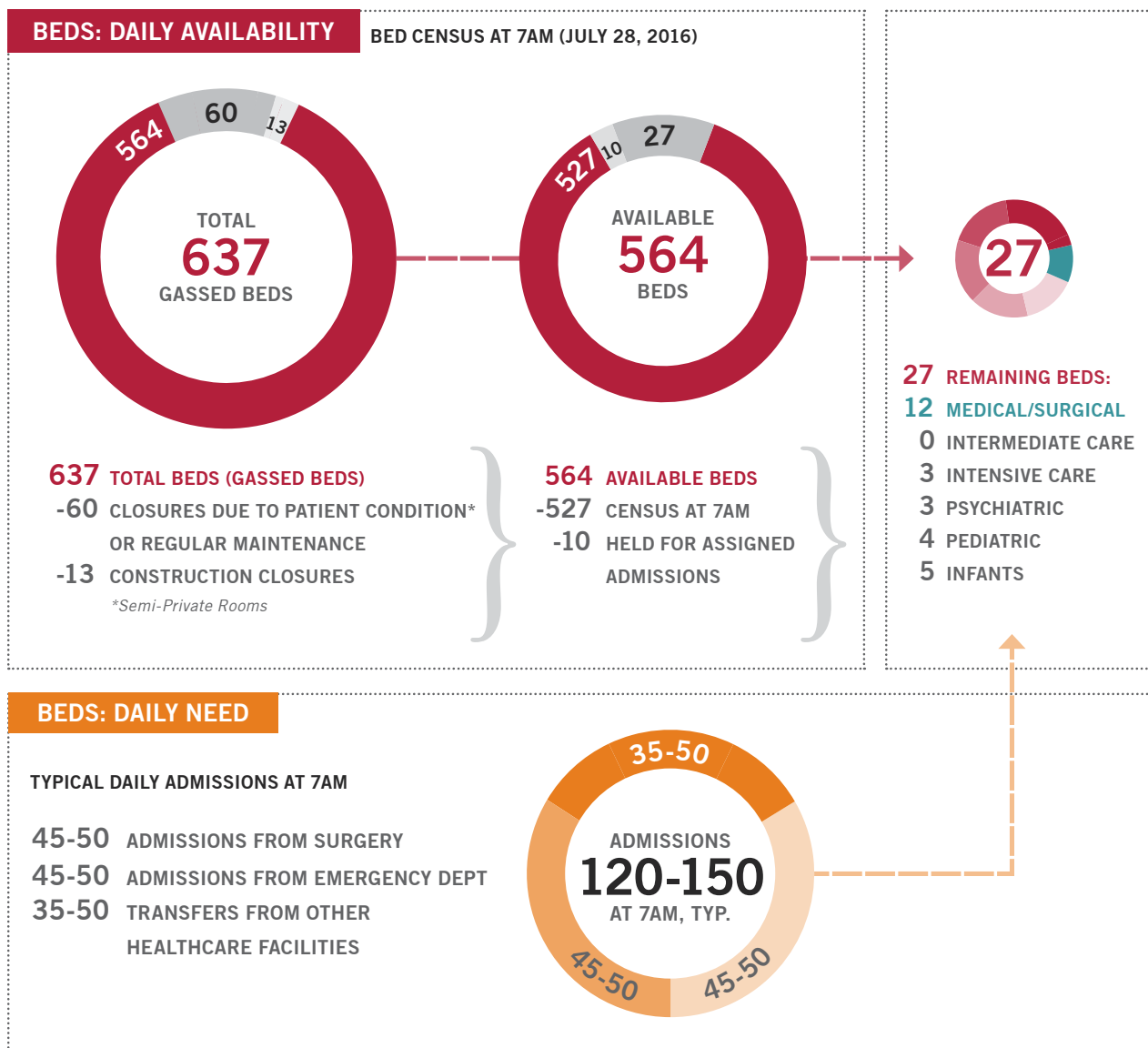


Fig.2.3 A Day in the Life of MMC: Bed Shortage



intensive care, psychiatric, pediatric, or infant care services. The actual number of beds available for specific populations of patients is much smaller. For example, if a patient needs a critical care bed but, the only beds that are available are general medical/surgical, then MMC struggles to meet that patient's needs.

Fig.2.3 demonstrates a snapshot of the challenge MMC is faced with daily to meet the needs of the community due to bed shortages. The challenge is expected to grow in complexity as patients get sicker and require highly specialized care. Many of the rooms are also too small and not flexible enough to meet the demands of the growing universality of medical equipment. The Master Facility Plan recommends adding private patient rooms and procedural capacity to meet current needs and to plan for the future. Adding new private rooms was also identified as a key strategy to decompress existing buildings, maximizing infrastructure capacity.

2. BUILDING NEED: AGING FACILITIES

The age of campus buildings is the first key element of assessing the overall suitability as structures for continued use in healthcare delivery. Facilities at MMC date back to the 1870's with the construction of the Maine General Building. Since the early 1900s, MMC has grown to meet the needs of patients. Close to 77% of MMC's clinical activities occur in buildings more than 30 years old.

MMC regularly conducts building assessments to inform future investment and development decisions on campus. The assessments evaluate the condition of building structure and systems, and compliance with current building codes and regulations including fire safety. The 2015 assessment illustrates the age and condition of the buildings on campus (see **Fig.2.4** and **Fig.2.5**). Among those that are listed, continued investment is cautioned in the Pavilions, the Richards Building and the LL Bean Building, which together host a large percentage of the hospital's bed inventory. These include a large number of semi-private beds that must be replaced by beds in private rooms to conform to current patient care standards. The Employee Garage is identified for replacement in the short-term due to its structural challenges.

MMC's Care teams work collaboratively with MMC's Facilities and Engineering teams to ensure patients are cared for in the best possible environment. This requires continuous maintenance and improvements to the facilities. The remaining opportunities for

improvement and retrofits in the existing buildings are marginal. It is impossible to enlarge operating rooms or make semi-private rooms private without major disruptions to the delivery of patient care, reduction in capacity, major facility expansion, or some combination.

The proposed short-term projects (see page 40) will partially replace and modernize MMC's campus to meet anticipated future need. Proposed patient rooms will be private and adaptable to the level of care needed by patients. They will be "universal rooms" capable of being occupied by a wide spectrum of patient populations from intensive care to general medical or surgical care. Procedure rooms will be large enough to fit the equipment and technology needed for the complex procedures that patients increasingly require at MMC.

3. CAMPUS REORGANIZATION

Healthcare facility plans seek to optimize adjacencies between critical departments to reduce travel distances across campus for staff and patients.

Currently dispersed programs and long travel distances present an opportunity for future improvement on the MMC campus. The planning team assessed multiple flow patterns and travel distances to enable proper reorganization of program adjacencies to improve safety and efficiency of healthcare delivery, and ease of wayfinding for patients and families.

4. PARKING NEED

MMC hosts a wide variety of people on the Bramhall campus every day. Patients, families, staff, and students all require access to the facility. Patients and families from all over northern New England come to MMC for care. These people do not live close enough to take advantage of alternative methods of transportation like buses, cycling, or walking that are provided locally. Clinical and support staff require safe, reliable, and often emergent, access to the facility in order to provide services to patients. Providing parking is a priority at MMC, and a key driver of the Master Facility Plan (see **Chapter 3. Transportation Plan** for details).

Fig.2.4 Existing Facilities by Age

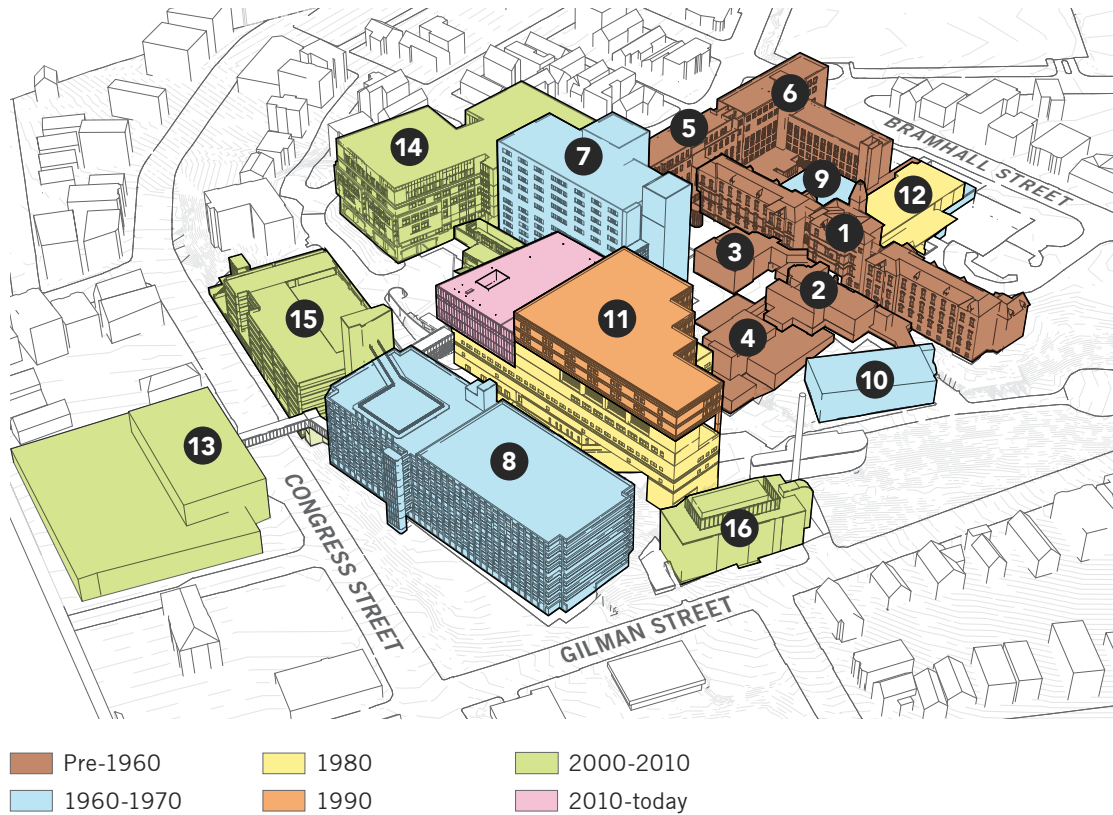


Table 2.2 Inventory of Existing Facilities

#	Building Name	Date	Gross SF
1	Maine General	1870s	72,920
2	Annex B	1870s	36,250
3	Annex C	1870s	13,190
4	Annex A	1929	10,110
5	Pavilion A	1929	66,380
6	Pavilions C & D	1956	83,460
7	Richards Building	1968	228,920
8	Employee Garage	1970s	--
9	Diagnostics Building	1976	89,150

#	Building Name	Date	Gross SF
10	Engineering Services Bldg	1978	23,840
11	LL Bean Building	1985	231,830
12	Dana Building	1987	19,310
13	Congress St Medical Office Building	1999	47,000
14	East Tower	2008	200,000
15	Patient and Visitor Garage	2008	--
16	Central Utility Plant	2008	--
TOTAL		1,122,360 GSF	

Fig.2.5 2015 Facility Assessment Results



Continued investment in this building is:

■ Recommended ■ Cautioned ■ Not recommended for future use.

See Table 2.2 on opposite page for building numbers.

PROJECTED DAILY CENSUS

While the number of patients, visitors, and employees on MMC's Bramhall campus varies day-to-day, a daily census estimate can be produced for a typical week day using a variety of data sources, including the annual patient counts (see **Table 2.3 at right**). The estimated daily census of individuals on campus is included in **Table 2.4** and exceeds six-thousand individuals.

The anticipated change in campus users over time is summarized in **Table 2.4**. MMC developed this estimate considering the following summarized factors:

- MMC is Maine's largest medical center, the only American College of Surgeons Level 1 trauma center, only American Academy of Pediatricians Level III nurseries and the largest academic medical center, in partnership with Tufts University School of Medicine and is therefore best equipped to meet the rising patient need.
- The number of Maine residents seeking care outside of Maine has been decreasing over the past several years.
- MMC's share of inpatient discharges has increased over the past several years.
- MMC's Case Mix Index is increasing.
- Complex healthcare services are consolidating across the country.

MMC uses national healthcare consulting firm Sg2 and The Advisory Board to consider additional

factors impacting the evolving healthcare industry and local demand for services. Additional factors considered in the volume estimate include the following and those listed in **Table 2.1 on page 33**:

- Changes in healthcare utilization as a result of changes in the population within the hospital's service area;
- Changes in the underlying causes of disease (i.e. incidence and prevalence of disease and the impacts of a focus on prevention) and behavioral-based impacts to health (i.e. smoking and obesity);
- Macro-economic factors affecting healthcare utilization (i.e. employment, employer-based insurance coverage, health care consumer price index);
- Legislative and market-driven healthcare reform;
- Innovations in technologies and models of care;
- Improvements in the systems of care that improve coordination among providers; and,
- Continuous process improvements within care models that reduce potentially avoidable admissions and 30-day readmissions.

The Projected Daily Census is the basis of calculations for future campus transportation needs discussed in the following chapter.

Table 2.3 Historic Data: Annual Census of Patients on Bramhall Campus (FY 2013-2016)

	2013	2014	2015	2016
Inpatient Discharges	29,253	29,401	30,196	30,889
Outpatient Activity	138,626	132,257	140,862	154,434
Bramhall Outpatient Clinics	39,829	40,694	38,209	39,709
TOTAL	207,708	202,352	209,267	225,032

Table 2.4 Individuals on Campus on an Average Week Day: 2016 Estimates and 2026 Projection

	2016 (FYE Sept-Oct)	Forecast, 2026	Projected 10-Year Growth	CAGR (2016-2026)
Inpatient Discharges	100	110	7.84 %	0.76 %
Inpatient Visitors	250	270	7.84 %	0.76 %
Outpatient Activity	600	620	4.45 %	0.44 %
Outpatient Visitors	600	620	4.45 %	0.44 %
Bramhall Outpatient Clinics	150	150	-1.79 %	-0.18 %
Employees: Shift 1 (inc. volunteers)	3,640	3,900	6.96 %	0.67 %
Employees: Shift 2	210	220	6.96 %	0.67 %
Employees: Shift 3	520	550	6.96 %	0.67 %
Students on Campus: Medical	100	110	10 %	0.96 %
Students on Campus: Nursing	100	100	10 %	0.96 %
Other Students (PA, Pharma, etc.)	20	25	10 %	0.96 %
Non-MFP Related Contractors	25	25	--	--
TOTAL / AVERAGE	6,315	6,700	6.43 %	0.63 %

CAGR = Combined Annual Growth Rate

Assumptions:

- Daily inpatient discharges for 2016 estimated from annual count, using six-day weeks to accommodate for reduced activities Sun-Tue.
- Daily outpatient activity for 2016 estimated from annual count, using five-day weeks.
- Inpatient visitors estimated at 2.5 per patient for the base year of 2016.
- Outpatient visitors estimated at one per patient for the base year of 2016.
- 60% of employees are estimated to be on campus at one time for the base year of 2016.

IDENTIFICATION OF PROJECTS

In considering all possible scenarios for development to meet the goals outlined above, the Master Facility Plan has identified the following necessary projects needed to modernize of the MMC Bramhall campus:

- Vertical expansion of East Tower to add private, universal patient rooms;
- Removal of the Employee Garage, which is nearing the end of its structural lifespan;
- Construction of a new building in place of the Employee Garage that can provide new private, universal patient rooms and surgery suites in close proximity to the Emergency Department and the hospital's core diagnostic and treatment services located in the LL Bean Building;
- Providing a new patient entrance on Congress St that clarifies the arrival sequence for the majority of patients and visitors arriving on campus via Congress St, and parking in the Visitor Garage; and,
- Construction of a new Employee Garage within walking distance to campus will provide reliable access to parking spaces for all campus employees who choose to drive to work.

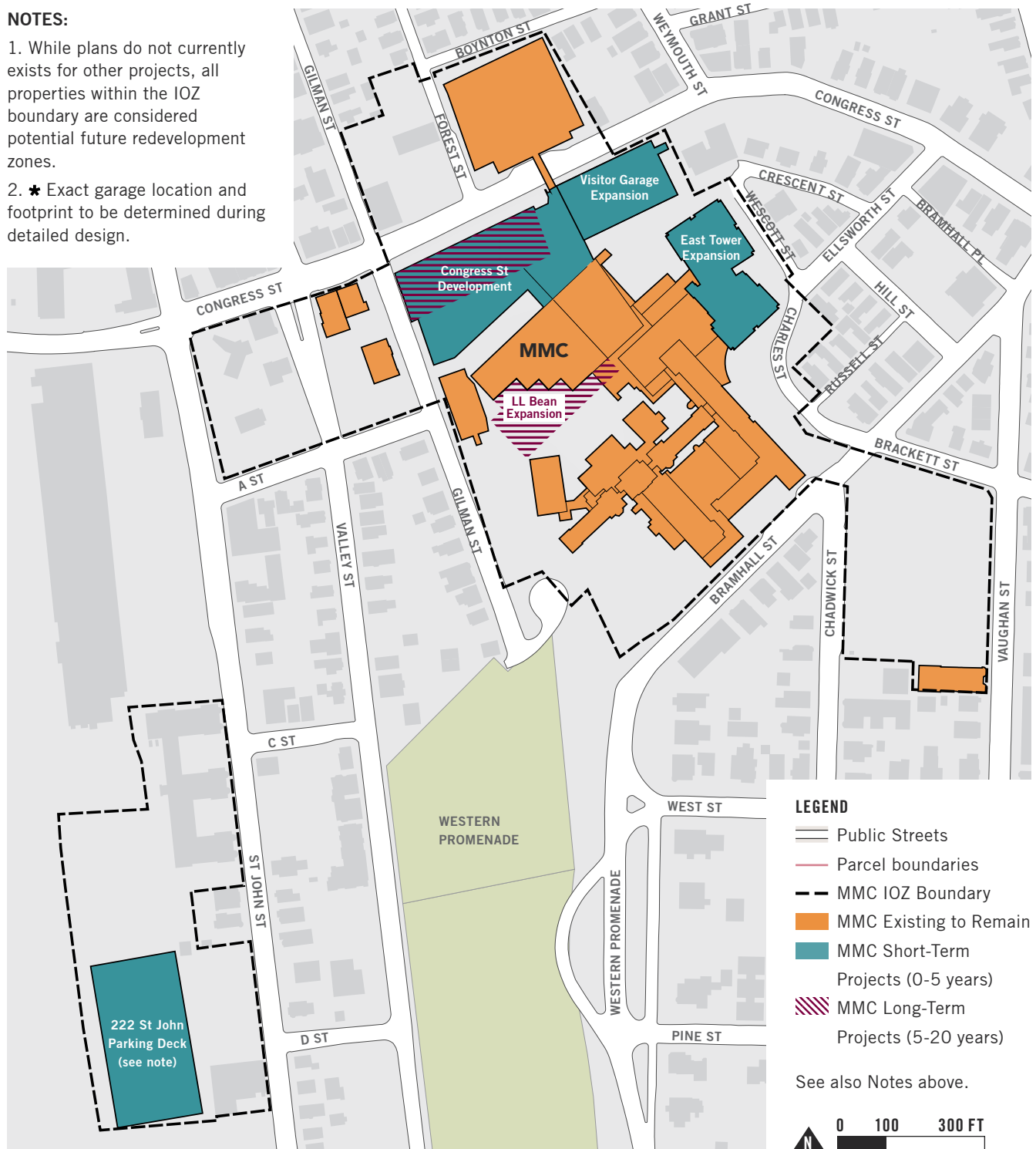
See **Fig.2.6** on the opposite page for an illustration of projects included in the Master Facility Plan.

The short- and long-term project plans do not represent the only projects within this timeframe. Due to the various factors impacting healthcare planning and their short horizons, there may be other projects proposed within this timeframe.

Fig.2.6 MMC Facilities Master Plan: Projects

NOTES:

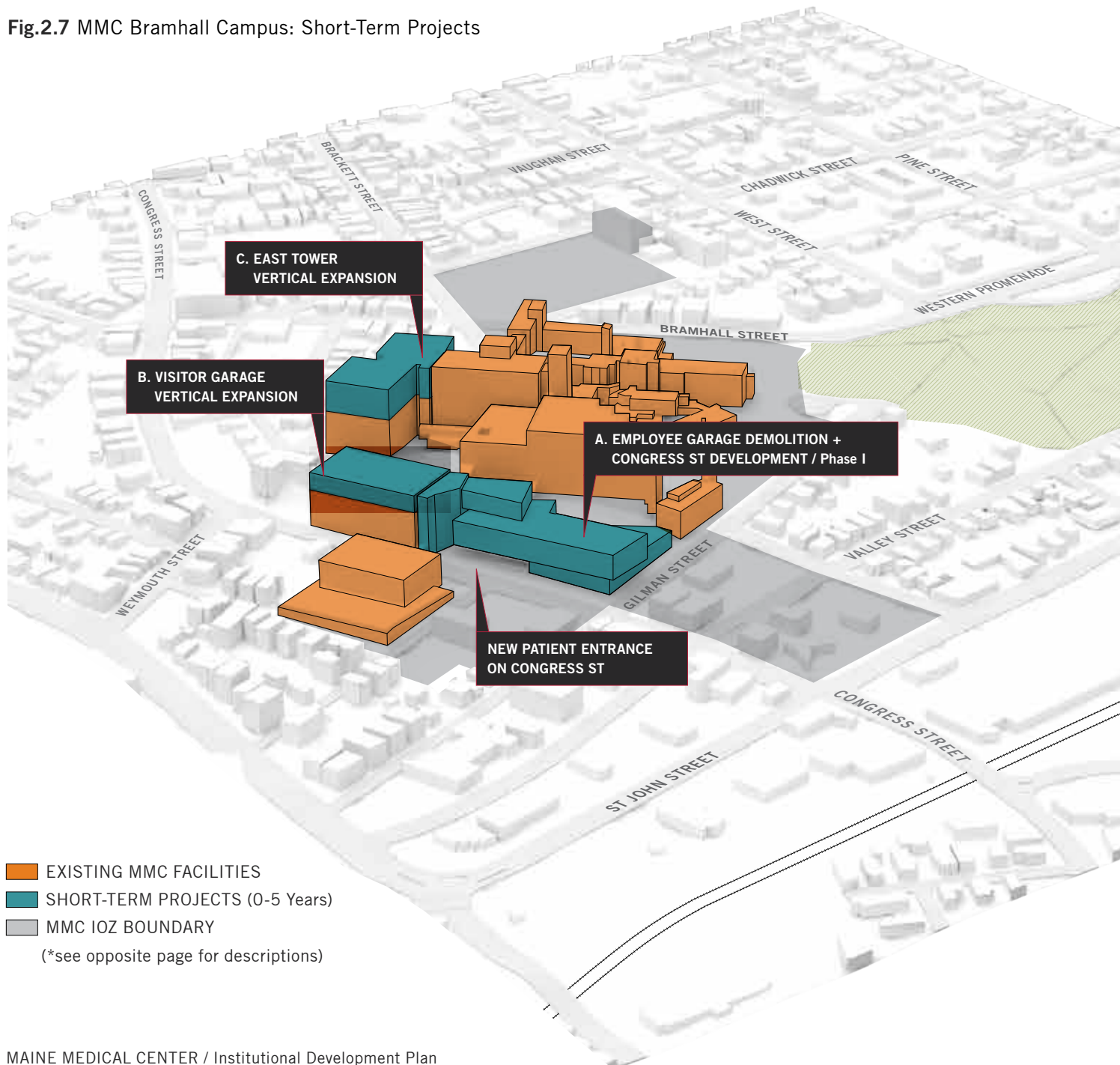
1. While plans do not currently exist for other projects, all properties within the IOZ boundary are considered potential future redevelopment zones.
2. * Exact garage location and footprint to be determined during detailed design.



SHORT-TERM PROJECTS (0-5 YEARS)

A series of short-term projects are in the planning stages to meet MMC's current needs and to improve the efficiency of care delivery. These do not represent the only projects that could be proposed within this timeframe: due to the various factors impacting healthcare planning and their short time horizons (0-3 years), there may be other projects proposed within this timeframe.

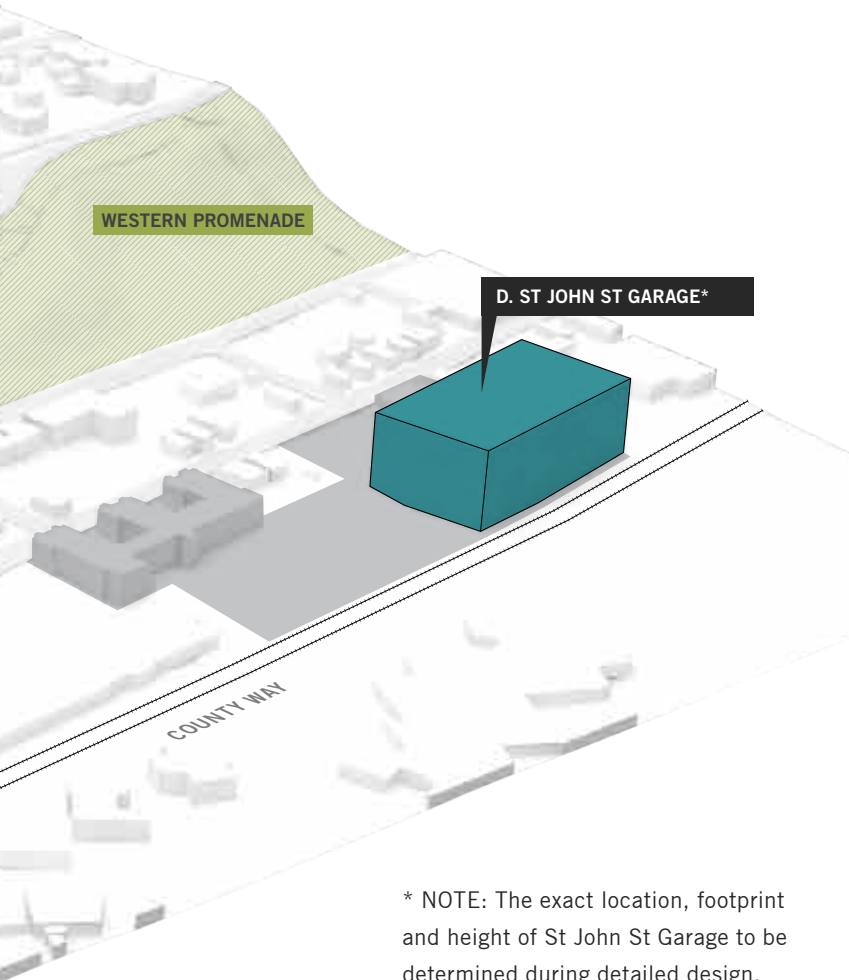
Fig.2.7 MMC Bramhall Campus: Short-Term Projects



Demolitions

A. Employee Garage Demolition

The 2015 building assessment does not recommend continued investment in this structure (see **Fig.2.5 on page 39**).



* NOTE: The exact location, footprint and height of St John St Garage to be determined during detailed design.

Additions / New Construction

A. Congress St Development, Phase I (285,000 GSF)

New six-story building along Congress St on former site of the Employee Garage, plus two-story connector to the LL Bean Building. Building program includes: a new patient entrance, universal, private inpatient beds and new procedure rooms. The new entrance changes the campus's orientation to Congress St.

B. Visitor Garage Vertical Expansion

Addition of three floors at top to accommodate 225 new parking spaces.

C. East Tower Vertical Expansion (60,000 GSF)

Addition of two floors at top to accommodate 64 inpatient beds and relocated heliport.

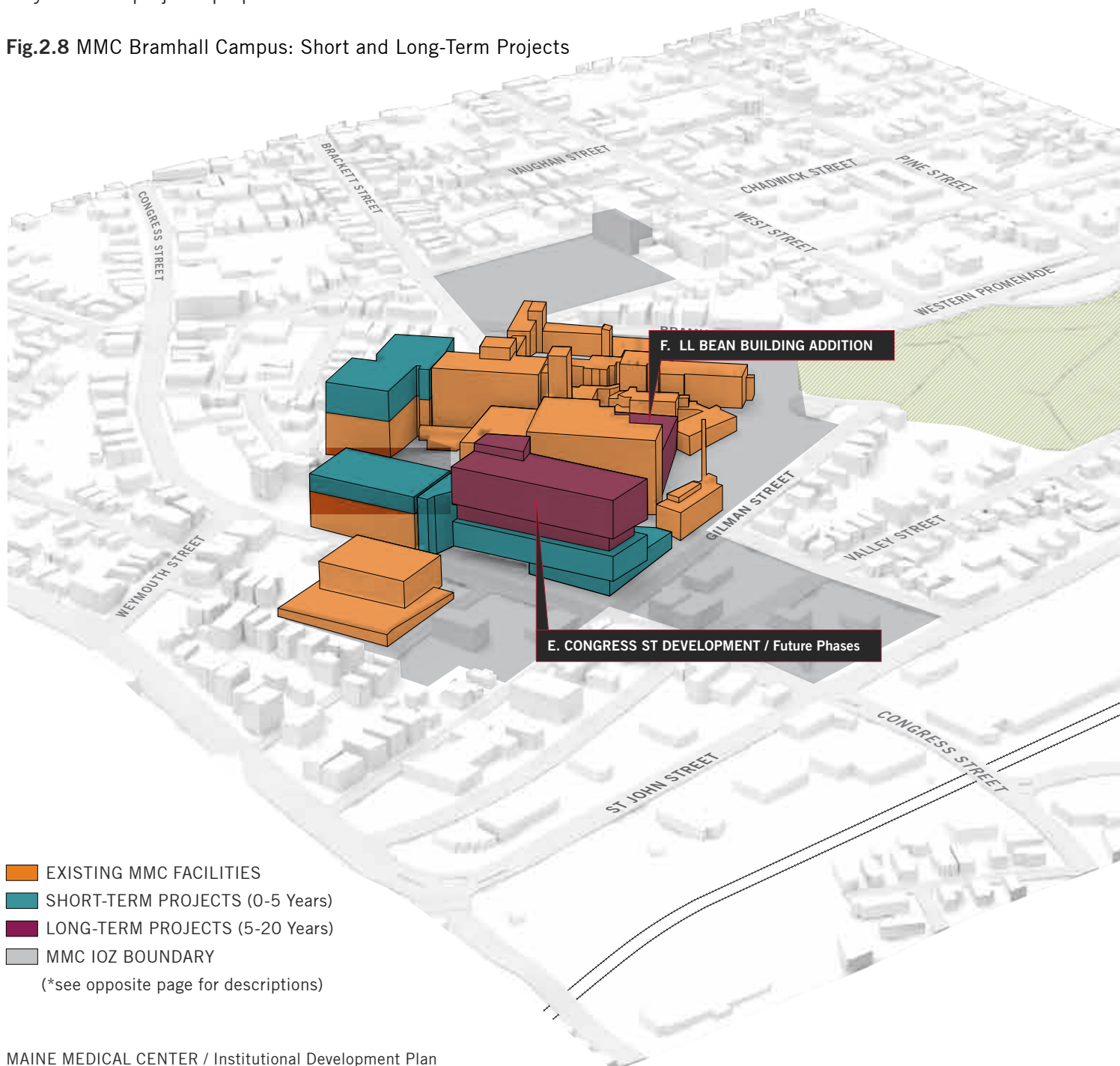
D. St John St Garage

New 10-story, free-standing garage at 222 St John St to accommodate roughly 2,200 new parking spaces. The garage replaces spaces lost in the Employee Garage, in addition to consolidating parking from multiple surface lots owned or leased by MMC. (See **Chapter 3. Transportation Plan** for details).

LONG-TERM PROJECTS (5-20 YEARS)

The facility planning process has also identified potential long-term projects that are identified below. Given the changing nature of the healthcare industry, it is currently uncertain if these projects will be implemented. MMC will continue to evaluate its facility needs following the implementation of short-term projects by 2022. These do not represent the only projects that could be proposed within this timeframe: due to the various factors impacting healthcare planning and their short time horizons (0-3 years), there may be other projects proposed within this timeframe.

Fig.2.8 MMC Bramhall Campus: Short and Long-Term Projects



Additions / New Construction

E. Congress St Development, Future Phases (Approx. 300,000 GSF)

Future vertical expansion to include additional private inpatient beds.

F. LL Bean Building Expansion (Approx. 120,000 GSF)

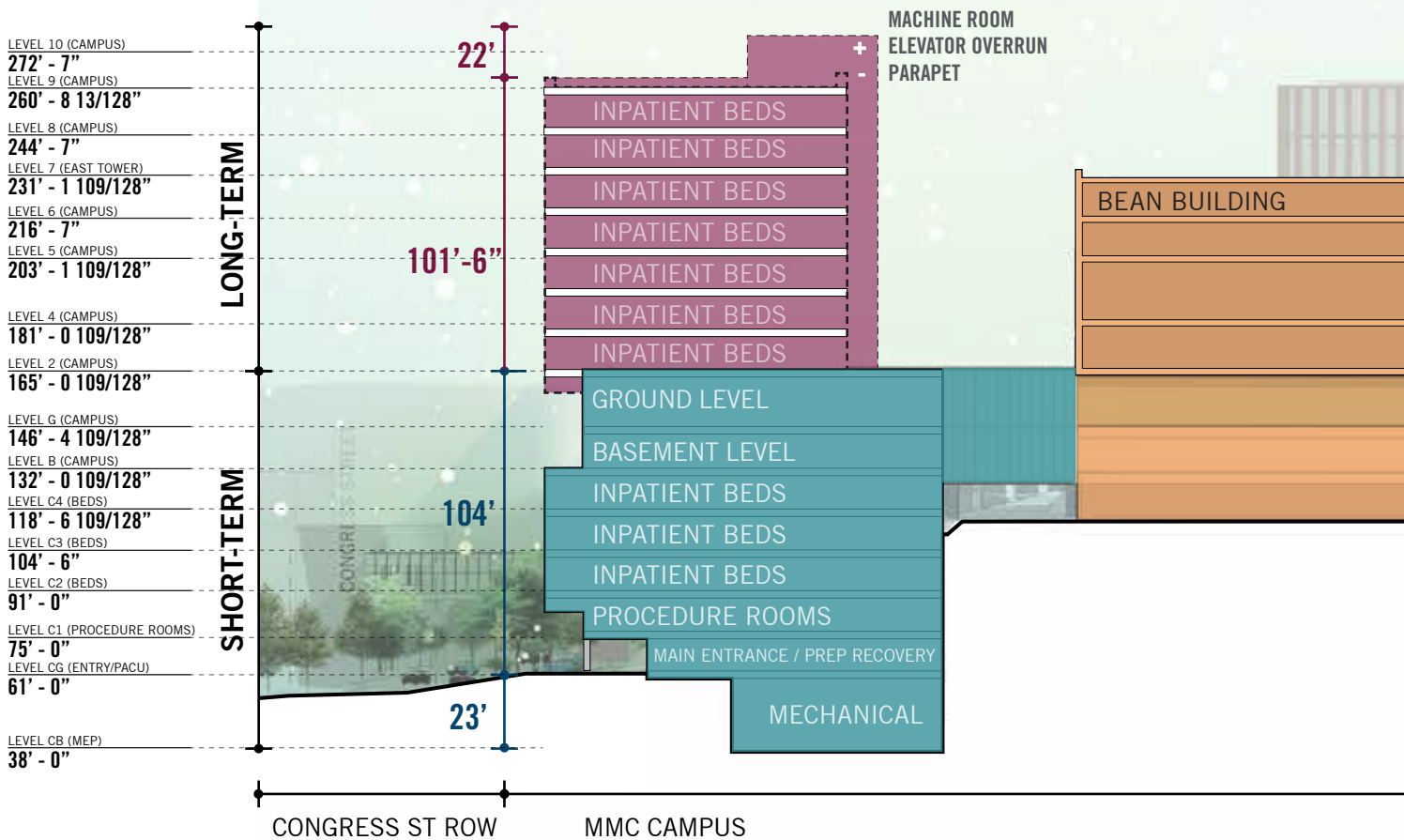
Expansion of diagnostics and treatment, and interventional platforms. If necessary, existing Laundry Building and Engineering Services Building may be modified or removed to facilitate expansion.

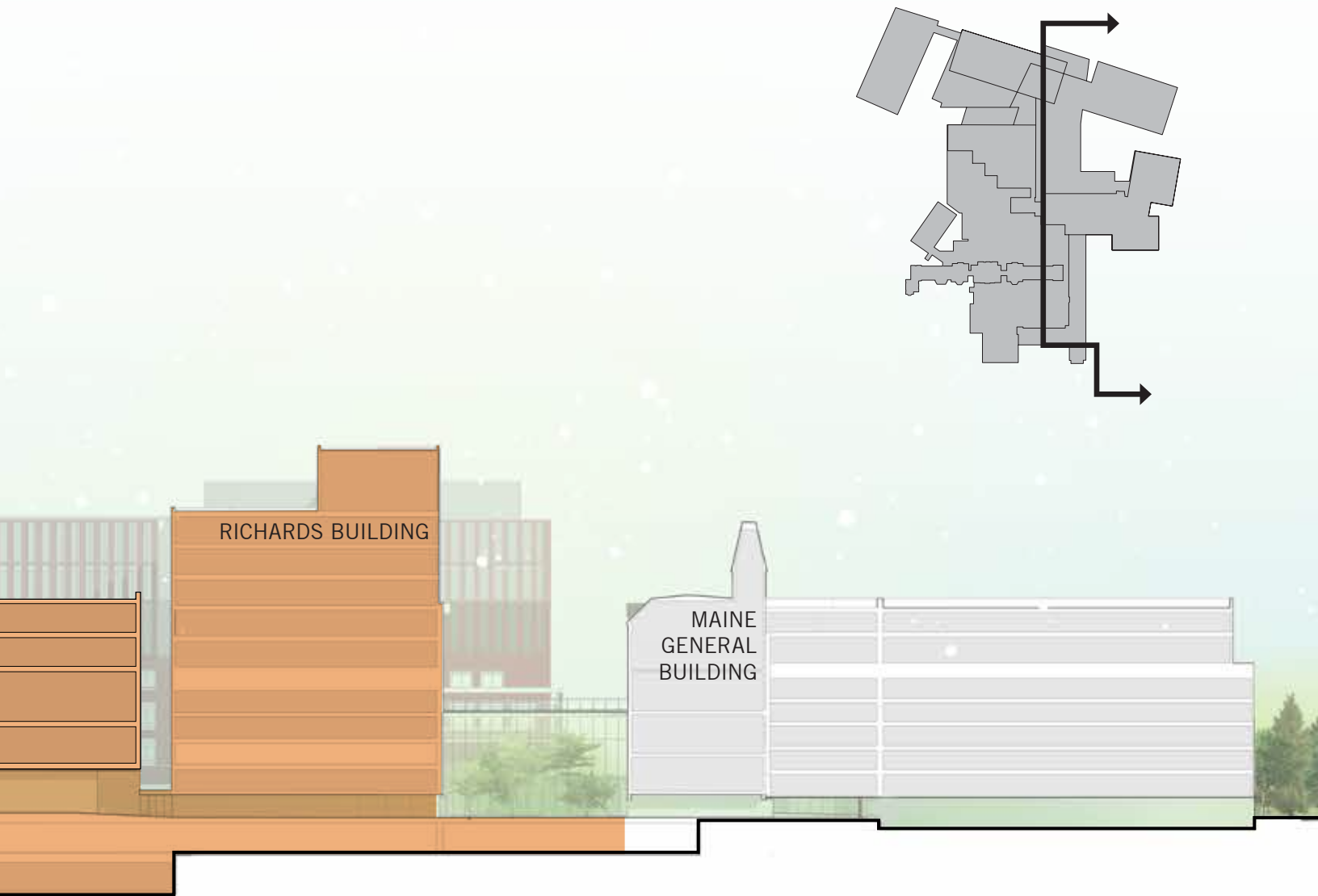


* NOTE: The exact location, footprint and height of St John St Garage to be determined during detailed design.

Fig.2.9 MMC Bramhall Campus: Longitudinal Cross-Section through the Proposed Congress St Development

- EXISTING MMC FACILITIES
- CONGRESS ST DEVELOPMENT: SHORT-TERM (0-5 Years)
- CONGRESS ST DEVELOPMENT: LONG-TERM PROJECTS (5-20 Years)



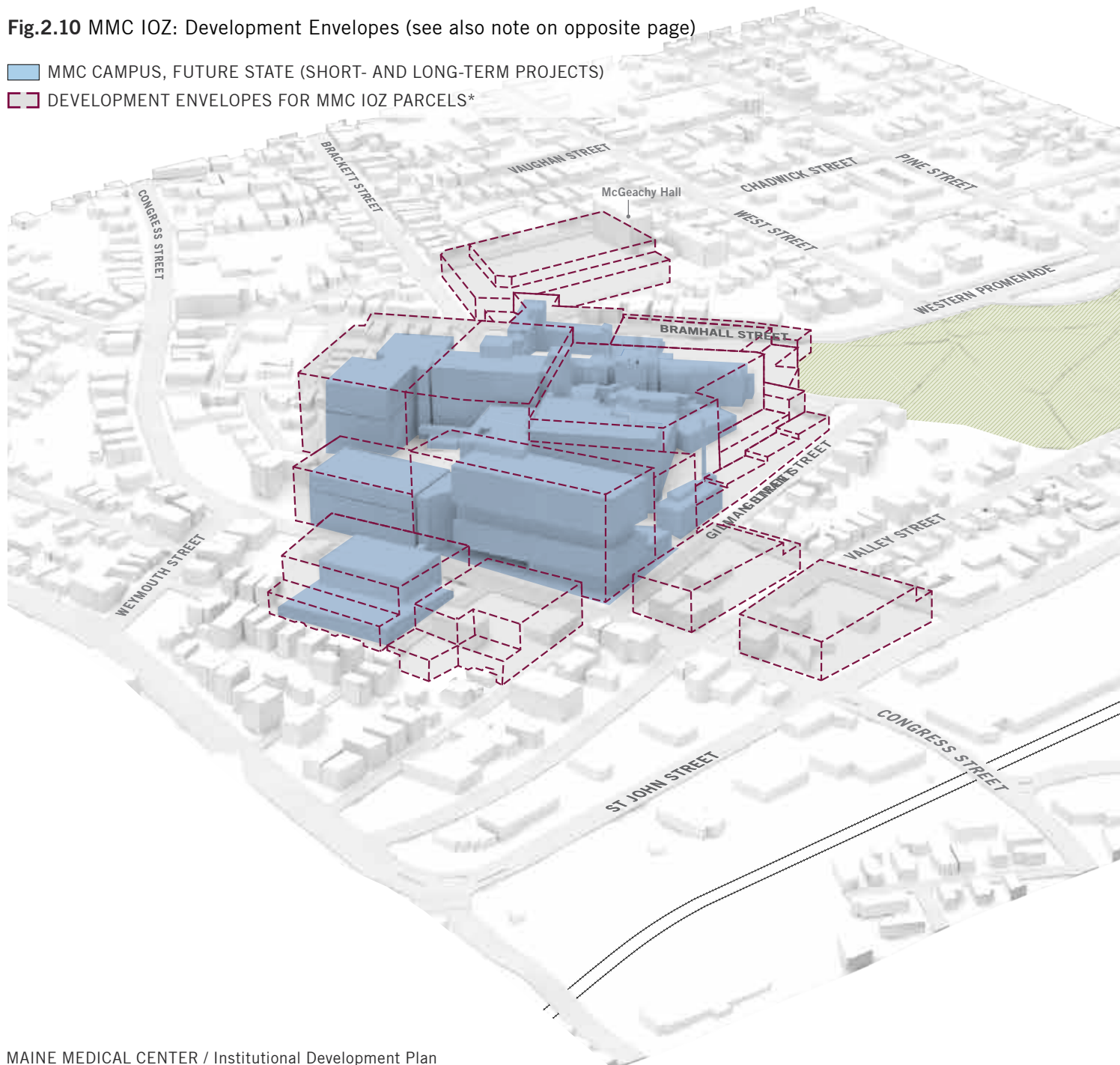


LONG-TERM DEVELOPMENT ENVELOPES

While MMC's Master Facility Plan does not identify specific projects other than those listed on the previous pages (see Fig.2.7 on page 42), all parcels included within MMC's IOZ boundary are considered to be potential zones for redevelopment that supports the effective delivery of healthcare services by MMC to our community in the long-term. Towards this end, MMC has identified context-appropriate uses (see **Table 2.5** at right), development envelopes and design criteria for all IOZ parcels.

Fig.2.10 MMC IOZ: Development Envelopes (see also note on opposite page)

- MMC CAMPUS, FUTURE STATE (SHORT- AND LONG-TERM PROJECTS)
- DEVELOPMENT ENVELOPES FOR MMC IOZ PARCELS*



NOTE: **Fig.2.10** illustrates the maximum height envelopes listed in the MMC IOZ Regulatory Framework. Per the IOZ, the development envelopes only apply to properties that MMC holds right, title, or interest at the time of development. All future development within the IOZ boundary is subject to review for compliance with guidelines and requirements included in MMC's IDP, Regulatory Framework and City of Portland site plan review requirements.

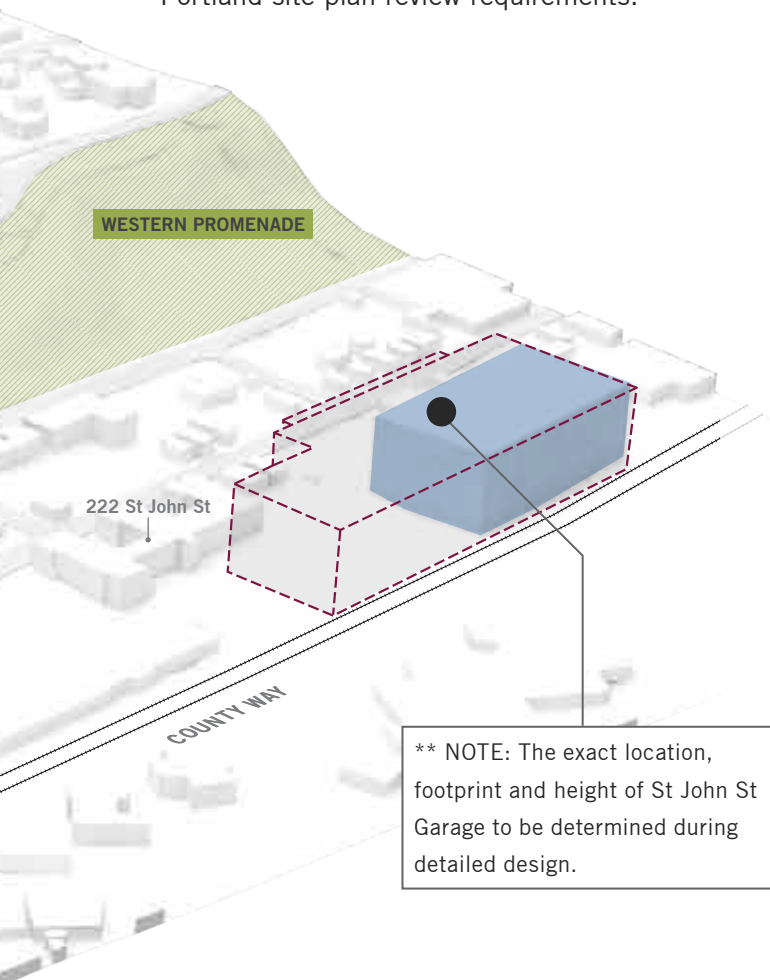


Table 2.5 MMC Potential Future Uses

MMC may locate the following uses within its IOZ boundary:

In addition to the uses permitted in the underlying zone, the following uses are permitted as a matter of right:

Healthcare facilities including but not limited to the following ancillary and/or supporting uses:

- Hospital
 - Medical Office / Clinic
 - Laboratory Center / Services
 - Research and Development (R&D) Laboratory or Facility
 - Educational Facility / Conference Center
 - Administrative / Business Office
 - Accessory Service or Trade Uses
 - Guest House
 - Multi-family housing for healthcare staff and students
 - Rehab / Skilled Nursing Facility
 - Retail Facility
 - Restaurant / Café
 - Employee Service Amenities
 - Day Care Center
 - Fitness Center or Gymnasium
 - Parking Lot
 - Parking Garage
 - Bicycle Storage
 - Heliport
 - Antenna Station
 - Outdoor use areas, such as green areas, parks, gardens, art installations, and other active and passive non-commercial recreation spaces
-

TRANSPORTATION PLAN

Maine Medical Center is developing a long-term transportation plan that will improve campus access, circulation, and wayfinding for patients and visitors. Ongoing initiatives are aimed at providing alternative transportation options to reduce traffic and parking impacts as well as to be responsive to neighborhood concerns about a large parking structure near residential properties.



TRANSPORTATION PLAN: OVERVIEW

Maine Medical Center is developing a long-term Transportation Plan that will improve campus access, circulation, and wayfinding for patients and visitors. It is also developing a Transportation Demand Management (TDM) plan focused on reducing the number of single occupancy vehicles on campus. Ongoing initiatives are aimed at providing alternative transportation options to reduce traffic and parking impacts.

MMC's Transportation and TDM plans are designed to address neighborhood concerns, and to improve campus access, circulation, and wayfinding for patients, visitors, physicians, and staff. The Transportation Plan will be developed and refined during the Maine Department of Transportation (MDOT) required Traffic Movement Permit (TMP) process, with input from the Medical Center's neighbors and City of Portland's traffic engineer. The TDM includes an explanation of the assessment of the Hospital's parking needs to adequately support the Bramhall Campus, and includes strategic initiatives aimed at providing alternative transportation options to reduce long-term traffic and parking impacts. The goal is to provide effective and intuitive transportation solutions that emulate best management practices in transportation infrastructure and operations that support tertiary academic medical centers, enhance and optimize the patient experience, and improve overall traffic flow in the surrounding area.

The purpose of this chapter is to provide an overview of the key transportation elements of the Transportation Plan and the TDM.

The Traffic Management Permit process may require modifications that MMC does not anticipate. The following provides MMC's best analysis of traffic generation and traffic patterns in the short term.

VEHICULAR ACCESS AND CIRCULATION

MMC's service area includes all of Maine and parts of New Hampshire. The majority of MMC patients and visitors do not live within walking distance or near public transportation and arrive by car (see **Fig.3.1 on page 57** for a map of patient origin). The nature and acuity of patient needs create a challenge to the use of alternative modes of transportation. This situation is not atypical for a hospital, but rather is the norm, even in locations with a robust public transit system.

MMC is open to patients every hour, every day of the year. Most MMC staff and physicians, who also fill shifts 24 hours a day, do not live within walking distance or near public transportation (see Fig.3.6 for a map of MMC employee residences). Work responsibilities that require the use of an automobile, a lack of transit options to accommodate staff schedules, seasonal weather extremes, and an insufficient bicycle infrastructure in the surrounding municipalities are all factors that contribute to a high drive share by staff.

EXISTING VEHICULAR FLOWS

Vehicle access and circulation on the MMC Bramhall Campus was planned and designed to maintain a safe and efficient transportation system. Most notably, the concept of separating patients, employees, emergency department operations and loading/service are all considerations that exist at MMC currently and have been approved by the City of Portland. Existing vehicular circulation patterns in and around the Bramhall campus are illustrated on **Fig.3.2 on page 58** and summarized below.

One advantage of its proximity to I-295 is the ease of vehicular access to campus by patients/visitors, employees, and emergency and service vehicles, and the avoidance of high traffic volumes in neighborhood streets.

Patients and Visitors

Patients and visitors have several choices when accessing the hospital. Through a strong wayfinding and signage plan, they are directed to park directly in the Patient / Visitor Garage or the South Lot. They also have access to a convenient patient drop-off area that is located off of Bramhall St, with direct access to parking in the South Lot.

Well-designed curbside drop-off / pick-up areas for patients and visitors are critical to the functionality of any medical center campus. These amenities provide the opportunity for patients and visitors to quickly reach their destination, without the need to park their vehicle, and in some cases, having to

walk long distances, often times unprotected from weather conditions.

MMC provides both inpatient and outpatient care at the Bramhall campus. Outpatient care services experience higher curbside demands for patient drop-off / pick-up activities because of the shorter visits whereas inpatient care generates less turnover, but requires greater accessibility. In addition to general patient access and egress by private vehicles, MMC drop-off / pick-up zones also experience other demands created by taxis (including ride-share such as Uber, Lyft, etc.), shuttle buses, short-term deliveries (like flowers, etc), and staff—vehicles that do not necessarily park, but intend to only drop-off passengers and then exit the hospital campus.

Emergency Department Access

MMC's Emergency Department (ED) is located near the main entrance but is clearly delineated and separated from it. Within the ED area, ambulances have their own dedicated area and are separated from patient ED access and short-term ED parking.

Staff Access

Staff primarily park in the Employee Garage, which is located on Congress St with access off of Gilman St. Other employee parking locations include the various satellite lots listed in **Fig.1.7 on page 22**. This design limits the mixing of patient and staff traffic, resulting in fewer staff vehicles near patient access zones.

Service Access

Trucks destined for MMC are directed to a dedicated loading and service facility located off of Gilman St, separate from all active patient access and circulation functions. MMC does not accept large deliveries from any location other than through the loading dock area.

EXISTING TRAFFIC CONDITIONS

An analysis of existing traffic conditions on and around the Bramhall Campus was completed by Gorrill Palmer, a South Portland based land development, transportation and municipal engineering firm. Gorrill Palmer observed several street intersections during the morning and afternoon in December 2016. In order to estimate the peak summer traffic volume on the two busiest intersections observed (Congress St / St John St and Congress St / Valley St), trip counts were increased by 1.1% on St John St and 11.4% on Congress St. The trips observed are summarized on **Table 3.1** below.

Table 3.1 Seasonally Adjusted 2016 Volumes

INTERSECTION	2016 ESTIMATED VOLUMES		MMC TRAFFIC AS A PERCENT OF TOTAL TRAFFIC	
	AM	PM	AM	PM
Valley St. / Congress St.	1,170	1,200	17%	7%
Congress St. / Saint John St.	1,860	2,100	14%	7%

Fig.3.1 Dot Density Map Showing Patient Origin by Zipcode (2016)

LEGEND

- 10 patients
- State Boundaries

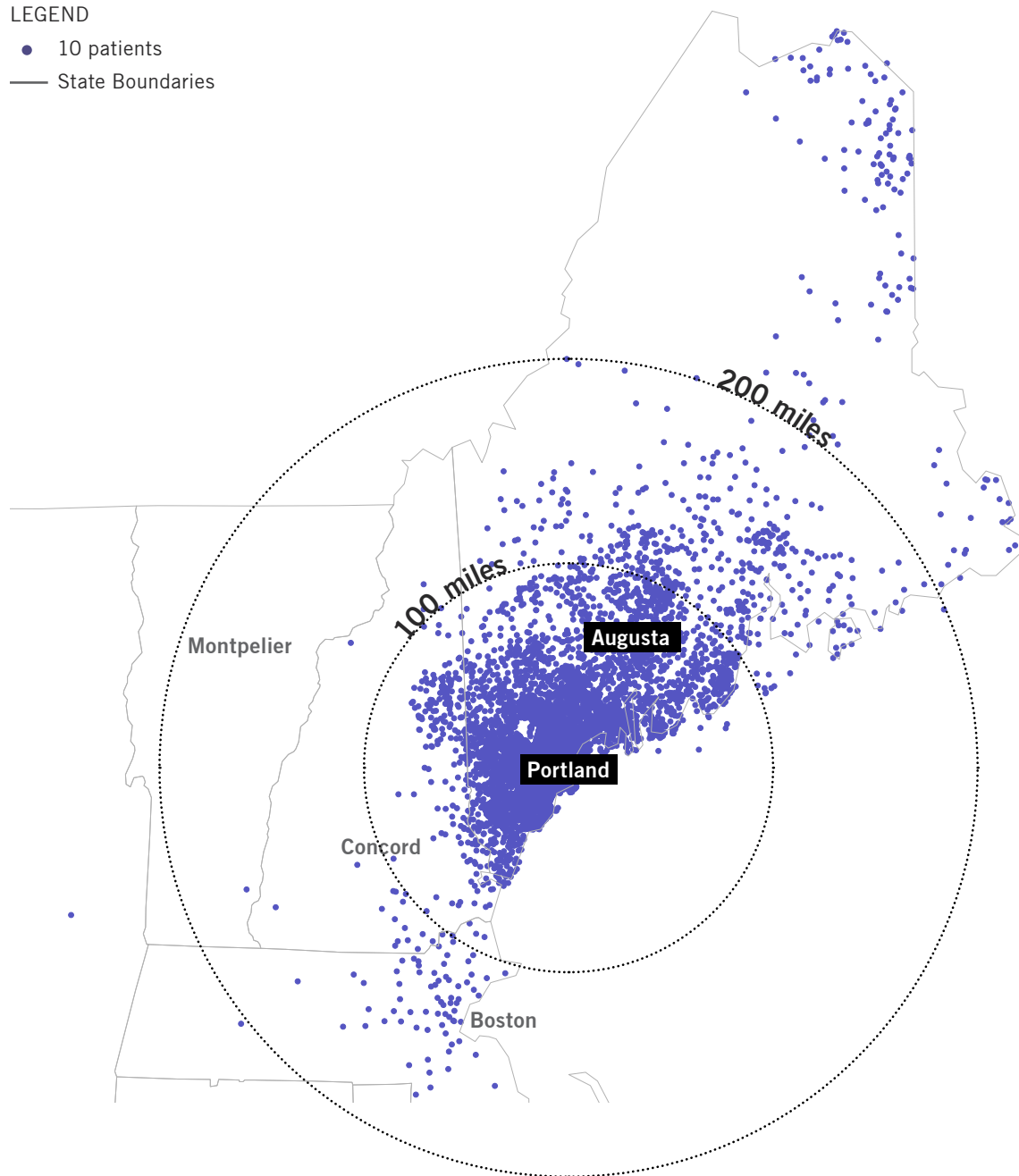


Fig.3.2 MMC Existing Circulation Routes and Access Points

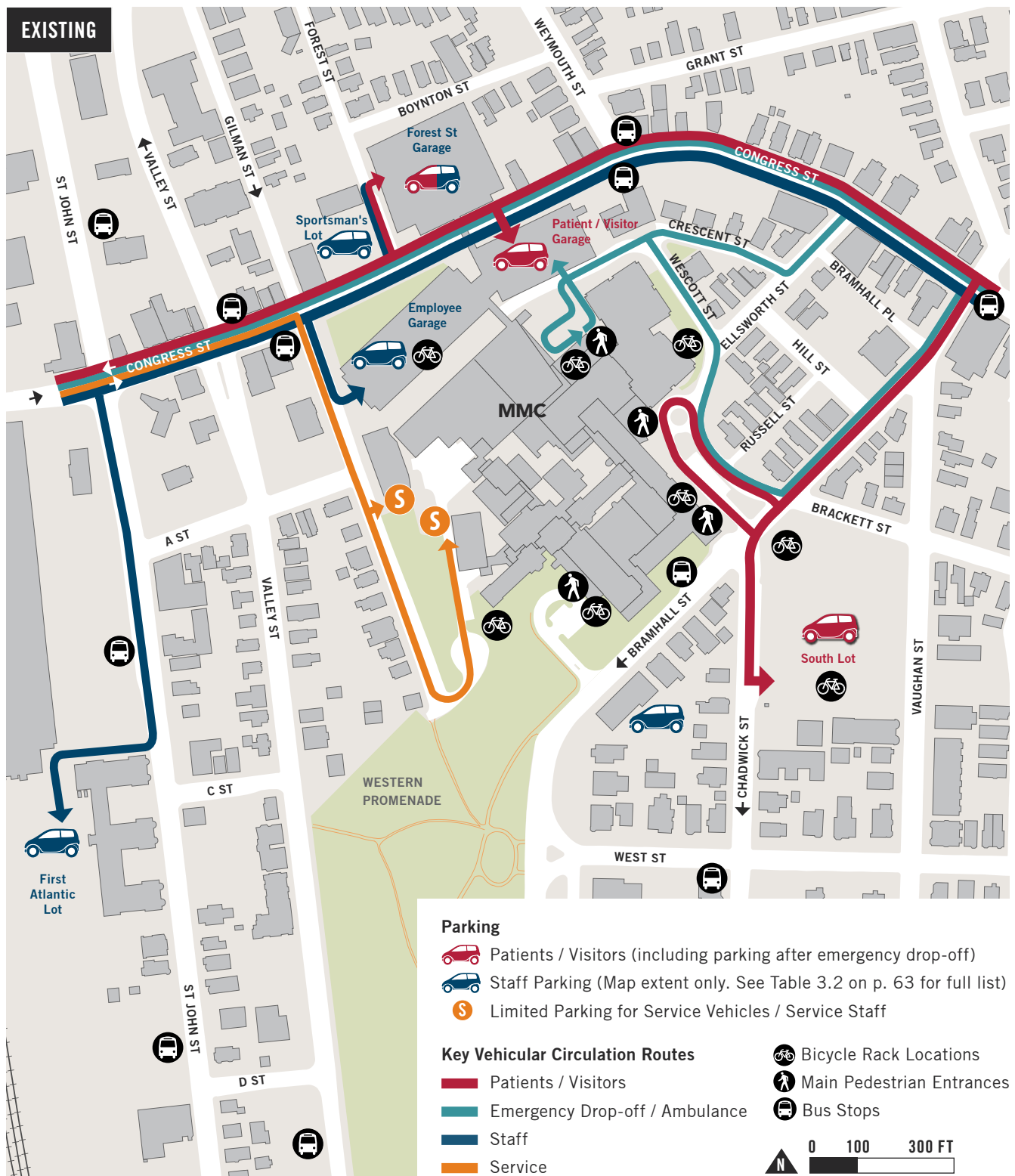
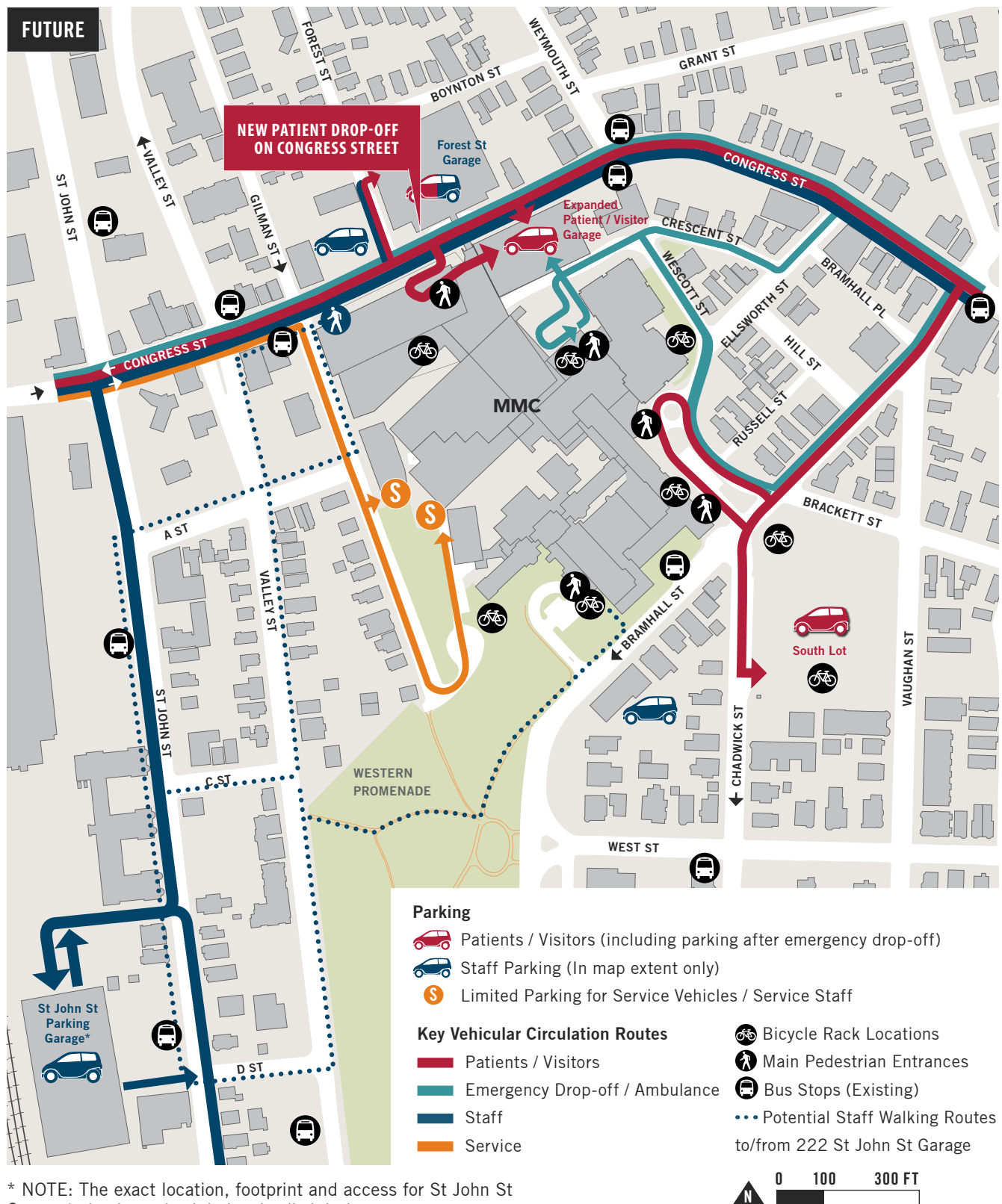


Fig.3.3 Transportation Plan (Future): Circulation Routes and Access Points



The safety evaluation considered crash data provided by MaineDOT for the period of 2014-2016, the most recent available at the time the analysis occurred. In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order for a location to be classified as an HCL:

1. A critical rate factor (CRF) of 1.00 or more for a three-year period. A CRF compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a rate of less than average, and:
2. A minimum of eight crashes over the same three-year period.

Based on the crash data provided by MaineDOT, the HCLs in the vicinity of the site are: the intersection of Congress St with Bramhall St and Deering Ave, the intersection of Congress St with Gilman St, the intersection of Park Ave with Valley St, Congress St from Forest St to Weymouth St, and St. John St from Congress St to just south of Park Ave.

PROPOSED MODIFICATIONS TO ACCESS AND CIRCULATION

Proposed New Entrance

MMC's short-term projects include a new entrance on Congress St to improve access and egress for patients and visitors. Today, most motorists arrive on campus via Congress St: they either park off

Congress St in the Patient / Visitor Garage, or use Bramhall St to reach the emergency room or entrance on Charles St, which also allows access to the Patient / Visitor Garage on an upper floor.

It is anticipated that the new Congress St entrance will be used primarily by vehicles dropping off or picking up patients, shuttle buses, or short-term deliveries (like flowers, etc). The entrance will be designed to allow vehicles to either exit back onto Congress St or directly enter the adjacent Patient / Visitor Garage after passing through the drop-off zone without having to go back onto the public street. The Charles St entrance (at the East Tower) will remain open and continue to accommodate some defined patient demand. Changes to patient / visitor circulation and the impacts on Congress St traffic operations will be studied as part of the Traffic Movement Permit Application (TMP) process.

The new entrance on Congress St is expected to improve access to the campus while reducing vehicular traffic on neighborhood streets. Work is currently underway to identify design options for the new entrance and drop-off that minimizes impact on existing pedestrian, bicycle, transit and vehicular traffic along Congress St. The proposed site plan will be reviewed as part of the State's Traffic Movement Permit (TMP) Application during the City's Site Plan review process.

Proposed Employee Parking

As part of MMC's short-term projects, the existing Employee Garage will be demolished. MMC is collaborating with a third-party developer to build a 2,200 space parking garage at 222 St John St. All staff parking will be consolidated to this new location.

PROJECTED TRAFFIC IMPACT

As mentioned previously, the traffic impacts of the MMC Short-Term Projects will be studied comprehensively as part of the Maine Department of Transportation (MaineDOT) Transportation Movement Permit (TMP) application process delegated to the City of Portland.

Some of the traffic items reviewed as part of the TMP will include:

- Trip generation methodology.
- Trip distribution assumptions.
- Weekday morning and evening traffic operations/capacity analyses.
- Average and 95% queue analyses for key intersection approaches.
- Pedestrian and bicycle safety evaluations.
- Identification of potential mitigation to address identified deficiencies created or exacerbated by the proposed development.

A high-level analysis of the projected changes in traffic as a result of estimated growth in the City of Portland and MMC's short-term projects was

completed. Traffic volumes in the vicinity of MMC's Bramhall campus are anticipated to increase by approximately 3.5% between 2016 and 2023, without any MMC development, due to background traffic growth throughout the City. This increase is based on an estimated growth of 0.5% per year and compares the 2016 traffic volumes to the 2023 Pre-development traffic volumes (with no MMC development).

If the MMC employees utilize the 222 St John St garage, then traffic volumes at the intersection of St John Street / Congress Street may increase by approximately 17% and traffic volumes at the intersection of Valley St / Congress St may decrease by approximately 5% during peak commuter hours between 2016 and 2023. This increase compares the 2016 (seasonally adjusted) predevelopment traffic volumes to the 2023 Postdevelopment traffic volumes (with MMC development). This change in traffic volumes is due to the additional garage traffic (i.e. MMC expansion), the relocation of the existing employee garage traffic from Gilman Street to St John Street, and the background City traffic growth.

In 2023, the development of the employee parking garage at 222 St John St may increase total traffic volumes at the intersection of St John St / Congress St by approximately 12% during the peak commuter hours and approximately 56% during the peak hours of MMC shift changes that primarily occur during non-peak commuter hours. This is the increase

between 2023 Predevelopment volumes (with no MMC development) and 2023 Postdevelopment volumes (with MMC development). This increase is due to the additional garage traffic and the relocation of existing employee garage traffic from Gilman to St. John. Although the percentage increase during the peak hour of MMC shift changes appears high, the traffic volumes during the non-commuter peak hours with additional MMC development are still lower than the volumes during the peak hours of commuter traffic without significant additional MMC development.

MMC's traffic volume is expected to decrease at other intersections near satellite parking locations as a result of consolidating parking at 222 St John St. Although traffic due to MMC is anticipated to decrease at intersections near the satellite parking lots, total traffic volumes at those intersections may not change significantly, since different users may still utilize the lots. However, regardless of traffic volumes, there will be less vehicle miles travelled on the roadway network, since MMC employees will no longer be driving around the streets seeking out the last remaining parking spaces.

PARKING

MMC offers its patients, visitors, physicians, and employees several options for parking. MMC currently controls approximately 2,877 total off-street parking spaces either via ownership or through leases with others that specifically serve the Bramhall Campus. Of the 2,877 spaces, 2,027 parking spaces are subscribed to staff and physicians. About 1,538 of these employee parking spaces are located on the Bramhall Campus..

In addition to their on-campus parking spaces, MMC controls an additional 489 spaces for employees in remote parking facilities that serve the Bramhall Campus. Off-site spaces that are used by employees require shuttle services to the Bramhall Campus by dedicated shuttle services. **Table 3.2** on the following page provides a summary of existing MMC parking facilities. MMC has continued to see demands on the existing supply intensify due to increased patient volumes and higher acuity patients (longer lengths of stay).

In order to assess MMC's existing and future parking demand, a nationally recognized consulting firm was hired that specializes in this work. Vanasse Hangen Brustlin, Inc. (VHB) began working with MMC in January 2017. VHB also has done work for the City of Portland.

EXISTING PARKING ANALYSIS

The existing parking garages and surface lots are not equipped to readily collect and compile entrance, exit, and occupancy data electronically. As a result, in order to collect baseline data,

Table 3.2 Existing Parking Spaces

		Patient / Visitor	Employee	Total at Facility	Ownership
ON-CAMPUS 850 patient / visitor 1,538 employee spaces	Employee Garage	0	1,274	1,274	Owned
	Patient / Visitor Garage	480	0	480	Owned
	South Lot	370	0	370	Owned
	887 Congress (Forest St Garage)*	0	178	178	Owned
	7 Bramhall St	0	26	26	<i>Leased</i>
	905 Congress St (Sportsman Lot)	0	60	60	<i>Leased</i>
OFF-CAMPUS 489 employee spaces	222 St John St (First Atlantic Lot)	0	283	283	<i>Leased</i>
	181 High St (Gateway Garage)	0	100	100	<i>Leased</i>
	993 Congress St (Classic Lot)	0	97	97	Owned
	321 Brackett St	0	9	9	<i>Leased</i>
TOTAL PARKING SPACES		850 Patient / Visitor	2,027 Employee	2,877 Total	

* The Forest St Garage has an additional 222 spaces that are dedicated to medical office staff and patients.

detailed hourly parking occupancy counts were conducted on March 8, 2017 and March 9, 2017 by VHB. The goal of these parking counts was to collect temporal parking data at the Employee garage, the Patient / Visitor garage, and the South Lot to confirm parking surge (between daytime and evening staff shift changes) and overnight demand. Hourly counts were conducted from 5am to 12pm, 3pm to 8pm, and 10pm to 12am. This data have been compiled to quantify the existing conditions parking demand estimates.

Additional parking occupancy counts were conducted daily between April 24, 2017 and April 28, 2017 at 10am and 2pm by MMC. MMC parking was 93% occupied throughout the week.

Overall, existing parking demand conditions at MMC were quantified via a combination of distinct actions:

- Weekday occupancy parking counts were conducted to understand utilization at key points in time to assess peak occupancy, overnight occupancy, and intervals of weekday garage entries and exits. These counts were conducted in March and April 2017.
- Intermittent spot checks of parking utilization and access/egress were conducted from January through March 2017 by MMC and its consulting team.

- MMC Parking and Security staff and the City of Portland Parking Director provided input regarding their observations and experiences relating to the utilization of parking.

These counts, observations and input indicate that the parking system typically operates at or above capacity during weekday daytime.

CURRENT PARKING SHORTAGE

MMC's 850 patient/visitor parking spaces equates to +/- 1.33 parking spaces per bed. This is low when compared to other New England and national peers. Patient drive rate is consistently high among large academic medical centers regardless of location. Therefore it is appropriate and reasonable to compare MMC patient parking needs on a space per bed basis to highly urban, suburban, and rural settings. MMC would need about 340 additional patient/visitor parking spaces to achieve the midpoint parking space/bed ratio (approximately 1.87) of its peers.

MMC's 2,027 staff parking spaces equates to about 3.18 parking spaces per bed. This ratio is also low when compared to other peer institutions. When studying employee parking needs, it is important to compare institutions that would reside in similar contexts where driving behavior and auto mode shares would be similar.

During the analysis, MMC's consultant team attempted to identify comparable medical centers.

A significantly similar comparison medical center does not exist due to the number of factors impacting parking. The medical centers that were determined to be somewhat similar and adequate comparisons had median parking ratios of 1.87 for patients/visitors and 4.38 for employees.

Under current conditions, MMC will require 150-200 additional on-campus parking spaces to alleviate current staff parking shortfalls that have been estimated via observations and data collection activities and eliminate on-street parking by MMC staff. To help existing demand pressures, MMC continues to pursue a number of strategies to address its constrained parking situation, including:

- The study of enhanced Transportation Demand Management (TDM) actions to reduce single-occupancy vehicle trips and parking demand,
- Moving employees to off-campus locations (both program and parking), and,
- Securing additional remote parking and serving that remote parking with convenient shuttle services for staff.

MMC's existing decentralized parking solution creates management challenges and is an employee dissatisfier. Management challenges include multiple shuttle routes that add to traffic congestion on Portland's streets and the high cost of servicing and operating multiple shuttles. MMC employees frequently share that the employee parking at the Bramhall Campus is unreliable. There are eight

parking locations available for MMC employees. When one location is full, employees have to search other locations for available parking which adds to traffic congestion on Portland's streets. On days when MMC is near or at capacity, finding a parking spot in a reasonable amount of time is a challenge.

PLANNING GOALS FOR PARKING

With regard to Parking, MMC's goal is to accomplish the following key objectives:

1. Support a predictable arrival experience for patients and visitors,
2. Where feasible, allow for segregation of MMC patients/visitors and staff parking,
3. Address neighborhood concerns of MMC staff occupying on-street parking spaces,
4. Provide a parking supply that is sufficient to support the Medical Center,
5. Rely upon an enhanced TDM program to help reduce vehicle trips and parking demands when reasonably feasible.

FUTURE DEMAND PROJECTIONS

Future patient, visitor, staff and physician parking needs were quantified based on an assessment of MMC's patient volume (inpatient and outpatient activity) and staff growth projections. The demand for patient care at MMC is growing as described under **"Projected Daily Census" on page 40**.

MMC anticipates that the overall patient demand will grow by approximately 8 percent over the next ten years (or 0.75 percent per year). Similarly, employment at MMC is expected to grow by

approximately 7 percent over the next ten years (or 0.7 percent per year). We expect patient and patient-related and employee parking demand will increase at similar rates. This demand will be offset by Transportation Demand Management methods described later in this chapter. These expected trends have been used to estimate the increased parking needs of the Hospital.

The following key points summarize MMC parking activity under current conditions, and provide the context for assessing and understanding the parking objectives that are proposed for the transportation plan:

- Under current conditions, the MMC parking system typically operates at or above capacity during weekday daytime hours.
- The hospital requires about 150-200 additional on-campus parking spaces to alleviate current 2017 staff parking shortfalls. These estimates are based on several iterations of counts, observations, and input from MMC, as described previously.
- When compared to other peer academic medical centers, MMC generally has a lower parking-to-licensed bed ratio both for its patients as well as its physicians and staff. There is not an industry standard method for comparing hospital parking supply. The number of patient beds was used as the common factor in this analysis because of its relative uniformity among academic medical centers.

PROPOSED MODIFICATIONS TO PARKING

MMC's short-term projects include:

1. Patient / Visitor Garage Addition: MMC will expand its existing 480-space Patient / Visitor Garage by three levels to accommodate an additional 225 spaces by 2019.
2. New St John St Garage: MMC will deconstruct the existing 1,274-space Employee Garage and will construct a replacement garage that will supply approximately 2,200 spaces for MMC. MMC intends to provide a reliable and complete parking solution for employees.

FUTURE PATIENT / VISITOR PARKING

Once the Patient / Visitor Garage Addition is completed, the patient parking supply will be adequate to meet the growing needs of the patients and visitors.

MMC's short-term projects will increase patient/visitor parking supply from 850 spaces to 1,075 spaces. As a ratio of parking spaces per bed, MMC's on-campus patient parking system will improve from an existing ratio of 1.33 (a rate that is low when compared to peers) to 1.68 (average to its peers).

FUTURE EMPLOYEE PARKING

In total, MMC estimates a need for 500-600 additional staff/physician parking spaces to accommodate future demands and resolve the existing parking shortage. The 2,200 employee parking spaces in the new St John St Garage are intended to accomplish the following:

- Accommodate expected staff growth,
- Provide for replacement parking to support demolition of the existing Employee Garage,
- Consolidate existing remote surface parking, and
- Reduce parking by staff on surrounding neighborhood streets.

This increase in employee parking supply will improve MMC's ratio of employee parking to patient beds from their existing ratio of 3.18, which is very low when compared to peer academic medical centers.

The proposed St John St Garage will consolidate the majority of MMC's employee parking which will improve employee satisfaction and minimize management challenges. A smaller and more reliable shuttle service will be available to MMC employees getting to and from the parking garage. In addition, the St John St location is 3 tenths of a mile from the Bramhall Campus and MMC will encourage walking.

ALTERNATIVE TRANSPORTATION

MMC supports and aims to increase the use of alternative transportation by its employees, patients and visitors through the implementation of its Transportation Demand Management (TDM) Plan outlined on page 74. Ongoing collaboration with the City of Portland, local and regional transit agencies, and neighborhood and advocacy organizations is planned to ensure the improvement of pedestrian, bicycle and transit infrastructure and networks serving the campus.

MMC solicited input from neighbors on the topics of vehicular, bicyclist and pedestrian safety around the campus at its January 12, 2017 Open House. Key findings from this meeting are summarized at the end of this section under the heading "Future Transportation Planning Considerations." MMC has shared the Open House results with the City of Portland and neighborhood representatives. MMC will continue working with neighbors, City staff, and elected officials to address vehicular, pedestrian and bicyclist safety concerns around its campus as part of its ongoing community engagement process (see page 130).

PUBLIC TRANSIT ACCESS

METRO provides bus service throughout the Greater Portland region and makes stops within walking distance to the MMC Bramhall campus. The campus is also served by the ZOOM Turnpike Express route operated by ShuttleBus–ZOOM.

Multiple METRO routes accessible from the campus provide connections to the nearby Portland Transportation Center (PTC) and the Downtown Hub, which are served by additional METRO and regional bus lines. The PTC also serves as the local connection to Amtrak's Downeaster service that runs along the coast between Boston and Brunswick. See **Fig.3.4** and **Table 3.3** on the following pages for an illustration of bus routes and bus stops within walking distance of the MMC campus. All buses serving the campus are equipped with bike racks to enable multi-modal commutes.

MMC supports mass transit commutes and provides financial incentives to employees choosing public transit as part of its Transportation Demand Management (TDM) program. MMC will provide enhanced incentives and work with METRO to improve transit access for all campus users as part of its future TDM Plan. See "Supporting Mass Transit Commutes" on page 78 for details.

Detailed design of each new development on campus will consider the location of nearby transit stops, and identify any necessary changes to locations to better serve transit users.

Fig.3.4 Map of Existing Transit Routes and Stops

-  MMC Main Pedestrian Entrance
-  Bicycle Rack Locations
-  Existing Bus Stops around Campus (see opposite page for transit route legend)

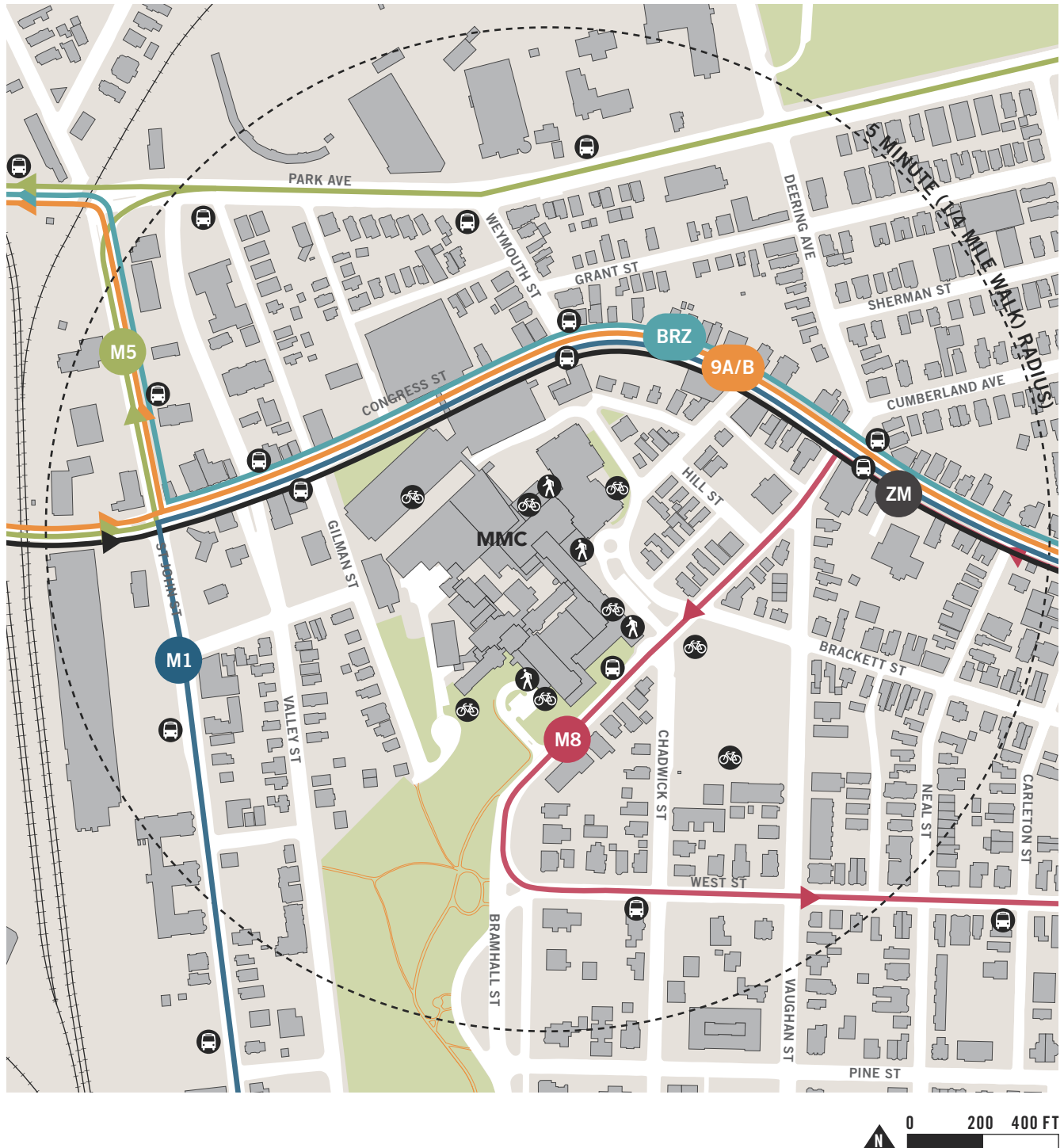


Table 3.3 Bus Routes Serving MMC Bramhall Campus

The following bus routes are accessible within a five minute walk of the MMC campus. See **Fig.3.4** on opposite page for location of routes and bus stops.

-  **M1 – CONGRESS STREET**
Connection to Portland Transportation Center (PTC), Downtown, Munjoy Hill and Eastern Promenade
-  **M5 – JETPORT / MAINE MALL**
Connection to Downtown, Hannaford Plaza, Maine Mall and Portland Jetport
-  **M8 – PENINSULA LOOP**
Connection to Downtown, Franklin Towers, Whole Foods Plaza and Hannaford Plaza
-  **M9A / 9B – NORTH DEERING VIA STEVENS AVENUE**
Connection to MMC Brighton campus, Highlands, Rosemont, and North Deering
-  **METRO BREEZ EXPRESS (BRZ)**
Connection to PTC, Downtown, Falmouth, Yarmouth, Freeport
-  **ZOOM Turnpike Express (ZM)**
Connection to Biddeford and Saco

Rte #	Closest Stop	Times of Operation	Headways
M1	Congress St	5:35am to 11:10pm (M-F) 7:45am to 6:05pm (Sat) 8:10am-6:35pm (Sun)	Varies between every 30 minutes during daytime to every 45 minutes late evenings
M5	St John St	5:30am to 10:45pm (M-F) 6:05am to 10:45am (Sat) 7:55am to 6:40pm (Sun)	Varies between 25-35 minutes during weekdays (daytime) to every 40-45 minutes on weekend evenings
M8	Bramhall	6:40am to 6:00pm (M-F) 7:50am to 6:17 pm (Sat) 9:35am-4:17pm (Sun)	Varies between every 30-40 minutes during weekdays to every hour during weekends
M9A/9B	Congress	5:35am to 10:35pm (M-F) 7:35am to 10:30pm (Sat) 8:35am-4:35pm (Sun)	Varies between 10 minutes on weekday mornings to every 1 hours on weekends and evenings
BRZ	Congress	6:00am to 7:45pm (M-F) 8:20am to 6:10pm (Sat) No Sunday Service	Varies between 45 minutes on weekday mornings to every 2 hours on Saturdays
ZOOM	Bramhall and Congress	6:00am to 6:40pm (M-F) No Weekend Service	5 buses in the morning b/w 6am-8:17am 6 buses in the afternoon b/w 2:46pm-5:35pm

Fig.3.5 Heatmap Showing Popular Bicycle Routes in the Area, as Recorded by Strava App Users

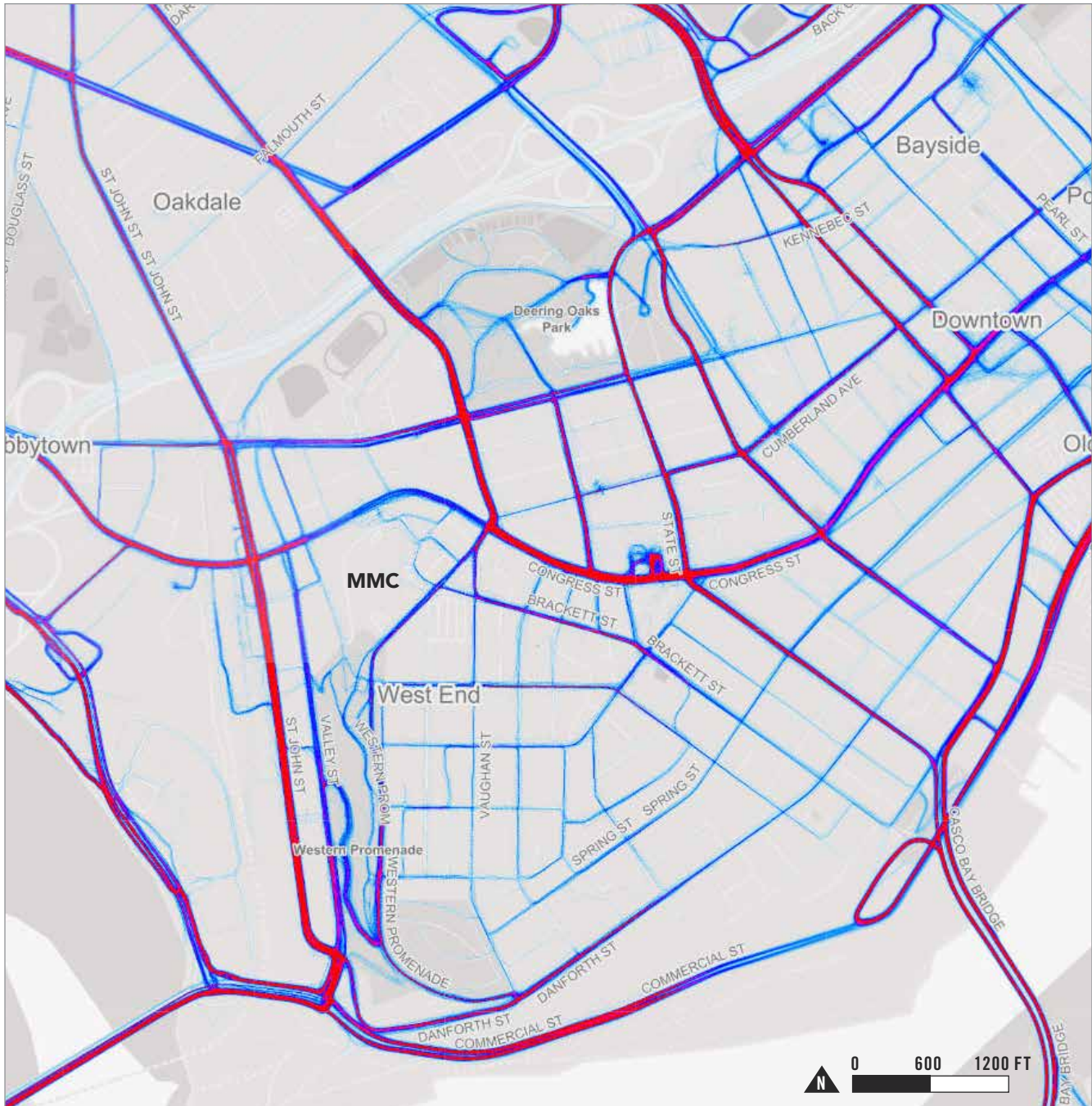
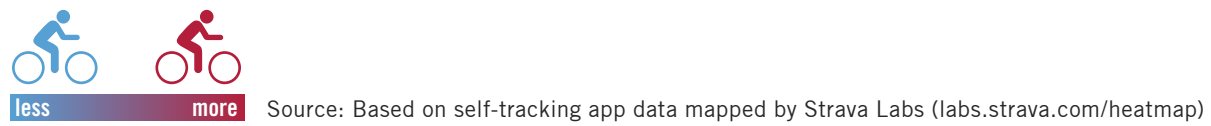


Fig.3.6 Portland Bikeway and Pedestrian Network (Source: City of Portland, 2014)

EXISTING FACILITIES

- Bicycle Lane
- Shared Use Pathway
- Paved Shoulder
- Shared Lane, with Marking
- Neighborhood Byway
- Shared Lane

PLANNED FACILITIES

- On Road Bikeway
- Neighborhood Byway
- - - Shared Use Pathway or Rail with Trail



BICYCLE ACCESS AND STORAGE

As shown in **Fig.3.5 on page 70**, bicycling is prevalent within the City of Portland, however, bike use at and around the MMC campus is generally lower than in other Portland locations. This could be a result of the severe grades in the Bramhall neighborhood, but also the lack of strong municipal bicycling infrastructure, including dedicated bike lanes, paths and sharrows.

MMC is committed to supporting bicycle access to the Bramhall campus by all users, including employees. In recent years, the hospital has invested in bicycle racks, showers, and lockers, and currently has the capacity to accommodate parking for up to 193 bicycles on campus (see **Fig.3.2 on page 58** for locations). MMC aims to continue support employees who bike to work as a part of its TDM plan (see "Supporting Bicycle Commutes" on page 79).

MMC is an advocate of the City of Portland's Bikeway Network Plan, which will provide bicycle infrastructure on campus adjacent streets with linkages to existing and planned shared use pathways (see **Fig.3.6 on page 71**).

Detailed design of each new development on campus will identify any necessary changes to bike infrastructure to better serve the needs of those arriving by bike.

PEDESTRIAN ACCESS AND CIRCULATION

Whether they arrive on campus by car, by bus or by bicycle, all campus users are pedestrians at some point in their journey to their MMC destination. Like other medical centers of its size, MMC provides elevated, covered, and temperature-controlled pedestrian walkways between its parking garages and key campus circulation corridors. This limits exposure to adverse weather conditions, facilitates wayfinding for patients / visitors, and minimizes on-street vehicle / pedestrian conflicts.

MMC also maintains its network of campus pathways and campus-adjacent public sidewalks to ensure safe pedestrian access to campus facilities (see **Fig.3.2 on page 58** for location of key pedestrian entrances).

MMC will complete a campus-wide ROW Plan at the time of its first site plan review that includes sidewalk materials to clarify the need for any variations from current city policies and how they would be integrated into the public realm. In order to improve slip resistance and ADA accessibility, MMC may request waivers from the city's sidewalk material policy under site plan review.

MMC aims to improve pedestrian access to campus with future building projects by orienting building entrances to public streets and providing active ground floor uses where possible. (See "Design Guidelines" on page 116 for details.). MMC will also work with the City and other stakeholders

including the St. John Valley Neighborhood Association to identify potential improvement that could be implemented to pedestrian routes between the proposed St John Garage (see **Fig.2.7 on page 44**) and the core campus.

FUTURE TRANSPORTATION PLANNING CONSIDERATIONS

MMC continues to solicit input from its neighbors to identify transportation-related issues and possible improvements that should receive additional consideration during the planning and design of future projects by MMC and the City. Key issues identified in this process to date include the following:

- Chadwick Street: A portion of Chadwick Street is one-way. The conversion to two-way could reduce the amount of traffic going further into the West-end neighborhood and help slow vehicular speeds to levels that are safer for pedestrians and bicyclists.
- Chadwick Street at West Street: Neighbors have observed low compliance with stop-signs and two-way travel on one-way streets.
- Vaughan Street at Bramhall Street: This is a difficult intersection geometry for pedestrians, cyclists and vehicles.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

MMC has an active Transportation Demand Management (TDM) program that was one of the first in the state of Maine when launched in 2008. The program aims to reduce MMC's impact on peninsular traffic by subsidizing and marketing of alternative commute options including walking, bicycling, public transit, and rideshare. Known as "Get on Board!," this voluntary program has grown each year through increased enrollment.

In 2017, MMC engaged VHB, a consulting firm with expertise in this area, to update and enhance its TDM program and to inform its long-term plans for parking, in particular.

This section provides a summary of VHB's analysis of existing employee commuter behavior, and outlines proposed updates to the "Get on Board!" program that will be implemented in the near- and long-term to further reduce single-occupant vehicle (SOV) commutes by employees.

EMPLOYEE COMMUTES: 2017 BASELINE

As part of its efforts to monitor and enhance the "Get on Board!" program, MMC recently administered a voluntary transportation survey with its employees. The survey showed that 9% of employees use alternatives to SOV commutes (see **Fig.3.7 on page 75**). Based on the expert knowledge and experience of VHB, the high percentage of employees driving to work alone and parking near campus is not unexpected given the nature of the services provided, the dispersed

geographic footprint of where MMC employees live, and the availability of viable transportation alternatives to driving. Detailed analysis of employee driving distance to work is illustrated in **Fig.3.8** and **Fig.3.9** on the following pages.

FUTURE TDM TARGETS

Based on a review of census data, employee travel origin and destination information, existing employee travel mode split, and transportation survey results, MMC believes it can further reduce the portion of employees driving alone to work, thus reducing trip making and resultant parking demands. An initial estimate is that an additional 1.5% of the daytime population could be shifted into alternative modes of accessing the campus. This represents approximately 65 fewer individuals driving alone to campus.

The reduction would be achieved through MMC's existing TDM initiatives, as well as new strategies that will be implemented over time. MMC will endeavor to increase its employees' overall use of alternative modes of travel beyond the target identified above through further enhancements or program expansions in the coming years and depending upon initiatives by the City, GPCOG, and others.

MMC's enhanced TDM Plan draws on national best practices and suggested examples from the City of Portland Planning Staff. City suggestions included evaluating the Downtown Parking Management

Fig.3.7 MMC Bramhall Campus Employees Commuting Mode Split (2017)

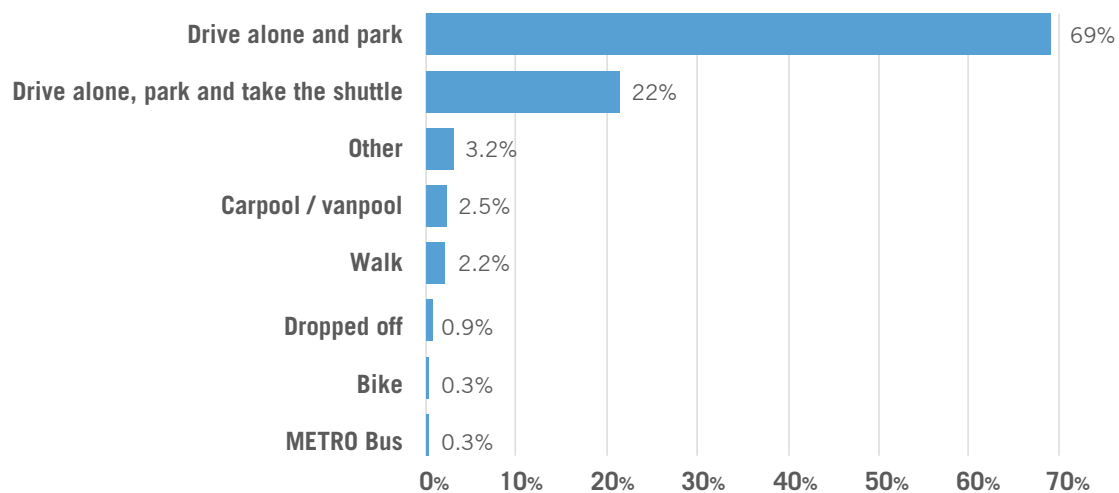


Fig.3.8 MMC Bramhall Campus Employees, Distance to Work by Type of Employee

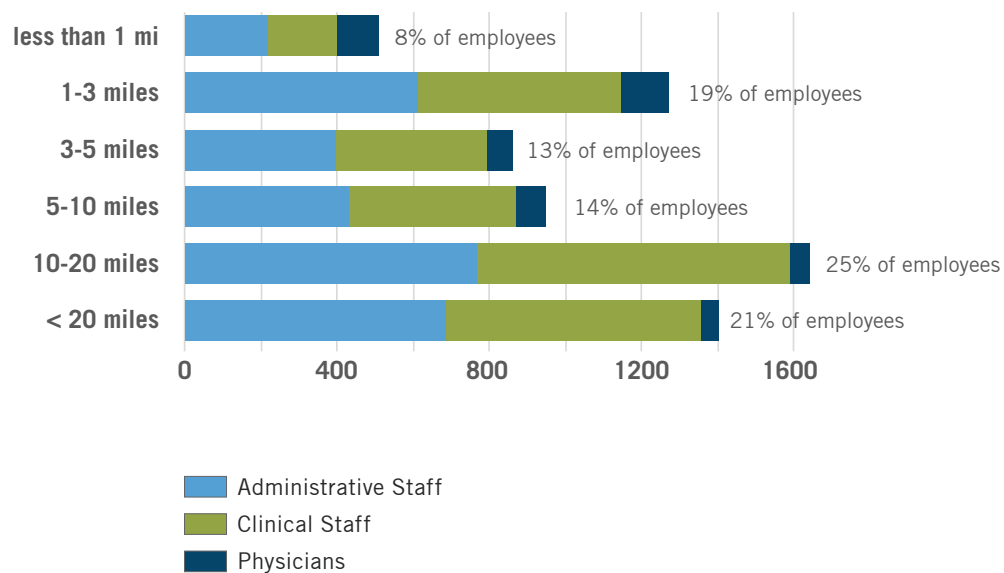
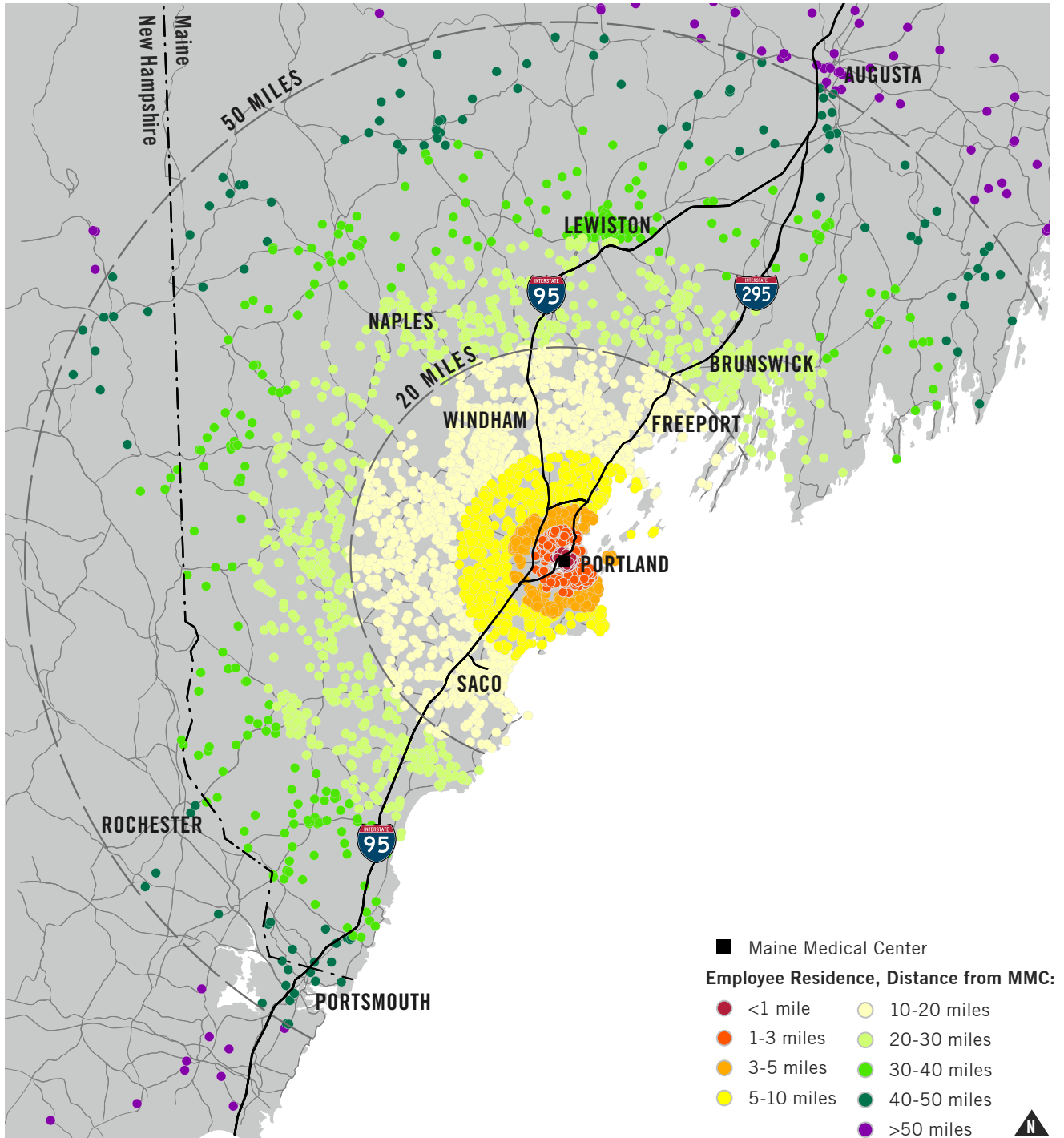


Fig.3.9 Map of MMC Bramhall Campus Employee Residences Illustrating Distance to Work and Travelsheds



Plan for Burlington, VT, an Institutional Parking Management Plan also for Burlington, VT, and a Transportation Demand Management Study for Downtown Syracuse, NY. Additionally, MMC also examined the commuting program instituted by Boston's Longwood Medical and Academic Area (LMA), known as CommuteWorks, and operated by MASCO, a consortium of hospitals, colleges and universities, and other related institutional uses. These programs were evaluated because of their efforts to manage SOV driving in a highly concentrated employment district.

Applicable Best Practices

- Collaboration among organizations in the area impacted
- Regular communication and education of alternative transportation benefits
- Pay for parking
- Complimentary support programs (i.e. guaranteed ride home, carpool)
- Regular monitoring of commute mode (i.e. surveys, automated data collection)

TDM PROGRAM COMPONENTS

Individual program elements and related incentives of MMC's TDM program are outlined below. These include continuation of existing initiatives, as well as the following new initiatives / enhancements that will be implemented starting in 2018:

- Data Collection
- "Get on Board!" Coordinator
- Increased Education of Employees about the "Get on Board!" Program
- Bi-Annual Transportation Survey
- Regional Connections Partnership
- Enhanced Transit Fare Discount / Partnership with METRO
- Enhanced Carpool/Vanpool Matching
- Active Transportation Incentives

MMC aims to achieve a 1.5 percent reduction in SOV commutes 5 years after the approval of the IDP. This target will be revised when a new baseline is established.

Data Collection

MMC will explore methods to improve data collection and implement a reasonable system to collect data on the transportation habits of employees and parking garage utilization.

"Get on Board!" Coordinator (New)

MMC will enlist the services of a "Get on Board!" Coordinator responsible for the implementation, operation and continuing sustainability of MMC's TDM. This individual will continually monitor the

program, its operations and future opportunities to reduce vehicle dependency by staff at MMC. The Coordinator will also be responsible for data collection and TDM updates as required.

Increased Education of Employees about the "Get on Board!" Program (New)

MMC will be enhancing the "Get on Board!" promotion and education process by periodically educating existing employees of the options and benefits available through the "Get on Board!" program. Additionally, newsletters will be distributed highlighting the environmental, health and other benefits of TDM.

Bi-Annual Transportation Survey (New)

MMC will conduct a Transportation Survey of its employees every 2 years to collect data about commuting mode split, barriers to TDM use and marketing effectiveness. Information from this survey will be included in the TDM plan updates.

Regional Connections Partnership (New)

MMC will seek to form partnerships with other major employers in the region, including the City of Portland, to foster a holistic approach to transportation demand management. The partnerships would enable the exchange of TDM-related information and experiences between institutions, and it would foster a community that is focused on promoting alternative transportation in the City of Portland.

Supporting Mass Transit Commutes (Enhanced)

MMC employees can purchase discounted bus tickets and Shuttle-Bus Zoom tickets conveniently in the cafeteria. MMC buys the tickets at the regular price and offers them to employees at the reduced prices listed in **Table 3.4** below. This is a clear demonstration of MMC's commitment to making "Get on Board!" work.

Table 3.4 MMC Current Transit Incentives

	MMC COST	EMPLOYEE COST
METRO (10 RIDES)	\$13.50	\$8
S. PORTLAND (10 RIDES)	\$13.50	\$8
ZOOM (10 RIDES)	\$39	\$29.60
ZOOM MONTHLY	\$100	\$84.50
ZOOM QUARTERLY	\$260	\$197.50

MMC will fully subsidize the cost of METRO bus tickets for employees who wish to use the bus for the foreseeable future so long as the cost of METRO bus tickets remains as illustrated in **Table 3.4**. If METRO bus ticket costs change, then MMC will evaluate utilization and work with METRO to find the best solution to support employees who wish to use the METRO. Subsidizing METRO tickets would provide employees with an additional financial incentive to use the transit system serving the MMC district.

METRO's existing routes and schedules cannot meet all of MMC's employees' transportation needs, however. Although the MMC campus is well served by bus transit (See **Fig.3.4 on page 68**), the limited hours of operation and the long headways

between runs do not provide a viable alternative to the car even for those employees who can walk to a bus stop from their residence. (See **Table 3.3 on page 69**).

MMC intends to explore a partnership with the Greater Portland Transit District (METRO) to identify strategies for increasing MMC ridership, such as service updates and/or pricing agreements. The formation of a partnership could be mutually beneficial, by providing METRO with feedback for increasing ridership while maximizing the usefulness of the transit system for MMC employees. As MMC formalizes its ties to other local institutions through a regional partnership, its collaboration with METRO could also extend to other employers.

Supporting Employee Carpools (Enhanced)

"Get on Board!'s" most successful initiative to date has been its carpooling program. Most of these connections are ad-hoc. MMC will promote increase participation by actively matching potential riders. Additionally, while Go Maine is the primary administrator of vanpools in the state, MMC will work to proactively identify and assist with the formation of vanpools.

The employee "Get on Board!" portal is linked to the GoMAINE Commuter Connections website, which is an alternative commuting program operated by MDOT. GoMAINE provides commuters with additional commuting resources and benefits that supplement those provided by MMC. These benefits

include a carpool ride-matching program and a rewards program for participants.

Supporting Bicycle Commutes (Enhanced)

The MMC campus is located in close proximity to popular bicycle corridors, including St John and Congress Sts which connect riders to destinations across the City of Portland (see **Fig.3.5 on page 70**). MMC has worked diligently to support bicycle commuters. In 2008, MMC installed five strategically-located bike racks and ten bike lockers on their Bramhall Campus. Three new bicycle racks were added in the vicinity of the Main entrance and in the South Lot in 2016, bringing total storage capacity to 193 bicycles across campus (see **Fig.3.2 on page 58** for location of bicycle racks on campus). Bicycle commuters also have access to a shared toolshed with basic tools.

MMC will undertake an internal marketing program which offers fun and useful prizes for those participating in alternative modes of transportation. Making alternative transportation fun and a community-wide effort is likely to increase participation by some who might not otherwise engage in the process.

Pay for Parking

MMC will charge its employees no less than \$3 per paycheck to utilize MMC parking. MMC employees are paid bi-weekly. MMC will evaluate employee parking fees in the mid-term.

Guaranteed Ride Home (GRH) Program

For those employees who regularly use alternative modes of transportation to and from its Bramhall Campus, MMC will guarantee a ride home in emergency situations.

UCar

Working with UHaul and the City's Parking Department, MMC will continue to monitor the use of the UCar presently located in its Congress St parking garage. In the event an additional car is warranted, MMC will work with its partners in finding a suitable location on the main campus for the storage and use of the UCar.

MMC Employee Shuttles: Current Service

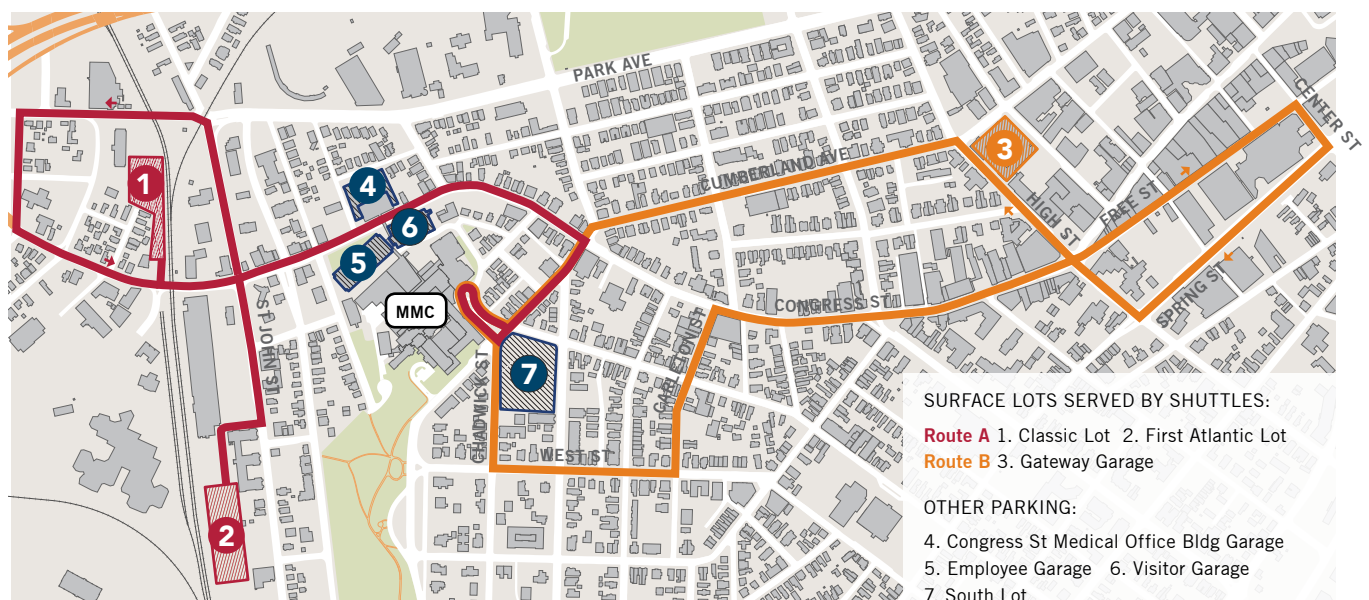
The MMC employee shuttle operates Monday-Friday from 6am to 11pm. The number of shuttles running to off-site parking locations at any given time varies from 1-5 shuttles depending on traffic volume.

These off-site lots fill to capacity on a daily basis.

The employee shuttle service has three distinct routes and schedules:

- A. Service to and from the off-site 1st Atlantic and Classic parking lots runs from Monday through Friday from 6am to 11pm, in a continuous loop. The 1st Atlantic parking lot (222 St John St) is utilized first in the mornings. Once it nears capacity, service shifts to the Classic parking lot (993 Congress St). Return trips in the evenings service both lots.

Fig.3.10 Map of MMC Shuttle Routes A & B.



B. The Gateway shuttle moves employees between the MMC Bramhall campus, the Gateway office building / garage and the MaineHealth home office at 110 Free St. The shuttle leaves every 20 minutes from the south entrance Monday through Friday from 6am to 4pm. Transportation is provided on an "On Call" basis between 4pm and 11pm. This shuttle also provides a limited courtesy transportation service to patient families staying at the Ronald McDonald House (250 Brackett St.).

C. A courtesy shuttle runs between Brighton Medical Center (335 Brighton Ave) and MMC every 20 minutes from 6am to 4pm.

The shuttles provide a predictable alternative to employees commuting between the three sites while reducing vehicular traffic in and around campus.

MMC has instituted a shuttle service for contractors from the Classic Parking Lot (993 Congress St) to the hospital to reduce traffic and parking impact on the campus and surrounding neighborhoods. In 2015, MMC added a 20-space contractor lot on Forest St. Only essential contractor vehicles are permitted to park on campus: contractor parking passes are distributed by the Engineering Department on a case-by-case basis.

MMC Employee Shuttles: Future Routes

Once the St John St garage is complete and the majority of MMC employee parking is consolidated to that location, a new shuttle route will be established that reduces the amount of traffic around City streets and provides a reliable method of transportation for MMC employees. Future shuttle routes will be determined during the site plan review process.

ENVIRONMENTAL AND INFRASTRUCTURE PLAN

Sustainable and resilient infrastructure is key to ensure safe and efficient operations of healthcare facilities in the 21st century. Maine Medical Center is seeking to advance its good stewardship of environmental and infrastructure resources through its Institutional Development Plan.



NATURAL RESOURCE PROTECTION

The Maine Medical Center Bramhall campus is located at a high point in the west end of the Portland peninsula. There are several locations where natural resources are significant:

- The Western Promenade, a culturally significant public park that is listed in the National Registry of Historic Places (NRHP'89, see **Fig.4.1**);
- MMC-owned landscape along Bramhall St abutting the Western Promenade and serving as a foreground to the Maine General Building and original hospital structure;
- MMC, located in an urban setting, maintains small landscaped areas that provide visual respite from surrounding hard scape. These areas are well maintained, flowers watered and mulched and trees fertilized in order to preserve the pleasing aesthetics important to its neighbors, employees and patients; and,
- MMC-owned natural area along Gilman St. This steeply sloping zone contains natural vegetation consisting primarily of mature evergreen tree growth which serves as a natural buffer between the hospital and residences on Gilman St.

The Western Promenade, in particular, is a treasured resource for the public, including employees, patients and visitors to the MMC Bramhall Campus. It is a site from which to take in

views of the countryside and the White Mountains. The Master Facility Plan utilizes vertical expansion and/or previously developed sites to minimize impact on natural resources and maintain existing campus open spaces. The plan does not encroach upon or negatively impact any of the natural resources listed above.

Fig.4.2 on page 85 illustrates the location of these natural resources in relation to the proposed short- and long-term projects.

Fig.4.1 MMC IOZ: Relationship to the Western Promenade



Fig.4.2 MMC Environmental Protection and Operations Plan



* NOTE: The exact location, footprint and height of St John St Garage to be determined during detailed design.

STORMWATER MANAGEMENT

The MMC Bramhall campus is located at a high point in the west end of the Portland peninsula. From the high point of the property along Bramhall St, runoff from the site drains west, north and east entering the to the City of Portland's separated storm drain system and combined sewer system. The campus terrain and location of high slopes that contribute to stormwater flows is illustrated on **Fig.4.3 on page 86**.

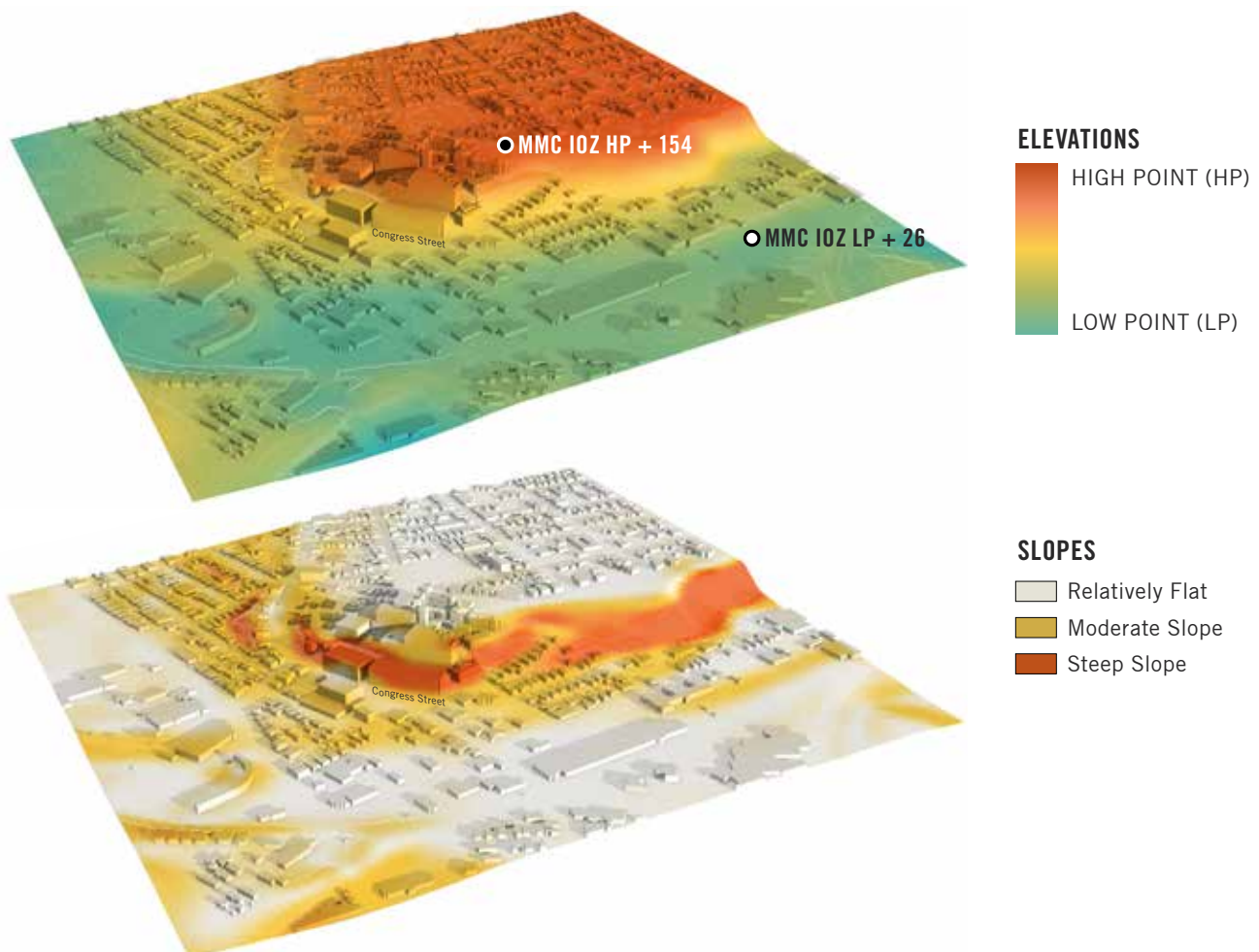
FEMA Floodplains

The campus is not located in a FEMA-designated flood zone. The 100-year flood zone boundary is located at the western edge of the Pan Am rail line and consists of flood-prone flats along the Fore River.

EXISTING STORMWATER INFRASTRUCTURE

In general, the campus redevelopment over the last 15 years has collected runoff from parking lots and new rooftops into a separated storm drainage

Fig.4.3 Diagrams Illustrating Elevation and Location of Steep Slopes around MMC Campus
(See **Fig.5.5 on page 106** for a map of existing elevations within the MMC IOZ boundary).



system, including storm drains in the public right of way. Where feasible, the on-site separated drainage system has been connected to a municipal separated storm drain. This includes the storm drains in A St constructed by the City in 2001 and Gilman St constructed by MMC in 2005.

2004 Improvements

The campus' stormwater conditions were most recently evaluated in a stormwater management report prepared by Sebago Technics, Inc. in 2004 as part of the Planning Board's review of the Bramhall campus expansion project, which included the construction of the Women and Infants Center, Emergency Department Expansion, Congress St Parking Garage and the Central Utility Plant. To meet stormwater treatment requirements for the expansion, MMC installed two Downstream Defender Stormwater treatment units to treat runoff from impervious areas on the site. The redevelopment separated and redirected stormwater runoff from approximately 6.3 acres of existing development from the combined sewers in Crescent St, Ellsworth St, and Congress St to the separated storm drain in A St. A 6' diameter unit was installed in the Congress St Parking Garage and a 10' diameter unit was installed in Gilman St.

Discharges into the City Combined Sewers

Other locations abutting the campus including Congress, Wescott, Charles, Bramhall, and Bracket Sts are only served by the City's combined sewers. At these locations, MMC's recent drainage construction terminates in a separated storm drain

manholes connected to adjacent City combined sewer manholes to provide points of connections for future municipal separated storm drains.

Detailed information on MMC's stormwater discharges into the City's combined sewer and separated storm water infrastructure is outlined on **Fig.4.4 on page 88.**

FUTURE STORMWATER FLOWS

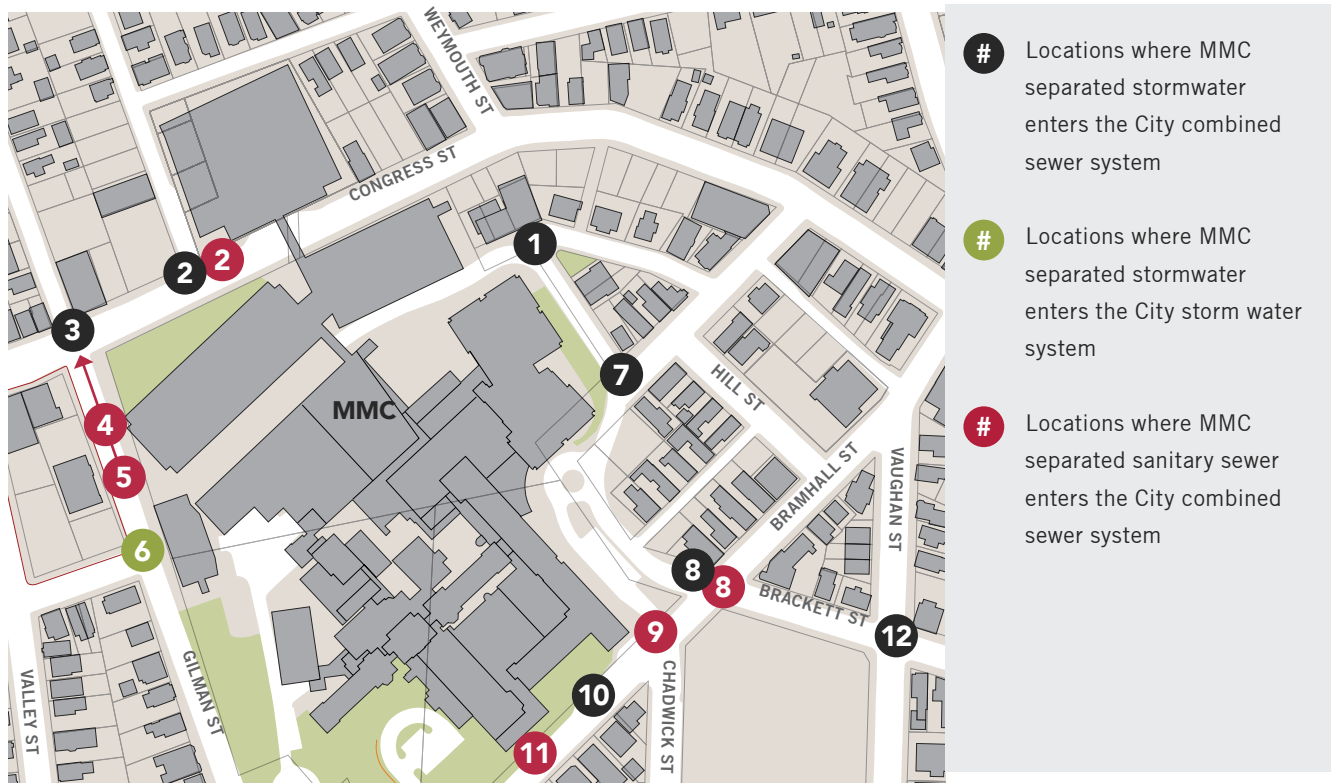
Any development or redevelopment of sites by MMC will be required to meet the City's stormwater management ordinance requirements and mitigate any increases in discharges to the extent practicable.

Projected Impacts of Proposed Development

A high level assessment of short- and long-term projects identified as part of MMC's Master Facility Plan shows no significant change to the amount of impervious surface or peak rate of run-off at the proposed project sites, as outlined below. A detailed discussion about the impacts of any future development will be part of site plan review.

- Proposed vertical additions to existing East Tower and Visitor Garage will not change the amount of impervious surface.
- Replacement of the Employee Garage with the proposed Congress St Development is not anticipated to increase impervious surfaces. The current design of the project site redevelopment includes an extensive green roof component and proposes

Fig.4.4 Existing Sewer Connection Points



LOC.	MMC STORM WATER FLOWS	MMC SANITARY FLOWS
1	Runoff from the campus and storm drains constructed by MMC in Wescott St enters a combined sewer man-hole at the intersection of Wescott St and Crescent St. The outfall of this system a 12" combined sewer that drains in a westerly direction along Crescent St, eventually draining to Park Ave via sewers in Ellsworth St, Congress St and Weymouth St.	N/A.
2 2	Separated runoff from the MMC parking garage enters the municipal combined sewer at the intersection of Congress St and Forest St. The sewer outlet from this manhole is an 18" reinforced concrete pipe that drains north in Forest St to Park Ave.	Sanitary sewer outfalls from the MMC parking garages enter the municipal combined sewer at the intersection of Congress and Forest St. The sewer outlet from this manhole is an 18" reinforced concrete pipe that drains north in Forest St to Park Ave. Areas tributary to this system include the Emergency Department, Women and Infants Center and Richards Wing.
3	Runoff from areas of the campus along Congress and Gilman St enter catch basins connected to the City's combined sewer system at the intersection of Gilman and Congress St. From this point the combined sewer drains north in Gilman St to Park Ave. Runoff in the roadway that bypasses the catch basins at the intersection runs west along Congress to St John St.	Sanitary sewer flows from #4 and #5 enter the City combined sewer at this location.

LOC.	MMC STORM WATER FLOWS	MMC SANITARY FLOWS
4	N/A.	The sanitary sewer serving the LL Bean Building, Annex B / Maine General Bldg, and the Engineering Services Building enters the City's 12" concrete sewer in Gilman St. From this point the sewer drains north in Gilman St to Congress St (#3) and continues to Park Ave.
5	N/A.	The sewer service from the Central Utility Building enters the 12" concrete City sewer in Gilman St, a short distance above Location 4.
6	Runoff at the intersection of Gilman St and A St at the upstream end of a separated storm drainage system constructed by the City of Portland in 2001 as part of the St John St sewer separation project. The storm drain was extended along A St, from its intersection with St John St to a drain manhole in Gilman St opposite the MMC Central Utility Plant. This storm drain was extended to the hospital property specifically for the purpose of providing a point of connection for separated stormwater runoff from the hospital. In 2005 MMC constructed drainage on campus to collect runoff from areas of the site including the existing emergency room parking area, LL. Bean Wing, and service areas abutting the Central Utility Plant to the A St storm drain. This project also extended the separated storm drain in Gilman St to the south, separating runoff in Gilman St and the Dana Center from the City's combined sewers.	N/A.
7	Runoff at the intersection of Ellsworth St and Wescott St. Separated storm drains constructed by MMC in 2005 connect to a combined sewer system manholes in Ellsworth St. The combined sewer drains in an east in Ellsworth St towards to Congress St.	N/A.
8 8	Separated storm drainage from the MMC parking lot enters the combined sewer in Charles St at its intersection with Bramhall St.	Sanitary sewer manhole in the intersection of Bramhall and Brackett Sts where sewer services from Pavilions A and C connect to the City sewer. The outfall of the manhole at this location is a 15" sewer that drains to the east in Bramhall St.
9	Runoff from small areas of the site along Bramhall St enters the combined sewer system at Location 8.	Sewer service from the south end of Pavilion A enters a City sewer manhole at the intersection of Bramhall and Chadwick St. From this location, the sewer continues east to Location 8.
10	Small areas along Bramhall St enter catch basins in the city right-of-way	N/A.
11	N/A.	Sewer manhole in Bramhall St where a sewer service from the Dana Center enters the City sewer in Bramhall St. From this location, the sewer continues east to Location 9.
12	Runoff at the intersection of Brackett St and Vaughan St where separated MMC storm drains in the Brackett St parking lot connects to the combined sewer draining southeast in Bracket St.	N/A.

removals of existing impervious area. The net impact of this design is expected to result in no increase in the peak rates of runoff from the site. It is expected that the primary post-development stormwater connection will be to the Forest St combined sewer at the intersection of Congress St and Forest Sts..

- 222 St John St is served by a separated stormwater drainage system that travels west under the railroad tracks and past the Cumberland County jail site and Fore River Parkway to discharge to the Fore River. The proposed new parking structure on this property is not anticipated to significantly change the amount of impervious surface or peak rate of run-off.

SANITARY FLOWS INTO CITY COMBINED SEWERS

Issues in areas of the City's stormwater, sewer drainage, and fire hydrant systems in the vicinity of MMC's campus have been identified by City officials but have not been quantified. MMC understands that the site plan review process for individual projects may include measures that minimize new impacts to the combined sewer system. The MMC campus discharges sanitary flows into the City of Portland's combined sewer system at approximately seven locations, as illustrated in **Fig.4.4 on page 88**. This information is provided to the best of MMC's knowledge after researching its own records and those of the City of Portland. Due to the age of the public sewer system and MMC's buildings, record plans of the existing sewer

systems may be incomplete and additional currently unidentified connections may exist. We are unaware of capacity issues in the City's existing system at the connection points from the campus to the City sewer system located in the public right of way. Drainage studies completed for the 2004 Bramhall campus expansion and approved through the site plan process did not identify deficiencies at the connection points to the City system.

MMC anticipates increased use of city combined sewers for sanitary flows associated with its short- and long-term projects. The increased sewer flow loads and exact connection locations will be determined during the Site Plan review process as required by the City of Portland:

- The East Tower expansion is anticipated to increase sanitary flows in the combined sewer located at the intersection of Congress and Forest Sts, which connects to the Forest St combined sewer.
- The Congress St Development is anticipated to increase sanitary flows in the combined sewer located at the intersection of Congress and Forest Sts, which connects to the Forest St combined sewer. The Congress St Development may also include a sewer connection that increases sanitary flows into the combined sewer located at the intersection of Congress and Gilman Sts that ultimately discharges to the Gilman St combined sewer.

ENERGY CONSERVATION

CURRENT CONSUMPTION

Because MMC, of necessity, is such a large consumer of energy, it utilizes the services of an energy procurement broker, Competitive Energy Services, to provide it with strategic energy consulting services and management of energy procurement activities for electricity, natural gas, and oil in order to maximize efficiency and to ensure MMC achieves the most competitive pricing. MMC purchases its energy through a competitive bid-based energy procurement process.

In calendar year 2016, MMC consumed:

- 411 gallons of oil,
- 1,633,686 CCF of natural gas, and,
- 35,375,765 Kw-Hr of electricity.

CONSERVATION EFFORTS

Central Utility Plant (2008)

In 2008, MMC's 22 Bramhall St campus went live with its upgraded and centralized utility plant. The Central Utility Plant (CUP) was designed to provide better management of and more efficient results for energy consumption by the hospital. The plant produces steam, chilled water, and back-up power for the Bramhall campus. The peak tonnage of the plant is currently close to 2,400 tons per hour of chilled water.

Since 2008, MMC has experienced dramatic energy consumption decreases directly resulting from the state of the art utility plant. The CUP controls both electrical and gas utilization, and heating and

chilling functionality, and will service the short-term modernization project under development at the Bramhall campus, with a minor upgrade to the existing systems. The CUP contains state-of-the-art dual natural gas /oil system allowing for switching between oil and gas depending upon price and availability.

Infrastructure Improvements

In addition to its conservation methods in the electric, oil and gas arena, MMC has also undertaken investment in infrastructure upgrades at its 22 Bramhall Campus to reduce building air changes and temperature set-points allowing for the monitoring and control of humidity and temperature during high demand use times. Upgrades in sequencing and timing of set points have achieved efficiencies of HVAC run times and energy demand.

Further, MMC has been investing in lighting and plumbing features that allow for reduced energy consumption. LED lights have been installed in its garages and in the public corridor within the Bean Building. Low flow plumbing fixtures with aerators are installed when replacements or renovations are required. These fixtures lower overall water consumption at the hospital.

Future MMC projects are expected to integrate with ongoing major utility initiatives impacting the area including Unitil's Natural Gas SURE project and the City's LED street light conversion program.

Table 5.1 Projected Electricity Demand

		Projected Net Energy Demand	Potential On-Site Energy Production (Rooftop PV)
East Tower Vertical Expansion	Utilizing new systems for efficiency	300 KW	--
Visitor Garage Vertical Expansion	Utilizing existing systems	350 KW	150 KW
Congress Street Development	Net demand with the deletion of the existing garage currently on site	1,700 KW	
St John St Garage	Stand-alone project not connected to core campus primary metered system	230 KW	500 KW
Central Utility Plant Expansion	Additional summer cooling demand	1,800 KW	
TOTAL ENERGY DEMAND		4,380 KW	650 KW

Green Buildings

The historic Maine General Hospital incorporated natural light and ventilation as an important part of the healing process. To continue this legacy, new campus buildings will take advantage of natural light, heat, and ventilation to improve building performance while also contributing positively to the healing qualities of patient and family spaces. Specific designs will aim to lower Energy Use Intensity (EUI) beyond the traditional code minimum baseline. Use of industry standards such as LEED will serve as a model for evaluating the sustainability of future MMC buildings.

PROJECTED ENERGY DEMANDS

Each project in the Master Facility Plan has specific needs and vary in their impacts. The proposed projects combined are anticipated to generate 5,400 KW of additional electricity demand (see **Table 5.1** above for details). MMC is currently working with Central Maine Power to identify capacity for the projected electricity loads.

The steam loads are met by MMC's CUP and will not impact city infrastructure. The CUP has the capacity needed to service MMC's short-term growth needs. The gas infrastructure has capacity to handle any increases to the current steam load.

OPERATIONAL SUSTAINABILITY

HAZARDOUS WASTE MANAGEMENT

MMC has a Hazardous Materials and Waste Plan supported by policies for the handling and disposal of hazardous waste, universal hazardous waste and biomedical waste.

Biomedical and Hazardous Waste

Biomedical waste sharps, biomedical waste, pathological waste (tissues, etc), and hazardous pharmaceutical and other chemical waste are collected by MMC Environmental Services or contractors, and stored at secure locations across campus prior to pick up, transfer, and ultimate disposal by contractors. DEA controlled substances are wasted at the point of generation (e.g. medication rooms), solidified, and collected by MMC Environmental Services at a secure holding room for pick-up, transfer and ultimate disposal by contracted vendor. All hazardous materials leave the campus through the loading docks (see **Fig.4.2**).

MMC's short-term projects are not expected to create significant increases waste volumes. No changes are currently planned to hazardous materials storage and transfer locations on campus.

Grease Discharge

MMC will be installing a grease trap system capable of separating grease from waste water as part of its short-term projects.

Soiled Linen

MMC has its own Linen Services department that is responsible for overseeing the processing of laundry for all of MMC and Maine Medical Partners (MPP)

locations. The plant is located in Westbrook, and the linen is transported between these locations by MMC's Materials Management team.

SUSTAINABLE OPERATIONS

MMC expects to continue, and where possible, expand on the following sustainable operation strategies as part of its long-term plan.

Campus Recycling

MMC separates paper and cardboard out of the waste stream through on-campus recycling. MMC Kitchen and Café provide recycling for can and bottle returnables, and separate compos items from the waste stream. MMC has also switched to reusable needle boxes to reduce plastic waste. Expired medical equipment and devices are reprocessed by contractors.

Landscaping

MMC contracts with an outside landscaping company. In renewing its contract, MMC is requiring the use of organic pesticides and fertilizers for all planting and green space on campus.

Snow Removal

MMC contracts with an outside snow removal company. The environment requires the use of melting agents, but MMC has taken steps to minimize its use by installing heated sidewalks at the front entrance and South lot entrance as well as the Emergency Department entrance. MMC will continue to use replace calcium chloride instead of salt, when possible, to reduce environmental impact of snow removal.

NOISE IMPACT

MMC's Master Facility Plan aims to minimize noise and disturbance both for the benefit of its neighbors and its patients. Key to this is relocating the main campus entrance to Congress St. This will limit traffic and associated noise from moving up onto the hill. The relocation of the helipad will maintain current flight paths, which were designed to minimize neighborhood noise impacts by following the recommended approach to the hospital over the Congress St corridor as opposed to over dense residential areas. MMC will document the noise complaints it receives electronically and at its dedicated noise complaint phoneline at 207-662-6699, and review all such complaints with the neighborhood council as they arise.

MITIGATING IMPACT OF HELIPAD OPERATIONS

MMC's helipad is currently located on top of the Employee Garage, which is slated for deconstruction in the short-term per MMC's Master Facility Plan (MFP). The MFP calls for a new helipad to be built on top of the East Tower following its planned vertical expansion (see "Short-Term Projects" on page 44).

MMC is in the process of identifying preferred flight routes for the new helipad, to be approved by the City of Portland, that will minimize noise impact of helicopter flights on surrounding residential areas. Initially, such preferred flight routes shall be proposed to the Federal Aviation Administration (FAA) as shown on the flight map (see **Fig.4.5 on page 95**). At the initiative of either the City or MMC, the map of preferred flight routes may be amended from time to time by agreement between MMC and the City. MMC will notify all flight providers likely to use the Helicopter Landing Pad of such preferred routes, and shall take the following measures to ensure that such preferred routes are utilized whenever weather conditions, safety considerations and the best interests of the patient being transported permit, with the expectation that this will be the usual case.

MMC will instruct all providers which regularly use the Helicopter Landing Pad that pilots must file an exception report with the Air Medical Provider Administration of Lifeflight of Maine or its

Fig.4.5 Proposed Flight Routes for the new MMC Helipad



NOTE: Path #3 is new and will only be used under high wind conditions if required by the Federal Aviation Administration.

successor entity for operations modified for safety considerations or at the direct request of Approach Control at the Portland International Jetport. Logs of these exception reports will be made available to MMC and to the City upon request but no more frequently than annually.

When and if the Portland Jetport has the capacity to maintain and preserve data which specifically identifies flight routes actually taken by aircraft utilizing the Helicopter Landing Pad, the City shall consult such data to review compliance with this paragraph, and MMC, upon request of the City, shall be responsible for the cost of translating this data into usable form but not for the costs of the flight monitoring.

MMC will continue to engage providers of helicopter emergency medical transport who are accredited by the Commission on Accreditation of Medical Transport Systems (CAMTS) or its successor agency (unless special circumstances warrant a non-accredited provider, such as the Air National Guard, US Coast Guard and others), and who operate in compliance with the "Fly Neighborly Guide," third edition (and any subsequent revisions) prepared by the Helicopter Association International.

Helicopter landings on the Helipad shall be used for emergency patient care only, and on the rare occasion for emergency management training by federal or state management agencies or US military or government aircraft.

Compliance with Helistop Overlay Zone Regulations

Because the proposed helipad location is on the roof of an existing structure, the landing pad shall not be required to meet the setback requirements of Section 14-327(3), or the fencing requirements of Section 14-327(4) of the Helistop Overlay Zone.

MMC will continue to honor the following exception to the Helistop Overlay Zone included in the 2005 Conditional Rezoning Agreement (Order 172-04/05):

1. Equipment. In generating any specifications in connection with the negotiation of any contract or agreement with any provider of emergency medical transport by helicopter, MMC will specify that helicopters utilizing the Helicopter Landing Pad (with the exception of U.S. military or government aircraft) are relatively new turbine powered aircraft meeting requirements under ICAO Annex 16 Chapter 8 for in-flight noise levels and complying with FAA airworthiness standards, 14 CFR part 36.11 and 14 CFR 21 Sub-part D, or any amended or successor requirements or standards.

MMC shall conduct a noise study as part of the site plan process if any changes to the helipad are being proposed, and work to mitigate any potential noise impacts.

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DESIGN

Maine Medical Center aims to continue its tradition of design excellence with its new campus projects. Future buildings will be designed to improve care delivery while also providing a new gateway to Portland on Congress St.



DESIGN DRIVERS

The campus transformation of Maine Medical Center (MMC) draws its inspiration from its site, history, programmatic needs and most importantly the desire to create a sense of place. Specifically, the Hospital will reflect its location within Portland and of Maine. Within this framework, the Hospital aims to preserve the historic character of the existing campus yet provide the opportunity for new identities to develop that represent the modern delivery of healthcare and the future of MMC.

Fig.5.1 MMC Campus: Key Design Drivers

COMMUNITY

Positive Patient,
Family & Community
Experience



ADAPTABILITY

Spatial and
Programmatic
Flexibility



HEALING

Spaces that
Promote Healing



A NEW GATEWAY ON CONGRESS STREET

MMC key design drivers and interventions envisioned for the MMC balance the clinical needs of the hospital with the campus' place within the City of Portland. Included is a primary effort to improve the built environment of MMC's campus relationship with its urban context. This is achieved by focusing the new entrance towards Congress St to create an improved presence on the urban edge of the campus. This key intervention improves the visitor and patient experience from arrival to the City all the way to entering MMC buildings themselves. Providing a new entry on Congress St connects a campus entry directly to the existing and expanded visitor parking garage, simplifying the drop-off and parking sequence. This move creates a clear arrival sequence from drop-off, to parking, to movement through the MMC campus.

AN EFFICIENT, WELL-ORGANIZED CAMPUS

The inclusion of a new entry coupled with clear primary circulation along the ground level connects major interior programmatic functions with the site, further reinforcing the wayfinding and activating the building interior and exterior. Engaging with Congress St with a sensitivity to human scale and experience will be the focus of the transition between exterior to interior including transitions from urban to natural environments. This approach extends to vertical connections, both physical and visual, to mitigate the large grade changes that exist on campus and with the surrounding sites. These interventions will provide a positive patient

Fig.5.2 Artists' rendering of new Congress Street entrance, part of the proposed Congress Street Development
(Note: Façade design is subject to change during detailed design.)



and visitor experience as well as improve the surrounding neighborhood.

DESIGN THAT SUPPORTS HEALING

The creation of healing environments is an essential element to the design within the IOZ boundary. This will be achieved through the incorporation of access to and views of nature and natural daylight, which are proven to improve positive patient outcomes within a healthcare environment. Proper location and use of glass and transparency provides connections to the exterior to improve patient, visitor and staff experience but also to further reinforce wayfinding, and activate and energize the streetscape.

A SUSTAINABLE AND RESILIENT CAMPUS

Hospitals are vital partners within the communities they serve. Due to this relationship, design modifications will further improve MMC's status as a resilient campus that provides both a responsive exterior environment and healing indoor environment. Buildings take advantage of natural light and air, coupled with the use highly efficient mechanical systems. These drivers will reduce the energy necessary to operate the buildings, further increasing resilience in the face of unanticipated events.

CONTEXTUAL LANDSCAPE FRAMEWORK

The long-term landscape framework for the MMC campus draws its inspiration from the landscape typologies of coastal Maine reconciled to the site's rich historical and urban context. The campus commands a high promontory adjacent to the historic Western Promenade, and extends down the hill to Portland's bustling main street, Congress. The landscape design will respond to this context with elements that provide transitions between the historic and pastoral to contemporary and urban.

The landscape design at the southern end of the campus is conceived as a visual extension of the Western Promenade's historic landscape design, while the new entrance on Congress St is thought to be a contemporary expression aligned with modern healthcare design. The new entrance on Congress St is contemplated to accommodate ADA-compliant access from the street along with stairs and a vehicular drop-off. The streetscape improvements along Congress St itself will rely on the existing City standards, providing continuity along the length of the street and completing the transition to the urban realm.

The intermediate landscape spaces may be located on the campus to provide the transition between these two primary expressions, with landscapes and outdoor spaces that include courtyards, viewing gardens and green roofs.

NEIGHBORHOOD INTEGRATION

Like many urban medical centers established in the 19th century, neighborhoods have grown up around MMC while the Medical Center has continued to grow. The historically synergistic relationship between MMC and surrounding neighborhoods, commercial corridors and parks is described in detail under "History" on page 10). The growth of MMC in the automobile era brought forward challenges related to traffic and parking that are common to medical centers located in urban settings. These issues continue to be at the forefront of MMC's ongoing dialogue with its neighbors and the City, and are addressed in the "Transportation Plan" section of this document (see page 53). Equally important to the relationship between MMC and its neighbors, however, is the integration of campus buildings, open spaces, and parking lots into the physical fabric of the neighborhoods through careful consideration of location, height / massing, use, and overall design.

As outlined in the introduction to this chapter, improving the interface between campus and community was an objective of the MMC Master Facility Plan. The new hospital building proposed in the short-term will transform MMC's frontage on Congress St, which was previously defined by parking structures only.

During the IDP process, the City of Portland encouraged MMC to look beyond its limited zoning boundary to identify areas for potential long-term growth. MMC has worked with abutting land owners

Fig.5.3 MMC IOZ Development Zones



and the City to identify key parcels contiguous with its core campus that can accommodate potential expansion of healthcare-related or supporting uses in the long-term (see **Fig.5.3**).

A majority of these are under-developed parcels on either side of Congress St—an area envisioned for transformation into a new gateway node in the City's Comprehensive Plan (see **Fig.1.8 on page 27**). Nearby but non-contiguous parcels along St

John St were identified to accommodate additional supporting uses, and in particular, the potential for a future employee parking deck.

The following sections summarize MMC's methodology for identifying an appropriate height envelope for these future development zones that will ensure appropriate integration with and transition into adjoining neighborhoods.

DETERMINING MAXIMUM HEIGHTS: OVERVIEW OF METHODOLOGY

MMC has used a multi-part methodology to determine the appropriate height profile for potential future development within the IOZ boundary:

1. Project Definition. The Master Facility Plan has identified heights for short- and long-term projects that reflect MMC's campus modernization needs. These approximate heights, which are expected to be refined through detailed design, were taken as a starting point to determine maximum heights for the proposed building sites.
2. Urban Design Analysis. Heights for zones that are not identified for specific projects were determined using context-sensitive urban design best practices from urban hospital campuses and health districts around the US. These included:
 - » Enabling larger and taller buildings within the campus core while providing height transitions to the scale of residential and historic neighborhoods along campus edges (see "Transitional Zones" **page 110**);
 - » Testing future development blocks for a variety of uses appropriate for mixed-use health districts to identify heights that accommodate desired uses; and,

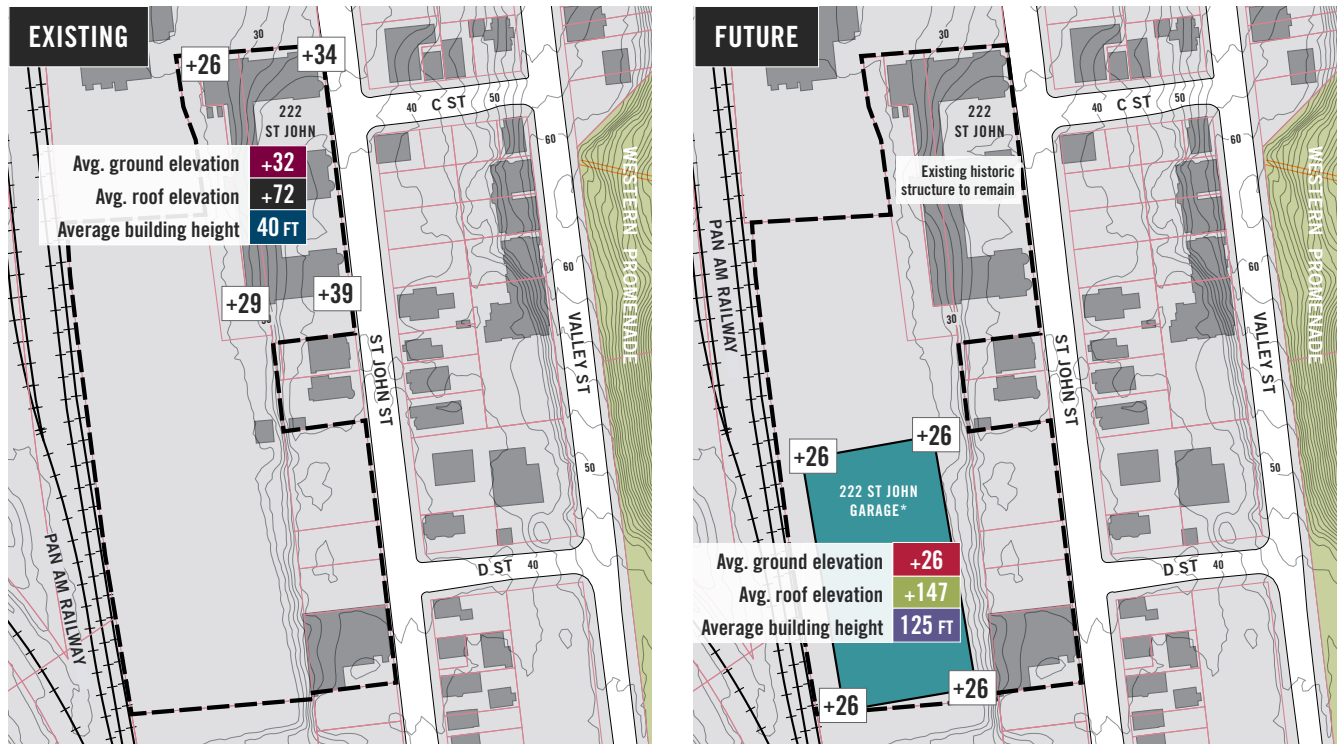
- » Using computer-generated shadow analysis of existing versus proposed height profiles to minimize potential shadow impacts of future development on adjoining public spaces and properties (see "Minimizing shadow impacts" **page 122** for details).

3. Slope Analysis. A 3D terrain model was used to optimize maximum heights based on the average grade of each building site and/or development zone within the IOZ.
4. Visioning. MMC has worked with the City of Portland planning staff to identify maximum and minimum heights and number of stories for new development along Congress St that can provide "gateway" experience that is called for in the City's Comprehensive Plan. The target heights have been identified as 75 feet (6 stories) maximum, and 3 stories minimum along Congress Street. (Note: Actual heights listed vary depending on the average slope within each block).

The resulting future height profiles, which are the basis of the maximum heights requested in the Regulatory Framework, are illustrated in **Fig.5.4** through **Fig.5.8**, along with the existing height profiles for ease of comparison.

The regulatory framework also identifies the maximum number of stories allowed within each

Fig.5.4 Existing and proposed future heights for long-term development parcels along St John Street



* NOTE: The exact location, footprint and access to St John Garage to be determined during detailed design.

LEGEND

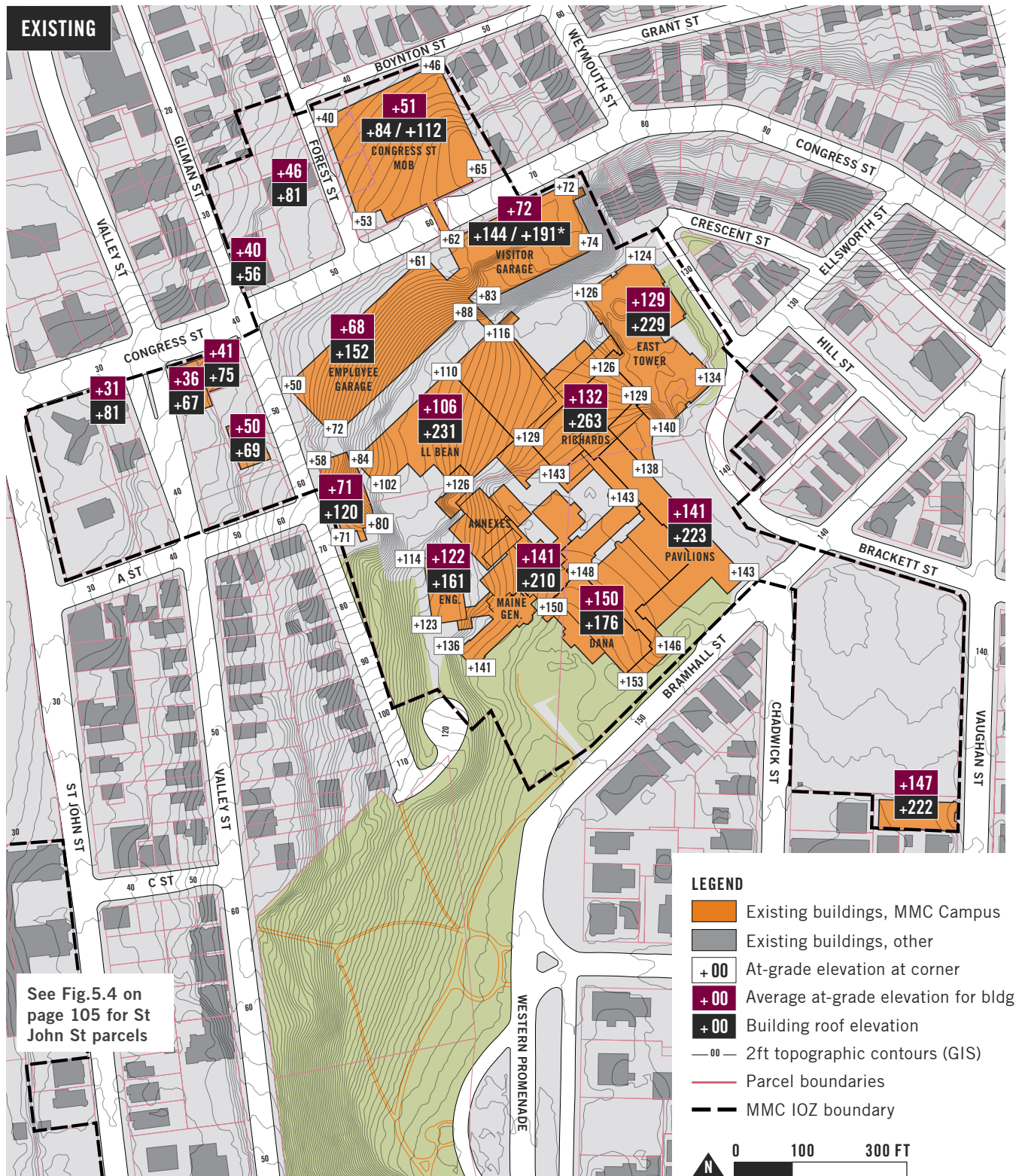
- MMC Short-term projects
- Existing buildings, other
- +00 At-grade elevation at building corners
- 2ft topographic contours (GIS)
- Parcel boundaries
- MMC IOZ boundary



height zone, which are based on a minimum floor-to-floor height of 10ft for allowed uses. Floor heights of actual buildings will vary widely based on program use, and can exceed 20ft for intensive healthcare uses.

A 3D rendering of the maximum height envelopes requested in the Regulatory Framework can be seen in **Fig.5.13** on page 114.

Fig.5.5 Existing Structures within IOZ: At-Grade and Rooftop Elevations



* Height of existing elevator tower on the Visitor Garage, excluding mechanical room on top of tower.

Fig.5.6 MMC Long-Term Development Vision: At-Grade and Rooftop Elevations

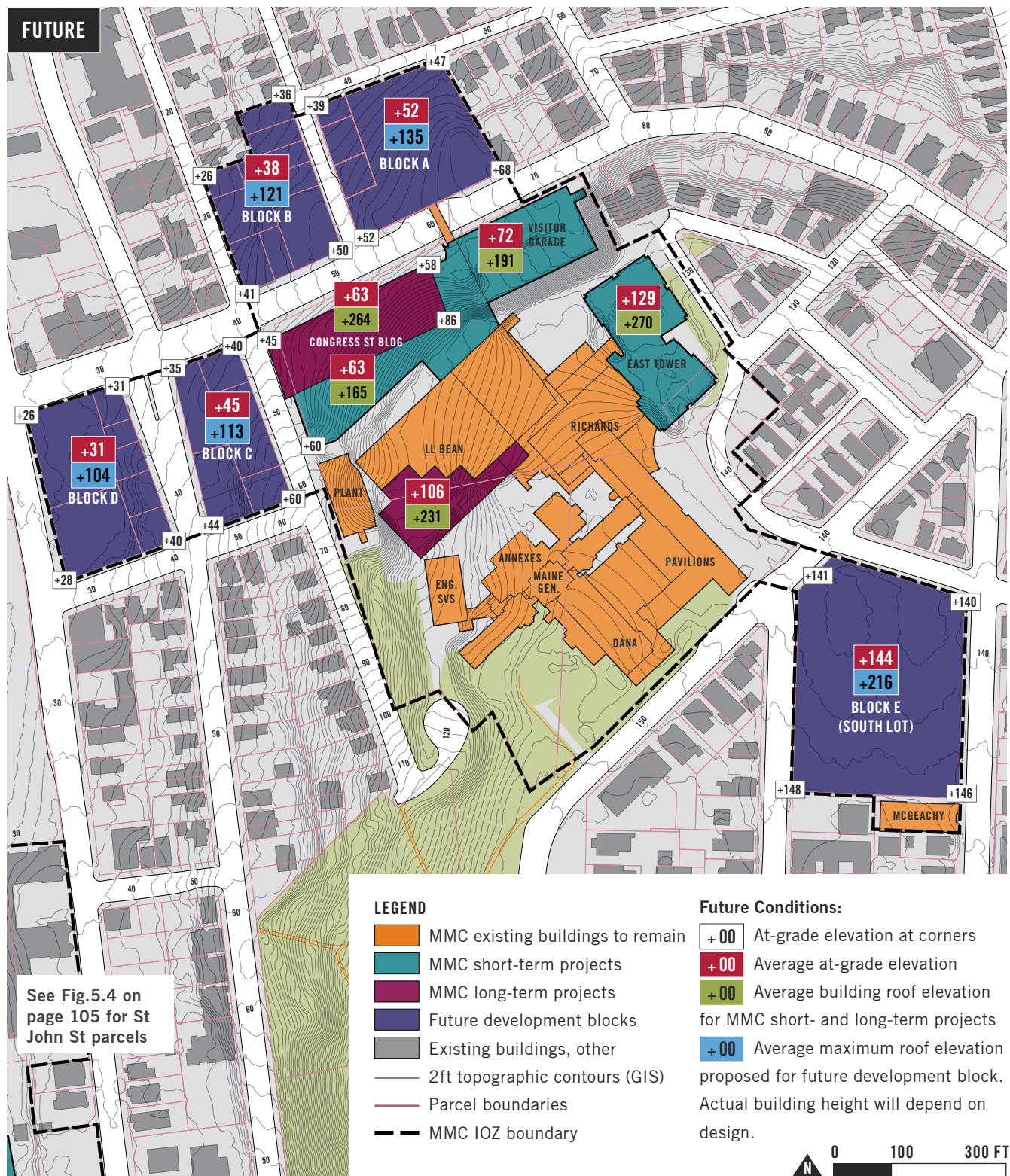
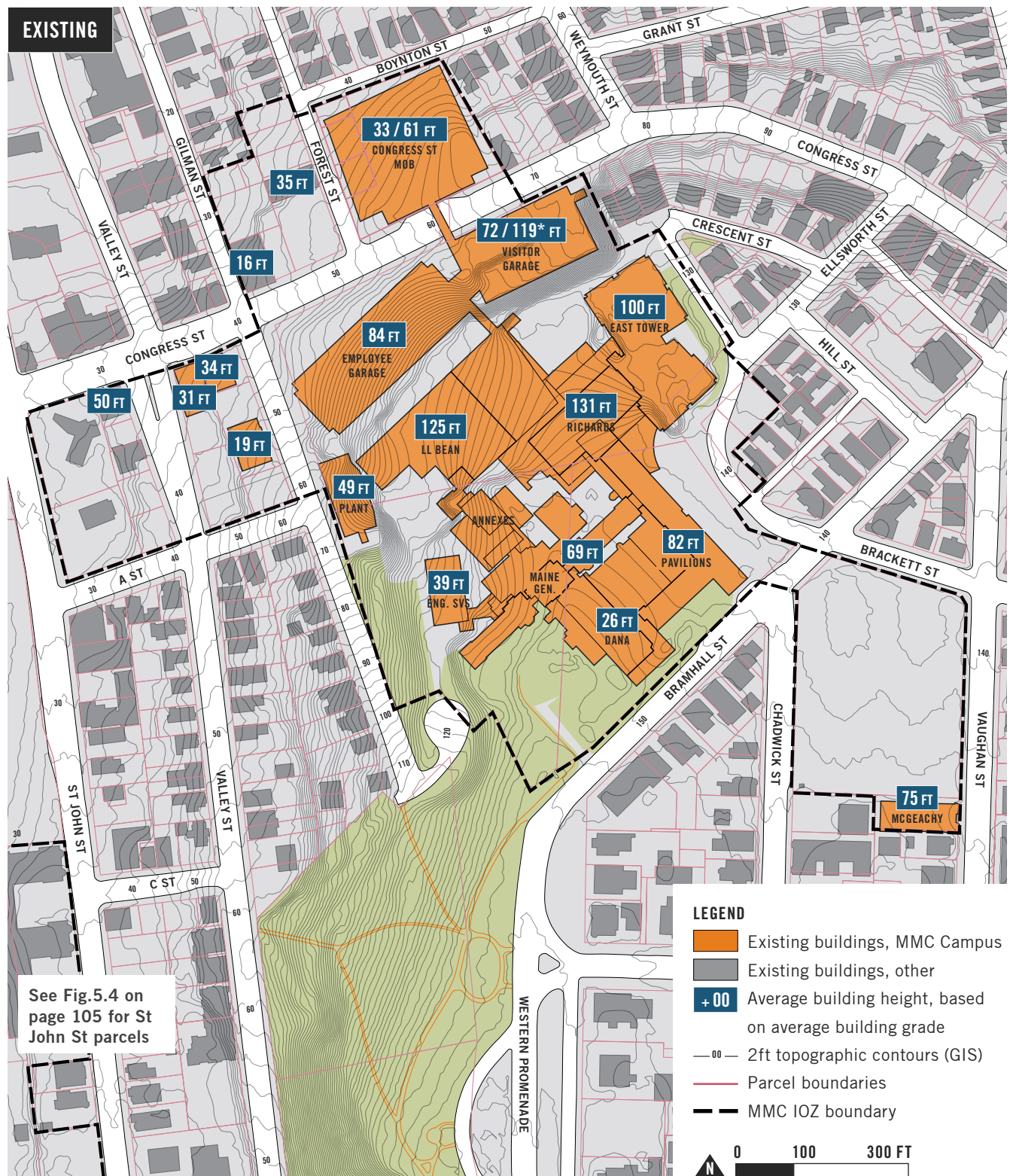
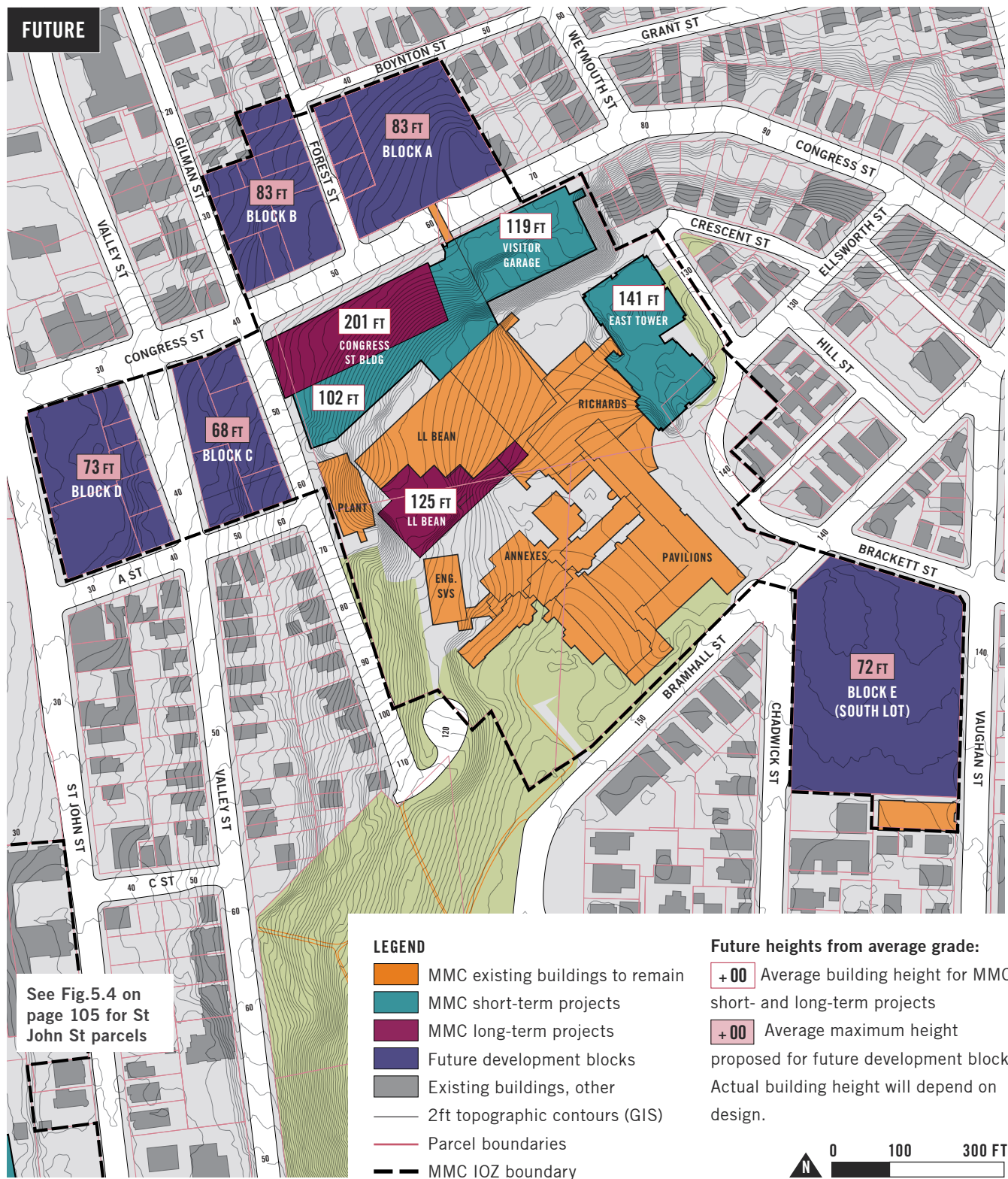


Fig.5.7 Existing Structures within IOZ: Average Building Heights at Average Grade



* Height of existing elevator tower on the Visitor Garage, excluding mechanical room on top of tower.

Fig.5.8 MMC Short- and Long-Term Projects: Average Building Heights at Average Grade



TRANSITIONAL ZONES

In accordance with urban design best practices, MMC has identified "transitional zones" along the edges of the IOZ boundary that abut residential zones where the height of new development can step down to better integrate with the character of local residential streets and neighborhoods. A diagram illustrating this concept is shown in **Fig.5.9** below. The location of specific transitional zones within the IOZ is illustrated in **Fig.5.10** on the following page.

Transition zones are designed to create a consistent scale of development on either side of a given public street. To achieve this goal, most transition zones dictate a height limit matching the maximum height allowed by the zone across the street. The

specific depth of the transition zone where the height limit applies is typically determined by using the "transitional height plane" test whereby a 45° angle line is extended inward from the maximum height line. This test ensures that taller structures on the inner side of the parcel do not negatively impact views from the public street whose character is being preserved.

MMC has used this widely accepted practice to identify and set a 50-ft depth to transition zones illustrated in **Fig.5.10** and required as part of the Regulatory Framework. Diagrams illustrating the testing of key MMC IOZ transitional zones with the "transitional height plane" are included on the following pages.

Fig.5.9 Transition zones: concept diagram

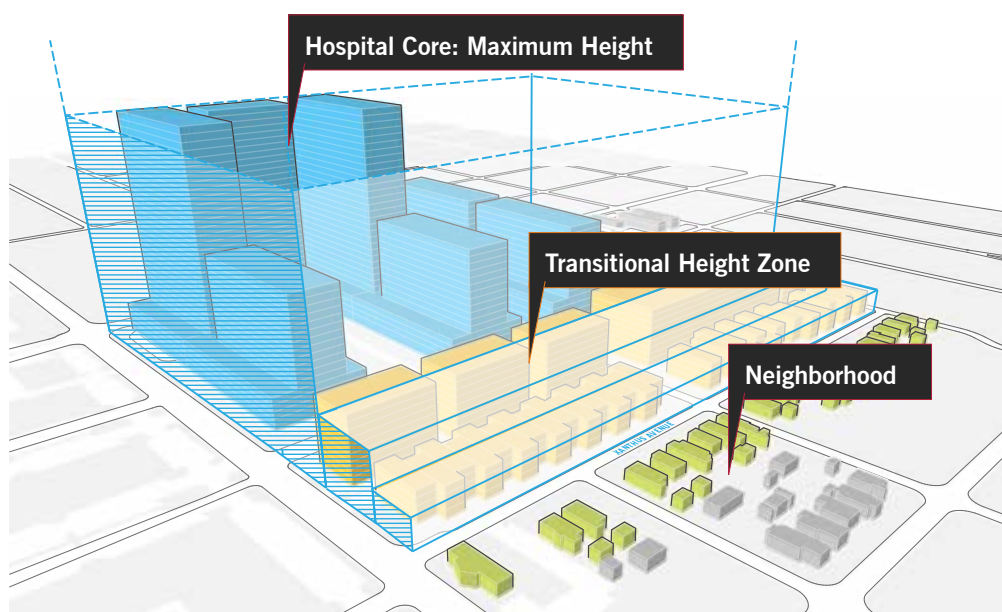


Fig.5.10 Map of proposed transitional zones within MMC IOZ

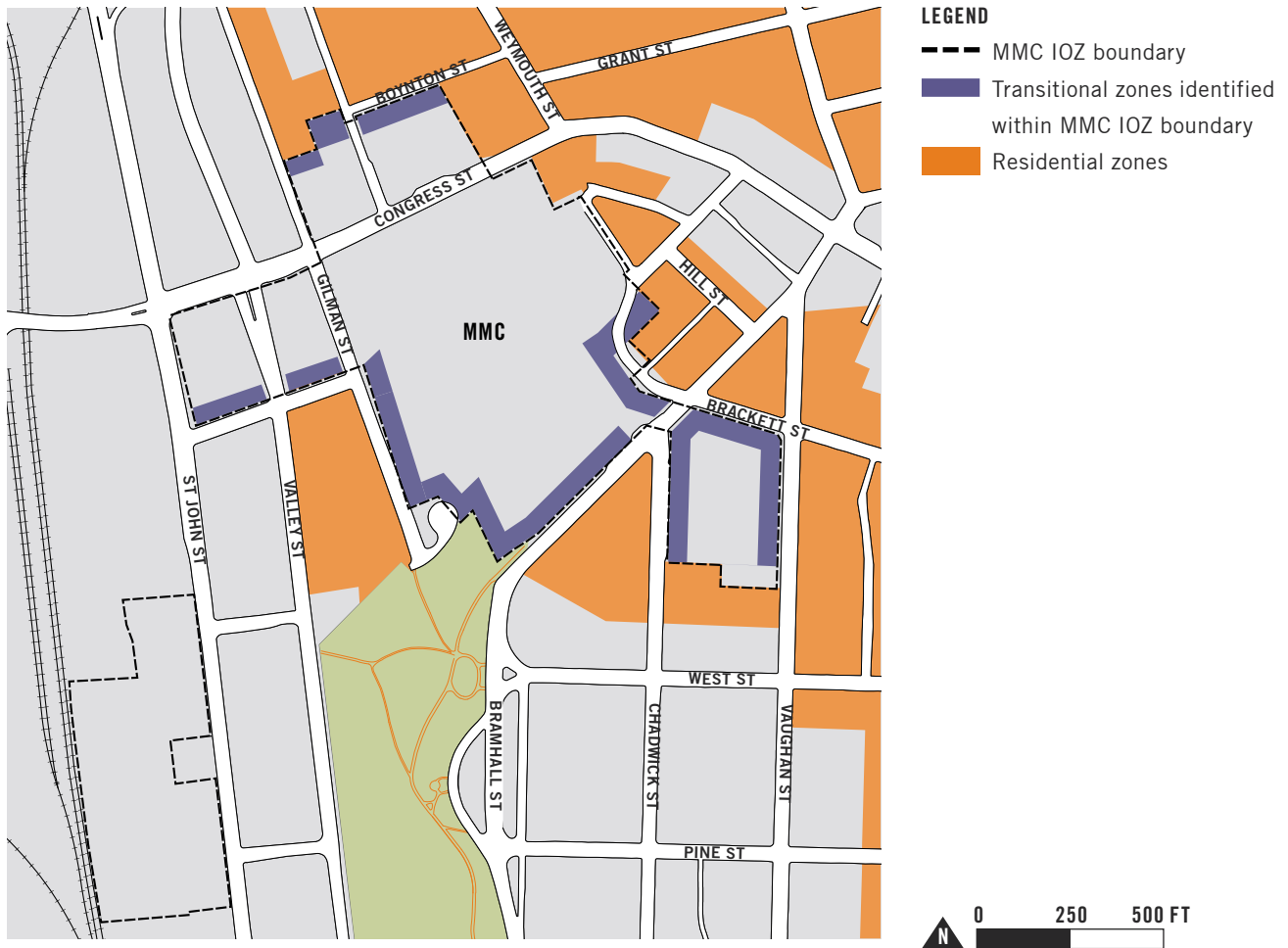
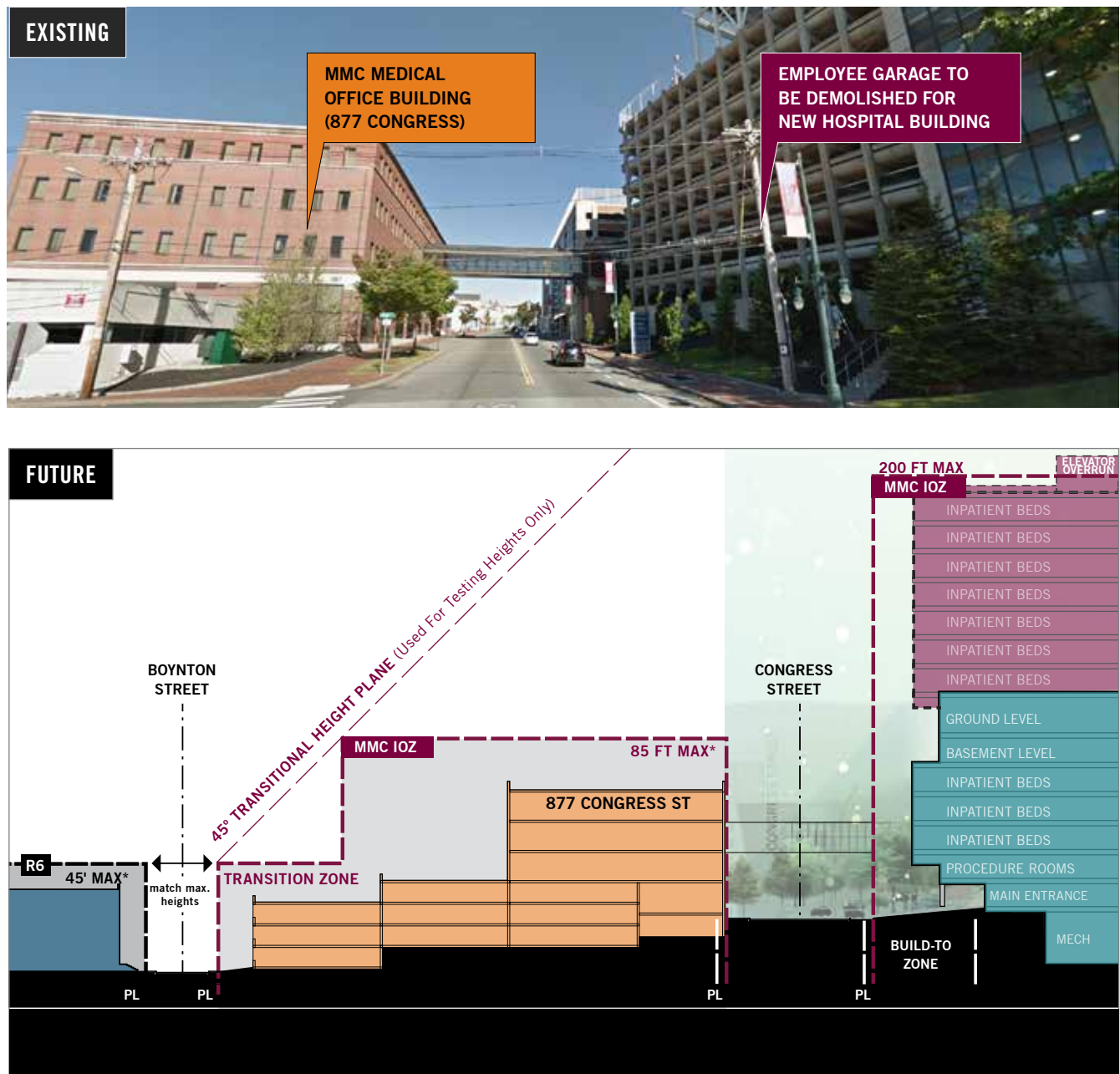
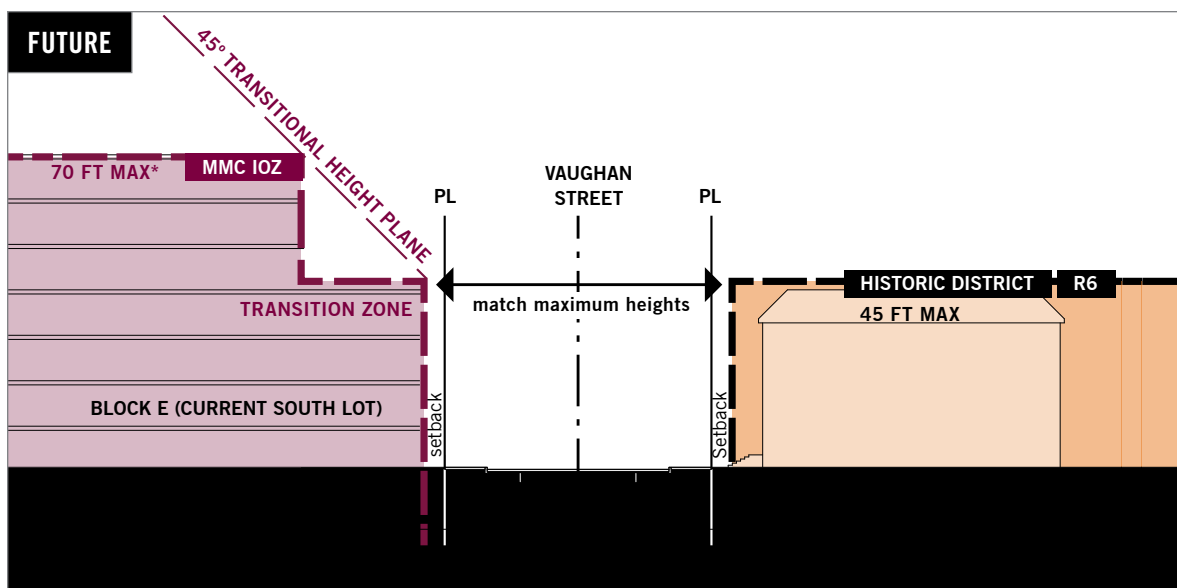


Fig.5.11 Cross-section illustrating height transition from MMC IOZ to Boynton St residential zone north of Congress St



* Average maximum height needed to provide a 75-ft tall structure along Congress St given changes in topography across this site. See "Determining Maximum Heights" on page 104 for details on methodology.

Fig.5.12 Cross-section illustrating height transition from future development Block E (South Lot) within the MMC IOZ to the West End Historic District on Vaughan Street



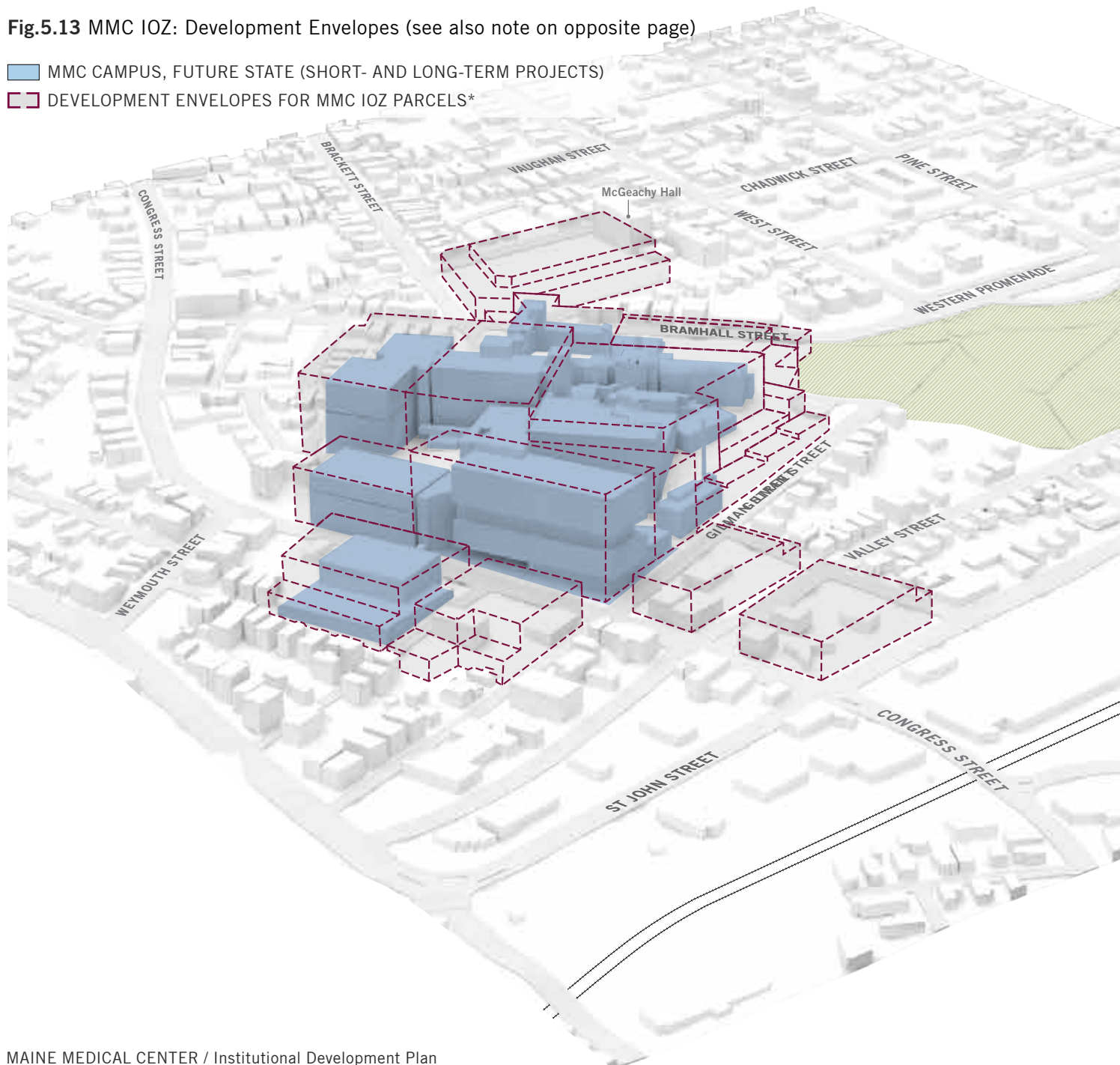
* Average maximum height needed to provide a 75-ft tall structure along Congress St given changes in topography across this site. See "Determining Maximum Heights" on page 104 for details on methodology.

LONG-TERM DEVELOPMENT ENVELOPES

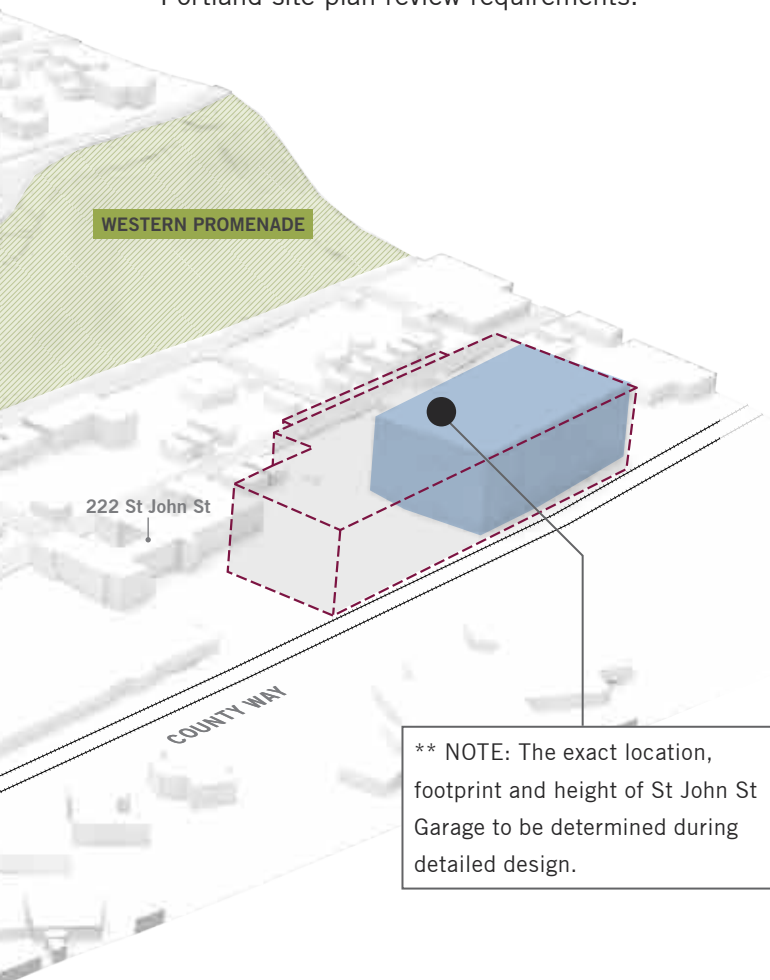
While MMC's Master Facility Plan does not identify specific projects other than those listed on the previous pages (see Fig.2.7 on page 42), all parcels included within MMC's IOZ boundary are considered to be potential zones for redevelopment that supports the effective delivery of healthcare services by MMC to our community in the long-term. Towards this end, MMC has identified context-appropriate uses (see **Table 5.1** at right), development envelopes and design criteria for all IOZ parcels.

Fig.5.13 MMC IOZ: Development Envelopes (see also note on opposite page)

- MMC CAMPUS, FUTURE STATE (SHORT- AND LONG-TERM PROJECTS)
- DEVELOPMENT ENVELOPES FOR MMC IOZ PARCELS*



NOTE: **Fig.5.13** illustrates the maximum height envelopes listed in the MMC IOZ Regulatory Framework. Per the IOZ, the development envelopes only apply to properties that MMC holds right, title, or interest at the time of development. All future development within the IOZ boundary is subject to review for compliance with guidelines and requirements included in MMC's IDP, Regulatory Framework and City of Portland site plan review requirements.



** NOTE: The exact location, footprint and height of St John St Garage to be determined during detailed design.

Table 5.1 MMC Potential Future Uses

MMC may locate the following uses within its IOZ boundary:

In addition to the uses permitted in the underlying zone, the following uses are permitted as a matter of right:

Healthcare facilities including but not limited to the following ancillary and/or supporting uses:

- Hospital
- Medical Office / Clinic
- Laboratory Center / Services
- Research and Development (R&D) Laboratory or Facility
- Educational Facility / Conference Center
- Administrative / Business Office
- Accessory Service or Trade Uses
- Guest House
- Multi-family housing for healthcare staff and students
- Rehab / Skilled Nursing Facility
- Retail Facility
- Restaurant / Café
- Employee Service Amenities
- Day Care Center
- Fitness Center or Gymnasium
- Parking Lot
- Parking Garage
- Bicycle Storage
- Heliport
- Antenna Station
- Outdoor use areas, such as green areas, parks, gardens, art installations, and other active and passive non-commercial recreation spaces

DESIGN GUIDELINES

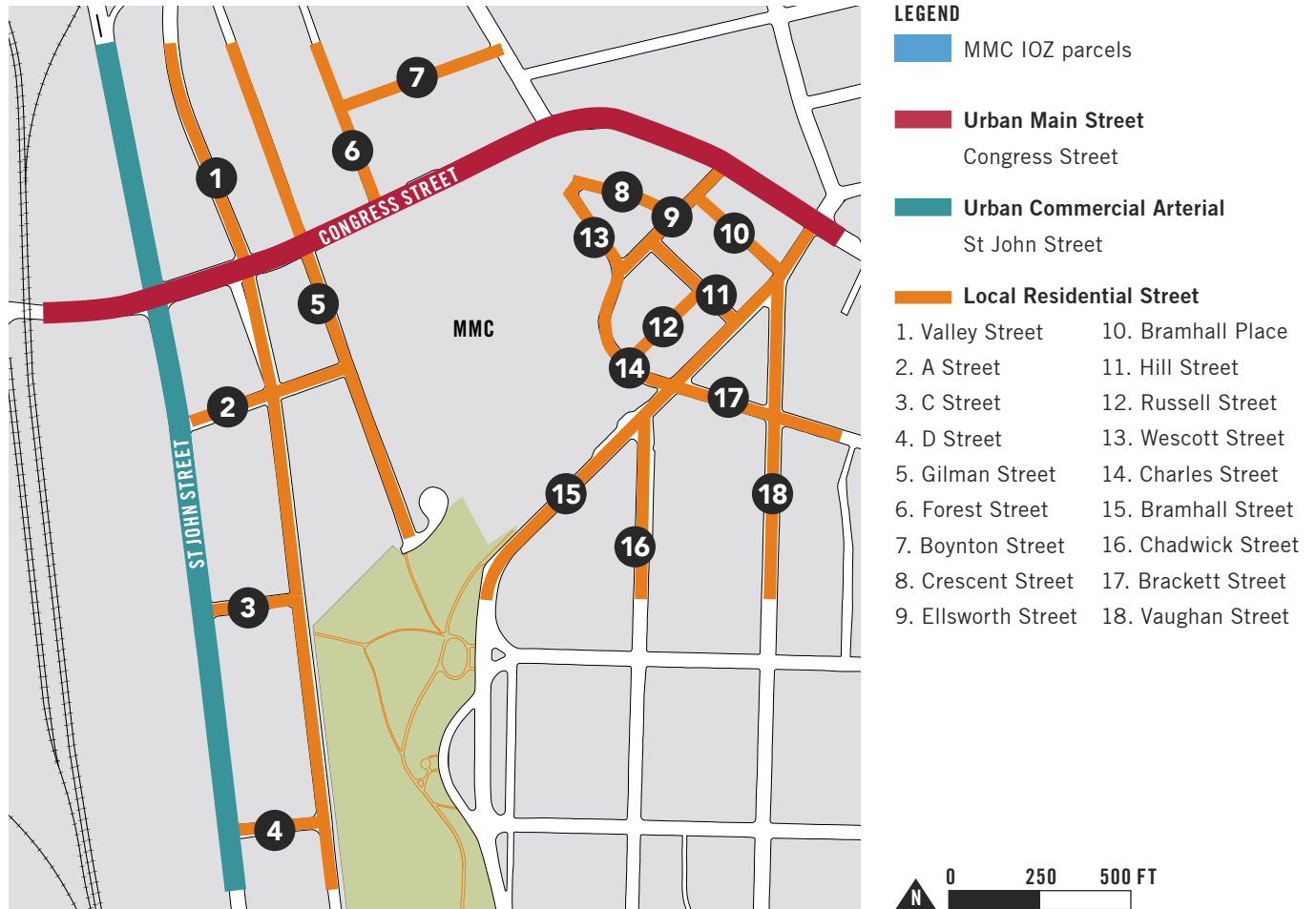
MMC has collaborated with the City of Portland planning staff and sought input from its neighbors to create context-specific "Design Guidelines" for future development within the IOZ boundary. These Guidelines, which are outlined below, are informed by design best practices seen in Portland, and in and around urban hospitals across the US; from City staff recommendations; and from information presented by neighbors in the various public forums held by MMC. They are intended to assist future development in the IOZ to meet the goals and vision for the MMC campus and create context-sensitive buildings.

GENERAL GUIDELINES

MMC will follow these general guidelines for building design within the IOZ boundary:

1. New buildings will be designed to contribute to the campus vision and organizational goals identified in the Master Facility Plan and the Transportation Plan (see Chapters 2 and 3), and best practice design standards for healthcare.
2. The overall composition and experience of the campus will be considered for cohesive identity from approaches along Congress St and I-295.
3. Building entrances will be oriented toward, located adjacent to, or accessible from, a sidewalk in a public right-of-way to create a pedestrian-oriented environment.
4. Buildings designs will relate to and be compatible with the existing, or—in areas of change—planned character of residential and commercial neighbors. Design elements and characteristics to consider include:
 - » Building placement and relationship to the street
 - » Overall massing and scale
 - » Roof forms
 - » Proportion, directional expression, and composition of facades
 - » Rhythm of solids to voids
 - » Rhythm and proportion of openings
 - » Rhythm of entries and projections
 - » Relationship of materials, texture, and color
5. Façade materials of buildings will be of high quality, and contribute to an attractive public realm.
6. The design process will consider long views of new buildings including roofs and associated structures to minimize visual impacts and provide visual interest. Rooftop appurtenances will be either screened from view or integrated into the building design, and will not be visible from adjacent streets, Western Promenade, or the Congress Street approach. (The helipad cannot be screened for safety reasons.)
7. Vibrant, contributing and sustainable active ground floors will be provided to add activity and a sense of place to the priority node

Fig.5.14 Typologies of Public Streets in and around MMC IOZ



identified in the City's Comprehensive Plan.

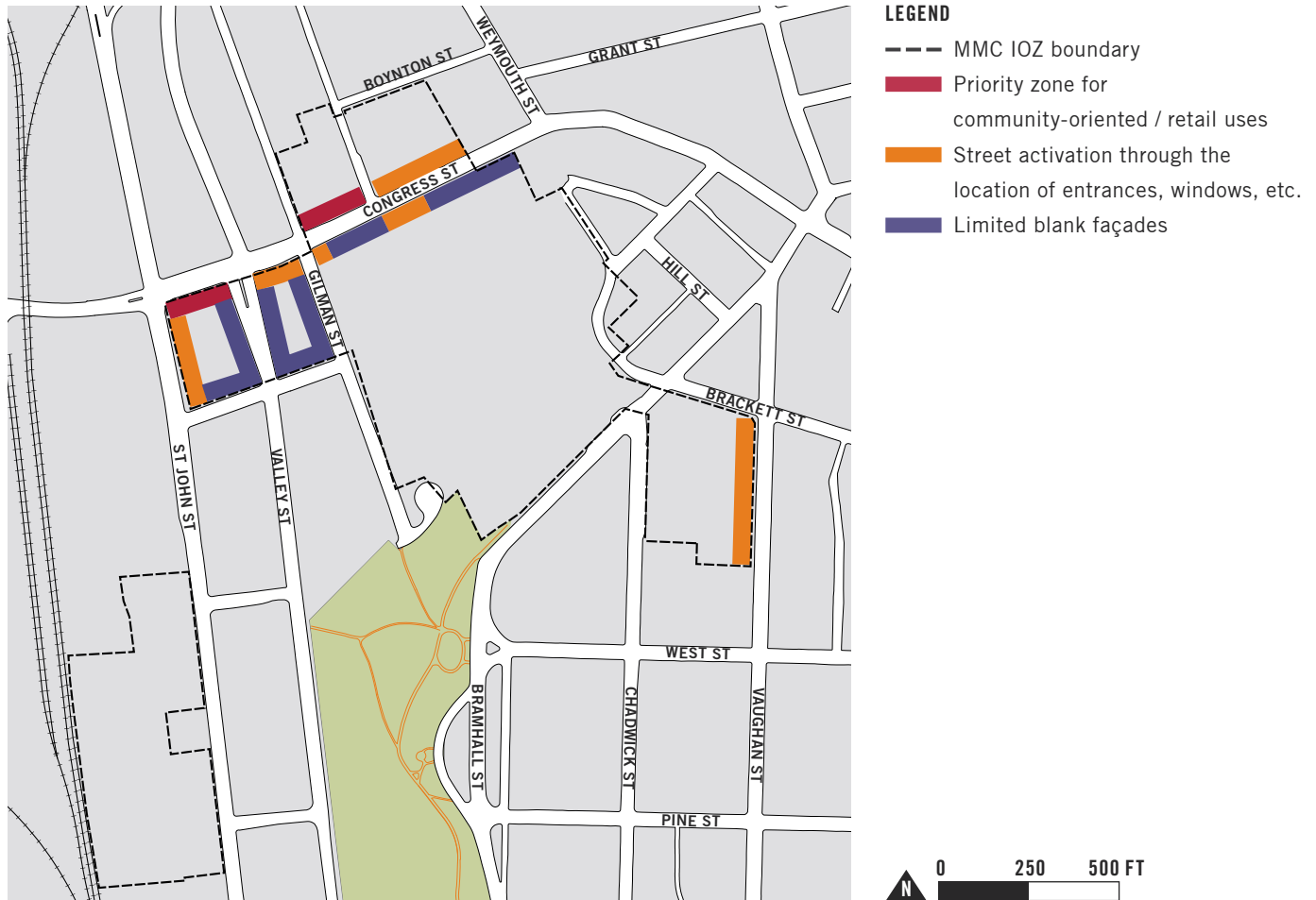
Fig.5.15 on page 118 illustrates zones along Congress St deemed to be most suitable for community-oriented uses / retail.

8. In areas where the occurrence of limited blank façades along public right-of-ways are unavoidable due to changes in topography or building use requirements, the following strategies

will be used to mitigate visual impact:

- » providing elements of visual interest along any blank walls facing public streets, and,
- » working with the City of Portland to ensure adequate lighting of public sidewalks to create a safe pedestrian experience.

Fig.5.15 on page 118 illustrates potential locations of blank walls within the IOZ boundary.

Fig.5.15 Frontage: Types of Activation

9. Any parking structure within the IOZ will:

- » screen views of cars from public rights-of-way;
- » provide elements of architectural interest on upper floors to contribute positively to long views and gateway approaches; and,
- » for garage structures within 20' of the public right-of-way, meet street activation intent according to street type (see **Fig.5.15** above).

BUILDING RELATIONSHIP TO PUBLIC STREET

In walkable urban environments, buildings are designed with pedestrian scale and uses in mind. Buildings contribute to the public realm through the siting and design of street-facing façades, and of lower floors that engage with street-level activity.

A building's relationship to a public street should be informed by the typology of that street, which in turn is defined by the character of existing or planned development lining the street. MMC has identified three distinct typologies of streets within the MMC's IOZ boundary (see **Fig.5.14 on page 117**). Design guidelines for future redevelopment along these street types are outlined below.

1. Urban Main Street (Congress Street)

Congress St is considered by many to be Portland's "main street". The winding street is defined by "zero-lot line" developments that border the sidewalk, and a series of civic monuments and squares distributed along its length. The IDP planning process has identified an opportunity to extend this "main street" feel from the emergent Bramhall Square (at Bramhall and Congress Sts) all the way to the railroad crossing where Congress St emerges from the influence of the I-295 interchange. MMC aims to contribute positively to the regeneration of Congress St in this area by ensuring orderly redevelopment of abutting IOZ parcels.

MMC buildings abutting Congress St will be designed to:

- provide urban-levels of density;
- create an urban street wall that provides a sense of enclosure to the public realm;
- have their primary orientation towards Congress St;
- activate the public sidewalk with building entrances, lobbies, etc.;
- to the extent possible, given programmatic needs, provide visual interest and ensure pedestrian safety with views into and out of the building along the public sidewalk;
- to the extent possible, given programmatic needs, provide space for community-oriented uses such as services or retail that can be shared between MMC users, neighbors and the broader Portland community; and,
- support the existence of neighborhood amenities such as restaurants and other retail uses providing services to local residents and employees both during the day and evening hours.

The topography and orientation of Congress St in this zone, however, poses significant challenges to achieving some of these design goals. The steady, steep climb of the street makes it impractical for large footprint buildings to align ground floor windows with the rising profile of the sidewalk (see

Fig.5.5 on page 106 for an analysis of building ground elevations). The east-west orientation of the street, combined with the more than 50-ft rise of Bramhall Hill south of Congress St, makes it challenging to provide an urban street wall that does not shade Congress St for most of the time (see shadow studies on page 124). To the extent possible, MMC buildings will utilize the general guidelines related to blank façades to mitigate these conditions (see page 117).

In addition to the guidelines listed above, buildings that have frontage on Congress St and that include parking components will activate portions of or place liner buildings along the ground floor facing Congress St. MMC has no plan to develop a stand-alone garage on Congress St as of the date of this IDP.

2. Urban Commercial Arterial (St John Street)

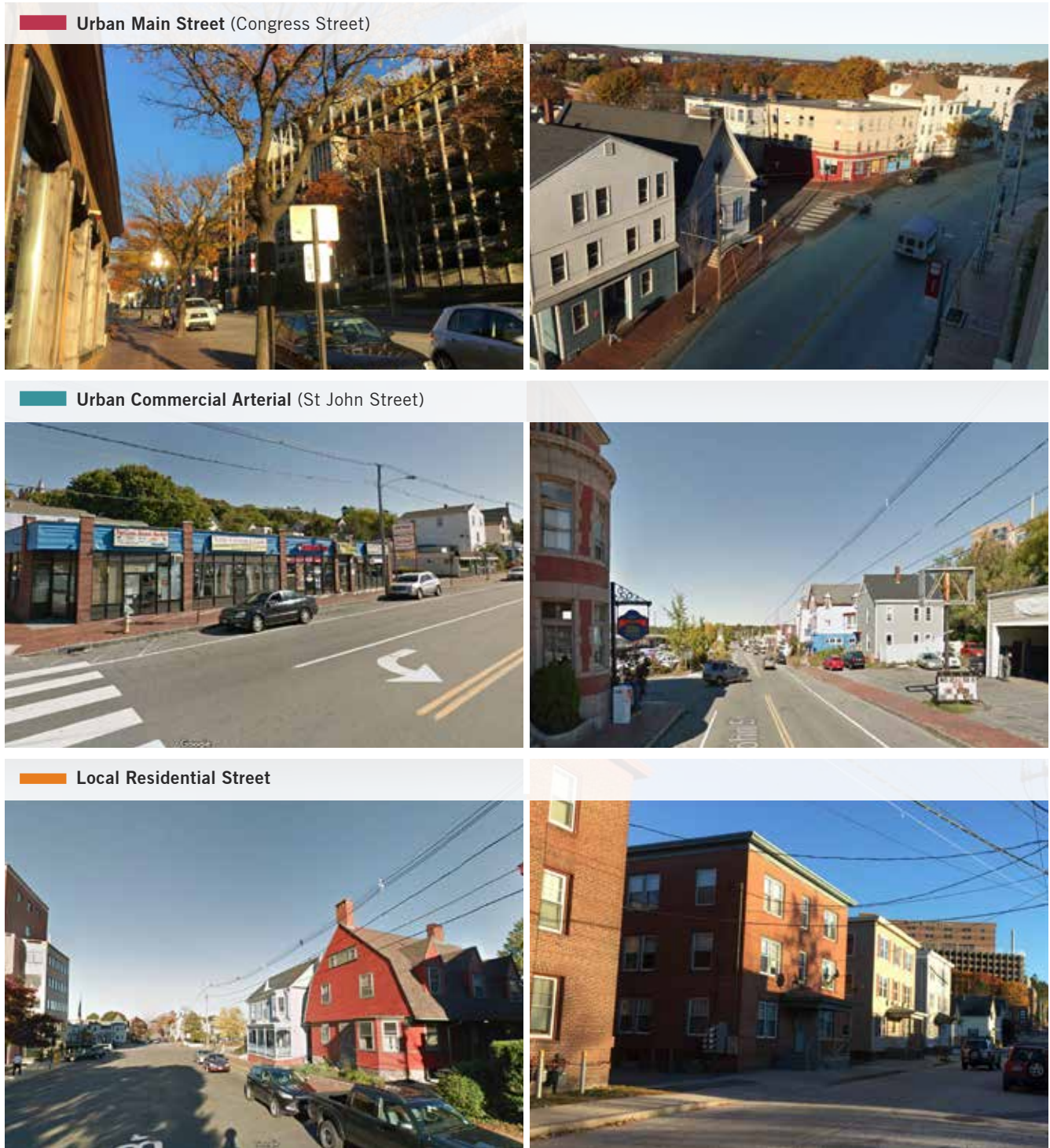
St John St is a significant arterial linking vehicular traffic between I-295 / Park Drive / Congress Street to the north, and Veterans Memorial Bridge / W Commercial Street to the south. The commercially-zoned street is flanked by a wide variety of uses that hint at its railroad-era origins (warehouses and workers' homes) as well as its current-day arterial use (strip centers and fast food restaurants). While it has some elements of a walkable street such as sidewalks and on-street parking, large stretches of the street prioritize the car with frequent curb-cuts, and street-facing parking lots.

MMC's IOZ boundary abuts St John Street between Congress and A Streets. MMC envisions this block to be redeveloped, in the long-term, in accordance with the Congress St design guidelines outlined on the previous pages. The new development will aim to provide architectural definition to the corner of Congress and St John Streets, and—to the extent possible—extend the character developed for the Congress St frontage along St John St.

3. Local Residential Street

The MMC IOZ boundary is crossed by and abuts a number of local streets that are lined with a wide variety of residential structures ranging from 3-4 story multi-family apartments on Boynton St to single-family mansions along the Western Promenade. During the IDP process, MMC has worked with the City of Portland planning staff, the Planning Board, and neighborhood representatives to identify a balanced approach to redevelopment along local streets that provides appropriate height transition from institutional to residential character. This approach is outlined in detail under "Transitional Zones" on page 110.

Fig.5.16 Photographs illustrating existing character of streets in and around the MMC IOZ



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

MMC aims to create a safe environment for all in and around its campus. MMC will incorporate the following design strategies that have been demonstrated to deter crime:

- Providing a clean and aesthetically pleasing campus environment that is designed with vandal-resistant materials
- Providing clear and properly-sized signs in safe locations to ensure safe wayfinding
- Ensuring that paths from transit stops, bike storage areas, and parking areas to main pedestrian entrances are well-lit, with clear sight lines
- Designing street-level elevations to minimize potential hideouts
- To the extent possible, given clinical program demands, providing views in and out of building ground floors populated by users to serve as "eyes on the street"
- Generating foot traffic on public sidewalks with pedestrian entrances

MITIGATING IMPACTS THROUGH DESIGN

MMC is committed to addressing any perceived negative impacts that campus development may have on adjoining neighborhoods. This includes actions to mitigate impacts of daily campus operations, which are discussed under "Operational Sustainability" on page 93. A plan for mitigating construction impacts is outlined, along with a plan for continuous neighborhood input and engagement, in the "Neighborhood Engagement" chapter on page 128. This section summarizes strategies that may be used, as appropriate, to minimize negative impacts of proposed new development.

Minimizing Shadow Impacts

In order to understand the potential shadow impact of proposed campus projects on surrounding properties, MMC has prepared detailed shadow studies during the Master Facility Planning process (see **Fig.5.17** through **Fig.5.20** on the following pages). The overall building heights were kept to a minimum to minimize shadow impacts in areas such as Congress St where street alignment and topographic changes contribute to longer shadows. The proposed Congress St Development (see "Short-Term Projects on page 44) was pulled back from the street to the extent possible to minimize this impact, while also providing a more generous public sidewalk that supports pedestrian activity in front of this new gateway structure.

Context-Sensitive Lighting Design

The location and context of buildings are considered in the design of artificial lighting for new development. While a majority of this work is completed later during the design process and presented during Site Plan review, MMC has already incorporated some preliminary concepts related to lighting intensity into its Master Facility Plan. A key example is the concept design for the Congress St Development, which is intended to animate the Congress St frontage 24/7 with light emanating from its glazed circulation and waiting areas facing the street on the lower floors.

Mitigating Wind Impact

Upon final design of applicable site plans, MMC will consult with the City of Portland's Arborist to selectively determine the placement of trees or other landscape features on any new landscape areas to minimize any wind impacts created by the mass of new development.

Preserving and Enhancing Viewsheds

MMC understands the significance of historic and gateway viewsheds to the Portland community. The Maine General Hospital, a landmark civic building situated atop a hill, was designed to complement the sweeping views of the Fore River from the Western Promenade. Likewise, MMC will design new buildings along Congress St to provide an aesthetically pleasing gateway experience for all entering into the peninsula at this point.

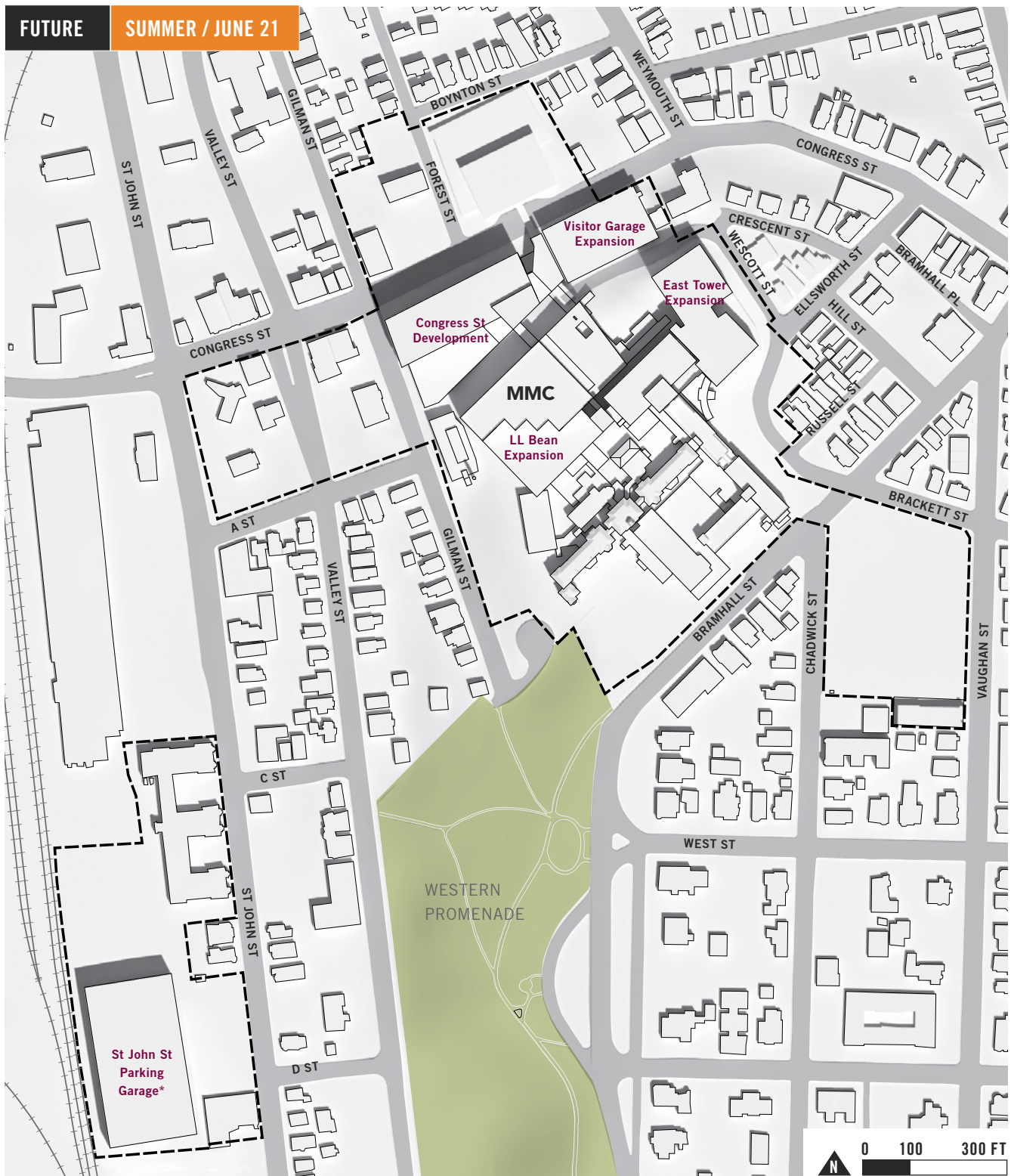
MMC embraces the historic Western Promenade as a site from which to take in views of the countryside and the White Mountains, and a valuable open space amenity for campus users as well as for the broader community.

MMC has met with the Parks Department to review the potential impact of the proposed 222 St John St Garage to public views from the Western Promenade towards the White Mountains, and will work to mitigate potential impacts through design. MMC will also work to minimize potential impacts to the Maine Central Railroad Building as a designated historic landmark.

Fig.5.17 Computer-generated shadow study / Existing conditions on June 21, noon



Fig.5.18 Computer-generated shadow study / Proposed long-term projects on June 21, noon

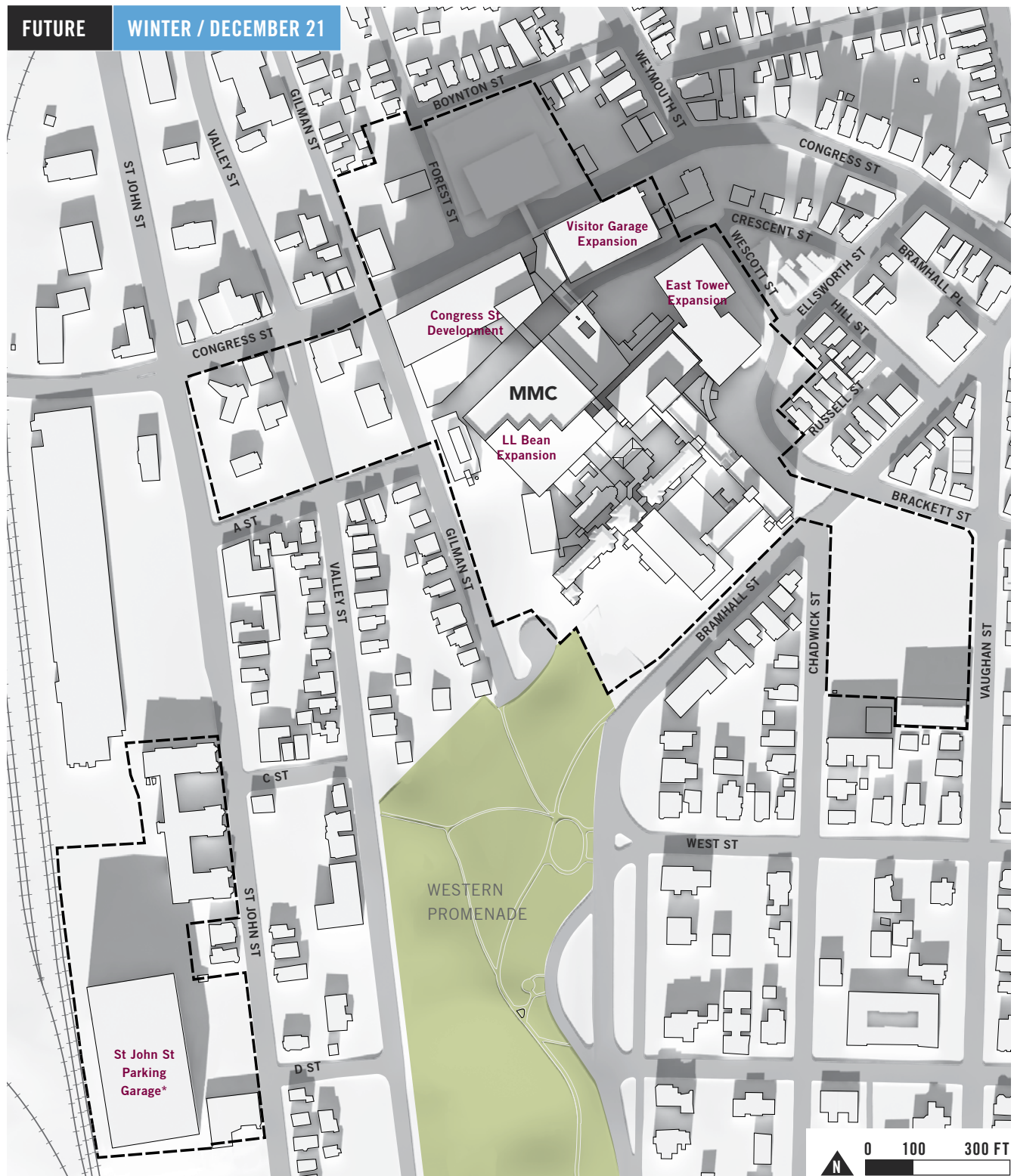


* NOTE: Exact garage location and footprint to be determined during detailed design.

Fig.5.19 Computer-generated shadow study / Existing conditions on December 21, noon



Fig.5.20 Computer-generated shadow study / Proposed long-term projects on December 21, noon



* NOTE: Exact garage location and footprint to be determined during detailed design.

NEIGHBORHOOD ENGAGEMENT

Maine Medical Center strives to be a good neighbor to surrounding communities. Ongoing dialogue and exchange of information and ideas is a core tenant of MMC's neighborhood engagement plan.



ONGOING COMMUNITY ENGAGEMENT

MMC's number one priority is superior patient care. In order to achieve this goal, it must address its employees' needs. However, MMC also recognizes that realizing its vision depends on its success as a corporate citizen and a neighbor.

MMC's main campus is situated at the intersection of several diverse residential and mixed-use neighborhoods. MMC considers itself a part of the West End, Western Promenade, Parkside, St John Valley, and Libbytown neighborhoods (see **Fig.1.5 on page 19**). MMC values its role in these neighborhoods and seeks to be a productive force in maintaining their health and quality of life. To this end, MMC endeavors to maintain an open dialogue with its neighbors, to quickly and fairly resolve disputes, and to ensure that its growth enhances its neighborhoods' vibrancy, economy, and livability. Building and maintaining trust is essential to successfully achieving these shared goals. MMC commits to building and maintaining trust not only by providing superior care to its neighbors and the larger community, but by clearly communicating and consistently engaging its neighbors on both the institution's core mission and neighborhood concerns.

It is important for MMC, its neighbors and the City to maintain the dialogue that has been established during the development of MMC's IDP. As a result, MMC proposes the following ongoing community

engagement to ensure the surrounding neighbors are kept apprised of MMC's future development plans, and to understand any neighborhood issues related to the operations of the MMC campus, the following engagement process shall be established:

- On a quarterly basis, MMC's Chief Operating Officer shall host a group meeting comprised of the following members:
 - » the President or Chair (or a designee of the same) of the following Neighborhood Associations: St John Valley, Western Promenade, West End, Parkside, and Libbytown
 - » The Director of Planning at the City of Portland, and,
 - » The District 2 Portland City Councilor
- The group shall develop a Charter by which these quarterly meetings shall be conducted and minutes shall be made of each meeting. The Charter and the minutes shall be delivered to the City's Neighborhood and Island Liaison within 30 days of their adoption.
- In addition, the group shall annually complete a "checklist of actions" to be addressed by the group and the completed checklist shall also be filed with the City's Neighborhood and Island Liaison.

- To further an open dialogue, MMC will engage neighbors in more routine dialogue during major planning efforts. These meeting invitations shall also be extended to the Director of Planning at the City of Portland and to the District 2 Councilor.
- During construction, MMC shall provide contact information for a designated community liaison on its website for day-to-day inquiries and comments. Inquiries and comments shall be logged by MMC and responses shall be provided by MMC in a timely fashion.
- MMC shall also employ social media to make information about a pending project readily available to the public. This shall include a dedicated website page and a dedicated email address for residents to ask questions, provide suggestions or voice concerns.
- Finally, MMC will set up a text alert system to notify any subscriber of advance construction impacts which may be necessary during construction.

CONSTRUCTION MANAGEMENT PRINCIPLES

The following section provides an overview of the construction management principles that MMC has identified to minimize impacts from noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding buildings and communities. It is MMC's full intent to schedule and conduct operations in a manner that will minimize, to the extent feasible, the disturbance to the public in areas adjacent to the work and to occupants of buildings in the vicinity. MMC will adhere to the Construction Management Template requirements attached to the IDP as Appendix A.

COMMUNICATION INITIATIVES

MMC will provide a method of communication between City of Portland, neighbors, and the construction team based on the anticipated impact of the construction project. For large construction projects, MMC will use its website, social media, and provide a dedicated email address to enable communication with its neighbors.

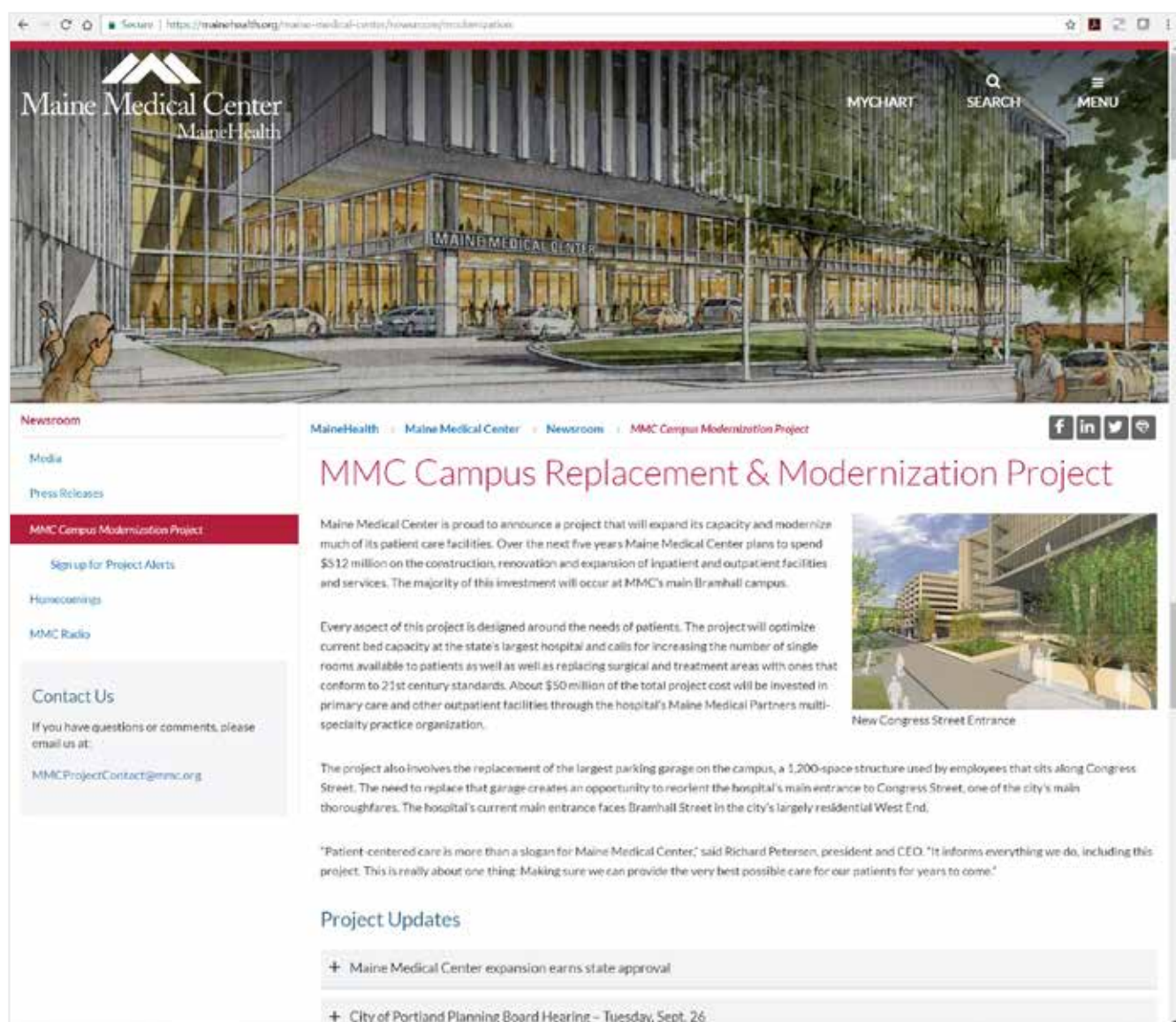
For short-term projects identified in the Master Facility Plan, MMC will implement a communication strategy using social media and texting to alert surrounding neighbors of activities that may cause disruption.

MMC has created a dedicated webpage on its website devoted to the short-term projects to inform the public of important information related to the Project (<http://www.mmc.org/modernization>).

Information and updates on the Project are regularly posted including project updates, neighborhood meeting minutes, Portland Planning Board information related to the project, news releases, fact sheets and frequently asked questions. As construction commences, important alerts regarding

construction activity such as activities impacting roadways, potential creation of dust, vibration, or noise, etc. will also be posted. To the extent possible, MMC will provide two week advance notice of such activities.

Fig.6.1 Screenshot of MMC Website dedicated to the Project at <http://www.mmc.org/modernization>.



MMC has created a dedicated email address that allows members of the public to ask questions and provide information. These emails will be answered in a timely fashion by the people directly involved in the construction activities.

Information about the construction project will be proactively shared on a regular basis for the duration of the project.

CONSTRUCTION SCHEDULE

MMC will provide an estimated project schedule at the beginning of a construction project and provide regular updates through-out construction. The frequency of construction schedule updates will be determined by the project's estimated impact on the surrounding area.

CONSTRUCTION MANAGEMENT PLAN

Prior to construction, MMC will develop comprehensive Logistics and Safety Program. Maintaining normal campus operations and public safety, and minimizing impacts to areas surrounding the campus, will be the primary considerations in this process. MMC will utilize the City's Construction Management Plan template to develop a Construction Management Plan that will be submitted with a Site Plan application.

PROJECT WORK HOURS

Construction work hours will be predetermined before the start of any construction project and limited in order to minimize impact on the areas surrounding campus and to complete the project expediently.

PUBLIC SAFETY AND ACCESS

Pedestrian walkways and business access will be clearly marked and maintained through-out the construction period.

In general, secured fencing will be used to isolate construction areas from pedestrian traffic and Police Details will be provided, when necessary, to facilitate traffic flow. MMC will work to ensure the sidewalk protection minimizes impact to pedestrian and vehicular flow. The specific configuration of sidewalk protection and pedestrian access around the site will vary depending on the phase of the work being performed. Construction procedures will be designed to meet all OSHA safety standards for specific site construction activities. MMC will provide sufficient temporary site lighting to ensure the safety of all pedestrians accessing the sidewalks around the site, including lighting at all covered pedestrian walkways, until permanent street lights are installed. Residents will be able to contact MMC at a designated email posted prominently on the project website (see **Fig.6.1 on page 132**). MMC will also provide regular updates to the Fire Department regarding any detours necessitated by construction.

CONSTRUCTION NOISE IMPACTS

MMC is committed to mitigating construction noise impacts. Increased community sound levels, however, are an inherent consequence of construction activities. When these events are scheduled, advance notice will be provided.

CONSTRUCTION TRAFFIC AND PARKING IMPACTS

Construction Workers

For Short-Term Projects, the number of workers required during the construction will vary with an estimated average daily workforce of 150 during the peak of construction. Jobsite personnel shall park at an off-site parking area and will be shuttled to the construction site. MMC will work with the Construction Management Company to identify an off-site parking location and shuttle service. No personal vehicles will be allowed to park at the project construction site or in the adjacent residential streets. The construction company and its subcontractors shall encourage the use of public transportation by their workers, if available.

Truck Routes and Volumes

Truck routes shall be as far away as possible from residential and other sensitive uses.

MMC may install wayfinding signage at strategic locations identifying no travel zones for construction vehicles. Once at the site, all vehicles will be brought within the fence line and will make every attempt to avoid queueing on public roadways, unless during specific times, as addressed on the site logistics plans.

Construction Staging Areas

Construction staging areas shall be as far away as possible from residential and other sensitive uses.

CONSTRUCTION AIR QUALITY IMPACTS

To reduce emission of fugitive dust and minimize impacts on the local environment, MMC will adhere to a number of strictly enforced mitigation measures. These include the use of wetting agents to control and suppress dust; covering stock piles of soils and trucks transporting debris; managing construction practices to reduce unnecessary transfers of loose materials; periodic cleaning of streets and sidewalks; and, use of wheel wash stations.

IMPACT TO SURROUNDING BUILDINGS AND RESIDENCES

Foundation surveys of surroundings buildings and homes will be completed within a reasonable distance from the anticipated center of construction and in accordance with current regulations. The results of foundational surveys will be shared with the City of Portland and the property owner.

MMC COMMUNITY BENEFITS

MMC provides much to the City of Portland community including employing over 2,000 Portland Residents. These benefits are not only to our adjacent neighbors but also to the residents elsewhere in the City and the state of Maine.

SMOKING POLICY AND RELATED INITIATIVES

MMC, as a health care institution, understands that smoking is an addiction that has harmful effects—effects from directly inhaling nicotine, as well as the effects of second hand smoke. The effects are serious and can be life threatening. In order to advance its vision to make the people in Maine the healthiest in America, MMC, like other businesses in the City of Portland—including the City itself—has instituted a no smoking policy on its premises.

But the hospital also recognizes that addiction is difficult to overcome and the ability to quit smoking is often difficult. That is why MMC offers assistance to its employees, patients and visitors to quit smoking and to reduce and eliminate noxious fumes in the environment. MMC provides free smoking cessation classes to its employees. It offers free nicotine gum to visitors to the hospital in an effort to reduce the desire to smoke. MMC has conducted periodic "walk-about" in the neighborhood to talk with people about smoking and its health impacts.

Neighborhoods throughout the City all deal with unwanted smoke. MMC has heard the concerns of its neighbors relating to people walking on the public sidewalks in their neighborhoods while smoking.

Whether or not people smoking in MMC's adjacent neighborhoods are affiliated with the Hospital, MMC has taken significant measures to respond in a positive fashion to these concerns. MMC provides education about smoking and resources to assist in quitting (such as providing the hotline telephone number for the Center for Tobacco Independence). The Hospital has taken steps to alleviate the unsightliness of cigarette butts on public streets near its campus. As documented in its MMC Neighborhood Council Meeting minutes of June 23, 2016, MMC has purchased 30 "butt butlers" for use by the City in areas around the MMC main campus. In 2016, MMC and the neighbors collaboratively walked the neighborhood and identified areas for installation of the butt butlers.

At the request of the neighborhood representatives, MMC also modified its smoking policy as follows:

- Limits the distance from entrances within which individuals can smoke from 50 feet to 20 feet;
- Remove MMC Tobacco Free signs installed along the perimeter of the open "South Lot" (Bramhall, Chadwick, Vaughan, and Brackett Sts).
- Letter to employees sent by the MMC CEO and COO regarding these changes and the expectations for employees to abide by them
- MMC has hired a trash removal vendor to collect cigarette butts and trash in the areas surrounding the hospital. This vendor

provides such service between April 1 and first snow, on M, W, and F at 4–6 hours per day.

- MMC has a telephone line dedicated to the receipt of concerns from neighbors regarding MMC related events in their neighborhoods.

MMC is committed to its ongoing efforts to address this public health issue of tobacco use.

NEIGHBORHOOD GARDEN

The St John Valley Neighborhood (SVNA) requested the use of property owned by MMC at 268-270 Valley St. In an effort to respond to the neighbors, MMC contacted the City for guidance on how it permitted use of public property for such community gardens. MMC fashioned an agreement with SVNA which mimicked the Agreement used by the City for use of its land by gardening neighbors. As of June 2016 SVNA was looking into procuring insurance of the same type required by the City.

NEIGHBORHOOD CLEAN UP DAYS

MMC has sponsored neighborhood clean-up days in the past in an effort to partner with its adjacent Neighborhood Associations to beautify the neighborhood. It has supplied lunch, trash bags, gloves and water for those participating.

SNOW BAN PARKING

MMC allows its neighbors the use of its parking garage at 887 Congress St on those days when the City calls a snow ban.

CITY-WIDE BENEFITS

MMC is actively involved in giving back to the City of Portland. The following initiatives provide some examples of the actions undertaken by MMC to give back to the community.

- MMC-Preble St Learning Collaborative: MMC nurse practitioners, primary care residents, medical students, and MMC Homeless Health Partners, have provided services to the most vulnerable underserved people in Portland, allowing them access to quality, barrier-free health care.
- Portland School Based Health Clinics were successful due to the partnership between MMC and Portland Public Health.
- Portland School Athletic Contributions: The Sports Medicine division at MMC's Family Medicine Center provides physical exams and training room support for area school teams, marathons and other sports events.
- MMC RN Health Fairs: MMC RN's routinely hold community health fairs on MMC's time to benefit vulnerable populations. Locations of health fairs include: the Preble St Teen Center, Boys and Girl's Club of Portland, and the Florence House, a permanent shelter for chronically homeless women. The events are frequently accompanied by a collection of supplies.

- Sagamore Village Health Center: MMC has provided staff and support at the Sagamore Health Resource Center, a community-based nurse managed clinic that provided public health, primary care and mental health services to residents. MMC collaboration with the USM School of Nursing and Portland Housing Authority in providing these services. In addition to staff and administrative support, MMC provided direct financial support to the Health Clinic.
- MMC Care Partners: A "safety net" program designed to provide care for those who cannot afford commercial insurance but are not eligible for government programs. CarePartners provides administrative support to help serve the target population, including comprehensive eligibility assessment, care management, and access to low cost or free pharmaceuticals.
- Virology Treatment Center: A resource to patients and physicians caring for patients with HIV / AIDS; it also provides education and conducts clinical trials, including many that otherwise would not be available in the community.
- International Clinic: Provides services and healthcare education to immigrants and refugees from around the world who have settled in Portland.
- Northern New England Poison Center: MMC is the home of the NNEPC. The NNEPC provides a 24x7 hotline and chat service to provide 24x7 consultation with healthcare professionals and the public regarding accidental pediatric or geriatric poisonings, therapeutic errors and adverse effects/ interactions, management of drug- or poison-related suicide attempts and substance abuse misadventures, environmental exposure, food poisoning and other toxic exposures. The Center also provides education for the public and healthcare professionals, including school nurses and law enforcement, assists with preparedness and toxic-surveillance for events including food or water contamination/ tampering, weapons of mass destruction, regional antidote management, and infectious disease.
- Sexual Assault Response Services of Maine (SARSSM): MMC, through its Emergency Department, teaches classes to support SARSSM. Emergency department members present at meetings and conferences in support of these services.
- The Maine Medical Center Research Institute (MMCRI) is the largest hospital-based biomedical research facility in northern New England. Many clinicians author scholarly work or participate in various studies and research activities, and the institute offers a summer

student program. Residents and community members participate in clinical trials to manage and treat diseases and medical conditions, which would otherwise not be available in the community.

- MMC Classroom Facilities at the MMC Dana Center are used by health care mission focused community groups for meetings and educational sessions. Local Chapters of Alcoholics Anonymous, Al-Anon, the National Alliance for the Mentally Ill and Take Off the Pounds Sensibly meet weekly at the Dana Center. HOPE Support Group, Making Strides against Breast Cancer, an Autism Parent Support Group, and Survivors of Suicide are some of the organizations that make use of MMC's facilities on a weekly basis throughout the year.
- MMC's Certified Nursing Assistant (CNA) Program: In affiliation with Portland Adult Education this program has graduated approximately 1,200 graduates to date. Offered 3 times a year at no charge to students, this state-approved 180-hour course incorporates experienced MMC nursing staff as faculty/mentors within classroom presentations, skills labs, and supervised clinical experiences. Clinical nurses and others throughout MMC instruct and mentor these student team members, highlighting MMC's belief in CNAs as integral to the comfort, care, and outcomes of our patients and services. An average of 75 participants attend per session. Near the end of this eleven-week program, students take the state certification examination during the course at no cost to the student.
- Medical Explorers: Provides opportunity for High School students to experience a combination of lecture, experiential learning, and hand-on skills practice. MMC also offers summer internships and opportunities through the school year for High School students to meet, observe and interact with many disciplines in the medical profession.
- Doc for a Day: MMC provides students, chosen from underrepresented minority groups or educationally or economically disadvantaged backgrounds, an overview of what is involved in becoming a physician, and participate in hands on clinical activities in the simulation lab.
- Disaster Preparedness and Emergency Services: MMC is deeply involved in disaster planning at the local and State levels. It is one of three state Regional Resource Centers for Emergency Preparedness, and the hospital has a full-time Director of Emergency preparedness. Additionally, MMC is a member Southern Maine Regional Resource Center for Health Emergency Preparedness, which coordinates all Emergency Preparedness Activities of the Southern 4 Counties of Maine including: York, Cumberland, Sagadahoc and Lincoln. These Public Healthcare Emergency services include

Fig.6.2 Photographs from Community Benefit Events Supported by MMC



The Annual Maine Children's Cancer Program (MCCP) Walk



Tobacco Cessation Program



Park Clean-Up

services and support to other local Hospitals and Medical Centers, Laboratories, Clinics and Ambulatory Centers, Assisted Living and Long Term Care Facilities and Home Health Agencies in the greater Portland Community.

- Financial Support to Community Agencies: MMC supports financially and provides in kind services to various community agencies and

sponsors events throughout the City, including the Heart Walk; American Cancer Society walk, Hospice of Southern Maine, Let's Go Program, Ronald McDonald House, March of Dimes and National Multiple Sclerosis Society. MMC and its employees participate in the United Way, which donations benefit numerous local agencies.

APPENDICES

Appendix A / Construction Management Plan Template

Appendix A: Construction Management Plan Template

*DRAFT 7-31-2017 General Construction
Management Plan Template*

Construction Management Plan General Template [Applicant and Project Name]

Construction Management Plans shall depict the overall planning, coordination, and control of a construction site, including phases as applicable, from beginning to completion. The City's goal for a construction management plan is to support a safe construction site and protect the public safety, accessibility (including preserving accessible pedestrian, bicycle, and vehicular modes of transport throughout the city), and welfare during construction. In addition, the construction management plan shall minimize construction impacts in their duration and magnitude to the surrounding area and develop an effective communication process for resolving concerns and conflicts.

The Construction Management Plan will be submitted as part of the Site Plan Review and it shall address the construction logistics for a project. The Construction Management Plan shall include the following submissions: 1) a construction management site plan, 2) a construction schedule (time frame); and 3) a written narrative addressing the categories below.

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that the [Applicant and Contractor] has identified to minimize impacts from the construction, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding building and communities.

B. Development Review of Construction Management Plan

[Applicant and Contractor] shall submit a construction management plan that provides a comprehensive logistics and safety program for the construction project, which will be reviewed and approved as part of the site plan review process. The plan minimizing impacts to areas surrounding the building/construction site will be primary considerations in the process. The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, [Applicant and Contractor] shall meet all of the requirements contained in Section 14-530. Development review fees and post approval requirements and 14-532. General requirements and enforcement of Portland's Land Use Code.

Other permits, as applicable, include

1. **Street Opening and Street Occupancy Permits:** Construction activity in the public right-of-way are controlled by Chapter 25 and sewer and stormwater system connections are controlled by Chapters 24 and 32 of the Land Use Code. All required permits shall be obtained through the Department of Public Works and the requests shall conform with the approved construction management plan.

2. **Blasting:** Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
3. **Building Code:** Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code.

D. Construction Administration and Communication

[Applicant and Contractor] will work diligently to implement a communication strategy as outlined below. The communication strategy is intended to ensure that all construction operations are performed in accordance with all agreements, ordinances and special permits applicable to this project. The Construction Manager will work closely with adjacent abutters, businesses and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. The final construction management plan shall provide for the following:

1. Contact Person and contact information for the [applicant and contractor] and who is available 24 hours
2. Construction Signage posted on the site with Contact Information for Contractor
3. Describe any additional communication strategies
4. All construction site signage is temporary and shall be removed at project completion.

E. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing.
2. Hours of Construction. Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit ([Attachment 1](#)) and Section 25-129. Noise, dust and debris ([Attachment 2](#)).
3. Extended Hours or Night Work: Pursuant to Section 17-18, this section not apply to emergency utility work or "Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority."
4. Material Deliveries: Schedule and designated location for delivery of materials and boxed goods.

F. Security & Public Safety

1. The Construction Management Plan will depict all proposed fencing or other barriers and access gates (with knox locking devices) with the intent of separating pedestrian and vehicle circulation from the construction site.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations*.
3. Fire Safety Program. An overall construction of demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - o Good Housekeeping
 - o On-site security

- Installation of new fire protection systems as construction progresses
 - Preservation of existing systems during demolition
 - Organization and training of an on-site fire brigade
 - Development of a pre-fire plan with the local fire department
 - Rapid communication
 - Consideration of special hazards resulting from previous occupancies
 - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
 5. Any proposed temporary security lighting shall be shown on CMP and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: Construction activity in the public right-of-way is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.
2. Sewer and Stormwater: Sewer and stormwater water system connections are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual.
3. Traffic Control Plans: Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. Projects that will occur along arterial and or collector streets are required to submit a satisfactory 'maintenance of traffic' (MOT) plan prior to any site plan, subdivision, or street opening permit approval. MOT plans may be required for projects that have impacts on local streets.

Maintenance of Traffic (MOT) plans shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, applicants may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

- Construction speed signing may be used as needed to slow traffic
- Traffic Control signs shall not be placed where they are an obstruction to bicycles or pedestrians.
- In extreme situations, flaggers may be required.

- Police detail is required at lighted intersections and may be requested by the City's transportation engineer or his designee.

All existing modes of travel in work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.
- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance shall be maintained.

Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

The final Construction Management Plan will address maintaining the site in a safe condition and will include the following:

1. Regular trash and debris removal
2. Street cleaning and damage controls
3. Dust controls- The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris (Attachment 2).
4. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code (Attachment 1) and Section 25-129 on Noise, dust and debris (Attachment 2).
5. Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.
6. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.
 - 1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
 - 2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
 - 3) Clear all walks & ramps with the work zone
 - 4) Sand or Salt as needed
 - 5) Clear all basin or drainage to help snow melt
 - 6) This would include Monday-Friday Sat/Sunday/Holidays

I. Erosion Control and Preservation of Trees

1. The [contractor] shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan prior to the pre-construction meeting for inspection by the City. The contractor shall regularly inspect the control measures, no less than weekly and after significant storm events, and maintain any installed temporary or permanent stormwater management systems in working order. The contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection or the U.S. Environmental Protection Agency upon request.
2. The [contractor] shall maintain all tree and landscaping preservation measures as depicted on the landscaping plan (Exhibit) within the area of construction.
3. The storage of materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Construction Management Plan shall depict location of the material staging areas, the location on onsite temporary construction trailers, the location on onsite truck delivery holding areas, the location onsite truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. An open storage areas shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The delivery holding area shall be shown on the plan and shall not be blocked during construction. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of the trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queueing on public streets.
3. Delivery Truck Holding Areas Off-Site: In the event that adequate on-site area for holding of trucks is not available, an off-site marshalling area will be utilized for trucking. The designated off-site location will be identified in the construction management plan.

K. Parking During Construction

1. Construction Parking: Adequate parking for construction workers shall be provided on site or arrangements for off-street parking at an off-site location shall be provided. The parking arrangements shall be included in the construction management plan.
2. Parking: Where existing facilities are remaining in operation during construction, the construction management plan shall identify how the parking for employees and others shall be managed.
3. Truck Routes and Volumes: The Construction Management Plan shall address the designated truck routes and expected truck volumes.

L. Special Measures as Necessary

For construction work that will take place over a long period (e.g. 12 months or more), involve major demolition/ deep excavation/ piling and/or special construction techniques, or are located near sensitive uses (e.g. medical care facilities, schools), the Construction Management Plan should provide details and demonstrate that all appropriate special measures have been taken to avoid, minimize, or possibly compensate for potential impacts. This may include taking baseline measurements before construction, such as arranging to

photograph the foundations of nearby properties upon consent of the owners, in order to assess any future impacts of vibration, noise, etc.

DRAFT





PLANNING BOARD REPORT PORTLAND, MAINE

Emergency Shelter Amendments

Zoning Text Amendments for Emergency Shelters as conditional uses in R-1, R-2, R-3, R-4, R-5, R-5a, R-6, R-6a, R-7, B-1, B-1b, B-2, B-2b, B-2c, B-6, B-7, and India Street

Form Based Code zones

Health and Human Services Committee, City of Portland, Applicant

Submitted to: Portland Planning Board: Public Hearing Date: October 24, 2017	Prepared by: Jeff Levine Planning & Urban Dev't Director Date: October 20, 2017
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I. INTRODUCTION

Portland's emergency shelters are generally older facilities, under-sized for current demands, and unable to provide a broad range of services for homeless individuals. The Health and Human Services Committee is interested in developing a new state-of-the-art shelter to best serve the clientele as well as surrounding neighborhoods. At present, the needs of such a facility are being determined but there is no site identified. Best practices call for providing permanent housing for homeless individuals, such as Portland's successful Housing First projects, and then allow homeless shelters to offer temporary shelter accompanied with needed counseling and services to return clients to stable housing. As part of planning for shelters, the Health and Human Services Committee began by evaluating current regulations and proposing updates to the zoning code. In particular, members identified the current limitation to the B-3 zone as both an obstacle to siting a modern shelter, and also based on outdated assumptions about the needs of shelter clients. The Committee has drafted new conditional use standards for emergency shelters and is proposing to add emergency shelters as a conditional use in two business zones and the industrial zones.

Earlier this year, the Planning Board recommended, and the City Council approved, amendments to Chapter 14 to permit emergency shelters as a conditional use in a number of zones in the City. At the time, there was additional interest in permitting emergency shelters in other zones in the City as well. Planning staff recommended that item be brought forward separately, as there were additional issues to consider in these other zones. This proposed amendment was designed to address these concerns through additional standards.

At their meeting on October 10, the City Council's Health and Human Services Committee held a hearing on these proposed amendments and unanimously voted to forward them to the Planning Board and City Council with a positive recommendation.

II. BACKGROUND ON EMERGENCY SHELTERS

Oxford Street Shelter (City operated), the Family Shelter (City operated), and the Joe Kreisler Teen Center on Preble Street are existing emergency shelters in Portland. All are located within the Downtown Business B-3 zone. Emergency shelters are currently permitted only in that zone,

as a conditional use. These facilities provide night-time shelter, but do not provide daytime services due to the limited space within these buildings. Milestone (located on India Street) and the Family Crisis Center (located in the West End) also provide emergency shelter services. There is an emergency shelter on the first floor of Florence House on Valley Street, which was permitted through a contract zone.

The Health and Human Services Committee reviewed the shelters and best practices that have been developed in other communities. The list of resources considered by the Committee is included as Attachment A and a copy of the Comparative Analysis of Homeless Facilities is included as Attachment B. In addition, the Committee considered the Final Resolution from the Salt Lake County Collective Impact on Homelessness (Attachment C) and the Public Safety & Security Benchmarking Study (summary as Attachment D).

The Committee asked Winton Scott Architects to develop a floor plan for a shelter meeting current best practices. The first-floor concept is included as Attachment E. In this floor plan, there is a multi-purpose/dining room with adjoining kitchen facilities to accommodate 136 people. There are lockers, a laundry facility, bathrooms, offices and a central office area adjoining separated sleeping areas. The concept plan also shows an outdoor park/seating area. The larger facility is intended to offer services and counseling support within the shelter in order provide accessible and effective services.

In speaking with shelter operators, staff noted that the needs of emergency shelters have changed as the strategies for ending homelessness have changed. The priority used to be in rapidly rehousing recent arrivals to the shelter. That strategy was based on the idea that those clients are the easiest to find housing for, as they have often ended up in a shelter due to a short-term challenge. However, that left long-term shelter stayers in facilities for extended periods of time. As the shelter became a de-facto home for those stayers, and as they were not permitted to stay in most shelters due to space limitations, there was a need to provide a shelter near other services, such as downtown.

The newer model focusses on providing housing for those long-term stayers. While those housing units are more difficult to locate, because the challenges of housing this population is greater, the benefits are also much higher. Freeing up one bed from a long-term stayer allows many more transient users to use that same bed. As a shelter becomes a shorter-term solution for emergencies, there is a lessened need to provide nearby services, and instead the focus should be on providing a modern, clean, safe facility. Finally, modern shelters allow occupants to remain during the day and the shelters provide on-site space for medical care, substance abuse treatment, counseling, job readiness, housing assistance, and other services.

For all these reasons, the previous rationale for locating shelters downtown is no longer valid. The goal now is to provide zoning that allows a modern facility to be developed, for shorter-term stayers, near transit for those who need transportation. The HHS Committee believes the proposed zoning amendments meet these goals and allow flexibility for shelter siting, while putting in place new conditional use standards to ensure that a shelter meets current best practices. In addition to larger shelters, there is some interest in providing smaller scale shelters in additional zones. These amendments are designed to complement the earlier amendments that permitted larger shelters in certain zones, by allowing smaller shelters in a number of commercial and residential zones as conditional uses.

III. CURRENT LAND USE CODE REGULATIONS FOR EMERGENCY SHELTERS

Definition:

Portland's zoning code defines emergency shelter as follows:

Emergency shelter: A facility providing temporary overnight shelter to homeless individuals in a dormitory-style or per-bed arrangement.

This definition is intended to also permit daytime occupation of a shelter, much as a hotel is providing temporary overnight accommodation but also permits daytime use.

Conditional Use Standards specific to Emergency Shelters

Emergency Shelters are listed as a conditional use in the following zoning districts:

- Downtown Business B-3;
- Commercial Corridor B-4;
- Urban Commercial B5, excluding B-5b;
- Low Impact Industrial IL;
- Low Impact Industrial ILb;
- Moderate Impact Industrial IM; and
- High Impact Industrial IH.

While emergency shelters are proposed in the various commercial and industrial zones, the entire zones are not open to this use based upon meeting the criteria of the conditional use standards, which requires the use to be within ¼ mile of a METRO Line or within ½ mile of METRO line if adequate indoor space for day time shelter use as well as strategies to help residents utilize transit.

A. Conditional Use Standards

The conditional use standards for emergency shelters allow emergency shelters to be reviewed by the Zoning Board of Appeals (ZBA) unless the proposal triggers a Level III site plan review and then the Planning Board would be substituted for the ZBA. The standards are designed to provide a safe sleeping environment for homeless individuals and to offer a broader range of services and facilities to serve the daily needs of clients. The standards address the following:

4. Emergency shelters, subject to the following conditions, in addition to the provisions of section 14-474. Notwithstanding section 14-474(a) or any other provision of this Code, the Planning Board shall be substituted for the Board of Appeals as the reviewing authority for any shelter also subject to Level III site plan review:
 - a. The facility shall provide adequate space for conducting security searches and other assessments;
 - b. The facility shall be designed with a centralized shelter operations office on each level providing sight lines to sleeping areas;
 - c. A Management Plan adequately outlining the following areas shall be provided: Management responsibilities; Process for resolving neighborhood concerns; Staffing; Access restrictions; On-site surveillance; Safety measures; Controls for resident behavior and noise levels; and Monitoring Reports.

1. Adequate access to and from METRO service shall be provided. The facility shall be within a ¼ mile of a METRO line, or shall be within ½ mile of a METRO line and provide adequate indoor space to permit all shelter guests day shelter, as well as implement strategies to help residents utilize transit;
 2. The facility shall provide on-site services to support residents, such as case management, life skills training, counseling, employment and educational services, or other programs.
- d. Suitable laundry, kitchen, pantry, bicycle storage, and secure storage facilities for shelter stayers shall be provided on-site;
 - e. An outdoor area for guest use shall be provided on-site with adequate screening to protect privacy of guests.

B. Proposed Amendments

The proposed amendments would be based on the same principles as the current language, but expand the permitted zones under certain additional conditions. Specifically, the proposed amendments would cap the number of beds permitted in emergency shelters in these additional zones. The specific caps are as follows:

Zone	Maximum Number of Beds
R-1, R-2, R-3, R-4 ,R-5, R-5a, R-6, R-6a, R-7, B-1, B-1b	20
B-2, B-2b, B-2c, B-6, B-7, IS-FBC	40
All other zones where permitted	No maximum

These caps are based on the built environment in these various zones and what scale of building and use would be appropriate for each.

In addition, the proposed amendments make the Planning Board the reviewing authority for all conditional uses for emergency shelters. They also authorize design standards for emergency shelters. These standards already exist but can only be applied to site plan review projects. These smaller shelters may not trigger site plan but should still have design standards applied to them to make sure they fit their context.

IV. POLICY DISCUSSION

A. Comprehensive Plan

The Comprehensive Plan calls for the City to be equitable, sustainable, dynamic, secure, authentic and connected. The vision statements under equitable call for the following:

- We will remain an open and inclusive City, celebrating diversity and providing a welcoming and safe place for residents and visitors alike.
- We will be a state and national leader in achieving a more equitable city.
- The benefits and costs of our City will be born fairly across the entire City.

- Our government will continue to be transparent and its policies fair and uniformly enforced.
- We will incorporate the needs of all of our residents in planning for our future.

The secure vision also states:

- We will use compassion in our decision making and in our approach to public safety.
- We will be committed to accessible housing and healthy food for all our residents.

Relevant local goals found under the Housing Policy Guide call the City to “Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capability of all households.”

The Facilities and Services policy guide call for the City to “Provide public safety, emergency response, and emergency management facilities and services that can effectively meet the needs of all residents.” Pertinent strategies within that section include:

- Explore efficient ways of delivering services to the homeless by investigating a wide variety of services models, evaluating the local potential of these models, and developing plans for implementation.
- Align the City’s land use code with City Council policy direction on shelter placement, shelter models, and facility requirements.
- Continue to embrace innovation and best practices towards eliminating homelessness.

B. Discussion

Staff recommends, and the Health and Human Services Committee supports, allowing the use in those additional zones to provide an additional option for smaller emergency shelters. The conditional use standards and design standards will to guide the establishment of shelters that are well managed and offer the counseling and services needed to eliminate homelessness in Portland.

V. PROPOSED MOTION

On the basis of the material provided in this report, public testimony, a review of applicable policies, and other information, the Planning Board finds that the proposed text amendments to the conditional use as presented in Attachment B of this report **[are or are not]** consistent with the Comprehensive Plan and **[recommends or does not recommend]** adoption of the proposed amendment to the City Council.

Applicant’s Submission

Att A HHS Committee material

Att B Proposed Amendments



Jeff Levine, AICP
Director, Planning & Urban Development Department

Memorandum

To: HHS Committee
From: Jeff Levine, Director
Date: August 18, 2017
Re: Small Shelters in Residential/Other Zones

We have been asked to look at expanding the new emergency shelter zoning language to permit smaller shelters in residential zones. Based on your feedback at your July meeting, and additional staff analysis, I offer the attached revised proposal for your consideration.

This revised ordinance is very similar to the one you saw in July. However, we have made the following changes:

- We have reduced the categories of shelter sizes from four to three. The first category is residential zones and smaller scale business zones. The second is most business and mixed-use zones. The third is the existing set of zones that permit emergency shelters;
- We have set the maximum beds per facility for each category, at 20, 40 and unlimited;
- We have clarified that design standards for emergency shelters will apply even for shelters that do not undergo site plan review.

In addition to the draft ordinance, I have attached the existing design standards. They will likely need some updating as part of this process. The Planning Board would consider updates to these standards. Also attached is a map showing the three categories of zones to your meeting.

[TO BE ADDED TO EACH ZONE WHERE SHELTERS WILL BE PERMITTED]

Sec. 14-xxx.1. Conditional uses.

The following use shall be permitted only upon the issuance of a conditional use permit, subject to the provisions of section 14-474 (conditional uses), and any special provisions, standards or requirements specified below:

(xx) xx. Emergency shelters, subject to the following conditions, in addition to the provisions of section 14-474 and the use specific standards of Section 14-474 (c) 3.

[TO BE ADDED TO THE NEW CONDITIONAL USE STANDARDS]

Sec. 14-474. Conditional uses.

...

3. *Use Specific Standards.* The following additional standards of review apply to the specific uses.

a. Emergency shelters are subject to the following conditions, in addition to the provisions of section 14-474 (c) 2. Notwithstanding section 14-474(a) or any other provision of this Code, the Planning Board shall be substituted for the Board of Appeals as the reviewing authority for any shelter ~~also subject to Level III site plan review:~~

1. The facility shall provide adequate space for conducting security searches and other assessments;
2. The facility shall be designed with a centralized shelter operations office on each level providing sight lines to sleeping areas;
3. A Management Plan adequately outlining the following areas shall be provided: Management responsibilities; Process for resolving neighborhood concerns; Staffing; Access restrictions; On-site surveillance; Safety measures; Controls for resident behavior and noise levels; and Monitoring Reports.

- i. Adequate access to and from METRO service shall be provided. The facility shall be within a ¼ mile of a METRO line, or shall be within ½ mile of a METRO line and provide adequate indoor space to permit all shelter guests day shelter, as well as implement strategies to help residents utilize transit;
 - ii. The facility shall provide on-site services to support residents, such as case management, life skills training, counseling, employment and educational services, housing assistance, or other programs;
4. Suitable laundry, kitchen, pantry, bicycle storage, and secure storage facilities for shelter stayers shall be provided on-site; and
 5. An outdoor area for guest use shall be provided on-site with adequate screening to protect privacy of guests.
 6. Design guidelines for emergency shelters may be adopted by the Planning Board. At a minimum, emergency shelters shall be sited to provide privacy for any abutting residential properties through screening, location of windows, siting of outdoor areas, and comparable factors.
 7. The number of beds permitted in an emergency shelter shall be limited as follows:

<u>Zone</u>	<u>Maximum Number of Beds</u>
<u>R-1, R-2, R-3, R-4 ,R-5, R-5a, R-6, R-6a, R-7, B-1, B-1b</u>	<u>20</u>
<u>B-2, B-2b, B-2c, B-6, B-7, IS-FBC</u>	<u>40</u>
<u>All other zones where permitted</u>	<u>No maximum</u>

City of Portland Design Manual



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

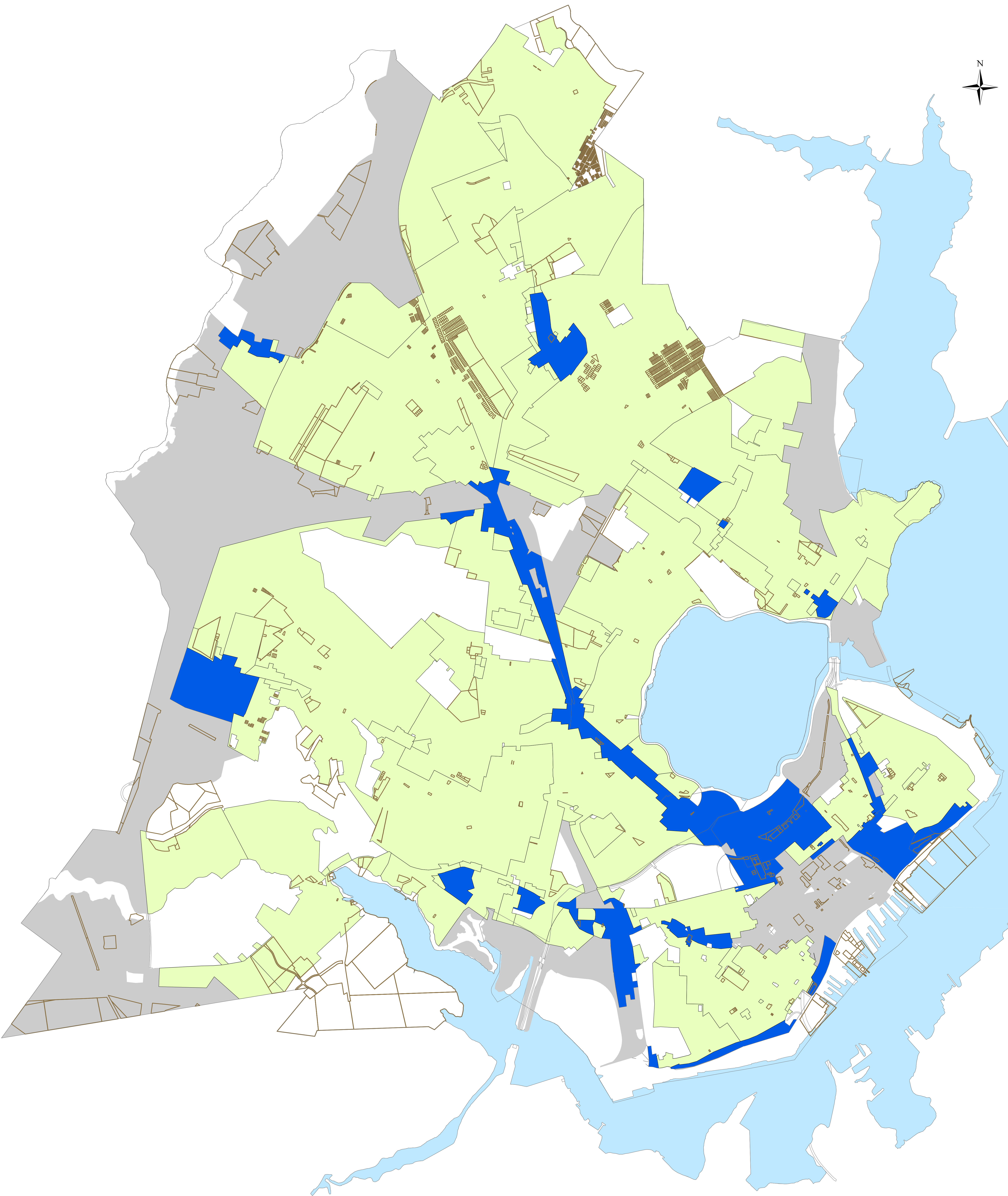
(1) **STANDARDS.** Two-family, special needs independent living units, multiple-family, lodging houses, bed and breakfasts, and emergency shelters shall meet the following standards:

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

streetscape elements;

3. Open space on the site for all two-family, special needs independent living unit, bed and breakfast and multiple-family development shall be integrated into the development site. Such open space in a special needs independent living unit or a multiple-family development shall be designed to complement and enhance the building form and development proposed on the site. Open space functions may include but are not limited to buffers and screening from streets and neighboring properties, yard space for residents, play areas, and planting strips along the perimeter of proposed buildings;
4. The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas;
5. The scale and surface area of parking, driveways and paved areas are arranged and landscaped to properly screen vehicles from adjacent properties and streets;
6. Two-family or multiple-family dwellings shall not be converted to lodging houses unless all units in the building have been vacant for at least one (1) year prior to the date conversion is sought or unless the individual multiple-family units are less than one thousand (1,000) square feet in size. In no event shall any single-family dwelling in the R-5 or R-6 zone be converted in whole or in part to a lodging house.

Potential Emergency Shelter Areas



- Legend**
- City Owned Land no ROS
 - Tier 1 - Max 20 beds (Residential zones, B-1, B-1b, RP)
 - Tier 2 - Max. 40 beds (B-2, B-2b, B-2c, B-5b, B-6, B-7, IS-FBC)
 - Tier 3 - No max. beds (Areas Currently Permitting Emergency Shelters)

0 0.25 0.5 1 1.5 2 Miles

For planning purposes only
Draft: August 18, 2017

[TO BE ADDED TO EACH ZONE WHERE SHELTERS WILL BE PERMITTED]

Sec. 14-xxx.1. Conditional uses.

The following use shall be permitted only upon the issuance of a conditional use permit, subject to the provisions of section 14-474 (conditional uses), and any special provisions, standards or requirements specified below:

(xx) xx. Emergency shelters, subject to the following conditions, in addition to the provisions of section 14-474 and the use specific standards of Section 14-474 (c) 3.

[TO BE ADDED TO THE NEW CONDITIONAL USE STANDARDS]

Sec. 14-474. Conditional uses.

...

3. *Use Specific Standards.* The following additional standards of review apply to the specific uses.

a. Emergency shelters are subject to the following conditions, in addition to the provisions of section 14-474 (c) 2. Notwithstanding section 14-474(a) or any other provision of this Code, the Planning Board shall be substituted for the Board of Appeals as the reviewing authority for any shelter ~~also subject to Level III site plan review:~~

1. The facility shall provide adequate space for conducting security searches and other assessments;
2. The facility shall be designed with a centralized shelter operations office on each level providing sight lines to sleeping areas;
3. A Management Plan adequately outlining the following areas shall be provided: Management responsibilities; Process for resolving neighborhood concerns; Staffing; Access restrictions; On-site surveillance; Safety measures; Controls for resident behavior and noise levels; and Monitoring Reports.

- i. Adequate access to and from METRO service shall be provided. The facility shall be within a ¼ mile of a METRO line, or shall be within ½ mile of a METRO line and provide adequate indoor space to permit all shelter guests day shelter, as well as implement strategies to help residents utilize transit;
 - ii. The facility shall provide on-site services to support residents, such as case management, life skills training, counseling, employment and educational services, housing assistance, or other programs;
4. Suitable laundry, kitchen, pantry, bicycle storage, and secure storage facilities for shelter stayers shall be provided on-site; and
 5. An outdoor area for guest use shall be provided on-site with adequate screening to protect privacy of guests.
 6. Design guidelines for emergency shelters may be adopted by the Planning Board. At a minimum, emergency shelters shall be sited to provide privacy for any abutting residential properties through screening, location of windows, siting of outdoor areas, and comparable factors.
 7. The number of beds permitted in an emergency shelter shall be limited as follows:

<u>Zone</u>	<u>Maximum Number of Beds</u>
<u>R-1, R-2, R-3, R-4 ,R-5, R-5a, R-6, R-6a, R-7, B-1, B-1b</u>	<u>20</u>
<u>B-2, B-2b, B-2c, B-6, B-7, IS-FBC</u>	<u>40</u>
<u>All other zones where permitted</u>	<u>No maximum</u>



383 Commercial Street
Master Development Plan
Development Review Application
Portland, Maine

Planning and Urban Development Department
 Planning Division

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

Purpose of a Master Development Plan:

- The purpose of a Master Development Plan is to provide for a mix of land uses at designated locations to achieve a land development responsive to the assets of a site. A Master Development Plan is a well-integrated development in terms of land uses, functional activities, and major design elements such as buildings, roads, utilities, drainage systems and open space. The Master Development Plan is deemed appropriate to large scale mixed use projects that are intended to be developed in phases. The Master Development Plan shall be reviewed by the Planning Board and may be reviewed independently or concurrently with review of a Level III site plan application for a phased development.

A Master Development Plan is applicable as follows:

- A Master Development Plan is applicable for a site with one acre or larger in cumulative lot area that is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements proposed to be built in phases.
- The Master Development Plan option shall not apply in residential zones, except for institutional uses.

Planning Board Decision:

- A Master Development Plan approval shall not be construed as final authorization of the development. An 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 Master Development approval remains valid (6 years from date of approval), including permissible extensions if granted (two 2-year extensions may be granted based upon criteria). All Level III site plans for each phase shall be in general conformance with the Master Development Plan.

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

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

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

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

Planning Division

Fourth Floor, City Hall

389 Congress Street

(207) 874-8719

planning@portlandmaine.gov

Office Hours

Monday thru Friday

8:00 a.m. – 4:30 p.m.

PROJECT NAME:383 Commercial Street**PROPOSED DEVELOPMENT ADDRESS:**383 Commercial Street**PROJECT DESCRIPTION:**Mixed Use Retail (27,747SF) and Residential
Condominiums (284 units) and Structured Parking**CHART/BLOCK/LOT:** 42/A/1**PRELIMINARY PLAN**

(date)

FINAL PLAN

(date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: <u>Deering Property Development LLC</u> Business Name, if applicable: Address: <u>2730 Transit Road</u> City/State: <u>West Seneca NY</u> Zip Code: <u>14224</u>	Applicant Contact Information Work #: Home #: Cell #: <u>413.244.9092</u> Fax#: e-mail: <u>joe.dasco@comcast.net</u>
Owner – (if different from Applicant) Name: <u>Milliken Smith Block LLC</u> Address: City/State: Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: <u>Sebago Technics / Will Conway</u> Address: <u>75 John Roberts Road</u> City/State: <u>So. Portland ME</u> Zip Code: <u>04106</u>	Agent/Representative Contact information Work #: <u>207.280.2055</u> Home #: Cell #: Fax#: e-mail: <u>wconway@sebago technics.com</u>
Billing Information Name: <u>Sebago Technics Inc</u> Address: City/State: Zip Code:	Billing Information Work #: Home #: Cell #: Fax#: e-mail:

Engineer Name: <u>Serago Technics Inc.</u> Address: City/State : Zip Code:	Engineer Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Surveyor Name: <u>Owen Haskell, Inc.</u> Address: City/State : Zip Code:	Surveyor Contact Information Home #: Work #: Cell #: Fax#: e-mail:
Architect Name: <u>Archetype PA/ David Lloyd</u> Address: <u>48 Union Street</u> City/State : <u>Portland ME</u> Zip Code: <u>04101</u>	Architect Contact Information Work #: <u>207. 772. 6022</u> Home #: Cell #: Fax#: e-mail: <u>lloyd @ archetypepa . com</u>
Attorney Name: <u>—</u> Address: City/State : Zip Code:	Attorney Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Designated person/person(s) for uploading to e-Plan: Name: <u>WILLIAM CONWAY</u> e-mail: <u>wconway @ serago technics . com</u> Name: e-mail: Name: e-mail:	

APPLICATION FEES:

Master Development Plan (check applicable reviews) ☒ Application Fee (\$1,000.00)	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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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the application only to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
2. An invoice for the application fee will be e-mailed to you. Payments can be made on-line at [Pay Your Invoice](#), by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
3. The designated person responsible for uploading documents and drawings will receive an email from epian@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

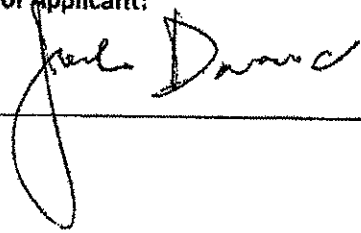
5. When ready, upload your files and documents into the following folders:
"Application Submittal – Drawings"
"Application Submittal – Documents"
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. 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 Master Development Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 1/9/17
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V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

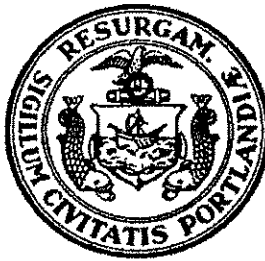
TOTAL AREA OF SITE	2.38	Ac	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	2.58	Ac	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.			
IMPERVIOUS SURFACE AREA			
Impervious Area (Total Existing)	2,43		sq. ft.
Impervious Area (Total Proposed)	2,38		sq. ft.
Building Ground Floor Area and Total Floor			
Building Footprint (Total Existing)	2950		sq. ft.
Building Footprint (Total Proposed)	87,663		sq. ft.
Building Floor Area (Total Existing)			sq. ft.
Building Floor Area (Total Proposed)	469,153		sq. ft.
ZONING			
Existing	B5b		
Proposed, if applicable	B5b		
LAND USE			
Existing			
Proposed	LUMBER RETAIL HOTEL, RETAIL, RESIDENTIAL		
RESIDENTIAL, IF APPLICABLE			
# of Residential Units (Total Existing)	0		
# of Residential Units (Total Proposed)	203		
# of Lots (Total Proposed)	4 - Phase 1A, 1B, 2, 3		
# of Affordable Housing Units (Total Proposed)	TBD		
PROPOSED BEDROOM MIX			
# of Efficiency Units (Total Proposed)	27		
# of One-Bedroom Units (Total Proposed)	94		
# of Two-Bedroom Units (Total Proposed)	73		
# of Three-Bedroom Units (Total Proposed)	9		
PARKING SPACES			
# of Parking Spaces (Total Existing)			
# of Parking Spaces (Total Proposed)	313		
# of Handicapped Spaces (Total Proposed)	13		
BICYCLE PARKING SPACES			
# of Bicycle Spaces (Total Existing)	0		
# of Bicycle Spaces (Total Proposed)	105		
ESTIMATED COST OF THE PROJECT			
	\$	TBD	

MASTER DEVELOPMENT PLAN SUBMISSIONS			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST Sec. 14-527 (c) and (e)
✓		1	Completed Application form
✓		1	Application fees
✓		1	Written description of project
✓		1	A written statement and/or plan as to the general impact of the proposed Master Development plan upon the area, relationship to surrounding properties, and measures to create appropriate transitions and access to abutting public properties and neighboring tracts.
✓		1	Evidence of right, title and interest
✓		1	Evidence of state and/or federal approvals, if applicable
✓		1	Written assessment of proposed project's compliance with applicable zoning requirements
✓		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
✓		1	Written requests for waivers from site plan or technical standards, if applicable
✓		1	Evidence of financial and technical capacity
✓		1	General statements concerning storm water management techniques.
✓		1	Traffic Analysis and recommendations prepared by a registered professional engineer, including current traffic counts, existing street capacity, traffic generation projections, and ability to absorb the increased traffic. If Traffic Movement Permit applies, the TMP submissions and review supersede. (Section 14-527 (e) xii)
✓		1	Utilities analysis and recommendations prepared by registered professional engineer. (see utility plan below) Analysis shall assess capacity, identify deficiencies and recommend improvements, including timing, funding mechanisms and coordination with City (14-527 (e) xiii)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST Sec. 14-527 (c) and (e)
✓		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
✓		1	Master Development Plan Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase) – scale not less than 1 inch equaling 50 feet
✓			Neighborhood context map, at a scale not less than 1 inch 100 feet
✓			Approximate boundary lines of existing and proposed lots with areas and dimensions
✓			Plan show north arrow, date, scale, legend, title Master Development Concept Site Plan, followed by project name, applicant, engineer, designer, and/or agents
✓			For residential areas, proposed density, lot configuration, circulation and plot plan
✓			Analysis of natural features of the site, including natural waterways, wetlands, floodplains, topography, soil conditions and other natural features
✓			Analysis of designated view corridors, historic resources, and archeological resources associated with the site
✓			Existing/proposed buildings and other significant structures, building groupings, exterior building elevations and entrances, parking areas and other significant physical features of the site

✓		Context drawings, perspective renderings, photographic montages, or computer generated graphics depicting the proposed development within the surrounding building and environmental context
✓		Building elevation drawings shall include:
✓		• Illustration of all sides of the structures
✓		• Views of major entries or prominent building features
✓		• Illustration of building articulation and elements
✓		• Building finish composition
✓		• Pedestrian and streetscape elements of the Master Development Plan
		Digital 3-D model tied to specific location that is submitted as a KML, KMZ, DXF or DWG file on a CD or DVD or such format as approved by the Planning Authority (Sec. 14527 (e)2)
✓		Major circulation patterns surrounding and serving the site, existing and proposed street lines, ways, easement and public areas within or next to the site
✓		Major landscaping elements, features, open space, and plans for preservation of natural features
		Analysis of the public safety services needed to support the Master Development Plan
✓		Analysis of the anticipated impacts on the public school system to support the Master Development Plan
✓		Generalized drainage plan for the site, drainage ways, flows, points of outfall and indicating impacts of development on affected drainage basins. Contour information at not less than 2 ft. intervals and document run-off characteristics
✓		Inventory of existing utilities (storm water, sanitary, electrical, fire alarm boxes & lines, gas, water, lighting, curb and gutter and etc.) illustrating locations, sizes, diameters carrying capacity and present load

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: 10/10/17

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

Site Address: 323 Commercial Street
Chart Block Lot Number: 42/A/1
Proposed Use: HOTEL/RETAIL/RESIDENTIAL
Previous Use: _____
Existing Sanitary Flows: TBD GPD
Existing Process Flows: 0 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
Commercial Street

Site Category	Commercial (see part 4 below)	☒
	Industrial (complete part 5 below)	☐
	Governmental	☐
	Residential	☒
	Other (specify) <u>HOTEL</u>	☒

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

2. Please, Submit Contact Information.

City Planner's Name: Jean Fraser Phone: _____
Owner/Developer Name: Deering Property Development LLC
Owner/Developer Address: 2730 Trans. Road West Seneca NY
Phone: 413.244.9092 Fax: _____ E-mail: joedascio@comcast.net
Engineering Consultant Name: Seligo Technics / Will Conway
Engineering Consultant Address: 75 John Roberts Rd So Portland ME
Phone: 200.2055 Fax: _____ E-mail: wconway@seligotechnics.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: 33,750 GPD
Peaking Factor/ Peak Times: _____
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) _____

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.

Restaurant - 100 seats @ 30 gpd = 3000 + 10 employees @ 12 gpd = 120 ; TOTAL 3120 GPD
Retail - 45 employees @ 12 gpd = 540 GPD
Efficiency /
1 BR Units - 121 @ 120 gpd = 14,520 GPD
2 BR Units - 73 @ 180 gpd = 13,140 GPD
3 BR Units - 9 @ 270 gpd = 2,430 GPD
TOTAL = 33,750 GPD

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values:

TBD

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.

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSION S-7 PROJECT PHASING PLAN

THE PROJECT IS PROPOSED TO BE CONSTRUCTED IN THREE PHASES, AS DEPICTED ON PLANS SUBMITTED BY ARCHETYPE. PHASE 1 IS PROPOSED AS A HOTEL, AND PHASE 2 IS RETAIL/ RESIDENTIAL. THEY WILL BE BUILT AT THE SAME TIME, HOWEVER, EACH WILL HAVE ITS OWN OWNERSHIP ENTITY.

IN PHASE 1 AND 2, ALL EXISTING BUILDINGS WILL BE REMOVED, EXCEPT FOR THE TWO STORY LUMBER OFFICE, WHICH WILL REMAIN AND BE USED AS A CONSTRUCTION OFFICE .

(47) TEMPORARY SURFACE PARKING SPACES ARE PROPOSED, SET BACK FROM THE COMMERCIAL STREET EDGE AND BUFFERED FROM THE STREET WITH LAWN AREA, TREES AND SHRUBS . THIS PROPOSAL IS BASED UPON AN INEFFICIENT GARAGE LAYOUT, AS ALL OF THE ACCESS TO THE FULL BUILD – OUT GARAGE OCCURS IN PHASE 1.

MUCH OF THE YORK STREET SIDEWALK WILL REMAIN, WITH PORTIONS OF IT RECONSTRUCTED TO A WIDTH OF 8 FEET AND FOR ENTRANCES TO THE MIDBLOCK PERMEABILITY PLAZA AND THE LEVEL 2 GARAGE. MAPLE STREET SIDEWALKS WILL BE COMPLETELY RECONSTRUCTED. THE COMMERCIAL STREET SIDEWALK WILL BE RECONSTRUCTED – THE EXTENT COINCIDES WITH THE WIDTH OF THE PHASE 1 AND 2 BUILDING.

IN PHASE 3, THE BUILDOUT OF THE STRUCTURE WILL BE COMPLETED. THE YORK STREET, COMMERCIAL STREET AND HIGH STREET SIDEWALKS WILL ALSO BE COMPLETED IN THIS PHASE. ALSO IN PHASE 3, IT IS ANTICIPATED THAT THE MORATORIUM IN COMMERCIAL STREET WILL BE LIFTED; THE CURB BUMPOUT AT MAPLE STREET AND THE SERVICE AREA AT COMMERCIAL STREET WILL BE BUILT AT THIS TIME.

REVISED LAYOUT 383 COMMERCIAL - DESCRIPTION

On Oct 9, 2017, at 11:42 AM, David Lloyd <lloyd@archetypepa.com> wrote:

Our new revised architectural submission is a direct result of critiques developed through interaction with the planning board and the planning staff. Please note the following:

1 Along Commercial street the architecture is still a reflection of the architecture to the east running up commercial all the way to Franklin Street . A strong unity of building wall that is a distinctive Portland Maine architecture . While in full respect of this architecture we have moved in a more contemporary version of this archetype . The hotel on the corner of Commercial and Maple has been redesigned bringing the hotel entry lobby down to street grade . Thus creating a more dynamic interaction with the street and building activity . We have also introduced glass facades in the east and west corners . Creating a two story lobby space and more views to the south .

2 West of the hotel we have developed the new entry off Commercial street . This passage way allows for pedestrians, cars and trucks to enter the site . This passage way extends to York street giving full access for pedestrians from York to Commercial . As we turn into the site the architecture becomes more contemporary and light in color . The passage way is also highlighted by an overhead bridge , allowing residents of the residential building to gain access to activities in the hotel . There are also seating areas allowing people to sit and watch the street scene .

3 Going west from the hotel we have incorporated setbacks on the building . Thus giving a more dynamic architecture and also more units with southern light and views . The actual volume remains the same but the first cornice line on Commercial street is lowered by one story and the cornice on York is raised one story.

4 Going west from the new entry , we have incorporated another courtyard directly off the sidewalk . Both these courtyards offer a unique urban space offering views to the sidewalk , a quiet urban space that can be used to sit , interact or dine .

5 The base of the building has been changed from precast to brick . Still with an established base typical of Commercial street. This change is more reflective of the modern architecture we wish to incorporate . The brick material will be an elongated brick 16 inches Vs a standard 8 inch and brown in color offering a more distinctive subtle change from the more typical old port blend . The base is also evolved into a two story element. A reflection of the architecture of the former Porteous warehoused building to the east .

6 Continuing west to the last phase of the project we have incorporated a metal clad building between two brick faced buildings .

7 Solid to void proportions have been adjusted , giving the fenestration a more vertical expressive design .

8 Building elevations along York Street have been increased in height by one story , due to the stepping of the roofline

9 Residential entries are now located on both Commercial and York , giving stronger relationships to each street and better access for those living there .

In summation We believe that the buildings are moving in a very positive direction offering a more dynamic architecture , a more connected urban fabric and still maintaining a strong authentic Portland architecture.

David Lloyd, Architect

Archetype PA | 48 Union Wharf | Portland, Maine 04101 | tel. [207.772.6022](tel:207.772.6022) | cell. [207.831.8627](tel:207.831.8627)

lloyd@archetypepa.com

www.archetype-architects.com

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSION S- 8 OFF STREET PARKING SUMMARY

REQUIRED - PHASE 1:

- Hotel – 139 Rooms @ 1 space / 4 rooms = 35 spaces
- Restaurant – 2352 sf dining area @ 1 space / 150 sf = 16 spaces
- Total Required Phase 1 : 35+16 = 51 spaces

REQUIRED – PHASE 2 :

- 51 spaces to accommodate Phase 1
- Retail A1 – 2840 sf – 2000 = 840sf x .75= 535.5 sf @ 1 space / 200sf = 3 spaces
- Retail A2 is 1379 sf and is exempt
- Retail A3 – 3338 sf – 2000 = 1338 sf x .75 = 1003.5 sf @ 1 space/ 200 sf = 5 spaces
- Condos – 111 units @ 1 space / unit = 111 spaces
- Total Required Phase 2 : 51 + 3 + 5 + 111 = 170 spaces

REQUIRED- PHASE 3 :

- 170 spaces to accommodate Phase 1 and 2
 - Retail B is 1841 sf and is exempt
 - Retail C2 is 1920 sf and is exempt
 - Retail C1 – 5598sf – 2000= 3598sf x .75= 2698.5sf @ 1 space / 200sf = 14 spaces
 - Retail 390 – 2087sf-2000sf= 87 sf x .75 = 65.25 sf @ 1 space / 200 sf = 1 space
 - Condos – 92 units@ 1 space / unit = 92 spaces
 - Total Required Phase 3 = 176+14+1+92= 277 spaces
-

PHASE 1 AND PHASE 2 WILL BE BUILT CONCURRENTLY :

REQUIRED – PHASE 1 AND PHASE 2 – 170 spaces

PROPOSED 212 spaces (Surplus of 42 spaces allocated to hotel)

165 spaces in garage

47 surface parking spaces

REQUIRED – PHASE 3 – 277 spaces

PROPOSED 308 spaces – all in garage (Surplus of 31 spaces allocated to hotel)

MASTER DEVELOPMENT PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION D – ZONING ASSESSMENT

THE PROJECT IS LOCATED WITHIN THE B5b ZONING DISTRICT , AND CONFORMS TO THE PURPOSE OF THE DISTRICT – TO REDEVELOP UNDERDEVELOPED LOTS WITH DENSER, MIXED USES THAT RELY ON SHARED INFRASTRUCTURE, INCLUDING SERVICE ALLEYS, PARKING LOTS, PUBLIC TRANSPORTATION FACILITIES, STORMWATER MANAGEMENT, AND DRIVEWAYS.

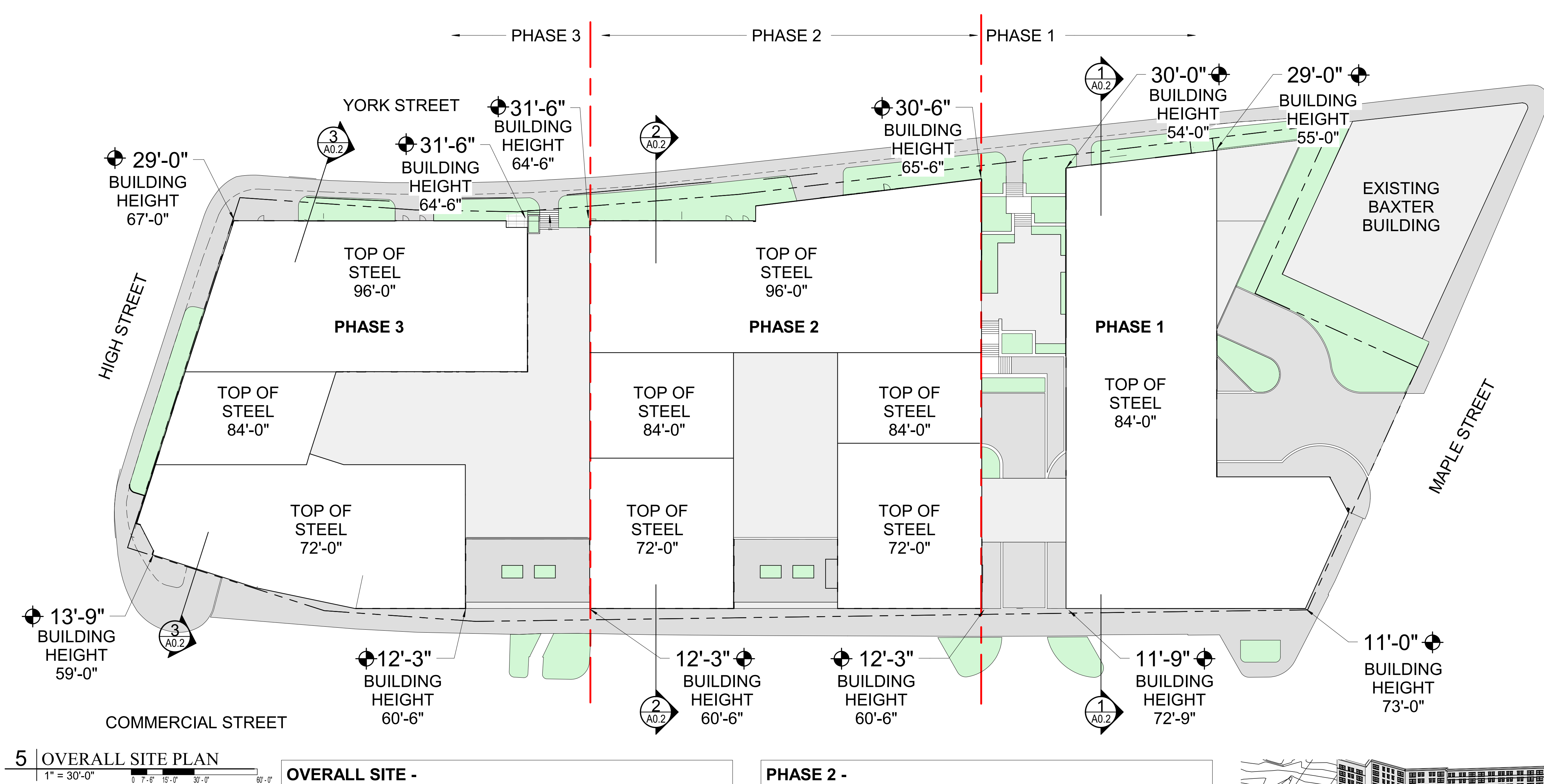
THE HOTEL, RETAIL, RESIDENTIAL , SURFACE PARKING AND PARKING GARAGE USES ARE ALL PERMITTED USES IN THE B5b DISTRICT.

IN THE B5b DISTRICT THERE ARE NO DIMENSIONAL REQUIREMENTS FOR LOT SIZE, STREET FRONTAGE, LOT COVERAGE NOR MINIMUM YARD SETBACKS. THE PROJECT CONFORMS TO THE REQUIREMENT OF A MAXIMUM FRONT YARD SETBACK OF 10 FEET.

THE PROJECT WILL CONFORM TO ALL OF THE PERFORMANCE STANDARDS IN THE B5b DISTRICT, AS STIPULATED IN ZONING SECTION 14 - 230.5. THE AVERAGE HEIGHT OF THE BUILDING WILL BE LESS THAN 65 FEET, AVERAGED AS SHOWN ON DRAWINGS BY ARCHETYPE.

ARCHETYPE HAS DESIGNED A BUILDING THAT COMPLIMENTS THE COMMERCIAL STREET CORRIDOR AND IS ENGAGED IN A REVIEW PROCESS WITH THE HP BOARD. TO MEET THE REQUIREMENT FOR MIDBLOCK PERMEABILITY A PUBLIC ACCESS WALKWAY WILL TRAVERSE THE SITE FROM YORK STREET TO COMMERCIAL STREET, LOCATED BETWEEN THE HOTEL AND RETAIL / RESIDENTIAL PHASE ONE BUILDING

WITH RESPECT TO OFF STREET PARKING , REFER TO WRITTEN SUBMISSION S-8. BICYCLE PARKING IS PROVIDED AT THE HOTEL, WITHIN THE GARAGE, AND AT THE COURTYARDS ON COMMERCIAL STREET.TWO OFF STREET LOADING AREAS ARE PROPOSED, ONE ON MAPLE STREET AND ONE AT COMMERCIAL STREET.



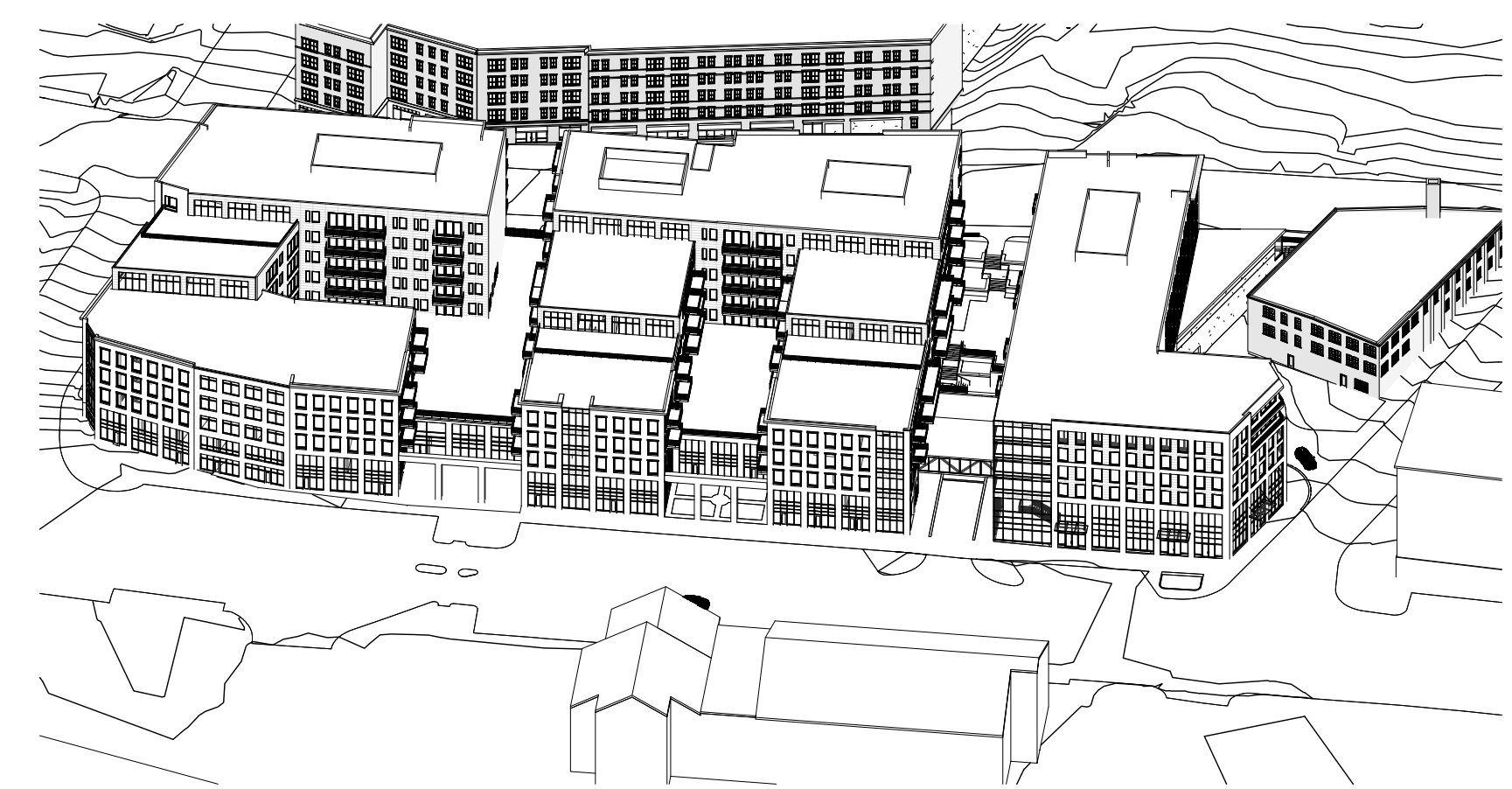
5 | OVERALL SITE PLAN
1" = 30'-0"

OVERALL SITE -
AVERAGE HEIGHT FROM GRADE = 63'-10"
 $67'-0" + 55'-0" + 73'-0" + 59'-0" = 254'-0" / 4 = 63'-6"$
AVERAGE GRADE
 $29'-0" + 29'-0" + 11'-0" + 13'-9" = 82.75 / 4 = 20.69'$

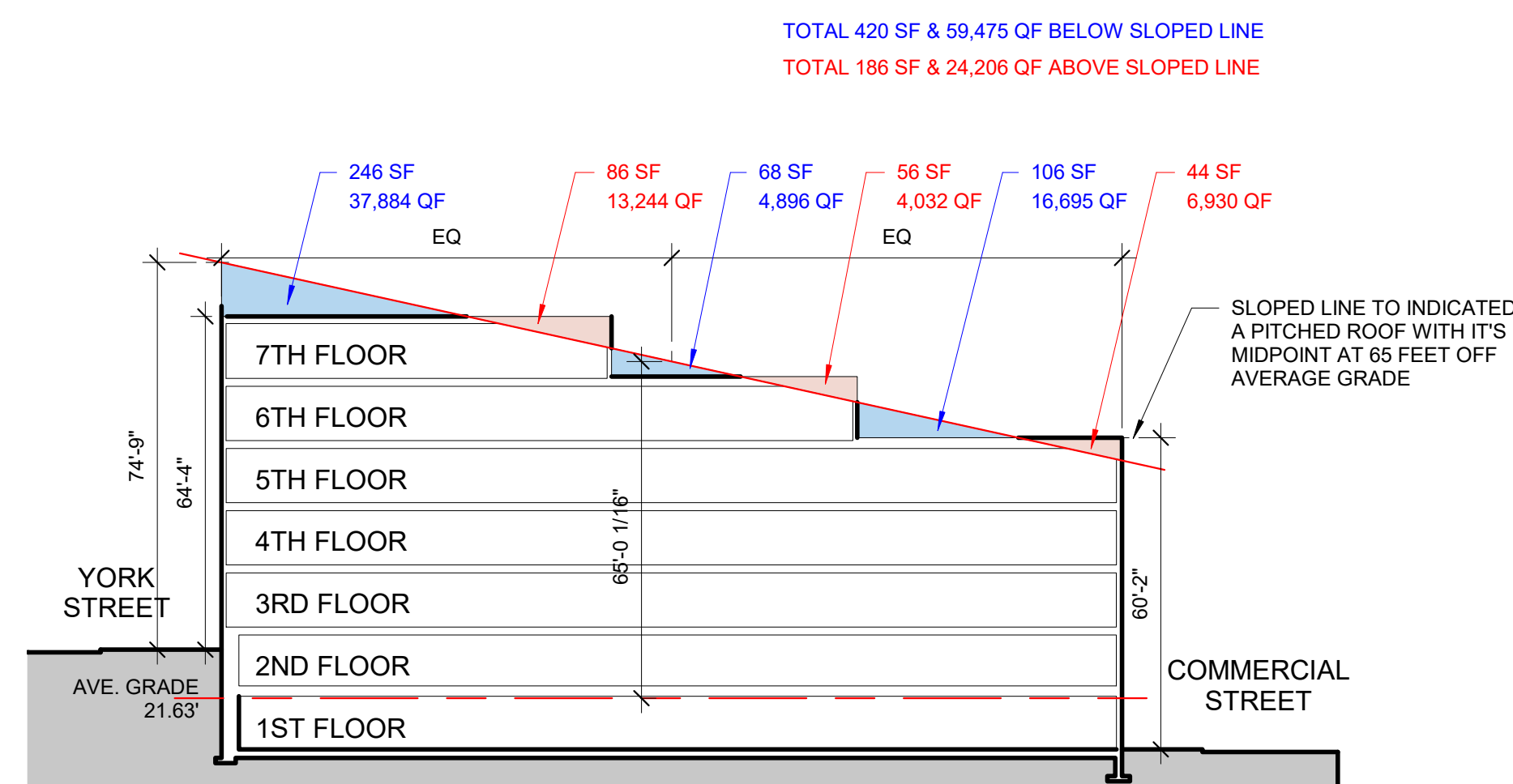
PHASE 1 -
AVERAGE BUILDING HEIGHT FROM GRADE = 64'-11"
 $73'-0" + 73'-0" + 57'-0" + 56'-9" = 259'-9" / 4 = 64'-11"$
AVERAGE GRADE
 $30'-0" + 29'-0" + 11'-9" + 11'-0" = 81.75' / 4 = 20.44'$

PHASE 2 -
AVERAGE BUILDING HEIGHT FROM GRADE = 62'-9"
 $59'-9" + 65'-6" + 65'-0" + 60'-0" = 250'-3" / 4 = 62'-9"$
AVERAGE GRADE
 $31'-6" + 30'-6" + 12'-3" + 12'-3" = 86.5 / 4 = 21.63'$

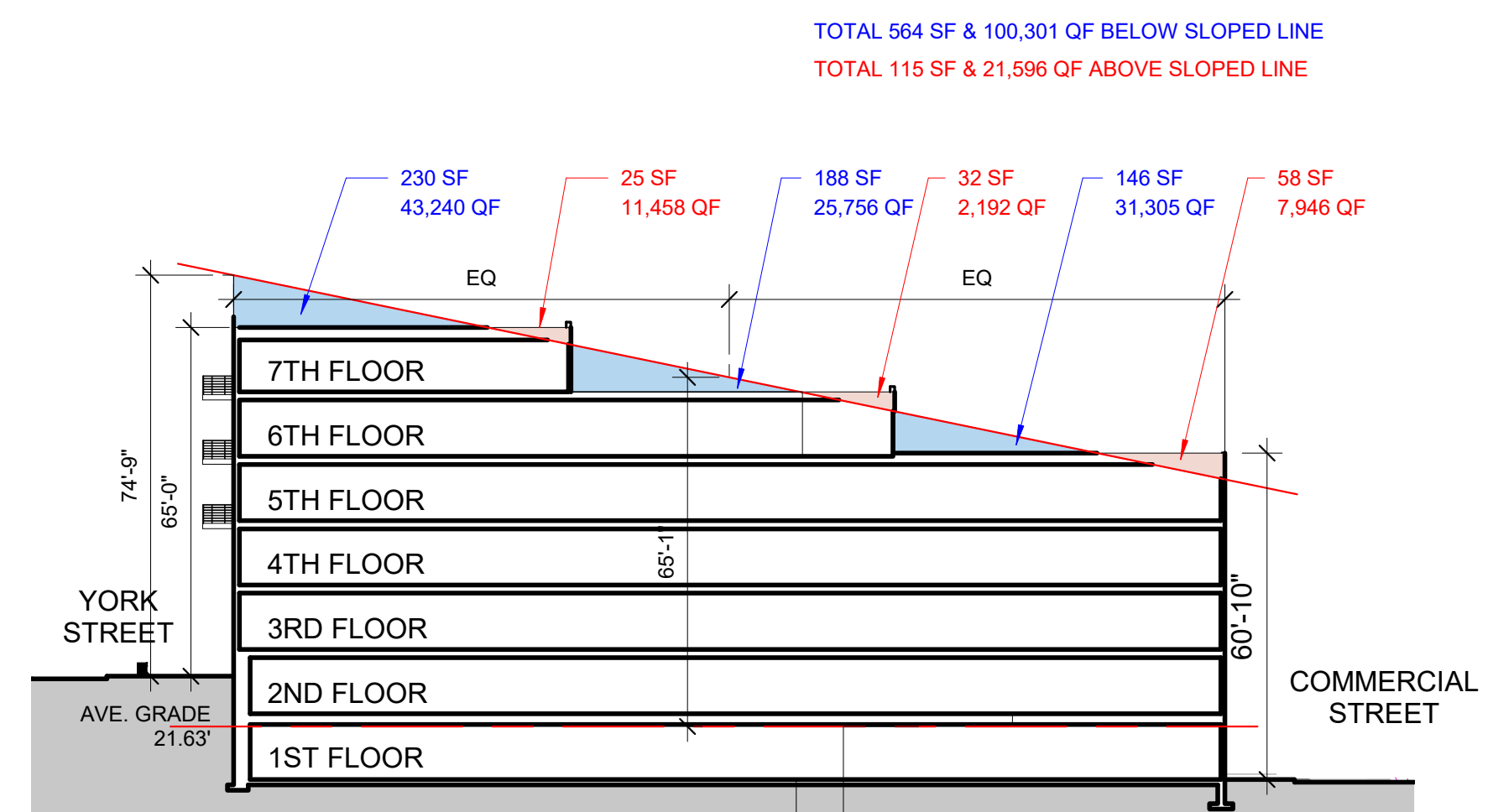
PHASE 3 -
AVERAGE BUILDING HEIGHT FROM GRADE = 62'-7 1/2"
 $58'-3" + 59'-9" + 65'-6" + 67'-0" = 250'-6" / 4 = 62'-7 1/2"$
AVERAGE GRADE
 $29'-0" + 31'-6" + 13'-9" + 12'-3" = 86.5 / 4 = 21.63'$



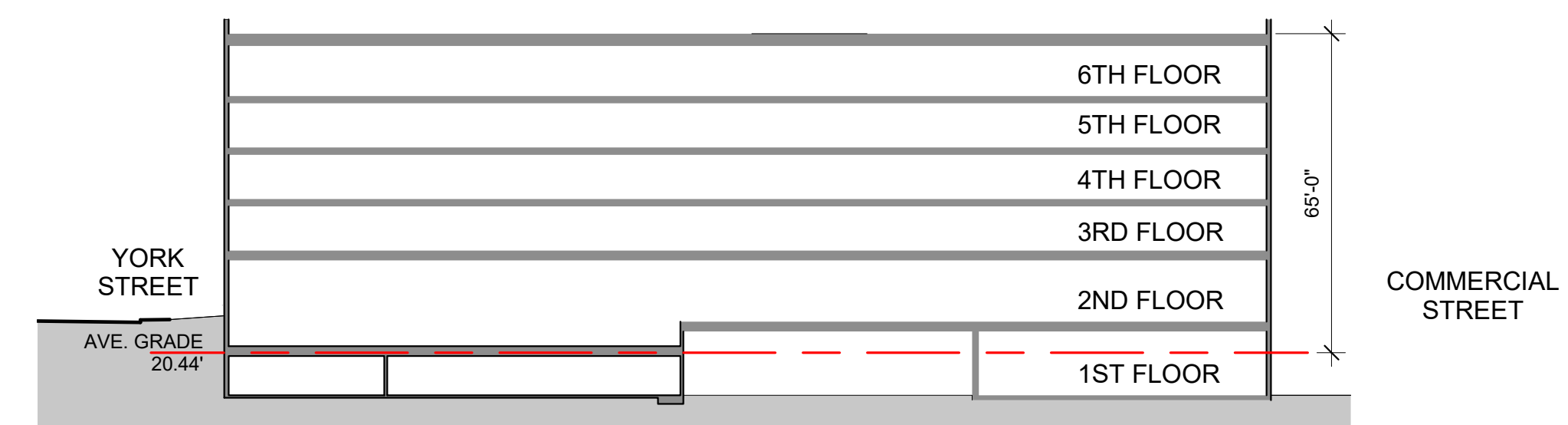
4 | AERIAL SITE VIEW



3 | SECTION - PHASE 3
1" = 30'-0"



2 | SECTION - PHASE 2
1" = 30'-0"



1 | SECTION - PHASE 1
1" = 30'-0"

Att. F
Att. G

Owner	
Prepared For:	
Consultant:	
Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
Project: 383 COMMERCIAL STREET Portland, Maine	
Revisions:	
Date: OCT. 17, 2017	Scale: 1" = 30'-0"
BUILDING HEIGHT CALCULATIONS	
A0.2	

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSION S-6 SERVICE AND LOADING AREAS

IN PHASE 1 AN UNLOADING AREA IS PROVIDED ACROSS FROM THE HOTEL LOBBY. TRUCKS WILL ENTER FROM COMMERCIAL STREET AND EXIT TO MAPLE STREET. THIS LOCATION IS CONVENIENT TO THE RETAIL SPACE , HOTEL AND RESIDENT LOBBIES AND TRASH ROOMS.

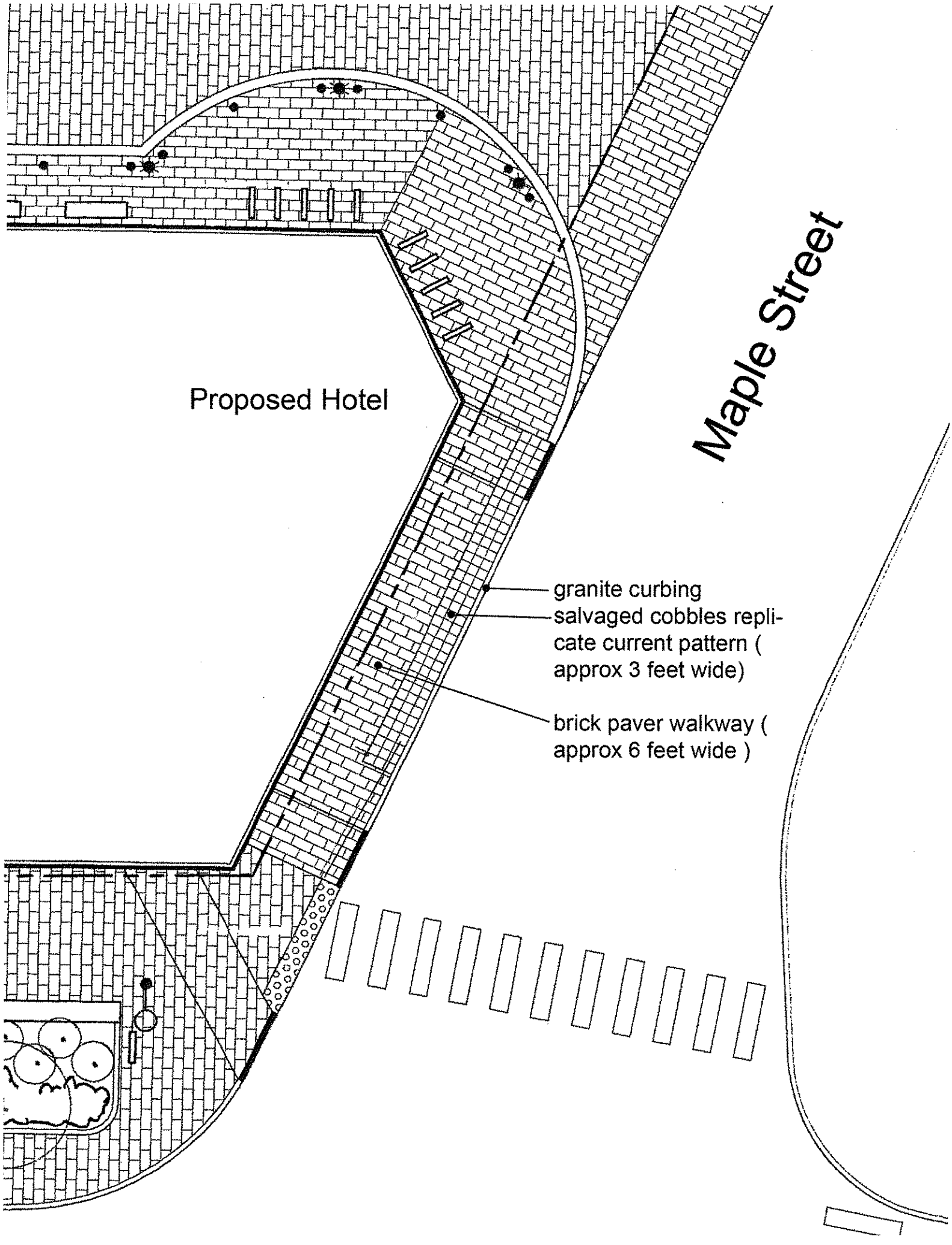
THE COMMERCIAL STREET SERVICE AREA, TO BE CONSTRUCTED IN PHASE 3, IS PROPOSED AS A DEDICATED UNLOADING ZONE / NO PARKING AREA. THIS LOCATION IS CONVENIENT TO THE PHASE 3 RETAIL AREA AND RESIDENT LOBBIES AND TRASH ROOMS.

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSION S – 4 HISTORIC COBBLES

THE MARCH 22, 2016 STAFF REPORT INCLUDES A PHOTOGRAPH AND STATEMENT THAT “ ON MAPLE STREET THERE ARE REMNANTS OF THE HISTORIC COBBLES IN THE SIDEWALK AND EXISTING CURB CUT, AND FURTHER DISCUSSION IS NEEDED AS TO WHETHER AND HOW THESE MAY BE PRESERVED.”

THE APPLICANT HAS CONSIDERED THIS REQUEST AND IS PROPOSING THAT THE APPLICANT’S SITE CONTRACTOR SALVAGE AND PRESERVE THE EXISTING COBBLES FOR RE – USE . BECAUSE THE EXCAVATION FOR THE HOTEL BUILDING FOOTINGS WILL DISTURB THE COBBLES, THEY CANNOT BE PRESERVED IN SITU.

AS NOTED ON THE ATTACHED SKETCH, THE CONTRACTOR WILL BE REQUIRED TO PHOTOGRAPH THE COBBLES PRIOR TO REMOVAL, AND TO REPLICATE THE CURRENT PATTERN WHEN INSTALLING THEM. THE COBBLES WILL BE PLACED ADJACENT TO THE GRANITE CURB AT A WIDTH OF APPROXIMATELY 3 FEET , LEAVING A WIDTH OF APPROXIMATELY 6 FEET FOR THE BRICK PAVER SIDEWALK ADJACENT TO THE HOTEL BUILDING.



Proposed Hotel

Maple Street

- granite curbing
- salvaged cobbles replicate current pattern (approx 3 feet wide)
- brick paver walkway (approx 6 feet wide)

Planning and Urban Development Department Planning Division



Subject: MDP and B-5 Design Review – 383 Commercial Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Thursday, October 19, 2017

The project at 383 Commercial Avenue was reviewed according to the *Master Development Plan Standards of Review* by Caitlin Cameron, Urban Designer, Jean Fraser, Planner, and Deb Andrews, Historic Preservation Program Manager. The project is also within 100' of a historic district and included an advisory design review by the Historic Preservation Board.

The proposed master plan for multi-family residential buildings is only reviewed according to the Master Plan criteria. In future Site Plan design reviews, the projects will be subject to the R-5 and Multi-family design guidelines. Staff recommend the MDP approval include design guidelines that will apply to all subsequent site plan projects.

Design Review Comments: *(suggested revisions in red)*
(iii) Standards of Review.

b. Developed in a comprehensive, design-integrated manner, according to an overall master development plan

- The master plan includes three groupings of buildings. The scale of the block has been divided by two mid-block passages. One passage is private and provides a physical separation of the buildings on York Street. The second passage is more publicly accessible and provides passage from York Street down to Commercial Street. This break also serves as a function break between the residential/mixed-use buildings and the hotel building. The circulation, both pedestrian and vehicular, through and around the site has been improved by this revised master plan layout. Staff support the plan because the physical forms and layout now also reflect the different uses of the buildings. The project is comprehensive and design-integrated internally and also now in a more context-sensitive way.

d. Consistent with the City's Comprehensive Plan and consistent with City Council approved master plans . . .

- The project is not within a Pedestrian Activities District Overlay zone (PAD)
- The project is not located within a view corridor protection area

f. When proposed adjacent to or within one hundred (100) feet of designated landmarks, historic districts or historic landscapes, the Master Plan shall be developed so as to be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development

- See memo from Historic Preservation staff regarding the Historic Preservation Board review comments for compatibility with the Old Port Historic District. Staff agree with

many of the HP Board comments, especially revising the designs to provide a pronounced base on Commercial Street and York Street facades. The glass corner of the hotel appears disconnected to the primary hotel massing, by providing a grounded base this corner will feel more connected and grounded to the overall building composition. There is some concern that such exposed hotel rooms will consistently have drawn shades – some revisions to add privacy to those rooms may make sense.

I. Designed as to create a cohesive identity through building scale, massing, and articulation; use of quality exterior material, architectural detailing at pedestrian scale; consistency of design and materials for streetscape and pedestrian amenities; framing of outdoor open space and linkages; a clear conveyance of the function and significance of various buildings, entrances, and features; and to generally comply with design and development standards of the zone in which it is located;

- Cohesive identity: The residential buildings have a clear cohesive identity. The hotel, by choice and request, is designed to stand apart in character from the residential buildings. Staff recommends that the Commercial Street residential facades be one consistent material – brick- with glass curtain wall as an accent. Overall, the buildings should continue to be revised to incorporate the reference lines on Commercial Street. This includes pronounced bases on the buildings, horizontal proportioned facades, and regular rhythm of vertically proportioned windows. Staff suggests that the building bases on Commercial Street should return to a granite or cast concrete rather than brick.
- Quality exterior material: The materials proposed meet this standard. In Site Plan review the details should be reviewed further to provide depth, articulation, visual interest, and quality transitions.
- Consistency of design and materials for streetscape and pedestrian amenities – See proposed design guidelines below for preferred streetscape treatments. Staff agree that the streetscape on Commercial Street should differ from that on York, High, and Maple. York Street includes private uses and therefore the landscape buffer between the sidewalk and residential building is appropriate. The sidewalk should be a consistent width and not jog from the Baxter School building. Commercial Street appears to be the only street wide enough to provide street trees. The planters on High Street are not appropriate and are not consistent with the streetscape design of High Street.
- Framing of outdoor open space and linkages – the proposal creates several outdoor plazas and passages. These are framed literally by colonnades on Commercial Street. On York Street, the linkages are indicated by breaks in the buildings, landscaping, and steps.
- Clear conveyance of the function and significance of the various buildings, entrances, and features – the design of the hotel exterior was revised to differentiate that use from the residential/mixed-use buildings. Staff support this design direction. The hotel design also provides more prominent entrances on Commercial Street.
- Design standards of the zone:

(c) B-5 and B-5b Urban Commercial Business Zones

Standard (1) a. Shared Infrastructure – Met – The project shares structured parking through the block to be used by all buildings. The project has been improved by providing an interior drive to access the garage, hotel entrance, and servicing.

Standard (1) b. Buildings and Uses shall be located close to the street . . . – Met – On Commercial Street, the 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. On York Street, the buildings are set back from the street to allow for a landscape buffer between the sidewalk and the private uses which are also raised from the street. Each Commercial Street corner is infilled with building to hold the corner. In the case of Commercial and High a chamfered corner with glass emphasizes the corner. On Commercial and Maple, the hotel marks the corner.

Standard (1) c. Buildings shall be oriented toward the street . . . – Met – Primary building entrances are oriented to the street. Commercial Street is considered the more active, commercial street while York is a smaller, less active street. In the case of the hotel, the main entrance was relocated to face Commercial Street. Retail uses face Commercial Street in the residential blocks. On York Street, each residential block includes entrances directly onto the street and some entrances to the private plaza spaces.

Standard (1) d. Parking lots shall be located to the maximum extent practicable toward the rear . . . – Met – Parking is structured and is buried within the block. In most cases the parking is lined with active uses or is buried into the grade change.

Planning Board Comment:

The Planning Board, in the previous workshop, commented on the following subjects:

- Mid-block permeability and scale of block development – The proposal was significantly revised to provide a pedestrian accessible passage through the site from York Street to Commercial Street. This change also provides vehicular circulation and service areas internal to the site. There are two mid-block breaks in the block, one break between the residential buildings accommodates private outdoor areas. The second break not only brings a smaller scale to the block but also gives pedestrian circulation through the site.
- Hotel design – The proposal was revised to give the hotel building a different character from that of the residential buildings. The applicant was encouraged by staff to pursue a contemporary approach that takes cues from the predominant characteristics and regulating lines of the Commercial Streetscape but that also stands apart from the residential buildings. This was accomplished through massing, material, and façade composition. The building is now more regular to Commercial Street.
- Roof lines – Board members commented on the desire to see roof lines that are varied. The proposal introduces a stepped roof from York Street down to Commercial Street. This change is most perceived from the High Street and long views and brings some visual interest while keeping consistent roof lines along the York and Commercial Street frontages.
- Gateway – The board requested that the building design at the corner of High and Commercial include special emphasis as gateway location and prominent vantage at the end of Commercial Street. This version of the design uses a chamfered corner with glass curtain wall.

Proposed MDP Design Guidelines

- **Materials**
 - o **Commercial Street** – Material placement, detail, and articulation should emphasize the established historic Commercial Street patterns of massing, proportions, and façade composition regulating lines and building base. Material selection on the residential buildings will predominantly use red brick and granite with glass curtain wall as an accent. The hotel, in order to stand apart in character and use, will have a more contemporary expression but will continue the base and regulating lines found in the Commercial streetscape.
 - o **York, High, and Maple Streets** – These streets are not part of the historic district and the context is varied. Residential building materials should be consistent and be rationally placed based on interior uses or massing variation. A consistent base line is recommended to be carried through the residential buildings.
 - o Quality Exterior Materials includes the detailing, articulation, transition, durability, and visual interest of the materials, not only their selection and placement. These aspects will be reviewed with special attention to the ground floors and areas most visible to pedestrians.
- **Façade composition**
 - o **Commercial Street** - Commercial Street has a strong, consistent pattern of a tall base story, overall horizontal proportion, and regular window patterns. Commercial Street facades will continue and interpret these characteristics. The ground floors will consider pedestrian comfort and scale, especially in the placement of doors, windows, canopies, and details in the materials and articulation.
 - o **York Street** – Facades should include a defined base. Window and material placement should follow a rationale tied to the building uses or changes in massing.
- **Streetscape design**
 - o **Commercial, High, and Maple Streets** – Character = Predominantly commercial, active uses fronting the street. The sidewalk should be as wide as possible. Where the sidewalk is at least 12' wide, street trees should be provided in raised granite planters in the furnishing zone. Planters or landscape areas should not be placed between the sidewalk and the building – this is not consistent with the established urban streetscape.
 - o **York Street** – Character = predominantly residential uses fronting the street. The private uses justify a landscape buffer between the street and the residential use. Landscape areas should be raised with either a curb or a seating wall. The sidewalk width should be consistent for the whole block.

383 Commercial Street - Revised MDP Plan Preliminary Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Thu, Oct 19, 2017 at 3:50 PM

To: Jean Fraser <jf@portlandmaine.gov>

Cc: Keith Gray <kgray@portlandmaine.gov>, Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, Lauren Swett <lszett@woodardcurran.com>

Hi Jean – I have reviewed the revised application materials and the preliminary traffic comments as it relates to the general MDP are presented below.

- The applicant is proposing access/egress to the site via an entry drive on Commercial Street, an access/egress driveway on Maple Street and an access/egress drive on York Street. The provision of three driveways for the site requires a waiver from City standards (a maximum of two driveways is permitted). Given site conditions, land use, and that the Commercial Street driveway is an entry driveway only, I support a waiver.
- Truck deliveries for the project site will occur internally via Maple Street or Commercial Street and on Commercial Street in a commercial loading zone. In general, I find the delivery program to be acceptable, although more detail is required. The applicant will need to provide detail on anticipated delivery vehicle type, routing, on-site vertical clearance, length and accessibility of the on-street loading space, vehicle turning templates entering and exiting the site, and proximity/accessibility of trucks to land use destination.
- The applicant has submitted a Traffic Movement Permit Application and a Scoping meeting was held on May 25, 2017. The applicant is revising the trip generation estimate to account for the land use program change and new Trip Generation information recently released by the Institute of Transportation Engineers (ITE). We continue to coordinate with the applicant on a finalized trip generation estimate for the site and preparation of a Traffic Impact Study.

- The driveway serving the temporary surface parking lot does not meet City corner clearance standards. While there was a driveway servicing Rufus Deering at this location, the applicant will need to provide detailed documentation in support of a waiver.
- A pedestrian facility should be provided between Commercial Street and the temporary surface parking lot.
- The applicant has conducted a parking demand analysis. The analysis is based on providing 1 parking space per residential unit; 1 parking space for every 4 hotel rooms; 1 parking space per 150SF of restaurant space; and 1 parking space per 200SF of retail space (with the first 2,000SF exempt). I continue to review the analysis, particularly as it relates to retail, restaurant, and hotel land uses.
- It is my understanding the project will need a Transportation Demand Management (TDM) Plan and that Plan will be required during site plan permitting.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE

Senior Associate

Traffic Engineering Director

TYLIN INTERNATIONAL

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thomas.errico@tylin.com

Visit us online at www.tylin.com

Fwd: Site Pedestrian, Streetscape and Accessibility Comments: 383 Commercial Street MDP, PEZ.2017-005

1 message

Bruce Hyman <bhyman@portlandmaine.gov>
To: Jean Fraser <jf@portlandmaine.gov>

Fri, Oct 20, 2017 at 11:34 AM

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

From: **Bruce Hyman** <bhyman@portlandmaine.gov>

Date: Fri, Oct 20, 2017 at 10:42 AM

Subject: Site Pedestrian, Streetscape and Accessibility Comments: [383 Commercial Street](#) MDP, PEZ.2017-005

To: Jean Fraser <jf@portlandmaine.gov>

Good morning, Jean,

The following are my comments based upon the most recent submittals for the MDP for PEZ. 2017-005:

- Sheet S3.2-1. (date Oct. 10, 2017) illustrates a sidewalk width along York Street as 6' wide. Other MDP site plans show a continuous 8' wide sidewalk on York Street in addition to wider areas for building entrances and for the locations with mid-block pedestrian access/permeability. Staff strongly supports the continuous minimum 8' width.
- Final design and placement of streetscape elements such as curb extensions, bike racks, trees/tree wells, landscaping within the public ROW, sidewalk details along Maple Street (including the historic cobble inset), and street lighting will need to be completed during the Phase I/II site plan review process so they can also be carried through Phase III. Many of these details will need to be closely coordinated with the City Arborist Jeff Tarling and Urban Designer Caitlin Cameron.

I also concur with Tom Errico's comments submitted on October 19, 2017.

Bruce

--

Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
Yes! Transportation's Good Here

--

Bruce Hyman
Transportation Program Manager
Transportation Division

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Yes! Transportation's Good Here

Memorandum
Department of Planning and Development
Historic Preservation Office



To: Chair Boepple and Members of the Planning Board
From: Deborah Andrews, Historic Preservation Program Manager
Cc: Jean Fraser, Planner
Date: October 20, 2017
Re: Historic Preservation Board Advisory Review of *Revised Development Proposal for 383 Commercial Street*

On October 18th, the Historic Preservation Board conducted an advisory review of Archetype's revised development proposal for 383 Commercial Street. The revised design scheme, prepared for applicant Gordon Reger Holdings LLC., was developed in response to concerns raised by the Planning Board about previous proposals as well as a change in the applicant's development program to include a hotel at the eastern end of the subject block.

It should be noted that the elevations and renderings forwarded to the Historic Preservation Board in advance of the October 18 meeting were superseded by revised elevations and renderings presented at the meeting itself. The revised drawings represented a fairly substantial change in design direction. While the architect's design revisions were made in an effort to respond to preliminary feedback from staff, neither the Board nor staff had the opportunity to review the updated drawings before the meeting itself. Additionally, a number of design details had not yet been addressed or resolved. These factors effectively limited the Historic Preservation Board's review to preliminary comments.

Notwithstanding these limitations, the Historic Preservation Board offered a number of comments and questions for consideration by the project architect and the Planning Board as the project moves forward. Following is a summary of the Historic Preservation Board's advisory review:

- With respect to the form and massing of the easternmost building, the Board found that the revised proposal represents a significant improvement over the initial design reviewed by the HP Board last March. The form and massing are now consistent with the prevailing development pattern of Commercial Street and the west elevation is perpendicular to the street.
- The Board found that the proposed pedestrian passageway located between the hotel and the residential development represents a significant improvement over previous schemes

as it provides meaningful public access across the block and offers an amenity for the area.

- Board members were supportive of the contemporary design direction and proposed material palette for the hotel, but expressed concern that the new proposal lacked key elements that would help relate it to its larger Commercial Street context. Specifically, the Board recommended that the building include a defined base, as this is one of the strongest shared architectural characteristics of buildings on the inland side of Commercial Street. A base articulated in smooth-finish granite or composite stone would be consistent with the building's sleek design vocabulary and at the same time help relate the overall building composition to its Commercial Street context.
- Board members recommended that the hotel's curtainwall system be set back from the surface of the façade to provide some level of three-dimensional relief.
- While most members were not opposed to the glazed western corner of the hotel's Commercial Street façade, they felt that further design development was needed to ensure that this corner was better integrated into the overall design. As proposed, it stands apart from the balance of the building because of its high level of transparency. Consideration might be given to continuing the lead-coated copper across the entire building base or framing the western edge of the glazed corner with lead-coated copper.
- With respect to this glazed corner of the hotel building, Board members noted that the floor plans called for guest rooms on the upper floor levels. Board members expressed concern that the design intent of this glazed corner would likely be undermined by the fact that blinds would drawn most of the time. In fact, this observation would apply to the entire upper façade of the hotel, which features a high degree of glazing.
- Some members of the Board questioned the bridge connecting the residential development to the hotel, particularly its considerable depth, which would likely create a significant visual barrier looking up into the pedestrian passageway.
- The Board's comments regarding the proposed treatment for the northeast corner of the hotel (facing Maple Street) were fairly limited, as Mr. Lloyd indicated that it was still under design development. For example, exterior materials, color and detailing had not yet been determined. Additionally, no drawing was provided for east elevation of the hotel abutting the former Baxter School building. Without renderings or views from Maple Street, the Board could not address this important elevation of the building.
- Regarding the Commercial Street frontage of the residential buildings west of the hotel, Board members questioned the decision to feature a two-story base across the entire frontage. Board members expressed the view that the previous scheme—which featured two-story arcades which stepped down to a one-story base at the building facades—was a better scheme for the residential development.
- Board members questioned the introduction of lead-coated copper in the center of the westernmost building's facade, as the change in material did not coincide with a change in building plane. As such, it appeared somewhat applied and arbitrary. By

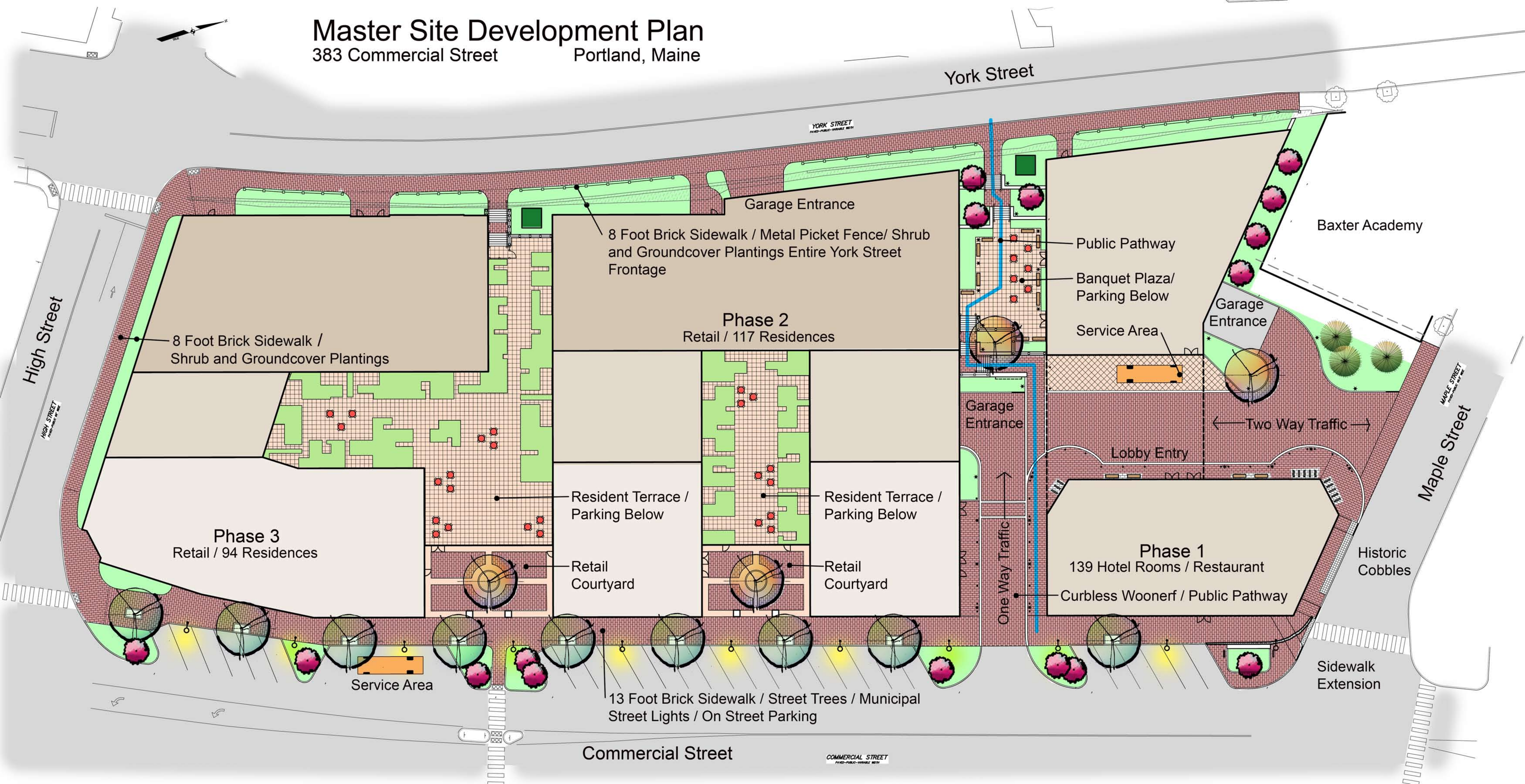
reintroducing it on this building, it also undermined the distinctiveness of the hotel. Board members also expressed the view that the original proposal's curved façade was more successful than the faceted façade of the revised proposal and that the treatment of the western corner itself remained unresolved.

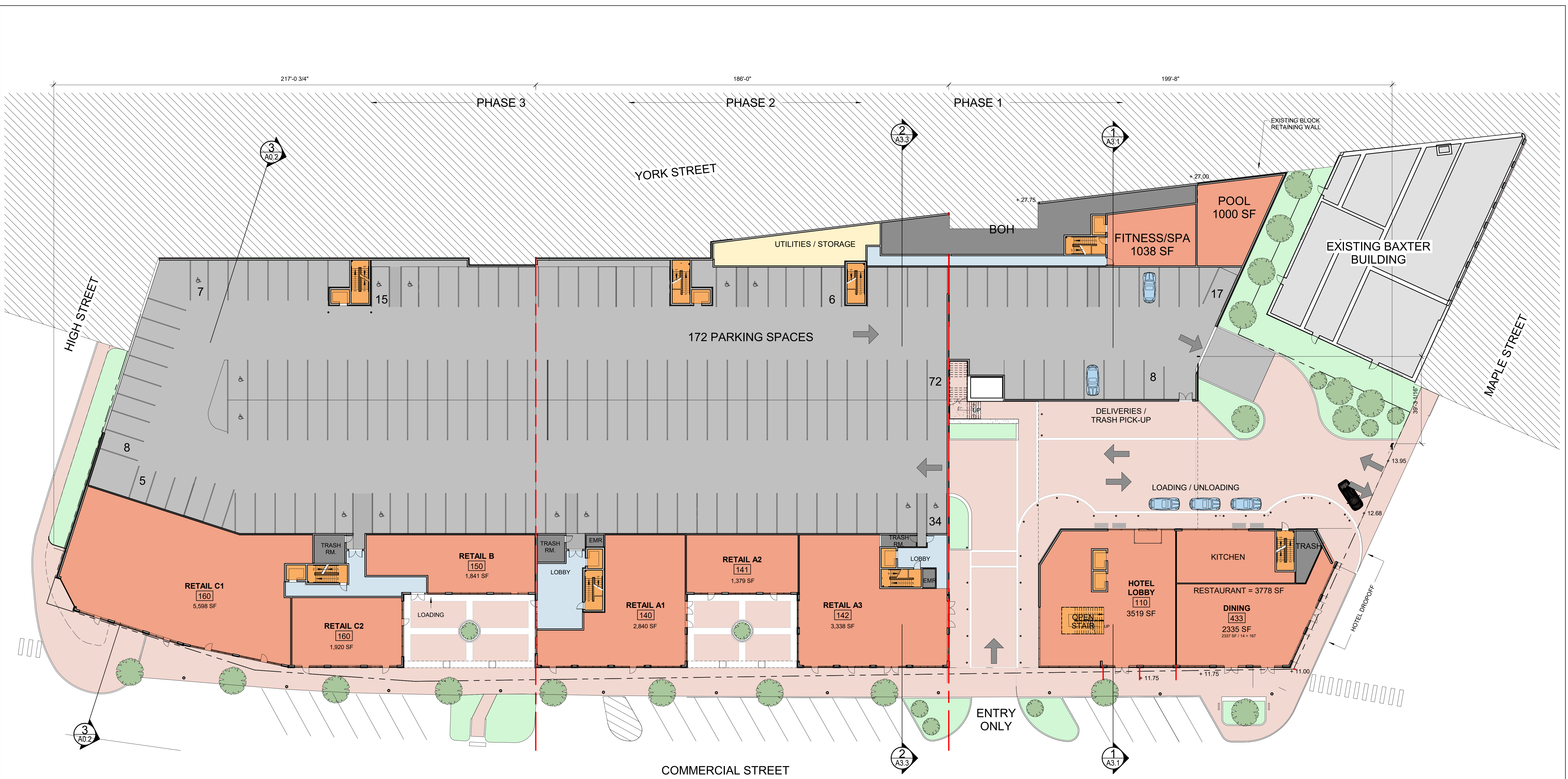
- Regarding the York Street facades of the residential buildings, Board members noted that the design solution includes a number of exterior materials to provide visual interest and variety. The Board suggested that a single building base material and consistent base height be introduced across the facades of the residential buildings to provide some level of continuity along this streetscape.
- Board members questioned the treatment of the two passageways on York Street leading to the private courtyards. They noted that while the generous width of the stairways communicated an invitation to enter the development, the fence positioned at top of the stairs would prevent access. This treatment sent a mixed message. Similarly, they noted that the treatment of the elevator towers facing York Street appeared unresolved.

Master Site Development Plan

383 Commercial Street

Portland, Maine





1 | LEVEL 1
1" = 20'-0"
0 5'-0" 10'-0" 20'-0" 40'-0"

383 COMMERCIAL STREET

Portland, Maine



1 | LEVEL 2
1" = 20'-0"

383 COMMERCIAL STREET

Portland, Maine

OCT. 10, 2017

A1.2

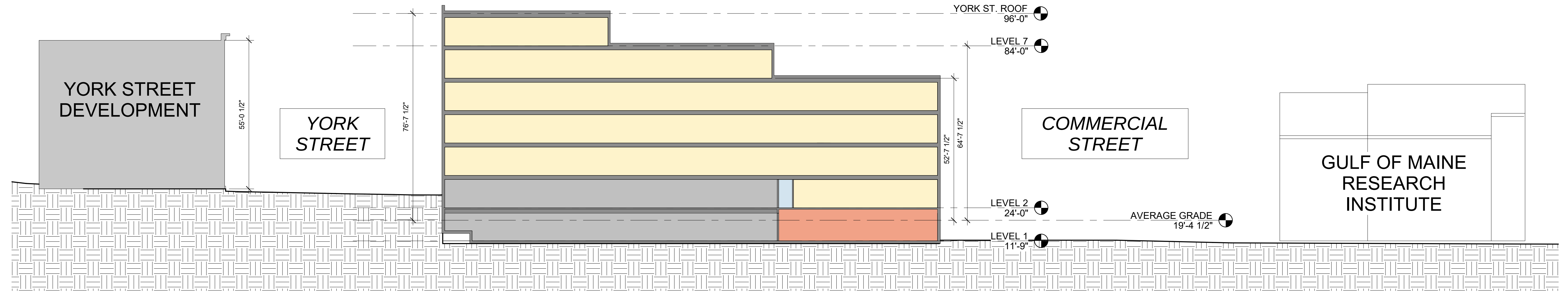


383 COMMERCIAL STREET

Portland, Maine

OCT. 10, 2017

A1.3



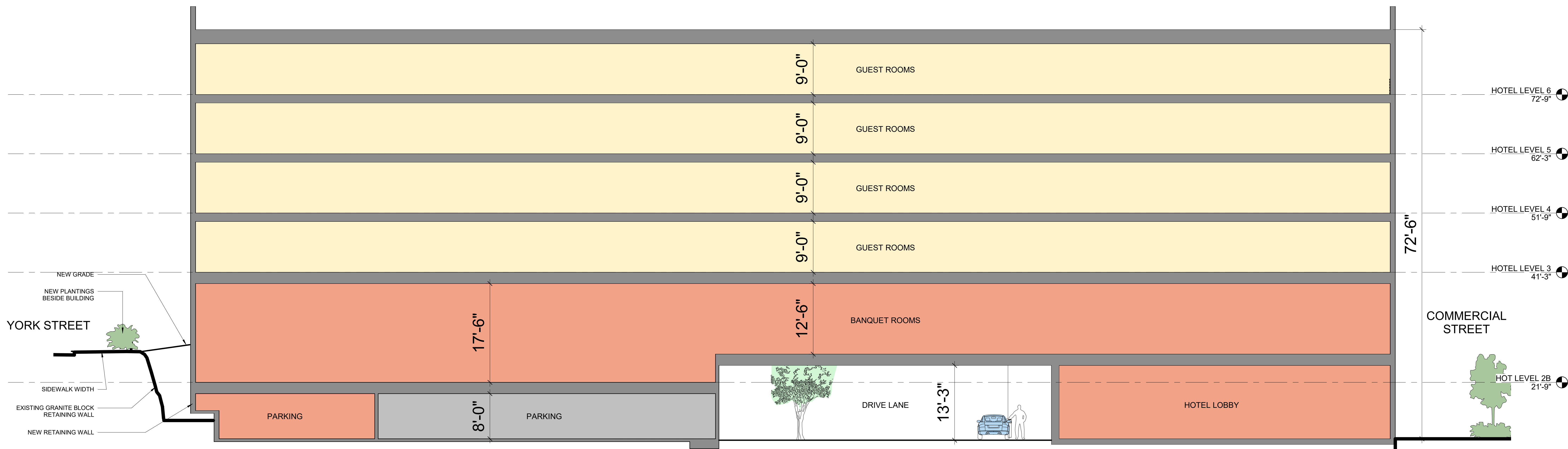
1 | SECTION THROUGH YORK AND COMMERCIAL STREET
1" = 20'-0"

383 COMMERCIAL STREET

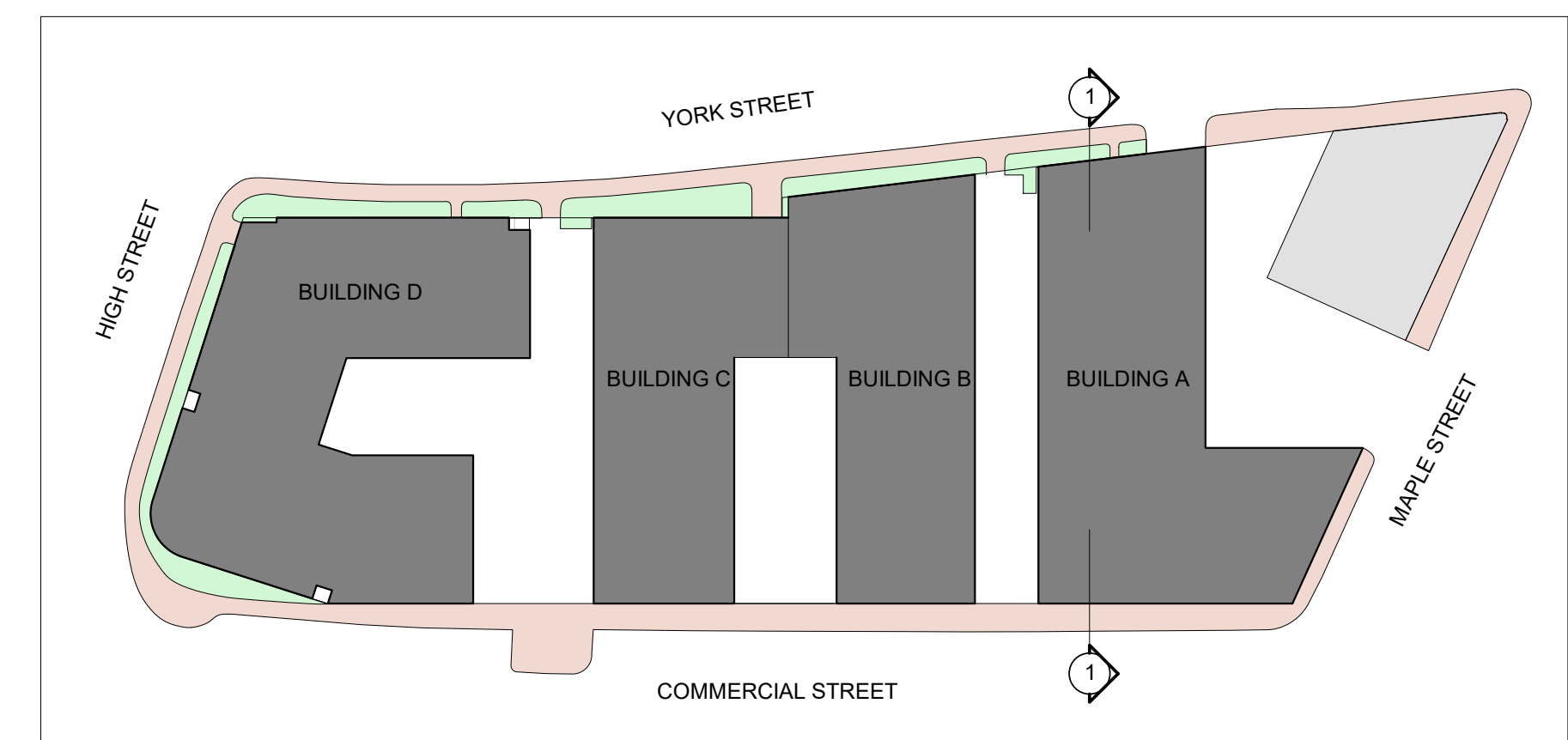
Portland, Maine

OCT. 17, 2017

A3.0



1 | SECTION AT DRIVE LANE
1/8" = 1'-0"

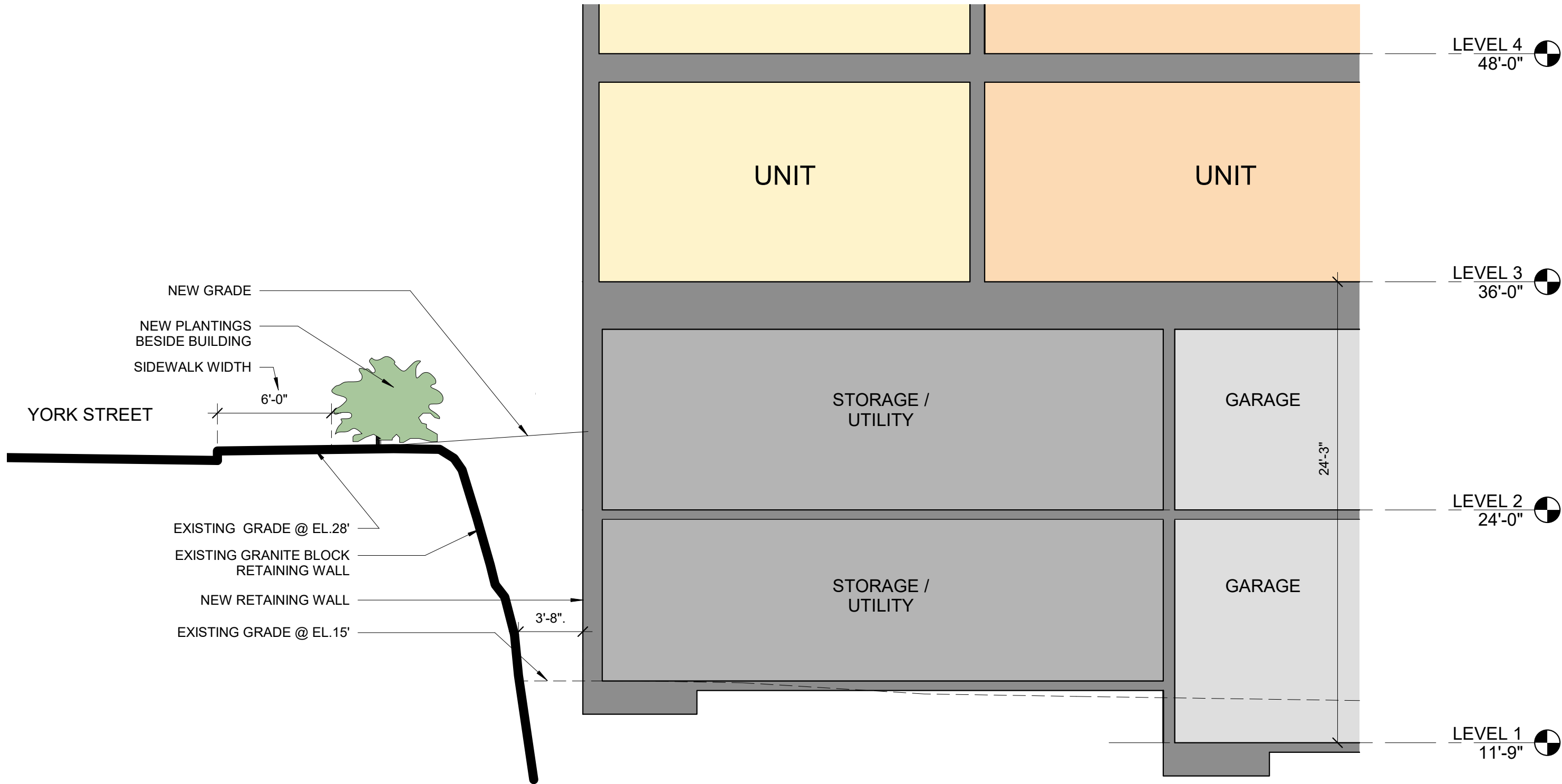


383 COMMERCIAL STREET

Portland, Maine

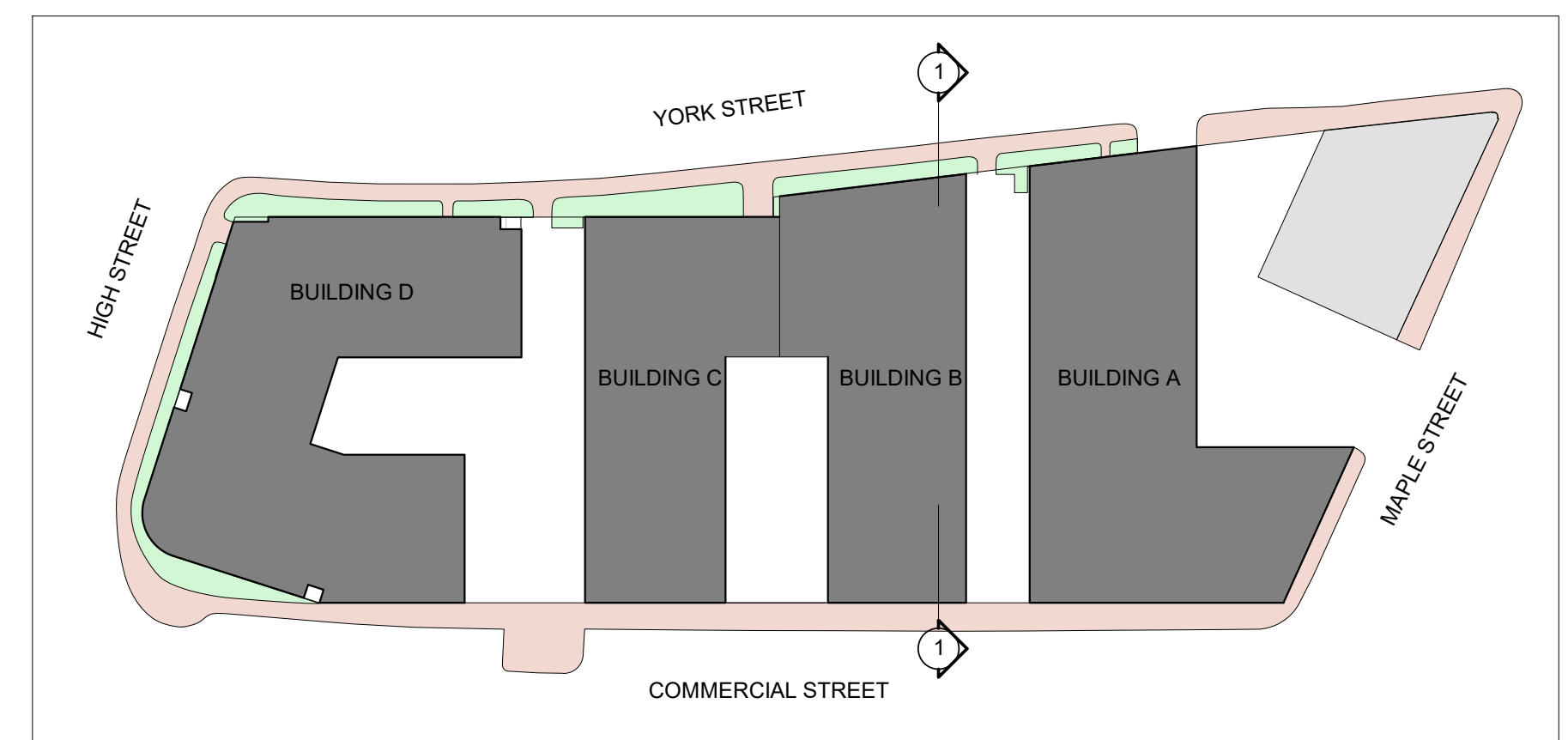
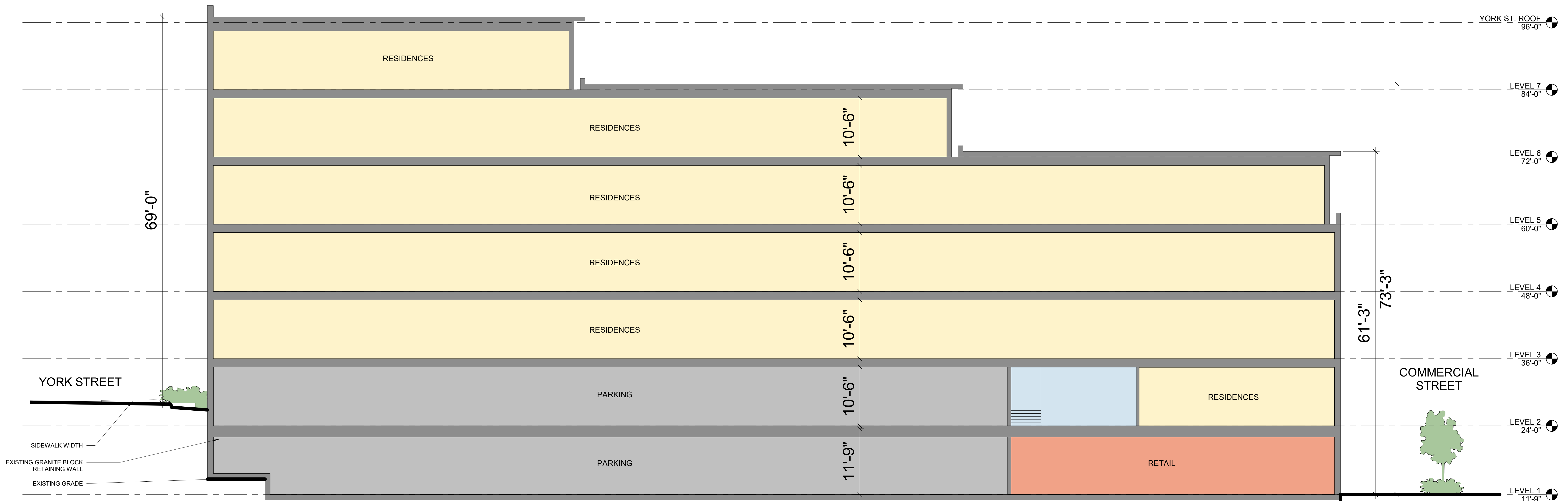
OCT. 10, 2017

A3.1



383 COMMERCIAL STREET
Portland, Maine





383 COMMERCIAL STREET

Portland, Maine

OCT. 10, 2017

A3.3



383 COMMERCIAL STREET

Portland, Maine

OCT. 18, 2017

A2.1















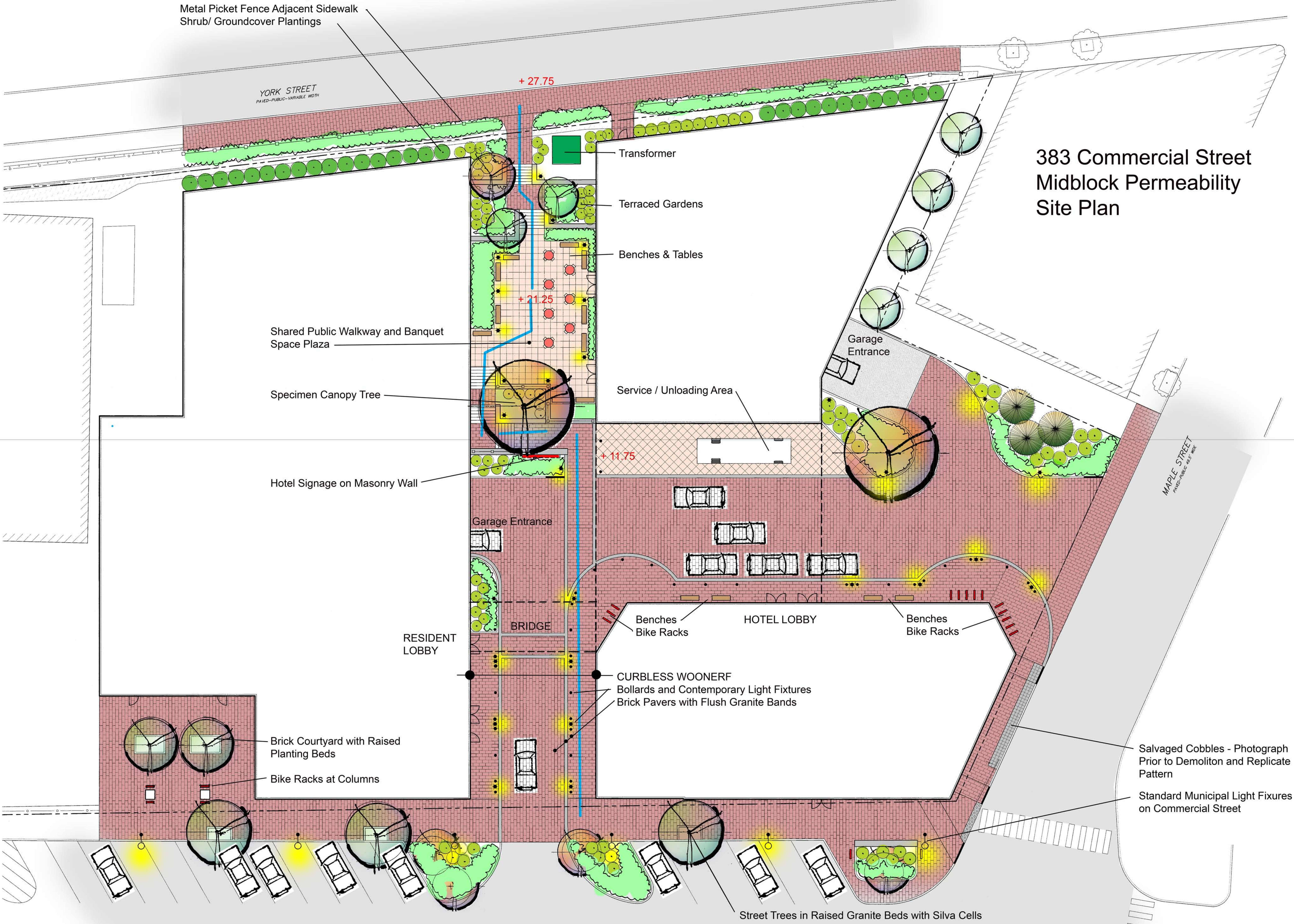




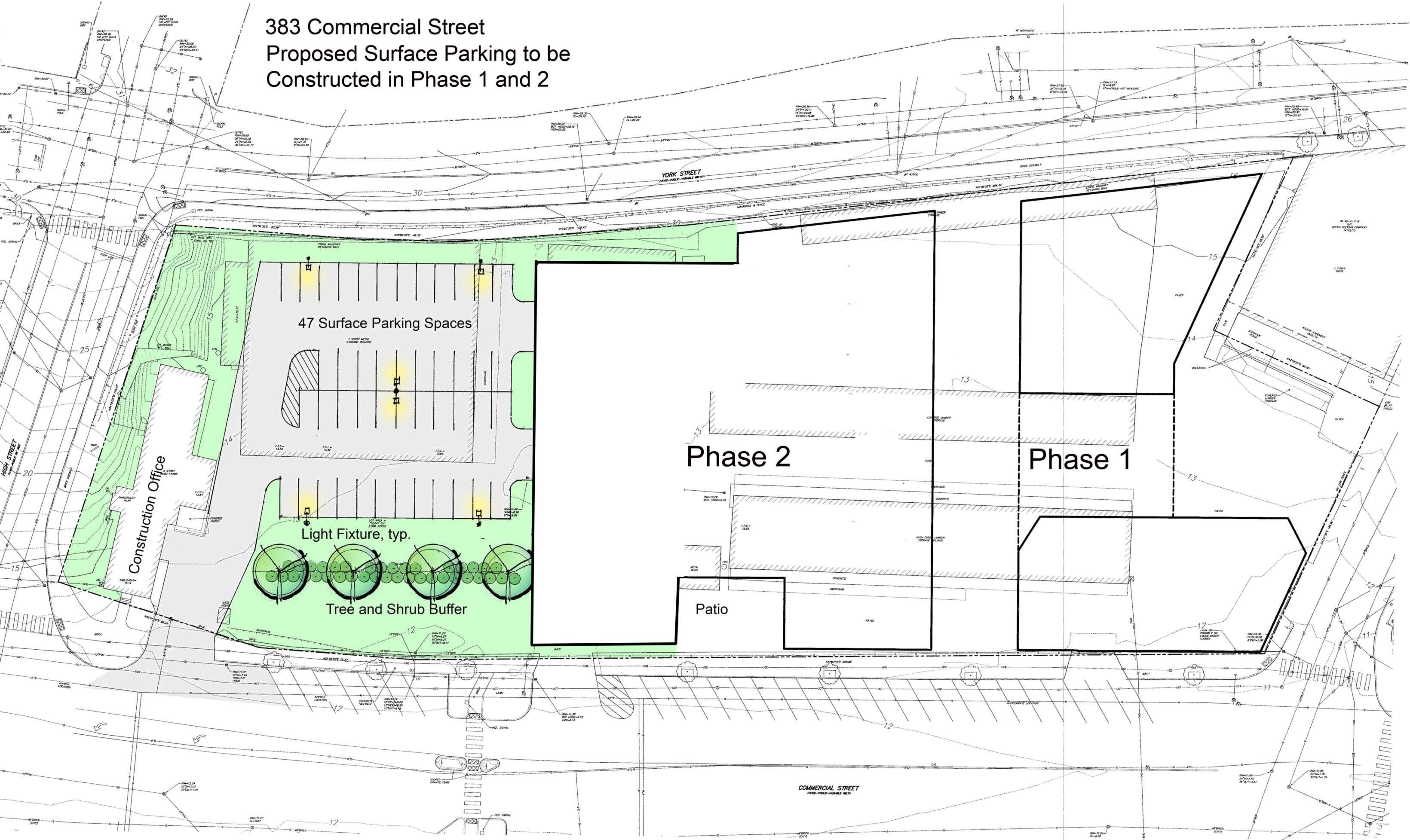








383 Commercial Street Proposed Surface Parking to be Constructed in Phase 1 and 2



Google Groups

Redevelopment of Rufus Deering lot

Margo Dittmer <margodittmer@gmail.com>

Apr 4, 2017 6:16 PM

Posted in group: **Planning Board**

Dear Members of the Planning Board,

I have been a Portland resident since 1991, and have two grown sons who attended Portland public schools.

I read that you will be discussing the plan to redevelop the Rufus Deering lot this Thursday. I am wondering when I will read about a housing development in our town that includes workforce/affordable housing? The plan I read about for this development is once again, all market rate housing. My sons and their friends, in their 20s and 30s, can no longer afford to live in Portland. This is now true for thousands of people. When will you start holding developers responsible for including some in their developments? I know they are allowed to pay a penalty if they don't, but I also don't see any affordable housing going up out of those funds anywhere.

I'm feeling very discouraged about the priorities set by my city officials. It seems you and the developers see dollar signs everywhere today, not thinking about the livability and balance of our city tomorrow.

Sincerely,
Margo Dittmer

Google Groups

383 Commercial St. project

Samuel Kilbreth <broken.broken.broken.glasses@gmail.com>

Jun 14, 2017 11:21 PM

Posted in group: **Planning Board**

Hello members of the Planning Board,

I'm writing regarding the development planned for the former Rufus Deering Lumber site, based on what was shared in Randy Billing's article published in the Press Herald yesterday.

1. Projects of this scale should not be allowed to be built in Portland, and especially along the waterfront. It's totally out of character with the city, disproportionate in terms of scale, lacks charm and vision, and creates a monolithic, uninteresting cityscape, besides creating massive traffic issues.

I reviewed the City's new *Comprehensive Plan*, and was pleased to see the following tenets:

URBAN DESIGN

Portland's physical character is defined by a distinctive relationship between its topography, building character and fabric, and the natural landscape. The authentic, scenic, and historic nature of the built and natural environment provides the context for the city's current success and attractiveness as a city. The city building taking place in this current period of change will be the legacy of this generation to the future Portland. The critical question is not "if" but "how" we should grow to maintain that authentic character while allowing our city to flourish. It is incumbent on city builders to provide excellence in architectural quality and urban design commensurate with the image of Portland in history and today. Thoughtful and good quality design is achieved through attention to quality of space and placemaking, the relationship of buildings to the streets and built context, durability and integrity of materials, and a pleasing and timeless quality of architecture - these must be held to the highest possible standards. Practicing and incentivizing contextual principles of urban design are central to the health and well-being of the City of Portland.

(page 82) (highlights are mine)

The rendering I saw does not seem to be making a high quality "space" or creating a unique "place". Perhaps inside the fortress, there are some interesting "spaces" - but there doesn't seem to be much of a relationship between this building and the streets and the built context around it. It's eclipsing everything else in sight.

2. While I know it's not the planning board's decision on which architect to use for a project, I'm sure board members will recognize it's detrimental to a city's skyline when one architect is responsible for so many buildings being built in the same small city in such a short period of time. It's like the Flintstones effect, with every corner beginning to look the same. Let's instead encourage developers to create an interesting, diverse cityscape, instead of continuing to work with the same architect doing the same work, over and over again.

3. Assuming my first point will be falling deaf ears, then I urge the Planning Board to be more aggressive about getting more back for the public from this project. It shouldn't be about just preserving pedestrian thoroughways. The developer should be required to build a *park* or some *usable* space on this site for the public. It would be absolutely shameful to not get the people of Portland something more than just a way to pass through a giant monolithic ugly condo development - we have an opportunity to get and do more for the city: let's, please. Everyone loves to heap praise on Portland's "working waterfront" - sure, I'm happy that there are jobs and that industry of one kind or another is still here, but the waterfront area is exactly that: *working*. It's not exactly filled with many places to go and sit and relax and enjoy the space near the waterfront. If the Planning Board is interested in turning this formerly industrial/commercial area into a true mix use area that supports residents, then let's create the space for that to happen.

On the recently developed Brooklyn waterfront, condo buildings were only allowed if the developers not only kept public access to the water, but enhanced and developed it. Perhaps that could serve as an example.

Thank you for taking the time to read this and to take my points into consideration as you work with the developer on this project.

regards,
-Sam Kilbreth



Memorandum

Planning and Urban Development Department

Planning Division

To: Elizabeth Boepple, Chair and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: October 20th, 2017

Re: Revised MDP concept (revised since last PB Workshop_
Level III Master Development Plan
383 Commercial Street (Rufus Deering site)

Deering Property Development, LLC, Applicant
Project #: 2017-005 CBL: 042 A001001

Meeting Date: October 24th, 2017

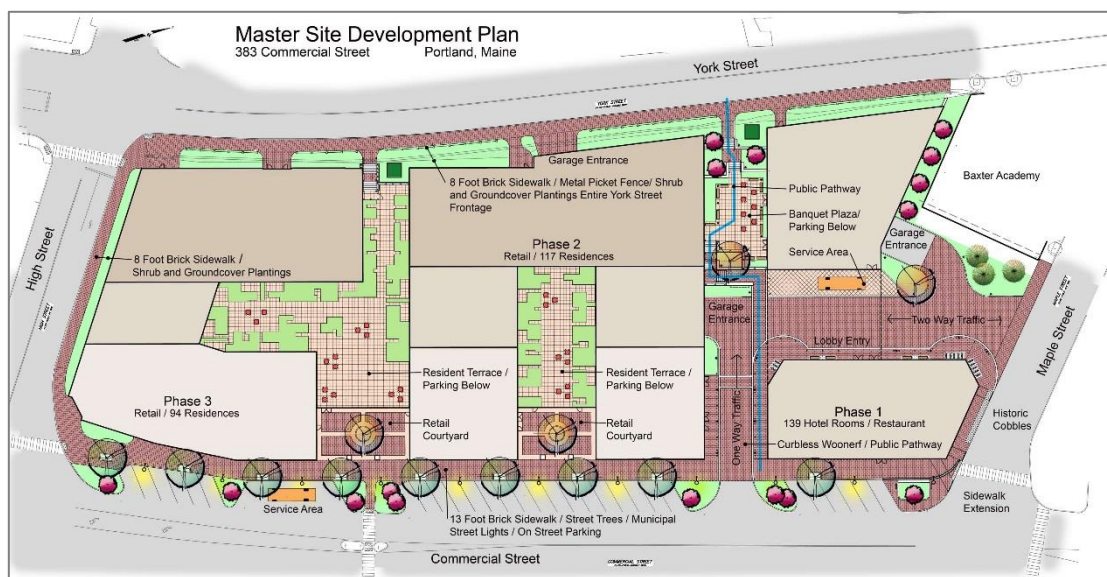
I. INTRODUCTION

The Planning Board has held three Workshops on this project* and its associated Phase 1 Site Plan, including one in August where a hotel was substituted for part of the condo use along Maple Street. The inclusion of the more intensive hotel use generally underlined the need to address the unresolved issues associated with the original all-condo proposal, and the Board requested a more substantial re-think of the MDP layout.

The applicant has developed, with some input from staff, an alternative Master Plan approach. This memorandum and today's Workshop will focus just on the revised MDP which is shown below, described in the applicant's submittal, and comprises:



- 139 room hotel and restaurant (excluding Baxter Building)
- Two phases of residential over parking, with retail along Commercial Street
- New one way "in" access (at grade) from Commercial Street to the hotel lobby entry, with associated service area and garage access within the site
- Two way access (at grade) on Maple Street and a garage access from York Street
- Parking garage mostly beneath the condos



PREVIOUS (August 2017):



REVISED (October 2017):



Applicant: Deering Property Development LLC
Engineer: Sebago Technics, Inc
Architect: Archetype PA

This Workshop was noticed to 158 property owners within 500 feet of the site and interested parties, and a legal ad was published in the *Portland Press Herald* on October 16th and 17th, 2017. Neighborhood meetings were held in the spring on the original proposals for a residential/retail development. Two written public objections have been received, one concerned about the lack of affordable housing in Portland and the other concerned about the “monolithic” architecture that is not compliant with the Comprehensive Plan (PC 1 & PC2.)

- ❖ Planning Board Workshops:
 - MDP: 4.6.17
 - MDP and Phase 1 Site Plan: 6.13.17
 - MDP and Phase 1 Site Plan with hotel: 8.8.17

Required Review (waivers may be needed):

<i>Applicant’s Proposal (July revision)</i>	<i>Applicable Standards</i>
Overall master development plan	Master Development Plan Review

II. PROJECT DATA

Existing Zoning	B-5b	
Existing Use	Lumber company; retail.	
Proposed Use	Mixed use (including retail, residential and structured parking)	
Proposed Development Program	Three phases, starting with Maple Street hotel building (Phase 1) (Revised concept shows Phases I and II going forward at the same time with one existing building remaining for the interim)	
Property Size	2.58 acres	
	<i>Existing whole site</i>	<i>Proposed whole site</i>
Building Footprint	32,100 sq ft	87,663 sq ft
Building Floor Area	35,000 sq ft	469,153 sq ft (comprising 203 dwelling units, mix of sizes); and 21,355 sq ft retail)
Impervious Surface Area	2.43 acres	2.38 acres
Parking Spaces (on site)	?	313
Bicycle Parking Spaces	0	105
Estimated Cost of Project	Not identified	

III. PLANNING BOARD DISCUSSION 8.8.2017 (relating to the original layout with hotel substituted along Maple and in Baxter Building)

At the earlier PB Workshops the Planning Board were consistently concerned about the safety and feasibility of the service and access proposals, the need for public pedestrian permeability, the scale of the parking, the appearance of the interim conditions (prior to completion of all phases), and some elements of the architecture (eg corner to High Street and massing).

At the August Workshop the following concerns were outlined:

- Issue of pedestrian permeability/links had not been addressed
- Pedestrian realm along York Street questioned
- Hotel entrance location and design needs further consideration
- Servicing from Maple needs further consideration
- Scale of the building and roofline problematic
- Absence of integration into environment
- Note hotel raises more traffic issues

IV. THE SITE and CONTEXT

The development site is 2.58 acres currently occupied by Rufus Deering Lumber, bounded by Commercial, Maple, York and High Streets in the B5b zone. It is a prominent parcel on Commercial Street, with a frontage of approximately 600 feet. To the south is a gas station and to the north is the recently completed Marriott Courtyard Hotel. To the west across York Street is a new 5 story mixed use

development currently under construction. To the west (across Commercial Street) is the Gulf of Maine Research Institute and the waterfront. Details are in the previous Memoranda.



V. ZONING ANALYSIS

The hotel use is allowed in the B5b zone as a permitted use and the proposals comply with the dimensional requirements of this zone.

One question that the applicant asked staff to consider is the allowable height of the buildings with the "stepped" roofline, given that this is not explicitly addressed in the Land use Ordinance and is most nearly comparable with a sloped roof (where the height is measure at the mid-point of the roof). The applicant provided information comparing the stepped roofline for the two phases of condos with an equivalent sloped roof ([Attachment F](#)).

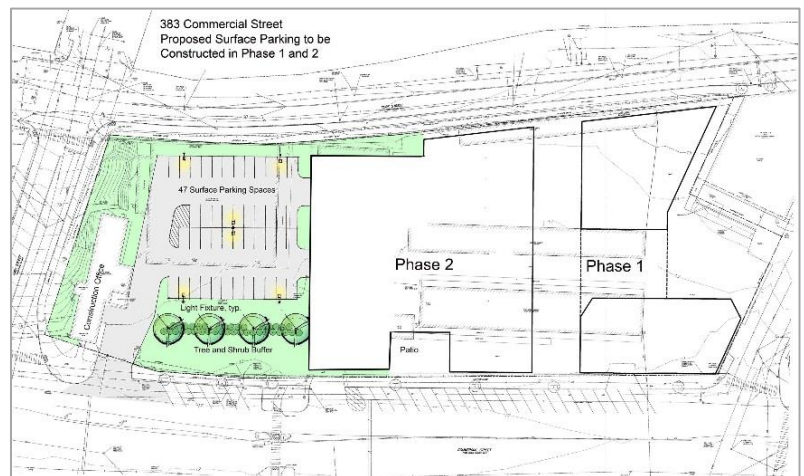
In consultation with the Zoning Administrator, staff agreed that from a zoning viewpoint the principle of the "stepped flat roofs" meets the intent of the zoning based on a comparison to the sloped roof height calculations. It reduces the height along York to a level below what would be allowed under a sloped roof scenario (and at or below the maximum height under zoning), and also results in a lower built volume overall than would have been allowed in the sloped roof scenario.

VI. REVISED MASTER DEVELOPMENT PLAN PROGRAM

For this Workshop the revised Master Development Plan is the focus, along with the revised phasing that envisages the hotel (Phase 1) and first section of residential (Phase 2) to be constructed at the same time as shown in the aerial renderings above and plan to the right ([Attachment B](#) and [Plan P23](#)).

Staff suggest that the interim surface parking in the area of the final phase is acceptable in principle as it appears to meet the MDP standard. As noted under the review comments, this interim treatment would be subject to the traffic engineer being satisfied with the need for parking and the drive location; the 2-story lower wall of the building being improved; the buffer area being landscaped and include a pedestrian walkway; and to the provision of lighting in the parking area (which is shown as proposed).

This phasing diagram suggests that the pedestrian passageway is not associated with a particular phase; the final documentation regarding phasing will need to clarify this aspect.



VII. REVISED MASTER DEVELOPMENT PLAN PROPOSALS AND STAFF COMMENTS

The main revisions to the MDP are summarized below, with staff comments as relevant:

A. Access and Servicing

The new Commercial Street access allows for less maneuvering within the ROW and the Traffic Engineering reviewer supports the waiver required (for three entrances to the site) and has requested more detailed information re the servicing arrangements. ([Attachment 2](#)). It should be noted that the project would require a TMP and the applicant is progressing that application. The hotel would also require a Transportation Demand Management plan as part of the site plan review.

B. Mid block pedestrian Permeability -

The introduction of a pedestrian and one-way “street” between the hotel and the phase 2 condos/retail allows for a public pedestrian link that starts at grade in Commercial street and rises (via several sets of stairs) over the one story parking level and then links into York Street at grade. See Plans P21, P22 and P15.



C. Design

The hotel has been redesigned as a separate building in different materials that “faces” Commercial Street at the Maple Street corner. It is located immediately opposite the Historic District and the Historic Preservation Board had a number of comments regarding the detailed design but generally welcomed the new form and massing. (Attachment 4.)

(The rendering of the hotel to the right is likely to be revised)



More generally, the Urban Designer comments also recommend some revisions, as extracted below (Attachment 1): (*red font* identifies recommended revisions)

- *Hotel- agrees with many of the HP comments, especially revising the designs to provide a pronounced base on Commercial Street and York Street facades. The glass corner of the hotel appears disconnected to the primary hotel massing, by providing a grounded base this corner will feel more connected and grounded to the overall building composition. There is some concern that such exposed hotel rooms will consistently have drawn shades – some revisions to add privacy to those rooms may make sense.*
- Cohesive identity: *The residential buildings have a clear cohesive identity. The hotel, by choice and request, is designed to stand apart in character from the residential buildings. Staff recommends that the Commercial Street residential facades be one consistent material – brick-with glass curtain wall as an accent. Overall, the buildings should continue to be revised to incorporate the reference lines on Commercial Street. This includes pronounced bases on the buildings, horizontal proportioned facades, and regular rhythm of vertically proportioned windows. Staff suggests that the building bases on Commercial Street should return to a granite or cast concrete rather than brick.*
- Quality exterior material: *The materials proposed meet this standard. In Site Plan review the details should be reviewed further to provide depth, articulation, visual interest, and quality transitions.*
- Consistency of design and materials for streetscape and pedestrian amenities – *See proposed design guidelines below for preferred streetscape treatments. Staff agree that the streetscape on Commercial Street should differ from that on York, High, and Maple. York Street includes private uses and therefore the landscape buffer between the sidewalk and residential building is appropriate. The sidewalk should be a consistent width and not jog from the Baxter School building. Commercial Street appears to be the only street wide enough to provide street trees. The planters on High Street are not appropriate and are not consistent with the streetscape design of High Street.*
- Framing of outdoor open space and linkages – *the proposal creates several outdoor plazas and passages. These are framed literally by colonnades on Commercial Street. On York Street, the linkages are indicated by breaks in the buildings, landscaping, and steps.*
- Clear conveyance of the function and significance of the various buildings, entrances, and features – *the design of the hotel exterior was revised to differentiate that use from the residential/mixed-use buildings. Staff support this design direction. The hotel design also provides more prominent entrances on Commercial Street.*

In view of the scale of the block, the range of uses, and the variation in the context, the urban Designer has also suggested that a set of Design Standards be developed for the MDP to guide future developments. Below are the suggested standards; these could be expanded to include streetscape elements as suggested by the Transportation Program manager (Attachment 3):

Proposed MDP Design Guidelines

- Materials

- **Commercial Street – Material placement, detail, and articulation should emphasize the established historic Commercial Street patterns of massing, proportions, and façade composition regulating lines and building base. Material selection on the residential buildings will predominantly use red brick and granite with glass curtain wall as an accent. The hotel,**

- in order to stand apart in character and use, will have a more contemporary expression but will continue the base and regulating lines found in the Commercial streetscape.
 - York, High, and Maple Streets – These streets are not part of the historic district and the context is varied. Residential building materials should be consistent and be rationally placed based on interior uses or massing variation. A consistent base line is recommended to be carried through the residential buildings.
 - Quality Exterior Materials includes the detailing, articulation, transition, durability, and visual interest of the materials, not only their selection and placement. These aspects will be reviewed with special attention to the ground floors and areas most visible to pedestrians.
- Façade composition
 - Commercial Street - Commercial Street has a strong, consistent pattern of a tall base story, overall horizontal proportion, and regular window patterns. Commercial Street facades will continue and interpret these characteristics. The ground floors will consider pedestrian comfort and scale, especially in the placement of doors, windows, canopies, and details in the materials and articulation.
 - York Street – Facades should include a defined base. Window and material placement should follow a rationale tied to the building uses or changes in massing.
- Streetscape design
 - Commercial, High, and Maple Streets – Character = Predominantly commercial, active uses fronting the street. The sidewalk should be as wide as possible. Where the sidewalk is at least 12' wide, street trees should be provided in raised granite planters in the furnishing zone. Planters or landscape areas should not be placed between the sidewalk and the building – this is not consistent with the established urban streetscape.
 - York Street – Character = predominantly residential uses fronting the street. The private uses justify a landscape buffer between the street and the residential use. Landscape areas should be raised with either a curb or a seating wall. The sidewalk width should be consistent for the whole block.

D. Parking

The parking provision has been reduced from the previous proposals, partly due to the reduced scale of the parking garage and revised mix of uses. The applicant has outlined the parking need in Attachment D., which includes some surplus parking allocated to the hotel. The applicant also identifies the need for some surface parking prior to the full build out (as seen in the phasing diagram).

The Traffic Engineering Reviewer has commented (Attachment 2):

The applicant has conducted a parking demand analysis. The analysis is based on providing 1 parking space per residential unit; 1 parking space for every 4 hotel rooms; 1 parking space per 150SF or restaurant space; and 1 parking space per 200SF of retail space (with the first 2,000SF exempt). I continue to review the analysis, particularly as it relates to retail, restaurant, and hotel land uses.

The hotel will require a TDM at the site plan stage and this may impact the need for parking spaces.

VIII. NEXT STEPS

The applicant will need to submit revised proposals and updated applications, plans, and documents to address the staff and Board comments and relevant ordinance/technical standard requirements.

(Attachments next page)

ATTACHMENTS

STAFF REVIEW COMMENTS

1. Design comments on revised MDP
2. Traffic comments on revised MDP
3. Transportation Program Manager comments on revised MDP
4. Historic Preservation comments on revised MDP

PUBLIC COMMENTS (None received to date)

APPLICANT'S REVISED MDP SUBMITTAL

*****See PB Memos for April 6 and June 13, 2017 for all preliminary submitted documents and plans**

- A. Revised MDP application and data sheet
- B. Project Phasing
- C. Architectural Description of Revised MDP concept
- D. Off Street parking summary with floor area details
- E. Zoning Assessment
- F. Zoning Calculations re height
- G. Service and Loading
- H. Treatment of Historic Cobbles

REVISED MDP PLANS AND RENDERINGS

- P1 Revised Site Master Plan
- P2 Level 1 Plan
- P3 Level 2 Plan
- P4 Level 3 Plan
- P5 Section Condos in context
- P6 Section Hotel
- P7 Section Retaining Wall York
- P8 Section Condo
- P9 Elevations
- P10 Commercial Aerial first phases
- P11 York Aerial full build out
- P12 Perspective full build out from south
- P13 Rendering of hotel
- P14 Rendering of courtyard on Commercial
- P15 Rendering of mid block passageway from Commercial
- P16 Corner York and Commercial
- P17 Alternative treatment corner York and Commercial
- P18 Rendering York Street
- P19 Rendering York Street
- P20 Rendering York Street
- P21 Rendering mid block passageway
- P22 Mid Block Permeability Plan
- P23 Surface Parking Plan first phases