

1. Approval Of May 21, 2014 Meeting Minutes

Documents: [1. MEETING NOTES 5-21.PDF](#)

2. Communications

2.I. Regional Transportation Plan/PACTS

Documents: [2.A. REGIONAL TRANSPORTATION PLAN-PACTS.PDF](#)

2.II. Regional Passenger Transit Service- Portland North Study

Documents: [2B. EXIT 75 \(AUBURN\) DESIGN RENDERINGS.PDF](#), [2B. MAP.PDF](#), [2B. PORTLAND NORTH UPDATE JUNE 2014.PDF](#)

3. Committee Updates/Input Sought

3.I. Parking Ban Restriction Changes Timeline

Documents: [3A.. PARKING BAN RESTRICTION CHANGES TIMELINE.PDF](#)

3.II. Overview ULI Resiliency Presentation And Action - Provide Direction To Proceed On Next Steps

Documents: [3.B. PORTLAND PRESENTATION DRAFT SLIDES.PDF](#)

4. Action Items (Public Comment Will Be Taken On These Items)

4.I. A. Traffic Schedule Amendment- Endorse/Forward To City Council

4.I.i. Middle Street

Documents: [4A.1. 200 MIDDLE STREET REQUEST.PDF](#), [4A.1. 200 MIDDLE STREET COUNCIL ORDER_2.PDF](#)

4.I.ii. 118 Congress Street

Documents: [4A.2. 118 CONGRESS STREET COUNCIL ORDER.PDF](#), [4A.2. 118 CONGRESS STREET REQUEST.PDF](#), [4A.2. APPLICANT LETTER.PDF](#), [4A.2. PARKING MAP.PDF](#), [4A.2. SITE PLAN.PDF](#)

4.II. PACTS FY16-18 TIP- Endorse/Forward To City Council

Documents: [4B. PACTS 16 18 TIP ENDORSE MEMO.PDF](#), [4B. JUNE 13 EPS LIST.PDF](#), [4B. PACTS TIP APPLICATION PROJECT LOCATIONS.PDF](#), [PACTS TIP APPLICATION ENDORSE MEMO.PDF](#)

5. Adjourn

CITY OF PORTLAND, MAINE

Standing Committee on Transportation, Sustainability and Energy
Councilor David Marshall (D2), Chair
Councilor Jon Hinck (A/L), Vice Chair
Councilor Kevin Donoghue (D1)
Councilor Cheryl Leeman (D4)

May 21, 2014 Meeting Minutes

Attendees: Chair David Marshall, Councilor Kevin Donoghue, Councilor Cheryl Leeman, Councilor John Hinck, Councilor Ed Suslovic, Michael Bobinsky, Troy Moon, Jen Thompson, Jeremiah Bartlett, John Peverada, Eric Lemay

Chair David Marshall called the meeting at 5:30 pm

1. Approval of April 16, 2014 Meeting Minutes

Motion made by Councilor Donoghue to approve said meeting minutes. Seconded by Councilor Leeman. Passed 4-0.

2. B. Metro MOU

(Discussed first because representative for MTA had not arrived yet)

Mike Bobinsky addressed the committee in regards to the working draft of the Metro MOU that was enclosed in packet for street closure; looking for feedback. Greg Jordon, General Manager from Metro said that they are looking to form a policy based on this document; test it out for a year, then revisit.

Councilor Donoghue wants to determine where closures are needed for emergencies, and see a criteria where there would be grounds to say no.

Mike Bobinsky said that events and construction projects will work with traffic plans focusing on safety, through traffic, nature of the event, size, and length of time.

Councilor Marshall suggested that this topic put on the agenda for the city council to see the criteria. The draft is a good start but needs more policy discussion.

2. A. Maine DOT & Maine Turnpike Authority

MaineDOT and the Maine Turnpike Authority (MTA) gave its annual update on coordination of projects. A power point presentation was given for projects for this 2014- 2016.

The project on Commercial Street the city will have input on design, line stripping, accessibility issues, and parking.

Councilor Donoghue requested that the cobblestone bike lines be changed, also on Fore Street as well, due to lack of accessibility for cyclist.

Mike Bobinsky mentioned that there will be a public meeting after review and consensus of design regarding Exit 6. Working closely with MaineDOT on standards in Portland that differ from other places in Maine

The MTA discussed bridge repair and toll improvements. Go Maine (which is a state wide effort; AET analysis found it would take a \$3 surcharge for all non EZ Pass holders). MTA will be holding a meeting on June 19th to discuss.

3. A. Traffic Schedule Amendments

Fore Street – More parking was request by merchants. This would require moving a taxi stand and adding two (2) metered 2-hour parking spaces

Councilor Donoghue said he is concerned about the high pedestrian traffic. He would also like to see one (1) space and preserve site distances. Jeremiah Bartlett feels the new design is safe enough.

Motion made by Councilor Leeman to approve the plan, Seconded by Councilor Donoghue.
Motion Passed 4 – 0.

3. B. Green Packaging Task Force- Plastic Bags

Staff did find out from the Maine Revenue Service is that the fee of the plastic bags would be subject to sales tax.

The working group opted not to waive fee for certain groups.

Councilor Hinck mentioned changing the fee to be \$0.05 per bag. Councilor Donoghue was against lowering the fee because the merchant retains the money and doesn't think \$0.05 is high enough to control consumer behavior.

Councilor Leeman said she would support the cost of \$0.05/bag but is against the bag fee. She feels the task force should have suggested other programs. 70% of the residents are in opposition of this fee and has a huge financial impact on residents.

Councilor Donoghue said this proposal is better than the original. The plan will achieve the goal of less bags and the price isn't too high.

Councilor Marshall estimates \$2,457 in extra revenue for the merchant with not much impact on the resident/consumer and will generate less trash. Councilor Marshall asked for a vote. Vote was 3-1 (Leeman).

4. Adjourn

Meeting adjourned at 6:55p.m.

PACTS



Linking our Communities . Advancing our Region

Portland Area Comprehensive Transportation System

June 2014 Report on the Development of the PACTS Long Range Transportation Plan 2015 Update

Policy Committee Direction in 2013

1. More focus on public transportation...Recommendations have been drafted, along with a progress report on the implementation of the 2007 Regional Transit Coordination Study.
2. Create bold recommendations...A work in progress. One concept is to dedicate a significant portion of future PACTS capital funds for multi-modal corridor investments.
3. Involve the public more...Held subregional general public and public official forums last fall and winter, and will hold more this fall. Doing a statistically significant household telephone survey later this month. Will develop this summer a social media function in order to seek more public input on the Plan Update. The January elected officials' forum in Portland City Hall recommended more/better public transportation and more regional collaboration for compact development.
4. Tighten the connection of the Plan with PACTS capital programming decisions...A work in progress first discussed at this week's Plan Update Committee meeting.

Schedule – Adopt a draft Plan Update in November. Seek public comment. Adopt a final Plan Update next spring.

Plan Update Committee Members – Thirteen PACTS Committee members from municipalities, transit systems, MaineDOT and the Turnpike Authority. Councilor Marshall has attended several meetings. Saco's Peter Morelli is the Chair.

Other Topics – Rename the Plan as *Destination 2040*. More focus on freight transportation development. Develop "performance measures" for better measurement of progress on our Plan's recommendations. Update our regional transportation funding needs assessment.

Recommend ways to address the mobility needs of our aging population.

Past Uses of the Plan

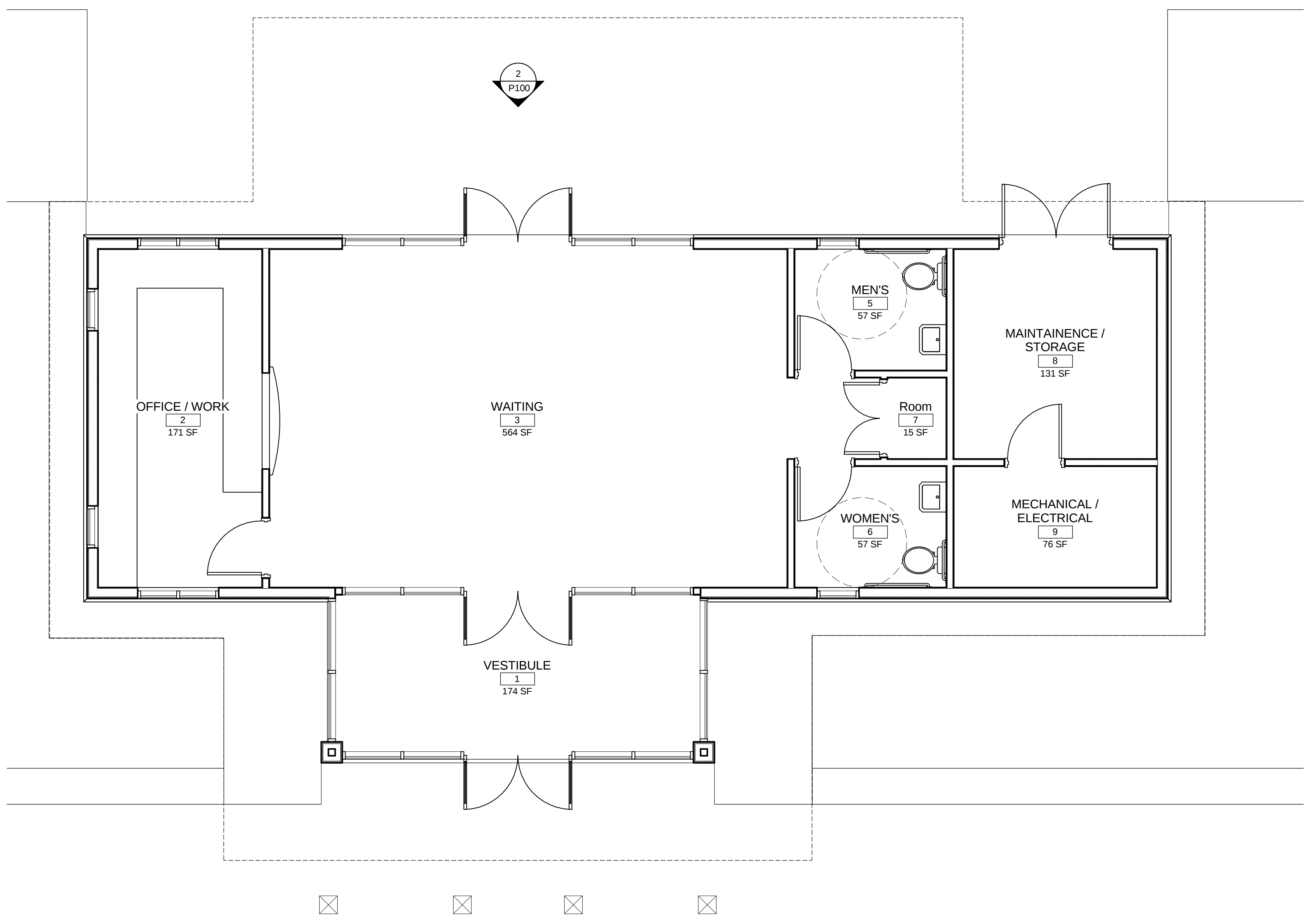
- A key tool in selecting projects for PACTS capital programming, and in the selection of studies to be funded by PACTS.
- A source of recommendations for regional transportation study work.
- An outreach tool regarding unmet transportation funding needs.



NORTH EXTERIOR ELEVATION



SOUTH EXTERIOR ELEVATION



FLOOR PLAN



WEST EXTERIOR ELEVATION



EAST EXTERIOR ELEVATION



RENDERING

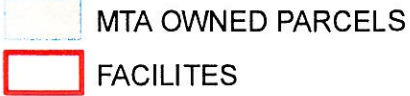
CONCORD COACH LINES - PROPOSED AUBURN TERMINAL



Wells Transportation Center
1:2,000



Exit 75 - Auburn
1:2,000





Michael J. Bobinsky
Director of Public Services

To: Members of the Transportation, Energy and Sustainability Committee
From: Michael J. Bobinsky, Director of Public Services
Date: June 13, 2014
Subject: Update on Regional Passenger Transit Service- Portland North Study

The Maine Turnpike Authority (MTA) issued a request for proposals for vendors interested in providing transit orientated development and service between Lewiston –Auburn area and Portland using the Maine Turnpike. The recent solicitation resulted in a proposal from Concord Coach who would provide transit service starting in Lewiston (Bates College, Downtown and Exit 75) and ending at the Portland Transportation Center for transfers to Boston lines. MTA has accepted there proposal. A possible stop in Wells is being evaluated as well.

MaineDOT is currently planning the construction of an intercity bus terminal at Exit 75 of the I-95 Auburn Interchange on Washington Street in Auburn, Maine. The terminal will serve both local and intercity bus services. Concord Coach will operate/manage the facility and MaineDOT will own property and bus station with dimensions for the building 20' x 40', storage shed 8' x 10'; interior - ticket counter, waiting area and public restrooms.

The new bus station will be located on approximately two (2) acres of property formerly owned by Maine Turnpike Authority (MTA) and retitled to MaineDOT. The site layout will include three bus berths to accommodate intercity coaches, local city link bus service, passenger pick up/drop off spaces and 100 transit supportive parking spaces. The project site is an open, grass-covered field connected to the current Maine Turnpike Authority park & ride lot and within an existing highway cloverleaf.

It is anticipated that the service will provide for 2-3 runs in the am and pm peak times and serve as a development of a commuter service, linking passengers to Boston from the Portland Transportation Station. Service is anticipated to begin in spring of 2015.

I am providing this to the Committee as an update and to advise that while this service is not to replace the "Portland North" program goals; it is certainly a start and seems to be a timely and helpful service for commuters from Lewiston and Auburn to Portland.

Portland, Maine



Yes. Life's good here.

Michael J. Bobinsky
Director of Public Services

To: Members of the Transportation, Energy and Sustainability Committee
From: Michael J. Bobinsky, Director of Public Services
Date: June 13, 2014
Subject: Parking Ban Restriction Changes Timeline

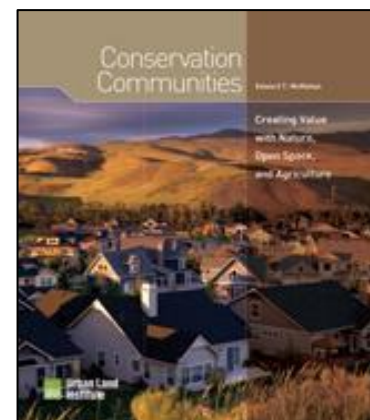
This item will be available online on Monday, June 16, 2014.

An Advisory Services Panel for Portland and South Portland's Waterfronts



About the Urban Land Institute

- The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.
- ULI is a membership organization with nearly 32,000 members, worldwide representing the spectrum of real estate development, land use planning and financial disciplines, working in private enterprise and public service.
- What the Urban Land Institute does:
 - Conducts Research
 - Provides a forum for sharing of best practices
 - Writes, edits and publishes books and magazines
 - Organizes and conducts meetings
 - Directs outreach programs
 - Conducts Advisory Services Panels



The Advisory Services Program

- Since 1947
- 15 - 20 panels a year on a variety of land use subjects
- Provides independent, objective candid advice on important land use and real estate issues
- Process
 - Review background materials
 - Receive a sponsor presentation & tour
 - Conduct stakeholder interviews
 - Consider data, frame issues and write recommendations
 - Make presentation
 - Produce a final report



The Panel



- James DeFrancia (chair), Lowe Enterprises, Inc., Aspen, CO
- Stephen Antupit, CityWorks, Inc., Seattle, WA
- Dennis Carlberg, Boston University, Boston, MA
- Cori Packard Beasley, NYU Schack Institute of Real Estate, New York, NY
- Jessica Pavone, American Red Cross, New York, NY
- Byron Stigge, Level Infrastructure, New York, NY
- Richard Ward, Ward Development Counsel, LLC, St. Louis, MO
- Jeana Wiser, National Trust for Historic Preservation, Los Angeles, CA

Thanks to the following sponsors:

- City of Portland
 - *“I Shall Rise Again”*



- City of South Portland
 - *“Forward”*



Thanks to Our Foundation Partner

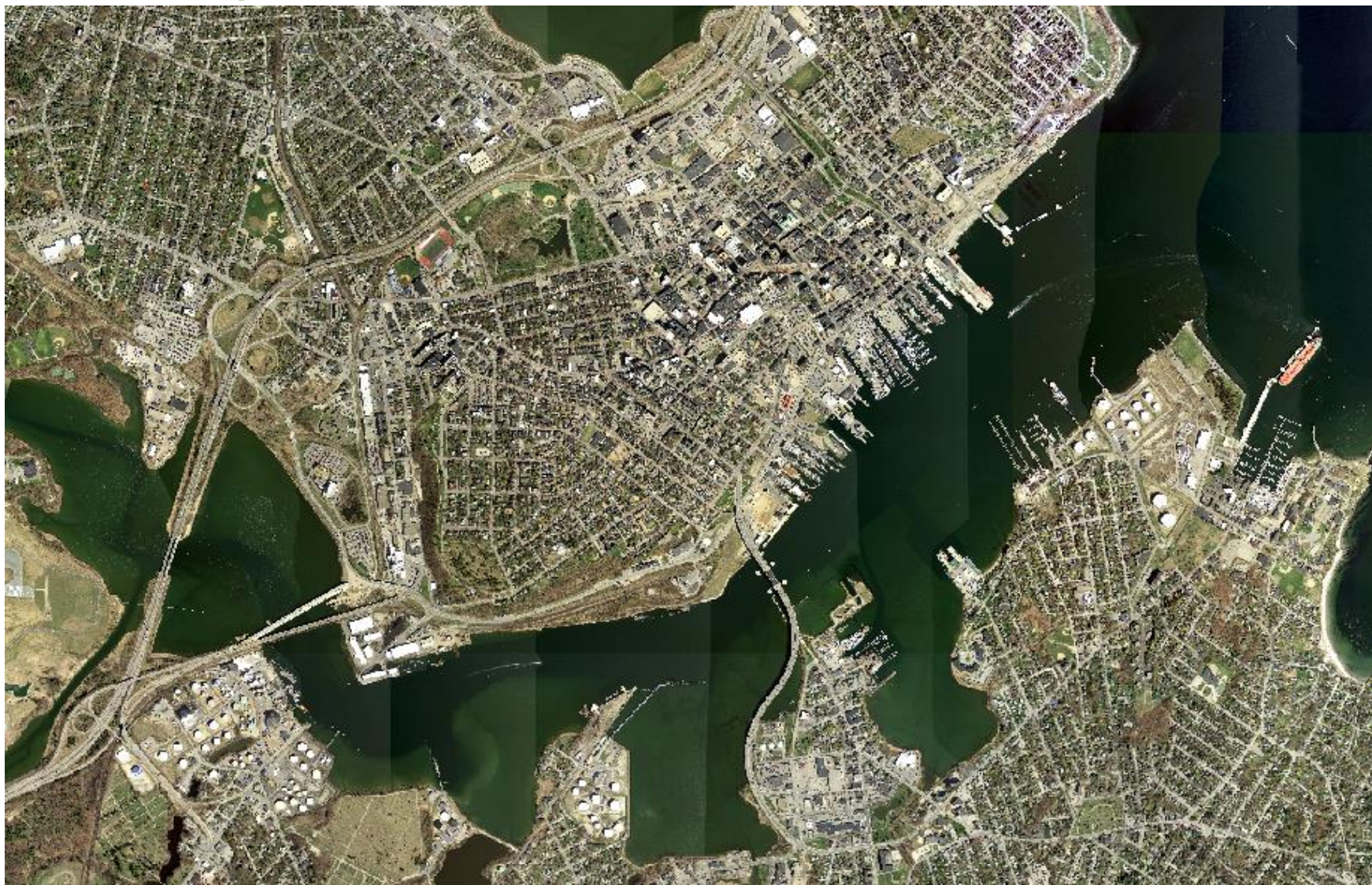
THE KRESGE FOUNDATION



Special thanks to the following individuals for making this panel possible:

- **City of Portland:**
 - Jeff Levine
 - Bill Needleman
- **City of South Portland:**
 - Tex Haeuser
- **ULI Boston:**
 - Sara Barnat
 - Michelle Landers

The Study Area



Panel Assignment

- What are the primary risks associated with the Portland and S. Portland waterfronts based on:
 - Extreme storm events and
 - Sea-level rise?
- What level of sea level rise makes scientific and economic sense to plan for, given uncertainty and the existing land use patterns and sunk investments?
- What are some of the physical mitigation measures that can be applied to the waterfronts in the near term and long term?
- What real estate market considerations need to be taken into account as the cities develop a long term strategy for the waterfronts?
- How can the cities best balance their historical resources with resiliency strategies?
- What elements of the historical nature of our waterfront need to be incorporated into the future sustainability for the community?
- How can our transit system be used to provide evacuation prior to and during a major storm?
- What mechanisms and policies can we put into place now to mitigate impacts of climate change on energy costs and supply?
- How do we make the waterfront more accessible to the public and what amenities should the waterfront access provide?
- What public and private steps should be taken to increase the resiliency of Portland – South Portland port facilities?
- What zoning or other regulations should the cities enact that will increase resiliency without halting all new development?
- What public capital investments to address sea level rise and other climate change phenomenon will the cities need to make, and of these, which are critically needed as opposed to desirable?

Building Resilience through a More Diverse Economy

Richard Ward

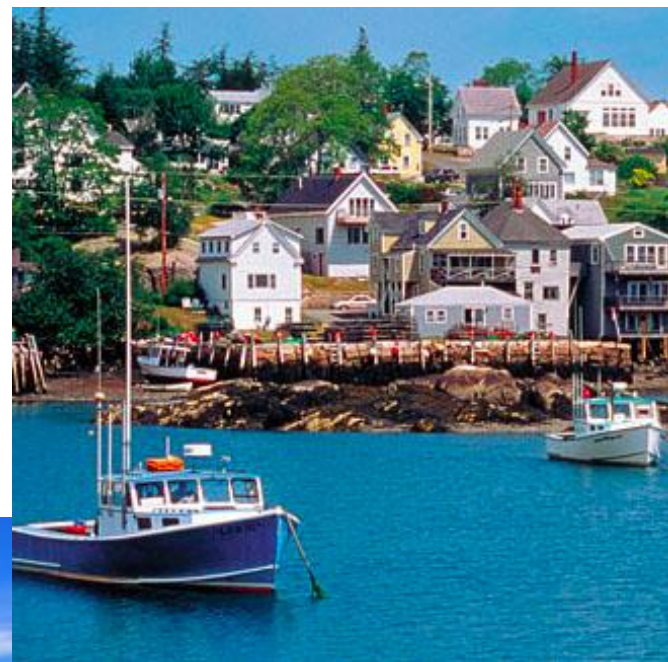
Cori Packard Beasley



Building Resilience through a More Diverse Economy

Regional Economy

- Tourism
- Housing
- Fishing
- Warehousing & Distribution



Building Resilience through a More Diverse Economy

Waterfront Economy

- Fishing
- Marine Services
- Petroleum Storage & Transshipment
- Other Economies



Building Resilience through a More Diverse Economy

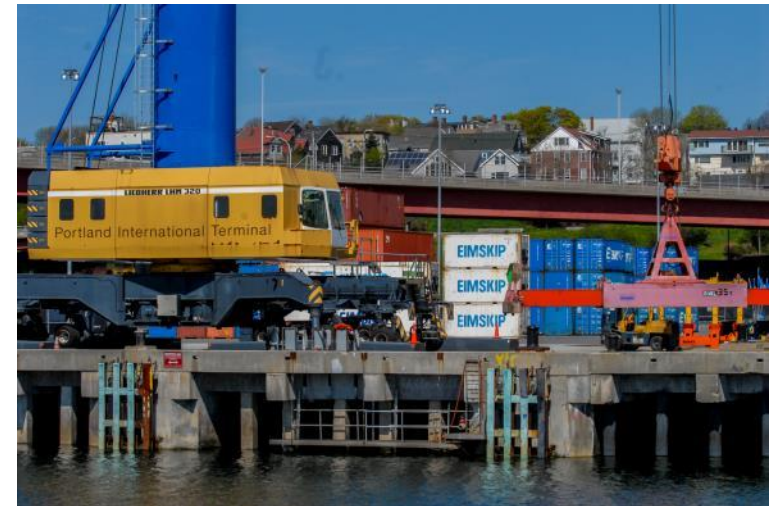
- Healthcare
- Tech / Med-tech
- Higher-Education
- Arts & Culture



Building Resilience through a More Diverse Economy

Recommendations:

- Diversification of economic base
- Encouraging growth of other sectors
 - Medical
 - Technology
 - Higher Ed
 - Arts & Culture
- Providing resilient infrastructure
- Incremental changes in the built environment to increase resilience



Risk Assessment

Byron Stigge

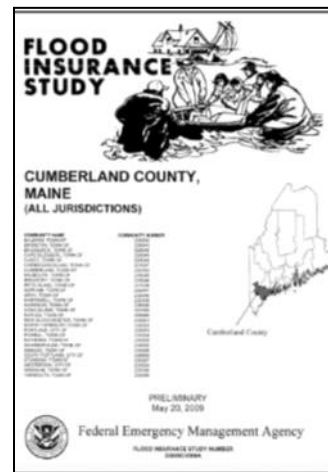
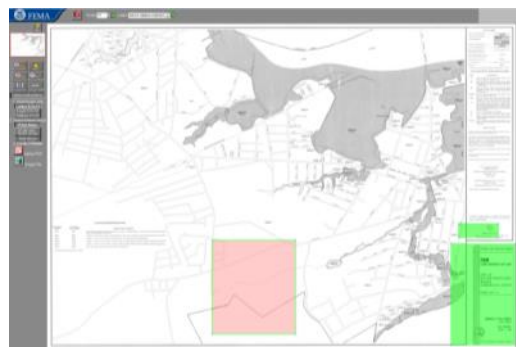
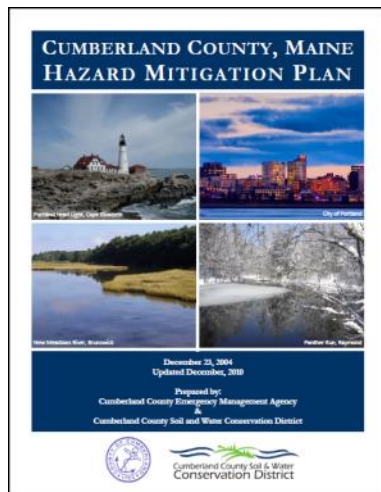


Risk Assessment

Comprehensive Risk Assessment Process

- Identify the Portland region's most significant risks to residents and businesses
- Calculate how risks are changing into Portland's future
- Allows understanding of which risks could be easily mitigated
- Identifies potential major risks to Portland's regional economic vitality

Assessment Work is Well Underway



Defining Risk

Flood Risk = Storm Probability X Storm Damage

- Probability of a given storm (10%, 1%, 0.2% storm events)
- Damages include direct physical damages and macro-economic impacts

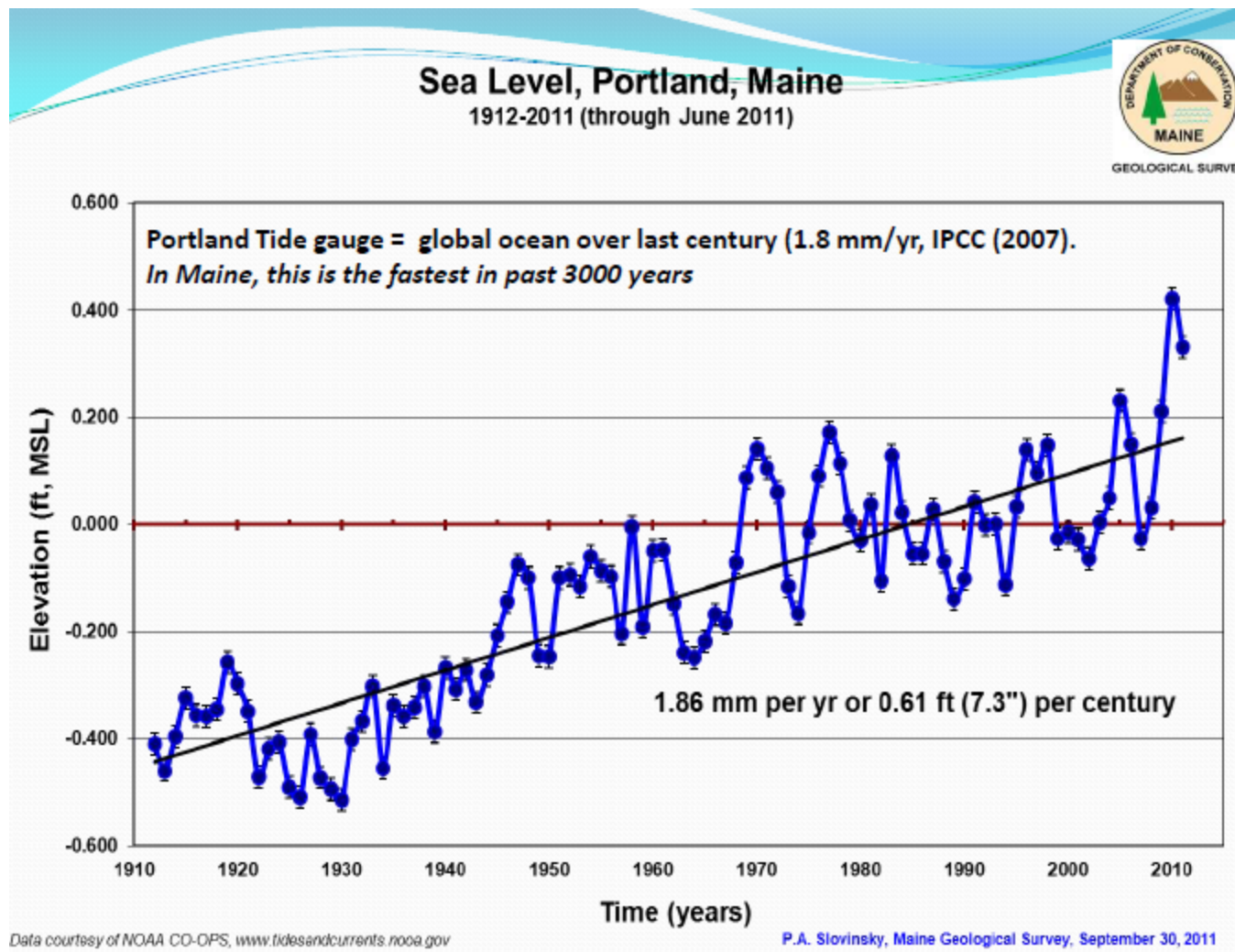
Storm Probability

Historical Data

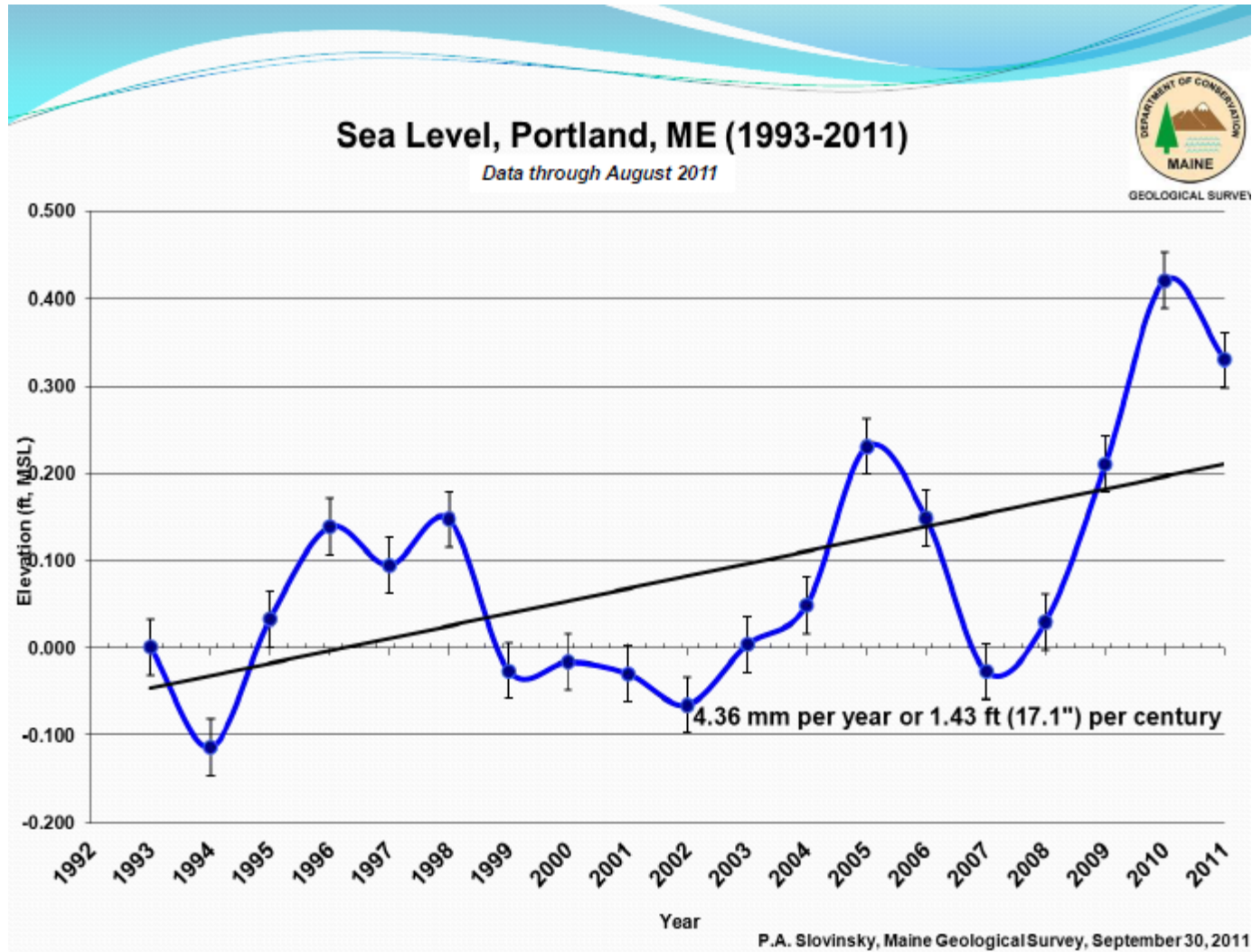
- 17 of 20 FEMA Disaster declarations since 1986 that include flooding

29-Jun-05	Flooding – 29 Mar to 3 May
25-May-06	Flooding – Mother's Day Storm
20-Apr-07	Flooding – St. Patrick's Day Storm
25-Apr-07	Flooding – Patriot's Day Storm
09-Sep-08	Floods – Southern Maine
09-Jan-09	Severe Wind & Flooding
30-Jul-09	Severe Rain Event – Flooding & Landslides
15-Apr-10	Severe Winter Storm – Flooding

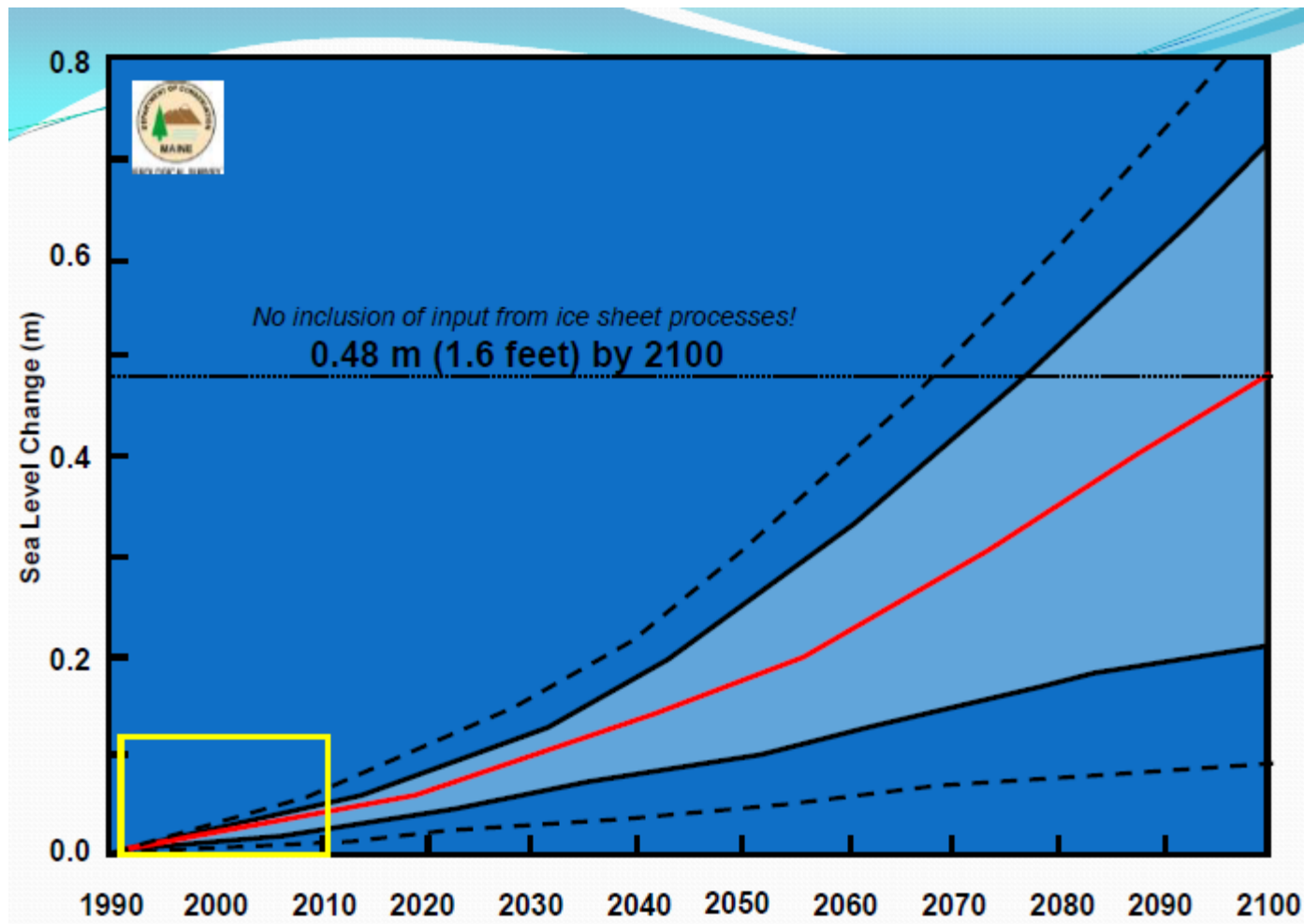
Sea Level Rise – 100 Year Historical Data



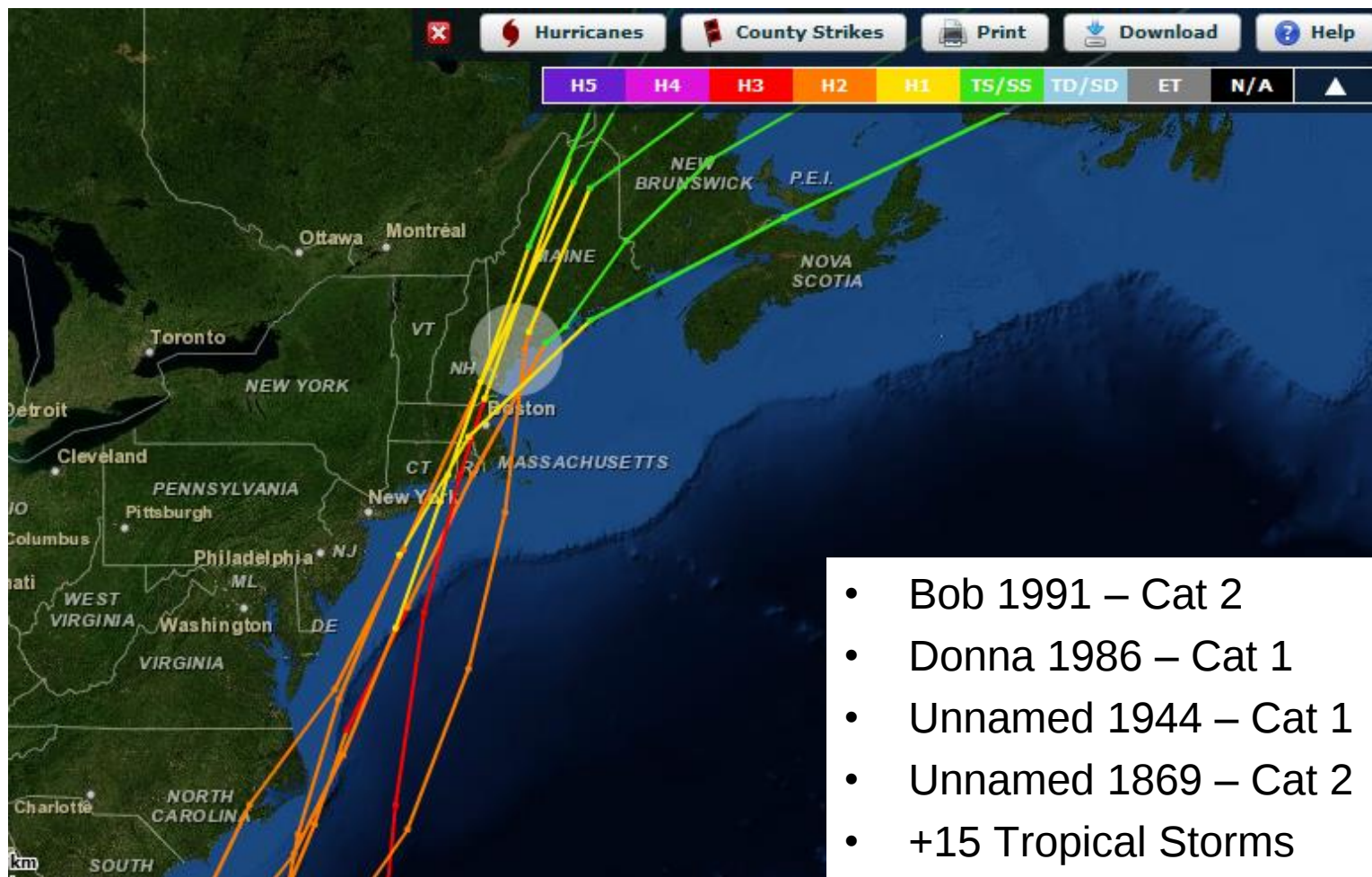
Sea Level Rise – 20 Year Historical Data



Sea Level Rise – Future Predictions



Hurricanes



- Bob 1991 – Cat 2
- Donna 1986 – Cat 1
- Unnamed 1944 – Cat 1
- Unnamed 1869 – Cat 2
- +15 Tropical Storms

Rainfall Return Period

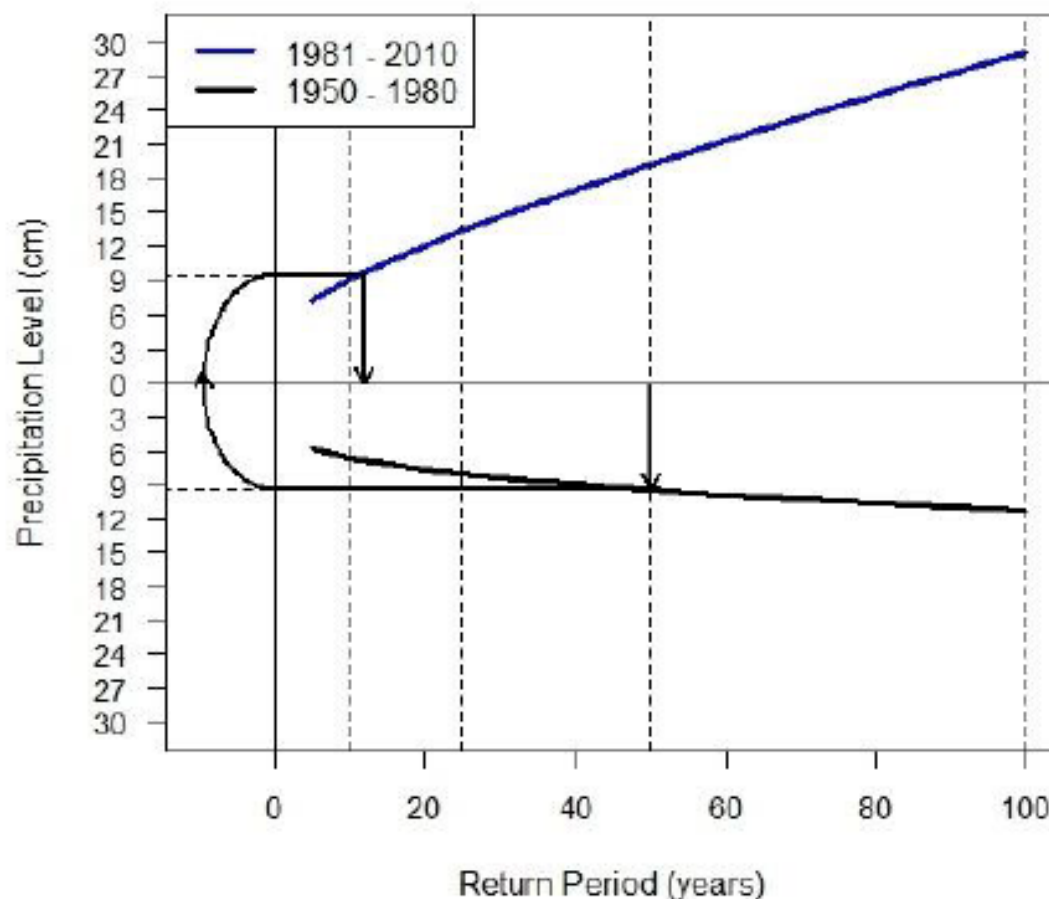
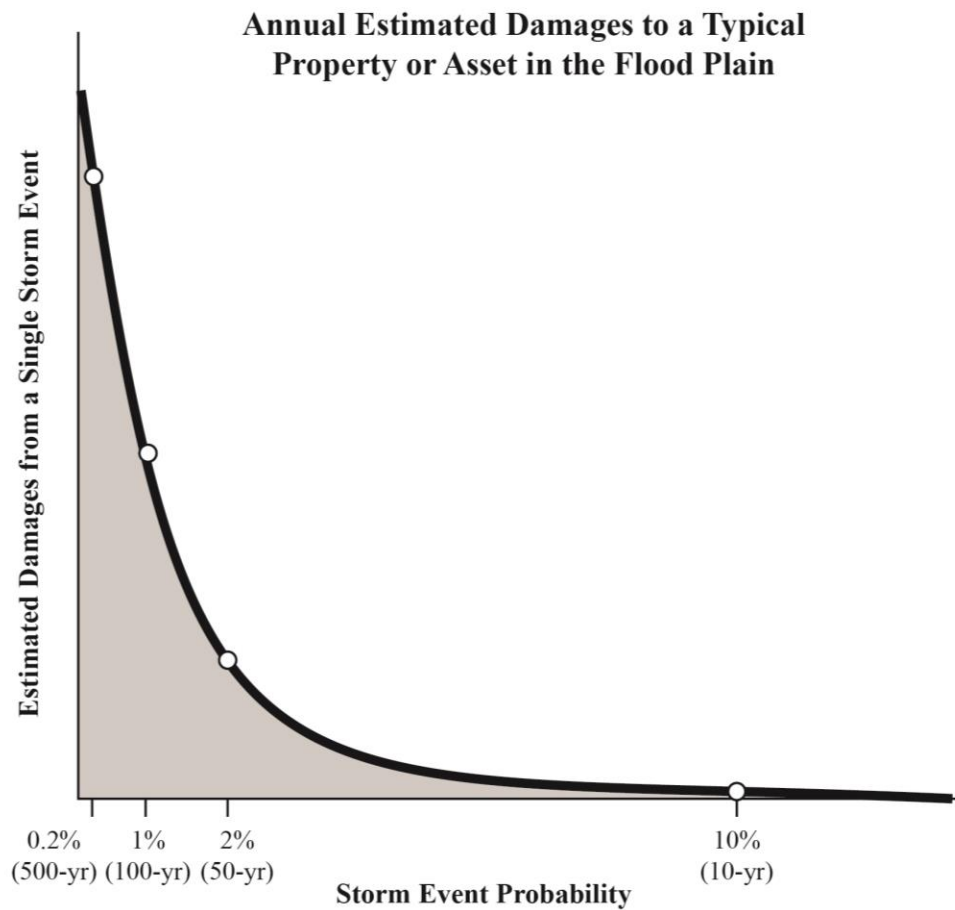


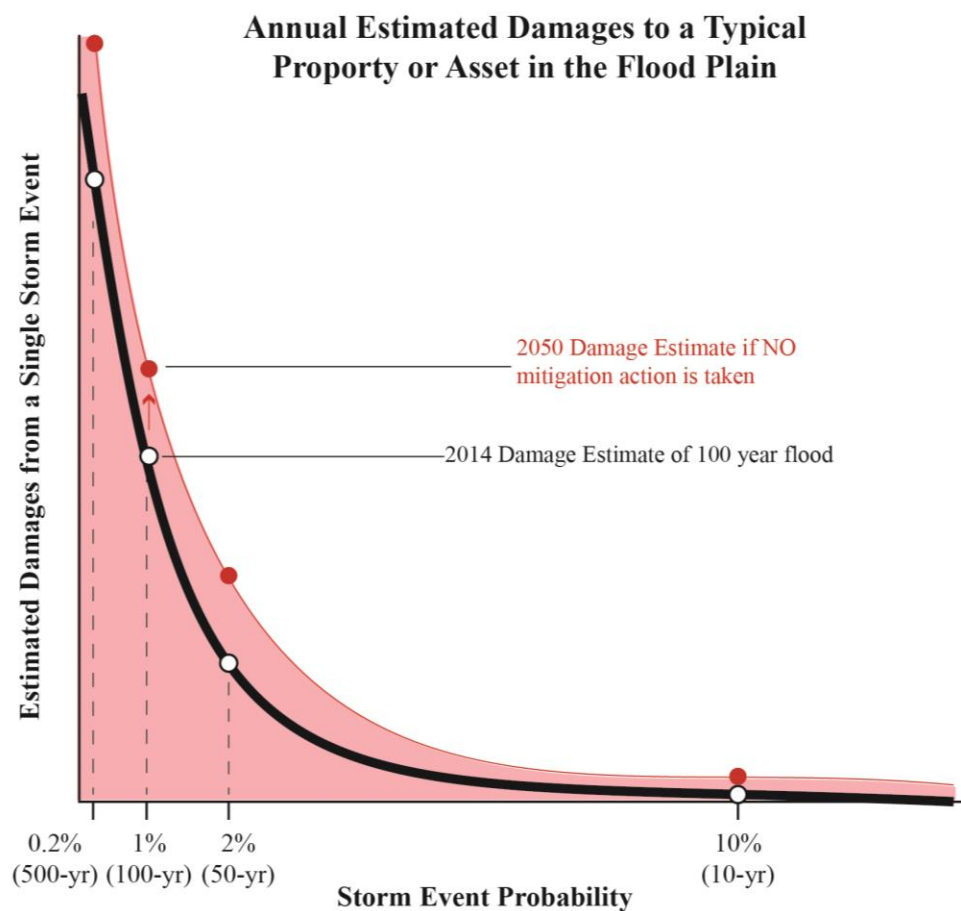
Figure 2. Precipitation return levels for Brassua Dam, Maine

Dandy and Jain, *Extreme Rainfall In A Changing Climate: New Analysis And Estimation Considerations For Infrastructure Design*, Univ of Maine, 2013

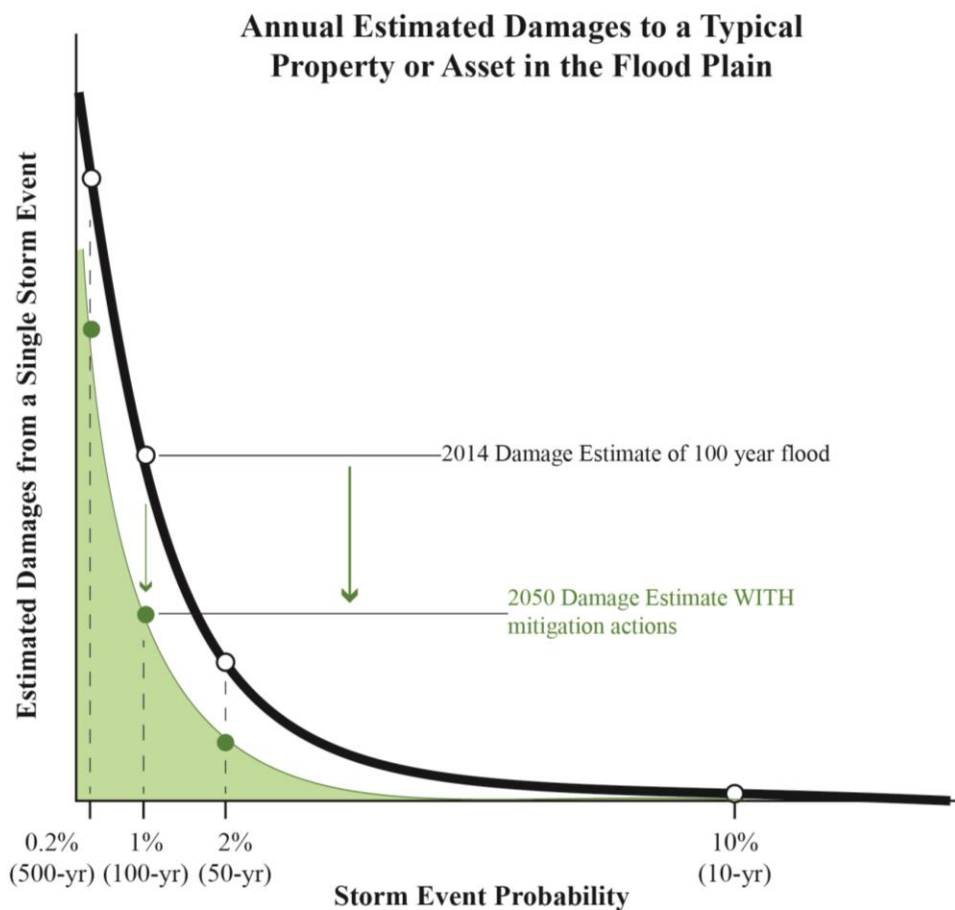
Damage Curve for a Typical Property



Damage Curve for a Typical Property



Damage Curve for a Typical Property



Types of Direct Damages

Infrastructure	Commercial/Industrial	Residential
Asset Damage (Repair Cost)	Building Damages (Repair Cost)	Building Damages (Repair Cost)
	Inventory Loss	Personal Property Loss
	Loss of Business Rev	Displacement Costs
		Loss of Life

Types of Indirect Damage

Infrastructure	Commercial/Industrial	Residential
Costs from Loss Service	Loss of Employee Wage	Personal Debt/ Bankruptcy
	Job Loss	Reduced Home Values
		Increase Insurance Rates

Other Macro-Economic Impacts

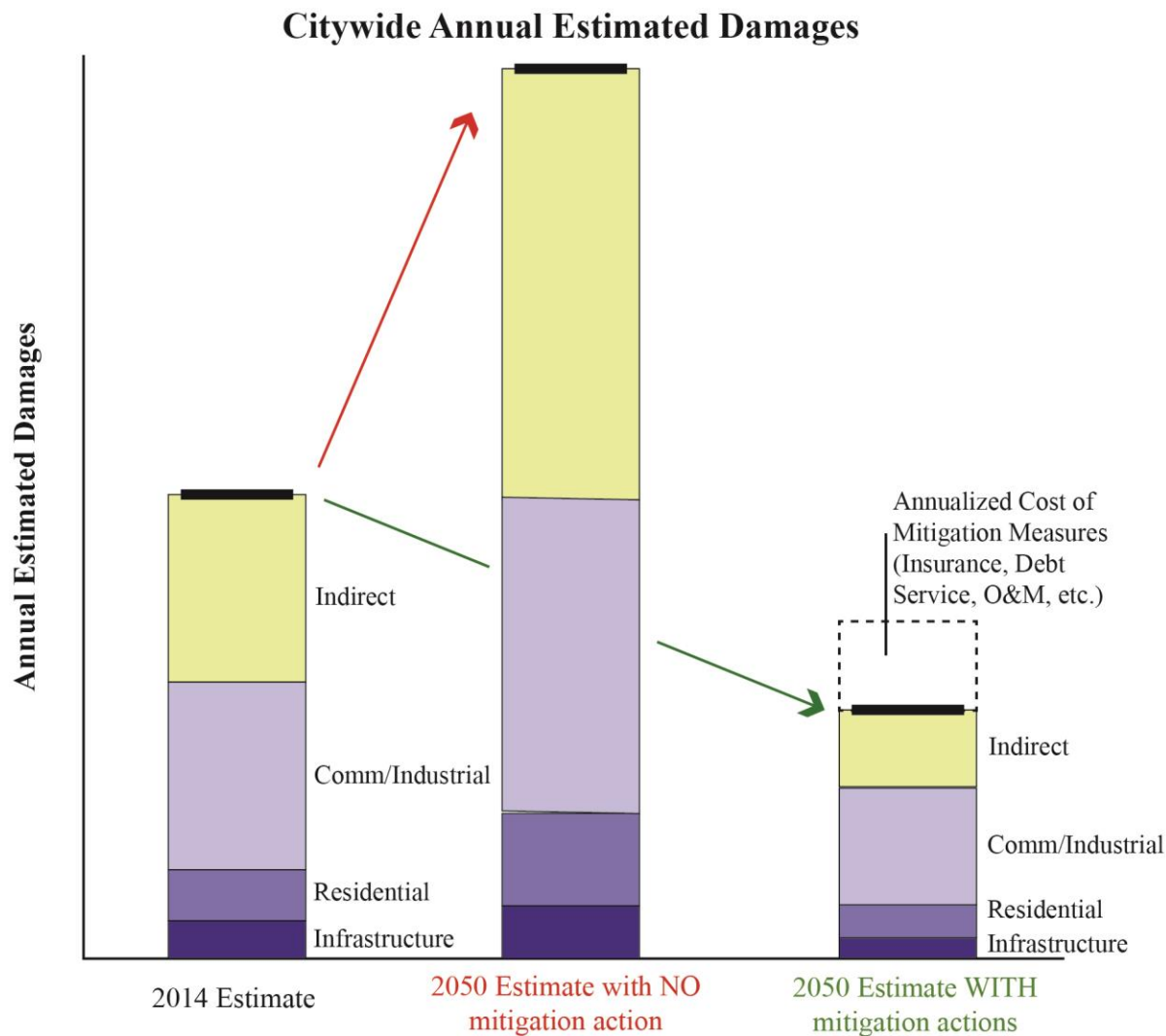
- City Reputation for being high risk
- Total loss of high value industry

Assets at Risk in Portland

	South Portland	Portland
Infrastructure	Electrical Substation and Small Peaker Plant in Mill Creek Wastewater Treatment Plant Sanitary Pump Stations	Gas Primary Pump Station
Commercial/Industrial	Oil Storage and Distribution Facilities Marinas Portland Pipeline	Waterfront Businesses on Piers Commercial Street Retail Eimskip Facility New rail line to Eimskip Back Cove businesses
Residential	Willard Beach neighborhood Mill Creek neighborhood Misc residential units	Condos on Piers Back Cove neighborhoods



Annual Estimated Damages



Comprehensive Risk Assessment Recommendations

- Create a Comprehensive Risk Assessment that studies the broader indirect and macro-economic impacts from increased storm frequency and sea level rise.
- Develop a process to regularly perform a risk assessment for all city-managed infrastructure assets.
- Integrate results and conclusions from Risk Assessment into all aspects of the Comprehensive Planning process.
- Use results to create programs to inform residents and businesses on the importance of flood mitigation.
- Use results to apply for a variety of grants and funding sources such as flexible FEMA hazard mitigation grants.

Planning and Development Strategies

Dennis Carlberg
Stephen Antupit



Built Environment: Planning and Development Strategies

- Storm Surge Mitigation



Built Environment: Planning and Development Strategies

- Land Use Protection



Built Environment: Planning and Development Strategies

- Street Network



Built Environment: Planning and Development Strategies

- Parking Management



Built Environment: Planning and Development Strategies

- Stormwater Management



Built Environment: Planning and Development Strategies

- Historic Preservation



Built Environment: Planning and Development Strategies

- Utilities

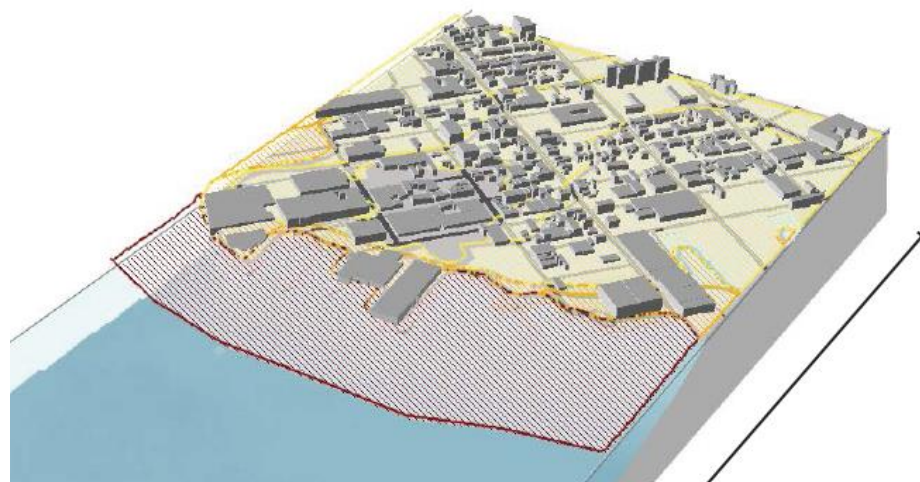
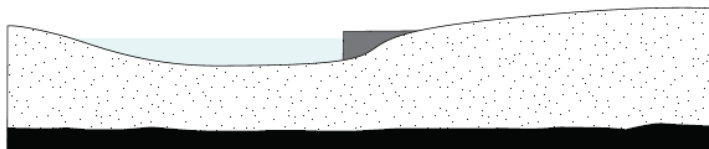


Built Environment: Planning and Development Strategies

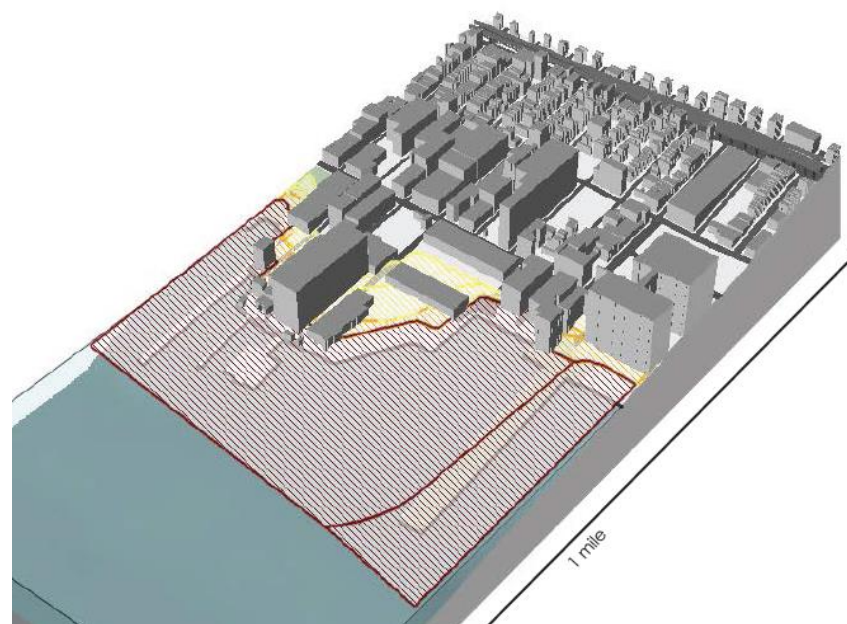
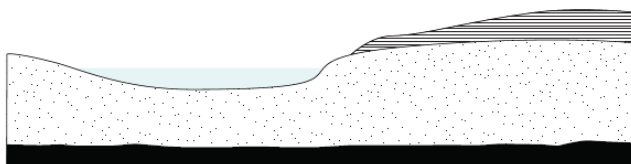
- Portland
 - Direct Development to Pier
 - Physical Buffer that is Resilient
 - Allows Economic Vitality
 - Allows Waterfront to Continue to Evolve
- South Portland
 - Development opportunities as land use changes
 - Physical Buffer that is Resilient
 - Allows Economic Vitality
 - Allows Waterfront to Continue to Evolve
 - Example of Mill Creek area

Land Typologies

BAY PLAINS / INDUSTRIAL / MEDIUM
DENSITY RESIDENTIAL

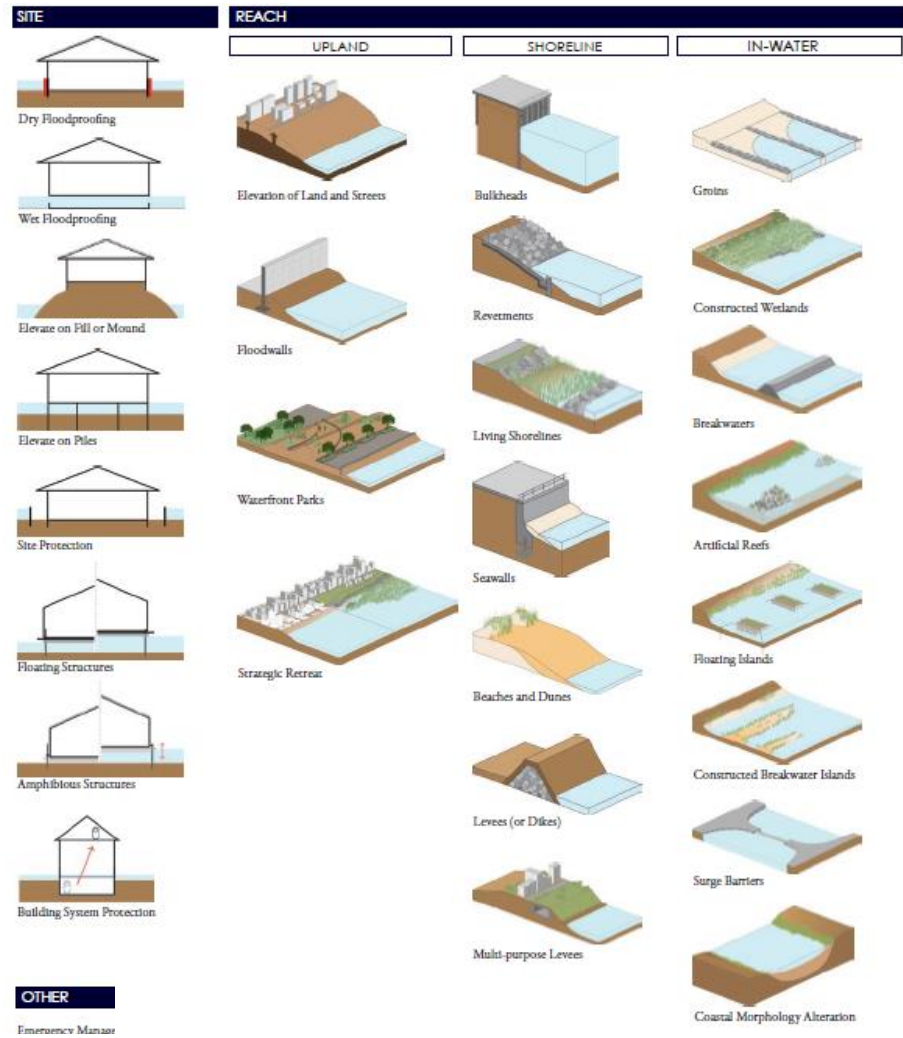


BAY SLOPES / INDUSTRIAL



Adaptive Strategies

- Wet Floodproofing
- Dry Floodproofing
- Elevate on Fill
- Elevate on Piers
- Site Protection
- Floating Structure
- Amphibious Structure



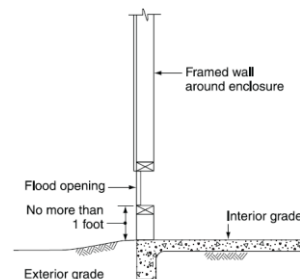
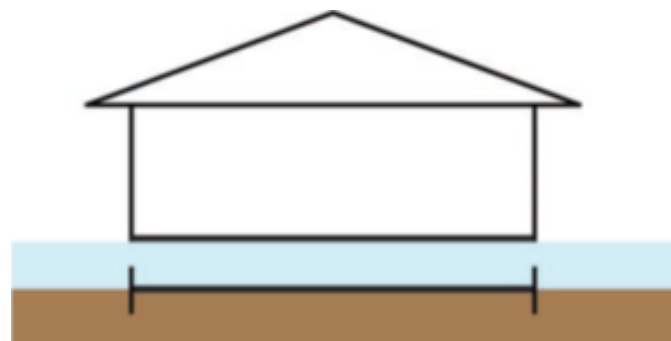
Wet Floodproofing

Storm Surge (High)	●
Storm Surge (Low)	●
Wave Force	○

Applicability to Building Type

A	1-2 Family Detached	●
B	1-2 Family Attached	●
C	Low-Mid Rise Residential, Commercial, Mixed	◐
D	High-Residential, Commercial, Mixed	◐
E	Industrial	◐

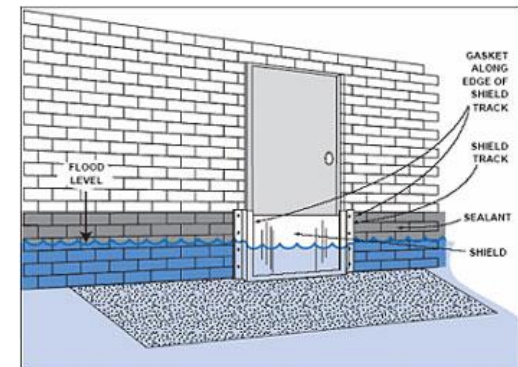
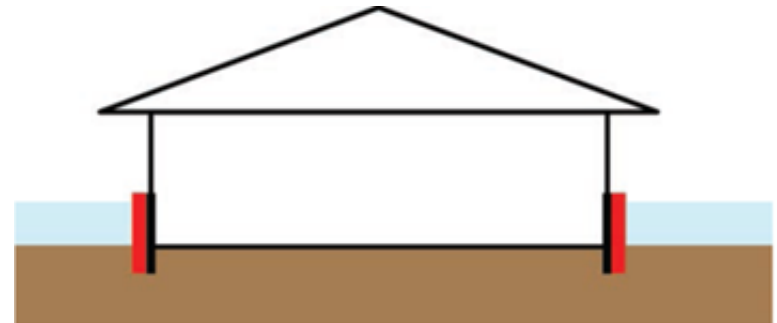
The space below the design flood elevation is constructed with flood-damage resistant materials in combination with flood vents to allow water to enter the structure and allow hydrostatic pressures to equalize.



Dry Floodproofing

	Storm Surge (High)	
	Storm Surge (Low)	
	Wave Force	
<i>Applicability to Building Type</i>		
	1-2 Family Detached	
	1-2 Family Attached	
	Low-Mid Rise Residential, Commercial, Mixed	
	High-Residential, Commercial, Mixed	
	Industrial	

In dry floodproofing, the building structure is designed to resist water loads and infiltration. Water resistant materials are used, in combination with water-tight gates at entry points.



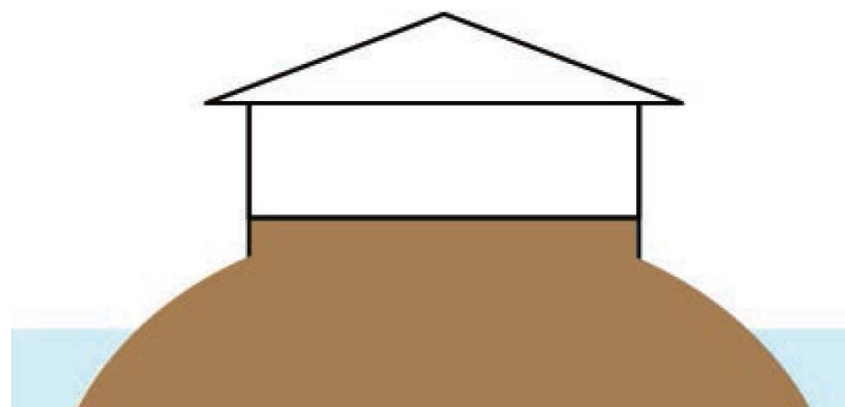
Elevate on Fill

Storm Surge (High)	●
Storm Surge (Low)	●
Wave Force	○

Applicability to Building Type

A	1-2 Family Detached	◐
B	1-2 Family Attached	◐
C	Low-Mid Rise Residential, Commercial, Mixed	◐
D	High-Residential, Commercial, Mixed	◐
E	Industrial	◐

The building site is raised to a height above the design flood elevation through the addition of fill.



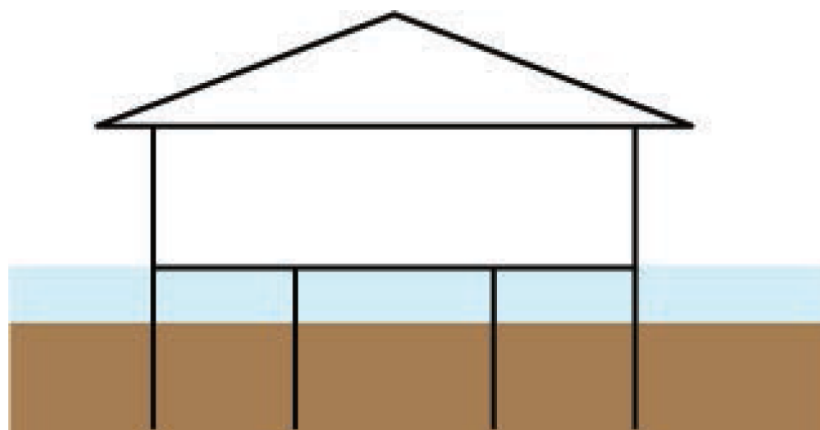
Elevate on Piers

- Storm Surge (High) ●
- Storm Surge (Low) ●
- Wave Force ●

Applicability to Building Type

- | | | |
|---|---|---|
| A | 1-2 Family Detached | ● |
| B | 1-2 Family Attached | ● |
| C | Low-Mid Rise Residential, Commercial, Mixed | ● |
| D | High-Residential, Commercial, Mixed | ● |
| E | Industrial | ● |

The building is raised above the design flood elevation through construction on piles that extend below ground.



Site Protection

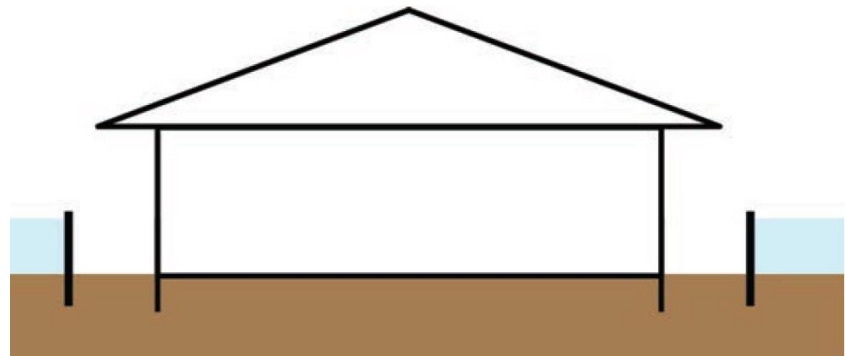
Storm Surge (High)	●
Storm Surge (Low)	●
Wave Force	●

NO DATA FOR THESE CATEGORIES

Applicability to Building Type

A	1-2 Family Detached	○
B	1-2 Family Attached	○
C	Low-Mid Rise Residential, Commercial, Mixed	●
D	High-Residential, Commercial, Mixed	●
E	Industrial	●

The use of floodwalls (deployable or permanent) or a berm on the exterior of building or around the site's perimeter to prevent water infiltration.



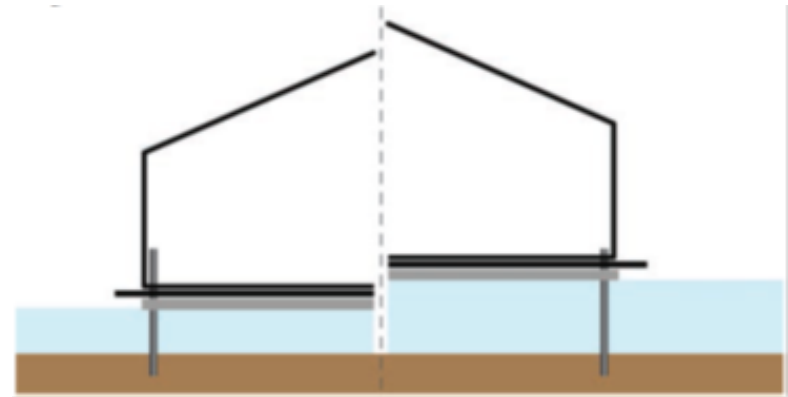
Floating Structure

Storm Surge (High)	●
Storm Surge (Low)	●
Wave Force	○

Applicability to Building Type

A	1-2 Family Detached	○
B	1-2 Family Attached	○
C	Low-Mid Rise Residential, Commercial, Mixed	○
D	High-Residential, Commercial, Mixed	○
E	Industrial	○

A floating structure is one that floats on the water at all times and is designed to move vertically with tidal fluctuations and storm surge.



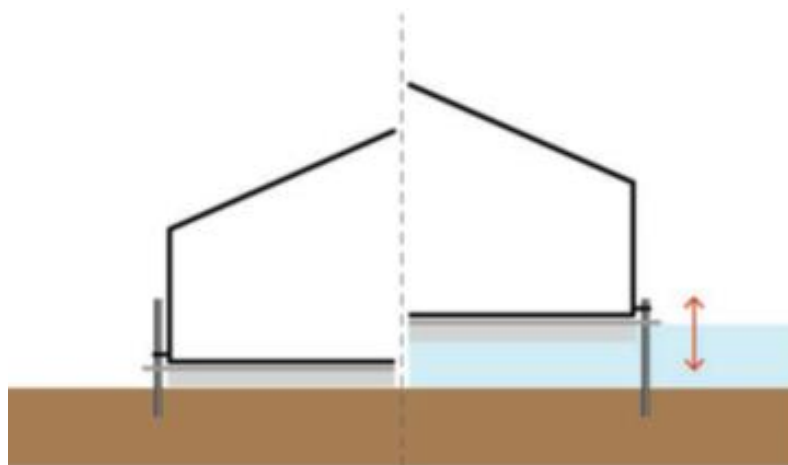
Amphibious Structure

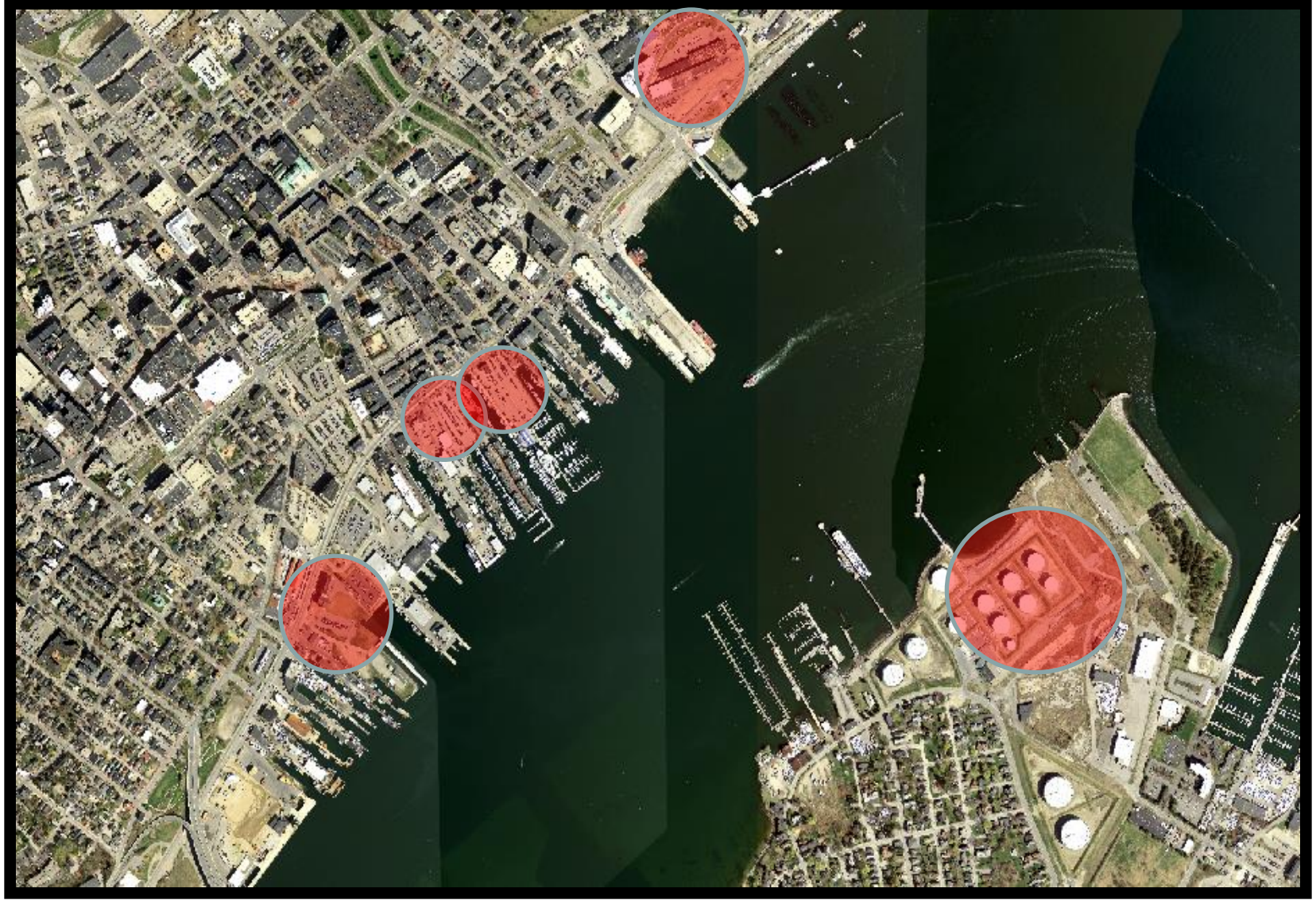
- Storm Surge (High) ☒
- Storm Surge (Low) ☒
- Wave Force ☐

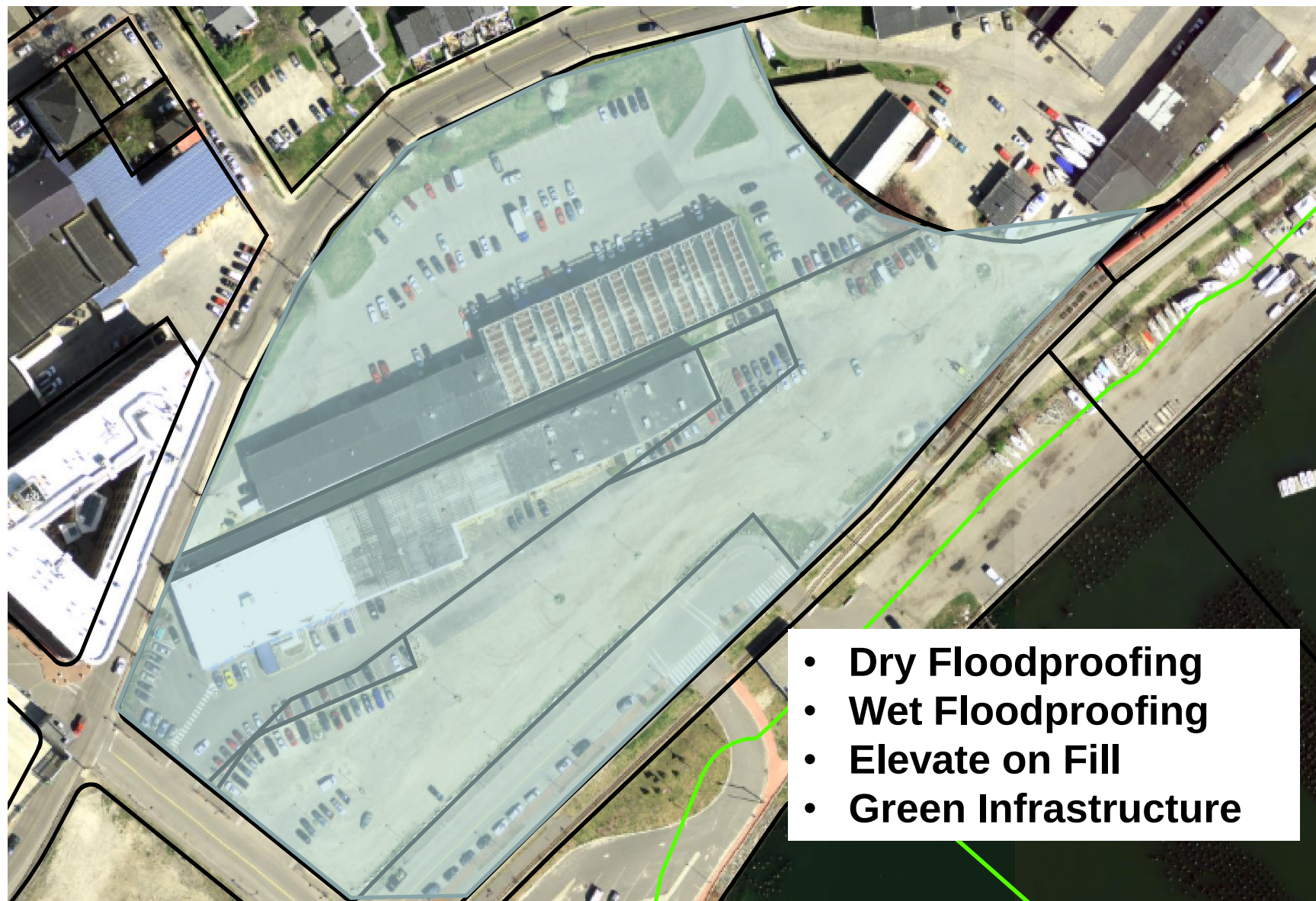
Applicability to Building Type

- A** 1-2 Family Detached ☐
- B** 1-2 Family Attached ☐
- C** Low-Mid Rise Residential, Commercial, Mixed ☐
- D** High-Residential, Commercial, Mixed ☐
- E** Industrial ☐

An amphibious structure is a building built on dry land that can float in the event of the site being flooded.

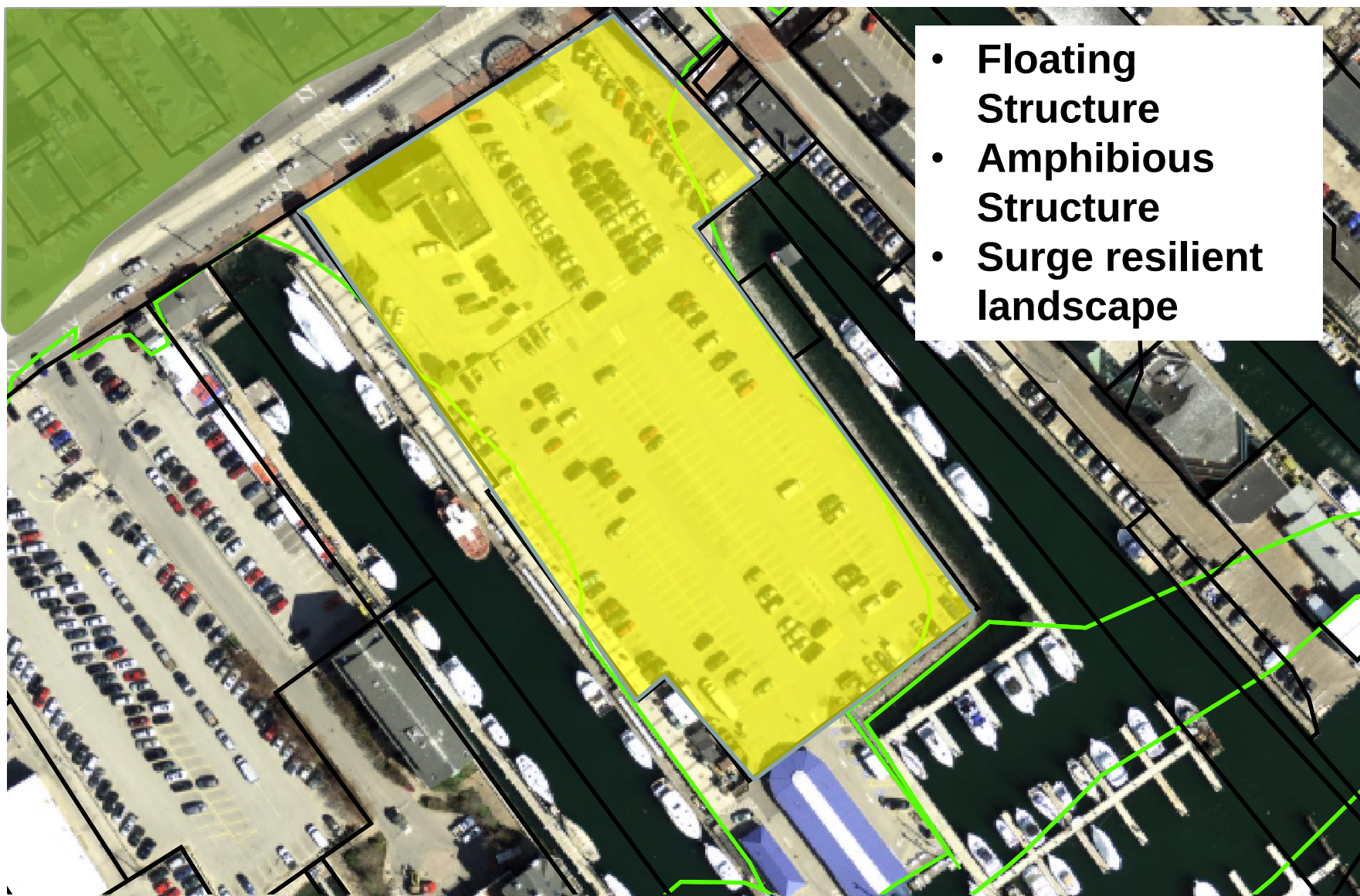






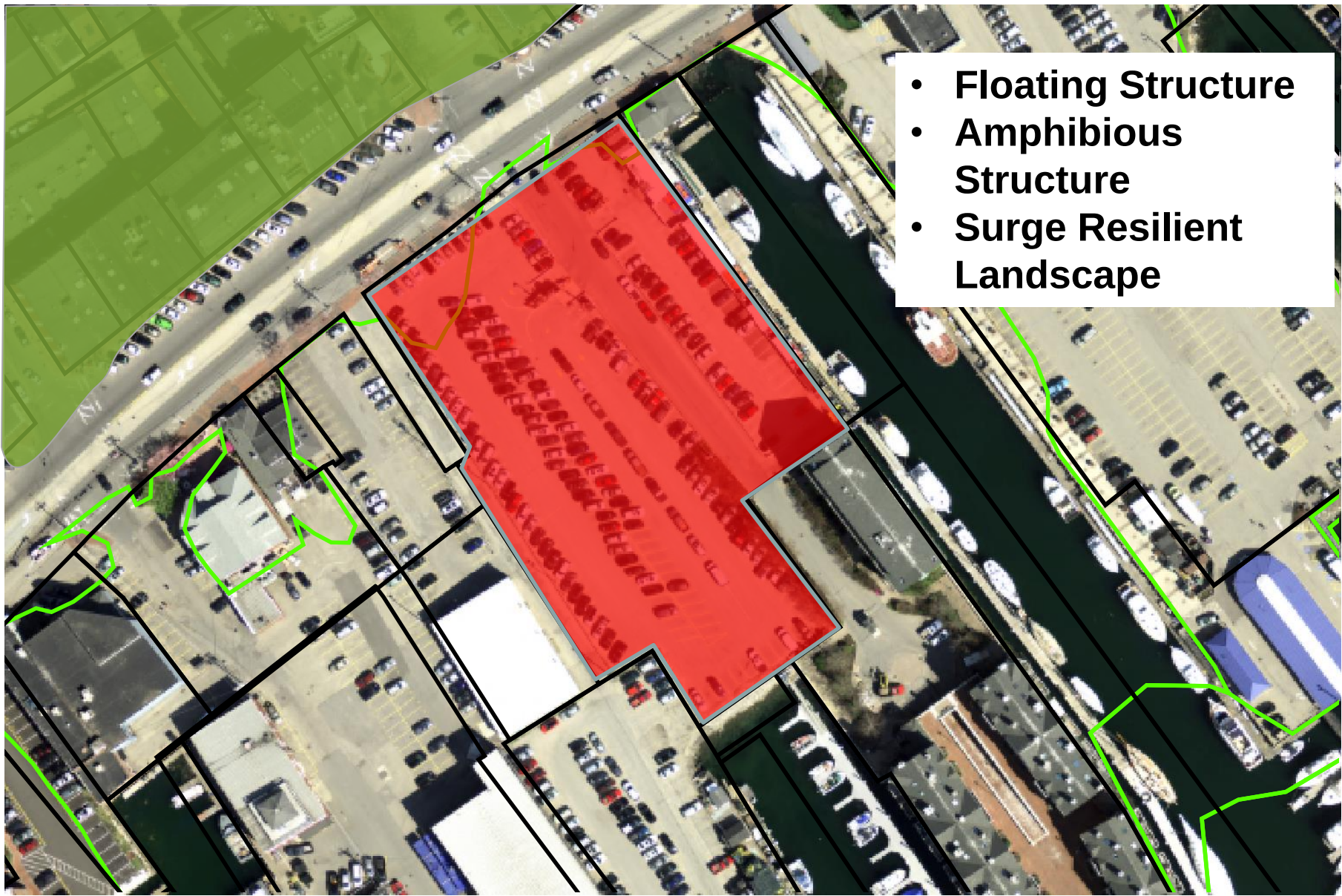
Example 1





Example 2 – Historic District Protection





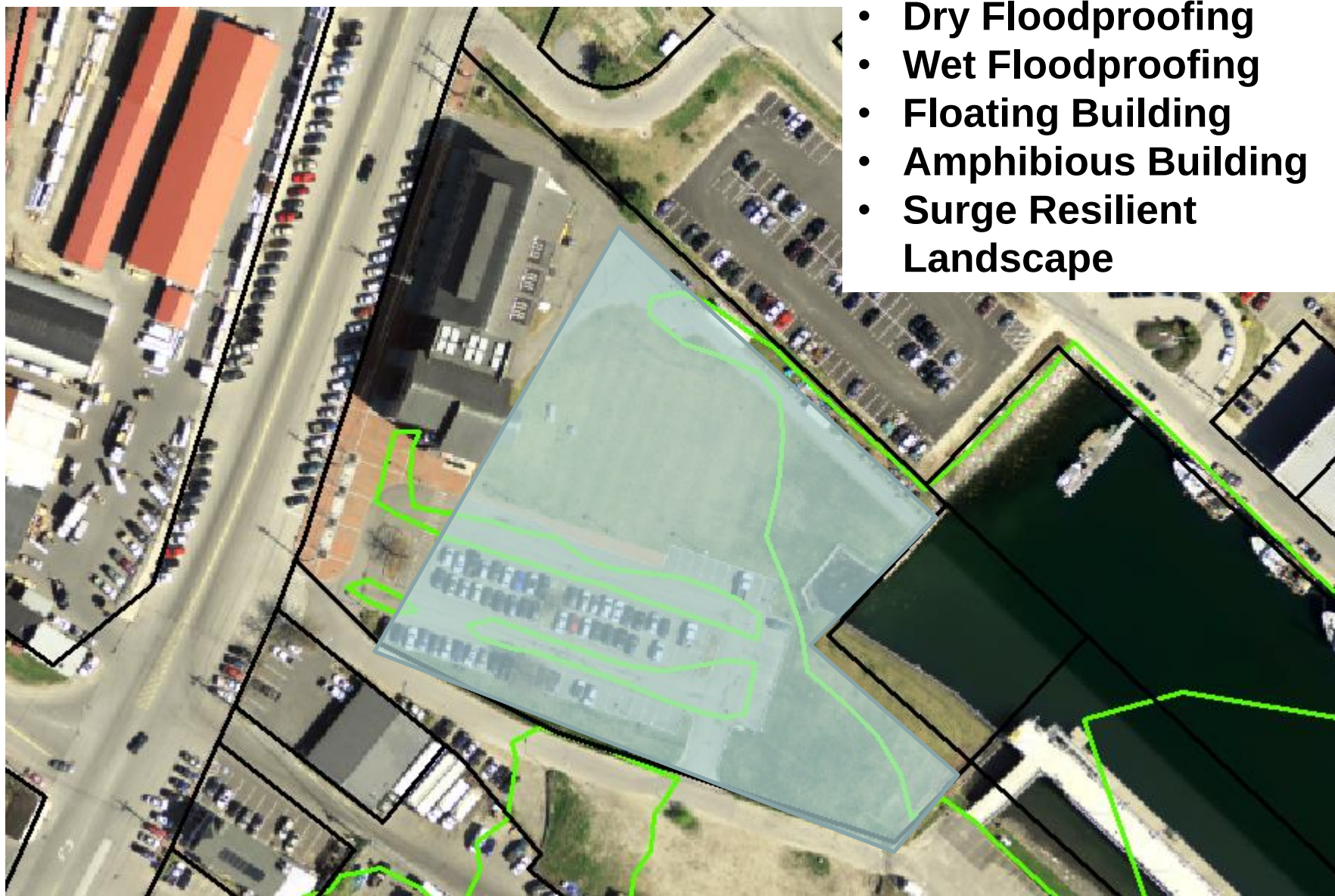
- Floating Structure
- Amphibious Structure
- Surge Resilient Landscape

Example 3 - Historic District Protection



Urban Land
Institute

Advisory Services Program





Mill Creek Area Flood Protection and Development Strategy

- Assets 
 - Treatment Facility
 - Peaker Plant
 - Load Station
 - Shopping Centers
 - Marina
 - Residential
- Approach
 - Integrated Flood Protection Strategy for redevelopment and peninsula protection
 - Take advantage of existing infrastructure
 - Leverage Federal \$ for Critical Infrastructure
 - Flood walls, bulkheads, dikes, trails, berms, deployables and other physical mitigation measures



Example 6

Leadership & Governance

Jessica Pavone

Jeana Wiser



Leadership & Governance

- Climate Risk
 - Long term
 - Variable
 - Cross jurisdictional
 - Confusing in Community
- Local Governments
 - Long term planning
 - Institutional Knowledge
 - Comparative strengths and weaknesses
- Governance Structures
 - Climate Risk Data Group
 - Resilience Working Group



Climate Risk Data Group

- Non-Regulatory
- Honest Broker, Neutral Trusted Advisor
- Sources best available climate data
- Regular updates as climate data evolves
- Communication and Dissemination
- Goals
 - Shared understanding of climate data
 - Buy-in on basis for decision-making around climate risk and resilience planning



GREATER PORTLAND
COUNCIL OF GOVERNMENTS

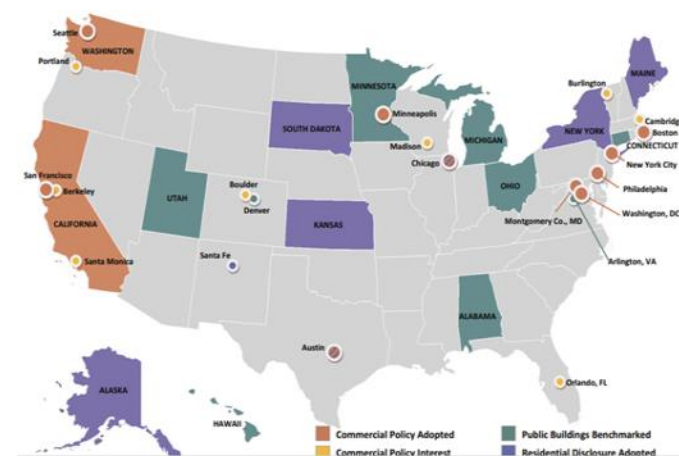
Resilience Working Group

- To collaborate and coordinate on joint solutions to shared waterfront concerns
- Composed of Business, NGO, Government from Portland and South Portland
- Core Responsibilities
 - Waterfront Flood/Storm Risk Exposure Assessment
 - Alignment and Coordination on Infrastructure Planning and Funding Requests
 - Leadership and Advocacy on Insurance Issues
 - Integrated Land/Sea approach
 - Transportation, Parking, Land Use
- Existing Local Examples of Collaboration



Other Areas of Focus

- Development Codes and Standards
 - Local permitting and implementation of resilience standards
 - Regular update process as climate data evolves
- Energy Benchmarking
 - Demand reduction and efficiency
 - Resilient Energy Infrastructure and High Performance Buildings
- Historic Preservation



Historic Preservation Best Practices - Annapolis

- Cultural Resources Hazard Mitigation Plan



Wrap Up: Key Recommendations and Action Items

- Diversify Economic Base
- Create Climate Risk Data Group
- Create Resilience Working Group

Questions?



MEMORANDUM
City Council Agenda Item

TO: Transportation, Sustainability and Energy Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: June 12, 2014

DISTRIBUTION: Mark Rees, City Manager
Michael Brennan, Mayor
Danielle West-Chuhta, Corporation Counsel
Sonia Bean, Executive Assistant
Nancy English, Administrative Assistant
John Peverada, Parking Manager
Eric Labelle, PE, Assistant Director of Public Services/Operations Mgr.
Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: Department of Public Services, Parking Control Division, METRO

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st reading N/A **Final Action** July 18, 2014

Can action be taken at a later date: ☒ Yes ☐ No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

The Department of Public Services, the Parking Control Division and METRO request alterations to the Traffic Schedule for modifications of on-street parking to benefit Middle Street and other Old Port area businesses, as well as allowing METRO to consolidate and adjust a stop on Route 8. The change would result in a net increase in six (6) two-hour parking spaces on the south side of Middle Street east of Union Street.

II. REASON FOR SUBMISSION

On Middle Street, area business owners have expressed an interest to have the City provide added on-street parking, which is generally at a premium in the Old Port. As such, Parking and DPS staff have begun to look at options for providing such additional parking. At the same time, METRO is completing a systemwide review of its stops and operations to improve efficiencies. As such, both the City departments and the transit operator see benefits from this adjustment.

III. INTENDED RESULT

It is the intent that the additional two-hour spaces will provide additional opportunities for patrons in the Old Port to shop and dine without needing to provide more in the way of off-street facilities. This will also provide METRO with the bus stop adjustment it is seeking.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services. In addition, this also addresses the Council goal to develop a transportation system that advances healthy living, minimizes environmental impacts and promotes the local economy by advancing opportunities for mass transit.

V. FINANCIAL IMPACT

The cost of staff and equipment mobilization, plus meters and posts is estimated to be approximately \$2,000.00. The eight metered spaces will likely generate approximately \$7,500 per year in additional revenue.

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and the Parking Control Division have reviewed this change and recommend this action to increase on-street parking at this location and improve traffic flow. METRO has reviewed this change and recommends this action to facilitate updates to their operations.

VII. LIST ATTACHMENTS

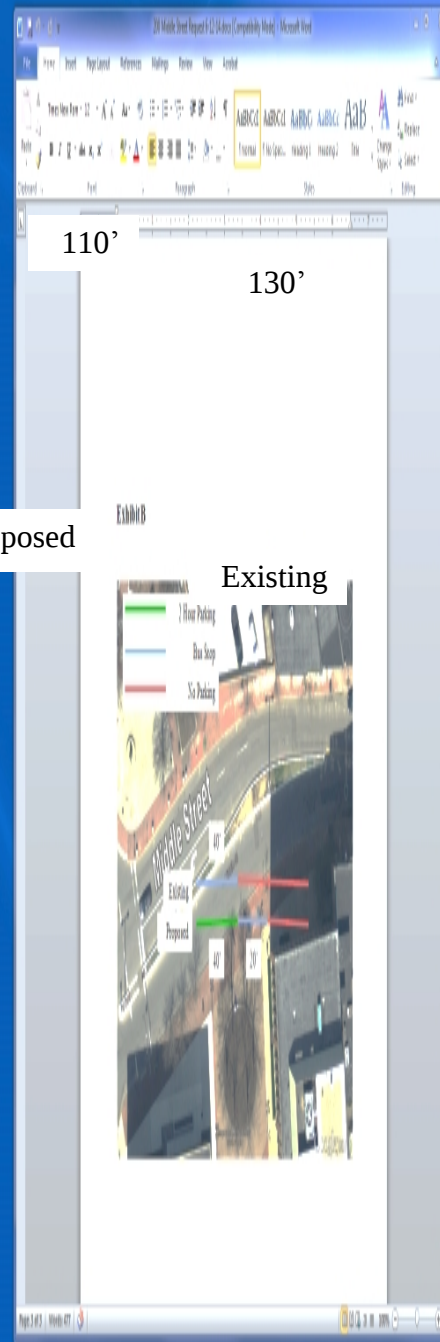
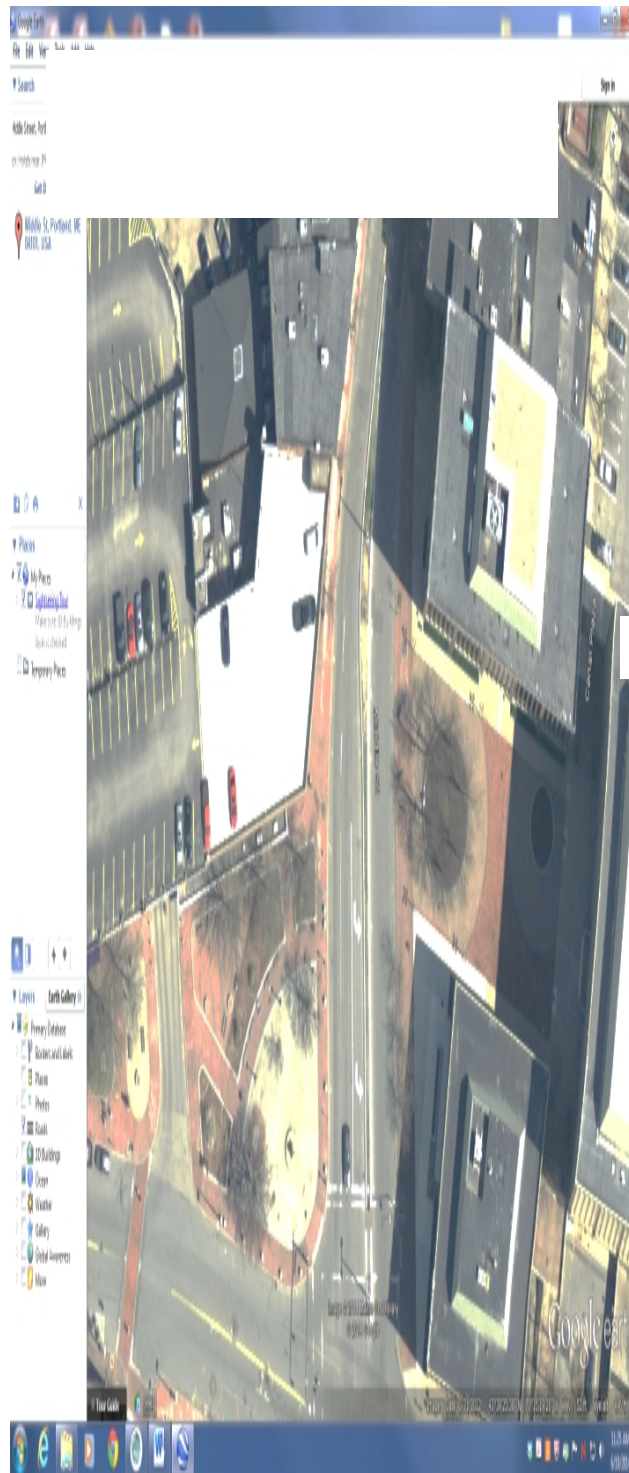
- Exhibit A: Council Order
- Exhibit B: Map

Prepared by:

Signature

Date

Exhibit B



MICHAEL F. BRENNAN (MAYOR)
KEVIN J. DONOGHUE (1)
DAVID A. MARSHALL (2)
EDWARD J. SUSLOVIC (3)
CHERYL A. LEEMAN (4)

CITY OF PORTLAND, MAINE
IN THE CITY COUNCIL

JOHN R. COYNE (5)
JILL C. DUSON (A/L)
JOHN M. ANTON (A/L)
NICHOLAS M. MAVODONES, JR. (A/L)

TRAFFIC SCHEDULE AMENDMENT

Ordered, that the City of Portland's Traffic Schedule be and hereby is amended as follows:

By deleting under Middle Street:

South Side – from a point 65 feet easterly of Union to a point 165 feet easterly of Union – Schedule IX – Bus Zone

South Side – from a point 165 feet easterly of Union to a point 295 feet easterly of Union – Schedule I – No Parking

By adding under Middle Street:

South Side – from a point 65 feet easterly of Union to a point 185 feet easterly of Union – Schedule XXI – 2 Hour Parking (Metered)

South Side – from a point 185 feet easterly of Union to a point 295 feet easterly of Union – Schedule IX – Bus Zone

MICHAEL F. BRENNAN (MAYOR)
KEVIN J. DONOGHUE (1)
DAVID A. MARSHALL (2)
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JOHN M. ANTON (A/L)
NICHOLAS M. MAVODONES, JR. (A/L)

TRAFFIC SCHEDULE AMENDMENT

Ordered, that the City of Portland's Traffic Schedule be and hereby is amended as follows:

By deleting under St. Lawrence Street:

East Side – from a point 75 feet southerly of Congress Street to a point 95 feet southerly of Congress Street – unrestricted parking

By adding under St. Lawrence Street:

East Side – from a point 75 feet southerly of Congress Street to a point 95 feet southerly of Congress Street – Schedule I – No Parking

By deleting under Congress Street:

South Side – from a point 100 feet easterly of St. Lawrence Street to a point 140 feet easterly of St. Lawrence Street – Schedule I – No Parking

By adding under Congress Street:

South Side – from a point 100 feet easterly of St. Lawrence Street to a point 140 feet easterly of St. Lawrence Street – unrestricted parking

MEMORANDUM
City Council Agenda Item

TO: Transportation, Sustainability and Energy Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: June 12, 2014

DISTRIBUTION: Mark Rees, City Manager
Michael Brennan, Mayor
Danielle West-Chuhta, Corporation Counsel
Sonia Bean, Executive Assistant
Nancy English, Administrative Assistant
John Peverada, Parking Manager
Eric Labelle, PE, Assistant Director of Public Services/Operations Mgr.
Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: 118 Condominiums, LLC (via Planning Board)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st reading N/A **Final Action** July 18, 2014

Can action be taken at a later date: ☒ Yes ☐ No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

118 Condominiums, LLC received site plan approval on January 28, 2014 and began construction last month. As part of the project, there is an adjustment of the site access on St. Lawrence Street and removal of access on Congress Street. This change will have the result of a net increase of one parking space.

II. REASON FOR SUBMISSION

Although 118 on Munjoy Hill has received site plan approval, the changes to on-street parking, although minor, still warrant submittal and approval by the Transportation, Sustainability and Energy Committee as well as the City Council.

III. INTENDED RESULT

The adjustments to on-street parking due to this project will allow for the project to have appropriate access as per the Planning Board approval. In addition, the net increase in on-street parking will benefit a part of the City that experiences significant on-street parking demand.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services.

V. FINANCIAL IMPACT

It is anticipated that the costs of the new signage will be borne by the Applicant.

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and the Parking Control Division have reviewed this change and recommend this action.

VII. LIST ATTACHMENTS

- Exhibit A: Council Order
- Exhibit B: Map
- Exhibit C: Applicant Letter
- Exhibit D: Site Plan

Prepared by:

Signature

Date

File: 13143

June 5, 2014

Mr. Jeremiah Bartlett
City Transportation Systems Engineer
City of Portland
55 Portland St
Portland, ME 04101

RE: 118 CONGRESS STREET, TRANSPORTATION, SUSTAINABILITY AND
ENERGY COMMITTEE

Dear Mr. Bartlett,

Enclosed are plans showing the parking spaces at the corner of Congress Street and St. Lawrence Street. The existing plan shows 5 spaces. The plan approved by the Planning Board, with input from City Staff, shows 6 spaces. The additional space was created by eliminating two curb cuts on Congress Street.

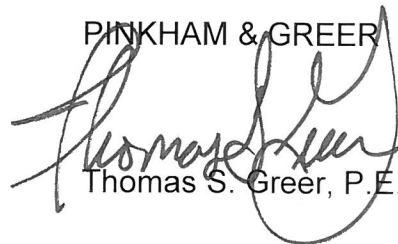
The site, as shown has gone to the Sidewalk Committee and has been approved for construction. The building shown is currently under construction.

Please include this project on the TS&E's meeting agenda of June 18th so the committee can review it for on Street Parking/Traffic Schedule. Your recommendations will then be forwarded to the City Council for implementation.

Please note the tree well locations and the parking spaces were previously coordinated with Jeff Tarling as the City's representative.

Chip Newall, the project's owner, will be attending the meeting on the 18th. Please keep him informed of the meeting's time and location and of any schedule changes.

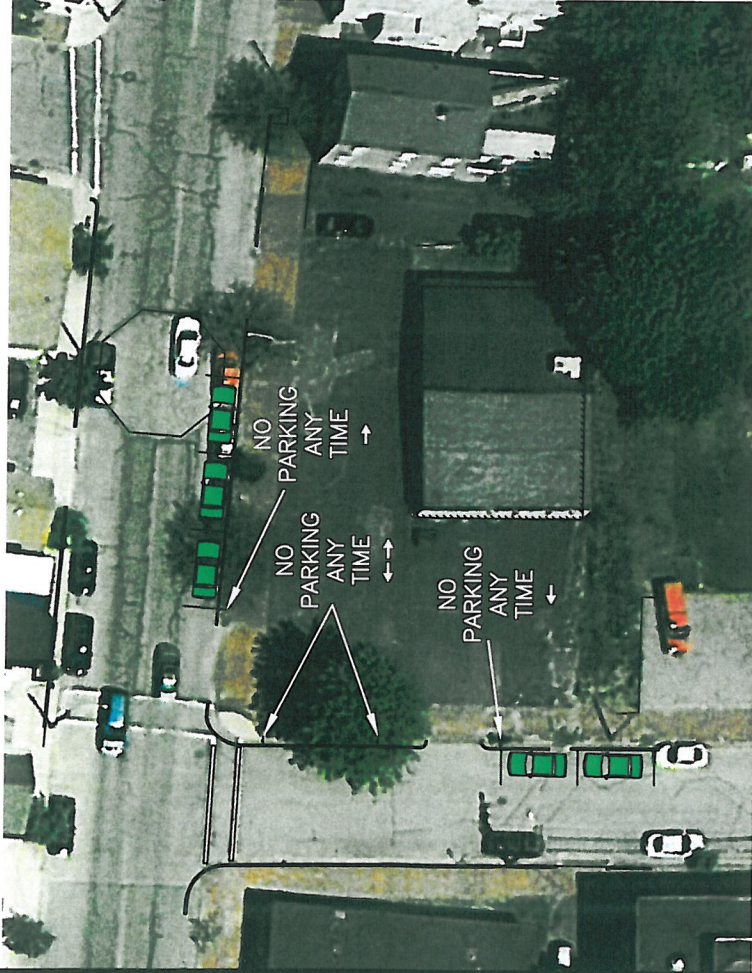
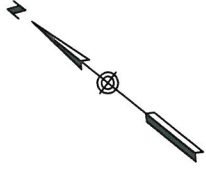
Sincerely,

PINKHAM & GREER

Thomas S. Greer, P.E.

Enclosures

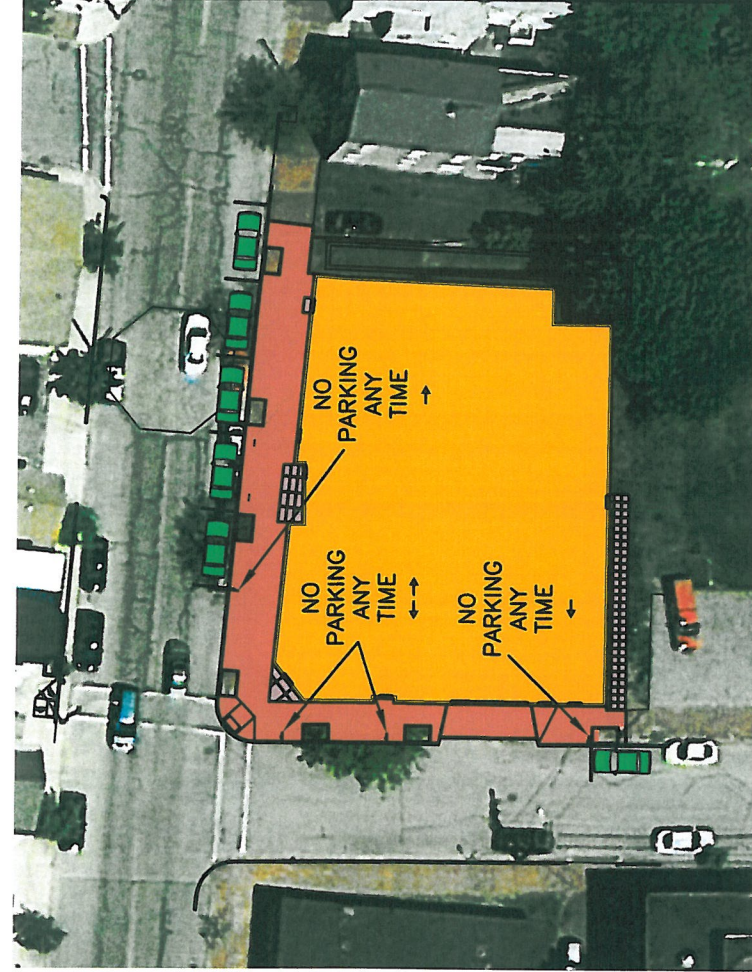
cc: Thomas Federle, Chip Newell, File
email only: David Lloyd, Stephen Mohr, Ed Theriault

TSG/rjs



STREET PARKING EXISTING CONDITIONS

5-ON STREET SPACES



STREET PARKING PROPOSED CONDITIONS

6-ON STREET SPACES

REVISED 4/17/14, ADJUST
SPACES TO TREE WELL LOCATIONS



118 STREET PARKING

DATE: FEBRUARY 4, 2014 PROJECT: 13143

118 CONDOMINIUMS, LLC
118 CONGRESS STREET, PORTLAND, MAINE
118 on MUNJOY HILL
118 CONGRESS STREET, PORTLAND, MAINE

P1

LOCATION PLAN

SCALE: 1"=250'

CITY OF PORTLAND SITE PLAN AND SUBDIVISION NOTES

- LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- 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.
- ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
- SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TYPEDOWN RAMP AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- 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.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- 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).
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS 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 IS THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRAINAGE LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRAINAGE LINE OF TREES DESIGNATED FOR PRESERVATION OR NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRAINAGE LINE OF TREES TO BE PRESERVED.
- 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. 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."

SITE PLAN CONDITIONS OF APPROVAL

PLANNING BOARD CONDITIONS OF APPROVAL PER THE CITY OF PORTLAND PLANNING BOARD REVIEW MEMO DATED FEBRUARY 3, 2014:

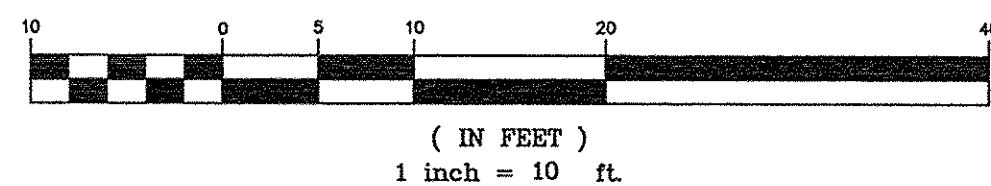
- THE APPLICANT SHALL SUBMIT A REVISED BUILDING DESIGN THAT RESULTS IN THE DECKS ON ST. LAWRENCE STREET BEING WITHIN THE PROPERTY BOUNDARIES WHILE MAINTAINING THE CURRENT QUALITY OF DESIGN IN REGARDS TO FACADE ARTICULATION AND VARIATION OF FORM. FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY PRIOR TO SIGNING OF THE SUBDIVISION PLAT.
- THAT THE APPLICANT SHALL OBTAIN A LICENSE FROM THE CITY COUNCIL, SUBJECT TO REVIEW AND APPROVAL BY THE CORPORATION COUNSEL'S OFFICE, FOR ANY BUILDING FEATURES ASSOCIATED WITH THE APPROVED DESIGN THAT EXTEND OVER THE CITY RIGHT-OF-WAY, PRIOR TO THE RELEASE OF THE SIGNED SUBDIVISION PLAT.
- THAT THE APPLICANT SHALL OBTAIN EASEMENTS OR TEMPORARY CONSTRUCTION AGREEMENTS FOR ALL WORK OUTSIDE THE BOUNDARIES OF THE SITE, THESE (IF ANY) SHALL BE REVIEWED AND APPROVED BY CORPORATION COUNSEL AND THE RECORDING DEPARTMENT SHALL BE PROVIDED TO THE PLANNING AUTHORITY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- THAT THE APPLICANT MAY BE REQUIRED TO INSTALL A CROSSWALK ON CONGRESS STREET AT THE EASTERLY SIDE OF THE ST. LAWRENCE STREET INTERSECTION. THE CITY'S CROSSWALK COMMITTEE MAY REVIEW THE SUBJECT LOCATION AND IDENTIFY RECOMMENDATIONS FOR INSTALLING A CROSSWALK IF DEEMED APPROPRIATE BY THE CROSSWALK COMMITTEE. THE APPLICANT SHALL BE RESPONSIBLE FOR IMPLEMENTING ANY FEATURES OF THE CROSSWALK INCLUDING BUT NOT LIMITED TO PAVEMENT MARKINGS, SIGNAGE, AND ADA COMPLIANT RAMPS.
- THAT THE APPLICANT SHALL SUBMIT THE REVISED CIVIL ENGINEERING PLANS TO ADDRESS THE ENGINEERING REVIEW COMMENTS OF DAVE SENB DATED 1/6/2014 FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- THAT THE APPLICANT SHALL SUBMIT A REVISED LANDSCAPE IMPROVEMENT PLAN TO ADDRESS THE CITY ARBORIST COMMENTS OF 12/22/2014 IN RESPECT OF THE SITE LANDSCAPE (BUFFERING AND ADDITIONAL TRELLIS), TO ALSO ADDRESS OTHER PRINCIPLES AS RELEVANT, FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY AND CITY ARBORIST PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- THAT THE APPLICANT SHALL SUBMIT THE PLANS, DOCUMENTS AND OTHER MATERIALS TO ADDRESS THE TRAFFIC REVIEW COMMENTS OF TOM ERRICO DATED 12/22/2014 IN RESPECT OF LOADING AND SERVICING AND IMPACT ON STREET PARKING/CITY'S TRAFFIC SCHEDULE, FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY, DEPARTMENT OF PUBLIC SERVICES AND PARKING DIVISION PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- THAT THE APPLICANT SHALL SUBMIT, FOR REVIEW AND APPROVAL BY THE PLANNING AUTHORITY AND THE DEPARTMENT OF PUBLIC SERVICES PRIOR TO THE START OF ANY WORK ON SITE, A REVISED CONSTRUCTION MANAGEMENT PLAN THAT ADDRESSES THE COMMENTS OF TOM ERRICO DATED 12/22/2014.
- THAT THE TWO ADJUSTABLE "FLOOD" LIGHTS ON THE FRONT OF THE BUILDING OVER THE COMMERCIAL UNIT WINDOWS SHALL BE ADJUSTED IN ACCORDANCE WITH THE CITY'S TECHNICAL STANDARD 12 "SITE LIGHTING" SECTION 12.4.

DRAWINGS INCLUDED IN THIS PROJECT

CD	SUBDIVISION PLAN	1	STANDARD BOUNDARY SURVEY
C10	CONDOMINIUM PLAT	A101	FLOOR PLAN - PARKING LEVEL
C11	SITE PLAN	A102	TYPICAL UNIT FLOOR
C12	EXISTING CONDITIONS AND DEMOLITION PLAN	A104	FOURTH FLOOR PLAN
C13	GRADING AND UTILITIES PLAN	A105	ROOF PLAN
C14	EROSION CONTROL PLAN, NOTES AND DETAILS	A201	BUILDING ELEVATIONS
C15	DETAILS		
C16	DETAILS		
C17	DETAILS		
L10	LANDSCAPE IMPROVEMENTS PLAN	E01	ELECTRICAL & PHOTOMETRIC SITE PLAN
L20	LANDSCAPE DETAILS		

FOR SITE PLAN LEGEND
SEE SHEET C1.4

GRAPHIC SCALE



GENERAL NOTES

- OWNER: EMT, LLC, 118 CONGRESS STREET, PORTLAND, MAINE 04101. DEED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS BK. 1436, PG. 214, DATED SEPTEMBER 10, 1958.
- DEVELOPER: 118 CONDOMINIUMS, LLC, 118 CONGRESS STREET, PORTLAND, MAINE 04101.
- ENGINEER: PINKHAM & GREER CONSULTING ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
- ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE, 04101.
- TOPOGRAPHIC AND BOUNDARY INFORMATION: OWEN HASKELL, INC. 380 US ROUTE ONE, FAIRBOTH, MAINE. BENCHMARK: CITY DATUM, BASED ON MON. AT NORTHEAST CORNER OF NORTH AND CONGRESS STREETS, ELEV. 146.69'.
- SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND CLASSIFIED AS HINKLEY (H1B) GRAVELLY SANDY LOAM, 3-8% SLOPES, HYDROLOGICAL GROUP "A".
- TAX MAP REFERENCE: MAP 16 / BLOCK D / LOT 2.
- TOTAL PARCEL = 0.25 acres
- CALL DIG-SAFE PRIOR TO COMMENCING WORK, 1-800-DIG-SAFE.
- ALL WORK WITHIN THE RIGHT OF WAY IS TO MEET CITY OF PORTLAND STANDARDS.
- UNITS TO BE SERVICED BY PUBLIC WATER AND SEWER. THESE SERVICES, INCLUDING EXISTING HYDRANTS, ARE AS SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
- POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND. THESE SERVICES ARE SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
- EXISTING UTILITIES, INCLUDING SIZE AND VERTICAL AND HORIZONTAL LOCATIONS, ARE SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
- THERE ARE NO APPARENT PERMANENT ON-SITE EASEMENTS OR RESTRICTIONS BURDENING OR BENEFITING THE SUBJECT PROPERTY.
- NO HISTORIC SITES OR STRUCTURES ON OR ADJACENT TO THIS SITE APPEAR ON OR ARE NOMINATED TO THE NATIONAL REGISTER.
- PROPOSED PARKING SPACES: 18 INTERIOR SPACES.
- THE SUBJECT PARCEL SHOWN AS 118 CONGRESS STREET IS SUBJECT TO THE CITY OF PORTLAND TIER III SITE PLAN SUBDIVISION PERMIT APPLICATION.
- REFER TO THE 118 on MUNJOY HILL CONDOMINIUM DOCUMENTS FOR FURTHER INFORMATION REGARDING THE MAINTENANCE AND DESCRIPTION OF COMMON ELEMENTS AND LIMITED COMMON ELEMENTS.
- REQUIRED STREET TREES ARE INCLUDED ON THE LANDSCAPE PLAN AS PART OF THE APPROVAL FOR 118 on MUNJOY HILL SITE PLAN.
- FLOODPLAIN: THIS PROPERTY SHOWN ON FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230251 0214 A, EFFECTIVE DATE JULY 11, 1986, IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
- THIS PROJECT COMPLIES WITH CONDITIONS OF PORTLAND CODE OF ORDINANCES, CHAPTER 32 STORMWATER, INCLUDING ARTICLE III, POST-CONSTRUCTION STORMWATER MANAGEMENT. THE DEVELOPER/CONTRACTOR/SUBCONTRACTORS MUST COMPLY WITH CONDITIONS OF THE CONSTRUCTION STORMWATER MANAGEMENT PLAN AND SEDIMENT & EROSION CONTROL PLAN BASED ON CITY STANDARDS AND STATE GUIDELINES. SEE SHEET C14, GRADING AND UTILITIES PLAN, FOR THE LIST OF INSPECTION AND MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES REQUIREMENTS.
- EXISTING TREE PRESERVATION AND PROTECTION MEASURES ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE STANDARDS SHOWN ON SHEET L10, LANDSCAPE IMPROVEMENT PLAN.
- THE PORTLAND CITY COUNCIL HAS GRANTED A LICENSE TO EMT, LLC, THE OWNER OF 118 CONGRESS STREET, TO ALLOW BAYS TO PROJECT OVER ST. LAWRENCE STREET AND TO ALLOW DECKS AND BAYS TO PROJECT OVER CONGRESS STREET, AND APPROVED MINOR VARIATIONS IN MATERIALS FROM THE CITY'S SIDEWALK REPLACEMENT MATERIAL POLICY TO ALLOW FOR THE USE OF PAVERS AND BRICKS WITHIN THE CITY'S RIGHT OF WAY. LICENSE GRANTED FEB. 24, 2014.

SITE PLAN, APPROVED BY THE
CITY OF PORTLAND PLANNING BOARD

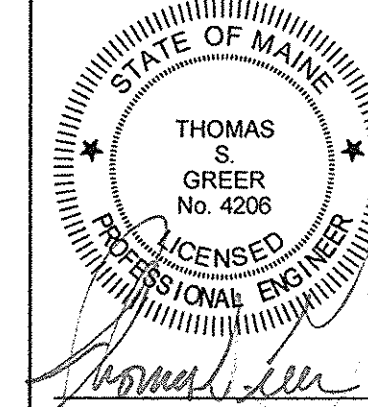
DATE

THESE TWELVE (12) RESIDENTIAL UNITS AND TWO (2) COMMERCIAL SPACE CREATE A SUBDIVISION. THE CITY REVIEW IS FOR SITE AND SUBDIVISION APPROVAL.

REV.	DATE	DESCRIPTION
7	4/18/14	ADD STREET MORATORIUM NOTE, REVISE CROSSWALK & RAMP
6	4/17/14	SUBMITTED FOR FINAL APPROVAL
5	3/27/14	SUBMITTED FOR FINAL APPROVAL
4	2/26/14	100% CONSTRUCTION DOCUMENTS
3	1/27/14	50% PRICING SET
2	1/13/14	REV'D PER STAFF REVIEW
1	1/2/14	REVISED LAYOUT, ADDED GARDEN

118 CONDOMINIUMS, LLC 118 CONGRESS STREET, PORTLAND ME	
118 on MUNJOY HILL 118 CONGRESS STREET, PORTLAND, ME	
PINKHAM & GREER CONSULTING ENGINEERS 28 VANNAH AVENUE PORTLAND, MAINE	
SITE PLAN MAP 16/BLOCK D/LOT 2	
SCALE: AS SHOWN	DRN BY: JDC
DATE: NOVEMBER 13, 2013	DESG BY: TSG
PROJECT: 13143	CHK BY: TSG

C1.2



ZONE INFORMATION

EXISTING ZONE: B-1 NEIGHBORHOOD BUSINESS ZONE
PROPOSED USE: COMMERCIAL SPACE AND MULTIFAMILY DWELLINGS

SPACE STANDARDS	REQUIRED	PROVIDED
MINIMUM LOT SIZE	NONE	0.25 AC.
MINIMUM STREET FRONTAGE	50 FEET	121.9 FEET
MINIMUM FRONT YARD	10 FEET MAX.	15 FEET
MINIMUM REAR YARD	NONE	5.3 FEET
MINIMUM SIDE YARD	NONE	10.1 FEET
MINIMUM SIDE YARD ON A SIDE STREET	10 FEET MAX.	0.5 FEET
MINIMUM LOT WIDTH	NONE	118.5 FEET
MAXIMUM BUILDING HEIGHT	50 FEET	50 FEET
MAXIMUM IMPERVIOUS SURFACE RATIO	30%	29%
FLOOR AREA	10,000 SQ. FT. MAX.	9,122 SQ. FT.
MINIMUM AREA PER DWELLING UNIT	435 SQ. FT.	294 SQ. FT.
OFF STREET PARKING	1 SPACE PER UNIT	18 SPACES

EXCEPT THAT WHERE A SIDE YARD ADJUTS A RESIDENTIAL ZONE OR A FIRST FLOOR RESIDENTIAL USE, A MINIMUM OF TEN (10) FEET IS REQUIRED.

4/18/14



Michael J. Bobinsky
Director of Public Services

Memo

To: District 2 Councilor David Marshall, Chair, Transportation, Sustainability, & Energy Committee
At-Large Councilor Jon Hinck, Vice-Chair, Transportation, Sustainability, & Energy Committee
District 1 Councilor Kevin Donoghue, Transportation, Sustainability, & Energy Committee
District 4 Councilor Cheryl Leeman, Transportation, Sustainability, & Energy Committee

From: Kathi Earley, PE, Engineering Services Manager

CC: Mark Rees, City Manager
Michael Bobinsky, Director of Public Services
Jeff Levine, Director of Planning & Urban Development
Ellen Sanborn, Finance Director
Jeremiah Bartlett, PTOE, PE, Transportation Systems Engineer

Date: June 13, 2014

Re: Request to Endorse PACTS 2016-2018 TIP funding candidates & Local funding commitments

The Department of Public Services (DPS) requests your formal endorsement for City Council action to advance four (4) finalist Transportation Projects through our regional Transportation Management Area funding agency (PACTS). A **deadline of July 29, 2014** exists to formally endorse these projects; your official action on June 18, 2014 is necessary to obtain full City Council action by their July 21, 2014 meeting.

Numerous candidate applications were discussed at your December 18, 2013, October 16, 2013, and September 18, 2013 Committee meetings. Four specific projects scored well at PACTS and are selected for Enhanced Project Scoping (EPS). In order to proceed, and to show community intent to fund construction, formal City Council endorsement is required.

These four finalist projects are for PACTS Transportation Improvement Program (TIP) funding in the 2016-2018 cycle; **awarded funds become available no sooner than October 2015. Please note that Portland will be responsible for a 25% Local Share of each project cost, and 100% responsible for ineligible costs.** Examples of ineligible items include: our utility system adjustments and repairs, upgrades to traffic signal systems and pavement markings, and use of upgraded materials such as brick. The City Manager's FY15-19 CIP proposal includes funding requests in FY16 to match these potential awards.

An additional endorsement task will occur after July 29th for the PACTS Collector Paving program. PACTS has not yet defined the list of candidate Collector paving projects for 2016-2018; once that list is available it too will require full City Council endorsement.

Portland, Maine



Yes. Life's good here.

Michael J. Bobinsky
Director of Public Services

Details for the four finalist projects are shown on the attached list labeled "Enhanced Project Scoping List – June 13, 2014". The 25% Local Match requirement for these projects totals \$815,553; that obligation (plus rough estimates for ineligible) is reflected in the proposed FY16 CIP.

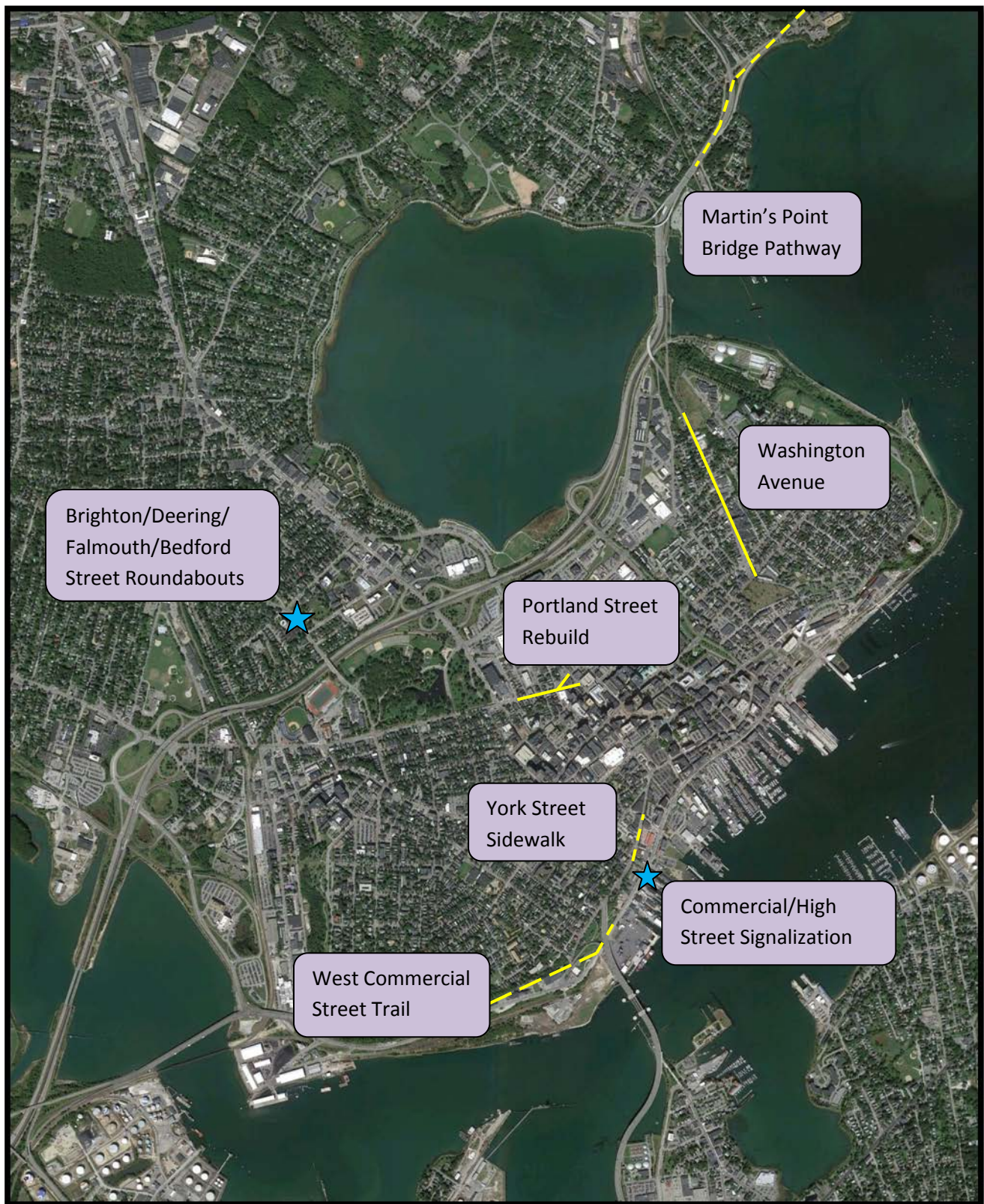
We have also attached material (memo and map) provided in your December 2013 meeting as background; it provides even more details. PLEASE NOTE – one finalist project was added after that meeting; the "Signalization project" will achieve Regional Traffic Management System (RTMS) goals on Congress St between Stevens Avenue and Fore Street.

PACTS Enhanced Project Scoping List -- June 13, 2014

Intersection Proposals				
		Prelim. Rank	Score	110% Cost Estimates
Westbrook	Cumberland Mills Triangle Signalization	1	74.3	\$1,540,000
Portland	Intersections of Brighton/Deering/Falmouth/Bedford and Deering/Bedford	2	72.8	\$1,958,000
Portland	Congress St. signal improvements: Stevens to Fore River	3	68.2	\$302,940
South Portland	Broadway corridor and Mill Creek signal improvements	4	65.7	\$320,980
Falmouth	Intersection of Middle, Bucknam, and Falmouth Roads	5	64.8	\$1,101,650
Road Rebuild Proposals *				
		Prelim. Rank	Score	110% Cost Estimates
South Portland	Lincoln St. rehabilitation, from Billy Vachon Dr. to Broadway	7	48.3	\$385,000
Gorham	Route 202/4 Gray Rd. drainage system replacement	8	33.5	\$327,800

** The Technical Committee would like to consider the 2nd, 3rd, and 4th ranked proposals for possible design-only in July.*

Bike-Ped Proposals				
		Prelim. Rank	Score	110% Cost Estimates
Five Towns	NoPo bike-ped improvements	1	54.3	\$113,960
South Portland	Multi-Use Path Billy Vachon to Broadway	3	52.7	\$597,300
Portland	Martin's Point Multi-Use Path/ East Coast Greenway, Phase 1	4	51.7	\$880,000
Portland	York St. Sidewalk and pedestrian signals	5	49.2	\$121,273



PROPOSED PACTS 2016/2017 TIP APPLICATION PROJECT LOCATIONS



Michael J. Bobinsky
Director of Public Services

Memo

To: District 2 Councilor David Marshall, Chair, Transportation, Sustainability, & Energy Committee
At-Large Councilor Jon Hinck, Vice-Chair, Transportation, Sustainability, & Energy Committee
District 1 Councilor Kevin Donoghue, Transportation, Sustainability, & Energy Committee
District 4 Councilor Cheryl Leeman, Transportation, Sustainability, & Energy Committee

From: Kathi Earley, PE, Engineering Services Manager

CC: Mark Rees, City Manager
Michael Bobinsky, Director of Public Services
Jeff Levine, Director of Planning & Urban Development
Ellen Sanborn, Finance Director

Date: December 13, 2013

Re: Request to Endorse PACTS 2016/2017 TIP applications & Local funding commitments

The Department of Public Services (DPS) requests your formal endorsement of seven (7) applications for Federal & State Transportation funding to be submitted through our regional Transportation Management Area funding agency known as PACTS. Candidate applications were previously discussed at your October 16, 2013 and September 18, 2013 meetings of the Transportation, Sustainability, and Energy Committee. We have a deadline of February 7, 2014 by which to make these applications to PACTS and so request your official action now in order to commit the necessary labor to creating the final applications.

The applications will be for PACTS Transportation Improvement Program (TIP) funding in the 2016/2017 Federal cycle; **awarded funds become available in October 2015** through MaineDOT. Please note that Portland will be responsible for a 25% Local Share of each project cost. And – with that – each project there are 'i cost items; for example our own utility system adjustments and repairs, that are 100% City responsibility. DPS staff has requested funding for the possible awards thru the FY15-19 CIP.

An important note locally, the decision on which Collector Streets will receive funding is made over the next several months at PACTS based on previous studies of road conditions. We will not know until April of 2014 which streets in Portland may be included, nor the amount of Local Share obligation. That Local funding requirement alone can be expected to be approximately \$1M for the 2016/2017 TIP and



Michael J. Bobinsky
Director of Public Services

is reflected in our request for FY16 CIP funding.

Your requested endorsement is not only to demonstrate public support for the projects, but also to demonstrate the City's initial commitment to finance the Local cost requirements accordingly. According to recently approved PACTS TIP procedures, the applications submitted by February 7, 2014 will be reviewed & scored between March and July 2014. **By late July of 2014 a full City Council endorsement will be required for pending awards to be processed any further.** That endorsement process will be informed by final cost estimates and therefore fully inform the Local funding requirements. The FY16-20 CIP process will include refinement of our current FY15-19 requests based on that City Council action.

The seven (7) recommended applications are summarized below in three separate categories. The Regional funding expectation (not inclusive of the Local 25% value) for each category is indicated in the header.

Please note that based on updated information, the Brighton Avenue project identified in the October Committee meeting has been eliminated; staff believes that a less costly mill-and-fill paving project will suffice for this 'runner' candidate. As such, upon further review, we are recommending replacing this with an application for rebuilding Washington Avenue from Congress Street to Eastern Promenade.

INTERSECTIONS (Regional funding anticipated to be \$2M)

Brighton/Deering/Falmouth/Bedford

Description: The six-way intersection of Brighton Avenue with Deering Avenue and Falmouth Street has long been cited as a challenge in terms of safely crossing pedestrians, providing safe and efficient movement for vehicles, and lacking in its ability to provide a gateway treatment for a major portal to downtown Portland. A study completed in 2013 determined that two roundabouts, one at this location and the other at the intersection of Deering Avenue with Bedford Street would be the most effective solution to the many challenges at this location. The City of Portland is planning to have a consultant complete the construction plans for this location by the summer of 2014.

Specific Objectives:

- Installing a roundabout at the Brighton/Falmouth/Deering intersection
- Installing a roundabout at the Deering/Bedford intersection
- Discontinuing the Brighton Avenue connection from Falmouth/Deering to Bedford Street
- Constructing ADA compliant sidewalks and crosswalks on all intersection approaches
- Incorporating landscape improvements
- Providing METRO bus stop pullout areas with shelters

Cost: Based on the information compiled by VHB for their report, the anticipated cost of construction is \$2,000,000, including \$100,000 for property acquisition.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$500,000.



Michael J. Bobinsky
Director of Public Services

Commercial Street at High Street

Description: This intersection has been identified by the City for some time as a key location for signalization, both meeting warrants and becoming a major pedestrian crossing point as development moves more activity west along Commercial Street. In 2015, MaineDOT will be paving at this location, and the City anticipates providing the installation of the granite curbing associated with defining the intersection. The request is for signalization of the intersection. This location was applied for to provide pedestrian improvements for the MaineDOT Quality Community Program and scored highly. However, that program has no funding and as such, cannot accomplish the needs for this location.

Specific Objectives:

- Installing a fully-actuated traffic signal supported by mast arms with pedestrian signal heads and video detection
- Providing pedestrian crossings on both Commercial Street and High Street
- Interconnecting the proposed traffic signal with the existing traffic signal at the High Street/York Street intersection
- Implementing geometric adjustments at the Commercial Street/Park Street intersection to prevent left-turns onto Commercial Street (vehicles would be shifted to the new traffic signal)
- All work will account for the possible conversion of State and High Streets to two-way flow

Cost: The anticipated cost of construction is \$251,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$62,750.

ROAD REBUILD (Regional funding anticipated to be \$1M)

Portland Street from Brattle to Preble

Description: The width and condition of Portland Street has long been identified as a challenge to a part of the city that has significant pedestrian activity. Improvements to this location were first formally discussed in the "T Forest A" project, and condition of the pavement illustrated a 40 in 2011 – or "p The City now has \$50,000 in design funds to provide an overall redesign of the street, and has applied for CDBG funds to reconstruct the street from Forest to Brattle.

Specific Objectives:

- Reconstructing the pavement for improved structural conditions
- Reconstructing the sidewalks (brick)
- Installing new or reset granite curbing
- Providing curb extensions at key pedestrian locations
- The typical section will likely consist of:
 - o One travel lane in each direction
 - o Bicycle lanes



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Director of Public Services

- o On-street parking
- o Sidewalk with landscaping
- Reconfiguring the Portland/Oxford intersection
- Converting Oxford Street between Portland Street and Preble Street to two-way flow
- Upgrading the traffic signal at the Preble Street/Oxford Street intersection

Cost: The anticipated cost of construction is \$1,100,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$275,000.

Washington Avenue from Congress to Eastern Promenade

Description: Washington Avenue on the downtown peninsula passes through an active commercial and residential area that is seeing resurgence in development. Unfortunately, the roadway is in poor condition with a 2011 average pavement condition rating (PCI) of 16, considered serious. The street is excessively wide in locations and pedestrian crossings are often difficult. Existing cast iron gas main is currently scheduled to be replaced in 2015 and the PWD plans to replace their main in conjunction with this reconstruction.

Specific Objectives:

- Reconstructing the roadway for improved structural and surface conditions
- Installing new sanitary and storm sewer to connect systems
- Installing underdrain to increase life of roadway base
- Reconstructing portions of sidewalks (brick) including ADA compliant ramps
- Installing new or reset granite curbing

Cost: The anticipated cost of construction would be about \$3,400,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$850,000.

BICYCLE/PEDESTRIAN (Regional funding anticipated to be \$400,000)

West Commercial Street Trail from Star Match Building to Harbor View Park

Description: This project would implement a segment of the West Commercial Street Shared-Use Path Study recommendation in 2009. As no action has yet occurred at this location, it should be noted that the City could be penalized for the full value of the state federal funding in 2019 if no construction is achieved. The work complements various local and state port and waterfront initiatives such as the ongoing and pending Emskip/IMT improvements, the pending PACTS UPWP West Commercial St Corridor Study, and a tunnel portion of the trail applied via the CDBG process. This project was rated by MaineDOT as a high-quality application for 2014/2015 Quality Community Program, but no funding exists through that program for implementation.

Specific Objectives:



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Director of Public Services

- Construction of a 12-foot wide shared-use path behind the Star Match Building to Harbor View Park, through the existing Tunnel
- Installing lighting along the path
- Providing associated drainage improvements
- Providing ADA compliant ramps

Cost: The anticipated cost of construction is \$506,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$126,500.

Martin's Point Pathway: Phase I – Kensington Street to Martin's Point

Description: This request is to complete a portion of a proposed pathway to provide access to the City from the Martin's Point Bridge, to be completed in late 2014. This would allow for easy and safe access to a quiet residential street from Falmouth. This project was another one of the high-scoring applications from the unfunded Quality Community applications.

Specific Objectives:

- Construct 2900 linear feet (0.55 mi.) of shared use pathway from Kensington St to Martin's Point
- Widen existing sidewalk beginning at Kensington St to a shared use path
- Reconfigure I-295 NB Exit 9 to Route 1/Veranda St to one lane to create space for pathway
- Reconfigure intersection of off-ramp and Veranda St/Route 1
- Install barrier and/or fence, as necessary
- Provide LED lighting

Cost: The anticipated cost of construction is \$700,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$175,000.

York Street Sidewalk and High Street Pedestrian Signals/Access

Description: This request is to complete a critical portion of sidewalk from the Casco Bay Bridge to downtown. This portion of York Street has seen increased development activity and is a major conduit from workers in Portland coming from the Knightville part of South Portland. Part of this work would also upgrade pedestrian signals and access points at the intersection with High Street, which is in need of updating. This project, like the other bicycle/pedestrian items, was also a high scoring application for the Quality Community Program.

Specific Objectives:



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Director of Public Services

- Installing a brick sidewalk along the south side of York Street from the intersection of High Street to Maple Street, linking to the existing brick sidewalk near the Maple Street intersection. The sidewalk would be set inside the existing curb line.
- Replacing the existing granite curbing with new granite curbing.
- Providing a bicycle lane the entire length of York Street between High Street and Maple Street.
- Modifying the High Street/York Street intersection to provide new pedestrians signals and crosswalks on all four intersection approaches.

Cost: The anticipated cost of construction is \$159,000.

Local Share: The local share for the project is anticipated to be a minimum of 25% of the total cost, or \$39,750.

SUMMARY OF POTENTIAL LOCAL FUNDS REQUIREMENT:

Intersections = \$562,750

Road Rebuild = \$1,125,000

Bicycle/Pedestrian = \$341,250

Collector Paving = \$1,000,000

TOTAL = **\$3,029,000** plus ineligible costs yet to be determined