1. Legal Ad

   Documents:

   PB LEGAL AD 12-13-17.PDF

2. Agenda

   Documents:

   PB AGENDA 12-13-17.PDF

3. 510 Cumberland Avenue (Report And Attachments)

   Documents:

   CUMBERLAND AVE. - 510 (REPORT).PDF
   CUMBERLAND AVE. - 510 (REPORT ATTACHMENTS).PDF
   CUMBERLAND AVE. - 510 (APPLICANTS SUBMITTAL).PDF
   CUMBERLAND AVE. - 510 (PUBLIC COMMENT).PDF
   CUMBERLAND AVE. - 510 (PLANS).PDF

4. 383 Commercial Street (Report And Attachments)

   Documents:

   COMMERCIAL ST. - 383 (REPORT).PDF
   COMMERCIAL ST. - 383 (REPORT ATTACHMENTS).PDF
   COMMERCIAL ST. - 383 (PUBLIC COMMENTS).PDF
   COMMERCIAL ST. - 383 (APPLICANTS ORIGINAL SUBMITTAL).PDF
   COMMERCIAL ST. - 383 (APPLICANTS SUBMITTAL).PDF
   COMMERCIAL ST. - 383 (PLANS FROM ORIGINAL SUBMISSION).PDF
   COMMERCIAL ST. - 383 (PLANS).PDF

4.I. PC5 Carol Sue Hill

   Documents:

   PC 5 CAROL SUE HILL 12-11-17.PDF

LEGAL ADVERTISEMENT
PORTLAND PLANNING BOARD
MEETING AGENDA

The Portland Planning Board will hold a meeting on **WEDNESDAY, December 13, 2017**, Council Chambers, 2nd Floor, City Hall, 389 Congress Street.

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

There is no Workshop portion of this meeting.

Public Hearing – 5:00 p.m.

i. Level III Subdivision and Site Plan and Conditional Use for Inclusionary Zoning Applications; Deering Place; 510 Cumberland Avenue; Avesta Housing Development Corp, Applicant. (5:00-6:00 p.m. estimated time). The Portland Planning Board will hold a public hearing to consider the subdivision and site plan application by Avesta Housing for 75 new units of housing in two buildings. The proposal is a mixed income project of 30 market-rate units and 45 affordable housing units. A four-story addition is proposed to the existing structure at 510 Cumberland Avenue, which will have a total of 52 units and a second building with 23 units is proposed facing Deering Street. Parking for 52 spaces, which include a space for a shared vehicle, is proposed on the ground floor level of the Cumberland Avenue building along with one surface parking space off Deering Street. The site is located in the R-6 zone and is subject to subdivision, site plan and Inclusionary Zoning conditional use review.

ii. Master Development Plan, 383 Commercial Street, Deering Property Management, LLC, Applicant. (6:00-7:00 p.m. **estimated time**) The Board will hold a public hearing to consider the proposals for a phased Master Development Plan (MDP) for the mixed-use redevelopment of the Rufus Deering Lumber Yard. The full build-out would total 469,153 sq. ft. and include a 139 bedroom hotel, 203 residential condominiums, 21,355 sq. ft. of retail space and structured parking for 313 vehicles accessed from York, Maple and Commercial Streets. The site is within the B-5b zone and is subject to the Master Development Plan standards of the site plan ordinance.

iii. Election of Officers

ELIZABETH BOEPPLE, CHAIR – PORTLAND PLANNING BOARD

CITY OF PORTLAND, MAINE

PLANNING BOARD

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

AGENDA
PORTLAND PLANNING BOARD MEETING

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There is no workshop portion of this meeting.

PUBLIC HEARING – 5:00 p.m.

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATIONS AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETINGS HELD ON DECEMBER 6, 2017:**
   Workshop: Cancelled
   Public Hearing: Boepple, Dundon, Eaton, Mazer, Morrissette, and Whited present. Stanley absent.

4. **REPORT OF DECISIONS AT THE MEETINGS HELD ON DECEMBER 6, 2017:**
   i. Zoning Map Amendment from IL-b to B1b; 233 Anderson Street; 2 Walnut, LLC., Applicant.
   Dundon moved and Mazer seconded a motion to find the proposed zoning map amendment is consistent with the comprehensive plan and to recommend the map amendment to the City Council. Vote: 5-0, Stanley absent and Morrissette, recused.

5. **NEW BUSINESS**
   i. Level III Subdivision and Site Plan, and Conditional Use for Inclusionary Zoning Applications; Deering Place; 510 Cumberland Avenue; Avesta Housing Development Corp, Applicant. (5:00-6:00 p.m. estimated time). The Portland Planning Board will hold a public hearing to consider the subdivision and site plan application by Avesta Housing for 75 new units of housing in two buildings. The proposal is a mixed income project of 30 market-rate units and 45 affordable housing units. A four-story addition is proposed to the existing structure at 510 Cumberland Avenue, which will have a total of 52 units and a second building with 23 units is proposed facing Deering Street. Parking for 52 spaces, which include a space for a shared vehicle, is proposed on the ground floor level of the Cumberland Avenue building along with one surface parking space off Deering Street. The site is located in the R-6 zone and is subject to subdivision, site plan and Inclusionary Zoning conditional use review.

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   iii. Election of Officers

PLANNING BOARD REPORT
PORTLAND, MAINE

Deering Place
510 Cumberland Avenue
Level III Site Plan and Subdivision
2017-132 (Level III) and 2017-156 (Conditional Use)
Avesta Housing Development Corporation, Applicant

Submitted to: Portland Planning Board Public Hearing Date: December 13, 2017	Prepared by: Shukria Wiar, Planner Date: December 8, 2017

I. INTRODUCTION

Avesta Housing Development Corporation is requesting a public hearing on a Level III application for subdivision and site plan review of their project called Deering Place. The proposal includes renovating and expanding the existing building at 510 Cumberland Avenue, building a new structure facing Deering Street, and creating a separate lot for the building located on the corner of Deering and Mellen Street. A total of seventy-five (75) units are proposed in the two buildings and forty-five (45) of the units are proposed as affordable housing units and thirty (30) to be market rate. There were two workshops held on this item; September 12, 2017 and November 28, 2017.

Figure 1: Proposed Site of Development

The application is subject to review under Portland's Subdivision and Site Plan Ordinances. It is also being reviewed as a conditional use under Portland's Affordable Housing Ordinance. The site is within an Historic District and both the addition and new building are subject to review by the Historic Preservation Board for the design of the buildings.

Applicant: Avesta Housing Development Corporation, Patrick Hess and Matthew Peters
Consultants: Tom Greer, Pinkham and Greer, Engineer;
David Lloyd, Archetype, Architect; and
Owen Haskell, Owen Haskell Inc, Surveyor.

II. REQUIRED REVIEWS

Review	*Applicable Standards*
Subdivision	Article IV- Section 14-497
Site Plan	Article V - Section 14-526
Ensuring Work Force Housing	Division 30 - Section 14-487
Historic Preservation	Article IX (Reviewed by Historic Preservation Board

III. POTENTIAL WAIVERS

Waiver Requested by the Applicant	*Standards that Apply*
Waiver of drive aisle width from 24 to 19.1 feet. The aisle widths vary in the new garage from 24.2 (maximum) to 19.1 (minimum). The widths are 20.3 feet, 21.7 feet, 21.9 feet, and 22 feet. **Staff Recommendation:** The applicant has noted that given existing site conditions, building design elements, and a goal for maximizing the number of parking spaces to minimize impacts to the neighborhood, narrower aisle widths are proposed. Given that vehicle turning data indicates the parking spaces are reasonably accessible and that vehicles should have low turnover, staff recommends a waiver from City standards.	*Technical Manual – Transportation – 1.7.2.3 Minimum driveway width (two-way): Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, with a preferred width of 24 feet.*
Waiver for driveway separation for the Deering Street driveway. **Staff Recommendation:** The applicant has narrowed the driveway per City comments. Given that the driveway currently exists, provides access/egress movements to a parking lot and vehicles movements will be significantly reduced, staff recommends a waiver from City standards.	*Technical Manual 1.7.2.7. Location and spacing of driveways: The location and spacing of driveways shall be determined as follows: Along local streets, access driveways to corner lots shall be located a minimum of thirty-five (35) feet from the intersection of the projection of right-of-way lines to the center line of the driveway, except as provided hereinafter.*
Compact Spaces- the applicant is proposing 27 compact parking spaces, which comprises of 51% of the total parking. This is greater than that 20% allowed by this standard. **Staff Recommendation:** The applicant has noted that the percentage of compact spaces is due to site/building constraints and maximizing the number of on-site parking spaces. Given site constraints and low vehicles turnover, staff recommends a waiver from City standards.	*Technical Standard 1.14. Parking Lot and Parking Space Design- Any parking lot with 10 or fewer spaces shall contain standard sized parking spaces. Parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces.*

IV. PROJECT DATA

Existing Zoning	Residential R-6
Existing Use	510 Cumberland Ave- 13 units above office 73 Deering Ave- Office space with three units above (to remain)
Proposed Use	Residential: Lot A – 3 existing units; Lot B- 75 units
Proposed Development Program	Lot A- Building A would include a community room and parking on the first level of the existing structure. Building B would be all residential. Lot B- Building is an existing structure with office space and residential units that will remain as is.
Parcel Size	53,368 sf: Lot A 47,500 SF and Lot B 5,868 SF
Proposed Disturbed Area	27,900 sf
Number of Affordable Housing	Lot A – 76; Lot B – 0

		Existing	*Proposed*
Building Footprint	Lot A: Bldg A	20,655 SF	28,895 SF
	Bldg B	0	5,165 SF
	Lot B:	2,250 SF	2,250 SF
Residential	Lot A: Bldg A	13	52
	Bldg B	0	23
	Lot B	3	3
Building Floor Area	Lot A: Bldg A	46,681 SF	73,361 SF
	Bldg B	0	19,433 SF
Impervious Surface Area-	Lot A	40,455 SF	39,452 SF
	Lot B	3,115 SF	3,300 SF
Parking Spaces (on site)		58	52 (including 5 for the existing property)
Bicycle Parking Spaces		0	35
Estimated Cost of Project		$10,000,000	

V. EXISTING CONDITIONS

Avesta Housing Development Corporation owns the buildings at 510 Cumberland Avenue and at 73 Deering Street. The combined lots have frontage on Cumberland Avenue, Mellon Street and Deering Street. The three-story building at 510 Cumberland Avenue has a building footprint of 20,655 sf and there is a surface parking area for 36 vehicles with access from Cumberland Avenue. Currently there are existing thirteen 3-bedroom units in this building on the third floor with office space on two floors.

Figure 2: Existing Building on Cumberland Ave

The existing building at 73 Deering Street has 3 residential units and office space on the first and second floors with a 22-space parking lot. The sites are located within the Deering Street Historic District.

Figure 3: Existing Building on Deering St

Figure 4: Existing Parking Lot on Deering St

VI. PROPOSED DEVELOPMENT

The preliminary application before the Planning Board has several components to the overall project. The project has been revised since the Planning Board workshop to reduce the total number of units from 80 to 79 and to revise the bedroom mix.

The site has frontage along Cumberland Avenue, Mellen Street and Deering Street with an overall area of 53,368 sf (1.23 acres). The proposed site plan includes a building addition to 510 Cumberland Avenue with parking on the first level and a new building facing Deering Street. The proposal also includes creating a separate lot for the existing building at 73 Deering Street with 5729 square feet.

Figure 5: Proposed Site Plan

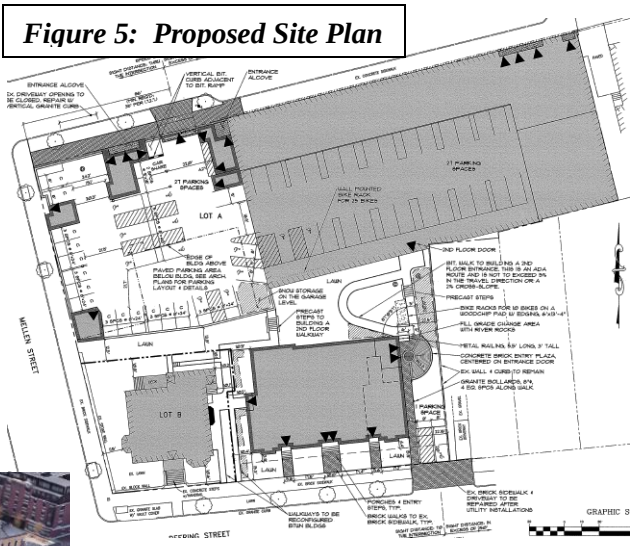

Figure 6: Overview of Project

510 Cumberland Avenue building, the addition, and the new building on the existing parking on Deering Street are referred to as Lot A. There are thirteen (13) existing three-bedroom apartments on the third floor of 510 Cumberland Avenue. This building will be renovated with 7 units and a community room on the first level. A total of 11,250 square feet of the first level will be converted to indoor parking for twenty-eight (28) vehicles and the remainder of the first floor is proposed for community room, two lobbies, and a community policing office. An addition is proposed

that would extend toward Mellen Street for a total building length of approximately 319 feet. The addition would have three floors of units above the first level of structured parking. Lot A is proposed with a total of 75 units (52 in the existing building and in the proposed addition, 23 unit in the new building on Deering Street) and 52 parking spaces (five of these spaces will be leased to the existing building at 73 Deering Street). The bedroom mix is 15 efficiencies, 38 one-bedroom, 9 two-bedroom, and 13 three-bedroom units. The Deering Street building is proposed on the current surface parking lot that has 22 spaces. The structure would have 23 units with a bedroom mix of 9 efficiencies and 14 one-bedroom. A shared curb cut with the adjoining property is shown on the plan.

The site is in the Deering Historic District and the applicant has proceeded with a concurrent review with the Historic Preservation Board. The Board has had two workshops on this item (November 1 and November 29, 2017), a third workshop is scheduled for December 20th, and the public hearing will be on January 3, 2018.

Figure 7: Rendering of Building from Mellen St

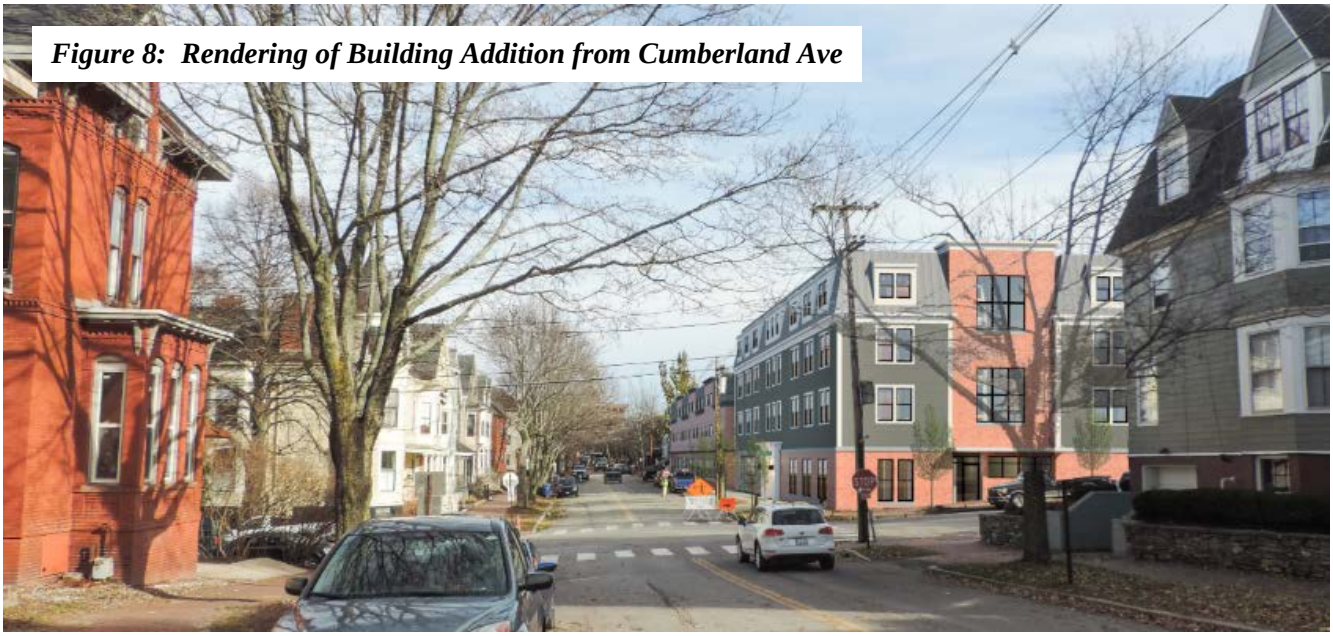

Figure 8: Rendering of Building Addition from Cumberland Ave

Figure 9: Building A Mellen Street Elevation

Figure 10: Deering Street New Building

Section 14-609 states the responsibilities of the Historic Preservation Board shall be the following responsibilities:

> (b)To review all areas, sites, structures and objects listed in the National Register of Historic Places, including the boundaries of areas so listed, and make recommendations to the planning board and council for the adoption of ordinances designating those areas, sites, structures and objects as landmarks or districts.
>
> (c) To investigate and recommend to the planning board the adoption of ordinances designating areas, sites, structures and objects not listed in the National Register of Historic Places as landmarks and districts and to make recommendations to the planning board concerning sites, structures and objects that have contributing significance or are intrusions within nominated or designated districts.

VII. PUBLIC COMMENT

The required neighborhood meeting was held on August 17, 2017 and the materials from that meeting are included in the Applicant's submission (Attachment K through N). Approximately 50 residents attended the meeting. According to the meeting summary, issues raised by the neighbors focused on a shortage of parking in the neighborhood and that the current parking lot provides parking for a nearby church. There were also comments regarding the building design, building size and massing, and number of units. In response to the neighborhood meeting, the applicant has revised the original proposal by reducing the unit count to seventy-five (75) apartments and reducing the affordable units from 50 to 45. The applicant has so revised the bulk and design of the buildings as well.

The Planning Division has received written comments from a number of neighbors on the project, which are included in the packet. As with the comments from the neighborhood meeting, concerns raised include lack of parking, increased density in the neighborhood, and design considerations of the proposed building in relation to the existing historic context of the district. The proposal for both buildings is subject to Historic Preservation

Board review. The applicant has had two workshops with the HP Board and a public hearing is scheduled on January 3, 2018.

VIII. RIGHT, TITLE, & INTEREST

The applicant has submitted a deed for the properties at 510 Cumberland Avenue and for 61-73 Deering Street.

IX. FINANCIAL & TECHNICAL CAPACITY

The estimated cost of the development is $10 Million. In the cover letter, Avesta Housing states that the financing for the project will be through a combination of LIHTC Equity and Private Bank Financing. Avesta has applied for $300,000 in funding through the City's HUD HOME program as well.

The consulting team is listed as Archetype, Owen Haskell and Pinkham Greer.

X. ZONING ANALYSIS

A review of the zoning for the site has been conducted and majority of the standards are being met; a more detailed zoning review will be done for the final review. Following is the zoning assessment included on the proposed subdivision plat. The calculations for the density properly exclude the proposed lot area for 73 Deering Street, and the applicant is applying eligible density bonuses under Division 30, Affordable Housing. The lot split and setbacks for the existing and proposed buildings on Deering Street meet the zoning code.

The applicant will provide parking for the existing structure. Section Sec. 14-332.2. (d) states

> *Exception for historic structures: No parking in excess of that existing on or servicing the lot as of March 15, 1999 shall be required for any structure under Article IX of this chapter, as a contributing structure in a local or National Register historical district, or as a locally designated or National Register landmark building; however, parking may not be decreased from that existing on or servicing the lot on March 15, 1999 except to the extent necessary to meet the requirements of the Americans with Disabilities Act.*

It was determined that the first three residential units does not need parking but the office space does; the parking needed for the offices is five spaces, which was based on 2,018 square feet of office space on the first and second floor of the building at 73 Deering Street. The parking for this property is being accounted for in the overall development, five spaces will be leased in the new parking garage. Section 14-333 of the Land Use Code states parking will need to be within 300 feet of the site and the term of the lease is to be five years with options to renew.

XI. CONDITIONAL USE REVIEW OF ENSURE WORKFORCE HOUSING

The applicant is proposing to create seventy-five (75) residential units with forty-five (45) affordable units. The proposed number of affordable units exceeds the minimum 10% requirement under the city's Affordable Housing ordinance. Victoria Volent, Housing Planner, reviewed the conditional use application and has provided her final comments for the Board's public hearing, see below (Attachment 7):

> The development located at 510 Cumberland Street/ 61 Deering Street proposes the creation of seventy-five (75) dwelling units of renter occupied housing consisting of fifteen (15) efficiency units, thirty-eight (38) one-bedroom units, nine (9) two-bedroom units, and 13 (thirteen) three-bedroom units. As dwelling units for rent, any designated Workforce Units will be restricted to households earning up to 100% of Area Median Income (AMI). Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of seven (7) workforce units with a total of ten (10) bedrooms. The Applicant has elected to provide thirteen (13) units at 40% AMI, thirty-two (32) units at 50% AMI, and thirty (30) market rate units on-site. The applicant is providing a greater percentage of affordable units at lower income targets than required by the Ensuring Workforce Housing Ordinance. As such, the project has met the minimum requirements set forth in Section 14-487.

Staff recommends the Board Approve this Conditional Use. However, should the designated units identified as restricted to households earning up to 40% AMI, and the designated units identified as restricted to households earning up to 50% AMI fail to retain their affordability restrictions, then the Applicant and the City should enter into an agreed upon Affordable Housing Agreement (AHA). The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Units and will be filed as covenant to the property's deed with the Cumberland County Registry of Deeds.

XII. DEVELOPMENT REVIEW

The final plans for Deering Place have been reviewed by staff for conformance with the relevant review standards of the City of Portland's Land Use Code. Final staff comments are below.

A. SUBDIVISION RECORDING PLAT REQUIREMENTS (Section 14-496)

The Planning staff note that the subdivision plat shall state all of the final zoning and project information, along with any waivers that are granted, if applicable. The draft Subdivision Plan has been submitted (Plan 6 and 7) for review. The draft Subdivision Plan needs the following information added, and a suggested condition of approval relates to this requirement:

- The number of units will need to be stated
- All easements, including reference to new easements needed e.g. for the building foundation
- Approved waivers and conditions of approval will be need to be stated on the plat

B. SUBDIVISION REVIEW (14-497(a). Review Criteria; 14-198. Technical and Design Standards; & 14-499. Required Improvements)

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

Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the erosion and sediment control plan and determines that plans meet this standard.

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

There is an existing 2" diameter copper domestic line and 6" cast iron fire service line that provides water service to the site. The 6-inch fire service at this site on Cumberland Avenue may be used by the proposed development. Since the domestic water demand at this site is going to increase, the existing 2-inch service line at this site must be retired per Portland Water District standards. This includes shutting the corporation valve and cutting the pipe from the water main. A new 4-inch domestic service may be installed from the water main in Cumberland Avenue. The service should enter through the properties frontage on Cumberland Avenue at least 10-feet from any side property lines.

The development will be serviced by the existing 8" municipal water within Deering Street and a public fire hydrant located approximately 50 feet from the site. Ability to serve water and wastewater letters have been submitted from PWD and from the City Department of Public Services.

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

Currently there are two curb cuts along Cumberland Avenue that provide access to the surface parking lot serving 510 Cumberland Avenue. One curb cut is roughly eighty-eight (88) feet from the Mellen Street intersection and the other one is approximately thirty (30) feet. One access driveway is proposed along Cumberland Avenue that would be approximately eighty- three (83) feet from the intersection. A twenty (20) foot wide curb cut would lead into a garage entrance that provides access to the twenty-six (26) parking spaces in the existing building and the twenty-six (26) spaces on the first floor of the addition.

The second access point on the site is a twenty (20) foot driveway off Deering Street. The location of this curb cut is not changing from existing conditions and it serves as a shared curb cut with the adjoining property.

While this is the existing condition, there are no cross easements for access shown on the proposed subdivision plan. The applicant is now proposing one parking space at this location and will be accessed by this driveway.

Staff have not identified any concerns with the proposed site layout as it related to access, circulation, loading and servicing. The applicant provided waiver requests seeking a drive aisle width reduction of various sizes within the proposed parking area and driveways separation. The waiver requests were reviewed by Tom Errico who provided the following recommendation:

- The applicant shall provide a driveway separation waiver evaluation for the driveway on Deering Street. I am supportive of a waiver given that it is an existing condition and traffic from the proposed site will decline.
  Status: See prior comment and if the plan remains unchanged, detailed supporting documentation should be provided.
  Final Traffic Comments: The applicant has narrowed the driveway per City comments. Given that the driveway currently exists, provides access/egress movements to a parking lot and vehicles movements will be significantly reduced, I support a waiver from City standards.

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

Tom Greer states in the cover letter and in the project data of the application that the total increase in impervious surface area is less than 1,000 sf and that the building placement over the impervious surface area is exempt from the 5,000-sf redevelopment review. Lauren Swett, Consulting Civil Engineer, notes that the project is subject to meeting the basic standards under Section 5 of the Technical Manual. She has reviewed the stormwater management plan and states it meets the intent of Chapter 500 (Attachment 2). Please refer to Paragraph C 2(b), *Water Quality/Stormwater Management/Erosion Control*, below.

Ability to serve water and wastewater letters have been submitted from PWD and from the City Department of Public Services.

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

The proposal site is within an historic district and is being reviewed by the Historic Preservation Board for a certificate of appropriateness for the proposed buildings. It is in an urban neighborhood surrounded by a variety of residential building types. The proposed building does not impact the natural beauty of the area or adversely affect any significant wildlife habitat, rare or irreplaceable natural areas, or any public access to the shoreline. The staff finds the proposal in conformance with this standard.

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

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

Housing: A Livable City

State Goals: To encourage and promote affordable decent, housing opportunities for all Maine citizens

Local Goals:

- Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capabilities of all Portland households.
- 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.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Encourage quality, sustainable design in new housing development.

Goals from Future Strategies:
9. Adopt Affordable Housing

- Pursue new opportunities for increased energy efficiency, increased densities, mixed incomes, and greater connectivity to surrounding neighborhoods.

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

As noted above, the applicant has submitted a cover letter, Avesta Housing states that the financing for the project will be through a combination of LIHTC Equity and Private Bank Financing. Avesta has applied for $300,000 in funding through the City's HUD HOME program as well.

C. SITE PLAN REVIEW

1. Transportation Standards

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

b. Construction Management Plan

The applicant has submitted a construction management plan for review. The plans have been revised to relocate the dumpster and address the sidewalk issues. Keith Gray has reviewed the plan and has the following recommendations:

- Will the construction be phased? If so, provide a CMPlan for each phase.
- Will the Mellon Street sidewalk need to be closed?
- DPW does not support the extended occupancy of parking spaces. We suggest the occupancy of two parking spaces at a time for the duration required to complete the current construction activity.
- Proposed utility connections shall be added to the plan identifying anticipated street occupancy locations and duration.

A condition of approval is proposed to have the revised Construction Management Plan submitted for review and approval by Planning Authority and Department of Public Works.

c. Sidewalks and Pedestrian Access

The plans show building entrances and walkways connecting with the public sidewalk. A brick sidewalk is shown on both Mellen and Deering Streets. There is an existing concrete sidewalk along Cumberland Avenue. The sidewalk policy requires brick in Historic Districts. It is assumed that at a minimum the sidewalk along Cumberland Avenue will be disturbed in front of building addition, so this will need to be brick. The Department of Public Works will review the condition of the concrete walk. Bruce Hyman, Transportation Program Manager, has reviewed the plans and below are his comments:

- The Site Plan (C2.1 V5) nor the Existing Conditions and Demolition Plan show the existing and any planned changes to curb ramps, crosswalks and other pedestrian provisions within the ROW along the frontage of the site. The curb ramp at the corner of Cumberland Avenue and Mellen Stree is not ADA-compliant (per Google Streetview, Oct 2016 - I have not field verified); if it is currently non-compliant, it is to be brought fully up to ADA-standards, including Detectable Warning Panel. The sidewalk immediately adjacent to it along Cumberland Avenue is being reconstructed in brick.
- The Site Detail Sheet (C3.2) is to be revised to show at 2% maximum cross-slope for: the full width of the adjoining sidewalk in the Brick Driveway Apron with Bituminous Base (2); and the full width of the sidewalk as shown in Brick Sidewalk with Bituminous Base (1). Ideally, the Site Plan (C2.1 V5) would also show these maximums as well. The Detail for Driveway Apron Layout (3) illustrates the 2% maximum cross-slope but also shows concrete sidewalk and driveway but only brick sidewalks are to be constructed - an FYI mostly.

Mr. Hyman is on vacation this week and Mr. Errico did the review on his behalf and recommends the following:

> I have reviewed the sidewalk ramp at the southeast corner of Cumberland Avenue and Mellen Street as it relates to Bruce Hyman's comments. The applicant has provided a conceptual plan for the ramp improvements and the general configuration is acceptable given utility constraints and conditions at the intersection. The applicant shall provide an engineered detail with specific grades and dimensions for review and approval by DPW.

Keith Gray, City Engineer, has requested that the existing concrete sidewalk be replaced with brick, "*[t]he existing sidewalk along Cumberland Ave. (Lot A) should be updated to meet the City's sidewalk policy for proposed sidewalk material*".

d. Parking

The total number of parking spaces on the site is fifty-two (52): twenty-five (25) parking spaces in the existing building and the twenty-six (26) spaces on the first floor of the addition, and one at the new building on Deering Street. Five parking spaces of the total spaces will be leased to the existing building at the corner of Deering and Mellen Street. One of the spaces is proposed for a shared use vehicle, which can be used to satisfy eight required parking spaces in the R-6 zone per the off-street parking provisions. The parking spaces needed for the existing offices spaces at 73 Deering Street is five spaces, which is based on 2,018 square feet of office space on the first and second floor of the building. The parking for this property is being accounted for in the overall development, five spaces will be leased in the new parking garage.

In addition, only one parking space per unit is required for affordable housing units and the Planning Board may establish a parking ratio that is less than one per unit as part of the final review. Section 14-332.2 (b) of Division 20, Incentives for affordable housing- parking reductions allow the Planning Board to determine the number of parking spaces for affordable housing:

> *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.*

Since the proposal is to provide less than one for one parking, the applicant has provided documentation on the implementation of the shared car and address the overall parking demand for the project.

The proposed development is for 75 residential units with 52 parking spaces, of which five are for the existing building, there 47 spaces are actually proposed for the residential development. Following is the breakdown of the parking that is required by zoning versus the reduced ratio that the applicant is requesting:

	1:1 Ratio (As required by Zoning)	.64:1 Ratio (As requested by Applicant)
Parking spaces as required per zoning	72 (minus the first three proposed units)	47/72 = .638
One Car Share	7 (8 minus 1 parking space)	7
Total of Spaces Required	**65**	**54**
Ratio with the Car Share		**.75 space per unit**

Below is the parking analysis that the applicant provided on their site plan:

Existing Vehicle Spaces	58 spaces
Required Vehicle Spaces for Lot A	65
Lot A Breakdown	
First 3 Units	0
Remaining Units (1 per Unit)	72
Shared Car Bonus (8 space, -1 spaces)	7
Required Vehicle Spaces Lot B	5 (leased to Lot B)
Based on 2,261 sq. ft. of Office Spaces	
Total Proposed	**52**
Minus 5 being leased to Lot B (based on 2,018 sq. ft. of office space)	**47**
Total Compact Spaces Proposed	27

Tom Errico, Consultant Traffic Engineer, reviewed the documents submitted by the applicant and states the following:

> Based upon City ordinance provisions for providing one parking space per residential unit, providing 5 parking spaces for the office space on Deering Street, and with allowable reductions (car-share, and the first three units are exempt), the project would be required to provide 70 parking spaces. The applicant is providing 47 parking spaces for the residential units for a parking supply rate of approximately 0.75 parking spaces per unit assuming allowable reductions. The applicant has provided data from existing similar sites that indicates an expected parking generation rate of 0.61 parking spaces per residential unit. In addition to the Avesta data, Bill Bray, PE provided information on parking rates for similar type residential developments in Portland. While I don't agree with all the data provided, in my professional opinion, 0.75 parking spaces per residential unit will provide sufficient parking. Based on the data provided by the applicant for similar Avesta Housing sites, the project will provide a sufficient on-site parking supply and therefore I find parking conditions to be acceptable.

e. Bicycle Parking

The proposals include an interior bicycle, wall mounted, storage areas in the existing building parking garage, capable of accommodating 25 bicycle spaces, as well as ten bike spaces at the entrance of the new building on Deering Street, for a total of 35 bicycle spaces on site. This exceeds the requirement of two (2) bicycle parking spaces be provided for every five (5) residential units under Section 14-526(a)(4)(b).

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 on Cumberland Avenue.

f. Public Transit

Transit service is available on Congress Street, Park Avenue, and Forest Avenue. Route 1 (Congress St.), Route 8 (Peninsula Loop) and Route 9 (Deering and North Deering), as well as the METRO BREEZ, the ZOOM Turnpike Express, and Intercity Shuttle Bus, run on Congress Street. Route 5 (Maine Mall) is available on Park Avenue. Route 2 (Riverton) and Route 4 (Westbrook) are available from Forest Avenue. The applicant is not required to provide any transit infrastructure.

2. *Environmental Quality Standards*

a. Landscaping and Street Trees

A landscaping plan has been submitted for review. The plan shows ten (10) existing street threes; the applicant has not address the street tree requirement for residential development and will have to contribute

the City's Tree Fund for the one tree per lot requirement. The existing 10 trees will be credited, as well as the 13 existing residential units, therefore, the applicant will contribute for the total of 52 street trees.

b. Water Quality/Stormwater Management/Erosion Control

The total increase in impervious surface area for the development is less than 1,000 sf and that the building placement over the impervious surface area is exempt from the 5,000-sf redevelopment review. In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. This project only meets the thresholds to require compliance with the Basic Standards.

Lauren Swett, Consulting Civil Engineer, has reviewed the stormwater on the proposed development site and states all her comments have been addressed by the applicant and their consultant, except for the following:

> We met with the Applicant's Engineer on December 5 to discuss our prior comments and concerns with regards to the site grading and drainage. The Applicant has provided updated plans that address many of the prior concerns. The final garage drainage layout will be dependent on a few follow-up items. Final review and approval of the garage drainage based on these items should be made a condition of approval.
>
> a) The Applicant will be performing TV inspection of the existing catch basins on site. The plans note this, and following that inspection, the drainage layout will be finalized.
> b) The existing CB at the center of the parking area remains very close to a proposed column. The Applicant noted at the meeting that they will be coordinating with the foundation plans. This may result in a slight change in the layout.
> c) The existing underdrain pipe shown along the existing retaining wall is very difficult to see due to the hatch drawn on the plan. The location of this piping should be clearly identified on the grading and drainage plan. It appears that this pipe is to be connected to the proposed stormdrain pipe before connecting into the parking area. The details of this connection should be clarified.

In addition to Ms. Swett comments, Keith Gray, City Engineer, has reviewed the stormwater and request the following recommendations:

- The Grading & Utility Plan shows drainage from the existing Lot B building and the proposed building along Deering Street being collected along the top of the retaining wall and discharged through an existing 10-inch pipe to CB#4. The proposed roofdrain, stormdrain and underdrain should be routed/combined into an added manhole prior to connecting to the existing 10-inch pipe outlet.
- The surface/garage parking area discharges to a proposed trench-drain prior to the DMH#2 Oil/Water Separator. Show details of these connections. What is the capacity of the trench-drain? What storm event does the trench-drain collect before overflowing onto the sidewalk and into Cumberland Avenue?

Deering Street is now in moratorium, and all work in this street will be required to meet moratorium repair standards, if street impact is allowed. Mellen Street has not yet received final pavement, but paving is planned for 2018. The City has indicated that the stormwater connection from the project should be into Mellen Street. If possible, other utility services should also be into the street, and should be coordinated prior to paving in 2018.

3. Public Infrastructure and Community Safety Standards

a. Public Safety and Fire Prevention

The proposed lot split and new building is being reviewed for zoning and the fire department is looking at the separation for access and safety to the existing building. Lieutenant John Brennan of the Fire Department comments have been addressed and find the plan to be acceptable.

b. Availability and Capacity of Public Utilities
Evidence of sufficient capacity to serve the proposed development from the relevant utilities have been submitted as part of the final submission. The standard has been met.

4. Site Design Standards

a. Snow and Ice Loading
The applicant is proposing on-site snow storage. Snow storage is identified inside of the garage. The purpose of this area should be clarified, and the floor drainage should ensure that the area will drain.

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

c. Historic Resources
The proposed site is within the Deering Street Historic District and both the building addition to 510 Cumberland Avenue and the new building on Deering Street are subject to Historic Preservation Review. Section 14-526 (d) (5) of the site plan ordinance states "*Developments affecting designated landmarks or within designated historic districts or historic landscape districts: Any proposed development required to obtain a certificate of appropriateness under article IX (historic preservation) of the land use code shall be exempt from design standards*".

Thus, the design review will be conducted by the Historic Preservation Board. The applicant has initiated this review process, so the two reviews can proceed concurrently. The Historic Preservation Board has held two workshops for this proposal on November and third one is scheduled for December 20, 2017. Deb Andrews, Historic Preservation Manger, and the HP Board has reviewed the above information and her memo is Attachment 6. Some of the design highlights in memo is the following:

Renovation of House of Lights Building

- As of the 11/19 workshop, staff had not yet heard back from the Maine Human Rights Commission about the possibility of introducing separate entries directly from the sidewalk to the individual units on the ground floor. As such, this remained an open issue. The Board reiterated its concern about this building having no direct entries from the street. In the Board's view, introducing a series of raised stoops would result in activating the ground floor façade and better integrating the residential development with the neighborhood.

Building Addition at Corner of Cumberland and Mellen

- Noting that Mellen Street is an architecturally distinguished streetscape in and of itself, Board members expressed the view that the Mellen Street façade, while moving in a more positive design direction, warranted further design development. Board members suggested that the massing of the building be broken along this frontage, with the break occurring over the proposed entrance. This would help reduce its apparent scale.

Deering Street Infill Construction

- With respect to the two options for roof forms for the Deering Street building, the Board favored the mansard roof solution, as it helped achieve the overall façade proportions that characterize most of the abutting residential structures.

- Although a mansard roof was shown in one of the design options and ground floor bays were shown in both options, Board members expressed the view that the proposed structure was still

notably spare in overall architectural expression. As proposed, for example, the ground floor entries featured no projecting entry hoods. Given the nature of the surrounding architecture, which is noteworthy for its "weightiness" and its richness of detail, the Board expressed the view that the building's architectural detailing needs to appear substantial. In other words, the building should not appear to have thin, "applied" details. Further articulation of the façade should be considered as well. In making these suggestions, Board members cautioned that they were not recommending that historic details be copied on this new building. Rather, they were suggesting that common details of surrounding buildings be studied and interpreted in a contemporary treatment.

d. Exterior Lighting

The applicant is proposing lighting at the entrances as well as at the walkways between the new building on Deering Street and the building on Cumberland Ave. The proposals have introduced bollard lighting along the drive walkway (Plan 8). All exterior site lighting including lighting of building entrances will be cutoff with no light emitted above the horizontal plane or spilled onto adjacent properties or streets. Illumination levels will be adequate but not excessive for the safety, comfort and convenience of occupants and user of the site and will conform to all applicable standards of Section 12 of the Technical Manual. The lowest wattage possible will need to be used for the LED lighting fixtures. The final design of the lighting fixtures will be reviewed by the HP Board.

e. Noise and Vibration

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

XIII. STAFF RECOMMENDATIONS

The Planning Division recommends approval of the subdivision and site plans with the recommended conditions of approval listed under the proposed Planning Board motion.

XIV. PLANNING BOARD MOTIONS

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 application # 2017-132 relevant to the Portland Technical and Design Standards and Guidelines and other regulations and the testimony presented at the Planning Board hearing:

A. WAIVERS

1. The Planning Board [**waives / does not waive]** Section 1.14 of the City's Technical Manual Standard for a 24-ft. wide drive aisle is required for perpendicular parking, to allow a reduction to 19-foot aisle width for the parking garage (Plan 2 to Planning Board Report).

2. The Planning Board [**waives / does not waive]** Section 1.14 of the City's Technical Manual Standard that parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces, to allow 27 compact spaces which is 51% of the total number. (Plan 2 to Planning Board Report).

3. The Planning Board [**waives / does not waive]** Section 1.7.2.7 Location and spacing of driveways of the City's Technical Manual Standard for the location and spacing of driveways to be minimum of thirty-five (35) feet, to allow a separation of zero feet.

4. The Planning Board [**waives/does not waive**] Technical Standard, Sections 12.2.3 Illumination Levels and 12.2.5 Light Trespass, to allow the locations near the building where maximum light levels are exceeded by up to 0.6-foot candles, and to allow some minor trespass at the property boundaries that

benefit the pedestrian areas.

B. SUBDIVISION REVIEW

That the Planning Board finds that the plan [**is/ is not]** in conformance with the subdivision standards of the land use code, subject to the following conditions of approval:

1. That the Subdivision Plat shall be finalized to the satisfaction of the Planning Authority, Department of Public Services and Corporation Counsel; and

2. That the following shall be finalized to the satisfaction of the Corporation Counsel prior to the issuance of a building permit:
    a. License and easement for the foundations and canopies in the City right-of-way; and
    b. Stormwater management agreement; and
    c. Stormwater Drainage for all existing and proposed easements and licenses.

3. The applicant shall to contribute $20,800 to the City of Portland Tree Fund for the cost of required street trees.

C. SITE PLAN REVIEW

The Planning Board finds that the plan [**is/ is not]** in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval to be met prior to the issuance of a building permit, unless stated otherwise below:

1. That the parking required for the proposed development has been determined by the Planning Board to be 47 spaces for the proposed uses within the residential buildings, which include 75 residential units. This determination is based upon the parking data submitted by the applicant and their traffic engineer, Bill Bray;

2. In regard to the sidewalk ramp at the southeast corner of Cumberland Avenue and Mellen Street, the applicant shall submit an engineered detail with specific grades and dimensions for review and approval by the Planning Authority and Department Public Works;

3. That the applicant shall submit, for review and approval by the Planning Authority and the Department of Public Works, a revised Construction Management Plan that addresses the comments of the City staff;

4. That the applicant shall obtain a license and/or easement from the City, subject to review and approval by the Corporation Counsel's office, for foundations that extend into the City right-of-way, prior to the issuance of a building permit;

5. That a final site plan shall incorporate Keith Gray, City Engineer, review comments his memo dated 12.08.2017, for review and approval by the Planning Authority and Department of Public Works, pertaining to:
    a) Construction Management Plan
    b) Sidewalk on Cumberland Ave
    c) Stormwater Design

6. That a final site plan shall incorporate Lauren Swett, Consultant Engineer, review comments her memo dated 12.08.2017, for review and approval by the Planning Authority and Department of Public Works:
    a) The Applicant shall perform TV inspection of the existing catch basins on site. The plans note this, and following that inspection, the drainage layout shall be finalized.
    b) The existing CB at the center of the parking area remains very close to a proposed column and shall be coordinated with the foundation plans. This may result in a slight change in the layout.

c) The existing underdrain pipe shown along the existing retaining wall is very difficult to see due to the hatch drawn on the plan. The location of this piping shall be clearly identified on the grading and drainage plan. It appears that this pipe is to be connected to the proposed stormdrain pipe before connecting into the parking area. The details of this connection shall be clarified.

XIV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Engineer review (memo from Thomas Errico, 12.08.2017)
2. Civil Engineer review (memos from Lauren Swett, 12.08.2017)
3. City Engineer DPW review (memo from Keith Gray 12.08.2017)
4. Fire Department review (memo from John Brennan 09.08.17)
5. Transportation Manager review (memo from Bruce Hyman, 11.21.2017)
6. Historic Preservation Manager review (memo from Deb Andrews 12.08.2017)
7. Housing Planner review (memo from Victoria Volent 12.05.2017)
8. Wastewater Capacity letters from DPW
9. Renderings of Proposed Site

PUBLIC COMMENT

PC 1 Richard Bilodeau 8-4-17
PC 2 Steven Fender 8-31-17
PC 3 Christopher Ring 9-6-17
PC 4 Marilyn MacDowell 9-22-17
PC 5 Mary Elizabeth Lell Duggan 9-11-17
PC 6 Cynthia A. Murray-Beliveau 9-12-17
PC 7 Alicia Allen 9-12-17
PC 8 Christopher Ring 12-1-17
PC 9 Marie Gray 12.1.2017

APPLICANT'S SUBMITTALS

A. Cover Letter (from Tom Greer,12.7.2017)
B. Level III Site Plan Application
C. Authorization Letter AVESTA
D. Recorded Deed
E. Wastewater Capacity Application
F. Deering Place Financial and Technical capacity
G. Waiver Request
H. Waiver Supplemental Data
I. Stormwater Report
J. Deering Place Parking Study Dated 11.16.17
K. Deering Place Parking for 73 Deering St.
L. Deering Place Supplemental Parking Info
M. Light Cut Sheets
N. Neighborhood Meeting Notice
O. Neighborhood Meeting Certification
P. Attendee List
Q. Neighborhood Meeting Summary
R. Ability to Serve Determination 61 Deering Street – 2017
S. Ability to Serve Determination 510 Cumberland Avenue – 2017
T. Air Conditioner Unit Dimensions
U. Air Conditioner Unit Sound
V. Vehicle Turning Movements

PLANS

Plan 1	Survey
Plan 2	Civil Engineer Site Plan
Plan 3	Existing Conditions & Demolition Plan
Plan 4	Grading & Utilities Plan
Plan 5	Landscape Plan, Notes & Details
Plan 6	Sheet 1 – Subdivision Plat
Plan 7	Sheet 2 Subdivision Plat
Plan 8	Photometric Plans
Plan 9	Construction Management Plan
Plan 10	Erosion Control Plan, Notes & Details
Plan 11	Details
Plan 12	Details
Plan 13	Building Elevation- Deering Street
Plan 14	Building Elevation- Cumberland Avenue
Plan 15	Building A - Floor Plans
Plan 16	Building B Floor Plans
Plan 17	Deering Place Roof Plan
Plan 18	Roof Plan
Plan 19	Deering Ave Existing Demo 1 St 2nd, 3rd Floor Plans
Plan 20	73 Deering St Floor Plans with SF

Att. 1

Portland Maine Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

510 Cumberland Avenue -- Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com> Fri, Dec 8, 2017 at 9:27 AM
To: Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Katherine Earley <kas@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Hyman, Bruce" <bhyman@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Shukria – The following presents at status update of my preliminary traffic comments following a review updated application materials.

- I find the location of the Cumberland Avenue driveway to be reasonable, particularly in combination with the closing of the driveway nearest the Mellen Street intersection. The applicant should note if corner clearance standards are met and if a waiver is required.

  Status: The applicant has noted that the driveway meets City standards and I concur. I have no further comment.

  Final Traffic Comments: I have no further comment.

- The applicant shall provide vehicle auto-turn graphics supporting the 19.8 foot wide parking aisle.

  Status: The applicant has provided the requested auto-turn graphic. The dimensions of the vehicle used in the analysis shall be provided.

  Final Traffic Comments: The applicant has provided vehicle dimension information. I have no further comment.

- I support waivers for the 22 foot and 22.4-foot aisle widths, although the applicant should formally request waivers with documentation.

  Status: Detailed support documentation is outstanding.

  Final Traffic Comments: The applicant has noted that given existing site conditions, building design elements, and a goal for maximizing the number of parking spaces to minimize impacts to the neighborhood, narrower aisle widths are proposed. Given that vehicle turning data indicates the parking spaces are reasonably accessible and that vehicles should have low turnover, I support a waiver from City standards.

- The applicant shall provide supporting documentation for exceeding the allowable percentage of compact spaces per City Ordinance.

  Status: The applicant shall provide documentation of vehicle type through field surveys of existing Avesta project sites. My observations do not support the claim of widespread smaller vehicle usage for similar sites.

  Final Status: The applicant has noted that the percentage of compact spaces is due to site/building constraints and maximizing the number of on-site parking spaces. Given site constraints and low vehicles turnover, I support a waiver from City standards.

- How will existing parked vehicles be accommodated.

Status: The applicant has noted that the demand for the existing on-site parked vehicles will be eliminated. I have no further comment.

Final Traffic Comments: I have no further comment.

- An auto-turn schematic shall be provided for the HC parking spaces off Deering Street.

  Status: The plan has been modified and one off-street HC parking space is proposed. Given that only one space is proposed, the applicant should investigate an on-street option for providing a HC space.

  Final Status: It is recommended that the driveway be narrowed. The revised site plan provides a narrower driveway and I find conditions to be acceptable. I have no further comment.

- The applicant shall provide a driveway separation waiver evaluation for the driveway on Deering Street. I am supportive of a waiver given that it is an existing condition and traffic from the proposed site will decline.

  Status: See prior comment and if the plan remains unchanged, detailed supporting documentation should be provided.

  Final Traffic Comments: The applicant has narrowed the driveway per City comments. Given that the driveway currently exists, provides access/egress movements to a parking lot and vehicles movements will be significantly reduced, I support a waiver from City standards.

<u>Additional Comments</u>

- I have conducted a preliminary review of the parking demand study and my initial review is that the supply appears reasonable. I would note that I continue to review the data and site conditions and final determination will be provided in the future.

  Final Status: The applicant has provided significant information as it relates to documenting the adequacy of the on-site parking supply. The following should be noted:

  - **Based upon City ordinance provisions for providing one parking space per residential unit, providing 5 parking spaces for the office space on Deering Street, and with allowable reductions (car-share, and the first three units are exempt), the project would be required to provide 70 parking spaces. The applicant is providing 47 parking spaces for the residential units for a parking supply rate of approximately 0.75 parking spaces per unit assuming allowable reductions. The applicant has provided data from existing similar sites that indicates an expected parking generation rate of 0.61 parking spaces per residential unit. In addition to the Avesta data, Bill Bray, PE provided information on parking rates for similar type residential developments in Portland. While I don't agree with all the data provided, in my professional opinion, 0.75 parking spaces per residential unit will provide sufficient parking. Based on the data provided by the applicant for similar Avesta Housing sites, the project will provide a sufficient on-site parking supply and therefore I find parking conditions to be acceptable.**

- **I have reviewed the sidewalk ramp at the southeast corner of Cumberland Avenue and Mellen Street as it relates to Bruce Hyman's comments. The applicant has provided a conceptual plan for the ramp improvements and the general configuration is acceptable given utility constraints and conditions at the intersection. The applicant shall provide an engineered detail with specific grades and dimensions for review and approval by DPW.**

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
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DRIVE RESULTS

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T 207.774.2112
F 207.774.6635

Att. 2

MEMORANDUM

TO: Shukria Wiar, Planner
FROM: Lauren Swett, P.E. & Loren Joyce, E.I.T.
DATE: December 8, 2017
RE: 510 Cumberland Avenue, Level III Site Plan Application

Woodard & Curran has reviewed the Level III Site Plan Application for the proposed Avesta Deering Place Project located at 510 Cumberland Avenue in Portland, Maine. The project involves construction of two (2) new four story buildings with ground level parking; one on the Cumberland Avenue Lot and another four story building on the Deering Street Lot.

Documents Reviewed by Woodard & Curran

- Response to comments letter, dated December 1, 2017, prepared by Thomas S. Greer, P.E. of Pinkham & Greer Civil Engineers, on behalf of Avesta Housing Development Corporation.
- Revision letter, dated December 7, 2017, prepared by Thomas S. Greer, P.E. of Pinkham & Greer Civil Engineers, on behalf of Avesta Housing Development Corporation.
- Updated plans, dated December 7, 2017, prepared by Thomas S. Greer, P.E. of Pinkham & Greer Civil Engineers, on behalf of Avesta Housing Development Corporation.

Comments

1) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. As described below, this project only meets the thresholds to require compliance with the Basic Standards. We offer the following comments:
   a) Basic Standards: Plans, notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
   b) General Standards: The project will result in a de minimis increase in impervious area of approximately 330 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control. We encourage the Applicant to review the City's Stormwater Service Charge Credit Manual (available online) to evaluate whether they may want to incorporate stormwater quality treatment measures that qualify for a future Stormwater Service Charge credit.
   c) Flooding Standards: The project will result in a de minimis increase in impervious area of approximately 330 square feet. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site.
2) We met with the Applicant's Engineer on December 5 to discuss our prior comments and concerns with regards to the site grading and drainage. The Applicant has provided updated plans that address many of the prior concerns. The final garage drainage layout will be dependent on a few follow-up items. Final review and approval of the garage drainage based on these items should be made a condition of approval.
   a) The Applicant will be performing TV inspection of the existing catch basins on site. The plans note this, and following that inspection, the drainage layout will be finalized.
   b) The existing CB at the center of the parking area remains very close to a proposed column. The Applicant noted at the meeting that they will be coordinating with the foundation plans. This may result in a slight change in the layout.
   c) The existing underdrain pipe shown along the existing retaining wall is very difficult to see due to the hatch drawn on the plan. The location of this piping should be clearly identified on the grading and

drainage plan. It appears that this pipe is to be connected to the proposed stormdrain pipe before connecting into the parking area. The details of this connection should be clarified.

3) A stormdrain connection is proposed into Mellen Street. The Applicant will need to coordinate closely with the Department of Public Works as this street is slated for paving in 2018.

Att. 3

Portland Maine Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

510 Cumberland Ave.

1 message

Keith Gray <kgray@portlandmaine.gov> Fri, Dec 8, 2017 at 12:53 PM
To: Shukria Wiar <shukriaw@portlandmaine.gov>

I have reviewed the plans submitted on December 7th and have the following concerns:

Construction Management Plan:

CMPlan dated 10/20/17

- Will the construction be phased? If so, provide a CMPlan for each phase.
- Will the Mellon Street sidewalk need to be closed?
- DPW does not support the extended occupancy of parking spaces. We suggest the occupancy of two parking spaces at a time for the duration required to complete the current construction activity.
- Proposed utility connections shall be added to the plan identifying anticipated street occupancy locations and duration.

Site Design:

- The existing sidewalk along Cumberland Ave. (Lot A) should be updated to meet the City's sidewalk policy for proposed sidewalk material.
- The Grading & Utility Plan shows drainage from the existing Lot B building and the proposed building along Deering Street being collected along the top of the retaining wall and discharged through an existing 10-inch pipe to CB#4. The proposed roofdrain, stormdrain and underdrain should be routed/combined into an added manhole prior to connecting to the existing 10-inch pipe outlet.
- The surface/garage parking area discharges to a proposed trench-drain prior to the DMH#2 Oil/Water Separator. Show details of these connections. What is the capacity of the trench-drain? What storm event does the trench-drain collect before overflowing onto the sidewalk and into Cumberland Avenue?

Thank you,

Keith

--
Keith D. Gray, PE
Senior Engineer
Dept. of Public Works
City of Portland Maine

207.874.8834
kgray@portlandmaine.gov

MEMORANDUM

To: FILE

From: Shukria Wiar

Subject: Application ID: 2017-132

Date: 9/8/2017

Comments Submitted by: John Brennan/Fire on 8/17/2017

Access between new Building B and existing Building C appears to be tight. Access to the egress windows of the upper floors will need to be made via portable ground ladders. The new building shall not affect the egress or required Fire Department access for the neighboring building.

Comments Submitted by: John Brennan/Fire on 8/17/2017

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.

Comments Submitted by: John Brennan/Fire on 8/17/2017

Emergency vehicle access is excellent for the building on Cumberland Avenue, Mellen St and Deering Avenue.

Portland Maine Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

PEZ 2017.132 Pedestrian Accessibility and Public ROW Comments - 510 Cumberland Ave

Bruce Hyman <bhyman@portlandmaine.gov> Tue, Nov 21, 2017 at 4:16 PM
To: Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Tom Errico <thomas.errico@tylin.com>, Keith Gray <kgray@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

My comments related to Pedestrian Accessibility and the design of within the Public Right of Way are:

- The Site Plan (C2.1 V5) nor the Existing Conditions and Demolition Plan show the existing and any planned changes to curb ramps, crosswalks and other pedestrian provisions within the ROW along the frontage of the site. The curb ramp at the corner of Cumberland Avenue and Mellen Stree is not ADA-compliant (per Google Streetview, Oct 2016 - I have not field verified); if it is currently non-compliant, it is to be brought fully up to ADA-standards, including Detectable Warning Panel. The sidewalk immediately adjacent to it along Cumberland Avenue is being reconstructed in brick.
- The Site Detail Sheet (C3.2) is to be revised to show at 2% maximum cross-slope for: the full width of the adjoining sidewalk in the Brick Driveway Apron with Bituminous Base (2); and the full width of the sidewalk as shown in Brick Sidewalk with Bituminous Base (1). Ideally, the Site Plan (C2.1 V5) would also show these maximums as well. The Detail for Driveway Apron Layout (3) illustrates the 2% maximum cross-slope but also shows concrete sidewalk and driveway but only brick sidewalks are to be constructed - an FYI mostly.

Please don't hesitate to contact me if you have any 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
http://www.portlandmaine.gov/1363/Transportation-Division
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:	**Shukria Wiar, Planner**
Date:	**December 8, 2017**
Re:	**Status of Historic Preservation Board Review of Avesta's Proposed Residential Development at 510 Cumberland/61 Deering**

Avesta's proposed residential development at 510 Cumberland and 61 Deering Street falls within the boundaries of the Deering Street Historic District. As such, the development must meet the historic preservation ordinance's Standards for Review of New Construction and Standards for Review of Alterations to Noncontributing Buildings (for proposed renovation of the former House of Lights building). As member of the Planning Board are aware, the Historic Preservation's design review authority is binding, rather than advisory, for projects within historic districts,

The Historic Preservation Board has held two preliminary workshops to date--an initial workshop on November 1, followed by review of a substantially revised proposal on November 29. A copy of the staff report for the 11/29 workshop was provided to the Planning Board at its last workshop.

Summary of 11/29 Workshop, Outstanding HP Issues

The Historic Preservation Board's response to the revised proposal presented on November 29th was generally quite favorable. The Board expressed appreciation for the revisions made in response to the initial workshop, especially the decision to eliminate a floor on the Deering Street building, which allowed the floor-to-ceiling heights to be adjusted and brought into greater conformity with the proportions of neighboring buildings. The Board responded favorably to a number of other design revisions as well. That said, the following outstanding issues were identified as warranting further revision and/or more detailed design development:

<u>Renovation of House of Lights Building</u>

- As of the 11/19 workshop, staff had not yet heard back from the Maine Human Rights Commission about the possibility of introducing separate entries directly from the sidewalk to the individual units on the ground floor. As such, this remained an open issue. The Board reiterated its concern about this building having no direct entries from

the street. In the Board's view, introducing a series of raised stoops would result in activating the ground floor façade and better integrating the residential development with the neighborhood.

Building Addition at Corner of Cumberland and Mellen

- Noting that Mellen Street is an architecturally distinguished streetscape in and of itself, Board members expressed the view that the Mellen Street façade, while moving in a more positive design direction, warranted further design development. Board members suggested that the massing of the building be broken along this frontage, with the break occurring over the proposed entrance. This would help reduce its apparent scale.

Deering Street Infill Construction

- With respect to the two options for roof forms for the Deering Street building, the Board favored the mansard roof solution, as it helped achieve the overall façade proportions that characterize most of the abutting residential structures.

- Although a mansard roof was shown in one of the design options and ground floor bays were shown in both options, Board members expressed the view that the proposed structure was still notably spare in overall architectural expression. As proposed, for example, the ground floor entries featured no projecting entry hoods. Given the nature of the surrounding architecture, which is noteworthy for its "weightiness" and its richness of detail, the Board expressed the view that the building's architectural detailing needs to appear substantial. In other words, the building should not appear to have thin, "applied" details. Further articulation of the façade should be considered as well. In making these suggestions, Board members cautioned that they were not recommending that historic details be copied on this new building. Rather, they were suggesting that common details of surrounding buildings be studied and interpreted in a contemporary treatment.

Next Steps:

At Mr. Lloyd's request, a final workshop has been scheduled for December 20th. A public hearing is scheduled for January 3rd.

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

To: Shukria Wiar Planner, Planning & Urban Development Department

From: Victoria Volent, Housing Program Manager, Housing & Community Development Division

Date: December 5, 2017

Subject: 510 Cumberland Avenue/ 61 Deering Street – Inclusionary Zoning Conditional Use

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All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance.

Division 30, Section 14-487, Ensuring Workforce Housing, requires at least ten percent (10%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 14-487 e 3 also requires the number of bedrooms in the units shall be 10% of the total number of bedrooms in the development.

The development located at 510 Cumberland Street/ 61 Deering Street proposes the creation of seventy-five (75) dwelling units of renter occupied housing consisting of fifteen (15) efficiency units, thirty-eight (38) one-bedroom units, nine (9) two-bedroom units, and 13 (thirteen) three-bedroom units. As dwelling units for rent, any designated Workforce Units will be restricted to households earning up to 100% of Area Median Income (AMI). Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of seven (7) workforce units with a total of ten (10) bedrooms. The Applicant has elected to provide thirteen (13) units at 40% AMI, thirty-two (32) units at 50% AMI, and thirty (30) market rate units on-site. The applicant is providing a greater percentage of affordable units at lower income targets than required by the Ensuring Workforce Housing Ordinance. As such, the project has met the minimum requirements set forth in Section 14-487.

Staff recommends the Board Approve this Conditional Use. However, should the designated units identified as restricted to households earning up to 40% AMI, and the designated units identified as restricted to households earning up to 50% AMI fail to retain their affordability restrictions, then the Applicant and the City should enter into an agreed upon Affordable Housing Agreement (AHA). The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Units and will be filed as covenant to the property's deed with the Cumberland County Registry of Deeds.

Sincerely,

Victoria Volent
Housing Program Manager

Portland, Maine — Yes. Life's good here.

Christopher C. Branch, P.E.
Director of Public Works

Date: December 8, 2017

Re: Wastewater Capacity Authorization

Address: 510 Cumberland Avenue
Applicant: Avesta Housing Development

Planner: Shukria Wiar

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Proposed flow				
Multiple Family Dwelling Units	Studio	6	120	720
Multiple Family Dwelling Units	1-Bedroom	24	120	2880
Multiple Family Dwelling Units	2-Bedroom	9	180	1620
			Net Change	**+ 5220**
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

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

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

Bradley A Roland

Bradley A. Roland, P.E.
Senior Project Engineer
CC:
Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland
Stuart O'Brien, Planning Director, Department of Planning and Urban Development, City of Portland
Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of Portland
Kathi Earley, City Engineer/Engineering Manager, Portland Department of Public Works
Nancy Gallinaro, Water Resources Manager, Portland Department of Public Works
John Emerson, Wastewater Coordinator, Portland Department of Public Works
Lauren Swett, Woodard & Curran, DPW Development Review
Scott Firmin, Director of Wastewater, Portland Water District

Portland, Maine — Yes. Life's good here.

Christopher C. Branch, P.E.
Director of Public Works

Date: December 8, 2017

Re: Wastewater Capacity Authorization

Address: 61 Deering Street
Applicant: Avesta Housing Development

Planner: Shukria Wiar

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Proposed flow				
Multiple Family Dwelling Units	Studio	9	120	1080
Multiple Family Dwelling Units	1-Bedroom	14	120	1680
			Net Change	**+ 2760**
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

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

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

Sincerely,
CITY OF PORTLAND

Bradley A Roland

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

CC:
Jeffrey Levine, Director, Department of Planning and Urban Development, City of Portland
Stuart O'Brien, Planning Director, Department of Planning and Urban Development, City of Portland
Barbara Barhydt, Development Review Services Mgr., Dep't. of Planning and Urban Development, City of Portland
Kathi Earley, City Engineer/Engineering Manager, Portland Department of Public Works
Nancy Gallinaro, Water Resources Manager, Portland Department of Public Works
John Emerson, Wastewater Coordinator, Portland Department of Public Works
Lauren Swett, Woodard & Curran, DPW Development Review
Scott Firmin, Director of Wastewater, Portland Water District

Att. 9

Att. 9a

NO PARKING ANY TIME
STOP

Att. A

PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME. 04103
Tel: 207.781.5242 Fax: 207.781.4245

File: 17127

December 7, 2017

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

RE: REVISIONS, 510 CUMBERLAND AVENUE, DEERING PLACE, AVESTA

Dear Shukria,

In response to Staff comments at our staff meeting on Tuesday we have made the following changes.

1. The garage parking layout has been revised to accommodate a ramp between the existing building and the exterior parking.
2. The piping for the storm drainage has been revised to put site runoff and roof drainage to the storm drain in Mellen Street. The parking lot runoff will be conveyed to the trench drain and to an oil/grit separator before discharging to the sewer on Cumberland Avenue. The building sewer will be connected to this line as well.
3. The work in Deering Street will be completed under the moratorium. We have added a note noting that and shown grinding and overlay of pavement within 50 feet of the trenches, new photometrics are provided.
4. The lighting has been revised.
5. The office area for 73 Deering has been uploaded. Floor Plans have been provided.
6. Attached is a waiver support document.
7. As a Condition of Approval, please include a drainage easement from Lot A to Lot B, will be included and a license for foundation encroachment into the sidewalk will be finalized.

Avesta is aware of the tree fund requirement.

The Construction Management Plan will be revised to reflect more sidewalk separation and the two phases of the project.

Please let me know if you have any questions.

Sincerely,

PINKHAM & GREER,
CIVIL ENGINEERS

Thomas S. Greer, P.E.

Enclosures

cc: Matthew Peters, David Lloyd, Patrick Hess, File

Att. B

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:	Deering Place
Proposed Development Address:	510 Cumberland Avenue / 61 Deering Street
Project Description:	Construction of 2 Apartment Buildings for 84 Units.
Chart/Block/Lot:	Map 47, Block B / Lots 1, 2, 3, & 29
Preliminary Plan	Yes
Final Plan	

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

APPLICANT

Name:	Matthew Peters
Business Name:	Avesta Housing Development Corporation
Address:	307 Cumberland Avenue
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-245-3370
Home #:	
Cell #:	
Fax #:	
E-mail:	MPeters@avestahousing.org

OWNER

Name:	Same as Applicant
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

AGENT/REPRESENTATIVE

Name:	Thomas S. Greer, P.E. (Pinkham & Greer Civil Engineers)
Address:	28 Vannah Avenue
City/State:	Portland, ME
Zip Code:	04103
Work #:	207-781-5242
Home #:	
Cell #:	
Fax #:	207-781-4245
E-mail:	tgreer@pinkhamandgreer.com

BILLING (to whom invoices will be forwarded to)

Name:	Avesta Housing Development Corporation
Address:	307 Cumberland Avenue
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-245-3370
Home #:	
Cell #:	
Fax #:	
E-mail:	MPeters@avestahousing.org

ENGINEER

Name:	Thomas S. Greer, P.E. (Pinkham & Greer Civil Engineers)
Address:	28 Vannah Avenue
City/State:	Portland, ME
Zip Code:	04103
Work #:	207-781-5242
Home #:	
Cell #:	
Fax #:	207-781-4245
E-mail:	tgreer@pinkhamandgreer.com

SURVEYOR

Name:	Owen Haskell
Address:	390 US Route One #10
City/State:	Falmouth, ME
Zip Code:	04105
Work #:	207-774-0424
Home #:	
Cell #:	
Fax #:	207-774-0511
E-mail:	

ARCHITECT

Name:	David Lloyd (Archetype Architects)
Address:	48 Union Wharf
City/State:	Portland, ME
Zip Code:	04101
Work #:	207-772-6022
Home #:	
Cell #:	
Fax #:	207-772-4056
E-mail:	lloyd@archetypepa.com

ATTORNEY

Name:	
Address:	
City/State:	
Zip Code:	
Work #:	
Home #:	
Cell #:	
Fax #:	
E-mail:	

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	Rita Sawyer
E-mail:	rsawyer@pinkhamandgreer.com
Name:	Thomas S. Greer
E-mail:	tgreer@pinkhamandgreer.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
	# of Subdivision Lots 69 x $25.00 (per lot)	$ 1,725.00
☐	Site Location	$3,500.00
	# of Site Location Lots x $200.00 (per lot)	$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☑	Historic Preservation	
	TOTAL APPLICATION FEE DUE:	$ 2,231.25

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 ($50.00 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)

Original 53,368

TOTAL AREA OF SITE	A-47,500, B-5,868		sq. ft.
PROPOSED DISTURBED AREA OF THE SITE	27,900		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)	A-40,455, B-3,115		sq. ft.
Impervious Area (Total Proposed)	A-39,452, B-3,300		sq. ft.
Building Ground Floor Area and Total Floor	Lot A	Lot B	
Building Footprint (Total Existing)	A-20,655, B-0	2,250	sq. ft.
Building Footprint (Total Proposed)	A-29,239, B-5,165	No change	sq. ft.
Building Floor Area (Total Existing)	A-61,965, B-0	6,750	sq. ft.
Building Floor Area (Total Proposed)	A-67,062, B-15,495	No Change	sq. ft.
ZONING			
Existing	R6		
Proposed, if applicable	R6		
LAND USE			
Existing	Residential		
Proposed	Residential		
RESIDENTIAL, IF APPLICABLE			
# of Residential Units (Total Existing)	Lot A 13, Lot B 3		
# of Residential Units (Total Proposed)	Lot A 76, Lot B 3		
# of Lots (Total Proposed)	2		
# of Affordable Housing Units (Total Proposed)	Lot A 76, Lot B 0		
	Lot A		
PROPOSED BEDROOM MIX	Bldg A	Bldg B	
# of Efficiency Units (Total Proposed)	7	9	
# of One-Bedroom Units (Total Proposed)	25	14	
# of Two-Bedroom Units (Total Proposed)	8	0	
# of Three-Bedroom Units (Total Proposed)	13	0	
PARKING SPACES	Lot A	Lot B	
# of Parking Spaces (Total Existing)	58	0	
# of Parking Spaces (Total Proposed)	49	6 Leased from Lot A	
# of Handicapped Spaces (Total Proposed)	13	0	
BICYCLE PARKING SPACES	Lot A	Lot B	
# of Bicycle Spaces (Total Existing)	Lot A 0, Lot B 0		
# of Bicycle Spaces (Total Proposed)	Lot A 35, Lot B 0		
ESTIMATED COST OF THE PROJECT	$10,000,000.00		

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:	Thomas Greif AGENT
Date:	11/17/17

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST**
x		1	Completed Application form
x		1	Application fees
x		1	Written description of project
x		1	Evidence of right, title and interest
n/a		1	Evidence of state and/or federal approvals, if applicable
x		1	Written assessment of proposed project's compliance with applicable zoning requirements
x		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
x		1	Written requests for waivers from site plan or technical standards, if applicable.
x		1	Evidence of financial and technical capacity
x		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	**SITE PLAN SUBMISSIONS CHECKLIST**
x		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
x		1	**Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)**
x		Proposed grading and contours;	
x		Existing structures with distances from property line;	
x		Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;	
n/a		Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);	
n/a		Preliminary infrastructure improvements;	
		Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;	
x		Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);	
x		Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);	
x		Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;	
x		Exterior building elevations.	

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	**GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)**
x		1	* Completed Application form
x		1	* Application fees
x		1	* Written description of project
x		1	* Evidence of right, title and interest
n/a		1	* Evidence of state and/or federal 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
		1	Written summary of project's consistency with related city master plans
		1	Evidence of utility capacity to serve
		1	Written summary of solid waste generation and proposed management of solid waste
		1	A code summary referencing NFPA 1 and all Fire Department technical standards
n/a		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
n/a		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);
			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;
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;
n/a			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;
n/a			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 -

		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;
n/a		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;
		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
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.

Att. C

AVESTA HOUSING
307 Cumberland Avenue
Portland, ME 04101

(207) 245-3370

May 25, 2017

To Whom It May Concern

This letter is to inform you that Thomas S. Greer and his associates of Pinkham & Greer Civil Engineers in Portland are hereby authorized to represent me throughout the approval process of the Deering Place located at 510 Cumberland Avenue and 61 Deering Street in Portland, Maine.

This includes representing me with the City of Portland and any other State or local agencies who may become involved in the process.

Should you have any questions or concerns, please feel free to contact me.

Sincerely,

Matthew Peters
Vice President of Real Estate Services

Att. D

Doc#: 56966 Bk:33552 Pg: 280

MAINE REAL ESTATE TAX PAID

QUITCLAIM DEED WITH COVENANT

The Opportunity Alliance, a non-profit corporation organized and existing under the laws of the State of Maine, with a place of business at 50 Lydia Lane, South Portland, Maine 04106, for consideration paid, grants to **Avesta Housing Development Corporation,** a Maine non-profit corporation, with a mailing address of 307 Cumberland Avenue, Portland, Maine 04101, with Quitclaim Covenant, certain real property situated at 510 Cumberland Avenue (a/k/a 498-500 Cumberland Avenue) and 61-73 Deering Street, Portland, Cumberland County, Maine, as more fully described in Schedule A appended hereto and incorporated herein (the "Premises").

IN WITNESS WHEREOF, **The Opportunity Alliance** has caused this instrument to be executed and delivered in its corporation name by Michael J. Tarpinian, its President thereunto duly authorized this 25th day of October, 2016.

The Opportunity Alliance

By: _____
Michael J.Tarpinian
Its President

State of Maine
Cumberland, ss

October 25, 2016

Then personally appeared the above-named Michael J. Tarpinian, President of The Opportunity Alliance, and acknowledged the foregoing instrument to be his free act and deed in such capacity, and the free act and deed of The Opportunity Alliance.

Before me,

_____
Notary Public/Attorney at Law

Gary D. Vogel
Print name

SCHEDULE A
to
Quitclaim Deed with Covenant
The Opportunity Alliance to Avesta Housing Development Corporation

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

Beginning at the intersection of the easterly sideline of Mellen Street and the southerly sideline of Cumberland Avenue; thence easterly along the southerly sideline of Cumberland Avenue three hundred twenty (320) feet and eight (8) inches to land now or formerly of Donald L. Donnelly, Jr., et al.; thence southerly by said Donnelly land twenty-four (24) inches to a point; thence westerly at right angles to the last course of eight (8) inches to a point; thence southerly ninety-six and eight tenths (96.8) feet, more or less, to land formerly of one Harris; thence westerly by land formerly of Harris forty-five (45) feet to a point; thence southerly one and two tenths (1.2) feet to a point; thence westerly twenty-five and eight tenths (25.8) feet to a point, which point is one hundred (100) feet southerly from Cumberland Avenue; thence southerly three and forty-six hundredths (3.46) feet to land formerly of Marion D. Noyes; thence westerly by said Noyes land forty (40) feet to a corner thereof; thence southerly by said Noyes land one hundred twenty-four (124) feet to the northerly sideline of Deering Street; thence westerly by the northerly sideline of Deering Street, one hundred ninety-four (194) feet, more or less, to the easterly sideline of Mellen Street; thence northerly by the easterly sideline of Mellen Street to the southerly sideline of Cumberland Avenue and the point of beginning.

Also hereby conveying the right to enter on land of Donald L. Donnelly, Jr., et al. for the maintenance of a pilaster as set forth in Deed to Lloyd H. Holmes, et al. dated October 15, 1976, recorded in Book 3926, Page 199.

Together with an easement for the construction, maintenance, repair, replacement and use of a fire emergency exit and all purposes related thereto, but no other purposes, described in Easement Deed from Peter L. Adams et ux. to People's Regional Opportunity Program dated April 28, 1992, recorded in Book 10064, Page 216.

The premises is conveyed subject to all encumbrances of record, which Grantee by its acceptance of this deed agrees to satisfy, other than with respect to the obligations, set forth in an Agreement between the City of Portland and People's Regional Opportunity Program dated May 13, 1993, recorded in Book 10693, Page 290 which shall remain the obligation of Grantor to the extent, if any, not satisfied.

For Grantor's title see Deed dated May 13, 1992, from Fleet Bank of Maine to Peoples Regional Opportunity Program, recorded with Cumberland County Registry of Deeds in Book 10064, Page 213. As reflected in the records of the Maine Secretary of State, The Opportunity Alliance was formerly known as Peoples Regional Opportunity Program.

Received
Recorded Register of Deeds
Oct 26,2016 09:55:26A
Cumberland County
Nancy A. Lane

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Date: December 1, 2017

Bradley Roland, P.E.
Water Resources Division

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

Site Address: 510 Cumberland Avenue / 61 Deering Street

Chart Block Lot Number: 47/B/1, 2, 3 & 29

Proposed Use: Residential
Previous Use: Residential
Existing Sanitary Flows: 936 GPD
Existing Process Flows: 5,906 GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.
Cumberland Avenue & Deering Street

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

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

2. Please, Submit Contact Information.

City Planner's Name: Barbara Barhydt Phone: 207-874-8699
Owner/Developer Name: Avesta Housing
Owner/Developer Address: 307 Cumberland Avenue, Portland, ME 04101
Phone: 207-245-3370 Fax: E-mail: MPeters@avestahousing.org
Engineering Consultant Name: Thomas S. Greer, P.E. Pinkham & Greer Civil Engineers
Engineering Consultant Address: 28 Vannah Avenue, Portland, ME 04103
Phone: 207-781-5242 Fax: 207-781-4245 E-mail: tgreer@pinkhamandgreer.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 78x1.2x60 per person, per day = 5,616 GPD
Peaking Factor/ Peak Times: am & pm domestic 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)* 60 gallons per day per person

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: n/a

Size of External Grease Interceptor: n/a

Retention Time: n/a

Peaking Factor/ Peak Times: n/a

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.

Deering Place
61 Deering St and 510 Cumberland Ave
Financial and Technical Capacity

Founded in 1972, Avesta Housing has grown to become one of the country's most innovative and respected leaders in affordable housing. With steady growth over the subsequent four decades, Avesta has assets of $195 million, an annual operating budget of $26 million and a staff of approximately 100 employees. Avesta owns or manages more than 2,200 apartments and operates two assisted living facilities. Today, Avesta is one of the largest nonprofit developers of affordable housing in New England. Avesta receives consistently high marks from its many state, federal and private-sector partners, and is recognized nationally for groundbreaking work in bringing together nonprofit, for-profit, private and public-sector organizations for the benefit of Maine communities.

Our professional team brings decades of cumulative experience in the development of affordable housing to the Deering Place project. Archetype Architects, led by principal David Lloyd, have partnered with Avesta on a number of projects, including most recently Carleton Street in Portland's West End, the Emery School in Biddeford, and Hyacinth Place in Westbrook. The firm has also designed a wide range of other residential projects, affordable and market-rate, built recently in and around Portland, including 118 on Munjoy Hill, 537 Lofts, and 53 Danforth. Pinkham & Greer Civil Engineers, led by principal Tom Greer, also have extensive experience across New England, including with Avesta in Paris, ME and Livermore Falls, ME. Other members of the team, including our attorneys at Curtis Thaxter and tax professionals at Otis Atwell, have similarly deep, varied experience with Avesta and other affordable housing developers.

Avesta a proven track record of securing funding and frequently utilizes a variety of funding resources to complete our many projects. We will utilize Low Income Housing Tax Credit funding for a significant portion of the equity required for the proposed rental project. The remainder of the funding required is anticipated come from a mix of sources as listed below.

Source	*Amount*	*Anticipated Confirmation*
Federal Low Income Housing Tax Credit (LIHTC)	$7,336,266	March 2018
US Department of Housing and Urban Development (HUD) 221(d)(4) Loan	$6,716,332	March 2018
Federal Home Loan Bank Affordable Housing Program (AHP) Subsidy	$500,000	December 2017
City/Federal HOME	$300,000	Council approved, November 2017
Gorham Savings Bank Construction Loan	[up to $2,000,000, if necessary]	Term sheet received August 2017

307 Cumberland Avenue • Portland, Maine 04101
207-553-7777 • 1-800-339-6516 Voice/TTY
207-553-7778 Fax • www.avestahousing.org

DEERING PLACE
61 Deering Street & 510 Cumberland Avenue
File: 17127

1. The Planning Board voted Accept/Deny to waive Section 14-526 (a) 4 of the City of Portland Chapter 14 Land Use Ordinance for required parking spaces from 65 spaces to 52 spaces.
2. The Planning Board voted Accept/Deny to waive Section 14-526 (a) 4 (iv) of the City of Portland Chapter 14 and the Land Use Ordinance for reduction of drive aisles from 24 feet to 19.1 feet, 20.3 feet, 21.8 feet, 22.0 feet and 22.2 feet.
3. The Planning Board voted Accept/Deny to waive Section 1.7.1 of the City of Portland Technical Manual for driveway separation requirement from abutter at Tax Map 47-B-10 & 11.

WAIVER SUPPORT DATA

DEERING PLACE
61 Deering Street & 510 Cumberland Avenue
File: 17127

Waiver for aisle size. This waiver is required due to the geometry of the existing site parking. The layout of the parking with the access to the building conflict. In order to meet the parking standards for the number of spaces we have put them adjacent to and across from the building access locations. The neighbor has raised concerns about the number of spaces. We are trying to respond to those concerns with as much on-site parking as possible.

Waiver for percentage of compact spaces. The geometry of the exterior parking requires spaces that are shorter than the standard spaces in order to maximize the number of spaces, as noted above. The compact spaces in the existing building allow for double loaded parking spaced around the structural items. The spaces are wider than compact dimensions to allow for more maneuvering. The space saved by the compact spaces is utilities for bike storage and pedestrian access. This is in line with the City's efforts for greater sustainability by encouraging more fuel efficient vehicles, reducing the carbon footprint.

Deering Place
61 Deering Street & 510 Cumberland Avenue
Portland, Maine

October 19, 2017
(Revised December 1, 2017)

INSPECTION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES

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

POST CONSTRUCTION MONITORING:

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

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

(a) Inspections. The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.

(b) Maintenance and repair. If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.

(c) Annual report. The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective

action(s) taken.

(d) Filing fee. Any persons required to file and annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.

(e) Right of entry. In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

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

SWALES, DITCHES AND PAVED SURFACES:

Swales, ditches and paved surfaces are easily inspected during a site walk or even a ride-by. Since visual inspection is easy, their condition should be assessed during and/or after significant rainfall events such as thundershowers and periods of heavy or extended rainfall and during periods of significant snowmelt. Any damage or unusual condition such as sedimentation of a ditch, erosion, damaged pavement or dying vegetation should be recorded, dated and initialed by the inspector when observed. Even if there is no damage, the inspector should make record of these inspections at least twice annually.

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

CATCH BASINS, FIELD INLETS AND DRAIN MANHOLES:

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

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

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

DRAIN PIPES:

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

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

DEERING PLACE – 61 DEERING STREET & 510 CUMBERLAND AVENUE PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
SWALES, DITCHES AND PAVED SURFACES			
I: INSPECTED - C: CLEANED - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
10/3/17	ABC	I, C	EXAMPLE: removed sand along the edge of the road. Heavy rain over the weekend.

DEERING PLACE – 61 DEERING STREET & 510 CUMBERLAND AVENUE PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
CATCH BASINS, FIELD INLETS, DRAIN MANHOLES AND OUTLET CONTROL STRUCTURE			
I: INSPECTED - C: CLEANED - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
10/3/17	ABC	I, C	EXAMPLE: Remove sand deposits and debris as necessary.

510 STEVENS AVENUE PORTLAND, MAINE			
INSPECTION / MAINTENANCE LOG			
DRAIN PIPES			
I: INSPECTED - C: CLEANED - R: REPAIRED			
DATE	**INITIALS**	**ACTION**	**COMMENT**
11/21/17	DEF	I, C	EXAMPLE: Cleared debris from ends of pipes. Called ACME to clean debris from field inlets.

STORMWATER MANAGEMENT SYSTEM MAINTENANCE PROGRAM SUMMARY CHECKLIST					
		Frequency			
Item	**Commentary**	**Month**	**Semi-Annual**	**Annual**	**Long-Term**
Open Swale, Ditches & Inlet Structures	Inspect for debris accumulation, erosion and excessive vegetation. Mow monthly, remove debris, repair and revegetate any area of erosion	**X Mow**		**X**	
Pavement	Review for damage and buildup of debris and sand.	**X**	**X Sweep**		
Catchbasin and Drain Manholes	Inspect grates to assure optimum water flows into the structures. Inspect sump and casco traps for blockage and sediment accumulation. Clean out sumps.	**X Inspect**		**X Sediment removal**	

HOUSEKEEPNG REPORT

DEERING PLACE
61 DEERING STREET & 510 CUMBERLAND AVENUE
PORTLAND, MAINE

October 19, 2017

Housekeeping: The developer is responsible for notifying the contractor and owner of the housekeeping standards.

1. Spill Prevention: The contractor and owners need to take care with construction and waste materials such that contaminates do not enter the stormwater. The storage of materials such as paint, petroleum products, cleaning agents and the like are to be stored in watertight containers. The use of the products should be in accordance with manufacturer recommendations. When fueling equipment, including snowblowers and lawnmowers, have oil absorbent pads available below the fueling.

   Staging areas are noted on the Construction Management Plan for the contractor's use. Refueling of small engines by the owner should occur in the garage or on a paved surface.

   Any spill or release of toxic or hazardous substances must be reported to the Department. For oil spills, call 1-800-482-0777 which is available 24 hours a day. For spills of toxic or hazardous material, call 1-800-452-4664 which is available 24 hours a day. For more information, visit the Department's website at: http:/www.maine.gov/dep/spills/emergspillresp/

2. Groundwater Protection: Protection of the groundwater is required by the contractor and owner. Petroleum products should be stored in manufactured cans designed for the purpose. Spill preventions procedures should be followed.

3. Fugitive Sediment and Dust: The contractor is required to minimize dust from the construction operation. The road should be swept regularly (weekly) and prior to any rain event. The gravel areas are to be watered regularly to minimize dust. Any mud that is tracked off site should be cleaned up prior to it drying and becoming a dust issue.

   Do not use oil to control dust.

   Dewatering a stream without a permit from the Department may violate state water quality standards and the Natural Resources Protection Act.

4. Debris and Other Materials: Construction materials and construction debris should be covered to prevent rainwater from washing contaminants off the site. Any fertilizers, cleaning products, herbicides should be protected from the weather and used in accordance with manufacturers recommendations.

   Note any contaminants that are washed off the site by rainwater is a violation of the Clean Waters Act.

Storage Handling and Disposal of Solid Waste items must comply with Maine's Solid Waste Management Rules. Lack of appropriate pollutant control may result in violations of the Groundwater Quality Standards.

This project has a written Erosion Control Plan and Stormwater Maintenance Plan. Modifications to the plan must be approved by the City.

Maintenance of stormwater treatment and control systems must occur regularly. The Stormwater Maintenance Report provides inspection details and time lines for doing the inspections and reporting to the City and DEP

Att. J

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

November 7, 2017

Parking Assessment
Proposed
DEERING PLACE
Portland, Maine

INTRODUCTION

Avesta Housing Development Corporation is proposing construction of an 80-unit multi-family housing project on a parcel of property located at 510 Cumberland Avenue and 61 Deering Street. The subject property is located on the Portland Peninsula within the R-6 Residential Zone.

The proposed project will provide a total of 80 multi-family units that will include 11 efficiency units, 45 one-bedroom units, 11 two-bedroom units and 13 three-bedroom units. The proposed site design provides a total of 61 on-site parking spaces.

The City's Zoning Ordinance presently requires one parking space for each proposed residential unit within the R-6 and R-6A residential zones on the peninsula (Sec. 14-332.1 (k). Except;

> *2. "The required parking for multi-unit residential buildings may be partially met through provisions of shared use vehicles…One shared use vehicle shall be deemed to satisfy eight (8) required car spaces…"*
> *4. "No parking shall be required for the first three units in the R-6 Residential Zone…"*

Avesta Housing Development Corporation is proposing to locate a "*shared -use vehicle*" on-site consistent with the City's Zoning Ordinance provision.

Accounting for the parking space reduction provisions in the City Land-Use Code, the proposed project is required to provide a total of 69 parking spaces. The current site design provides a total of 61 on-site parking spaces leaving a required balance of 8 parking spaces.

Section 14-332.1(k) of the City's Land-Use Ordinance allows: "*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…*".

This report has assimilated parking data from previous Portland Peninsula multi-family projects and parking data collected in the fall of 2017 at two Avesta Housing multi-family apartment sites in support of a much lower

parking demand requirement for the proposed project. The parking data conclusively demonstrates that the proposed 61 on-site parking spaces exceed, by a considerable margin, the actual parking demand of the project.

PARKING DEMAND

A January 16, 2015 memorandum from Planning Staff to Members of the Planning Board proposing text amendments to the R-6 Residential Zone cites information presented in a housing study conducted by the Greater Portland Council of Governments that the percentage of households on the peninsula with 0 to 1 vehicle is 77% greater than the national average of 44%. The document further states that, "*current trends can be found in several recent assessments for specific development proposals which have assessed the average need of the peninsula to be 0.48 spaces per apartment unit. Though parking space demand will vary across households, this assessment has been affirmed, and peer reviewed, in several recent studies that have accompanied development proposals to the Planning board*".

A March 26, 2014 parking study conducted by Gorrill-Palmer Consulting Engineers for a proposed 134-unit Washington Avenue project; concluded, based upon the collection of detailed parking occupancy counts, the appropriateness of a 0.48 parking space per apartment unit. The parking data from that report is highlighted as follows:

53 Danforth Street: 43 total units ÷ 29 spaces occupied		= 0.67 spaces/unit
645 Congress Street: 56 units ÷ 28 spaces occupied		= 0.50 spaces/unit
Walker Terrace: 40 units ÷ 20 spaces occupied		= 0.50 spaces/unit
Oak Street Lofts: 37 units ÷ 16 spaces occupied		= 0.43 spaces/unit
Franklin Towers: 200 units ÷ 58 spaces occupied		= 0.29 spaces/unit
	Average:	= 0.48 spaces/unit

Parking space utilization surveys were performed at two Avesta Housing sites on the Portland Peninsula during the month of October 2017 to establish and compare the parking demand of these sites with the prior parking demand information. The two multi-family housing sites included: 1) Munjoy Commons, a 39-unit apartment complex located on Emerson Street and, 2) Pearl Place #1 and Pearl Place #2, a large apartment complex located on Pearl Street. Specific site information related to the number and mix of apartment units for each location are presented for each property as follows:

- Munjoy Commons, a 39-unit site includes 1 efficiency unit, 10 one-bedroom units, 20 two-bedroom units and 8 three-bedroom units. A total of 39 on-site surface parking spaces are provided for tenants of the facility.
- Pearl Place #1 Pearl Place #2, a very large 114-unit multi-family project located on Pearl Street at Lancaster Street. The combined Pearl Place project includes a total of 46 one-bedroom units, 42 two-bedroom units, and 26 three-bedroom units. A total of 90 on-site parking spaces are provided with a mix of both covered and open-lot spaces.

The following table 1 presents the results of the parking utilization study:

Table 1
Avesta Housing
Parking Space Utilization Study
Summary

Apartment Site Location	Number of Units	Total Parking Spaces	October 30 Utilization Data		October 31 Utilization Data			November 1 Utilization Data
			5:00PM	6:00PM	5:00AM	5:00PM	6:00PM	5:00AM
Munjoy Commons	39 Apts.	39 spaces	5 veh.	9 veh.	11veh.	6 veh.	6 veh.	12 veh.
Pearl Place I & II	114 Apts.	90 spaces	37	43	64	36	34	63
TOTAL	153 Apts.	129 spaces	42	52	75	42	40	75

The average peak parking demand measured at the two Avesta Housing sites occurs, as one would expect, in the early morning hours of a typical weekday. Seventy-five (75) of the 129 combined on-site parking spaces were found occupied during this single hourly time period. Accordingly, the average peak parking demand of the two Avesta Housing project sites, based upon full occupancy, is estimated at 0.49 spaces per unit (75 ÷ 153 = 0.49). Avesta Housing has advised that four of the 153 apartment units are currently vacant, therefore, the adjusted average peak parking demand for the two apartment developments is 0.50 spaces per unit (75 ÷ 149 = 0.50). The most recent parking data collected at the two local Avesta Housing sites on the Portland Peninsula affirms the appropriateness of the previous average peak parking demand ratio of 0.48 parking spaces per unit recommended by City Staff in 2015.

Traffic Solutions, applying the slightly greater peak parking demand value of 0.50 spaces per unit, estimates the proposed 510 Cumberland Avenue and 61 Deering Street project will require a minimum of 40 parking spaces to meet the estimated peak parking demand of the building tenants. The current site design provides a total of 61 on-site parking spaces or 21 additional spaces.

SUMMARY

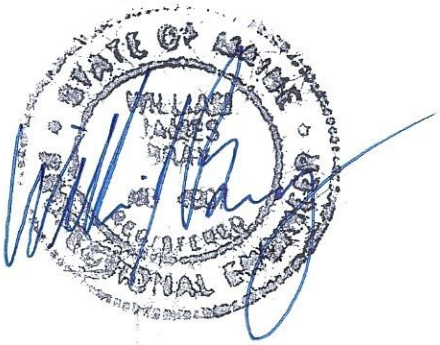
- The proposed Avesta Housing project proposes a total of 80 multi-family units that include 11 efficiency units, 45 one-bedroom units, 11 two-bedroom units, and 13 three-bedroom units. The proposed site design provides a total of 61 on-site parking spaces for the tenants of the proposed project. The City's Zoning Ordinance in Chapter 14.332.1 (k) requires residential development on the Peninsula in the R-6 and R-6A zones to provide 1 parking space per apartment unit or specific to the proposed Avesta Housing site a total of 80 parking spaces. The City Code provides two parking space reductions; 1) an 8-space parking reduction if a "*shared-use vehicle*" is located on-site and 2) no parking is required for the first three units in the R-6 zone. The site design provides an on-site space for the "*shared-use vehicle*". These two exceptions reduce the parking demand requirements of the proposed site based upon the City Code to a total of 69 parking spaces. Finally, the City Ordinance allows the Planning Board, "*to establish a parking requirement less than the required number upon a finding of unique conditions that result in a lesser number…*". The body of the Parking Assessment report, and as summarized below, conclusively demonstrates the appropriateness of a much lower parking space requirement for the proposed apartment project.

- City Staff, in a January 2015 report to the Planning Board, suggested the appropriateness of a reduced parking demand rate for peninsula apartment projects. The report references several recent development

parking studies that determined the average peak parking demand requirement is likely near 0.48 parking spaces per unit vs. the current Zoning Ordinance requirement of 1 parking space per unit.

- Parking studies were conducted at two Avesta Housing apartment buildings on the Portland Peninsula in late October 2017 to determine the peak parking demand requirements specific to Avesta Housing project sites. The parking utilization study findings show a nearly identical peak parking demand ratio (0.48 vs. 0.50) to the 2015 City Staff recommendation.

- Traffic Solutions estimates that the proposed 80-unit multi-family housing project at 510 Cumberland Avenue and 61 Deering Street requires a minimum of 40 parking spaces to meet the peak parking demand of the proposed site. The proposed site design provides a total 61 on-site parking spaces or 21 more than the calculated peak parking demand of the site.



Att. K

AVESTA
HOUSING

November 7, 2017

Shukria Wiar, Planner
Planning Division
City of Portland
389 Congress Street
Portland, ME 04101

RE: Deering Place -- parking for existing structure at 73 Deering Street

Shukria,

As part of the Deering Place project, we will dedicate spaces in the new development for the adjacent property, the existing building at 73 Deering Street. These spaces will be located in the parking lots proposed as part of the Deering Place redevelopment. Our plan is to sell the 73 Deering Street building and, at such time, we would lease the dedicated spaces to the new owner. At the time of Planning Board approval, a five-year lease with renewal options for six spaces will be provided for the benefit of 73 Deering Street.

Regards,

Patrick Hess
Development Officer

AVESTA HOUSING

Deering Place
61 Deering St and 510 Cumberland Ave
Supplemental Information on Parking

As indicated in our previous submissions to the City of Portland, including subdivision recording plans, site plans, building designs, and parking study, we are requesting approval of lower than 1:1 ratio of parking spaces to units in our proposed Deering Place project.

The project will include 52 parking spaces, 51 in a garage on the ground floor of 510 Cumberland and 1 in a driveway adjacent to 61 Deering. 12 of the spaces will be handicapped accessible and 1 will be dedicated to a car-share vehicle, which is credited as 8 spaces under the local ordinance. As part of the land use review process, we are subdividing off from our project lot an existing 3-story building at 73 Deering Street that has 3 residential units and ~2,000 SF of office space. Per zoning, we can subtract the first 3 residential units in our project from parking calculations and we need to dedicate 5 parking spaces to 73 Deering, to be provided through a 5-year lease with options to renew. Taken together, these factors contribute to a total parking count of 54 spaces, equal to a ratio of .75 spaces per unit.

This ratio is in line with or higher than other Avesta Housing properties on the peninsula in downtown Portland. For example, our 409 Cumberland building has the equivalent of 25 spaces, accounting for a car-share vehicle, and 57 units for a .44 ratio; our Pearl Place and Pearl Place II family campus has 90 spaces and 114 units for a .79 ratio. We feel that comparing the parking needs of the proposed Deering Place to these properties is justified based on their similar locations and mix of unit types. The parking study from our traffic engineer, as well as other parking studies conducted by the City and other consultants over the past 10+ years for a range of projects developed by Avesta and others (e.g., for 58 Boyd St, Bayside Anchor, 409 Cumberland Ave), have consistently demonstrated that the level of demand for parking on the Portland peninsula is frequently less than 1 space/unit and often less than .7 spaces/unit.

In Avesta Housing properties, vehicle ownership rates are a significant driver of this lower than 1:1 demand. We collect information on vehicle ownership from our tenants during initial lease-up and on an on-going basis through resident surveys. Because we issue and monitor parking permit stickers for our parking areas, we also require that tenants inform us of any change in or addition of vehicles. Here is vehicle ownership information for four comparable Avesta Housing properties on the peninsula:

Property	Units	Parking Spaces	Parking : Unit Ratio	# of Households w/ Vehicles	% of Households w/ Vehicles
Munjoy Commons	39	39	1.00	37	95%
Pearl Place 1 & 2	114	90	0.79	76	67%
409 Cumberland	57	25	0.44	25	44%
Oak Street Lofts	37	8	0.22	17	46%

307 Cumberland Avenue • Portland, Maine 04101
207-553-7777 • 1-800-339-6516 Voice/TTY
207-553-7778 Fax • www.avestahousing.org

NeighborWorks CHARTERED MEMBER

In addition to accessing the parking on-site, residents will live in an urban neighborhood in close proximity to employment hubs, amenities, and services within easy walking distance or via public transportation on the Portland METRO (Routes 1, 2, 4, 5, 8, and 9 lines are all accessible within 1/3 mile or less) and longer-distance bus routes (e.g., ZOOM Turnpike Express and Intercity Shuttle Bus). We have established a partnership with METRO to promote ridership among our tenants, to include informational materials and maps in building common areas, free ride tickets in resident welcome packets, and on-site educational sessions, among other efforts. The site will also include ample storage for bicycles.

TYPE S1

ORBEON SERIES

SURFACE/CEILING/GARAGE

Cat.#	
Job	Type

BEACON design . performance . technology

Approvals

SPECIFICATIONS

Intended Use:

Orbeon is a commercial grade LED parking garage and canopy luminaire which utilizes high powered LEDs, precise efficient optical control, and features application versatility through integrated intelligent control options. Orbeon is designed to replace up to 100 Watt HID lamps with 40 watts and 175 Watt HID lamps with 60 watts while at the same time reducing maintenance by delivery of over 100,000 hours of projected life.

Construction:

- Monolithic die cast aluminum housing, providing direct convective heat exchange between the LED light engine and the cool ambient air.
- LED drivers are strategically heat sinked to the main housing for maximum reliability and longevity.
- Electro-galvanized mounting bracket is provided for quick and easy mounting to an overhead junction box.

LED/Optics:

- Each Orbeon luminaire is supplied with one of multiple lamp and optical systems designed to meet specific needs of optical performance or control.
- Each of these options features an LED engine with thermally conductive metal clad PCB, high power and efficient LED lamps, and PMMA (acrylic) optics/lenses.
- Silicone foam gasketing ensures a weather tight seal around the optical assembly.

Electrical:

- 120V through 277V, 50 Hz to 60 Hz.
- Orbeon comes standard with 70 CRI.
- Power factor is min 0.90 at full load.
- All electrical components are rated over 100,000 hours at full load and 25ºC ambient conditions.
- Driver is specially designed to minimize the burden of wiring and connections within the luminaire - and the concurrent risk of failure of those components.
- Driver is also specially designed for use with SiteSync – including the ability to turn off LED lamps without use of a relay.

SiteSync™ Controls:

- Dimming schedules, diagnostics, and other advanced features are optionally available through SiteSync lighting control system.
- Proprietary SiteSync board is tightly integrated to the LED module, for an affordable solution with aggressive return on investment times.
- Battery-backed real time clock.
- Self-contained wireless control for maximum simplicity and reliability.
- The feature shall be wirelessly adjustable with respect to dimmed and high brightness levels, cycle duration, time periods when the motion detection is active, and sensitivity level.
- A luminaire so equipped may also be set as a "master" to remotely drive one or more "satellite" luminaires to a high level upon detecting motion.
- This functionality can be used to limit motion sensors to strategic locations, with "satellites" acting in near unison and with minimal latency.
- An integrated photo sensor can be utilized for daylight harvesting by inhibiting motion activation in the presence of sufficient ambient light.
- In addition, Orbeon can be specified with **SiteSync™** wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit: www.hubbelllighting.com/sitesync/ for more details.

Installation:

- Eight pound luminaire body is easily hung from the bracket to facilitate wiring, then is swung up and secured in place with a single screw to complete the installation process.
- An optional bird guard provides a conical surface surrounding the junction box, to deter birds from nesting atop the luminaire.

Finish:

- IFS polyester powder-coat electro-statically 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 605.2 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.

Listings:

The luminaire shall be NRTL certified to IP65, UL 1598 and 8750 standards for use in wet locations.

Warranty:

Five year limited warranty for more information visit:
www.hubbelllighting.com/resources/warranty

PRODUCT IMAGE(S)

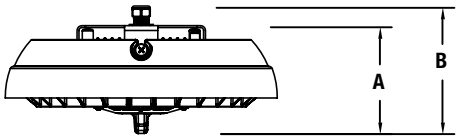
Att. M

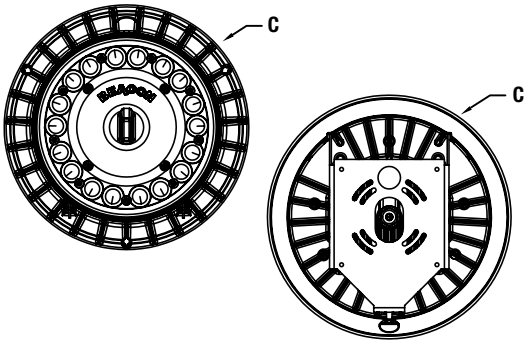
60W Shown with SiteSync and Occupancy Sensor options

40W version shown with Occupancy Sensor option

DIMENSIONS

Direct to Surface Mount





A	B	C	Weight:
4.5" (114 mm)	5.31" (135 mm)	11.25" (286 mm)	8.0 lbs (3 kg)

CERTIFICATIONS/LISTINGS

C US · UL 1598 · UL 8750 · DLC QPL LISTED · IP65

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HUBBELL Lighting

VIPER S SERIES

SMALL VIPER LUMINAIRE

Cat.# VPS-24L-55-3K7-2 WALL MOUNT

Job

Type S2

BEACON design . performance . technology

Approvals

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 ≥.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.
- The housing is designed for an optional twist lock photo control receptacle.
- Ambient operating temperature -40°C to 40°C
- 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 cost while optimizing light quality 24/7. See ordering information or visit www.hubbelllighting.com/sitesync for more details.

Installation:

- Mounting options for horizontal armd, vertical tenon or traditional arm mounting available. Mounting hardware included.

Finish:

- IFS polyester powder-coat electro-statically applied and thermocured.
- IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermosetsuper TGIC polyester powder coat finish.
- The finish meets the AAMA 605.2 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.

Listings:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: http://www.designlights.org/QPL
- Certified to UL 1598 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:

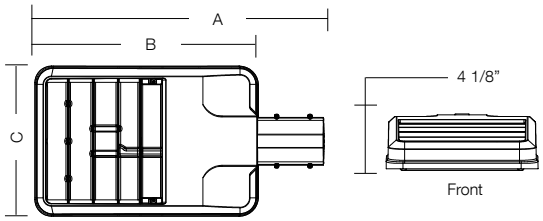
Five year limited warranty for more information visit: www.hubbelllighting.com/resources/warranty

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only

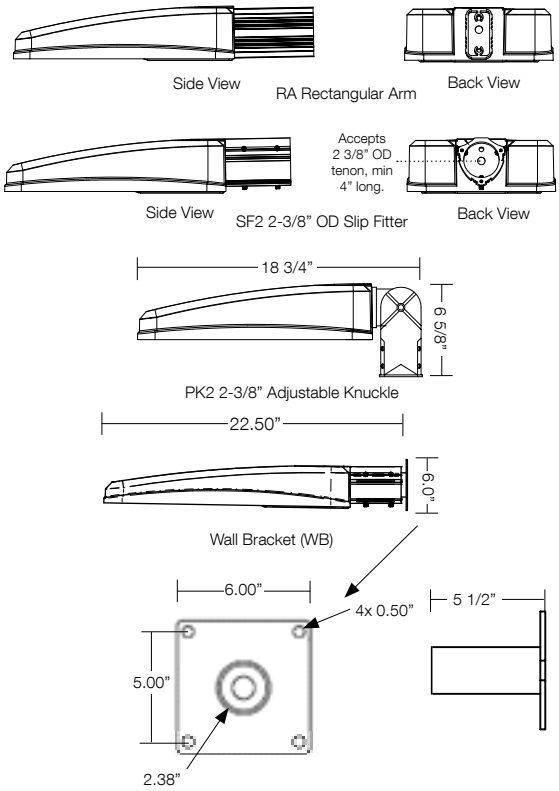
PRODUCT IMAGE(S)

DIMENSIONS



A	B	C	Weight:	EPA
22.75" (578 mm)	16.75" (425 mm)	11.25" (286 mm)	15.0 lbs (6.8 kg)	.67 ft²

MOUNTING OPTIONS



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HUBBELL Lighting

TRAVERSE SERIES

SURFACE/CEILING/GARAGE

Cat.# TRV-24L-55-3K7-2

Job

Type S3

BEACON design . performance . technology

Approvals

SPECIFICATIONS

Intended Use:
The Traverse luminaire is a wall surface mounted luminaire with a field replaceable LED light engine & optical bezel system. Internal components are totally enclosed in rain-tight and corrosion-resistant die cast aluminum housing. The TRV Luminaire is suitable for wet locations.

Construction:
- Traverse luminaire consists of a die cast aluminum two-piece housing.
- Die cast main (thermal) housing provides direct heat exchange between the LED light engine and the cool outdoor air by drawing heat through integral heat channels and out to the sculptured and functional luminaire surface.
- LED drivers are thermally isolated from the main housing, mechanically attached and heat sinked to the rear housing.
- Main housing is designed with heat dissipat ing fins for LED thermal management without the use of metallic screens, cages, or fans.
- Shape of the main housing is designed to prevent debris accumulation and as a bird nesting deterrent. The back and main housings are designed to hinge open for easy mounting and easy access.

LED/Optics:
- Optical one piece 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.
- A two-piece die cut silicone and polycarbon ate foam gasket ensures a weather-proof seal around each individual LED and allows the Traverse luminaire to be rated for high-pressure hose down applications.
- Optical cartridge is secured to the extruded housing with fasteners and a heat pad to ensure thermal conductivity.
- Optics are held in place without the use of adhesives and the complete assembly is gasketed for high pressure hose down cleaning.
- Cartridge assembly is available in various lighting distributions using TIR designed acrylic optical lenses over each LED.

Electrical:
- 100V through 277V, 50 Hz to 60 Hz (UNV).
- Power factor is min 0.92 at full load.
- All electrical components are rated at 50,000 hours at full load and 40°C ambient conditions per MIL-217F Notice 2.
- Optional 0 to 10 volt dimming drivers are available upon request.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is listed by UL for use at 600VAC at 50°C or higher.
- Plug disconnects are listed by UL for use at 600 VAC, 15A or higher. 15A rating applies to primary (AC) side only.
- Surge protection - 20KA

Controls/Options:
- Traverse is 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 down to a factory preset level, reducing light level accordingly. When motion is detected, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from the standard configurations
- Available with Energeni for optional set dimming with simple delay, or timed dimming based on time of night (see Energeni product page for more details www.beaconproducts.com/products/energeni
- In addition, Traverse can be specified with **SiteSync™** wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit: www.hubbelllighting.com/sitesync/ for more details

Installation:
- Rear housing (back plate) is designed with various bolt patterns for direct wall mounting or mounting to a recessed 4" junction box.
- Rear housing has three integral 3/4" NPT power feed locations (bottom and each side) for surface mounted conduit applications.
- After mounting the rear housing to the wall or junction box, the main housing is designed to hang and hinge closed after connecting the male and female quick connectors.
- Mounting design permits a simple retrofit to existing wall luminaires that utilize surface mount or recessed junction boxes.

Finish:
- IFS polyester powder-coat electro-statically applied and thermocured.
- IFS finish consists of a five stage iron phosphate chemical pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 605.2 perfor mance 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.

Listings:
- The luminaire shall bear a CSA label and be marked suitable for wet locations (standard).
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://www.beaconproducts.com/products/traverse

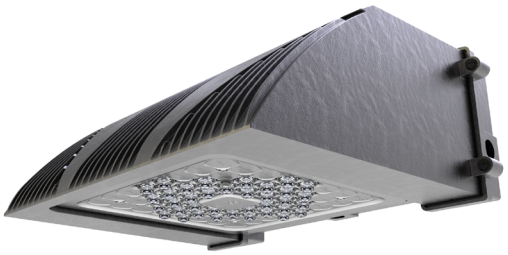
Warranty:
Five year limited warranty for more information visit: www.hubbelllighting.com/resources/warranty

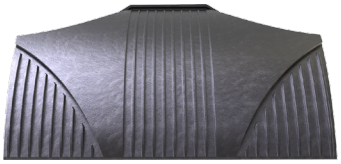
CERTIFICATIONS/LISTINGS

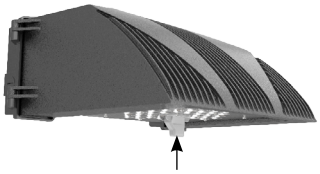
C US

*3000K and warmer CCTs only

PRODUCT IMAGE(S)

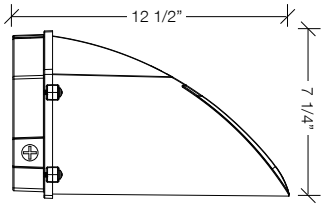




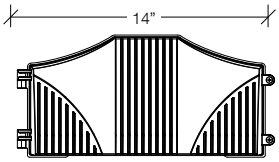


Shown with SiteSync™

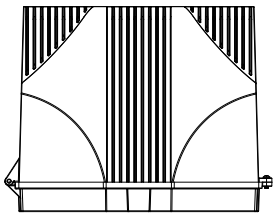
DIMENSIONS



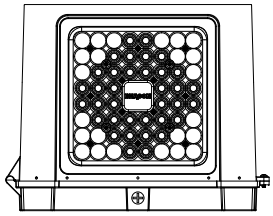
Side View



Front View



Top View



Bottom View

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HUBBELL Lighting

TYPE S4

CDL

4”, 5” or 6” Recessed LED Downlight

DESCRIPTION

The CDL4 and CDL6 are recessed downlights designed for new construction or retrofit applications. Each downlight is offered in 3000K color temperature, with a CRI of 90 for exceptional color rendering. The dimming range is from 100 - 10%. The CDL series is designed to meet Energy Star and California Title 24 standards for residential and non-residential applications.

CDL4

CDL6

tradeSELECT®

FEATURES

- Highly reflective matte white finish with baffle
- 3000K color temperature LED
- 90 CRI
- 120V
- Dimming range from 100% through 10%
- Wet Location rated
- Title 24
- Lighting Facts Listed
- Energy Star® Qualified

APPLICATION

The CDL Series is designed to be a cost competitive downlight for retrofit or new construction applications. The CDL6 has a telescoping retention bracket that allows it to be used in both 5” and 6” recessed housings. The CDL4 is designed to fit into 4” recessed housings.

PRODUCT AVAILABILITY TABLE

	VAC	Lumens	Watts	LpW
CDL4-7L30KA WH	120	705	9	81
CDL6-8L30KA WH	120	763	10	76

STANDARDS, CERTIFICATIONS & COMPLIANCE

California Title 24 residential and non-residential
UL Listed to UL 1598
Energy Star® Qualified

WARRANTY

5 year limited warranty

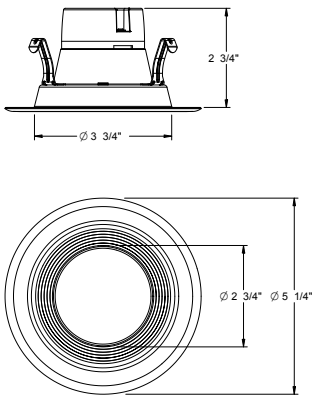
Single Carton Weight CDL4: .52 lbs.
Single Carton Weight CDL6: .96 lbs.
Master Carton Quantity: 8 each

Note:
Photometric files available for download at www.hubbelllighting.com

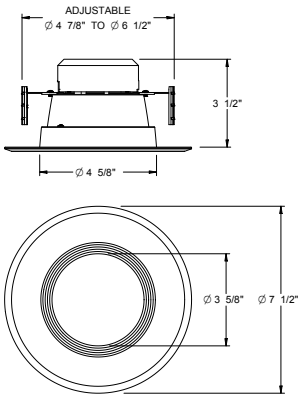
ORDERING GUIDE

Catalog Number	Description
CDL4-7L30KA WH	4” Downlight, 700 Lumen, 3000K, 90 CRI, White
CDL6-8L30KA WH	5” or 6” Downlight, 800 Lumen, 3000K, 90 CRI, White

DIMENSIONS



CDL4



CDL6

ELECTRICAL DATA	4"	5” & 6”
Input Voltage	120V AC	120V AC
Input Frequency	50/60 Hz	50/60 Hz
Input Current	0.08A	0.09A
Input Power	8.7W	10.0W
Power Factor	>0.90	>0.90
THD	<20%	<20%
EMI Filtering	FCC 47CFR Part 15, Class B	FCC 47CFR Part 15, Class B
Operating Temperature	-30°C to 40° C	-30°C to 40° C
Dimming	Yes*	Yes*

Over-voltage, over-current, short-circuit protected
*See Dimming Notes for more information

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HUBBELL Lighting

603968 8/17

Neighborhood Meeting

August 2, 2017

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for the construction of two (2) apartment buildings with 82 units at 510 Cumberland Avenue.

Meeting Location: 510 Cumberland Avenue (Community Room)
Meeting Date: August 17, 2017 (Thursday)
Meeting Time: 6:00pm

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

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

PARKING INFORMATION

	82 UNITS
EXISTING VEHICLE SPACES:	58
CONVENTIONAL VEHICLE SPACES REQUIRED:	
FIRST 3 UNITS:	0
REMAINING UNITS, 1 PER UNIT:	79
SHARED CAR BONUS:	-8 ①
TOTAL VEHICLE SPACES REQUIRED:	71
VEHICLE SPACES PROVIDED:	
9'x18' STANDARD SPACES:	39
9'x18' CAR SHARE SPACE:	1 ①
8'x18' COMPACT SPACES:	14
8'x18' HANDICAP ACCESSIBLE SPACES:	0
TOTAL VEHICLE SPACES PROVIDED:	64

① AVESTA IS COMMITTED TO PROVIDING ONE SHARE CAR FOR USE BY THE RESIDENTS OF THIS PROJECT.

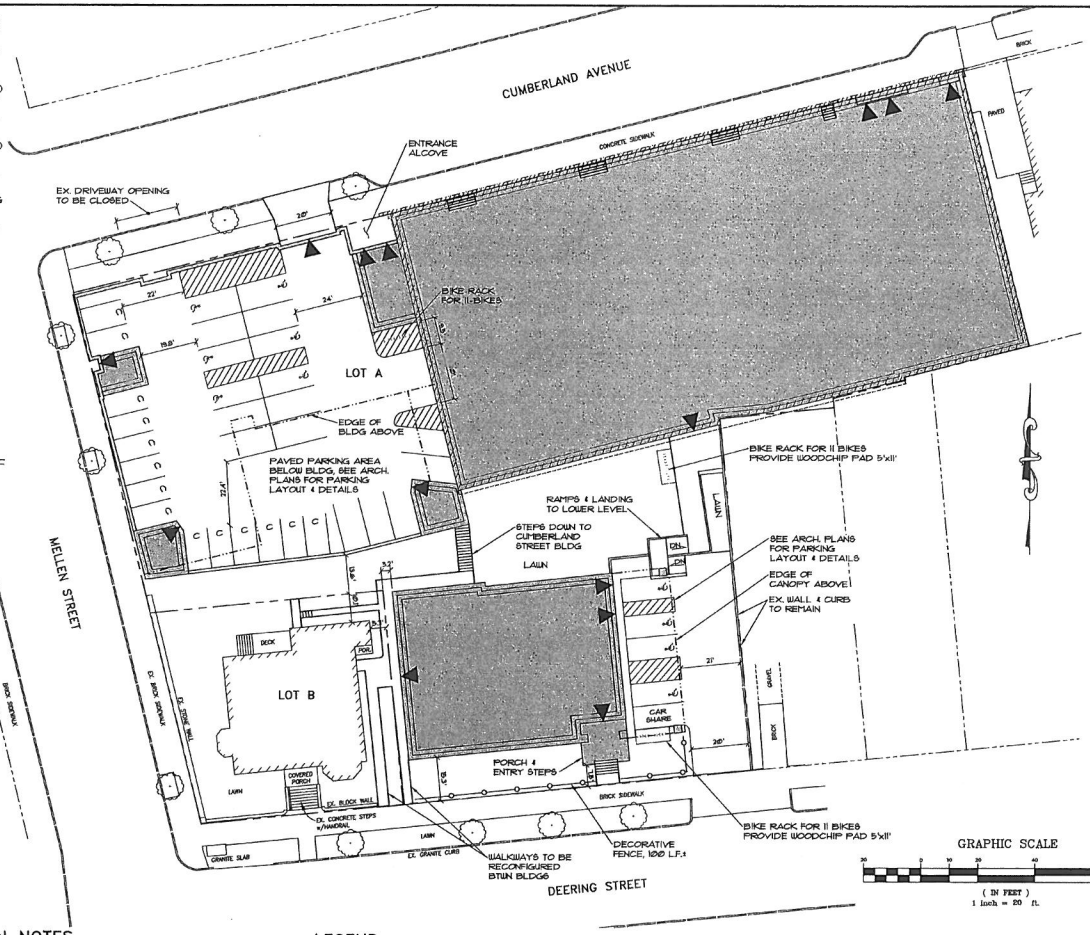
BIKE SPACES REQUIRED:
2 BIKE SPACES PER
5 DWELLING UNITS (82/25) 33
PROVIDED: 3 RACKS OF 11 BIKES = 33 BIKES

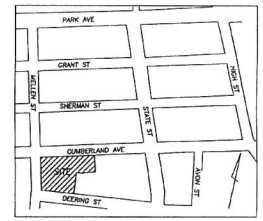
IMPERVIOUS INFORMATION

	LOT A	LOT B
EXISTING IMPERVIOUS	40,945 SQ. FT.	3,118 SQ. FT.
PROPOSED IMPERVIOUS	41,885 SQ. FT.	3,113 SQ. FT.
NET IMPERVIOUS	+940 SQ. FT.	+5 SQ. FT.

PROJECT DRAWINGS

C1.1 SUBDIVISION RECORDING PLAT, SHEET 1 of 2
C1.2 SUBDIVISION RECORDING PLAT, SHEET 2 of 2
C2.1 SITE PLAN
1 BOUNDARY PLAN





LOCATION PLAN

SCALE: 1"=250'±

GENERAL NOTES

1. OWNER/DEVELOPER: AVESTA HOUSING DEVELOPMENT CORP., 307 CUMBERLAND AVENUE, PORTLAND MAINE 04101, CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33552, PAGE 280, RECORDED DATE 10/26/16.
2. ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE 04103.
3. ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
4. TOPOGRAPHIC AND BOUNDARY INFORMATION PROVIDED BY OWEN HASKELL, INC. 390 US ROUTE ONE, FALMOUTH, MAINE.
5. ZONE: R-6, RESIDENTIAL, PROPOSED USE: MULTIFAMILY DWELLING
6. TAX MAP REFERENCE: MAP 41 / BLOCK B / LOTS 1, 2, 3 & 29.
7. TOTAL PARCEL = 1.225 acres
8. WAIVERS: NONE REQUESTED AT THIS TIME.
9. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
10. UNITS TO BE SERVICED BY: EXISTING PUBLIC WATER, SEWER, AND GAS FROM CUMBERLAND, MELLEN OR DEERING STREETS. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
11. POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM CUMBERLAND, MELLEN OR DEERING STREETS. THESE SERVICES ARE SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
12. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
13. THE SUBJECT PARCEL KNOWN AS 510 CUMBERLAND AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
14. DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR DEERING PLACE SITE PLAN.
15. FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
16. SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON SHEET C1.2 UNDER SNOW CLEARANCE NOTES.
17. NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.
18. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2003.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

CITY OF PORTLAND SITE PLAN NOTES

1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN, APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
3. ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIPDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
5. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EASEMENT
- EDGE OF PAVEMENT
- BUILDING
- EDGE OF GRAVEL
- CURB
- DECIDUOUS TREE
- CONIFEROUS TREE

PROPOSED

- LOT LINE
- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- GRADE BREAKS AT SIDEWALK
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING EDGE OVERHEAD
- HANDICAP PARKING
- DECORATIVE FENCE
- BUILDING HATCH
- BIKE RACK
- RETAINING WALL

WAIVERS REQUESTED

1. LANDSCAPE OPEN SPACE RATION FOR LOT A. THE TOTAL SUBDIVISION COMPLIES.
2. FRONT, REAR AND SIDE SETBACKS OF 5, 10 & 10 FEET FOR THE EXISTING BUILDING. THE EXISTING BUILDING TO BE RENOVATED HAS SETBACKS OF 0 FEET.
3. WAIVER FOR REQUIRED PARKING SPACES FROM 71 SPACES TO 64 SPACES.
4. REDUCTION OF DRIVE AISLE FROM 24 FEET TO 19.8 FEET.

ZONE INFORMATION

ZONE: R-6, RESIDENTIAL
PERMITTED USE: MULTI-FAMILY DWELLING

SPACE STANDARDS	REQUIRED	EXISTING	LOT A	LOT B	TOTAL SUBDIVISION
MINIMUM LOT SIZE	2,000 SQ. FT.	53,368 SQ. FT.	47,620 SQ. FT.	5,748 SQ. FT.	5,748 SQ. FT.
MINIMUM AREA PER DWELLING UNIT	725 SQ. FT.	3,336 SQ. FT.	581 SQ. FT. ①	1,916 SQ. FT.	581 SQ. FT.
MINIMUM STREET FRONTAGE	20 FEET	198.8 FEET	115.5 FEET	70.8 FEET	70.8 FEET
MINIMUM FRONT YARD	5 FEET	0 FEET	0 FEET	10.6 FEET	0 FEET
MINIMUM REAR YARD	10 FEET	0.2 FEET	0.2 FEET	10.2 FEET	0.2 FEET
MINIMUM SIDE YARD	10 FEET	0 FEET	0 FEET	5.1 FEET	0 FEET
MAXIMUM LOT COVERAGE (BUILDINGS)	60%	43%	56%	39%	56%
MINIMUM LOT WIDTH	20 FEET	198.8 FEET	115 FEET	70.8 FEET	70.8 FEET
MAXIMUM BUILDING HEIGHT	45 FEET	43 & 36 FEET	35, 43 & 46 FEET	43 FEET	46 FEET
LANDSCAPE OPEN SPACE RATIO	20%	17%	12%	55%	55%

① LOT A AREA: 47,620 S.F.
MIN. AREA PER DWELLING UNIT: ÷ 725 S.F.
UNITS ALLOWED: 65.7 UNITS
DENSITY BONUS OF 25% × 1.25 BONUS
(FOR AFFORDABLE UNITS, SECTION 14-488.)
UNITS ALLOWED: 82 UNITS

PINKHAM & GREER CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME 04103
TEL. 207.797.1242 FAX. 207.797.4243

STATE OF MAINE THOMAS S. GREER No. 4206 PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

SCALE: AS SHOWN
DATE: MAY 31, 2017
PROJECT: 15108
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

SITE PLAN

C2.1

MAPLOT 47/B/1, 2, 3 & 29

PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME. 04103
Tel: 207.781.5242 Fax: 207.781.4245

Neighborhood Meeting Certification

I, Thomas S. Greer hereby certify that a neighborhood meeting was held on August 17, 2017 at 510 Cumberland Avenue, in Portland at 6:00PM concerning the 510 Congress Street Apartments.

I also certify that on August 2, 2017, invitations were mailed to all addresses on the mailing list provided by the Planning Division, including property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change and the residents on the "interested parties" list.

Signed,

Thomas S. Greer _____ 8/30/17 (date)

Attached to this certification are:

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

Att. P

NEIGHBORHOOD MEETING ATTENDEE LIST
510 Cumberland Avenue
August 17, 2017

Name & Address	Name & Address
Thomas S. Greer Pinkham & Greer Civil Engineers 28 Vannah Avenue Portland, ME 04103	
TONY HOLT & DEB COOK	35 DEERING ST.
PAUL YOUNG 477 CUMBERLAND AVE 04101	
Rebecca Hatfield	Avesta
Travis Heynen, Avesta	
Catherine Elliott Avesta	
Kate Cordaro Avesta	
Pat ODonnell	442 Cumberland Ave #2
JOAN GRANT	442 Cumberland #4
Bettyduggan	420 Danforth St duggan.betty@gmail.com SHSD parishioner

Name	Address
Evan Howard	146 Sherman St.
Adam Smith	450 Cumberland Ave
Laurel McClead	51 Deering St.
Tom Walsh	519 Cumberland
Meagan L Lauer	288 State St, #1
Emma Hodes	78 Mellen
Jake Lory	78 Mellen
Michael Patterson	66 DEERING ST
Keri Lord klord@maine.rr.com	58 Deering St
HENRY SHANOSKI	64 DEERING ST
JOE TACKA	49 Deering St
MATTHEW CALLAHAN	57 grant St
STEVEN WOITASEK	
Andrea Zimble	46 Deering St.

NEIGHBORHOOD MEETING ATTENDEE LIST
510 Cumberland Avenue
August 17, 2017

	ADDRESS
CAROL + STEVE LEASE	
Marilyn MacDonald	
CHRIS SHEA	78 Mellen St.
Maryann Shea	78 Mellen St.
Ray Rier	71 Smith St South Portland, ME 04106
Richard Glodeau Scott Chapotteau	492 Cumberland Ave. Portland ME 04101
Julie Mattei-Benn Leon Benn	494 Cumberland Ave Portland ME 04101
Janet Stebbins	501 Cumberland Ave #1 Portland, ME 04101
Wendy Cherubini	33 May Street Ptld 04102
Jeanne Orlando	235 Brackett #5 Portland 04102

Att. Q

510 Cumberland Avenue, Portland
August 17, 2017

SUMMARY OF PUBLIC INFORMATIONAL MEETING

The meeting started at 6:00 on August 9th. About 50 people attended. Dana Totman started the meeting with an overview of Avesta noted how Avesta came to own the property and its mission. Matt Peters described the project with the housings mix and how residents qualify for housing. Tom Greer went over the site aspects of the project and David Lloyd went over the architecture.

The public had multiple comments on the project and as expected most were concerning parking. It was noted multiple times that parking in the neighborhood is difficult.

There were a couple of people who go to the nearby church. They use the parking on the Deering side of the property. The loss of that parking would make it difficult.

There were several questions concerning the architecture. One was on the size of the Deering Street building and noted it is larger than anything else on the street. Several noted that the number of units is too many for the neighborhood.

It was noted this is the first public meeting. The Planning Board will hold a couple of meetings and the Historic Board will also hold meetings on the design aspects.

A City Counselor was present and noted the comments raised by the group.

The meeting ended at 7:45.

Respectfully Submitted

Thomas S. Greer P.E.

File: 17127

Att. R

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

November 8, 2017

Tom Greer
Pinkham and Greer Civil Engineers
28 Vannah Avenue
Portland, ME 04103

Re: 61 Deering Street, PO
Ability to Serve with PWD Water

Dear Mr. Greer:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on October 10, 2017. Based on the information provided per plans dated November 17, 2017, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire service and 2-inch domestic service may be installed from the water main in Deering Street. The service should enter through the properties frontage on Deering Street at least 10-feet from any side property lines.

- Services should be installed with proper separations including 10-feet horizontally from any sewer services and 6-feet horizontally from any gas services.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

Existing Site Service

According to District records, the project site does not currently have existing water service.

Water System Characteristics

According to District records, there is an 8-inch diameter ductile iron water main in Deering Street and a public fire hydrant located approximately 50 feet from the site. The most recent static pressure reading was 70 psi on March 17, 2017.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

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

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

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Robert A. Bartels, P.E.
Senior Project Engineer

Att. S

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

November 8, 2017

Tom Greer
Pinkham and Greer Civil Engineers
28 Vannah Avenue
Portland, ME 04103

Re: 510 Cumberland Avenue, PO
Ability to Serve with PWD Water

Dear Mr. Greer:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on October 10, 2017. Based on the information provided per plans dated November 17, 2017, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- The existing 6-inch fire service at this site may be used by the proposed development. Since the domestic water demand at this site is going to increase, the existing 2-inch service line at this site must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main.

- A new 4-inch domestic service may be installed from the water main in Cumberland Avenue. The service should enter through the properties frontage on Cumberland Avenue at least 10-feet from any side property lines.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

Existing Site Service

According to District records, the project site does currently have existing water service. A 2-inch diameter copper domestic and 6-inch cast iron fire service line provide water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

225 DOUGLASS STREET P.O. BOX 3553 PORTLAND, MAINE 04104-3553
PHONE: 207.774.5961 FAX: 207.761.8307 WEB: WWW.PWD.ORG

Water System Characteristics

According to District records, there is an 12-inch diameter cast iron water main in Cumberland Avenue and a public fire hydrant located approximately 50 feet from the site. The most recent static pressure reading was 79 psi on July 31, 2017.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

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

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

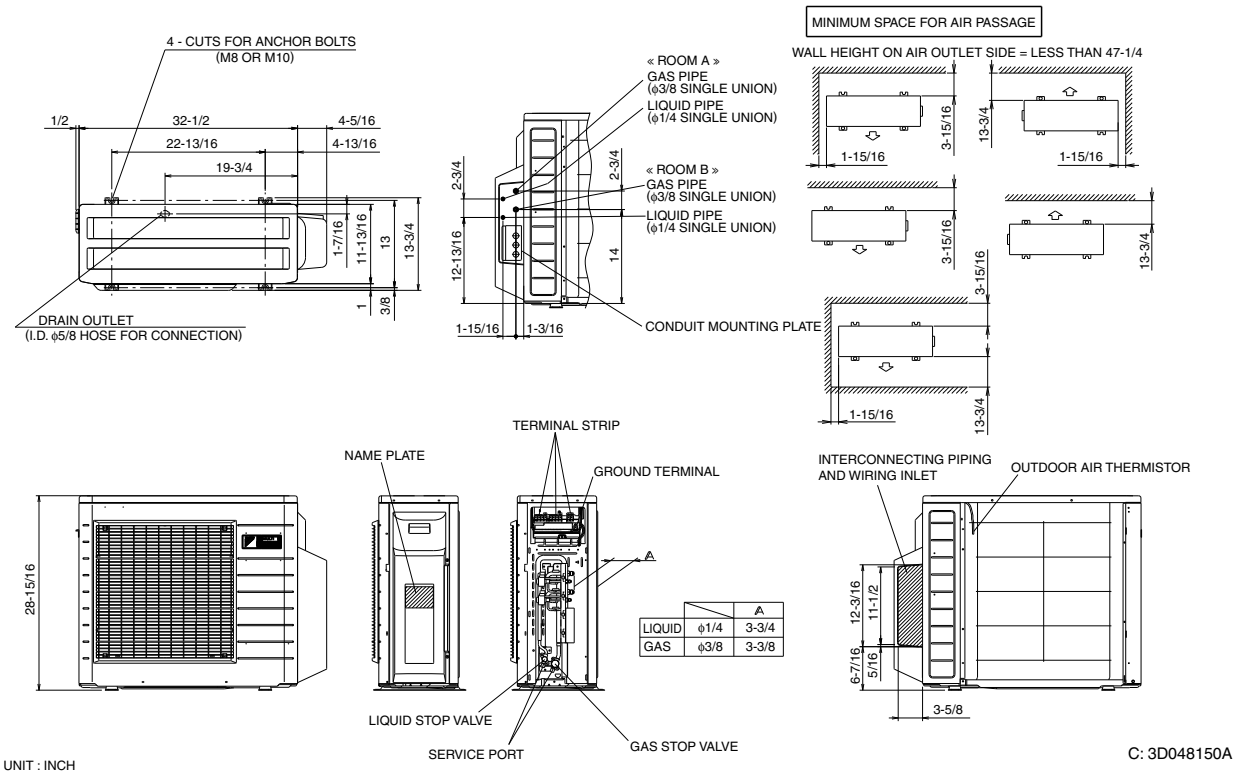
If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District

Robert A. Bartels, P.E.
Senior Project Engineer

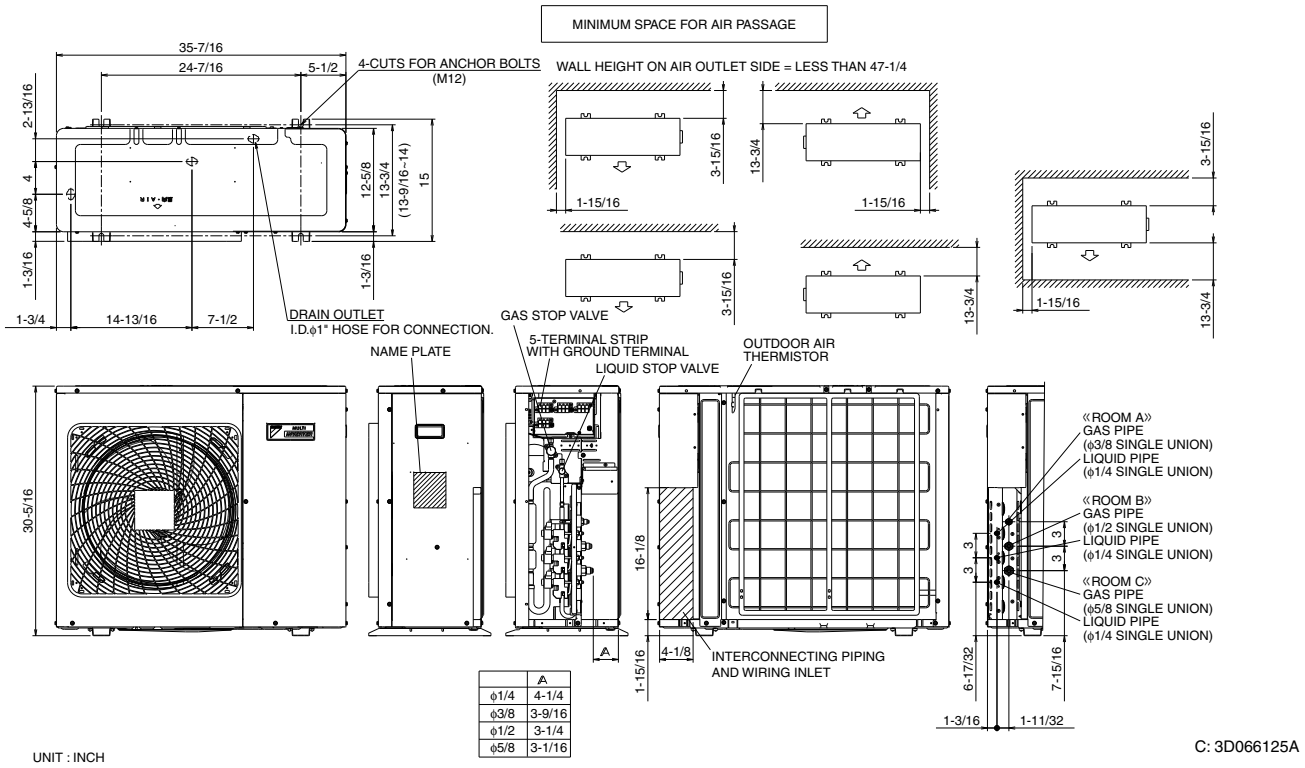
4.2 Outdoor Unit

2MXS18GVJU



		A
LIQUID	ϕ1/4	3-3/4
GAS	ϕ3/8	3-3/8

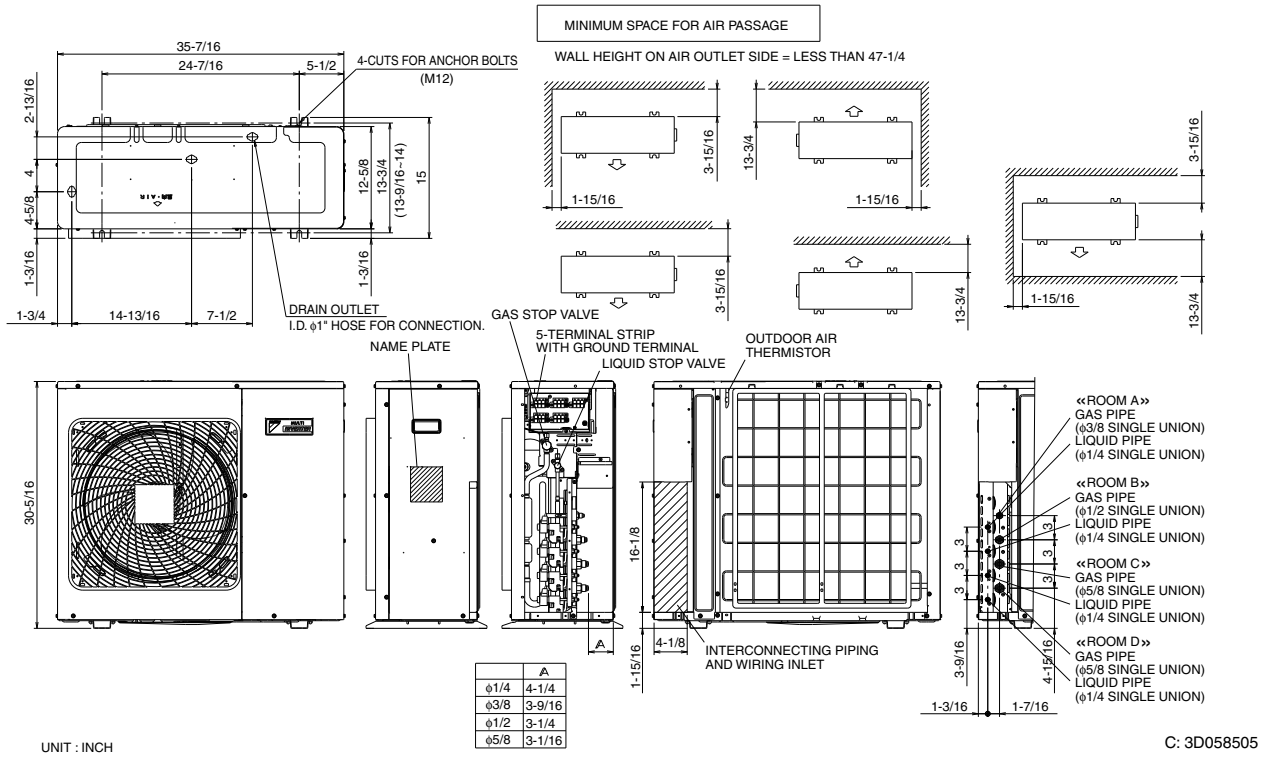
3MXS24JVJU



	A
ϕ1/4	4-1/4
ϕ3/8	3-9/16
ϕ1/2	3-1/4
ϕ5/8	3-1/16

1

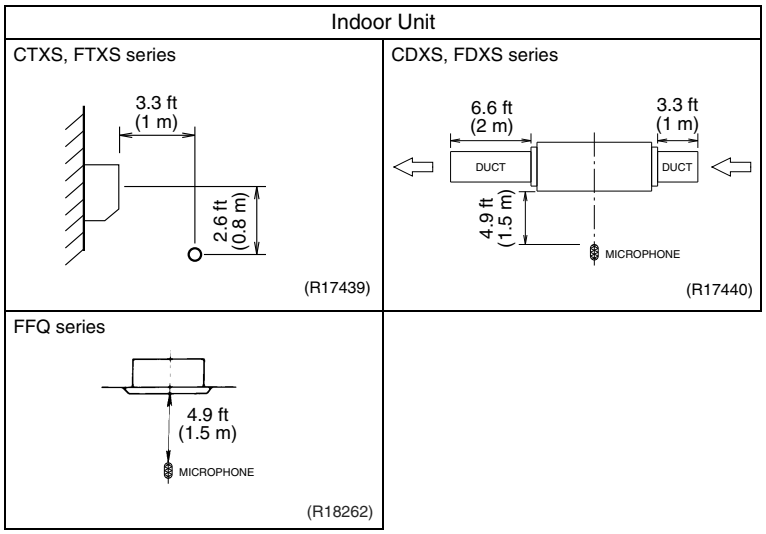
4MXS32GVJU

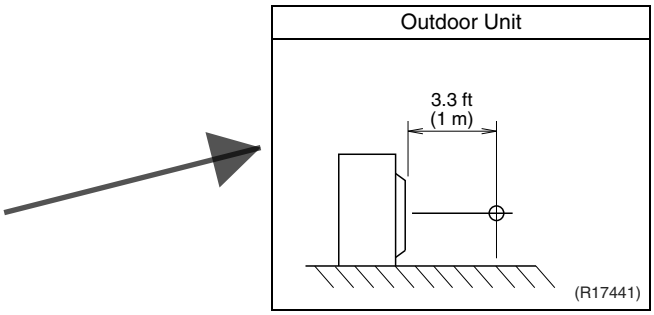


	A
ϕ1/4	4-1/4
ϕ3/8	3-9/16
ϕ1/2	3-1/4
ϕ5/8	3-1/16

10. Sound Level

10.1 Measuring Location

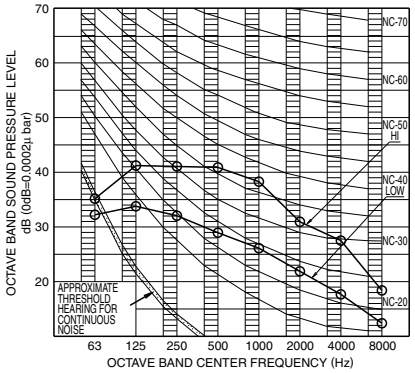




Note:
1. Operation sound is measured in an anechoic chamber.
2. The data are based on the conditions shown in the table below.

Cooling	Heating	Piping Length
Indoor ; 80°FDB (26.7°CDB) / 67°FWB (19.4°CWB) Outdoor ; 95°FDB (35°CDB) / 75°FWB (24°CWB)	Indoor ; 70°FDB (21°CDB) / 60°FWB (15.6°CWB) Outdoor ; 47°FDB (8.3°CDB) / 43°FWB (6°CWB)	16.4 ft (5 m)

FFQ15LVJU



OVER ALL (dB)

SCALE	HI	LOW
A	42.5	31.5

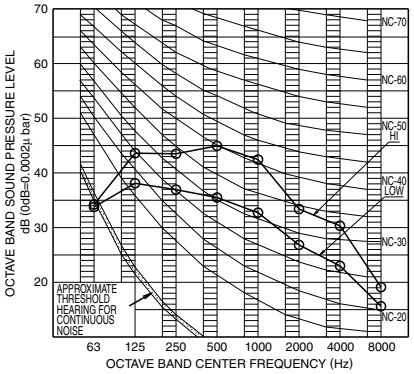
(B.G.N IS ALREADY RECTIFIED)

OPERATING CONDITIONS

POWER SOURCE	208/230V, 60Hz
STANDARD CONDITION (JIS)	
4 DIRECTION DISCHARGE	

4D080698

FFQ18LVJU



OVER ALL (dB)

SCALE	HI	LOW
A	46.0	37.5

(B.G.N IS ALREADY RECTIFIED)

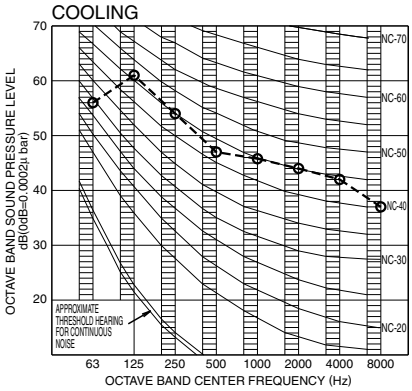
OPERATING CONDITIONS

POWER SOURCE	208/230V, 60Hz
STANDARD CONDITION (JIS)	
4 DIRECTION DISCHARGE	

4D080699

10.2.2 Outdoor Unit

2MXS18GVJU



OVER ALL (dB)

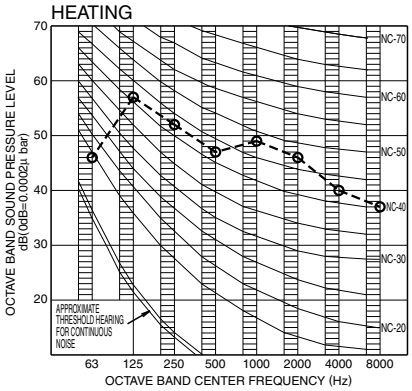
SCALE	60Hz 208/230V(H)
A	50

(B.G.N IS ALREADY RECTIFIED)

OPERATING CONDITIONS

POWER SOURCE	208/230V 60Hz
JIS STANDARD	(JIS9612)

Cooling



OVER ALL (dB)

SCALE	60Hz 208/230V(H)
A	51

(B.G.N IS ALREADY RECTIFIED)

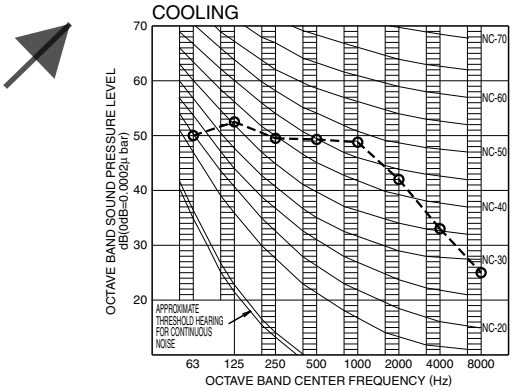
OPERATING CONDITIONS

POWER SOURCE	208/230V 60Hz
JIS STANDARD	(JIS9612)

Heating

3D048472A

3MXS24JVJU, 4MXS32GVJU



OVER ALL (dB)

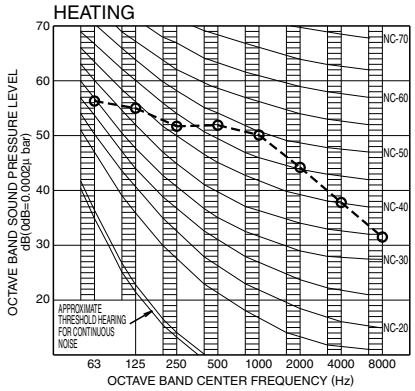
SCALE	60Hz 208/230V
A	52

(B.G.N IS ALREADY RECTIFIED)

OPERATING CONDITIONS

POWER SOURCE	208/230V 60Hz
JIS STANDARD (JIS9612)	

Cooling



OVER ALL (dB)

SCALE	60Hz 208/230V
A	54

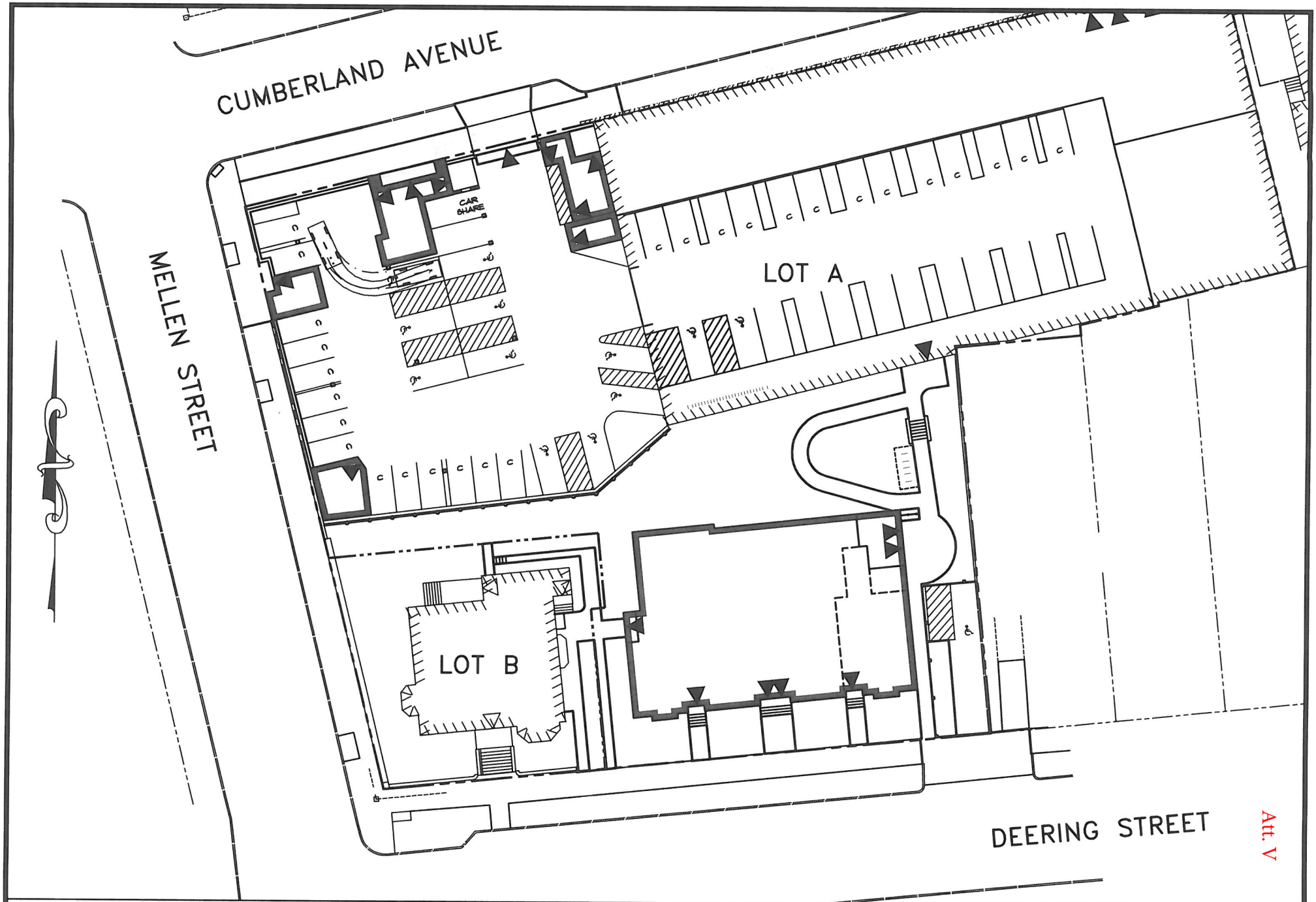
(B.G.N IS ALREADY RECTIFIED)

OPERATING CONDITIONS

POWER SOURCE	208/230V 60Hz
JIS STANDARD (JIS9612)	

Heating

3D058787A



40 0 20 40 80

GRAPHIC SCALE: 1" = 40'

VEHICLE TURING MOVEMENTS

REV.1 12/1/17

DATE: OCTOBER 19, 2017

PROJECT: 17127

DEERING PLACE
510 CUMBERLAND AVE., PORTLAND, MAINE

AVESTA HOUSING DEVELOPMENT
307 CUMBERLAND AVE., PORTLAND, MAINE

01

Att. V

PC1

Google Groups

Concerns about 510 Cumberland Ave

Richard Bilodeau <bilodeaurj@hotmail.com> Aug 4, 2017 9:51 AM
Posted in group: **Planning Board**

To Whom It May Concern,

My name is Richard Bilodeau and I reside at 492 Cumberland Ave (the property located next to 510 Cumberland Ave). I am deeply concerned about the proposal to add on to the existing structure to create an apartment complex on the corner of Cumberland and Mellen. Here are my concerns:

1) This is a historic district. As an individual home owner I cannot change the color of my house or my windows without being sure that I comply with the standards of the historic society. These standards exist for a reason. I have reviewed the tax photos at city hall in the past to better understand these standards. I can assure you the building you are proposing will not comply!

2) The additional units you are proposing will more than double the number of people living in this single neighborhood block (between Mellen and State). This means a lot more foot traffic and more cars. When I decided to buy a house in Portland the "environment" of the neighborhood that I choose was important in my decision making. For example, I avoided buying on Congress Street or in the Old Port. The building you are proposing has the potential to transform the neighborhood into a mini-Congress Street in terms of noise and this seems unfair to the residents who currently live here.

3) Another reason I chose my house, the backyard. Currently I have a pleasant view of trees as I look towards the direction of Mellen St. After you build, I will be looking at your building.

4) This project could have an adverse effect on my property values. It will take away the "suburby" neighborhood feel the street currently has and potentially make it feel like a busy city street. A selling point for us when we purchased this house is we were living in the city without feeling like we were living in the city.

I fully understand the need to develop more affordable housing options in Portland. But I do understand the need to totally transform the neighborhood that I live in by building a four story addition onto the existing structure at 510 Cumberland Ave. It will forever change the neighborhood, and not for the better.

I believe the plan you are proposing in unfair to the residence of Cumberland Ave and I would urge you to reconsider the size of the project you are planning.

Sincerely,

Richard Bilodeau

492 Cumberland Ave

Portland Maine 04101

(207) 774-2793

PC2

Google Groups

Re: 510 Cumberland Avenue Project

Steven Fender <steven.fender@yahoo.com> Aug 31, 2017 2:48 PM

Posted in group: **Planning Board**

Hello, John Olson and I own Unit #3, at 14 Mellen Street, Portland, Maine, 04101. Our unit is within 500 feet of the proposed Avesta Development Corporation project at 510 Cumberland Avenue and the adjoining lots.

We are very concerned about this proposed development. We have lived here since 2012 and these blocks around us have becoming increasing more dense in population in the last 5 years. It has become very difficult to find any street parking in the blocks surrounding this area at any time of the day or night. The blocks are filled with pedestrians at all times of the day and night and it is already loud. The City has approved the conversion of the empty funeral home behind us into a luxury hotel, together with the construction of 7 condo units in the currently vacant parking lot behind us. The house across the street at 11 Mellen Street now has 4 units that are being sold as condominiums. The house next to it has been recently sold and is being turned into a multi-unit use. The house at 10 Mellen has just sold with a family moving in. The addition of an 82-unit multiresidential structure would bring at least 82 new people, not including their family members, into this area which is already bursting at the seams and make it even more congested. Two blocks off Congress in a residential neighborhood with three story structures, most of which have already been turned into multi-unit dwellings, is no place for an 82-unit structure and would make this section of town chaos and destroy its quaint historic nature. This area is already overcrowded, not even taking into account the terrible parking problem this proposed project would significantly compound.

The addition of 59 parking spaces does not remedy the addition of 82 more units. And building a multi-story garage is wholly inconsistent with this neighborhood. This is a residential area and while many of the large homes have been converted to multi-unit dwellings, these large homes remain intact on the outside and preserve the architectural integrity of the neighborhood. We tried to add a railing on the elevated rear roof on our building that was not visible to the street and the City turned us down flat as being inconsistent with the neighborhood. But a multi-story parking garage isn't far worse? The need to build a multi-story parking garage as bait to allow this development unscores the problem with building this proposed development.

The Deering Historical District, in which this project would be located, consists almost entirely of three story buildings, mostly brick, and mostly constructed a century or more ago. Our home was built in 1881; most homes in the neighborhood are of similar vintage and are, collectively, historically significant. Most of the homes in the neighborhood have been substantially renovated in the last 5-10 years. For example, Deering Street -- which this project abuts -- is with singular exception among the best kept, late 19th century streets in the City. The proposed development is an architectural abomination which is completely inconsistent with the neighborhood and mocks the entire concept of a historical district. The proposed development is both ugly as sin and completely inapprpropriate for this area.

We rode home on CBL last night from Peaks Island and were reminded again of how the huge yellow brick condo tower on Munjoy Hill sticks out like a sore thumb and significantly detracts from the architectural beauty of the Eastern Prom. The City planning officials who approved that construction should be ashamed of themselves; they were surely wrong. The proposed development at 510 Cumberland Street would similarly blot our neighborhood. Please don't inflict that upon us.

Thank you for your consideration.
Steven Fender

Sent from Yahoo Mail for iPad

PC3

Google Groups

proposal at 510 Cumberland

Christopher Ring <untermarmot@yahoo.com> Sep 6, 2017 2:07 PM
Posted in group: **Planning Board**

Christopher Ring, Owner
CPR at 60 Mellen, LLC
41 Boban Street
York, ME 03909
207-475-5195

September 6, 2017

Re: Avesta Housing proposal / 510 Cumberland Avenue

To The Planning Board,

I am writing to express my concerns regarding the proposal for the 42 residential addition to 510 Cumberland Street by Avesta Housing. I am (through my LLC) the owner of 60 Mellen Street in Portland. I also own 477 Cumberland Avenue; though I did not receive a formal notice of proposal at this address, 477 Cumberland is situated on the same block as 510 Cumberland and likely to be impacted just as much.

First, I would like to note that I believe all building owners on the same block as 510 Cumberland Avenue should have received the notice I received for my building at 60 Mellen Street. Though some of these buildings may be situated beyond the 500 foot circumference, they will be equally impacted by such an addition, none the less.

Secondly, I do not believe the proposal is a sensible proposal for this neighborhood. This is a residential neighborhood with a historic character. The plans for 510 are not only out of sync with the existing feel of the area, they call into question existing restrictions on other building owners. Upon purchasing my building I desired to replace its windows using replacement windows. These windows would have improved the life of the building, the efficiency of the building and would have (by giving just incentive to remove the existing storm windows) provided a more historic appearance. However, due to the narrow scope of what the historic committee deems acceptable, my plans were denied. So, this all begs the question: how could a proposal such as the one at 510 Cumberland even be considered when a simple matter of installing better windows was denied to me. The other options proposed by the historic committee were entirely unaffordable. As a building owner, I expect equity in how properties are treated throughout the city. Approving this addition would, in my opinion, be proof of a great equity.

Third, and perhaps most importantly. As is, there is sufficient parking for 10 cars on this block of Cumberland, two of those spaces being designated for handicapped drivers. Lack of parking is already a problem in this neighborhood. The proposed amount of parking is extremely insufficient. There are 59 parking spaces proposed for a building of 55 apartments (on Cumberland Street alone) and another 27 residential units on Deering Street, with 1, 2 and 3 bedroom apartments. That is 18 fewer parking spaces then actual units. That shortage fails to account for the amount of units with multiple residents. Couples with one car each may occupy 1 bedroom units. Two and three bedroom units may have occupants with up to three cars. Permitting this plan, as proposed, is courting serious problems for the neighborhood.

Will people desire living in this neighborhood when parking is such an issue? Will such issues negatively impact the value of my investment; an investment I made so I can send my children to college.

Clearly, this proposal has been created on a maxim of deriving as much income as possible out of limited space. Approval of this project will have a very negative impact on the integrity of the neighborhood. I will stand against this project until a more reasonable proposal is offered – a proposal that properly accounts for parking needs and the integrity of the neighborhood.

Sincerely,

Christopher Ring

PC4

Google Groups

Fw: Parkside Housing Development/Parking

Marilyn MacDowell <portlandmam@yahoo.com> Sep 22, 2017 11:15 AM
Posted in group: **Planning Board**

Good Day:

The email below was sent to Spencer Thibodeau and later forwarded to Emma Holder, President of Parkside and President of my condo association Oakview.(Grant St/ Mellen St)

I have attended neighborhood meeting about Avesta housing for Cumberland Ave/ Deering Street and one with planning board at City Hall. I can't attend meeting on Monday Sept. 25 on Sherman St,away on vacation.

I am all for afforable housing.
Parking is still major concern.
Portland is not like Boston ,NY yet with public transportation.
Could someone live without a car? How does one do that? Why doesn't city put something out there how that can be done if they are encouraging less cars,letting develepers have less parking per number of units.
Many long time residents of Parkside can't live without a car. Should we be penalized?
What about Sacred Heart Church and parking for them? Nothing talked about to help them.

Please listen to complaints about parking because they are real. The developer saying study done saying no parking problem is not accurate. You try to find parking at night.

Thank you for your attention to this matter.

Marilyn A. MacDowell
98 Grant St unit 4
Portland

Sent from Yahoo Mail on Android

On Fri, Aug 11, 2017 at 10:04 PM, Marilyn MacDowell <portlandmam@yahoo.com> wrote:

> Hi Spencer,
>
> I am a Portland native. I grew up on Grant Street, where community center is located.
> Lived there until age 12 and then family moved to North Deering section of Portland. I never left Greater Portland area. 20 years ago I bought condo at 98 Grant Street,corner of Grant St and Mellen St. back in my old neighborhood. I have always liked area.
> A few weeks ago I read article in Portland Press Herald article about Bayside
> "Staff Favors Housing,Work Spaces at City's Former Public Works Land. The end of article caught my eye. Property Management Co, Port Properties, beside my Grant Street condo building wants to move to Bayside and build 4 story building with 23 apartments. Then on Wednesday August 8 Portland Press Herald article, Plan Calls for Affordably Priced Apartments in Parkside-Cumberland Ave,Mellen St, Deering St., 82 apartments with maybe 64 parking spaces.
> My major concern is parking. With Grant St. between Deering Ave and Mellen St, being fixed up now parking is a problem now.
> Students use to live there,not many cars.
> With new housing, doesn't seem enough parking. I know thinking is ,want city dwellers to use public transportation but if 2 persons to some units, probably 2 cars. Is parking ever discussed or is just affordable housing the main concern and parking not a concern.
> I am retired, live alone.I am a walker and recreational biker but I need a car for various reasons.
> There are no parking garages to go too either.

Does that mean I can't go to night events since I won't find parking? Do I have to use Uber,taxi?
Do you know status of these plans ? I know Cumberland Ave,having public meeting.
I don't know about Port Properties plan.
I have seen so many changes since I have lived in Portland.
Can you please address parking issues?

Thank you.
Marilyn A.MacDowell
98 Grant Street unit 4
Portland, Mel

Comments addressed to City Planning Board regarding Avesta Project 510 Cumberland

I am a parishioner at Sacred Heart/Saint Dominic (SHSD) on Sherman and Mellen Streets. I attended the Community Meeting to discuss plans for the development of 510 Cumberland by AVESTA. I share their concern to provide affordable housing to those rapidly being priced out of housing market in Portland.

Since 1896 SHSD has anchored Portland's Parkside community. It was designed by noted Portland architect Francis Henry Fassett and built by immigrants and continues to serve them. Our Food Pantry distributes over 3000 pounds of food per week. We provide space for additional programs such as AA and NA responding to a growing need. We also collaborate with other community organizations including Parkside Neighborhood Association, Parkside Policing and Opportunity Alliance's Parkside activities. Catholic Charities Refugee and Resettlement Program and the Hispanic Council that assist both our African and Hispanic immigrant populations are based at SHSD. An article in Greater Portland Landmarks Magazine estimated we provide over a million dollars worth of services to the City.

For many years SHSD has been able to use the PROP parking lot on Sundays for those attending Mass. The proposed structure and limited parking even for those who are residents is likely to decrease even further the availability of on street parking. SHSD draws parishioners from Portland and surrounding areas. Availability of parking is a major issue to ensure that individuals and families have access to religious services including Masses, weddings and funerals and the social services we provide to parishioners as well as others in the Parkside and Greater Portland area,

If this project is approved I hope that the City will consider alternative parking regulations on Sunday on Cumberland or other solutions so that Sacred Heart/Saint Dominic can continue to contribute as it always has to the Parkside community.

Mary Elizabeth Lell Duggan

Parishioner Sacred Heart/Saint Dominic

420 Danforth Street, Portland+

Google Groups

proposed new bldg for housing at Cumberland and Mellon Streets (Avesta 510 Cumberland)

Cynthia Murray-Beliveau <cmurraybeliveau@gmail.com> Sep 12, 2017 9:10 PM
Posted in group: **Planning Board**

Dear members of the planning board;

I am writing to you as I was unable to attend the 6:30 meeting you held in reference to the above location. I am a Portland resident (135 Sheridan St) and a member of the Sacred Heart/ St. Dominc's Catholic parish located nearby the proposed development.

I am pleased to see our city engage actively in developing more affordable housing for our many residents who currently struggle to find suitable dwellings for their families. I am also concerned that more housing in this area will minimize the land currently used by the public, (and possibly even the residents of the new building) for parking. Specifically, members of our parish make full use of the space there for weekend services and at other times for services provided to our citizens such as the food bank, and the "give away" project.

I hope you will solve how to provide parking for these and other communal activities as the density of the neighborhood increases. It is important that these needs be well provided for during the planning process. Thank you for your public service; I know it is not an easy task to be sure that all are cared for!

Sincerely
Cynthia A. Murray-Beliveau
cmurraybeliveau@gmail.com

-------- Original message --------
From: Alicia Allen <a_l_allen@hotmail.com>
Date: 9/12/17 3:18 PM (GMT-05:00)
To: sthibodeau@portlandmaine.gov, pali@portlandmaine.gov, nmm@portlandmaine.gov, jduson@portlandmaine.gov
Subject: Avesta Proposal - Parkside

Hello City Councilors,

I am writing in regards to the proposal Avesta has put forth for the building in Parkside on Cumberland Ave.

I live at 66 Deering Street, directly across from the parking lot for Deering Place. 66 Deering St was my first home in Portland when I was 19, and has been home again for the past two years. I've lived in Portland for almost 18 years. I've owned a house here, lived in every neighborhood on the peninsula, and a few off, and am raising my child here. I love Portland. And I love Parkside. I love my one bedroom apartment, which I share with my 5 year old (and it's a good thing, because frankly, I'm already priced out of two bedroom apartments in Portland, and I make a solid living).

Since moving back into the neighborhood I've noticed a lot of changes. Most of them are great. It's dense, but it feels far safer and friendlier than it did 16 years ago when I first moved in. The residents of Deering Place are great neighbors, and it feels like a neighborhood. I'm not opposed to more housing. I would prefer it to be even more low-income as I don't want to see my neighbors priced out of their homes, and I don't want to be priced out of mine (I find it really hard to swallow that for someone in my income bracket, which doesn't qualify me for low income housing, I wouldn't be able to afford even a one bedroom in the proposed building at market rate).

That said, Avesta has to include more parking in their plans. It's already a nightmare trying to park in the neighborhood. In the winter becomes even more difficult. Portland's public transportation doesn't offer a practical solution for anyone who needs to leave the peninsula daily, and with a lack of affordable grocery options in the area, it's somewhat impractical to not have a car anyway. I can't imagine many tenants of the proposed building will actually forgo a car (or more if they're a household with two adults), and I am very concerned about how this will impact those of us who live in the neighborhood already and would like to stay.

Portland is a great city. But it increasingly feels like development is squeezing those of us who have been here for a while out--including my neighbors at Deering Place, either physically by making it even more difficult to park cars that we actually need to get to work, or financially. For those of us who would like to stay in our neighborhoods and want to see Portland grow, it seems like the developer and the city should be able to find a balance.

Thank you,
Alicia Allen

PC8

Google Groups

510 Cumberland Ave. Proposal

Christopher Ring <christopherpring@yahoo.com> Dec 1, 2017 10:16 AM

Posted in group: **Planning Board**

Hello Shukriaw and the Portland Planning Board,

Thanks for taking the time to explain to me the procedures regarding the Avesta Housing proposal at 510 Cumberland Avenue and the project's impact on parking. I want to reiterate, in writing, my opinion that the results of the traffic and parking survey is off the mark and somewhat cavalier in its conclusion. The simple statement that it will be no issue avoids specific details that the residents deserve to know about. A survey of the citizens living in the neighborhood would quickly reveal one incontestable truth - parking in that neighborhood is horribly overcrowded, as is. A colleague of mine has a girlfriend living on Mellen St. If he doesn't get to her apartment by 6pm for a visit, he doesn't go at all because he can't find a place to park. Tenants of mine are afraid to move their car unless they absolutely must.

Though I admire the city's goal to encourage public transportation, we must first deal in the reality of our infrastructure. How many blocks will tenants of the proposed building walk, carrying grocery bags? (The nearest supermarket is across the highway.) How far will public transportation carry people when they wish to travel out of town? Residents moving into that neighborhood are going to recognize the need for a car. Will the building owner be able to discriminately choose tenants with only one car per unit - even those occupying 3 bedroom units? Can they legally prevent a couple with 2 cars from applying for a unit. The .64 to 1 ratio of parking spots to units is a hopeful wish with no basis in facts about who will own a car or not. Approving a plan based on such speculation would be irresponsible. I do favor improving the lot for more housing in the area, but the parking issue must be addressed with more fact based reality, not so much projection.

One of the most common infrastructure flaws made across the country is a failure to plan for growth: highways that are too small, local roads that can't support effective bussing, a lack of rail infrastructure in and out of town (has Portland even considered light rail?) street designs that flow. All of these issues can be helped in Portland, IF the speculation that fewer people in such housing developments will drive, but if that fails to prove true, even greater problems will arise.

Thank You for hearing me out.

Kind Regards,

Christopher Ring
Owner: 510 Cumberland Avenue, 60 Mellen Street.

Portland Maine Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

Parking Study

mariegray263@aol.com <mariegray263@aol.com> Fri, Dec 1, 2017 at 11:58 AM
To: bab@portlandmaine.gov
Cc: shukriaw@portlandmaine.gov

Thanks so much for sending this along, Barbara. I was very surprised by 3 things:

- that the data 2 1/2 to 3 1/2 years old
- that Avesta was allowed to use data from its own properties as part of the study. Seems like a conflict of interest
- that the Planning Board didn't require that a parking study be done in the actual neighborhood in which this project would be sited

All that said, great to speak with you the other day and I hope all is going well for you.

[Quoted text hidden]
[Quoted text hidden]

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 Maine Yes. Google's good here.

Shukria Wiar <shukriaw@portlandmaine.gov>

Parking Study

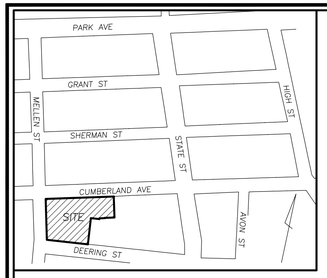
mariegray263@aol.com <mariegray263@aol.com> Fri, Dec 1, 2017 at 1:03 PM
To: bab@portlandmaine.gov
Cc: shukriaw@portlandmaine.gov

Thanks, Barbara. It just seems a little odd that Avesta would be asked to supply the information when they will directly benefit from a favorable reporting. From a neighborhood point of view, this project has been very poorly managed---first by PROP and then by Opportunity Alliance---for 25 years and all during this time, it was property tax exempt. For 25 years, no property taxes were paid on the 4 properties now owned by Avesta. At some point, doesn't Avesta have to play by the same rules?

Thanks again, Barbara. Have a great weekend.

PS The last time Avesta--or as it was previously called, York Cumberland Housing Development Corporation--it was a complete and total disaster.

-----Original Message-----
From: Barbara Barhydt <bab@portlandmaine.gov>
To: Marie Gray <mariegray263@aol.com>
Cc: Shukria Wiar <shukriaw@portlandmaine.gov>
[Quoted text hidden]

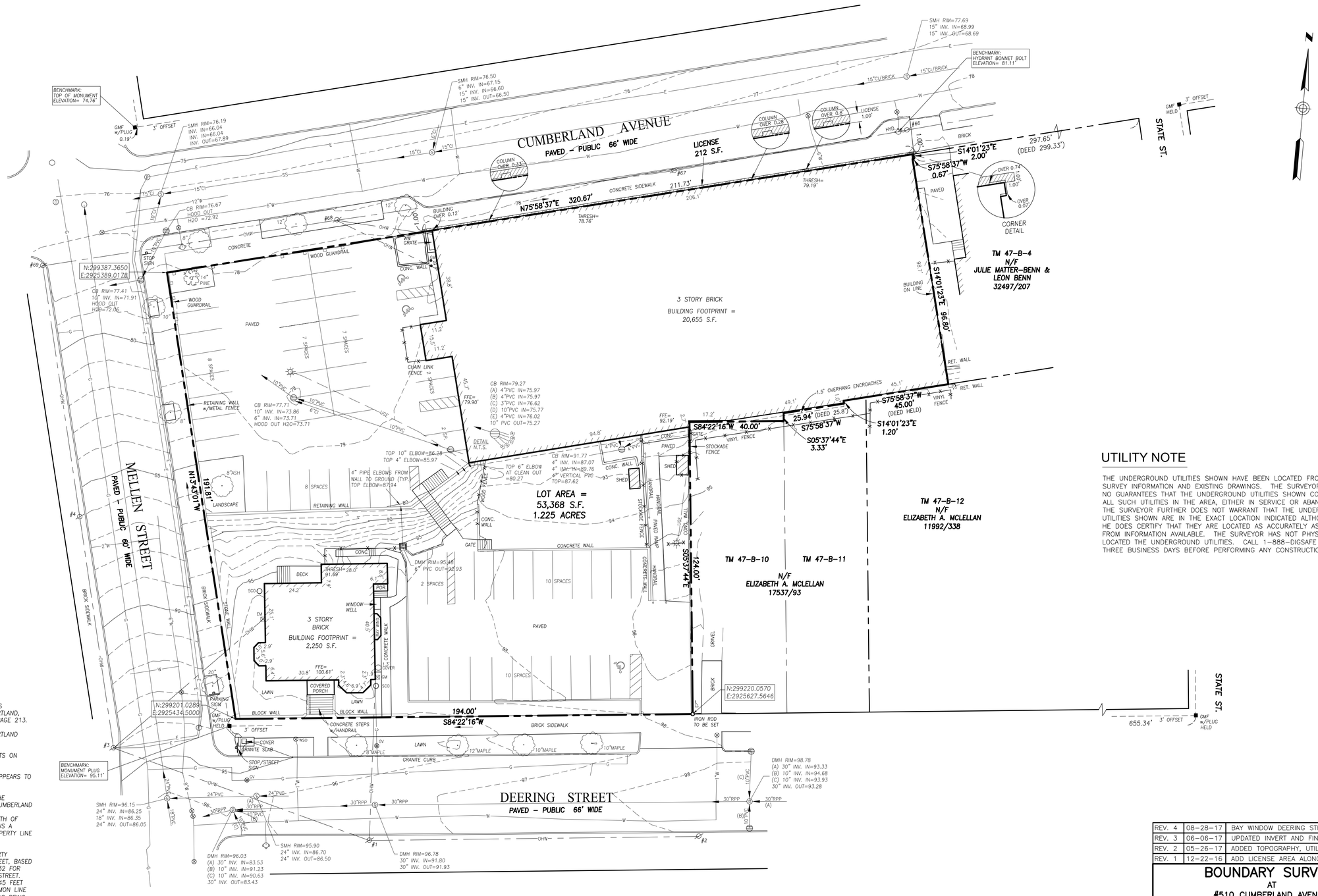


LOCATION MAP

N.T.S.

LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- GAS VALVE
- UTILITY POLE
- MANHOLE
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- FENCE
- CURB
- OHW — OVERHEAD WIRES
- E — UNDERGROUND ELECTRIC
- W — WATER LINE
- G — GAS LINE
- SS — SANITARY SEWER
- SD — STORM DRAIN
- 90 — 1' CONTOUR
- CONC. — CONCRETE
- N/F — NOW OR FORMERLY
- 000/000 — DEED BOOK AND PAGE



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 COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED 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.

GENERAL NOTES

1. OWNER OF RECORD: THE OPPORTUNITY ALLIANCE F/K/A PEOPLE'S REGIONAL OPPORTUNITY PROGRAM, 510 CUMBERLAND AVENUE, PORTLAND, MAINE; CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 10064, PAGE 213.
2. LOCUS IS SHOWN AS LOTS 1, 2, 3, AND 29 IN BLOCK B ON PORTLAND PROPERTY MAP 47.
3. BEARINGS ARE CITY COORDINATES PROVIDED ON STREET MONUMENTS ON PLAN REFERENCE 5, WHICH IS GRID NORTH.
4. SPACE BETWEEN BUILDING AND FENCE ON LAND OF MCLELLAN APPEARS TO BE USED BY SUBJECT PROPERTY.
5. THE 1883 DEED IN BOOK 495, PAGE 84 FOR THE PORTION OF THE PREMISES WEST OF BENN IS FOR A LOT 100 FEET DEEP FROM CUMBERLAND STREET. THE DEEDS FOR MCLELLAN ARE FOR THAT SAME LINE. SUBSEQUENT DEEDS, STARTING IN 1922, HAVE CALLED FOR A DEPTH OF 98.8 FEET, POSSIBLY BASED ON PLAN REFERENCE 2, WHICH SHOWS A BUILDING LINE 98.8 FEET FROM CUMBERLAND AVENUE AND A PROPERTY LINE OF 100 FEET.
6. THE 1905 DEED IN BOOK 780, PAGE 239 FOR THE BENN PROPERTY DEFINES THE COMMON LINE AS BEING 300 FEET FROM STATE STREET, BASED ON PLAN REFERENCE 4. THE 1874 DEED IN BOOK 433, PAGE 132 FOR THE LOCUS DEFINES THE EAST LINE AS 275 FEET FROM MELLEN STREET. THE 1883 DEED, MENTIONED ABOVE, CALLS FOR A FRONTAGE OF 45 FEET ON CUMBERLAND AVENUE. PLAN REFERENCE 1 SHOWS THIS COMMON LINE (WITH THE EXCEPTION OF THE LATER 2.00 BY 0.67 FOOT STRIP) AS BEING 320 FEET FROM MELLEN STREET, WITH A NOTE "298.37 TO STATE ST. BY MEASURE. PLAN CALLS FOR 300." THE EXISTING BUILDING WAS BUILT TO MATCH THE 320 FEET FROM MELLEN AND THE SMALL PARCEL FOR THE PILASTER, CONVEYED BY A BENN PREDECESSOR, MATCHES ALSO.
7. ELEVATIONS ARE BASED ON NGVD 1929 – CITY DATUM.

GRAPHIC SCALE

0 10' 20' 40' 80'

PLAN REFERENCES

1. "SURVEYED FOR B.F. HARRIS SURVEYED FEB. 1883" IN FILES OF H.I. & E.C. JORDAN – SURVEYORS AND UNDATED UNTITLED MORE RECENT WORKING PLAN OF SAME.
2. "E.C.JORDAN & CO. CIVIL ENGINEERS OCT. 16, 1922" PLAN OF LAND OF HANNAH M. DOOLEY ON DEERING ST. AND ELVIRA LORELLO ON CUMBERLAND ST.
3. "BOUNDARY SURVEY AT 51 DEERING STREET, PORTLAND, MAINE MADE FOR OWNER OF RECORD SETH & LAUREL MCCLEAD AUGUST 21, 2014 OWEN HASKELL, INC. JOB NO. 2014-071P"
4. PLAN OF DIVISION BETWEEN DEERING AND PREBLE ESTATES RECORDED IN PLAN BOOK 3, PAGE 37 (TITLE LARGELY UNREADABLE)
5. CITY OF PORTLAND ENGINEERING DEPARTMENT WORKING PLAN PROVIDED OF THIS BLOCK AND SURROUNDING ONES SHOWING EXISTING MONUMENTATION.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES TO:

FIRST AMERICAN TITLE INSURANCE COMPANY AND AVESTA HOUSING DEVELOPMENT CORPORATION

THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

DATE

JOHN C. SCHWANDA, PLS NO. 1252

REV. 4	08-28-17	BAY WINDOW DEERING STREET BUILDING
REV. 3	06-06-17	UPDATED INVERT AND FINISHED FLOOR ELEV.
REV. 2	05-26-17	ADDED TOPOGRAPHY, UTILITIES, INVERTS
REV. 1	12-22-16	ADD LICENSE AREA ALONG STREET

BOUNDARY SURVEY

AT

#510 CUMBERLAND AVENUE
A/K/A #498-500 CUMBERLAND AVENUE AND
#61-73 DEERING STREET
PORTLAND, MAINE
MADE FOR

AVESTA HOUSING

307 CUMBERLAND AVENUE, PORTLAND, MAINE

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207)774-0424

Drawn By JCS	Date	Job No.
Trace By JLW	SEPT. 28, 2016	2016-286P
Check By JCS	Scale	Drwg. No.
Book No. 1147	1" = 20'	1

PARKING INFORMATION

EXISTING VEHICLE SPACES:	58
LOT A:	
VEHICLE SPACES REQUIRED, 75 UNITS:	
FIRST 3 UNITS:	0
REMAINING UNITS, 1 PER UNIT:	72
SHARED CAR BONUS: - 8 SPACES, + 1 SPACE	-7①
TOTAL VEHICLE SPACES REQUIRED:	65
LOT B:	
TOTAL VEHICLE SPACES REQUIRED, 3 UNITS & OFFICES:	5
VEHICLE SPACES PROVIDED:	
9'x18' STANDARD SPACES:	11
9'x18' CAR SHARE SPACE:	1①
9'x15' COMPACT SPACES:	13
8'x15' COMPACT SPACES:	14
8'x18' HANDICAP ACCESSIBLE SPACES:	13
TOTAL VEHICLE SPACES PROVIDED:	52

SPACES USED: LOT A = 47 LEASED TO LOT B: 5

① AVESTA IS COMMITTED TO PROVIDING ONE SHARE CAR FOR USE BY THE RESIDENTS OF THIS PROJECT.

BIKE SPACES REQUIRED:	
2 BIKE SPACES PER	
5 DWELLING UNITS (78/2.5):	32
PROVIDED:	
INTERIOR RACK FOR 25 BIKES	25
1-EXTERIOR RACK OF 10 BIKES	10
TOTAL BIKE STORAGE PROVIDED:	35

IMPERVIOUS INFORMATION

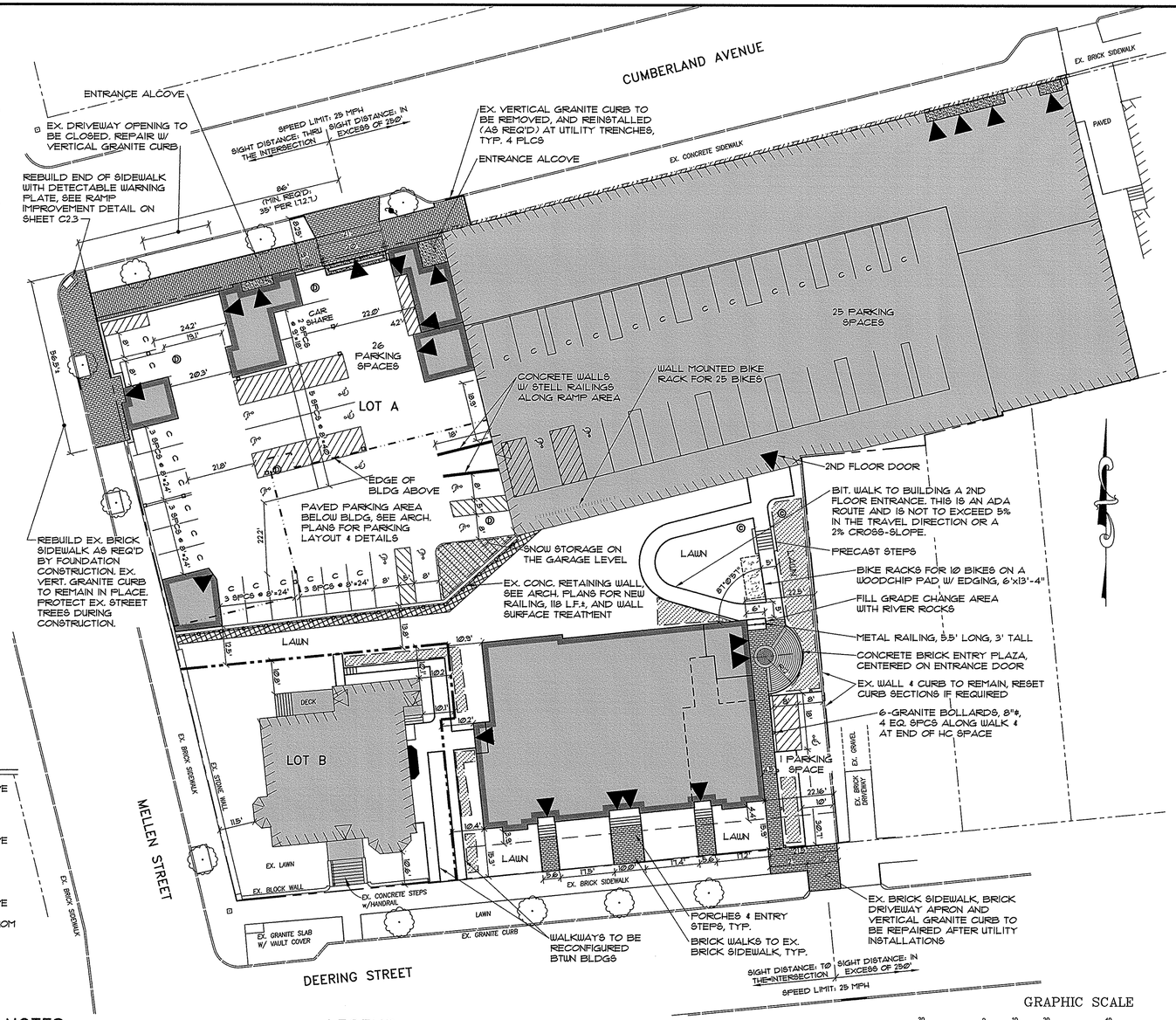
	LOT A	LOT B
EXISTING IMPERVIOUS	40,455 SQ. FT.	3,115 SQ. FT.
PROPOSED IMPERVIOUS	40,329 SQ. FT.	3,300 SQ. FT.
NET IMPERVIOUS	-126 SQ. FT.	+ 185 SQ. FT.

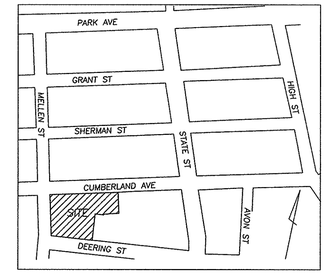
PROJECT DRAWINGS

C1.1	SUBDIVISION RECORDING PLAT, SHEET 1 of 2
C1.2	SUBDIVISION RECORDING PLAT, SHEET 2 of 2
C2.1	SITE PLAN
C2.2	EXISTING CONDITIONS AND DEMOLITION PLAN
C2.3	GRADING AND UTILITIES PLAN
C2.4	EROSION CONTROL PLAN, NOTES AND DETAILS
C2.5	LANDSCAPE PLAN, NOTES AND DETAILS
C3.1	DETAILS
C3.2	DETAILS
1	BOUNDARY SURVEY

WAIVERS REQUESTED

1. THE PLANNING BOARD VOTED ACCEPT / DENY TO WAIVE SECTION 14-526 (a) 4 OF THE CITY OF PORTLAND CHAPTER 14 LAND USE ORDINANCE FOR REQUIRED PARKING SPACES FROM 65 SPACES TO 52 SPACES.
2. THE PLANNING BOARD VOTED ACCEPT / DENY TO WAIVE SECTION 14-526 (a) 4 (iv) OF THE CITY OF PORTLAND CHAPTER 14 LAND USE ORDINANCE FOR REDUCTION OF DRIVE AISLES FROM 24 FEET TO 19.1 FEET, 20.3 FEET, 21.8 FEET, 22.0 FEET AND 22.2 FEET.
3. THE PLANNING BOARD VOTED ACCEPT / DENY TO WAIVE SECTION 1.7.1 OF THE CITY OF PORTLAND TECHNICAL MANUAL FOR DRIVEWAY SEPARATION REQUIREMENT FROM ABUTTER AT TAX MAP 47-B-10 & 11.





LOCATION PLAN

SCALE: 1"=250'±

GENERAL NOTES

1. OWNER/DEVELOPER: AVESTA HOUSING DEVELOPMENT CORP. 307 CUMBERLAND AVENUE, PORTLAND MAINE 04101. CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33552, PAGE 280, RECORDED DATE 10/26/16.
2. ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVEUNE, PORTLAND, MAINE, 04103.
3. ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
4. TOPOGRAPHIC, UTILITY AND BOUNDARY INFORMATION TAKEN FROM "BOUNDARY SURVEY AT #510 CUMBERLAND AVENUE A/K/A #498-500 CUMBERLAND AVENUE AND #61-73 DEERING STREET PORTLAND MAINE MADE FOR AVESTA HOUSING 307 CUMBERLAND AVENUE , PORTLAND, MAINE" BY OWEN HASKELL, INC., 390 US ROUTE ONE, FALMOUTH, MAINE. DATED SEPT. 26, 2016, 4TH REVISION 8-28-17.
5. ADDITIONAL UTILITY INFORMATION TAKEN FROM "DEERING STREET RECONSTRUCTION" CONTRACT DRAWINGS BY WOODARD & CURRAN, 41 HUTCHINS DRIVE, PORTLAND, MAINE, PLAN SET DATED 2015.
6. ZONE: R-6, RESIDENTIAL, PROPOSED USE: MULTIFAMILY DWELLING
7. TAX MAP REFERENCE: MAP 47 / BLOCK B / LOTS 1, 2, 3 & 29.
8. TOTAL PARCEL = 1.225 acres
9. WAIVERS: SEE SUBDIVISION RECORDING PLAT, SHEET 2 OF 2 FOR LIST OF WAIVERS.
10. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
11. UNITS TO BE SERVICED BY EXISTING PUBLIC WATER, SEWER, AND GAS FROM CUMBERLAND, MELLEN OR DEERING STREETS. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
12. POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM CUMBERLAND, MELLEN OR DEERING STREETS. THESE SERVICES ARE SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
13. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
14. THE SUBJECT PARCEL KNOWN AS 510 CUMBERLAND AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
15. DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR DEERING PLACE SITE PLAN.
16. FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
17. SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON SHEET C1.2 UNDER SNOW CLEARANCE NOTES.
18. NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.
19. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION 2016.

CITY OF PORTLAND SITE PLAN NOTES

1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
3. ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIPDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
5. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL, GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EASEMENT
- EDGE OF PAVEMENT
- BUILDING
- BUILDING ROOF OVERHANG
- EDGE OF GRAVEL
- CURB
- WALL
- MONUMENT FOUND
- DECIDUOUS TREE
- CONIFEROUS TREE

PROPOSED

- LOT LINE
- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- VERTICAL BITUMINOUS CURB
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING EDGE OVERHEAD
- RAILING
- BUILDING HATCH
- BIKE RACK ON WOODCHIP PAD
- RETAINING WALL
- CATCH BASIN
- DRAIN MANHOLE
- UTILITY POLE
- BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT
- BITUMINOUS OVERLAY
- BRICK SIDEWALK
- SNOW STORAGE AREAS

PAINTED PAVEMENT SYMBOLS

- HANDICAP PARKING
- "NO PARKING" AREA
- VAN ACCESSIBLE PARKING SPACE
- CAR ACCESSIBLE PARKING SPACE

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

ZONE INFORMATION

ZONE: R-6, RESIDENTIAL
PERMITTED USE: MULTI-FAMILY DWELLING

SPACE STANDARDS	REQUIRED	EXISTING	LOT A	LOT B	TOTAL SUBDIVISION
MINIMUM LOT SIZE	2,000 SQ. FT.	53,368 SQ. FT.	47,512.5 SQ. FT.	5,855.6 SQ. FT.	53,368 SQ. FT.
MINIMUM AREA PER DWELLING UNIT	725 SQ. FT.	3,336 SQ. FT.	586 SQ. FT.①	1,952 SQ. FT.	635 SQ. FT.
MINIMUM STREET FRONTAGE	20 FEET	191.8 FEET	115.5 FEET	76.3 FEET	191.8 FEET
MINIMUM FRONT YARD	5 FEET	0 FEET	0 FEET	10.6 FEET	0 FEET
MINIMUM REAR YARD	10 FEET	0.2 FEET	0.2 FEET	10.2 FEET	0.2 FEET
MINIMUM SIDE YARD	10 FEET	0 FEET	0 FEET	5.1 FEET	0 FEET
MAXIMUM LOT COVERAGE (BUILDINGS)	60%	43%	54%	39%	50%
MINIMUM LOT WIDTH	20 FEET	191.8 FEET	115 FEET	76.8 FEET	191.8 FEET
MAXIMUM BUILDING HEIGHT	45 FEET	43 & 36 FEET	36 & 39.5 FEET	43 FEET	46 FEET
OPEN SPACE RATIO	20%	57%	24%	56%	31%

① LOT A AREA:	47,512.5 S.F.
MIN. AREA PER DWELLING UNIT:	÷ 725 S.F.
UNITS ALLOWED:	65.5 UNITS
DENSITY BONUS OF 25% (FOR AFFORDABLE UNITS, SECTION 14-488.)	× 1.25 BONUS
UNITS ALLOWED:	81 UNITS

PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE, PORTLAND, ME. 04103
TEL. 207.781.5242 FAX. 207.781.4265

STATE OF MAINE THOMAS S. GREER No. 4205 LICENSED PROFESSIONAL ENGINEER

12/7/17

REV.	DATE	DESCRIPTION
6	12/7/17	RESPONSE TO STAFF REVIEW
5	12/1/17	RESPONSE TO CITY COMMENTS
4	11/17/17	REV'D PER HISTORIC PRESERVATION & PWD REVIEWS
3	11/7/17	REV'D PER ADDITIONAL REVIEW COMMENTS
2	10/19/17	SUBMITTED FOR FINAL APPROVAL
1	9/7/17	REV'D BUILDING & FOOTPRINT, REV'D NUMBER OF UNITS

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

SITE PLAN

SCALE: AS SHOWN
DATE: MAY 31, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

C2.1

MAP/LOT 47/B/1, 2, 3 & 29

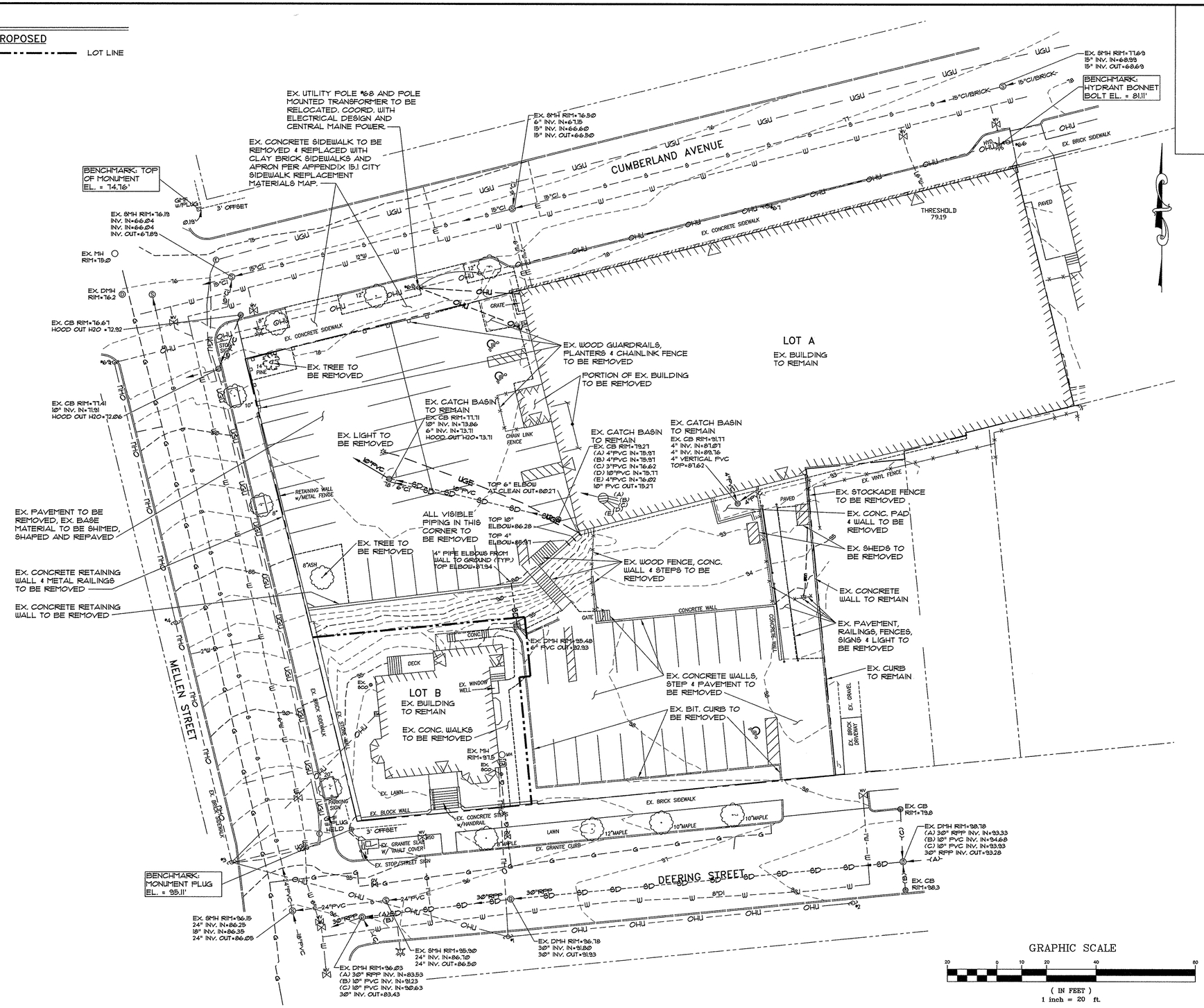
LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EASEMENT
- EDGE OF PAVEMENT
- BUILDING
- BUILDING ROOF OVERHANG
- BUILDING ENTRY/EGRESS
- EDGE OF GRAVEL
- CURB
- CONTOURS
- WALL
- MONUMENT FOUND
- GAS LINE
- SANITARY SEWER
- STORMDRAIN
- OVERHEAD UTILITY
- UNDERGROUND UTILITY
- WATER LINE
- CATCH BASIN
- DRAIN MANHOLE
- ELECTRIC MANHOLE
- ELECTRIC METER
- GAS METER
- SEWER MANHOLE
- UTILITY POLE
- UTILITY POLE W/ GUY WIRE
- SIGN
- HYDRANT
- GATE VALVE
- GAS VALVE
- DECIDUOUS TREE
- CONIFEROUS TREE

PROPOSED

- LOT LINE



PINKHAM & GREER
CIVIL ENGINEERS
28 WALKER AVE. PORTLAND, ME. 04103
TEL. 207.797.3242 FAX. 207.797.4295

STATE OF MAINE
THOMAS S. GREER
No. 4206
LICENSED
PROFESSIONAL ENGINEER

10/21/17

REV.	DATE	DESCRIPTION
1	9/19/17	SUBMITTED FOR FINAL APPROVAL

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

SCALE: AS SHOWN
DATE: OCTOBER 19, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

EXISTING CONDITIONS AND DEMOLITION PLAN

C2.2

MAP/LOT 47/B/1, 2, 3 & 29

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EASEMENT
- EDGE OF PAVEMENT
- BUILDING
- EDGE OF GRAVEL
- CURB
- CONTOURS
- WALL
- MONUMENT FOUND
- GAS LINE
- SANITARY SEWER
- STORMDRAIN
- OVERHEAD UTILITY
- UNDERGROUND UTILITY
- WATER LINE
- SPOT GRADE
- CATCH BASIN
- DRAIN MANHOLE
- ELECTRIC MANHOLE
- ELECTRIC METER
- GAS METER
- SEWER MANHOLE
- UTILITY POLE
- UTILITY POLE W/ GUY WIRE
- SIGN
- HYDRANT
- GATE VALVE
- GAS VALVE
- DECIDUOUS TREE
- CONIFEROUS TREE

PROPOSED

- LOT LINE
- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- VERTICAL BITUMINOUS CURB
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING EDGE OVERHEAD
- DECORATIVE FENCE
- BUILDING HATCH
- BIKE RACK ON WOODCHIP PAD
- RETAINING WALL
- CONTOURS
- SANITARY SEWER
- STORMDRAIN
- OVERHEAD UTILITY
- UNDERGROUND UTILITY
- WATER LINE
- FOUNDATION DRAIN
- ROOF DRAIN
- UNDERDRAIN TRENCH
- SPOT GRADE
- CATCH BASIN
- DRAIN MANHOLE
- WATER SHUT OFF
- UTILITY POLE
- SURFACE DRAINAGE
- BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT
- BITUMINOUS OVERLAY
- BRICK SIDEWALK
- SNOW STORAGE AREAS

EXISTING UITILITY NOTES

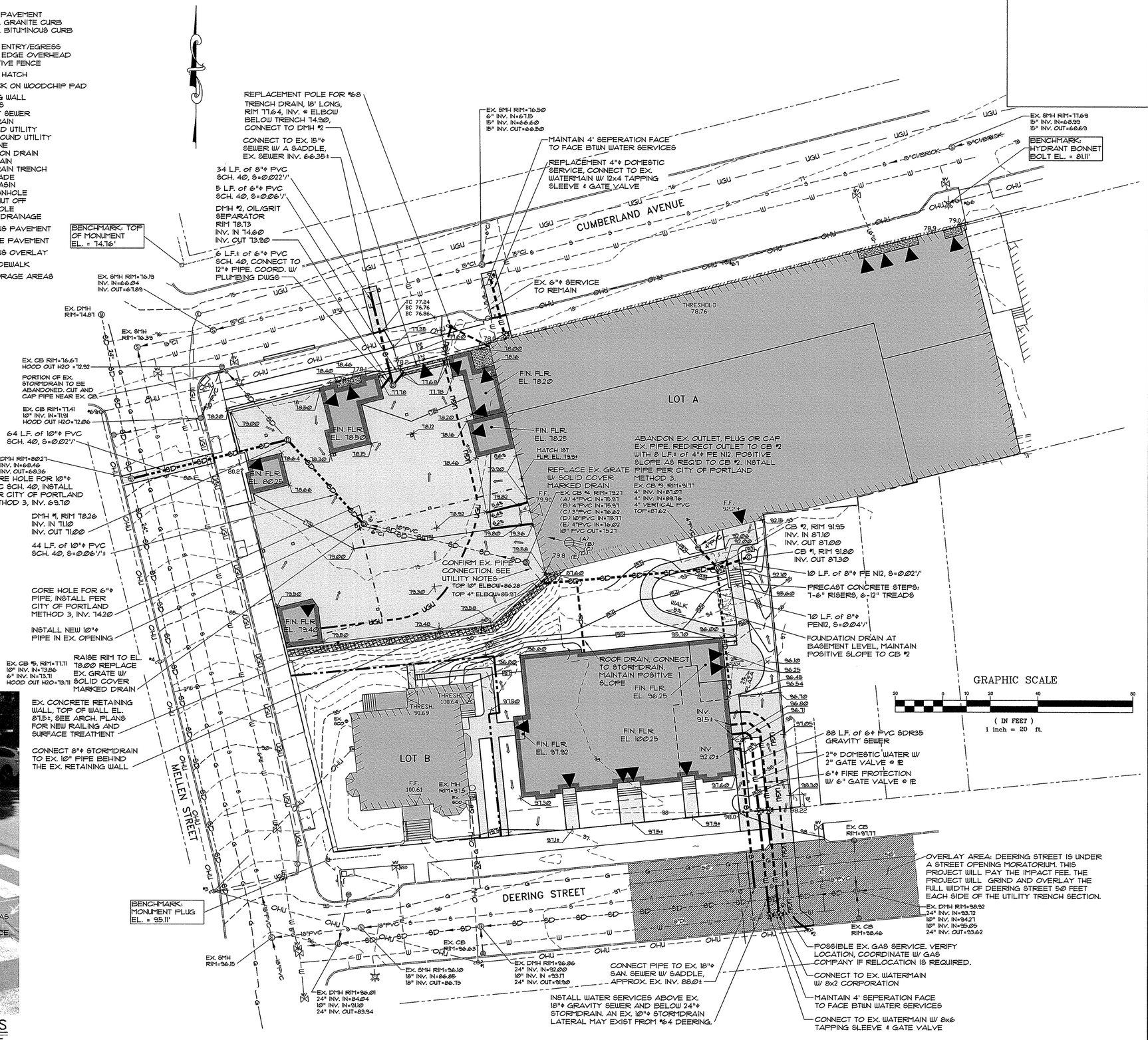
ALL EXISTING PIPES COMING INTO THE DRAINAGE STRUCTURES EX. CB #3, #4 AND #5 AND THE PIPES COMING THROUGH THE EXISTING RETAINING WALL ARE TO BE TELEVISED TO DETERMINE IF THEY ARE STORMWATER OR WASTEWATER. THE STORMDRAINS ARE TO BE ROUTED TO MELLEN STREET AND CONNECTED TO THE EXISTING STORMDRAIN SYSTEM. THE WASTEWATER PIPES ARE TO BE ROUTED TO CUMBERLAND AVENUE AND CONNECTED TO THE EXISTING SANITARY SYSTEM WITH THE DRAINAGE FROM THE PARKING LOT. PROPOSED STORMDRAIN AND WASTEWATER PIPING AS SHOWN IS LIKELY TO CHANGE BASED ON THE ADDITIONAL FIELD WORK.

EX. CATCHBASINS #4 AND #5 ARE TO HAVE SOLID COVERS.

EXISTING ROOF DRAINS FROM EXISTING BUILDING A ARE TO BE CONNECTED TO THE PROPOSED STORMDRAIN SYSTEM CONNECTING TO THE EXISTING MELLEN STREET STORMWATER SYSTEM.

MELLEN STREET SIDEWALK RAMP IMPROVEMENTS

NOT TO SCALE



PINKHAM & GREER
CIVIL ENGINEERS
28 WARREN AVE. PORTLAND, ME. 04103
TEL. 207.781.5242 FAX. 207.781.4245

STATE OF MAINE THOMAS S. GREER No. 4226 LICENSED PROFESSIONAL ENGINEER 12/7/17

REV.	DATE	DESCRIPTION
4	1/27/17	RESPONSE TO STAFF REVIEW
3	12/1/17	RESPONSE TO CITY COMMENTS
2	11/17/17	REV'D PER HISTORIC PRESERVATION & PWD REVIEWS
1	9/19/17	SUBMITTED FOR FINAL APPROVAL

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

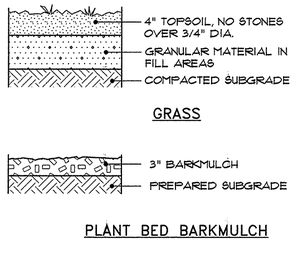
SCALE: AS SHOWN
DATE: OCTOBER 19, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

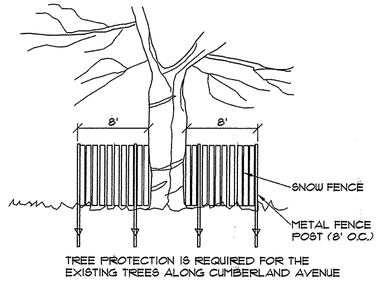
GRADING & IUTILITIES PLAN

C2.3

MAP/LOT 47/B/1, 2, 3 & 29

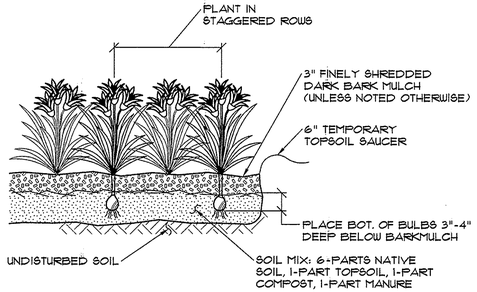


4 LANDSCAPE SURFACE FINISHES



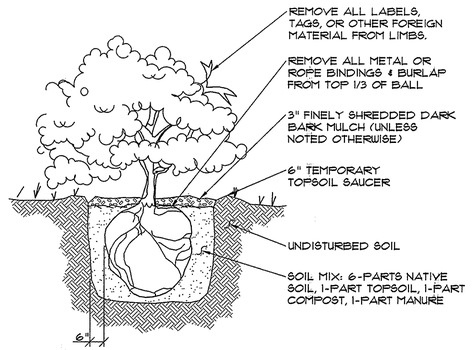
3 TREE PROTECTION FENCE

NOT TO SCALE



2 DAYLILY PLANTING DETAIL

NOT TO SCALE



1 SHRUB PLANTING DETAIL

NOT TO SCALE

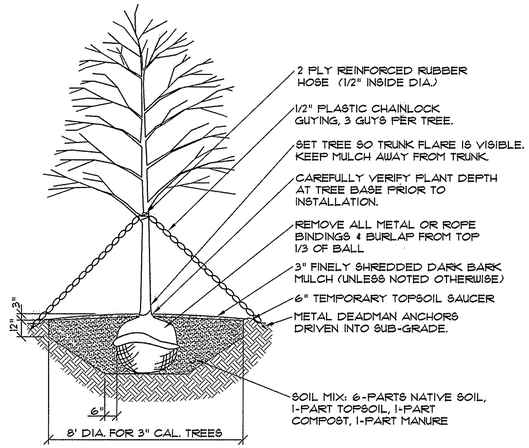
LANDSCAPE NOTES

GENERAL:

1. SAVE EXISTING TREES AS SHOWN. DO NOT CUT OR CLEAR ANY VEGETATION BEYOND THE IMPACT LIMIT LINE.
2. ALL PLANT MATERIALS INSTALLED ARE TO MEET THE SPECIFICATIONS OF THE "AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
3. ALL PROPOSED PLANT LOCATIONS SHALL BE AS SHOWN ON PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO PLANTING AND WILL NOTIFY OWNER'S REPRESENTATIVE IN THE EVENT OF CONFLICTS.
4. PLANT LOCATIONS ARE TO BE SCALED FROM THELANDSCAPE PLAN UNLESS NOTED OTHERWISE.
5. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
6. FINAL QUANTITY FOR EACH PLANT TYPE IS NOTED IN THE PLANT LIST. THIS NUMBER SHALL TAKE PRECEDENCE IN THE CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE LIST AND ON THE PLAN.
7. ANY PROPOSED SUBSTITUTIONS MUST BE APPROVED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
8. ALL DISTURBED AREAS TO BE LOAMED AND SEEDED.

MAINTENANCE:

1. LAWNS: SHALL BE WATERED, FERTILIZED AND MOWN ON A REGULAR BASIS ACCORDING TO SEASON AND RAINFALL, TO PRODUCE A STRONG TURF OF 80% MIN. COVERAGE WITHIN THE FIRST YEAR, FREE FROM SIZABLE THIN OR BARE SPOTS. REGRADING AND RESEEDING WILL BE PERFORMED ON BARE SPOTS UNTIL COVERAGE IS COMPLETE.
2. TREES & SHRUBS: THE ESTABLISHMENT PERIOD SHALL BE TWO CALENDAR YEARS FROM THE DATE OF FINAL ACCEPTANCE. DURING THE ESTABLISHMENT PERIOD THE OWNER OR OWNER'S CONTRACTOR SHALL WATER, CULTIVATE AND PRUNE AS REQUIRED TO MAINTAIN A HEALTHY GROWING CONDITION.
3. AT THE END OF THE ESTABLISHMENT PERIOD AND UPON SUBSEQUENT ANNUAL INSPECTIONS, PLANTS WHICH HAVE DIED OR FAILED TO THRIVE SHALL BE REPLACED WITH EQUIVALENT SIZE AND SPECIES. AFTER THE CONTRACTOR'S GUARANTEE PERIOD HAS ENDED, IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN AND REPLACE PLANTINGS.
4. TREES, SHRUBS AND LAWNS WHICH ARE NOT IRRIGATED WITH AN AUTOMATIC SPRINKLER OR DRIP SYSTEM SHALL BE THOROUGHLY WATERED ON A REGULAR BASIS DURING PERIODS OF BELOW AVERAGE RAINFALL. SOIL SHOULD BE SAMPLED AT A DEPTH OF 12" AND IF DRY, WATER TO DEPTH OF 24".
5. MULCH IS TO BE MAINTAINED AT A DEPTH TO COMPLETELY COVER THE SOIL AND TO PRESERVE MOISTURE AND MINIMIZE WEEDS.
6. TREES, SHRUBS AND LAWNS SHALL BE FERTILIZED ANNUALLY AND TREATED WITH INSECTICIDES AND/OR FUNGICIDES AS REQUIRED FOR CONTINUED HEALTHY GROWTH.
7. SUCKERS, WEEDS, AND DEAD WOOD SHALL BE REMOVED ON A SEASONAL BASIS, AND SHRUBS SHALL BE PRUNED TWICE A YEAR ACCORDING TO THE REQUIREMENTS OF EACH SPECIES (I.E. SOME SPECIES SHOULD NOT BE PRUNED AT ALL). SHRUBS SHALL NOT BE PRUNED INTO INDIVIDUALS BUT ALLOWED TO GROW INTO A MASS.
8. WHERE TREES ARE LOCATED NEAR SIDEWALKS OR PARKING LOTS, THE CANOPY SHALL BE LIMBED UP TO PROMOTE SAFE CLEARANCE TO 8' ABOVE GRADE.
9. LAWN AREAS SHALL BE MOWN AS OFTEN AS NECESSARY TO KEEP LAWNS TO A 2 1/2 - 3" HEIGHT, AND AERATED ON A SEASONAL BASIS.
10. BEDS AND LAWN EDGES SHALL BE REGULARLY TRIMMED AND EDGED.
11. PERENNIAL AND ANNUAL BEDS SHALL BE DESIGNED, PLANTED AND MAINTAINED FOR SEASONAL COLOR AND INTEREST. ANNUALS MAY BE INCORPORATED TO A MAXIMUM LIMIT OF 25% OF THE BED AREA OF MAINTAINED BEDS FROM MAY 15 THROUGH NOVEMBER 15. PERENNIAL BEDS SHALL BE WATERED AS REQUIRED FOR HEALTHY PLANT GROWTH, AND WEEDED AND DEADHEADED ON A MONTHLY BASIS.



NOTES:
1. PRUNE ALL DEAD AND BROKEN BRANCHES. RETAIN NATURAL SHAPE, NEVER CUT LEADER.
2. IN LEDGE CONDITIONS, BLASTING SHALL BE 10' DIA AND 4' BELOW TREE HOLE BOTTOM GRADE.

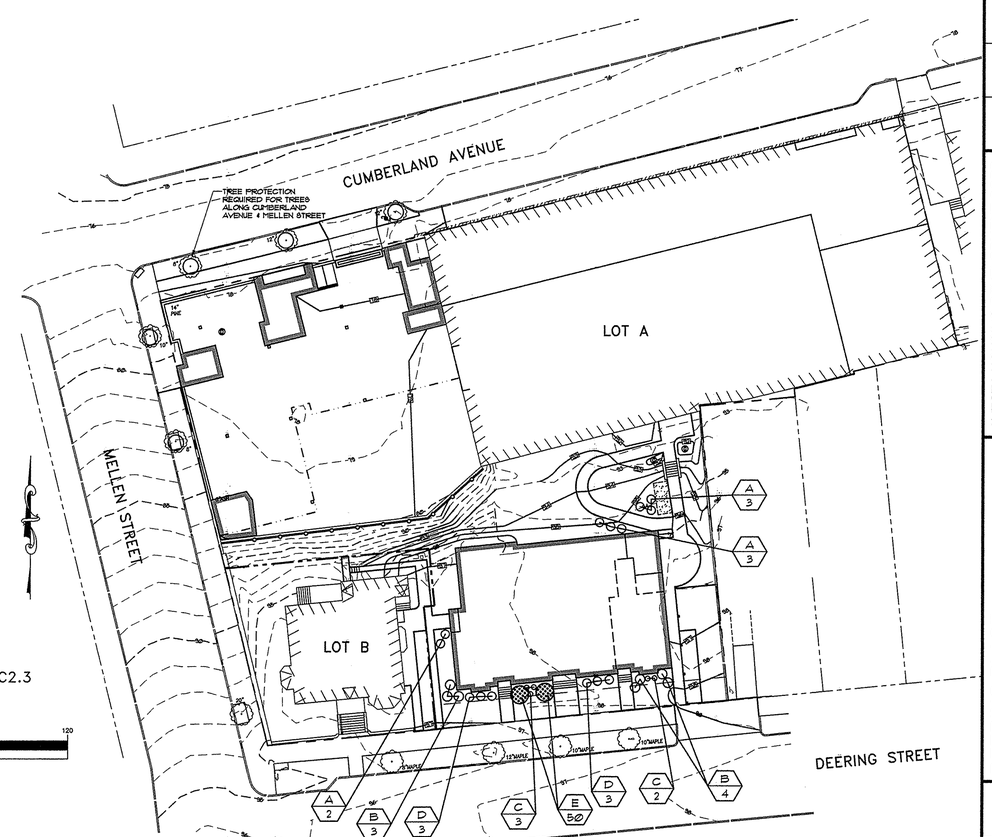
5 DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

PLANT LIST

(A / 12) SYMBOL / QUANTITY

SYMBOL	COMMON NAME/BOTANICAL NAME	SIZE	QUANTITY	ROOT	NOTES
A	Amur Privet / L. Amurense	4' tall	8	B&B	3 Canes min.
B	Cornelliancherry Dogwood / C. Mas	5'-6' tall	7	B&B	3 Trunks
C	Blue billow Hydrangea / H. Serrata 'Blue billow'	#3	3	Cont.	
D	Viburnum / V. Plicatum Tomentosum 'summer Snowflake'	#5	6	Cont.	
E	Daylily Varieties / Hemerocallis	--	50	Cont.	select for bloom Early Summer to Fall



FOR PLAN LEGEND SEE SHEET C2.3

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PINKHAM & GREER CIVIL ENGINEERS
28 VAUGHN AVE. PORTLAND, ME. 04103
TEL: 207.781.5242 FAX: 207.781.4245

STATE OF MAINE THOMAS S. GREER No. 6265 LICENSED PROFESSIONAL ENGINEER
12/1/17

REV.	DATE	DESCRIPTION
3	12/1/17	RESPONSE TO CITY COMMENTS
2	11/17/17	REV'D PER HISTORIC PRESERVATION & PWD REVIEWS
1	9/19/17	SUBMITTED FOR FINAL APPROVAL

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

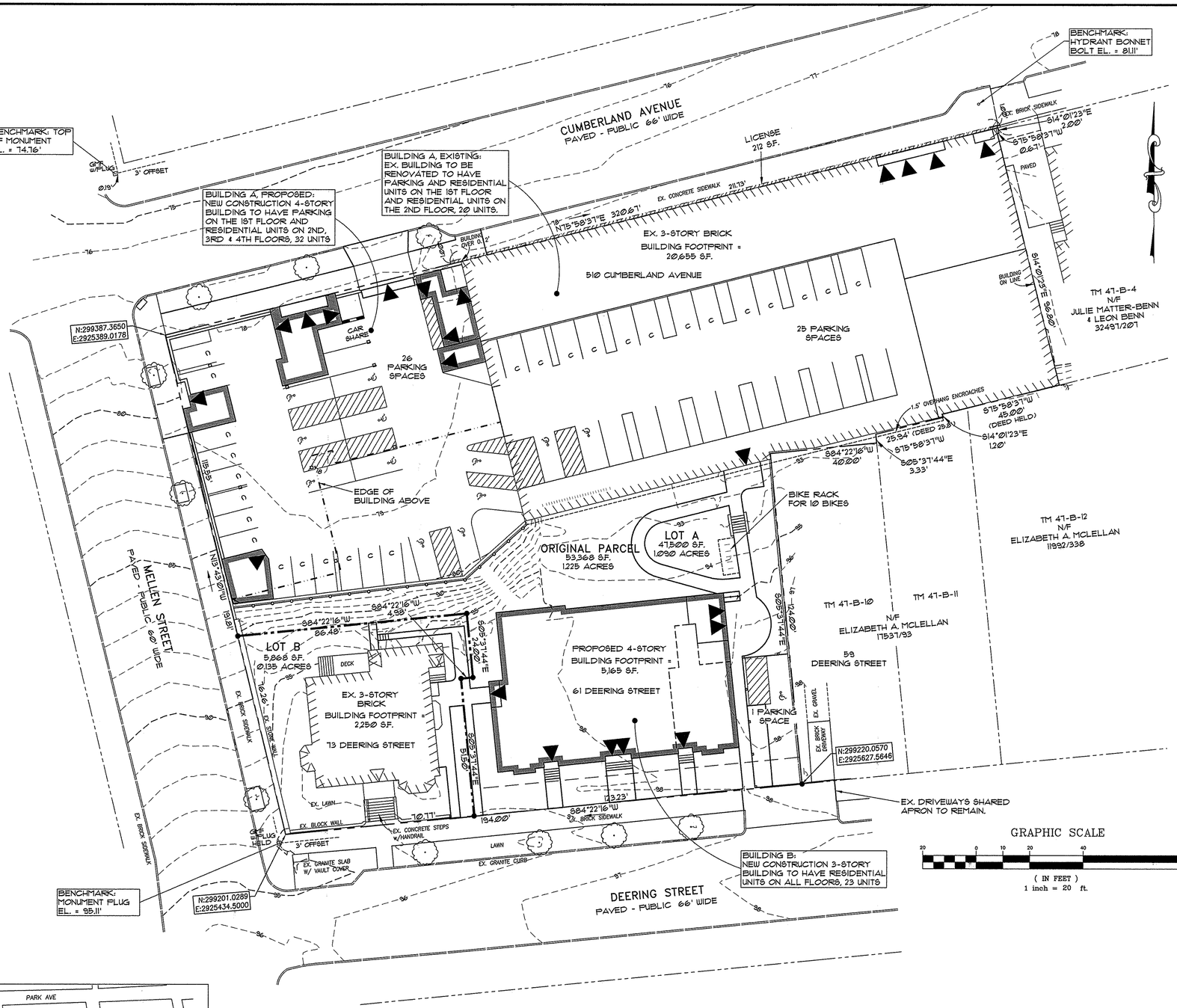
SCALE: AS SHOWN
DATE: OCTOBER 19, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

LANDSCAPE PLAN, NOTES AND DETAILS

C2.5

MAP/LOT 47/B/1, 2, 3 & 29



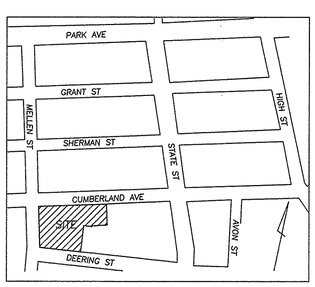
GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

GENERAL NOTES

1. OWNER/DEVELOPER: AVESTA HOUSING DEVELOPMENT CORP., 307 CUMBERLAND AVENUE, PORTLAND MAINE 04101. CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33552, PAGE 280, RECORDED DATE 10/26/16.
2. ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVEUNE, PORTLAND, MAINE, 04103.
3. ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
4. TOPOGRAPHIC, UTILITY AND BOUNDARY INFORMATION TAKEN FROM "BOUNDARY SURVEY AT "510 CUMBERLAND AVENUE A/K/A "498-500 CUMBERLAND AVENUE AND "61-73 DEERING STREET PORTLAND MAINE MADE FOR AVESTA HOUSING 307 CUMBERLAND AVENUE , PORTLAND, MAINE" BY OWEN HASKELL, INC., 390 US ROUTE ONE, FALMOUTH, MAINE. DATED SEPT. 26, 2016, 4TH REVISION 8-28-17.
5. ADDITIONAL UTILITY INFORMATION TAKEN FROM "DEERING STREET RECONSTRUCTION" CONTRACT DRAWINGS BY WOODARD & CURRAN, 41 HUTCHINS DRIVE, PORTLAND, MAINE, PLAN SET DATED 2015.
6. ZONE: R-6, RESIDENTIAL, PROPOSED USE: MULTIFAMILY DWELLING
7. TAX MAP REFERENCE: MAP 47 / BLOCK B / LOTS 1, 2, 3 & 29.
8. TOTAL PARCEL = 1.225 acres
9. WAIVERS: SEE SUBDIVISION RECORDING PLAT, SHEET 2 OF 2 FOR LIST OF WAIVERS.
10. CALL DIG-SAFE PRIOR TO COMMENCING WORK, 811 OR 1-888-DIG-SAFE.
11. UNITS TO BE SERVICED BY EXISTING PUBLIC WATER, SEWER, AND GAS FROM CUMBERLAND, MELLEN OR DEERING STREETS. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
12. POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM CUMBERLAND, MELLEN OR DEERING STREETS. THESE SERVICES ARE SHOWN ON SHEET C2.3, GRADING AND UTILITIES PLAN.
13. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
14. THE SUBJECT PARCEL KNOWN AS 510 CUMBERLAND AVENUE IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
15. DETAILS OF STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR DEERING PLACE SITE PLAN.
16. FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
17. SNOW CLEARANCE REQUIREMENTS ARE AS NOTED ON SHEET C1.2 UNDER SNOW CLEARANCE NOTES.
18. NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION. ANY MONUMENTATION DAMAGED BY CONSTRUCTION IS TO BE REPLACED.
19. ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION 2016.



LOCATION PLAN

SCALE: 1"=250'±

LEGEND

EXISTING

- PROPERTY LINE
- ABUTTERS PROPERTY
- EASEMENT
- EDGE OF PAVEMENT
- BUILDING
- BUILDING ROOF OVERHANG
- EDGE OF GRAVEL
- CURB
- CONTOURS
- WALL
- MONUMENT FOUND
- DECIDUOUS TREE
- CONIFEROUS TREE

PROPOSED

- LOT LINE
- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING EDGE OVERHEAD
- IRON PIPE TO BE SET
- HANDICAP PARKING
- DECORATIVE FENCE
- BUILDING HATCH
- BIKE RACK ON WOODCHIP PAD
- RETAINING WALL

Date _____ John C. Schwanda, PLS No. 1252
For Boundary and Existing Conditions Only

SUBDIVISION PLAT, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

_____
_____
_____
_____
_____
_____
_____
_____ DATE

PINKHAM & GREER CIVIL ENGINEERS
28 VANNAH AVE, PORTLAND, ME. 04103
TEL: 207.781.3242 FAX: 207.781.4245

STATE OF MAINE THOMAS S. GREER No. 4206 LICENSED PROFESSIONAL ENGINEER
12/1/17

REV.	DATE	DESCRIPTION
4	12/1/17	RESPONSE TO CITY COMMENTS
3	11/17/17	REV'D PER HISTORIC PRESERVATION & PWD REVIEWS
2	10/19/17	SUBMITTED FOR FINAL APPROVAL
1	9/7/17	REV'D BUILDING B FOOTPRINT, REV'D NUMBER OF UNITS

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

SCALE: AS SHOWN
DATE: MAY 31, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

SUBDIVISION RECORDING PLAT
SHEET 1 of 2

C1.1

MAP/LOT 47/B/1, 2, 3 & 29

CITY OF PORTLAND CONDITIONS OF APPROVAL

SURVEY GENERAL NOTES

1. OWNER OF RECORD: AVESTA HOUSING DEVELOPMENT CORP., 307 CUMBERLAND AVENUE, PORTLAND MAINE 04101. CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 33552, PAGE 280, RECORDED DATE 10/26/16.
2. LOCUS IS SHOWN AS LOTS 1, 2, 3, AND 29 IN BLOCK B ON PORTLAND PROPERTY MAP 47.
3. BEARINGS ARE CITY COORDINATES PROVIDED ON STREET MONUMENTS ON PLAN REFERENCE 5, WHICH IS GRID NORTH.
4. SPACE BETWEEN BUILDING AND FENCE ON LAND OF MCLELLAN APPEARS TO BE USED BY SUBJECT PROPERTY.
5. THE 1883 DEED IN BOOK 495, PAGE 84 FOR THE PORTION OF THE PREMISES WEST OF BENN IS FOR A LOT 100 FEET DEEP FROM CUMBERLAND STREET. THE DEEDS FOR MCLELLAN ARE FOR THAT SAME LINE. SUBSEQUENT DEEDS, STARTING IN 1922, HAVE CALLED FOR A DEPTH OF 98.8 FEET, POSSIBLY BASED ON PLAN REFERENCE 2, WHICH SHOWS A BUILDING LINE 98.8 FEET FROM CUMBERLAND AVENUE AND A PROPERTY LINE OF 100 FEET.
6. THE 1905 DEED IN BOOK 780, PAGE 239 FOR THE BENN PROPERTY DEFINES THE COMMON LINE AS BEING 300 FEET FROM STATE STREET, BASED ON PLAN REFERENCE 4. THE 1874 DEED IN BOOK 433, PAGE 192 FOR THE LOCUS DEFINES THE EAST LINE AS 275 FEET FROM MELLEN STREET. THE 1883 DEED, MENTIONED ABOVE, CALLS FOR A FRONTAGE OF 45 FEET ON CUMBERLAND AVENUE. PLAN REFERENCE 1 SHOWS THIS COMMON LINE (WITH THE EXCEPTION OF THE LATER 2.00 BY 0.67 FOOT STRIP) AS BEING 320 FEET FROM MELLEN STREET, WITH A NOTE "298.37 TO STATE ST. BY MEASURE. PLAN CALLS FOR 300;" THE EXISTING BUILDING WAS BUILT TO MATCH THE 320 FEET FROM MELLEN AND THE SMALL PARCEL FOR THE PILASTER, CONVEYED BY A BENN FREDECESSOR, MATCHES ALSO.
7. ELEVATIONS ARE BASED ON NGVD 1929 - CITY DATUM.
8. UTILTY 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 COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED 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.

SURVEY PLAN REFERENCES

1. "SURVEYED FOR B.F. HARRIS SURVEYED FEB. 1883" IN FILES OF H.J. & E.C. JORDAN - SURVEYORS AND UNDATED UNTITLED MORE RECENT WORKING PLAN OF SAME.
2. "E.C. JORDAN & CO. CIVIL ENGINEERS OCT. 16, 1922" PLAN OF LAND OF HANNAH M. DOOLEY ON DEERING ST. AND ELVIRA LORELLO ON CUMBERLAND ST.
3. "BOUNDARY SURVEY AT 51 DEERING STREET, PORTLAND, MAINE MADE FOR OWNER OF RECORD SETH & LAUREL MCCLEAD AUGUST 21, 2014 OWEN HASKELL, INC. JOB NO. 2014-071P"
4. PLAN OF DIVISION BETWEEN DEERING AND PREBLE ESTATES RECORDED IN PLAN BOOK 3, PAGE 31 (TITLE LARGELY UNREADABLE)
5. CITY OF PORTLAND ENGINEERING DEPARTMENT WORKING PLAN PROVIDED OF THIS BLOCK AND SURROUNDING ONES SHOWING EXISTING MONUMENTATION.

SNOW CLEARANCE NOTES

1. SNOW IS TO BE STORED WITHIN THE SNOW STORAGE AREAS.
2. SNOW MAY BE PHYSICALLY REMOVED AND TRANSPORTED OFFSITE IF NECCESSARY.
3. SNOW TRANSPORTED OFFSITE SHALL BE BROUGHT TO A MAINE DEP APPROVED "SNOW DUMP" OR MEET THE EXEMPTION REQUIREMENTS SPECIFIED WITHIN CHAPTER 573 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW.
4. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING ETC. RESULTING FROM THEIR ACTIVITIES.
5. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT.
6. THE OWNER IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

WAIVERS REQUESTED

1. THE PLANNING BOARD VOTED ACCEPT / DENY TO WAIVE SECTION 14-526 (a) 4 OF THE CITY OF PORTLAND CHAPTER 14 LAND USE ORDINANCE FOR REQUIRED PARKING SPACES FROM 65 SPACES TO 52 SPACES.
2. THE PLANNING BOARD VOTED ACCEPT / DENY TO WAIVE SECTION 14-526 (a) 4 (iv) OF THE CITY OF PORTLAND CHAPTER 14 LAND USE ORDINANCE FOR REDUCTION OF DRIVE AISLES FROM 24 FEET TO 19.1 FEET, 20.3 FEET, 21.8 FEET, 22.0 FEET AND 22.2 FEET.
3. THE PLANNING BOARD VOTED ACCEPT / DENY TO WAIVE SECTION 1.7.1 OF THE CITY OF PORTLAND TECHNICAL MANUAL FOR DRIVEWAY SEPARATION REQUIREMENT FROM ABUTTER AT TAX MAP 47-B-10 & 11.

PARKING INFORMATION

EXISTING VEHICLE SPACES:	58
LOT A:	
VEHICLE SPACES REQUIRED, 75 UNITS:	
FIRST 3 UNITS:	0
REMAINING UNITS, 1 PER UNIT:	72
SHARED CAR BONUS: - 8 SPACES, + 1 SPACE	-7①
TOTAL VEHICLE SPACES REQUIRED:	65
LOT B:	
TOTAL VEHICLE SPACES REQUIRED, 3 UNITS:	6
VEHICLE SPACES PROVIDED:	
9'x18' STANDARD SPACES:	11
9'x18' CAR SHARE SPACE:	1①
9'x15' COMPACT SPACES:	13
8'x15' COMPACT SPACES:	14
8'x18' HANDICAP ACCESSIBLE SPACES:	13
TOTAL VEHICLE SPACES PROVIDED:	52

SPACES USED: LOT A = 46 LEASED TO LOT B: 6

① AVESTA IS COMMITTED TO PROVIDING ONE SHARE CAR FOR USE BY THE RESIDENTS OF THIS PROJECT.

BIKE SPACES REQUIRED:	
2 BIKE SPACES PER	
5 DWELLING UNITS (78/2.5):	32
PROVIDED:	
INTERIOR RACK FOR 25 BIKES	25
1-EXTERIOR RACK OF 10 BIKES	10
TOTAL BIKE STORAGE PROVIDED:	35

IMPERVIOUS INFORMATION

	LOT A	LOT B
EXISTING IMPERVIOUS	40,455 SQ. FT.	3,115 SQ. FT.
PROPOSED IMPERVIOUS	40,329 SQ. FT.	3,300 SQ. FT.
NET IMPERVIOUS	-126 SQ. FT.	+ 185 SQ. FT.

ZONE INFORMATION

ZONE: R-6, RESIDENTIAL
PERMITTED USE: MULTI-FAMILY DWELLING

SPACE STANDARDS	REQUIRED	EXISTING	LOT A	LOT B	TOTAL SUBDIVISION
MINIMUM LOT SIZE	2,000 SQ. FT.	53,368 SQ. FT.	47,512.5 SQ. FT.	5,855.6 SQ. FT.	53,368 SQ. FT.
MINIMUM AREA PER DWELLING UNIT	725 SQ. FT.	3,336 SQ. FT.	586 SQ. FT.①	1,952 SQ. FT.	635 SQ. FT.
MINIMUM STREET FRONTAGE	20 FEET	191.8 FEET	115.5 FEET	70.8 FEET	70.8 FEET
MINIMUM FRONT YARD	5 FEET	0 FEET	0 FEET	10.6 FEET	0 FEET
MINIMUM REAR YARD	10 FEET	0.2 FEET	0.2 FEET	10.2 FEET	0.2 FEET
MINIMUM SIDE YARD	10 FEET	0 FEET	0 FEET	5.7 FEET	0 FEET
MAXIMUM LOT COVERAGE (BUILDINGS)	60%	43%	54%	39%	50%
MINIMUM LOT WIDTH	20 FEET	191.8 FEET	115 FEET	70.8 FEET	191.8 FEET
MAXIMUM BUILDING HEIGHT	45 FEET	43 & 36 FEET	36 & 39.5 FEET	43 FEET	46 FEET
OPEN SPACE RATIO	20%	57%	24%	56%	31%

① LOT A AREA:	47,512.5 S.F.
MIN. AREA PER DWELLING UNIT:	÷ 725 S.F.
UNITS ALLOWED:	65.5 UNITS
DENSITY BONUS OF 25% (FOR AFFORDABLE UNITS, SECTION 14-488.)	× 1.25 BONUS
UNITS ALLOWED:	81 UNITS

CITY OF PORTLAND SUBDIVISION NOTES

1. LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
2. THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
3. ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
4. SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIPDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
5. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
7. ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
8. PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORK'S REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
9. EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL, GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
10. SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

Date

John C. Schwanda, PLS No. 1252
For Boundary and Existing Conditions Only

SUBDIVISION PLAT, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

PINKHAM & GREER
CIVIL ENGINEERS
28 WMHW AVE. PORTLAND, ME. 04103
TEL: 207.781.5242 FAX: 207.781.4150

STATE OF MAINE
THOMAS S. GREER
No. 4236
LICENSED
PROFESSIONAL ENGINEER

12/1/17

REV.	DATE	DESCRIPTION
5	12/1/17	RESPONSE TO CITY COMMENTS
4	11/17/17	REVD PER HISTORIC PRESERVATION & PWD REVIEWS
3	11/7/17	REVD PER ADDITIONAL REVIEW COMMENTS
2	10/19/17	SUBMITTED FOR FINAL APPROVAL
1	9/7/17	REVD BUILDING B FOOTPRINT, REVD NUMBER OF UNITS

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

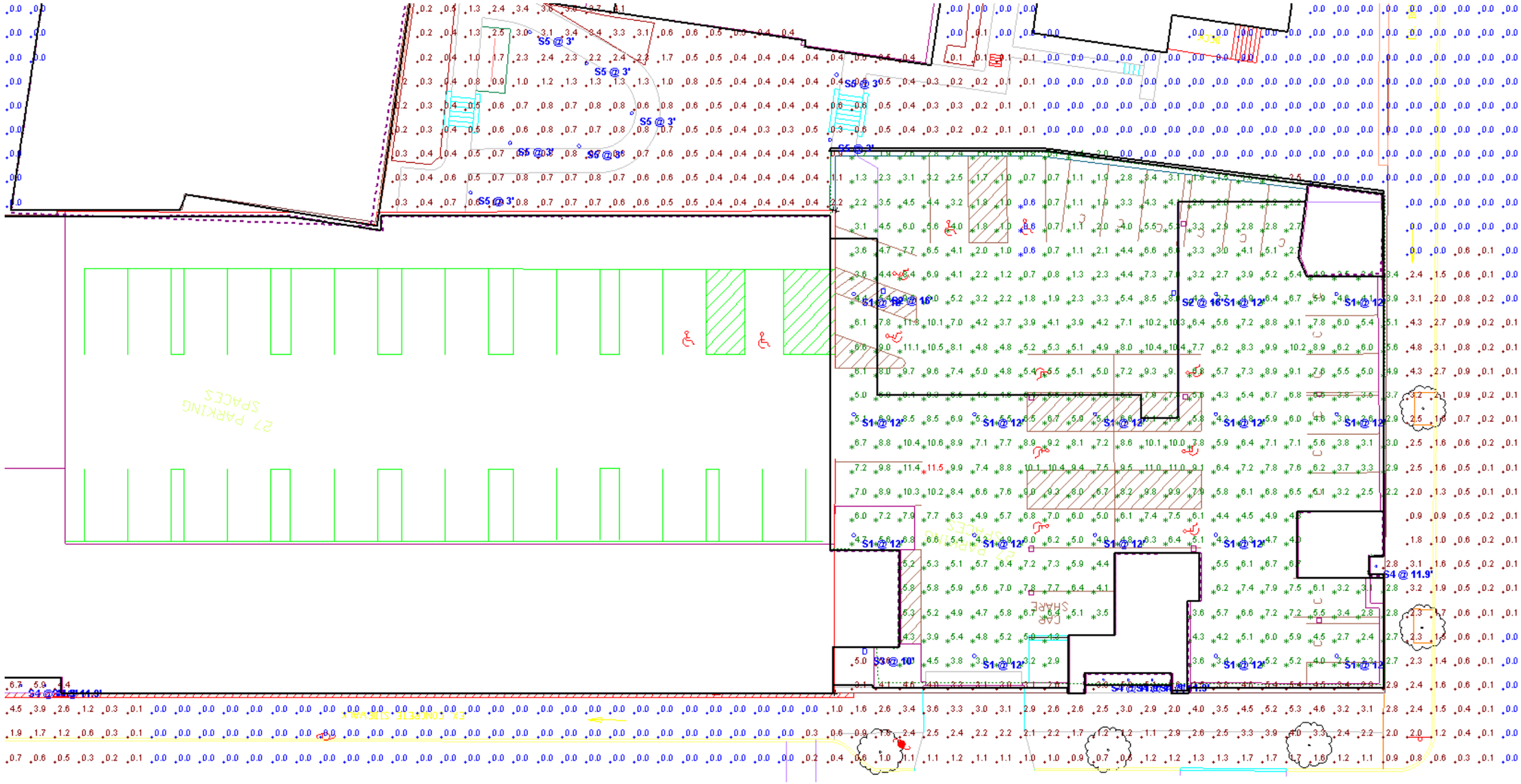
SCALE: AS SHOWN
DATE: MAY 31, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

SUBDIVISION RECORDING PLAT
SHEET 2 of 2

C1.2

MAP/LOT 47 / B / 1, 2, 3 & 29



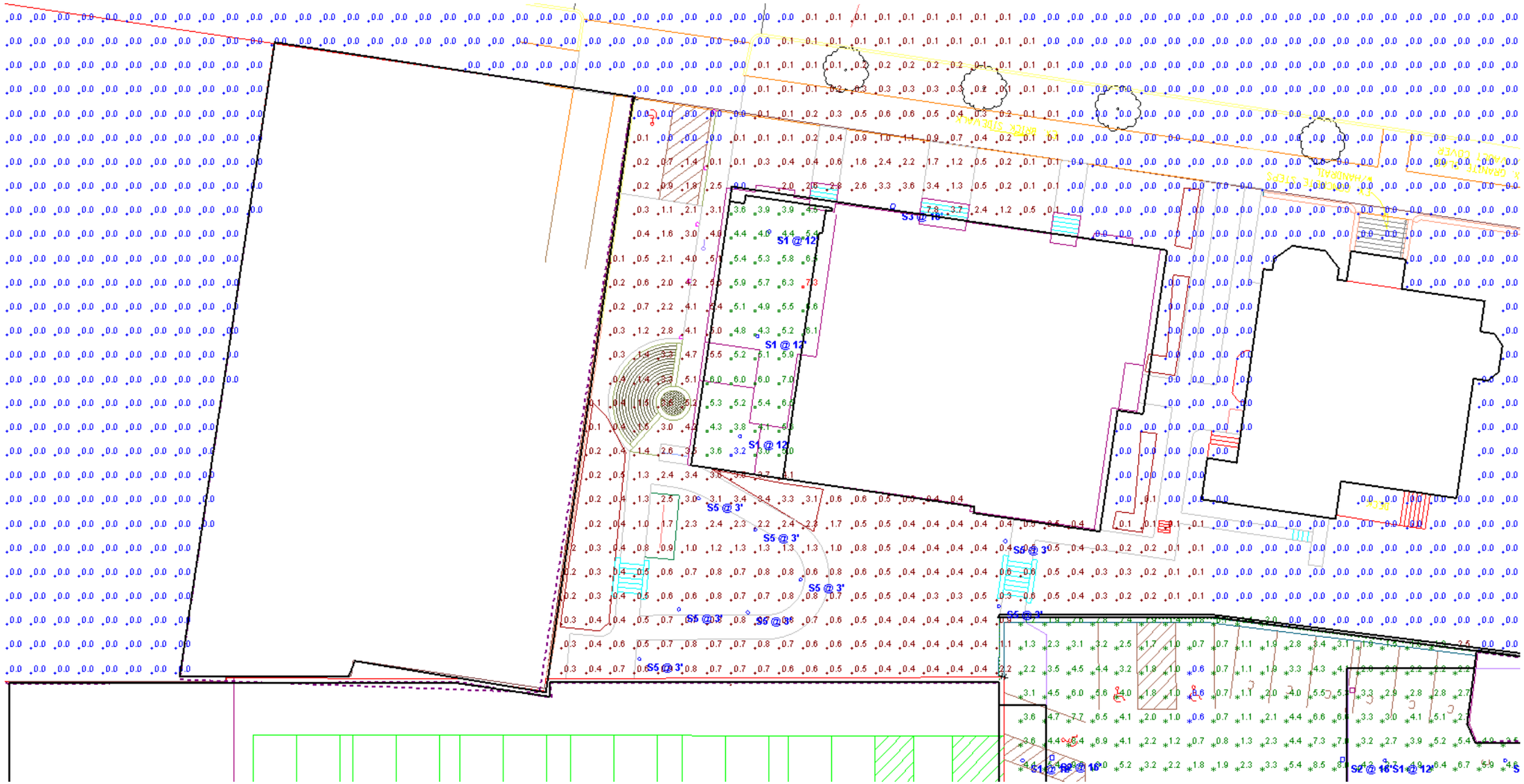
Building A

Statistics							
Description	Symbol	Avg	Max	Min	Max / Min	Avg / Max	Avg / Max
Building A Parking	✳	5.4 fc	11.5 fc	0.6 fc	19.2:1	9.0:1	0.5:1

VISUAL

DEERING PLACE
PHOTOMETRIC

Designer
SAJ
Date
12/01/2017
Scale
Not to Scale
Drawing No.
E0
Summary



Building B

Statistics							
Description	Symbol	Avg	Max	Min	Max / Min	Avg / Min	Avg / Max
Building B Parking		5.2 fc	7.3 fc	3.2 fc	2.3:1	1.6:1	0.7:1

VISUAL

DEERING PLACE
PHOTOMETRIC

Designer
SAJ
Date
12/01/2017
Scale
Not to Scale
Drawing No.
E0
Summary

Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	S1	18	Beacon Products	ORB-18LED-60-3K-T5QM-UNV	Orbeon	18 white LEDs, 70CRI	1	ORB-18LED-60-3K-T5QM.ies	5457.896	0.8	61.2137
	S2	2	Hubbell Lighting Inc, dba Beacon Products	VPS-24L-55-3K7-2		X-70-CRI	1	VPS-24L-55-3K7-2.ies	5599.173	0.8	54
	S3	2	Beacon Products	TRV-24L-55-3K7-2	TRAVERSE	X-70-CRI	1	TRV-24L-55-3K7-2.ies	5688.013	0.8	57.9
	S4	9	HUBBELL LIGHTING	CDL6 8L30KAWH	6" Downlight, 3000K, 120V, 90 CRI, White Trim	14- Seoul 3000K LEDs	1	CDL6_8L30KAWH.ies	762.8011	0.8	10.1
	S5	8	KIM LIGHTING	B30-8R-15L3K	B30 LED SPUN ALUMINUM DOME ATTACHED TO ACRYLIC LENS WITH INTERNAL REFLECTIVE LOUVERS. ATTACHED TO AN ALUMINUM RISER.	15 LEDS. 3000K.	1	b30-8r-15l3k.ies	505.6692	1	18.1

VISUAL

DEERING PLACE
PHOTOMETRIC

Designer
SAJ
Date
12/01/2017
Scale
Not to Scale
Drawing No.
E0
Summary

TYPE S1

ORBEON SERIES

SURFACE/CEILING/GARAGE

Cat.#	
Job	Type

BEACON design . performance . technology

Approvals

SPECIFICATIONS

Intended Use:

Orbeon is a commercial grade LED parking garage and canopy luminaire which utilizes high powered LEDs, precise efficient optical control, and features application versatility through integrated intelligent control options. Orbeon is designed to replace up to 100 Watt HID lamps with 40 watts and 175 Watt HID lamps with 60 watts while at the same time reducing maintenance by delivery of over 100,000 hours of projected life.

Construction:

- Monolithic die cast aluminum housing, providing direct convective heat exchange between the LED light engine and the cool ambient air.
- LED drivers are strategically heat sinked to the main housing for maximum reliability and longevity.
- Electro-galvanized mounting bracket is provided for quick and easy mounting to an overhead junction box.

LED/Optics:

- Each Orbeon luminaire is supplied with one of multiple lamp and optical systems designed to meet specific needs of optical performance or control.
- Each of these options features an LED engine with thermally conductive metal clad PCB, high power and efficient LED lamps, and PMMA (acrylic) optics/lenses.
- Silicone foam gasketing ensures a weather tight seal around the optical assembly.

Electrical:

- 120V through 277V, 50 Hz to 60 Hz.
- Orbeon comes standard with 70 CRI.
- Power factor is min 0.90 at full load.
- All electrical components are rated over 100,000 hours at full load and 25ºC ambient conditions.
- Driver is specially designed to minimize the burden of wiring and connections within the luminaire - and the concurrent risk of failure of those components.
- Driver is also specially designed for use with SiteSync – including the ability to turn off LED lamps without use of a relay.

SiteSync™ Controls:

- Dimming schedules, diagnostics, and other advanced features are optionally available through SiteSync lighting control system.
- Proprietary SiteSync board is tightly integrated to the LED module, for an affordable solution with aggressive return on investment times.
- Battery-backed real time clock.
- Self-contained wireless control for maximum simplicity and reliability.
- The feature shall be wirelessly adjustable with respect to dimmed and high brightness levels, cycle duration, time periods when the motion detection is active, and sensitivity level.
- A luminaire so equipped may also be set as a "master" to remotely drive one or more "satellite" luminaires to a high level upon detecting motion.
- This functionality can be used to limit motion sensors to strategic locations, with "satellites" acting in near unison and with minimal latency.
- An integrated photo sensor can be utilized for daylight harvesting by inhibiting motion activation in the presence of sufficient ambient light.
- In addition, Orbeon can be specified with **SiteSync™** wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit: www.hubbelllighting.com/sitesync/ for more details.

Installation:

- Eight pound luminaire body is easily hung from the bracket to facilitate wiring, then is swung up and secured in place with a single screw to complete the installation process.
- An optional bird guard provides a conical surface surrounding the junction box, to deter birds from nesting atop the luminaire.

Finish:

- IFS polyester powder-coat electro-statically 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 605.2 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.

Listings:

The luminaire shall be NRTL certified to IP65, UL 1598 and 8750 standards for use in wet locations.

Warranty:

Five year limited warranty for more information visit:
www.hubbelllighting.com/resources/warranty

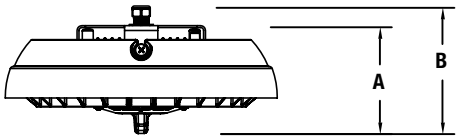
PRODUCT IMAGE(S)

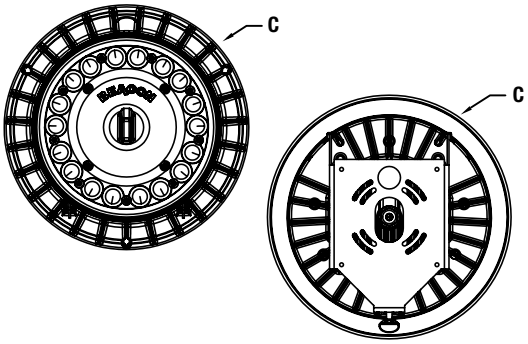
60W Shown with SiteSync and Occupancy Sensor options

40W version shown with Occupancy Sensor option

DIMENSIONS

Direct to Surface Mount





A	B	C	Weight:
4.5" (114 mm)	5.31" (135 mm)	11.25" (286 mm)	8.0 lbs (3 kg)

CERTIFICATIONS/LISTINGS

C SP US · UL 1598 · UL 8750 · DLC QPL LISTED · IP65

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HUBBELL Lighting

VIPER S SERIES

SMALL VIPER LUMINAIRE

Cat.# VPS-24L-55-3K7-2 WALL MOUNT

Job

Type S2

BEACON design . performance . technology

Approvals

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 ≥.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.
- The housing is designed for an optional twist lock photo control receptacle.
- Ambient operating temperature -40°C to 40°C
- 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 cost while optimizing light quality 24/7. See ordering information or visit www.hubbelllighting.com/sitesync for more details.

Installation:

- Mounting options for horizontal armd, vertical tenon or traditional arm mounting available. Mounting hardware included.

Finish:

- IFS polyester powder-coat electro-statically applied and thermocured.
- IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermosetsuper TGIC polyester powder coat finish.
- The finish meets the AAMA 605.2 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.

Listings:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: http://www.designlights.org/QPL
- Certified to UL 1598 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:

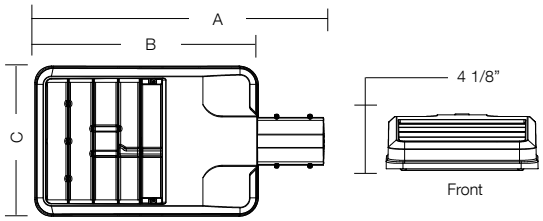
Five year limited warranty for more information visit: www.hubbelllighting.com/resources/warranty

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only

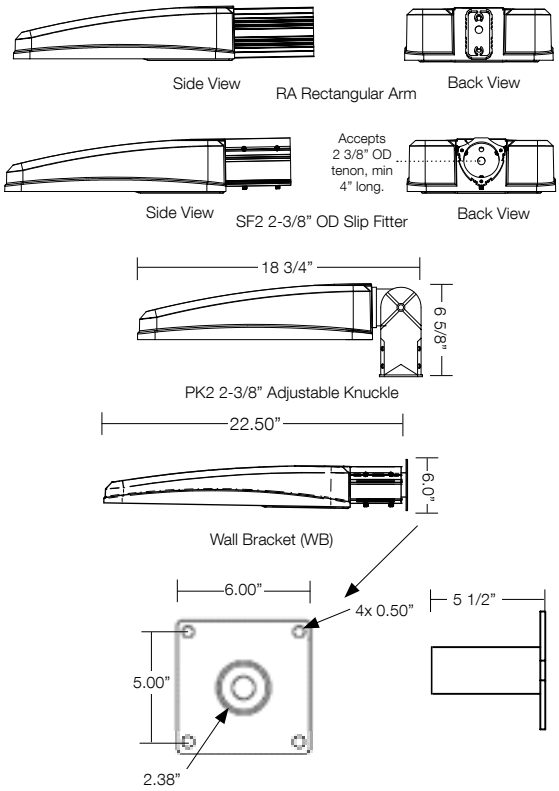
PRODUCT IMAGE(S)

DIMENSIONS



A	B	C	Weight:	EPA
22.75" (578 mm)	16.75" (425 mm)	11.25" (286 mm)	15.0 lbs (6.8 kg)	.67 ft²

MOUNTING OPTIONS



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HUBBELL Lighting

TRAVERSE SERIES

SURFACE/CEILING/GARAGE

Cat.# TRV-24L-55-3K7-2

Job

Type S3

BEACON design . performance . technology

Approvals

SPECIFICATIONS

Intended Use:
The Traverse luminaire is a wall surface mounted luminaire with a field replaceable LED light engine & optical bezel system. Internal components are totally enclosed in rain-tight and corrosion-resistant die cast aluminum housing. The TRV Luminaire is suitable for wet locations.

Construction:
- Traverse luminaire consists of a die cast aluminum two-piece housing.
- Die cast main (thermal) housing provides direct heat exchange between the LED light engine and the cool outdoor air by drawing heat through integral heat channels and out to the sculptured and functional luminaire surface.
- LED drivers are thermally isolated from the main housing, mechanically attached and heat sinked to the rear housing.
- Main housing is designed with heat dissipat ing fins for LED thermal management without the use of metallic screens, cages, or fans.
- Shape of the main housing is designed to prevent debris accumulation and as a bird nesting deterrent. The back and main housings are designed to hinge open for easy mounting and easy access.

LED/Optics:
- Optical one piece 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.
- A two-piece die cut silicone and polycarbon ate foam gasket ensures a weather-proof seal around each individual LED and allows the Traverse luminaire to be rated for high-pressure hose down applications.
- Optical cartridge is secured to the extruded housing with fasteners and a heat pad to ensure thermal conductivity.
- Optics are held in place without the use of adhesives and the complete assembly is gasketed for high pressure hose down cleaning.
- Cartridge assembly is available in various lighting distributions using TIR designed acrylic optical lenses over each LED.

Electrical:
- 100V through 277V, 50 Hz to 60 Hz (UNV).
- Power factor is min 0.92 at full load.
- All electrical components are rated at 50,000 hours at full load and 40°C ambient conditions per MIL-217F Notice 2.
- Optional 0 to 10 volt dimming drivers are available upon request.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is listed by UL for use at 600VAC at 50°C or higher.
- Plug disconnects are listed by UL for use at 600 VAC, 15A or higher. 15A rating applies to primary (AC) side only.
- Surge protection - 20KA

Controls/Options:
- Traverse is 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 down to a factory preset level, reducing light level accordingly. When motion is detected, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from the standard configurations
- Available with Energeni for optional set dimming with simple delay, or timed dimming based on time of night (see Energeni product page for more details www.beaconproducts.com/products/energeni
- In addition, Traverse can be specified with **SiteSync™** wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit: www.hubbelllighting.com/sitesync/ for more details

Installation:
- Rear housing (back plate) is designed with various bolt patterns for direct wall mounting or mounting to a recessed 4" junction box.
- Rear housing has three integral 3/4" NPT power feed locations (bottom and each side) for surface mounted conduit applications.
- After mounting the rear housing to the wall or junction box, the main housing is designed to hang and hinge closed after connecting the male and female quick connectors.
- Mounting design permits a simple retrofit to existing wall luminaires that utilize surface mount or recessed junction boxes.

Finish:
- IFS polyester powder-coat electro-statically applied and thermocured.
- IFS finish consists of a five stage iron phosphate chemical pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 605.2 perfor mance 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.

Listings:
- The luminaire shall bear a CSA label and be marked suitable for wet locations (standard).
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://www.beaconproducts.com/products/traverse

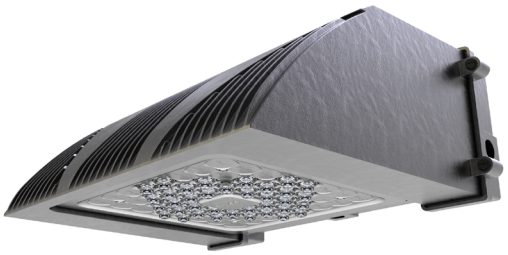
Warranty:
Five year limited warranty for more information visit: www.hubbelllighting.com/resources/warranty

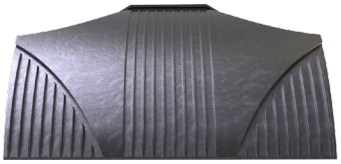
CERTIFICATIONS/LISTINGS

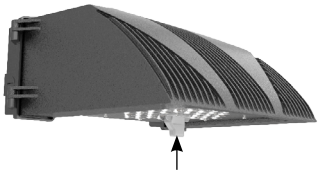
C US

*3000K and warmer CCTs only

PRODUCT IMAGE(S)

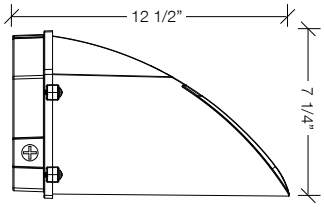




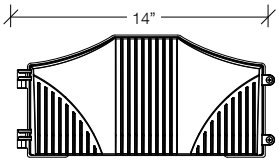


Shown with SiteSync™

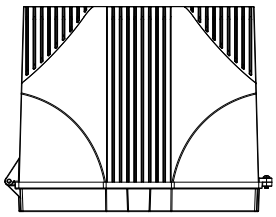
DIMENSIONS



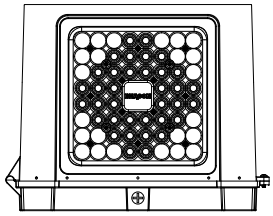
Side View



Front View



Top View



Bottom View

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HUBBELL Lighting

TYPE S4

CDL

4”, 5” or 6” Recessed LED Downlight

DESCRIPTION

The CDL4 and CDL6 are recessed downlights designed for new construction or retrofit applications. Each downlight is offered in 3000K color temperature, with a CRI of 90 for exceptional color rendering. The dimming range is from 100 - 10%. The CDL series is designed to meet Energy Star and California Title 24 standards for residential and non-residential applications.

CDL4

CDL6

tradeSELECT®

FEATURES

- Highly reflective matte white finish with baffle
- 3000K color temperature LED
- 90 CRI
- 120V
- Dimming range from 100% through 10%
- Wet Location rated
- Title 24
- Lighting Facts Listed
- Energy Star® Qualified

APPLICATION

The CDL Series is designed to be a cost competitive downlight for retrofit or new construction applications. The CDL6 has a telescoping retention bracket that allows it to be used in both 5” and 6” recessed housings. The CDL4 is designed to fit into 4” recessed housings.

PRODUCT AVAILABILITY TABLE

	VAC	Lumens	Watts	LpW
CDL4-7L30KA WH	120	705	9	81
CDL6-8L30KA WH	120	763	10	76

STANDARDS, CERTIFICATIONS & COMPLIANCE

California Title 24 residential and non-residential
UL Listed to UL 1598
Energy Star® Qualified

WARRANTY

5 year limited warranty

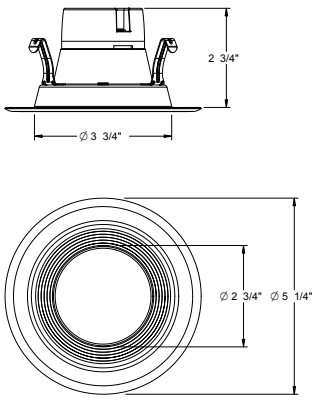
Single Carton Weight CDL4: .52 lbs.
Single Carton Weight CDL6: .96 lbs.
Master Carton Quantity: 8 each

Note:
Photometric files available for download at www.hubbelllighting.com

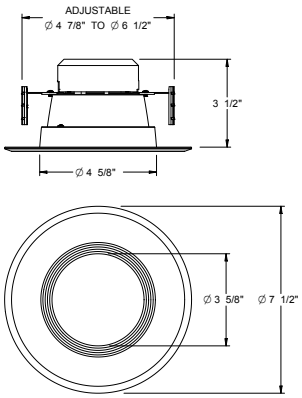
ORDERING GUIDE

Catalog Number	Description
CDL4-7L30KA WH	4” Downlight, 700 Lumen, 3000K, 90 CRI, White
CDL6-8L30KA WH	5” or 6” Downlight, 800 Lumen, 3000K, 90 CRI, White

DIMENSIONS



CDL4



CDL6

ELECTRICAL DATA	4"	5” & 6”
Input Voltage	120V AC	120V AC
Input Frequency	50/60 Hz	50/60 Hz
Input Current	0.08A	0.09A
Input Power	8.7W	10.0W
Power Factor	>0.90	>0.90
THD	<20%	<20%
EMI Filtering	FCC 47CFR Part 15, Class B	FCC 47CFR Part 15, Class B
Operating Temperature	-30°C to 40° C	-30°C to 40° C
Dimming	Yes*	Yes*

Over-voltage, over-current, short-circuit protected
*See Dimming Notes for more information

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HUBBELL Lighting

603968 8/17

Type S5

B30 LED

High Performance Bollard

revision 4/10/17 • kl_b30led_spec.pdf

KIM LIGHTING

Type:
Job:
Catalog number:

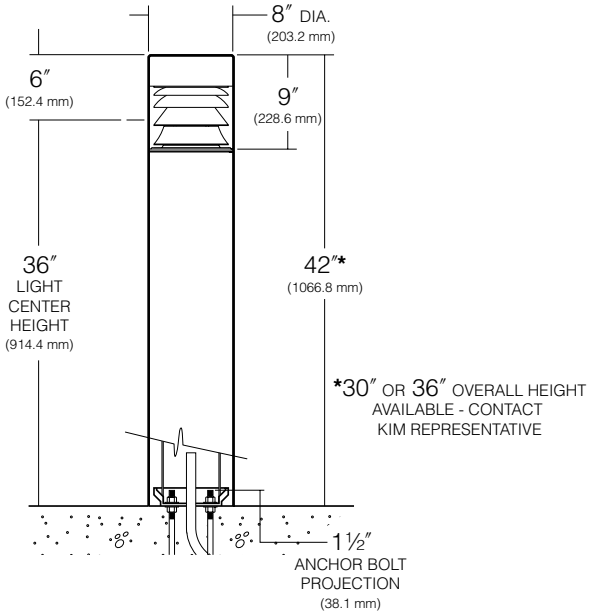
B30	/ 15L3K	/	/
Fixture	Electrical Module	Top Cap and Shaft Finish	Options
	See page 2		See page 3

Approvals:

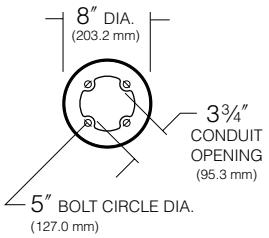
Date:

Specifications

B30 LED
Maximum weight: 30 lb.



BASE PLAN
B30



Top Cap: One-piece heavy gauge spun aluminum retained by two countersunk captive socket head fasteners, braced at outer edges by optical assembly. ¾″ thick insulation provided above lamp.

Plastic Enclosure: High grade, high temperature acrylic, optically clear, ¼″ nominal wall, one-piece injection molded retained in an unstressed position by internal support through reflector assembly.

Optical Assembly: Precision hydroformed optical louvers with specular Alzak® finish, removable as a one-piece self-contained unit.

Shaft: One-piece, extruded, wall thickness, .125″ with heavy cast aluminum twist-lock anchor base concealed within post. Post locks to base with (2) ⅜″ stainless steel cone point set screws.

Gasketing: Fixture is silicone gasketed for weathertight operation.

Electronic Module: All electrical components are either UL or ETL recognized, mounted on a single plate and factory prewired with quick disconnect plugs. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Each LED equipped with a directional optic for maximum beam angle projecting through louver stack spacings. LED boards to be mounted to an anodized inter-locking heat sink extrusion. 20-LED total. Available in 580nm Amber, 3000K, 4200K and 5100K color temperatures.

Anchor Bolts: Four ⅜″ x 10″ + 2″ zinc electro-plated L-hook anchor bolts, each with two nuts and washers and a rigid pressboard template.

Finish: Each luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) polyester powdercoat finish. Standard colors include (BL) Black, (DB) Dark Bronze, (WH) White, (PS) Platinum Silver, (SG) Stealth Gray, (LG) Light Gray, and (CC) Custom Color (Include RAL#).

Listed to: UL 1598 Standard for Luminaires - UL 8750 Standard for Safety for Light Emitting Diode (LED) Equipment for use in Lighting Products and CSA C22.2#250.0 Luminaires. RoHS compliant. Meets Buy American provisions within ARRA.

Warranty: Kim Lighting warrants Bollard LED products sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of five (5 years for exterior housing paint finish(s), (iii) a period of five (5) years for LED Light Engines and, (iv) a period of five (5) years for LED power components (driver, surge protector and LifeShield® device), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

HUBBELL
HUBBELL LIGHTING, INC.

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE

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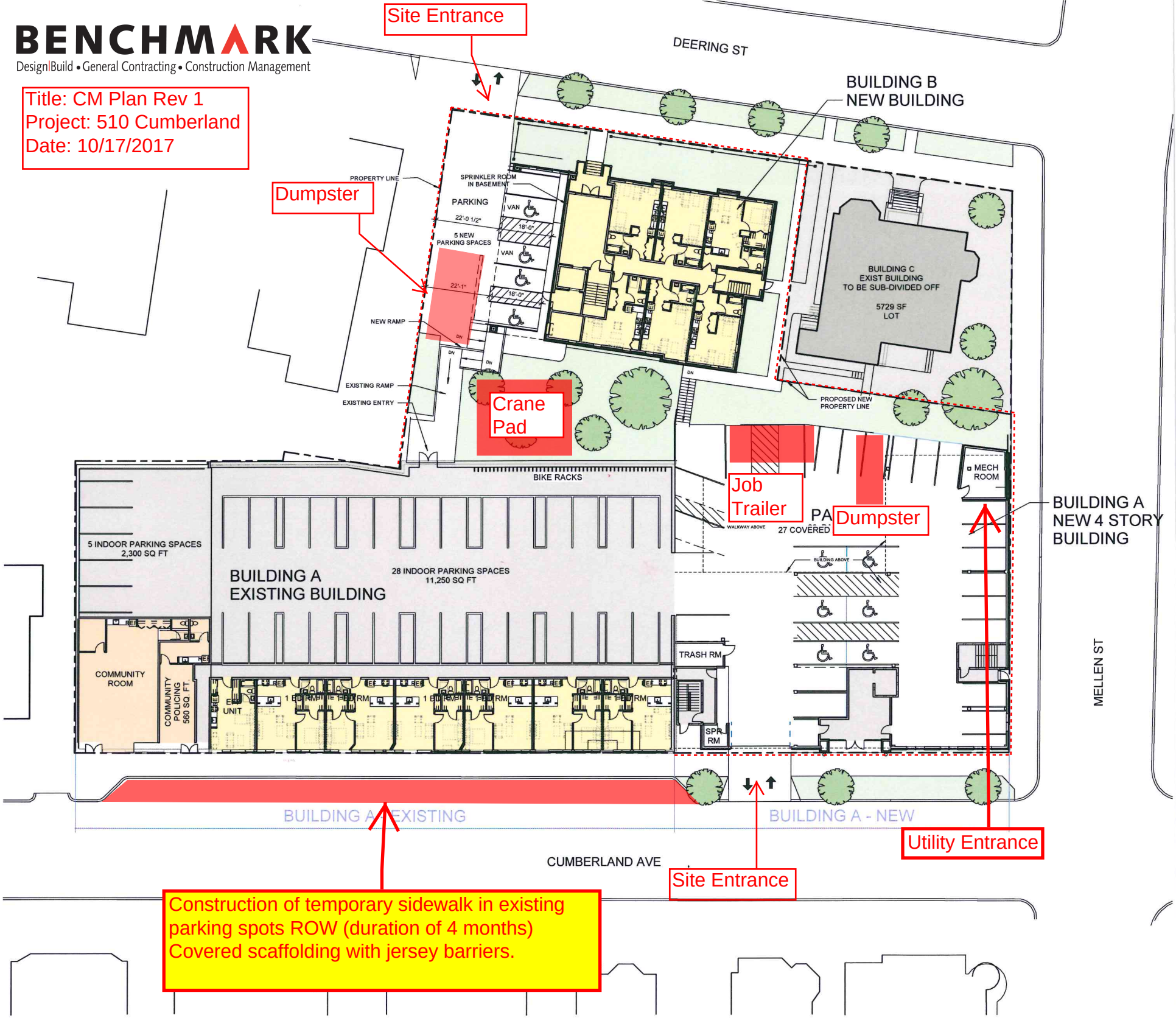
BENCHMARK
Design|Build • General Contracting • Construction Management

Title: CM Plan Rev 1
Project: 510 Cumberland
Date: 10/17/2017



Construction of temporary sidewalk in existing parking spots ROW (duration of 4 months)
Covered scaffolding with jersey barriers.

1 SITE PLAN

EROSION CONTROL NOTES

GENERAL:

1. DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO HAVE A MAINTENANCE AND INSPECTION PLAN FOR STORMWATER CONTROL AND EROSION CONTROL DEVICES. INSPECT THE DISTURBED AREAS ONCE PER WEEK AND BEFORE AND AFTER RAIN STORMS. REPAIR OR CORRECT ANY AREAS THAT ARE DEFICIENT WITHIN 7 CALENDAR DAYS. KEEP A LOG OF THE INSPECTIONS AND NOTE ANY CORRECTIVE ACTION TAKEN. THE LOG MUST BE AVAILABLE FOR REVIEW BY THE TOWN AND DEP. KEEP RECORDS FOR 3 YEARS.

2. THE DRAWINGS DEPICT THE REQUIRED SOIL EROSION CONTROL MEASURES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION SITE IN SUCH A MANNER THAT:

   1. SOIL EROSION IS KEPT TO A MINIMUM.
   2. NO SEDIMENT LEAVES THE CONSTRUCTION SITE PROPER.
   3. ALL POSSIBLE MEASURES ARE EMPLOYED TO PREVENT SEDIMENT FROM ENTERING DRAINAGE COURSES AND WETLANDS EVEN BEYOND THE DETAILS SHOWN ON THIS PLAN IF NECESSARY.

3. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2016.

4. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATERBODIES, OR WETLAND AS A RESULT OF THIS PROJECT.

5. LOAM AND SEED ALL DISTURBED AREAS AS SOON AS POSSIBLE AFTER DISTURBANCE, BUT NO LONGER THAN 7 DAYS. LOAM AND SEED ANY DISTURBED AREA WITHIN 75' OF WETLANDS OR WATERBODEIS WITHIN 48 HOURS OR PRIOR TO AND STORM EVENT. USE WINTER SEED RATES AND SPECIFICATIONS IF APPROPRIATE.

6. INSPECT SOIL EROSION MEASURES WEEKLY AND AFTER SIGNIFICANT STORM EVENTS. MAKE ALL NECESSARY REPAIRS TO FACILITIES AS SOON AS POSSIBLE, BUT NO LONGER THAN 2 DAYS. CLEAN AND RESET SILT FENCES AND STONE CHECK DAMS WHICH ACCUMULATE SEDIMENT AND DEBRIS.

7. PROTECT AND STABILIZE ALL AREAS NOT SCHEDULED FOR EROSION PREVENTION OR STABILIZATION BUT THAT SHOW SIGNS OF EROSION. NOTIFY OWNER OF ANY SIGNIFICANT EROSION PROBLEM.

8. APPLY MULCH TO BARE SOILS WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOILS, WITHIN 48 HOURS IF WITHIN 75' OF WETLAND OR WATERBODY, PRIOR TO ANY RAIN EVENT, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN ONE DAY.

9. TEMPORARILY SEED WITHIN 7 DAYS ANY AREA WHICH WILL BE LEFT DISTURBED AND UNWORKED FOR MORE THAN 14 DAYS WITH THE TEMPORARY SEED MIX LISTED BELOW. IF AREA IS WITHIN 75' OF A WETLAND OR WATERBODY, SEED WITHIN 48 HOURS. PERMANENTLY SEED ANY AREA WHICH CAN BE LOAMED AS SOON AS POSSIBLE WITH THE PERMANENT SEED MIX LISTED BELOW. DO NOT USE PERMANENT SEED MIX AFTER SEPTEMBER 15.

10. MULCH ALL AREAS SEEDED SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. DURING THE GROWING SEASON (APRIL 15 - SEPT. 30) USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
    - -THE BASE OF GRASSED WATERWAYS
    - -SLOPES STEEPER THAN 15%
    - -WITHIN 100 FT. OF STREAMS AND WETLANDS

    BETWEEN OCT. 1 AND APRIL 14 USE EROSION CONTROL MESH (OR MULCH AND NETTING) ON:
    - -SIDE SLOPES OF GRASSED WATERWAYS
    - -SLOPES STEEPER THAN 8%

11. INSTALL EROSION CONTROL MESH IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. MESH TO BE EQUAL TO NORTH AMERICAN GREEN PRODUCT C125BN.

12. FOLLOW SILT FENCE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS FOR INSTALLATION OF SILT FENCE. SECURE ENTIRE BOTTOM OF FENCE EITHER BY BURYING BOTTOM OF FENCE IN A TRENCH OR BERMING WITH SOIL OR CHIPPED GRUBBINGS. REFER TO SILT FENCE DETAILS.

13. PLACE AND GRADE LOAM IN A REASONABLY UNIFORM MANNER. WORK LIME AND FERTILIZER INTO THE SOIL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING TOOTH HARROW OR OTHER SUITABLE EQUIPMENT. CONTINUE TILLAGE UNTIL A REASONABLY UNIFORM SEED BED IS PREPARED. REMOVE FROM SURFACE ALL STONES LARGER THAN 2" AND ALL OTHER UNSUITABLE MATERIAL. LIME AND FERTILIZER SHOULD BE MIXED INTO SOIL PRIOR TO ROLLING EXCEPT IF INCLUDED IN HYDROSEED MIXTURE. PERMANENT STABLILIZATION OF REVEGETATED AREAS IS CONSIDERED AS 95% CATCH.

14. ALL CATCH BASINS, NEW OR EXISTING, THAT MAY RECEIVE RUNOFF FROM DISTURBED AREAS MUST BE PROTECTED BY INSTALLING AND MAINTAINING SILT SACKS DURING CONSTRUCTION.

15. WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION WILL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE OR EROSION CONTROL MIX LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE.

TOPSOIL:

1. SUITABLE TOPSOIL SALVAGED FROM SITE OR SCREENED, LOOSE AND FRIABLE SANDY LOAM OR LOAM AS DEFINED BY THE USDA SOIL CONSERVATION SERVICE CLASSIFICATION SYSTEM, FREE FROM ADMIXTURE OF SUBSOIL, REFUSE, LARGE STONES, CLODS, ROOTS, WEEDS, RHIZOMES OR OTHER UNDESIREABLE FOREIGN MATTER AS DETERMINED BY THE INSPECTING AUTHORITY. CONTRACTOR SHALL SUBMIT REPORTS OF LOAM TEST RESULTS PERFORMED BY AN INDEPENDENT TESTING LABORATORY FOR TOPSOIL FROM DIFFERENT SOURCES PRIOR TO PLACING. THE COST OF TESTING SHALL BE INCIDENTAL TO THE COST OF TOPSOIL. TOPSOIL SHALL MEET THE FOLLOWING SPECIFICATIONS:

2. MATERIAL

   SAND - 0.08 IN. TO 0.002 IN. DIAMETER (% BY VOLUME) . . . . . 45 - 75
   SILT - 0.002 IN. TO 0.00008 IN. DIAMETER (% BY VOLUME) . . . 20 - 40
   CLAY - LESS THAN 0.00008 IN. DIAMETER (% BY VOLUME) . . . . 5 - 15

   ORGANICS (SHALL MEET THE REQUIREMENTS OF MDOT STANDARD SPECIFICATION 717.09 PEAT HUMUS) (% BY VOLUME) . 10 - 20

   NUTRIENTS:
   CALCIUM (CA) (% SATURATION) . . . . . 60 - 80
   MAGNESIUM (MG) (% SATURATION) . . . . . 10 - 25
   POTASSIUM (K) (% SATURATION) . . . . . 2.1 - 3.0
   PHOSPHORUS (P) (POUNDS/ACRE) . . . . 10 - 40
   PH . . . . . 6.0 - 6.5

   PERMEABILITY (INCHES PER HOUR) . . . . . 3 - 10

   MAXIMUM STONE SIZE (INCHES) 3/4

SEEDING:

USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30. USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES AND RATES BETWEEN 10/1 AND 5/14, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15.

PERMANENT SEED:

MDOT 717.03(a) METHOD NUMBER 3

TEMPORARY SEED:

OATS	80.00 LBS/ACRE	4/01 - 5/14
ANNUAL RYEGRASS	40.00 LBS/ACRE	
SUDANGRASS	40.00 LBS/ACRE	5/15 - 8/14
ANNUAL RYEGRASS	80.00 LBS/ACRE	5/15 - 9/14
WINTER RYE	112.00 LBS/ACRE	9/15 - 9/30
WINTER RYE (W/ MULCH COVER)	112.00 LBS/ACRE	10/01 - 3/31

LIME AND FERTILIZER:

APPLY GROUND LIMESTONE (EQUIVALENT TO 50% CALCIUM PLUS MAGNESIUM OXIDE) AT A RATE OF 3 TONS PER ACRE (138 POUNDS PER 1000 SQUARE FEET). APPLY FERTILIZER (10-20-20) AT A RATE OF 800 POUNDS PER ACRE (18.4 POUNDS PER 1000 SQUARE FEET).

MULCH:

STRAW OR HAY (ANCHORED)	70 - 90 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185 - 275 LBS	WINDY AREAS
SHREDDED OR CHOPPED	185 - 275 LBS	
JUTE MESH	AS REQUIRED	MODERATE TO HIGH VELOCITY AREAS & STEEP SLOPES
EXCELSIOR MAT	AS REQUIRED	

MULCH ANCHORING

PEG AND TWINE	LIQUID ASPHALT
MULCH NETTING	WOOD CELLULOSE FIBER
ASPHALT EMULSION	CHEMICAL TACK

HOUSEKEEPING NOTES

THE DEVELOPER IS RESPONSIBLE FOR NOTIFYING THE CONTRACTOR AND OWNER OF THE HOUSEKEEPING STANDARDS.

1. SPILL PREVENTION: THE CONTRACTOR AND OWNERS NEED TO TAKE CARE WITH CONSTRUCTION AND WASTE MATERIALS SUCH THAT CONTAMINATES DO NOT ENTER THE STORMWATER. THE STORAGE OF MATERIALS SUCH AS PAINT, PETROLEUM PRODUCTS, CLEANING AGENTS AND THE LIKE ARE TO BE STORED IN WATERTIGHT CONTAINERS. THE USE OF THE PRODUCTS SHOULD BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS. WHEN FUELING EQUIPMENT, INCLUDING SNOWBLOWERS AND LAWNMOWERS, HAVE OIL ABSORBENT PADS AVAILABLE BELOW THE FUELING.

   STAGING AREAS ARE NOTED ON THE CONSTRUCTION MANAGEMENT PLAN FOR THE CONTRACTOR'S USE. REFUELING OF SMALL ENGINES BY THE OWNER SHOULD OCCUR IN THE GARAGE OR ON A PAVED SURFACE.

   ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0777 WHICH IS AVAILABLE 24 HOURS A DAY. FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664 WHICH IS AVAILABLE 24 HOURS A DAY. FOR MORE INFORMATION, VISIT THE DEPARTMENT'S WEBSITE AT: HTTP://WWW.MAINE.GOV/DEP/SPILLS/EMERGSPILLRESP/

2. GROUNDWATER PROTECTION: PROTECTION OF THE GROUNDWATER IS REQUIRED BY THE CONTRACTOR AND OWNER. PETROLEUM PRODUCTS SHOULD BE STORED IN MANUFACTURED CANS DESIGNED FOR THE PURPOSE. SPILL PREVENTIONS PROCEDURES SHOULD BE FOLLOWED.

3. FUGITIVE SEDIMENT AND DUST: THE CONTRACTOR IS REQUIRED TO MINIMIZE DUST FROM THE CONSTRUCTION OPERATION. THE ROAD SHOULD BE SWEPT REGULARLY (WEEKLY) AND PRIOR TO ANY RAIN EVENT. THE GRAVEL AREAS ARE TO BE WATERED REGULARLY TO MINIMIZE DUST. ANY MUD THAT IS TRACKED OFF SITE SHOULD BE CLEANED UP PRIOR TO IT DRYING AND BECOMING A DUST ISSUE. DO NOT USE OIL TO CONTROL DUST. DEWATERING A STREAM WITHOUT A PERMIT FROM THE DEPARTMENT MAY VIOLATE STATE WATER QUALITY STANDARDS AND THE NATURAL RESOURCES PROTECTION ACT.

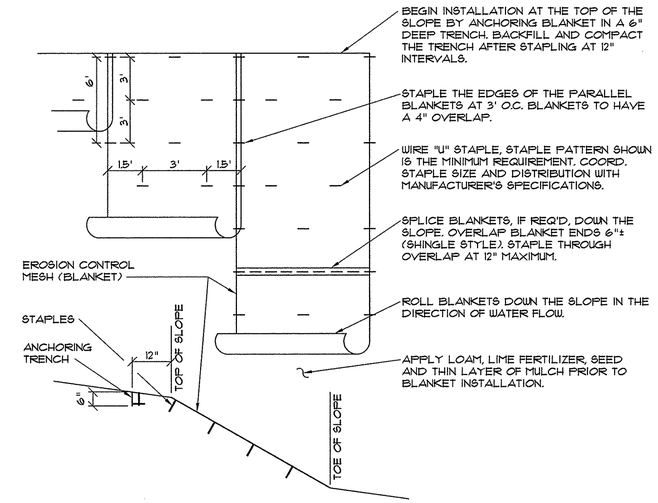
4. DEBRIS AND OTHER MATERIALS: CONSTRUCTION MATERIALS AND CONSTRUCTION DEBRIS SHOULD BE COVERED TO PREVENT RAINWATER FROM WASHING CONTAMINANTS OFF THE SITE. ANY FERTILIZERS, CLEANING PRODUCTS, HERBICIDES SHOULD BE PROTECTED FROM THE WEATHER AND USED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

   NOTE ANY CONTAMINANTS THAT ARE WASHED OFF THE SITE BY RAINWATER IS A VIOLATION OF THE CLEAN WATERS ACT.

   STORAGE HANDLING AND DISPOSAL OF SOLID WASTE ITEMS MUST COMPLY WITH MAINE'S SOLID WASTE MANAGEMENT RULES. LACK OF APPROPRIATE POLLUTANT CONTROL MAY RESULT IN VIOLATIONS OF THE GROUNDWATER QUALITY STANDARDS.

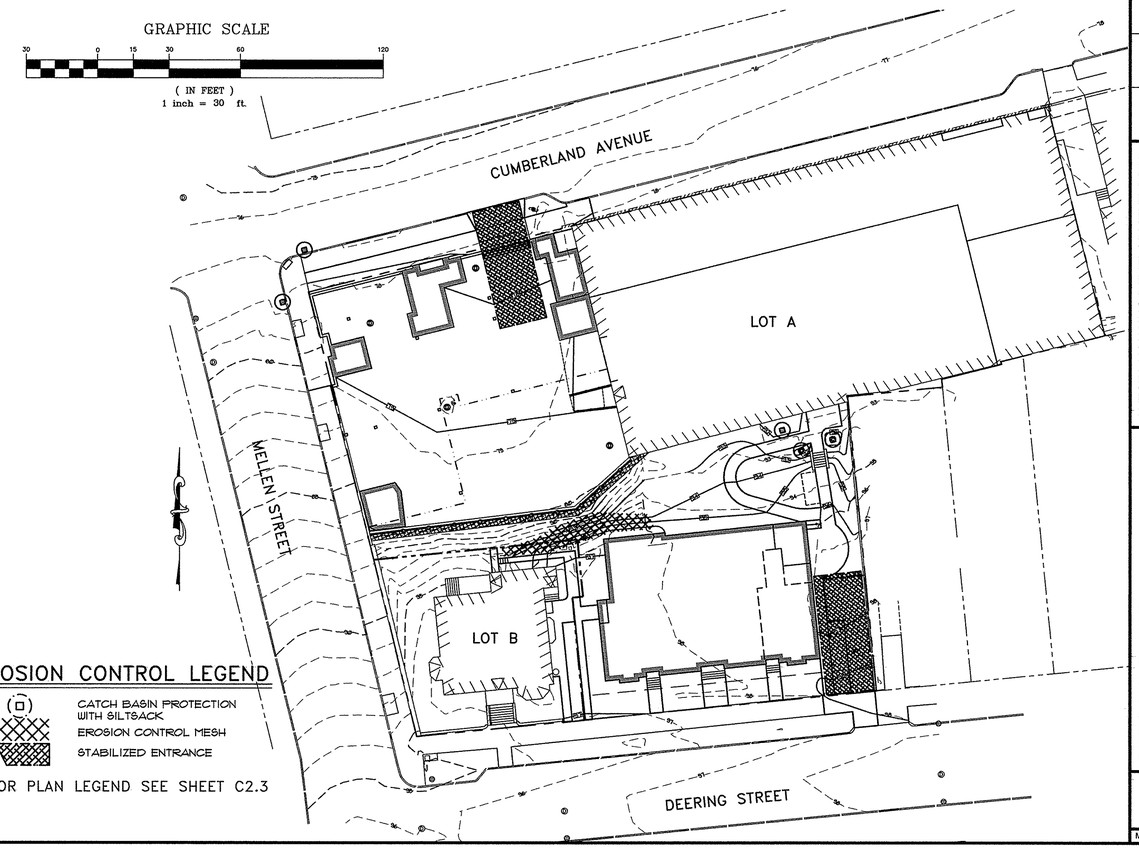
   THIS PROJECT HAS A WRITTEN EROSION CONTROL PLAN AND STORMWATER MAINTENANCE PLAN. MODIFICATIONS TO THE PLAN MUST BE APPROVED BY THE CITY.

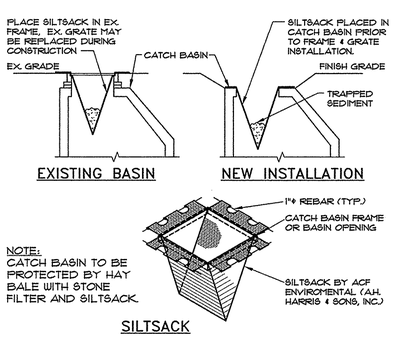
   MAINTENANCE OF STORMWATER TREATMENT AND CONTROL SYSTEMS MUST OCCUR REGULARLY. THE STORMWATER MAINTENANCE REPORT PROVIDES INSPECTION DETAILS AND TIME LINES FOR DOING THE INSPECTIONS AND REPORTING TO THE CITY AND DEP.



1 EROSION CONTROL MESH INSTALLATION DETAIL

NOT TO SCALE

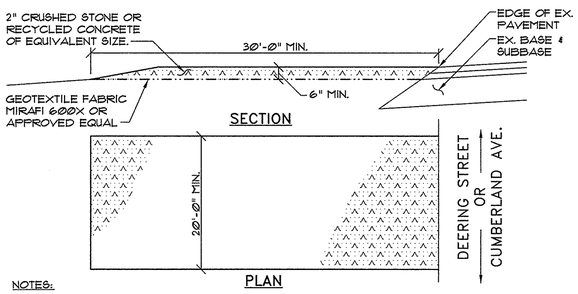




NOTE:
CATCH BASIN TO BE PROTECTED BY HAY BALE WITH STONE FILTER AND SILTSACK.

3 CATCH BASIN PROTECTION

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 AFTER EXCAVATION OS COMPLETE.

2 STABILIZED CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE

EROSION CONTROL LEGEND

- CATCH BASIN PROTECTION WITH SILTSACK
- EROSION CONTROL MESH
- STABILIZED ENTRANCE

FOR PLAN LEGEND SEE SHEET C2.3

PINKHAM & GREER
CIVIL ENGINEERS
28 WARREN AVE. PORTLAND, ME. 04103
TEL: 207.781.3242 FAX: 207.781.4245

STATE OF MAINE
THOMAS S. GREER
No. 4216
LICENSED
PROFESSIONAL ENGINEER
12/7/17

REV.	DATE	DESCRIPTION
4	12/7/17	RESPONSE TO STAFF REVIEW
3	12/1/17	RESPONSE TO CITY COMMENTS
2	11/17/17	REV'D PER HISTORIC PRESERVATION & PWD REVIEWS
1	9/19/17	SUBMITTED FOR FINAL APPROVAL

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

SCALE: AS SHOWN
DATE: OCTOBER 19, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

EROSION CONTROL
PLAN, NOTES AND DETAILS

C2.4

MAP/LOT 47/B/1, 2, 3 & 29

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

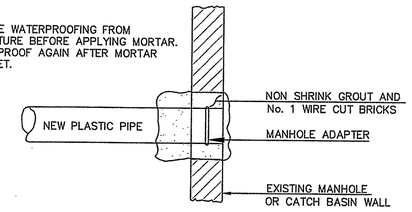
1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE LOCATED 8" FROM THE CENTER OF THE COVER.
5. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
6. ALL MANHOLE RISERS SHALL BE ETHERIDGE 24" OR APPROVED EQUAL.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
9. CATCH BASIN FRAMES FOR TYPE A4 CATCH BASIN CURB INLETS SHALL BE ETHERIDGE DR5A OR APPROVED EQUAL.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP. SEE FIGURE II-09.

3 GENERAL NOTES FOR MANHOLES & CATCH BASINS (II-4)

NOT TO SCALE

NOTE: EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION. IF PIPE DIAMETER IS SO LARGE THAT CORE DRILLING IS PROHIBITED, THE CONTRACTOR MAY SAW CUT THE STRUCTURE TO CREATE PIPE OPENING. THE NEW OPENING MUST THEN BE SEALED AND WATERTIGHT BOTH INSIDE AND OUTSIDE THE STRUCTURE.

NOTE:
REMOVE WATERPROOFING FROM STRUCTURE BEFORE APPLYING MORTAR. WATERPROOF AGAIN AFTER MORTAR HAS SET.



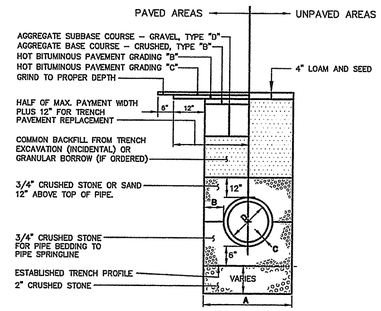
METHOD 3 – NEW PIPE INTO EXISTING STRUCTURE

2 TYPICAL PIPE TRENCH INSTALLATION METHOD 3 (II-14)

NOT TO SCALE

NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.

ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES..



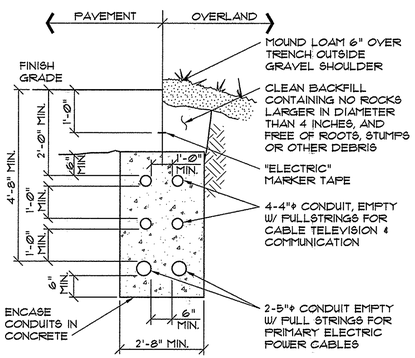
NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION **B** SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION **B** SHALL BE AT LEAST 9".
4. DIMENSION **A** IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION **A** SHALL BE BASED ON PIPE DIAMETER **D**, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, **D** (INCHES)	MAX. TRENCH WIDTH, **A** (FEET)
4	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36	6.0
42	7.0
48	7.0

1 TYPICAL PIPE TRENCH INSTALLATION (11-12)

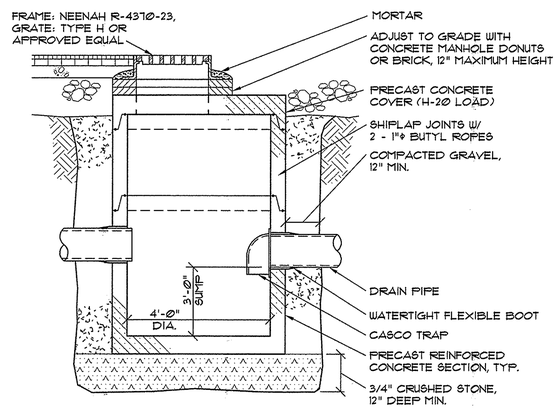
NOT TO SCALE



NOTES:
1. INSTALLATION SHALL NOT ALLOW INTER-TWINING OF CABLES.
2. PROVIDE SCH. 40 PVC CONDUIT FULL LENGTH OF INSTALLATION.

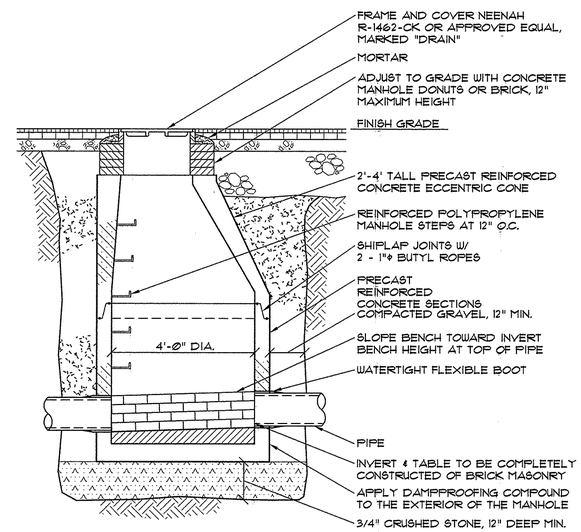
7 CABLE TRENCH SECTION

NOT TO SCALE



6 TYPICAL CATCH BASIN SECTION

NOT TO SCALE

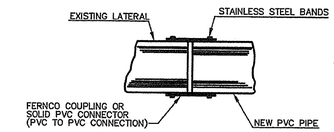


5 CONCRETE MANHOLE SECTION

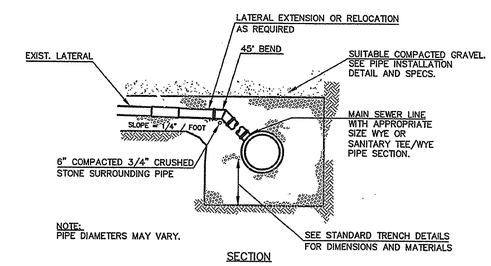
NOT TO SCALE

NOTE:
LOCATIONS AND ELEVATIONS OF STUBS SHOWN ON THE PLANS ARE TO BE CONSIDERED AS APPROXIMATE AND MAY BE ADJUSTED AS DIRECTED TO SUIT FIELD CONDITIONS.

HOUSE CONNECTIONS AND CATCH BASINS CONNECTIONS TO THE MAIN LINE OF THE SEWER, SHALL CONSIST OF AN APPROPRIATE "Y" BRANCH CONNECTION AS SHOWN ON THE PLANS, OR AS DIRECTED. ACTUAL "Y" LOCATIONS FOR HOUSE CONNECTIONS AND CATCH BASIN CONNECTIONS SHALL BE DETERMINED DURING CONSTRUCTION. THE CONTRACTOR SHALL KEEP A COMPLETE RECORD OF "Y" LOCATIONS WHICH SHALL BE GIVEN TO THE CITY OF PORTLAND UPON COMPLETION OF THE CONTRACT.
ALL PVC TO PVC COUPLING SHALL BE "SOLID PVC COUPLINGS".



FERNCO COUPLING FOR REPAIR OR REPLACEMENT

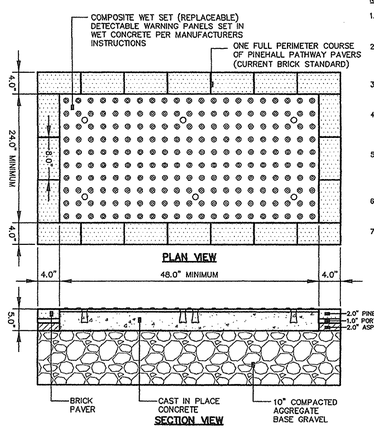


NOTE:
PIPE DIAMETERS MAY VARY.

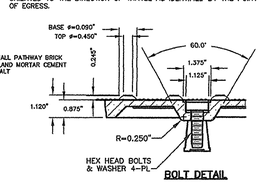
SECTION

4 TYP EX. LATERAL CONNECTION (II-16)

NOT TO SCALE



NOTES:
1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN OR CONFIGURATION IS ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS, WITHIN OR ABUTTING HISTORIC DISTRICTS AND HISTORIC LANDSCAPES, "DARK GRAY" COLORED (#36118) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF PINEHALL PATHWAY PAVERS (THE CURRENT BRICK STANDARD) AROUND THE FULL PERIMETER OF THE PANEL. THIS PERIMETER COURSE SHALL BE SET USING PORTLAND MORTAR CEMENT TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.
6. 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.
7. 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 ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



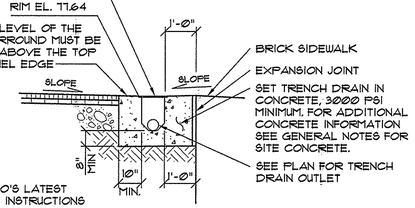
11 SIDEWALK RAMP DETECTABLE WARNING TILE (I-7A)

NOT TO SCALE

TRENCH DRAIN, BY ACO DRAIN MODEL FG200, OUTLET END CAP FOR 6"ϕ PIPE, BLACK COATED STEEL FRAME GRATE. AVAILABLE THROUGH A.H. HARRIS, WARREN AVE. PORTLAND MAINE.

RIM EL. 7.64

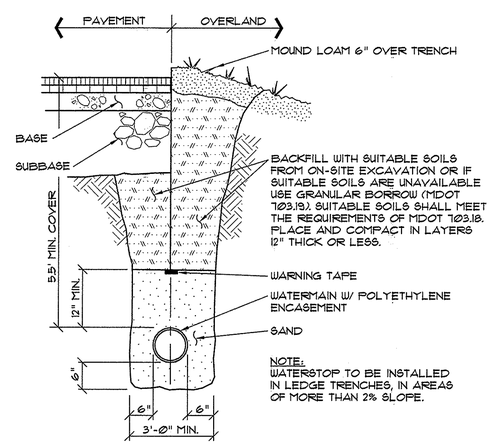
THE FINISHED LEVEL OF THE CONCRETE SURROUND MUST BE APPROX. 1/8" ABOVE THE TOP OF THE CHANNEL EDGE



NOTE:
REFER TO ACO'S LATEST INSTALLATION INSTRUCTIONS FOR COMPLETE DETAILS @ WWW.ACOUSA.COM

10 TRENCH DRAIN SECTION

NOT TO SCALE



NOTE:
WATERSTOP TO BE INSTALLED IN LEDGE TRENCHES, IN AREAS OF MORE THAN 2% SLOPE.

9 TYPICAL WATER MAIN SECTION

NOT TO SCALE

IDENTIFICATION TAPE TO BE INSTALLED ABOVE ALL NEW UNDERGROUND UTILITIES AND ABOVE ANY EXISTING UTILITIES THAT MAY BE EXPOSED BY THIS CONSTRUCTION.

DETECTABLE UNDERGROUND MARKING TAPE TO BE PERMANENT, BRIGHT COLORED, CONTINUOUS-PRINTED PLASTICIZED ALUMINUM TAPE, INTENDED FOR DIRECT-BURIAL SERVICE NOT LESS THAN 3" WIDE x 5 MILS THICK. PROVIDE TAPE WITH BLACK PRINTING IDENTIFYING THE UTILITY. DETECTABLE WARNING TAPE REQUIRED OVER ALL WATER, SEWER, DRAINAGE, OR GAS UTILITIES. TAPE TO BE TERRA TAPE BY REEF INDUSTRIES, INC., www.reefindustries.com, OR EQUAL.

APWA UNIFORM COLOR CODE:

WHITE	PROPOSED EXCAVATION
PINK	TEMPORARY SURVEY MARKINGS
RED	ELECTRIC POWER LINES, CABLES, CONDUIT AND LIGHTING CABLES
YELLOW	GAS, OIL, STEAM, PETROLEUM OR GASEOUS MATERIALS
ORANGE	COMMUNICATION, ALARM OR SIGNAL LINES, CABLES OR CONDUIT
BLUE	POTABLE WATER
PURPLE	RECLAIMED WATER, IRRIGATION AND SLURRY LINES
GREEN	SEWERS AND DRAIN LINES

8 UNDERGROUND UTILITIES WARNING TAPE

NOT TO SCALE

PINKHAM & GREER
CIVIL ENGINEERS
28 WANWAH AVE. PORTLAND, ME. 04103
TEL: 207.781.5242 FAX: 207.781.4245

STATE OF MAINE THOMAS S. GREER No. 6026 LICENSED PROFESSIONAL ENGINEER

12/1/17

REV.	DATE	DESCRIPTION
2	12/1/17	RESPONSE TO CITY COMMENTS
1	9/19/17	SUBMITTED FOR FINAL APPROVAL

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

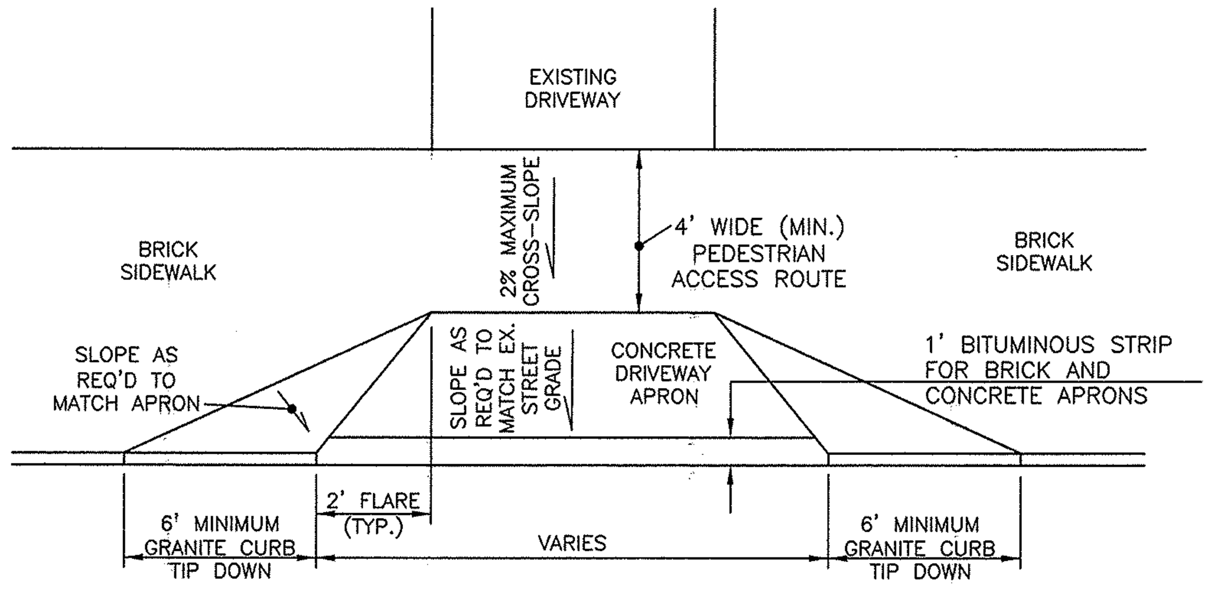
SCALE: AS SHOWN
DATE: OCTOBER 19, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

DETAILS

C3.1

MAP/LOT 47/B/1, 2, 3 & 29



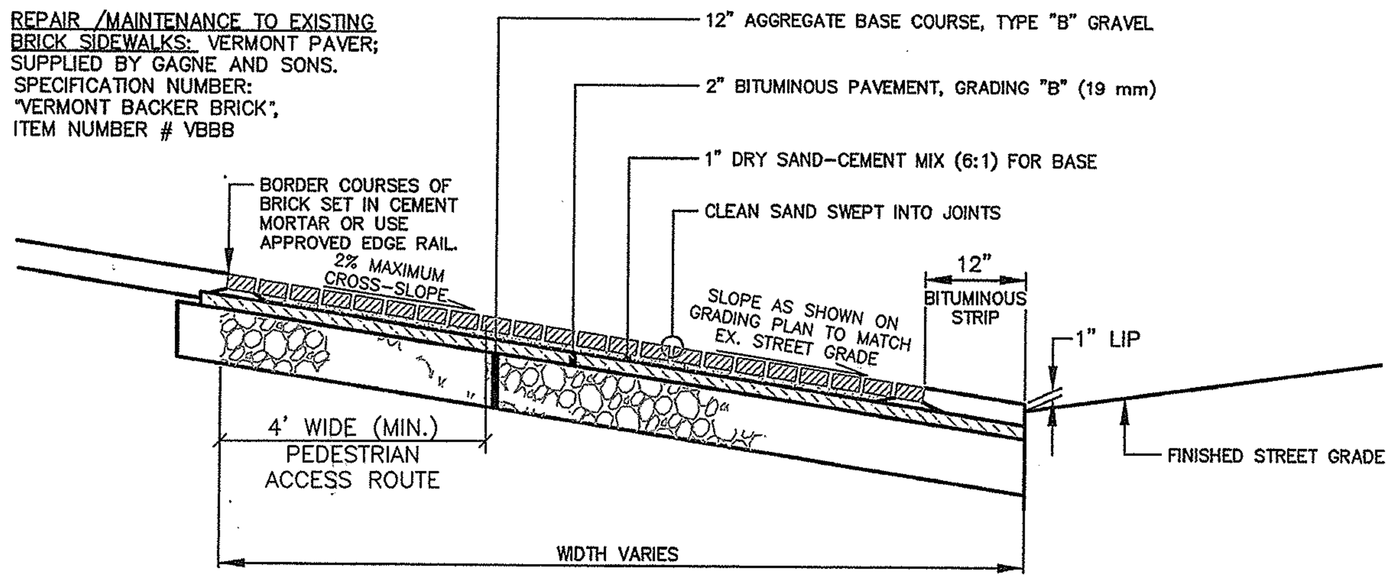
3 DRIVEWAY APRON LAYOUT (I-9)

NOT TO SCALE

BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB



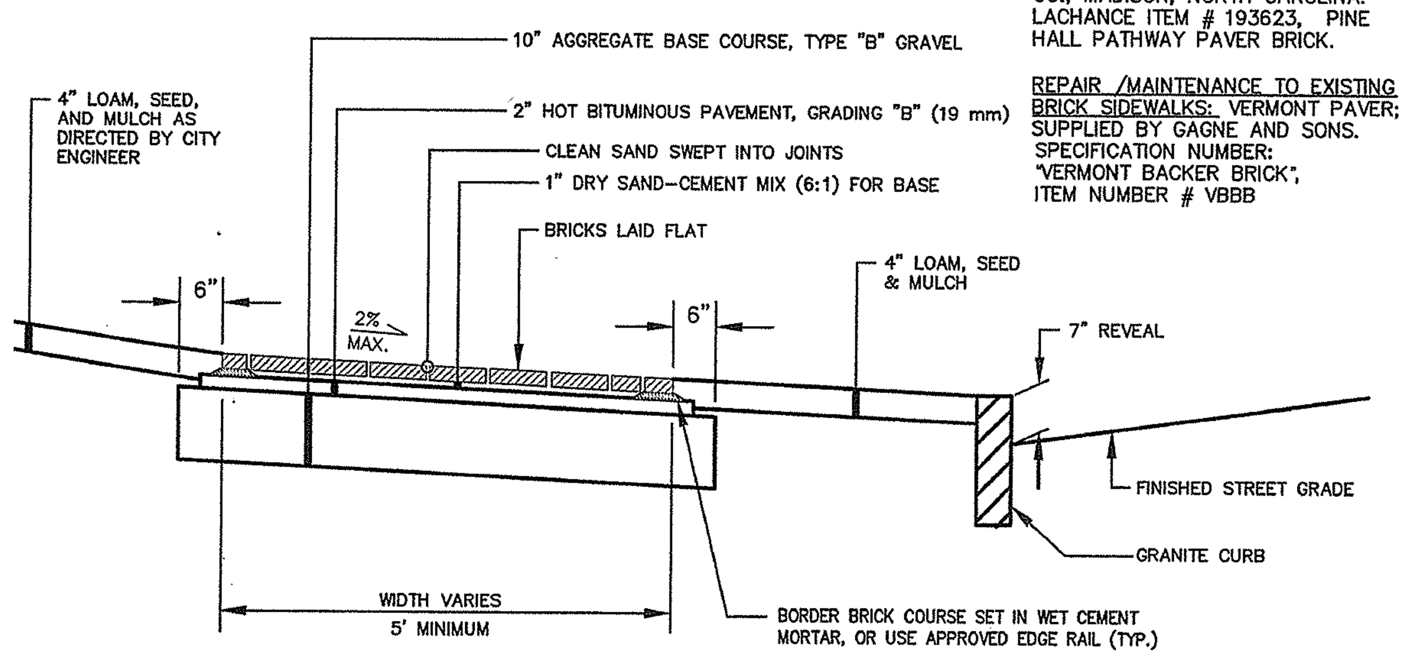
2 BRICK DRIVEWAY APRON WITH BITUMINOUS BASE (I-11)

NOT TO SCALE

BRICKS TO BE USED:

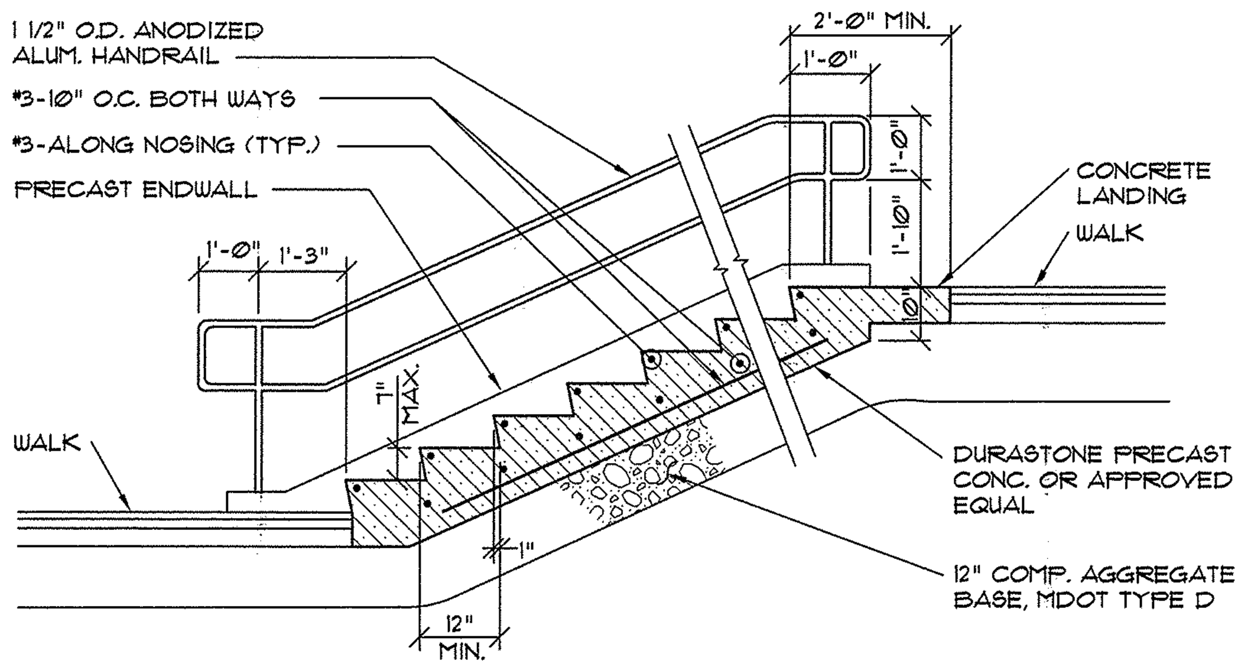
NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB



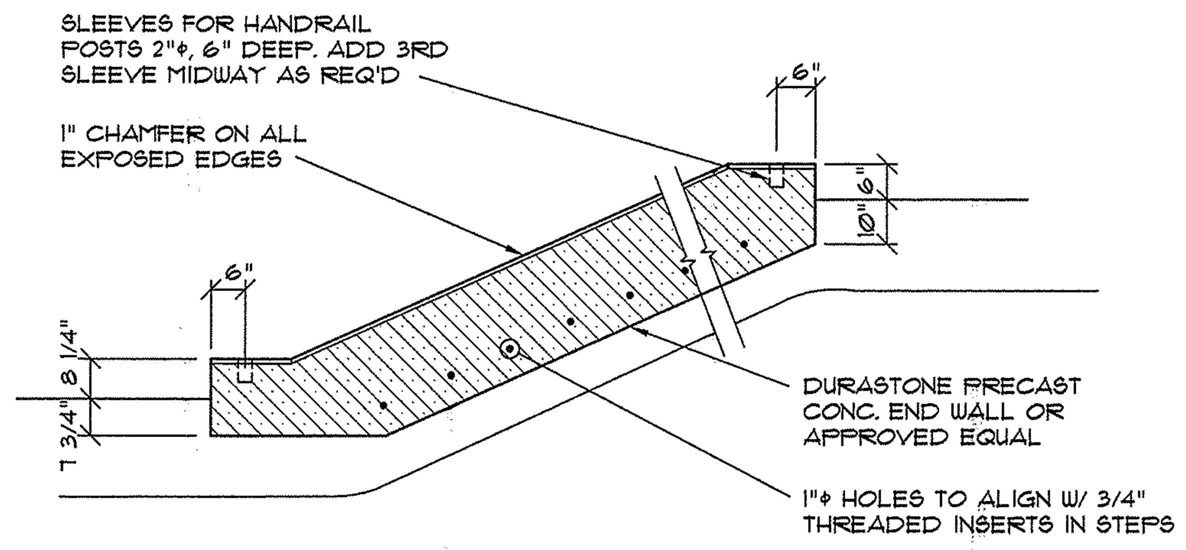
1 BRICK SIDEWALK WITH BITUMINOUS BASE (I-10)

NOT TO SCALE



NOTES:
1. CONSTRUCT STEPS IN COMPLIANCE WITH ANSI A117.1-1986 4.9.
2. CONCRETE- 5000 PSI/28 DAYS
   5-6% AIR INTRAINED
   NON-SKID, STIFF BRISTLE BROOM FINISH (STEPS ONLY)
3. SUBMIT SHOP DRAWINGS IN ACCORDANCE W/ SECTION 01300- SUBMITTALS.
4. BOLT ENDWALLS TO STEPS W/ 3/4" BOLT & FLAT WASHER.
5. CENTER HANDRAIL REQUIRED WHERE NOTED ON THE PLANS.

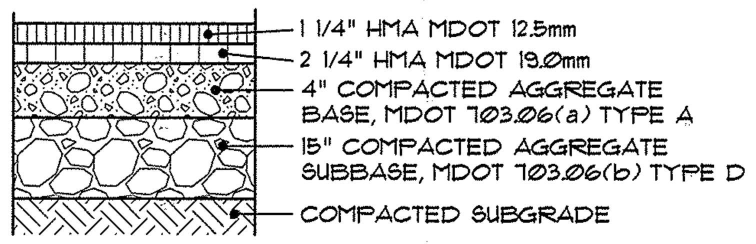
SECTION – HANDRAIL & STEPS



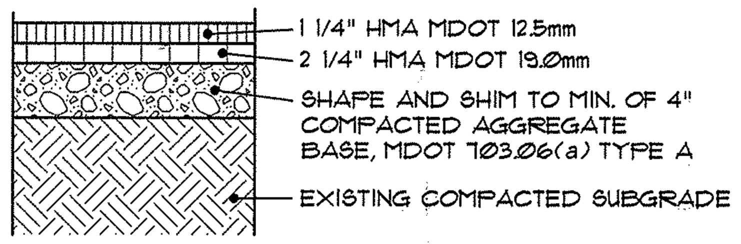
ENDWALL ELEVATION

4 PRECAST CONCRETE STEPS DETAILS

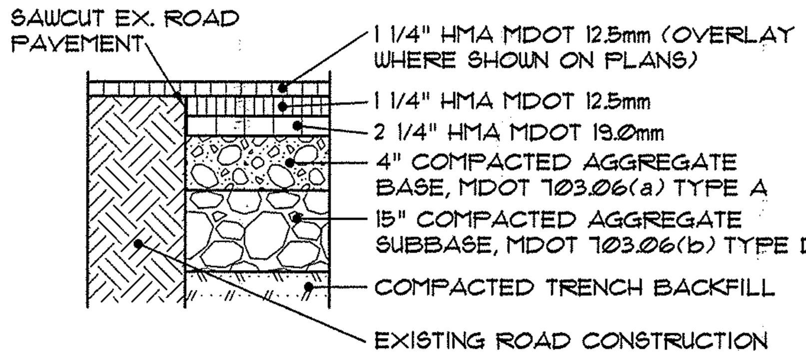
NOT TO SCALE



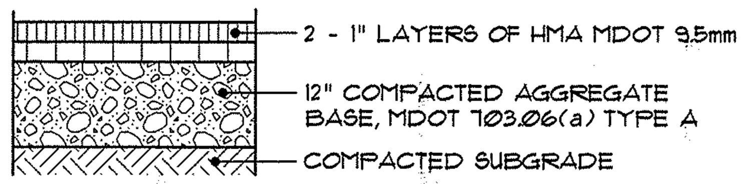
FULL DEPTH PAVEMENT
DEERING STREET PARKING LOT



OVERLAY PAVEMENT
CUMBERLAND AVENUE PARKING



PAVEMENT REPAIR AT TRENCHES
IN THE RIGHT-OF-WAYS

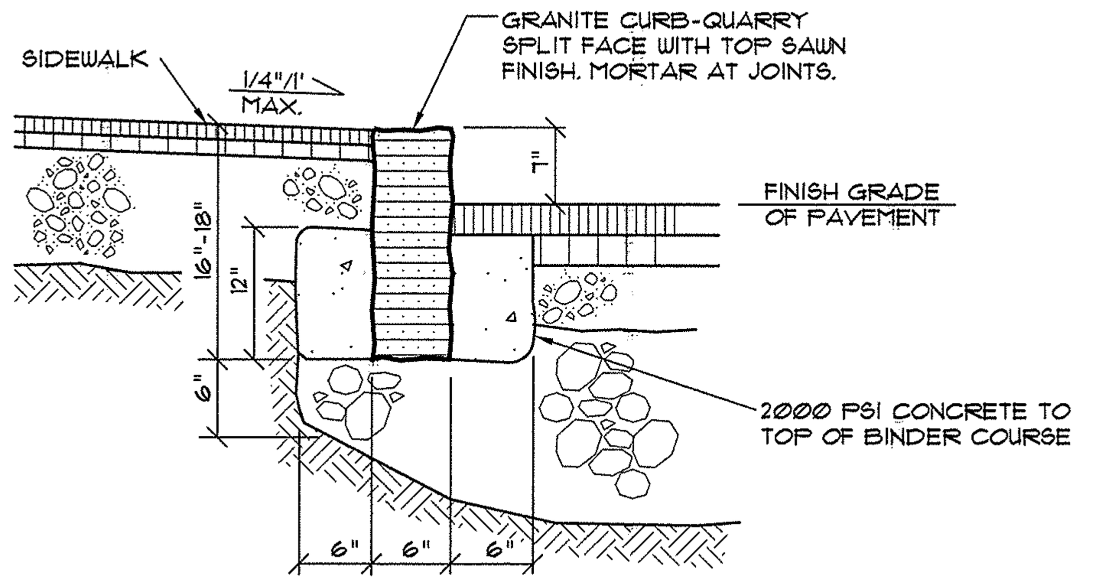


WALKWAY PAVEMENT

NOTES:
1. HMA = HOT MIX ASPHALT.
   MDOT = MAINE DEPARTMENT OF TRANSPORTATION.
2. ALL COURSE THICKNESS AFTER FINAL COMPACTION.

3 BITUMINOUS PAVEMENT SECTIONS

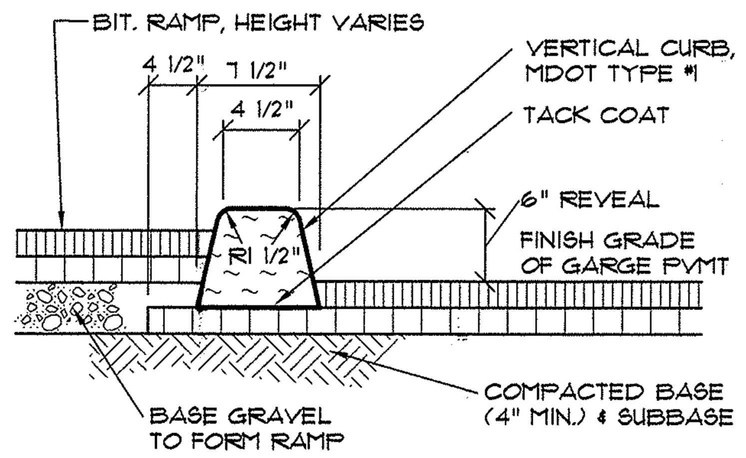
NOT TO SCALE



NOTES:
1. MINIMUM LENGTH OF THE CURB SECTIONS SHALL BE 3'-0".
2. FOR ALL CURBS WITH RADIUS LESS THAN 15' INSTALL STONES CUT TO THE RADIUS REQUIRED (NOT STRAIGHT SECTIONS).

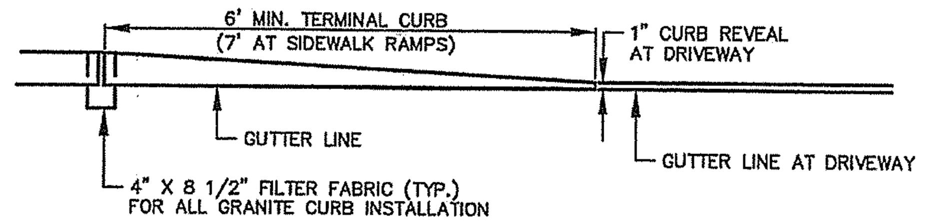
1 VERTICAL GRANITE CURB SECTION

NOT TO SCALE

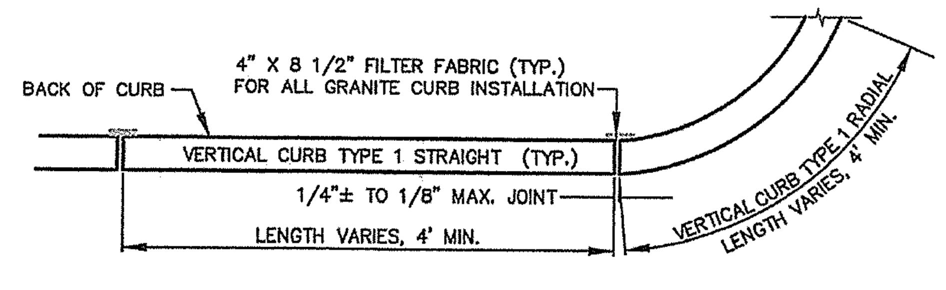


2 BITUMINOUS CURB DETAIL

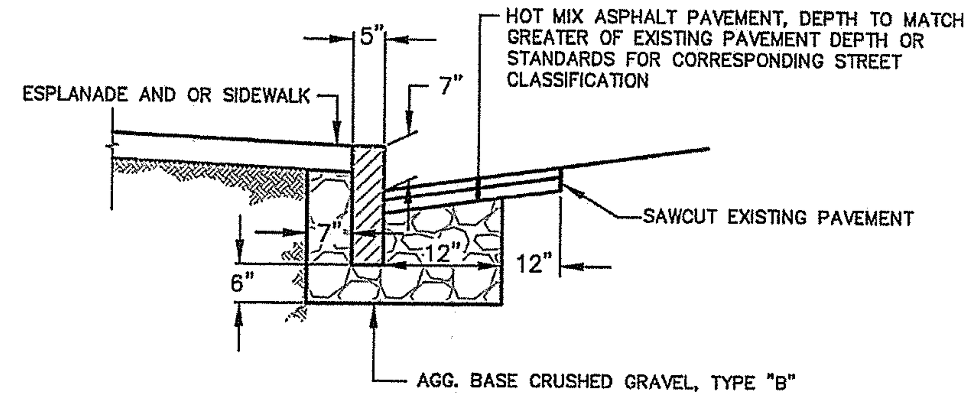
NOT TO SCALE



TERMINAL CURB PROFILE



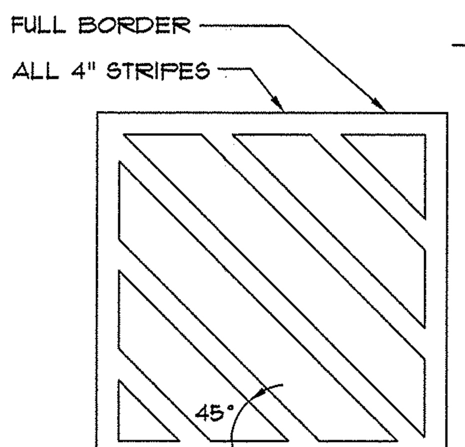
VERTICAL GRANITE CURB PLAN VIEW



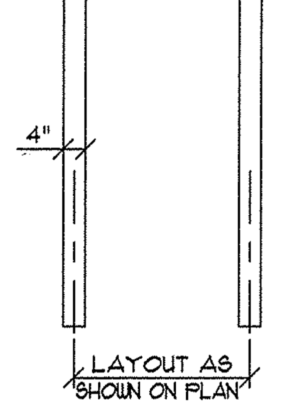
VERTICAL GRANITE CURB CROSS SECTION

4 VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREET (I-17)

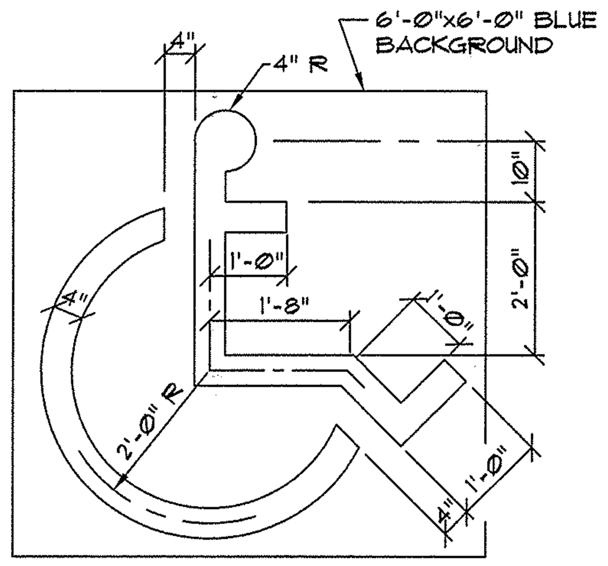
NOT TO SCALE



NO PARKING



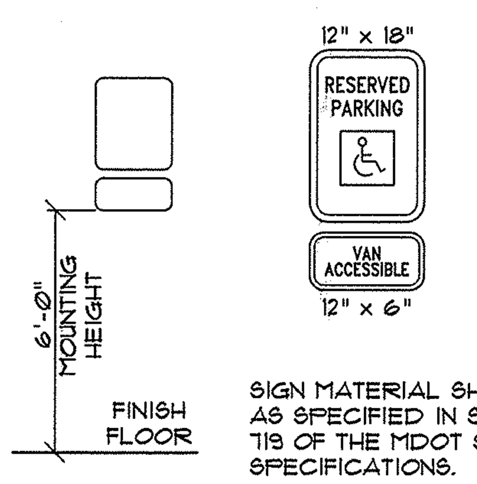
PARKING SPACE



BARRIER FREE STALL SYMBOL

8 STRIPING DETAILS

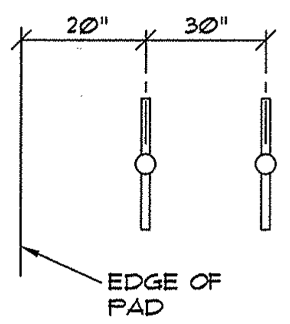
NOT TO SCALE



SIGN MATERIAL SHALL BE AS SPECIFIED IN SECTION 719 OF THE MDOT STANDARD SPECIFICATIONS.

7 ACCESSIBLE PARKING SPACE SIGN DETAILS

NOT TO SCALE

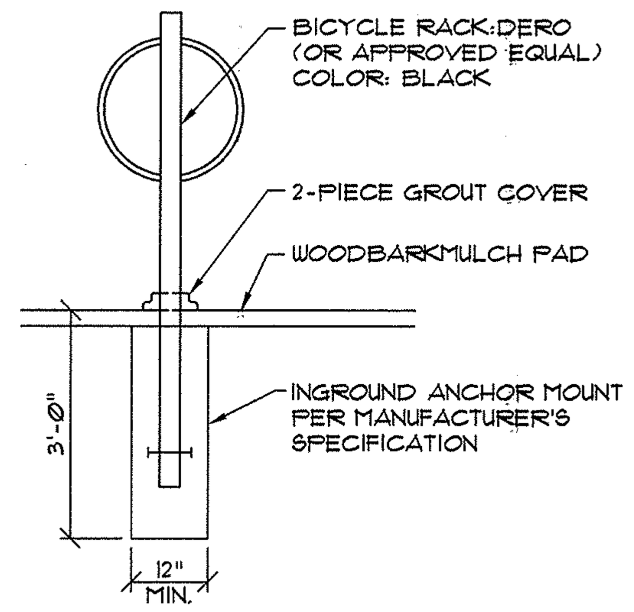


LAYOUT DETAIL

DISTANCE BETWEEN RACKS:
MINIMUM: 24"
RECOMMENDED: 38"

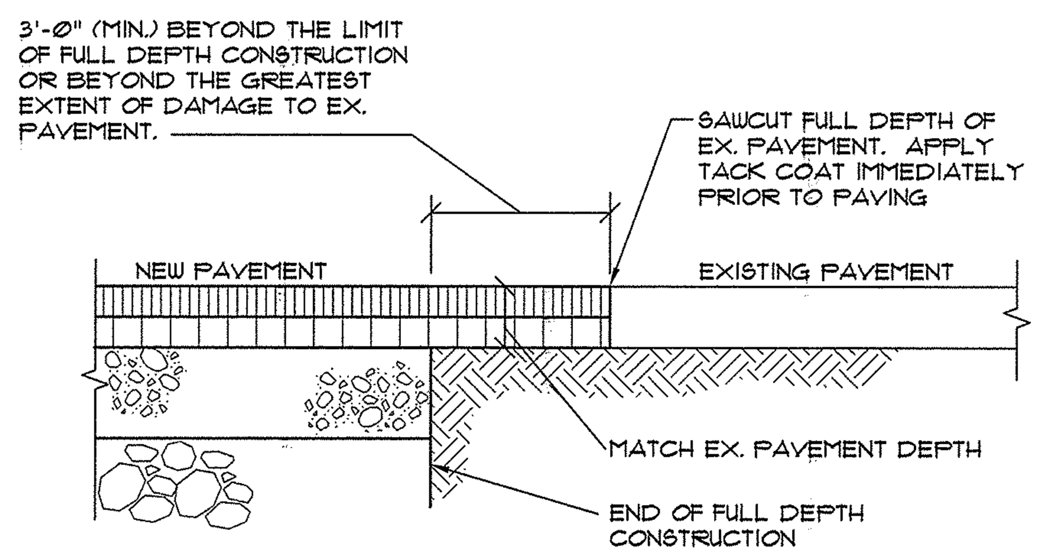
STREET SETBACKS:
MINIMUM: 36"

DERO BIKE HITCH AS MANUFACTURED BY DERO BIKE RACKS



6 EXTERIOR RACK DETAIL

NOT TO SCALE



5 PAVEMENT CUTTING & MATCHING SECTION

NOT TO SCALE

PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME. 04103
TEL: 207.781.5242 FAX: 207.781.4245

STATE OF MAINE
THOMAS S. GREER No. 4206
LICENSED PROFESSIONAL ENGINEER
12/1/17

REV.	DATE	DESCRIPTION
2	12/1/17	RESPONSE TO CITY COMMENTS
1	9/19/17	SUBMITTED FOR FINAL APPROVAL

AVESTA HOUSING DEVELOPMENT CORP.
307 CUMBERLAND AVENUE
PORTLAND, ME. 04101

SCALE: AS SHOWN
DATE: OCTOBER 19, 2017
PROJECT: 17127
DRN BY: JDC
DESG BY: TSG
CHK BY: TSG

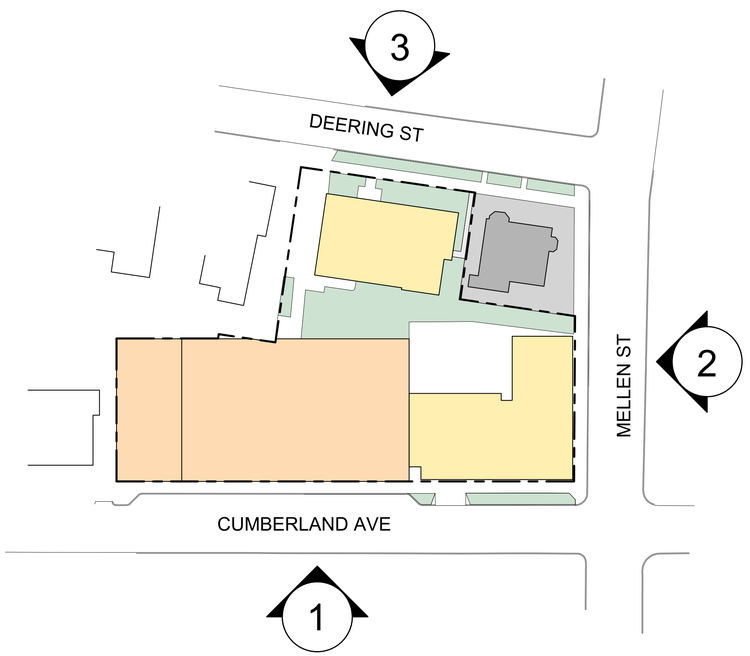
DEERING PLACE
61 DEERING ST. & 510 CUMBERLAND AVE.
PORTLAND, MAINE

DETAILS

C3.2

MAP/LOT 47/B/1, 2, 3 & 29

VIEW 3 - DEERING ST ELEVATION



DEERING PLACE

Portland, ME 04101

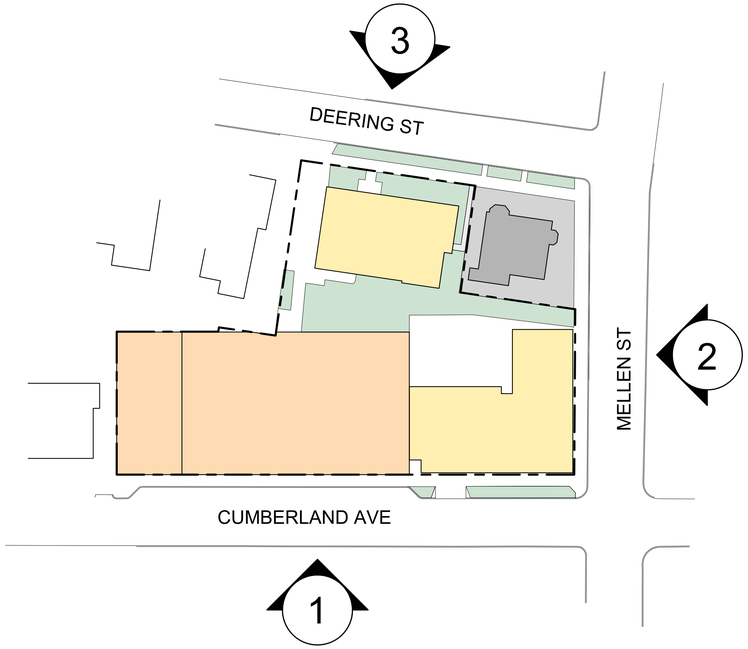
1 DEC 2017

A2.01

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

VIEW 1 - CUMBERLAND AVE ELEVATION

VIEW 2 - MELLEN ST ELEVATION



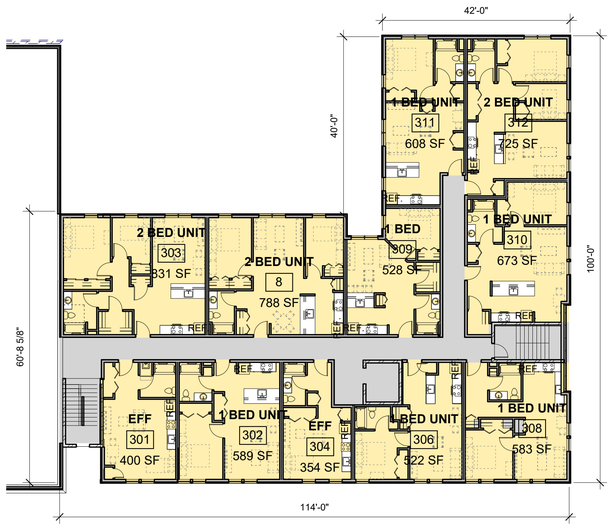
DEERING PLACE

Portland, ME 04101

1 DEC 2017

A2.00

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



3 | 3RD & 4TH FLOOR PLANS
1/16" = 1'-0"
NEW CONSTRUCTION 8,584 SF

2 | 2ND FLOOR
1/16" = 1'-0"
NEW CONSTRUCTION - 8,584 SF

BUILDING A TOTALS

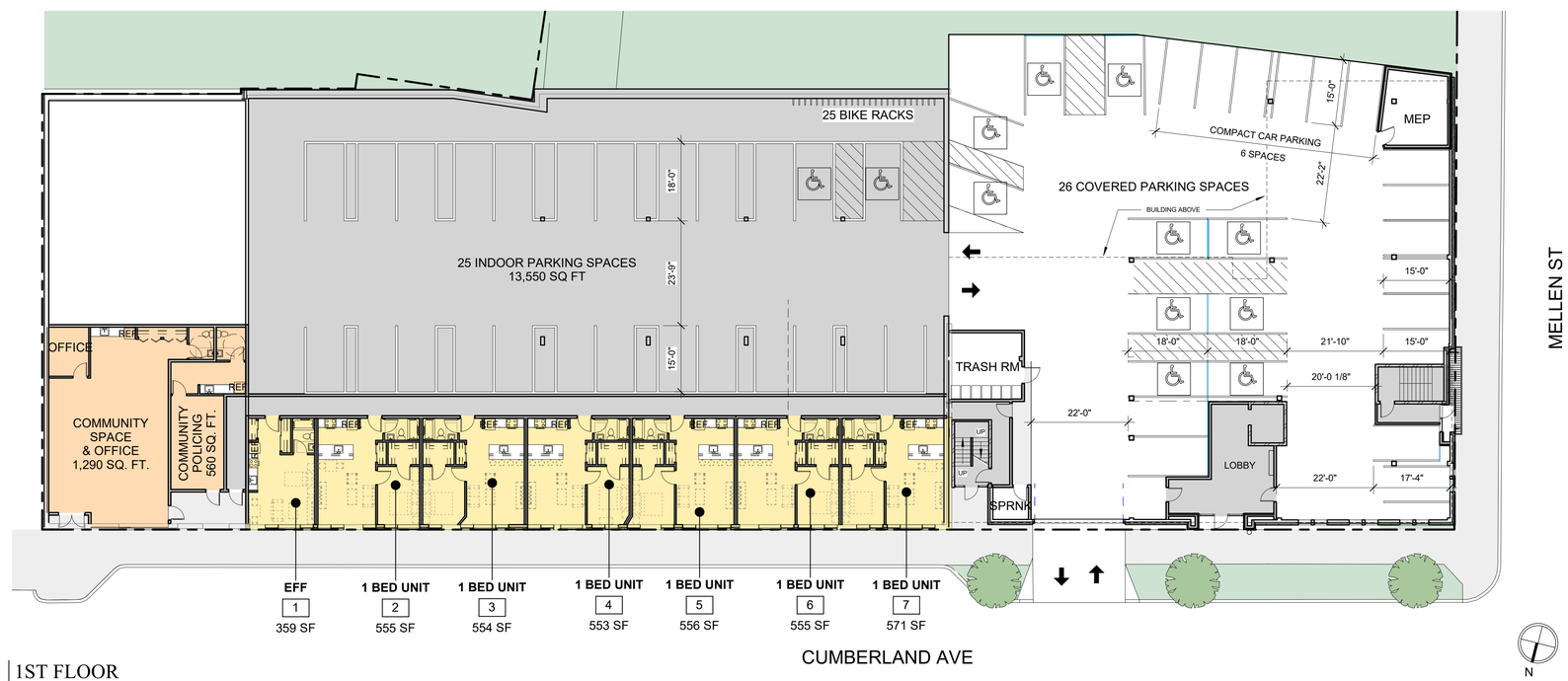
EXISTING UNITS -
- 13 - THREE BEDROOM UNITS

NEW UNITS -
- 6 - EFFICIENCY UNITS
- 24 - ONE BEDROOM UNITS
- 9 - TWO BEDROOM UNITS

52 TOTAL UNITS

51 TOTAL PARKING SPACES

34,870 SF - TOTAL NEW CONSTRUCTION (INCL NEW UNITS & COMM RM. IN EXIST BLDG)



1 | 1ST FLOOR
1/16" = 1'-0"
NEW CONSTRUCTION - 1,534 SF
NEW UNITS & COMMUNITY IN EXIST BLDG - 5,915 SF

Prepared For: AVESTA HOUSING

Consultant:

Architect: ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project: DEERING PLACE
Portland, ME 04101

Revisions:

Scale: 1/16" = 1'-0"

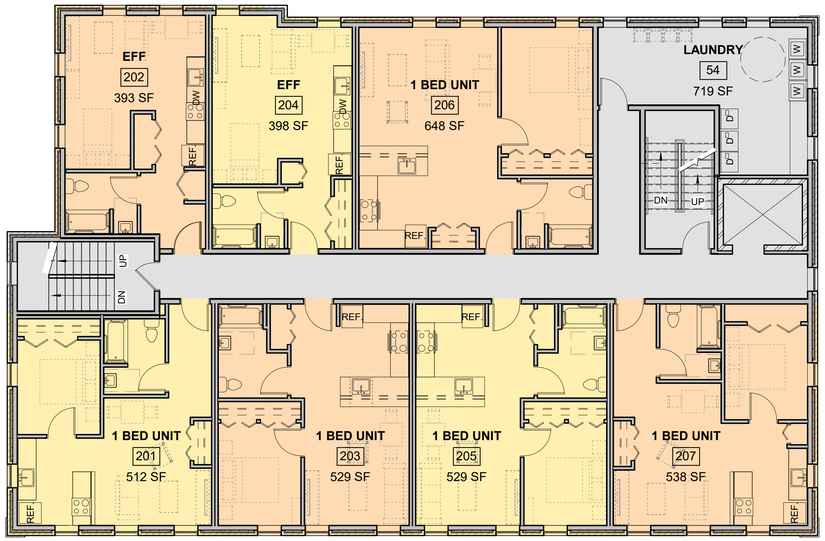
Date: 1 DEC 2017

BUILDING A - FLOOR PLANS

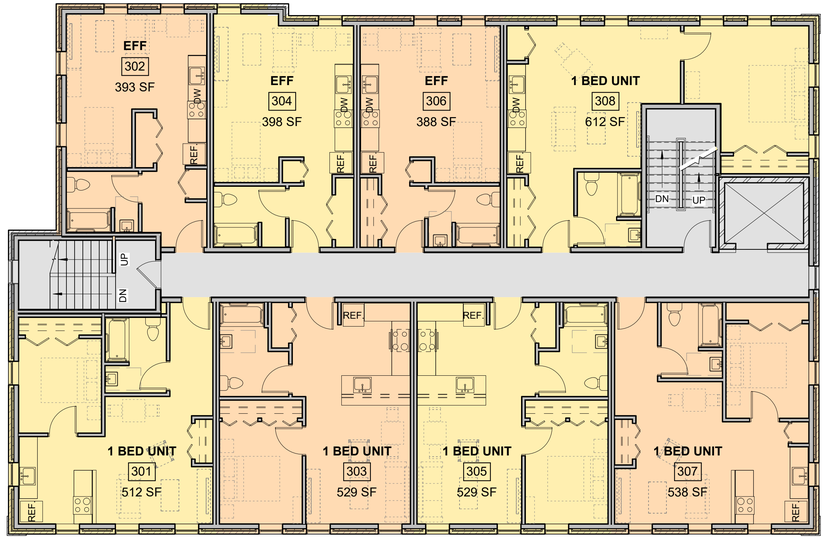
A1.01

BUILDING B TOTALS

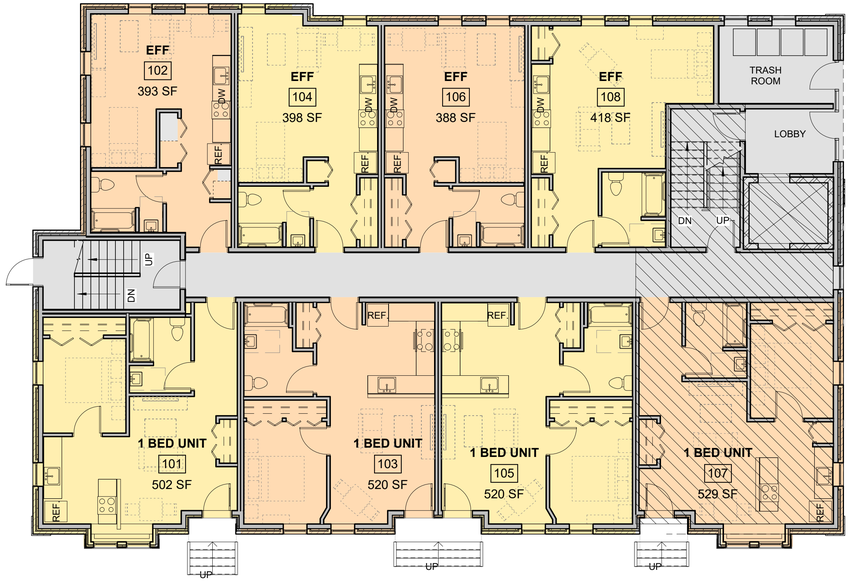
9 - EFFICIENCY UNITS	**23 UNITS TOTAL**
14 - 1 BEDROOM UNITS	15,495 TOTAL GROSS SF
	1 PARKING SPACES



2 | 2ND FLOOR 5,165 SF GROSS
1/8" = 1'-0"



3 | 3RD FLOOR 5,165 SF GROSS
1/8" = 1'-0"



1 | 1ST FLOOR 5,165 SF GROSS
1/8" = 1'-0"

INDICATES AREA WITH FULL BASEMENT BELOW

Prepared For:
AVESTA HOUSING

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022ARCHETYPE@ARCHETYPEPA.COM

Project:
510 CUMBERLAND AVENUE HOUSING
510 Cumberland Ave, Portland, ME 04101

Revisions:

Scale: 1/8" = 1'-0"

Date: 17 NOV 2017

BUILDING B FLOOR PLANS

A1.02

1 SITE PLAN
1/16" = 1'-0"

Prepared For:
AVESTA HOUSING

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
DEERING PLACE
Portland, ME 04101

Revisions:

Scale: 1/16" = 1'-0"

Date: 17 NOV 2017

SITE PLAN

A0.00

1 SITE PLAN
1/16" = 1'-0"

Prepared For:
AVESTA HOUSING

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022ARCHETYPE@ARCHETYPEPA.COM

Project:
DEERING PLACE
Portland, ME 04101

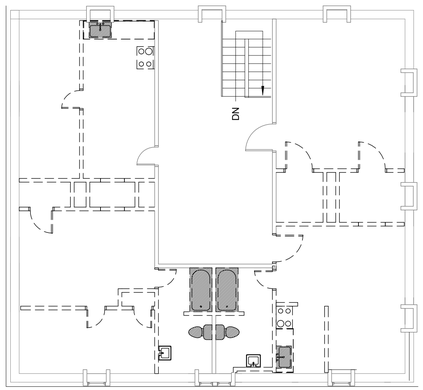
Revisions:

Scale: 1/16" = 1'-0"

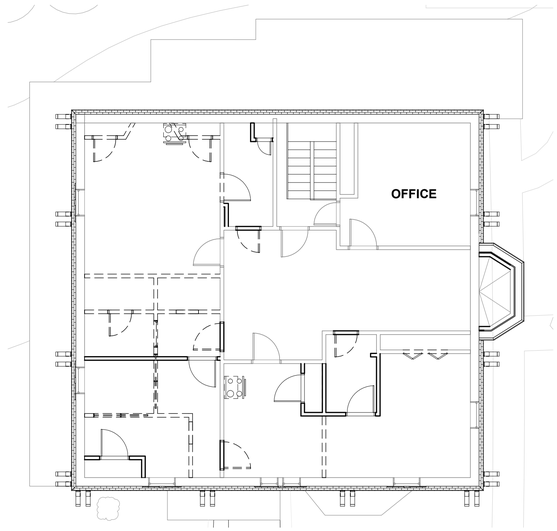
Date: 1 DEC 2017

ROOF PLAN

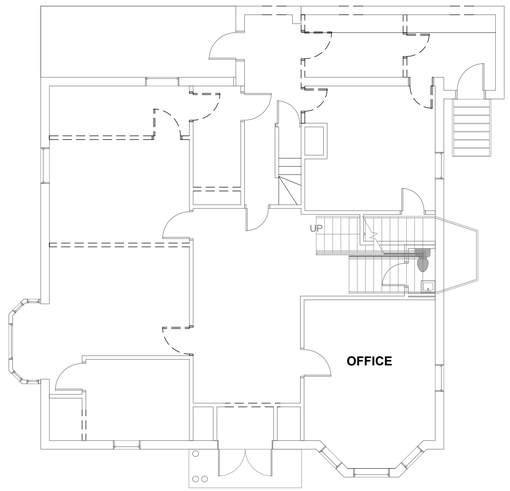
A1.02



3 THIRD FLOOR EXG & DEMO
1/8" = 1'-0"



2 2ND FLOOR - EXG & DEMO
1/8" = 1'-0"



1 FIRST FLOOR - EXG & DEMO
1/8" = 1'-0"

Prepared For:
Owner

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
73 DEERING
310 CUMBERLAND AVE
PORTLAND, ME 04101

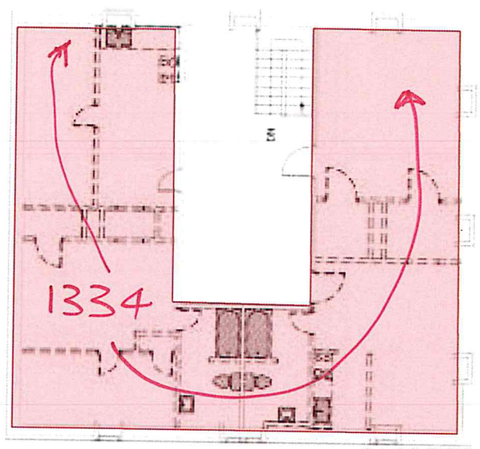
Revisions:

Scale:
1/8" = 1'-0"

Date:
8/22/2016

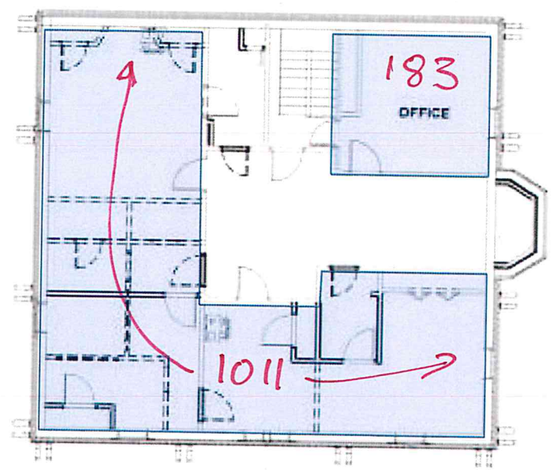
EXISTING & DEMO 1 st, 2nd & 3rd FLOOR PLANS

A1.06



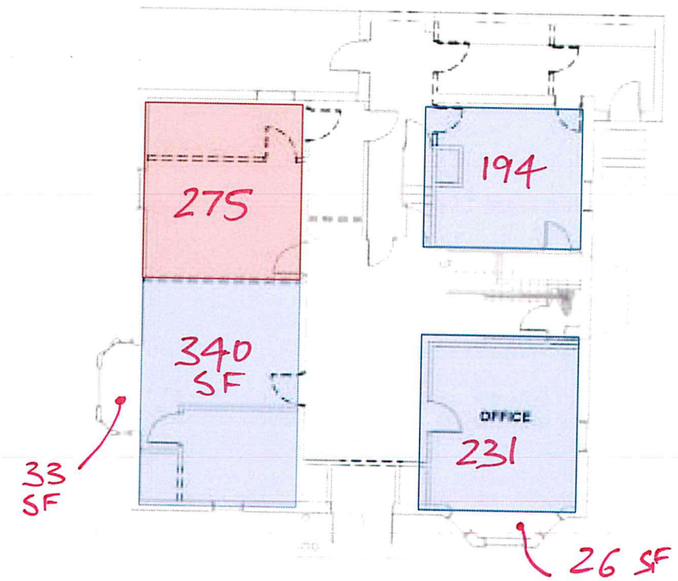
3 | THIRD FLOOR EXG & DEMO

GROSS = 1857



2 | 2ND FLOOR - EXG & DEMO

GROSS FLOOR = 1877 SF



1 | FIRST FLOOR - EXG & DEMO

GROSS FLOOR = 2219 SF

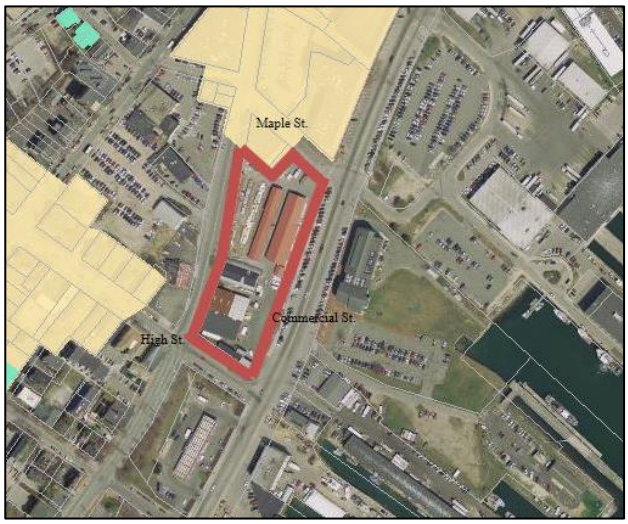
PLANNING BOARD REPORT
PORTLAND, MAINE

383 Commercial Street (former Rufus Deering Site)
Level III Master Development Plan
Deering Property Development, LLC, Applicant
Project #: 2017-005
CBL: 042 A001001

Submitted to: Portland Planning Board Public Hearing Date: December 13, 2017	Prepared by: Jean Fraser Date: December 8, 2017

I. INTRODUCTION

Deering Property Development, LLC (Joe Dasco) has requested final approval to the Level III Master Development Plan (MDP) for a phased mixed use development on the former Rufus Deering site at 383 Commercial Street. The project initially was proposed to contain 275 residential units, over 25,000 sq ft of retail, and 386 parking spaces, and the final proposal has been revised to include a 139 BR hotel, 203 residential units, over 25,000 sq ft of retail, and 313 parking spaces.



The Planning Board has held three Workshops on the project since the hotel was added in the summer*, plus an earlier Workshop on the original MDP proposals and one on the associated (superseded) Phase 1 Level III Site Plan. At the October, 2017 Workshop the applicant significantly revised the layout and phasing of the project. The Board is being requested to consider only the MDP at this time.

The site is just over 2.5 acres, with approximately 600 feet of frontage on Commercial Street and located within the B5b zone. The site abuts the Old Port Historic District (toned yellow on the aerial plan), and the Historic Preservation Board has completed a simultaneous advisory review of the proposals.

Applicant: Deering Property Development LLC
Engineer: Sebago Technics, Inc
Architect: Archetype PA

- Planning Board Workshops:
  - MDP: without hotel 4.6.17
  - MDP and Phase 1 Site Plan without hotel: 6.13.17
  - MDP with hotel: 8.8.17
  - MDP with hotel: 10.24.17
  - MDP with hotel focus on Transportation and Design: 11.14.17

This Hearing 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 December 4th and 5th, 2017. A Neighborhood meeting was held on March 28, 2017 on the original proposals for a residential/retail development; the Neighborhood meeting Certification is included in Attachment HH. A total of three written public objections were received (PC 1, PC2 & PC4.); the first registered concern about the lack of affordable housing in Portland, and the latter two raised objections based on scale and massing, and lack of community benefits. A petition from lobstermen and fishermen working on the waterfront is included (PC3) as it raises concerns about the impact of additional development along Commercial Street.

Required Review:

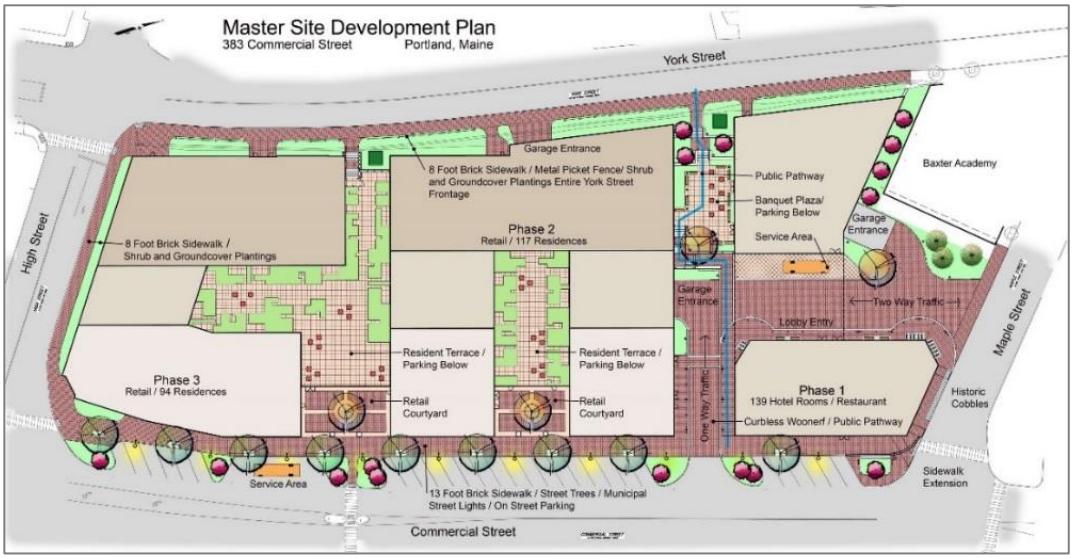
Applicant's Proposal	***Applicable Standards***
Overall Master Development Plan	Master Development Plan Review - Land Use Code 14-524, 14-526 and 14-527

Master Development Plan framework:
The Site Plan ordinance outlines that an approved Master Development Plan (MDP) 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. It is not a final authorization for development, but it does confer pending proceeding status upon the development with the effect of maintaining the applicability of regulations in effect at the time of the approval for as long as the MDP approval remains valid (6 years initially), including permissible extensions up to 10 years. All Level III site plans for each phase shall be in general conformance with the approved MDP. The required review is under *Section 14-524(a)3c(iii) Master Development Plan Review including Standards for Review.*

II. BACKGROUND

The final MDP has been revised to address key concerns that have been raised over the series of Workshops:

- Need for an attractive "gateway" elevation and treatment of the interim phases;
- Need to address design and public realm issues as raised by both the HP Board and PB;
- Provision of public pedestrian linkages into/across the site and more "open space";
- Need for service facilities with minimal impact on both vehicular and pedestrian activity;



Site Master Plan (Plan P1)

The overall build-out has evolved as follows:

June and August 2017:

October and November, 2017:

December 2017:

III. 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 existing Rufus Deering offices remaining in interim)	
Property Size	2.58 acres	
	Existing whole site	*Proposed whole site*
Building Footprint	32,100 sq ft	87,663 sq ft
Building Floor Area	35,000 sq ft	469,153 sq ft (includes 21,355sq ft retail; hotel, residential)
Residential Units		203 units
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	

IV. ISSUES RAISED DURING PLANNING BOARD WORKSHOPS

A. Pre-hotel MDP concept:

At the earlier PB Workshops the Planning Board consistently raised concerns 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 questioned some elements of the architecture (eg corner to High Street and massing).

B. MDP with hotel added within the original envelope 8.8.2017

- 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

C. MDP with hotel located in a separate building 10.24.17

- Need more information regarding traffic and impact on the already congested Commercial Street
- Servicing does not appear to fully meet need as depends on public ROW areas
- Consider more green space should be incorporated
- Not convinced the surface parking is needed
- Seeking a public walkway without gates and 24/7 access, inviting

- Suggest better delineation of access within shared space and address safety issues
- Offered guidance on design questions raised by the HP Board and Design Review

D. MDP with hotel located in a separate building - detailed discussion transportation, servicing and parking plus design 11.14.17

- Need to ensure service facilities on Commercial are usable
- Not convinced the trip generation numbers take account of local circumstances
- Traffic levels may be absolutely low but incrementally create adverse impacts because of existing conditions
- Need to reconsider bridge over pedestrian passage and request additional views of this from both streets
- Scale and design of the surface parking area needs further discussion

V. 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.

VI. PROPOSED MASTER DEVELOPMENT PLAN PROGRAM

The program was revised in August to include a hotel, and in October the overall layout and phasing was revised so that the hotel was a sperate building and allowed for improved pedestrian and vehicular access. The program now includes, in summary:

- 139 room hotel and restaurant (excluding former Baxter Academy Building) at corner Maple Street
- Retail (approx. 20,000-25,000 sq ft) along Commercial Street
- Two phases of residential (approx 200 units at full build out) over parking and retail
- One way "in" access drive (at grade) from Commercial Street to the hotel lobby entry, with associated service area and garage access within the site and under hotel
- Cross-block public pedestrian walkway (ungated) link between Commercial Street and York Street
- Two way access (at grade) on Maple Street and a garage access from York Street
- Parking garage mostly beneath the condos (313 spaces at full build out)
- Comprising three phases, constructed in 2 sections

Ground level above; 2nd floor below (Plans P2 & 3)

VII RIGHT, TITLE & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

The applicant has provided a P&S Agreement and letter from the Newmark Grubb Knight Frank regarding financial capability (Attachment CC). Very recently the applicant closed on the purchase of the property and the deed was not yet available for inclusion in this Report.

VIII. ZONING ANALYSIS

The hotel, retail and residential uses are allowed in the B5b zone as a permitted use and the proposals comply with the dimensional requirements of this zone, which do not require any setbacks. This zone encourages dense development, as noted in the Purpose statement:

> ***Sec. 14-230. Purpose.***
>
> *The purpose of the B-5 and B-5b zones is to provide zones in areas of the peninsula near the central business district where a mixture of uses, including marine, industrial, commercial, and residential, is encouraged. The B-5 and B-5b zones are characterized by larger underdeveloped lots with great potential for denser, clustered, urban mixed use development and more efficient reuse of existing land and buildings.*
>
> *It is anticipated that such denser, mixed uses would rely on a shared infrastructure system, including service alleys, parking lots, public transportation facilities, stormwater management, and driveways.*

The colonnades along Commercial Street have been included to address the B5b zone requirements.

In this zone, parking is allowed as a principle use with no requirement for parking to be set back from the street by a specified distance, although the Design Standards encourage parking lots to be located to the rear of the site.

In consultation with the Zoning Administrator, staff confirm 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 (Attachment F).

IX. STAFF REVIEW OF MASTER DEVELOPMENT PLAN PROPOSALS

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A. MASTER DEVELOPMENT PLAN SUBMISSION REQUIREMENTS (*Section 14-527(e)*)

Section 14-527 of the city's site plan ordinance outlines Master Development Plan submittal requirements. The Planning Authority or Planning Board may give direction regarding the form of the information required for the MDP review.

The Planning Board and Historic Preservation Board have provided direction regarding key design elements, and the Planning Board has sought additional information in respect of traffic impacts on Commercial Street (as the TMP will be part of the first Site Plan) and on the extent of public access and use of areas within the proposed development.

Staff note that the MDP submission requirements regarding stormwater and utilities have not been met in full as they require an assessment of whether the current infrastructure can adequately serve the proposed development. Further information was requested (particularly regarding the utility capacity for such a large project) and was recently provided (Attachment M, along with Plan P30). While the information is adequate to broadly support the MDP proposal, the Utility Plan is not "approved" as it is difficult to evaluate whether further off-site infrastructure will be required to integrate the proposals into the surrounding area and meet Site Plan and Subdivision ordinance requirements. A suggested condition of approval reflects this concern.

B. MASTER DEVELOPMENT PLAN STANDARDS (*Section 14-524(a)3.c(iii)*)

Section 14-524 of the city's land use code establishes standards under which Master Development Plan applications must be reviewed. Per this section, Master Development Plans shall adhere to the following general requirements and features:

a. A designated tract of land consisting of a parcel or parcels of contiguous land or land on both sides of a public street, totaling one (1) acre or more;

Staff comments: The 2.58 acre site meets this requirement.

b. Developed in a comprehensive, design-integrated manner, according to an overall master development plan;

Staff comments: The overall build out appears to meet this requirement.

c. Consistent with the objectives of this ordinance; and *d. Consistent with the City's Comprehensive Plan and consistent with City Council approved master plans and facility plans for off-premise infrastructure, including but not limited to, trails, pedestrian and bicycle network, view corridors, environmental management, sewer and stormwater, streets, or other facilities (see Section 15 of the Technical Manual);*

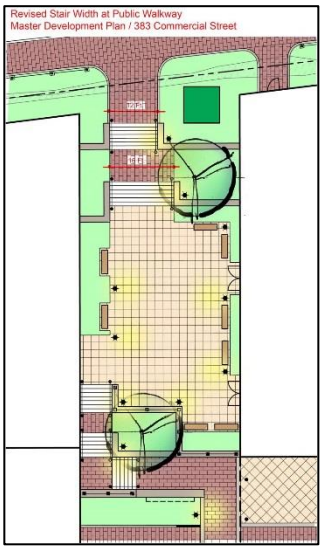
Staff comments: The proposed MDP is generally consistent with the objectives of this ordinance and the City's Comprehensive Plan and provides housing and retail development within the current zoning parameters. The project, if approved subject to the suggested conditions, would address other Comprehensive Plan goals including those related to waterfront and transportation.

The layout is generally consistent with the immediate infrastructure plans through the design of the sidewalk and crossings, It does not take account of the City's *West Commercial Street Multi-modal Corridor Study (Att 5*) plans for the West Commercial Street Shared Use Path that reaches this site and connects to the other side of Commercial Street in the vicinity. Staff recommend that the applicant contribute $50,000 to the implementation of the shared use path in association with the last phase of the MDP, with the timing suggested to be prior to the issuance of a building permit for the western phase), and as part of the MDP staff also recommend that the MDP plan incorporate a bicycle connection between the path to the other side of Commercial Street.

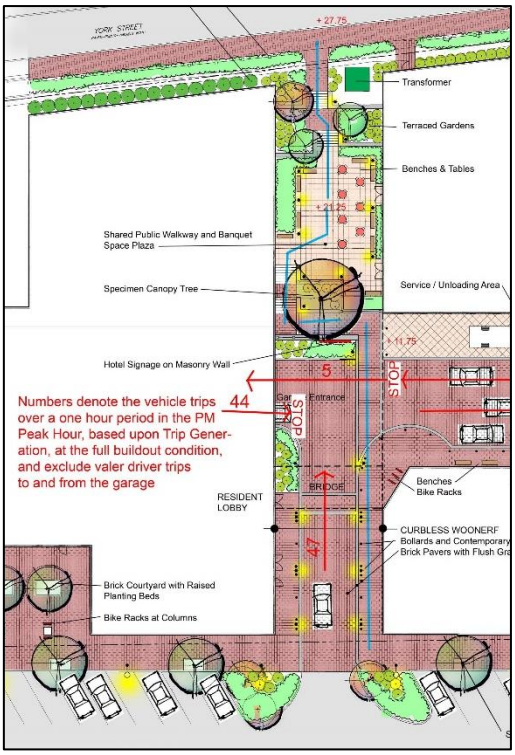
e. Developed so as to locate buildings and improvements in a manner that provides usable open space, preserves significant natural features, as defined by the site plan ordinance standards, and preserves existing trees to the maximum extent possible;

Staff comments: The existing site is 94 % impervious with no existing significant tree vegetation. The proposals envisage mostly "hard" landscape "plazas" over the parking to address this standard, though the introduction of the public pedestrian walkway link/woonerf offers an opportunity to introduce publicly usable space.

December 2017



November, 2017



The design and layout of the public passageway area has been the subject of staff comments regarding the October layout (right) requesting that the path be more direct and wider so that people would be able to see the destination and that they can get through to the other street and to ensure it does not create "dark corners".

Staff also consider that the Woonerf part of the passageway could include more to create a pedestrian-friendly plaza area and separate it from the service area.

The northen part of the passageway was recently redesigned as shown in the smaller plan to widen the stairs and adjust the planting (Plan P31).

Staff have commented that this revised layout is an improvement but that further revisions are needed to align the stairs to achieve visual connectivity (Attachments 1 and 5).

Staff recommend a condition that highlights the objectives of usable public space and visual continuity to provide a framework for revisions at the site plan stage.

f. Ordinance standards for designated landmarks or for properties within designated historic districts or designated historic landscapes, if applicable. When proposed adjacent to or within one hundred (100) feet of designated landmarks, historic districts or historic landscapes, the 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;

Staff comments: The applicant submitted an application to the Historic Preservation Board in November, 2016 requesting an advisory review in relation to this standard as the site abuts the Old Port Historic District. During the Planning Board review the Historic Preservation Program Manager has provided Memos outlining the Historic Preservation Boards concerns. The applicant has responded to these concerns and the Historic Preservation Program Manager has confirmed that the proposals are generally acceptable subject to a more detailed review at the Site Plan stage (Attachment 3); she has also contributed to the development of the proposed Design Standards.

g. An efficient use of land which properly considers topography and protects significant natural features including, but not limited to, waterways, wetlands, floodplains and wildlife;

Staff comments: The Existing Conditions Plan (Plan PP2) illustrates that there is a significant retaining wall (former wharf) along the boundary of the site with York Street, and within the site at the Maple Street end there is a grade change of 4-5 feet between York Street and Commercial Street. The proposals envisage a second retaining wall alongside this existing wall so that the full extent of the site can be developed (Plan P8). Further geotechnical information and structural engineering design information will be required at the Site Plan stage to demonstrate that the proposed new wall is adequately designed.

On Maple Street there are remnants of the historic cobbles along the gutterline abutting the sidewalk (see photo). Staff have requested that these cobbles be retained beside the 5 foot wide brick sidewalk. The applicant has confirmed that the cobbles need to be removed to allow for the construction and utility connections, but they will be reinstated exactly as existing. A condition of approval documents this commitment.

h. An efficient use of land demonstrating full coordination of its own site development and surrounding context including, but not limited to, the land uses and functions contemplated, architecture, open space and pedestrian networks, vehicular access and circulation, and all other infrastructure;

i. Linked and coordinated with surrounding land uses, infrastructure and off-site public facilities, including but not limited to the public school system, where appropriate, in a manner that is safe, efficient, non-injurious to the public, and an improvement or benefit to the public where possible; and

Staff comments: The proposed MDP program adds a significant number of pedestrians and vehicles into the congested corridor of Commercial Street, as referenced and documented in provision ***j*** below and discussed at the November PB workshop. Staff have recommended (see standard ***c*** above) that in the longer term (associated with the last phase of the MDP) a contribution to the proposed West Commercial shared use trail would be appropriate.

The congestion issue is considered a more immediate issue, with potential impacts identified by the lobstermen petition (PC3) and others. In discussion with the applicant and the Traffic Engineering Reviewer and Transportation Program Manager, a list of short term benefits that would cumulatively help reduce congestion and mitigate project impacts has been agreed as follows (all referenced in the suggested conditions of approval):

- ***Contribution as part of MDP within 2 months of MDP approval***
  - $10,000 contribution to the feasibility study and start up costs for a Portland Transportation Management Association (TMA) that would help progress the introduction and coordination of Transportation Demand Management in Portland.

- *Commitment in principle in MDP with details incorporated into first site plan and implemented as part of the first site plan*
    - Provision of a car share program as part of the first phase residential development, preferably available to the public but at least for the condominium association members;
    - Provision of an electrical charging station in the parking garage;
    - Provision of parking to support the marine economy in the area of the interim surface parking area;
    - Provision of a shuttle/transit stop on the immediate frontage (within ROW and /or site depending on discussions).
- *Contribution as part of first site plan, to be posted prior to the building permit for the first phase:*
    - $40,000 contribution to the *Commercial Street Operations and Master Plan* (Att 5) to complement other funding- for the study and implementation of first phase proposals that could include traffic signal optimization, redirection of through traffic, revised parking and transit systems.

These commitments are part of a longer list that includes $150,000 for signals at Commercial/High Streets and $50,000 towards the implementation of the West Commercial Multi Modal Trail (discussed in ***c*** and ***j***) to address MDP standards.

j. Designed with sizing of street and other infrastructure systems to accommodate the overall service demand of the Master Plan;

Staff comments:

Traffic

As noted in the Workshop Memorandum, the staff and Board have noted that Commercial Street is perceived to be at or near "the limit" of congestion at many times, as recognized in:

- The information from the applicant (Attachment K and N) and Traffic Engineering Review comments (Att 2);
- The recent petition from lobstermen and fisherman (signed by over 85 lobstermen and fishermen) (Attachment PC3) who consider the waterfront economy is threatened by new developments along the water front and congestion in Commercial Street;
- As acknowledged in the *West Commercial Street Multi-modal Corridor Study* (2016 covering High Street to Veterans Bridge) (Attachment 5- Memo from Transportation Program Manager regarding the Transportation Planning Context) which proposed improvements to better accommodate the range of users along this section of Commercial Street, including a signal at High Street and Commercial Street at the corner of this site and a strategic trail;
- As recognized by the imminent *Commercial Street Operations and Master Plan* (Attachment 5) which aims to develop proposals that will help sustain the corridor for marine commerce, freight handling and businesses while also improving conditions for all modes of travel.

Therefore the impact of this project on an already problematic street system is a key review issue.

The MDP ordinance sets out the following submittal requirements:

(xii) A traffic analysis and recommendations prepared by a registered professional engineer qualified to conduct such studies, including current traffic counts for streets surrounding the project, analysis of the existing capacity of those streets, projections of the amount of traffic that will be generated by the proposed development, and the ability of the street system to absorb the increased traffic without decreasing the level of service below an acceptable level – said level to be determined by the Planning Authority in concert with the Department of Public Services. In cases where the Master Development Plan is subject to a Traffic Movement Permit (TMP) for all phases, the TMP submissions and review shall supersede these requirements.

The city's consultant Traffic Engineering Reviewer, in consultation with other staff, has been working with the applicants Traffic Engineer to agree the basis for the traffic evaluation, given the mix of uses and the urban setting. Staff support the inclusion of the three driveways, given the scale of the project and the change of grade within the site.

The applicant has submitted a Traffic Evaluation (Attachment J) and indicated that the TMP application would be submitted in association with the Site Plan. The Evaluation includes the table below:

Table 4 –Net External Trip Generation

Time Period	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	128	56	72
PM Peak Hour of Adjacent Street (4-6 PM)	174	105	69

The previous Traffic Engineering Review of the Traffic Evaluation (Attachment 2) confirmed agreement to the methodology underpinning some of the conclusions, but requested field verification of certain intersections, and further studies and analysis including recommendations for mitigation of the project's traffic impacts. These comments and further information from the applicant were discussed at the November Planning Board Workshop and the applicant has submitted further supplementary information (Attachment N – Supplementary Traffic Analysis).

The Traffic Engineer reviewer, Tom Errico, has reviewed the supplementary information and comments (Att. 2):

- *The following comments are based upon a review of the Traffic Impact Study Master Development Plan, Sebago Technics, November 3, 2017.*
    - *The applicant has conducted a trip generation estimate for the project based upon the recently released update of theTrip Generation Manual, ITE, 10th Edition. The project is estimated to generate 128 AM peak hour trips and 174 PM peak hour trips. I find the methods to be reasonable.*

  Status: I have no further comment.

    - *Traffic counts were conducted at the Commercial Street/Park Street, Commercial Street/High Street, Commercial Street/Maple Street, High Street/York Street and York Street/Maple Street intersections in April of 2017. I find the existing traffic volume data to be acceptable.*

  Status: I have no further comment.

    - *Future traffic volumes in the year 2024, without the project, were based upon increasing 2017 traffic volumes by an annual growth rate of 0.5%. Typical traffic impact studies also include traffic associated with approved but unbuilt developments. In my professional opinion the use of the background growth rates is reasonable for the MDP process, but during the Traffic Movement Permit process, Other Development traffic would need to be included.*

  Status: I have no further comment.

    - *The study assigns site generated traffic to the roadway system according daily traffic volumes in the project vicinity. I continue to review this method and refinement can be expected.*

  Status: I find the assignment estimate to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

    - *The applicant conducted a capacity analysis to assess roadway/intersection mobility conditions in the vicinity of the project. My comments for each of the study intersections is noted as follows:*
        - *Commercial Street/High Street – The analysis estimates long delays from the STOP controlled High Street approach, which seems to reflect field conditions. However, the analysis concludes that Commercial Street functions with little or no delay. During peak time periods, Commercial Street experiences significant congestion, with delays originating from the Beach Street traffic signal to the west and congestion to the east in the central waterfront area. It is recommended that the study traffic modeling expand to include streets/intersections so that actual congestion is accounted for in the analysis.*

  Status: The traffic analysis has been revised to include the Beach Street intersection and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required. As presented in their traffic analysis, traffic congestion from the Beach Street intersection does impact intersection traffic operations to the east. Strategies for improving conditions at the Beach Street intersection will be identified during the TMP process and also as part of other development projects, including IMT expansion.

- *York Street/High Street – The analysis concludes that the intersection operates at acceptable levels of service. Field observations should be performed to corroborate this conclusions. I have observed longer vehicle delays.*

Status: The traffic analysis is reasonable for the MDP process, but refinement will be required during the Traffic Movement Permit process.

- *Commercial Street/Maple Street – As noted, long delays are estimated from Maple Street, which is not unexpected given high volumes on Commercial Street.*

Status: Given relatively low traffic volumes on Maple Street, I do not anticipate traffic operational improvements at this location. I have no further comment.

- *York Street/Maple Street – The analysis indicates this intersection will operate will little or no delay.*

Status: I have no further comment.

- *Commercial Street/Park Street – The analysis concludes that long delays for Park Street movements will continue to be an issue. As noted previously, Commercial Street is congested and revised traffic modeling is suggested.*

Status: The traffic analysis has been revised to include the Beach Street intersection and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

- *Commercial Street/Site Drive – Little delay is expected due to it being an entry drive only.*

Status: I have no further comment.

- *Maple Street/Site Drive – Little delay is expected due to low traffic volumes on Maple Street.*

Status: I have no further comment.

- *York Street/Site Drive – Little delay is expected.*

Status: I have no further comment.

- *The traffic study evaluated conditions at the Commercial Street/High Street intersection assuming existing STOP sign control. It has been requested that the intersection also be evaluated under the assumption that a traffic signal is installed. This analysis is pending. In conjunction with the traffic signal, left-turn movements from Park Street onto Commercial Street may be prohibited and diverted to the new traffic signal. The Park Street intersection should be evaluated assuming left-turns are prohibited.*

Status: The traffic analysis has been revised to include the noted traffic control changes and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

- *The traffic study should include an evaluation/summary of crash history in the study area.*

Status: The applicant has provided the request information. The data notes that the Commercial Street/High Street and Commercial Street/Park Street intersections are High Crash locations. Additionally, the data notes Commercial Street between Park Street and Maple Street is also a High Crash location. The installation of a traffic signal at High Street would be expected to improve safety conditions.

- *Given actual traffic conditions on Commercial Street (long delays/queues), the conclusion in traffic study should be revised and include a list of suggested recommendations for mitigating project traffic impacts.*

Status: City staff has coordinated with the applicant on recommendations that would be expected to mitigate traffic impacts via MDP approval and during the future Traffic Movement Permit process. These include:

§ Contribution of $150,000 toward the implementation of a traffic signal at the Commercial Street/High Street intersection. This improvement would be eligible as a condition of approval for the Traffic Movement Permit. I would note that other mitigation requirements may required.

§ Contribution of $40,000 toward the conduct of a Commercial Street Operations and Master Plan.

§ Contribution of $10,000 toward a Transportation Management Association

§ Contribution of $50,000 toward implementation of the West Commercial Street Shared Use Path.

Servicing

Servicing facilities for this large multi-use site have been discussed at every Workshop. A number of options using only Maple Street were considered to present too many conflicts, particularly with pedestrians. The introduction of the hotel created the need for additional servicing and the one-way access from Commercial Street was proposed in part to address that need. The commercial loading zone along Commercial Street towards High Street was added to support servicing needs for both the retail and residential, and it should be noted that a service access to the rear of the retail units is provided from within the garage. Staff now consider the servicing proposals to be generally acceptable, subject to detailed design at the site plan stage (Attachment 2).

Parking

Off street: Further information was submitted to clarify the need for the hotel parking provision to be greater than required under the zoning (Attachments D and G). In summary, the proposed level of parking for the hotel (62 spaces) is about half way between the zoning requirement (35 spaces) and what would be recommended based on the ITE Parking Generation Tables for an Urban Hotel (89 spaces).

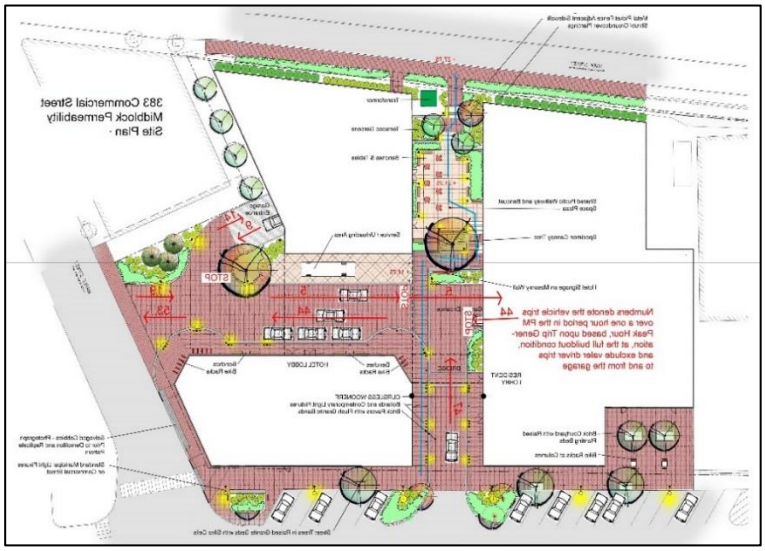
The Traffic Engineering Reviewer has commented that he finds this assessment to be reasonable (Att. 2).

Prior to the construction of Phase 3, the hotel parking supply is proposed to be partially met through the provision of 47 spaces in a surface lot at the west end of the site. The applicant has noted that surface parking is a permitted use, but the scale of parking is a Planning Board determination. The parking allocation note in Attachment G confirms that the parking for hotel guests will be mandatory valet-only and the potential layout is shown in Plan P29. It is understood that this area of surface parking is accessible both from the lower level of the garage and from Commercial Street via the existing access that will also serve the construction offices and staging area located in the original Rufus Deering building.

At the November Workshop the Citys Waterfront Coordinator Bill Needelman noted (Attachment 4) that the waterfront (marine) employees currently use some of the on-street parking along the frontage of the Rufus Deering site and that the loss of local parking is a pressure on the marine business. The applicant has offered to provide some parking for the benefit of the marine/waterfront economy within this interim parking lot. Staff consider that parking in the interim condition appears to address some identified needs, and that the area could be subject to a phased combination of parking and landscaping/buffer treatment until the last phase of the MDP is implemented.

It is understood that the on-street parking along the frontage would likely be metered public parking.

k. Designed to create a street grid pattern that reflects average city block sizes of the neighborhood for street connectivity;



Staff comments: In October the applicant introduced a pedestrian and one-way "street" between the hotel and the phase 2 condos/retail. This creates two shorter blocks that are more characteristic of this part of Portland.

This corridor has been designed as a public pedestrian link and open space 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 P17, P18, P19, P25, P26 and P27.

The design aspects of this walkway are discussed above under ***e*** and below under ***l***

l. Designed as to create a cohesive identity through building scale, massing, and articulation; use of quality exterior materials, 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;

Staff comments: The City's Urban Designer has provided the final comments in Attachment 1, as extracted below with illustrations added:

The project at 383 Commercial Avenue is subject to the Master Development Plan Standards of Review. 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 applications.

Based on the revised submission from December 6, 2017 and Planning Board comments, staff have the following comments as well as recommended Design Standards to apply to future Site Plan applications.

(a) Design Review Comments:
(iii) Standards of Review.
b. Developed in a comprehensive, design-integrated manner, according to an overall master development plan

- *Staff continue to support the Master Plan layout. The physical forms and layout now reflect the different uses of the buildings, create mid-block breaks, and provide logical circulation and servicing locations. The project layout and general massing 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. Staff will have building-specific design review and comments during Site Plan application.*

l. 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 hotel, by choice and request, is designed to stand apart in character from the residential buildings.*
  On Commercial Street, the residential buildings have a cohesive identity and the designs are informed by the historic context. Staff support detail revisions made 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 recommends that the Commercial Street residential facades be one consistent material – brick- with glass curtain wall as an accent. The York and High Street residential designs suffer from a lack of cohesiveness. There are too many elements - especially materials - applied to these facades in an attempt to provide visual interest. This point is addressed in the guidelines below.
- *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. Commercial Street appears to be the only street wide enough to provide street trees.

- *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.*

  *The passageway **[bridge]** connecting the residential building to the hotel has been a point of debate. Urban design best practice typically avoids such passages which usually lead to inactivity at the street level. Given that this passage will only be available to residents of one building, the impact on the street is likely minimal compared with the overall activity generated by the large development with mixed uses. The passage is shown as highly transparent and set back from the street. Upon review of the renderings showing the visual impact of the passage, we noticed it does not appear to significantly impact wayfinding for pedestrians through the mid-block as long as other visual cues remain such as bollards, wide and visible steps, and pavement delineation. Staff do not object to the passage as it is currently designed and placed but would also support a design without a passage.*

As presented Nov 2017

December 2017 (narrower and further from Commercial Street) as viewed from Commercial Street (left - P19) and York Street (right - P27)

- *Clear conveyance of the function and significance of the various buildings, entrances, and features – the hotel is differentiated from the residential/mixed-use buildings through material, window types and patterns, and detail. Staff support this design direction but suggest that the design be developed to include depth and relief on the facades, especially Commercial and York streets, and to visually knit the glass corner with the rest of the building which currently feels visually disconnected for Site Plan.*

(b) B-5 and B-5b Zone Urban Commercial Business Zones Design Standards

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.

Additional design review for each specific building will be conducted with Site Plan applications.

(c) Proposed MDP Design Standards (to be applied to subsequent Site Plan applications)

- **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 - In Site Plan review the design shall provide depth, articulation, visual interest, and quality transitions. Historic buildings in the surrounding context should be considered precedent examples, especially on Commercial Street.**
  - **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 these characteristics with contemporary interpretation. The ground floors will consider pedestrian comfort and scale, especially in the placement of doors, windows, canopies, and details in the materials and articulation. The residential buildings should have a cohesive visual relationship with material palette, window type and pattern, roofline, and articulation elements. Simple and consistent material type and color will be used across the Commercial Street streetscape.**
  - **York Street – Window and material placement should follow a rationale tied to the building uses or changes in massing. Visual interest should be provided through articulation, façade plane changes, and fenestration.**

- **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 13' 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. Final design shall be coordinated with City staff, especially to ensure viability of street trees and ease of maintenance.**
  - **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.**
  - **Interior Passages – Internal passages should employ CPTED principles as a best practice to make spaces that are safe, active, and inviting. Material selection and design should indicate private or public access. Design shall be legible and intuitive for pedestrians and cars, especially for wayfinding.**

m. Inclusive of provisions for the ownership and maintenance of usable open space as appropriate; and

Staff comments: Legal options include the creation of a public access easement or similar mechanism, which would be developed as part of the Phase 1 Site plan review. The Board have indicated that these provisions would need to secure 24/7 access (the Architectural Description (Attachment C) confirms that the public walkway will not be gated).

Further clarification of this commitment has not been included in the final submissions and a suggested condition of approval is included to document this requirement.

n. For areas proposed as future development phase(s), the proposed interim conditions shall be managed and maintained to ensure stable, safe and attractive site conditions.

Staff comments: The applicant has proposed an area of interim parking within a landscaped area screened from Commercial Street (Plan P29) - which generally addresses this standard. As discussed in relation to parking, this area offers an opportunity to provide parking or other facilities to support the marine economy. During the review it was suggested that the improvements to this area could be phased, particularly to ensure that if the last phase of the MDP does not go forward that the area would be further screened or used to meet local needs. A suggested condition of approval is crafted to achieve this objective.

X. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the master development plan for the phased hotel, retail and residential development proposed for the former Ruus Deering site at 183 Commercial Street.

XI. PROPOSED MOTIONS – MASTER DEVELOPMENT PLAN

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on December 13, 2017 for application #2017-005 (383 Commercial Street) relevant to the master development plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the master development plan standards of the land use code, subject to the following conditions of approval:

i. That the Planning Board approves the provision of up to 313 parking spaces as an acceptable maximum at full build out, noting that TDM measures will be part of the site plan review with a view to achieving a reduction in the parking provision when the site plan proposals are developed; and

ii. That the interim surface parking lot on the Phase 3 part of the site shall be revised to meet the following objectives when submitted for site plan review:
   - Provide support uses for the local marine economy; and
   - Identify a phased program of improvements that ensures the area presents a safe and attractive gateway through all stages of the development.

iii. That the site plan application that includes the public pedestrian walkway between Commercial Street and York Street shall include an associated pedestrian easement or similar legal mechanism to ensure ungated 24/7 public access and to clarify management arrangements, the design of such passageway to be revised as part of the site plan submission to ensure that it provides usable public space, visual connectivity between Commercial and York Streets, and meets CPTED principles; and

iv. That the applicant shall contribute, within 2 months of this MDP approval, $10,000 towards the feasibility study and start up costs for a Portland Transportation Management Association (TMA) that would help progress the introduction and coordination of Transportation Demand Management in Portland, and that a TDM plan will be submitted in conjunction with the site plan that includes a hotel; and

v. That the applicant shall apply for a TMP as part of the first phase site plan (hotel) and commit to a contribution of $150,000 towards the costs of implementing a signal at the intersection of High and Commercial streets prior to the issuance of a building permit for the first phase; such contribution does not affect the possible request for additional contributions to items that are found eligible as mitigation under the TMP; and

vi. That the applicant shall contribute $50,000 to the implementation of the third phase West Commercial Street Shared Use Path in association with the last phase of the MDP development, prior to the issuance of a building permit for the western-most phase, along with the provision of a bicycle connection between the path and the other side of Commercial Street; and

vii. That the applicant shall commit to contribute or provide the following to help reduce congestion in Commercial Street and mitigate the impacts of the proposed MDP development:

- *Commitment in principle in MDP with details incorporated into first site plan and implemented as part of the first site plan*
  - Provision of a car share program as part of the first phase residential development, preferably available to the public but at least for the condominium association members;
  - Provision of an electrical charging station in the parking garage
  - Provision of marine parking (12-15 spaces) in the area of the interim surface parking area, to be implemented when construction of first phase begins
  - Provision of a shuttle/transit stop on the immediate frontage (within ROW and /or site depending on discussions).
- *Contribution as part of first site plan, to be posted prior to the building permit for the first phase:*
  - $40,000 contribution to the *Commercial Street Operations and Master Plan*

viii. The Design Standards outlined in the City's Urban Design Review Memo dated 12.7.2017 shall guide the site plan review of all the MDP phases; the approval of the MDP does not imply approval of individual building designs and the public realm details as presented, which shall be addressed in Site Plan application and review; and

ix. That the utility infrastructure and stormwater systems, on and in the vicinity of the full build-out site, shall comply with the Site Plan and Subdivision ordinance standards regarding design, capacity and installation, and may be eligible for waivers based on more detailed information submitted at the time of these reviews; and

x. That the MDP approval confirms that the project may rely on the interpretation of the zoning to determine the allowable height for the stepped roofs in a same manner as is applied to sloped roofs; and

xi. That the cobbles in Maple Street along the site frontage in the ROW shall not be removed until they have been documented to the satisfaction of the Historic Preservation Manager, and shall be replaced in the existing location and form as part of the sidewalk construction.

ATTACHMENTS

STAFF REVIEW COMMENTS

1. Design Final Review Memo
2. Traffic Final Review comments
3. Historic Preservation Final comments
4. Waterfront Coordinator Memo re TIF and marine parking
5. Transportation Program Manager Memo information re *West Commercial Street Multi-modal Corridor Study* and *Commercial Street Operations and Master Plan*
6. Peer Engineer MDP comments June 2917 brought forward

PUBLIC COMMENTS

PC1 Dittmer 4.4.17
PC2 Kilbreth 6.14.17
PC3 Portland Lobsterman & Fisherman Petition
PC4 van Dussen 11.14.17

APPLICANTS SUBMITTAL

Documents and Plans as part of original submittal carried forward

AA. Right, title and Interest
BB. State and Federal Approvals
CC. Financial and Technical Capability
DD. Stormwater Management
EE Utilities
FF Solid Waste
GG. School Capacity Impact
HH. Neighborhood Meeting Certificate

Documents and Plans submitted October/November, 2017 re revised MDP program

A. Revised MDP application and data sheet
B. Project Phasing
C. Architectural Description updated 10.31.17 incl previous
D. Off Street parking summary with floor area details (updated 11.2.17)
E. Zoning Assessment
F. Zoning Calculations re height
G. Service and Loading (updated 11.2.17)
H. Treatment of Historic Cobbles
I. Woonerf Circulation narrative 11.2.17
J. Traffic Evaluation 11.3.17
K. Addendum to Traffic Evaluation re Commercial Street 11.9.17

Documents and Plans submitted since November Workshop

L. Revised Public Walkway Description
M. Utility& Stormwater updated Narrative
N. Supplementary Traffic Analysis

ORIGINAL MDP PLANS

PP1 Boundary Survey
PP2 Existing conditions
PP3 Neighborhood Context Map

REVISED MDP PLANS AND RENDERINGS

P1 Revised Site Master Plan (updated)
P2-4 Level 1 Plan, Level 2 Plan & Level 3-5 Plan (updated)
P5 Elevation Commercial Street (updated)
P6 Elevations
P7 Section Condos in context
P8 Section Retaining Wall York
P9 Section at Drive Lane
P8 Section Condo
P10 Commercial Aerial (updated)
P11 Commercial Aerial first phases (updated)
P12 Perspective full build out from east on Commercial Street
P13 Perspective full build out from west on Commercial Street
P14 Rendering of colonnaded courtyard on Commercial (updated)
P15 Rendering of hotel corner Maple (updated)
P16 Rendering Maple St elevation (new)
P17 to P19 Rendering of mid block passageway from Commercial (3 views including bridge)
P20-24 Perspectives as viewed from York
P25-27 Rendering mid block passageway from York (3 views including bridge)
P28 Public Path and Woonerf Detail
P29 Surface Parking Plan first phases
P30 Utility Plan (updated)
P31 Public Walkway Plan (updated re part)

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, December 7, 2017

The project at 383 Commercial Avenue is subject to the *Master Development Plan Standards of Review.* 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 applications.

Based on the revised submission from December 6, 2017 and Planning Board comments, staff have the following comments as well as recommended Design Standards to apply to future Site Plan applications.

Design Review Comments*:*
(iii) Standards of Review.
b. Developed in a comprehensive, design-integrated manner, according to an overall master development plan

- Staff continue to support the Master Plan layout. The physical forms and layout now reflect the different uses of the buildings, create mid-block breaks, and provide logical circulation and servicing locations. The project layout and general massing 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 . . .

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- 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. Staff will have building-specific design review and comments during Site Plan application.

l. 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;

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  On Commercial Street, the residential buildings have a cohesive identity and the designs are informed by the historic context. Staff support detail revisions made 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 recommends that the Commercial Street residential facades be one consistent material – brick- with glass curtain wall as an accent. The York and High Street residential designs suffer from a lack of cohesiveness. There are too many elements - especially materials - applied to these facades in an attempt to provide visual interest. This point is addressed in the guidelines below.
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- <u>Design standards of the zone:</u>

(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.

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Additional design review for each specific building will be conducted with Site Plan applications.

<u>Proposed MDP Design Standards (to be applied to subsequent Site Plan applications)</u>

- **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. <u>Residential building materials should be consistent and be rationally placed based on interior uses or massing variation.</u> A consistent base line is recommended to be carried through the residential buildings.
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- **Façade composition -** In Site Plan review the design shall provide depth, articulation, visual interest, and quality transitions. Historic buildings in the surrounding context should be considered precedent examples, especially on Commercial Street.
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    - **York Street** – Window and material placement should follow a rationale tied to the building uses or changes in massing. Visual interest should be provided through articulation, façade plane changes, and fenestration.
- **Streetscape design**
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Portland Maine | Yes. Google's good here.

Jean Fraser <jf@portlandmaine.gov>

383 Commercial Street - MDP Final Traffic Comments

1 message

Tom Errico <thomas.errico@tylin.com> Fri, Dec 8, 2017 at 10:43 AM
To: Jean Fraser <jf@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Katherine Earley <kas@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>, "Hyman, Bruce" <bhyman@portlandmaine.gov>

Jean – I have reviewed the update application materials for the project and offer the following Final Traffic comments (as an update of my November 9, 2017 comments) as it relates to the Master Development Plan.

- The following comments are based upon a review of the Traffic Impact Study Master Development Plan, Sebago Technics, November 3, 2017.
  - The applicant has conducted a trip generation estimate for the project based upon the recently released update of the Trip Generation Manual, ITE, 10th Edition. The project is estimated to generate 128 AM peak hour trips and 174 PM peak hour trips. I find the methods to be reasonable.

    Status: I have no further comment.

  - Traffic counts were conducted at the Commercial Street/Park Street, Commercial Street/High Street, Commercial Street/Maple Street, High Street/York Street and York Street/Maple Street intersections in April of 2017. I find the existing traffic volume data to be acceptable.

    Status: I have no further comment.

  - Future traffic volumes in the year 2024, without the project, were based upon increasing 2017 traffic volumes by an annual growth rate of 0.5%. Typical traffic impact studies also include traffic associated with approved but unbuilt developments. In my professional opinion the use of the background growth rates is reasonable for the MDP process, but during the Traffic Movement Permit process, Other Development traffic would need to be included.

    Status: I have no further comment.

- The study assigns site generated traffic to the roadway system according daily traffic volumes in the project vicinity. I continue to review this method and refinement can be expected.

  Status: I find the assignment estimate to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

- The applicant conducted a capacity analysis to assess roadway/intersection mobility conditions in the vicinity of the project. My comments for each of the study intersections is noted as follows:
  - Commercial Street/High Street – The analysis estimates long delays from the STOP controlled High Street approach, which seems to reflect field conditions. However, the analysis concludes that Commercial Street functions with little or no delay. During peak time periods, Commercial Street experiences significant congestion, with delays originating from the Beach Street traffic signal to the west and congestion to the east in the central waterfront area. It is recommended that the study traffic modeling expand to include streets/intersections so that actual congestion is accounted for in the analysis.

    Status: The traffic analysis has been revised to include the Beach Street intersection and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required. As presented in their traffic analysis, traffic congestion from the Beach Street intersection does impact intersection traffic operations to the east. Strategies for improving conditions at the Beach Street intersection will be identified during the TMP process and also as part of other development projects, including IMT expansion.

  - York Street/High Street – The analysis concludes that the intersection operates at acceptable levels of service. Field observations should be performed to corroborate this conclusions. I have observed longer vehicle delays.

    Status: The traffic analysis is reasonable for the MDP process, but refinement will be required during the Traffic Movement Permit process.

- Commercial Street/Maple Street – As noted, long delays are estimated from Maple Street, which is not unexpected given high volumes on Commercial Street.

  Status: Given relatively low traffic volumes on Maple Street, I do not anticipate traffic operational improvements at this location. I have no further comment.

- York Street/Maple Street – The analysis indicates this intersection will operate will little or no delay.

  Status: I have no further comment.

- Commercial Street/Park Street – The analysis concludes that long delays for Park Street movements will continue to be an issue. As noted previously, Commercial Street is congested and revised traffic modeling is suggested.

  Status: The traffic analysis has been revised to include the Beach Street intersection and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.

- Commercial Street/Site Drive – Little delay is expected due to it being an entry drive only.

  Status: I have no further comment.

- Maple Street/Site Drive – Little delay is expected due to low traffic volumes on Maple Street.

  Status: I have no further comment.

- York Street/Site Drive – Little delay is expected.

  Status: I have no further comment.

- The traffic study evaluated conditions at the Commercial Street/High Street intersection assuming existing STOP sign control. It has been requested that the intersection also be evaluated under the assumption that a traffic signal is installed. This analysis is pending. In conjunction with the traffic signal, left-turn movements from Park Street onto Commercial Street may be prohibited and diverted to the new traffic signal. The Park Street intersection should be evaluated assuming left-turns are prohibited.

Status: **The traffic analysis has been revised to include the noted traffic control changes and I find the results to be reasonable for the MDP process. During the Traffic Movement Permit process, refinement will be required.**

- The traffic study should include an evaluation/summary of crash history in the study area.

Status: The applicant has provided the request information. The data notes that the Commercial Street/High Street and Commercial Street/Park Street intersections are High Crash locations. Additionally, the data notes Commercial Street between Park Street and Maple Street is also a High Crash location. The installation of a traffic signal at High Street would be expected to improve safety conditions.

- Given actual traffic conditions on Commercial Street (long delays/queues), the conclusion in traffic study should be revised and include a list of suggested recommendations for mitigating project traffic impacts.

Status: City staff has coordinated with the applicant on recommendations that would be expected to mitigate traffic impacts via MDP approval and during the future Traffic Movement Permit process. These include:

- **Contribution of $150,000 toward the implementation of a traffic signal at the Commercial Street/High Street intersection. This improvement would be eligible as a condition of approval for the Traffic Movement Permit. I would note that other mitigation requirements may required.**

- **Contribution of $40,000 toward the conduct of a Commercial Street Operations and Master Plan.**

- **Contribution of $10,000 toward a Transportation Management Association**

▪ **Contribution of $50,000 toward implementation of the West Commercial Street Shared Use Path.**

- 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.

Status: I have no further comment.

- 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 truck delivery program to be acceptable, although more detail is required. The applicant has provided some 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. Further coordination is required, but as noted above, acceptable truck delivery conditions appear to be provided.

Status: Specific details on truck deliveries will be required during Site Plan review. I have no further comment.

- The applicant is proposing a pedestrian use corridor through the site between York Street and Commercial Street. The applicant is proposing a “shared use” facility from Commercial Street to the Hotel Entry/garage drop-off area. I find the general concept of designing the driveway for low speed vehicle and pedestrian interaction to be reasonable. I would note that specific design details, traffic control at the garage/hotel area, delivery truck maneuver/management, and hotel valet operations will need to be reviewed to ensure safe pedestrian conditions are provided.

Status: Specific details on the design and management of this area will be required during Site Plan review. I have no further comment.

- 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 is support of a waiver.

Status: This will be required during Site Plan permitting. I have no further comment.

- A pedestrian facility should be provided between Commercial Street and the temporary surface parking lot.

Status: This will be required during Site Plan permitting. I have no further comment.

- The applicant has conducted a parking demand analysis for Phase 1/2 and Phase 3 build-out scenarios. The parking demand is primarily based on hotel and residential parking needs. The Residential parking demand is based upon an assumption of providing 1 parking space per dwelling unit, which I find to be reasonable. The Hotel parking demand is based upon parking generation rates as documented in the publication Parking Generation, ITE, 4th Edition. ITE notes the following for a Hotel located in an Urban location:

> *"Weekday parking demand were provided for five urban sites. Transit services were available within three blocks of all urban sites. The average size of the study sites was 458 rooms. The average peak period parking demand was 0.64 vehicles per occupied room. The weekday peak period occurred between 7:00 and 9:00AM a.m. between 12:00 and 1:00 p.m. and between 8:00 and 9:00 p.m." Also, " Saturday peak period parking demand for urban sites was 0.90 vehicles per occupied room (two sites) and the Saturday peak period occurred between 8:00 and 9:00 p.m.".*

While the sample size of the data collected for deriving the average parking rate is small, the Zoning Ordinance of 0.25 parking spaces per room would seem to result in an inadequate parking supply. It is my understanding that the applicant is using an average parking generation rate of 0.45 parking spaces per room, which I find to be reasonable given the ITE data.

Status: I have no further comment.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
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Traffic Engineering Director
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"One Vision, One Company"

Portland Maine Yes. Google's good here.

Jean Fraser <jf@portlandmaine.gov>

383 Commercial Street Master Development Plan

1 message

Deb Andrews <dga@portlandmaine.gov> Fri, Dec 8, 2017 at 1:20 PM
To: Jean Fraser <jf@portlandmaine.gov>

Jean,

I understand that the Planning Board will be holding a public hearing on Deering Property Development LLC's proposed Master Development Plan for its property at 383 Commercial Street. This is to confirm that the Historic Preservation Board has held two advisory review sessions on the proposed master plan, the most recent of which was held on October 18th when the revised design scheme featuring a hotel with a differentiated architectural expression was presented for consideration. A staff summary of the Historic Preservation Board's comments and questions was provided at the Planning Board's last workshop.

This is to confirm that although the Historic Preservation Board has not seen the most recent design iteration, in staff's view the latest design is generally consistent with what was reviewed by the Board on October 18 and also responsive to a number of the comments provided by the Board at that time. Staff also supports the design review standards developed for Urban Designer Caitlin Cameron for this project, as they are consistent with the Historic Preservation Board's analysis of prevailing development patterns.

It is understood that the Historic Preservation Board will have another opportunity to conduct an advisory review during the future site plan review process. Given the conceptual level of design development that is appropriate for a master development plan, it is understood that many design details remain to be finalized and that some aspects of the current proposal many be adjusted. The Historic Preservation Board will be interested to review and comment on more fully developed plans.

Deb

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Deb Andrews
Historic Preservation Program Manager
City of Portland
389 Congress Street
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(207) 874-8726

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.

Portland, Maine Yes. Life's good here.

Economic Development Department
Gregory A. Mitchell, Director

To: Jean Fraser, Planner
From: Bill Needelman, Waterfront Coordinator
RE: Waterfront Parking and Use of Waterfront TIF
Date: November 9, 2017

Introduction:

The ongoing review of the Rufus Deering site master plan has generated concerns from waterfront industries on parking and general congestion along Commercial Streets. Planning staff has asked for a brief statement from the Economic Development Department on these issues for the benefit of the Planning Board.

Economic Development staff has not conducted a comprehensive analysis of the master plan under review. Accordingly, the comments below are intended to be the start of a conversation and are not intended as a conclusion on the merits of the project. The Waterfront Coordinator will be available at the November 14 workshop to answer questions if needed.

Waterfront Industry Parking:
WCZ policies actively discourage use of pier property for development of parking. Not surprisingly, many waterfront businesses and fish harvesters experience a shortage of employee parking, particularly during the summer months. Unrestricted parking on Commercial Street helps alleviate employee parking on the waterfront and is heavily used by fish processors, lobster fishing crews, and others. The unrestricted parking located along the Rufus Deering site is a significant increment in the available supply. Competition for unrestricted parking by new uses north of Commercial Street including hotel employees and patrons is increasing. Loss of this parking as a resource to employers will place further pressures on marine businesses that already struggle to operate on the heavily congested corridor. Moving forward, finding ways to either protect, replace, or substitute for marine employment parking should be considered within the context of project review.

Potential TIF Funding to Mitigate Development Impacts:
As evidenced by the circulated petition by the lobstering community, there is increasing concern generated by the perceived cumulative impacts of non-marine development on the waterfront. Any casual user of Commercial Street during the summer months will understand the congestion issues. Many (most) Portlanders now choose to avoid Commercial Street from May to October. Water dependent uses, however, have no choice but to endure these impacts as the price of doing business.

While a study for addressing Commercial Street is under consideration, there is as of yet no specific plan to mitigate congestion and travel delay on the waterfront. Even when such a plan is developed, there currently is no dedicated funding for plan implementation. Use of Tax Increment Financing (TIF) funds could be used to counter cumulative impacts of multiple developments that might not otherwise be addressed through the standards-based requirements on individual projects.

The Rufus Deering site lies within the Waterfront Redevelopment Economic Zone (WREZ). New developments within the WREZ are eligible for inclusion within the TIF district to improve infrastructure

benefiting the Portland waterfront. The WREZ and use of the funds were established and described in *"Investing in Our Working Waterfront: Final Report of the Mayor's Waterfront Task Force on Economic Development,"* dated September 2000, as adopted by the Portland City Council on June 4, 2001.

The *WREZ Ordinance* suggests that new taxes generated by development of greater than $400,000 in value on and near the Portland waterfront can assist with the following improvements and activities: *"…parking facilities, utilities, traffic and congestion management installations, operating facilities for the cargo, fishing and other water-dependent, marine related industries, environmental protection and improvement, including the management and abatement of combined sewer overflows, appropriate assistance in the permitting and completion of dredging of siltation at piers, wharfs and weirs, and such other matters as the City Council shall approve from time to time. These activities shall be collectively known as the redevelopment program." (Ord. No. 249-01, 6-4-01, Section 14-906)*

All new qualifying development within the WREZ is reviewed by the City Council for inclusion within the TIF program on a project-by-project basis. With increased development activity located on and near the waterfront, the Economic Development Department supports exploring expanded use of TIF funding to implement projects benefitting Commercial Street and the marine economy.

Waterfront Capital Improvement & Economic Redevelopment Zone

Memorandum
Planning and Urban Development Department
Planning Division

To: Elizabeth Boepple, Chair and Members of the Portland Planning Board

From: Bruce Hyman, Transportation Program Manager

Date: November 9, 2017

Re: **West Commercial Street: Recent and Near-term Transportation Planning Context**

Meeting Date: November 14, 2017

City staff have participated in a number of recent meetings and site walks with the Waterfront Alliance that have highlighted a range of transportation issues facing Commercial Street. These issues. Many of these issues arise from the complex and varied inter-play of local and statewide transportation functions being served by Commercial Street and the current and evolving land uses it serves.

The balance of this memo describes a recently completed transportation study that looked to strike the balance between West Commercial Street's growing freight traffic function with the expansion of the International Marine Terminal and with its needs to safely and efficiently serve motor vehicles, bicyclists and pedestrians and serve its changing land use mix. A second study will commence in 2018 looking at the easterly end of Commercial Street (High Street to India Street).

West Commercial Street Multi-modal Corridor Study (2016)

The West Commercial Street Multi-modal Corridor Study was completed in January 2016. It has not been formally adopted by the City Council as a master plan. Its study area encompassed West Commercial Street from the Veteran's Bridge to High Street.

The study was commissioned in 2014 to look at balancing the multimodal transportation demands on West Commercial Street in anticipation of the intensifying freight usage with the (at the time) proposed International Marine Terminal expansion by the MaineDOT. One of the early steps in a transportation study of this type is to develop a Purpose and Need Statement.

The study's adopted Purpose and Need Statement is (page 7):

"3. PURPOSE AND NEED
The purpose of the West Commercial Street Multi-Modal Corridor Study is to recommend a configuration for the corridor that safely accommodates all modes of transportation and improves bicycle and pedestrian connections through the corridor. Special attention will be paid to

supporting the current mixed-use environment and currently proposed projects such as the IMT expansion and other mixed-use development proposals. Because of the adjacent industrial, fishing and marine-based commercial uses, particular emphasis is placed on accommodation of truck traffic and temporary staging. The recommended cross sections found further on in this report include: travel lanes, turn lanes, on-road bicycle facilities, a wide sidewalk/shared-use path along the north side, crosswalks, on-street parking and other streetscape amenities such as landscaping and enhanced lighting. From an urban design perspective, changes proposed along the corridor are intended to create an enhanced gateway to Portland's waterfront from the west.

Goals:

- Balance truck access and staging with pedestrian and bicycle safety and mobility
- Build on IMT expansion plans to leverage current investments to achieve a road and trail system serving current and future uses along the corridor
- Utilize West Commercial Street to efficiently serve divergent land uses and the widest number of roadway users
- Enhance the physical and operational nature of West Commercial to serve the mixed land uses and create an attractive gateway to Portland's waterfront.

Needs:

- Reduce the current high vehicle speeds
- Create better-defined areas for truck parking, staging, and loading/unloading
- Extend the shared-use path from the Veterans Memorial Bridge to the Old Port
- Provide on-road bicycle facilities with buffers to truck traffic or parked cars, where possible
- Enhance pedestrian accessibility along and across West Commercial Street."

A key section of the study that guided its conduct and the development of the recommendations along with the Purpose and Need Statement is entitled "Marine Industry." It states (page 6):

"MARINE INDUSTRY
The Commercial Street and West Commercial Street corridor holds a unique place in the City of Portland amid the regional marine economy. As the interface between the City and the piers and wharfs of Portland Harbor, Commercial Street serves as both an urban main street, and the functional interface with Portland's treasured harbor. These multiple purposes present potential conflicts and challenges for transportation planning unique to mixed use industrial waterfronts. Increasingly, Commercial Street is becoming a tourist attraction, placing further strains and complexity on the infrastructure. While the street evolves, one must always consider that certain elements are fixed. Piers can't move, water-dependent industries can't relocate, and water-constrained properties can't expand. The fisheries and other marine businesses that dominate the waterside of Commercial Street have no alternative locations within which to operate. For Commercial Street, a "Complete street" needs to accommodate the unique transportation needs of marine industries. While truck staging and loading may not be typical activities for urban streets, these activities are character defining features of Commercial Street. The broad right of way, as much as 100 feet, results from the 1850's recognition that the street needs to accommodate the loading, staging, and complex transportation needs of the piers and wharfs. In identifying a context sensitive solution for updating the harbor, Commercial Street and West

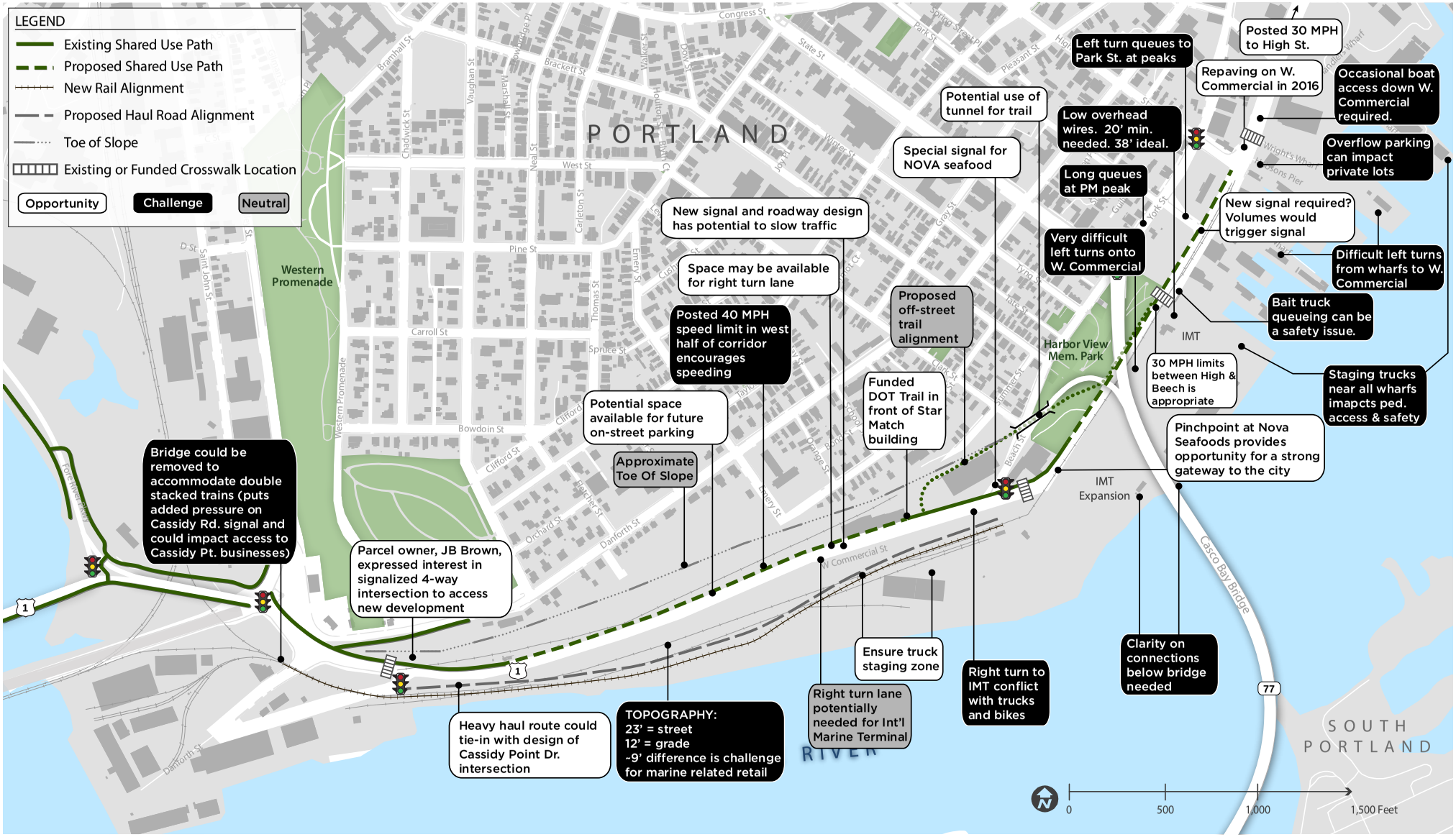
Commercial Street require a detailed understanding of both roadways and water-bourne transportation. This report embraces the marine industrial character of the context while expanding opportunities for pedestrian and bicycle transportation."

The following graphic documents Stakeholders' Opportunities and Challenges that were identified at the beginning of the study.

Key recommendations (and their current status) in the vicinity of the 383 Commercial Street proposed project include:

- Completion of the West Commercial Street Pathway to High Street (Phase I was completed by the MaineDOT as part of the IMT expansion) – an application for Phase III from Nova Seafood to High Street has been submitted to the MaineDOT for funding which would require approximately $90,000 in local matching funds which has not yet been secured
- Installation of a traffic signal at High Street when triggered by traffic volumes – the likely need for this signal has been identified should traffic continue to grow – no funding for the signal has been identified/secured nor design plans developed
- Installation/extension of bike lanes to Maple Street from High Street – not yet implemented
- Construction of a new, enhanced pedestrian crossing across Commercial Street at the IMT to Harborview Park – being considered as part of the IMT's new proposed training building
- Construction of a new, enhanced pedestrian crossing across Commercial Street at Park Street – no action yet taken nor funding secured.

STAKEHOLDERS' OPPORTUNITIES AND CHALLENGES



RECOMMENDATIONS MAP

SHORT TERM, SIGNAGE & STRIPING PROJECTS:

1. Reorient Benny's parking lot to accommodate shared-use path
2. Install shared-use path between Benny's and Star Match building
3. Expand sidewalk to include shared-use path in front of Star Match building
4. Within 50' right-of-way zone, include 11' travel lanes and bike lanes
5. In 100' right-of-way zone, include 11' travel lanes, bike lanes (to Maple St), head-in parking, and a wide shoulder for truck parking, loading, and unloading

MEDIUM TERM, PATHWAY ENHANCEMENT & CONNECTION PROJECTS:

6. Widen roadway to install center turn lane, bike lanes, and parking and/or truck staging on both sides
7. Relocate existing crosswalk to west side of IMT driveway
8. Install new crosswalk and raised median island at Park St (north side)
9. Install new traffic signal (currently planned)

LONG TERM PROJECTS:

10. Incorporate landscaped median as part of long-term stormwater mitigation project and with future approval of the Portland Fire Department
11. Develop shared-use path along former trail ROW and through tunnel
12. Expand sidewalk into park to create a 13' path to north end of park
13. Widen sidewalk into roadway to create 13' path from edge of park to existing crosswalk at High St

Commercial Street Operations and Master Plan (planned for 2018-2019)

In response to the growing recognition of the competing uses and functions for which Commercial Street is being tasked to serve, the city applied for and received approximately $85,000 (the limit of available funding – with $17,000 being local match) for an Operations and Master Plan for Commercial Street from India Street to High Street. It is anticipated that an additional $30,000 - $40,000 may be needed to adequately complete this study's anticipated scope of work. The application to PACTS developed a preliminary Purpose and Need Statement that will be refined during the study process.

PURPOSE

The Commercial Street Operations and Master Plan will develop a plan to create a safe and inviting environment for users of Commercial Street – an American Planning Association "Great Street". This Plan – focusing on the easterly portion of the street – will allow it to maintain its role as the spine of a great working waterfront, an economic development center, and a nationally recognized retail/tourist destination while enhancing future economic development opportunities for the region.

NEED

A victim of its own success, Commercial Street is the irreplaceable and sole landside support corridor for regionally significant fisheries, freight, and marine passenger industries. Simultaneously, Portland's waterfront has emerged as a destination second only to Acadia National Park in the State of Maine's tourism industry. Furthermore, mixed-use development planned along and nearby Commercial Street is booming. Existing and worsening congestion, anecdotally attributed to tourism vehicle and pedestrian traffic, threatens the function, efficiency, and safety of Commercial Street for all travelers and users. For marine industry, the potential loss of Commercial Street as a functional industrial corridor is an existential threat.

The Commercial Street Operations and Master Plan will address the following needs:

- Functional utility of piers and port facilities as centers for marine commerce
- Safe, comfortable, and reasonably managed pedestrian access along and across Commercial Street, including the width of sidewalks and location and configuration of crosswalks
- Management and facilitation of the freight and delivery activities, including to piers/wharves and the use of the center median area for deliveries to businesses
- Pedestrian-scale and roadway lighting
- Vehicular traffic operations and safety resulting in reasonable flow and travel time for all modes
- Bicycle facilities for safety and comfort, including bicycle racks and pavement markings
- Access management to improve mobility and safety for vehicles and pedestrians
- The potential for transit service to help meet mobility needs for employees, customers and tourists/visitors.

The study's public engagement/outreach strategy will work closely with all area stakeholders; the study is expected to commence in the Spring 2018.

COMMITMENT & INTEGRITY
DRIVE RESULTS

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Att. 6

MEMORANDUM

TO: Jean Fraser, Planner
FROM: Lauren Swett, PE
DATE: June 8, 2017
RE: 383 Commercial Street Master Development Plan & Level III Site Plan for Phase 1

Woodard & Curran has reviewed the Master Development Plan Application and the Level III Site Plan Application for the proposed project located at the former Rufus Deering Lumber site at 383 Commercial Street in Portland, Maine. The final build-out of the site will include a combination of mixed-use retail, residential condominiums, and structured parking. The Phase 1 work also includes surface parking and site improvements.

Documents Reviewed by Woodard & Curran

- Master Development Plan Application and attachments, dated January 9, 2017 prepared by Sebago Technics on behalf of Deering Property Management, LLC.
- Master Development Plan plans, prepared by Archetype Architects, dated December 2016.
- Phase 1 Application and attachments, dated March 9, 2017, prepared by Sebago Technics on behalf of Deering Property Development, LLC.
- Phase 1 plans, dated May 23, 2017, prepared by Sebago Technics, on behalf of Deering Property Development, LLC.

Comments

Master Development Plan:

Comments have previously been provided on the Master Development Plan submission. It appears that the site plans have not been modified since that review. As noted previously:

1) The final boundary survey will be required to be stamped by a PLS.
2) The Applicant has noted that a capacity to serve letter from PWD is pending.
3) The utility plan currently only shows sewer and stormwater utilities. Proposed locations of other utility tie-ins should be included on the plans. The plans should show the locations of the proposed utilities relative to the existing utility infrastructure.
4) The Applicant has noted that subsurface chambers will be utilized for stormwater management in the full build-out condition, and an underdrain soil filter will be utilized in prior phases while a surface parking lot is in use. This general stormwater approach seems appropriate, and specific designs and details will be reviewed as part of each specific Site Plan submission.

Level III Site Plan:

1) The City of Portland requires that all Level III site plan applications submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards (Technical Manual, Section 5. II. Applicability in Portland. C. a. and City of Portland Code of Ordinances Sec. 14-526 Site plan standards (b). 3. b.). We offer the following comments:
   a) Basic Standard: Notes, and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B , & C of MaineDEP Chapter 500. Locations of proposed erosion and sedimentation controls should be shown on the plans. Catch basin protection should also be provided in all drainage structures on the property and in the City street in proximity to the project area.
   b) General Standard: The project is required to provide stormwater treatment in accordance with the General Standard per the City's requirements for redevelopment. The Applicant is proposing to

install a Storm Filter system with subsurface detention. We agree that this will provide adequate treatment for the project site. The plans include details for Filterra Tree Boxes – we assume these systems will be installed as part of future phases. Please see additional stormwater comments later in this memo.

c) Flooding Standard: The project will result in a net decrease in stormwater runoff in the 2-, 10-, and 25-year storm events, in conformance with the requirements of the Flooding Standard. Please see additional stormwater comments later in this memo.

2) We have the following additional comment on the proposed stormwater management system on the site. The Applicant should provide additional clarification:
   a) The stormdrain pipe SD-7 is shown with a negative slope.
   b) Some of the structures shown on the stormdrain structure data table are shown with unknown structure sizes.
   c) The pipes from many of the proposed field inlets appear to have less than 3 feet of cover. Invert adjustments may be necessary or insulation could be provided.
   d) The stormwater and sewer utility crossings beneath the garage should be verified. It appears that the S-8/SD-7 and S-3/Roof Drain crossings may be close, but additional information is necessary on roof drain pipe slopes and grease trap inverts to verify.
   e) The depth of cover over the subsurface detention pipes should be verified. Based on the invert and pipe size, there will be approximately 1.2 feet of cover from the top of the pipe to the finish floor elevation of the garage. Based on the provided detail, the minimum soil cover is 1 foot, leaving little room for the concrete.
3) The stormwater inspection and maintenance manual references a separate manual for the maintenance of the Stormfilter system. A copy of this manufacturer's information should be included as a part of the project's manual.
4) The sewer stub proposed near field inlet FI-7 will have minimal cover as it crosses underneath a shallow swale. We understand that this will be within a building as part of a future phase. The pipe should be protected from freezing or damage until construction of the next phase of work.
5) The sewer manhole detail and the street pavement detail should be modified to be in conformance with the City of Portland Technical Standards for work that will occur within the City Right-of-Way.
6) The Applicant will be required to provide verification of utility capacity for water and sewer. The applicant will also be required to verify that their sewer and stormwater connection approach is acceptable.
7) The current City of Portland standard for sidewalk material in this area of Portland is brick. Per the sidewalk material policy, all driveway aprons must match the material of the adjacent sidewalk. Aprons on York and Maple Street should be brick.
8) The Applicant has submitted a letter as part of the application noting that the existing retaining wall along York Street will remain in place and that the project will construct a new retaining wall three feet away from that wall. The letter noted that the concept design was reviewed for the Applicant by a geotechnical and structural engineer. The existing wall provides support to significant infrastructure on York Street. The Applicant will be required to provide verification from their professional engineers that the final design of the proposed wall, the regular traffic loading at the York Street entrance, utility lines that must be installed through or near the existing wall, and the proposed construction work in the vicinity of the wall (excavation, equipment loading, etc.) on the 383 Commercial Street site will not have a detrimental impact on the existing wall or York Street. This evaluation is necessary for all phases of the Master Development Plan.

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 be 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 throughways. 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

Fishermen & Lobstermen
of Portland, Maine
July 8, 2017

Elizabeth Boepple, Chair
City of Portland, Planning Board
389 Congress Street
Portland, Maine 04101

Dear Madam Chair and Board Members:

There are at least four proposed developments which will have an impact on the working waterfront. Those four are 58 Fore Street, 184 Commercial Street, Proprietors of Union Wharf, and Reger Dasco Properties at the Rufus Deering Lumber Yard.

It is apparent to the lobsterfishermen of Portland that the day to day business on Commercial Street is becoming more difficult with the increase in vehicular and pedestrian traffic; the fisherman feel with these

The very life blood of Portland will cease to flow if these developments are allowed to happen.

No new offices, condominiums or hotels must ever be allowed on the wharf side of Commercial Street, if the infrastructure of the maritime trade is to continue to exist.

You can go anywhere in America and see cheap hotels made of plastic and glass or condominiums pushed to the edge of the sea but nowhere in America can you see little wharves, built in the 17 and 18 hundreds, working daily to provide jobs and food for the people of Maine and this Country.

We have talked to lobster, groundfish and herring boats the last two weeks on these issues and they have all signed in agreement with these thoughts. We have also collected information about the direct econonomic impact of those fisheries. It is attached.

Sincerely,

The Lobstermen & Fishermen of
Portland, Maine
July 8, 2017

Lobster

A cursory presentation of the number of boats and gross stock of the boats by wharves in Portland

	Number of Boats
Maine Wharf	4
Custom House wharf	11
Portland Pier	9
Dimillos	2
Widgery Wharf	12
Union Wharf	12
Merchants Wharf	6
Hobsons Wharf	10
Gowens Wharf	2
Holyoke Wharf	6
Sturtivants Wharf	5
Deakes Wharf	5
	84 boats

30
X$150,000
$4,500,000

Island based boats, with their catch collected bu smacks which ar based in Portland Their trucks have t move along Commercial St, to

84 boats
X$150,000
$12,600,000 + $4,500,000 Projected gross value o

Bait

Herring Boats - 12 to 15 weeks

4,000,000 lbs. weekly at 60¢/lb = $2,400,000/wk

X 12-15 wks

$36,000,000/yr.

Pogey Boats

5,000,000 annually at 25¢/lb

$2,500,000/yr

Bait, over the road

Eimskip

Boston

New Jersey

Virginia

80,000,000/yr

total $141,000,000/yr

as high as 10X more

moving over Commercial St.

Groundfish from
Portland Fish Exchange

Approx $15,000,000 from Director

All of which has to move over Commercial Street,

Ground Fish	$15,000 000
Lobster total	$17,100,000
Herring	$36,000 000
Pogey	$2,500,000
over the road bait	$80,000,000
	$150,100,000

X 6 economic multiplier to estimate full economic impact of industry - workers, income, fuel, ice, repair etc

and we left out the Douty & Ready Bros. who truck the majority of the lobsters over the road

#3

Name	Boat or Affiliation
Harold Stewart	Donna Elaine
George Anderson	Donna Elaine
Daniel [illegible]	Moira O'Hare
[illegible]	Moira O'hare
Dan Sheehy	Mora 'ohare
Eric [illegible] Eric Lyman	~~Eric~~ Maine Responder
John St. Clair	Maine Responder
Kevin Gilbert Kevin Gilbert	Maine Responder
Devin Foley Devin Foley	Maine Responder
[illegible]	Custom House Wharf

Name	Boat or Affiliation
[illegible]	HAYLEY G 807 220
[illegible]	Billy + Andy
[illegible]	Endurance
Brian Skillings Zachary Gallant	Billyandandy – Billy and Andy
Scott Legge (Scott Legge)	Frank Simon F/V Nancy J.
[illegible]	Heather Marie
Doug Potts	
Paul [illegible]	Kimberley J
Kimberley K. Tucker	Kimberley K
TJ Hahn	STELLA - MAREN
Damon Hahn	STELLA MAREN
Dayton Cenney	F/V BENJMAN & ROBERT
Chris Jones	MISS CADENCE
David Violette	David Violette Maine Marine Supply

Name	Boat or Affiliation
NICK PELLECHIA	F/V SHOTGUN RIDER (LOBSTER)
ANDREW PELLECHIA	
Rocky Alley	F/V Miss Carmen
Phil Black	F/V Black Pearl
Deborah R Shure	F/V Deborah + Megan II
Clay Gilbert	F/V Elizabeth Jane
Charlie Smith	F/V Sandy Rose
[illegible]	MAINE LOBSTERING UNION
[illegible]	Maine Lobstering Union
[illegible]	Thorfinn Olaf
[illegible]	Call the Shaund
[illegible]	No Mad
[illegible]	Deborah & Megan II
[illegible]	Deborah & Megan II
[illegible]	Deborah & Megan
[illegible]	DEBORAH & MEGAN

Name	Boat or Affiliation
Keith Lane	F/V KESTREL Custom House whf.
Tollef Olson	Oceans Balance, Inc
Richard A. Holt	F/V Long Island
Richard A. Holt	F/V Hilinco Fisheries
Eric Pray Peter Pray	F/V LADY CATHERINE
Margaret Olson	BMC-INC/Cross Country
Glen Olson	F/V Alice O
~~Scott Whitredge~~	F/V NORMENON
Gregg A. Whitton	F/V Astaco Amante
Jd Hale	F/V STELLA MAREN
David Aumoll Jeff Aumullen	Freedom Fish S/V GREBE

Name	Boat or Affiliation
Lee MacVane	Dominector
T. Livingston Johnson	Katie Sean
Michael Libby	HARD RUNNIN' TIDE
VICTOR KAIN	Ann Elizabeth
JEDEDIAH T SPEAR	MISTY DAWN II
Harry C Paplee	SEACOAST ELECTRIC-PORTLAND
[illegible]	COASTAL BAIT INC
Donald Hartman	F/V Deja Vu II
[illegible]	F/V Carl + Co
[illegible]	F/V Bad Company
[illegible]	Vessel Services
[illegible]	Vessel Services
[illegible]	Vessel Services
Jali Bug	Vessel Services + PFS
James O'Sullivan	Atlantic Trawlers
Philip Dyl	CASCO BAY WELDING

Name	Boat
Willis M. Spear III (Obie)	F/V Old Speck
Marshall Spear	F/V Tenacious
	F/V Newfie Star
	F/V JACATWA
Michael Davis	F/V Pretender
AARON COMEN	F/V PROVIDENCE
Adam Libby	F/V Rising Tide
[illegible]	F/V Andrew B. Rand
[illegible]	F/V Alexandra [illegible]
SCOTT WERNER	F/V ALBATROSS
Matthew Moretti	Wild Ocean Aquaculture / Bangs Island Mussels
[illegible]	Carol
[illegible]	Allison Eva
[illegible]	Allison Eva
D. E. T. — (Daniel E. Tiano)	F/V Moira Bay
B. S. D. T. A. (Bailey D. Tiano)	F/V Moira Bay
[illegible]	Moira O'Hare
Dan Sharkey	Moira O'Hare
[illegible]	Moira O'Hare
[illegible]	Eastern Lady

PC4

Google Groups

Fwd: public comment 383 Commercial Street

vandussenjaye@gmail.com <vandussenjaye@gmail.com> Nov 14, 2017 4:27 PM
Posted in group: **Planning Board**

Sent from my iPhone

Begin forwarded message:

From: Jaye van Dussen <vandussenjaye@gmail.com>
Date: November 14, 2017 at 12:21:27 PM EST
To: planning@portlandmaine.gov
Subject: public comment 383 Commercial Street

Planning Board members,

I attended last month's meeting in regards to the proposal for 383 Commercial Street. I have concerns and comments that I want to be a part of the public record.

This developers work to date in Portland reveals very dense, monolithic like structures that, while profitable for the developer, are not attractive nor do they fit in well with existing buildings and cityscapes. We are faced with another proposal from this developer wanting to create more of the same. The developer stated that they want to maximize views and light for the purchasers of the condos, but this comes at a cost to the neighborhood and city.

The developer of the new buildings at York and High voluntarily kept the height of the buildings under the maximum height. The proposed complex will be well above the height of the York/High Street development, and to date has no public access other than a gated walkway and less than 5% of green space. They propose a new hotel right next to the Marriott Hotel. The increased traffic issues will be substantial and has not yet been addressed.

The question I'd like answered is: What does the developer plan to offer to our city and neighborhoods? This projects blocks views and light for hundreds, maybe thousands of residents, generates more traffic for thousands of residents, commuters and visitors, and contains next to no green, open space.

As one planning board member said, they have significant concerns about this project, "massing" continues to be an issue, and this proposal is a very big project for this block of land. A "good enough" proposal in not acceptable. This proposal is too big and out of place. Profitability, number of units and views and light for the new units are the driving force. The focus needs to be makes sense for the city.

I appreciate the work that the planning board has done and ask that you continue to ask questions about size, scope, character and impact and insist that this proposal incorporated real, tangible benefits to the neighborhood and city. A smaller in size and height development ,with open green areas and a spacious feel could work for our city, but this current proposal does not.

Thank you.

Jody (Jaye) van Dussen

Att. AA

PURCHASE AND SALE AGREEMENT

This Purchase and Sale Agreement ("Agreement") is made and entered into as of this 8TH day of July 2016 (the "Effective Date"), by and between Milliken Smith Block, LLC, a Maine limited liability company with a mailing address of c/o William M. Moody Jr., 5 High Street, Yarmouth, ME., 04096 ("Seller") and Deering Property Development LLC, a Maine limited liability company with a mailing address of 2730 Transit Road, West Seneca, New York 14224 Attn: Gordon Reger ("Buyer").

In consideration of the mutual covenants and promises hereinafter set forth, Seller and Buyer agree as follows:

1. PREMISES. Seller agrees to sell and Buyer agrees to purchase, on the terms and conditions contained in this Agreement, the approximately 110,000 square foot parcel of land located at or near 383 Commercial Street in Portland, Cumberland County, Maine, and bounded by Commercial Street, High Street, York Street, and Maple Street, and all other improvements remaining thereon on the date of Closing and all rights and easements appurtenant thereto (together, the "Premises"). The Premises is approximately depicted on Exhibit A attached hereto and shown on Tax Map 42, Block A as Lot 1. The Premises does not include the building currently occupied by the Charter School and related land located on the northwest corner of the block described above and depicted on Tax Map 42, Block A as Lot 7, and the related 15-foot wide passageway depicted on Tax Map 42, Block A as Lot 8 (together, the "Charter School Property"). The Premises does not include the lumber business currently operated on the Premises by Rufus Deering Lumber Company ("RDC") pursuant to a lease by and between Seller and RDC (the "RDC Lease").

2. PURCHASE PRICE Subject to any adjustments and prorations hereinafter described, the purchase price for the Premises shall be [redacted] Dollars per square foot of land area in the Premises, which would be [redacted] ($[redacted]) based on the estimated land area of 110,000 square feet, to be paid by immediately-available funds at the Closing. The actual purchase price paid by Buyer at Closing shall be calculated using the foregoing price per square foot and the actual land area of the Premises as determined according to an ALTA/NSPS survey of the Premises performed by a reputable surveyor, which Buyer agrees to obtain at Buyer's expense.

GR 7.6.16

Promptly upon full execution of this Agreement, Buyer shall deliver to Malone Commercial ("Escrow Agent"), an earnest money deposit (the "Deposit") in the amount of [redacted]d U.S. Dollars ([redacted]), as security for Buyer's performance under this Agreement. The Deposit shall be held in escrow by Escrow Agent pursuant to this Agreement. Upon the expiration of the initial 60-day Inspection Contingency Period, unless Buyer has terminated this Agreement, the Deposit shall become non-refundable.

If Buyer has not terminated this Agreement by the expiration of the Inspection Contingency Period and not terminated this agreement pursuant to Buyer's Approvals Contingency in Paragraph 6 below, Buyer shall make the following monthly payments, all of which payments shall be nonrefundable (except in the event of a Seller default) and included in the definition of Deposit:

(a) Beginning on or before ninety (90) days from the Effective Date and continuing on or before the first day of each month until [redacted] Buyer shall deliver to Escrow Agent [redacted] Dollars ([redacted]) per month, prorated for any portion of a month.

(b) Beginning [redacted], and continuing on or before the first day of each month until [redacted] Buyer shall deliver to Escrow Agent [redacted] Dollars ([redacted]) per month, prorated for any portion of a month.

(c) Beginning [redacted], and continuing on or before the first day of each month until the Approvals Contingency Period Expiration, Buyer shall deliver to Escrow Agent [redacted]. Dollars ([redacted]) per month, prorated for any portion of a month.

Buyer shall not be in default of this Agreement for failure to make any of the Deposit payments above unless and until Buyer fails to make such payment within seven (7) days of when due. All of the Deposit shall credited towards the purchase price at the Closing or otherwise disbursed in accordance with this Agreement.

3. TITLE. Seller shall convey the Premises to Buyer at the Closing in fee simple, subject to the Permitted Encumbrances (as defined below), but free and clear of all liens, except for liens for real estate taxes not yet due and payable. Seller may, at the time of delivery of the deed, use the purchase proceeds or any portion thereof to clear the title of liens and encumbrances that are not Permitted Encumbrances, including without limitation consideration for the early termination of the RDC lease, provided that all instruments so procured are delivered simultaneously with the delivery of the deed.

Within sixty (60) days of the Effective Date (the "Title Review Period"), Buyer shall notify Seller in

BL 1.6.16

writing (the "Title Objection Notice") of matters of record at the Cumberland County Registry of Deeds adversely affecting title to the Premises that are objectionable to Buyer in Buyer's sole discretion ("Title Defects"). Buyer shall be deemed to have waived the right to object to any matter affecting title as of the Effective Date, excluding any mortgage, tax lien, mechanics' lien, judgment lien, or other liens encumbering the Premises (for which no title objection is required), if Buyer fails to specifically identify such matters in the Title Objection Notice (each matter not objected to being a "Permitted Encumbrance"). The RDC Lease shall not be a Permitted Encumbrance. Seller shall use good faith efforts to cure such Title Defects and shall have a period of not more than sixty (60) days after Seller's receipt of the Title Objection Notice within which to cure any such Title Defects (the "Title Cure Period"). Seller agrees that after the Effective Date, it shall not permit or suffer encumbrance of the Premises with any liens, easements, leases, or other encumbrances. On or before the Closing, Seller shall remove at its sole cost any matters affecting the title to the Premises suffered or created by or consented to by Seller, whether voluntarily or involuntarily, after the Effective Date that are not approved in writing by Buyer. If Seller fails to cure any Title Defects within the Title Cure Period, then Buyer shall elect, by written notice to Seller on or before ten (10) days from the expiration of the Title Cure Period, either (i) to accept title to the Premises subject to such uncured Title Defects without reduction of the purchase price and without any liability on the part of Seller therefor, in which case such Title Defects shall be Permitted Encumbrances, or (ii) to terminate this Agreement, whereupon the Deposit immediately shall be returned to Buyer and neither party shall have any further obligations under this Agreement, except for provisions that expressly survive termination. In the event that Buyer does not timely elect either option (i) or (ii) above, Buyer shall be deemed to have elected option (i).

4. BUYER'S INSPECTION AND INVESTIGATIONS CONTINGENCY. Buyer or its agents may enter onto the Premises at any time after the date of this Agreement until the Closing, subject to compliance with the conditions below in this paragraph 4, in order to conduct surveys, engineering studies, soil studies, and such other investigations of the Premises as Buyer elects. Following the exercise of any of Buyer's inspection rights hereunder, Buyer promptly shall use reasonable efforts to restore any portion of the Premises disturbed to its condition prior to disturbance. Buyer shall indemnify and hold Seller harmless for all claims, damages, causes of action, judgments, penalties, fines, costs and expenses, including without limitation attorneys', paralegals' and expert witnesses' fees and court costs, incurred by Seller in connection with the exercise by Buyer or its employees, agents, or contractors, of the investigation and inspection rights contained in this paragraph except for pre-existing conditions and matters

resulting from Seller's negligence, which indemnity shall survive the Closing or any termination of this Agreement. Buyer also intends to investigate the zoning and other land use restrictions on the Premises, which investigations may include discussions with City of Portland officials, and investigate the feasibility of development of the Premises. In the event that Buyer is not satisfied with any of Buyer's inspections or other investigations of the Premises or the potential development of the Premises, in Buyer's sole discretion, Buyer shall so notify Seller in writing (which notice does not have to set forth the reasons for termination) within [redacted] days from the Effective Date (the "Inspection Contingency Period"), whereupon this Agreement shall automatically terminate, and the Deposit promptly shall be returned to Buyer, and thereafter, neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. In the event that Buyer does not terminate this Agreement by the expiration of the Inspection Contingency Period, Buyer shall be deemed to have waived the foregoing inspection contingency. In the event that Buyer terminates this Agreement pursuant to this Section 4, Buyer shall deliver to Seller simultaneously with such termination notice copies of all reports, studies, plans, surveys, title insurance commitments, and other matters prepared by or for Buyer in connection with its inspections and investigations.

Buyer shall coordinate all due diligence that requires physical inspection or investigation on the Premises with Seller and have such on-site work performed when RDC is not open to the public and only after Seller approves by email the scope, time, and manner of any physical inspection or investigation on the Property, such approval not to be unreasonably withheld, conditioned, or delayed. All of Buyer's due diligence reports relating to the Premises will be owned by Buyer. Buyer shall have such reports certified to Seller, or provide Seller with a reliance letter from the consultant producing such reports, and deliver copies of such reports to Seller, all to the end that Seller may rely on such reports in the event that Buyer does not proceed with the purchase of the Premises. Seller shall not use or disclose the contents of any such report unless the Agreement is terminated or the Closing otherwise fails to occur. Buyer shall obtain from those due diligence consultants conducting on-site investigations confidentiality agreements reasonably satisfactory to Seller, for the benefit of Seller and RDC, the parties acknowledging that RDC's business could be adversely impacted if the potential sale of the Premises became known to RDC's employees or the public.

5. SELLER DELIVERABLES. Within five (5) days of the Effective Date, Seller shall deliver to Buyer the following: (i) a copy of any surveys and plans of the Premises; (ii) any Phase I or Phase II Environmental

Site Assessments; (iii) copies of any soils engineering reports, all to the extent such items are in Seller's possession or control that are in effect on the date of this Agreement (together, the "Seller Deliverables"). For purposes of this paragraph, "control" means in the possession of a person who Seller has contractually engaged to provide services to Seller. Buyer acknowledges and agrees that (a) the Seller Deliverables are being provided by Seller to Buyer as a courtesy, and therefore, Seller makes no representation or warranty regarding the accuracy and/or completeness of the Seller Deliverables, and (b) Buyer and any person to whom Buyer provides the Seller Deliverables shall rely on the same at their own risk.

Buyer agrees, acknowledges and represents that except as specifically set forth in this Agreement, Buyer is entering into this Agreement and shall perform all of its obligations hereunder and consummate the transaction contemplated by this Agreement solely in reliance on and as a result of Buyer's own investigations and efforts (including Buyer's inspection of the Premises and such other investigations, examinations and inspections as Buyer has chosen to make or has made) and at Buyer's sole risk, cost and expense, including, without limitation, the risk that Buyer's inspection of the Premises and such other investigations, examinations and inspections may not reveal any or all adverse or existing conditions, aspects or attributes of the Premises. Buyer acknowledges that Seller has afforded, and, during the Inspection Contingency Period, shall afford, Buyer the opportunity for full and complete investigation, examination and inspection of the Land. Buyer acknowledges that this paragraph was a negotiated part of this Agreement and serves as an essential component of consideration for the same. Without limiting the generality of the foregoing, the parties specifically acknowledge that Buyer has had, and, during the Inspection Contingency Period shall have, an opportunity to fully inspect the Premises, including, but not limited to, the physical condition of the Premises (including all environmental concerns), and the purchase price has been negotiated to eliminate all claims except those arising under representations, warranties or agreements contained in this Agreement, whether known or unknown, relating to the condition of the Premises as of the date of this Agreement and all aspects and attributes thereof, including, without limitation, all environmental matters. Buyer acknowledges and agrees that Seller has made and shall make no representation or warranty with respect to the Premises, except as expressly set forth in this Agreement. The Premises shall be sold and conveyed "AS IS, WHERE IS" without representation or warranty of any kind except as otherwise explicitly set forth herein.

6. <u>BUYER APPROVALS CONTINGENCY</u>. Buyer's obligation to close on the purchase of the

GT 1.6.16

Premises shall be conditioned upon Buyer's receipt of all necessary, final and unappealable, land-use approvals (the "Approvals") for Buyer's intended development of the Premises (the "Development") by [redacted]. Buyer shall notify Seller of the Approvals required for the Development by [redacted], which notification shall include Buyer's estimate of the milestone dates to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals by [redacted], Buyer's approvals contingency deadline automatically shall be extended to [redacted], provided that Buyer continues to make good faith effort to obtain the Approvals. In the event that Buyer is unable to obtain the Approvals (or Buyer's earlier determines in its sole discretion that the Approvals are unlikely to be obtained) by [redacted] or [redacted], if the Approvals deadline is extended as provided above (as such date is determined, the "Approvals Contingency Expiration"), Buyer shall so notify Seller in writing on or before the Approvals Contingency Expiration whereupon this Agreement shall automatically terminate, and the Deposit shall be delivered by Escrow Agent to Seller and thereafter neither party shall have any further obligations under this Agreement, except for indemnities and other provisions that expressly survive termination. Seller agrees to cooperate with Buyer is applying for and seeking any Approvals, such cooperation to include joining as the land owner in any applications for Approvals, provided that Seller shall not be obligated to incur any material out-of-pocket expense to provide such cooperation.

7. CLOSING: DEED. The closing shall take place on the business day that is closest to sixty (60) days from the Approvals Contingency Expiration at 10:00 a.m., at the offices of Bernstein Shur, 100 Middle Street, Portland, Maine, or at such other time and place as Seller and Buyer may mutually agree upon in writing (as determined, the "Closing"). At the Closing, Seller shall execute and deliver to Buyer, or Buyer's nominee, against payment of the balance of the purchase price, a Quitclaim Deed with Covenant for the Premises in accordance with the Short Form Deeds Act, 33 M.R.S.A. 761 et seq. (the "Deed"). Seller also shall execute and deliver to Buyer at the Closing the following: a customary and reasonable title insurance Seller's Affidavit regarding persons in possession and mechanics' liens; a 1099-S data form, a FIRPTA affidavit; REW-3; W-9 form; an underground storage tank affidavit to comply with 38 M.R.S.A. § 563(6); evidence of Seller's existence and authority to satisfy the customary seller authority requirements for issuance of an owner's title insurance policy; a real estate transfer tax declaration of value form; and a settlement statement.

8. REPRESENTATIONS.

(a) Except as actually known to Buyer prior to Closing as a result of Buyer's investigations of the

GP 1.6.16

Land, Seller represents and warrants to Buyer as follows, which representations and warranties, and the restatement thereof at Closing, shall survive Closing for a period of one (1) year:

(i) Seller 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 its 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 it is bound.

(ii) There are no tenancies, occupancies or licenses affecting the Premises, except for the RDC Lease.

(b) 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 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 Buyer is a party or by which it is bound.

9. AFFIRMATIVE COVENANTS OF SELLER. Seller agrees, pending closing, that:

(a) Seller shall pay, when due, all taxes and assessments of every type or nature levied or assessed against the Premises and any valid lien against the Premises.

(b) Seller (i) shall not commit or suffer waste and (ii) shall materially comply with all laws, ordinances, regulations, covenants, conditions and restrictions affecting the Premises and will not suffer or permit any material violation thereof.

10. ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.

(a) Real estate taxes and municipal assessments shall be prorated as of the Closing on the basis of the latest available tax bill.

(b) The Maine real estate transfer tax shall be paid equally by Seller and Buyer in accordance with 36 M.R.S.A. Section 4641-A.

(c) The recording fee for the deed of conveyance and any expenses related to any financing for Buyer in connection with the purchase of the Premises shall be paid by Buyer.

(d) A portion of the purchase price shall be withheld at the Closing by Buyer if required by 36 M.R.S.A. § 5250-A.

11. POSSESSION. Seller shall deliver possession of the Premises to Buyer at the Closing, free of all leases, tenancies or occupancies, including without limitation the RDC Lease. Seller or RDC may remove from the Premises any and all equipment, fixtures and improvements provide that no debris or waste therefrom remains on the Premises and none of RDC's hazardous, toxic, or special materials inventory or wastes remain on the Premises. RDC shall have the right to occupy the Premises for the operation of its business until the Closing.

12. DEFAULT; REMEDIES. In the event that Buyer fails to close hereunder for a reason other than the default of Seller, Seller may terminate this Agreement by written notice to Buyer and thereupon Seller shall be entitled to the Deposit as Seller's sole and exclusive remedy for Buyer's breach, and Escrow Agent shall be authorized to disburse the Deposit to Seller. Seller and Buyer acknowledge and agree that the damages for Buyer's breach of this Agreement are difficult to calculate and that the Deposit is a reasonable estimate of such damages. In the event that Seller breaches this Agreement for a reason other than the default of Buyer, Buyer shall be entitled to either (i) terminate this Agreement by written notice to the Seller, in which case Buyer shall be entitled to a return of the Deposit and Escrow Agent shall be authorized to disburse the Deposit to Buyer or (ii) pursue the remedy of specific performance. In the event of litigation regarding breach of this Agreement by either party, the party who obtains a final, un-appealable judgment in its favor shall be entitled to collect its reasonable attorneys' and paralegals' fees and court costs from the other party.

13. BROKERAGE/ESCROW AGENT. Seller and Buyer each represent to the other that they have not dealt or had contact with any broker in connection with this transaction other than Malone Commercial. Seller shall pay Malone Commercial a commission equal to [redacted] of the purchase price at the Closing, and Buyer shall pay Malone Commercial a commission equal to [redacted] of the purchase price at the Closing.

14. MISCELLANEOUS.

(a) Time. Time is of the essence hereof.

(b) Notices. Except as expressly provided to the contrary in this Agreement, all notices,

demands and other communications hereunder shall be in writing and shall be given by electronic mail: if to Seller:

William Moody ([redacted]) and Mike Pearce (mpearce@pearcedow.com), and if to Buyer: Gordon Reger ([redacted]) and Tom Hanson (thanson@bssn.com), with a copy of such notice to Seller or Buyer at their addresses set forth in the preamble to this Agreement sent by certified mail, return receipt requested. Notices and communications of any kind shall never be sent to Bill Moody or anyone else at RDC or care of the RDC address. All notices shall be deemed to have been duly given if the electronic mail time stamp is prior to the expiration date and time specified herein. Attorneys are authorized to give notices on behalf of their clients. Either party may change the notice electronic mail addresses and certified mail notice addresses for purposes of this subparagraph by giving the other party notice of the new address in the manner described herein.

(c) Assignment. Buyer's rights under this Agreement may not be assigned without Seller's prior written approval, which approval shall be conditioned on Seller being satisfied that Buyer's assignee has in Seller's opinion the financial ability to acquire the Premises; notwithstanding the foregoing, Buyer may assign this Agreement to any entity of which Reger Holdings, LLC or Gordon Reger or his family or some combination thereof are the controlling principals without Seller consent, but with notice to the Seller. Buyer shall remain liable under this Agreement notwithstanding any such assignment. This Agreement will inure to the benefit of and bind the respective successors and assigns of Seller and Buyer.

(d) 1031 Exchange. Seller may elect to perform an IRC §1031 tax deferred exchange. Buyer agrees to cooperate in such an exchange and to sign the documents customarily used in such an exchange, provided that such documents do not modify the terms and conditions of this Agreement or impose additional liabilities or obligations on Buyer.

(e) Entire Agreement. This Agreement constitutes the entire agreement between Seller and Buyer with respect to the sale of the Premises, and there are no representations, warranties, agreements or understandings between the parties except as set forth herein.

(f) Construction. This Agreement shall be governed by and construed in accordance with the laws of Maine, without taking into account choice of law principles. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

(g) Confidentiality. Seller, Buyer and Escrow Agent agree not to disclose the terms, conditions or existence of this Agreement to any persons except lawyers, accountants, financial advisors, lenders,

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

(h) Counterpart Execution. This Agreement may be executed in one or more counterpart signatures, and together the signed counterparts shall be deemed to be a fully-executed contract.

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

WITNESS:

Seller: Milliken Smith Bock, LLC

_____

By: _____
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

Edith M. Bluhm

By: _____
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

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

WITNESS:

Seller: Milliken Smith Bock, LLC

By: _____
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

By: _____
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

appraisers, and consultants to the parties. The terms and conditions of a certain Confidentiality Agreement by and between Seller, RDC, Reger Holdings, LLC and Gordon Reger dated May 27, 2016 (the "CA"), are incorporated by reference. It shall not be a breach of this provision or the CA for Seller or its consultants to discuss the development of the Premises with City of Portland officials or to submit applications for Approvals to the City of Portland pursuant to Buyer's Approvals Contingency.

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WITNESS:

Seller: Milliken Smith Bock, LLC

By: _____
William Moody
Its duly-authorized Manager

Buyer: Deering Property Development LLC

By: _____
Gordon Reger
Its duly-authorized Manager

Malone Commercial Brokers as Escrow Agent

By: _____
Joseph Malone

Reger Holdings, LLC hereby joins this Agreement, jointly and severally with Buyer, with respect to Buyer's obligations under this Agreement.

Reger Holdings, LLC

By: _____
Gordon Reger
Its duly-authorized Manager

EXHIBIT
A
tabbies
GRAY ST
SPRING ST
HIGH ST
PLEASANT ST
DAVID DANFORTH ST
HIGH ST CT
YORK ST
COMMERCIAL ST
HAMLET ST
WADDINGS WHARF
Premises
Tax Map Image http://www.portlandmaineassessors.com/taxmap.htm
April 1 2013 y 2013
Index Number - ESSE

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION C – STATE/FEDERAL APPROVALS

STATE OF MAINE SITE LOCATION OF DEVELOPMENT ACT, CHAPTER 500 STORMWATER, AND TRAFFIC MOVEMENT PERMITS ARE REQUIRED FOR THIS PROJECT. THESE WILL BE SUBMITTED TO AND REVIEWED BY THE CITY INDER DELEGATED REVIEW AUTHORITY.

THERE ARE NO FEDERAL PERMITS REQUIRED.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION G- FINANCIAL AND TECHNICAL CAPABILITY

THE APPLICANT'S FINANCIAL AND TECHNICAL CAPBILITY IS EVIDENCED BY THE ATTACHED LETTER FROM ITS FINANCING PARTNER. ARCHETYPE PA HAS BEEN RETAINED AS PROJECT ARCHITECT, SEBAGO TECHNICS HAS BEEN RETAINED AS THE LANDSCAPE ARCHITECT / CIVIL ENGINEER.

THE APPLICANT HAS DEMONSTATED ITS TECHNICAL ABILITY EVIDENCED BY ITS SUCCESSFUL COMPLETION OF THE BAY HOUSE, A MIXED USE RETAIL / RESIDENTAIL PROJECT WITH A PARKING GARAGE; AND SEAPORT LOFTS, A RESIDENTIAL PROJECT ; BOTH OF THESE ARE LOCATED IN THE INDIA STREET PROJECT.

ARCHETYPE IS AN EXPERIENCED PROFESSIONAL ARCHITECTURE AND PLANNING FIRM LOCATED ON THE PORTLAND WATERFRONT. THEIR STAFF, HEADED BY PRICIPAL DAVID LLOYD, HAVE EXTENSIVE DESIGN TALENT AND KNOWLEDGE OF BUILDING CONSTRUCTION REQUIREMENTS.

SEBAGO TECHNICS, INC. IS PROVIDING LANDSCAPE ARCHITECTURE AND CIVIL ENGINEERING SERVICES FOR THE PROJECT. SEBAGO IS THE DESIGN FIRM OF RECORD FOR THE BAY HOUSE, SEAPORT LOFTS, MAINE MEDICAL CENTER, WHOLE FOODS , AND SEVERAL ADDITIONAL PROJECTS IN PORTLAND, INCLUDING PROJECTS FOR THE CITY .

Newmark Grubb
Knight Frank

December 22, 2016

Mrs. Barbara Barhydt
Portland Planning Staff
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: Commercial Street in Portland

Dear Mrs. Barhydt:

I'm writing regarding the future development of Commercial Street in Portland being proposed by Reger Holdings. Our firm NGKF and my prior firm has acted as a financing intermediary for Reger Holdings for the past 15 years on numerous projects from condominiums to industrial. In the last 3 years alone, we arranged the financing for over $100 million of development in Maine, Massachusetts and South Carolina. One example locally was the Bay House Condominiums in Downtown Portland; a $20 million dollar construction loan arranged with a Boston Bank that had a very successful sellout.

NGKF Debt group in Boston has the capacity to finance large development projects thru our long term relationships. We also have access to sources thru our owner BGC Partners (NYSE: BGCP) and our proprietary lending platforms in Canter Commercial and Berkeley Point Capital.

Reger Holdings is a third generation well respected real estate company with numerous holdings and experience. The company is run and spearheaded by Mr. Gordon Reger. Our dealing with him and his firm have always been handled in a first class manner. As a result, we would highly recommend Reger Holdings for the development of Commercial Street.

If I can be of any assistance in your decision, please do not hesitate to give me a call. Thank you.

Regards,

David M. Douvadjian
Head of Mortgage Banking
New England
(617) 863-8388
ddouvadjian@ngkf.com

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION L – STORMWATER MANAGEMENT

THE EXISTING 2.58 ACRE SITE IS ALMOST ENTIRELY OCCUPIED BY EXISTING BUILDINGS AND PAVED AREAS, EXCEPT FOR THE AREA IMMEDIATELY ADJACENT TO HIGH STREET. THE POST – DEVELOPMENT IMPERVIOUS AREA WILL BE APPROXIMATELY THE SAME AS THE EXISTING CONDITION.

AS REQUIRED BY THE CITY TECHNICAL STANDARDS , 50 % OF THE REDEVELOPED IMPERVIOUS AREAS WILL BE COLLECTED AND TREATMENT WILL BE PROVIDED MEETING MDEP CHAPTER 500 STANDARDS. TREATMENT WILL BE PROVIDED USING SUBSURFACE STORMTECH CHAMBERS BELOW THE GROUND LEVEL PARKING GRAGE. DURING PHASE ONE AND PHASE TWO, 50 % OF THE SURFACE PARKING AREAS WILL BE TREATED USING AN UNDERDRAINED SOIL FILETER POND.

IN ACCORDANCE WITH A MEETING WITH BRAD ROLAND, THE STORM DRAIN OUTFALL FROM PHASE ONE WILL BE DIRECTED TO THE MUNICIPAL SYSTEM IN MAPLE STREET, WHICH EVENTUALLY CROSSES COMMERCIAL STREET AND DAYLIGHTS TO THE FORE RIVER.

THE STORM DRAIN OUTFALL FROM PHASE TWO AND THREE WILL BE DIRECTED TO THE MUNICIPAL SYSTEM IN HIGH STREET, WHICH EVENTUALLY CROSSES COMMERCIAL STREET AND DAYLIGHTS TO THE FOR RIVER.

A SCHEMATIC DESIGN FOR THE STORMWATER INFRASTRUCURE IS INCLUDED IN PLAN SUBMISSION – PLAN 6 – UTILITY PLAN AND PLAN SUBMISSION – PLAN 5D – PHASE ONE SITE PLAN .

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION N - UTILITIES

THIS PROJECT WILL BE SERVED WITH WATER SUPPLY FROM THE PORTLAND WATER DISTRICT – AN ABILITY TO SERVE LETTER IS PENDING .

PUBLIC SEWER WILL BE PROVIDED BY THE CITY OF PORTLAND – A WASTEWATER CAPACITY APPLICATION IS ATTACHED.

ELECTRICAL SERVICE WILL BE PROVIDED BY CENTRAL MAINE POWER, NATURAL GAS WILL BE SERVED BY UNITIL, PHONE AND DATA WILL BE PROVIDED BY FAIRPOINT AND TIME WARNER CABLE.

EXISTING UTILITIES ARE EXPECTED TO BE ADEQUATE TO SERVE THE PROJECT WITHOUT UPGRADES OR OFF – SITE IMPROVEMENTS.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION O- SOLID WASTE

NORMAL HOUSEHOLD WASTE WILL BE GENERATED AT A RATE OF 915 CUBIC YARDS PER MONTH. ALL CONSTRUCTION DEBRIS AND HOUSEHOLD WASTES WILL BE TRANSPORTED TO AN APPROVED SOLID WASTE HANDLING FACILITY.

Att. GG

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION SI – SCHOOL CAPACITY IMPACT

THE APPLICANT EXPECTS THE DEMOGRAPHIC POULATION OF 383 COMMERCIAL STREET RESIDENCES WILL BE SIMILAR TO RESIDENTIAL UNITS SOLD AT THE BAY HOUSE AND INDIA / NEWBURY RESIDENCES. IN THOSE PROJECTS , 108 UNITS HAVE BEEN SOLD AND THERE IS ONE SCHOOL AGED CHILD. WITH A TOTAL OF 275 UNITS, THE 383 COMMERCIAL STREET PROJECT CAN BE EXPECTED TO GENERATE THREE SCHOOL AGED CHILDREN, AND WILL NOT HAVE AN ADVERSE IMPACT ON THE SCHOOL SYSTEM.

A R C H E T Y P E

March 29, 2017

I, David Lloyd hereby certify that a neighborhood meeting was held on March 28, 2017 at The Portland Regency Hotel, 20 Milk Street at 5:30 pm.

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. jmy@portlandmaine.gov ldobson@portlandmaine.gov

   A digital copy of the notice was also provided to the Planning Division (and) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

David Lloyd

_____ 03/29/2017

Attached to this certification are:

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

48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

A R C H E T Y P E

March 2, 2017

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a mixed use residential and commercial development located at 383 Commercial Street (former Rufus Deering site).

Meeting Location: Conference Room at the Portland Regency Hotel, 20 Milk Street, Portland, ME 04101

Meeting Date: Tuesday - March 28, 2017

Time: 5:30pm

(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 Joe Dasco (413) 244-9092.

Sincerely,

David Lloyd
Maine Licensed Architect

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

48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

383 Commercial Street
Minutes of the Neighborhood Meeting – 28 March 2017, 5:30 pm

Introduction:

Joe Dasco introduced himself and the architects and gave a short description of who he is and the development work he has done in Portland. He discussed the impact that this type of development can have on a neighborhood, especially as it relates to future commercial/retail development, and gave the Bay House as an example.

David Lloyd introduced himself and Kevin Gough and told briefly who Archetype is. He explained where this project is in terms of the Planning process and let everyone know that the first planning workshop is scheduled for April 6. He then gave a project overview.

Questions and Discussion:

1. Will a traffic light be needed on Maple Street at Commercial?
   Not to the best of our knowledge, but the traffic analysis process is only in the beginning stages
2. Where is the parking entry and how will it affect traffic?
   Entries on Maple and York. Not into Commercial St traffic.
3. Where is the service entrance?
   Maple St
4. What is the projected square footage of the retail?
   25,000 SF
5. Concern was shared over the impact of the retail on the traffic. Noted that traffic is particularly bad at High St westbound in the evening.
6. What is the unit size? Is it condo or rental?
   Condos with an average size of 800 sq. ft., but the largest units are approx. 1400 sq. ft.
7. Assume you will need pile foundations?
   Perhaps on some parts, but geotechnical analysis preliminarily suggests spread footings on much of the site.
8. Design questions and comments: Likes the plazas, but does not like the treatment of the loggias at the building face. Referenced 500 Boylston as an example where this does not work well. Suggested we "activate" the corner of the building at High and Commercial with some material or formal differentiation.
9. Questioned the use of parking and whether the project could support some type of car-share program.
   Joe Dasco explained this is part of his planning
10. When do we hope to break ground?
    This is a function of the planning board process, but if all goes well could break ground on Phase 1 in September.
11. Will the parking on Commercial St change over to pay meters?
    Not sure. This is up to the City and not a function of our project.
12. What energy efficiency measures are you considering?
    Best design practices exceed the energy codes. Electric heat pumps and on-demand hot water.
13. Is the City receptive to the project, generally?
    Yes, it seems so.
14. Comment was shared of support for development on the North side of Commercial, but not on the water side.
15. Traffic concerns were shared.
16. Suggest looking at the street lighting plan, as some areas of Commercial St are very dark at night.
17. Will some of the retail space be for restaurants?
    Sure. This is a natural choice in Portland. But still an open question until we get further along.
18. Will the retail be sold or leased?
    Combination

End Minutes

SIGN UP SHEET

383 Commercial Street

28-Mar-17

	Name	Address
1	David Tamulevich	20 MILK ST PORTLAND, ME 04101
2	IAN JACOB	59 STATE ST PORTLAND ME 04101
3	Tim Barthelman	56 Pleasant St. Portland, ME 04101
4	Ken Mitsui	101 York Street, Portland, ME
5	Tim Reich	350 Commercial St, Portland, ME
6	NICK ALIGRO	481 Commercial ST " "
7	Mike ALIGRO	481 " " " "
8	DAVID MARSDEN	129 York Street #5. P.ld
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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: Deering Property Development LLC Business Name, if applicable: Address: 2730 Transit Road City/State: West Seneca NY Zip Code: 14224	**Applicant Contact Information** Work #: Home #: Cell #: 413.244.9092 Fax#: e-mail: joedasco@comcast.net
Owner – (if different from Applicant) Name: Milliken Smith Block LLC Address: City/State: Zip Code:	**Owner Contact Information** Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Sebago Technics / Will Conway Address: 75 John Roberts Road City/State: So. Portland ME Zip Code: 04106	**Agent/Representative Contact Information** Work #: 207.200.2055 Home #: Cell #: Fax#: e-mail: wconway@sebagotechnics.com
Billing Information Name: Sebago Technics Inc Address: City/State: Zip Code:	**Billing Information** Work #: Home #: Cell #: Fax#: e-mail:

Engineer	Engineer Contact Information
Name: Sebago Technics Inc.	Work #:
Address:	Home #:
City/State : Zip Code:	Cell #: Fax#:
	e-mail:

Surveyor	Surveyor Contact Information
Name: Owen Haskell, Inc.	Home #:
Address:	Work #:
City/State : Zip Code:	Cell #: Fax#:
	e-mail:

Architect	Architect Contact Information
Name: Archetype PA/ David Lloyd	Work #: 207. 772. 6022
Address: 48 Union Street	Home #:
City/State : Portland ME Zip Code: 04101	Cell #: Fax#:
	e-mail: lloyd@archetypepa.com

Attorney	Attorney Contact Information
Name: —	Work #:
Address:	Home #:
City/State : Zip Code:	Cell #: Fax#:
	e-mail:

Designated person/person(s) for uploading to e-Plan:

Name: WILLIAM CONWAY
e-mail: wconway@sebagotechnics.com

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.

INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

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

1. Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.

2. An invoice for the application fee will be e-mail to you. Payments can be made on-line at Pay Your Invoice , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.

3. The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

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

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

   Applying Online Instructions

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

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

APPLICANT SIGNATURE:

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

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a 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:
[illegible]	1/9/17

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

TOTAL AREA OF SITE	2.28 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	LUMBER RETAIL
Proposed	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	~~TBD~~
# 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 100feet	
✓		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: 383 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)*	X
	Industrial *(complete part 5 below)*	
	Governmental	
	Residential	X
	Other *(specify)* HOTEL	X

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 Transit Road West Seneca NY

Phone: 413.244.9092 Fax: E-mail: joedasco@comcast.net

Engineering Consultant Name: Sebago Technics / Will Conway

Engineering Consultant Address: 75 John Roberts Rd So Portland, ME 04106

Phone: 200.2055 Fax: E-mail: wconway@sebagotechnics.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 2BUILDING.

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.

October 31, 2017

Att. C

Jean Fraser
Planner, City of Portland
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: 383 Commercial Street -Architectural Changes

Dear Ms. Fraser,

The following are changes incorporated since our last presentation. These changes reflect our discussions with the planning board from October 24, 2017.

1. The base of the hotel is now a full two-story base of "rough back" granite along Commercial Street. This is a very rich material with a slightly rolling irregular faced finish. We believe this will establish a strong base element and the juxtaposition with the glass and metal above will be striking. As presented to the board the southeast corner is now solid with the granite base detail while the southeast corner has remained a glass element. We believe this will be a very inviting open architectural corner, inviting people into the hotel and the passage way. It also highlights the two-story hotel lobby space with banquet facilities on the second floor. Above these floors are guest rooms which will at times be open to interior views of the hotel and at times closed off with interior drapes. To the west side of the passage way we have made the corner solid and eliminated the vertical glass curtain wall element. This established the passage way entry with the juxtaposition of the glass to the east and solid to the west.

2. We have kept the bridge connection from the residential building to the hotel. This bridge will be an important life style feature allowing people living in the residential building to access activity's in the hotel. Giving year-round safe weather controlled access ie going for a swim in the hotel pool. We envision many of our units going to senior citizens and this feature will give them full access regardless of weather or their physical abilities. It also is provided with seating areas for someone to lounge and look out over Commercial Street.

3. The base detail of the building along commercial street is a very critical element for the building architecture and its connection to historic Commercial Street. While we understand the expressed concerns of an all brick base, there are many poor examples in the city, we believe that with careful proportions and careful detailing we can achieve a very unique contemporary element that still establishes a strong base and relates historically. We have incorporated granite bases and caps and set recessed brick courses. This careful detailing will define the base with the richness of the granite and a well-proportioned brick architecture yielding what we feel is a more dynamic element. We are also designing with a 16-inch-long brick vs a standard 12 inch.

4. As discussed with the board we kept the strong vertical elements along York Street and did not incorporate the suggestion of a continuous brick base which was recommended by the HP Board. We feel that the architecture is stronger with the vertical elements expressed. The continuous brick base will we feel will created a more monotonous effect.

5. The passageway will not be gated. By incorporating lighting, security cameras and hotel security we feel that we can provide an open inviting and safe passageway for those passing through and living or staying at the project.

Respectfully Submitted,

David Lloyd
Maine Licensed Architect

48 Union Wharf, Portland, Maine 04101 (207) 772–6022• Fax (207) 772–4056

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 though 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 refection 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 | cell. 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 / 2.24 rooms = 62 spaces ***
- Restaurant – 2352 sf dining area @ 1 space / 150 sf = 16 spaces
- Total Required Phase 1 : 62+16 = 78 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 : 78 + 3 + 5 + 111 = 197 spaces

REQUIRED- PHASE 3 :

- 197 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 = 197+14+1+92= 304 spaces

PHASE 1 AND PHASE 2 WILL BE BUILT CONCURRENTLY :
REQUIRED – PHASE 1 AND PHASE 2 – 197 spaces
PROPOSED 203 spaces
156 spaces in garage
47 surface parking spaces

REQUIRED – PHASE 3 – 304 spaces
PROPOSED 308 spaces – all in garage

*** HOTEL PARKING DEMAND
As discussed at the October 24 Planning Board Workshop, the applicant is proposing more parking for the hotel than is required by Ordinance. At 1 space per 4 hotel rooms, the Ordinance requirement is 35 parking spaces.

In discussions with potential hotel flag partners, 35 spaces is simply inadequate.

Please refer to the attached excerpt from the Institute of Traffic Engineers ITE PARKING GENERATION STUDY, 4TH EDITION. Under the category of Hotel (Urban) , ITE has determined that the national average is a minimum of 0.64 spaces per hotel room and 88.96 parking stalls for 139 hotel rooms.

The applicant is proposing 62 spaces for the hotel use. This is derived from taking the average of the Ordinance requirement (35 spaces) and the ITE National Average (88.96 spaces). The applicant suggests that this proposal is a reasonable compromise.

Spack CONSULTING
THE TRAFFIC STUDY COMPANY

Description/ITE Code
Commercial Airport 021
Light Rail Transit Station w/ Parking, Suburban 093
Light Rail Transit Station w/ Parking, Urban 093
General Light Industrial 110
General Light Industrial 110
Industrial Park 130
Industrial Park 130
Manufacturing 140
Manufacturing 140
Warehousing 150
Warehousing 150
Mini-Warehouse 151
Mini-Warehouse 151
Single-Family Detached Housing 210
Low/Mid-Rise Apartment, Suburban 221
Low/Mid-Rise Apartment, Urban 221
High-Rise Apartment (Central City, not Downtown) 222
High-Rise Apartment (Urban Central Business District) 222
Rental Townhouse 224
Residential Condominum/Townhouse, Suburban 230
Residential Condominum/Townhouse, Urban 230
Senior Adult Housing - Attached 252
Congregate Care Facility 253
Assisted Living 254
Continuing Care Retirement Community 255
Hotel, Suburban 310
Hotel, Urban 310
All Suites Hotel, Suburban 311
All Suites Hotel, Urban 311
Business Hotel 312
Motel 320
Resort Hotel 330
City Park 411
Water Slide Park 414
Marina 420
Golf Course 430

Multipurpose Recreational Facility 435 *
Multipurpose Recreational Facility 435 *
Multipurpose Recreational Facility 435 *
Bowling Alley, Suburban 437 **
Bowling Alley, Suburban 437 *
Bowling Alley, Urban 437 **
Billiard Hall 438
Billiard Hall 438
Adult Cabaret 440
Live Theater, Rural 441
Live Theater, Rural 441
Movie Theater w/ Matinee 444 *
Multiplex Movie Theater 445 *
Multiplex Movie Theater 445 *
Roller Skating Rink 464 *
Ice Skating Rink 465 *
Snow Ski Area, Rural 466
Snow Ski Area, Rural 466
Casino/Video Lottery Establishments 473 *
Casino/Video Lottery Establishments 473 *
Zoo 481
Soccer Complex 488
Tennis Courts 490
Raquet/Tennis Club 491
Health/Fitness Club 492
Health/Fitness Club 492
Athletic Club 493
Athletic Club 493
Recreational Community Center, Suburban 495
Recreational Community Center, Urban 495
Elementary School 520
Middle School/Junior High School 522
School For The Blind 525
School For The Blind 525
School For The Blind 525
High School, Suburban 530
High School, Urban 530
Private School (K-12) 536
Junior/Community College 540
University/College, Suburban 550
University/College, Urban 550
Church 560
Church 560
Church 560

Synagogue 561 *
Mosque 562 **
Mosque 562 *
Day Care Center 565
Day Care Center 565
Day Care Center 565
Museum 580
Museum 580
Library, Suburban 590
Library, Urban 590
Library, Urban 590
Convention Center 595
Hospital , Suburban 610
Hospital , Urban 610
Hospital , Suburban 610
Hospital , Urban 610
Hospital , Rural 610
Hospital , Suburban 610
Hospital , Urban 610
Hospital , Rural 610
Surgery Center, Suburban 612
Surgery Center, Rural 612
Nursing Home 620
Nursing Home 620
Nursing Home 620
Clinic 630
Clinic 630
Animal Hospital/Veterinary Clinic 640
Animal Hospital/Veterinary Clinic 640
Office Building, Suburban 701
Office Building, Urban 701
Office Building 701
Medical-Dental Office building 720
Government Office Building 730
Government Office Building 730
United States Post Office 732
United States Post Office 732
Judicial Complex, Suburban 735
Judicial Complex, Urban 735
Judicial Complex, Suburban 735
Judicial Complex, Urban 735
Building Materials and Lumber Store, Suburban 812
Building Materials and Lumber Store, Urban 812
Free-Standing Discount Superstore 813

Free-Standing Discount Store 815 ^
Free-Standing Discount Store 815 ^^
Hardware/Paint Store 816
Shopping Center 820 ** ^
Shopping Center 820 * ^
Shopping Center 820 ** ^^
Shopping Center 820 * ^^
Automobile Parts Sales 843
Motorcycle Dealership 845
Tire Store 848
Supermarket, Suburban 850
Supermarket, Urban 850
Supermarket, Rural 850
Convenience Market (Open 24 Hours), Suburban 851
Convenience Market (Open 24 Hours), Urban 851
Convenience Market (Open 24 Hours), Rural 851
Convenience Market With Gasoline Pumps 853
Discount Supermarket 854
Discount Club 857
Liquor Store 859
Sporting Goods Superstore 861 ^
Sporting Goods Superstore 861 ^^
Home Improvement Superstore, Suburban 862
Home Improvement Superstore, Urban 862
Electronics Superstore, Suburban 863
Electronics Superstore, Urban 863
Toy/Children's Superstore 864
Pet Supply Superstore, Suburban 866
Pet Supply Superstore, Urban 866
Office Supply Superstore 867
Book Superstore 868
Apparel Store 876
Pharmacy/Drugstore w/o Drive-Through Window 880
Pharmacy/Drugstore w/o Drive-Through Window 880
Pharmacy/Drugstore w/ Drive-Through Window 881
Pharmacy/Drugstore w/ Drive-Through Window 881
Furniture Store 890
Furniture Store 890
Carpet Store 892
Carpet Store 892
Video Rental Store 896
Drive-in Bank, Suburban 912
Drive-in Bank, Suburban 912
Copy, Print and Express Ship Store 920

Quality Restaurant 931 **
Quality Restaurant 931 *
Quality Restaurant 931 **
Quality Restaurant 931 *
High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge, Suburban 932
High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge, Urban 932
High-Turnover (Sit-Down) Restaurant w/ Bar or Lounge, Suburban 932
High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge, Suburban 932
High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge, Urban 932
High-Turnover (Sit-Down) Restaurant w/ Bar or Lounge, Suburban 932
Fast-Food Restaurant w/o Drive-Through Window, Hamburger, Suburban 933
Fast-Food Restaurant w/o Drive-Through Window, Hamburger, Urban 933
Fast-Food Restaurant w/o Drive-Through Window, Non-Hamburger 933
Fast-Food Restaurant w/o Drive-Through Window, Hamburger, Suburban 933
Fast-Food Restaurant w/ Drive-Through Window 934
Fast-Food Restaurant w/ Drive-Through Window 934
Coffee/Donut Shop w/o Drive-Through Window 936
Coffee/Donut Shop w/ Drive-Through Window 937
Bread/Donut/Bagel Shop w/o Drive-Through Window 939
Bread/Donut/Bagel Shop w/ Drive-Through Window 940
Gasoline/Service Station w/ convenience Market 945
Dry Cleaners, Urban 960

ITE Parking Generation Rates - 4th Edition

Units	ITE Vehicle Parking Generat			
	Average			
	Weekday	Saturday	Sunday	Weekday
Daily enplanements	0.4	0.84	0.57	0.61
1000 Daily Boardings	136	NA	NA	212
1000 Daily Boardings	58	NA	NA	94
KSF	0.75	NA	NA	1.13
Employees	0.64	NA	NA	0.81
KSF	1.27	NA	NA	1.85
Employees	0.89	NA	NA	0.98
KSF	1.02	NA	NA	1.18
Employees	0.97	NA	NA	1.14
KSF	0.51	NA	NA	0.81
Employees	0.78	NA	NA	1.01
KSF	0.14	0.11	NA	0.17
100 Storage Units	1.35	0.77	NA	1.66
Dwelling Units	1.83	NA	NA	2.14
Dwelling Units	1.23	1.13	NA	1.94
Dwelling Units	1.2	1.03	1.05	1.61
Dwelling Units	1.37	NA	NA	1.52
Dwelling Units	0.45	NA	NA	NA
Dwelling Units	1.62	NA	NA	1.76
Dwelling Units	1.38	NA	1.3	1.52
Dwelling Units	NA	0.85	NA	NA
Dwelling Units	0.59	NA	NA	0.66
Dwelling Units	0.45	NA	NA	NA
Dwelling Units	0.41	0.4	0.34	0.54
Dwelling Units	1	NA	0.92	1.12
Occupied Rooms	0.89	1.2	NA	1.08
Occupied Rooms	0.64	0.9	NA	NA
Occupied Rooms	0.88	0.83	0.74	NA
Occupied Rooms	0.86	NA	NA	NA
Occupied Rooms	0.6	0.66	NA	0.75
Occupied Rooms	0.71	NA	NA	0.85
Occupied Rooms	1.29	0.64	NA	1.59
Acres	NA	4.2	2.8	NA
Acres	49.7	72.9	12	NA
Berths	0.27	0.35	0.59	NA
Holes	8.68	NA	7.24	9.83

Holes	1.06	1.78	NA	NA
KSF	6.33	10.67	NA	NA
Acres	9.5	16	NA	NA
Lanes	4	3.47	NA	4.62
Lanes	5.02	3.47	NA	5.58
Lanes	3.13	NA	NA	3.78
KSF	6.56	NA	NA	NA
Tables	2.89	NA	NA	NA
KSF	4.82	11.13	NA	NA
Attendees	0.38	NA	NA	0.39
Seats	0.25	NA	NA	0.32
Seats	0.26	0.19	0.11	0.36
Seats	0.15	NA	NA	0.2
Screens	36.2	NA	NA	45
KSF	5.8	NA	NA	NA
KSF	0.42	0.58	NA	NA
Acres of Ski Trails	NA	1.31	NA	NA
Daily Lift Tickets Sold	NA	0.25	NA	NA
KSF	5.81	NA	NA	NA
Gaming Positions	0.34	NA	NA	NA
Acres	8.7	NA	12.1	NA
Fields	38.3	58.8	56.3	60.5
Tennis Courts	NA	3.16	2.5	NA
Courts	3.56	NA	NA	4.13
KSF	5.27	2.89	NA	8.46
Members	0.13	NA	NA	0.16
KSF	3.55	NA	NA	4.94
Members	0.07	NA	NA	0.12
KSF	3.2	NA	4	5.03
KSF	1.15	NA	NA	NA
Students	0.17	NA	NA	0.21
Students	0.09	NA	NA	0.1
Students	1.08	NA	NA	NA
Employees	1.47	NA	NA	NA
KSF	2.67	NA	NA	NA
Students	0.23	NA	NA	0.25
Students	0.09	NA	NA	0.13
Students	0.39	NA	NA	NA
Students	0.18	NA	NA	0.2
School Population	0.33	NA	NA	0.38
School Population	0.22	NA	NA	0.29
KSF	3.79	NA	8.37	NA
Seats	0.01	NA	0.2	NA
Attendees	NA	0.36	0.45	NA

Attendees	0.41	NA	NA	NA
KSF	4	NA	NA	NA
KSF	17.32	NA	NA	25.79
KSF	3.16	NA	NA	3.7
Students	0.24	NA	NA	0.33
Employees	1.38	NA	NA	1.78
KSF	0.98	1.32	10.18	1.23
Visitors	NA	0.3	0.3	NA
KSF	2.61	2.22	2.72	4.19
KSF	0.42	NA	NA	NA
Employees	0.43	NA	NA	NA
Attendees	0.31	NA	0.4	NA
KSF	2.5	NA	NA	3.41
KSF	3.7	NA	NA	6.36
Beds	4.49	NA	NA	7.35
Beds	3.47	NA	NA	4.92
Beds	4.08	NA	NA	5.19
Employees	0.81	NA	NA	1.08
Employees	0.6	NA	NA	0.83
Employees	0.76	NA	NA	0.83
Operating Rooms	5.67	NA	NA	NA
Operating Rooms	1.67	NA	NA	NA
KSF	0.98	NA	NA	1.5
Beds	0.35	0.16	0.26	0.48
Employees	0.88	NA	NA	1.51
KSF	4.94	NA	NA	4.96
Employees	0.82	NA	NA	NA
KSF	1.6	NA	NA	NA
Employees	1.4	NA	NA	NA
KSF	2.84	NA	NA	3.45
KSF	2.47	NA	NA	2.98
Employees	0.83	NA	NA	0.98
KSF	3.2	NA	NA	4.27
KSF	4.15	NA	NA	6.13
Employees	0.83	NA	NA	1.01
KSF	33.2	NA	NA	NA
Employees	2.01	NA	NA	NA
KSF	3.02	NA	NA	NA
Employees	0.61	NA	NA	NA
KSF	1.64	NA	NA	NA
Employees	0.41	NA	NA	NA
KSF	1.69	NA	NA	NA
KSF	1.06	NA	NA	NA
KSF	1.85	NA	NA	NA

KSF	3.81	4.49	4.51	4.09
KSF	1.33	2.7	NA	1.87
KSF	1.9	2.19	NA	NA
KSF	3.76	4.67	4.41	5.05
KSF	3.96	4.67	4.41	5.23
KSF	2.55	2.87	2.04	3.16
KSF	2.94	2.87	2.04	3.9
KSF	2.14	2.25	NA	2.47
KSF	1.78	2.38	2.97	NA
KSF	NA	4.17	NA	NA
KSF	3.78	3.92	3.05	5.05
KSF	2.27	2.32	1.57	2.83
KSF	2.63	1.78	NA	NA
KSF	5.5	4	NA	NA
KSF	3.11	NA	NA	3.79
KSF	1.4	NA	NA	NA
KSF	8.38	5.11	NA	10.5
KSF	4.13	3.99	4.21	NA
KSF	2.22	2.9	5.58	3.34
KSF	2.98	2.55	NA	NA
KSF	1.78	4.35	3.34	2.4
KSF	1.78	2.18	NA	2.4
KSF	2.23	3.19	2.49	2.82
KSF	1.35	NA	NA	NA
KSF	3.03	NA	NA	NA
KSF	1.91	NA	NA	NA
KSF	1.94	NA	NA	NA
KSF	0.66	1.17	NA	NA
KSF	1.17	NA	NA	NA
KSF	0.61	NA	NA	NA
KSF	0.89	NA	NA	NA
KSF	1.13	9.58	0.87	NA
KSF	2.2	2.94	NA	2.72
Employees	3.73	NA	NA	5.1
KSF	2.39	2.18	NA	2.92
Employees	1.4	1.63	NA	1.84
KSF	1.22	1.04	1.43	NA
Employees	NA	1.73	2.23	NA
KSF	1.33	1.79	NA	1.57
KSF	NA	2.27	NA	NA
KSF	2.41	3.04	NA	2.76
KSF	4	3.47	NA	5.67
Employees	1.6	NA	NA	NA
KSF	3	NA	NA	NA

KSF	10.6	16.4	7.11	14.2
KSF	16.41	16.4	7.11	19
Seats	0.47	0.46	0.29	0.67
Seats	0.49	0.46	0.29	0.61
KSF	10.6	13.5	9.7	16.3
KSF	5.55	NA	NA	6.37
KSF	13.3	16.3	NA	17.4
Seats	0.35	0.35	NA	0.54
Seats	NA	0.35	NA	NA
Seats	0.48	0.47	NA	0.73
KSF	12.4	NA	NA	14.5
KSF	17.41	NA	NA	NA
KSF	8.2	NA	NA	12.33
Seats	0.52	NA	NA	0.77
KSF	9.98	8.7	NA	15.13
Seats	0.4	0.35	NA	0.53
KSF	13.56	14.44	NA	17.33
KSF	10.4	8.63	NA	18.97
KSF	8	9.78	NA	NA
KSF	4.5	NA	3	NA
Fueling Positions	0.75	NA	NA	1.03
KSF	1.4	NA	NA	2.44

KEY:	
	LIMITED: 1 site in data set
	LIMITED: 2 sites in data set
	LIMITED: 3 sites in data set
KSF	1,000's of square feet
*	Weekdays are for Friday only
**	Non-Friday Weekday
^	December Only
^^	Non-December

Instructions: Enter Expected Unit Volumes into Colu

ion Rates		Expected Units	Total Stalls Occup		
85th Percentile			Average		
Saturday	Sunday		Weekday	Saturday	Sunday
1.48	0.92		0	0	0
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
0.13	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	0	NA
1.14	NA		0	0	0
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	0
NA	NA		NA	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
0.31	0.47		0	0	0
NA	NA		0	NA	0
1.54	NA	139	123.71	166.8	NA
NA	NA	139	88.96	125.1	NA
NA	NA		0	0	0
NA	NA		0	NA	NA
0.72	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	0	NA
NA	NA		NA	0	0
NA	NA		0	0	0
NA	NA		0	0	0
NA	NA		0	NA	0

NA	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
0.23	0.15		0	0	0
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	0	NA
1.62	NA		NA	0	NA
0.31	NA		NA	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	0
65.2	69.3		0	0	0
NA	NA		NA	0	0
NA	NA		0	NA	NA
3.38	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	0
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
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NA	NA		0	NA	NA
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NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	14.38		0	NA	0
NA	0.25		0	NA	0
NA	0.6		NA	0	0

NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
1.79	NA		0	0	0
NA	NA		NA	0	0
NA	NA		0	0	0
NA	NA		0	NA	NA
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NA	NA		0	NA	NA
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NA	NA		0	NA	NA
NA	NA		0	NA	NA
0.21	0.38		0	0	0
NA	NA		0	NA	NA
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5.54	NA		0	0	0
3.09	NA		0	0	NA
NA	NA		0	0	NA
5.91	5.84		0	0	0
5.91	5.84		0	0	0
3.4	2.39		0	0	0
3.4	2.39		0	0	0
2.74	NA		0	0	NA
NA	NA		0	0	0
NA	NA		NA	0	NA
4.94	NA		0	0	0
NA	NA		0	0	0
NA	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
6.47	NA		0	0	NA
NA	NA		0	0	0
3.93	NA		0	0	0
NA	NA		0	0	NA
NA	NA		0	0	0
NA	NA		0	0	NA
4.34	2.83		0	0	0
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	0	0
3.74	NA		0	0	NA
NA	NA		0	NA	NA
2.94	NA		0	0	NA
2.2	NA		0	0	NA
1.34	NA		0	0	0
2.16	NA		NA	0	0
3	NA		0	0	NA
3.2	NA		NA	0	NA
NA	NA		0	0	NA
4.66	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA

22.7	NA		0	0	0
22.7	NA		0	0	0
0.48	NA		0	0	0
0.48	NA		0	0	0
20.6	13.58		0	0	0
NA	NA		0	NA	NA
20.4	NA		0	0	NA
0.48	NA		0	0	NA
0.48	NA		NA	0	NA
0.72	NA		0	0	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
NA	NA		0	NA	NA
12.9	NA		0	0	NA
0.64	NA		0	0	NA
14.67	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	0	NA
NA	NA		0	NA	0
NA	NA		0	NA	NA
NA	NA		0	NA	NA

mn 'J'

ied in Peak Period		
85th Percentile		
Weekday	Saturday	Sunday
0	0	0
0	NA	NA
0	NA	NA
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0	NA	NA
150.12	214.06	NA
NA	NA	NA
NA	NA	NA
NA	NA	NA
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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.

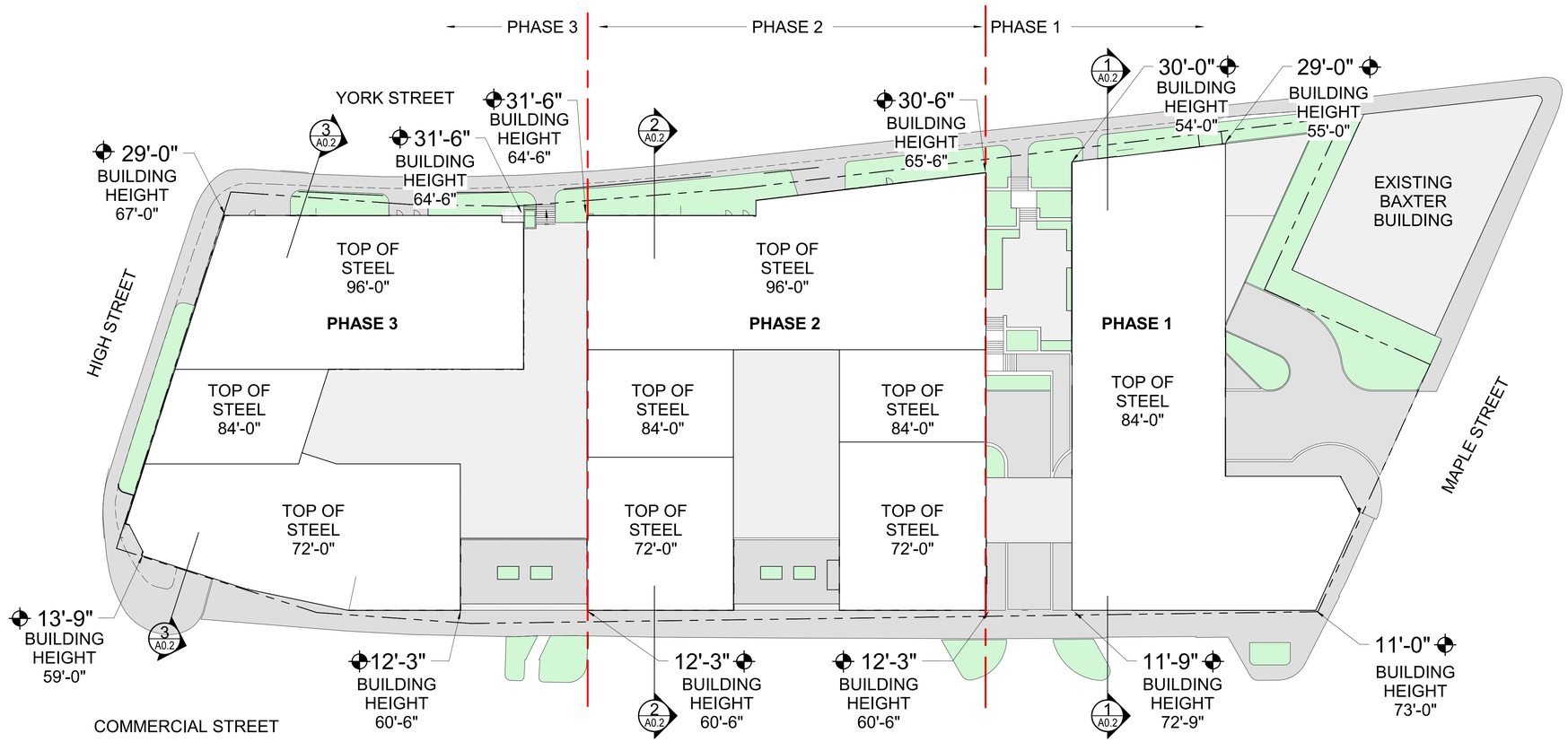
IN THE B5b DISTRICT THERE ARE NO DIMENSIONAL REQUIREMENTS FOR LOT SIZE, STREET FRONTAGE, LOT COVERAGE NOR MINIMUM YARD SETBACKS. THE PROJECT CONFORMS TO THE REQUIREMENT OF A MAXIMUM FRONT YARD SETBACK OF 10 FEET.

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 COURTYRADS ON COMMERCIAL STREET.TWO OFF STREET LOADING AREAS ARE PROPOSED, ONE ON MAPLE STREET AND ONE AT COMMERCIAL STREET.

Att. F



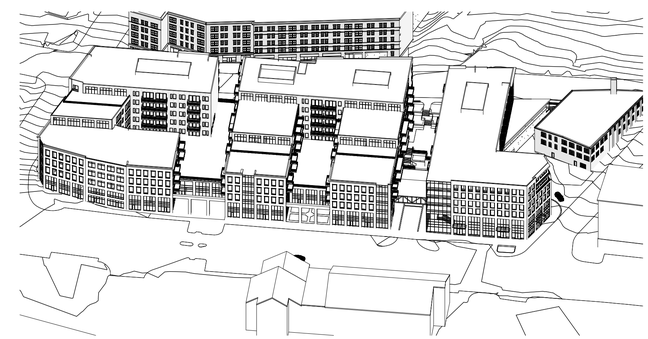
5 OVERALL SITE PLAN
1" = 30'-0"

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'

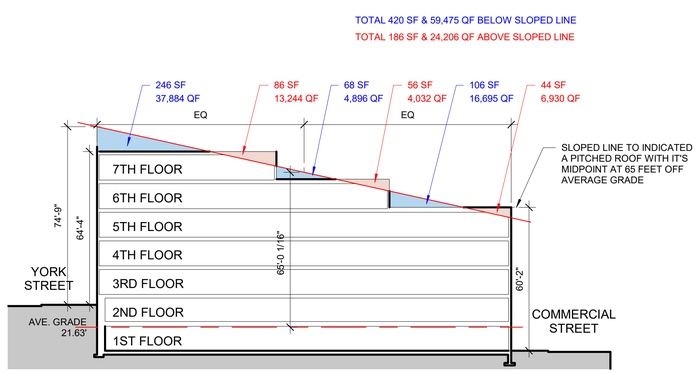
PHASE 1 -
AVERAGE BUILDING HEIGHT FROM GRADE = 64'-11"
73'-0" + 73'-0" + 57'-0" + 56'-9" = 259'-9" / 4 = 64'-11"
AVERAGE GRADE
30'-0" + 29'-0" + 11'-9" + 11'-0" = 81.75' / 4 = 20.44'

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'

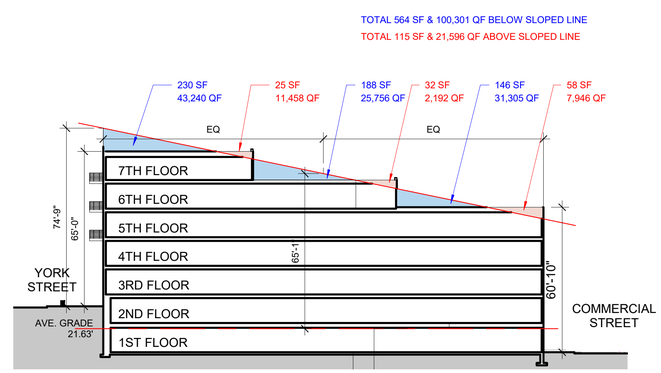
PHASE 3 -
AVERAGE BUILDING HEIGHT FROM GRADE = 62'-7 1/2"
58'-3" + 59'-9" + 65'-6" + 67'-0" = 250'-6" / 4 = 62'-7 1/2"
AVERAGE GRADE
29'-0" + 31'-6" + 13'-9" + 12'-3" = 86.5 / 4 = 21.63'



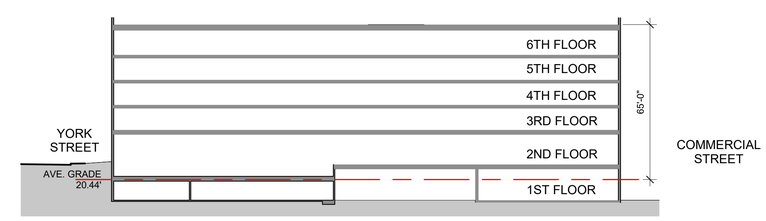
4 AERIAL SITE VIEW



3 SECTION - PHASE 3
1" = 30'-0"



2 SECTION - PHASE 2
1" = 30'-0"



1 SECTION - PHASE 1
1" = 30'-0"

Prepared For: Owner

Consultant:

Architect: ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project: 383 COMMERCIAL STREET Portland, Maine

Revisions:

Scale: 1" = 30'-0"

Date: OCT. 17, 2017

BUILDING HEIGHT CALCULATIONS

A0.2

Att. G

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSION S – 9 PARKING ALLOCATION / SERVICE FUNCTION

PARKING ALLOCATION

As outlined in Written Submission S – 8, the required parking is provided on two levels of the parking garage. In Phase 1 and 2, the applicant is proposing limited surface parking which is a permitted use at this property. The applicant proposes to retain the driveway to and from Commercial Street to the surface parking, as the Rufus Deering building will be used as a construction office. This driveway will be gated closed when the construction office is not occupied.

Attached are two plan exhibits which illustrate where parking will be allocated in Phase 1 and 2 for the hotel, restaurant, retail and residences. The hotel will manage its parking with a mandatory valet – only policy after guests initially arrive. These allocation numbers correspond with Written Submission S – 8.

SERVICE FUNCTION

The Level 1 Plan exhibit attached also depicts the location of the service area across from the hotel lobby drop off area. Access routes from this location to lobby elevators and trash rooms for all of the uses proposed in Phase 1 and 2.

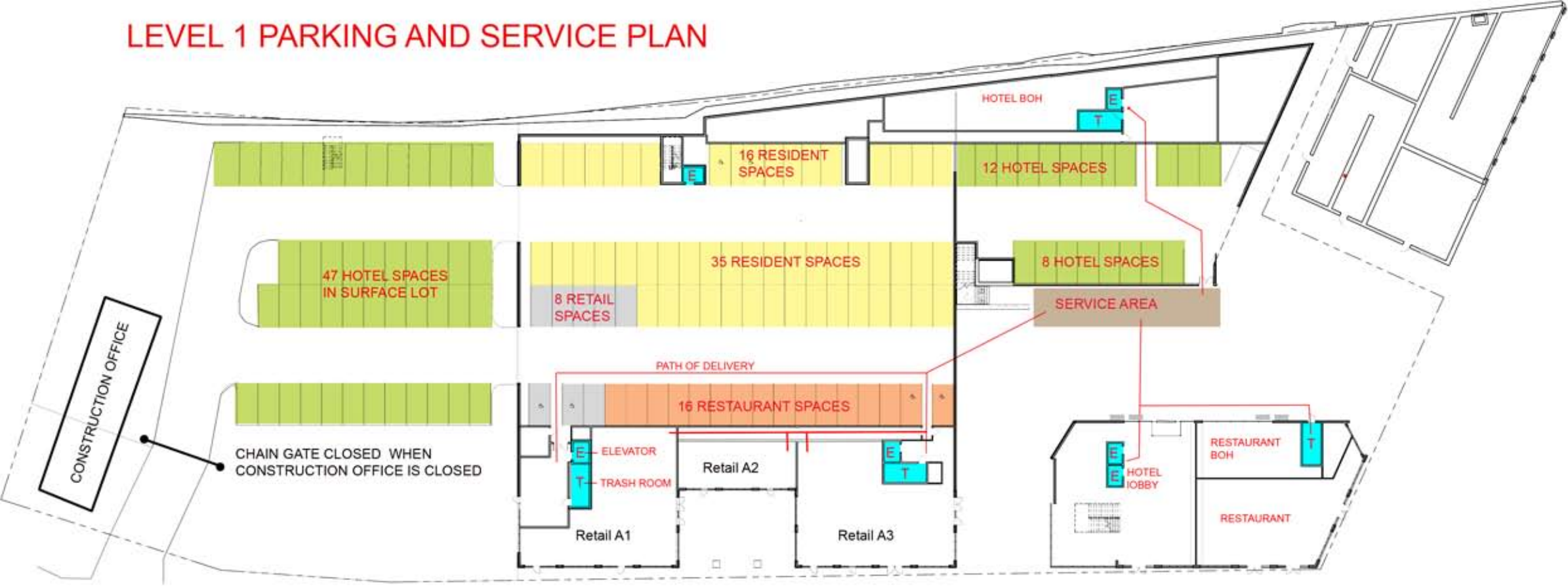
A second plan exhibit illustrates the location of the service area on Commercial Street in Phase 3 and depicts the access route to lobby elevators and trash rooms in that phase. As agreed to at a recent meeting with staff, this area will be signed with " Dual Rear Wheeled Vehicles Only – Parallel Parking Only – 6:00 AM To 6:00 PM Only " signs.

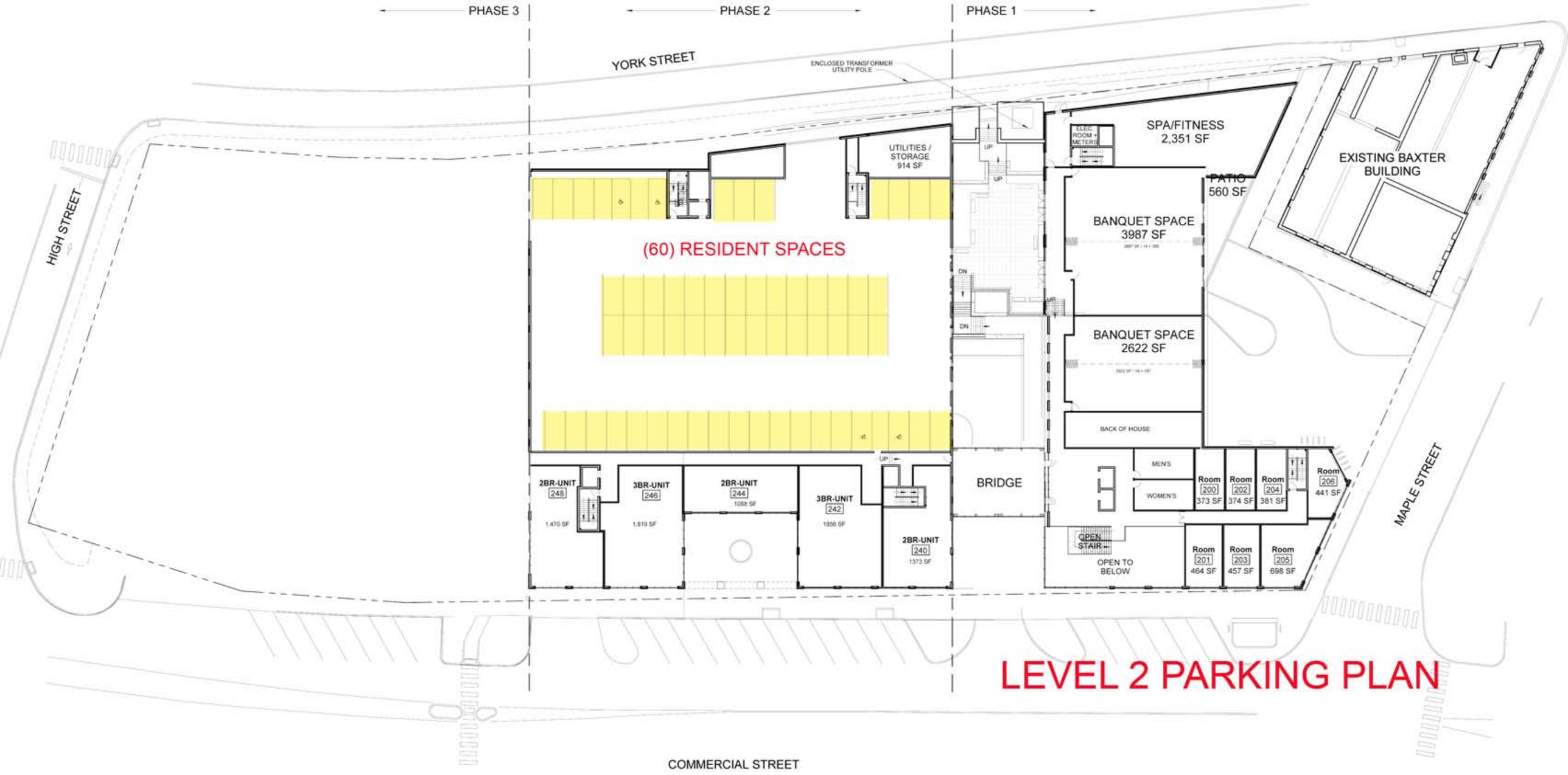
Both service areas are accessible to SU-30 box trucks and WB-40 trucks (small tractor trailers), as depicted on the attached turning movement diagrams. The SU-30 box trucks include US Mail, FEDEX, UPS , Small Moving Vans and Trash trucks. The WB-40 trucks include Mid Sized Moving Vans and Retail Delivery vehicles.

The applicant's experience at its projects in the India Street neighborhood is that most residents move into the project using Small or Mid Sized Moving Vans, however, on occaision , Large Moving Vans (Mayflower or United Van Lines) are utilized. In these cases, the resident will contact the City Parking Office in advance, reserving the some of the angled parking spaces on Commercial Street, and compensate the City for lost revenues.

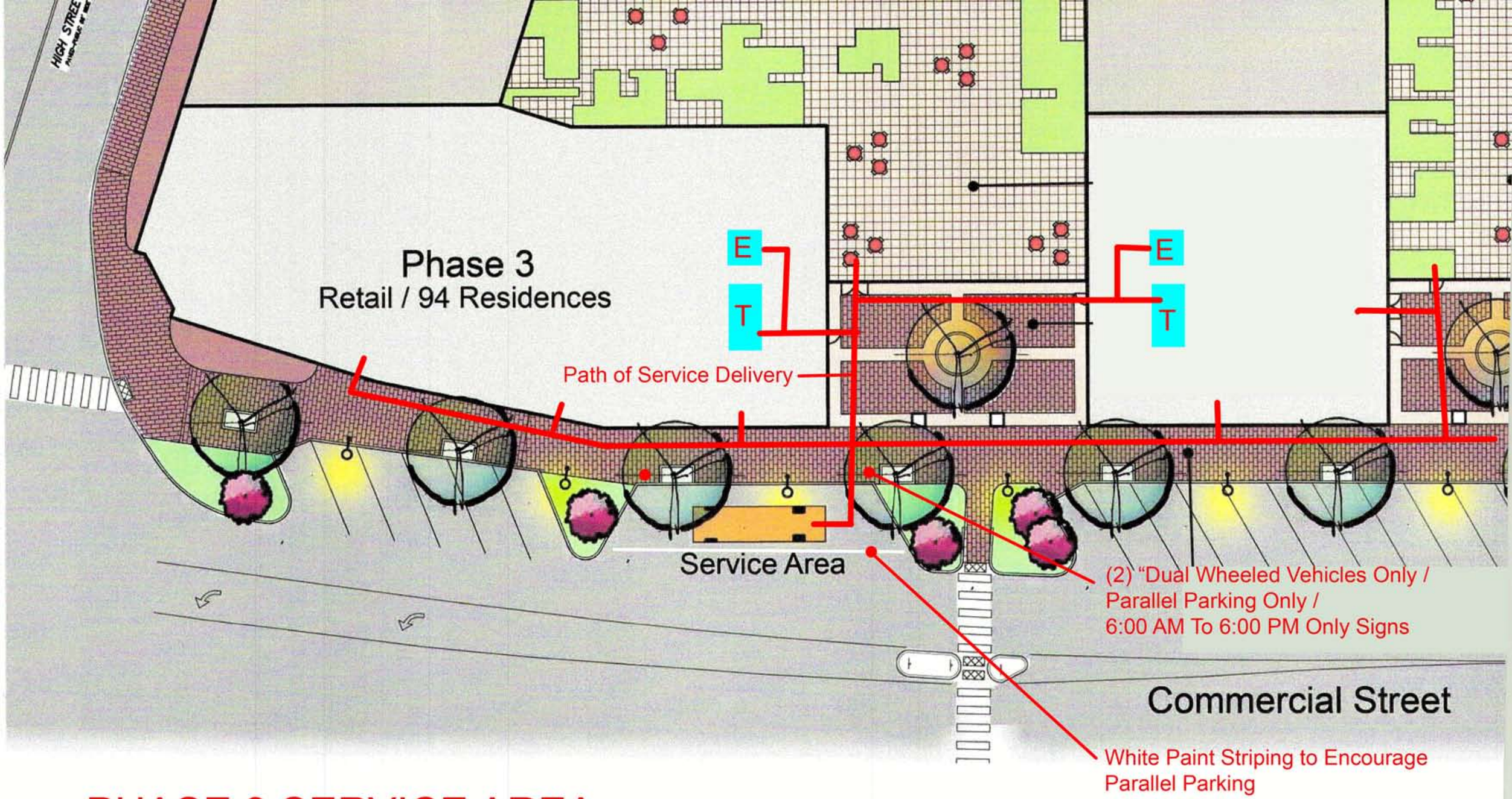
It is important to note that, unlike apartments, condominium resident occupancy is stable, without frequent turnover, therefore, limiting the activity of moving vans at this property.

LEVEL 1 PARKING AND SERVICE PLAN

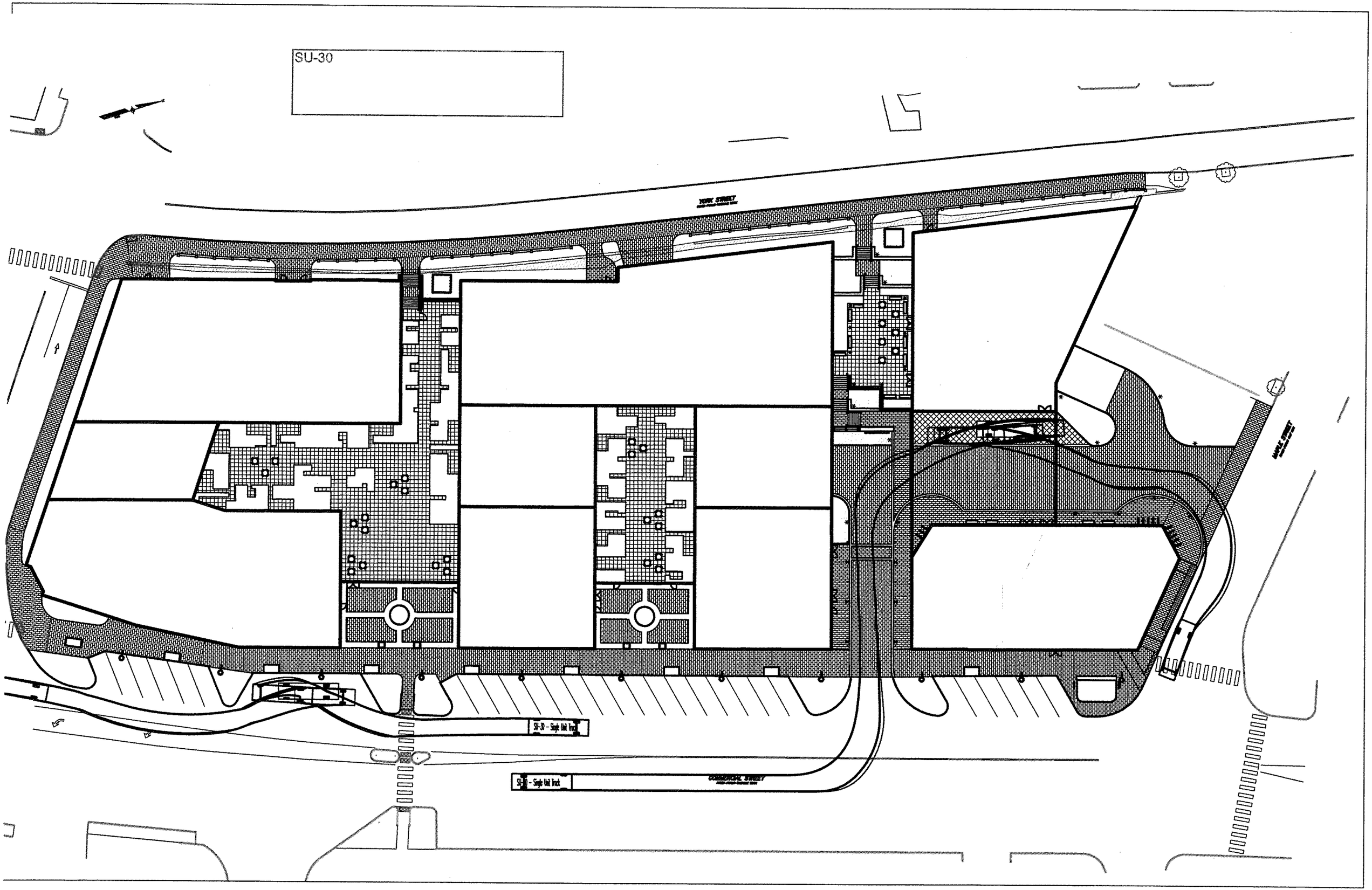




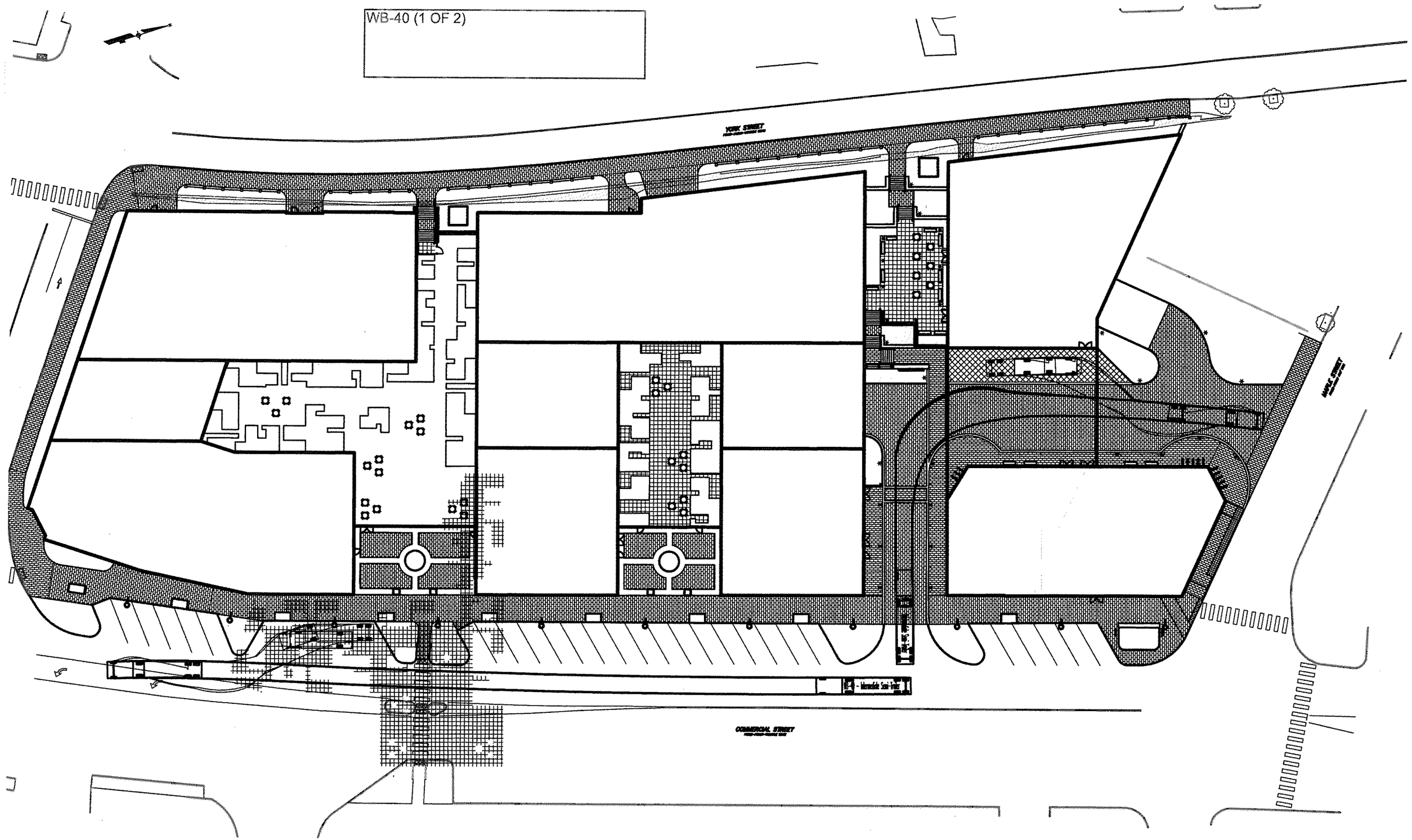
LEVEL 2 PARKING PLAN



PHASE 3 SERVICE AREA


SU-30
YORK STREET
SU-30 - Single Unit Truck
SU-30 - Single Unit Truck
COMMERCIAL STREET

WB-40 (1 OF 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.

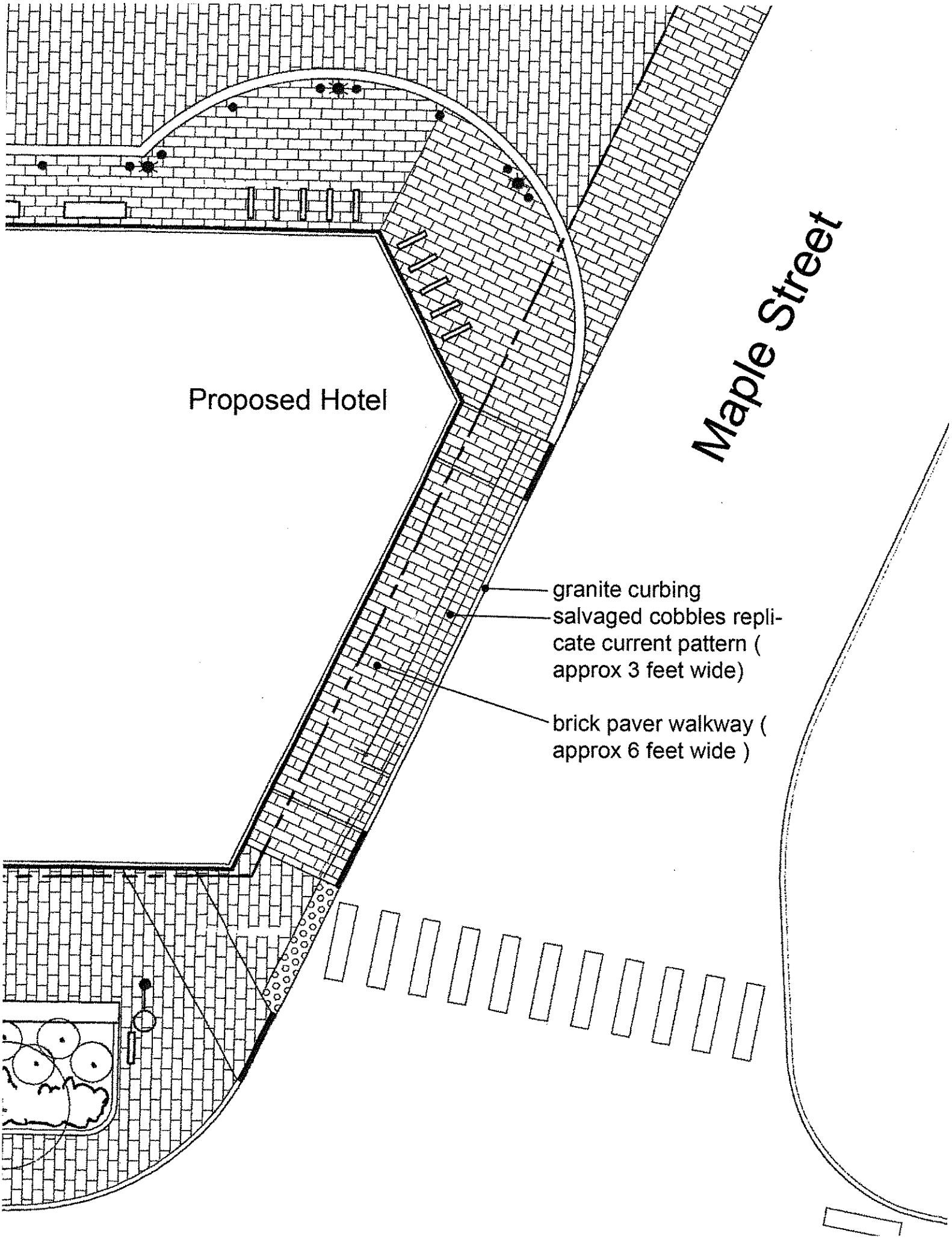
Att. H

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 GRAINITE 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.


Maple Street
Proposed Hotel
granite curbing
salvaged cobbles replicate current pattern (approx 3 feet wide)
brick paver walkway (approx 6 feet wide)

Att. I

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSIONS-10 CIRCULATION AT WOONERF NOVEMBER 3 2017

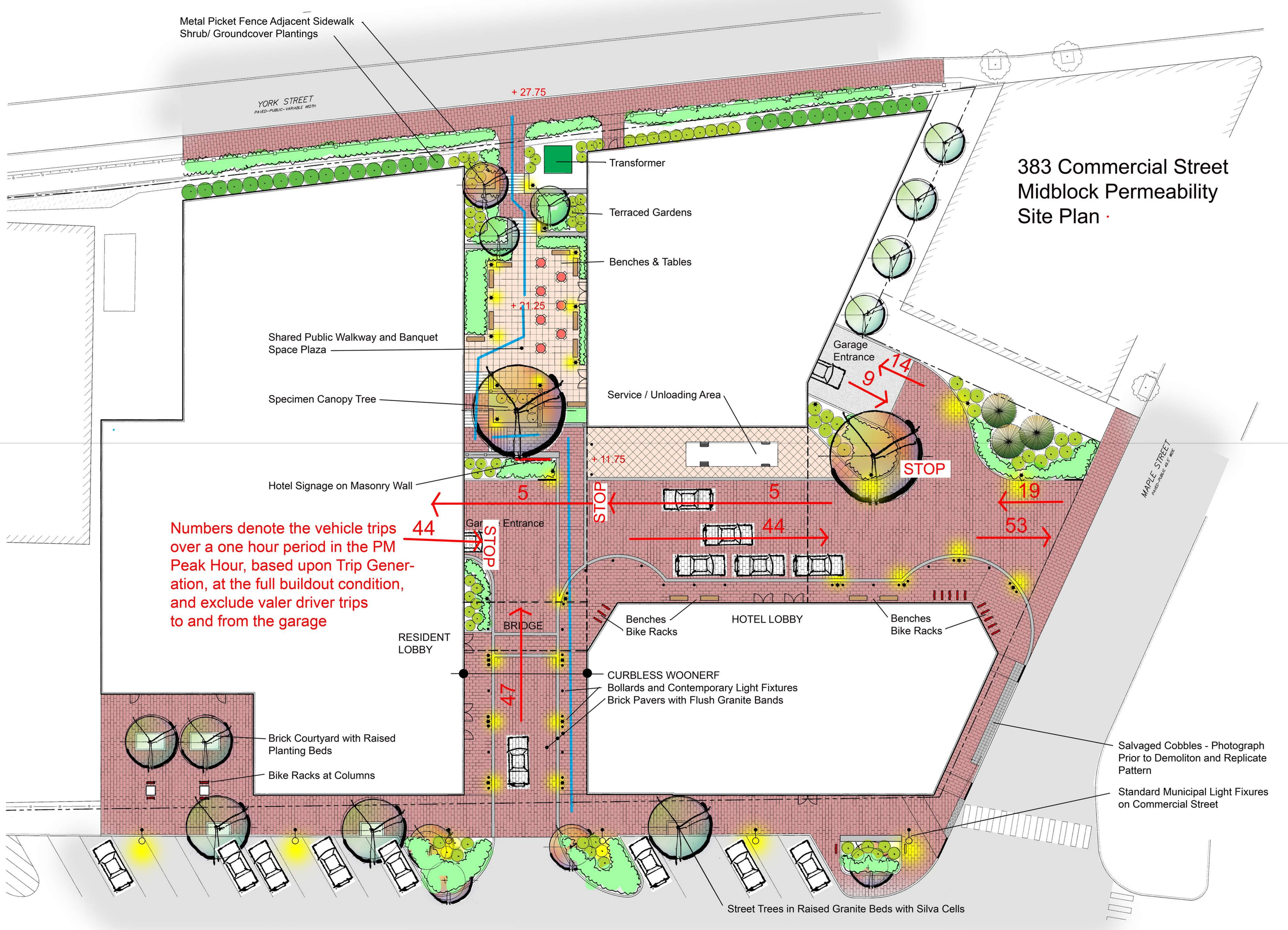
WIKIPEDIA DEFINES A WOONERF AS " A LIVING STREET...WHERE EQUAL PRIORITY IS GIVEN TO ALL MODES OF TRANSPORTATION INCLUDING AUTOMOBILES, BICYCLES ANSD PEDESTRIANS...

SIMILAR TO THE ATTACHED PHOTOGRAPH, THE PROPOSED WOONERF AT 383 COMMERCIAL STREET IS DESIGNED WITHOUT CURBS, HOWEVER, PEDESTRIAN ZONES ARE DEFINED WITH FLUSH GRANITE ACCESS BANDS, PAVERS SET IN A DIFFERENT PATTERN, AND FUTHER SEPARATION IS ACCOMPLISHED USING BOLLARDS AND LIGHT FIXTURES. WE WILL ADVANCE AND REFINE THIS DESIGN WITH THE LEVEL III SITE PLAN SUBMISSIONS.

AS NOTED AT THE OCTOBER 24 PLANNING BOARD WORKSHOP, SOME BOARD MEMBERS WERE CONCERNED WITH TRAFFIC CIRCULATION IN THIS AREA. TO THAT POINT, PLEASE SEE THE ATTACHED EXHIBIT – WE HAVE ADDED STOP SIGNS IN 3 LOCATIONS TO CLARIFY RIGHTS OF WAY AND IMPROVE TRAFFIC SAFETY. AS DESIGNED THIS ARRANGEMENT GIVES THE PRIORITY AND RIGHT OF WAY TO CARS ENTERING FROM COMMERCIAL STREET TO LIMIT STACKING AND BACKUPS INTO COMMERCIAL STREET.

THE EXHIBIT ALSO ILLUSTRATES THE ASSIGNMENT OF TRAFFIC TRIPS WHICH DEMONSTRATES RELATIVELY LOW TRAFFIC VOLUMES IN THIS AREA. WE ALSO NOTE THAT THE MAJORITY OF DRIVERS USING THE WOONERF WILL BE THOSE FAMILIAR WITH THE DESIGN – CONDOMINIUM RESIDENTS AND HOTEL VALET STAFF.

Woonerf
FK-57-ZB
NL
BIER


383 Commercial Street
Midblock Permeability
Site Plan
Metal Picket Fence Adjacent Sidewalk
Shrub/ Groundcover Plantings
YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH
+ 27.75
Transformer
Terraced Gardens
Benches & Tables
+ 21.25
Shared Public Walkway and Banquet
Space Plaza
Specimen Canopy Tree
Service / Unloading Area
Garage
Entrance
14
9
+ 11.75
STOP
Hotel Signage on Masonry Wall
5
STOP
5
19
Numbers denote the vehicle trips
over a one hour period in the PM
Peak Hour, based upon Trip Gener-
ation, at the full buildout condition,
and exclude valer driver trips
to and from the garage
44
Garage Entrance
STOP
44
53
MAPLE STREET
PAVED–PUBLIC 49.5' WIDE
Benches
Bike Racks
HOTEL LOBBY
Benches
Bike Racks
BRIDGE
RESIDENT
LOBBY
47
CURBLESS WOONERF
Bollards and Contemporary Light Fixtures
Brick Pavers with Flush Granite Bands
Brick Courtyard with Raised
Planting Beds
Bike Racks at Columns
Salvaged Cobbles - Photograph
Prior to Demoliton and Replicate
Pattern
Standard Municipal Light Fixures
on Commercial Street
Street Trees in Raised Granite Beds with Silva Cells

Att. J

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSION 5- 11 Traffic Evaluation

Attached is a Traffic Impact Study outlining the expected new traffic generation and subsequent operational impact on the surrounding area roadways.

Traffic Impact Study
Master Development Plan

383 Commercial Street
Portland, Maine

Prepared For:
Deering Property Development, LLC
2730 Transit Road
West Seneca, New York 14224

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 1A
South Portland, Maine 04106

Sebago Project No. 16324

November 3, 2017

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Trip Generation 3
Traffic Volumes 4
Trip Distribution and Assignment 5
Capacity Analyses 11
Conclusion 15

Attachments

SimTraffic Reports

Introduction

The purpose of this Traffic Impact Study (TIS) is to identify the impacts the proposed 383 Commercial Street Development may have on the surrounding area roadways. This study assumes the following land uses in the full build development:

- 211 Condominium Units
- 139 Room Hotel
- 2,352 square foot Restaurant
- 19,003 square feet of Retail space

As part of the permitting process for this project, it is expected that a Traffic Movement Permit (TMP) will be obtained, if necessary, for each phase of development. It is expected that the TMP permitting process will provide further detail regarding the capacity analyses and any necessary off-site mitigation.

Trip Generation

We have used the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate the following trip generation for the proposed development. Tables 1 through 3 show the estimated trip generation for each proposed land use.

Table 1 –Trip Generation
Land Use Code 231– Mid-Rise Residential with 1st-Floor Commercial
Dense Multi-Use Urban
(211 Occupied Units and 19,003 Sq. Ft Retail)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	T = [2.65 x (Retail GFA (000))] + [0.03 x (Occupied Units)] + 5.2	62	17	45
PM Peak Hour of Adjacent Street (4-6 PM)	T= [3.43 x (Retail GFA (000))] + [0.10 x (Occupied Units)] – 8.2	78	53	25

*T=Vehicle Trip Ends

Table 2 –Trip Generation
Land Use Code 310 – Hotel
General Urban/Suburban
(139 Rooms)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	T = 0.50(X) - 5.34	64	38	26
PM Peak Hour of Adjacent Street (4-6 PM)	T = 0.75(X) - 26.02	78	40	38

*T=Trip Ends, X=Rooms

Table 2 –Trip Generation
Land Use Code 931 – Quality Restaurant
General Urban/Suburban
(2,352 Sq. Ft)

Time Period	*Trip Generation Rate*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	0.73/1,000 SF	2	1	1
PM Peak Hour of Adjacent Street (4-6 PM)	7.8/1,000 SF	18	12	6

Table 4 shows the net external trip generation for the proposed development. This is found by adding Tables 1 through 3.

Table 4 –Net External Trip Generation

Time Period	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	128	56	72
PM Peak Hour of Adjacent Street (4-6 PM)	174	105	69

All trips are assumed to be primary. In addition, no internal capture was calculated as this is accounted for in Land Use 231 – Mid-Rise Residential with 1st Floor Commercial.

Traffic Volumes

Turning movement counts were obtained on Wednesday April 12, 2017 at the following intersections in the vicinity of the development site.

- Commercial Street at Park Street
- Commercial Street at High Street
- Commercial Street at Maple Street
- High Street at York Street
- York Street at Maple Street (counted on Tuesday April 18, 2017)

The existing traffic volumes are shown in Figure 1. Using the MaineDOT weekly group mean factors, the turning movement counts were adjusted to represent a 30th highest design hour. The weekly group mean factor for the selected week in April is 0.94. The design factor is 0.86, resulting in an adjustment factor of 1.09. The counts were then grown to seven year future design year of 2024, representing the anticipated completion of the full build development. An annual growth factor of 0.5% was applied. This growth factor was determined from MaineDOT count stations on Commercial Street, shown in Table 5 below. Although both locations show a decrease in traffic, this growth rate would account for other development in the area. The 2024 no-build volumes are shown in Figure 2.

Table 5: MaineDOT Count Data

		AADT		
STA	**Location**	**2014**	**2016**	**Growth/yr**
02102	US 1A Commercial St NE/O High Street	15820	15160	-2%
00606	US 1A Commercial St SW/O High Street	15460	14330	-4%

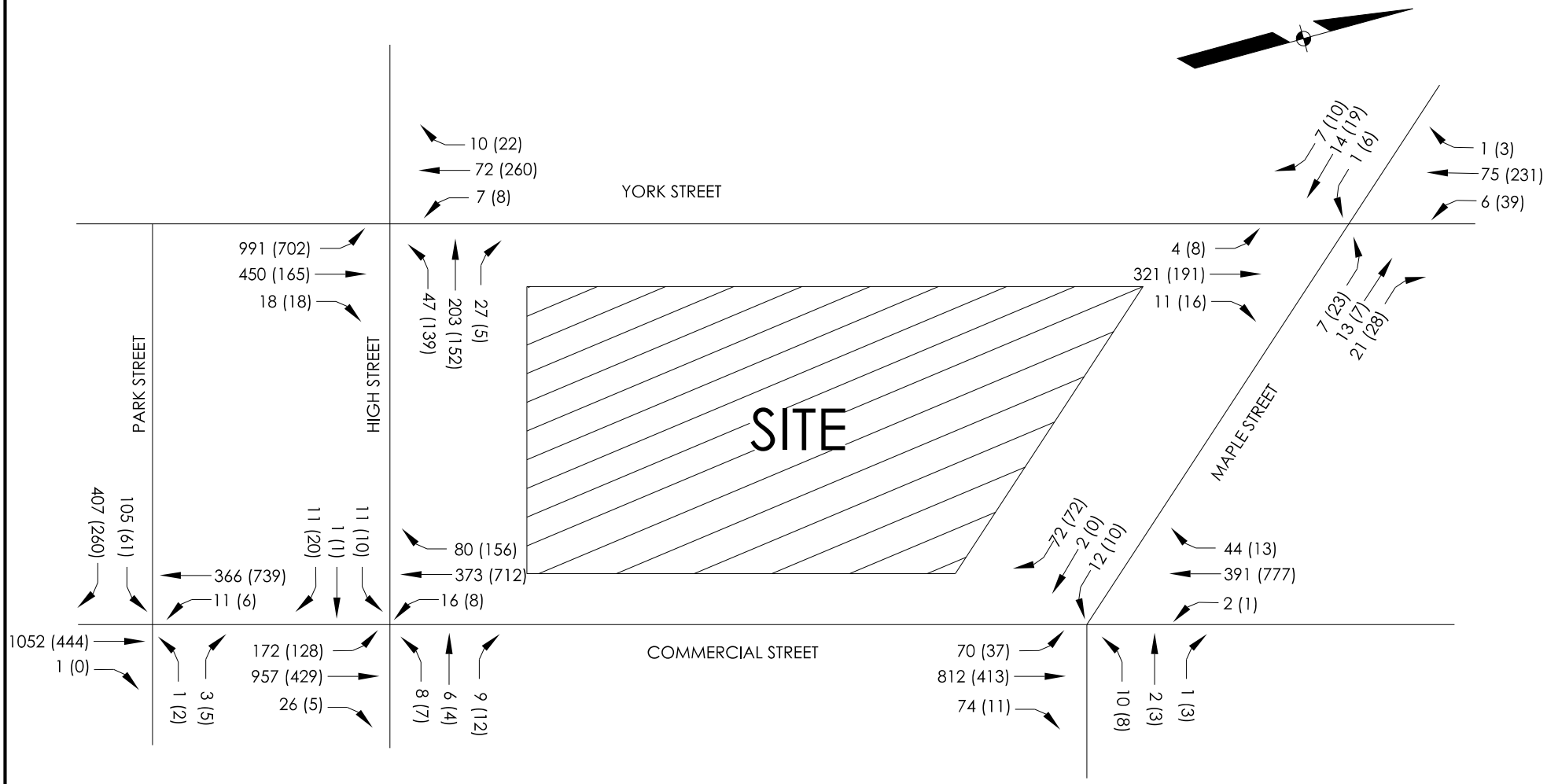
Trip Distribution and Assignment

Access to the development is to be by three proposed driveways. Access for the hotel, restaurant, retail and a portion of residential parking will be by a one-way in driveway located on Commercial Street and a full access driveway on Maple Street. These driveways will provide access to the proposed 'woonerf.' A driveway will also be located on York Street to provide access to the 2nd level of the parking garage. This level of the garage is to be for residents only.

Based upon the proposed parking configuration, it is assumed all traffic generated by the hotel and restaurant, as well as 35% of the traffic generated by the residential units will use either the Commercial Street or Maple Street Driveways. The additional 65% of traffic generated by the residential units is anticipated to use the York Street access.

Traffic was distributed from the access points based upon AADT volumes from the Maine Transportation Count Book at multiple locations on Commercial Street and York Street in the vicinity of the site. Approximately 8% of traffic is projected to be distributed to/from York Street to the north, 25% to/from Commercial Street to the north, 28% to/from Commercial Street to the south, and 39% to/from York Street to the south.

The proposed trip assignment for the AM and PM hour of the adjacent street is shown in Figure 3. The full build 2024 traffic volumes are shown in Figure 4.



KEY

XX AM PEAK HOUR - 7:15 A.M. - 8:15 A.M.

(XX) PM PEAK HOUR - 4:30 P.M. - 5:30 P.M.

NOTES:

Traffic volumes were determined by Tturning movement counts taken on Wednesday April 12, 2017

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 1A
South Portland, ME 04106
Tel. 207-200-2100
250 Goddard Rd. - Suite B
Lewiston, ME 04240
Tel. 207-783-5656

EXISTING TRAFFIC VOLUMES

383 COMMERCIAL STREET DEVELOPMENT

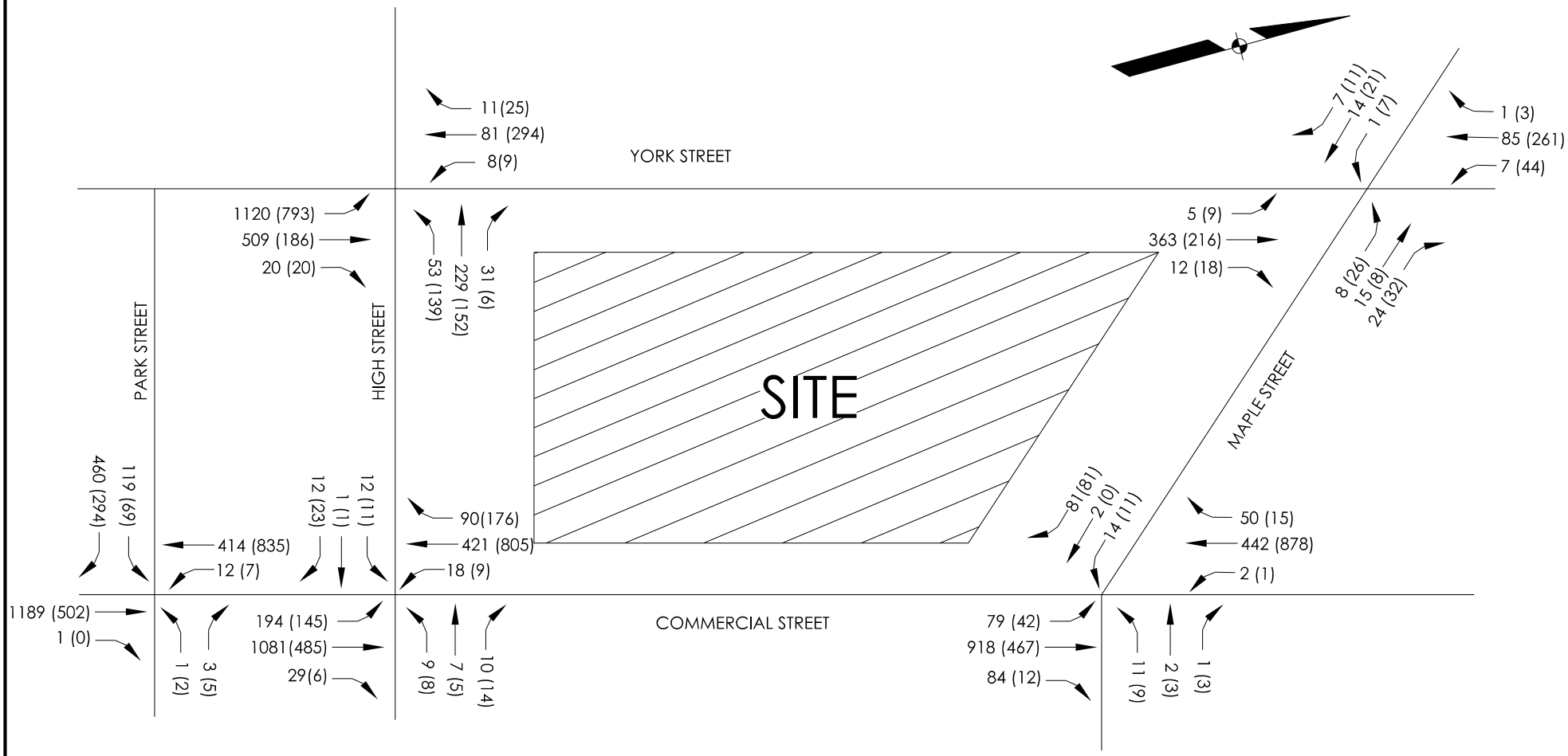
LOCATION: 383 COMMERCIAL STREET
PORTLAND, MAINE

FOR: DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

SCALE: N.T.S.

DATE: 11/02/2017

FIGURE: 1 OF 4



NOTES:

Raw Traffic Counts shown in Figure 1 were factored seasonaly to the 30th highest hour using MaineDOT 2016 Weekly Group Mean Factors:
0.94/0.86=1.09

Traffic Counts were then factored annually from 2017 using an increase of 0.5% per year to a design year of 2024.

KEY

XX	AM PEAK HOUR - 7:15 A.M. - 8:15 A.M.
(XX)	PM PEAK HOUR - 4:30 P.M. - 5:30 P.M.

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 1A
South Portland, ME 04106
Tel. 207-200-2100
250 Goddard Rd. - Suite B
Lewiston, ME 04240
Tel. 207-783-5656

2024 NO-BUILD TRAFFIC VOLUMES

383 COMMERCIAL STREET DEVELOPMENT

LOCATION: 383 COMMERCIAL STREET
PORTLAND, MAINE

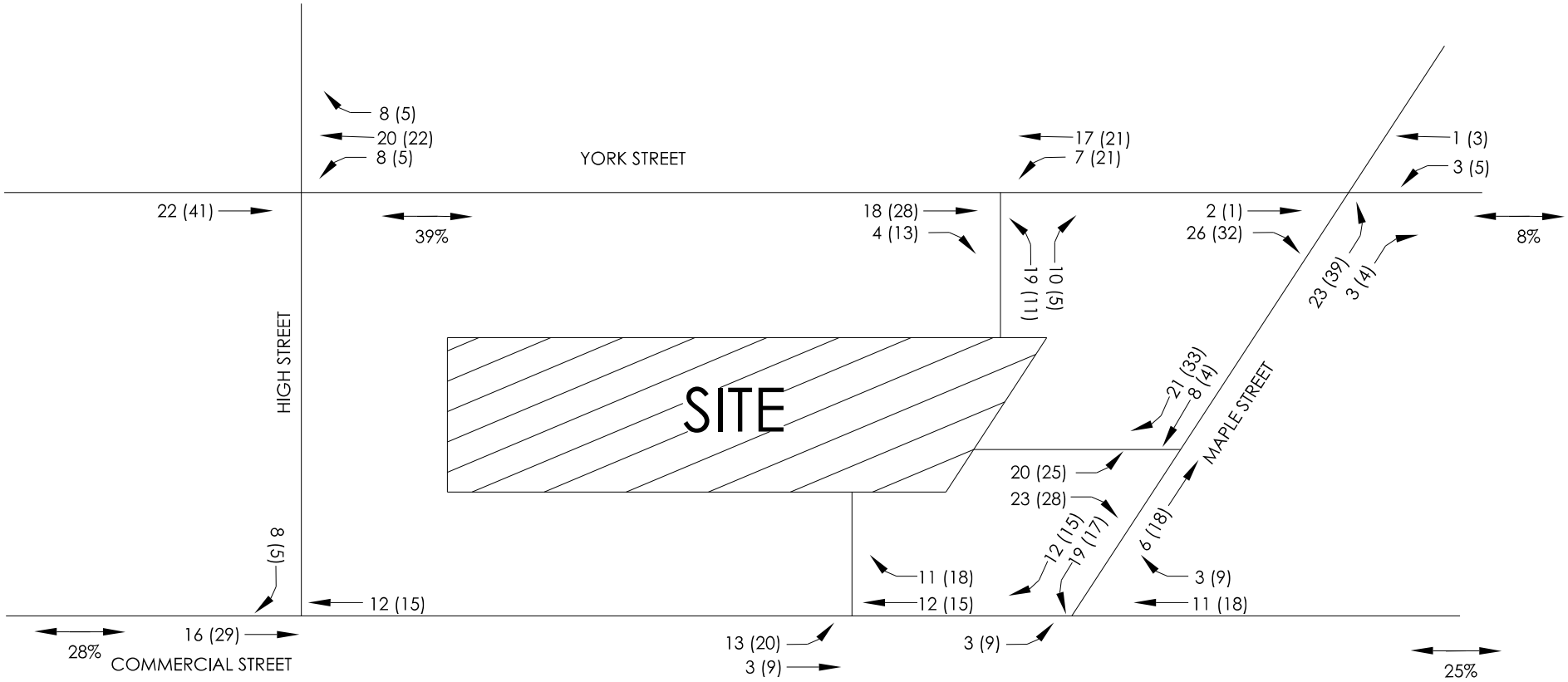
FOR: DEERING PROPERTY DEVELOPMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

SCALE: N.T.S.
DATE: 11/02/2017
FIGURE: 2 OF 3

NOTES:

Total Primary Trip Ends During Peak Hour:

	Entering	Exiting
AM	56	72
PM	105	69



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 1A
South Portland, ME 04106
Tel. 207-200-2100
250 Goddard Rd. - Suite B
Lewiston, ME 04240
Tel. 207-783-5656

PROJECT GENERATED TRIPS

383 COMMERCIAL STREET DEVELOPMENT

LOCATION: 383 COMMERCIAL STREET
PORTLAND, MAINE

FOR: DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK 14224

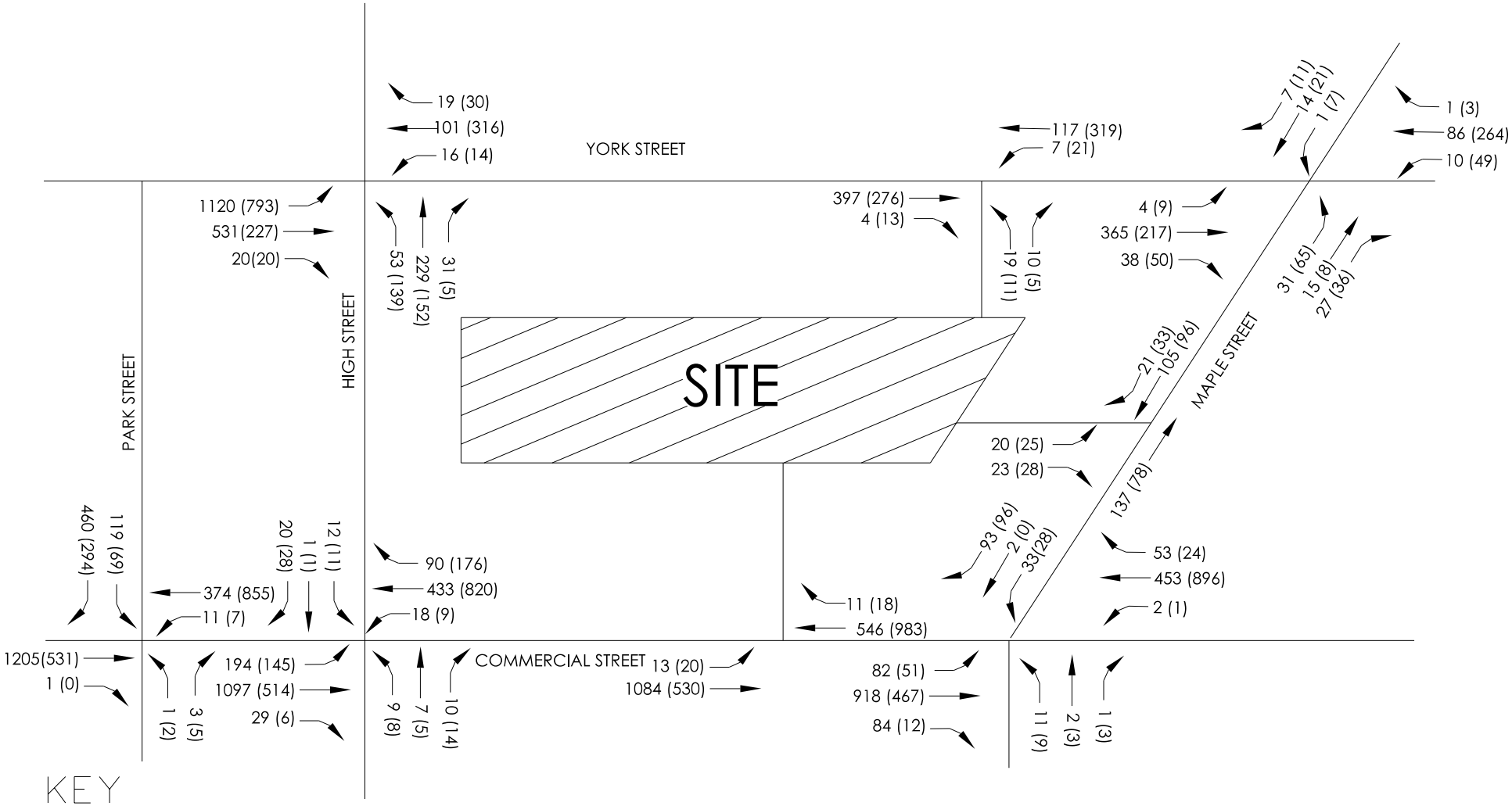
SCALE: N.T.S.

DATE: 11/02/2017

FIGURE: 3 OF 4

NOTES:

Volumes found by adding Figures 2 and 3.



SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 1A, South Portland, ME 04106, Tel. 207-200-2100
250 Goddard Rd. - Suite B, Lewiston, ME 04240, Tel. 207-783-5656

2024 FULL BUILD TRAFFIC VOLUMES

383 COMMERCIAL STREET DEVELOPMENT

LOCATION: 383 COMMERCIAL STREET, PORTLAND, MAINE

FOR: DEERING PROPERTY MANAGEMENT, LLC, 2730 TRANSIT ROAD, WEST SENECA, NEW YORK 14224

SCALE: N.T.S.

DATE: 11/02/2017

FIGURE: 4 OF 4

Capacity Analyses

An intersection capacity analysis for the 2024 No-Build and 2024 Build Volumes was completed. Synchro/SimTraffic Version 9 was used for this analysis. The focus of our analysis was on the control delay (or the average amount of delay that a vehicle experiences as it travels through an intersection or section of roadway). This is defined by Level of Service (LOS), in terms of A through F, with A being optimal and E/F being unacceptable.

Table 6: LOS from Control Delay

Level of Service (LOS)	*Unsignalized Control Delay (Sec./Vehicle)*	*Signalized Control Delay (Sec./Vehicle)*
A	≤10	≤10
B	>10-≤15	>10-≤20
C	>15-≤25	>20-≤35
D	>25-≤35	>35-≤55
E	>35-≤50	>55-≤80
F	>50	>80

Source: Highway Capacity Manual 6th Edition

Five existing were included in this analysis. These included the following:

- High Street at York Street (signalized)
- Commercial Street at Park Street (unsignalized)
- Commercial Street at High Street (unsignalized)
- Commercial Street at Maple Street (unsignalized)
- Maple Street at York Street (unsignalized)

The three proposed unsignalized driveways were also included in the 2024 Build analysis.

In some cases, the results may show an intersection or approach operating slightly better during build conditions. This is due to the nature of the traffic simulation, in which there are slight variants which may occur in each simulation run in addition to the increase in traffic under build conditions. This results in slight decreases in delay being reported. In these cases, it can be expected that traffic conditions before and after the build scenario would be similar.

Table 6: Capacity Analysis Summary (1 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
High Street at Commercial Street								
Commercial St EB LT	7	A	7	A	17	C	19	C
Commercial St EB TH	2	A	2	A	1	A	1	A
Commercial St EB RT	1	A	2	A	1	A	0	A
Commercial St WB LT	11	B	12	B	7	A	5	A
Commercial St WB TH	2	A	2	A	4	A	3	A
Commercial St WB RT	2	A	1	A	2	A	2	A
High Street SB LT	60	F	101	F	106	F	70	F
High Street SB TH	3	A	13	B	18	C	71	F
High Street SB RT	20	C	40	E	33	D	29	D
INTERSECTION	4	A	5	A	6	A	6	A
High Street at York Street								
York St EB LT	17	B	18	B	18	B	19	B
York St EB TH	15	B	16	B	14	B	14	B
York St EB RT	15	B	13	B	9	A	10	A
York StWB LT	23	C	26	C	39	D	47	D
York St WB TH	24	C	26	C	38	D	51	D
York St WB RT	19	B	18	B	35	C	49	D
High St NB LT	25	C	25	C	27	C	27	C
High St NB TH	19	B	20	B	23	C	22	C
High St NB RT	16	B	16	B	12	B	11	B
INTERSECTION	17	B	18	B	23	C	25	C
Maple Street at Commercial Street								
Commercial St EB LT	7	A	4	A	11	B	9	A
Commercial St EB TH	5	A	2	A	4	A	2	A
Commercial St EB RT	3	A	1	A	4	A	1	A
Commercial St WB LT	9	A	11	B	3	A	0	A
Commercial St WB TH	1	A	1	A	1	A	2	A
Commercial St WB RT	1	A	1	A	1	A	1	A
Maple Street SB LT	41	E	42	E	31	D	40	E
Maple Street SB RT	15	B	17	C	18	C	21	C
INTERSECTION	5	A	4	A	4	A	4	A

Table 7: Capacity Analysis Summary (2 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Street at York Street								
York St EB LT	3	A	2	A	5	A	3	A
York St EB TH	2	A	1	A	2	A	1	A
York St EB RT	2	A	0	A	2	A	0	A
York St WB LT	3	A	4	A	3	A	3	A
York St WB TH	0	A	0	A	1	A	1	A
York St WB RT	0	A	0	A	1	A	0	A
Maple St NB LT	7	A	8	A	8	A	9	A
Maple St NB TH	1	A	1	A	8	A	8	A
Maple St NB RT	4	A	4	A	4	A	4	A
Maple St SB LT	5	A	5	A	8	A	7	A
Maple St SB TH	6	A	8	A	7	A	11	B
Maple St SB RT	4	A	3	A	4	A	4	A
INTERSECTION	2	A	1	A	2	A	2	A
Park Street at Commercial Street								
Commercial St EB TH	1	A	1	A	0	A	0	A
Commercial St WB LT	16	C	21	C	5	A	4	A
Commercial St WB TH	2	A	3	A	2	A	2	A
Park St SB LT	158	F	118	F	21	C	19	C
Park St SB RT	17	C	12	B	32	D	19	C
INTERSECTION	13	B	10	A	8	A	5	A

Table 8: Capacity Analysis Summary (3 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Site Drive at Commercial Street								
Commercial St EB LT			5	A			9	A
Commercial St EB TH			3	A			2	A
Commercial St WB TH			0	A			1	A
Commercial St WB RT			0	A			0	A
INTERSECTION			2	A				A
Site Drive at Maple Street								
Site EB LT			11	B			18	C
Site EB RT			24	C			19	C
Maple St SB TH			1	A			1	A
Maple St SB RT			0	A			1	A
INTERSECTION			4	A			5	A
Site Drive at York Street								
York St EB TH			2	A			2	A
York St EB RT			2	A			2	A
York St WB LT			3	A			3	A
York St WB TH			0	A			2	A
Site NB LT			6	A			12	B
SITE NB RT			5	A			3	A
INTERSECTION			2	A			2	A

As can be seen in the preceding Tables a few movements are shown to be failing during both the future build and no-build conditions. Of particular note is the intersection of High Street and Commercial Street. The High Street southbound movements were found to be failing during all four analysis scenarios. The *West Commercial Street Multi-Modal Corridor Study*, completed in January 2016, has identified the need for a traffic signal at this intersection. The report calls for this signal to be optimized in coordination with other traffic signals in the area. This TIS does not further explore the need for a traffic signal. It could be assumed that traffic operations for High Street as well as the Commercial Street turning movements would be improved with the installation of this signal.

Conclusion

Several intersections in the study area are shown to have operational issues under the projected future no-build conditions. Although generating a sizeable amount of new traffic, the analysis indicates that the existing roadway will be able to reasonably accommodate the increase in traffic as a result of the proposed development. As part of the TMP application process, further analysis will be performed to identify any off site mitigation which may be required as a result of this development.

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.3	2.0	1.3	11.2	2.1	1.7	86.0	48.9	39.3	60.3	3.0	19.6

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.8

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	12.6	6.7	5.1	1.5
Total Del/Veh (s)	16.9	14.7	14.5	23.2	24.2	18.9	25.3	19.0	15.8	17.2

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.4	0.5	0.1	0.1	0.1	1.0	0.1	1.1
Total Del/Veh (s)	6.8	4.5	3.0	9.1	1.2	0.7	44.4	28.1	3.9	41.4	52.0	14.5

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.6

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	3.0	2.1	2.1	2.8	0.2	0.0	7.2	1.4	3.6	5.0	6.3	3.6

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.0

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	207.8	211.6	0.0	193.6
Total Del/Veh (s)	8.4	12.1	1.2	8.7

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.6	1.0	0.0	0.0	0.1	0.1	2.2	0.0	0.1	1.0
Total Del/Veh (s)	1.1	0.1	15.6	2.4	77.6	43.4	157.9	6.6	16.8	12.7

Total Network Performance

Denied Del/Veh (s)	108.8
Total Del/Veh (s)	24.4

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	96	48	38	108	78	58
Average Queue (ft)	42	2	11	8	22	16
95th Queue (ft)	77	33	32	47	57	44
Link Distance (ft)		324		536	116	179
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	1		0	1		
Queuing Penalty (veh)	7		1	0		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	330	405	322	123	139	193
Average Queue (ft)	163	192	149	57	25	100
95th Queue (ft)	288	355	283	101	97	184
Link Distance (ft)	328	328	328	554	179	179
Upstream Blk Time (%)	0	0	0		0	3
Queuing Penalty (veh)	2	2	1		0	4
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	258	50	36	117
Average Queue (ft)	59	3	9	40
95th Queue (ft)	169	23	28	91
Link Distance (ft)	536	460	116	252
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	29	43
Average Queue (ft)	1	14	17
95th Queue (ft)	12	28	41
Link Distance (ft)	191	252	308
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	254	269
Average Queue (ft)	112	149
95th Queue (ft)	308	345
Link Distance (ft)	232	232
Upstream Blk Time (%)	6	18
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	WB	NB	SB	SB
Directions Served	LT	LTR	L	TR
Maximum Queue (ft)	185	58	241	249
Average Queue (ft)	22	7	150	149
95th Queue (ft)	107	37	243	265
Link Distance (ft)	324	180	190	190
Upstream Blk Time (%)			13	13
Queuing Penalty (veh)			37	39
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 94

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.2	2.2	1.5	11.8	1.6	1.2	163.1	116.7	60.2	101.0	13.0	40.3

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.6

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	10.0	4.8	2.9	1.0
Total Del/Veh (s)	18.3	15.7	13.0	25.7	26.2	18.4	25.2	19.6	15.9	18.4

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.0	1.6	0.4	0.4	0.1	0.1	0.1	1.0	0.0	0.5
Total Del/Veh (s)	4.0	1.8	0.7	11.4	1.1	0.6	36.7	38.8	12.7	41.8	16.3	16.9

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.6

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.2	0.7	0.2	3.8	0.4	0.0	7.6	1.4	4.1	5.0	7.5	2.8

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.4

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	126.5	121.0	0.0	115.3
Total Del/Veh (s)	7.7	10.9	1.3	8.0

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.6	1.8	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.9
Total Del/Veh (s)	1.2	0.4	20.8	2.8	96.9	56.9	118.3	1.9	12.0	9.8

16: Commercial Street & Site 1 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	3.2	0.4	0.2	0.0	2.2

18: Maple Street & Site 2 Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	12.3	3.2	0.0	0.1	0.1	1.3
Total Del/Veh (s)	10.8	23.9	0.4	1.1	0.3	3.5

20: Site 3 & York Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.9	1.7	2.6	0.3	6.1	4.9	1.8

Total Network Performance

Denied Del/Veh (s)	64.8
Total Del/Veh (s)	23.9

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	104	53	38	110	76	84
Average Queue (ft)	44	2	10	9	24	24
95th Queue (ft)	80	34	31	51	69	65
Link Distance (ft)		324		426	116	174
Upstream Blk Time (%)					1	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	0		0	1		
Queuing Penalty (veh)	5		1	0		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	332	334	310	160	129	181
Average Queue (ft)	180	184	157	75	21	98
95th Queue (ft)	289	294	282	133	84	174
Link Distance (ft)	328	328	328	355	174	174
Upstream Blk Time (%)	0	0	0			2
Queuing Penalty (veh)	1	2	1			4
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	131	75	38	130
Average Queue (ft)	54	6	10	57
95th Queue (ft)	125	35	30	115
Link Distance (ft)	50	465	119	74
Upstream Blk Time (%)	4			12
Queuing Penalty (veh)	49			17
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	19	48	83	41
Average Queue (ft)	1	4	17	14
95th Queue (ft)	7	23	49	39
Link Distance (ft)	140	191	116	308
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	247	268
Average Queue (ft)	121	137
95th Queue (ft)	314	335
Link Distance (ft)	232	232
Upstream Blk Time (%)	4	12
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	EB	WB	NB	SB	SB
Directions Served	TR	LT	LTR	L	TR
Maximum Queue (ft)	10	220	59	202	221
Average Queue (ft)	0	27	8	120	125
95th Queue (ft)	7	127	37	211	213
Link Distance (ft)	234	324	180	190	190
Upstream Blk Time (%)		0		9	5
Queuing Penalty (veh)		0		26	15
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Commercial Street & Site 1

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	167	27
Average Queue (ft)	23	1
95th Queue (ft)	98	12
Link Distance (ft)	426	50
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Maple Street & Site 2

Movement	EB	B17	NB	SB
Directions Served	LR	T	LT	TR
Maximum Queue (ft)	95	13	8	15
Average Queue (ft)	30	1	0	2
95th Queue (ft)	73	11	6	19
Link Distance (ft)	95	69	74	116
Upstream Blk Time (%)	2	0		
Queuing Penalty (veh)	1	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: Site 3 & York Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	35	45
Average Queue (ft)	2	19
95th Queue (ft)	15	44
Link Distance (ft)	140	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 122

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.1	5.3	0.0	3.5
Total Del/Veh (s)	16.9	0.9	0.5	6.5	3.6	2.2	53.8	86.8	24.0	106.1	18.4	33.0

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.5

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	18.2	14.2	9.3	39.3	38.1	35.0	27.0	22.7	11.6	23.0

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.8	0.9	1.0	0.1	0.1	0.1	0.0	0.0	0.6
Total Del/Veh (s)	10.9	4.0	4.3	3.2	1.3	0.8	29.3	35.2	7.1	31.3	17.5	3.9

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.3	0.3	0.2	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.5	2.1	1.7	2.7	0.7	0.6	7.9	8.1	3.5	7.8	7.3	4.3

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	2.2

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	1.9	2.2	0.0	1.5
Total Del/Veh (s)	2.7	5.7	1.6	3.0

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.5	0.1	0.0	0.0	0.3	0.2
Total Del/Veh (s)	0.3	4.5	2.1	40.2	5.9	20.8	8.4	32.4	7.6

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	22.0

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	103	77	34	93	82	99
Average Queue (ft)	52	5	5	12	21	29
95th Queue (ft)	92	56	22	55	60	74
Link Distance (ft)		324		535	116	179
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	2		0	0		
Queuing Penalty (veh)	8		0	0		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	205	200	151	349	149	156
Average Queue (ft)	129	129	73	175	77	74
95th Queue (ft)	183	183	131	302	132	134
Link Distance (ft)	328	328	328	554	179	179
Upstream Blk Time (%)					0	0
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	277	22	48	104
Average Queue (ft)	62	1	10	42
95th Queue (ft)	189	10	34	85
Link Distance (ft)	535	459	109	246
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	66	46	57
Average Queue (ft)	3	13	18	24
95th Queue (ft)	20	45	33	53
Link Distance (ft)	554	191	246	308
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	189	205
Average Queue (ft)	26	41
95th Queue (ft)	141	181
Link Distance (ft)	232	232
Upstream Blk Time (%)	1	4
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	WB	NB	SB	SB
Directions Served	LT	LTR	L	TR
Maximum Queue (ft)	68	56	188	203
Average Queue (ft)	3	10	49	123
95th Queue (ft)	27	39	120	214
Link Distance (ft)	324	180	190	190
Upstream Blk Time (%)			0	9
Queuing Penalty (veh)			0	16
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 25

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.1	0.0	0.5	0.1	0.1	1.9	0.1	0.4	0.0	0.2	0.8
Total Del/Veh (s)	18.6	1.2	0.4	4.5	3.3	2.0	88.7	85.8	42.0	70.1	71.4	28.5

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	5.9

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	17.2	4.4	0.7	0.0	0.0	0.0	0.9
Total Del/Veh (s)	18.5	13.6	10.0	46.8	51.0	48.5	27.4	22.2	10.6	25.4

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0		0.8	0.9	0.1	0.1	0.1	1.3	0.0	0.9
Total Del/Veh (s)	8.9	1.9	0.7		1.5	0.8	27.0	21.3	6.1	39.9	5.2	21.2

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	4.0

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.4	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.7	1.0	0.4	3.3	1.0	0.3	8.5	7.8	4.0	6.8	10.8	4.2

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.3

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.4	0.6	0.0	0.4
Total Del/Veh (s)	1.6	2.1	1.6	1.7

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4	4.0	1.9	26.2	7.1	18.9	1.2	18.5	5.0

16: Commercial Street & Site 1 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.3	2.4	0.6	0.2	0.0	1.3

18: Maple Street & Site 2 Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.6	0.0	0.0	0.3	0.1
Total Del/Veh (s)	17.8	18.9	0.5	1.0	0.9	4.6

20: Site 3 & York Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.8	1.7	3.3	1.7	12.2	2.8	1.9

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	22.5

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	118	134	23	54	99	98
Average Queue (ft)	58	7	2	14	29	25
95th Queue (ft)	101	81	13	40	78	70
Link Distance (ft)		324		426	116	174
Upstream Blk Time (%)		0			2	0
Queuing Penalty (veh)		1			0	0
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	3			0		
Queuing Penalty (veh)	14			0		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	222	218	180	326	153	160
Average Queue (ft)	141	140	78	206	73	81
95th Queue (ft)	206	205	144	341	125	144
Link Distance (ft)	328	328	328	355	174	174
Upstream Blk Time (%)				3	0	0
Queuing Penalty (veh)				11	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	127	20	51	128
Average Queue (ft)	45	1	11	60
95th Queue (ft)	117	11	37	112
Link Distance (ft)	50	465	119	74
Upstream Blk Time (%)	6			14
Queuing Penalty (veh)	34			18
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	109	60	53
Average Queue (ft)	2	15	20	24
95th Queue (ft)	15	61	44	50
Link Distance (ft)	140	191	116	308
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	58	126
Average Queue (ft)	2	8
95th Queue (ft)	31	65
Link Distance (ft)	232	232
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	EB	WB	NB	SB	SB
Directions Served	TR	LT	LTR	L	TR
Maximum Queue (ft)	15	50	66	120	177
Average Queue (ft)	1	3	9	44	94
95th Queue (ft)	12	24	39	97	169
Link Distance (ft)	234	324	180	190	190
Upstream Blk Time (%)				0	1
Queuing Penalty (veh)				0	2
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

MASTER DEVELOPMENT PLAN
383 COMMERCIAL STREET
WRITTEN SUBMISSION 5- 11a Traffic Evaluation – Commercial Street

In addition to the Traffic Impact Study (TIS) submitted as part of written submission 5-11, the following outlines some of the existing issues on Commercial Street and how this development may impact those.

Presently, Commercial Street experiences significant delays and queues during the afternoon peak hour when heading in a westbound direction (leaving Downtown Portland). A large amount of this delay seems to be attributed to the traffic signal located at the intersection of Commercial Street and Beach Street/IMT. Westbound traffic at this location is stopped when eastbound traffic is turning left onto to the Casco Bay Bridge approach. Based upon the projected trip distribution of the traffic attributes to the 383 Commercial Street traffic, it is expected that a majority of traffic travelling to/from the development will be in the eastbound direction at this location. This congestion in westbound traffic is assumed to be due to people commuting home to points outside of Downtown Portland. Due to the proposed residential portion of the development, it can be assumed a majority of traffic in the afternoon peak hour would be headed towards the development, and therefore not travelling westbound on Commercial Street beyond the site. This is demonstrated in Figure 3 of the TIS. Based upon the proposed trip distribution, the development would be adding 20 new vehicular trips to Commercial Street west of the intersection with High Street. This would represent an approximate 2% increase over projected future year 2024 No-Build conditions. It should be noted that these no-build traffic volumes were found by applying a 0.5% annual growth rate. This growth rate can be thought to account for some of the development that is occurring on the Portland peninsula. This project will add traffic to the area, but the nature of the currently observed conditions on Commercial Street suggests an already existing issue.

Commercial Street is also well known to have significant traffic issues to the east (towards Franklin Arterial) of the site, especially during the summer/fall months when tourism is at its highest. The root cause of this congestion seems to be a mixing of high volumes of all modes of users. Passenger vehicles, trucks, busses, pedestrians and bicycles all utilize the corridor. Along Commercial Street there are a number of unsignalized pedestrian crossings. Between the intersection with Union Street and the intersection with the Franklin Arterial, a distance of approximately 1/3 of a mile, there are 11 such marked crossings. This would suggest that the priority of this portion of Commercial Street is not necessarily vehicular capacity. Unsignalized pedestrian crossings allow for pedestrians to cross freely (assuming vehicular traffic stops) whenever arriving at the crosswalk. This causes constant interruption to vehicular traffic, not allowing for any predictable progression through the corridor. This is not necessarily a negative quality, but rather the objective must be made clear on what is the desired purpose of the Commercial Street corridor. Based on the proposed trip distribution outlined in the TIS, the project is expected to increase vehicular traffic on Commercial Street east of the site by approximately 2% (33 vehicles) during the AM Peak Hour and 3% (44 vehicles) during the PM Peak Hour. This increase represents assigned trips in both directions of travel.

Att. L

MASTER DEVELOPMENT PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION S12 – REVISED STAIR AT PUBLIC WALKWAY

IN RESPONSE TO COMMENTS FROM THE PLANNING BOARD AT THE NOVEMBER 14, 2017 WORKSHOP MEETING, THE APPLICANT HAS REDESIGNED THE STAIRS AND LANDSCAPE DESIGN BETWEEN THE YORK STREET SIDEWALK AND THE MID – LEVEL PLAZA PORTION OF THE PUBLIC WALKWAY.

THIS NEW DESIGN, FEATURING WIDER STAIRS AND FEWER TREES, IS MORE FAVORABLE TO CPTED PRINCIPLES, INCREASES VISIBILITY AND PROVIDES A BETTER CONNECTION TO YORK STREET.

Att. M

MASTER DEVELOPMENT PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION N – UTILITY PLAN NARRATIVE

THIS PROJECT WILL BE SERVED WITH WATER SUPPLY FROM THE PORTLAND WATER DISTRICT . PWD HAS CONFIRMED SUFFICIENT CAPACITY IN THE 8" WATER MAIN IN YORK STREET. AN ABILITY TO SERVE LETTER WILL BE PROVIDED WITH THE LEVEL III SITE PLAN APPLICATIONS .

PUBLIC SEWER WILL BE PROVIDED BY THE CITY OF PORTLAND . AS AGREED TO AT A MEETING WITH BRAD ROLAND, ALL OF THE SANITARY SEWER WILL BE ROUTED TO THE EXISTING MAPLE STREET INFRASTRUCTURE . A SEPARATE SANITARY LINE AND A GREASE TRAP WILL BE PROVIDED TO ACCOMMODATE RESTAURANTS ALONG THE COMMERCIAL STREET FRONTAGE.

ELECTRICAL SERVICE WILL BE PROVIDED BY CENTRAL MAINE POWER, NATURAL GAS WILL BE SERVED BY UNITIL, PHONE AND DATA WILL BE PROVIDED BY FAIRPOINT AND SPECTRUM. THE APPLICANT HAS MET WITH ALL OF THESE PROVIDERS WHO HAVE CONFIRMED CAPACITY TO SERVE THE PROJECT.

AS REQUIRED AT REDEVELOPED SITES, 50% OF THE STORMWATER RUNOFF WILL BE CAPTURED AND TREATED FOR WATER QUALITY, USING SUBSURFACE STORM CHAMBERS. AS AGREED TO AT A MEETING WITH BRAD ROLAND, PHASE 1 STORMWATER WILL BE ROUTED TO EXISTING INFRASTRUCTURE IN MAPLE STREET, WHILE PHASE 2 AND 3 WILL BE ROUTED TO HIGH STREET.

EXISTING UTILITIES ARE EXPECTED TO BE ADEQUATE TO SERVE THE PROJECT WITHOUT UPGRADES OR OFF – SITE IMPROVEMENTS.

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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

Date: 12/8/17

Bradley Roland, P.E.
Water Resources Division

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

Site Address: 383 Commercial Street

Chart Block Lot Number: 042 | A | 001

Proposed Use: Hotel / Residential / Retail
Previous Use: Lumber Yard
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.
Maple Street

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

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

2. Please, Submit Contact Information.

City Planner's Name: Jean Fraser Phone: 874 8300
Owner/Developer Name: Deering Property Development LLC
Owner/Developer Address: 2730 Transit Road W. Seneca NY 14224
Phone: 413.244.9092 Fax: E-mail:
Engineering Consultant Name: Sebago Technics
Engineering Consultant Address: 75 John Roberts Rd. So. Portland 04106
Phone: 207.200.2055 Fax: E-mail: wconway@sebagotechnics.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: 47,800 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.

Hotel - 139 rooms @ 100 gpd = 13,900 gpd
(150) 2br condo units @ 180 gpd = 27,000
(53) 1br " " @ 120 " = 6,360
Retail - 45 employees @ 12 " = 540
47,800 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.

Will Conway

From: Will Conway
Sent: Tuesday, December 05, 2017 8:47 AM
To: 16324
Subject: PWD Capacity to Serve 383 Commercial Street Portland

From: Robert Bartels [mailto:rbartels@pwd.org]
Sent: Monday, December 04, 2017 4:49 PM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: RE: Capacity to Serve 383 Commercial Street Portland

Will,

PWD has the capacity to serve the site through existing water mains on adjacent streets. It is possible to make a new connection into a public main only after proper review and approval by PWD; in no way shall this information be interpreted as a determination of PWD's ability to serve the project at this time. As design plans become available, please submit to PWD for review and approval. Please let me know if you have any questions.

Thanks,

Robert Bartels
Senior Project Engineer
Portland Water District
Phone:
E-mail: rbartels@pwd.org
http://www.pwd.org

From: Will Conway [mailto:wconway@sebagotechnics.com]
Sent: Monday, December 04, 2017 4:29 PM
To: Robert Bartels <rbartels@pwd.org>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: Capacity to Serve 383 Commercial Street Portland
Importance: High

Bob I need a favor. The City is asking for an email from you stating PWD has the capacity to serve this project (former Rufus Deering Lumber site we have discussed). A copy of the City application is attached, including a projected water use of 33,750 GPD . I know you normally need design plans and fixture counts, but this approval is for a master plan / high level of review , they just need to know you have enough water. A reply to this email will suffice ASAP , thank you,

Will

From: Jean Fraser [mailto:jf@portlandmaine.gov]
Sent: Monday, December 04, 2017 4:09 PM

Will Conway

From: Will Conway
Sent: Tuesday, December 05, 2017 8:47 AM
To: 16324
Subject: CMP Capacity to Serve 383 Commercial Street Portland

From: Duperre, Paul [mailto:Paul.Duperre@cmpco.com]
Sent: Tuesday, December 05, 2017 6:48 AM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: RE: Capacity to Serve 383 Commercial Street Portland

Hi Will, Central Maine Power has enough 3 phase capacity to serve the above future facilities.

paul

From: Will Conway [mailto:wconway@sebagotechnics.com]
Sent: Monday, December 04, 2017 4:22 PM
To: Duperre, Paul
Cc: Joe Dasco
Subject: Capacity to Serve 383 Commercial Street Portland
Importance: High

Dup, Joe and I need a favor. The City is asking for an email from you stating CMP has the capacity to serve this project (former Rufus Deering Lumber site). A reply to this email will suffice, thank you,

Will

From: Jean Fraser [mailto:jf@portlandmaine.gov]
Sent: Monday, December 04, 2017 4:09 PM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Lloyd, David <lloyd@archetypepa.com>; Joe Dasco <joedasco@comcast.net>; Virginie Stanley <virginie@archetypepa.com>; Derek Caldwell <dcaldwell@sebagotechnics.com>; Richard Meek <rmeek@sebagotechnics.com>
Subject: Re: Utility Plan and Narrative 383 Commercial

Will

I am advised by the Engineer reviewers that normally for a MDP we would expect to receive ability to serve letters from the utilities and high level stormwater calculations to show how much water is leaving the site, or to figure out just how big a treatment area is going to be.

You have stated in the narrative that the utilities have confirmed capacity, so please provide documentation from the utilities (emails OK) so that it is in the record that you have coordinated with the utilities, and they are aware that this potential large scale project is happening.

Will Conway

From: Will Conway
Sent: Tuesday, December 05, 2017 8:48 AM
To: 16324
Subject: Spectrum Capacity to Serve 383 Commercial Street Portland

From: Pelletier, Mark [mailto:Mark.Pelletier@charter.com]
Sent: Tuesday, December 05, 2017 7:04 AM
To: Will Conway <wconway@sebagotechnics.com>
Subject: RE: F Capacity to Serve 383 Commercial Street Portland

Will,

Hoping the email response will satisfy the parties requesting "Ability to Serve" request..

Spectrum Cable has existing coax and fiber on pole lines surrounding the Property. On Commercial St, York St, High St and on Maple St. We can provide services to what type of service requested by owners of bldgs and or project.

I will provide our construction specs when the time/request is needed for them.

Mark

From: Will Conway [mailto:wconway@sebagotechnics.com]
Sent: Monday, December 04, 2017 4:38 PM
To: Pelletier, Mark <Mark.Pelletier@charter.com>
Cc: Joe Dasco <joedasco@comcast.net>
Subject: F Capacity to Serve 383 Commercial Street Portland
Importance: High

Mark I need a favor. The City is asking for an email from you stating Spectrum has the capacity to serve this project (former Rufus Deering Lumber site) . I know you normally need design plans and projected usage , but this approval is for a master plan / high level of review , they just need to know you have capacity to serve thenproject. The project includes a 139 room hotel, 203 condos and about 20,000 SF retail .A reply to this email will suffice ASAP , thank you,

Will

From: Jean Fraser [mailto:jf@portlandmaine.gov]
Sent: Monday, December 04, 2017 4:09 PM
To: Will Conway <wconway@sebagotechnics.com>
Cc: Lloyd, David <lloyd@archetypepa.com>; Joe Dasco <joedasco@comcast.net>; Virginie Stanley <virginie@archetypepa.com>; Derek Caldwell <dcaldwell@sebagotechnics.com>; Richard Meek

Att. N

SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Master Development Plan
Supplemental Traffic Impact Study

383 Commercial Street
Portland, Maine

Prepared For:
Deering Property Development, LLC
2730 Transit Road
West Seneca, New York 14224

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 1A
South Portland, Maine 04106

STATE OF MAINE
DEREK H. CALDWELL
14400
LICENSED
PROFESSIONAL ENGINEER
12-1-17

Sebago Project No. 16324

December 1, 2017

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Introduction

This Supplemental Study is to intended provide further information in response to comments by the City's Traffic Reviewer, dated November 9th, 2017, regarding the previously submitted Traffic Impact Study (TIS) dated November 3rd 2017, and comments from the Planning Board Workshop on November 14th, 2017. In general, there is agreement on the proposed trip generation and traffic volumes used to complete the previous study, but review comments identified a need to further the scope of the Study and refine a few elements.

As such, the previous analysis was expanded to include the following:

- The addition of the signalized intersection of Commercial Street and Beach Street to the traffic analysis model.
- The modification of the intersection of High Street and Commercial Street to be a signalized intersection.
- The removal of left-turns from Park Street to Commercial Street. These movements would be rerouted to the above mentioned signalized intersection of High Street and Commercial Street.

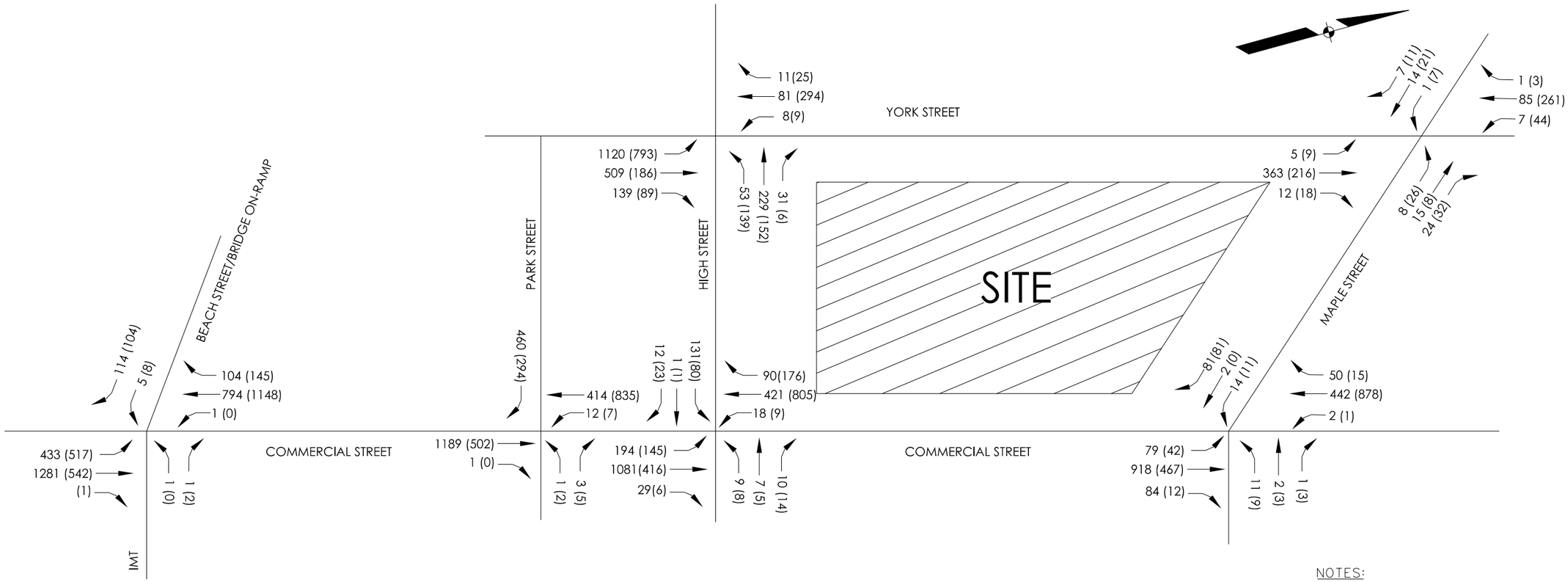
Traffic Volumes

In addition to the traffic counts presented in the previous submission, counts were also obtained at the intersection of Commercial Street and Beach Street. These counts were taken on March 22, 2017 as part of a study undertaken by TY Lin International. The counts were seasonally adjusted to the 30th highest design hour using the 2016 MaineDOT Weekly Mean Factors. For the week of March 22, the weekly mean factor is 1.03 and the 30th highest design hour factor is 0.86. This equates to an adjustment of 1.20. The counts were then adjusted to an annual growth factor of 0.5% to the future design year of 2024.

In addition to the newly obtained counts, traffic previously shown to turn left from Park Street to Commercial Street was rerouted to High Street as part of the proposed traffic signal. Figure 1 shows the new Future Year 2024 No-Build traffic Volumes.

Trip Distribution and Assignment

New traffic generated by the development was assigned to the intersection of Commercial Street and Beach Street in line with the trip assignment included in the previous TIS submission. All project generated trips at this intersection are assumed to be thru movements along Commercial Street. Figure 2 shows the proposed trip assignment. Figure 3 shows the Future 2024 Full Build Traffic Volumes.



NOTES:

Traffic counts were completed for all intersections except for Commercial Street at Beach Street, were collected in April 2017. Counts were factored seasonaly to the 30th highest hour using MaineDOT 2016 Weekly Group Mean Factors: 0.94/0.86=1.09

Traffic Counts for the intersection of Commercial Street at Beach Street were collected in March 2017. Counts were factored seasonaly to the 30th highest hour using MaineDOT 2016 Weekly Group Mean Factors: 1.03/0.86=1.20

Traffic Counts were then factored annually from 2017 using an increase of 0.5% per year to a design year of 2024.

KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

DESIGNED	CHECKED

REV:	BY:	DATE:	STATUS:

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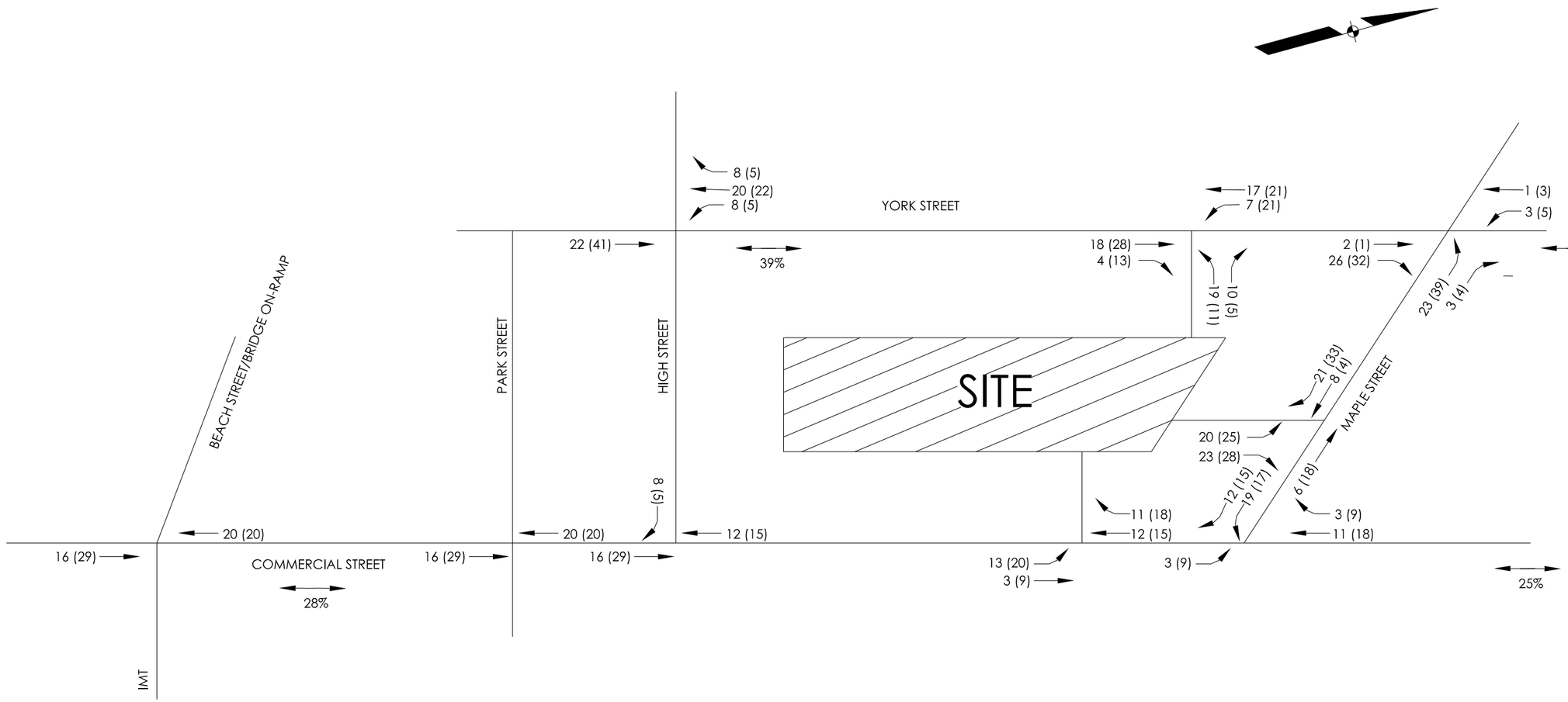
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite B
South Portland, ME 04106
Tel. 207-200-2100
250 Goddard Rd. Suite B
Lewiston, ME 04240
Tel. 207-783-5656

2024 NO-BUILD TRAFFIC VOLUMES
OF:
383 COMMERCIAL STREET
FOR:
DEERING PROPERTY MANAGEMENT, LLC

PROJECT NO.	SCALE
16324	NTS

FIGURE 1 OF 3



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

Total Primary Trip Ends During Peak Hour:

	Entering	Exiting
AM	56	72
PM	105	69

DESIGNED	CHECKED

REV:	BY:	DATE:	STATUS:

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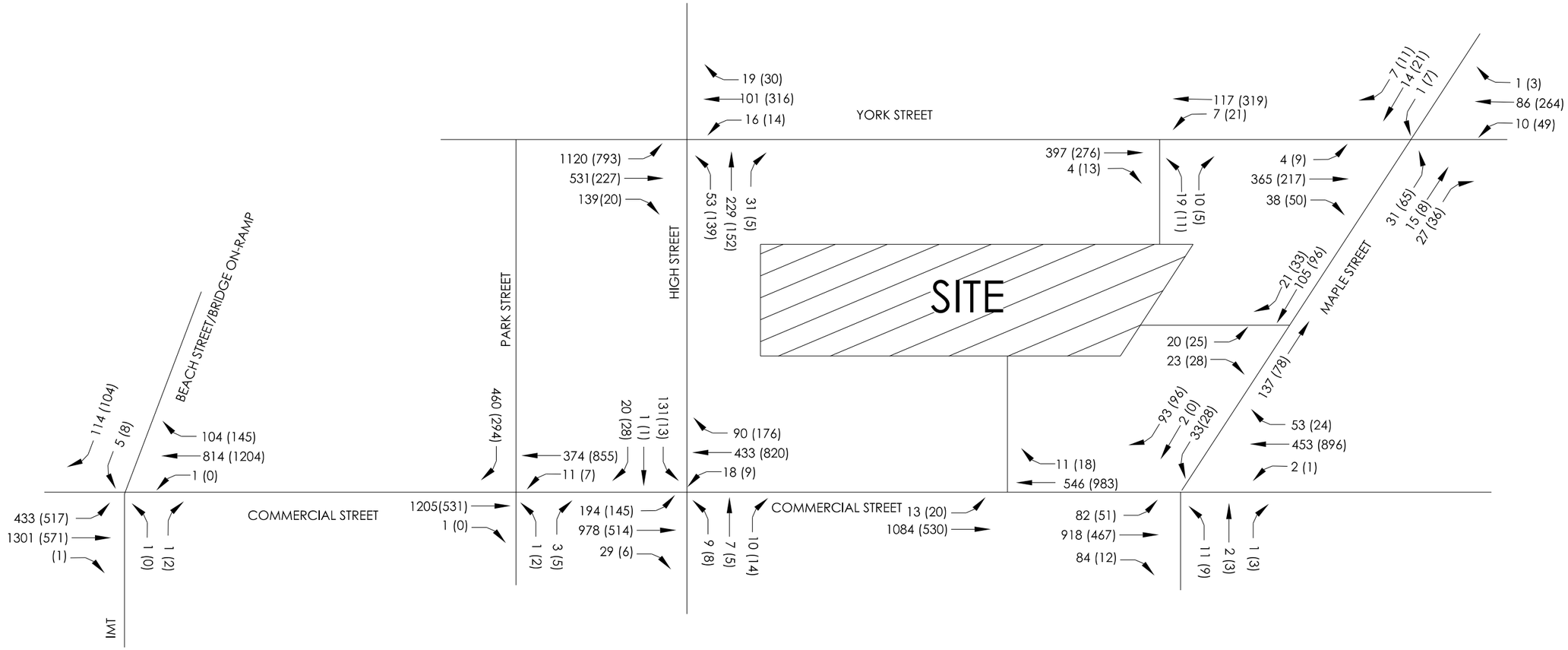
PROJECT GENERATED TRIPS

OF: 383 COMMERCIAL STREET

FOR: DEERING PROPERTY MANAGEMENT, LLC

PROJECT NO.	SCALE
16324	NTS

FIGURE 2 OF 3



KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

NOTES:

VOLUMES FOUND BY ADDING FIGURES 1 AND 2

DESIGNED	CHECKED

REV:	BY:	DATE:	STATUS:

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2024 FULL BUILD TRAFFIC VOLUMES
OF:
383 COMMERCIAL STREET
FOR:
DEERING PROPERTY MANAGEMENT, LLC

PROJECT NO.	SCALE
16324	NTS

FIGURE 3 OF 3

Capacity Analyses

An complete intersection capacity analysis for the 2024 No-Build and 2024 Build Volumes was was performed again as part of this supplemental TIS using the expanded and modified network conditions. Synchro/SimTraffic Version 9 was used for this re-analysis. The focus of our analysis was on the control delay (or the average amount of delay that a vehicle experiences as it travels through an intersection or section of roadway). This is defined by Level of Service (LOS), in terms of A through F, with A being optimal and E/F being unacceptable.

Table 1: LOS from Control Delay

Level of Service (LOS)	*Unsignalized Control Delay (Sec./Vehicle)*	*Signalized Control Delay (Sec./Vehicle)*
A	≤10	≤10
B	>10-≤15	>10-≤20
C	>15-≤25	>20-≤35
D	>25-≤35	>35-≤55
E	>35-≤50	>55-≤80
F	>50	>80

Source: Highway Capacity Manual 6th Edition

Six existing intersections were included in this re-analysis. These included the following:

- High Street at York Street (signalized)
- Commercial Street at Park Street (unsignalized)
- Commercial Street at High Street (modeled signalized)
- Commercial Street at Maple Street (unsignalized)
- Maple Street at York Street (unsignalized)
- Commercial Street at Beach Street (signalized)

The intersection of Commercial Street at Beach Street was added to the analysis to more accurately portray the congestion that occurs on Commercial Street westbound during the PM Peak Hour.

The intersection of Commercial Street at High Street is currently unsignalized, however for this re-analysis it was considered to be signalized for both the Build and No-Build scenarios.

The three proposed unsignalized site driveways were also included in the 2024 Build analysis.

In some cases, the results may show an intersection or approach operating slightly better during build conditions. This is due to the nature of the traffic simulation, in which there are slight variants which may occur in each simulation run in addition to the increase in traffic under build conditions. This results in slight decreases in delay being reported. In these cases, it can be expected that traffic conditions before and after the build scenario would be similar.

Table 2: Capacity Analysis Summary (1 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
High Street at Commercial Street								
Commercial St EB LT	24	C	18	B	17	B	18	B
Commercial St EB TH	15	B	12	B	4	A	5	A
Commercial St EB RT	12	B	9	A	3	A	4	A
Commercial St WB LT	27	C	23	C	77	E	56	E
Commercial St WB TH	14	B	10	B	74	E	59	E
Commercial St WB RT	11	B	8	A	68	E	55	E
High Street SB LT	33	C	26	C	43	D	45	D
High Street SB TH	8	A	14	B	4	A	7	A
High Street SB RT	18	B	14	B	45	D	46	D
INTERSECTION	17	B	13	B	48	D	39	D
High Street at York Street								
York St EB LT	28	C	28	C	18	B	17	B
York St EB TH	33	C	33	C	14	B	14	B
York St EB RT	30	C	31	C	9	A	10	A
York StWB LT	30	C	24	C	45	D	45	D
York St WB TH	26	C	27	C	52	D	49	D
York St WB RT	18	B	16	B	51	D	40	D
High St NB LT	24	C	26	C	28	C	28	C
High St NB TH	21	C	22	C	26	C	24	C
High St NB RT	18	B	20	B	22	C	8	A
INTERSECTION	25	C	30	C	25	C	24	C

Table 3: Capacity Analysis Summary (2 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Maple Street at Commercial Street								
Commercial St EB LT	9	A	4	A	12	B	9	A
Commercial St EB TH	6	A	2	A	4	A	2	A
Commercial St EB RT	5	A	1	A	3	A	1	A
Commercial St WB LT	17	C	15	B	55	F	91	F
Commercial St WB TH	1	A	1	A	66	F	76	F
Commercial St WB RT	1	A	1	A	63	F	71	F
Maple Street SB LT	41	E	46	E	41	E	36	E
Maple Street SB RT	11	B	25	C	27	D	25	C
INTERSECTION	5	A	4	A	46	E	52	F
Maple Street at York Street								
York St EB LT	4	A	2	A	4	A	3	A
York St EB TH	2	A	1	A	2	A	2	A
York St EB RT	2	A	0	A	2	A	3	A
York St WB LT	3	A	5	A	3	A	6	A
York St WB TH	0	A	0	A	1	A	2	A
York St WB RT	0	A	0	A	0	A	1	A
Maple St NB LT	6	A	6	A	7	A	9	A
Maple St NB TH	1	A	1	A	7	A	9	A
Maple St NB RT	4	A	4	A	3	A	4	A
Maple St SB LT	6	A	10	A	8	A	10	A
Maple St SB TH	6	A	10	A	8	A	10	A
Maple St SB RT	3	A	3	A	4	A	5	A
INTERSECTION	2	A	1	A	2	A	3	A
Park Street at Commercial Street								
Commercial St EB TH	15	C	8	A	3	A	3	A
Commercial St WB LT	21	C	27	D	46	E	49	E
Commercial St WB TH	4	A	4	A	44	E	46	E
Park St SB LT	16	C	11	B	37	E	39	E
Park St SB RT	13	B	8	A	36	E	31	D
INTERSECTION	15	C	8	A	3	A	3	A

Table 4: Capacity Analysis Summary (3 of 3)

	2024 AM No-Build		2024 AM Build		2024 PM No-Build		2024 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Commercial Street at Beach Street								
Commercial St EB LT	66	E	67	E	303	F	286	F
Commercial St EB TH	15	B	15	B	110	F	96	F
Commercial St WB TH	48	D	45	D	184	F	182	F
Commercial St WB RT	43	D	42	D	183	F	180	F
IMT NB LT	29	C	48	D	56	E	53	D
IMT NB RT	67	E	48	D	56	E	53	D
Beach St SB LT	54	D	47	D	54	D	62	E
Beach St SB RT	24	C	23	C	28	C	31	C
INTERSECTION	34	C	33	C	186	F	175	F
Site Drive at Commercial Street								
Commercial St EB LT			7	A			11	B
Commercial St EB TH			5	A			3	A
Commercial St WB TH			1	A			8	A
Commercial St WB RT			0	A			6	A
INTERSECTION			3	A			6	A
Site Drive at Maple Street								
Site EB LT			20	C			5	A
Site EB RT			17	C			4	A
Maple St SB TH			2	A			10	A
Maple St SB RT			3	A			3	A
INTERSECTION			4	A			5	A
Site Drive at York Street								
York St EB TH			2	A			3	A
York St EB RT			2	A			3	A
York St WB LT			3	A			3	A
York St WB TH			0	A			1	A
Site NB LT			6	A			8	A
SITE NB RT			4	A			4	A
INTERSECTION			2	A			2	A

The expanded capacity analysis shows that Commercial Street westbound experiences significant delays at all intersections during the PM Peak Hour. This originates at the signalized intersection of Beach Street and Commercial Street and continues throughout the corridor. Level-of-Service for the Commercial Street westbound movement is shown to be failing during both No-Build and Build conditions.

Crash Data

The most recent 3-year crash history (2013-2015) was obtained from MaineDOT for the intersections and roadway links in the vicinity of the project site. Intersections and roadway links are considered to be High Crash Locations (HCL's) if they have a Critical Rate Factor (CRF) greater than 1.0 and have minimum of 8 accidents in a three-year period. Four locations within the project Study Area have been identified as HCL's. A summary of this information is presented below and the MaineDOT Summary Report is contained in the Appendix.

Intersections

Node	Description	# of Crashes	CRF	HCL
16784	Commercial Street & High Street	10	1.41	Yes
16785	Commercial Street & Maple Street	4	0.60	No
16783	Commercial Street & Park Street	20	2.32	Yes
18980	Maple Street & York Street	2	0.73	No
18529	High Street & York Street	9	0.64	No

Roadway Segments

Link	Description	# of Crashes	CRF	HCL
16783-16784	Commercial Street – Park to High	9	1.34	Yes
16784-16785	Commercial Street – High to Maple	13	1.40	Yes
16785-18980	Maple Street	4	5.03	No
18529-18980	York Street	1	0.14	No
16784-18529	High Street	1	0.60	No

A review of the report summaries for the crashes occurring at the High Crash Locations reveals a number of common themes:

- At the intersection of Commercial Street and Park Street, numerous crashes occurred when two vehicles were waiting to turn right from Park Street onto Commercial Street. The second vehicle in line was reported to rear end the first vehicle, due to falsely anticipating that the vehicle had already turned right. Crashes were also reported of vehicles not yielding the right-of-way when turning onto Commercial Street.

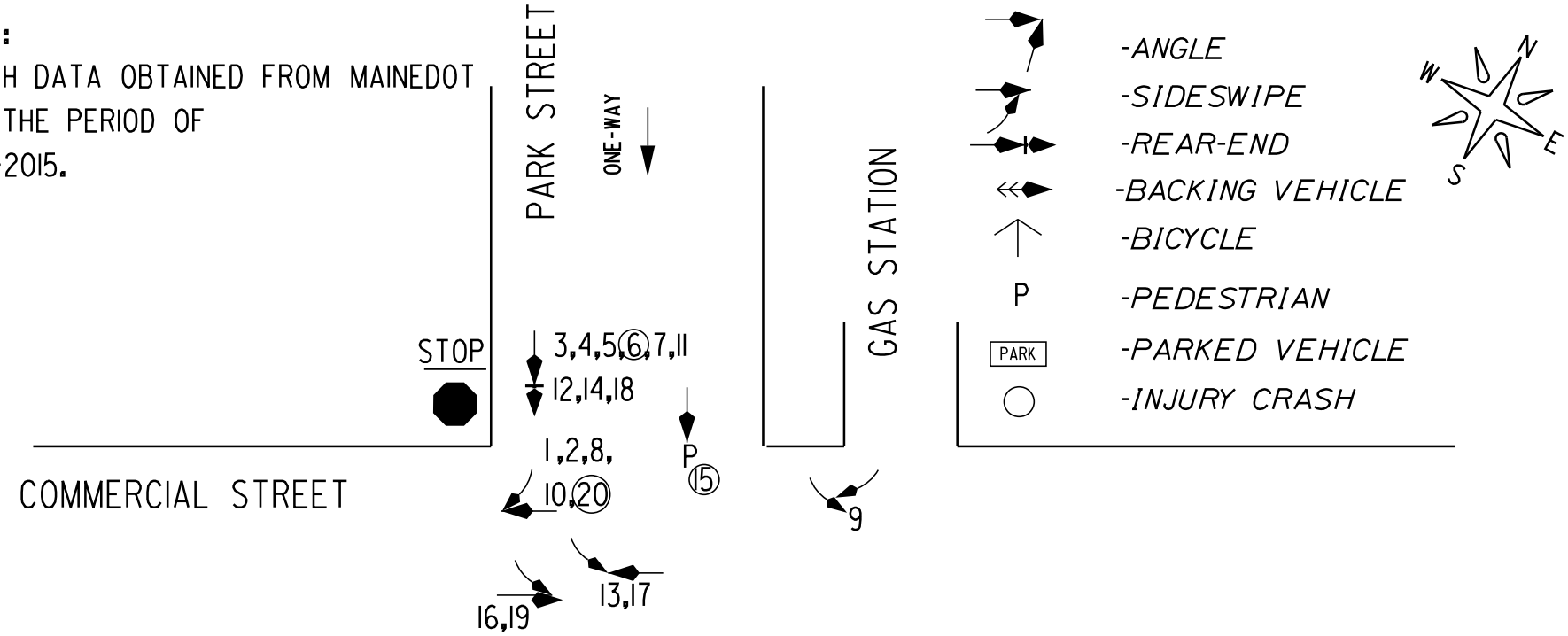
- At the intersection of Commercial Street and High Street a majority of the crashes were vehicles failing to yield the right of way when turning from High Street onto Commercial Street, rear-end collisions while in stop and go traffic, or crashes with parked vehicles on the southern side of Commercial Street. The addition of a traffic signal at this location would likely reduce the crashes which involve vehicles turning from High Street to Commercial Street.

- On the segment of Commercial Street between Park Street and High Street there does not appear to be a clear pattern of crashes. Reported crashes are a combination of rear-end collisions in stop and go traffic, crashes involving parked vehicles, crashes due to vehicles turning in and out of the gas station parking lot, and one crash involving a pedestrian not in a crosswalk.

- On the segment of Commercial Street between High Street and Maple Street, a majority of the crashes involved a vehicle backing out a parking spot and hitting a vehicle travelling on Commercial Street. There were also three reported crashes of vehicles crashing into unattended legally park vehicles.

Crash diagrams for the HCL are provided below on the following pages.

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.



ID	CRASH #	DATE
1	2013-5490	2/27/2013
2	2013-5994	2/27/2013
3	2013-15395	6/26/2013
4	2013-19635	8/10/2013
5	2013-25001	10/7/2013
6	2013-26176	10/22/2013
7	2013-34375	12/24/2013
8	2014-761	1/1/2014
9	2014-8029	3/11/14
10	2014-11910	4/19/2014

ID	CRASH #	DATE
11	2014-19107	7/15/2014
12	2014-22444	8/19/2014
13	2014-23266	8/28/2014
14	2014-26357	9/30/2014
15	2014-30159	11/5/2014
16	2015-407	1/7/2015
17	2015-6968	2/20/15
18	2015-9928	3/19/2015
19	2015-15577	5/26/2015
20	2013-5094	2/24/2013

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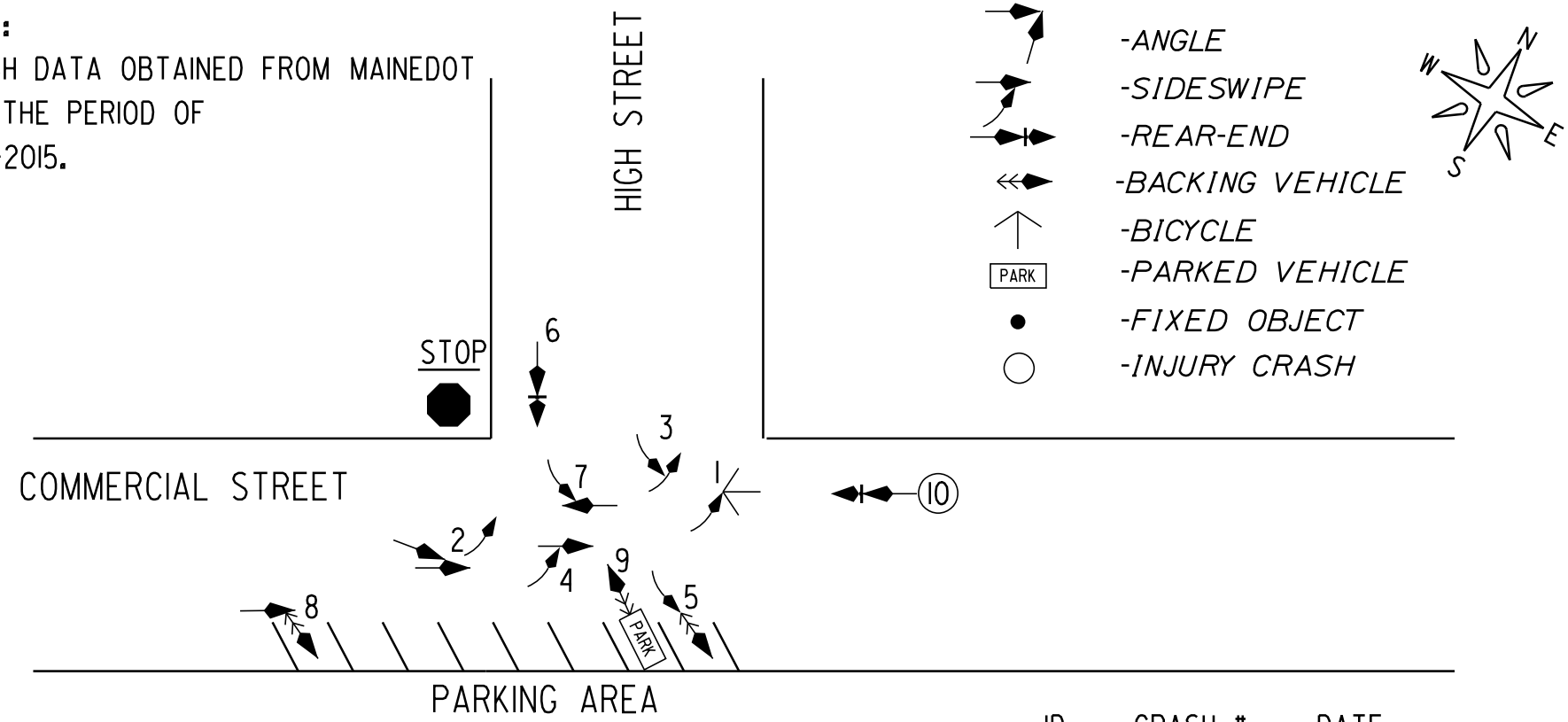
CRASH DIAGRAM

OF: COMMERCIAL STREET AND PARK STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS
DATE: 12/01/2017
SHEET: 1 OF 4

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.



ID	CRASH #	DATE
1	2013-17191	7/15/2013
2	2014-13371	5/10/2014
3	2014-16464	6/19/2014
4	2014-21974	8/13/2014
5	2014-35092	12/12/2014
6	2015-5543	2/10/2015
7	2015-8956	3/10/2015
8	2015-11833	4/9/2015
9	2015-50101	11/7/2015
10	2015-47740	11/12/2015

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CRASH DIAGRAM

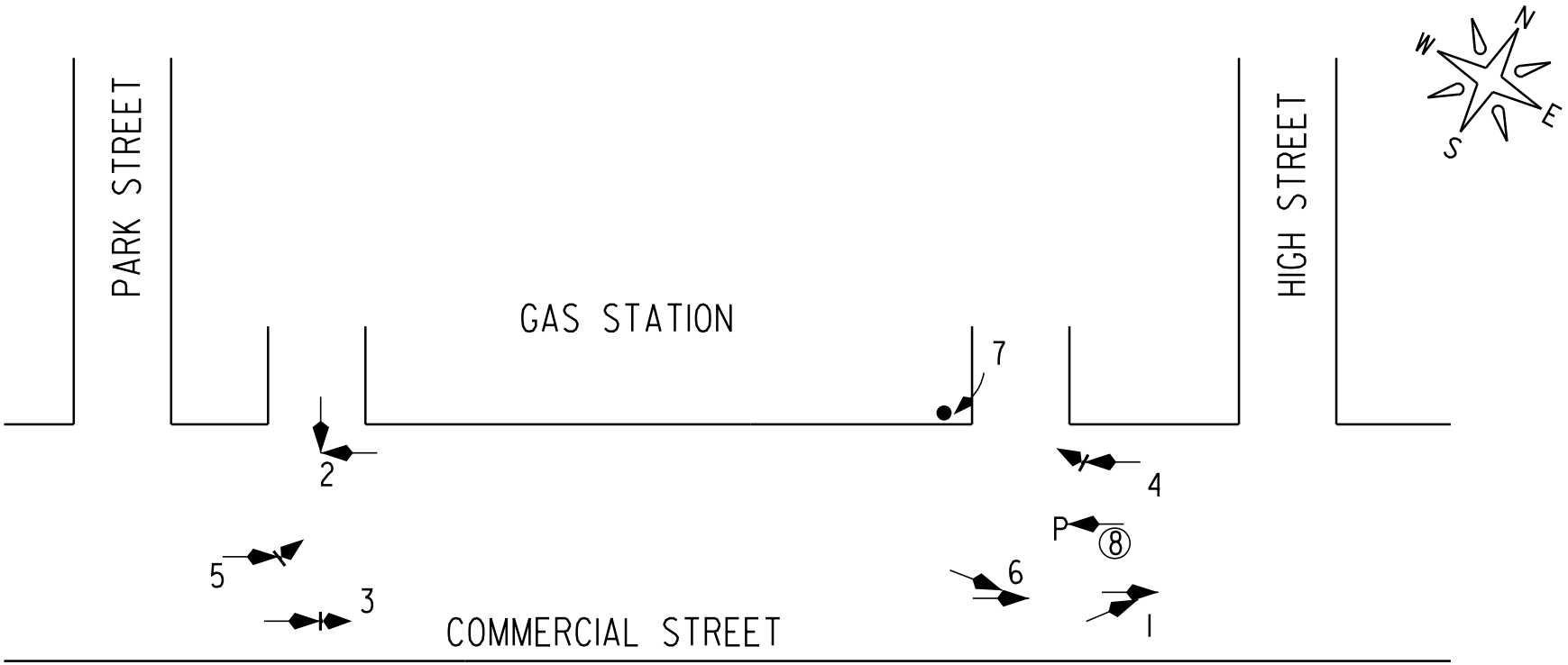
OF: COMMERCIAL STREET AND HIGH STREET

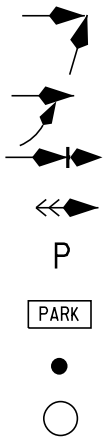
LOCATION:
PORTLAND, MAINE

SCALE: NTS

DATE: 12/01/2017

SHEET: 2 OF 4





ID	CRASH #	DATE
1	2013-13820	6/9/2013
2	2013-36076	11/26/2013
3	2014-8599	3/14/2014
4	2015-3113	1/28/2015
5	2015-8353	3/1/2015
6	2015-10385	3/22/2015
7	2015-17700	6/17/2015
8	2015-17700	6/17/2015

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.

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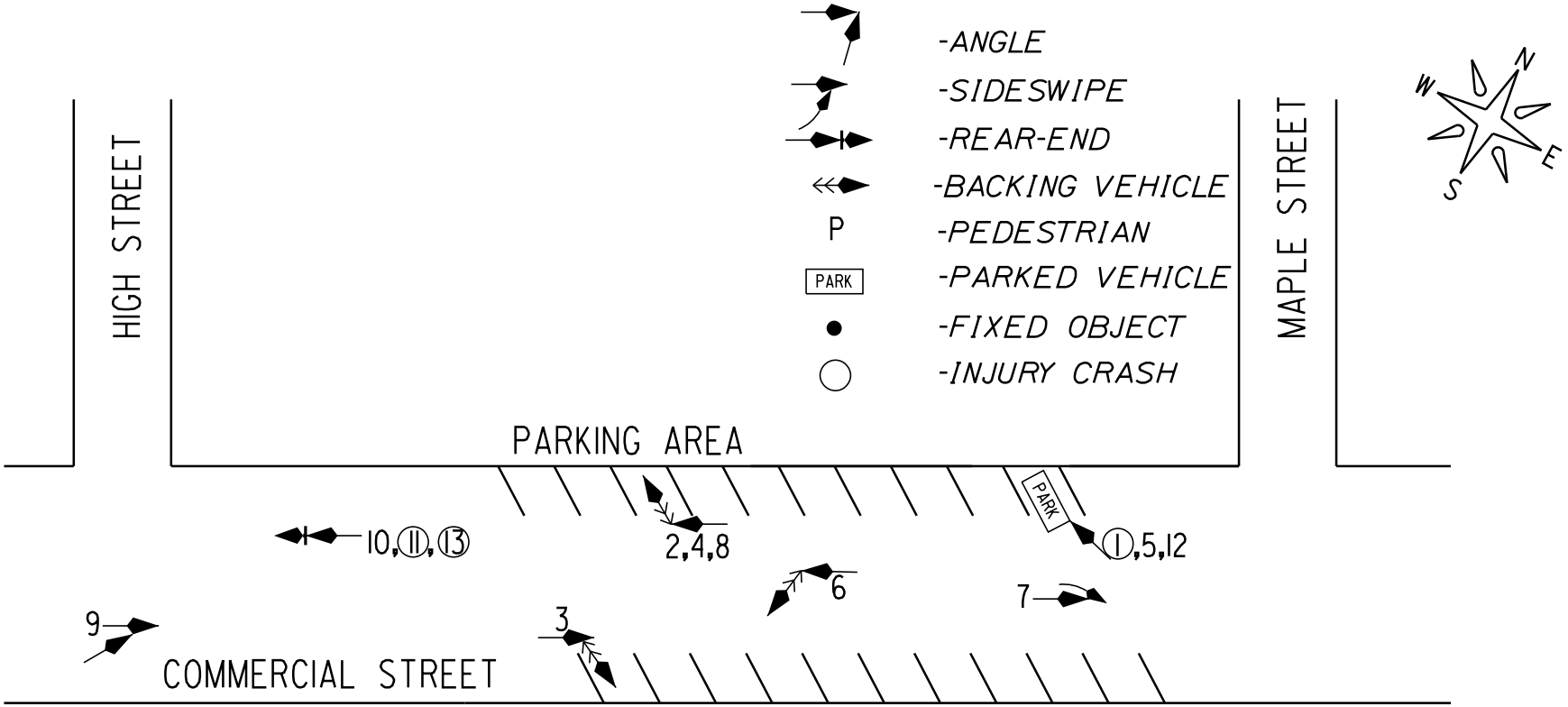
CRASH DIAGRAM

OF: COMMERCIAL STREET - PARK STREET TO HIGH STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS
DATE: 12/01/2017
SHEET: 3 OF 4



ID	CRASH #	DATE
1	2013-4035	2/15/2013
2	2013-4469	2/15/2013
3	2013-18804	8/2/2013
4	2013-26150	10/22/2013
5	2014-1756	1/13/2014
6	2014-7699	3/7/2014
7	2014-14614	5/28/2014
8	2015-2402	1/21/2015
9	2015-8837	3/9/2015
10	2015-16251	6/2/2015

ID	CRASH #	DATE
11	2015-21518	7/26/2015
12	2015-21604	7/27/2015
13	2015-41542	9/13/2015

NOTE:
CRASH DATA OBTAINED FROM MAINEDOT FOR THE PERIOD OF 2013-2015.

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CRASH DIAGRAM

OF: COMMERCIAL STREET - HIGH STREET TO MAPLE STREET

LOCATION:
PORTLAND, MAINE

SCALE: NTS
DATE: 12/01/2017
SHEET: 4 OF 4

Mitigation

While the revised capacity analysis does not identify any newly created issues due to development generated traffic, the following mitigation strategies have been identified which may help with general capacity and safety issues in the area:

- **Installation of traffic signal at High Street and Commercial Street.** This project has already been identified as warranted at this intersection. The analysis indicates that a traffic signal can be expected to adequately accommodate the future projected traffic at this location. Commercial Street westbound traffic would still back up during the PM Peak Hour, however this is a result of the existing traffic signal to the west located at Commercial Street and Beach Street.

- **Turning lane on Commercial Street at proposed site driveway.** The above capacity analysis does not project any operational issues to occur at the Commercial Site Driveway. However, the installation of a turning lane may help to mitigate concerns of new crashes occurring due to vehicles waiting to turn left into the site.

- **Addition of travel lane on Commercial Street Westbound on approach to the signalized intersection with Beach Street.** The traffic backups which occur at this intersection are due to the large number of conflicting vehicles traveling westbound on Commercial Street and travelling eastbound turning left onto the Casco Bay Bridge Ramp. The sum of these two volumes alone approaches the available capacity of a signalized intersection with one lane for each movement. The addition of a thru lane for westbound traffic would allow for the retiming of the signal, allowing greater green time to be given to the eastbound left turn movement. In turn, both approaches would be expected to see reductions in delay and queueing.

Appendix A

SimTraffic Reports

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	30.6	25.8	10.0	0.2	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	23.5	15.4	12.2	27.1	13.8	10.8	31.0	36.1	20.9	33.0	7.6	18.4

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	16.9
Total Del/Veh (s)	17.0

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	3.4	3.8	4.9	0.0	0.0	0.0	23.5	12.8	14.7	5.3
Total Del/Veh (s)	17.7	20.7	19.0	24.0	25.7	17.8	29.7	21.4	18.5	19.5

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	8.9	5.6	4.8	17.2	1.3	0.5	41.7	10.7	40.8	50.8	10.7	5.1

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0		0.1	0.1	0.0
Total Del/Veh (s)	3.7	2.3	2.0	0.2	0.0	6.1	1.2	4.1		6.9	3.0	2.1

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	13.6	14.2	0.0	12.7
Total Del/Veh (s)	5.4	6.8	1.1	5.4

11: Students/Park Street & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0		0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	15.2		20.7	4.4	5.5	259.3	2.3	15.7	13.4

23: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBR	SWL2	SWR	All
Denied Del/Veh (s)	62.4	62.7	0.0	0.1	0.1	2.7	0.1	0.1	0.2	39.0
Total Del/Veh (s)	66.0	14.6	65.9	48.0	43.1	29.0	67.3	54.4	23.7	34.3

Total Network Performance

Denied Del/Veh (s)	35.9
Total Del/Veh (s)	45.2

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	125	344	69	367	61	161
Average Queue (ft)	88	292	11	142	16	74
95th Queue (ft)	154	408	37	289	44	136
Link Distance (ft)		330		536	116	179
Upstream Blk Time (%)		5		0		0
Queuing Penalty (veh)		61		0		0
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	4	21	0	24		
Queuing Penalty (veh)	42	41	2	4		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	363	393	327	115	136	199
Average Queue (ft)	173	194	189	51	25	105
95th Queue (ft)	290	350	336	97	92	195
Link Distance (ft)	328	328	328	554	179	179
Upstream Blk Time (%)	0	2	2		0	5
Queuing Penalty (veh)	2	12	12		0	7
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LTR
Maximum Queue (ft)	258	71	20	114
Average Queue (ft)	69	4	2	38
95th Queue (ft)	189	30	11	81
Link Distance (ft)	536	460	116	252
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	41	33
Average Queue (ft)	13	16
95th Queue (ft)	30	40
Link Distance (ft)	252	308
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	257	269
Average Queue (ft)	55	71
95th Queue (ft)	221	254
Link Distance (ft)	243	243
Upstream Blk Time (%)	1	5
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	TR	LT	LTR	TR
Maximum Queue (ft)	654	252	69	252
Average Queue (ft)	156	33	8	131
95th Queue (ft)	523	138	46	237
Link Distance (ft)	1718	330	181	187
Upstream Blk Time (%)		0		7
Queuing Penalty (veh)		1		32
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	WB	NB	NB	SW
Directions Served	L	TR	L	TR	L	R>	<LR
Maximum Queue (ft)	522	464	37	848	15	25	123
Average Queue (ft)	277	174	2	516	1	2	48
95th Queue (ft)	467	338	21	850	7	13	103
Link Distance (ft)		1438		1718		165	369
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	680		100		1		
Storage Blk Time (%)				39	1	2	
Queuing Penalty (veh)				0	0	0	

Network Summary

Network wide Queuing Penalty: 218

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.1	0.3	12.9	50.7	50.9	0.1	0.1	0.1	2.9	0.0	0.7
Total Del/Veh (s)	16.8	4.2	3.2	76.6	73.9	68.1	43.1	35.1	19.1	42.6	3.9	44.7

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	29.8
Total Del/Veh (s)	48.4

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.4	0.1	0.1	0.1	0.0	0.6
Total Del/Veh (s)	17.5	14.2	9.1	44.6	52.3	51.4	28.1	26.3	21.6	25.0

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	167.9	257.3	248.5	103.6	19.9	76.9	0.0	0.0	157.5
Total Del/Veh (s)	12.2	3.8	3.3	55.0	65.9	63.2	469.9	713.2	152.0	40.5	26.5	45.5

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.1	0.3	0.3	0.4	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	4.4	2.2	1.6	2.9	0.8	0.1	7.0	7.2	3.4	7.7	8.0	3.7

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	2.2

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0.5	0.7	0.0	0.4
Total Del/Veh (s)	1.7	2.3	1.6	1.8

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	1.1	1.5	32.4	89.8	0.0	0.3	1.3
Total Del/Veh (s)	2.7	46.2	44.1	1968.7	676.5	4.1	37.1	35.8

23: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR2	SWL2	SWR	All
Denied Del/Veh (s)	306.6	302.2	518.1	350.6	368.1	0.1	0.1	0.2	313.4
Total Del/Veh (s)	303.2	109.6	143.9	184.4	182.7	56.2	54.1	28.1	186.1

Total Network Performance

Denied Del/Veh (s)	232.7
Total Del/Veh (s)	156.1

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	116	202	74	606	74	175
Average Queue (ft)	49	52	5	557	21	64
95th Queue (ft)	99	138	35	686	58	137
Link Distance (ft)		330		535	116	179
Upstream Blk Time (%)				42	0	1
Queuing Penalty (veh)				401	0	1
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	2	1	0	55		
Queuing Penalty (veh)	7	2	0	5		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	209	251	208	411	132	160
Average Queue (ft)	132	133	89	205	67	73
95th Queue (ft)	194	204	160	392	121	134
Link Distance (ft)	328	328	328	554	179	179
Upstream Blk Time (%)				0		0
Queuing Penalty (veh)				0		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	297	507	96	136
Average Queue (ft)	38	417	39	48
95th Queue (ft)	151	669	97	101
Link Distance (ft)	535	459	109	246
Upstream Blk Time (%)		67	16	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	182	69	39	62
Average Queue (ft)	14	14	15	25
95th Queue (ft)	147	49	29	50
Link Distance (ft)	554	191	246	308
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	58	162
Average Queue (ft)	4	20
95th Queue (ft)	42	103
Link Distance (ft)	243	243
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	WB	NB	SB
Directions Served	LT	LTR	TR
Maximum Queue (ft)	350	192	244
Average Queue (ft)	315	88	154
95th Queue (ft)	418	193	248
Link Distance (ft)	330	182	187
Upstream Blk Time (%)	20	19	9
Queuing Penalty (veh)	166	0	26
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 23: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	NB	SW
Directions Served	L	TR	TR	R>	<LR
Maximum Queue (ft)	705	1493	1814	25	127
Average Queue (ft)	701	1413	1784	4	57
95th Queue (ft)	735	1764	1832	18	106
Link Distance (ft)		1438	1741	165	370
Upstream Blk Time (%)		67	35		
Queuing Penalty (veh)		0	397		
Storage Bay Dist (ft)	680				
Storage Blk Time (%)	62	20	43	6	
Queuing Penalty (veh)	334	102	0	0	

Network Summary

Network wide Queuing Penalty: 1442

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	17.8	11.8	9.4	22.9	10.4	7.7	23.6	31.7	26.9	26.0	13.7	14.2

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	13.1

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	2.5	3.3	3.9	0.0	0.0	0.0	17.9	8.3	7.0	3.8
Total Del/Veh (s)	19.0	23.9	21.9	24.2	27.0	16.1	26.1	21.6	19.6	21.2

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.0	0.5	0.5	0.4	0.1	0.1	0.1	0.0	0.0	3.9
Total Del/Veh (s)	4.1	2.1	0.9	14.6	1.3	0.6	46.4	53.8	20.3	46.4	16.4	25.0

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	4.4

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1		0.0	0.0	0.0		0.1	0.1
Total Del/Veh (s)	1.8	0.8	0.2	5.3	0.3		6.3	1.2	4.1		9.8	3.0

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.4

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	26.7	28.0	0.0	24.9
Total Del/Veh (s)	8.8	11.4	1.2	8.7

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.4	5.9	26.6	4.1	24.5	78.3	2.1	11.0	8.3

16: Commercial Street & Site 1 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.0	4.7	0.5	0.1	0.0	3.3

18: Maple Street & Site 2 Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	4.7	13.4	0.0	0.1	1.2	1.6
Total Del/Veh (s)	20.4	17.3	0.3	2.0	2.6	4.2

20: Site 3 & York Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.2	2.0	3.2	0.3	5.7	3.7	2.0

21: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBR	SWL2	SWR	All
Denied Del/Veh (s)	140.0	140.9	0.0	0.7	1.3		0.1	0.2	0.2	88.5
Total Del/Veh (s)	66.5	15.4	29.0	44.7	41.9		48.2	47.2	23.1	33.3

Total Network Performance

Denied Del/Veh (s)	60.6
Total Del/Veh (s)	43.6

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	125	336	58	257	78	145
Average Queue (ft)	79	219	10	127	17	65
95th Queue (ft)	143	355	39	219	52	125
Link Distance (ft)		330		426	116	174
Upstream Blk Time (%)		1			0	0
Queuing Penalty (veh)		14			0	0
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	2	16	0	22		
Queuing Penalty (veh)	23	32	2	4		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	346	373	325	153	132	183
Average Queue (ft)	188	216	220	69	25	104
95th Queue (ft)	304	370	358	119	91	185
Link Distance (ft)	328	328	328	355	174	174
Upstream Blk Time (%)	1	4	3		0	3
Queuing Penalty (veh)	3	25	19		0	5
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	134	71	34	152
Average Queue (ft)	60	5	10	64
95th Queue (ft)	133	29	32	127
Link Distance (ft)	50	465	119	74
Upstream Blk Time (%)	5			16
Queuing Penalty (veh)	54			22
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	14	38	80	42
Average Queue (ft)	1	4	17	13
95th Queue (ft)	7	23	46	37
Link Distance (ft)	140	191	116	308
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	435	434
Average Queue (ft)	112	145
95th Queue (ft)	409	457
Link Distance (ft)	408	408
Upstream Blk Time (%)	2	5
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	TR	LT	LTR	TR
Maximum Queue (ft)	245	182	54	203
Average Queue (ft)	31	28	9	111
95th Queue (ft)	145	122	39	188
Link Distance (ft)	1749	330	182	186
Upstream Blk Time (%)		0		2
Queuing Penalty (veh)		0		8
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Commercial Street & Site 1

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	197	15
Average Queue (ft)	29	1
95th Queue (ft)	115	9
Link Distance (ft)	426	50
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Maple Street & Site 2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	77	4	62
Average Queue (ft)	31	0	5
95th Queue (ft)	60	3	34
Link Distance (ft)	95	74	116
Upstream Blk Time (%)	1		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Site 3 & York Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	36	40
Average Queue (ft)	2	17
95th Queue (ft)	17	42
Link Distance (ft)	140	80
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	WB	NB	NB	SW
Directions Served	L	TR	L	TR	L	R>	<LR
Maximum Queue (ft)	494	454	28	960	11	22	143
Average Queue (ft)	273	178	1	488	0	2	62
95th Queue (ft)	493	377	17	937	4	14	124
Link Distance (ft)		1438		1749		165	379
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	680		100		1		
Storage Blk Time (%)		0		36	0	3	
Queuing Penalty (veh)		0		0	0	0	

Network Summary

Network wide Queuing Penalty: 214

4: DWY/High Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.2	0.2	11.2	31.8	30.8	0.1	0.1	0.5	9.5	0.2	8.2
Total Del/Veh (s)	17.8	4.8	3.5	56.2	59.3	55.1	59.6	34.6	15.1	45.2	7.1	45.8

4: DWY/High Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	18.0
Total Del/Veh (s)	38.8

5: High Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	5.7	3.0	2.8	0.0	0.0	0.0	0.6
Total Del/Veh (s)	17.1	13.6	9.7	45.4	48.5	39.8	28.2	24.3	7.9	23.8

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.4	313.3	385.4	414.9	386.5	207.2	535.8	0.2	0.0	0.3
Total Del/Veh (s)	9.3	2.2	1.4	91.1	75.9	70.9	899.6	140.1	1183.1	35.9	4.9	24.9

8: Browns Wharf/Maple Street & Commercial Street Performance by movement

Movement	All
Denied Del/Veh (s)	234.1
Total Del/Veh (s)	51.7

9: Maple Street & York Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	1.5	5.8	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.6	1.6	2.5	6.0	2.2	0.9	8.7	8.5	4.4	9.6	10.0	4.9

9: Maple Street & York Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	3.2

10: Park Street & York Street Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	1.2	1.3	0.0	0.9
Total Del/Veh (s)	2.8	5.0	1.7	2.9

11: Strudents/Park Street & Commercial Street Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	1.5	0.1	0.1	0.0	0.3	0.8
Total Del/Veh (s)	3.1	49.1	45.9	1517.3	181.9	9.8	38.6	31.2

16: Commercial Street & Site 1 Performance by movement

Movement	EBL	EBT	WBT	WBR	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.6	0.1	0.0	0.4
Total Del/Veh (s)	11.3	3.4	8.2	5.7	0.0	6.3

18: Maple Street & Site 2 Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.7	0.1	0.3
Total Del/Veh (s)	4.6	3.6	0.5	9.7	2.8	5.2

20: Site 3 & York Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	3.1	2.9	3.2	1.3	8.2	4.1	2.3

23: IMT & Commercial Street & Beach Street Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR2	SWL2	SWR	All
Denied Del/Veh (s)	287.5	288.7	251.8	387.6	382.8	0.1	0.1	0.2	323.5
Total Del/Veh (s)	286.3	95.7	69.4	181.6	180.2	52.7	61.8	31.0	175.4

Total Network Performance

Denied Del/Veh (s)	257.0
Total Del/Veh (s)	148.4

Intersection: 4: DWY/High Street & Commercial Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	120	242	64	444	86	170
Average Queue (ft)	55	63	3	432	21	65
95th Queue (ft)	110	177	24	473	58	147
Link Distance (ft)		330		426	116	174
Upstream Blk Time (%)		0		28	1	1
Queuing Penalty (veh)		1		280	0	1
Storage Bay Dist (ft)	100		50			
Storage Blk Time (%)	3	1		57		
Queuing Penalty (veh)	13	2		5		

Intersection: 5: High Street & York Street

Movement	EB	EB	EB	WB	NB	NB
Directions Served	L	L	TR	LTR	L	TR
Maximum Queue (ft)	226	256	211	367	156	155
Average Queue (ft)	127	130	93	199	63	72
95th Queue (ft)	192	214	163	352	118	132
Link Distance (ft)	328	328	328	355	174	174
Upstream Blk Time (%)				2	0	0
Queuing Penalty (veh)				8	0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Browns Wharf/Maple Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	134	518	133	116
Average Queue (ft)	44	467	71	57
95th Queue (ft)	115	608	156	101
Link Distance (ft)	50	465	119	74
Upstream Blk Time (%)	7	75	46	12
Queuing Penalty (veh)	37	0	0	15
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Maple Street & York Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	57	97	56	52
Average Queue (ft)	6	20	20	21
95th Queue (ft)	42	79	45	45
Link Distance (ft)	140	191	116	308
Upstream Blk Time (%)	1	1		
Queuing Penalty (veh)	3	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Park Street & York Street

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	220	250
Average Queue (ft)	29	51
95th Queue (ft)	152	204
Link Distance (ft)	243	243
Upstream Blk Time (%)	1	4
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Strudents/Park Street & Commercial Street

Movement	EB	WB	NB	SB
Directions Served	TR	LT	LTR	TR
Maximum Queue (ft)	21	348	82	251
Average Queue (ft)	1	322	26	166
95th Queue (ft)	15	394	89	266
Link Distance (ft)	1734	330	184	188
Upstream Blk Time (%)		20		16
Queuing Penalty (veh)		173		45
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Commercial Street & Site 1

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	233	126
Average Queue (ft)	34	92
95th Queue (ft)	139	127
Link Distance (ft)	426	50
Upstream Blk Time (%)		43
Queuing Penalty (veh)		432
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Maple Street & Site 2

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	62	100
Average Queue (ft)	26	15
95th Queue (ft)	51	71
Link Distance (ft)	95	116
Upstream Blk Time (%)		2
Queuing Penalty (veh)		2
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Site 3 & York Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	67	114	39
Average Queue (ft)	5	15	13
95th Queue (ft)	61	68	37
Link Distance (ft)	355	140	80
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 23: IMT & Commercial Street & Beach Street

Movement	EB	EB	WB	NB	SW
Directions Served	L	TR	TR	R>	<LR
Maximum Queue (ft)	705	1483	1806	26	140
Average Queue (ft)	698	1383	1781	3	59
95th Queue (ft)	744	1849	1811	16	117
Link Distance (ft)		1438	1734	165	372
Upstream Blk Time (%)		61	36		
Queuing Penalty (veh)		0	415		
Storage Bay Dist (ft)	680				
Storage Blk Time (%)	53	23	43	4	
Queuing Penalty (veh)	300	117	0	0	

Network Summary

Network wide Queuing Penalty: 1853

Appendix B

Crash Data

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

York St area

REPORT PARAMETERS

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

Route: 0001A	Start Node: 16784	Start Offset: 0	☐ Exclude First Node
	End Node: 16785	End Offset: 0	☐ Exclude Last Node
Route: 0560475	Start Node: 16785	Start Offset: 0	☑ Exclude First Node
	End Node: 18980	End Offset: 0	☐ Exclude Last Node
Route: 3200508	Start Node: 18980	Start Offset: 0	☑ Exclude First Node
	End Node: 18529	End Offset: 0	☐ Exclude Last Node
Route: 0560365	Start Node: 16784	Start Offset: 0	☑ Exclude First Node
	End Node: 18529	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16784	0001A - 11.14	Int of COMMERCIAL ST HIGH ST	2	10	0	0	0	2	8	20.0	6.819	0.49	0.35	1.41
												Statewide Crash Rate:	0.15	
16785	0001A - 11.26	Int of COMMERCIAL ST MAPLE ST	2	4	0	0	0	2	2	50.0	6.273	0.21	0.35	0.00
												Statewide Crash Rate:	0.15	
18980	0560475 - 0.07	0509400 POR,MAPLE,YORK ST.	2	2	0	0	0	0	2	0.0	2.038	0.33	0.45	0.00
												Statewide Crash Rate:	0.14	
18529	3200508 - 0.24	Int of HIGH ST YORK ST	9	11	0	0	1	2	7	30.0	4.827	0.76	1.19	0.00
												Statewide Crash Rate:	0.67	
Study Years:	3.00	NODE TOTALS:		27	0	0	1	6	19	25.9	19.957	0.45	0.44	1.02

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16784	16785	3116402	0 - 0.12	0001A - 11.14	0.12	2	13	0	0	0	3	10	23.1	0.00736	588.97	419.83	1.40
Int of COMMERCIAL ST HIGH ST				US 1A											Statewide Crash Rate: 198.31		
16785	18980	192461	0 - 0.07	0560475 - 0	0.07	2	4	0	0	0	0	4	0.0	0.00016	8283.37	1646.42	5.03
Int of COMMERCIAL ST MAPLE ST				RD INV 05 60475											Statewide Crash Rate: 384.18		
18529	18980	194048	0 - 0.14	3200508 - 0.10	0.14	2	1	0	0	0	0	1	0.0	0.00280	119.14	875.73	0.00
Int of HIGH ST YORK ST				RD INV 3200508											Statewide Crash Rate: 384.18		
16784	18529	3115419	0 - 0.05	0560365 - 0	0.05	2	1	0	0	0	0	0	0.0	0.00076	439.90	739.20	0.00
Int of COMMERCIAL ST HIGH ST				RD INV 05 60365											Statewide Crash Rate: 198.31		
Study Years: 3.00				Section Totals:	0.38		19	0	0	0	3	15	15.8	0.01107	571.91	455.47	1.26
				Grand Totals:	0.38		46	0	0	1	9	34	21.7	0.01107	1384.63	596.07	2.32

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16784	16785	3116402	0 - 0.12	0001A - 11.14	13	0	0	0	3	10	2013-18804	08/02/2013	11.15	PD
											2015-21518	07/26/2015	11.16	C
											2015-8837	03/09/2015	11.16	PD
											2015-16251	06/02/2015	11.19	PD
											2015-41542	09/13/2015	11.21	C
											2015-2402	01/21/2015	11.21	PD
											2013-26150	10/22/2013	11.21	PD
											2014-7699	03/07/2014	11.21	PD
											2013-4469	02/15/2013	11.22	PD
											2014-1756	01/13/2014	11.23	PD
											2015-21604	07/27/2015	11.23	PD
											2014-14614	05/28/2014	11.24	PD
											2013-4035	02/15/2013	11.25	C
16785	18980	192461	0 - 0.07	0560475 - 0	4	0	0	0	0	4	2013-27090	10/31/2013	0.03	PD
											2015-4344	02/03/2015	0.04	PD
											2013-24880	10/04/2013	0.05	PD
											2015-45726	10/19/2015	0.06	PD
18529	18980	194048	0 - 0.14	3200508 - 0.10	1	0	0	0	0	1	2014-12456	04/29/2014	0.12	PD
16784	18529	3115419	0 - 0.05	0560365 - 0	1	0	0	0	0	0	2015-5667	02/11/2015	0.01	
				Totals:	19	0	0	0	3	15				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day												PM		
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
MONDAY	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	5
TUESDAY	0	0	0	0	0	0	0	1	2	1	0	2	0	1	2	1	1	2	0	0	0	0	0	0	0	13
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	1	0	1	0	0	0	0	0	0	6
THURSDAY	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	6
FRIDAY	0	0	0	0	0	0	0	1	0	2	0	2	1	1	0	0	0	0	1	1	0	0	0	0	0	9
SATURDAY	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	4
Totals	0	2	0	0	0	0	0	2	5	6	0	6	4	2	4	2	4	3	2	1	1	1	0	1	0	46

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	45	23-Bicyclist	3
2-(Sport) Utility Vehicle	21	24-Witness	5
3-Passenger Van	3	25-Other	2
4-Cargo Van (10K lbs or Less)	0	Total	99
5-Pickup	14		
6-Motor Home	0		
7-School Bus	1		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	1		
17-Medium/Heavy Trucks (More than 10,000 lbs)	4		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	21	23	2	0	0	0	46
Ran Off Roadway	0	1	0	0	0	0	1
Failed to Yield Right-of-Way	6	5	0	0	0	0	11
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	2	0	0	0	0	0	2
Improper Backing	2	4	0	0	0	0	6
Improper Passing	1	3	0	0	0	0	4
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	4	4	0	0	0	0	8
Failed to Keep in Proper Lane	3	0	0	0	0	0	3
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	2	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0
Total	43	41	2	0	0	0	86

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	42	40	2	0	0	3	87
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	1	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	43	41	2	0	0	3	89

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	9	0	0	0	0	9
25-29	12	0	0	0	0	12
30-39	18	0	0	0	0	18
40-49	17	0	0	0	0	17
50-59	13	0	0	0	0	13
60-69	11	0	0	0	0	11
70-79	3	0	0	0	0	3
80-Over	2	0	0	0	0	2
Unknown	3	3	0	0	0	6
Total	91	3	0	0	0	94

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	78
14-Parked Motor Vehicle	11
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	0
40-Gate or Cable	0
41-Pressure Ridge	0
Total	89

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	9
2-Traffic Signals (Flashing)	1
3-Advisory/Warning Sign	1
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	10
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	1
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	24
14-Other	0
Total	46

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	9	11
PD	34	0
Total	44	12

Road Character

Road Grade	Total
1-Level	31
2-On Grade	13
3-Top of Hill	0
4-Bottom of Hill	2
5-Other	0
Total	46

Light

Light Condition	Total
1-Daylight	34
2-Dawn	1
3-Dusk	1
4-Dark - Lighted	9
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	1
Total	46

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	1	1	1	3
FEBRUARY	2	1	3	6
MARCH	1	1	2	4
APRIL	0	1	1	2
MAY	0	2	0	2
JUNE	1	2	1	4
JULY	1	1	3	5
AUGUST	1	1	0	2
SEPTEMBER	1	0	2	3
OCTOBER	5	1	1	7
NOVEMBER	0	1	3	4
DECEMBER	2	2	0	4
Total	15	14	17	46

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	14	0	10	7	0	4	0	0	0	0	0	0	0	35
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	4	2	0	1	0	0	0	0	0	0	0	7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	1	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	2	0	0	0	0	0	0	0	0	0	3
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	0	15	12	0	5	0	0	0	0	0	0	0	46

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	4	0	0	0	0	0	0	0	0	0	1	5
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	18	0	0	0	0	0	0	2	0	0	2	22
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	0	0	1
Cloudy												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	2	0	0	3	8
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	4	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	30	0	0	0	0	0	0	4	1	0	0	46

Maine Crash Report Summary

Crash Date: 7/15/2013 Time: 16:20 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

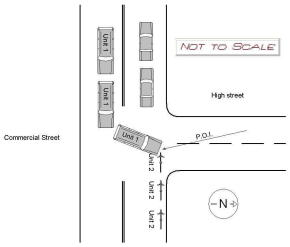
Type of Crash: 9 - Bicycle
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Unit 1 was making a left turn from Commercial Street onto High Street in heavy traffic. When traffic cleared Unit 1 failed to notice Unit 2 who was traveling on bike along with traffic westbound on Commercial Street.

Witness 1 agreed with the above.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
1 - Driver	26	1 - Male	5 - No Injury
8 - Passenger/Owner	25	2 - Female	5 - No Injury

Unit: 50

Type: 23 - Bicyclist
Veh. Travel Dir.:
Most Damaged Area: 0
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
7 - Bicycle	46	1 - Male	4 - Possible Injury

Maine Crash Report Summary

Crash Date: 5/10/2014 Time: 12:30 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

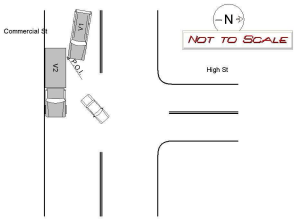
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 was stopped on Commercial st (heading in east direction) when an unknown vehicle was turning left onto High St. V1 went to go around unknown vehicle to continue east on Commercial St when V2 attempted to pass and go around both vehicles. In doing so, V2 hit the front passenger corner of V1 with the rear driver's side corner of V2.

No injuries.

Diagram



Unit: 1

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

Person Type	Age	Sex	Injury Degree
1 - Driver	15	1 - Male	5 - No Injury
8 - Passenger/Owner	50	1 - Male	5 - No Injury
2 - Passenger	19	1 - Male	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 18 - Overtaking Passing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 12 - Improper Passing
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	47	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 6/19/2014 Time: 08:05 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

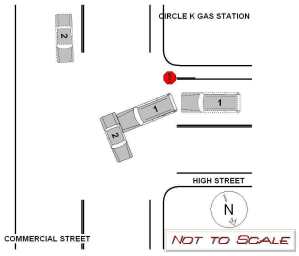
OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Unit 1 stopped at stop sign. Unit 2 following roadway. Unit 2 initiated left hand turn onto High Street from Commercial Street. Unit 1 initiated left hand turn from High Street onto Commercial Street. Unit 1 failed to yield right of way to Unit 2. Unit 1 struck Unit 2.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	36	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	34	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/13/2014 Time: 16:18 City: Portland Street/Highway: Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

On Wednesday, August 13, 2014 at 16:18:00, Officer Christopher Sibley responded to a crash at the intersection of Commercial Street and High Street in Portland Maine. At the time of the crash, the weather was rain and the road surface was wet.

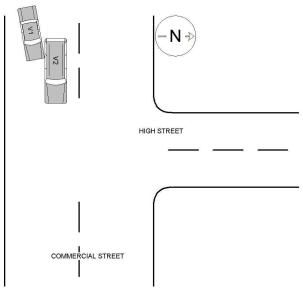
Vehicles...

Vehicle #1, operated by Elizabeth Webster, DOB 2/7/1956 was eastbound following roadway and attempted an improper turn to high street. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:
Driver: Elizabeth Webster DOB 2/7/1956 Injury: No Injury

Vehicle #2, operated by Elke Perks, DOB 5/26/1972 was eastbound following roadway. Vehicle #2 was towed due to disabling damage...

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	2 - Female	5 - No Injury
2 - Passenger	8	1 - Male	5 - No Injury
2 - Passenger	6	1 - Male	5 - No Injury
2 - Passenger	4	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
14-002353

Narrative / Diagram Supplemental

On Wednesday, August 13, 2014 at 16:18:00, Officer Christopher Sibley responded to a crash at the intersection of Commercial Street and High Street in Portland Maine. At the time of the crash, the weather was rain and the road surface was wet.

Vehicles...

Vehicle #1, operated by Elizabeth Webster, DOB 2/7/1956 was eastbound following roadway and attempted an improper turn to high street. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:
Driver: Elizabeth Webster DOB 2/7/1956 Injury: No Injury

Vehicle #2, operated by Elke Perks, DOB 5/26/1972 was eastbound following roadway. Vehicle #2 was towed due to disabling damage to the rear passenger quarter panel.

Vehicle #2 occupant(s) are listed below:
Driver: Elke Perks DOB 5/26/1972 Injury: No Injury
Passenger: Kai Perks DOB 8/9/2006 Injury: No Injury
Passenger: Mason Perks DOB 3/8/2008 Injury: No Injury
Passenger: Henry Perks DOB 2/23/2010 Injury: No Injury

Maine Crash Report Summary

Crash Date: 12/12/2014 Time: 12:53 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

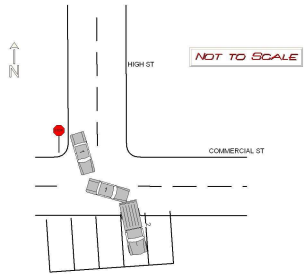
OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 WAS COMING FROM HIGH ST (SOUTHBOUND) TURNING LEFT (EASTBOUND) ONTO COMMERCIAL ST.
V2 WAS PULLED INTO A FORWARD FACING PARKING SPOT ON THE SOUTHBOUND SIDE OF COMMERCIAL ST.
V2 WAS BACKING AS V1 WAS COMPLETING A LEFT TURN ONTO COMMERCIAL.
V2 DID NOT SEE V1 AND BACK INTO V1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 11 - Improper Backing

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/10/2015 Time: 08:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

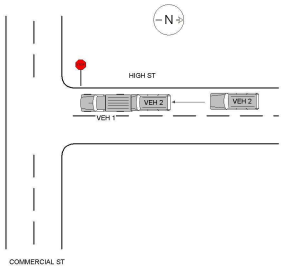
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2

Narrative

VEH #1 WAS STOPPED IN TRAFFIC. THE ROAD WAS COVERED IN SNOW. DUE TO THE ROAD CONDITIONS VEH#2 SLID DOWN THE HILL AND STRUCK THE REAR OF VEH#1.

2-10-15 jte.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

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

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 16 - Skidding
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/10/2015 Time: 11:00 City: Portland Street/Highway: HIGH ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

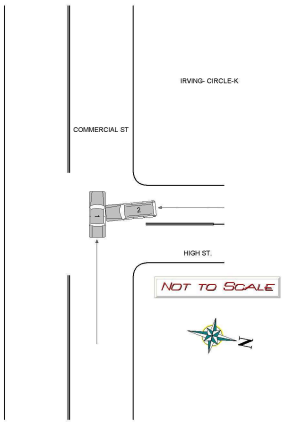
Narrative

UNIT NO. 1 FOLLOWING ROADWAY WESTBOUND ON COMMERCIAL STREET APPROACHING HIGH STREET. UNIT NO. 2 SOUTHBOUND ON HIGH STREET, STOPPED TO MAKE LEFT TURN ON COMMERCIAL STREET. UNIT NO. 2 THOUGHT IT WAS SAFE TO ENTER INTO INTERSECTION TO MAKE LEFT TURN. THE FRONT END OF UNIT NO. 2 STRUCK THE RIGHT SIDE (CENTER) OF UNIT NO. 1.

MEDCU CHECKED, NO INJURIES.

CHARLIE'S TOWING TOWED UNIT NO. 1.
ADAM'S TOWING TOWED UNIT NO. 2.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	37	2 - Female	5 - No Injury
2 - Passenger	2	2 - Female	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 10 - Improper Turn

Person Type	Age	Sex	Injury Degree
1 - Driver	25	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 4/9/2015 Time: 16:10 City: Portland Street/Highway: 390 Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

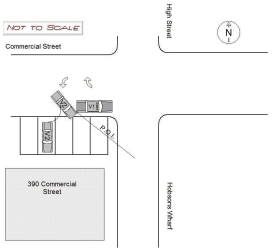
OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 responded to a call at 390 Commercial Street. V1 parked facing east in the south travel lane in front of 390 Commercial Street. V2 was parking in a parking stall in front of 390 Commercial Street. V2 backed onto Commercial Street and impacted the passenger rear bumper of V1. V1 was unattended at that time. There was minor damage to V2 and V1 did not appear to have damage. Photographs were taken. There were no reported injuries. MTJ

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	48	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 22 - Parked Motor Vehicle
Seq. Events 3: 50 - No Other Events
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	85	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 11/7/2015 Time: 21:59 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

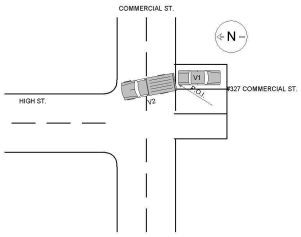
Narrative

V.#1 WAS PARKED LEGALLY UNATTENDED FACING TOWARD THE BECKY'S DINER STORE FRONT ON #327 COMMERCIAL ST. ON 11/07 AT 1700 HOURS. A POSSIBLE WITNESS, CYBIL ?/PH#317-0874, CALLED POLICE AT 2159 HOURS TO REPORT A GREY PICK-UP TRUCK WITH MAINE VETERAN REG#74412 ? WAS SEEN STRIKING THE REAR BUMPER TO V.#1 ALMOST TAKING IT OFF COMPLETELY AND THEN LEAVING THE AREA.

THE OFFICER ASSIGNED AT THE TIME WAS NOT ABLE TO LOCATE V.#1, EVEN THOUGH IT HAD A LOT OF VISIBLE DAMAGE TO THE REAR BUMPER. THE WITNESS CALLED POLICE WITH THE INFORMATION AND LEFT A NOTE FOR THE REGISTERED OWNER TO CALL POLICE LATER. POLICE AT THE TIME DID NOT IMMEDIATELY FOLLOW UP WITH THE WITNESS.

V.#1 LAST KNOWN OPERATOR/ OWNER CALLED POLICE TO...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	49	1 - Male	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 6 - Unknown
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 14 - Truck Coupling / Trailer Hitch / Safety Chains
Seq. Events 1: 50 - No Other Events
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-0003747

Narrative / Diagram Supplemental

V.#1 WAS PARKED LEGALLY UNATTENDED FACING TOWARD THE BECKY'S DINER STORE FRONT ON #327 COMMERCIAL ST. ON 11/07 AT 1700 HOURS. A POSSIBLE WITNESS, CYBIL ?/PH#317-0874, CALLED POLICE AT 2159 HOURS TO REPORT A GREY PICK-UP TRUCK WITH MAINE VETERAN REG#74412 ? WAS SEEN STRIKING THE REAR BUMPER TO V.#1 ALMOST TAKING IT OFF COMPLETELY AND THEN LEAVING THE AREA.

THE OFFICER ASSIGNED AT THE TIME WAS NOT ABLE TO LOCATE V.#1, EVEN THOUGH IT HAD A LOT OF VISIBLE DAMAGE TO THE REAR BUMPER. THE WITNESS CALLED POLICE WITH THE INFORMATION AND LEFT A NOTE FOR THE REGISTERED OWNER TO CALL POLICE LATER. POLICE AT THE TIME DID NOT IMMEDIATELY FOLLOW UP WITH THE WITNESS.

V.#1 LAST KNOWN OPERATOR/ OWNER CALLED POLICE TO REPORT THE ACCIDENT ON 11/08 AT 0053 HOURS FROM THE CLARION HOTEL AT #1230 CONGRESS ST. HE FOUND THE NOTE AND THE DAMAGE AT 2300 HOURS ON 11/07 AT BECKY'S.

AFTER POLICE MET WITH V.#1 OWNER, WESTBROOK POLICE WAS CONTACTED TO CHECK THE REGISTERED OWNERS ADDRESS FOR THE GREY PICK-UP AT THE ADDRESS OF #2 CARLSON ST., WESTBOOK, ME. AND SPEAK WITH THE OWNER OF V.#2.

V.#2 DRIVER TOLD WESTBROOK POLICE HE DID NOT KNOW HE STRUCK ANOTHER VEHICLE AT THE TIME, HOWEVER THERE IS A LARGE TOW-HITCH ON THE REAR OF V.#2 THAT HAD VERY MINOR DAMAGE, POSSIBLY FROM BACKING AT THAT EARLIER LOCATION.

DISPATCH LEFT A VOICEMAIL FOR THE ORIGINAL WITNESS.

Reviewed by: Lt. Gary Hutcheson

Maine Crash Report Summary

Crash Date: 11/12/2015 Time: 17:26 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 0 Offset: 0

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

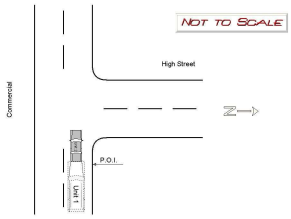
Narrative

Operator of Unit 1 stated while traveling behind Unit 2, he observed Unit 2 stop. Operator attempted to stop, however when he initiated his breaks, his vehicle skid into Unit 2 as a result of the wet roadway.

Operator of Unit 2 stated while stopped in traffic, Unit 1 collided with his vehicle.

Reviewed 11-12-15 by Joe Ezepek.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 8 - Tires
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	32	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	4 - Possible Injury

Maine Crash Report Summary

Crash Date: 2/15/2013 Time: 11:45 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.11

OE Start Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

On Friday, February 15, 2013 at 11:45:00, Officer Daniel Rose responded to a crash at the intersection of COMMERCIAL ST and MAPLE ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

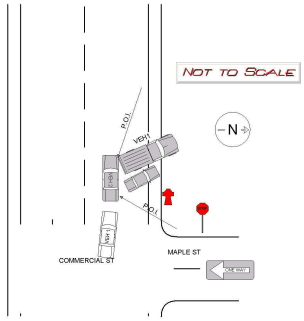
Vehicle #1 was driverless and parked legally. Vehicle #1 sustained minor damage to the rear driver side.

Vehicle #1 had no occupants

Vehicle #2, operated by Katharine Nelson, DOB 12/28/1941 was westbound other vehicle action and ran off roadway. Vehicle #2 sustained functional damage to the front passenger corner.

Vehicle #2 occupant(s) are listed...

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 5 - Not On Roadway
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 30 - Other Vehicle Action
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 4 - Ill (Sick)
Driver Action 1: 2 - Ran Off Roadway
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	71	2 - Female	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number
13-0566

Narrative / Diagram Supplemental

On Friday, February 15, 2013 at 11:45:00, Officer Daniel Rose responded to a crash at the intersection of COMMERCIAL ST and MAPLE ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1 was driverless and parked legally. Vehicle #1 sustained minor damage to the rear driver side.

Vehicle #1 had no occupants

Vehicle #2, operated by Katharine Nelson, DOB 12/28/1941 was westbound other vehicle action and ran off roadway. Vehicle #2 sustained functional damage to the front passenger corner.

Vehicle #2 occupant(s) are listed below:
Driver: Katharine Nelson DOB 12/28/1941 Injury: Possible Injury

VEHICLE 1 WAS PARKED LEGALLY AND UNATTENDED ON COMMERCIAL ST FACING NORTH. THE DRIVER OF VEHICLE 2 WAS DRIVING WEST ON COMMERCIAL ST. WHEN SHE FELT FAINT AND TRIED TO PULL OVER TO THE SIDE OF THE ROAD. THE PASSENGER SIDE, FROM THE FRONT CORNER OF TO THE REAR DOOR OF VEHICLE 2 STRUCK THE DRIVERS REAR BUMPER. MINOR DAMAGE TO VEHICLE 1, FUNCTIONAL DAMAGE TO VEHICLE 2. DRIVER OF VEHICLE 2 REFUSED TO BE TRANSPORTED TO MMC BUT WAS CHECKED BY MEDCU.

Maine Crash Report Summary

Crash Date: 2/15/2013 Time: 19:20 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.08

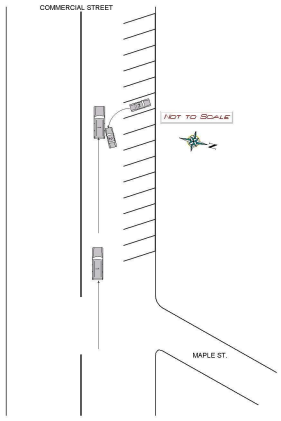
OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT NO. 1 FOLLOWING ROADWAY WEST ON COMMERCIAL STREET BETWEEN MAPLE STREET AND HIGH STREET. UNIT NO. 2 BACKING OUT OF PARKING SPACE ON COMMERCIAL STREET. UNIT NO. 2 UNSAFE BACKING, PULLED OUT AND THE FRONT LEFT CORNER OF UNIT NO. 2 STRUCK THE RIGHT SIDE OF UNIT NO. 1. NO INJURIES REPORTED. UNIT NO. 2 TOWED BY AAA.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	1 - Male	5 - No Injury
2 - Passenger	38	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2: 3 - Failed to Yield Right-of-Way

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	20	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/2/2013 Time: 09:40 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.01

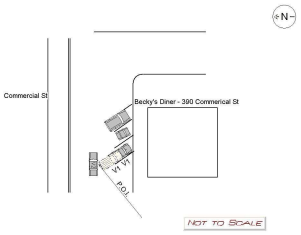
OE Start Node: ***16783*** ***Int of COMMERCIAL ST PARK ST*** OE End Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 was backing out of a parking space on the Southerly side of Commercial St. V2 was stopped waiting for another vehicle to exit a parking space and was facing Eastbound. V1 backed into V2.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	2 - Female	5 - No Injury

Unit: 2

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	1 - Male	5 - No Injury
2 - Passenger	67	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 10/22/2013 Time: 07:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 2 - Dawn
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

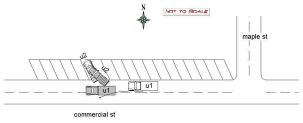
unit 1 was following roadway west. unit 2 was backing out of a parking space.

unit 2 said "I was backing out of a parking space into traffic. I did not see any cars coming and started backing out. suddenly I hit a truck. It was my fault I did not see the truck coming. I am not injured."

unit 1 said "I was going along and noticed a truck starting to back out of a space. I began passing it and was going around it when it kept backing up and struck the side of my truck. I am not injured."

no injuries reported at the scene.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	56	1 - Male	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	55	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 1/13/2014 Time: 20:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.09

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

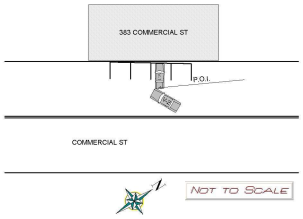
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 7 - Unknown
Road Grade: 1 - Level
Surface Condition: 11 - Unknown
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

V-1 WAS PARKED LEGALLY IN A PARKING STALL IN FRONT OF 383 COMMERCIAL ST. THE OWNER OF V-1 SAID SHE PARKED HER VEHICLE BETWEEN 2030HRS- 2100HRS ON 01/13/2014. THE OWNER SAID SHE RETURNED BACK TO HER VEHICLE ON 01/15/2014 AT 1130HRS AND NOTICED THAT THEIR WAS DAMAGE TO HER REAR DRIVERS SIDE. THE OTHER VEHICLE INVOLVED IS UNKNOWN AT THIS TIME.

****
Only possible suspect was involved in a crash in Boston in 2012. Confirmed the crash with BPD. At the time of this investigation there are no known suspects, suspect license plate, or any additional evidence that could assist with an investigation. This...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	32	2 - Female	5 - No Injury

Unit: 2

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

STATE OF MAINE CRASH REPORT

Report Number
14-000217

Narrative / Diagram Supplemental

V-1 WAS PARKED LEGALLY IN A PARKING STALL IN FRONT OF 383 COMMERCIAL ST. THE OWNER OF V-1 SAID SHE PARKED HER VEHICLE BETWEEN 2030HRS- 2100HRS ON 01/13/2014. THE OWNER SAID SHE RETURNED BACK TO HER VEHICLE ON 01/15/2014 AT 1130HRS AND NOTICED THAT THEIR WAS DAMAGE TO HER REAR DRIVERS SIDE. THE OTHER VEHICLE INVOLVED IS UNKNOWN AT THIS TIME.

****

Only possible suspect was involved in a crash in Boston in 2012. Confirmed the crash with BPD. At the time of this investigation there are no known suspects, suspect license plate, or any additional evidence that could assist with an investigation. This case is inactive pending any further developments.

CJS 3714

Maine Crash Report Summary

Crash Date: 3/7/2014 Time: 18:51 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

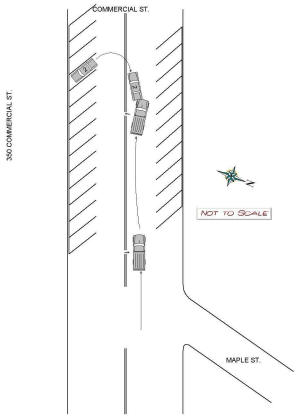
OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT NO. 1, FOLLOWING ROADWAY, WEST ON COMMERCIAL STREET JUST PAST MAPLE STREET. UNIT NO. 2 PARKED IN FRONT OF 350 COMMERCIAL STREET. UNIT NO. 2 BACKS OUT OF PARKING SPACE AND PULLS OUT IN FRONT OF UNIT NO. 1. UNIT NO. 2's REAR END HIT UNIT NO. 1's LEFT FRONT CORNER. NO INJURIES REPORTED. BOTH VEHICLES ABLE TO DRIVE AWAY FROM SCENE.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	52	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 8 - Starting from parked
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner

Person Type	Age	Sex	Injury Degree
8 - Passenger/Owner	22	2 - Female	5 - No Injury
2 - Passenger	20	2 - Female	5 - No Injury
1 - Driver	21	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 5/28/2014 Time: 11:53 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.1

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

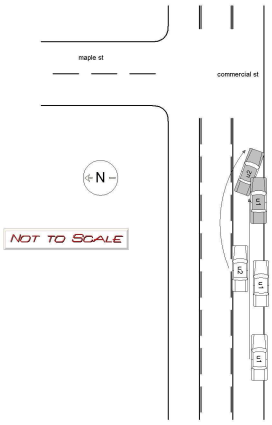
unit 1 and unit 2 were both heading east on commercial street. Unit 1 was behind unit 2.

Unit 2 said "I was going along and started turning right into a parking lot. I put my blinker on and started turning right. I did not see the car passing me on the right and struck a vehicle. No one is injured in my car."

Unit 1 said "I was going along and I saw the car in front of me slowing down. I thought they were turning left so I started passing on the right. The car was turning right and hit me as I passed. I am not injured."

No injuries reported at the scene. Unit 1 received a citation 14-2683.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 18 - Overtaking Passing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 12 - Improper Passing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	2 - Female	5 - No Injury
2 - Passenger	34	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 1/21/2015 Time: 15:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

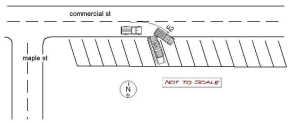
Unit 1 was backing out of a parking spot. Unit 2 was pulling into a parking spot.

Unit 1 said "I was backing out of a parking spot and started backing up. I could not see very well and was focused on the traffic coming. I backed into a vehicle that was parking next to me. I did not see the truck pulling into the spot next to me. I am not injured."

Unit 2 said "I was pulling into a parking spot when the vehicle beside me started pulling out. The car did not even look to see where I was and backed into the rear of my truck. I am not injured. The insurance card for this vehicle is expired but I will send the active one."

Unit 2 was issued a summons, 15-261 for failure to produce evidence of insurance.
No injuries reported.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 11 - Improper Backing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	51	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 12 - Entering parked position
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	38	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/9/2015 Time: 09:36 City: Portland Street/Highway: Commercial Street

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

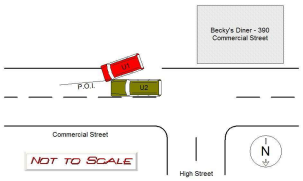
Narrative

Unit 2 was travelling east on Commercial Street approaching the parking lot of Becky's Diner, located at 390 Commercial Street and across from High Street intersection. Unit 1 was making a right turn out of the Becky's Diner parking lot onto Commercial Street facing east.

Unit 1 failed to yield the right of way to Unit 2, and the front passenger corner panel of Unit 2 struck the front driver side corner of Unit 1, causing minor damage to both vehicles.

The vehicles were able to both be driven into the Circkle K parking lot on Commercial Street where I made contact with both drivers. No injuries were reported.

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	62	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 6/2/2015 Time: 11:56 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.05

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

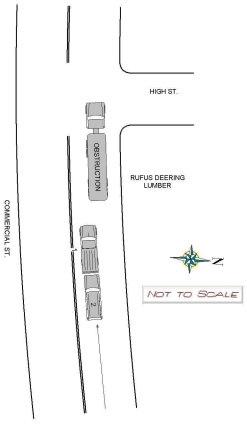
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 3 - Advisory/Warning Sign
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT NO. 1 AND UNIT NO. 2 WESTBOUND ON COMMERCIAL STREET PRIOR TO HIGH STREET. UNIT NO. 1 STOPPED IN TRAFFIC FOR COMMERCIAL TRUCK IN ROAD WAY. UNIT NO. 2, FOLLOWING UNIT NO. 1, COULD NOT STOP IN TIME AND FRONT END OF UNIT NO. 2 STRUCK REAR END OF UNIT NO. 1. NO DAMAGE OBSERVED TO UNIT NO. 1. MINOR DAMAGE TO FRONT END OF UNIT NO. 2.

NO INJURIES REPORTED.

Diagram



Unit: 1

Type: 16 - Other Light Trucks (10,000 lbs or Less)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
2 - Passenger	27	1 - Male	5 - No Injury
1 - Driver	34	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 3 - Failed to Yield Right-of-Way

Person Type	Age	Sex	Injury Degree
1 - Driver	19	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/26/2015 Time: 11:56 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.02

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

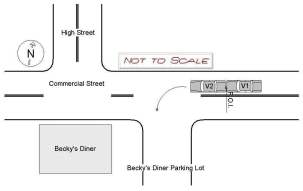
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 2 - Wet
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

The operator of vehicle 2 stated the following in summary: She was stopped waiting to make a left turn into the Becky's Diner parking lot when she was struck from the rear by vehicle 1. She stated that she saw vehicle 1 farther down the road behind her and he had plenty of time to stop. The operator as well as a passenger had complaint of pain in their back. MEDCU responded for an evaluation but no one was transported. Minor scratches and hole puncture to the vehicle's rear bumper.

The operator of vehicle 1 stated the following in summary: He was not distracted while driving but thinks vehicle 2 stopped quickly because they are not from the area. He also stated his breaks were a factor due to the rain/humidity. No injuries and no damage to his vehicle.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 2 - Brakes
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2:

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

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	4 - Possible Injury
2 - Passenger	20	1 - Male	5 - No Injury
2 - Passenger	32	2 - Female	4 - Possible Injury
2 - Passenger	30	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/27/2015 Time: 23:12 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.09

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

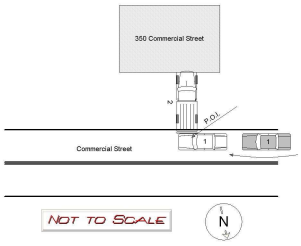
ON JULY 27, 2015 UNIT 1, OPERATED BY COWARD, AND UNIT 2, LAST OPERATED BY LEO, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF COMMERCIAL AND MAPLE STREETS, IN FRONT OF 350 COMMERCIAL STREET. THE WEATHER WAS CLEAR WITH DARK CONDITIONS ILLUMINATED BY STREETLIGHTS. THE ROAD SURFACE WAS DRY, TRAFFIC WAS LIGHT.

UNIT 1 STATED SHE WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND FAILED TO KEEP IN THE PROPER LANE. UNIT 1 LEFT THE PROPER TRAVEL LANE AND SIDESWIPED UNIT 2.

UNIT 2 WAS LEGALLY PARKED FACING SOUTH IN FRONT OF 350 COMMERCIAL STREET.

UNIT 1 REPORTED NO DISTRACTIONS AND WAS APPARENTLY...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	31	1 - Male	

STATE OF MAINE CRASH REPORT

Report Number
15-002536

Narrative / Diagram Supplemental

ON JULY 27, 2015 UNIT 1, OPERATED BY COWARD, AND UNIT 2, LAST OPERATED BY LEO, WERE INVOLVED IN A COLLISION NEAR THE INTERSECTION OF COMMERCIAL AND MAPLE STREETS, IN FRONT OF 350 COMMERCIAL STREET. THE WEATHER WAS CLEAR WITH DARK CONDITIONS ILLUMINATED BY STREETLIGHTS. THE ROAD SURFACE WAS DRY, TRAFFIC WAS LIGHT.

UNIT 1 STATED SHE WAS TRAVELLING EASTBOUND ON COMMERCIAL STREET AND FAILED TO KEEP IN THE PROPER LANE. UNIT 1 LEFT THE PROPER TRAVEL LANE AND SIDESWIPED UNIT 2.

UNIT 2 WAS LEGALLY PARKED FACING SOUTH IN FRONT OF 350 COMMERCIAL STREET.

UNIT 1 REPORTED NO DISTRACTIONS AND WAS APPARENTLY NORMAL AT THE TIME OF THE COLLISION.

UNIT 1 SUSTAINED FUNCTIONAL DAMAGE TO THE FRONT PASSENGER QUARTER PANEL. UNIT 1 WAS TOWED FROM THE SCENE DUE TO DISABLING DAMAGE BY AAA TOWING.

UNIT 2 SUSTAINED FUNCTIONAL DAMAGE TO THE REAR BUMPER AND TAILGATE. UNIT 2 LEFT THE SCENE WITHOUT ASSISTANCE.

Maine Crash Report Summary

Crash Date: 9/13/2015 Time: 01:21 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 16785 Int of COMMERCIAL ST MAPLE ST Offset: 0.07

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 4 - Rain
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

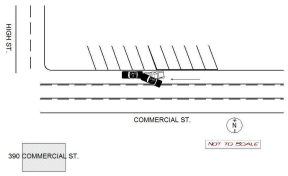
Narrative

DRIVER UNIT 2 STATES SHE WAS DRIVING WESTBOUND ON COMMERCIAL STREET AND PULLED TO THE RIGHT TO STOP BEHIND A LINE OF PARKED CARS.
SHE STATES THAT UNIT 1 HIT HER FROM BEHIND HARD AND SHE HIT HER HEAD OFF THE STEERING WHEEL OF THE CAR. THE 3 PASSENGERS IN THE CAR ALSO STATED THAT THIS WAS HOW THE CRASH OCCURRED AND THAT THEY ALL WERE A LITTLE SORE BUT HAD NO COMPLAINTS OF INJURIES.

DRIVER UNIT 1 STATES THAT HE WAS DRIVING WESTBOUND AND DID NOT SEE UNIT 2 PULLED OFF ON THE SIDE OF THE ROAD. STATES THAT HE HIT THE REAR OF UNIT 2.

AFTER SPEAKING WITH THE DRIVER OF UNIT 1 EMERSON VELIZ HE APPEARED IMPAIRED. I PERFORMED SFST'S ROADSIDE AND ARRESTED HIM FOR OUI BASED ON MY FINDINGS.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 22 - Parked Motor Vehicle
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol
Driver Action 1: 15 - Failed to Keep in Proper Lane
Driver Action 2: 14 - Followed Too Closely

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	28	2 - Female	4 - Possible Injury
2 - Passenger	24	1 - Male	5 - No Injury
2 - Passenger	21	1 - Male	5 - No Injury
2 - Passenger	29	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/11/2015 Time: 14:06 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16784 Int of COMMERCIAL ST HIGH ST End Node: 18529 Int of HIGH ST YORK ST Offset: 0.01

OE Start Node: ***16784*** ***Int of COMMERCIAL ST HIGH ST*** OE End Node:

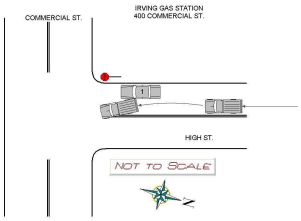
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2

Narrative

HIT AND RUN ACCIDENT. PROPERTY DAMAGE ONLY. NO SUSPECT OR SUSPECT VEHICLE. NO WITNESSES.

UNIT NO. 1 PARKED LEGALLY FACING SOUTH ON WEST SIDE OF HIGH STREET AT COMMERCIAL STREET. UNIT NO. 2, UNKNOWN, PROBABLY LOST CONTROL DUE TO WEATHER AND ROAD CONDITIONS AND BEGAN TO SLIDE. THE RIGHT SIDE OF UNIT NO. 2 STRUCK THE LEFT FRONT SIDE OF UNIT NO. 1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	77	1 - Male	

Unit: 2

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Maine Crash Report Summary

Crash Date: 10/4/2013 Time: 09:10 City: Portland Street/Highway: MAPLE ST

Start Node: 16785 Int of COMMERCIAL ST MAPLE ST End Node: 18980 0509400 POR,MAPLE,YORK ST. Offset: 0.05

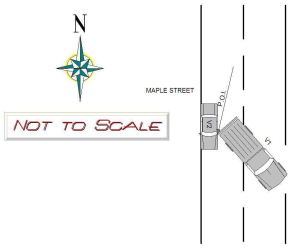
OE Start Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST*** OE End Node: ***18980*** ***0509400 POR,MAPLE,YORK ST.***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

V2 WAS PARKED LEGALLY ON THE SIDE OF MAPLE STREET. V1 WAS BACKING OUT OF A PARKING LOT ON MAPLE STREET. V1 BACKED INTO THE SIDE OF V2.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 20 - Backing
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 20 - Animal
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	25	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 5 - Not On Roadway
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	68	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 10/31/2013 Time: 12:24 City: Portland Street/Highway: MAPLE ST

Start Node: 16785 Int of COMMERCIAL ST MAPLE ST End Node: 18980 0509400 POR,MAPLE,YORK ST. Offset: 0.03

OE Start Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST*** OE End Node: ***18980*** ***0509400 POR,MAPLE,YORK ST.***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 5 - Work Zones (Construction / Maintenance / Utility)
Cont. Circ. Road 2 1 - None

Narrative

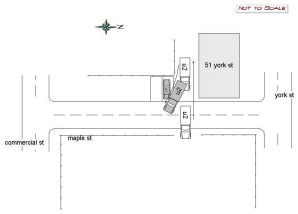
unit 1 was parked legally unoccupied. unit 2 was backing out of a job site.

unit 2 said "i was backing out of the construction site. I backed across the street and began going forward, turning right. I started forward and my passenger side tire struck a parked car. I did not see it in the mirrors. no one is injured."

unit 1 said "i parked my car in the parking lot. i was notified that it had been hit by a construction truck. i was not in the vehicle when it was hit."

no injuries reported at the scene.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 14 - Parked Motor Vehicle
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 2: 22 - Parked Motor Vehicle
Seq. Events 3: 22 - Parked Motor Vehicle
Seq. Events 4: 22 - Parked Motor Vehicle
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner	70	1 - Male	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	46	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/3/2015 Time: 14:50 City: Portland Street/Highway: MAPLE ST

Start Node: 16785 Int of COMMERCIAL ST MAPLE ST End Node: 18980 0509400 POR,MAPLE,YORK ST. Offset: 0.04

OE Start Node: ***16785*** ***Int of COMMERCIAL ST MAPLE ST*** OE End Node: ***18980*** ***0509400 POR,MAPLE,YORK ST.***

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 13 - None
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

VEHICLE 1 WAS PARKED LEGALLY ON THE SIDE OF THE ROAD FACING NORTHBOUND ON MAPLE STREET

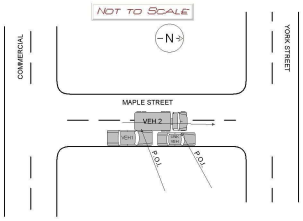
VEHICLE 2 WAS TRAVELLING NORTHBOUND ON MAPLE STREET AND SIDE SWIPED VEHICLE 1 AND THE UNKNOWN VEHICLE THAT WAS PARKED IN FRONT OF VEHICLE 1.

VEHICLE 2 DID NOT STOP AND KEPT DRIVING AFTER STRIKING BOTH VEHICLES.

THE DRIVER OF VEHICLE 1 WAS ABLE TO GET A PLATE OF VEHICLE 2. VEHICLE 2 WAS A "NATIVE MAINE PRODUCE & SPECIALTY FOODS"

I WAS ABLE TO CONTACT MANAGERS OF THE STORE. I SPOKE TO ED DIBIASE AND MICHAEL WALSH WHO ARE BOTH...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 13 - Parked Legally
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 1 - Northbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle:
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 12 - Improper Passing
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	23	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-000508

Narrative / Diagram Supplemental

VEHICLE 1 WAS PARKED LEGALLY ON THE SIDE OF THE ROAD FACING NORTHBOUND ON MAPLE STREET

VEHICLE 2 WAS TRAVELLING NORTHBOUND ON MAPLE STREET AND SIDE SWIPED VEHICLE 1 AND THE UNKNOWN VEHICLE THAT WAS PARKED IN FRONT OF VEHICLE 1.

VEHICLE 2 DID NOT STOP AND KEPT DRIVING AFTER STRIKING BOTH VEHICLES.

THE DRIVER OF VEHICLE 1 WAS ABLE TO GET A PLATE OF VEHICLE 2. VEHICLE 2 WAS A "NATIVE MAINE PRODUCE & SPECIALTY FOODS"

I WAS ABLE TO CONTACT MANAGERS OF THE STORE. I SPOKE TO ED DIBIASE AND MICHAEL WALSH WHO ARE BOTH MANAGERS.

WALSH AND DIBIASE STATED THAT JARRETT SPRAGUE WAS THE DRIVER OF THE TRUCK. WALSH AND DIBIASE WERE ABLE TO PROVIDE THE INSURANCE INFORMATION. THE DRIVER OF VEHICLE 1 WAS SATISFIED HAVING THE COMPANIES INFORMATION.

THE DRIVER OF VEHICLE 1 STATED THAT THE UNKNOWN VEHICLE IN THE DIAGRAM WAS A BLACK JETTA. THE DRIVER OF VEHICLE 1 LEFT A NOTE ON THE VEHICLE. I WILL ADD THE BLACK JETTA'S INFORMATION WHEN THE LAST KNOWN DRIVER CONTACTS ME FOR THE REPORT.

jte 2-4-15

Maine Crash Report Summary

Crash Date: 10/19/2015 Time: 08:24 City: Portland Street/Highway: MAPLE ST

Start Node: 16785 Int of COMMERCIAL ST MAPLE ST End Node: 18980 0509400 POR,MAPLE,YORK ST. Offset: 0.06

OE Start Node: ***18980*** ***0509400 POR,MAPLE,YORK ST.*** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 10 - School Zone Sign
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

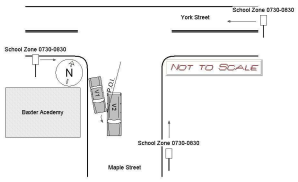
The operator of vehicle 1 stated the following in summary: She was pulled to the side of the road to drop her son off at Baxter Academy on Maple Street just south of York Street. She attempted to pull back into traffic and did not see vehicle 2 traveling by her. The front driver's corner of vehicle 1 struck the passenger's center side of vehicle 2.

The operator of vehicle 2 is a valet for the Courtyard Marriott hotel and returning a guests vehicle to the hotel. His description of events was consistent with the operator of vehicle 1's description.

No injuries and minor damage to vehicle 2. Vehicle 1 was towed by Tardiffs.

Reviewed by: Eric Nevins 10/23/15

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 19 - Merging
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	36	2 - Female	5 - No Injury

Unit: 2

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

Person Type	Age	Sex	Injury Degree
1 - Driver	28	1 - Male	5 - No Injury

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- [x] Crash Summary I
- [ ] Section Detail
- [x] Crash Summary II
- [ ] 1320 Public
- [ ] 1320 Private
- [x] 1320 Summary

REPORT DESCRIPTION

Rt 1A

REPORT PARAMETERS

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

Route: 0001A	Start Node: 16783	Start Offset: 0	[ ] Exclude First Node
	End Node: 16784	End Offset: 0	[x] Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16783	0001A - 11.06	Int of COMMERCIAL ST PARK ST	2	20	0	0	2	2	16	20.0	8.867	0.75	0.32	2.32
												Statewide Crash Rate:	0.15	
Study Years:	3.00	NODE TOTALS:		20	0	0	2	2	16	20.0	8.867	0.75	0.32	2.32

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
16783	16784	3116401	0 - 0.08	0001A - 11.06	0.08	2	9	0	1	0	0	8	11.1	0.00479	625.85	465.78	1.34
Int of COMMERCIAL ST	PARK ST			US 1A											Statewide Crash Rate: 198.16		
Study Years: 3.00				Section Totals:	0.08		9	0	1	0	0	8	11.1	0.00479	625.85	465.78	1.34
				Grand Totals:	0.08		29	0	1	2	2	24	17.2	0.00479	2016.63	634.09	3.18

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16783	16784	3116401	0 - 0.08	0001A - 11.06	9	0	1	0	0	8	2014-8599	03/14/2014	11.07	PD
											2013-36076	11/26/2013	11.08	PD
											2015-8353	03/01/2015	11.08	PD
											2015-10385	03/22/2015	11.11	PD
											2013-27351	11/04/2013	11.12	PD
											2015-3113	01/28/2015	11.12	PD
											2015-49315	11/25/2015	11.13	A
											2015-17700	06/17/2015	11.13	PD
											2013-13820	06/09/2013	11.13	PD
				Totals:	9	0	1	0	0	8				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day												PM		
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	4
MONDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	1	1	0	2	0	1	1	0	0	1	1	0	0	0	0	0	0	0	8
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	1	1	0	1	0	1	0	0	9
THURSDAY	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
FRIDAY	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Totals	0	0	0	0	0	0	0	2	2	0	6	2	3	3	0	1	3	2	1	1	1	0	2	0	0	29

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	33	23-Bicyclist	0
2-(Sport) Utility Vehicle	7	24-Witness	3
3-Passenger Van	1	25-Other	1
4-Cargo Van (10K lbs or Less)	0	Total	60
5-Pickup	8		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	5		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	2		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	14	11	0	0	0	0	25
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	3	6	0	0	0	0	9
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	1	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	1	1	0	0	0	0	2
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	6	3	0	0	0	0	9
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	2	0	0	0	0	2
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	2	1	0	0	0	0	3
Total	27	26	0	0	0	0	53

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	27	25	0	0	0	2	54
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	1	0	0	0	0	1
Total	27	26	0	0	0	2	55

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	5	0	0	0	0	5
25-29	7	0	0	0	0	7
30-39	9	0	0	0	0	9
40-49	7	0	0	0	0	7
50-59	11	0	0	0	0	11
60-69	6	0	0	0	0	6
70-79	2	0	0	0	0	2
80-Over	2	0	0	0	0	2
Unknown	3	0	0	2	0	5
Total	55	0	0	2	0	57

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	2
9-Pedestrian	1
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	50
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	0
40-Gate or Cable	0
41-Pressure Ridge	0
Total	53

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	2
5-Stop Signs - Other	20
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	7
14-Other	0
Total	29

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	2	2
C	2	2
PD	24	0
Total	29	5

Road Character

Road Grade	Total
1-Level	11
2-On Grade	14
3-Top of Hill	0
4-Bottom of Hill	4
5-Other	0
Total	29

Light

Light Condition	Total
1-Daylight	26
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	3
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	29

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2013	2014	2015	Total
JANUARY	0	1	2	3
FEBRUARY	3	0	1	4
MARCH	0	2	3	5
APRIL	0	1	0	1
MAY	0	0	1	1
JUNE	2	0	1	3
JULY	0	1	0	1
AUGUST	1	2	0	3
SEPTEMBER	0	1	0	1
OCTOBER	2	0	0	2
NOVEMBER	2	1	1	4
DECEMBER	1	0	0	1
Total	11	9	9	29

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	3	0	10	0	0	2	0	0	0	0	0	0	0	15
Head-on / Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	9	0	0	1	0	0	0	0	0	0	0	10
Pedestrians	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	1	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	20	0	0	4	0	0	0	0	0	0	0	29

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	16	0	0	0	0	0	0	1	0	0	1	18
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	3	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	21	0	0	0	0	0	0	5	0	0	0	29

Maine Crash Report Summary

Crash Date: 2/24/2013 Time: 13:54 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

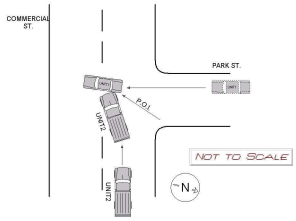
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 6 - Snow
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2

Narrative

UNIT 1 WAS TRAVELLING SOUTH ON PARK STREET TOWARD THE INTERSECTION WITH COMMERCIAL STREET. UNIT 2 WAS TRAVELLING WESTBOUND ON COMMERCIAL STREET APPROACHING THE INTERSECTION WITH PARK STREET. PARK STREET IS ON A STEEP GRADE AT THIS POINT AND THE ROAD WAS EXTREMELY ICY. UNIT 1 ATTEMPTED TO STOP BUT SKIDDED INTO THE ROADWAY AND STRUCK UNIT 2. THE DRIVER OF UNIT 2 COMPLAINED OF NECK PAIN AND WAS TREATED BY MEDCU AT THE SCENE. HE REFUSED A TRANSPORT TO THE HOSPITAL. THERE WERE NO OTHER INJURIES OR PROPERTY DAMAGE.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 5 - Rear Passenger Corner
Most Harmful Event: 8 - Other Non-Collision
Pre-Crash Actions: 16 - Skidding
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 16 - Other Non-Collision
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 9 - Drove Too Fast For Conditions

Person Type	Age	Sex	Injury Degree
1 - Driver	18	1 - Male	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 8 - Other Non-Collision
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 16 - Other Non-Collision
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	1 - Male	4 - Possible Injury

Maine Crash Report Summary

Crash Date: 2/27/2013 Time: 11:58 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

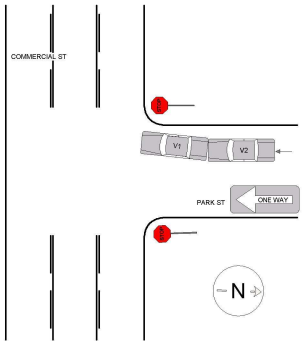
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 4 - Rain
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 2 - Wet
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 WAS ON PARK ST AND WAS WAITING TO TURN RIGHT ONTO COMMERCIAL ST. V2 WAS STOPPED DIRECTLY BEHIND V1 AND WAS ALSO WAITING TO TURN RIGHT. MR AYERS WAS LOOKING LEFT AT ONCOMING TRAFFIC. HE ASSUMED THAT V1 HAD DRIVEN AWAY AND BEGAN TO ACCELERATE. V2 THEN STRUCK THE REAR OF V1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	27	1 - Male	5 - No Injury
2 - Passenger	34	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	24	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/27/2013 Time: 20:50 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

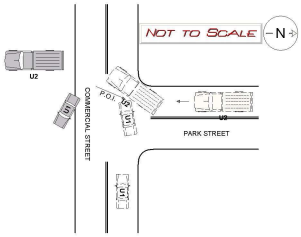
Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 5 - Sleet, Hail (Freezing Rain or Drizzle)
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2

Narrative

UNIT 1 WAS TRAVELING WESTBOUND ON COMMERCIAL STREET WHEN HE OBSERVED UNIT 2 COMING SOUTH ON PARK STREET AT A HIGH RATE OF SPEED. UNIT 1 ATTEMPTED TO SWERVE TO THE LEFT KNOWING UNIT 2 WAS NOT GOING TO BE ABLE STOP AT THE STOP SIGN AT THE END OF PARK STREET. THE UNITS COLLIDED ON COMMERCIAL STREET WITH UNIT 2 ATTEMPTING TO TURN RIGHT ONTO COMMERCIAL ST. UNIT 1 RECEIVED DAMAGE TO THE PASSENGER SIDE AND GOT TURNED INTO A PARKING LOT OFF OF COMMERCIAL STREET.

UNIT 2 ALSO PULLED INTO THE PARKING LOT AND GOT OUT OF THE VEHICLE. WHEN UNIT 1 REQUESTED TO SEE INSURANCE FOR UNIT 2, UNIT 2 TOOK OFF WITHOUT GIVING UNIT 1 ANY INFORMATION. UNIT 1 DESCRIBED UNIT 2 AS A BLACK TOYOTA TRUCK WITH A CREW CAB AND MAINE VETERAN PLATES. UNIT 1 AND THE WITNESS DESCRIBED THE MALE AS AROUND 6 FEET WITH BLONDISH HAIR AND HAD ONE PASSENGER. UNIT 1...

Diagram



Unit: 1

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	52	1 - Male	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 7 - Other
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 9 - Drove Too Fast For Conditions

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	37	1 - Male	5 - No Injury
2 - Passenger		3 - Unknown	

STATE OF MAINE CRASH REPORT

Report Number
13-740

Narrative / Diagram Supplemental

UNIT 1 WAS TRAVELING WESTBOUND ON COMMERCIAL STREET WHEN HE OBSERVED UNIT 2 COMING SOUTH ON PARK STREET AT A HIGH RATE OF SPEED. UNIT 1 ATTEMPTED TO SWERVE TO THE LEFT KNOWING UNIT 2 WAS NOT GOING TO BE ABLE STOP AT THE STOP SIGN AT THE END OF PARK STREET. THE UNITS COLLIDED ON COMMERCIAL STREET WITH UNIT 2 ATTEMPTING TO TURN RIGHT ONTO COMMERCIAL ST. UNIT 1 RECEIVED DAMAGE TO THE PASSENGER SIDE AND GOT TURNED INTO A PARKING LOT OFF OF COMMERCIAL STREET.

UNIT 2 ALSO PULLED INTO THE PARKING LOT AND GOT OUT OF THE VEHICLE. WHEN UNIT 1 REQUESTED TO SEE INSURANCE FOR UNIT 2, UNIT 2 TOOK OFF WITHOUT GIVING UNIT 1 ANY INFORMATION. UNIT 1 DESCRIBED UNIT 2 AS A BLACK TOYOTA TRUCK WITH A CREW CAB AND MAINE VETERAN PLATES. UNIT 1 AND THE WITNESS DESCRIBED THE MALE AS AROUND 6 FEET WITH BLONDISH HAIR AND HAD ONE PASSENGER. UNIT 1 REPORTED THAT THE DAMAGE TO UNIT 2 WAS REAR DRIVER'S SIDE QUARTER PANEL. UNIT 2 TOOK OFF GOING EAST ON COMMERCIAL ST. TOWARDS IN TOWN.

THE PLATE TO UNIT 2 CAME BACK TO A TOYOTA TACOMA WITH THE DRIVER MATCHING THE DESCRIPTION GIVEN BY UNIT 1 AND THE WITNESS. CONTACT WAS ATTEMPTED AT THE REGISTRATION ADDRESS IN FALMOUTH. NO CONTACT WAS MADE.

PICTURES WERE TAKEN OF THE DAMAGE OF UNIT 1 WITH CAMERA 23. PLEASE SEE PORTLAND POLICE DEPARTMENT CASE NUMBER 13-1595.

On 02/28/13, I Officer Connolly showed the victim (Saucier) a photo line-up. The victim positively identified Mr. Bartlett as being the driver. Mr. Bartlett's truck had very minor damage to the left rear quarter panel consisting of scuffs and scratches. The left rear tail light was cracked. Mr. Bartlett stated that the damage was old. Based on the fact that the victim picked Mr. Bartlett out of a line-up and the fact that there was minor damage to his vehicle, I determined that Mr. Bartlett was in fact the driver of the vehicle who struck Mr. Saucier.

Maine Crash Report Summary

Crash Date: 6/26/2013 Time: 07:00 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

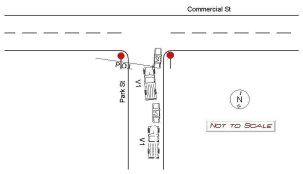
Vehicle 1, a black scion, driven by Inna Tsapko, was at the bottom of Park St, attempting to turn right (westbound) onto Commercial Street.

Vehicle 2, a blue chevy pick-up, driven by Mark Roberts, was behind vehicle 1, awaiting his turn to turn right (westbound) onto Commercial Street.

Mark stated that he saw Inna begin to pull out, he looked to his left, saw an opening in traffic and began to pull out behind Inna. Mark stated that while he was distracted by the traffic, he rear ended Inna who had not gotten onto Commercial Street as fast as he had anticipated.

Damage to both vehicles was minor and the accident was not initially reported. Both parties exchanged information and reported the incident to their respective insurance companies, who...

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	55	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
13-1822

Narrative / Diagram Supplemental

Vehicle 1, a black scion, driven by Inna Tsapko, was at the bottom of Park St, attempting to turn right (westbound) onto Commercial Street.

Vehicle 2, a blue chevy pick-up, driven by Mark Roberts, was behind vehicle 1, awaiting his turn to turn right (westbound) onto Commercial Street.

Mark stated that he saw Inna begin to pull out, he looked to his left, saw an opening in traffic and began to pull out behind Inna. Mark stated that while he was distracted by the traffic, he rear ended Inna who had not gotten onto Commercial Street as fast as he had anticipated.

Damage to both vehicles was minor and the accident was not initially reported. Both parties exchanged information and reported the incident to their respective insurance companies, who in turn, informed them that they needed to file a police report. Both parties arrived at 109 middle street at approximately 1700 hours to report the incident.

Maine Crash Report Summary

Crash Date: 8/10/2013 Time: 11:42 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

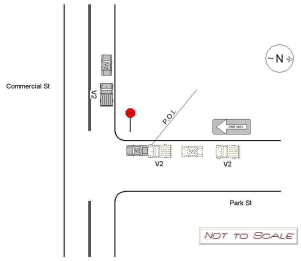
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 and V2 were traveling South on Park St approaching Commercial St. V2 was stopped at the intersection, V1 struck V2.

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	18	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	2 - Female	5 - No Injury
2 - Passenger	33	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 10/7/2013 Time: 16:45 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

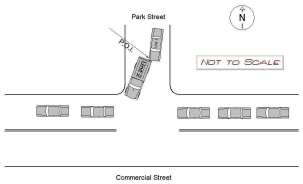
Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 2 - Wet
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Unit 2 states that he was on Park Street attempting to turn right onto Commercial in heavy traffic. He stated that while waiting for a break in the traffic He was struck from behind by unit 1. He stated that his vehicle was not moving at the time of the crash.

Unit 1 states that she was on Park Street attempting to make a right onto Commercial during heavy traffic. She states that she was behind Unit 2 at the time. Unit 1 stated that she was looking left and when she saw a break in the traffic assumed that Unit 2 had made the right turn. Without looking Unit 1 started to drive and crashed into Unit 2 who had not driven forward.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
1 - Driver	59	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 10/22/2013 Time: 08:09 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

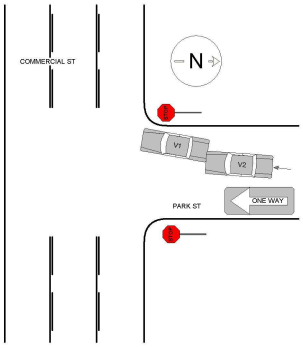
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

V1 WAS STOPPED ON PARK ST AT COMMERCIAL ST, WAITING FOR TRAFFIC ON COMMERCIAL ST TO CLEAR IN ORDER TO TURN RIGHT ONTO COMMERCIAL ST. V2 WAS STOPPED DIRECTLY BEHIND V1, ALSO INTENDING TO TURN RIGHT ONTO COMMERCIAL ST.
MR DALTON WAS LOOKING LEFT AT ONCOMING TRAFFIC, SAW A GAP AND ASSUMED THAT V1 HAD DRIVEN AWAY SO HE ACCELERATED, STRIKING THE REAR OF V1.
MINOR DAMAGE TO BOTH CARS. COMPLAINT OF NECK PAIN BY MS BITTERMANN. SHE WAS SEEN BY PARAMEDICS AND NOT TRANSPORTED TO THE HOSPITAL.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	2 - Female	3 - Non-Incapacitating

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	62	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 12/24/2013 Time: 10:45 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

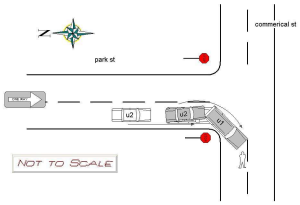
Unit 1 and Unit 2 were heading south, making a right turn onto commercial street. Unit 2 was behind Unit 1.

Unit 1 said "I was making a right turn. I started going when suddenly a male walked across the street in front of me. I stopped quickly to avoid hitting this male. The car behind me ran into me. No one in my vehicle is injured."

Unit 2 said "I was making a right turn and the suv in front of me started to go. I looked left to see if I could go, while I started going forward. I looked back and realized that the suv stopped for a male who walked out in front of him. I tried to stop but could not and hit the rear of the car in front of me. I am not injured."

No injuries reported at the scene.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	1 - Male	5 - No Injury
2 - Passenger	65	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	50	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 1/1/2014 Time: 12:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 6 - Snow
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2

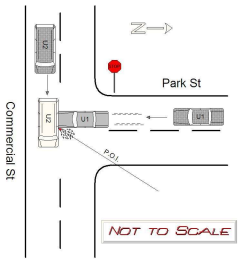
Narrative

UNIT 1 WAS TRAVELING SOUTHBOUND ON PARK STREET. UNIT 1 WAS UNABLE TO STOP AT THE STOP SIGN AT THE INTERSECTION OF PARK ST AND COMMERCIAL ST DUE TO THE SNOW AND OTHER WEATHER CONDITIONS.

UNIT 1 SLID THROUGH THE STOP SIGN INTO COMMERCIAL ST, STRIKING THE DRIVER'S SIDE FRONT OF UNIT 2, WHO WAS TRAVELING EASTBOUND ON COMMERCIAL ST, CAUSING MINOR DAMAGE.

BOTH PARTIES EXCHANGED INFORMATION AT THE SCENE WITH NO POLICE REPORT. UNIT 2 DRIVER LATER CAME INTO THE POLICE DEPARTMENT TO FILE A POLICE REPORT WITH LIMITED INFORMATION ON UNIT 1.

Diagram



Unit: 1

Type: 3 - Passenger Van
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 5 - Ran Stop Sign
Driver Action 2:

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

Maine Crash Report Summary

Crash Date: 3/11/2014 Time: 13:35 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

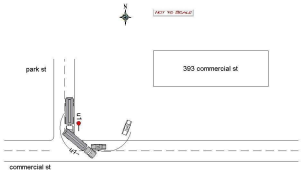
Unit 1 was making a left, from a side street. Unit 2 was pulling out of a business.

Unit 1 said "I was pulling out and it was ok to go. I started pulling out across both lanes of traffic and suddenly I saw a car coming at me. This car pulled out of the gas station and the driver was looking down. I used my horn, the driver looked up and she slammed on the brakes. The other car hit my truck in the center of the drivers side. I am not injured."

Unit 2 said "I was pulling out of the gas station. I saw a truck at coming down the hill. I figured he was going to stop so I went into traffic. I guess he did not stop and he pulled out in front of me. No one in my vehicle is injured."

No injuries reported at this incident.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

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

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	20	2 - Female	5 - No Injury
2 - Passenger	1	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 4/19/2014 Time: 16:29 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

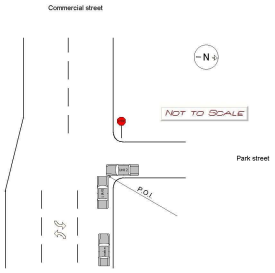
Narrative

Unit 1 was traveling westbound on Commercial street passing the intersection with Park street. She states that as she was going through the intersection Unit 2 suddenly drove in front of her. Unit 2 was traveling southbound on Park Ave. She states that she did not have time enough to stop and believes she was going approximately the speed limit. She struck unit 2 while still in the travel lane of Commercial.

Unit 2 states that they were stopped at the stop sign on Park street attempting to turn left onto Commercial. He states that he was inching forward into the intersection when Unit 1 came abruptly towards him. He estimates she was going approximately 50 mph. He pointed out where his vehicle had been during the crash which was just over the fog lane of Commercial street.

Witness 1 states that Unit 2 pulled in front of Unit 1 whom she was behind.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 20 - Unknown
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	50	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 49 - Pressure Ridge
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 20 - Unknown

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	2 - Female	5 - No Injury
2 - Passenger	27	1 - Male	5 - No Injury
2 - Passenger	28	2 - Female	5 - No Injury
2 - Passenger	31	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/15/2014 Time: 16:30 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

VEHICLE 2 WAS TRAVELLING SOUTHBOUND ON PARK STREET.

VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON PARK STREET DIRECTLY BEHIND VEHICLE 2.

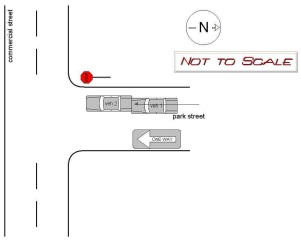
THERE WAS STOP AND GO TRAFFIC ON PARK STREET FOR VEHICLES ATTEMPTING TO TURN ONTO COMMERCIAL STREET.

VEHICLE 2 WAS ATTEMPTING TO TURN RIGHT ONTO COMMERCIAL STREET. VEHICLE 2 HAD TO STOP FOR A MOTORCYCLE TRAVELLING WESTBOUND ON COMMERCIAL STREET.

VEHICLE 1 COLLIDED WITH VEHICLE 2 CAUSING MINOR DAMAGE.

7-15-14 jte.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	66	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/19/2014 Time: 12:34 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

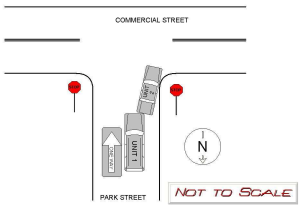
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

UNIT 1 STUCK UNIT 2 CAUSING THE CRASH. UNIT 2 WAS MOVING SLOWLY ATTEMPTING TO MAKE A RIGHT TURN ONTO COMMERCIAL STREET WHEN SHE WAS STRUCK FROM BEHIND BY UNIT 1.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	82	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/28/2014 Time: 12:47 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

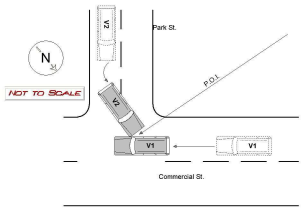
Narrative

Vehicle 1 was travelling westbound on Commercial St. Vehicle 2 was turning onto the Eastbound lane of Commercial St from Park St. Vehicle 2 struck Vehicle 1 causing damage.

Damage to Vehicle 1 consisted of a dent and scratches on the passenger side front door, rear door and fender. The operation of the passenger door was impaired due to the damage. Vehicle 1 would not start due to an electrical issue. There did not appear to be any damage that would have affected the engine. The owner of Vehicle 1 had AAA coming to assist him.

Damage to Vehicle 2 consisted of cracked and broken bumper cover on the front passenger side.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	90	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2: 19 - Other Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	71	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 9/30/2014 Time: 17:25 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

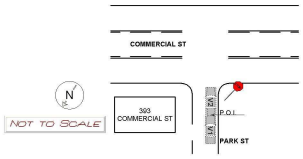
Narrative

V2 WAS STOPPED AT THE STOP SIGN ON PARK ST, SOUTHBOUND, WAITING TO TURN RIGHT (WEST) ONTO COMMERCIAL ST. V1 WAS STOPPED BEHIND V2. V2 STARTED TO PROCEED THEN STOPPED QUICKLY AS ANOTHER VEHICLE PULLED OUT OF THE PARKING LOT NEXT TO PARK ST, AND IN FRONT OF V2. V1 HAD ALSO PROCEEDED FORWARD AND WAS NOT ABLE TO STOP IN TIME WHEN V2 STOPPED. V1 RAN INTO THE BACK OF V2 CAUSING DAMAGE TO BOTH VEHICLES.

THERE WAS DAMAGE TO THE FRONT BUMPER OF V1.

THERE WAS DAMAGE TO THE REAR BUMPER OF V2.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 11/5/2014 Time: 17:05 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

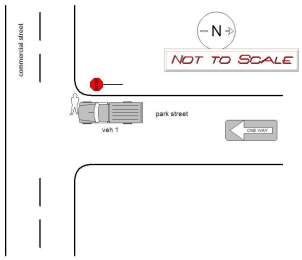
Type of Crash: 5 - Pedestrians
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

SHAWN WAS WALKING WEST ON COMMERCIAL STREET. SHAWN WAS CROSSING PARK STREET. SHAWN STATED HE SAW AN OLDER MODEL BLACK PICK UP TRUCK STOP AT THE STOP SIGN. THE TRUCK HAD A RAISED SUSPENSION. SHAWN STATED THAT THE TRUCK THEN STARTED TO MOVE AFTER STOPPING WHILE SHAWN WAS IN FRONT OF THE TRUCK. SHAWN STATED THE PASSENGER HEADLIGHT HIT HIS RIGHT ELBOW. THIS CAUSED A MINOR CUT AND PAIN TO HIS ELBOW. SHAWN STATED HE WAS PROBABLY GOING TO GO TO THE HOSPITAL. IT IS IMPORTANT TO NOTE THAT I WAS WORKING THE FRONT DESK OF THE POLICE STATION AND WAS NOT ON SCENE AT THE TIME OF THIS ACCIDENT. I DID DRIVE BY THAT INTERSECTION TODAY AND NOTICED THERE IS NOT A CROSSWALK THERE.

11-5-14 jte.

Diagram



Unit: 1 Type: 5 - Pickup

Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver			

Unit: 50 Type: 22 - Pedestrian

Veh. Travel Dir.:
Most Damaged Area: 0
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	29	1 - Male	3 - Non-Incapacitating

Maine Crash Report Summary

Crash Date: 1/7/2015 Time: 13:22 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

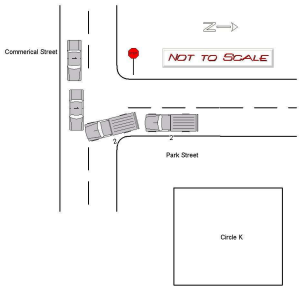
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 4 - Bottom of Hill
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

Vehicle 1 was traveling east on Commercial Street passing Park Street. Vehicle 2 was stopped at the stop sign on Park Street and began to make a left hand turn onto Commercial Street. The driver of vehicle 2 stated he was distracted by a male walking by his vehicle and didn't realize he had struck vehicle 1.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 8 - Rear Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	21	2 - Female	5 - No Injury
2 - Passenger	21	2 - Female	5 - No Injury

Unit: 2

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 2 - Front Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	70	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/20/2015 Time: 10:56 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 2 - Wet
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

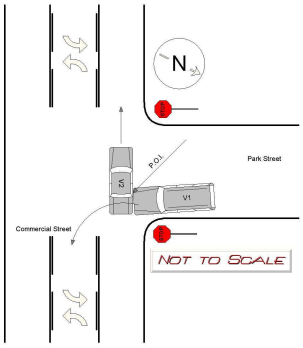
Narrative

The operator of vehicle 1 stated the following: He was stopped at the stop sign on Park Street at Commercial Street waiting for an opening in traffic in order to make a left turn. He saw an opening and began to inch forward. Vehicle 2 was travelling west on Commercial Street and slowed in traffic. Vehicle 1 struck vehicle 2 while attempting to turn left onto Commercial Street.

The operator of vehicle 2 confirmed this account.

No injuries were sustained and both vehicles suffered only minor damage.

Diagram



Unit: 1

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	63	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	2 - Female	5 - No Injury
2 - Passenger	85	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/19/2015 Time: 10:45 City: Portland Street/Highway: PARK ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 19088 Int of PARK ST YORK ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

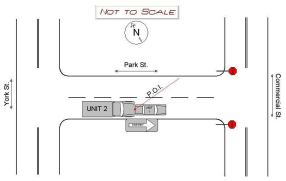
Narrative

Driver Unit 1 states she was stopped in traffic headed eastbound on Park Street.
Unit 2 did not stop and struck the rear of Unit 1.

Driver Unit 2 states he was heading eastbound down the hill towards Commercial Street on Park Street.
He took his eyes off the road for a second to move a jacket and did not see Unit 1 stop in front of him.

Unit 2 hit Unit 1 from behind. No observed damage to the exterior of the rear of Unit 1.
Driver Unit 1 transported to Maine Medical Center complaining of neck pain/injury.
Driver of Unit 2 not paying attention to traffic and hit Unit 1 from behind.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	4 - Possible Injury
2 - Passenger	29	2 - Female	5 - No Injury

Unit: 2

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	1 - Male	5 - No Injury
2 - Passenger	21	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 5/26/2015 Time: 10:31 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 0 Offset: 0

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

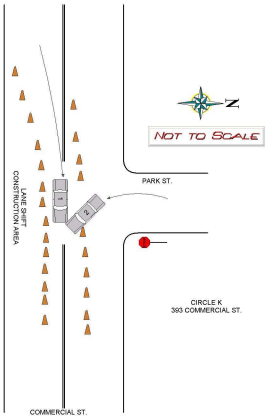
Type of Crash: 4 - Intersection Movement
Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 5 - Work Zones (Construction / Maintenance / Utility)
Cont. Circ. Road 2

Narrative

UNIT NO. 1 TRAVELING EAST ON COMMERCIAL STREET IN A CONSTRUCTION AREA IN STOP AND GO TRAFFIC. THE CONSTRUCTION AREA IS BEING CONTROLLED BY A FLAGGER WITH A STOP/SLOW SIGN. UNIT NO. 1 WAS STOPPED IN TRAFFIC AT THE INTERSECTION AT PARK STREET. UNIT NO. 2 SOUTH ON PARK STREET, STOPPED AT STOP SIGN TO MAKE LEFT TURN ON TO COMMERCIAL STREET.

OPERATOR OF UNIT NO. 2 CAN SEE FLAGGER HAS EAST BOUND TRAFFIC STOPPED. AN UNKNOWN BLUE PICKUP IN FRONT OF UNIT NO. 1 BEGINS TO MOVE FORWARD, OPENING A GAP IN EASTBOUND TRAFFIC. OPERATOR OF UNIT NO. 2 STATES THAT UNIT NO. 1 WAS STOPPED FOR A COUPLE SECONDS. UNIT NO. 2 BEGINS TO MAKE LEFT TURN ON TO COMMERCIAL STREET FROM PARK STREET AND IS PARTIALLY IN EASTBOUND LANE AND...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 11 - Front Driver Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 19 - Merging
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 10 - Improper Turn

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	46	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
15-001846

Narrative / Diagram Supplemental

UNIT NO. 1 TRAVELING EAST ON COMMERCIAL STREET IN A CONSTRUCTION AREA IN STOP AND GO TRAFFIC. THE CONSTRUCTION AREA IS BEING CONTROLLED BY A FLAGGER WITH A STOP/SLOW SIGN. UNIT NO. 1 WAS STOPPED IN TRAFFIC AT THE INTERSECTION AT PARK STREET. UNIT NO. 2 SOUTH ON PARK STREET, STOPPED AT STOP SIGN TO MAKE LEFT TURN ON TO COMMERCIAL STREET.

OPERATOR OF UNIT NO. 2 CAN SEE FLAGGER HAS EAST BOUND TRAFFIC STOPPED. AN UNKNOWN BLUE PICKUP IN FRONT OF UNIT NO. 1 BEGINS TO MOVE FORWARD, OPENING A GAP IN EASTBOUND TRAFFIC. OPERATOR OF UNIT NO. 2 STATES THAT UNIT NO. 1 WAS STOPPED FOR A COUPLE SECONDS. UNIT NO. 2 BEGINS TO MAKE LEFT TURN ON TO COMMERCIAL STREET FROM PARK STREET AND IS PARTIALLY IN EASTBOUND LANE AND STOPS.

UNIT NO. 1 DOES NOT SEE UNIT NO. 2 AND IS FOLLOWING ROADWAY WHEN LEFT FRONT CORNER OF UNIT NO. 1 HITS RIGHT FRONT CORNER OF UNIT NO. 2.

MINOR DAMAGE TO UNIT NO. 1. FUNCTIONAL DAMAGE TO UNIT NO. 2. NO INJURIES REPORTED.

THERE ARE NO KNOWN WITNESSES. FLAGGER HAD HIS BACK TO ACCIDENT AND DID NOT WITNESS CRASH.

Maine Crash Report Summary

Crash Date: 6/9/2013 Time: 19:54 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.07

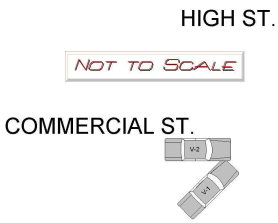
OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

DRIVER OF V-1 STATED SHE WAS ON COMMERCIAL ST. AND MADE A LEFT TURN TOWARDS HIGH ST. AND WAS STRUCK BY V-2. DRIVER OF V-2 STATED V-1 WAS PARKED ON THE SIDE OF THE ROAD AS SHE WAS TRAVELLING EAST ON COMMERCIAL ST. V-1 THEN PULLED OUT IN FRONT OF HER AND SHE STRUCK V-2.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 7 - Separation of Units
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	17	2 - Female	5 - No Injury
2 - Passenger	17	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 3 - Center Passenger Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	28	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 11/4/2013 Time: 10:30 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

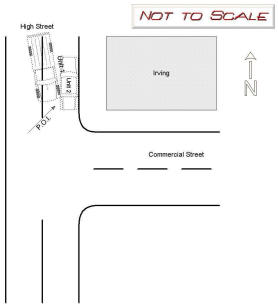
Type of Crash: 3 - Head-on / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

Upon arrival, operator of Unit 2 had left the scene. Was able to retrieve Unit 2's vehicle information by VIN left by a photo taken by operator of Unit 1. Attempted contact with operator of Unit 2, with no result.

Operator of Unit 1 stated while traveling Northbound on High Street, he did not realize he was in the middle of two lanes. Operator put his left turn signal on to turn into the lot of Irving. Operator looked to his left and did not see anyone before attempting his turn. Unit 1 collided with Unit 2, traveling in the left lane next to Unit

Diagram



Unit: 1

Type: 5 - Pickup
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 11 - Cross Centerline
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 15 - Failed to Keep in Proper Lane

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

Unit: 2

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	59	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 11/26/2013 Time: 07:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.02

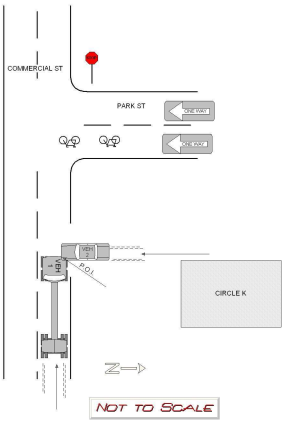
OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 4 - Intersection Movement
Type of Location: 6 - Driveways
Weather: 6 - Snow
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 13 - None
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

VEHICLE 1 FOLLOWING COMMERCIAL ST WESTBOUND, SLOWING IN TRAFFIC FOR A BICYCLE SKIDDING INTO TRAFFIC. VEHICLE 2 ALSO SLOWING WHILE EXITING PARKING LOT WHILE WATCHING THE BICYCLE, SKIDDED INTO TRAFFIC AND INTO THE TRAVEL OF VEHICLE 1

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	61	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 10 - Front Driver Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 3 - Failed to Yield Right-of-Way
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	21	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/14/2014 Time: 08:14 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.01

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2

Narrative

On Friday, March 14, 2014 at 08:14:00, Officer Christopher Maher responded to a crash on COMMERCIAL ST approximately 102 feet North of PARK ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

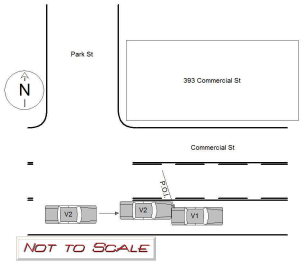
Vehicles...

Vehicle #1, operated by Douglas Thompson, DOB 11/10/1982 was eastbound stopped in traffic. Vehicle #1 sustained functional damage to the rear driver side.

Vehicle #1 occupant(s) are listed below:
Driver: Douglas Thompson DOB 11/10/1982 Injury: No Injury

Vehicle #2, operated by David Seder, DOB 5/14/1969 was eastbound slowing in traffic and followed too closely. Vehicle #2...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 7 - Rear Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 11 - Stopped in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	1 - Male	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 1 - Front Passenger Corner
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	44	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
14-000929

Narrative / Diagram Supplemental

On Friday, March 14, 2014 at 08:14:00, Officer Christopher Maher responded to a crash on COMMERCIAL ST approximately 102 feet North of PARK ST in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Douglas Thompson, DOB 11/10/1982 was eastbound stopped in traffic. Vehicle #1 sustained functional damage to the rear driver side.

Vehicle #1 occupant(s) are listed below:
Driver: Douglas Thompson DOB 11/10/1982 Injury: No Injury

Vehicle #2, operated by David Seder, DOB 5/14/1969 was eastbound slowing in traffic and followed too closely. Vehicle #2 was towed due to disabling damage to the front passenger corner.

Vehicle #2 occupant(s) are listed below:
Driver: David Seder DOB 5/14/1969 Injury: No Injury

Vehicle 1 was traveling eastbound on Commercial St and stopped in traffic in front of 393 Commercial St. Vehicle 2 was also traveling eastbound on Commercial St. Vehicle 2 was not able to stop in time and contacted the rear driver side corner of Vehicle 1.
Vehicle 2 was towed by Prime Collision due to the extent of the damage.

Maine Crash Report Summary

Crash Date: 1/28/2015 Time: 10:57 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.06

OE Start Node: 16784 Int of COMMERCIAL ST HIGH ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 3 - Snow
Traffic Control: 13 - None
Cont. Circ. Env 1 2 - Weather Conditions
Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
Cont. Circ. Road 2 1 - None

Narrative

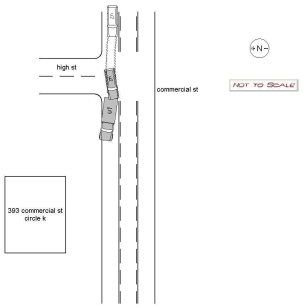
Unit 1 was slowing down turning right into a business. Unit 2 was following roadway.

Unit 2 said "I was going along and the truck in front of me stopped to turn into a business. I tried to stop but could not, sliding on the packed snow. I struck the back of the truck in front of me. I am not injured."

Unit 1 said "I was stopped, turning into a business. Suddenly I was hit from behind by a vehicle. I had my blinker on and did not see the vehicle prior to is hitting me. I am not injured."

No injuries were reported at the scene.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 6 - Rear
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 5 - Making right turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	32	1 - Male	5 - No Injury

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 21 - Motor Vehicle In Transport
Seq. Events 3: 21 - Motor Vehicle In Transport
Seq. Events 4: 21 - Motor Vehicle In Transport
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 9 - Drove Too Fast For Conditions
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/1/2015 Time: 15:31 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.02

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 2 - On Grade
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

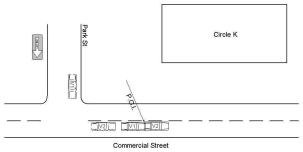
Vehicle 1, a blue subaru, was on Park Street, turning left onto Commercial Street.

Vehicle 2, a white subaru, was travelling east bound on Commercial Street and passed Park Street, before stopping to make left turn into Circle K.

Vehicle 1 entered east bound traffic on Commercial Street and did not observe that vehicle 2 was now stopped waiting to turn. Vehicle 1 failed to stop in time to avoid making contact with rear of vehicle 2.

No injuries reported at scene. Vehicle 1 towed due to disabling damage.

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 12 - Front
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	33	2 - Female	5 - No Injury

Unit: 2

Type: 1 - Passenger Car
Veh. Travel Dir.: 2 - Southbound
Most Damaged Area: 4 - Rear Passenger Quarter Panel
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	5 - No Injury
2 - Passenger	89	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/22/2015 Time: 22:00 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.05

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 2 - Rear End / Sideswipe
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

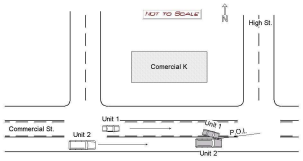
There was a 2 hour delay in the reporting of this accident.

Unit 1 was driving Eastbound on Commercial St. Unit 2 was behind Unit 1 also traveling Eastbound on Commercial St. Unit 1 turned on their left blinker as to turn into the Circle K on Commercial St. Unit 1 was in a turning lane. Unit 1 did not turn the first entrance and at the second entrance Unit 1 turned right into Unit 2 causing a large scrape down Unit 2 as Unit 2 attempted to pass Unit 1 then pulled a U-Turn and went Westbound on Commercial

Unit 2 stated they did not call when the accident happened because they did not know the non-emergency number for Portland. Unit 2 stated he had to bring a boat in and could not make the report at the time of the accident.

Unit 2 stated that the vehicle was a small red vehicle with nh plates.

Diagram



Unit: 1

Type: 25 - Other
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree

Unit: 2

Type: 2 - (Sport) Utility Vehicle
Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 9 - Center Driver Side
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	44	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 6/17/2015 Time: 18:25 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.07

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 7 - Went Off Road
Type of Location: 6 - Driveways
Weather: 1 - Clear
Light: 1 - Daylight
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

Narrative

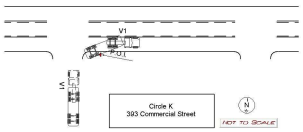
Driver of vehicle 1, a peterbilt tractor trailer, was exiting Circle K, making a left hand turn to travel west bound on Commercial Street.

Driver was entering roadway at end of construction zone where comes were placed to mark a lane change. While trying to navigate lane change, driver hit fire hydrant, stated that she thought it was a traffic cone initially.

Driver contacted dispatch, notifying them of accident and then continued on to business location, approximately 50 feet west of accident scene, to wait for arrival of police. Portland Water District responded and were given accident information. Hydrant did become detached and will be replaced tomorrow (6-17-15).

6-16-15 jte.

Diagram



Unit: 1

Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 6 - Making left turn
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 2: 50 - No Other Events
Seq. Events 3:
Seq. Events 4:
Driver Distracted By: 1 - Not Distracted
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 10 - Improper Turn
Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	29	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 11/25/2015 Time: 22:04 City: Portland Street/Highway: COMMERCIAL ST

Start Node: 16783 Int of COMMERCIAL ST PARK ST End Node: 16784 Int of COMMERCIAL ST HIGH ST Offset: 0.07

OE Start Node: 16783 Int of COMMERCIAL ST PARK ST OE End Node: 16784 Int of COMMERCIAL ST HIGH ST

Type of Crash: 5 - Pedestrians
Type of Location: 1 - Straight Road
Weather: 1 - Clear
Light: 4 - Dark - Lighted
Road Grade: 1 - Level
Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None
Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None
Cont. Circ. Road 2 1 - None

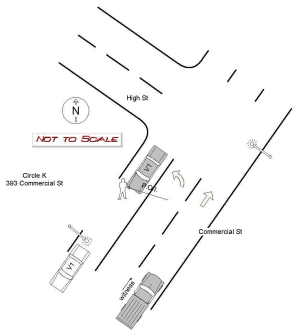
Narrative

Driver Unit 1 said that he was on Commercial St driving outbound when he thought he heard someone yell. He looked to his left and then to his right and then saw someone in the road right in front of him at the last minute. He tried to swerve but did not have enough time and he struck the pedestrian on the passenger side front corner of his car. Driver Unit 1 also said that he was probably travelling no more than 30 mph.

The witness said that he was travelling inbound on Commercial St when he saw a man enter the roadway from the south side of Commercial St. He slowed down and let the man pass in front of him and continued driving. He looked in his rearview mirror and saw the pedestrian in the air after being struck by Unit 1. He pulled over and tried to render aid.

There are no crosswalks in that area and there are street lights...

Diagram



Unit: 1

Type: 1 - Passenger Car
Veh. Travel Dir.: 4 - Westbound
Most Damaged Area:
Most Harmful Event: 9 - Pedestrian
Pre-Crash Actions: 1 - Following roadway
Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 17 - Pedestrian
Seq. Events 2: 50 - No Other Events
Seq. Events 3: 50 - No Other Events
Seq. Events 4: 50 - No Other Events
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 19 - Other Contributing Action
Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	1 - Male	5 - No Injury

Unit: 50

Type: 22 - Pedestrian
Veh. Travel Dir.:
Most Damaged Area:
Most Harmful Event:
Pre-Crash Actions:
Contrib Circ. - Vehicle:
Seq. Events 1:
Seq. Events 2:
Seq. Events 3:
Seq. Events 4:
Driver Distracted By:
Cond. at Time Crash:
Driver Action 1:
Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	31	1 - Male	2 - Incapacitating

STATE OF MAINE CRASH REPORT

Report Number
15-003947

Narrative / Diagram Supplemental

Driver Unit 1 said that he was on Commercial St driving outbound when he thought he heard someone yell. He looked to his left and then to his right and then saw someone in the road right in front of him at the last minute. He tried to swerve but did not have enough time and he struck the pedestrian on the passenger side front corner of his car. Driver Unit 1 also said that he was probably travelling no more than 30 mph.

The witness said that he was travelling inbound on Commercial St when he saw a man enter the roadway from the south side of Commercial St. He slowed down and let the man pass in front of him and continued driving. He looked in his rearview mirror and saw the pedestrian in the air after being struck by Unit 1. He pulled over and tried to render aid.

There are no crosswalks in that area and there are street lights

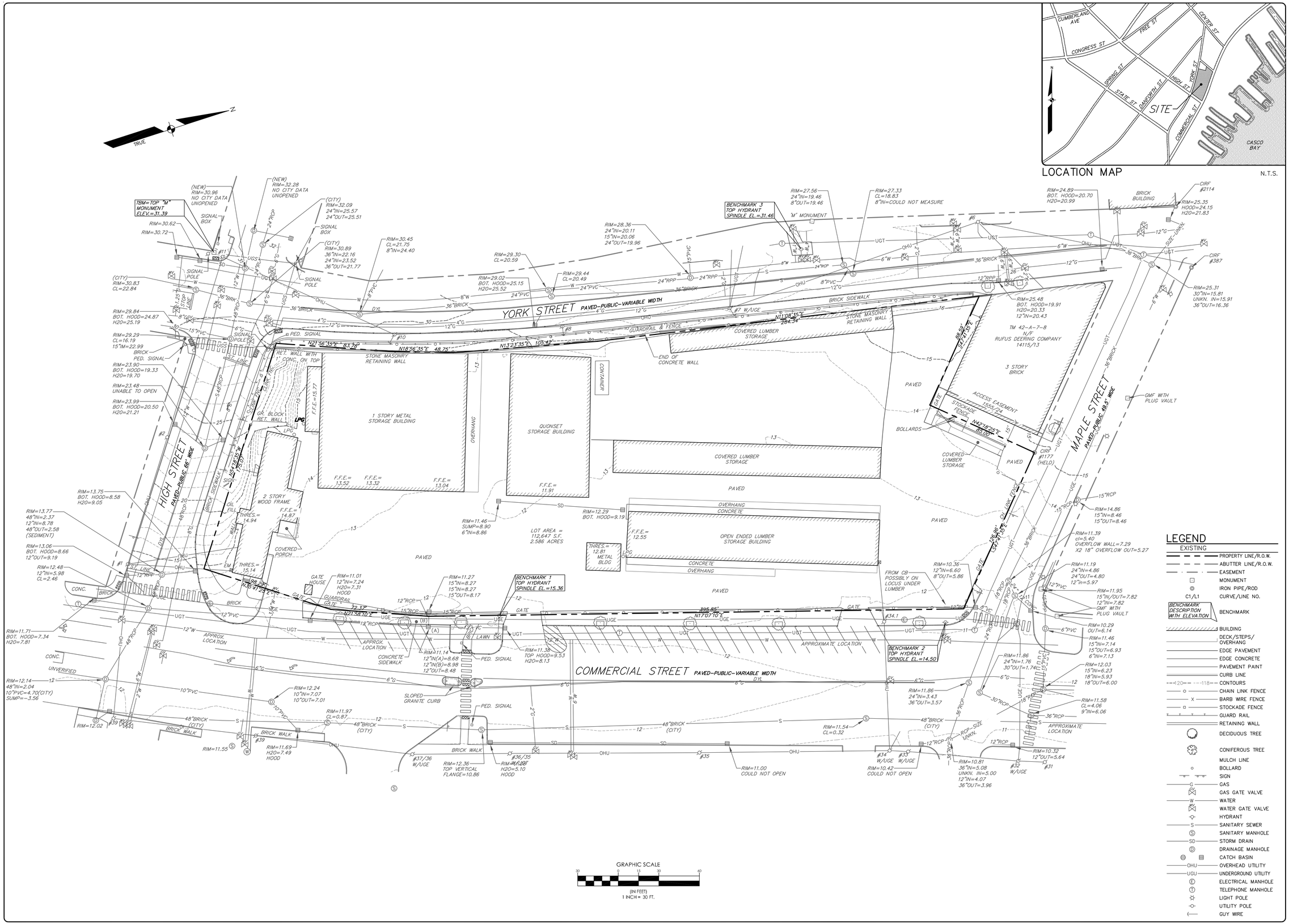
Unit 1 had no visible damage, the passenger side mirror was folded in.

Witness 207-310-3175.

Reviewed 11-25-15 by Joe Ezepek.

SITE PLAN APPLICATION
383 COMMERCIAL STREET
WRITTEN SUBMISSION H- BOUNDARY SURVEY

THE BOUNDARY SURVEY HAS BEEN COMPLETED AND IS SUBMITTED AS PLAN SUBMISSION – PLAN 2.



LOCATION MAP N.T.S.

LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- EASEMENT
- MONUMENT
- IRON PIPE/ROD
- C1/L1 CURVE/LINE NO.
- BENCHMARK DESCRIPTION WITH ELEVATION — BENCHMARK
- BUILDING
- DECK/STEPS/OVERHANG
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- CURB LINE
- 120 118 CONTOURS
- CHAIN LINK FENCE
- BARB WIRE FENCE
- STOCKADE FENCE
- GUARD RAIL
- RETAINING WALL
- DECIDUOUS TREE
- CONIFEROUS TREE
- MULCH LINE
- BOLLARD
- SIGN
- G GAS
- GAS GATE VALVE
- W WATER
- WATER GATE VALVE
- HYDRANT
- S SANITARY SEWER
- SANITARY MANHOLE
- SD STORM DRAIN
- DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- UGU UNDERGROUND UTILITY
- E ELECTRICAL MANHOLE
- T TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- GUY WIRE

DESIGNED	CHECKED
RLM	WTC

REV.	BY:	DATE:	STATUS:
A	RLM	03/22/17	SUBMIT LEVEL III APPLICATION TO CITY

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

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite 1A South Portland, ME. 04106 Tel: 207-200-2100
250 Goddard Rd. Suite B Lewiston, ME. 04240 Tel: 207-783-5868

EXISTING CONDITIONS PLAN

OF:
383 COMMERCIAL STREET
383 COMMERCIAL STREET
PORTLAND, MAINE

FOR:
DEERING PROPERTY MANAGEMENT, LLC
2730 TRANSIT ROAD
WEST SENECA, NEW YORK

PROJECT NO.	SCALE
16324	1" = 30'

SHEET 2 OF 13

16324EC-0.dwg, TAB:16324EC-0

DATA SOURCES

2015 Orthoimagery
Portland Parcels 2013
Utilities from PWD

REV:	BY:	DATE:	STATUS:

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 3A
South Portland, Maine 04106
Tel. 207-200-2100
250 Gorham Rd. - Suite 8
Scarborough, Maine 04074
Tel. 207-799-5456

DRAWN BY:
ZEB

JOB NUMBER
16346

Neighborhood Context Map
OF:
383 Commercial Street
Portland, ME

FOR:
Deering Property Managemen, LLC
2730 Transit Road
West Seneca, NY

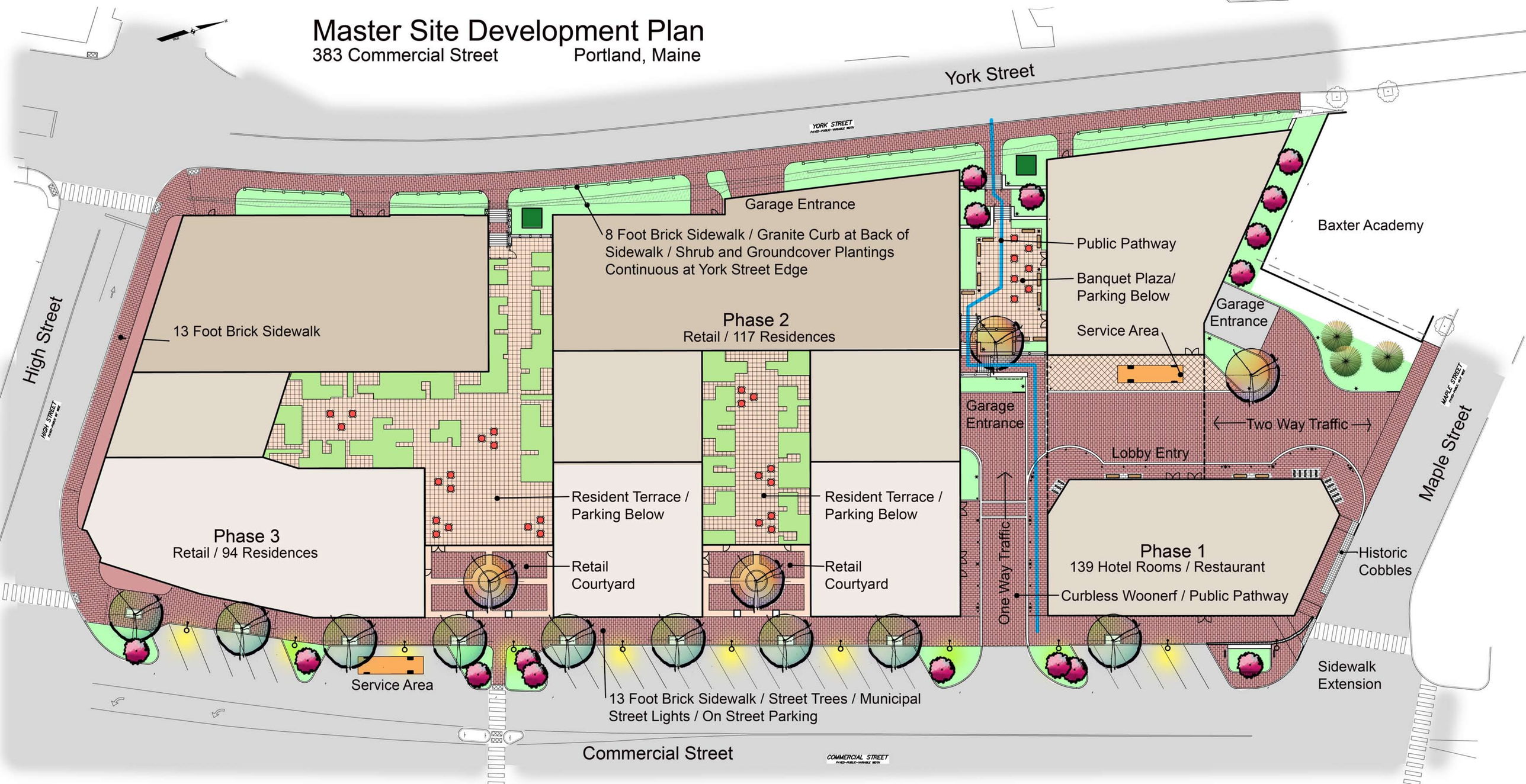
DATE	SCALE
3-22-2017	1 in = 50 ft

SHEET 1 OF 1

Rufus Deering Site

Master Site Development Plan

383 Commercial Street Portland, Maine



1 LEVEL 1
1" = 20'-0"

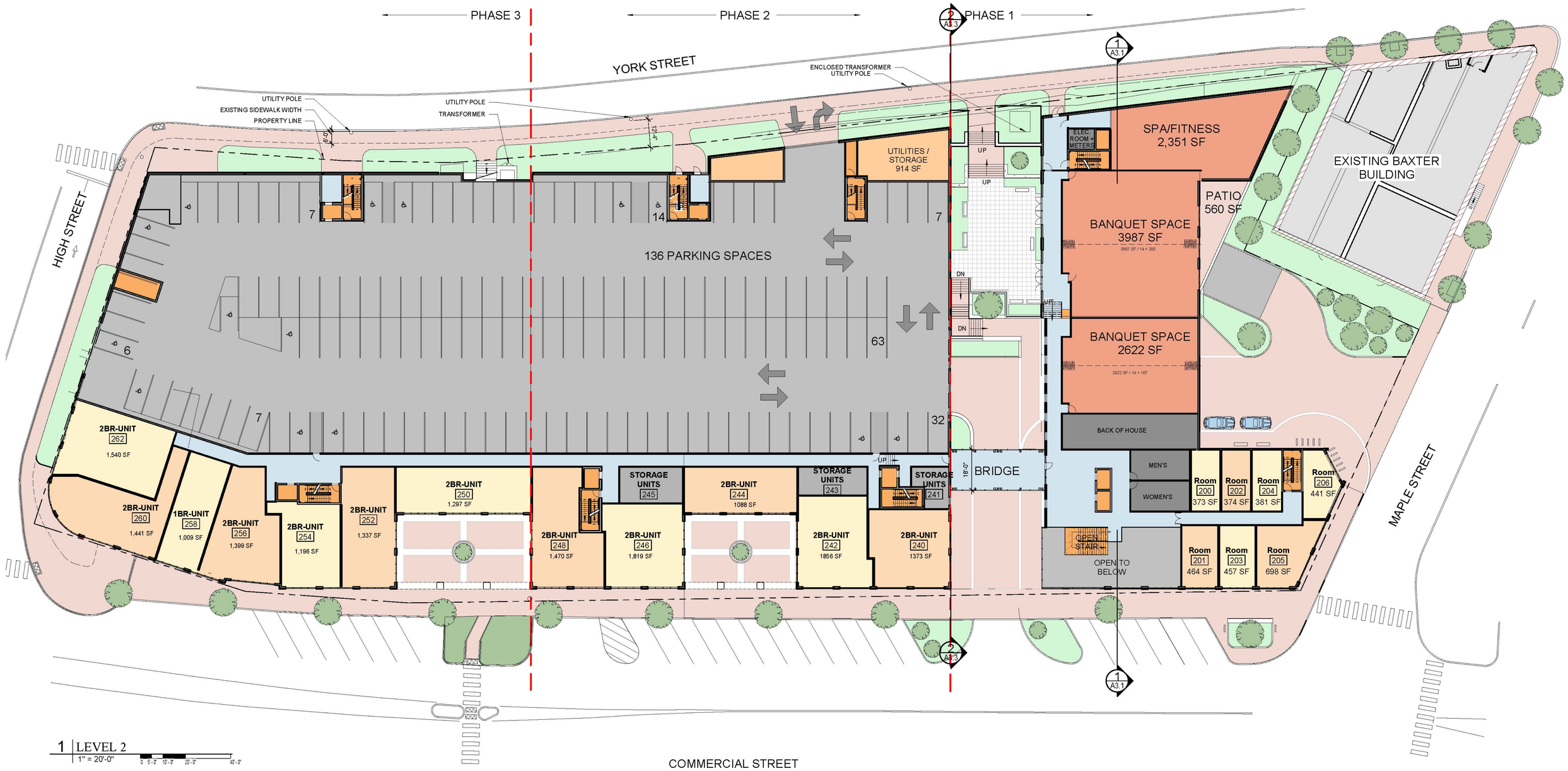
383 COMMERCIAL STREET

Portland, Maine

DEC. 05, 2017

A1.1

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



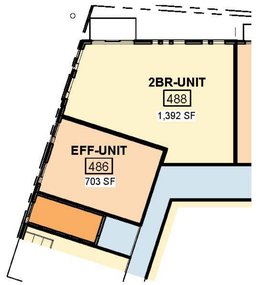
383 COMMERCIAL STREET

Portland, Maine

DEC. 05, 2017

A1.2

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



2 | CORNER UNITS LEVELS 4&5
1" = 20'-0"

1 | LEVELS 3 THROUGH 5
1" = 20'-0"

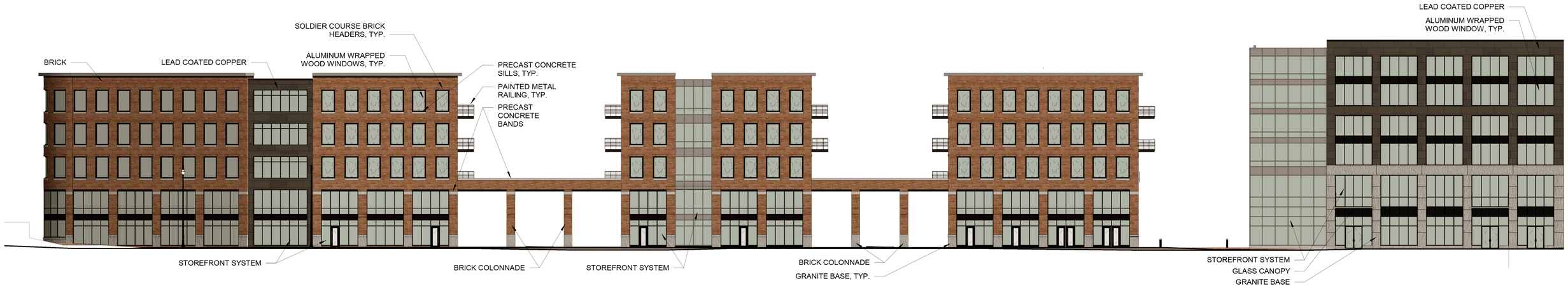
383 COMMERCIAL STREET

Portland, Maine

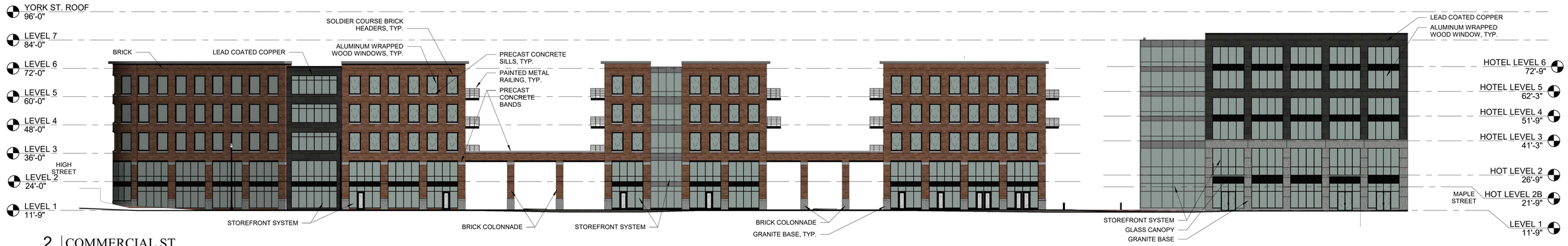
DEC. 05, 2017

A1.3

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

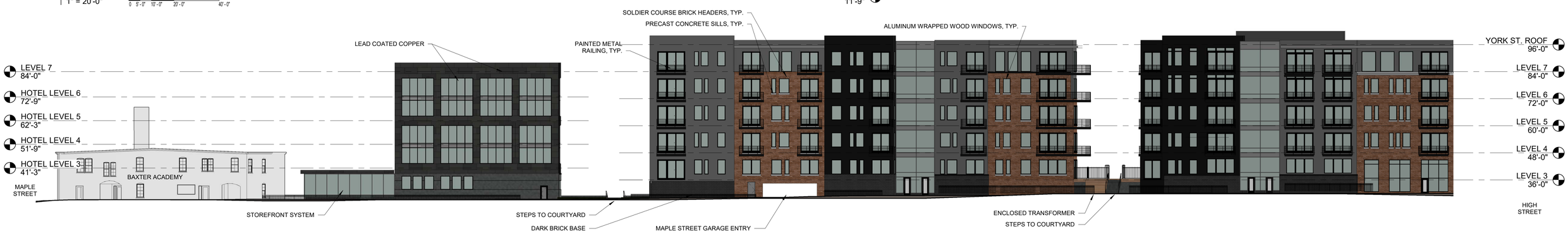

BRICK
LEAD COATED COPPER
SOLDIER COURSE BRICK HEADERS, TYP.
ALUMINUM WRAPPED WOOD WINDOWS, TYP.
PRECAST CONCRETE SILLS, TYP.
PAINTED METAL RAILING, TYP.
PRECAST CONCRETE BANDS
STOREFRONT SYSTEM
BRICK COLONNADE
STOREFRONT SYSTEM
BRICK COLONNADE
GRANITE BASE, TYP.
LEAD COATED COPPER
ALUMINUM WRAPPED WOOD WINDOW, TYP.
STOREFRONT SYSTEM
GLASS CANOPY
GRANITE BASE

1 MAPLE ST
1" = 20'-0"



2. COMMERCIAL ST
1" = 20'-0"

3 HIGH ST
1" = 20'-0"



4 YORK STREET
1" = 20'-0"

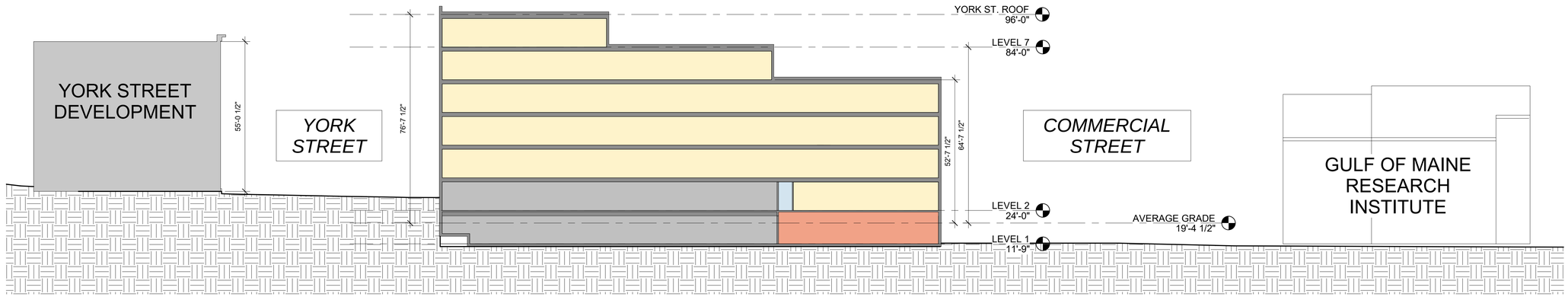
383 COMMERCIAL STREET

Portland, Maine

OCT. 31, 2017

A2.1

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



1 SECTION THROUGH YORK AND COMMERCIAL STREET
1" = 20'-0"

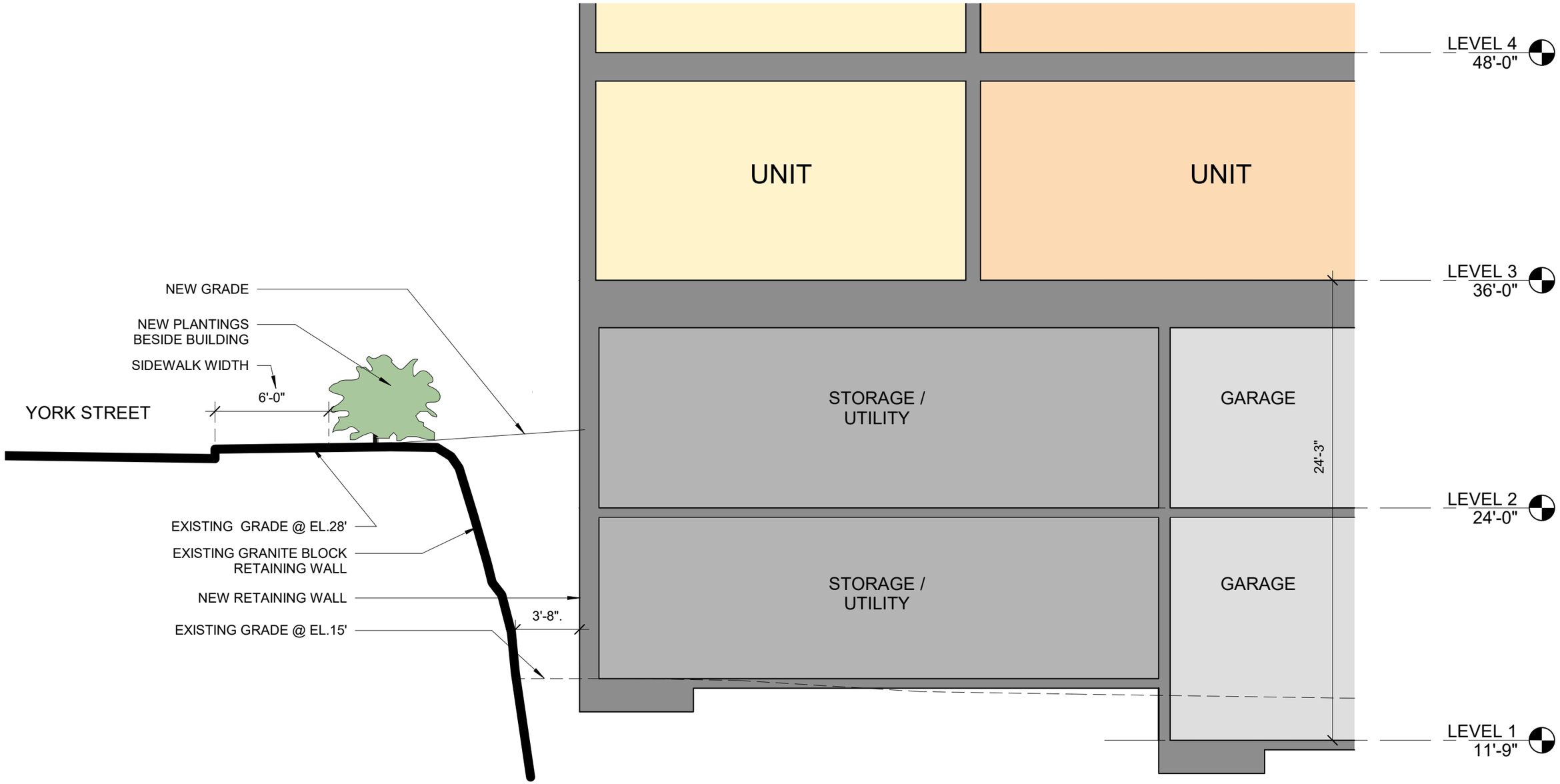
383 COMMERCIAL STREET

Portland, Maine

OCT. 17, 2017

A3.0

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



1 PHASE 1 - SECTION AT RETAINING WALL

3/16" = 1'-0"

0 2'-0" 4'-0" 8'-0" 16'-0"

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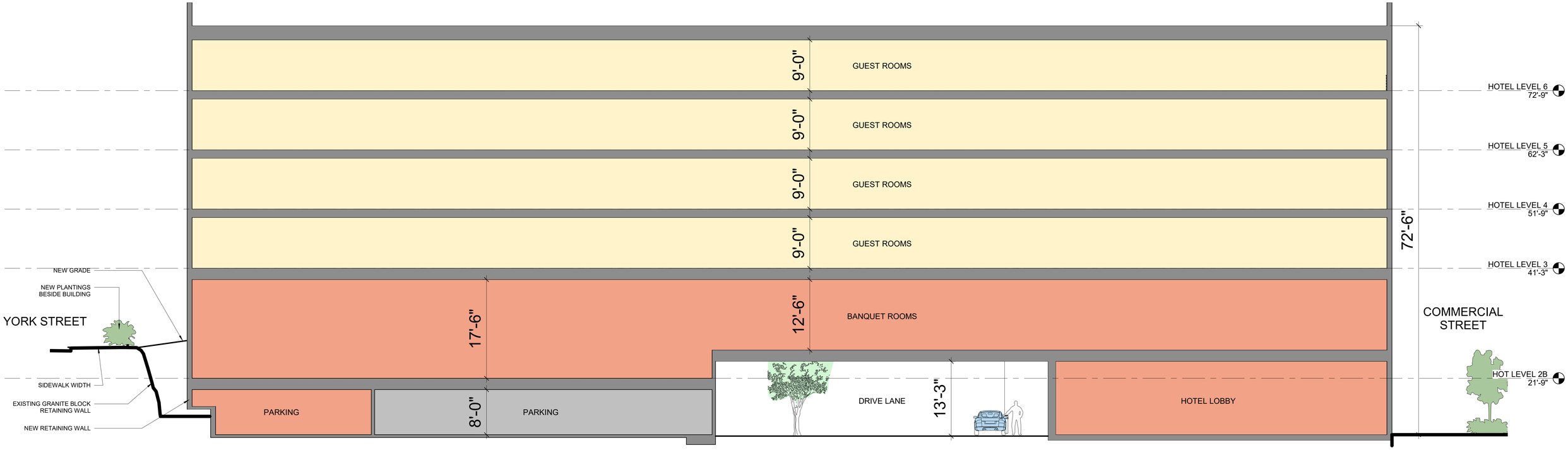
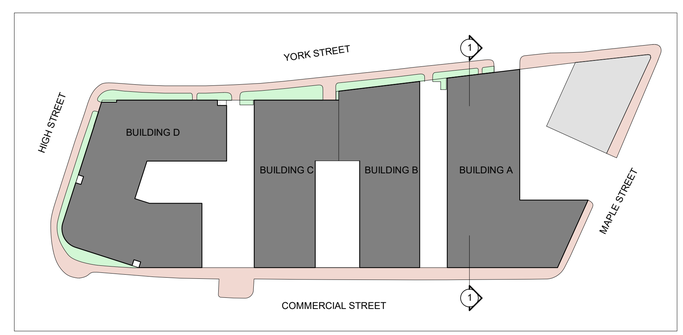


1 SECTION AT DRIVE LANE
1/8" = 1'-0"



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A3.1

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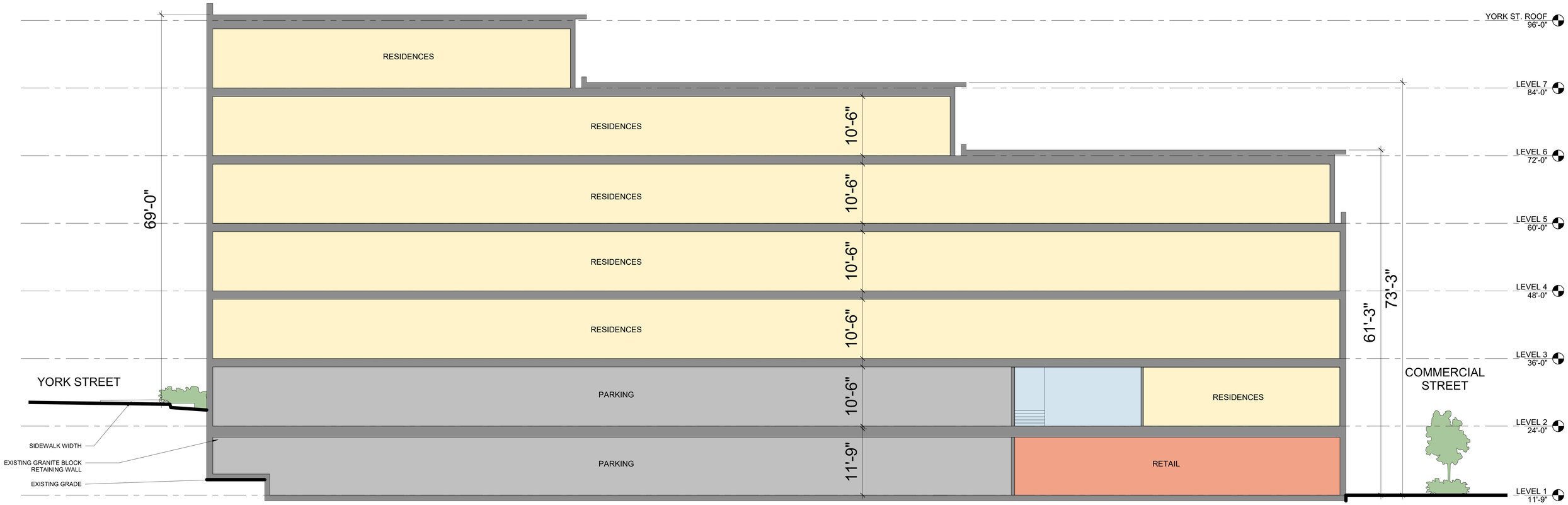
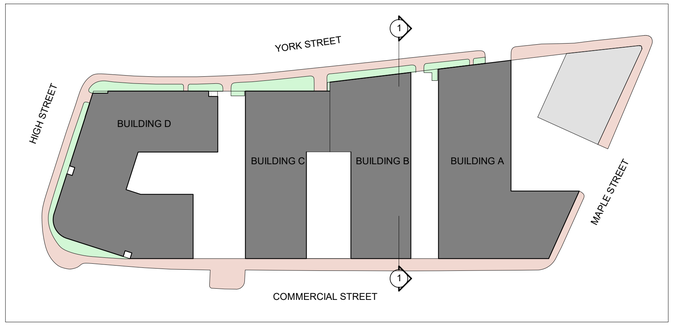


2 SECTION AT RESIDENCES
1/8" = 1'-0"



383 COMMERCIAL STREET

Portland, Maine

OCT. 10, 2017

A3.3

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

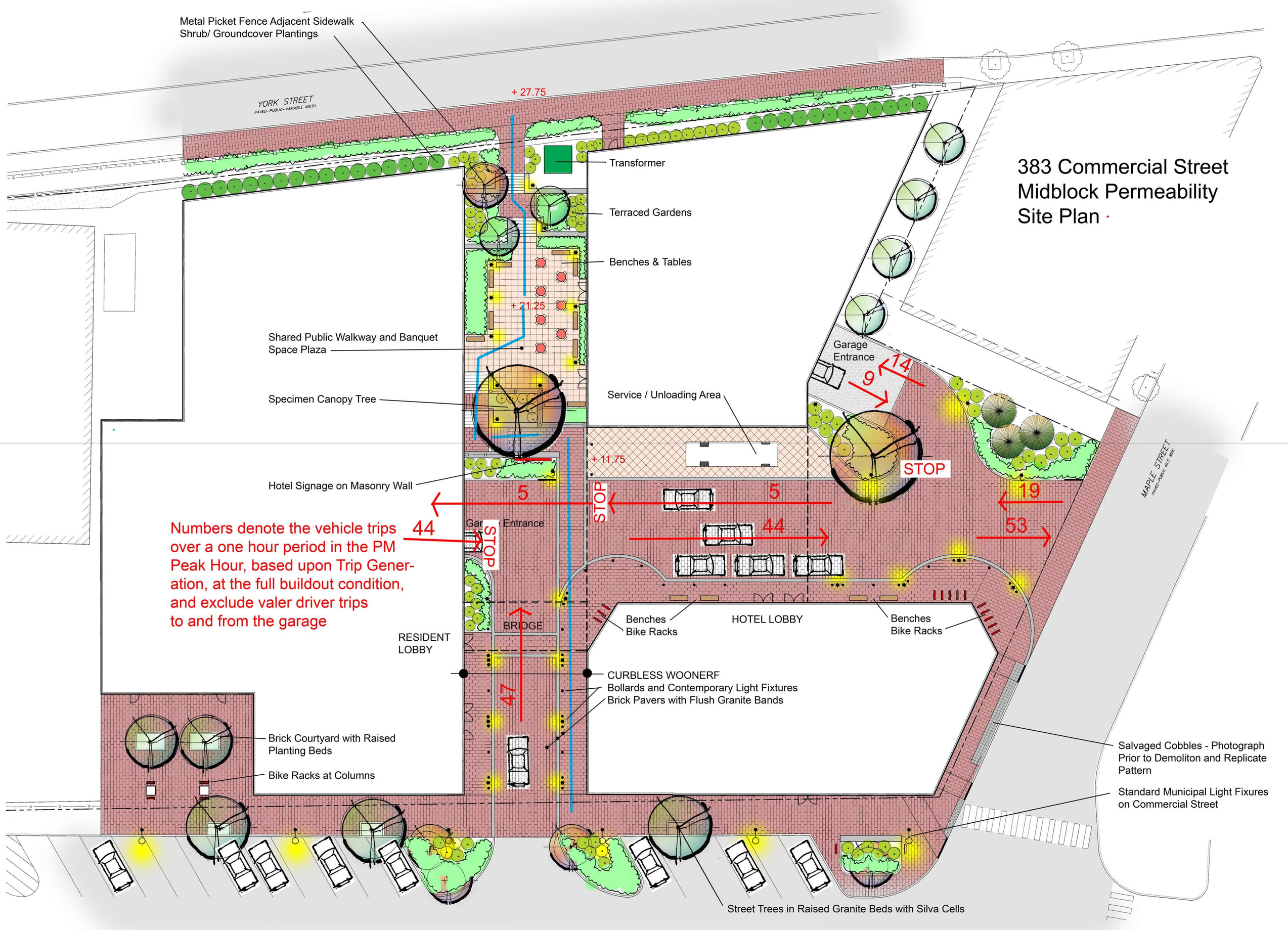
ARCHETYPE
architects

FISH PIER
Center St
CASCO BAY BRIDGE
FRUIT · PRODUCE
PAINTS

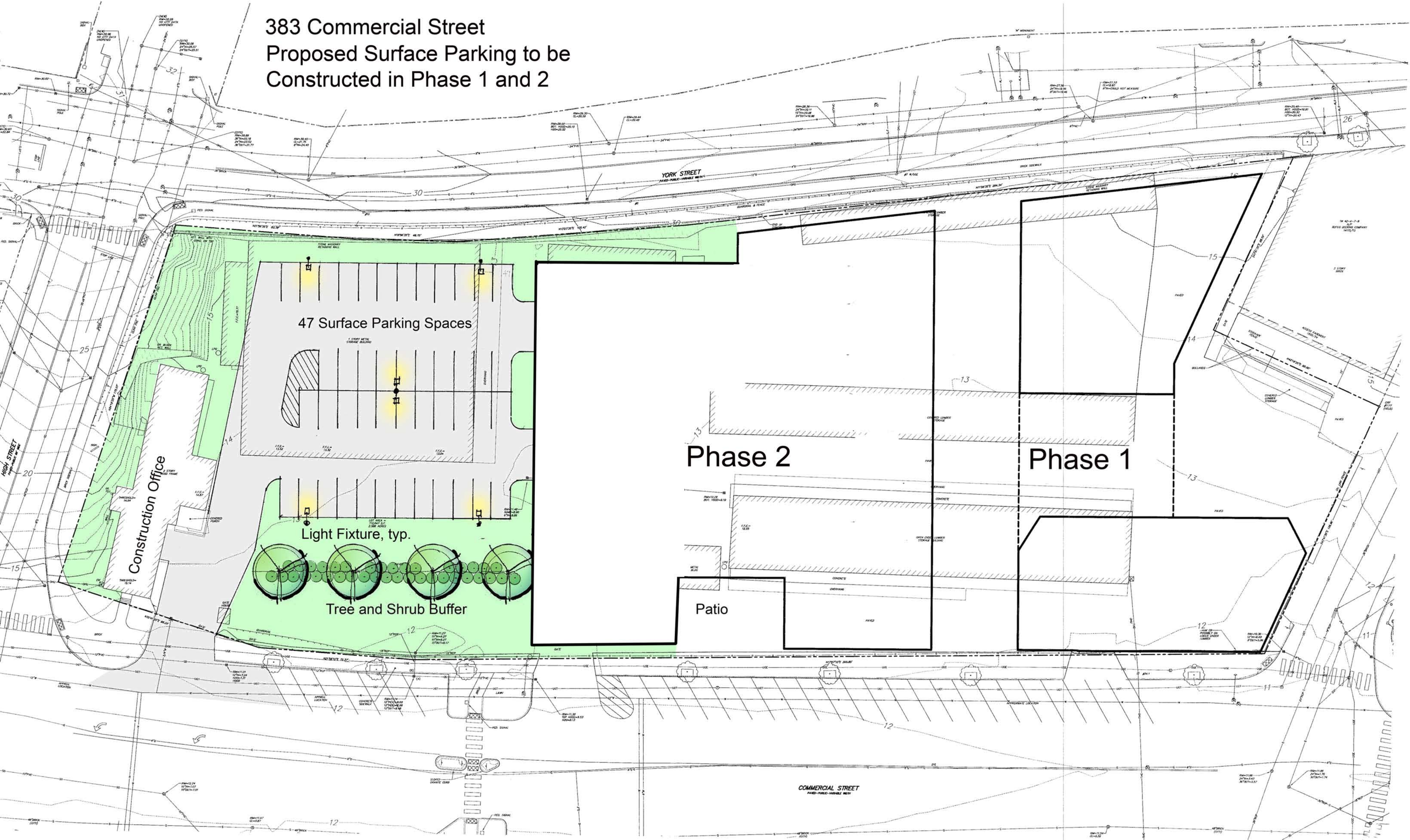
TRAFFIC
$49

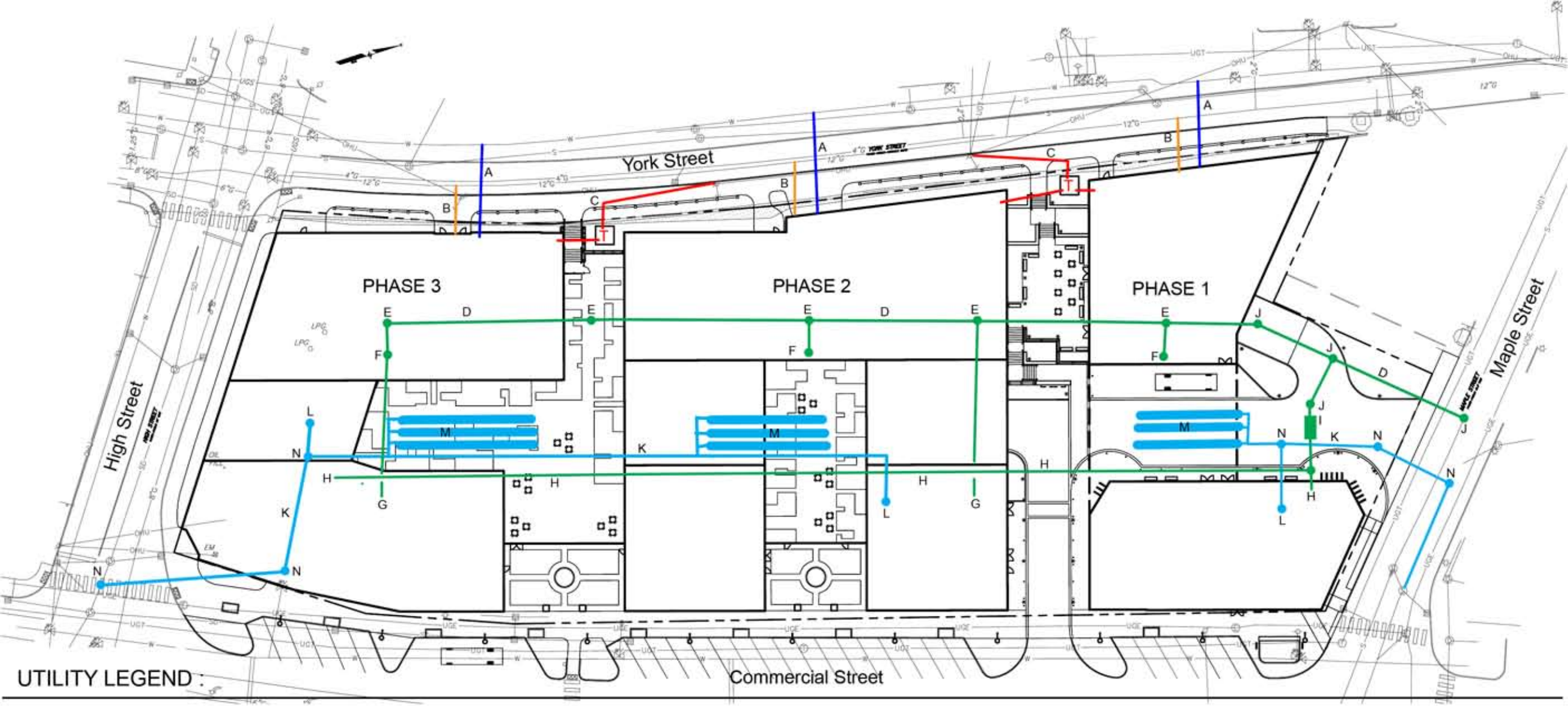
AVAILABLE!
MARSDEN
YORK

NO
PARKING
ANY
TIME
30 MIN
PARKING
6:00 AM
TO 6:00 PM


383 Commercial Street
Midblock Permeability
Site Plan
Metal Picket Fence Adjacent Sidewalk
Shrub/ Groundcover Plantings
YORK STREET
PAVED–PUBLIC–VARIABLE WIDTH
+ 27.75
Transformer
Terraced Gardens
Benches & Tables
+ 21.25
Shared Public Walkway and Banquet
Space Plaza
Specimen Canopy Tree
Service / Unloading Area
Garage
Entrance
14
9
+ 11.75
STOP
Hotel Signage on Masonry Wall
5
STOP
5
19
Numbers denote the vehicle trips
over a one hour period in the PM
Peak Hour, based upon Trip Gener-
ation, at the full buildout condition,
and exclude valer driver trips
to and from the garage
44
Garage Entrance
STOP
44
53
MAPLE STREET
PAVED–PUBLIC 49.5' WIDE
Benches
Bike Racks
HOTEL LOBBY
Benches
Bike Racks
BRIDGE
RESIDENT
LOBBY
47
CURBLESS WOONERF
Bollards and Contemporary Light Fixtures
Brick Pavers with Flush Granite Bands
Brick Courtyard with Raised
Planting Beds
Bike Racks at Columns
Salvaged Cobbles - Photograph
Prior to Demoliton and Replicate
Pattern
Standard Municipal Light Fixures
on Commercial Street
Street Trees in Raised Granite Beds with Silva Cells

383 Commercial Street
Proposed Surface Parking to be Constructed in Phase 1 and 2



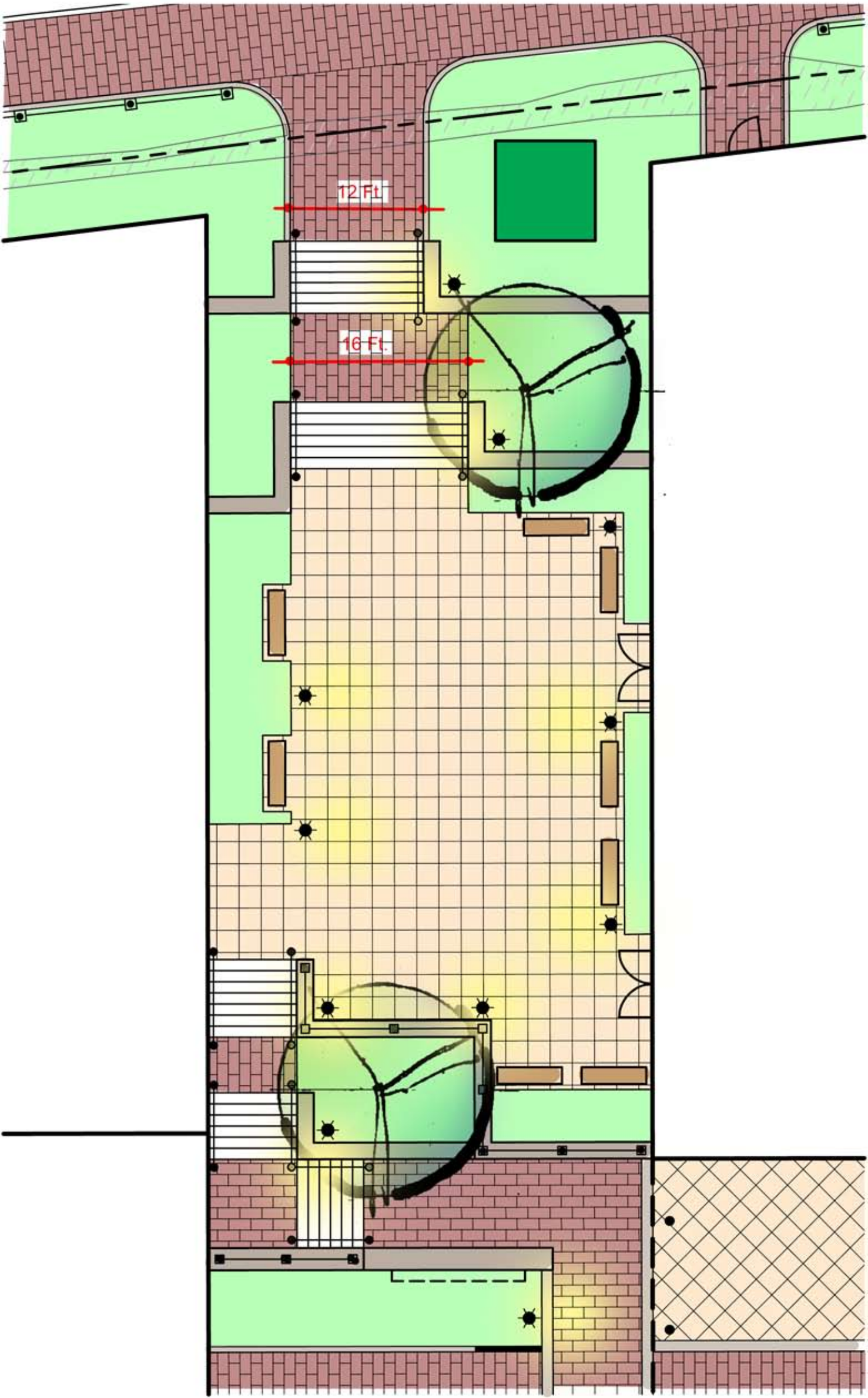


UTILITY LEGEND :

A 8" FIRE / 6" DOMESTIC WATER SERVICES
B NATURAL GAS SERVICES
C UNDERGROUND ELECTRIC / TEL/ DATA
D 8" SANITARY SEWER MAIN
E OIL / GRIT SEPARATOR
F SANITARY SEWERS DOWN FROM ABOVE
G DOMESTIC SANITARY SEWER FROM RETAIL
H KITCHEN SEWER FROM RESTAURANTS
I SANITARY SEWER GREASE TRAP
J SANITARY SEWER MANHOLE
K STORM DRAIN PIPE
L ROOF DRAINS DOWN FROM ABOVE
M SUBSURFACE STORM CHAMBERS/ QUALITY TREATMENT
N DRAINAGE MANHOLE

UTILITY PLAN
383 Commercial Street
Master Development Plan

Revised Stair Width at Public Walkway
Master Development Plan / 383 Commercial Street



Google Groups

383 Commercial St

Carol Sue Hill <sue@winterswork.com> Dec 11, 2017 11:08 AM

Posted in group: **Planning Board**

As a home owner in the neighborhood, I would like to say that I have no real objections to the project AS LONG AS it is not as dense (block long without any view breaks) as the project at 25 high street. We need to have space between buildings so as not to obliterate views and the skyline.