

CITY OF PORTLAND, MAINE

PLANNING BOARD



Sean Dundon, Chair
Brandon Mazer, Vice Chair
Bob Dunfey
David Eaton
David Silk
Austin Smith
Maggie Stanley

AGENDA PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, June 25, 2019, Council Chambers, 2nd Floor, of City Hall, 389 Congress Street. **Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov.**

WORKSHOP - 6:00 PM (NOTE CHANGE IN START TIME)

- i. Level III Subdivision and Site Plan Amendment; 95 Front Street; Portland Housing Authority, Applicant. (estimated time 6:00 - 7:00 p.m.) The Planning Board will hold a workshop on the revised redevelopment plan at 95 Front Street. The 4.2 acre site has frontage on W. Presumpscot, Front and Illsley Streets. The proposal is to replace the existing 50 apartments with 113 new apartments in seven (7) buildings for families and seniors. 80% of the units will be affordable and the remaining units will be market-rate rents. A total of 114 parking spaces and 70 bicycle spaces are proposed. The site is in the R-5 zone and is subject to review under Portland's subdivision, site plan, and inclusionary zoning conditional use standards.
- ii. Commercial Street Operations and Master Plan. (estimated time 7:00 - 8:00 p.m.) Staff will present an update on the status of the Commercial Street Operations and Master Plan including: findings from the existing conditions analysis; and, progress toward development of the operational and infrastructure modification alternatives to address Commercial Street's issues and opportunities for this important transportation corridor in Portland.

PUBLIC HEARING - 8:00 PM (NOTE CHANGE IN START TIME)

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATION AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON JUNE 11, 2019**
Afternoon Workshop: Dundon, Mazer (arrived at 6:00 p.m.), Dunfey, Eaton, Smith and Stanley present. Silk absent.
Public Hearing: Dundon, Mazer, Dunfey, Eaton, Smith (recused from 1st item), and Stanley present. Silk absent.
4. **REPORTS OF DECISIONS AT THE MEETING HELD ON JUNE 11, 2019**

- i. Amended Inclusionary Zoning Conditional Use; 50 Monument Square; The Lancaster Group. LLC., Applicant. Mazer moved and Stanley seconded a motion to approve the amended Inclusionary Zoning Conditional Use application (CU-000454-2019) with one condition that the fee in lieu of \$222,789 is paid into the Housing Trust fund prior to the issuance of a certificate of occupancy. Vote: 5-0, Smith recused and Silk absent.
- ii. Text Amendment to Conditional Zone Agreement (C-55; 18 Luther Street (Peaks Island); Home Start, Applicant. Mazer moved and Stanley seconded a motion to recommend the text amendment (motion B) to allow ADU's as part of the conditional rezoning agreement C-55 for 18, 22 and 26 Luther Street, as revised by staff and Planning Board. Vote: 6-0, Silk absent.

5. NEW BUSINESS

- i. Level III Site Plan; 1 Portland Square; North River IV, LLC., Applicant. (estimated time 8:00 - 8:45 p.m.) The Planning Board will hold a public hearing on a proposal to reduce the existing parking requirements for Portland Square One and Two located at 1 Portland Square and to reconfigure a portion of a parking lot. The plan is subject to review under Portland's site plan standards and as an amendment to Maine's Site Location of Development permit.

Memorandum
Planning and Urban Development Department
Planning Division



To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Christian Roadman, Planner
Date: June 21, 2019
Re: 95 Front Street, Residential Development
Project #: PL-000672-2019 CBL: 167 E001001, 167 E009001, 166 B001001
Meeting: June 25, 2019



Site context of proposed development at 95 Front Street (image: Pictometry)

I. INTRODUCTION

The Portland Housing Authority (PHA) proposes a redevelopment of its existing property (as well as an additional adjoining property) at the intersection of Front Street and West Presumpscot Street. PHA intends to develop 113 dwelling units spread throughout three phases, each with a distinct proposed client base. Currently, 20 buildings comprising approximately 52 units are located on the site. PHA's stated goal is "to replace the aging existing housing" while "increasing the number of dwelling units on the property to better reflect the development potential of the property." Two community centers (one on each side of West Presumpscot Street), a playground, and several areas of open space are also proposed as part of the project, which is located across the street from a portion of Payson Park.

Phase one of the proposed project entails 60 units of family-oriented rental units across four buildings. Phase two would introduce 45 units of senior rental apartments. Phase three proposes eight townhouse units (to be sold for homeownership) across two buildings. Each phase includes some market-rate units combined with units targeted for specific affordability levels (**attachment A**). Six homeownership units are targeted to 120% area median income, and 84 apartment units are targeted to 60% or 50% area median income. This qualifies the project for dimensional requirements and density bonuses per Division 30 of the City's Land Use Code.

The proposed project requires review as a Level III Site Plan, Subdivision and Conditional Use (Inclusionary Zoning). A total of 171 notices were sent to property owners within 500 feet of the site and a legal ad ran in the June 14 and June 16 editions of the Portland Press Herald. While this is the first workshop for this particular site plan application, the Planning Board held a workshop for a proposed project on the same site in 2017. The current proposed project is similar, but has been updated and modified.

Applicant: Front Street Redevelopment, LP

Consultants: Carroll Associates (landscape architect), Utile Architects, Ransom Consulting Engineers (civil), Gorrill Palmer Consulting Engineers (traffic), Owen Haskell, Inc. (surveyor)



Perspective rendering of the proposed development's phase 1 (image: applicant)

II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Driveway Width: 18'	Technical Manual Section 1.7.2.3, requiring a minimum width of 20'
Parking Lot Aisle Width: 22'	Technical Manual Figure I-27, requiring a minimum width of 24'
Compact Parking Spaces: 25.4 %	Technical Manual Section 1.14, requiring a 20% maximum
Minimum Site Lighting: 0.0 fc.	Technical Manual Section 12.3, requiring a 0.2 fc. minimum
Average Parking Lot Lighting: 1.35 & 1.28 fc.	Technical Manual Section 12.3, requiring a 0.5 fc. average

<i>Review</i>	<i>Applicable Standards</i>
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>
Inclusionary Zoning (IZ)	<i>Section 14-474, Section 14-487</i>

III. PROJECT DATA

Existing Zoning	R-5
Existing Use	Residential (52 dwelling units)
Proposed Use	Residential (105 apartments, 8 homeownership units)
Bedroom Mix	Studio: 2 One-bedroom: 51 Two-bedroom: 24 Three-bedroom: 24 Four-bedroom: 10 Five-bedroom: 2
Total Parcel Size	4.28 acres

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Total Building Footprints	30,187 sf.	49,648 sf.	19,461 sf.
Total Building Floor Areas	60,374 sf.	127,095 sf.	66,721 sf.
Impervious Surface Area	70,150	49,778	-20,372 sf.
Parking Spaces	50	114	64
Bicycle Parking Spaces	0	70 (interior + exterior)	70

IV. PUBLIC COMMENT & NEIGHBORHOOD MEETINGS

As of the writing of this report, one formal comment has been received by the Planning Division. A nearby resident wrote that 114 parking spaces does not seem sufficient for 113 units (**attachment P1**).

In accordance with Division 30 (affordable housing) of the City's Land Use Code, the applicant held a neighborhood meeting on April 11 2019, prior to applying for site plan review. As part of the level III site plan application process, an additional neighborhood meeting must be held before a Planning Board hearing. The applicant indicated July 2 2019 as their intended date for that meeting.

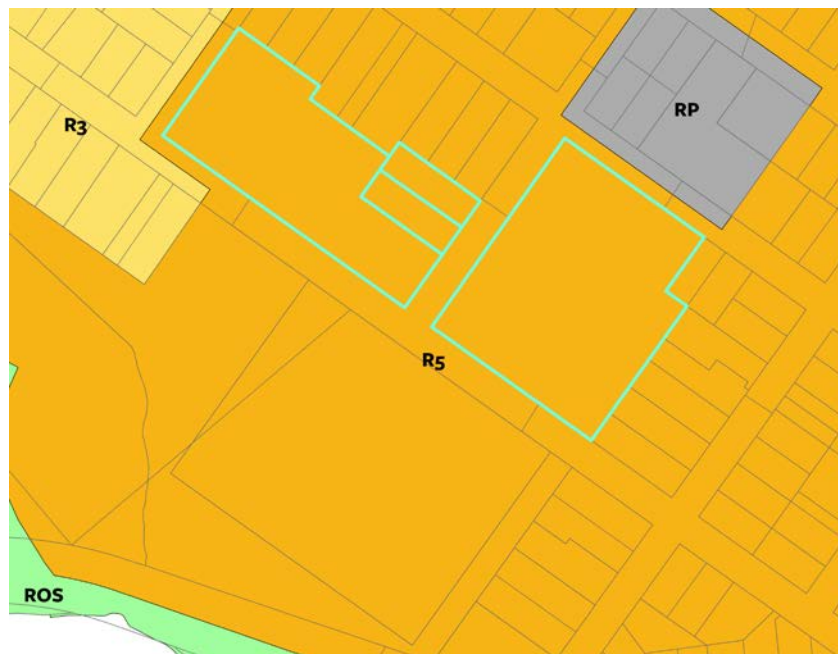
Certification/documentation of both neighborhood meetings is required, and must be provided by the applicant.

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

The applicant submitted three deeds to indicate right, title, and interest in the relevant property (**attachment B**). One of these deeds does not account for the final transfer of a property (33 West Presumpscot Street) to the Portland Housing Authority, and must be provided by the applicant.

Documentation of various grants, awards, subsidies, and loans evidence the applicant's financial capacity (**attachment C**). The project team cited their experience and multi-disciplinary composition to demonstrate their technical capacity to complete the project (**attachment D**).

An existing sewer easement to the City is included in the submitted plan set. Department of Public Works engineer Mike Tremblay noted (**attachment 1**) that lighting fixtures are proposed within this area. Staff will confirm whether or not this is acceptable to the City's Division of Water Resources.



Zoning context of proposed development at 95 Front Street (image: Pictometry)

VI. ZONING ANALYSIS

The proposed project is a Planned Residential Unit Development (PRUD) located in the R-5 residential zone. As an affordable housing project it qualifies for more permissive dimensional and parking standards than other PRUDs in the zone.

The project meets relevant minimum lot size, area per dwelling unit, maximum lot coverage, and open space requirements. However, the project does not meet setback requirements as currently designed. Stoops and stairs leading into several buildings lie within the minimum 10-foot side, front, and rear setbacks. The applicant could address this issue by reducing the size of the relevant stoop / stair projections. According to Section 14-425 (projections in required yard areas) of the City's Land Use Code, "any yard may be occupied by a one-story entrance porch not enclosed, with or without a roof, if the area of the porch does not exceed fifty (50) square feet nor the projection from the building exceed six (6) feet."

Division 20 of the Land Use Code dictates parking requirements. As an affordable housing project, the proposed development requires one space per dwelling unit. With 114 parking spaces for 113 dwelling units the proposed project meets this requirement.

The project must supply 45 bicycle parking spaces to comply with the parking and site plan sections of the Land Use Code. The applicant proposes 34 bicycle parking spaces exterior to buildings, and interior storage space for 36 bicycles (divided between four of the proposed buildings). The total proposed bicycle parking count, 70, is sufficient. However, the applicant should provide specifications regarding internal bicycle storage space, design/function, and access.

Victoria Volent, the City's housing program manager, confirmed (**attachment 2**) that the applicant has satisfied the Inclusionary Zoning requirements set forth in Division 30 of the City's Land Use Code.

VII. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)

A. SUBDIVISION (Section 14-496)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below.

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

The project proposes a variety of stormwater treatment applications, including rain gardens and underground detention tanks. Additionally, the project proposes introduction of a separated sewer system, which will help reduce combined sewer overflows into the Back Cove. Consulting civil engineer Lauren Swett reviewed the applicant's proposal (**attachment 3**). Additional information and clarification must be provided regarding stormwater calculations and management strategies in order for her to complete her review. She also noted that erosion protection should be provided where roof drains daylight into stormwater treatment areas. An additional formal waiver request regarding quantity requirements for stormwater treatment is also expected of the applicant.

Department of Public Works engineer Mike Tremblay noted that because of the proposed change from a combined to a separated sewer system, proposed stormdrain sizes should be reviewed and potentially increased (**attachment 1**).

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

The applicant team provided a capacity confirmation request to the Portland Water District. The District's capacity confirmation will be required.

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

The applicant team provided a traffic and parking study prepared as part of their 2017 site plan application for a similar project. While much of the underlying information is expected to be relevant today, consulting traffic engineer Tom Errico noted (**attachment 4**) that the applicant team must provide an update letter to reflect current conditions and changes to the development proposal.

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)

As noted above, the applicant plans to install a separated sewer system (instead of the existing combined sewer system) which currently exists. The Department of Public Works provided confirmation of wastewater capacity (**attachment 5**) for the project.

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

Several local goals identified in the Housing section of the City's Comprehensive Plan are relevant to the proposed project, including the following:

"Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences, and financial capabilities of all Portland residents."

"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."



Perspective rendering of the proposed development's phases 2 and 3 (image: applicant)

B. SITE PLAN STANDARDS (SECTION 14-526)

The proposed development was reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations listed below.

1. Transportation Standards

a. Impact on Surrounding Street Systems and Access and Circulation

The proposed project promotes pedestrian and vehicular access to and within the site. Particularly notable is a proposed access road between Illsley and Front Streets, east of West Presumpscot Street. The project's seven buildings and various open and recreational spaces are connected internally via sidewalks and crosswalks.

The proposed project plans currently include traffic calming measures intended to improve pedestrian safety. These include curb extensions or “bump outs” (which narrow road width at crossings, thereby reducing pedestrian crossing time and exposure) as well as a raised crosswalk (which both forces traffic to slow down and makes pedestrians more visible). Such traffic measures are considered desirable best practices from a planning perspective. However, the Department of Public Works evaluates proposed installations under specific criteria to address ADA access, public safety concerns, crossing times, and consistency with neighborhood plans. A curb extension request form was provided to and filled out by the applicant (**attachment E**) explaining the rationale for use of curb extensions. If these measures are accepted by the Department of Public Works, some design modifications will be required per engineer Mike Tremblay’s comments (**attachment 1**).

As noted above, consulting traffic engineer Tom Errico requires specific updates to the traffic and parking study provided by the applicant. The applicant understands this requirement and plans to provide one soon.

b. Sidewalks

While the proposed project includes sidewalks along its frontage, engineer Mike Tremblay noted some design changes required to sidewalk width, esplanade, and interaction with driveways/crosswalks. The applicant should review his comments (**attachment 1**) and provide updated plans.

c. Public Transit Access

While the site benefits from public transit service along Washington Avenue, it is not located directly along a Metro route, and does not need to construct a transit shelter.

d. Parking, Bicycle Parking

Per the zoning analysis above, the site adequately meets parking space and bicycle parking requirements. However, engineer Mike Tremblay noted that while compact spaces are allowed per City standards, use of eight-foot compact spaces is discouraged. The applicant is encouraged to reconsider this detail.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site, which is already developed.

b. Landscaping and Landscape Preservation

Arborist Jeff Tarling provided comments (**attachment 6**) on the proposed landscape plan. While generally supportive, he suggests a site walk with the project team to calibrate specific species selection and location. He also noted Department of Parks and Recreation interest in “partnering with the project team to improve the Front Street access into [Payson Park] and expand the community garden to better connect the residents of the project to the park.” Suggestions include a concept plan for the park’s edge at Front Street, sidewalk and walkway improvements, and a hard surface path to the park playground. Staff expect further discussion along these lines between the City and project team.

c. Water Quality, Storm Water Management and Erosion Control

Per consulting civil engineer Lauren Swett's review (**attachment 3**), described above, stormwater calculations and clarifications are required from the applicant. Erosion control measures are required where stormwater drains into proposed raingardens.

Per the City's standard conditions of approval, a stormwater maintenance agreement will be required of the applicant. As plans develop, a draft agreement and maintenance plan should be developed and shared with staff for review.

3. Public Infrastructure and Community Safety Standards

a. Public Safety and Fire Prevention

Fire Division Chief Mike Thompson noted in comments (**attachment 1**) that the main entrance of each building must be the address for the property, and that on-street parking must be limited to the north side of Front Street. Parking on both sides of the street is unacceptable, as it "would greatly impede, if not eliminate" emergency vehicle access.

The project team currently proposes a reinforced turf area connecting two parking lots (near buildings 5, 6, and 7) for emergency vehicle access. This connection is not necessary, and should be used to improve the site landscaping.

Staff have some safety concerns regarding lighting, which are discussed further below.

b. Availability and Adequate Capacity of Public Utilities

As noted above, the Department of Public Works confirmed adequate wastewater capacity for the project, and the applicant must submit a confirmation of capacity from the Portland Water District.

Department of Public Works engineer Mike Tremblay provided several comments regarding utilities access and placement (**attachment 1**) which should be reviewed by the applicant.

4. Site Design Standards

a. Snow and Ice Loading

Snow storage areas should be delineated for the parking lots near buildings five, six, and seven.

b. View Corridors

This standard is not applicable to this project.

c. Historic Resources

This standard is not applicable to this project.

d. Exterior Lighting

The applicant requested two waivers from site lighting requirements. The City's Technical Manual mandates minimum site lighting levels of 0.2 foot candles, and maximum average parking lot light

levels of .5 foot candles. The project team seeks a waiver from these requirements because they would require more and higher light fixtures, which would significantly increase expense. This is a point of ongoing consideration and review by staff. However, the applicant is encouraged to provide additional building-mounted fixtures, especially within the site's interior, to eliminate unlighted pathways, corridors, and corners throughout the campus.

Lighting cutsheets are required of the applicant.

e. Signage and Wayfinding

The applicant must use City-standard parking signage on public streets.

f. Zoning Related Design Standards

The proposed project must conform to the standards for PRUDs in the R5 residential zone, detailed in the City's Design Manual. Urban designer Caitlin Cameron provided a design memo (**attachment 7**) noting that building placement and orientation are responsive to site conditions and neighborhood context. However, she requests additional rationale for the placement and design of three-story vs. two story massings, as well as additional renderings for context. Greater residential cues from the surrounding neighborhood should be incorporated into the design, and more thought/rationale should be given to window type, proportion and placement.

Additionally, her memo suggests more property line and parking lot screening per PRUD design standards, amenities for passive use of open space, and design features to make stoops more conducive to use.

5. Construction Management Plan

A construction management plan and narrative has not yet been provided, but will be required of the applicant.

XII. NEXT STEPS

Because of an aggressive approval schedule (based on funding cycles for affordable housing projects), this project has not gone through a cycle of staff comments and revisions. As such, this memo and its attachments serve as the project team's first formal feedback from City reviewers. The project team is encouraged to review and respond to these documents as part of their next submission. Staff seeks Planning Board direction on whether a second workshop is needed or the project is ready to proceed to a public hearing. This is an affordable housing project, which is eligible for expedited review. The applicant is seeking approval of this project in July or early August in order to meet deadlines for Maine state housing funding.

ATTACHMENTS

1. Energov Comment Report 6-21-19
2. V. Volent IZ Review 6-21-19
3. L. Swett Comments 6-19-19
4. Energov Comment Report 6-7-2019
5. Wastewater Capacity Authorization
6. J. Tarling Comments 6-19-19
7. C. Cameron Preliminary Design Review

PUBLIC COMMENT

PC1. 6-12-19

APPLICANT'S SUBMITTALS

- A. Affordability Targeting
- B. Right Title & Interest Deeds
- C. Financial Capacity
- D. Technical Capacity
- E. Curb Extensions Review Form
- F. Easements
- G. State & Federal Permit Requirements
- H. Zoning Analyses Table
- I. Traffic & Parking Evaluation
- J. Application Checklist
- K. Project Description
- L. Project Summary
- M. Significant Natural Features
- N. Solid Waste
- O. Stormwater Management Narrative
- P. Utility Capacity
- Q. Wastewater Capacity Application
- R. Water District Capacity Request
- S. Waiver Table
- T. Inclusionary Zoning Requirements
- U. Code Analysis

PLANS

- P1. Cover Page
- P2. Boundary & Topography Survey
- P3. Building Floorplans
- P4. Perspective Views
- P5. Building Elevations
- P6. Demo & Site Prep

- P7. Site Plan
- P8. Phasing
- P9. Grading & Drainage
- P10. Subdivision Plan
- P11. Utilities
- P12. Stormwater
- P13. Civil Details
- P14. Landscape & Lighting
- P15. Photometric Plan
- P16. Site Details



PLAN CORRECTIONS REPORT PL-000672-2019 FOR CITY OF PORTLAND

PLAN ADDRESS:	95 Front St Portland, ME 04103	PARCEL:	167 E001001
APPLICATION DATE:	05/21/2019	SQUARE FEET:	0.00
EXPIRATION DATE:		VALUATION:	\$0.00
DESCRIPTION: Redevelopment of 4.28 Acres containing 50 rental apartments and one single family home at the corner of Front Street and West Presumpscot Streets, to provide 60 units of family apartments, 45 units of senior housing, and 8 townhouse home ownership units.			

CONTACTS	Name	Company	Address
Agent/Representative	Patrick Carroll	Carroll Associates, Landscape Architects	217 Commercial Street Suite 200 Portland, ME 04101

Comments & Corrections Required

City Arborist	Jeff Tarling
Civil Engineering - Third Party Reviewer	Lauren Swett
DPW Document Review	Bill Scott
DPW Engineering	Mike Tremblay

Comment(s)/ Recommendation(s):

1. (General): The bump-outs proposed for this project are not recommended by DPW. Bump-outs create additional maintenance that must be taken on by DPW, and represent challenges to turning vehicles. The Applicant should fill out curb extension applications (Christian R to provide) for each location (multiple curb extensions in a single location can be combined into one application). Curb extensions should be reserved for locations where pedestrian safety can be significantly improved; ADA ramps can be provided where they would not otherwise fit; at signalized intersections where pedestrian crossing distances can be significantly reduced; and where identified as part of a larger transportation plan. The Applicant is welcome to list any other reasons for wanting to provide bump-outs at each location. The Applicant is encouraged to submit a site plan with bump-outs removed, so ADA ramps within the sidewalk footprint can be evaluated.
2. (General): If any bump-outs are approved for this project, they should be properly sized. Bump-outs within a parking lane should extend no more than six (6) feet from the extension of the curb line; this frames the parking lane such that the bump-out does not extend as far as parked cars, adequately protecting the parking lane without constricting the travel lanes. Bump-outs at intersections should have appropriate radii such that the appropriate design vehicle (typically a large box truck) can make turns without crossing the centerline, and where a fire truck can make turns using the entire street width. The bump-outs on Front Street appear to protrude about 9 feet from the curb line.
3. (General): The plans appear to show a raised crosswalk across West Presumpscot Street. DPW does not support the use of raised crosswalks on local streets.
4. (Site Plan): Sidewalks are shown as 6 feet, with ~2 feet between the back of sidewalk and the property line. Sidewalks should be built for the entire width of the right-of-way, or should be designed as 5 feet wide with an esplanade between the sidewalk and curb (2 feet minimum, 4 feet preferred).
5. (Site Plan): Parking signage on public streets shall be city standard.
6. (Site Plan): At the small driveway leading to the 8-space parking area between Buildings 6 and 7 should be designed with the ADA sidewalk continuing through the driveway, and a driveway apron (10% max slope). Note that the sidewalk will need to be widened to the ROW line in order to provide an apron and a 5-foot pedestrian walkway. The pedestrian walkway should be no more than 2% cross-slope through the driveway.
7. (Site Plan): New curb ramps are shown at the intersection of West Presumpscot and Issley streets. Where new curb ramps are proposed, the opposite curb ramps need to be reconstructed if they are not in compliance or in good condition.
8. (Site plan): The stabilized turf driveway between parking areas is not necessary, per PFD. This should be removed in favor of additional landscaping/screening.
9. (Site plan): While 20% of spaces are permitted to be compact spaces, use of 8-foot compact spaces is discouraged.
10. (Utilities): The extent of utility connections into West Presumpscot Street appear to be substantial. The Applicant should show the extent of roadway trenches and repair.
11. (Utilities): There is a sewer easement on the east parcel, where light fixtures are proposed. Water Resources should confirm that light fixtures are not an issue in a sewer easement.
12. (Utilities): Some utility structures are located within the wheel path of vehicles. This should be avoided; if possible, utility structures should be placed along the curb line, within the centerline, or in the center of travel lanes so that they may be avoided by motorists, especially when the roadway is milled and utility structures are raised.
13. (Utilities): Verify that proposed stormdrain sizes are appropriate. Note that the system currently drains to a CSO, so "oversizing" stormdrain inlets is not necessarily inappropriate. Verify that utility crossings are possible given pipe sizes.
14. (Utilities): If bump-outs are removed or altered, reconsider catch basin locations.
15. (Grading): Spot grades are required to verify drainage, driveway dimensions, and ADA conditions. Please provide spot grades at high and low points, points of inflection, the top and base of curbs at regular intervals (including at inflection points at tipdowns and ramps), and anywhere else where they may be helpful.
16. (Grading): Are any curbs being removed and reset? If so, curbs should be reset in a concrete foundation; DPW can provide detail if necessary.

DPW Water Resources Compliance

Benjamin Pearson

DPW Water Resources Engineering

Brad Roland

Fire

Robert Thompson

Comment(s)/ Recommendation(s):

The main entrance of each building must be the address for the property as approved by the City E-911 Addressing Officer.

Please verify on-street parking will be limited to the North side of Front Street. Parking on both sides of the street would greatly impede, if not eliminate, access to emergency apparatus.

Planning

Christian Roadman

Traffic - Third Party Reviewer

Tom Errico

Transportation/Planning

Bruce Hyman



Christian Roadman <croadman@portlandmaine.gov>

Front Street: Inclusionary Zoning Conditional Use

Victoria Volent <vvolent@portlandmaine.gov>

Fri, Jun 21, 2019 at 1:59 PM

To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian,

The Front Street Redevelopment Project is proposing the creation of 105 units of rental housing and 8 home ownership units in seven buildings. The applicant has elected to provide eighty-four (84) affordable rental units, twenty-three (23) market rate units, and six (6) home ownership units that meet the City's Inclusionary Zoning Workforce Housing Definition.

Of the affordable units, seventy-one (71) are targeted towards households earning up to 50% AMI, and thirteen (13) units target households earning up to 60% AMI. Within the entire project, two (2) units will be efficiencies, fifty-one (51) will be one-bedroom, twenty-four (24) will be two-bedroom, twenty-four (24) will be three-bedroom, ten (10) will be four-bedroom, and two (2) will be five-bedroom units.

The applicant proposes to complete this project in three phases. The first phase will be comprised of sixty (60) units of "family housing" of which forty-eight (48) will be low-income housing. Phase two will create forty-five (45) units of senior housing of which thirty-six (36) will be low-income housing. Phase III will create eight (8) units of home ownership housing of which six (6) units will be priced at or up to 120% AMI.

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

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

Thank you,

Victoria

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



Christian Roadman <croadman@portlandmaine.gov>

95 Front Street

Lauren Swett <lswett@woodardcurran.com>

Wed, Jun 19, 2019 at 10:12 AM

To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian,

I have a few general comments on 95 Front Street. I have not done a detailed review, and additional clarity on the plans and additional submission material is needed:

- The Applicant has provided a stormwater narrative, but has not yet provided their calculations for stormwater quality/quantity analysis. The design will be reviewed when the information is provided. One specific design item that I'll be reviewing with the calculations is the method of overflow from each of the individual stormwater treatment areas. Surface overflow to neighboring properties, sidewalks, etc. is not generally acceptable. I'll review the grading relative to their stormwater design.
- The plans should provide additional clarity on the types of stormwater treatment used throughout the site, distinguishing between Focal Points and other underdrained soil filters. The plan should show the location and size of the R-Tanks, locations of all access structures, and the extent of the Focal Point versus rain garden should also be shown. I think that some of the terminology (rain garden, underdrained soil filters, bioretention, Focal Point) is used interchangeably, and the specific systems should be clarified.
- Roof drains are shown daylighting into the stormwater treatment areas. Erosion protection should be provided at these locations.
- The Applicant noted in their narrative that they will be increasing flow from the pre-development condition to the post-development condition, and has noted in the narrative that a waiver of the Flooding Standard will be required. This waiver request should be added to the waiver form. Once the calculations are provided we'll review the acceptability of the waiver relative to size of infrastructure between the project and the Back Cove outfall.
- It is my understanding that the Applicant has been discussing the proposed separated stormdrain infrastructure directly with the Department of Public Works, and what is shown is in conformance with what the City has reviewed.

I'll plan on doing a more detailed review once the additional information comes in.

Thanks,

Lauren

Lauren Swett, P.E.*

Technical Manager

Woodard & Curran

41 Hutchins Drive

Portland, Maine 04102

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M.ASCE

Chair, Leader Training Committee

American Society of Civil Engineers

<http://regions.asce.org/leader-training-committee/>



Christian Roadman <croadman@portlandmaine.gov>

95 Front Street - Preliminary Traffic Study Comments

Tom Errico <thomas.errico@tylin.com>

Tue, Jun 18, 2019 at 2:59 PM

To: Christian Roadman <croadman@portlandmaine.gov>

Cc: Mike Tremblay <mtremblay@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>

Hi Christian – The Applicant has reissued the 2017 traffic impact study prepared for the previous project. I would suggest the Applicant provide a letter update as it relates to Crash History, Trip Generation and Parking, and any other changes that should be included from a traffic review perspective (driveway compliance – sight distance/location/number; Neighborhood Traffic Management; etc.). This does not need to be a full redo of the report, just updating information to reflect current information and conditions. If the Applicant needs further guidance, please have them contact me.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

TYLIN INTERNATIONAL

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Falmouth, ME 04105

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thomas.errico@tylin.com

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CITY OF PORTLAND
Department of Public Works
Christopher C. Branch, P.E., Director

Date: June 18, 2019

Re: Wastewater Capacity Authorization

Address: 95 Front Street

Applicant: Portland Housing Authority

Planner: Christian Roadman

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows	
Existing flow to be removed	
Unknown flows from the 19 existing buildings will be removed as part of the demolition however no information has been provided as to the volumes.	
Proposed flow	
Proposed flows as detailed on the attached table provided by Ransom Consulting, Inc.	
Net Change	+ 22,310
*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. Although the entire proposed volume has been accepted it is recognized that there will be a reduction based on the demolition of the 19 existing buildings onsite.

You are reminded that the sewers you are proposing to connect into convey both sanitary and stormwater (Combined Sewer) and therefore a backflow preventer is suggested.

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, P.E.
 Senior Project Engineer

Wastewater usage calculations:

Building # 1				
3	1 Bedroom Unit	X	120 gpd	= 360
3	2 Bedroom Unit	X	180 gpd	= 540
4	3 Bedroom Unit	X	270 gpd	= 1,080
3	4 Bedroom Unit	X	360 gpd	= 1,080
1	5 Bedroom Unit	X	450 gpd	= 450
Community Room (1946sf, 15sf/occupant)				
130	Occupants	X	5 gpd	= 650
Building # 1 Subtotal				4,160

Building # 2				
3	1 Bedroom Unit	X	120 gpd	= 360
4	2 Bedroom Unit	X	180 gpd	= 720
3	3 Bedroom Unit	X	270 gpd	= 810
3	4 Bedroom Unit	X	360 gpd	= 1,080
Building # 2 Subtotal				2,970

Building # 3				
5	1 Bedroom Unit*	X	120 gpd	= 600
1	2 Bedroom Unit	X	180 gpd	= 180
11	3 Bedroom Unit	X	270 gpd	= 2,970
2	4 Bedroom Unit	X	360 gpd	= 720
1	5 Bedroom Unit	X	450 gpd	= 450
Building # 3 Subtotal				4,920

*Includes studio units.

Building # 4				
3	1 Bedroom Unit	X	120 gpd	= 360
4	2 Bedroom Unit	X	180 gpd	= 720
4	3 Bedroom Unit	X	270 gpd	= 1,080
2	4 Bedroom Unit	X	360 gpd	= 720
Building # 4 Subtotal				2,880

Building # 5				
39	1 Bedroom Unit	X	120 gpd	= 4,680
6	2 Bedroom Unit	X	180 gpd	= 1,080
Building # 5 Subtotal				5,760

Building # 6				
6	2 Bedroom Unit	X	180 gpd	= 1,080
Building # 5 Subtotal				1,080

Building # 7				
2	3 Bedroom Unit	X	270 gpd	= 540
Building # 5 Subtotal				540

Total Usage:			22,310	gpd
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95 Front Street Landscape Plan (95 Front Street, PL-000672-2019)

Jeff Tarling <jst@portlandmaine.gov>

Thu, Jun 20, 2019 at 5:48 PM

To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian -

In review of the proposed 95 Front Street housing project we offer the following suggestions & comments:

a) Street trees & landscape - We can work with the project team as the project evolves to make sure the location and types of street trees are in the best location in respect to their grow site and the overhead utilities. From the landscape plan view this looks good as shown in regards to planting location and species selection before the final plan we would want to take a close look in regards to any other changes that might effect the proposed tree & landscape plantings. A site walk would be recommended.

b) Off Site Improvements - The project location across the street from Payson Park makes this site an ideal location. Historically, the Front Street frontage and entrance to the park along with easy access is underdeveloped. Portland Parks & Recreation is interested in partnering with the project team to improve the front street access into to the park and expand the community garden to better connect the residents of the project to the park. Items might include - generating a concept plan for the Front Street edge, sidewalk or walkway improvements to better facilitate all season access. A hard surface path connecting to the nearby playground path for example would be beneficial.

Overall the plan looks good,

Jeff

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
[212 Canco Road](#)
[Portland, ME. 04103](#)
(207) 808-5446
jst@portlandmaine.gov

[Quoted text hidden]

Planning and Urban Development Department Planning Division



Subject: R-5 PRUD Design Review – 95 Front Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Tuesday, June 11 2019

The planned residential unit development project at 37 Front Street was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Christian Roadman, Planner against the standards of the *Planned Residential Unit Developments in the R5 Residential Zones* (Section (h) of the Design Manual).

Design Review Comments:

(h) Planned Residential Unit Development (PRUDs) in the R-5 Residential Zones

Standard (1) a. Design Relationship to the Site

Building placement is responsive to the site conditions which are urban residential. The site fronts onto Front Street and Payson Park with a narrow local street, West Presumpscot Street bisecting the project, and Illsley Street makes the third boundary. There are some edges that abut residential properties. The overall layout, including building placement, roadway and drive location, creates a more contextual building relationship to the street than is existing. The layout also provides internal walkways and landscaped open spaces that provide buffers between buildings and are designed in a way that they are likely to be comfortable and functional. The building orientation gives priority to the street (rather than solar orientation) which is appropriate in this case. The residential buildings in this context have front yards of varying depths and predominantly single-family homes – the proposed layout is sensitive to the scale, placement, and orientation of that context and sensitively places these larger, longer buildings into the existing fabric.

Standard (1) b. Internal Design Character and Relationship to the Surrounding Neighborhood

Context – The surrounding neighborhood is predominantly residential with occasional multi-family buildings, but mostly early 20th century single-family homes.

- **Form and Scale:** The project strategically varies the massing of the multi-family buildings between three and two-story units and roof form variations to break the larger buildings into a scale similar to the surrounding residential forms. The standard calls for variation in roof and façade character which these designs successfully deliver. **What rationale determines the placement of the three-story masses and the two-story masses? Staff are still trying to evaluate whether the specific massing placement is successful in relationship with the overall streetscape. Is the rhythm and pattern of massing appropriate? Some images that render the proposal in the context (aerial or street view) might be helpful.** In some cases, the massing variate appears to replicate the

proportions and rhythm of multi-family buildings nearby (triple-deckers and double triples). This is most successful at West Presumpscot and Illsley Streets.

- Character: The overall design character is cohesive. Multi-family buildings should not be expected to mimic single-family homes, however, **some cues or references from the surrounding vernacular could be better incorporated into the design - the buildings do not feel very residential in character.** Though the buildings in the context vary quite a bit in style, scale, form, and era, there are certain features that add a fine-grain texture to generally simple buildings – simple material palette with clapboard/shingle, porch and railing details, overhanging cornice lines and trim – that add articulation and a residential character that is currently lacking in the Phase I and Phase III designs. Some suggestions: reconsider the window proportions and treatment, add detail/articulation to the stoops, articulate the rooflines or windows.
- Façade Composition: Two and three story heights are an appropriate scale for this neighborhood. **The proportion of the three story and two-story masses are very different in height – the three-story forms feel top-heavy.** More information is requested regarding the design decision about window size, proportion, and placement – again, are these window types, sizes, proportions found in the neighboring context?

Standard (1) c. Recreation and Open Space

1. External buffers: To some extent, the project provides landscaping buffers between surface parking areas and neighboring properties with fence, trees, and arborvitae. **The applicant does not extend the screening for the whole stretch of the property line and instead relies on meadow plantings for this buffer.** Staff suggest **additional screening may be needed between the surface parking areas and the neighboring residential properties.**
2. Internal buffers: Units have a front yard buffer with setback, stoops, and plantings between living space and walkways/streets. A street tree is provided in front of some units between the building and the street. In most cases there is a landscape buffer or street between each building. **Buildings 6 and 7 do not have the required privacy between the back of the units and the surface drive and parking. Staff request the Planning Board weigh in on whether additional efforts should be made to provide internal buffers between these units and the parking area.**
3. Passive recreational open space: Lawn, tree bosque, and some landscape seating areas at the community centers are provided throughout the site. However, staff suggest **the standard would be better met if more amenities for passive use are provided and in multiple locations/conditions.** For example, seating in both sun and shade in the corner open space which currently is only designed to walk through. Gardens would be another alternative.
4. Active recreational open space: A playground and recreation lawn areas are provided. There will also be a pedestrian connection to the neighboring Payson Park.
5. Private open spaces: Most units have stoops and small planted areas adjacent to their frontage. **Staff suggest that some design features could be added to these stoops to make them more enclosed and comfortable for use – side partitions, railing, trellis, etc.**

Front Street Targeting																				
PHASE 1			Family rental			PHASE 2			Senior Rental			PHASE 3			Homeownership			TOTAL		
Unit Size	Targeting	# Units	Unit Size	Targeting	# Units	Unit Size	Targeting	# Units	IZ units (<100% AMI)	IZ units (<120% AMI)	Market units									
0BR units	50% AMI	2	0BR units	50% AMI	0				2											
	60% AMI	0		0																
	Market Rate	0		0																
1BR units	50% AMI	3	1BR units	50% AMI	24				27	27										
	60% AMI	0		60% AMI	8				8											
	Market Rate	9		Market Rate	7				16	16										
2BR units	50% AMI	5	2BR units	50% AMI	4	2BR units			9	9										
	60% AMI	4		60% AMI	0				4	4										
	Market Rate	3		Market Rate	2				4	4		4								
3BR units	50% AMI	22				3BR units			22	22										
	60% AMI	0							60% AMI	0		0	0							
	Market Rate	0							120% AMI	2		2	2	2						
4BR units	50% AMI	10							0											
	60% AMI	0							Market Rate	0		0	0							
	Market Rate	0																		
5BR units	50% AMI	1							1	1										
	60% AMI	1							1	1										
	Market Rate	0							0	0										
TOTAL		60			45			8	113	84	6	23								

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~~XX Corporation is an organization existing under the laws of the State~~

XXXXXXXXXXXXXXXXXXXX

~~In the County of~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~and State of~~

paid by the PORTLAND HOUSING AUTHORITY, a public body, corporate and politic, existing under the laws of the State of Maine, located at Portland in said County and State

release, bargain, sell and convey and Forever Quit-Claim unto the said Portland Housing Authority, its successors

~~xxbets~~ and assigns forever.

two (2) certain lots or parcels of land located in the City of Portland,
bounded and described as follows:

Beginning at an iron pipe at the northeast corner of Cummings Street and Front Street, thence southeasterly along the northerly street line of Front Street, a distance of 450.12 feet to an iron pipe at the northwest corner of Front Street and Presumpscot Street; thence northeasterly along the westerly street line of Presumpscot Street and making an included angle of 90° 00' with the northerly street line of Front Street, a distance of 100.00 feet to an iron pipe; thence northwesterly and making an included angle of 90° 00' with the southerly direction of the westerly street line of Presumpscot Street, a distance of 150.00 feet to an iron pipe; thence northeasterly and making an included angle of 90° 00' with the southeasterly direction of the last described course, a distance of 75.00 feet to an iron pipe; thence northwesterly and making an included angle of 90° 00' with the southwesterly direction of the last described course, a distance of 150.00 feet to an iron pipe; thence northeasterly and making an included angle of 90° 00' with the southeasterly direction of the last described course, a distance of 25.00 feet to an iron pipe; thence northwesterly and making an included angle of 90° 00' with the southwesterly direction of the last described course, a distance of 150.00 feet to an iron pipe and an intersection with the easterly street line of Cummings Street; thence southwesterly along the easterly street line of Cummings Street and making an included angle through the south of 90° 01' with the southeasterly direction of the last described course, a distance of 200.00 feet to an iron pipe and an intersection with the northerly street line of Front Street and the point of beginning, containing about 71,271 square feet.

Also, beginning at an iron pipe at the northeast corner of Presumpscot Street and Front Street, thence southeasterly along the northerly street line of Front Street, a distance of 297.25 feet to an iron pipe; thence northeasterly and making an included angle through the north of 90° 15' with the northwesterly direction of the northerly street line of Front Street, a distance of 250.00 feet to an iron pipe; thence northwesterly and making an included angle through the west of 89° 45' with the southwesterly direction of the last described course, a distance of 39.56 feet to an iron pipe; thence northeasterly and making an included angle of 90° 00' with the southeasterly direction of the last described course, a distance of 100.00 feet to an iron pipe and an intersection with the southerly street line of Illsley Street; thence north westerly along the southerly street line of Illsley Street and

making an included angle of 90° 00' with the southwesterly direction of the last described course, a distance of 258.79 feet to an iron pipe and an intersection with the easterly street line of Presumpscot Street; thence southwesterly along the easterly street line of Presumpscot Street and making an included angle of 90° 00' with the southeasterly direction of the southerly street line of Illsley Street, a distance of 350.00 feet to an iron pipe and intersection with the northerly street line of Front Street and the point of beginning, containing about 100,329 square feet.

Reserving to the Grantor a Right-of-Way on the easterly side of said above described parcel for future sewer construction, bounded and described as follows:

Beginning at an iron pipe on the northerly street line of Front Street, said iron being distant 297.25 feet southeasterly along the northerly street line of Front Street from the iron pipe at the northeast corner of Front Street and Presumpscot Street, thence northwesterly along the northerly street line of Front Street, a distance of 38.46 feet to a point; thence northeasterly and making an included angle of 90° 00' with the southeasterly direction of the last described course, a distance of 250.00 feet to an iron pipe; thence southeasterly and making an included angle of 90° 00' with the southwesterly direction of the last described course, a distance of 39.56 feet to an iron pipe; thence southwesterly and making an included angle through the northwest of 89° 45' with the northwesterly direction of the last described course, a distance of 250.00 feet to an iron pipe and an intersection with the northerly street line of Front Street and the point of beginning.

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

Said lots or parcels of land being portions of the premises conveyed to the Grantor by deed of Carrie M. Dyer, dated April 24, 1929, recorded in the Cumberland County Registry of Deeds in Book 1316, Page 223.

~~On and to hold~~ the same, together with all the privileges and appurtenances thereunto belonging, to it the said Portland Housing Authority, its successors

~~Heirs and Assigns~~ forever.

And the said Grantor Corporation does ~~return~~ with the said Portland Housing Authority, its successors

~~Heirs and Assigns~~, that it will ~~Warrant and Arrure~~ defend the premises to it the said Grantee, its successors

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

In Witness Whereof, the said CITY OF PORTLAND

has caused this instrument to be sealed with its corporate seal and signed in its corporate name by JOHN G. DE PALMA,

. its Director of Finance

thereunto duly authorized, this 5th day of November in the year one thousand nine hundred and Seventy.

Signed, Sealed and Delivered
in presence of

Patricia E. Meady

CITY OF PORTLAND

By

John G. De Palma
Director of Finance



State of Maine.

CUMBERLAND

ss.

November 5 1970 .

Personally appeared the above named JOHN G. DE PALMA, Director of Finance

of said Grantor Corporation

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

Before me,

Patricia E. Meady
Justice of the Peace
Natany L. DePalma

NOV 9 1970

REGISTRY OF DEEDS CUMBERLAND COUNTY, MAINE

Received at 1 H 14 M P.M. and recorded in

BOOK 3150 PAGE 101 *Margaret L. DePalma* Deputy Register

Know All Men by these Presents,

THAT We, William C. King and Nancy S. King, both of Westford, County of Middlesex, Commonwealth of Massachusetts in consideration of Twenty Thousand and 00/100 (\$20,000.00)

paid by CASCO BANK & TRUST COMPANY, a banking institution duly organized and existing by law and having a principal place of business at Portland in the County of Cumberland and State of Maine.

the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey, unto the said CASCO BANK & TRUST COMPANY, its Successors and Assigns, forever, the following described real estate, with the buildings and improvements now or hereafter situated thereon:

The following parcel of land, situated in Bridgton, County of Cumberland, State of Maine, being cottage lot #69 (Sixty-nine) in the Knights Hill Subdivision, so-called, as depicted on plan entitled "Subdivision Plan of Knights Hill Section I" surveyed by Earl Hotchkiss, Registered Land Surveyor, dated January 3, 1969, duly recorded in Cumberland County Registry of Deeds, Plan Book 78, Page 32, reference to which is made for more particular description of the cottage lot hereby conveyed.

This conveyance is intended to include the same appurtenances, and to be subject to the same use restrictions, easements and covenants as set forth or referred to in our deed of said premises from Knights Hill Corporation, ~~as set forth in our deed of said premises~~ and to be duly recorded in said Registry of Deeds, in Book 3123, Page 282.

Disch
3221
240

Also, beginning at an iron pipe at the northeast corner of Presumpscot Street and Front Street; thence southeasterly along the northerly street line of Front Street, a distance of two hundred ninety-seven and twenty-five hundredths (297.25) feet to an iron pipe; thence northeasterly and making an included angle through the north of 90° 15' with the northwesterly direction of the northerly street line of Front Street, a distance of two hundred fifty (250) feet to an iron pipe; thence northwesterly and making an included angle through the west of 89° 45' with the southwesterly direction of the last described course, a distance of thirty-nine and fifty-six hundredths (39.56) feet to an iron pipe; thence northeasterly and making an included angle of 90° 00' with the southeasterly direction of the last described course, a distance of one hundred (100) feet to an iron pipe and an intersection with the southerly street line of Illsley Street; thence northwesterly along the southerly street line of Illsley Street and making an included angle of 90° 00' with the southwesterly direction of the last described course, a distance of two hundred fifty-eight and seventy-nine hundredths (258.79) feet to an iron pipe and an intersection with the easterly street line of Presumpscot Street; thence southwesterly along the easterly street line of Presumpscot Street and making an included angle of 90° 00' with the southeasterly direction of the southerly street line of Illsley Street, a distance of three hundred fifty (350) feet to an iron pipe and the intersection with the northerly street line of Front Street and the point of Beginning, containing about 100,329 square feet.

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

To have and to hold, the aforegranted and bargained premises with all the privileges and appurtenances thereof to the said

PORTLAND HOUSING AUTHORITY

its successors

~~hereby~~ and assigns, to it and their use and behoof forever.

And the said Grantor Corporation does hereby COVENANT with the

said Grantee, ^{its successors} ~~hereby~~ and assigns, that it is lawfully seized

in fee of the premises, that they are free of all incumbrances;

that it has good right to sell and convey the same to the said

Grantee to hold as aforesaid; and that it and its successors,

shall and will WARRANT AND DEFEND the same to the said Grantee,

^{successors} its ~~hereby~~ and assigns forever, against the lawful claims and

demands of all persons.

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Beginning at an iron pipe on the northerly street line of Front Street, said iron being distant two hundred ninety-seven and twenty-five hundredths (297.25) feet southeasterly along the northerly street line of Front Street from the iron pipe at the northeast corner of Front Street and Presumpscot Street, thence northwesterly along the northerly street line of Front Street, a distance of thirty-eight and forty-six hundredths (38.46) feet to a point; thence northeasterly and making an included angle of 90° 00' with the southeasterly direction of the last described course, a distance of two hundred fifty (250) feet to an iron pipe; thence southeasterly and making an included angle of 90° 00' with the southwesterly direction of the last described course, a distance of thirty-nine and fifty-six hundredths (39.56) feet to an iron pipe; thence southwesterly and making an included angle through the northwest of 89° 45' with the northwesterly direction of the last described course, a distance of two hundred fifty (250) feet to an iron pipe and an intersection with the northerly street line of Front Street and the point of beginning.

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

The Grantee herein, by the acceptance of this deed, hereby acknowledges that STIRLING HOMEX CORPORATION has fully performed all of the conditions set forth in a deed from the PORTLAND HOUSING AUTHORITY to STIRLING HOMEX CORPORATION dated December 7, 1970 and recorded in the Cumberland County Registry of Deeds in Book 3179, Page 619, and hereby discharges STIRLING HOMEX CORPORATION from all of the obligations contained in said deed, to wit: that STIRLING HOMEX CORPORATION herein shall, within one (1) year from the date thereof, enter into a valid and binding Department of Housing and Urban Development approved Turn-Key Contract with PORTLAND HOUSING AUTHORITY to build fifty (50) units of modular housing upon the herein described premises in accordance with the plans and specifications approved for PORTLAND HOUSING AUTHORITY Project ME 3-10; and should this condition be broken, or should the construction of said fifty (50) units not be completed within two (2) years from the date hereof, the PORTLAND HOUSING AUTHORITY shall have the option to repurchase said premises for the same consideration received herefor plus a reasonable price for any improvements thereon. Said option shall remain open for a period of six (6) months.

Being the same premises conveyed by the PORTLAND HOUSING AUTHORITY to STIRLING HOMEX CORPORATION by deed dated December 7, 1970 and recorded in the Cumberland County Registry of Deeds in Book 3169, Page 619.

In Witness Whereof, the said STIRLING HOMEX CORPORATION
has caused this instrument to be sealed with its corporate seal
and signed in its corporate name by
REUBEN K. DAVIS, JR., its Vice President
thereunto duly authorized, this 15 day of October
in the year one thousand nine hundred and seventy-one.

Signed, Sealed and Delivered
in presence of

STIRLING HOMEX CORPORATION

By Reuben K. Davis
Its Vice President



State of Maine

County of Cumberland ss. October 15, 1971.

Then personally appeared the above named

REUBEN K. DAVIS, Vice President of said Grantor
Corporation as aforesaid, and acknowledged the foregoing instrument
to be his free act and deed in his said capacity, and the free act
and deed of said corporation.

Before me,

Paul Fisher

Justice of the Peace.

~~Notary Public~~

REGISTRY OF DEEDS, CUMBERLAND COUNTY, MAINE OCT 22 1971
Received at 10 H 12 M A M and recorded in
BOOK 3196 PAGE 834 Walter Hughes Register

WARRANTY DEED
Joint Tenancy
Maine Statutory Short Form

Know all Persons by these Presents,

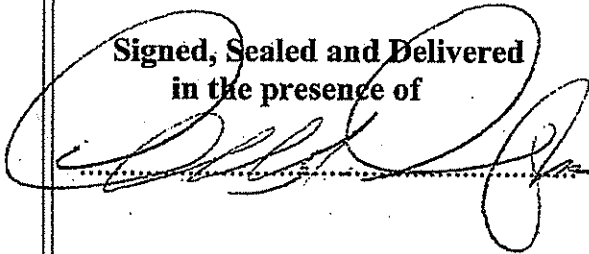
That I, Doris E. Kiley, of Portland, State of Maine, for consideration paid, grant
to:

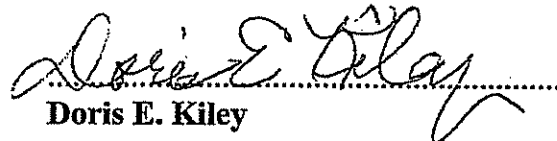
Sharon G. Kiley, Doris E. Kiley, and Sandra M. McLeod
of Portland, County of Cumberland, and State of Maine, whose mailing address is:
35 West Presumpscot Street, Portland, Maine 04103, with **warranty covenants, as joint**
tenants the land in Portland, County of Cumberland, and State of Maine, described as
follows:

A certain lot or parcel of land, together with any buildings and improvements
thereon, situated in the Town of Portland, County of Cumberland, and State
of Maine being more particularly described in Exhibit A attached hereto and
made a part hereof.

Witness my hand and seal this 6th day of May, 2005.

Signed, Sealed and Delivered
in the presence of

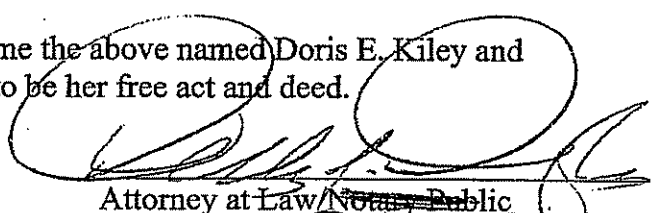



Doris E. Kiley

State of Maine, County of Cumberland ss.

May 6, 2005

Then personally appeared before me the above named Doris E. Kiley and
acknowledged the foregoing instrument to be her free act and deed.


Attorney at Law/Notary Public

Printed Name: Donnelly S. Douglas

Donnelly S. Douglas
Attorney At Law

EXHIBIT A
33 West Presumpscot Street, Portland, Maine

A certain lot or parcel of land, with the buildings thereon, situated on Presumpscot Street, now known as West Presumpscot Street, in the City of Portland, County of Cumberland and State of Maine, and being Lots numbered 133 and 134 on Plan of L. W. Dyer, recorded in the Cumberland County Registry of Deeds in Plan Book 7, Page 2, and being more particularly bounded and described as follows:

Commencing at a point on the northwesterly side of West Presumpscot Street, one hundred and fifty (150) feet southwesterly from Illsley Street;

Thence northwesterly on the southwesterly line of Lots 83, 84, and 85 as shown on above referred to Plan, one hundred and fifty (150) feet to lot number 86;

Thence southwesterly by Lots 86 and 130, one hundred (100) feet;

Thence southeasterly by lot numbered 132, one hundred fifty (150) feet to Presumpscot Street;

Thence northeasterly by West Presumpscot Street, one hundred (100) feet to the point of beginning.

Being the same premises conveyed by warranty deed from Inger Kelsen, also known as Ingeborg Kelsen, also known as Inger A. Kelsen to Thomas J. Kiley and Doris E. Kiley dated December 19, 1958 and recorded in the Cumberland County Registry of Deeds in Book 2452, Page 35. Thomas J. Kiley deceased on December 24, 1990, leaving Doris E. Kiley as surviving joint tenant.

Received
Recorded Register of Deeds
May 10, 2005 01:49:42P
Cumberland County
John B O'Brien

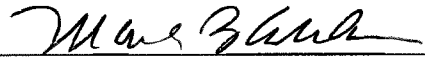
DLN: 1001940053517

WARRANTY DEED
(Maine Statutory Short Form)

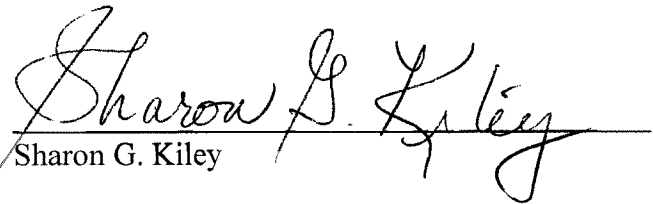
KNOW ALL PERSONS BY THESE PRESENTS, that **SHARON G. KILEY**, an individual with a mailing address of 33 West Presumpscot Street, Portland, Maine 04103 (the "Grantor"), for consideration paid, hereby grants to **PORTLAND HOUSING DEVELOPMENT CORPORATION**, a non-profit corporation with a mailing address of 14 Baxter Boulevard, Portland, Maine 04101, with **WARRANTY COVENANTS**, a certain lot or parcel of land, together with the buildings thereon, situated at 33 West Presumpscot Street in Portland, County of Cumberland, State of Maine, and more particularly described in **Exhibit A** attached hereto and made as part hereof.

Being the same premises conveyed by Warranty Deed from Doris E. Kiley to Doris E. Kiley, Sharon G. Kiley, and Sandra M. McLeod, as joint tenants, dated May 6, 2005, and recorded in the Cumberland County Registry of Deeds in Book 22619, Page 45. Doris E. Kiley deceased on June 19, 2013, and Sandra M. McLeod deceased on June 18, 2016, leaving Sharon G. Kiley as surviving joint tenant.

WITNESS my hand and seal on this 29th day of March, 2019.



Witness



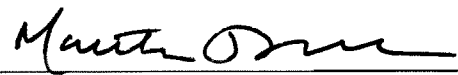
Sharon G. Kiley

STATE OF MAINE
COUNTY OF CUMBERLAND, ss

March 29, 2019

PERSONALLY APPEARED the above-named Sharon G. Kiley and acknowledged the foregoing instrument to be her free act and deed.

Before me,



Notary Public/Attorney at Law

Print Name: Martha A. Driscoll, Bar #7310

MAINE REAL ESTATE TAX-Paid

EXHIBIT A

33 West Presumpscot Street, Portland, Maine

A certain lot or parcel of land, with the buildings thereon, situated on Presumpscot Street, now known as West Presumpscot Street, in the City of Portland, County of Cumberland and State of Maine, and being Lots numbered 133 and 134 on Plan of L. W. Dyer, recorded in the Cumberland County Registry of Deeds in Plan Book 7, Page 2, and being more particularly bounded and described as follows:

Commencing at a point on the northwesterly side of West Presumpscot Street, one hundred and fifty (150) feet southwesterly from Illsley Street;

Thence northwesterly on the southwesterly line of Lots 83, 84, and 85 as shown on above referred to Plan, one hundred and fifty (150) feet to lot number 86;

Thence southwesterly by Lots 86 and 130, one hundred (100) feet;

Thence southeasterly by lot numbered 132, one hundred fifty (150) feet to Presumpscot Street;

Thence northeasterly by West Presumpscot Street, one hundred (100) feet to the point of beginning.



BOARD OF DIRECTORS

Mark B. Adelson, President
Mariar Balow, Vice-President
Kristin Blum, Director
Faith McLean, Director
Christian MilNeil, Director
Shirley Peterson, Director
Robyn Tucker, Director
Thomas Valleau, Director

14 Baxter Boulevard
Portland, Maine 04101
Office: 207-773-4753
Fax: 207-761-5886

May 20, 2019

Barbara Barhydt
Development Review Manager
City of Portland - Planning Division
389 Congress Street
Portland, Maine 04101

**Subject: Front Street Redevelopment
Financial Capacity to Develop Affordable Housing**

Dear Barbara,

The purpose of this letter is to certify that Front Street Housing Redevelopment, LP, the Applicant in the Site Plan application for Front Street Redevelopment and an affiliate of Portland Housing Development Corporation (PHDC) and Portland Housing Authority, has the financial capacity to redevelop the Front Street Phase 1 and 2 affordable housing development.

Pre-Development:

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

Construction Financing:

Portland Housing Authority has received an award of \$125,000 from the Housing for Everyone Program at the TD Charitable Foundation to assist in paying for the costs of demolition and temporary relocation of residents at Front Street Phase 1. See attached Commitment Letter from the TD Bank Charitable Foundation. These are considered costs outside of the MaineHousing projects, but are PHDC expenses. PHDC was also awarded CDBG funds from the City of Portland in 2017 to pay for relocation expenses. PHDC is also applying to EPA for \$500,000 of Brownfield Clean-Up Grant funds. We hear about that award in June 2019.

Portland Housing Development Corporation has secured a Term Sheet (see attached) for construction financing totaling \$19,900,000 from Bath Savings Bank for Phases 1 & 2. Bath Savings also acted as our sponsor bank for our Federal Home Loan Bank of Boston Affordable Housing Program (AHP) application.

Permanent Financing

PHDC has received an award of \$750,000 of direct subsidy from the Federal Home Loan Bank of Boston's Affordable Housing Program (AHP) program. Additionally, PHDC has received an AHP award for an amortizing subsidized advance. This subsidized advance will "buy down" the interest rate on a permanent loan from in the amount of \$3,400,000 from Bath Savings Bank. See attached term sheet from Bath Savings.

Front Street Redevelopment was also awarded Federal HOME funds of \$510,174 and City Housing Trust Funds of \$925,000 from the City of Portland in 2018.

Regarding Low Income Housing Tax Credits (LIHTC), PHDC has received two 9% LIHTC awards for Bayside Anchor and 58 Boyd Street in the past five years. We are experienced in and knowledgeable of the competitive nature of the LIHTC funding rounds, and have maximized our points for Front Street under the latest Qualified Allocation Plan (QAP). **Planning Board approval by mid-August 2019 will provide the Front Street Redevelopment with 6 critically-needed QAP points and is essential for the project to secure a 9% LIHTC award in the upcoming application round.** See the attached Letter of Interest from the LIHTC investor, Northern New England Housing Investment Fund.

Operating Subsidy

Front Street has secured an award of 40 project-based vouchers for Phase 1 and 10 project-based-vouchers for Phase 2. These vouchers will guarantee that those households will pay no more than 30% of their income towards housing costs.

Organizational Capacity and Experience

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

Respectfully Submitted,



Jay Waterman
Director of Real Estate Development

Order 27-18/19

Motion to postpone to September 5, 2018: 9-0 on 8/13/2018

Motion to amend to change the funding total to \$510,174; 8-0 (Ali absent) on 9/5/2018

Passage as amended: 8-0 (Ali absent) on 9/5/2018

Effective 9/15/2018

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
BRIAN E. BATSON (3)
JUSTIN COSTA (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

KIMBERLY COOK (5)
JILL C. DUSON (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

ORDER APPROPRIATING
HOME INVESTMENT PARTNERSHIPS PROGRAM FUNDS
IN THE AMOUNT OF \$510,174 TO THE
PORTLAND HOUSING DEVELOPMENT CORPORATION
RE: FRONT STREET

ORDERED, that the amount of \$510,174 in Home Investment Partnerships (HOME) Program funds is hereby appropriated to the Portland Housing Development Corporation for development costs for Front Street ; and

BE IT FURTHER ORDERED, the City Manager or his or her designee is authorized to execute any and all documents necessary to apply for, accept and appropriate the grant, and otherwise carry out the intent of this order.

Order 53-18/19

Passage: 8-0 (Ali absent) on 9/5/2018

Effective 9/15/2018

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
BRIAN E. BATSON (3)
JUSTIN COSTA (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

KIMBERLY COOK (5)
JILL C. DUSON (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

**ORDER APROVING THE ALLOCATION AND APPROPRIATION
OF \$925,000 FROM THE HOUSING TRUST FUND
RE: PORTLAND HOUSING DEVELOPMENT CORPORATION
FRONT STREET**

ORDERED, that any amount up to \$925,000 in funds from the Housing Trust Fund are hereby allocated and appropriated to fund the Portland Housing Development Corporation project on Front Street; and

BE IT FURTHER ORDERED, that the City Council hereby authorizes the City Manager or his or her designee to approve an adjustment to the total allocation of up to ten percent (10%); and

BE IT FURTHER ORDERED, that the City Council hereby authorizes the City Manager or his or her designee to execute said document and any other related documents necessary or convenient to carry out the intent of said document.



June 15, 2018

Portland Housing Authority
Attn: Mark Adelson
14 Baxter Blvd.
Portland, ME 04101

Dear Mark,

Congratulations! On April 18, 2018, Portland's City Council awarded Community Development Block Grant funds to your organization for the following projects during the fiscal year beginning July 1, 2018:

\$250,000 for the Front Street Re-Development Phase 1

1. Regulations: In Section I of the Application, please review: Federal HUD Regulations (section I.A), Portland's CDBG Goals Principles and Priorities (section I.C), the Reservation of Rights (section I.G) and Post Award and Sub-recipient Criteria (section I.H).
2. Scope of Work: **Please revise and resubmit the following sections of your applications by June 29, 2018**, based on your award. Documentation should be submitted electronically by email. This information will be incorporated into your contract with the City of Portland.
 - a. *Cover Page* (section II.A): Update contact information and indicate who will be the primary contact. Also revise as needed the amount of CDBG Funds awarded and Total Program Budget.
 - b. *Worksheet* (section II.B): Be sure all information is updated and accurate, specifically Question 5 Beneficiaries, Question 6 Program Objectives and Outcomes, and Question 7 Documentation.
 - c. *Narrative* (section II.C): Update the narrative as necessary.
 - d. *Budget* (section II.D): Update the Budget Form with any new or revised information, based on your award. When preparing your budget, keep in mind that these funds will be paid by reimbursement only.
 - e. *Summary (section II.E)*: Review and update the following sections as needed: Program Summary, HUD National and Program Objective,



Planning & Urban Development Department

Priority Impact Area, Beneficiaries/ Clients Served, Units of Service, Outcomes, Budget and Leveraged Funds.

- f. *Scope of Work and Estimate*: Update, as necessary, the scope of work and estimate from a building professional (engineer, architect, project manager or contractor) that was submitted as part of the application. *Please see the Procurement section below.*
 - g. *Project Timeline*: Submit an updated timeline.
 - h. *Plans, Pictures or Maps*: Update plans, pictures, or maps, as applicable.
3. Federal Contract Provisions: This project will be subject to federal requirements, including:
- a. Environmental Review: All funded projects that include construction will require an Environmental Review by the City to ensure compliance with the State Historic Preservation Office, local Historic Preservation Ordinances and other environmental regulations. If applicable, this will take two to four weeks to process *once a final scope of work is submitted and approved by staff.*
 - b. Federal Labor Standards: Sub-recipients who receive funds for construction or rehabilitation projects must ensure that they and all subcontractors meet requirements for federal prevailing wage rates specified under the Davis-Bacon Act. The Act requires that all laborers and mechanics employed by contractors in the performance of construction financed in whole or in part with assistance received under HUD programs (CDBG), shall be paid wages at rates no less than the prevailing rates provided. This will require certified payroll to be submitted to the City for all workers on site.
 - c. Lead Safe Practices: Any contractor, plumber, electrician or painter who disturbs lead paint in a pre-1978 home, school or day care center must be Lead-Safe certified.
 - d. Section 3: applies to all funded projects; please see me for details.
 - e. Procurement: full and open competition & cost reasonableness, procurement must comply with the City's Purchasing Ordinance.
 - i. For projects less than \$25,000 three quotes are required to ensure fair pricing.
 - ii. For projects over \$25,000 work must be competitively bid. This includes the project being publicly advertised in a local daily



Planning & Urban Development Department

newspaper that specifies a time for contractor walk-through, bid deadline, and that the project is funded with federal HUD funds.

4. Insurance: Each agency/business will be required to obtain and maintain adequate insurance in order to receive funding from the City of Portland. Insurance requirements include:

- Public liability insurance in the amount of \$400,000 with the City of Portland listed as an additional insured
- Worker's compensation insurance
- Employment compensation insurance.

It is your responsibility to provide updated and current proof of insurance information to the City. **Please submit proof of insurance with your revised application by June 29, 2018.**

5. Reporting: Quarterly updates will be required in order to process payments. Updates will provide project status updates. A form will be provided. Reporting will occur on a quarterly basis, due on the 10th of the month (October 10, January 10, April 10 and July 10). Please identify who will submit the quarterly reports.
6. Payment: Requests will be submitted and processed through the City's accounting system. Payments are made on a reimbursement basis only. All construction payment requests will be required to submit certified payroll with each requisition reflecting the workers on site. *Payment requests typically take 7-10 days to process once the certified payroll is submitted and approved.* Checks can be mailed or picked up in room 313 City Hall.

If this is the first time that you are receiving funds from the City you will need to fill out a W-9 form. Payment cannot be released without a W-9 on file. Checks will be mailed to the address listed on the W-9, if you need to update this information, please let me know.

Please note: All revisions must be submitted before the contract can be signed and no work can begin and no money can be spent before July 1, 2018. We will be back in touch once we have scheduled a time to sign the contract in July.

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

If you have any questions, please contact me.

I look forward to working with you this year!

Sincerely,

Kristin Styles
Housing & Community Development Program Manager
kms@portlandmaine.gov
Phone: 874-8731

cc: Jay Waterman, file



TD Charitable Foundation
P.O. Box 9540
Portland, ME 04112

October 31, 2017

Mr. Jay Waterman
Director of Development
Portland Housing Authority
14 Baxter Boulevard
Portland, ME 04101

Dear Mr. Waterman:

At the October 30, 2017 meeting of the TD Charitable Foundation Grants Committee, a grant was approved in the amount of \$125,000 to your organization. Funding from this grant will be used to support your organization's programs as detailed in the grant application submitted to TD Bank's Community Relations office.

This grant has been made through the TD Charitable Foundation and is subject to the following terms and conditions:

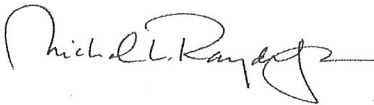
- The recipient of the grant must be tax exempt under section 501c(3) of the Internal Revenue Code (and must notify the TD Charitable Foundation of any changes in this status). With very limited exceptions, as outlined in the IRC, the recipients may not be a private foundation.
- The recipient of this grant will utilize proceeds only for charitable or educational activities consistent with its tax-exempt status. Funds received may not be used to intervene in any election or to support/oppose political candidates for voter registration, or lobbying purposes as outlined by the applicable IRS code.
- The recipient of this grant will promptly provide any additional information, reports and documents that the TD Charitable Foundation might request.
- The recipient of this grant may not transfer this general support grant to any other entity or person, and the recipient assumes responsibility for the disposition of these funds in compliance with the grant agreements terms and conditions.
- This grant is to be only used for the purposes detailed in the grantee's funding proposal and correspondence and the recipient affirms that the project's budget accurately reflects the present intentions of the program or project outlined in the grant application.
- First time recipients of multi-year grants will be required to provide an annual update on the progress of the programs funded through the TD Charitable Foundation Grant in order to receive subsequent grant payments.

- Capital Campaign recipients will be required to provide annual updates on the progress of their capital campaign effort. Additionally, this update should include information on all sources of funding for the Capital Campaign.
- If you plan to send your own release and/or feature the grant in a publication, please forward an electronic version of the news release, print or visual collateral to your TD Charitable Foundation Relationship Manager to review prior to production or use. Your regional TD Charitable Foundation Relationship Manager will respond with comments and/or approvals within your release, print and productions deadlines.

The negotiation and deposit of the grant check will be considered as acceptance of the terms and conditions as outlined above.

To maintain our records and files, after having read and reviewed this letter, please return a copy signed by an authorized officer of the receiving organization to the TD Charitable Foundation in the accompanying postage paid envelope.

Sincerely,



Michael L. Rayder, Jr.
Manager
TD Charitable Foundation

On behalf of Portland Housing Authority, I understand and agree to the terms and conditions of the Foundation's grant, and hereby certify my authority to execute this agreement on behalf of Portland Housing Authority.

Signature: Mark Adelson

Name: MARK ADELSON

Title: EXECUTIVE DIRECTOR

Date: 1/19/18



EDWARD A. HJERPE III
President and Chief Executive Officer

December 21, 2017

ed.hjerpe@fhlbboston.com

Mr. Glenn L. Hutchinson
President and Chief Executive Officer
Bath Savings Institution
105 Front Street
Bath, ME 04530-0548

RE: Notice of Award for **A20171-065 (Front Street Re-Development Phase I)**

Dear Mr. Hutchinson:

It is with pleasure that I write to notify you that we have approved your application for funding in the 2017 Affordable Housing Program (AHP) round. Congratulations on submitting a successful application. We have approved your initiative for the following funding, subject to the terms below:

Amount of Direct Subsidy: \$500,000

Amount of Advance: \$3,400,000 Term: 20 years

Amortization Period: 30 years

Acknowledgement of this approval must be received by **February 02, 2018**. Please sign below and return this letter to:

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

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

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

Sincerely,

Award Notification Acknowledged By:

Signature

Glenn L. Hutchinson, President & CEO

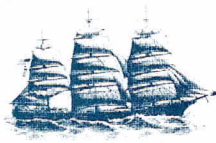
Typed name and title

December 27, 2017

Date

Enclosures

cc: Mara K. Pennell, Vice President/Commercial Lending
Jay Waterman, Portland Housing Authority, Director of Real Estate Development
Mark Adelson, Portland Housing Development Corporation,



Benj. F. Packard

Bath Savings Institution

Since 1852

May 21, 2019

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

For discussion purposes only

Dear Jay,

In response to your request for financing, I offer the following general terms and conditions under which Bath Savings Institution would consider financing. The actual terms and conditions of financing are subject to satisfactory completion of due diligence, satisfactory review of documentation, and such other items and conditions as determined by Bath Savings Institution.

LOAN 1:

BORROWER: Front Street Housing Re-Development, LP

PURPOSE: The loan proceeds will be used to fund the construction of 60 residential units, known as Front Street Redevelopment - Phase I (the "Project")

AMOUNT: A non-revolving commercial construction line of credit up to \$13,200,000 not to exceed eighty percent (80%) of the value as determined by a bank ordered appraisal

TERM: The term of the construction loan will be up to 18 months

INTEREST RATE: At the discretion of the borrower the interest rate will be either

- i) variable at WSJ Prime plus 0%, currently 4.25%, or
- ii) fixed at the time of commitment equal to WSJ Prime plus 0%

ORIGINATION FEE: \$6,500

LOAN 2:

BORROWER: Front Street Housing Re-Development, LP

PURPOSE: The loan proceeds will be used to refinance debt incurred in the construction of 60 residential units, known as Front Street Redevelopment -Phase I (the "Project")

AMOUNT: Commercial mortgage up to \$3,400,000

TERM: The term of the loan shall be 20 years, with an amortization of 30 years

INTEREST RATE: The interest rate will be fixed at time of commitment and will 2.25% over the Federal Home Loan Bank subsidized advance rate.

ORIGINATION FEE: \$2,500

LOAN 3:

BORROWER: Front Street Housing Re-Development, LP

PURPOSE: A non-revocable stand-by letter of credit in favor of the City of Portland, as required for the construction of 60 residential units, known as Front Street Redevelopment -Phase I (the "Project")

AMOUNT: Up to \$600,000. This amount will be reserved against the available balance of Loan 1.

TERM: The expiration of the letter of credit will be 2 years or as required by the City of Portland.

INTEREST RATE: The interest rate, if drawn, will be the interest rate of Loan 1

ORIGINATION FEE: Waived

ALL FINANCING IS SUBJECT TO THE FOLLOWING

CLOSING COSTS: Third party fees are generally not controlled by Bath Savings Institution but the Bank endeavors to minimize the costs associated with this transaction. The borrower is responsible for closing costs incurred, including but not limited to bank fees, bank attorney fees, title work, title insurance, Bank Construction Supervisor, recording fees, and a real estate appraisal.

SECURITY: The loans will be secured by the following collateral:

- a. A first mortgage and security agreement on the land and improvements connected with the Project,
- b. A first priority assignment of all leases and rentals,
- c. A collateral assignment of all construction contracts, architects and engineers contracts, and all permits and approvals, necessary for construction and operation of the project,
- d. An assignment of all contracts and agreements for the provision of tenant services, if any
- e. A first security interest in all syndication proceeds due under the Limited Partnership Agreement
- f. An assignment of all reserves and other cash deposit affiliated with the project including those required by permanent financing commitments
- g. An assignment of the Limited Partners obligation to pay its capital contributions and any security interest securing the same
- h. An assignment of tax credits from Maine State Housing Authority, subject to conditions imposed by Maine State Housing Authority
- i. An assignment of the General Partner's partnership interest

INSURANCE MATTERS: All insurance policies shall indicate Bath Savings Institution as loss payee, as applicable;

- a. Public Liability
- b. All-Risk Casualty
- c. Workers' Compensation
- d. Business Auto Liability
- e. Comprehensive General
- f. Builders Risk Policy

DEPOSIT RELATIONSHIP:

Confidential

The borrower shall be required to maintain a deposit relationship with Bath Savings Institution, including reserve accounts and any applicable construction escrows related to the Project.

OTHER CONDITIONS:

- a. The Bank will order a summary appraisal which will be required to contain an "As- complete" value and include consideration of the added value of the equity from the tax credits, as proposed. The loan amount will be limited to no more than 80% of the total cost or 80% of the appraised value, whichever is lower.
- b. Subject to award of Low Income Housing Tax Credits from Maine State Housing in an amount sufficient to fully fund the construction project and pay off the balance of the construction loan at the time of permanent closing.
- c. Subject to approval of a Federal Home Loan Bank Subsidized AHP Advance sufficient to support 100% of the full term (20 years) interest on an up-to \$3,400,000 Bank borrowing from FHLBB. (up to \$500,000 interest rate subsidy).
- d. Subject to approval of a \$500,000 Federal Home Loan Bank Affordable Housing Program Direct subsidy (FHLBB AHP), a \$200,000 Maine Housing Direct subsidy and all other funding required to complete the project, including an Maine Housing Interest only loan.
- e. Subject to a review of a detailed budget for the cost of constructing the Project,
- f. Subject to a financial analysis of cash flow that will support the long term financing,
- g. Additional encumbrances on any of the properties pledged to Bath Savings Institution shall be prohibited during the life of the loan without prior written bank consent,
- h. Any contract for construction of the proposed improvements will contain a "Guaranteed Not To Exceed Price,"
- i. The contractor and all major subcontractors must be acceptable to the Bank; financial statements will be required of all contractors,
- j. The Bank will be paid a monthly fee to cover inspections of the improvements as they are constructed,
- k. The Bank may require receipt of a Phase I Environmental Report prior to closing.

FINANCIAL STATEMENTS:

The Borrower will be required to submit annual financial statements to Bath Savings Institution each year by April 30.

Please note that this should not be construed as a commitment by Bath Savings Institution but as an indication of our interest in financing this project subject to the outlined conditions. Such commitment can only be issued after satisfactory credit, cash flow analysis, and collateral investigations have been completed and the Bank grants approval.

The above stated terms are the framework for a possible loan. It is effective for 120 days from the date of this letter.

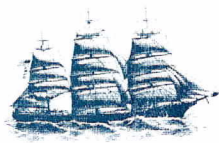
We are looking forward to continuing our discussions about this project. Please contact me if you have any questions regarding this term sheet.

Sincerely,



Mara K. Pennell
Vice President

Confidential



Benj. F. Packard

Bath Savings Institution

Since 1852

May 21, 2019

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

For discussion purposes only

Dear Jay,

In response to your request for financing, I offer the following general terms and conditions under which Bath Savings Institution would consider financing. The actual terms and conditions of financing are subject to satisfactory completion of due diligence, satisfactory review of documentation, and such other items and conditions as determined by Bath Savings Institution.

LOAN 1:

BORROWER: Front Street Housing Re-Development, LP

PURPOSE: The loan proceeds will be used to fund the construction of 45 residential units, known as Front Street Redevelopment - Phase II (the "Project")

AMOUNT: A non-revolving commercial construction line of credit up to \$6,700,000 not to exceed eighty percent (80%) of the value as determined by a bank ordered appraisal

TERM: The term of the construction loan will be up to 18 months

INTEREST RATE: At the discretion of the borrower the interest rate will be either
i) variable at WSJ Prime plus 0%, currently 4.25%, or
ii) fixed at the time of commitment equal to WSJ Prime plus 0%

ORIGINATION FEE: \$4,500

LOAN 2:

BORROWER: Front Street Housing Re-Development, LP

PURPOSE: A non-revocable stand-by letter of credit in favor of the City of Portland, as required for the construction of 60 residential units, known as Front Street Redevelopment -Phase I (the "Project")

AMOUNT: Up to \$600,000. This amount will be reserved against the available balance of Loan 1.

TERM: The expiration of the letter of credit will be 2 years or as required by the City of Portland.

105 FRONT STREET, PO BOX 548, BATH, MAINE 04530

TEL. 207-442-7711 FAX 207-442-9137

1-800-447-4559

MEMBER FDIC

INTEREST RATE: The interest rate, if drawn, will be the interest rate of Loan 1

ORIGINATION FEE: Waived

ALL FINANCING IS SUBJECT TO THE FOLLOWING

CLOSING COSTS: Third party fees are generally not controlled by Bath Savings Institution but the Bank endeavors to minimize the costs associated with this transaction. The borrower is responsible for closing costs incurred, including but not limited to bank fees, bank attorney fees, title work, title insurance, Bank Construction Supervisor, recording fees, and a real estate appraisal.

SECURITY: The loans will be secured by the following collateral:

- a. A first mortgage and security agreement on the land and improvements connected with the Project,
- b. A first priority assignment of all leases and rentals,
- c. A collateral assignment of all construction contracts, architects and engineers contracts, and all permits and approvals, necessary for construction and operation of the project,
- d. An assignment of all contracts and agreements for the provision of tenant services, if any
- e. A first security interest in all syndication proceeds due under the Limited Partnership Agreement
- f. An assignment of all reserves and other cash deposit affiliated with the project including those required by permanent financing commitments
- g. An assignment of the Limited Partners obligation to pay its capital contributions and any security interest securing the same
- h. An assignment of tax credits from Maine State Housing Authority, subject to conditions imposed by Maine State Housing Authority
- i. An assignment of the General Partner's partnership interest

INSURANCE MATTERS: All insurance policies shall indicate Bath Savings Institution as loss payee, as applicable;

- a. Public Liability
- b. All-Risk Casualty
- c. Workers' Compensation
- d. Business Auto Liability
- e. Comprehensive General
- f. Builders Risk Policy

DEPOSIT RELATIONSHIP:

The borrower shall be required to maintain a deposit relationship with Bath Savings Institution, including reserve accounts and any applicable construction escrows related to the Project.

OTHER CONDITIONS:

- a. The Bank will order a summary appraisal which will be required to contain an "As- complete" value and include consideration of the added value of the equity from the tax credits, as proposed. The loan amount will be limited to no more than 80% of the total cost or 80% of the appraised value, whichever is lower.
- b. Subject to award of \$3,392,249 in Low Income Housing Tax Credits from Maine State Housing sufficient to fully fund the construction project and pay off the balance of the construction loan, combined with other funding sources.
- c. Subject to approval for all other funding required to complete the project, including but not limited to a \$665,000 Maine Housing Direct subsidy, \$370,000 City Housing Trust Fund Grant and \$204,070 City FedHOME funding.
- d. Subject to a review of a detailed budget for the cost of constructing the Project,
- e. Subject to a financial analysis of cash flow that will support the long term financing,

Confidential

- f. Additional encumbrances on any of the properties pledged to Bath Savings Institution shall be prohibited during the life of the loan without prior written bank consent,
- g. Any contract for construction of the proposed improvements will contain a "Guaranteed Not To Exceed Price,"
- h. The contractor and all major subcontractors must be acceptable to the Bank; financial statements will be required of all contractors,
- i. The Bank will be paid a monthly fee to cover inspections of the improvements as they are constructed,
- j. The Bank may require receipt of a Phase I Environmental Report prior to closing.

FINANCIAL STATEMENTS:

The Borrower will be required to submit annual financial statements to Bath Savings Institution each year by April 30.

Please note that this should not be construed as a commitment by Bath Savings Institution but as an indication of our interest in financing this project subject to the outlined conditions. Such commitment can only be issued after satisfactory credit, cash flow analysis, and collateral investigations have been completed and the Bank grants approval.

The above stated terms are the framework for a possible loan. It is effective for 120 days from the date of this letter.

We are looking forward to continuing our discussions about this project. Please contact me if you have any questions regarding this term sheet.

Sincerely,



Mara K. Pennell
Vice President

Confidential



8/31/17

Jay Waterman
Development Director
Portland Housing Development Corporation
14 Baxter Boulevard
Portland, Maine

RE: Letter of Interest – Front Street, LP (“Partnership”)

Dear Jay:

We are pleased to provide this letter of interest for the new construction of affordable housing in Portland, Maine. As you know, Northern New England Housing Investment Fund (“NNEHIF”) invests in community-based projects receiving the federal Low Income Housing Tax Credit. We understand that you anticipate a reservation of 2018 credit in the amount of \$795,000 from MaineHousing.

Upon satisfactory resolution of addressing the current funding needs, we would be interested in investing \$6,836,316 in exchange for a 99.99% limited partnership interest in the Partnership. Approximately 30% of these funds would be available from CLC and throughout construction.

This letter of interest is conditioned on the Fund conducting all customary underwriting and due diligence and receipt of a final pro-forma, approved by MaineHousing, that addresses any additional loans, grants, fees or other sources.

A more detailed letter of interest will be provided once all the capital sources have been identified.

We wish you great success in your application and look forward to our continued work together.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom MacDonald", is written in a cursive style.

Tom MacDonald
Vice President, Acquisitions
NNEHIF

Technical Capacity

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

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

Front Street Redevelopment, LP Applicant/Developer
14 Baxter Blvd.
Portland, ME 04101
207-773-4753
Contact: Jay Waterman

Utile Architects Architect
115 Kingston Street
Boston, MA 02111
617-423-7200
Contact: Michael LeBlanc

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

Ransom Consulting Engineers Consulting Engineer (Civil)
400 Commercial Street, Suite 404
Portland, ME 04101
207-772-2891
Contact: John Mahoney

Gorrill-Palmer Consulting Engineers Consulting Engineer (Traffic)
15 Shaker Road
Gray Road, ME 04039
207-657-6910
Contact: Randy Dunton

Owen Haskell, Inc. Surveyor
390 US Route One, Unit 10
Falmouth, ME 04105
207-774-0424
Contact: John Schwanda

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

CURB EXTENSION REVIEW

Proposed Project: Front Street Apartments

Project Location: 95 Front Street

Curb Extension Description:

Request curb extensions at three locations:

- 1). West Presumpscot Street at Front Street, extend into W. Presumpscot Street and Front Street to reduce pedestrian crossing width along Front Street Sidewalk.
- 2). West Presumpscot Street, mid-block pedestrian crossing requesting raised table to provide pedestrian visibility and accessibility.
- 3). Front Street, mid-block bumpout on north side of Front Street to align with new pedestrian connection to Payson Park.

(Attach an 8.5"x11" or 11"x17" drawing of the proposed locations with curb ramps highlighted.)

The curb extension(s) is/are needed to: (circle all that apply):

1. Address a documented/identified pedestrian-vehicle safety issue **YES** / NO

At all neighborhood meetings held for this project the overwhelming concern has been speed of vehicles on W. Presumpscot Street and safety for children playing in neighborhood. We can submit minutes from these meetings if requested.

2. Improve or Required to meet ADA-compliance for sidewalks and/or curb ramps **YES**/NO

3. Reduce crossing distances at a signalized intersection to reduce pedestrian exposure times and to decrease the pedestrian crossing signal phase YES/**NO**

No signalized intersection, but the curb extensions still function to reduce pedestrian exposure time .

4. Comply with an adopted transportation or neighborhood plan YES/NO

5. Other factors:

The curb extensions will improve driver's visibility of pedestrians and allow pedestrians to step out to better see oncoming traffic.

The curb extensions will reduce pedestrian crossing distances and pedestrian exposure times
Sloped curbing is proposed for the curb radii on the corners of the West Presumpscot – Front Street intersection to minimize impacts on emergency response.

The curb extensions will be skewed and have concave radius stones at the intersection with the curb line (no mitered joints) to minimize impacts on plowing.

From the National Association of City Transportation Officials Guidelines, which have been approved by FHWA:

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

- "Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians"
- "Curb extensions decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering a neighborhood street or area."
- "Curb extensions tighten intersection curb radii and encourage slower turning speeds."

CURB EXTENSION REVIEW

Reviews made:

____ Turning templates have been applied for the appropriate design vehicle
See attached turning templates. We have met with Fire, Police, DPW, and Water Resources. At the last meeting on the 4th floor of City hall we discussed that the curb extensions would be field tested with the Fire Department during final design and modified as needed.

____ Fire Dept. Note any objections and changes made, if any:

____ Police Dept. Note any objections and changes made, if any:

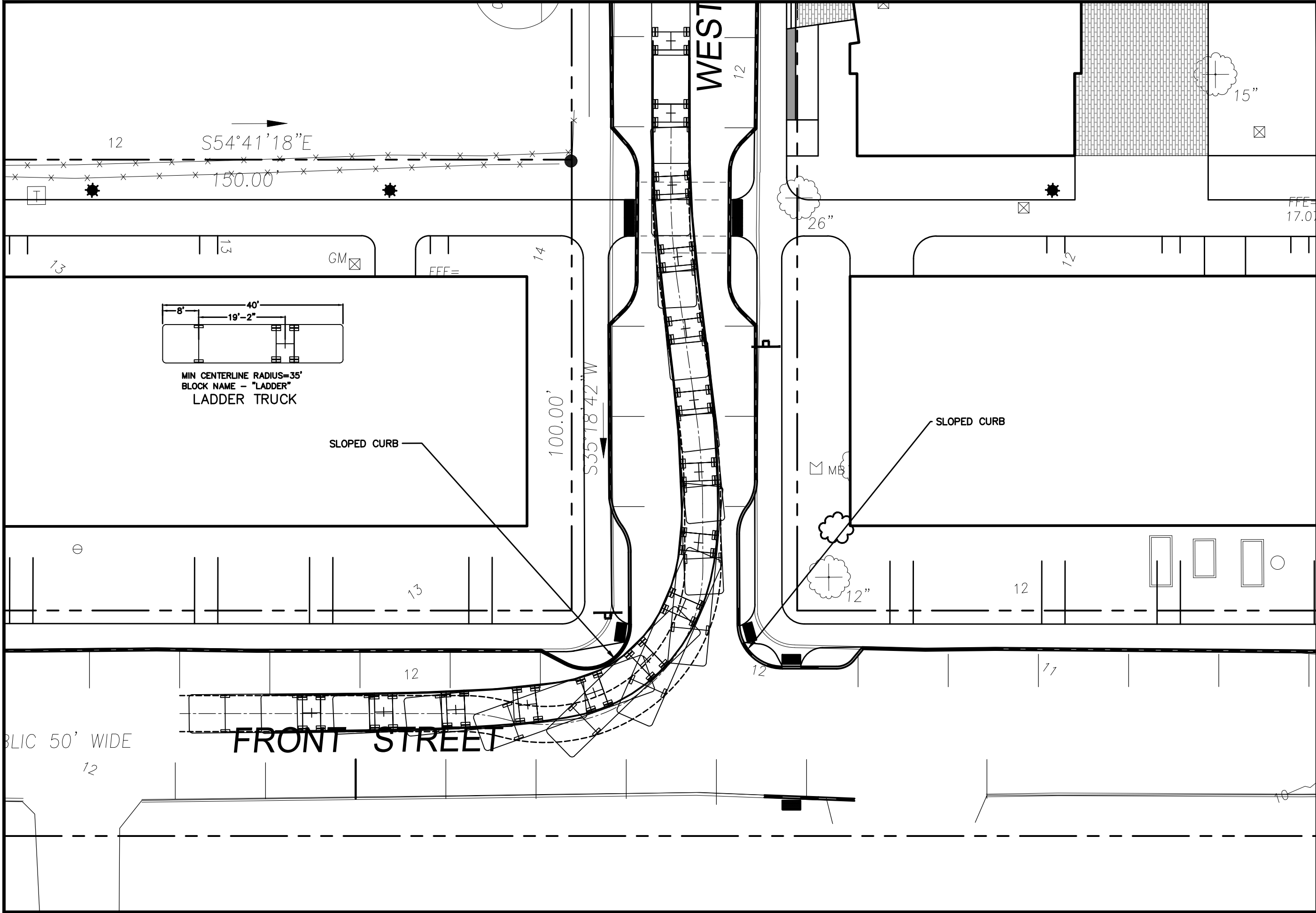
____ DPW Operations Note any objections and changes made, if any:

____ Water Resources Note any objections and changes made, if any:

Approved by City Manager: YES / NO _____ Review Date: _____

Required changes, if any: _____

Curb Extension Review Protocol: The proposed use of curb extensions within the public right of way as part of private site development or within public infrastructure projects requires the prior review of: DPW Operations and Water Resources for its/their potential impacts on winter operations and drainage; and, the Fire Department and Police Department for its/their potential impact on emergency response. Following interdepartmental review the proposed curb extensions are to be reviewed and approved by the City Manager.



Site:
**FRONT STREET
REDEVELOPMENT**

Prepared for:
FRONT STREET HOUSING
REDEVELOPMENT, LP
14 BAXTER BLVD
PORTLAND, ME 04101

LADDER TRUCK:
RIGHT TURN FROM
WEST PRESUMPCOT
TO FRONT STREET

010'20'

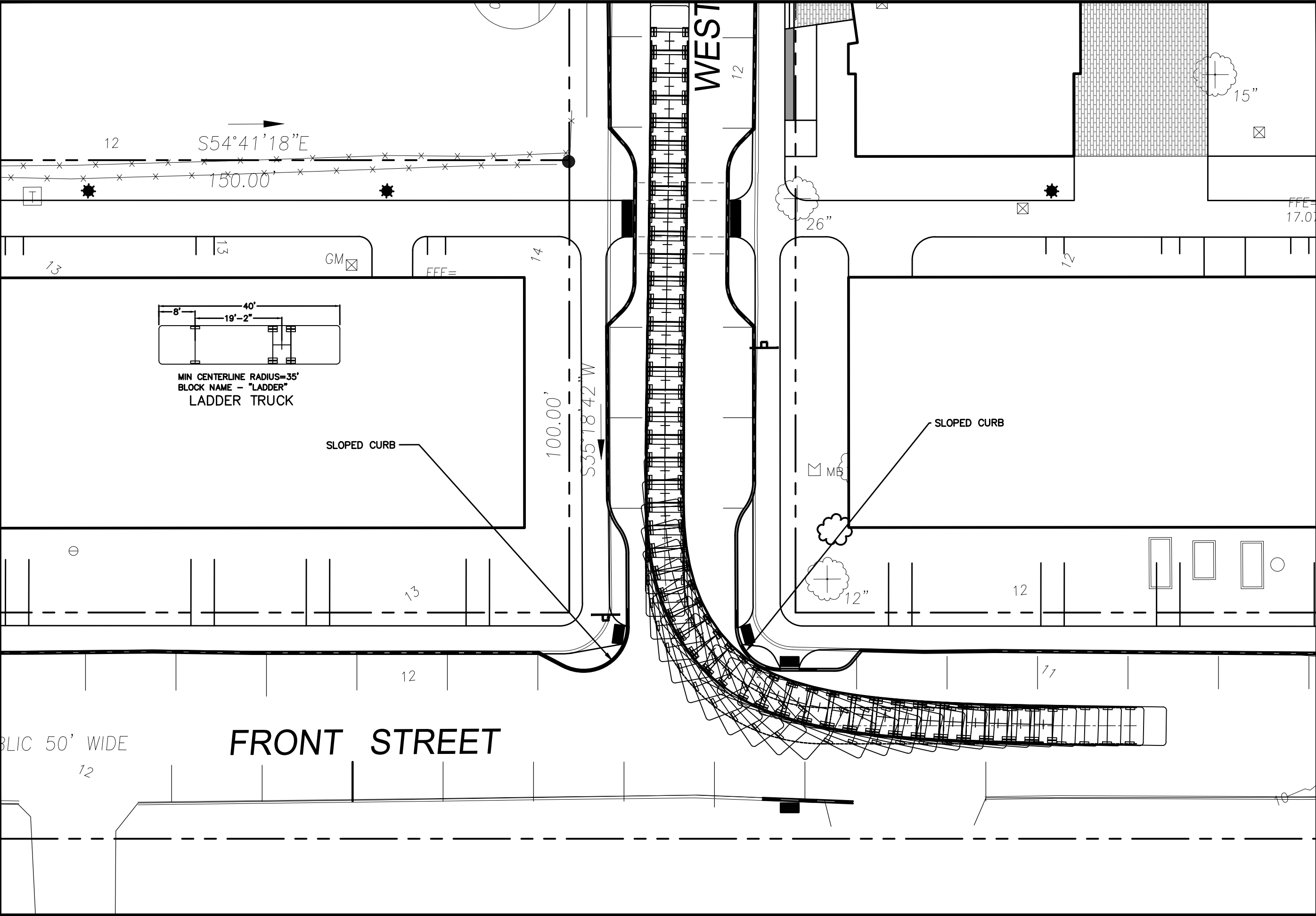
SCALE: 1"=20'

STATE OF MAINE
John L. Mahoney
#12340
LICENSED PROFESSIONAL ENGINEER

RANSOM
Consulting
Engineers
and Scientists

400 Commercial Street
Suite 404
Portland, Maine 04101
Tel (207) 772-2891
Fax (207) 772-3248
www.ransomenv.com

B	Review	11/3/17
No.	Revision/Issue	Date
Project: 151.06170		
Sheet No: 1/2		



Site:
**FRONT STREET
REDEVELOPMENT**

Prepared for:
FRONT STREET HOUSING
REDEVELOPMENT, LP
14 BAXTER BLVD
PORTLAND, ME 04101

LADDER TRUCK: LEFT
TURN FROM WEST
PRESUMPCOT TO
FRONT STREET

010'20'

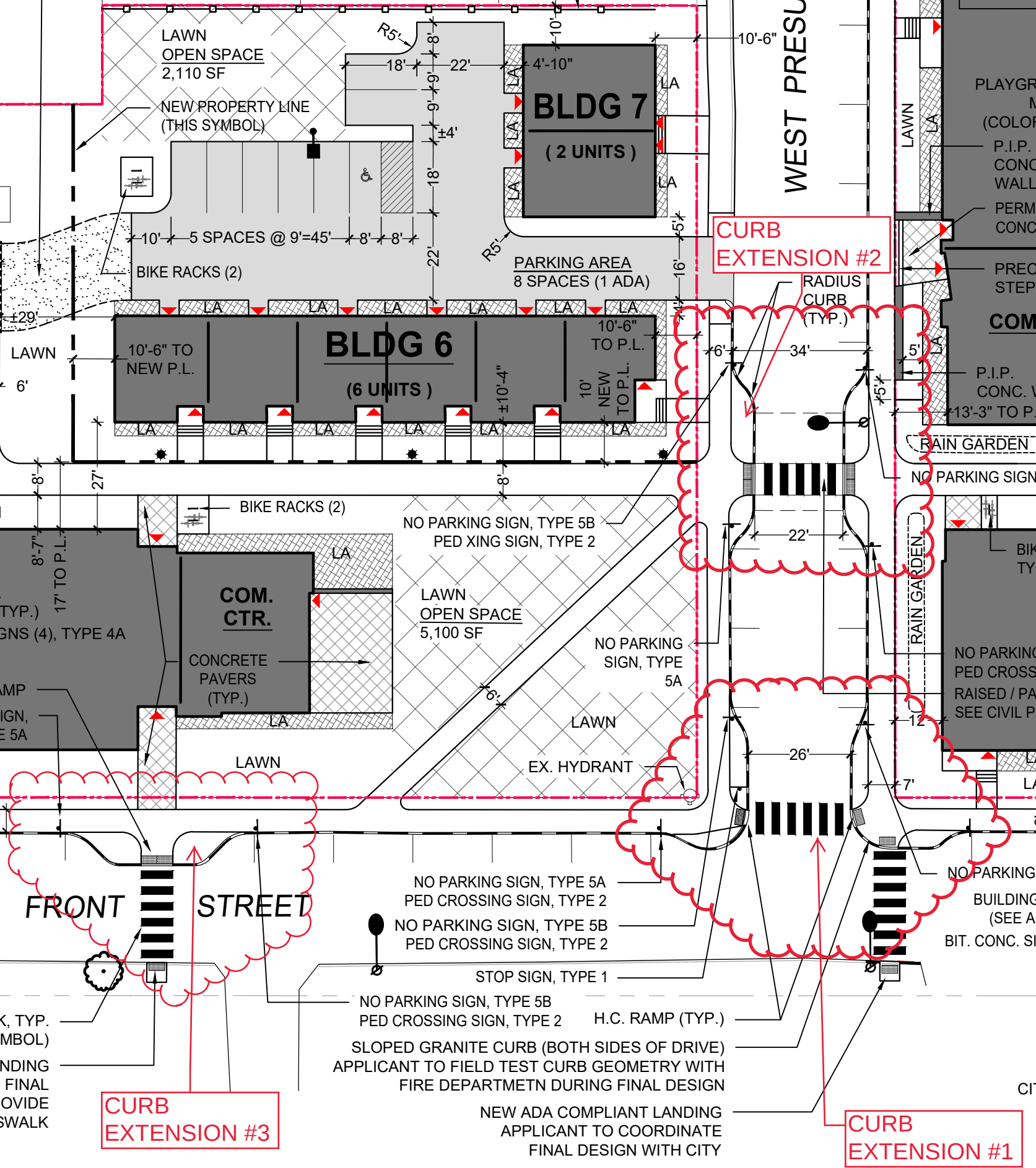
SCALE: 1"=20'

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B	Review	11/3/17
No.	Revision/Issue	Date
Project: 151.06170		
Sheet No: 2/2		



LAWN
OPEN SPACE
2,110 SF

NEW PROPERTY LINE
(THIS SYMBOL)

BLDG 7
(2 UNITS)

WEST PRESIDENT STREET

**CURB
EXTENSION #2**

BIKE RACKS (2)

PARKING AREA
8 SPACES (1 ADA)

RADIUS
CURB
(TYP.)

BLDG 6
(6 UNITS)

10'-6" TO
NEW P.L.

10'-6" TO P.L.

LAWN

BIKE RACKS (2)

NO PARKING SIGN, TYPE 5B
PED XING SIGN, TYPE 2

LAWN
OPEN SPACE
5,100 SF

**COM.
CTR.**

CONCRETE
PAVERS
(TYP.)

NO PARKING
SIGN, TYPE
5A

LAWN

EX. HYDRANT

FRONT

STREET

NO PARKING SIGN, TYPE 5A
PED CROSSING SIGN, TYPE 2

NO PARKING SIGN, TYPE 5B
PED CROSSING SIGN, TYPE 2

STOP SIGN, TYPE 1

NO PARKING SIGN, TYPE 5B
PED CROSSING SIGN, TYPE 2

H.C. RAMP (TYP.)

SLOPED GRANITE CURB (BOTH SIDES OF DRIVE)
APPLICANT TO FIELD TEST CURB GEOMETRY WITH
FIRE DEPARTMENT DURING FINAL DESIGN

NEW ADA COMPLIANT LANDING
APPLICANT TO COORDINATE
FINAL DESIGN WITH CITY

**CURB
EXTENSION #3**

**CURB
EXTENSION #1**

PLAYGROUND
(COLOR)
P.I.P.
CONC.
WALL
PERM.
CONC.
PREC.
STEP
COM.
P.I.P.
CONC. V.
13'-3" TO P.
RAIN GARDEN
NO PARKING SIGN
BIKE
TY
NO PARKING
PED CROSS
RAISED / PA
SEE CIVIL P
BUILDING
(SEE A
BIT. CONC. SI

Existing & Proposed Easements

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

- **Portland Water Sewer District Easement**
- **Maintenance Easement to City of Portland**

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

- No easements, encumbrances, or other burdens are proposed.

State and/or Federal Permits

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

- **No State or Federal permits are anticipated as part of this project due to the low number of trips being generated by the development. The City has delegated review authority over the traffic component. See attached Traffic Memorandum prepared by Gorrill-Palmer.**

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) R-5 PRUD/ DIV 30

All Projects:

	Required	Proposed
Lot Size	2.0	4.28
Area Per Dwelling Unit	1500 (PRUD)	1651
Minimum Street Frontage	50	1556
Front Yard Minimum	10	10
Front Yard Maximum	NA	
Rear Yard	10	10
Yard Right	10	10
Yard Left	10	10
Side Street Setback	10	10
Step Back	NA	
Maximum Lot Coverage	40	26.7
Minimum Lot Coverage	NA	
Maximum Height	35	35
Open Space	22600	40000
Maximum Impervious Area	NA	
Pavement Setback	NA	
Floor Area Ratio	NA	
Off Street Parking Spaces	113	114
Loading Bays	NA	
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density			
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			

Relationships.
Responsiveness.
Results.



**Traffic Forecast,
Parking Assessment
and TDM Plan
Front Street
Redevelopment
Portland, Maine**

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

September 2017

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

Traffic / Parking Evaluation Front Street Redevelopment Portland, Maine

Table of Contents

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Appendix

Trip Generation Calculations
MaineDOT Crash Data
Parking Occupancy Map
Neighborhood Meeting Minutes

Executive Summary

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

Gorrill Palmer was retained by the Portland Housing Development Corporation (PHDC) to prepare this traffic forecast, parking study, neighborhood responses, and Transportation Demand Management Plan for their proposed Front Street Redevelopment project. The project consists of razing 50 outdated affordable residential housing units and replacing them with 100 modern and up to date affordable residential units. The proposed units are to be located in numerous buildings between Front Street and Illsley Street. Based on this study, our office has determined the following:

1. The additional traffic forecast as a result of the expansion is 13 and 16 trip ends in the weekday AM and PM peak hours respectively. Total (existing + expansion) for the development after completion of the expansion is forecast at 26 AM and 31 PM peak hour trip ends. A trip end is either a trip in or out of the site, thus a round trip would equal two trip ends. Because the additional trips are less than the 99 trip end threshold per peak hour, this project does not require a Maine Department of Transportation (MaineDOT) Traffic Movement Permit.
2. Based on the crash history provided by MaineDOT, there are two high crash locations on Washington Avenue in the immediate vicinity of the site. However, it is our understanding that the City is currently completing improvement projects on Washington Avenue where the high crash locations are located, so any crash patterns may change.
3. Based on the parking evaluation, comparisons, and additional research completed as part of this assessment, it is our opinion that the proposed project is providing sufficient parking to accommodate the residential units after expansion.
4. Neighborhood concerns include traffic volumes, speeds, parking, and the proposed development integrating into the surrounding neighborhood. The traffic volumes and parking for the site are not anticipated to significantly impact the surrounding neighborhood. PHA is working with the City to address what options they have available to address maintaining reasonable speeds throughout the neighborhood without encouraging traffic diversion.
5. A Transportation Demand Management (TDM) Plan has been prepared that will support the City's transportation and environmental sustainability goals by encouraging and promoting bicycling, walking, and use of transit.

Based on these findings, it is the opinion of Gorrill Palmer that the proposed project can be accommodated by the surrounding roadway network and the City's transportation system.

I. Existing and Proposed Site

The proposed site is located between Front Street and Illsley Street in Portland, Maine and currently includes 19 detached buildings containing 50 affordable housing units and 182 bedrooms. The proposed redevelopment will replace these buildings with new semi-connected buildings and increase the number of housing units and bedrooms to 100 and 221 respectively. Parking for the project will be accommodated by a total of 100 off-street parking spaces, an increase of approximately 50 spaces.

II. Background Conditions

Gorrill Palmer (GP) has based this study on the following information

- A site plan prepared by Carroll Associates
- Trip Generation methodology used in the Bayside Anchor study completed by our office in May 2014 and the 58 Boyd Street study completed by our office in November 2016
- Crash data for 2014-2016 provided by MaineDOT
- A parking inventory performed for the Bayside Anchor study at the existing East Bayside PHA properties, the adjacent streets, and at similar projects in Portland
- A parking count completed within the neighborhood on Sunday, July 9, 2017 at approximately 10:30 in the evening.

III. Trip Generation

Residential Units Trip Generation

GP used the Institute of Transportation Engineers' (ITE) publication *Trip Generation*, 9th Edition to estimate the potential trip generation for the proposed 100 affordable housing units (net increase of 50 units). Based on Land Use Code (LUC) 220 – Apartment, the proposed 100 units of housing is forecast to generate the following trip ends:

Weekday:	665 trip ends
AM Peak Hour:	51 trip ends
PM Peak Hour:	62 trip ends

A trip end is a trip into or out of the site, thus a round trip is equal to two trip ends.

ITE trip rates are based on surveys of predominantly suburban locations rather than urban. In addition, more importantly, these surveys do not take into account whether the units are affordable units, which typically has a lower trip generation. Therefore, GP reviewed a trip generation count for Pearl Place which was taken on Tuesday, October 5, 2010 from 3:30 PM to 5:30 PM. Based on the counts, the actual trip generation for

Pearl Place was lower than the ITE forecast trip generation. Twenty peak hour trips were recorded at the site driveway for the 60 units in place when the count was completed, and no on-street parking associated with the facility was observed during the count. It should be noted that significant pedestrian trips to and from the site were observed, which is also anticipated for the Front Street project. This resulted in a PM peak hour trip generation rate of 0.33 trip ends per unit for the existing facility.

Given these results and the fact that the project is in an urban area, and the area is bikeable, walkable, and located near Portland METRO Routes 9a and 9b on Washington Avenue, our office has reduced the rates derived from ITE LUC 220 for apartments by 50% resulting in the following trip generation forecast for the 100 proposed affordable housing units:

Weekday:	334 trip ends
AM Peak Hour:	26 trip ends
PM Peak Hour:	31 trip ends

It should be noted that this is the same trip generation methodology used in the recent Bayside Anchor study completed by GP in May 2014 and approved by the City. This methodology was also used in the 58 Boyd Street study completed by GP in November 2016.

Trip Generation Credit

Typically, trip generation credit is given for any on-site use within the last ten years. Therefore, trips generated by the existing 50 affordable housing units can be subtracted from the forecasted future trip generation when determining the need for a MaineDOT Traffic Movement Permit. Since the existing development is also affordable housing units, the same methodology used to forecast the proposed site trip generation was used to estimate the trip generation credit. GP used ITE LUC 220 – Apartment and reduced the trip generation rates by half to estimate the traffic generated by the existing 50 affordable housing units. The following summarizes the trip generation credit:

Weekday:	167 trip ends
AM Peak Hour:	13 trip ends
PM Peak Hour:	15 trip ends

Total Site Trip Generation

The trip generation credit (50 units) has been subtracted from the forecast trip generation (100 units) to yield the net trip generation. The following table summarizes the trip generation for the site:

Net Trip Generation Summary

	Weekday	AM Peak Hour	PM Peak Hour
Proposed Trip Generation	334	26	31
Trip Generation Credit	167	13	15
Net Trip Generation	167	13	16

As shown in the table, the net trip generation for the site is forecast to be 13 trip ends during the AM peak hour and 15 trip ends during the PM peak hour. This level of trip generation does not require a MaineDOT Traffic Movement Permit since it is less than the 99 trip end threshold during a peak hour.

It should be noted that this is likely a conservative increase in trip generation because while the number of affordable housing units is doubling (50 units to 100 units), the number of bedrooms is only increasing by approximately 21 percent (182 bedrooms to 221 bedrooms).

IV. Crash Data

GP obtained the crash data for the immediate area from MaineDOT for the period of 2014-2016, the most recent period available at the time this study was prepared (attached). In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to classify as an HCL.

1. A critical rate factor of 1.00 or more for a three year period. A Critical Rate Factor (CRF) compares the actual accident rate to the rate for similar intersections in the State. A CRF of less than 1.00 indicates a rate of less than average; and
2. A minimum of eight crashes over the same three-year period.

Based on a review of the crash report from MaineDOT, there are two HCLs in the immediate vicinity of the site, both of which are segments of Washington Avenue. Additionally, there are two intersections on Washington Avenue that experienced high numbers of crashes over the past three years, although they do not have a CRF of 1.00 or greater. The following table summarizes the four locations, the number of crashes, the CRF, and whether or not it is a HCL.

Crash Summary

Location	# Crashes	CRF	HCL
Intersections			
Bates / Veranda / Washington	34	0.94	No
Presumpscot / Washington	27	0.89	No
Roadway Segments			
Washington Ave – Bates to Galvin	12	1.73	Yes
Washington Ave – Presumpscot to Cummings	12	1.51	Yes

As shown in the table, the two intersections of interest do not meet the criteria for a HCL, but the two roadway segments do. Typically, GP would examine the police reports for the collisions that occurred to identify crash patterns. However, it is our understanding that the City is currently exploring improvements for this area of Washington Avenue, so crash patterns may be changed as a result of those efforts. It should also be reiterated that the proposed expansion is only increasing traffic by 13 and 16 trip ends during the AM and PM peak hours respectively.

V. **Parking Evaluation**

While PHA wants to provide adequate parking for the project, parking results in a loss of open space, increases stormwater impacts, and uses valuable urban land. At the same time, providing too little parking would have adverse effects on residents and the surrounding neighborhood. The applicant's goal through the parking demand analysis process is to find the appropriate ratio of parking spaces. Our office has data suggesting actual parking demand at 100% capacity will be below the one space per unit. To estimate the parking demand for the proposed project, GP consulted two sources; a parking use inventory of the existing East Bayside PHA properties that was conducted for the Bayside Anchor study, and other relevant parking studies GP has completed. These are summarized below:

Parking Study of Existing East Bayside PHA Properties and On Street Parking

In support of the 58 Boyd Street project, GP completed an inventory of occupied and available parking spaces for the East Bayside PHA properties as well as the adjacent neighborhood streets on Sunday evening, September 10th 2017 every 45 minutes from approximately 9 PM to midnight. This represents a time period when most residents would be parked in the neighborhood. The peak period, when the highest number of vehicles were parked throughout the neighborhood, occurred at midnight. A summary of the results for the peak period is presented below:

Parking Survey Results within East Bayside PHA Properties

- Highest Demand observed in PHA Parking Lots: 96 spaces
- Total Parking Lot Spaces: 162 Spaces
- Total Available Spaces in Parking Lots: 66 spaces

According to occupancy information furnished by PHA, 197 units of the 201 total units were occupied as of September 19, 2017. Therefore, the overall parking ratio within the PHA off street lots was 0.49 (96/197) spaces per unit. It should be noted that 144 units have parking stickers to allow them to park in PHA lots, but the peak demand in the lots was 96 vehicles, which is less than the number of stickered vehicles. The peak demand is approximately 0.67 (96/144) spaces used per sticker.

On Street Parking for Area Bounded by Anderson, Cumberland, Greenleaf, Oxford, Madison and Boyd Streets

- Highest On Street Demand Observed: 212 spaces
- Total On Street Spaces: 348 spaces
- Total Available Spaces On Street: 136 spaces

This data shows there was substantial available parking within the neighborhood. While 66 spaces were available within the PHA parking lots, some residents may be parking on the street. Therefore, to estimate the total parking demand associated with the existing PHA properties, GP included the number of occupied spaces adjacent to PHA properties, which were estimated to be 80 spaces. Adding these additional spaces to the 96 spaces occupied in the existing PHA lots results in an overall existing parking ratio of 0.89 spaces per occupied unit for the PHA housing properties. This is conservatively high since the inventory was generous when attributing the on street parking to the PHA properties.

GP also determined the number of unoccupied on and off street parking spaces within 300 and 500 feet of 58 Boyd Street. The data summarized below is for 12 midnight, which was the peak period observed:

Unoccupied parking within 300 feet of the site:

- Parking lots: 8 spaces
- On Street spaces: 17 spaces
- Total: 25 spaces

Unoccupied parking within 500 feet of the site:

- Parking lots: 38 spaces
- On Street spaces: 41 spaces
- Total: 79 spaces

Other Relevant Parking Studies

GP reviewed data from other projects that were on file to estimate an appropriate parking ratio for this project which is summarized below:

Island View Apartments in Portland, Maine

This inventory was performed on July 12, 2004 from 6:00 PM to 9:00 PM. Island View Apartments is a 70-unit apartment building on the corner of North Road and Walnut Road in Portland. It contains a total of 84 parking spaces, 29 of which are designated visitor parking only, and two of which are handicap parking. In the peak half hour period, a maximum of 49 parking spaces were occupied. This gives a demand of 0.70 parking spaces per dwelling unit.

Previous Parking Occupancy Study

As part of studies for similar projects in the past, GP examined the parking occupancy of apartment buildings in downtown Portland with dedicated parking lots, either behind or within the building as part of another application. GP completed parking occupancy counts from 10-11 PM (within the peak period, based on ITE and Urban Land Institute {ULI} data) at 53 Danforth Street, 645 Congress Street, and Walker Terrace (at the corner of Congress Street and Walker Street) on Tuesday, October 26, 2010.

In addition, GP referenced the parking supply for Franklin Towers and Oak Street Lofts. Franklin Towers has 200 units and, based on aerial data, a parking supply of 58 spaces. Oak Street Lofts has 37 units and 16 parking spaces, although it should be noted that half of the spaces (eight) are for motorcycles. For the purposes of this assessment it is assumed that the peak demand at both of these facilities is at 100% occupancy. The following table summarizes the calculated parking demand for each facility based on the occupancy counts:

Parking Demand Studies Summary

Facility	Number of Units	Peak Demand (occupied spaces)	Demand Rate (spaces per unit)
53 Danforth	43	29	0.67
645 Congress	56	28	0.50
Walker Terrace	40	20	0.50
Oak Street Lofts	37	16*	0.43
Franklin Towers	200	58**	0.29
Average Parking Demand (spaces per unit)			0.48

*Assumes 100% occupancy at Oak Street Lofts

**Assumes 58 spaces based on aerial imagery and 100% occupancy at Franklin Towers

As shown in the table, the parking occupancy counts for various facilities in Portland indicate an average need for 0.48 parking spaces per apartment unit within the Portland Peninsula.

Recommended Parking Ratio

Based on the level of parking demand at the above referenced studies, and the planned implementation of the Transportation Demand Management Plan, it is the opinion of GP that an appropriate parking demand rate for the proposed Front Street project is 0.75 spaces per unit to achieve 100% capacity. This is consistent with the parking rate used for the recent Bayside Anchor and 58 Boyd Street projects.

Existing Availability Parking Study

To understand more about the current parking conditions, GP completed a general review of off-street parking within the neighborhood (see attached Parking Occupancy Map). In addition, we also field reviewed the four primary parking lots associated with the existing 50 units. The parking evaluation was completed at approximately 10:30 PM on a Sunday night (July 9, 2017). Sunday nights are typically a good time to gather this type of data since most people are at home at this time on a Sunday starting to prepare for the up coming week. The streets are not striped for parking spaces, so to complete this evaluation, we based the on-street parking capacity on information provided by the City. For purposes of determining spaces, they assume a parking space is 20 feet in length, parking stops 5 feet from a driveway, and 20 feet from the centerline of a crosswalk. We also eliminated those areas where parking was not allowed. The following table summarizes the results of the evaluation. The results of the parking evaluation are also shown on the attached Figure 1.

Parking Evaluation Summary

Segment	Counted	Capacity	Available
Front St. (Johansen St. to West Presumpscot St.)	22	65	43
Front St. (West Presumpscot St. to Randall St.)	5	34	29
Illsley St. (West of Cummings St.)	0	1	1
Illsley St. (Cummings St. to West Presumpscot St.)	11	22	11
Illsley St. (West Presumpscot St. to Randall St.)	10	35	25
West Presumpscot St. (Washington Ave. to Illsley St.)	5	13	8
West Presumpscot St. (Illsley St. to Front St.)	13	25	12
Randall St. (Illsley St. to Front St.)	3	21	18
Illsley St. Parking Lot	6	13	7
Front St. Western Parking Lot	4	13	9
Front St. Eastern Parking Lot	5	13	8
Front Street Parking Lot	9	11	2
Total	93	266	173

As can be seen, there is ample existing on-street parking availability. The existing on-street parking availability combined with the the proposed off-street parking spaces for the proposed development, which will remove vehicles from the street, will provide more than enough parking for neighborhood residences. The attached Figure I shows the percent occupancy of each street and lot. As can be seen from the Figure, with the exception of one short section of West Presumpscot Street (which is still less than 75% capacity), the adjacent roadway network is less than 50% occupied. This includes the streets that are directly adjacent to the existing site.

Concerns were raised at a recent neighborhood meeting that residences may not want to pay to be able to park within the parking lots, and instead opt to park on the street. It is my understanding that PHA reviewed how many of their residences had paid for an off-street parking pass to park within the parking lots and that all 50 residences had a sticker. There is a potential that some units have more than one vehicle, and do park on the street; however, from the above on-street parking evaluation, it is clear there is still more than enough on-street parking.

VI. Neighborhood Comments

The applicant hosted a neighborhood meeting on May 17, 2017 to provide the neighborhood with details on the proposed project and to listen to the comments and concerns regarding the redevelopment. The minutes from the meeting are attached. The primary traffic comments from the neighborhood are summarized as follows with preliminary responses:

Comment: Several attendees voiced a concern regarding anticipated increases in traffic volumes.

Response: As detailed in Section III of this Study, the development is forecast to increase the existing site trip generation by 13 AM peak hour trip ends and 16 PM peak hour trip ends. This level of trip generation is not anticipated to significantly impact the operation of the adjacent roadway network

Comment: Attendees were concerned with the speed of traffic through the neighborhood

Response: Although not discussed in this study, PHA has expressed a willingness to explore potential traffic calming measures for the immediate neighborhood and is pursuing this with the City. They recognize the importance of maintaining reasonable speeds throughout the neighborhood. They are also sensitive to consistency of speed throughout the neighborhood and not try to slow traffic in one area only to have drivers divert and speed through other areas.

Comment: The neighborhood feels parking on Front Street is overused and hazardous. Additional concern that there will not be enough parking provided off-street.

Response: Parking is detailed in Section V of this study. Based on that evaluation the parking demand for 100% capacity is forecast at approximately 75 parking spaces.

VII. Transportation Demand Management (TDM) Plan

PHA has requested the development of a Transportation Demand Management (TDM) Plan for this project that will support the City's transportation and environmental sustainability goals as well as the PHA's Green Policy by encouraging and promoting bicycling, walking, and use of transit. Avesta Housing Management will be managing the project for PHA and is very familiar with the importance of a TDM Plan. The following is a description of the elements of the TDM Plan.

TDM Coordinator

Avesta has a Property Manager who will coordinate the TDM Plan. The TDM Coordinator will be responsible for posting changes and updates to the METRO schedule and potential UHaulCarshare information in the lobby as well as other information relevant to promoting and encouraging the greater use of bicycling, walking, and bus-based transit. Portland Housing is also striving to have a Transportation Demand Management line item approved for the operating budget to help further subsidize METRO passes and potentially a UHaulCarShare system and Lyft personal ride share service.

PHA Goals for Parking

In addition to adopting the philosophy of the City in trying to reduce the need for parking spaces and encourage other modes of travel, PHA has also identified internal goals as follows:

- Provide limited, safe, well managed parking for PHA / PHDC residents
- Reduce agency costs of maintaining parking areas
- Reduce vehicle congestion
- Increase tenants use of public transportation
- Utilize PHA land more efficiently, making it available for other purposes
- Reduce the costs of new housing development by building / providing less parking
- Reduce the cost of housing to tenants
- Reduce fuel usage and carbon emissions, consistency with PHA Green Policy
- Increase resident wellness

Parking Requirements in Lease

The following are key parking requirements that will be detailed in the lease agreement:

- One parking space per household provided (if available at site)
- Tenants must register vehicle with PHA
- Vehicle must be kept operable, inspected and registered with State of Maine
- Eligible registered vehicles receive a PHA sticker to be displayed
- Tenants will be charged an annual \$60.00 Parking Reservation Fee to help off-set costs of maintaining parking areas and administering parking rules. Monthly \$5 charge on one vehicle allowed to be parked on site

Automobile Parking Reduction Strategies

The Applicant proposes to take the following measures to reduce the demand for vehicles:

Bicycle Parking

PHA Housing is proposing to provide a total of 50 parking spaces for bicycles on-site, with 40 of these within the buildings and others on outside racks. The bicycle shelter will provide increased bicycle security and protection from the weather.

Encourage Use of Local Transit

The Front Street housing development is a walkable distance of 0.2 miles away from the closest METRO bus stop, which is located on Washington Avenue. Avesta's TDM Coordinator will provide route maps, schedules, and ticket information in packets along with their lease agreement. As PHA does for its public housing residents, Front Street will potentially provide discounted monthly Metro bus passes to households, with a preference to families with no vehicle, depending on MaineHousing requirements for subsidizing METRO passes with parking fees. If allowed, Front Street would propose the following:

- \$45 monthly passes will be reduced to \$25
- Maximum of 2 passes per household
- Work with Metro on development and implementation of bus pass program

UHaulCarShare

In Portland, the UHaulCarShare service currently provides a total of seven vehicles, one of which is utilized by Avesta Housing at their 409 Cumberland development. This service is a shared car program that allows people to rent the vehicle for various trips. Based on a review of June 2015 to May 2016 data, the vehicle used by residents of 409 Cumberland Avenue was used for an average of 30 trips per month with an average distance of 39 miles per trip. The closest vehicle to the Front Street development is located at 115 Congress Street, which is approximately a 1.5 mile walk from the site. These vehicles are available on an hourly or daily basis. PHA will make residents aware of and encourage use of this service, which will allow for use of a car for certain trips, which can reduce the need for an owned car. Information will be provided to each incoming resident with their lease agreement.

Sidewalk Facilities

Sidewalks surround the proposed project encouraging walking to and from the site. In addition, the site is in close proximity to the Back Cove Trail and to Payson Park, part of the Portland Trail system. PHA is also working with the Parks Department to establish a better connection to Payson Park.

Tenant Packets

Upon signing a lease, each tenant will be provided with an extensive packet which will include information on transportation incentives and resources. Tenant packets will, at a minimum, include:

- Information on METRO pass reduced fees or free ride tickets to be provided by PHA
- The Greater Portland Transit Guide and other bus transit trip planning resources
- Registration and program information for UHaulCarShare
- Bicycle commuting information and other resources gathered from the Bicycle Coalition of Maine, the Portland Gear Hub Bicycles for All Mainers Program, and Bicycle Meet Up commuter program
- Portland Trails map

Education

Work with Portland Metro and Greater Portland Council of Governments to educate and market the use of public transit in the Portland area to PHA residents. It is our understanding that the following information will be provided to tenants:

- Metro plans to increase the number of bus shelters along routes
- Metro has expanded service to Yarmouth and Brunswick
- Metro will be launching “real time bus arrival information” via website, text message and mobile applications
- Educate potential users on the average annual costs associated with owning a car (approximately \$5,822/year) and the savings if they were to use the bus

Monitoring

As part of the TDM Plan monitoring program, Avesta Property Management will assess the utilization of its on and off site parking on an ongoing basis and will monitor the operation of the parking areas. Demand for handicapped parking will be monitored on a monthly basis. Avesta Property Management will track tenant requests for additional on-site bicycle and scooter/motorcycle parking.

One year after initial occupancy and annually thereafter, Avesta Property Management will revisit the TDM Plan, taking into account the following:

- Tenant vehicle ownership (bicycle, scooter/motorcycle, automobile)
- Tenant parking utilization of on and off street parking, including nearby parking garages and on-street parking spaces
- The means of travel by tenants (bus, walk, bicycle, automobile, scooter/motorcycle, car share, carpool, or other)

Avesta Property Management will update the TDM Plan and submit a draft plan to the City's TDM Manager for review and comments. Should the vehicle ownership of the tenants exceed 1.0 spaces per unit or 100 spaces, or specific parking issues are identified, additional TDM measures and/or parking measures will be considered.

Timetable for Action Items

This project will be managed by Avesta Property Management. The applicant will work with the City in establishing expected timelines for each of the action items.

Appendix

Trip Generation Calculations
MaineDOT Crash Data
Parking Occupancy Map
Neighborhood Meeting Minutes

JN: 3323
 Project Description: Front Street Affordable Housing
 Project Location: Portland, Maine
 Date: 6/13/2017

Gorrill Palmer
 707 Sable Oaks Drive
 Suite 30
 South Portland, Maine 04106

**Apartment
 Land Use Code (LUC) 220**

Dwelling Units: Proposed 100

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.65 (X)	88	665	50%	50%	333	332	N/A
AM Peak Hour of Adj. Street Traffic	T = 0.51 (X)	78	51	20%	80%	10	41	N/A
PM Peak Hour of Adj. Street Traffic	T = 0.62 (X)	90	62	65%	35%	40	22	N/A
AM Peak Hour of Generator	T = 0.55 (X)	83	55	30%	70%	17	38	N/A
PM Peak Hour of Generator	T = 0.67 (X)	85	67	60%	40%	40	27	N/A
Saturday	T = 6.39 (X)	15	639	50%	50%	320	319	N/A
Saturday Peak Hour of Gen.	T = 0.52 (X)	14	52	**	50%	26	26	N/A

* Percentages rounded to nearest 5%

** Not Available (Assumption)

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.06 (X) + 123.56	88	730	50%	50%	365	365	0.87
AM Peak Hour of Adj. Street Traffic	T = 0.49 (X) + 3.73	78	53	20%	80%	11	42	0.83
PM Peak Hour of Adj. Street Traffic	T = 0.55 (X) + 17.65	90	73	65%	35%	47	26	0.77
AM Peak Hour of Generator	T = 0.54 (X) + 2.45	83	56	30%	70%	17	39	0.82
PM Peak Hour of Generator	T = 0.60 (X) + 14.91	85	75	60%	40%	45	30	0.80
Saturday	T = 7.85 (X) - 256.19	15	529	50%	50%	264	265	0.85
Saturday Peak Hour of Gen.	T = 0.41 (X) + 19.23	14	60	**	50%	30	30	0.56

* Percentages rounded to nearest 5%

** Not Available (Assumption)

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

Rt 26 area

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0026X	Start Node: 18737 End Node: 17040	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0560403	Start Node: 13537 End Node: 13547	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0560302	Start Node: 13534 End Node: 13537	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0560307	Start Node: 13534 End Node: 17036	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560391	Start Node: 13538 End Node: 13552	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560609	Start Node: 13549 End Node: 17037	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560609	Start Node: 13553 End Node: 13535	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0560599	Start Node: 13550 End Node: 17038	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560599	Start Node: 13536 End Node: 13550	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560176	Start Node: 13551 End Node: 17039	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☒ 1320 Summary

REPORT DESCRIPTION

Rt 26 area

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: **0560609**

Start Node: **13535**

Start Offset: **0**

☒ Exclude First Node

End Node: **13549**

End Offset: **0**

☒ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes																
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF		
18737	0026X - 1.21	Int of BATES ST VERANDA ST WASH AV SB WASHINGTO	9	34	0	1	2	6	24	27.3	11.233	1.01	1.07	0.00		
												Statewide Crash Rate:	0.71			
17036	0026X - 1.27	Int of GALVIN ST, WASHINGTON AV	2	7	0	0	0	2	5	28.6	8.689	0.27	0.29	0.00		
												Statewide Crash Rate:	0.13			
17037	0026X - 1.32	Int of RANDALL ST WASHINGTON AV	2	5	0	0	1	2	2	60.0	8.769	0.19	0.29	0.00		
												Statewide Crash Rate:	0.13			
13583	0026X - 1.35	Int of CHURCHILL ST, WASHINGTON AV	2	6	0	0	0	2	4	33.3	8.732	0.23	0.29	0.00		
												Statewide Crash Rate:	0.13			
17038	0026X - 1.41	Int of PRESUMPCOT ST W PRESUMPCOT ST WASHINC	9	27	0	1	2	6	18	33.3	9.134	0.99	1.11	0.00		
												Statewide Crash Rate:	0.71			
17039	0026X - 1.50	Int of CUMMINGS ST WASHINGTON AV	2	2	0	0	0	0	2	0.0	6.859	0.10	0.31	0.00		
												Statewide Crash Rate:	0.13			
A13547	0026X - 1.55	Int of JOHANSEN ST, WASHINGTON AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00		
												Statewide Crash Rate:	0.13			
P17040	0026X - 1.56	Int of OAKLEY ST WASHINGTON AV	2	3	0	0	0	1	2	33.3	6.691	0.15	0.31	0.00		
												Statewide Crash Rate:	0.13			
13537	0560403 - 0	Int of FRONT ST JOHANSEN ST	2	0	0	0	0	0	0	0.0	0.085	0.00	0.09	0.00		
												Statewide Crash Rate:	0.14			
13534	0560302 - 0	Int of FRONT ST GALVIN ST	2	0	0	0	0	0	0	0.0	0.040	0.00	-1.25	0.00		
												Statewide Crash Rate:	0.14			
13535	0560302 - 0.04	Int of FRONT ST RANDALL ST	2	0	0	0	0	0	0	0.0	0.088	0.00	0.12	0.00		
												Statewide Crash Rate:	0.14			
13536	0560302 - 0.15	Int of FRONT ST W PRESUMPCOT ST	2	1	0	0	0	0	1	0.0	0.102	3.27	0.25	13.15		
												Statewide Crash Rate:	0.14			
13538	0560307 - 0.08	0503952 POR,ILLSLEY,GALVIN ST.	2	0	0	0	0	0	0	0.0	0.069	0.00	-0.15	0.00		
												Statewide Crash Rate:	0.14			
13549	0560391 - 0.04	0503963 POR,ILLSLEY,RANDALL ST.	2	0	0	0	0	0	0	0.0	0.118	0.00	0.35	0.00		
												Statewide Crash Rate:	0.14			
13550	0560391 - 0.14	Int of ILLSLEY ST W PRESUMPCOT ST	2	0	0	0	0	0	0	0.0	0.156	0.00	0.48	0.00		
												Statewide Crash Rate:	0.14			
13551	0560391 - 0.24	0503965 POR,ILLSLEY,CUMMINGS ST.	2	0	0	0	0	0	0	0.0	0.051	0.00	-0.66	0.00		
												Statewide Crash Rate:	0.14			
13552	0560391 - 0.27	0503966 POR,ILLSLEY ST,END	2	0	0	0	0	0	0	0.0	0.011	0.00	-10.20	0.00		
												Statewide Crash Rate:	0.14			
13553	0560609 - 0	0503967 POR,,RANDALL ST,END	2	0	0	0	0	0	0	0.0	0.017	0.00	-5.33	0.00		
												Statewide Crash Rate:	0.14			
Study Years: 3.00				NODE TOTALS:	85	0	2	5	19	58	30.6	60.844	0.47	0.43	1.08	

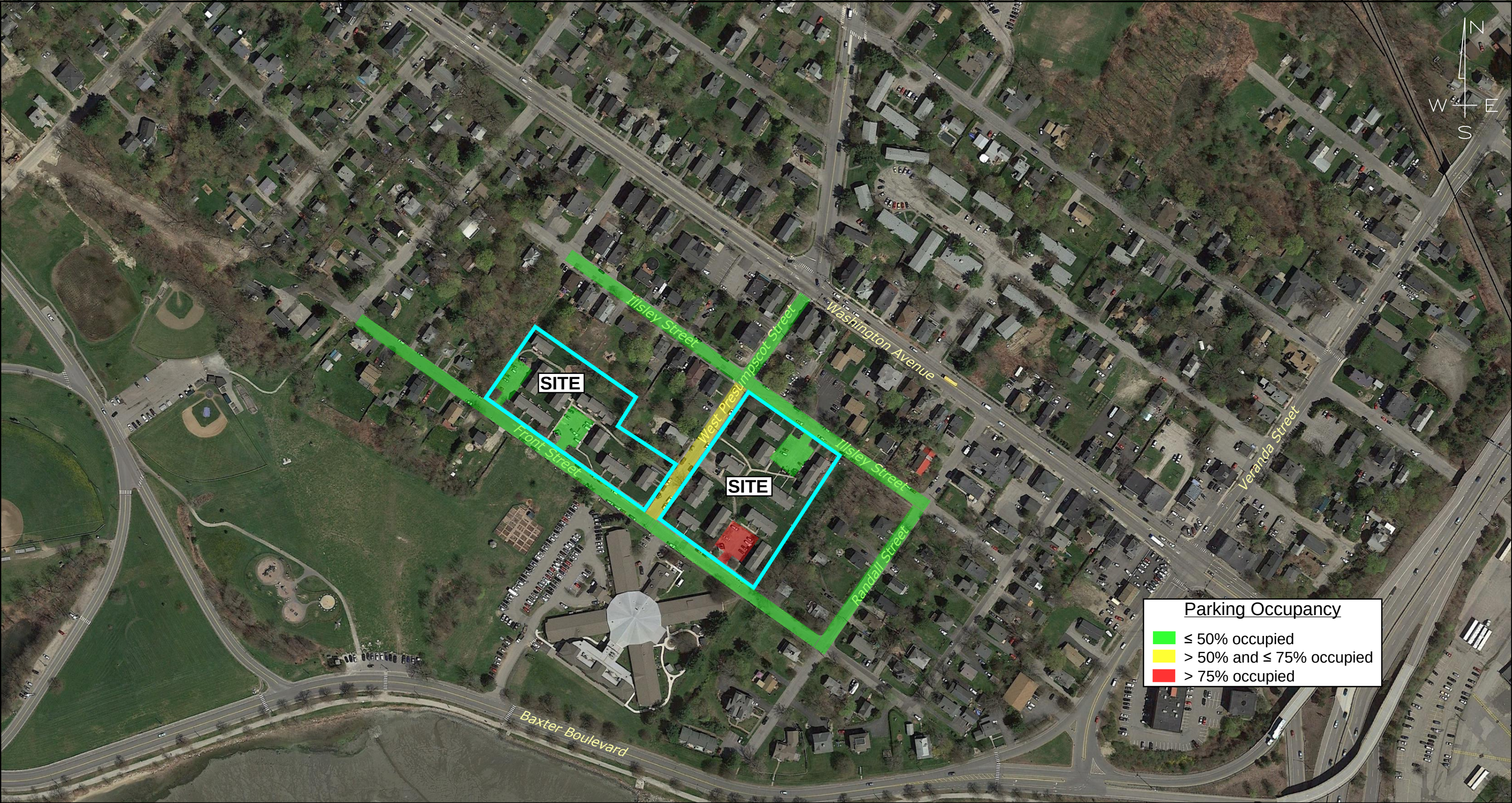
Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
17036	18737	3123985	0 - 0.06	0026X - 1.21 ST RTE 26	0.06	2	12	0	0	1	0	11	8.3	0.00515	776.24	448.69	1.73
Int of GALVIN ST, WASHINGTON AV														Statewide Crash Rate: 193.12			
17036	17037	3120740	0 - 0.05	0026X - 1.27 ST RTE 26	0.05	2	2	0	0	0	1	1	50.0	0.00436	153.02	467.99	0.00
Int of GALVIN ST, WASHINGTON AV														Statewide Crash Rate: 193.12			
13583	17037	3123939	0 - 0.03	0026X - 1.32 ST RTE 26	0.03	2	1	0	0	0	0	1	0.0	0.00261	127.56	533.65	0.00
Int of CHURCHILL ST, WASHINGTON AV														Statewide Crash Rate: 193.12			
13583	17038	3130464	0 - 0.06	0026X - 1.35 ST RTE 26	0.06	2	5	0	0	0	1	4	20.0	0.00521	319.80	447.44	0.00
Int of CHURCHILL ST, WASHINGTON AV														Statewide Crash Rate: 193.12			
17038	17039	3129290	0 - 0.09	0026X - 1.41 ST RTE 26	0.09	2	12	0	0	2	0	10	16.7	0.00618	647.14	429.04	1.51
Int of PRESUMPSCOT ST W PRESUMPSCOT ST WASHINGTON AV														Statewide Crash Rate: 193.12			
13547	17039	188353	0 - 0.05	0026X - 1.50 ST RTE 26	0.05	2	4	0	0	1	2	1	75.0	0.00340	391.74	498.42	0.00
Int of JOHANSEN ST, WASHINGTON AV														Statewide Crash Rate: 193.12			
13547	17040	3130189	0 - 0.01	0026X - 1.55 ST RTE 26	0.01	2	0	0	0	0	0	0	0.0	0.00066	0.00	745.15	0.00
Int of JOHANSEN ST, WASHINGTON AV														Statewide Crash Rate: 193.12			
13537	13547	188337	0 - 0.12	0560403 - 0 RD INV 05 60403	0.12	2	0	0	0	0	0	0	0.0	0.00012	0.00	1732.01	0.00
Int of FRONT ST JOHANSEN ST														Statewide Crash Rate: 401.45			
13534	13535	188330	0 - 0.04	0560302 - 0 RD INV 05 60302	0.04	2	0	0	0	0	0	0	0.0	0.00001	0.00	-5673.21	0.00
Int of FRONT ST GALVIN ST														Statewide Crash Rate: 401.45			
13535	13536	188332	0 - 0.11	0560302 - 0.04 RD INV 05 60302	0.11	2	1	0	0	0	0	0	0.0	0.00004	7412.68	1138.86	6.51
Int of FRONT ST RANDALL ST														Statewide Crash Rate: 401.45			
13536	13537	188335	0 - 0.16	0560302 - 0.15 RD INV 05 60302	0.16	2	1	0	0	0	0	1	0.0	0.00012	2897.34	1730.97	1.67
Int of FRONT ST W PRESUMPSCOT ST														Statewide Crash Rate: 401.45			
13534	13538	188331	0 - 0.08	0560307 - 0 RD INV 05 60307	0.08	2	0	0	0	0	0	0	0.0	0.00004	0.00	1021.50	0.00
Int of FRONT ST GALVIN ST														Statewide Crash Rate: 401.45			
13538	17036	188339	0 - 0.04	0560307 - 0.08 RD INV 05 60307	0.04	2	2	0	0	0	0	2	0.0	0.00003	21847.89	333.98	65.42
0503952 POR, ILLSLEY, GALVIN ST.														Statewide Crash Rate: 401.45			
13538	13549	188338	0 - 0.04	0560391 - 0 RD INV 05 60391	0.04	2	1	0	0	0	0	1	0.0	0.00000	81539.47	-	0.00
0503952 POR, ILLSLEY, GALVIN ST.														Statewide Crash Rate: 25630.05			
13549	13550	188355	0 - 0.10	0560391 - 0.04 RD INV 05 60391	0.10	2	3	0	0	0	0	3	0.0	0.00004	26599.28	828.23	32.12
0503963 POR, ILLSLEY, RANDALL ST.														Statewide Crash Rate: 401.45			
13550	13551	188357	0 - 0.10	0560391 - 0.14 RD INV 05 60391	0.10	2	0	0	0	0	0	0	0.0	0.00004	0.00	884.43	0.00
Int of ILLSLEY ST W PRESUMPSCOT ST														Statewide Crash Rate: 401.45			
13551	13552	188359	0 - 0.03	0560391 - 0.24 RD INV 05 60391	0.03	2	0	0	0	0	0	0	0.0	0.00001	0.00	-	0.00
0503965 POR, ILLSLEY, CUMMINGS ST.														Statewide Crash Rate: 14016.71			
13549	17037	188356	0 - 0.04	0560609 - 0.15 RD INV 05 60609	0.04	2	0	0	0	0	0	0	0.0	0.00005	0.00	1167.02	0.00
0503963 POR, ILLSLEY, RANDALL ST.														Statewide Crash Rate: 401.45			
13535	13553	188334	0 - 0.07	0560609 - 0 RD INV 05 60609	0.07	2	0	0	0	0	0	0	0.0	0.00002	0.00	-457.55	0.00
Int of FRONT ST RANDALL ST														Statewide Crash Rate: 401.45			

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Percent C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
13550	17038	188358	0 - 0.05	0560599 - 0.08	0.05	2	2	0	0	0	2	0.0	0.00007	9201.43	1601.95	5.74	
Int of ILLSLEY ST W PRESUMPCOT ST				RD INV 05 60599										Statewide Crash Rate: 401.45			
13536	13550	188336	0 - 0.08	0560599 - 0	0.08	2	3	0	0	0	3	0.0	0.00007	13698.63	1606.05	8.53	
Int of FRONT ST W PRESUMPCOT ST				RD INV 05 60599										Statewide Crash Rate: 401.45			
13551	17039	188360	0 - 0.05	0560176 - 0	0.05	2	2	0	0	0	1	0	100.0	0.00002	31491.10	-994.82	0.00
0503965 POR,ILLSLEY,CUMMINGS ST.				RD INV 05 60176										Statewide Crash Rate: 401.45			
13535	13549	188333	0 - 0.08	0560609 - 0.07	0.08	2	0	0	0	0	0	0.0	0.00006	0.00	1442.38	0.00	
Int of FRONT ST RANDALL ST				RD INV 05 60609										Statewide Crash Rate: 401.45			
Study Years:		3.00		Section Totals:		1.54	51	0	0	4	5	40	17.6	0.02832	600.26	317.23	1.89
				Grand Totals:		1.54	136	0	2	9	24	98	25.7	0.02832	1600.69	440.28	3.64

Parking Occupancy Map



Front Street Development
PORTLAND, MAINE

Front Street Re-Development Meeting Minutes May 17, 2017, Presumpscot Elementary School

Team Members Present:

PHA - Mark Adelson (Executive Director), Jay Waterman (Director of Development), Trevor Nugent (Dir. Of public Housing), Emily Mancini-Fitch (Housing Services Manager), Shirley Peterson (PHA Board President)
Utile Architecture and Design - Jonathan Evans, Katie Wirtz, Evan Parkinson
Government Strategies - Kim Cook
Carroll Associates Landscape Architecture - Pat Carroll

Portland Housing Authority hosted a neighborhood meeting regarding the re-development of the Front Street public housing project in Portland's East Deering neighborhood. The meeting was held at the Presumpscot Elementary School on May 17, 2017 from 6:30-8:00pm.

The meeting was noticed by mail to property owners within 500 feet of the proposed development using the City Planning Department's mailing list. PHA also noticed all Front Street Public Housing residents with flyers

Sign-in sheets and the flyer that was sent are attached.

Mark Adelson, Executive Director, opened the meeting with introductions and gave some background on the Housing Authority and PHA's Strategic Vision Plan for renovation or re-development of its 1,000+ housing units in Portland

Jonathan Evans from Utile Architecture and Design, presented the project, the neighborhood context. Jonathan gave a history of project, noted it is at the end of its useful life. Discussed the needs of the neighborhood. There are currently 182 bedrooms in 18 bldgs plus the community room. He said it is important to look at the community needs, listed from previous meetings. Opportunities:

- meet needs of project but respectful of neighborhood
- scale of housing
- traffic calming measures on Presumpscot St.

Jonathan showed existing and proposed views of project.

Jay Waterman discussed the process at the planning board, the schedule, and next steps. Pat Carroll, Landscape Architect, presented the site plan.

Comments from attendees (responses or discussion in italics):

- It appears that most residents of current development have more than 1 car. Sharon Kiley offered to sell her property to use as parking lots. Traffic speed on Presumpscot is fast and dangerous.

- Area needs more parking, residents have more than 1 car, parking on Front St and neighboring streets.
- Too many Front Street residents park on the street and the streets do not get plowed.
- Concern for location of school bus stop around development as it blocks traffic.
- Area resident wants it to be pedestrian friendly, enhance sidewalks, curb flares, improved pedestrian safety.
 - *Design team explained some of the ideas of pedestrian friendly design and connection to Payson Park; making all sidewalks that are in rough shape new and safe; better crosswalks and potential bump-outs for a shorter distance from curb to curb.*
- Concept design shown, the architecture is not in keeping with neighborhood. Looking for 'Maine' archtype, project is in 1922 neighborhood.
- The design shown with the flat roofs is too modern looking. We want brick exterior and a design that is in keeping with the neighborhood.
- It is a problem that people are cutting through the nursing home to Baxter Blvd.
- Wants to change neighborhood traffic habits, cut thru nursing home driveway to Baxter Blvd, wants some kind of blvd access. Other concern that senior housing would cut off access to the Blvd. if this were used too much.
- Need for a traffic study
 - *This is pending and will be submitted with the Site Plan application to the planning board*
 - *Jay Waterman gave an estimated timeframe for the project of a site plan application submission in Summer 2017 with a construction start in Fall of 2018 and occupancy in Fall of 2019.*
- Traffic Study should be done at different times of day to show the different usage and different cars.
- Changing nature of neighborhood; this is not India St or West End, different than other neighborhoods; there are challenges and opportunities; didn't like flat roofs
- Concern about design as too urban and would change the feel of the neighborhood; concern it is too dense.
- Concern about sewer capacity and school capacity for more children
 - *Jay noted that utilities (sewer/water) are through the City and Portland Water District. Unit mix has not been determined but there will be some 4-5 BR units and many more studios and 1BR units. It will also be mixed income at 80% affordable and 20% market rate.*
- Concern about new height being taller than current building height.
 - *It was noted that the 2-3 story buildings will not be any taller than the pitched roofs and will meet the zoning requirements for R-5 PRUD.*
- Playgrounds too close to windows, move away from buldings.
- Concern that buildings are too close to the road and need larger front yards for playing and neighbor interaction
 - *There will be setbacks and small front yards and stoops*
- Concern that distance from parking to unit entry is too far.
- An area resident asked the timing of project and the need for traffic study.
 - *Team noted that the project is going to planning board Fall 2017. Pat Carrol noted a traffic study is part of that submission to the planning board and that will*

help the planning board impose a number of off-street parking spaces

- Questioned scale of project, doubling number of units on site. Questioned speed table on Presumpscot; described using Cummings as escape to Washington Ave. Need to slow traffic on Randall and Johannsen.
- Too many cars parked on the street and people drive too fast in the neighborhood.
 - *This is something the team would like work with the area residents and the City on to find solutions because PHA does not want too many cars on the street or unsafe streets.*
- Need 2nd exit onto Washington Ave; questioned school population; questioned similarity to Washington Gardens; Issues with sewer system on Washington Avenue
- A Front Street resident asked about basements.
There will be no basements if Front Street is re-developed.
- Concern about sewer capacity and soils on this site.
 - *There is public sewer in the area and the Portland Water District said that it has the capacity to serve the proposed new project size and BR mix.*
- How is trash handled; school buses; questioned who takes care of housing.
 - *Trash service will take trash from rooms in buildings. No dumpsters.*
- Questioned ownership of property; where can she read about project; lack of outdoor space for individual residents
 - *There will be information on PHA's website soon. More information after submission to the planning board.*
- Questioned occupancy rate/ bedroom occupancy of 60% valid?
 - *The 60% only refers to the maximum number of people per bedroom under HUD rules. PHA tracks this and our occupancy is less than the maximum of 2 persons per bedroom by about 55% or about 1 person per bedroom.*
- Residents parking on streets, not in parking lots; main issues traffic, parking ,school impact
 - *There was discussion about existing number of bedrooms increasing only by 21% even though the number of units is going from 50 to 99.*
- Preference for community play areas to be separated from residential areas. Area resident has kids that have broken a window when using the play space close to her residence.
- There are only parking outlets to Front Street planned. There should be parking outlets to other streets.
 - *Design team noted driveways onto Illsley as well as Front Street.*
- Concern about doubling number of units and the amount of traffic.
- Could Cummings Street be built to ease traffic? Speed bumps on Johannsen and Randall a possibility?
 - *These are City issues that we could help the neighbors discuss with the City.*
 - *Discussion about Cummings street and turning it into a real street*
- Area resident asked if the management company will do a better job of keeping the trash picked up. Trash is a problem.
 - *Design Team noted that there will be indoor trash rooms and a trash service that picks up trash. The dumpsters and their enclosures will go away.*
- Concern for who manages the property.
- Would like to see a digital or hard copy of the presentation
 - *It was noted that the presentation and the meeting minutes would be on the PHA website.*

- Does not like the aesthetics of residents storing things outdoors. They should have storage. Prefer fenced back yards. Residents should all have private outdoor space.
- Having individualized outdoor spaces is important to residents. Residents in surrounding neighborhood have access to outdoor spaces.
- What is required for site plan application to the City planning board?
 - *Pat Carroll explained the level of plan details, performance guidelines, utilization rates, construction management plans, etc. that need to be submitted.*
- Traffic is too fast; Would like to feel invited into the new development and have areas for kids to play; wants to strengthen the sense of community.
 - *Team explained they want as much integration with the neighborhood as possible and make the design of the new development “permeable” so that area residents feel welcome walking through.*
- When is the next community meeting?
 - *2-3 months from this meeting after site plan submission. There is also a required public hearing at the planning board for anyone to come and give comments.*

END OF MEETING MINUTES

Note: This memorandum represents our understanding of the events which transpired and the actions which were taken. If they do not conform to a recipient's understanding, prompt written notice must be communicated to the writer. If no corrections or objections are made, this memorandum will be relied upon as a factual interpretation of this meeting.

CITY OF PORTLAND
Planning & Urban Development Department

LEVEL II and LEVEL III SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

Please submit each document as a separate PDF file
Please confirm by electronically checking the boxes to the left

**** PLEASE FILL OUT AND UPLOAD SEPARATELY THE ZONING TABLE
AND WAIVER TABLE AS NOTED BELOW ****

GENERAL APPLICATION DOCUMENTS

Yes ☒	NA ☐	Project Description Cover Letter with detailed project description
Yes ☒	NA ☐	Completed Checklist – Level I: Site Alteration (this document)
Yes ☒	NA ☐	Right, Title and Interest Deeds, leases, or purchase and sales agreements
Yes ☒	NA ☐	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
Yes ☒	NA ☐	Zoning Assessment Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ☒	NA ☐	Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements
Yes ☒	NA ☐	Waiver Requests Written request for waiver describing request and reason Waiver Table
Yes ☒	NA ☐	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒	NA ☐	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

**LEVEL II AND LEVEL III SITE PLAN
STANDARDS AND SUBMISSION CHECKLIST**
Provide assessment of compliance with standards and include
supplemental documentation, as applicable
Please Submit each document as a separate PDF file

TRANSPORTATION

Yes ☒	NA ☐	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes ☒	NA ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes ☐	NA ☒	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes ☒	NA ☐	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes ☒	NA ☐	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes ☒	NA ☐	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes ☒	NA ☐	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes ☒	NA ☐	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes ☐	NA ☒	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES		
Yes ☒	NA ☐	Preservation of Significant Natural Features (14-526 (b) 1), if applicable - Trees, plants, habitats listed on State or Federal list of endangered or threatened - High and moderate value waterfowl and wading habitat - Aquifers on Casco Bay Islands - Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) - Proposed preservation areas and protection measures - Documentation from environmental consultants, determinations from applicable state agencies
Yes ☒	NA ☐	Landscaping and Landscape Preservation (14-526 (b) 2 a) - Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) - Protection measures of existing vegetation during construction - Protection measures within Shoreland Zone, if applicable
Yes ☒	NA ☐	Site Landscaping (14-526 (b) 2 b) - Screening and buffering of service areas and between non-residential and residential uses - Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes ☒	NA ☐	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable Landscaped islands within parking areas (Technical Manual, Section 4)
Yes ☒	NA ☐	Street Trees (14-526 (b) 2 b iii) - Existing Heritage or Feature Trees on site and measures to preserve - Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
ENVIRONMENTAL AND STORMWATER		
Yes ☒	NA ☐	Water Quality, Stormwater Management and Erosion Control (14-526 (b)3 a) - Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable - Erosion control plan and measures - Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable - Subsurface sanitary sewage disposal and groundwater protection

PUBLIC INFRASTRUCTURE AND SAFETY		
Yes ☒	NA ☐	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes ☒	NA ☐	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
Yes ☒	NA ☐	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
SITE DESIGN		
Yes ☒	NA ☐	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
Yes ☐	NA ☒	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes ☒	NA ☐	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes ☐	NA ☒	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appen. 1)

Yes ☐	NA ☒	Historic Resources (14-526 (d) 5), if applicable • Identify developments within Historic Districts or affecting Designated Landmarks • Certificate of Appropriateness or other evidence • Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required • Address preservation and documentation of Archaeological Resources
Yes ☒	NA ☐	Exterior Lighting (14-526 (d) 6) • Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) • Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes ☐	NA ☒	Noise and Vibration (14-526 (d) 7) • Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes ☒	NA ☐	Signage and Wayfinding (14-526 (d) 8), if applicable • Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff • Proposed commercial and directional signage on site
Yes ☒	NA ☐	Zone Related Design Standards (14-526 (d) 5) • Address Historic Preservation Design Review, if applicable • Address any applicable design review standards by zone • Address submission requirements from Design Manual, page 1, addressing neighborhood context • Description of exterior materials, color, finish, and samples
Construction Management Plan		
Yes ☒	NA ☐	Construction Management Plan • Construction Management Document and Plan

**LEVEL II AND LEVEL III SITE PLAN
DRAWINGS CHECKLIST**

Please upload the following DRAWINGS with the listed details into e-Plan as separate pdfs

RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)

- ☒ Must be in compliance with Technical Manual, Section 13

SITE PLAN(s) (stamped by Maine Licensed Engineer) including:

Existing Conditions

- ☒ Approximate location of structures on abutting property
- ☒ Topography
- ☒ Locate water courses
- ☒ Delineate wetlands
- ☒ Zone lines

Proposed Site Plan

- ☒ Ground floor area, and grade elevations for all buildings

Access, Circulation, and Parking

- ☒ Streets and intersections adjacent to site, any proposed geometric modifications
- ☒ Location, dimensions and materials of all existing and proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines
- ☒ Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas
- ☐ Location and dimensions of proposed loading areas
- ☒ Existing and proposed transit infrastructure with dimensions/ engineering specifications
- ☒ Location of vehicle and bicycle parking with dimensions and engineering specifications

Site Considerations

- ☒ Identify snow storage areas
- ☒ Location of fire hydrants
- ☒ Location of solid waste management facilities

UTILITY PLAN including:

- ☒ Existing utilities on site and within public streets
- ☒ Location, sizing and directional flows of all existing and proposed utilities
- ☒ Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site
- ☒ Electric utility infrastructure

GRADING AND DRAINAGE PLAN including:

- ☒ Existing grades and drainage
- ☒ Proposed grades
- ☒ Proposed stormwater management meeting Technical Manual (Section 5), standards
- ☒ Location and proposed alteration of a water course
- ☒ Preservation or alteration of wetlands

EROSION CONTROL

- ☒ Must be in compliance with Technical Manual, Section 5

LANDSCAPE PLAN including:

- ☒ Existing vegetation to be preserved and preservation measures
- ☒ Proposed landscaping and buffers
- ☒ Planting schedule

RECORDING PLAT, if applicable
☒ If Subdivision, must be in compliance with requirements of Section 14-496 (b)
ARCHITECTURAL PLANS AND RENDERINGS including:
☒ Exterior building elevations, color renderings, illustrations of all sides
☒ Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening
☒ Provide context drawings, if applicable (Design Manual, page 1)
☒ Floor plans



If Subdivision, must be in compliance with requirements of Section 14-496 (b)

ARCHITECTURAL PLANS AND RENDERINGS including:
☒ Exterior building elevations, color renderings, illustrations of all sides
☒ Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening
☒ Provide context drawings, if applicable (Design Manual, page 1)
☒ Floor plans



Exterior building elevations, color renderings, illustrations of all sides



Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening



Provide context drawings, if applicable (Design Manual, page 1)



Floor plans

Description of Project

Overview of Development Proposal

Portland Housing Development Corporation is initiating its next phase of redevelopment in the East Deering neighborhood to continue one of its strategic planning goals of increasing the supply of affordable housing in the City of Portland. For the Front Street Redevelopment Project the PHDC is proposing to replace the existing 50 family apartments at Front Street with a new multi-family apartment project containing a total of 105 new apartments and 8 homeownership units in seven (7) buildings for families and seniors with the following tentative unit mix:

- Studio- 2 units
- 1 bedroom – 51 units;
- 2 bedroom – 24 units;
- 3 bedroom – 24 units;
- 4 bedroom - 10 units;
- 5 bedroom - 2 units
- TOTAL - 113 dwelling units

The Goal of the project is to replace the aging existing housing, but also increasing the number of dwelling units on the property to better reflect the development potential of the property. Key to this project's success will be its compatibility with the existing neighborhood, and a tremendous effort has been made to understand the neighborhood issues and provide design solutions that benefit the residents and neighbors.

The site is located in an existing residential neighborhood with a mix of owner-occupied and rental housing. Multifamily rental is appropriate for and compatible with the site. Front Street Apartments' design is consistent with the style and type of construction historically found in East Deering Neighborhood and other residential neighborhoods in the area. The building organization relates to the local context with 2-3 story buildings relating to the street and off street parking pulled back to reinforce the building edges. The proposed site plan reinforces strong pedestrian connections through the project and along its perimeters, provides traffic calming measures along the public streets, appropriate off-street parking for the residents, reinforces the street edge of the neighborhood by placing all buildings oriented on a 'street' and adding front "porches" to encourage neighborhood interaction, and provides significant open space and other community facilities that help integrate the development with the existing neighborhood.

The project provides significant recreational open space for the residents and neighborhood. Passive recreation open space includes perimeter sidewalks, benches and other site amenities, common lawn areas and shaded sitting areas, pathway connections between Front and Illsley Streets, and an improved pedestrian connection into Payson Park and the nearby Community Gardens. Active recreation improvements include multiple open play areas, a central lawn, and multi-functional space at the Community Room.

Units are designed to serve the needs of residents. The existing Front Street project is very much family oriented, and contains a number of large (4-5 BR) apartments. The proposed redevelopment maintains a compatible unit mix assuring that these large families can return to the neighborhood once the project is complete. Amenities include interior and exterior community facilities, common laundry rooms, interior trash and bicycle storage, and community meeting space. The Front Street Apartments' design will meet and significantly exceed the City's Green Building Code. Front Street Apartments employs the *Passive House* principles to dramatically reduce energy demand and simplify overly complex and expensive multifamily mechanical systems.

The project will provide a mix of affordable and market-rate apartments with the goal of integrating the residents into the existing neighborhood. 84 apartments (80%) will be maintained as affordable units, and 6 of the homeownership units will meet the City's Inclusionary Zoning Workforce Housing definition, with residents that meet the following criteria:

- 69% of the rental units will be for households making at or below 50% of the Area Median Income (about \$41,500 for a family of 4).
- Fifty (50) of the 105 rental units will have Project Based Rental Assistance.
- 11% of the rental units would be for households earning up to 60% AMI.
- 10% of the units will have a set-aside for homeless households
- Another 10% of the units will have a preference for homeless or disabled households

The program includes 23 market rate units (20%) in a census tract that had 54% of its residents living below the poverty line as of the 2010 Census. We have also discounted our market rate rents by 5%-10% below what a recent market study showed for market-rate rents. By doing this, we are trying to reach the "workforce housing" households that the City is targeting in their recent housing needs study. Remaining units are targeted to households earning below 50% and 60% of area median income allowing for additional income diversity.

To minimize relocation impacts on the residents the project is intended to be constructed in three distinct phases. Phase One is located on the block east of West Presumpscot Street and will consist of 60 "family" units in four buildings. This Phase also includes construction of a Community Space and outdoor amenities for the entire development. Phase Two is designed as for senior residents, is proposed to occur immediately following completion of Phase One and will add another 45 apartments and associated site improvements. Phase Three consists of eight (8) townhouse style units that will be developed for home ownership.

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

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

Owner/Developer **PHDC** is the development subsidiary of Portland Housing Authority (PHA). PHA is the largest landlord in Portland and also manages the largest Section 8 program in Maine. **Jay Waterman**, PHDC's Director of Development, brings 6 years of experience as Avesta Housing's Director of Development and another 6 years as a leader in green building construction. Jay recently completed the Bayside Anchor project for the Housing Authority.

The project's Management Agent, **Avesta Housing Management Corporation** manages properties and reviews operating budgets for over 3,200 units in Maine and New Hampshire. PHDC will work closely with Avesta to ensure a financially viable project for the long-term.

Utile Architects has been retained to provide overall Architectural Design for the Project. Sub-consultants to Utile include **Carroll Associates Landscape Architects, Gorrill Palmer Consulting Engineers, and Ransom Consulting**.

Front Street Apartments is well positioned to move from planning and design into production upon receipt of City and LIHTC funding. Site Plan and Subdivision Approval is critical to being awarded funding from MaineHousing and it is anticipated this will be completed by August of 2019. The team is submitting an application to MaineHousing for LIHTC Funding in mid- September, 2019 and, pending approval of MaineHousing tax credits, the first Phase of the Project (60 DU) will be ready for construction in the Fall of 2020.

FRONT STREET APARTMENTS PROJECT SUMMARY

PHASE 1									
		Studio	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed		
BUILDING 1		0	3	3	4	3	1	14	units
LEVEL 1		0	3	1	1	1	0	6	units
LEVEL 2		0	0	2	3	2	1	8	units
BUILDING 2		0	3	4	3	3	0	13	units
LEVEL 1		0	3	2	1	0	0	6	units
LEVEL 2		0	0	2	2	3	0	7	units
BUILDING 3		2	3	1	11	2	1	20	units
LEVEL 1		2	1	1	3	0	1	6	units
LEVEL 2		0	2	0	8	2	0	12	units
BUILDING 4		0	3	4	4	2	0	13	units
LEVEL 1		0	3	2	1	0	0	6	units
LEVEL 2		0	0	2	3	2	0	7	units
PHASE 1 TOTALS		2	12	12	22	10	2	60	units
		2	12	24	66	40	10	154	total beds
PHASE 2		0	39	6	0	0	0	45	units
		0	39	12	0	0	0	51	total beds
PHASE 3		0	0	6	2	0	0	8	units
		0	0	12	6	0	0	18	total beds
EXISTING CONDITIONS		0	0	0	25	18	7	50	units
		0	0	0	75	72	35	182	total beds

Significant Natural Features

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

There are no significant natural features on the site.

Solid Waste

All residential and office waste will be stored in appropriate trash/recycling containers internally in a trash rooms located within each building. These containers will be serviced by an independent solid waste contractor, on a regular basis. It will be the job of the building maintenance to move the trash/recycling receptacles out for the independent contractor.

All waste generated from the site preparation and general site work will be collected and sorted/separated on-site and disposed of properly, off-site, by a private contractor.

All construction waste will be collected and sorted/separated on-site in containers and managed by the general contractor.



Consulting
Engineers
and Scientists

Front Street Stormwater Management Narrative

Date: June 4, 2019
To: City of Portland
From: Thomas Nosal, P.E.
Peer Review: John Mahoney, P.E.
Location: Front Street, Portland, Maine

Executive Summary:

Surface stormwater runoff from roofs, parking areas and green space will be directed towards multiple rain garden areas distributed throughout the site. These rain gardens will be underdrained and designed to remove pollutants and sediment and to cool stormwater before it is discharged into the Back Cove, which discharges to Casco Bay. In general, the existing surface drainage patterns will be retained. Overflows from the rain gardens during heavy rain events will drain into catch basins. During extreme rain events, the rain gardens will overflow to the surface and the site will be graded to direct overflows towards the roadways and away from the buildings.

The site's existing stormwater system is connected to the City's combined sewer system, which is often overwhelmed during heavy rain events, resulting in the discharge of untreated sewerage into Casco Bay, Combined Sewer Overflows (CSO). The proposed stormdrain system will be completely separate from the sewer system, which will reduce the strain on the combined sewer system during heavy rains and, in turn, help to reduce the duration and frequency of CSOs.

Existing Conditions:

The Site consists of three parcels. Two are on Front Street at the intersection of West Presumpscot Street and the third is to the north, on the west side of West Presumpscot Street. The Western Parcel at 63 Front Street contains 71,256 square feet, the Eastern Parcel at 37 Front Street contains 100,253 square feet and the north parcel at 35 West Presumpscot Street contains 14,992 square feet, resulting in a total site area of . The site is currently occupied by 19 buildings (50 residential apartments and a community space), along with associated parking lots and walkways, with the remaining portion of the property being lawn area.

The site generally drains from the back of the lots towards Front Street and along Front Street, from northwest to southeast. Both parcels contain closed stormdrain systems that are combined with sewer services for the existing buildings. These combined drainage systems discharge to the City's combined sewers at various locations along Front Street and on West Presumpscot Street. The entire Front Street Site currently drains to combined sewers.

City of Portland

Based on the Cumberland County USDA soil survey GIS data, the existing soils on this site are all hydrological group D (poorly drained).

Proposed Development:

The applicant, Front Street Housing Redevelopment, LP, proposes to construct 7 new buildings (113 residential apartments and a community space), along with associated parking, walkways and landscaped areas. The proposed development will increase the site's impervious area from 71,323 square feet to 110,147 square feet, an increase of 38,824 square feet (0.89 acres)

In order to reduce the Site's impact on the City's combined drainage system, the applicant proposes to work with the City to construct a new separated stormdrain system within Front Street and West Presumpscot Street. This system, shown schematically on the civil plans, is proposed to discharge to an existing 48" stormdrain that crosses Front Street at the eastern edge of the site. In order to minimize long term maintenance and to maximize the potential for future separation projects, the applicant proposes to work in collaboration with the City on the final configuration/design of the new stormdrain system.

Stormwater Management – Basic Standards:

Erosion and sedimentation control measures are described on Sheet C8.0. Good housekeeping practices shall be in accordance with Maine DEP Best Management Practices. A post construction stormwater management plan and a stormwater BMP inspection and maintenance log are included with this submission.

Stormwater Management - Quality:

As shown on Sheet C5.0, the site is divided into fourteen sub-catchments. Treatment will be provided to impervious area in twelve of the sub-catchments will utilizing the FocalPoint system. Focal Point is a high-flow biofiltration media, engineered to provide a permeability rate in excess of 100 inches/hour. This high permeability facilitates treatment of relatively large impervious areas with small rain gardens making the FocalPoint system ideal for constrained sites and for minimizing excavation/removal of urban soils.

All of the Focal Point systems have been sized to treat 1.0-inches of runoff from their respective contributing areas including both impervious area and landscaped areas. See attached spreadsheets and table on Sheet C5.0 for additional detail.

The FocalPoint systems will be underdrained by R-Tanks, which is a modular system for stormwater storage and conveyance. The proposed R-Tanks will contain a maintenance row (see attached cut sheet). The maintenance row is proposed as an "approved equal" for the Maine DEP's "Isolator Row" requirement for FocalPoint.

Sub-catchment #3 will be treated using a standard *underdrained soil filter*, as it has a relatively small contributing drainage area. The ponding volume for this rain garden exceeds the sum of 1.0-inches of runoff over its contributing impervious areas plus 0.4-inches of runoff over contributing landscaped areas. All rain gardens will include stone energy dissipaters to disperse concentrated flows. Rain gardens that

City of Portland

receive runoff from parking areas will have sediment forebays to pre-treat stormwater by capturing sand/sediment upstream of the rain garden filter media.

Impervious area in sub-catchment #6 will be treated using a pervious paver system, which will have a stone reservoir sized to hold 1 inch of runoff from the contributing pervious area plus 0.4 inches of runoff over the landscape area above a filter layer.

Stormwater Management - Quantity:

The applicant is requesting a waiver from the flooding standard for the following reasons.

- J Because the proposed Site will drain to a separated stormdrain system that discharges directly to Back Cove, our stormwater management approach focuses on stormwater treatment; i.e. removing pollutants and cooling runoff before discharging to Back Cove.
- J While our primary focus has been treatment, a substantial volume of stormwater storage is proposed as ponding depth in the focal point systems and rain gardens.
- J In order to strictly meet the flooding standard, sizable detention ponds would be needed. The construction of which would require removing significant volumes of soil from the Site. Based on initial environmental investigations, onsite soils would be considered *special waste* per Maine DEP Solid Waste Management Rules. Tipping fees for offsite disposal of *special waste* would substantially increase the cost of providing stormwater detention.
- J The project will remove approximately 4 acres of surface runoff from the City's combined drainage system, which will reduce loading on local combined sewers, which in turn, will help to reduce the frequency, intensity and duration of combined sewer overflows.
- J The site will drain to a large (48" diameter) public stormdrain that will drain directly to Back Cove and into the Atlantic Ocean.

Front Street: Stormwater BMP Inspection Log

The City of Portland, ME requires ongoing annual inspections to ensure the proper maintenance and operation of stormwater management facilities. Inspections must be conducted by third parties qualified by the City.

A. General Information

Use only one Cover Sheet per site with as many specific structural BMP Inspection Report attachments as needed. Attach required color digital photos of site, structures and devices as applicable with captions.

Project Name:	Front Street Housing Redevelopment	Inspection Date:	
Parcel Map, Block and Lot:	Map 166 Block B Lot 1; Map 167 Block E Lot 1	Current Weather:	
BMP Owner:	Portland Housing Authority	Date / Amount Last Precip:	
Owner Mailing Address:	14 Baxter Boulevard Portland, Maine	3PI Company:	
Owner Phone #:	207-773-4753	3PI Mailing Address:	
Owner Email:	jwaterman@porthouse. org	Inspector Name:	
		Inspector Phone #:	
		Inspector Email:	

B. Inspection Report Attachments

Please document the number of each structural BMP type found at this site in the blank spaces provided below. Use additional Attachments if / as needed and submit all Attachments together with the Cover Sheet as a single report.

BMP Type	Number BMPs at site
Vegetated Areas	-
Parking Lot	3
Stormdrain Field Inlets/Catch Basins: Harco Drain with Stormsack	12
FocalPoint High Flow Biofiltration Unit	14
R-Tank Subsurface Detention-Infiltration System	14

Other (describe

C. Inspection Results

FAIL**

☐

** If any one item on an Inspection Report attachment is coded as "Work Needed" then entire BMP fails inspection.

** If a site has multiple BMPs and one fails inspection, mark as "Fail" until all BMPs pass inspection.

Note: Applicable BMP Inspection Reports and confirmatory color digital photos summarizing required repairs must be submitted to the City following completion of the preliminary inspection. A re-inspection and certification must be completed within 60 days of the failed preliminary report. It is recommended that the inspector be part of the repair / maintenance process to ensure that repairs are performed properly.

PASS

☐

Note: a qualified professional (as determined by the City) must sign below and include all applicable Inspection Report attachments and confirmatory digital color photos with captions.

D. Professional Certification (as qualified by City of Portland Stormwater Program Coordinator)

To be completed only when all BMPs at this site are functioning as designed with no outstanding maintenance issues.

I, _____, as a duly qualified third party inspector attest that a thorough inspection has been completed for ALL applicable BMPs that are associated with this particular site. All inspected structural BMPs are performing as designed and intended and are in compliance with the provisions of the City Portland's Standards

Signature: _____

Date: _____

Owner: Portland Housing Authority	Operator:
Location & Parcel Id: Map 166 Block B Lot 1; Map 167 Block E Lot 1	Inspector:
	Date:
General Information	Observations
Inspection duration (hours)	
Days since last precipitation	
Quantity of last precipitation (in)	
Type of inspection	
Storm event	
Current weather	
Photos taken	☐ Yes ☐ No ☐ NA
Nearby natural resources	☐ Yes ☐ No ☐ NA
Copy of ESC plan	☐ Yes ☐ No ☐ NA
MEDEP Permit # (if applicable)	
General info notes	
Vegetated Areas	Observations
Condition of slopes and embankment is good	☐ Yes ☐ No ☐ NA
No bare areas (< 90% covered) with sparse growth	☐ Yes ☐ No ☐ NA
Armored areas have no rill erosion or the flow diverted to onsite areas can withstand concentrated flows	☐ Yes ☐ No ☐ NA
Vegetated area notes	
Parking Lot	Observations
Accumulated winter sand has been cleared	☐ Yes ☐ No ☐ NA
Pavement swept to help remove sediment	☐ Yes ☐ No ☐ NA
No stormwater is impeded by accumulations of material	☐ Yes ☐ No ☐ NA
Parking lot notes:	

Stormdrain Structures (Require inspection TWICE per year)	Observations
Accumulated sediments from inflow channels, pipes and sumps between basins have been removed and legally disposed of.	☐ Yes ☐ No ☐ NA
Floating debris and floating oils have been removed.	☐ Yes ☐ No ☐ NA
Debris and Sediment Removed From Harco Stormsack	☐ Yes ☐ No ☐ NA
Stormdrain Structure system notes	
The Harco Stormsack in the overflow drain shall be inspected every three months for the first year and twice annually after that. It is CRITICAL THAT THE STORMSACK BE MAINTAINED IN ORDER TO PREVENT DEBRIS AND SEDIMENT FROM ENTERING THE R-TANKs.	

FocalPoint High Flow Biofiltration and R-Tank System	Observations		
Bark Mulch Layer Removed Replaced Annually	☐ Yes	☐ No	☐ NA
Accumulated sediments and debris (trash) within the surrounding ponding (rain garden) area have been removed and legally disposed of	☐ Yes	☐ No	☐ NA
Water level observed in inspection all 3 inspection port to ensure that the infiltration area is draining adequately and excessive sediment has not built up.	☐ Yes	☐ No	☐ NA
Eroded areas have been repaired.	☐ Yes	☐ No	☐ NA
<i>FocalPoint/R-Tank notes</i> If sediment accumulates beyond an acceptable level in the R-Tank storage system, it will be necessary to flush the underdrain. This can be done by pumping water into the Observation/Maintenance Port or adjacent overflow structure, allowing the turbulent flows through the underdrain to re-suspend the fine sediments. The proposed R-Tanks include a maintenance plate row to facilitate this process. Measures shall be taken to capture sediment before discharge to the City's stormdrain system; i.e. sediment laden water vacuumed from the R-Tanks SHALL NOT be discharged to the stormdrain but rather hauled offsite and disposed of based on applicable Maine DEP regulations.			
Other Comments	Observations		
Corrective action needed	☐ Yes	☐ No	☐ NA
<i>If corrective action in needed, please explain detail</i>			
Verbal notification provided to responsible party	☐ Yes	☐ No	
Verbal notification contact			
Follow up required	☐ Yes	☐ No	
<i>Final comment notes</i>			

Photos (use additional pages as needed)

Review Notes

Date Reviewed:
Reviewed by:
Date entered:
Date edited:
Edited by:

Front Street Housing Redevelopment: Post-Construction Stormwater Compliance Requirements

The Applicant shall maintain the BMPs in accordance with the approved plan and shall demonstrate compliance with the plan as follows:

- (a) *Inspections.* The owner or operator of a BMP shall hire a qualified post-construction stormwater inspector to at least annually, inspect the BMPs, including but not limited to any parking areas, catch basins, drainage swales, detention basins and ponds, rain gardens, pervious pavers, pipes and related structures, in accordance with all municipal and state inspection, cleaning and maintenance requirements of the approved post- construction stormwater management plan.
- (b) *Maintenance and repair.* If the BMP requires maintenance, repair or replacement to function as intended by the approved post-construction stormwater management plan, the owner or operator of the BMP shall take corrective action(s) to address the deficiency or deficiencies as soon as possible after the deficiency is discovered and shall provide a record of the deficiency and corrective action(s) to the department of public services ("DPS") in the annual report.
- (c) *Annual report.* The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, on or by June 30 of each year, provide a completed and signed certification to DPS in a form provided by DPS, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they require maintenance or repair, including the record of the deficiency and corrective action(s) taken.
- (d) *Filing fee.* Any persons required to file an annual certification under this section shall include with the annual certification a filing fee established by DPS to pay the administrative and technical costs of review of the annual certification.
- (e) *Right of entry.* In order to determine compliance with this article and with the post-construction stormwater management plan, DPS may enter upon property at reasonable hours with the consent of the owner, occupant or agent to inspect the BMPs.

**Front Street Housing Redevelopment
Portland, Maine**

**STORMWATER DRAINAGE SYSTEM
MAINTENANCE AGREEMENT AND
RELEASE FROM LIABILITY**

IN CONSIDERATION OF the site plan and subdivision approval granted by the Planning Board of the City of Portland to a plan entitled **Front Street: C-5.0 Stormwater Plan** prepared for **Front Street Housing Redevelopment, LP**, by **Ransom Consulting, Inc.** dated [REDACTED], 2019 recorded in the Cumberland County Registry of Deeds in Plan Book [REDACTED], Page [REDACTED] (the “Plan”) and pursuant to a condition thereof, **Front Street Housing Redevelopment, LP** (owner) having a mailing address of **14 Baxter Boulevard, Portland, ME 04101**, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the stormwater drainage system, as shown on said plan, including but not limited to the **rain garden, FocalPoint systems, R-Tanks and catch basins** in strict compliance with the Maintenance of Facilities as described in **Front Street Stormwater Management Narrative and the Front Street Stormwater Inspection and Maintenance Log** (Stormwater Management Plan) dated [REDACTED], 2019 and Chapter 32 of the Portland City Code. Owner of the subject premises further agrees to keep a Stormwater Maintenance Log that will be made available for inspection by the City of Portland upon reasonable notice and request.

This Agreement is for the benefit of the said City of Portland and all persons in lawful possession of the property; further, that the said City of Portland may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice as described in this Agreement, and a stated time to perform, that the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon the property in question to maintain, repair, or replace said stormwater drainage system, including but not limited to the **rain garden, FocalPoint systems, R-Tanks and catch basins** thereon in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner's successors and assigns as their interests may from time to time appear. The Owner agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all its terms and conditions.

For the purpose of this Agreement the real estate shown by chart, block and lot number in the records on file in the City Assessor's office shall constitute "the property" that may be entered by the City and lien if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the Owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by this Agreement shall be complete on the date the notice is mailed to the owner of record as shown on the tax roles on file in the City Assessor's Office. If the property has more than one owner on said tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this Agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 20__.

By: _____
Its: _____

STATE OF MAINE
CUMBERLAND, ss.

Date: _____

Personally appeared the above-named _____, and
acknowledged the foregoing instrument to be his/his free act and deed in his/her said capacity,
and the free act and deed of said _____.

Before me,

Notary Public/Attorney at Law

Print name: _____

Utility Capacity to Serve Letters

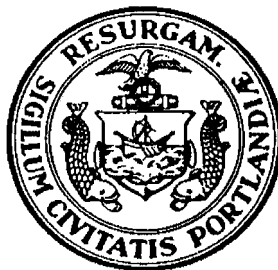
We have requested letters from the appropriate utility companies expressing their ability to serve the project, and will submit these to the City once received.

The following utilities will service the project:

<u>Utility</u>	<u>Provider</u>	<u>Location</u>
Water Service	Portland Water District	<u>Front St. / ILLsley St. / West Presumpscot St.</u>
Sanitary Sewer	City of Portland	<u>Front St. / ILLsley St. / West Presumpscot St.</u>
Stormdrain	City of Portland	<u>Front St. / ILLsley St. / West Presumpscot St.</u>
Power	Central Maine Power	<u>Front St. / ILLsley St. / West Presumpscot St.</u>

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION RANSOM

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



Bradley Roland, P.E.
Water Resources Division

Date: June 5, 2019

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

Site Address: 34 W. Presumpscot Street, Portland, Maine 04103

Chart Block Lot Number: Tax Map 166 Block B Lot # 1 and Tax Map 167 Block E Lot # 1

Proposed Use: Residential Apartments

Previous Use: Residential Apartments

Existing Sanitary Flows: _____ GPD

Existing Process Flows: N/A GPD

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

See utility plan

Site Category

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

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____

Owner/Developer Name: Portland Housing Authority

Owner/Developer Address: 14 Baxter Boulevard, Portland, Maine 04101

Phone: 207-773-4753

Fax: _____ E-mail: _____

Engineering Consultant Name: Ransom Consulting, Inc

Engineering Consultant Address: 400 Commercial Street, Suite 404, Portland, Maine 04101

Phone: 207-772-2891

Fax: 207-773-4753

E-mail: john.mahoney@ransomenv.com

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

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 22,310 GPD

Peaking Factor/ Peak Times: N/A

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.

4. Please, Submit External Grease Interceptor Calculations.

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

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:	<u>N/A</u>	<u> </u>	GPD
Do you currently hold Federal or State discharge permits?	Yes <u> </u>	No <u> </u>	<u>N/A</u>
Is the process wastewater termed categorical under CFR 40?	Yes <u> </u>	No <u> </u>	<u>N/A</u>
OSHA Standard Industrial Code (SIC):	<u>(http://www.osha.gov/oshstats/sicser.html)</u>		
Peaking Factor/Peak Process Times:	<u>N/A</u>	<u> </u>	

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.

***See attached for Wastewater Calculations

Wastewater usage calculations:

Building # 1				
3	1 Bedroom Unit	X	120 gpd	= 360
3	2 Bedroom Unit	X	180 gpd	= 540
4	3 Bedroom Unit	X	270 gpd	= 1,080
3	4 Bedroom Unit	X	360 gpd	= 1,080
1	5 Bedroom Unit	X	450 gpd	= 450
Community Room (1946sf, 15sf/occupant)				
130	Occupants	X	5 gpd	= 650
Building # 1 Subtotal				4,160

Building # 2				
3	1 Bedroom Unit	X	120 gpd	= 360
4	2 Bedroom Unit	X	180 gpd	= 720
3	3 Bedroom Unit	X	270 gpd	= 810
3	4 Bedroom Unit	X	360 gpd	= 1,080
Building # 2 Subtotal				2,970

Building # 3				
5	1 Bedroom Unit*	X	120 gpd	= 600
1	2 Bedroom Unit	X	180 gpd	= 180
11	3 Bedroom Unit	X	270 gpd	= 2,970
2	4 Bedroom Unit	X	360 gpd	= 720
1	5 Bedroom Unit	X	450 gpd	= 450
Building # 3 Subtotal				4,920

*Includes studio units.

Building # 4				
3	1 Bedroom Unit	X	120 gpd	= 360
4	2 Bedroom Unit	X	180 gpd	= 720
4	3 Bedroom Unit	X	270 gpd	= 1,080
2	4 Bedroom Unit	X	360 gpd	= 720
Building # 4 Subtotal				2,880

Building # 5				
39	1 Bedroom Unit	X	120 gpd	= 4,680
6	2 Bedroom Unit	X	180 gpd	= 1,080
Building # 5 Subtotal				5,760

Building # 6				
6	2 Bedroom Unit	X	180 gpd	= 1,080
Building # 5 Subtotal				1,080

Building # 7				
2	3 Bedroom Unit	X	270 gpd	= 540
Building # 5 Subtotal				540

Total Usage:			22,310	gpd
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Consulting
Engineers
and Scientists

June 5, 2019

Project 151.06170

MEANS Division, Portland Water District
225 Douglass Street
PO Box 3553
Portland, Maine 04104-3553

RE: Request for Capacity to Serve Determination.
Proposed 113 Unit Apartment Development
384686 Front Street, Portland

To whom it may concern:

This letter is requesting a determination of whether the Portland Water District has the capacity to serve a proposed development located at 63 and 37 Front Street in Portland, and 35 West Presumpscot Street. The development will include seven buildings with a community space in Building 1. Please see the attached *Peak Flow Based on Fixture Count Spreadsheet*.

Enclosed, to assist in your review, are utility and drainage plans. It is our understanding that four (4) 4-inch water services currently serve the existing buildings. We propose to reuse these services to provide domestic water service for Buildings 1, 4, and 5; and we understand that these need to be double gated. New domestic services are proposed for Buildings 2 and 3 and a new fire service is proposed for each of the 6 buildings. Each service will have its own valve for independent operation; the only exception being a single fire service feeding Buildings 2 and 3.

Please let us know whether this proposed configuration is acceptable in terms of capacity and operation, and provide us with any specific service connection requirements. This development will have a sprinkler system for fire protection.

Please let me know if you have any questions or would like additional information: (207) 772-2891.

Sincerely,

A handwritten signature in blue ink that reads "John Mahoney". The signature is fluid and cursive, with the first name "John" and last name "Mahoney" clearly legible.

John Mahoney, P.E.
Project Engineer

Enclosure: Peak Flow Based on Fixture Count Spreadsheet & Utility Plans for the Front Street Redevelopment.

400 Commercial Street, Suite 404, Portland, Maine 04101, Tel (207) 772-2891, Fax (207) 772-3248
Pease International Tradeport, 112 Corporate Drive, Portsmouth, New Hampshire 03801, Tel (603) 436-1490
12 Kent Way, Suite 100, Byfield, Massachusetts 01922, Tel (978) 465-1822
2127 Hamilton Avenue, Hamilton, New Jersey 08619, Tel (609) 584-0090
60 Valley Street, Building F, Suite 106, Providence, Rhode Island 02909, Tel (401) 433-2160

www.ransomenv.com

Peak Flow Based on Fixture Count

Customer	Portland Housing Development Cooperation
Street Address	63 and 37 Front Street
City	Portland
Building	1

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	15	=	120
Bedpan Washers	10	x	0	=	0
Bidet	2	x	0	=	0
Dental Unit	2	x	0	=	0
Drinking Fountain - Public	2	x	2	=	4
Kitchen Sink	2.2	x	14	=	30.8
Lavatory	1.5	x	18	=	27
Showerhead (Shower Only)	2.5	x	0	=	0
Service Sink	4	x	1	=	4
Toilet -Flush Valve	35	x	2	=	70
-Tank Type	4	x	18	=	72
Urinal -Pedestal Flush Valve	35	x	0	=	0
-Wall Flush Valve	16	x	0	=	0
Wash Sink (Each Set of Faucets)	4	x	1	=	4
Dishwasher	2	x	14	=	28
Washing Machine	6	x	3	=	18
Hose (50 ft. Wash Down) -1/2 in.	5	x	0	=	0
-5/8 in.	9	x	0	=	0
-3/4 in.	12	x	4	=	48

Combined Fixture Value Total 425.8

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)	
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)	
Hose Bibs for Irrigation:	
Size	Fixture Value
1/2"	
5/8"	
3/4"	

Total Fixed Demand (Peak Flow)

0 gpm

Peak Flow Based on Fixture Count

Customer	Portland Housing Development Cooperation
Street Address	63 and 37 Front Street
City	Portland
Building	2

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	13	=	104
Bedpan Washers	10	x	0	=	0
Bidet	2	x	0	=	0
Dental Unit	2	x	0	=	0
Drinking Fountain - Public	2	x	0	=	0
Kitchen Sink	2.2	x	13	=	28.6
Lavatory	1.5	x	16	=	24
Showerhead (Shower Only)	2.5	x	0	=	0
Service Sink	4	x	1	=	4
Toilet -Flush Valve	35	x	0	=	0
-Tank Type	4	x	16	=	64
Urinal -Pedestal Flush Valve	35	x	0	=	0
-Wall Flush Valve	16	x	0	=	0
Wash Sink (Each Set of Faucets)	4	x	1	=	4
Dishwasher	2	x	13	=	26
Washing Machine	6	x	3	=	18
Hose (50 ft. Wash Down) -1/2 in.	5	x	0	=	0
-5/8 in.	9	x	0	=	0
-3/4 in.	12	x	2	=	24

Combined Fixture Value Total 296.6

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)		
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)		
Hose Bibs for Irrigation:		
	Size	No. of Fixtures
	1/2"	
	5/8"	
	3/4"	

Total Fixed Demand (Peak Flow) **0 gpm**

Peak Flow Based on Fixture Count

Customer	Portland Housing Development Cooperation
Street Address	63 and 37 Front Street
City	Portland
Building	3

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	21	=	168
Bedpan Washers	10	x	0	=	0
Bidet	2	x	0	=	0
Dental Unit	2	x	0	=	0
Drinking Fountain - Public	2	x	0	=	0
Kitchen Sink	2.2	x	20	=	44
Lavatory	1.5	x	23	=	34.5
Showerhead (Shower Only)	2.5	x	0	=	0
Service Sink	4	x	1	=	4
Toilet -Flush Valve	35	x	0	=	0
-Tank Type	4	x	23	=	92
Urinal -Pedestal Flush Valve	35	x	0	=	0
-Wall Flush Valve	16	x	0	=	0
Wash Sink (Each Set of Faucets)	4	x	1	=	4
Dishwasher	2	x	20	=	40
Washing Machine	6	x	3	=	18
Hose (50 ft. Wash Down) -1/2 in.	5	x	0	=	0
-5/8 in.	9	x	0	=	0
-3/4 in.	12	x	2	=	24

Combined Fixture Value Total 428.5

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)			
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)			
Hose Bibs for Irrigation:			
	Size	Fixture Value	No. of Fixtures
	1/2"		
	5/8"		
	3/4"		

Total Fixed Demand (Peak Flow) 0 gpm

Peak Flow Based on Fixture Count

Customer	Portland Housing Development Cooperation
Street Address	63 and 37 Front Street
City	Portland
Building	4

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	13	=	104
Bedpan Washers	10	x	0	=	0
Bidet	2	x	0	=	0
Dental Unit	2	x	0	=	0
Drinking Fountain - Public	2	x	0	=	0
Kitchen Sink	2.2	x	13	=	28.6
Lavatory	1.5	x	15	=	22.5
Showerhead (Shower Only)	2.5	x	0	=	0
Service Sink	4	x	1	=	4
Toilet -Flush Valve	35	x	0	=	0
-Tank Type	4	x	15	=	60
Urinal -Pedestal Flush Valve	35	x	0	=	0
-Wall Flush Valve	16	x	0	=	0
Wash Sink (Each Set of Faucets)	4	x	1	=	4
Dishwasher	2	x	13	=	26
Washing Machine	6	x	3	=	18
Hose (50 ft. Wash Down) -1/2 in.	5	x	0	=	0
-5/8 in.	9	x	0	=	0
-3/4 in.	12	x	2	=	24

Combined Fixture Value Total 291.1

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)			
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)			
Hose Bibs for Irrigation:			
	Size	Fixture Value	No. of Fixtures
	1/2"		
	5/8"		
	3/4"		

Total Fixed Demand (Peak Flow) **0 gpm**

Peak Flow Based on Fixture Count

Customer	Portland Housing Development Cooperation
Street Address	63 and 37 Front Street
City	Portland
Building	5

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	45	=	360
Bedpan Washers	10	x	0	=	0
Bidet	2	x	0	=	0
Dental Unit	2	x	0	=	0
Drinking Fountain - Public	2	x	0	=	0
Kitchen Sink	2.2	x	45	=	99
Lavatory	1.5	x	45	=	67.5
Showerhead (Shower Only)	2.5	x	0	=	0
Service Sink	4	x	1	=	4
Toilet -Flush Valve	35	x	0	=	0
-Tank Type	4	x	45	=	180
Urinal -Pedestal Flush Valve	35	x	0	=	0
-Wall Flush Valve	16	x	0	=	0
Wash Sink (Each Set of Faucets)	4	x	1	=	4
Dishwasher	2	x	45	=	90
Washing Machine	6	x	4	=	24
Hose (50 ft. Wash Down) -1/2 in.	5	x	0	=	0
-5/8 in.	9	x	0	=	0
-3/4 in.	12	x	2	=	24

Combined Fixture Value Total 852.5

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)			
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)			
Hose Bibs for Irrigation:			
	Size	Fixture Value	No. of Fixtures
	1/2"		
	5/8"		
	3/4"		

Total Fixed Demand (Peak Flow) 0 gpm

Peak Flow Based on Fixture Count

Customer	Portland Housing Development Cooperation
Street Address	63 and 37 Front Street
City	Portland
Building	6

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	6	=	48
Bedpan Washers	10	x	0	=	0
Bidet	2	x	0	=	0
Dental Unit	2	x	0	=	0
Drinking Fountain - Public	2	x	0	=	0
Kitchen Sink	2.2	x	6	=	13.2
Lavatory	1.5	x	12	=	18
Showerhead (Shower Only)	2.5	x	0	=	0
Service Sink	4	x	0	=	0
Toilet -Flush Valve	35	x	0	=	0
-Tank Type	4	x	12	=	48
Urinal -Pedestal Flush Valve	35	x	0	=	0
-Wall Flush Valve	16	x	0	=	0
Wash Sink (Each Set of Faucets)	4	x	0	=	0
Dishwasher	2	x	6	=	12
Washing Machine	6	x	6	=	36
Hose (50 ft. Wash Down) -1/2 in.	5	x	0	=	0
-5/8 in.	9	x	0	=	0
-3/4 in.	12	x	2	=	24

Combined Fixture Value Total 199.2

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)	
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)	
Hose Bibs for Irrigation:	
Size	Fixture Value
1/2"	
5/8"	
3/4"	

Total Fixed Demand (Peak Flow) **0 gpm**

Peak Flow Based on Fixture Count

Customer	Portland Housing Development Cooperation
Street Address	63 and 37 Front Street
City	Portland
Building	7

Fixture	Fixture Value 60 psi		No. of Fixtures		Fixture Value
Bathtub	8	x	2	=	16
Bedpan Washers	10	x	0	=	0
Bidet	2	x	0	=	0
Dental Unit	2	x	0	=	0
Drinking Fountain - Public	2	x	0	=	0
Kitchen Sink	2.2	x	2	=	4.4
Lavatory	1.5	x	4	=	6
Showerhead (Shower Only)	2.5	x	0	=	0
Service Sink	4	x	0	=	0
Toilet -Flush Valve	35	x	0	=	0
-Tank Type	4	x	4	=	16
Urinal -Pedestal Flush Valve	35	x	0	=	0
-Wall Flush Valve	16	x	0	=	0
Wash Sink (Each Set of Faucets)	4	x	0	=	0
Dishwasher	2	x	2	=	4
Washing Machine	6	x	2	=	12
Hose (50 ft. Wash Down) -1/2 in.	5	x	0	=	0
-5/8 in.	9	x	0	=	0
-3/4 in.	12	x	2	=	24

Combined Fixture Value Total 82.4

Customer Peak Demand From Fig. 4-2 or 4-3

Pressure Factor From Table 4-1

No. of Irrigation Sections (Areas of 100 sq. ft.)	
Irrigation Factor (1.16-Spray Systems, 0.40-Rotary Systems)	
Hose Bibs for Irrigation:	
Size	Fixture Value
1/2"	
5/8"	
3/4"	

Total Fixed Demand (Peak Flow)

0 gpm

FRONT STREET APARTMENTS REQUEST FOR WAIVERS

Att. S

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Minimum Driveway Width	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 .	Reduce Driveway Width to 18 feet wide	Consistent with existing cross section/ dimensions of West Presumpscot Street
Minimum Parking Lot Aisle Width	Portland Technical Manual Figure I-27 Standard parking Spaces	Reduce Parking Lot aisle width to 22 ft.	Reduction of aisle width allows greater separation between parking and buildings, increases open space, and not anticipated to impact maneuverability due to low turnover rates
Percentage of Compact Parking Spaces	Portland Technical Manual Section 1.14. 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.	Based on 114 parking spaces a total of 22 compact spaces would be allowed. We are requesting a total of 29 compact spaces be allowed	Slight increase in compact spaces coincides with recent trends towards smaller cars and allows increased open space and buffers adjacent to parking lots.

FRONT STREET APARTMENTS REQUEST FOR WAIVERS

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Minimum and Maximum Light Levels in Parking Lots	Site Lighting Standards Section 12.3 General Standards 12.3.2 Illumination Levels. Minimum 0.2 fc Average (Parking Lots) 0.5 fc	Lighting Standards require a min 0.2 fc and 0.5 Average fc in parking lots. We meet all other standards but cannot meet this requirement	Meeting this standard will require double the number of poles and fixtures, and poles would need to be higher than proposed. We are sensitive to lighting impacts on residents and neighbors.

Zoning Requirements:

A. Ensuring Workforce Housing: Standards -Section 14-484:

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

The project is a Low Income Housing Tax Credit project with 80% affordable to those households earning at or below 60% Area Median Income. 20% of the units will be market rate.

(e) Standards

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

The project will be funded and constructed in three distinct phases. Phase 1 will include 60 units of family housing on the east side of West Presumpscot Street. Phase 2 will include 45 units of senior housing on the west side of West Presumpscot Street. Phase 3 will include 8 townhouse ownership units on the parcel of land north of Phase 2. Appropriation of affordable / market rate units will follow the phasing, with 80% affordable and 20% market rate per phase.

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

All units are designed to the same standard. There will be complete integration of the workforce housing within the buildings and throughout the site.

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

We exceed the minimum 10% affordability (80%).

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

N/A

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

N/A

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

The project has applied for a TIF.

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

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

Because City of Portland Federal HOME funds are planned for use in the development, our term of affordability will be 90 years.

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

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

Date: May 28, 2019
 Project: Front Street Development
 Client: Front Street Redevelopment, LP

CODE ANALYSIS

Architecture
 & Planning

115 Kingston St.
 Boston, MA 02111
 utiledesign.com

Applicable Codes and Regulations

	Local Code	Model Code
Building	MUBEC	2015 IRC and IBC
Energy Code		2015 IECC
Mechanical		2013 ASHRAE
Plumbing	ME State Plumbing Code	IAMPO 2015 Uniform Plumbing Code
Electrical		NEC 2017
Radon		ASTM E-1465-08A
Life Safety		NFPA 101 - Life Safety Code
		NFPA 211 2003 (Chimneys, etc.)
		NFPA 1 - Fire Prevention Code
Accessibility and Fair Housing	2016 - Maine State Housing Authority- Quality Standards and Procedures Manual (2016-MSHA)	
	State Fair Housing - Maine Human Rights Act	
	Americans With Disabilities Act	
	Accessible and Usable Buildings and Facilities ICC / ANSI A-117.1 2009	
	Fair Housing Act (design manual)	
	Section 504	
	Uniform Physical Conditions Standards (UPCS)	

Height and Area Limitations

USE AND OCCUPANCY CLASSIFICATION		
	Apartments	
IBC 2015, Chapter 3, Section 310.4	R-2	Sleeping units with more than two dwellings, primarily permanent in nature
	Community Center	
IBC 2015 Chapter 3, Section 303.4	A-3	Community Halls
	Storage	
IBC 2015, Chapter 3, Section 311.2	S-1	Moderate Hazard
IBC 2015 Chapter 3, Section 311.1.1	Accessory Storage	Less than 100 SF, aggregate area not to exceed limits in Section 508.2
IBC 2015, Chapter 5, Section 503.1.2, IBC 2015, Chapter 5, Section 508	Buildings on the Same Lot	
IBC 2015, Chapter 4, Section 424	Children's Play Structures	

OCCUPANCY ALLOWABLE BUILDING HEIGHT			
Construction Type	Type VA		
Occupancy	A-3	R-2	S-1
Sprinkler System	NFPA-13	NFPA-13	NFPA-13
Allowable Height (IBC 2015, T504.3)	60'-0"	60'-0"	60'-0"
Allowable Stories (IBC 2015, 504.4)	2	3	3
Allowable Area (IBC 2015, T506.2)**	34,500 SF (I-Story)	36,000 SF	42,000 SF

**The allowable area listed does not include an area increase; the maximum allowable area increase will not exceed the current area of each building.

NFPA-13 system allows for 36,000SF at R-2 occupancy and VA construction.

Fire Resistant Construction

FIRE RESISTANT CONSTRUCTION

IBC 2015, Chapter 4, Section 420.2	Separation Walls:	Dwelling unit separation walls shall be constructed as FIRE PARTITIONS (See Section 708)
IBC 2015, Chapter 4, Section 420.3	Horizontal Separation:	Dwelling Unit Separation floors shall be constructed as HORIZONTAL ASSEMBLIES (See
IBC 2015, Chapter 5, Section 509	Incidental Uses	See for furnace and boiler limitations.

FIRE SUPPRESSION SYSTEM

IBC 2015, Chapter 4, Section 420.5	Automatic Sprinkler System	Equiped through out in accordance with SECTION 903.2.8, QUICKRESPONSE 903.3.2
Narrative	The building shall be fitted with fully automatic and supervised sprinkler systems. Provide design and components as necessary to meet NFPA 13 and local codes. Zone supervision will be provided for each story. Fire department connection type and location shall be per Portland Fire Department requirements. A hydrant flow test will be performed to confirm the municipal water supply.	

2016-MSHA

SMOKE ALARMS

IBC 2015, Chapter 4, Section 420.6	Fire Alarm & Smoke Alarms	Fire and smoke alarms shall be provided in accordance with SECTION 907.2.6, 907.2.8, 907.2.9, 907.2.10.
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FIRE-RESISTANCE RATING REQUIREMENTS

Table 601	Primary Structural Frame	1 Hour
	Bearing Walls	1 Hour
	Floor Construction	1 Hour
	Roof Construction	1 Hour
Section 711.2.4.3, exp.	Unit Horizontal Separation	1/2 Hour
Section 708.3, exp.2	Unit Separation Walls	1/2 Hour
Section 708.3, exp 1	Corridor Walls	1/2 Hour
Table 508.2.5	Boiler Rooms over 400,000 BTU/Hr	1 Hour or Sprinkered
Table 508.2.5	Laundry Rooms over 100 SF	1 Hour or Sprinkered
Table 508.2.5	Waste Collection over 100 SF	1 Hour or Sprinkered
Table 716.5	Opening, Corridor Doors	1/3 Hour

Means of Egress and Dimensional Requirements

IBC 2015, Chapter 10, Section 1007.1.1	1/3 separation distance with automatic sprinkler system		
Section 1011.2	44" minimum stairway width		
Table 1020.2	44" minimum corridor width		
IBC 2015, Chapter 12, Section 1208.2	Occupiable Ceiling Hts	7'-6"	
	Other Ceiling Heights	7'-0"	Bathrooms, Kitchens, Storage, Laundry, and Corridors

Energy Code

ENVELOPE EFFICIENCY

IECC 2015	Climate Zone: 6		
		Req'd	Provided
2016-MSHA		Whole Building Blower Door Testing	Air seal each unit and test each unit.
IBC 2015, Chapter 12, Table 1203.3	Unvented Attics and Unvented Enclosed Rafter Assemblies	R-25 Air Impermeable Insulation	R-26 Air Impermeable Insulation

IECC 2015, T402.1.2

Required R-Values

Req'd

Provided (Insulation Only)

Fenestration U-Factor	U-0.32	to meet or exceed req'd
Roof	R-49	R-58 (26+32)
Exterior Walls	R-20+5 or R13+10	R-40
Mass Walls	R-20	R-39
Floor	R-30	N/A
Slab on Grade	R-10	R-20

HVAC EMISSIONS REQUIREMENTS

The building HVAC will utilize Mitsubishi "Hyperheat" electric heat pumps with variable speed compressors. There will be no fossil fuel HVAC. The domestic hot water will be heated by high-efficiency natural gas water heaters with direct venting to the outside.

Sound Attenuation Requirements

Unit to Unit Floor and Wall Assemblies

IBC 2015, SECTION 1207	Req'd	Provided	
STC (non-site tested)	50		Dwelling and Sleeping Unit Separation
IIC (non-site tested)	50		Dwelling and Sleeping Unit Separation

Elevators

Section 713.4	Shaft Construction	1 Hour
Section 3006.2	Elevator Lobby Separation	Not required, connects 3-stories or less
Section 1009.2.1	Elevator Required in Accessible Means of Egress	Not required, accessible floor less than 4-stories above the level of exit discharge
Section 3002.4	Car Size	Not required to accommodate ambulance stretcher, connects less than 4-stories
Section 403.6.1	Fire Service Access	Not required less than 120 feet

NFPA 1 - Code Analysis

Use Group

6.1.8.1.5	Apartment Building	99 Total Units
6.1.2.1	A-2 Assembly	

Fire Protection Markings

10.12.1.1	Premises shall be marked
10.12.2	Shaftways to be Marked for Fire Safety
10.12.3	Stairway Identification

Building Construction

12.2	Construction: Shall comply with this section and referenced codes.
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Fire Ratings

12.7.1	Fire Barriers per NFPA 101
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Opening Protection

	Wall	Door
Table 12.7.4.2	Corridors	1/3 hour
	1-Hour Barriers	3/4 hour
	1-Hour Shafts and Exits	1 hour
	2-Hour Shafts and Exits	1.5 hour

Occupant Load

	Occupancy	
Table 14.8.1.2	Residential	1/200 GSF
	Assembly, Unconcentrated	1/15 Net
	Business Areas	1/100 GSF

Means of Egress

	Capacity Factor	
Table 14.8.3.1	Stair	0.3 in per person
	Other	0.2 in per person

Marking of Means of Egress

14.14	Per section
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Fire Suppression

13.3.2.15.2	NFPA 13R	IBC Governs
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Stand Pipes

13.2.2	Not required
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Fire Alarm System

13.7.1	Fire alarm system requirements
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Smoke Detectors

13.7.2.11.3	in every sleeping area, outside every sleeping area, and on all levels of the dwelling unit.
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Extinguishment Requirements

13.6	Portable Fire Extinguishers	
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Elevators Lobby

149.1.6.1	Shall have access to at least one exit.
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Accessibility

	See section 14.10.4
1410.4.1	Shall not have less than two accessible means of egress.

Date: May 28, 2019
Project: Front Street Development
Client: Front Street Redevelopment, LP

CITY OF PORTLAND DESIGN MANUAL APPLICABLE DESIGN STANDARDS

a. Design Relationship to Site

Site Design and Vegetation Selection: The site organization of the buildings relates to and enhances the local context. The buildings are outward facing and set back to mimic adjacent neighbors. Parking areas have been pulled away from primary street edges to give way for more building frontage. A new driveway transects the east site. This new drive is designed to mimic the width of Presumpscot Street and has parallel parking for a street like feel.

Presumpscot Street bisects the developments; speeding local traffic on this street has been a point of concern from the neighborhood. The new design calls for a raised cross walk for traffic calming. This addresses the concern and stitches together the two sides of the development.

The buildings ground floor elevations and entries are located to fit into the existing topography.

The concept for the site pedestrian movement is to create a network of paths. Shared outdoors spaces are located along the pedestrian path network; some of these spaces are a central green, play areas, exterior spill out space from the community building, and an open space that leads people to a new street crossing to Payson Park. This pedestrian network and outdoor features are designed to encourage and invite both the Front Street and neighborhood residents through the development instead of around the Front Street development.

Vegetation has been selected from indigenous drought tolerant varieties, and the design is to enhance and strengthen the local street tree and wooded character of the neighborhood. The existing condition have approximately sixteen 'specimen' trees, while the proposed design will increase that count to at least fifty new trees. The pedestrian network is also enhanced by the new planted landscape concept.

Stormwater Management: Surface stormwater from roofs parking areas and green space will be directed towards multiple rain garden areas dispersed throughout the site. These rain gardens will be underdrained and designed to remove pollutants and sediment and to cool stormwater before it is discharged into the Back Cove, which discharges to Casco Bay. In general, the existing surface drainage patterns will be retained. Overflows from the rain gardens during heavy rain events will drain into catch basins. During extreme rain events, the rain gardens will overflow to the surface and the site will be graded to direct overflows towards the roadways and away from the buildings.

The site's existing stormwater system is connected to the City's combined drainage system, which is often overwhelmed during heavy rain events, resulting in Combined Sewer Overflows (CSO), the discharge of untreated sewerage into Casco Bay. The proposed stormdrain system will be completely separate from the sewer system, which will reduce the strain on the combined sewer system during heavy rains and, in turn, help to reduce the duration and frequency of CSO's.

Please see the Stormwater Management Narrative and attachments for additional information.

Disaster Prevention through Flood Resiliency: In order to prevent damage from flooding events, the building finish floor elevations will be at least 2.7 feet above FEMA's proposed Base Flood Elevations. Also, the site will be graded such that during extreme rain/flooding events, stormwater will overflow into the adjacent streets well before reaching the level of building finish floor elevations.

b. Internal Design Character and Relationship to Surrounding Neighborhood: The massing concept of the residential buildings meaningfully engages with the scale and residential fabric of the neighborhood. The height of the buildings undulates between two and three stories, and this is in keeping with the neighborhood's residences. The base massing of the residential buildings is two stories, and has features that echo the scale and variety found in the neighborhood. The projected and raised features animate the building facade, and give the space between the scale of a two story colonial home. Porches have been added to give the project a townhouse feel and encourage conviviality with neighbors.

c. Recreational Open Space

1. *External Buffers:* Recreational open spaces are buffered from neighboring homes with the proposed buildings and screening plant elements.
2. *Internal Buffers:* Ornamental trees screening, like amelanchier, is used between walkways and residential units at the interior elevations. At the street side facades, larger trees, like tulip trees, and grass strips are used to buffer ground floor residential units from the public sidewalk.
3. *Passive recreation open space:* A variety of recreation elements are integrated into the site design, like benches, lawn areas, covered spill out space from the community building, and shaded seating areas.
4. *Active recreation open space:* The proposed project feature multiple play areas, a central lawn for field play, and an improved connection to Payson Park.
5. *Private open space:* Ground floor units feature stoops to encourage conviviality with neighbors.

Date: May 28, 2019
Project: Front Street Development
Client: Front Street Redevelopment, LP

PORTLAND FIRE DEPARTMENT SITE REVIEW CHECKLIST

Client

Front Street Housing Revelopment, LP
c/o Portland Housing Development Corporation
14 Baxter Boulevard
Portland Maine 04101
207 773-4753

Architect

Utile, Inc.
115 Kingston Street
Boston, Massachusetts 02111
617 423-7200

1. See attached code report for building uses.
2. See A2.1 to A2.6 for building areas per story.
3. See A2.1 to A2.6 for elevations.
4. See attached code report for proposed fire protection.
5. See C4.1 to C4.2 for proposed hydrant locations
6. See C4.1 to C4.2 for water main size and locations
7. Access to all structures is provided on at least two sides.
8. See attached code summary

Google Groups

95 Front Street

Renee Russell <reneepatn@gmail.com>

Jun 12, 2019 4:07 PM

Posted in group: **Planning Board**

Hello,

Thank you for the notice regarding your proposed project. And thank you for the opportunity to comment.

The only comment my husband and I have, is that 114 parking spaces does not seem nearly enough for 113 apartments.

Good luck with it all,

Renée Russell

43 Galvin St.

FRONT STREET HOUSING REDEVELOPMENT

Consultants:

OWNER:

PORTLAND HOUSING AUTHORITY
14 Baxter Blvd.
Portland, ME 04101
(207) 773.4753

APPLICANT:

FRONT STREET REDEVELOPMENT, LP
14 Baxter Blvd.
Portland, ME 04101
(207) 773.4753

ARCHITECT:

UTILE INC.
115 Kingston St
Boston, MA 02111
(617) 423-7200

LANDSCAPE ARCHITECT:

CARROLL ASSOCIATES
217 Commercial Street, Suite 200
Portland, ME 04101
(207) 772-1552

ENGINEER:

RANSOM ENGINEERS, INC.
400 Commercial Street, Suite 404
Portland, ME 04101
(207) 772.2891

SURVEYOR:

OWEN HASKELL, INC.
390 US Route One, Unit 10
Falmouth, ME 04105
(207) 774.0424

FRONT STREET ILLSELY STREET AND PRESUMPCOT STREET PORTLAND, ME

**TAX MAP 166
BLOCK B, LOT 1**

**TAX MAP 167
BLOCK E, LOT 1, 9 + 10**

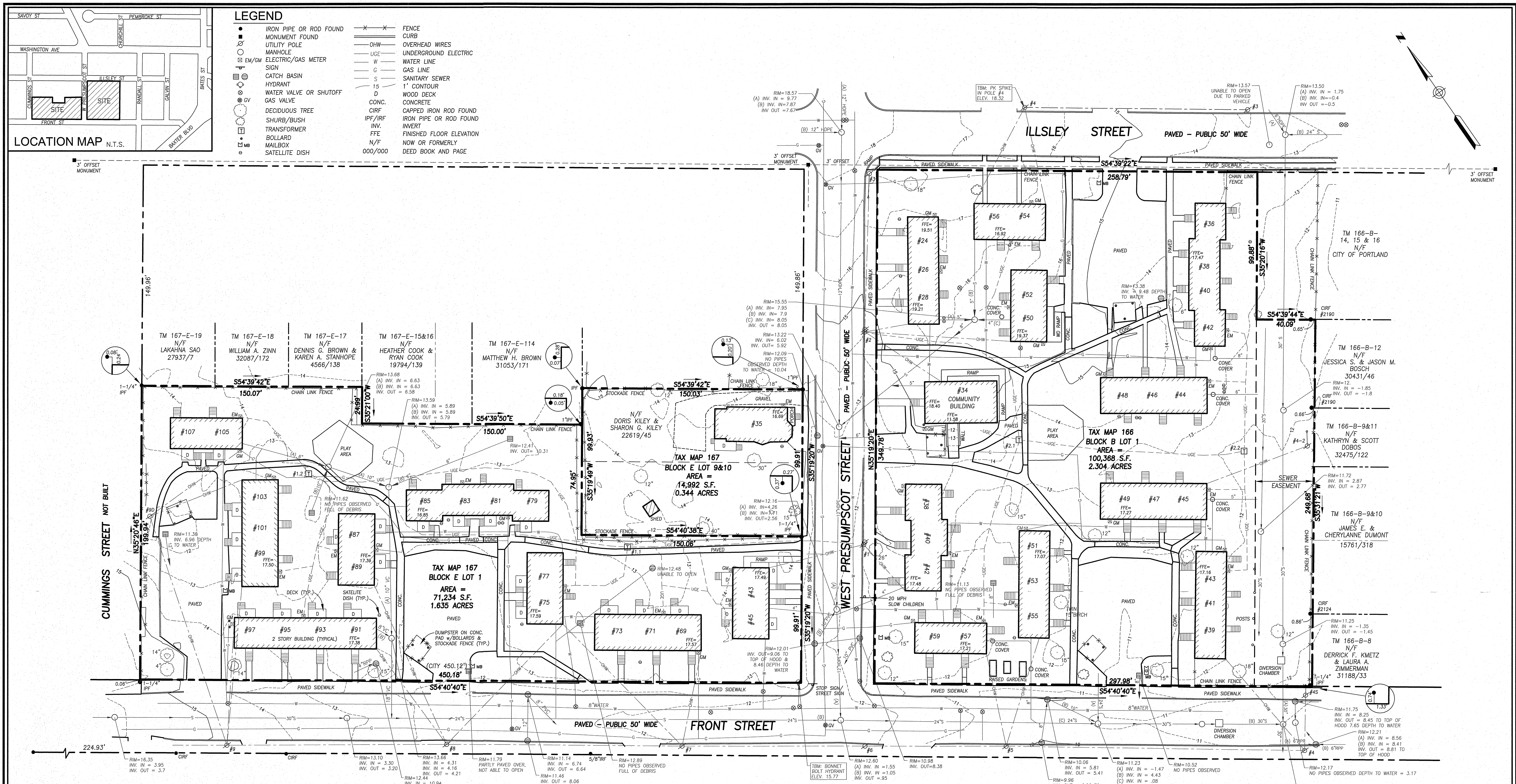


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A1.03	PLANS BUILDING 5
A1.04	PLANS BUILDINGS 6 & 7
A2.01	PERSPECTIVE VIEWS
A3.01	ELEVATIONS BUILDING 1
A3.02	ELEVATIONS BUILDING 2
A3.03	ELEVATIONS BUILDING 3
A3.04	ELEVATIONS BUILDING 4
A3.05	ELEVATIONS BUILDING 5
A3.06	ELEVATIONS BUILDINGS 6 & 7

ISSUED FOR: LEVEL III - SITE PLAN APPLICATION

ISSUE DATE: MAY 24, 2019



PLAN REFERENCES

- "PLAN SHOWING PROPOSED SCHEME OF STREETS AND LOTS OF LAND OF LW DYER, EAST DEERING MAINE" BY E.C. JORDAN RECORDED IN PLAN BOOK 7, PAGE 2.
- "FRONT STREET TOWNHOUSES, PORTLAND, MAINE UTILITY PLAN, SANITARY SEWERS & STORMS DRAINS" DEC. 22, 1970 BY WRIGHT, PIERCE, BARNES & WYMAN, ENGINEERS.
- "BOUNDARY SURVEY ON 904 BAXTER BOULEVARD, PORTLAND, MADE FOR OWNER OF RECORD BURTT AND DONNA WARREN" JUNE 02, 2004, REV. 1 7-2-04 BY OWEN HASKELL, INC.
- "STANDARD BOUNDARY SURVEY OF PAYSON PARK, PORTLAND, MAINE MADE FOR CITY OF PORTLAND" FEB. 26, 2001, REV. 3 11-27-01 BY OWEN HASKELL, INC.
- "AS-BUILT SURVEY AT 850 BAXTER BOULEVARD, PORTLAND, MAINE MADE FOR SEASIDE REHABILITATION & HEALTHCARE CENTER" MAY 15, 2012, REV. 1 06-19-12 BY OWEN HASKELL, INC.
- "ILLSLEY STREET RECONSTRUCTION, STA. 4+50 TO STA. 9+00, PLAN AND PROFILE" JUNE 1995 CITY OF PORTLAND, MAINE PUBLIC WORKS DEPARTMENT ENGINEERING SECTION.
- "PORTLAND WATER DISTRICT, PORTLAND, MAINE POLLUTION ABATEMENT FACILITIES, CONTRACT NO. 2, PRESUMPCOT ESTUARY INTERCEPTOR CROSS COUNTRY STA. 1+7 TO STA. 7+20"

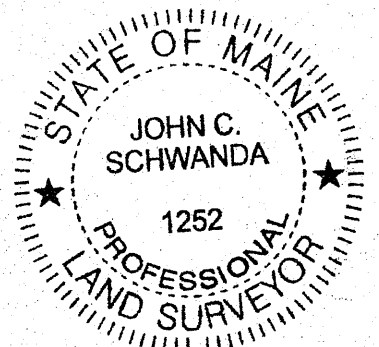
GENERAL NOTES

- OWNER OF RECORD: PORTLAND HOUSING AUTHORITY, 14 BAXTER BOULEVARD, PORTLAND, MAINE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 3196 PAGE 834
- BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83, CITY POINT MDOOT-PO-295-29 N:308183.18 E:2927410.833 AND T103-30-8 N:309584.611 E:2927511.4960 HELD.
- ELEVATIONS ARE BASED ON NGVD 1929. BENCHMARK: CITY POINT MDOOT-PO-295 ELEVATION 12.00'.
- ON-SITE GAS COULD NOT BE LOCATED BY UNDERGROUND UTILITY MARKING COMPANY, GAS LINES SHOWN ARE APPROXIMATE CONTACT DIG-SAFE PRIOR TO ANY CONSTRUCTION.
- ON-SITE WATER LINES TAKEN FROM PORTLAND WATER DISTRICT DRAWING NO. 67.
- REVISION 1: ADD LAND AT DORIS KILEY, SHARON G. KILEY, AND SANDRA M. MCLEOD, 35 WEST PRESUMPCOT STREET, PORTLAND, ME: TAX MAP 167 BLOCK E LOTS 9 AND 10; CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 22619, PAGE 45. DIMENSIONS ON 167-E-1 AND 166-B-1 HAVE BEEN CHANGED BASED ON PRORATION OF DIMENSIONS ON PLAN REFERENCE 1 TO MATCH BLOCK DIMENSIONS BY ESTABLISHING STREET LINES PER CITY DOCUMENTATION.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES 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, WITH THE EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

3-5-2018
DATE
JOHN C. SCHWANDA, PLS NO. 1252



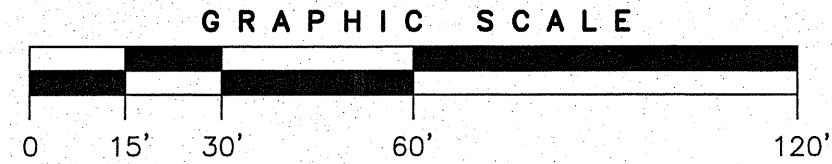
REV. 1 03-05-18 ADD KILEY PARCELS, REVISE BOUNDARIES, NOTE 6

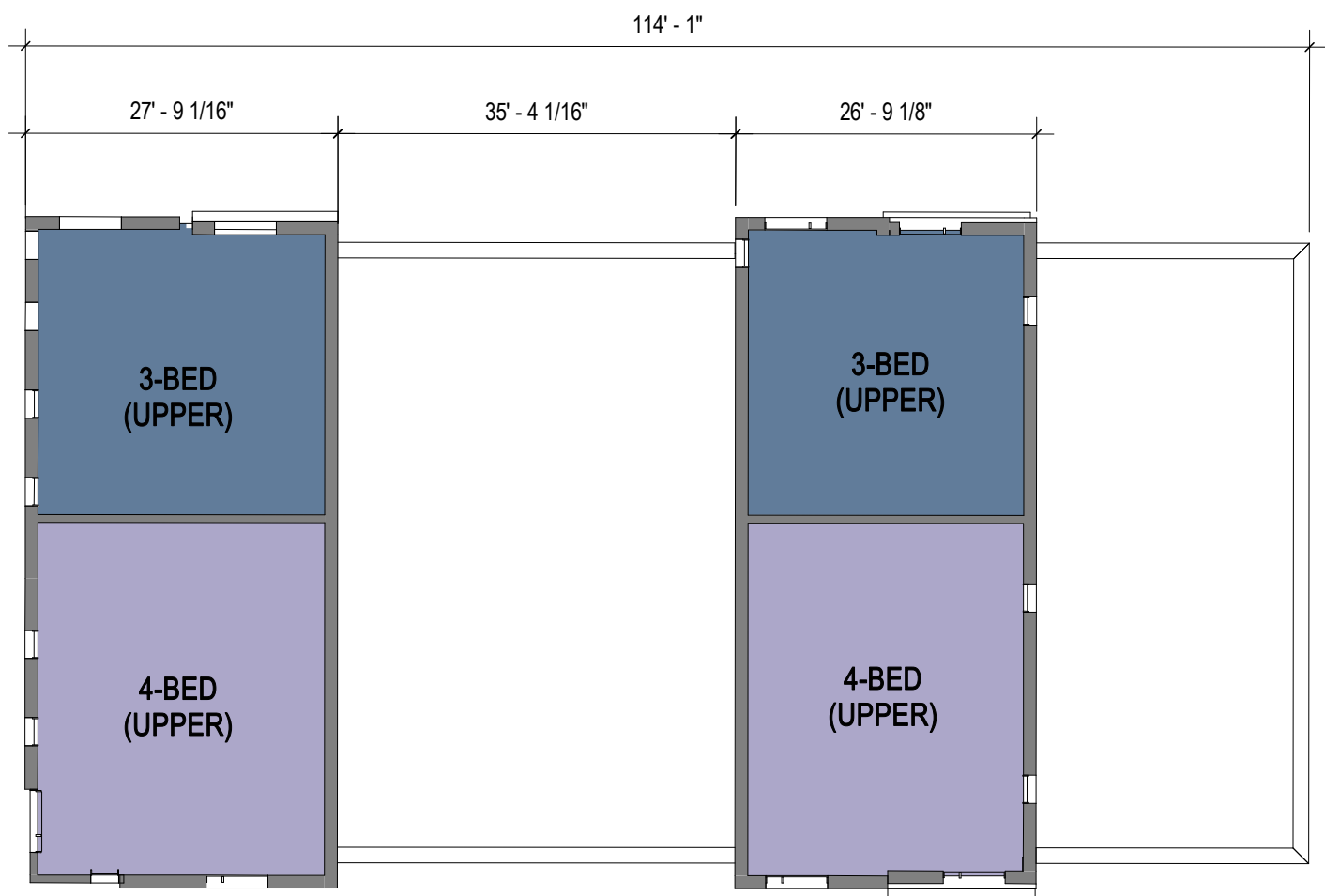
BOUNDARY AND TOPOGRAPHIC SURVEY
ON
FRONT STREET, ILLSELY STREET &
WEST PRESUMPCOT STREET, PORTLAND, MAINE
MADE FOR
PORTLAND HOUSING DEVELOPMENT CORP.
14 BAXTER BOULEVARD, PORTLAND, MAINE
OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 207-774-0424

Drawn By	RS	Date	Job No.
Trace By	JLW	DEC. 30, 2015	2015-314P
Check By	JWS	Scale	Dwg. No.
Book No.	FILE	1" = 30'	1

UTILITY NOTE

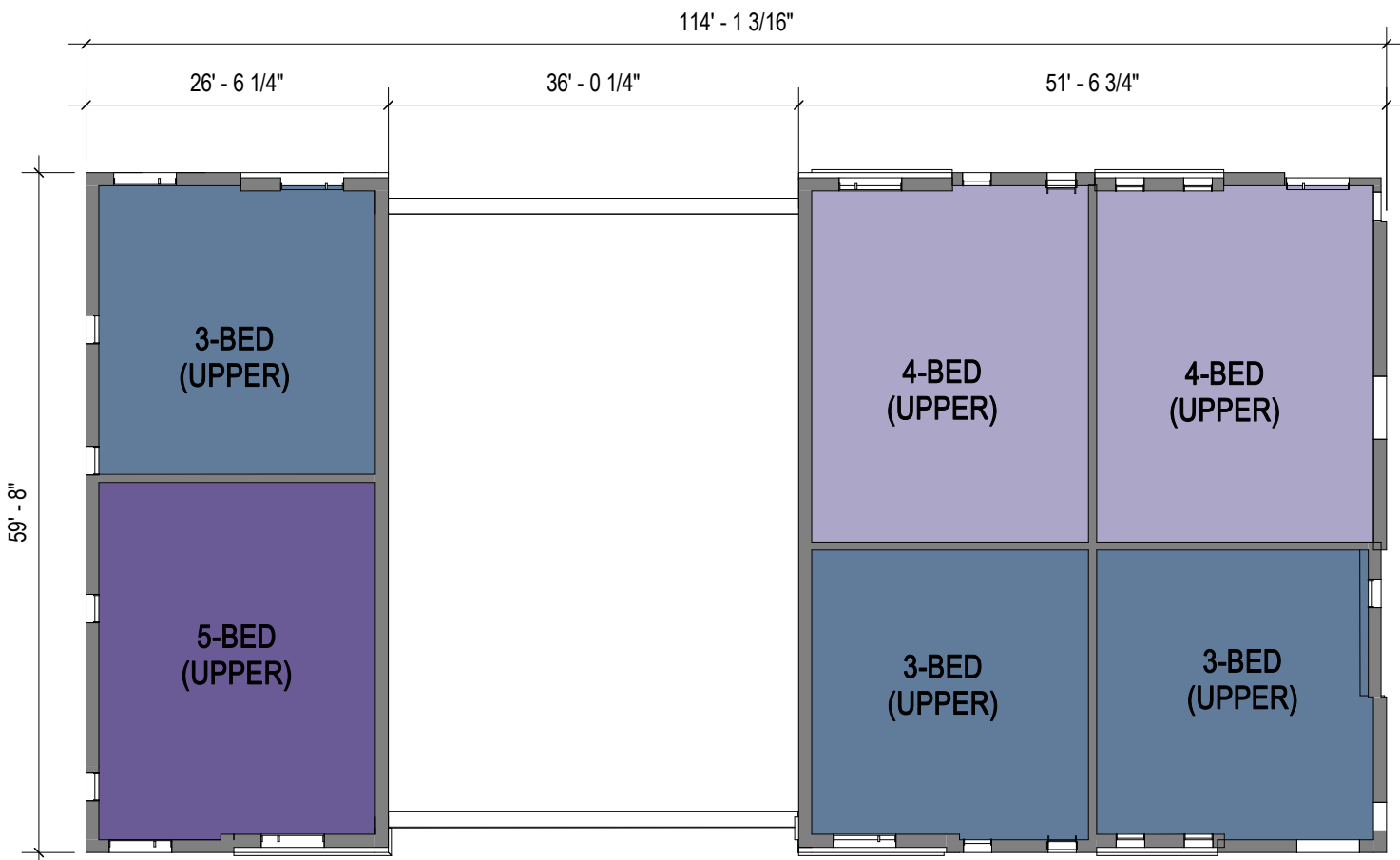
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND 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. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.





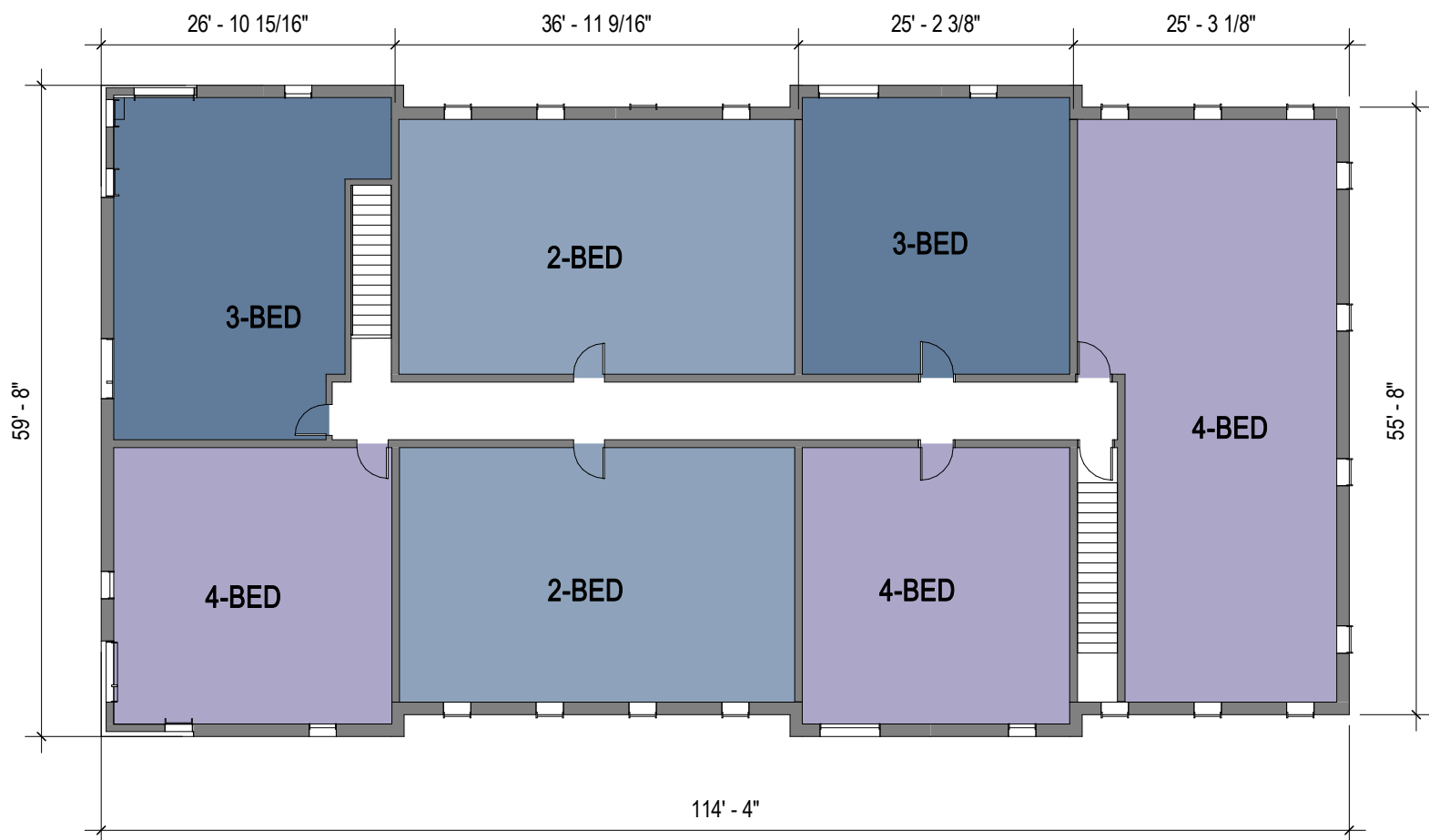
6 B2 - LEVEL 3
1/16" = 1'-0"

NOTE: ALL DUPLEX UNITS HAVE INTERNAL STAIR. ASSUME 36" WIDE AND WOOD FRAMED.



3 B1 - LEVEL 3
1/16" = 1'-0"

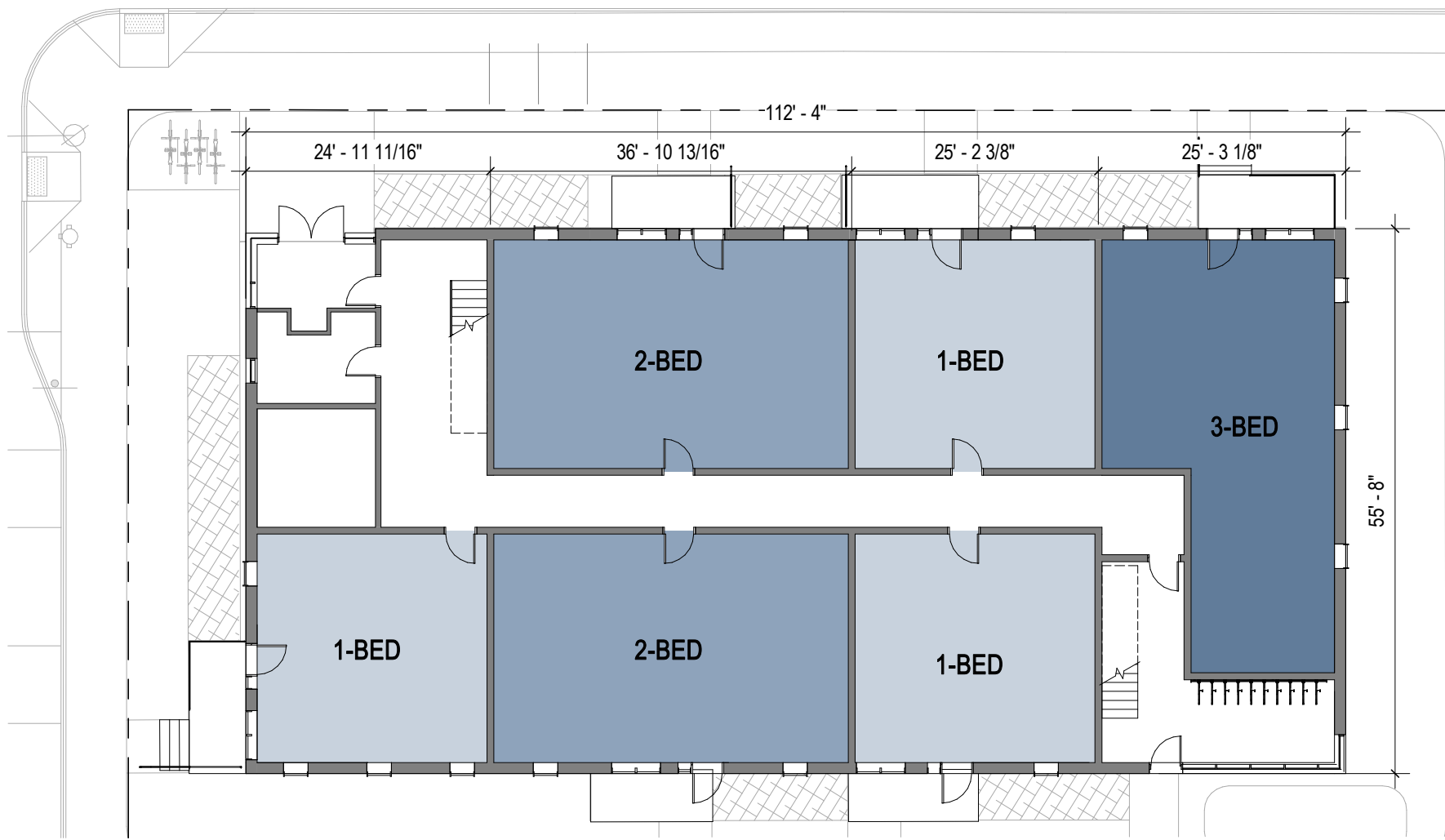
NOTE: ALL DUPLEX UNITS HAVE INTERNAL STAIR. ASSUME 36" WIDE AND WOOD FRAMED.



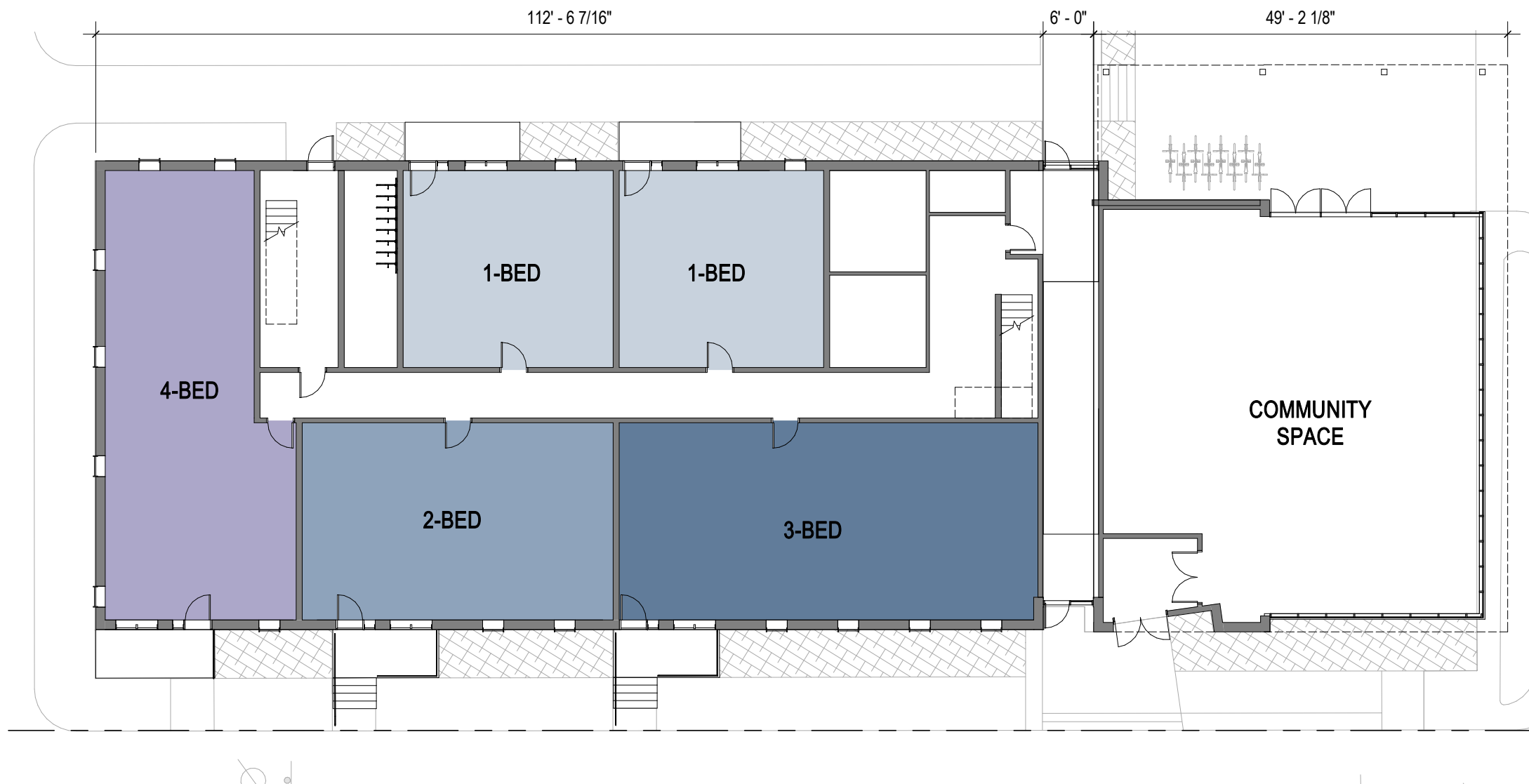
5 B2 - LEVEL 2
1/16" = 1'-0"



2 B1 - LEVEL 2
1/16" = 1'-0"



4 B2 - GROUND FLOOR
1/16" = 1'-0"



1 B1 - GROUND FLOOR
1/16" = 1'-0"

BUILDING 1 - SUMMARY

UNIT MIX	
0-BED:	00
1-BED:	03
2-BED:	03
3-BED:	04
4-BED:	03
5-BED:	01
TOTAL:	14

GROSS AREA	
GROUND FLOOR:	8,858 SF
LEVEL 2:	6,665 SF
LEVEL 3:	4,663 SF
TOTAL:	20,186 SF

BUILDING 2 - SUMMARY

UNIT MIX	
0-BED:	00
1-BED:	03
2-BED:	04
3-BED:	03
4-BED:	03
5-BED:	00
TOTAL:	13

GROSS AREA	
GROUND FLOOR:	6,227 SF
LEVEL 2:	6,582 SF
LEVEL 3:	3,253 SF
TOTAL:	16,062 SF

PHA FRONT STREET DEVELOPMENT

37 & 63 Front Street
Portland, Maine 04103

PROJECT

FRONT STREET
REDEVELOPMENT, LP

14 Baxter Boulevard
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LANDSCAPE

STAMP

DATE	REVISION
05/21/2019	SITE PLAN APPLICATION

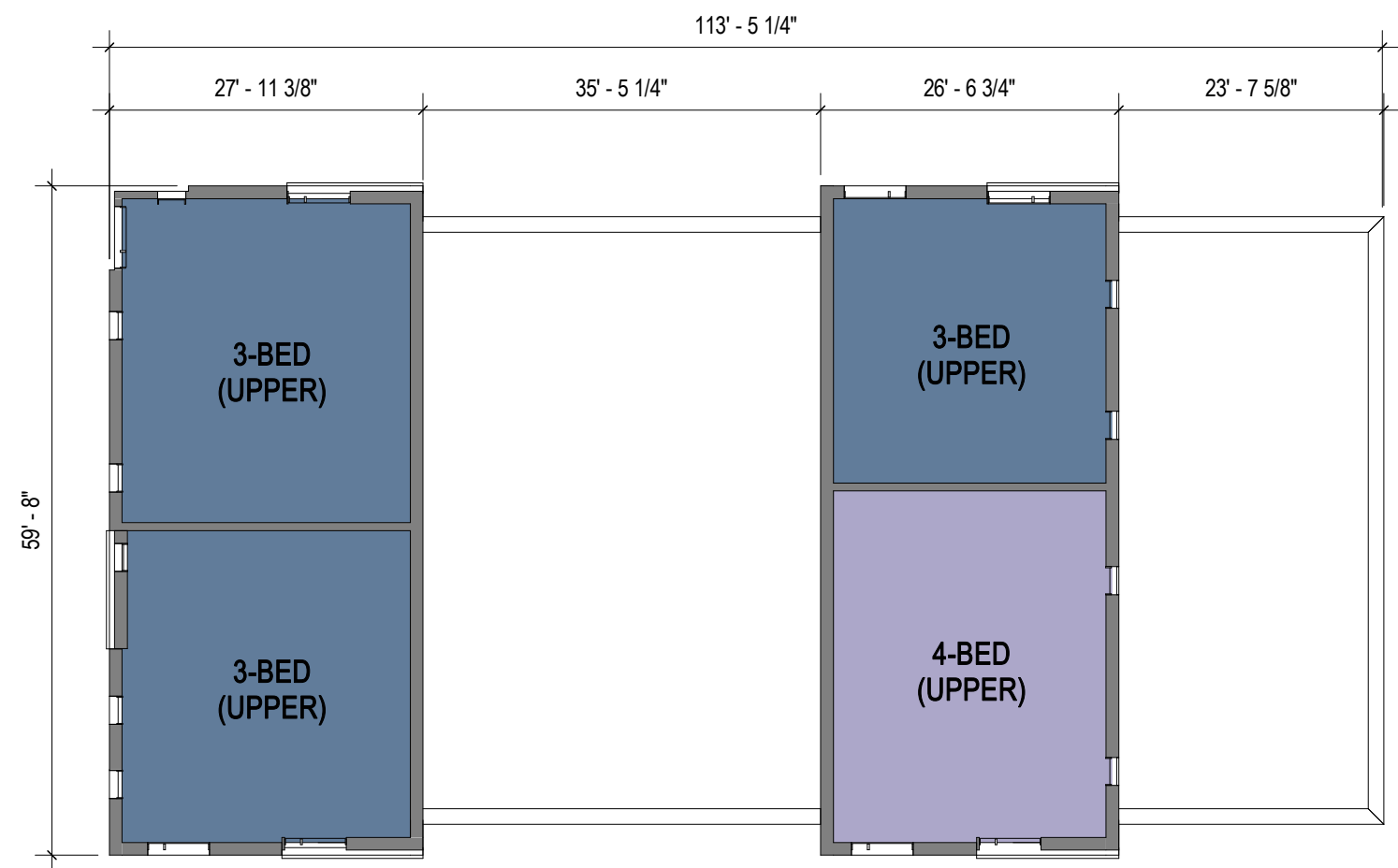
REVISIONS ON SHEET

DRAFT
NOT FOR
CONSTRUCTION

SCALE 1/16" = 1'-0"	UTILITE PROJECT NUMBER 1514.5
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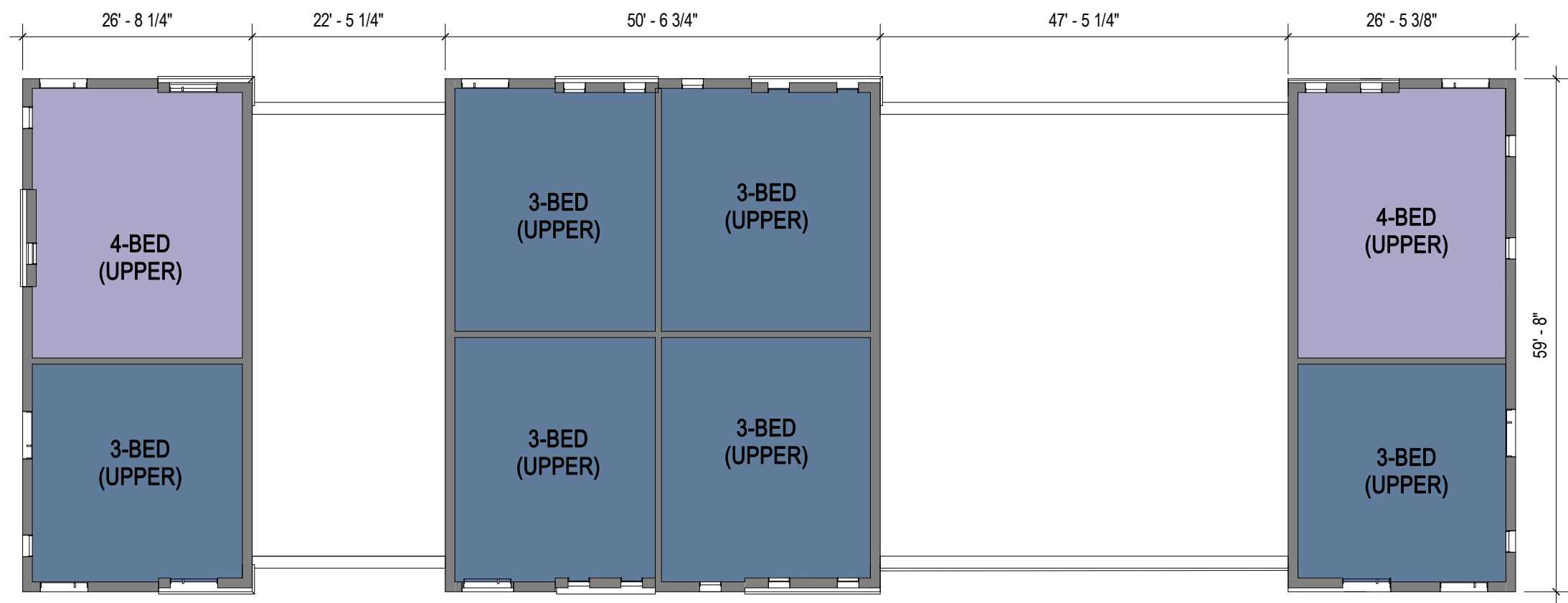
PLANS - BUILDINGS 1 & 2

A1.01



6 **B4 - LEVEL 3**
1/16" = 1'-0"

NOTE: ALL DUPLEX UNITS HAVE INTERNAL STAIR. ASSUME 36" WIDE AND WOOD FRAMED.



3 **B3 - LEVEL 3**
1/16" = 1'-0"

NOTE: ALL DUPLEX UNITS HAVE INTERNAL STAIR. ASSUME 36" WIDE AND WOOD FRAMED.

BUILDING 3 - SUMMARY

UNIT MIX

0-BED:	02
1-BED:	03
2-BED:	01
3-BED:	11
4-BED:	02
5-BED:	01
TOTAL:	20

GROSS AREA

GROUND FLOOR:	9,467 SF
LEVEL 2:	10,077 SF
LEVEL 3:	6,164 SF
TOTAL:	25,709 SF

BUILDING 4 - SUMMARY

UNIT MIX

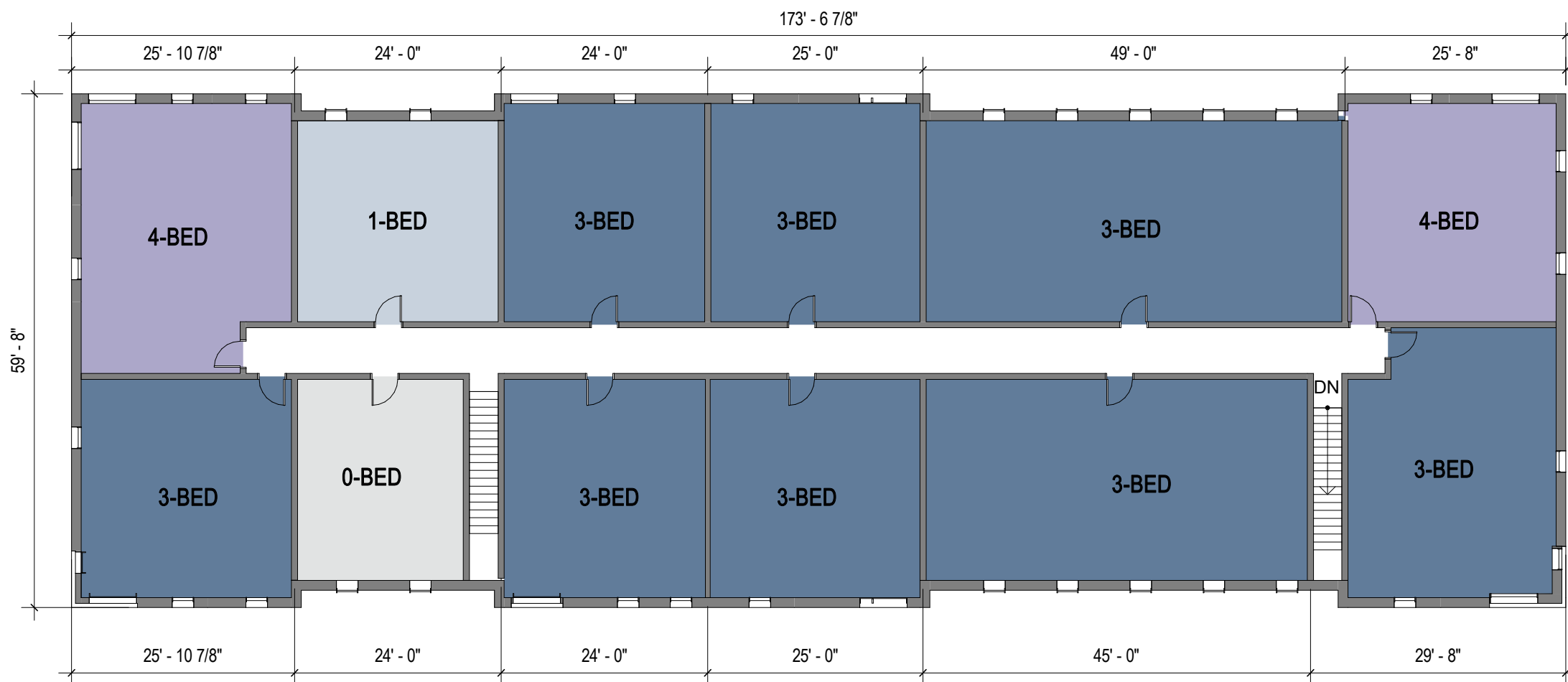
0-BED:	00
1-BED:	03
2-BED:	04
3-BED:	04
4-BED:	02
5-BED:	00
TOTAL:	13

GROSS AREA

GROUND FLOOR:	6,242 SF
LEVEL 2:	6,583 SF
LEVEL 3:	3,253 SF
TOTAL:	16,078 SF



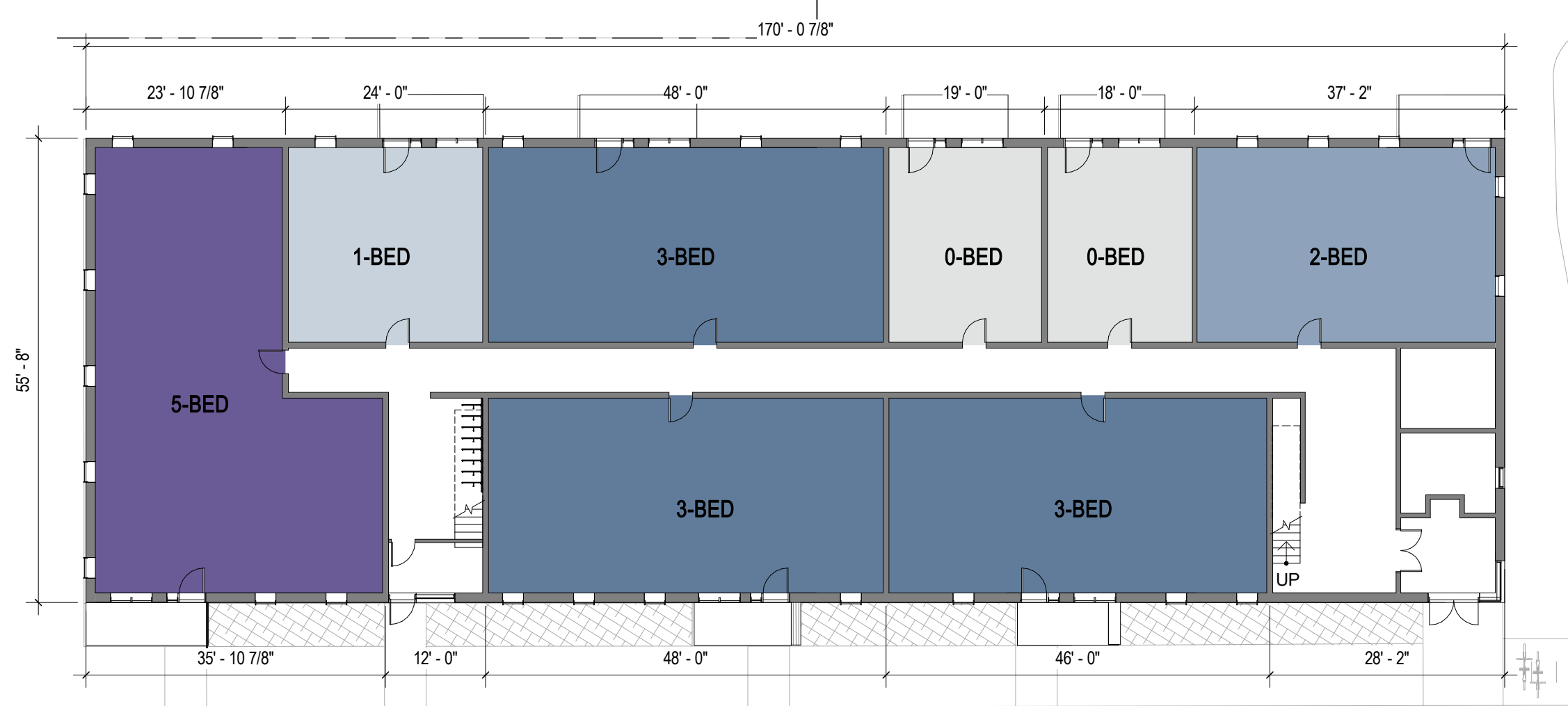
5 **B4 - LEVEL 2**
1/16" = 1'-0"



2 **B3 - LEVEL 2**
1/16" = 1'-0"



4 **B4 - GROUND FLOOR**
1/16" = 1'-0"



1 **B3 - GROUND FLOOR**
1/16" = 1'-0"

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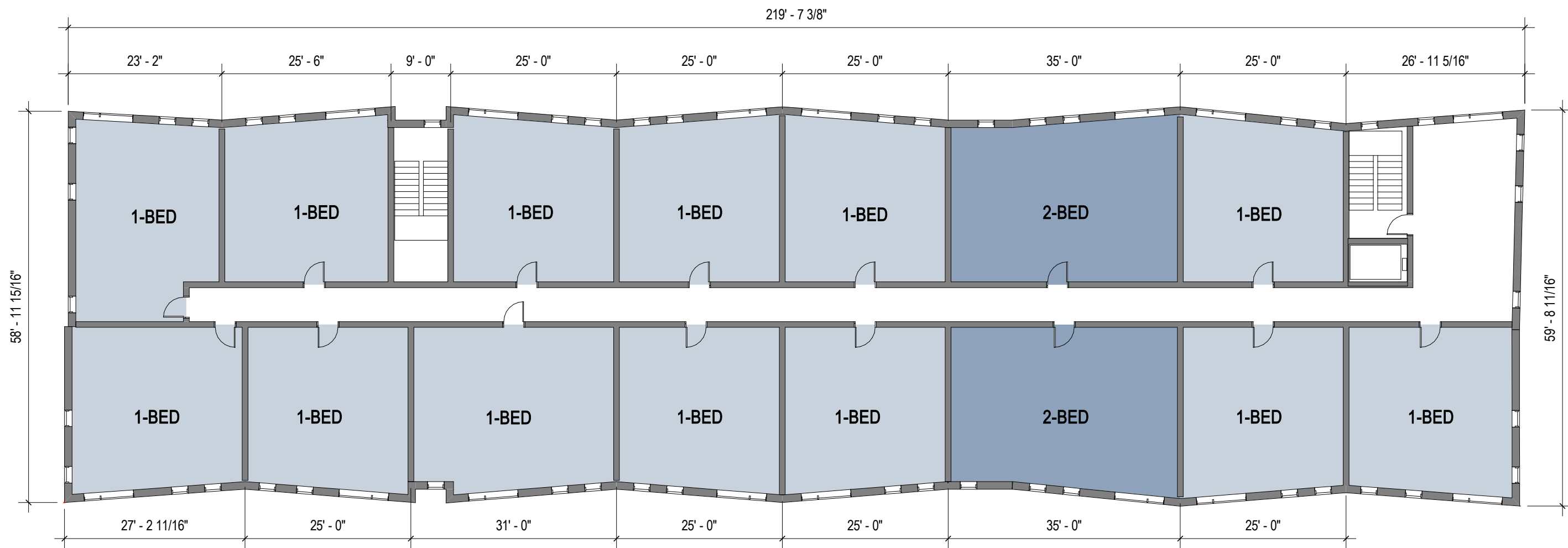
DRAFT
NOT FOR
CONSTRUCTION

SCALE
1/16" = 1'-0"

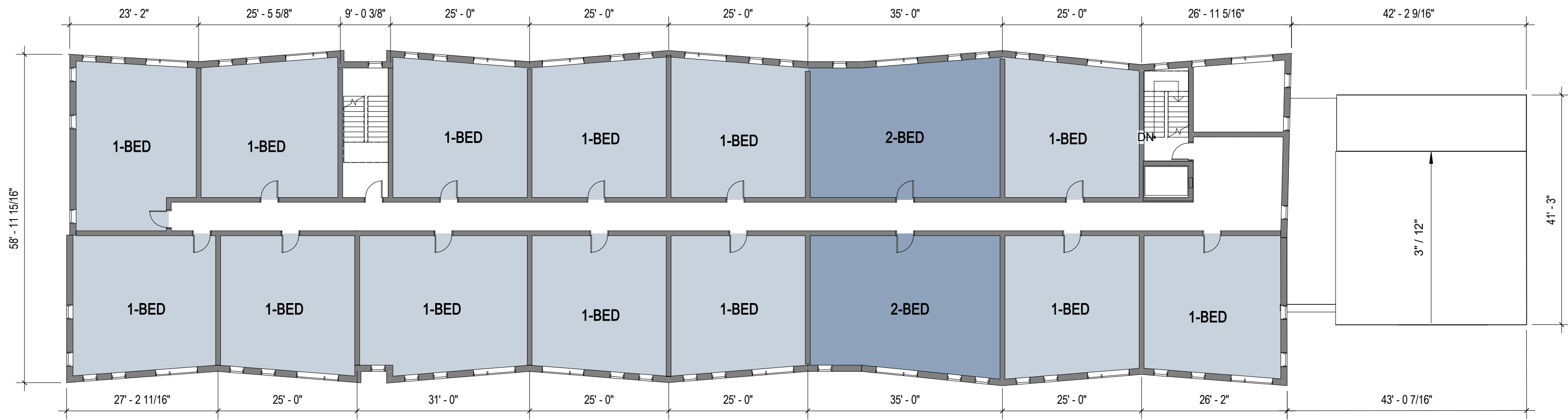
UTILITE PROJECT NUMBER
1514.5

PLANS - BUILDINGS 3 & 4

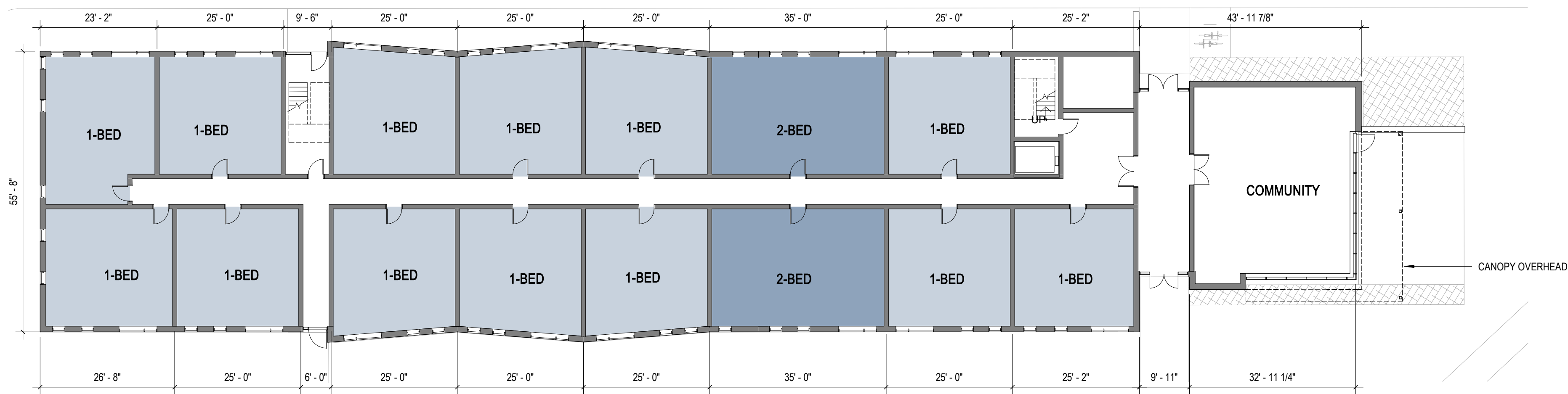
A1.02



3 B5 - LEVEL 3
1/16" = 1'-0"



2 B5 - LEVEL 2
1/16" = 1'-0"



1 B5 - GROUND FLOOR
1/16" = 1'-0"

BUILDING 5 - SUMMARY

UNIT MIX

0-BED:	00
1-BED:	39
2-BED:	06
3-BED:	00
4-BED:	00
5-BED:	00
TOTAL:	45

GROSS AREA

GROUND FLOOR:	13,996 SF
LEVEL 2:	12,640 SF
LEVEL 3:	12,640 SF
TOTAL:	39,276 SF

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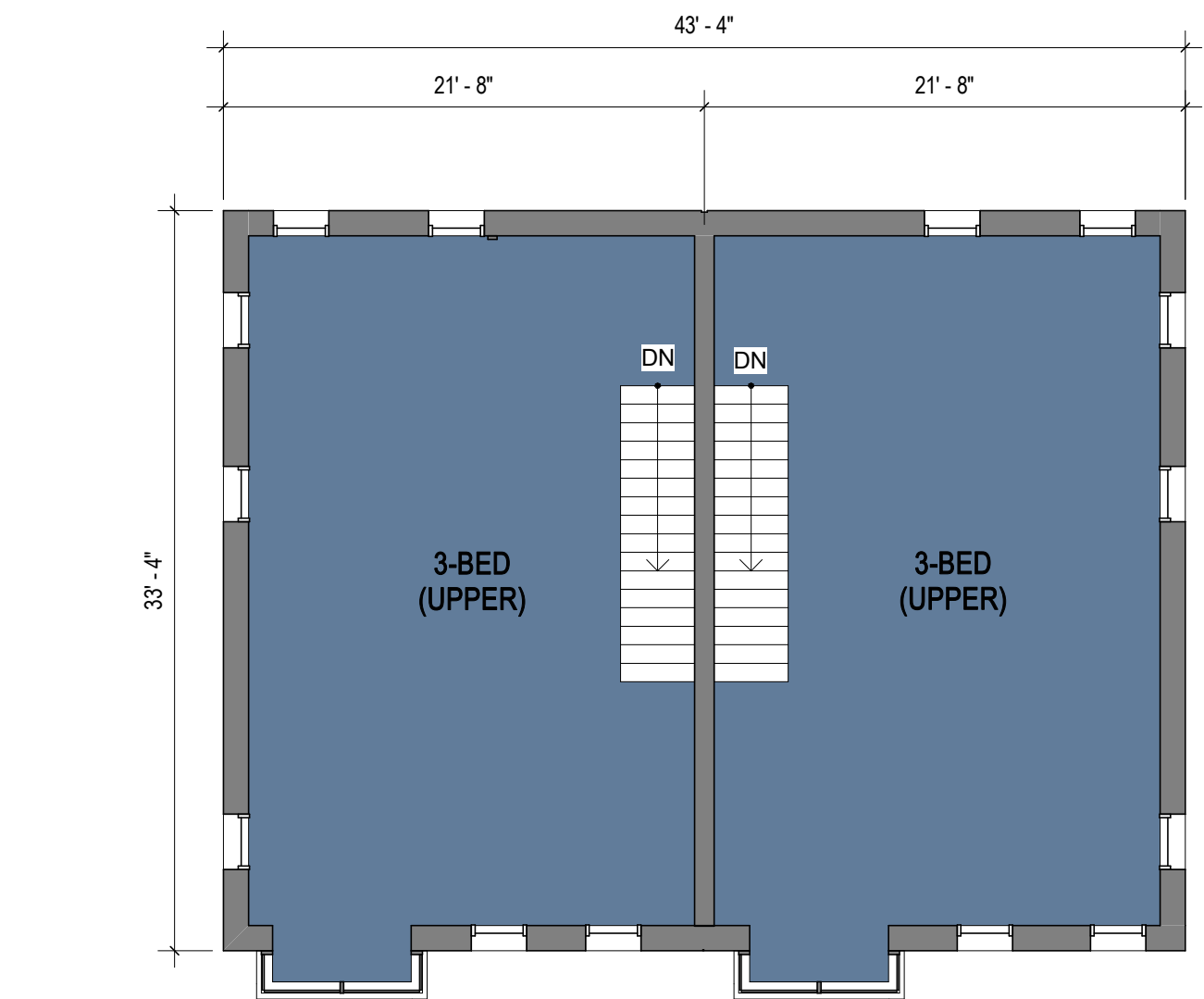
REVISIONS ON SHEET

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CONSTRUCTION

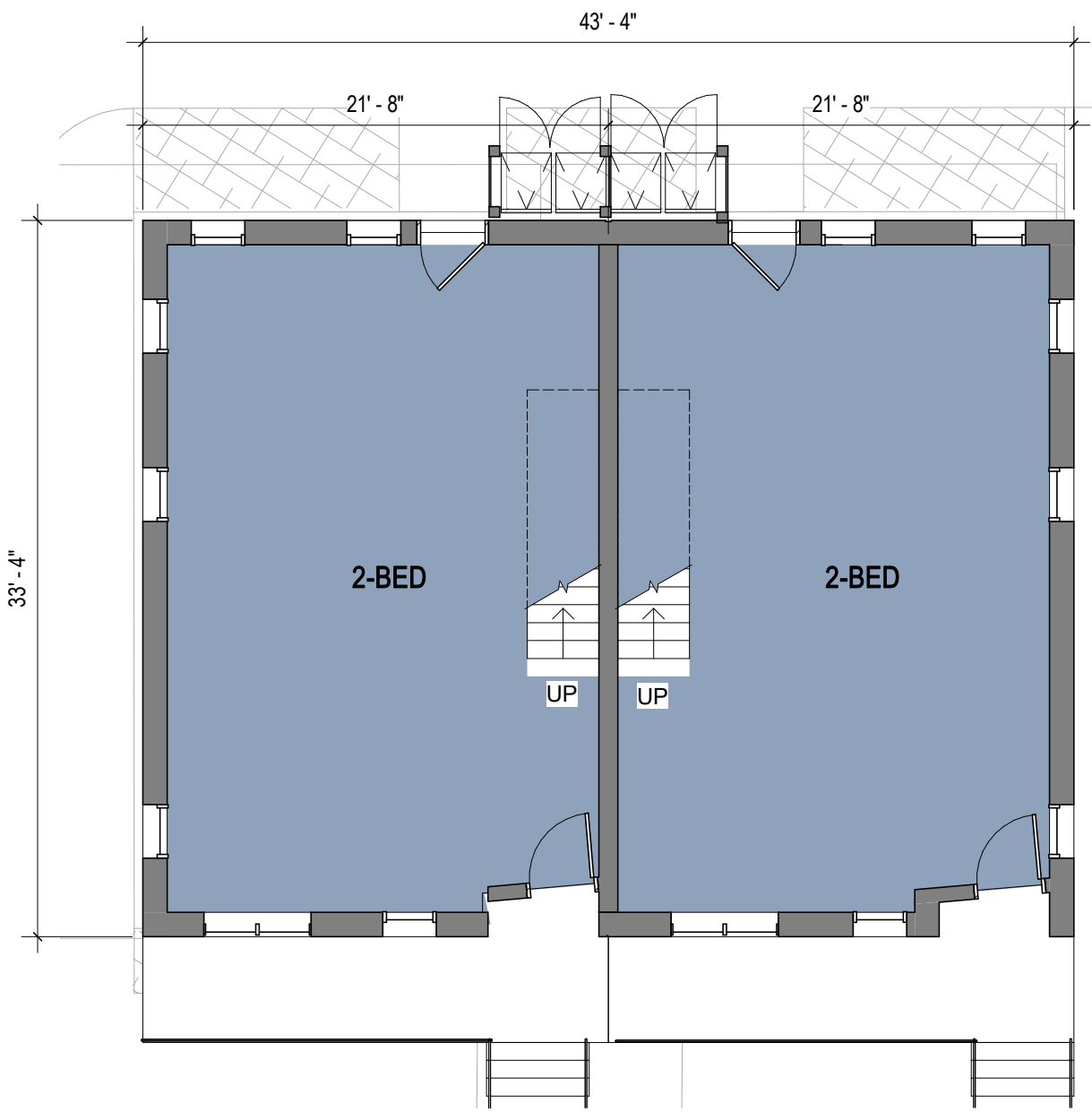
SCALE 1/16" = 1'-0"	UTILITE PROJECT NUMBER 1514.5
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PLANS - BUILDING 5

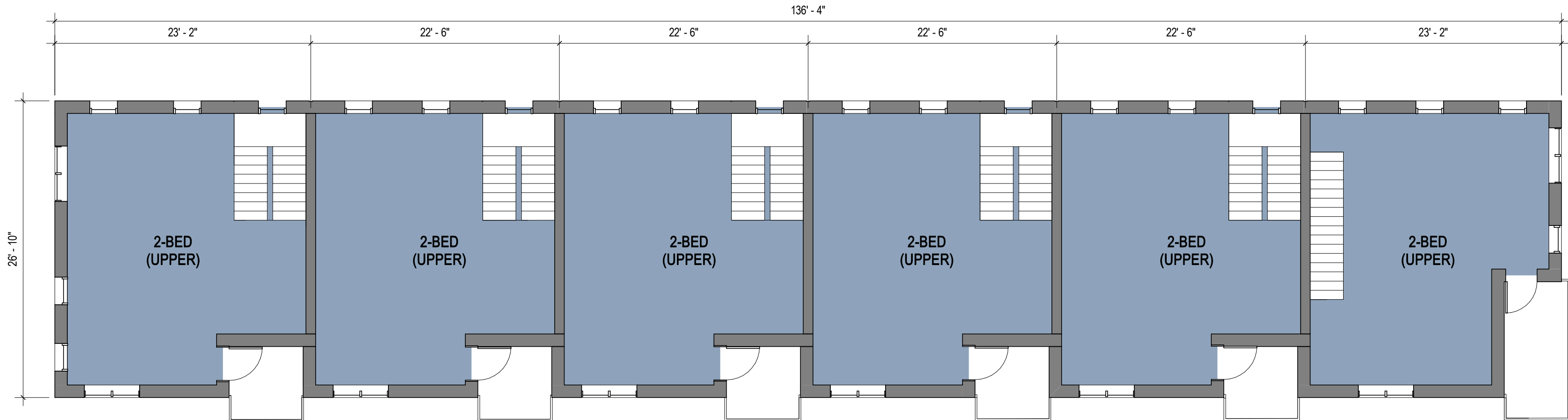
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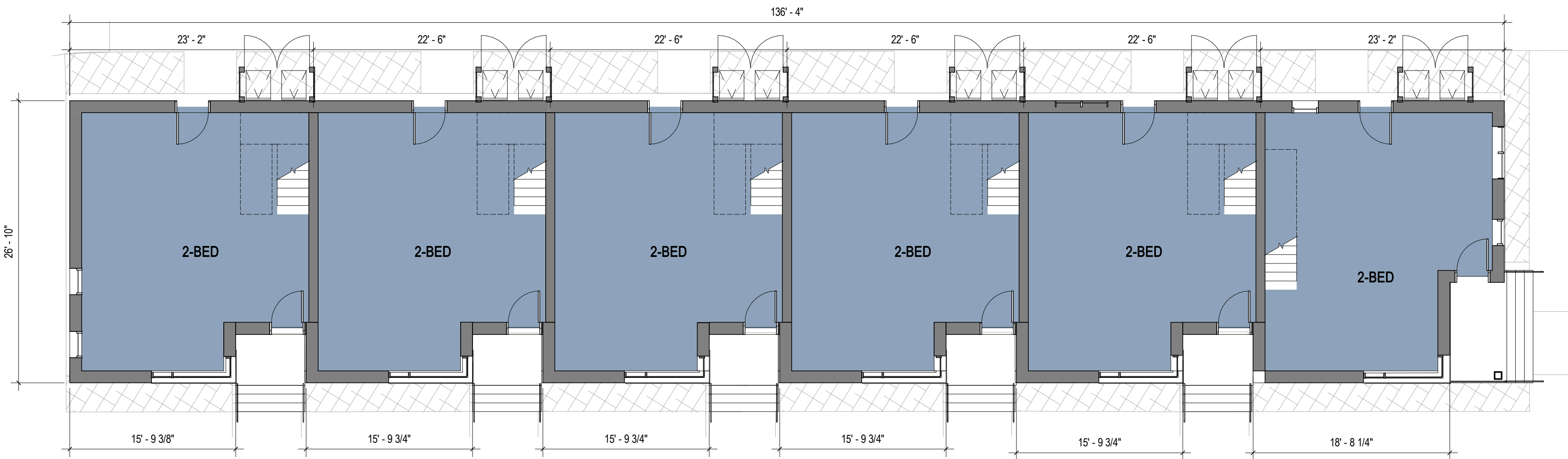
4 B7 - LEVEL 2
1/8" = 1'-0"



3 B7 - GROUND FLOOR
1/8" = 1'-0"



2 B6 - LEVEL 2
1/8" = 1'-0"



1 B6 - GROUND FLOOR
1/8" = 1'-0"

BUILDING 6 - SUMMARY

UNIT MIX	
0-BED:	00
1-BED:	00
2-BED:	06
3-BED:	00
4-BED:	00
5-BED:	00
TOTAL:	06

GROSS AREA	
GROUND FLOOR:	3,447 SF
LEVEL 2:	3,449 SF
TOTAL:	6,896 SF

BUILDING 7 - SUMMARY

UNIT MIX	
0-BED:	00
1-BED:	00
2-BED:	00
3-BED:	02
4-BED:	00
5-BED:	00
TOTAL:	02

GROSS AREA	
GROUND FLOOR:	1,444 SF
LEVEL 2:	1,444 SF
TOTAL:	2,888 SF

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SCALE 1/8" = 1'-0"	UTILITE PROJECT NUMBER 1514.5
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PLANS - BUILDINGS 6 & 7

A1.04



6 PERSPECTIVE VIEW - W. PRESUMPCOT AT ILLSLEY STREET - SOUTH
1 1/2" = 1'-0"



3 PERSPECTIVE VIEW - W. PRESUMPCOT STREET AT BUILDING 6
1 1/2" = 1'-0"



5 PERSPECTIVE VIEW - COMMUNITY BUILDING AT FRONT STREET



2 PERSPECTIVE VIEW - UNIT PATIO



4 PERSPECTIVE VIEW - BUILDING 5 AT FRONT STREET
1 1/2" = 1'-0"



1 PERSPECTIVE VIEW - BUILDING 2 ENTRY
1 1/2" = 1'-0"

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SCALE	UTILE PROJECT NUMBER
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PERSPECTIVE VIEWS

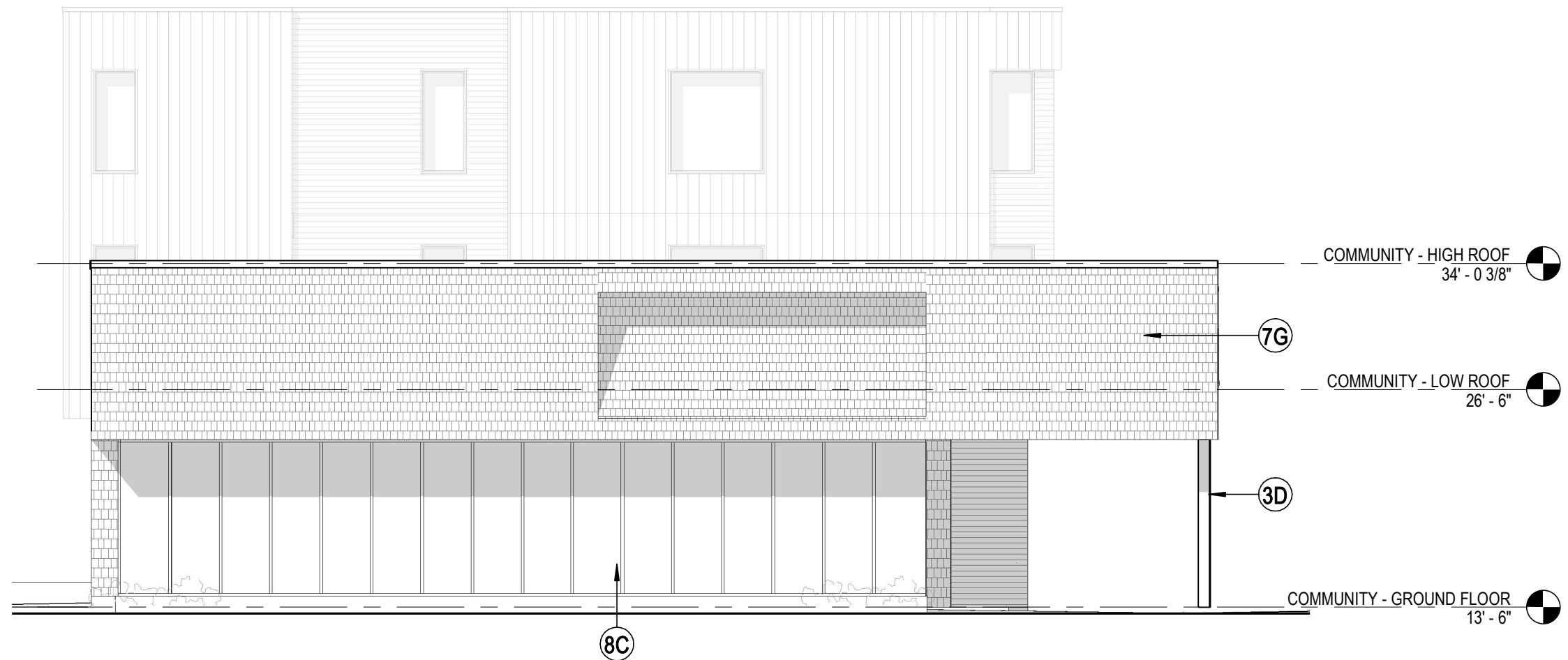
A2.01



4 BUILDING 1 - EAST ELEVATION
1/8" = 1'-0"



3 BUILDING 1 - NORTH ELEVATION
1/8" = 1'-0"



2 BUILDING 1 - SOUTH ELEVATION
1/8" = 1'-0"



1 BUILDING 1 - WEST ELEVATION
1/8" = 1'-0"

BUILDING 1 - SUMMARY

UNIT MIX

0-BED:	00
1-BED:	03
2-BED:	03
3-BED:	04
4-BED:	03
5-BED:	01
TOTAL:	14

GROSS AREA

GROUND FLOOR:	8,858 SF
LEVEL 2:	6,665 SF
LEVEL 3:	4,663 SF
TOTAL:	20,186 SF

ELEVATION KEY NOTES

- 3A CAST-IN-PLACE CONCRETE STEM WALL W/ STUCCO FINISH, COLOR TBD.
- 3B CAST-IN-PLACE CONCRETE LANDING
- 3C CAST-IN-PLACE CONCRETE STEPS, AS REQ'D
- 3D PRECAST CONCRETE COLUMNS
- 5A PTD GALV. STEEL METAL GUARDS & HAND RAILS; COLOR TBD
- 5B PTD GALV. STEEL FORMED METAL RAILING
- 7A 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "A"
- 7B 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "B"
- 7C PTD CEMENTITIOUS PANELS W/ PAINTED PVC OR POLY-ASH BATTENS, SPACING TBD, CUSTOM COLOR "C"
- 7D 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "D"
- 7E 1X4 T&G V-JOINT EYIS A CLEAR GRADE, W/ 2-COAT TRANSPARENT ALKYOIL FINISH
- 7F PTD PVC OR POLY-ASH TRIM, (4) COLOR OPTIONS TO MATCH SIDING
- 7G CLADDING AT COMMUNITY BUILDING
- 7H FACTORY FINISHED ALUMINUM FLASHING, TYP. AT RESIDENTIAL BUILDINGS
- 7J ZOC FLASHING, TYP. AT COMMUNITY BUILDING
- 7K STANDING SEAM METAL ROOF, SEAM SPACING TBD.
- 7L STANDING SEAM ALUM. ROOFING
- 7M PVC ROOFING, TYP. AT RESIDENTIAL BUILDINGS
- 7N CEDAR CLAD FENCE W/ OPERABLE GATES
- 8A VINYL HIGH PERFORMANCE WINDOWS, CASEMENT & FIXED, TBD.
- 8B PTD FIBERGLASS DOOR W/ TRANSOM & SIDELITE
- 8C THERMALLY BROKEN ALUM. STOREFRONT SYSTEM W/ 1" LOW-E IGUS
- 10 PVDF COATED ALUM. SIGNAGE
- 23 ROOF MOUNTED CONDENSERS BEYOND

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CONSTRUCTION

SCALE UTILITE PROJECT NUMBER
As Indicated 1514.5

BUILDING ELEVATIONS -
BUILDING 1

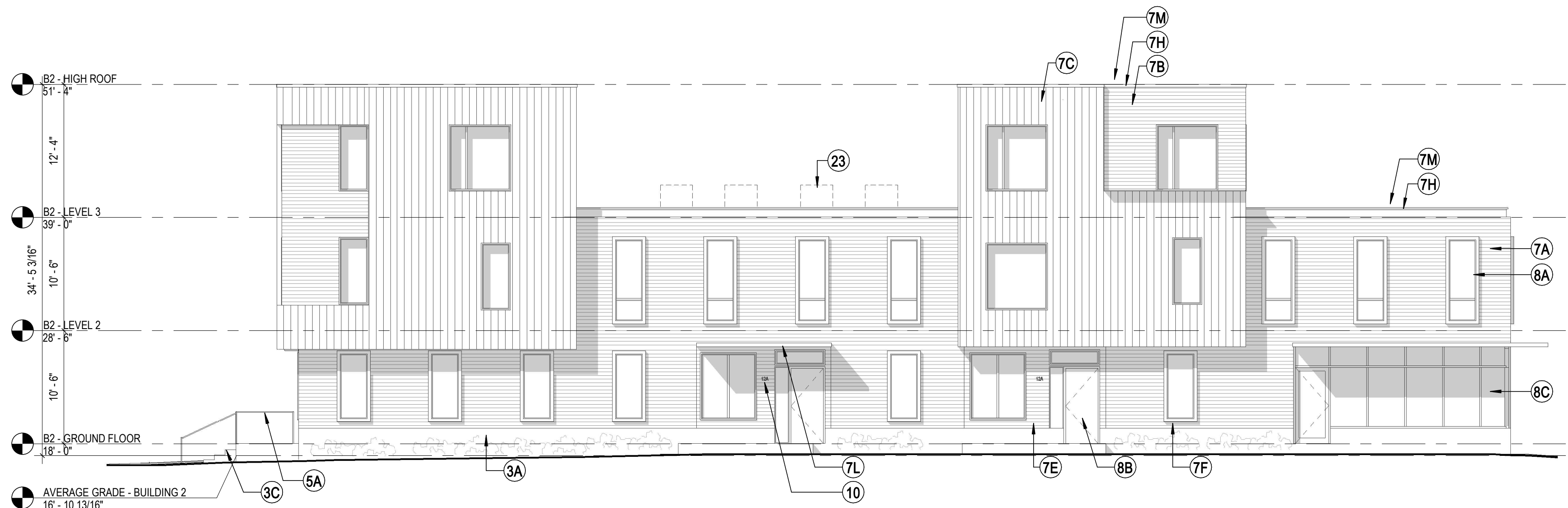
A3.01



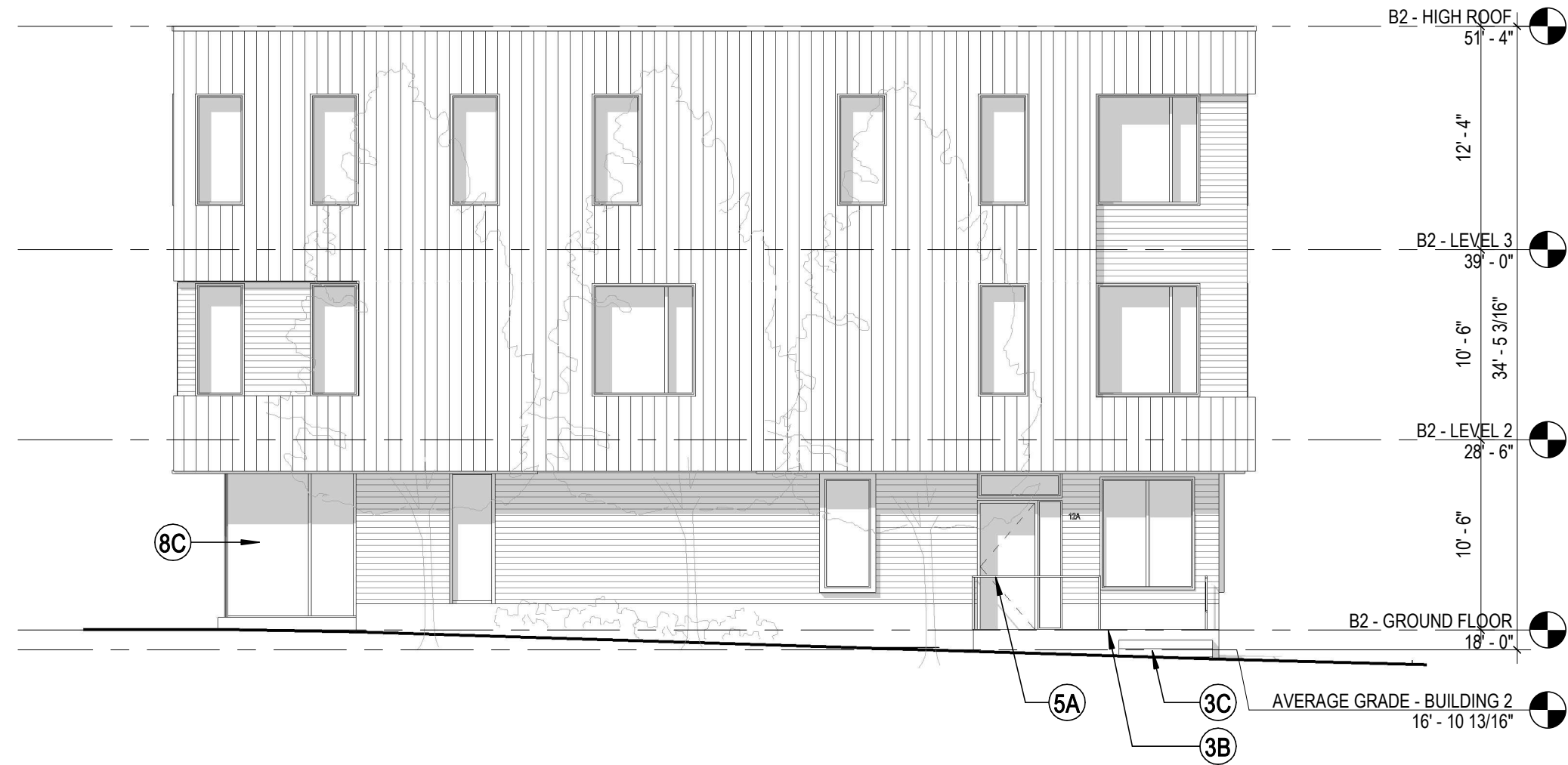
4 BUILDING 2 - EAST ELEVATION
1/8" = 1'-0"



3 BUILDING 2 - NORTH ELEVATION
1/8" = 1'-0"



2 BUILDING 2 - SOUTH ELEVATION
1/8" = 1'-0"



1 BUILDING 2 - WEST ELEVATION
1/8" = 1'-0"

BUILDING 2 - SUMMARY

UNIT MIX

0-BED:	00
1-BED:	03
2-BED:	04
3-BED:	03
4-BED:	03
5-BED:	00
TOTAL:	13

GROSS AREA

GROUND FLOOR:	6,227 SF
LEVEL 2:	6,582 SF
LEVEL 3:	3,253 SF
TOTAL:	16,062 SF

ELEVATION KEY NOTES

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- 3C CAST-IN-PLACE CONCRETE STEPS, AS REQ'D
- 3D PRECAST CONCRETE COLUMNS
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- 5B PTD GALV. STEEL FORMED METAL RAILING
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- 7B 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "B"
- 7C PTD CEMENTITIOUS PANELS W/ PAINTED PVC OR POLY-ASH BATTENS, SPACING TBD, CUSTOM COLOR "C"
- 7D 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "D"
- 7E 1X4 T&G V-JOINT EVIS A CLEAR GRADE, W/ 2-COAT TRANSPARENT ALKYD-OIL FINISH
- 7F PTD PVC OR POLY-ASH TRIM, (4) COLOR OPTIONS TO MATCH SIDING
- 7G CLADDING AT COMMUNITY BUILDING
- 7H FACTORY FINISHED ALUMINUM FLASHING, TYP. AT RESIDENTIAL BUILDINGS
- 7J ZCC FLASHING, TYP. AT COMMUNITY BUILDING
- 7K STANDING SEAM METAL ROOF, SEAM SPACING TBD.
- 7L STANDING SEAM ALUM. ROOFING
- 7M PVC ROOFING, TYP. AT RESIDENTIAL BUILDINGS
- 7N CEDAR CLAD FENCE W/ OPERABLE GATES
- 8A VINYL HIGH PERFORMANCE WINDOWS, CASEMENT & FIXED, TBD.
- 8B PTD FIBERGLASS DOOR W/ TRANSOM & SIDELITE
- 8C THERMALLY BROKEN ALUM. STOREFRONT SYSTEM W/ 1" LOW-E IGUS
- 10 PVD COATED ALUM. SIGNAGE
- 23 ROOF MOUNTED CONDENSERS BEYOND

PHA FRONT STREET DEVELOPMENT

37 & 63 Front Street
Portland, Maine 04103

PROJECT

FRONT STREET
REDEVELOPMENT, LP

14 Baxter Boulevard
Portland, Maine 04101
P 207 773.4753

OWNER

utile
ARCHITECTURE + URBAN DESIGN

115 KINGSTON ST
BOSTON, MA 02111
P 617 423 7200 F 617 423 1414
utiledesign.com

ARCHITECT

Ransom Consulting, Inc.

400 Commercial Street, Suite 404
Portland, Maine 04101
P 207 772.2891 F 207 772.3284

CIVIL &
GEOTECHNICAL

Carroll Associates

217 Commercial Street, Suite 200
Portland, Maine 04101
P 207 772.1552 F 207 772.0712

LANDSCAPE

STAMP

DATE	REVISION
05/21/2019	SITE PLAN APPLICATION

REVISIONS ON SHEET

DRAFT
NOT FOR
CONSTRUCTION

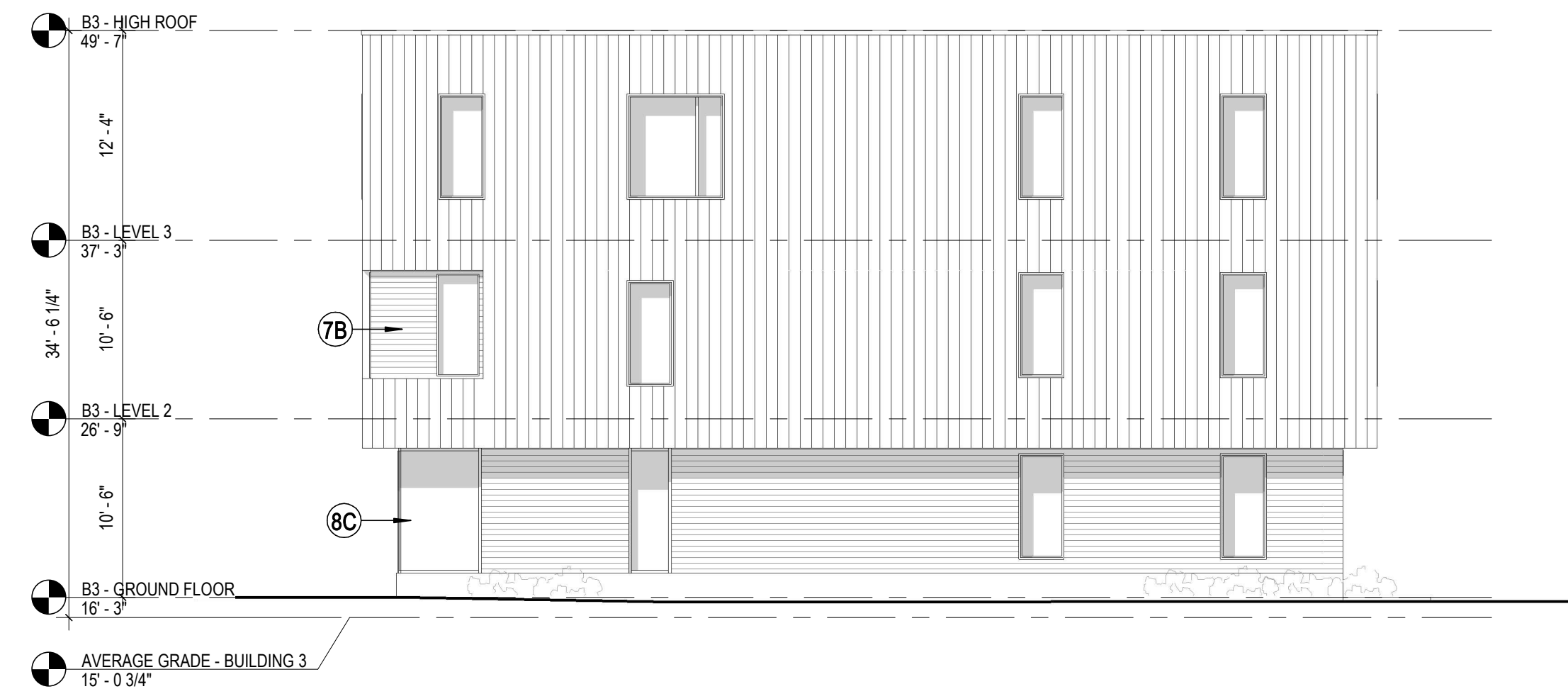
SCALE As Indicated	UTILE PROJECT NUMBER 1514.5
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BUILDING ELEVATIONS -
BUILDING 2

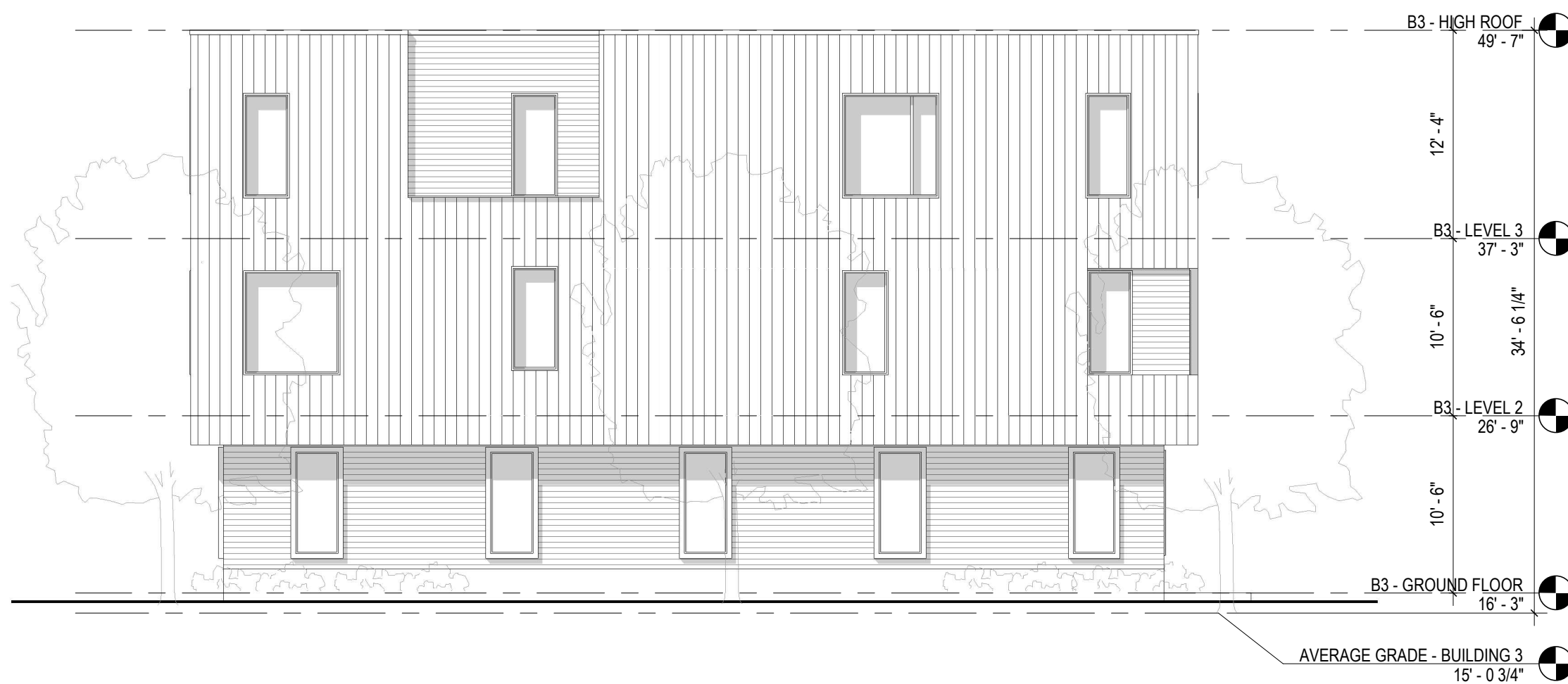
A3.02



4 BUILDING 3 - EAST ELEVATION
1/8" = 1'-0"



3 BUILDING 3 - SOUTH ELEVATION
1/8" = 1'-0"



2 BUILDING 3 - NORTH ELEVATION
1/8" = 1'-0"



1 BUILDING 3 - WEST ELEVATION
1/8" = 1'-0"

BUILDING 3 - SUMMARY

UNIT MIX	
0-BED:	02
1-BED:	03
2-BED:	01
3-BED:	11
4-BED:	02
5-BED:	01
TOTAL:	20

GROSS AREA	
GROUND FLOOR:	9,467 SF
LEVEL 2:	10,077 SF
LEVEL 3:	6,164 SF
TOTAL:	25,709 SF

ELEVATION KEY NOTES

- 3A CAST-IN-PLACE CONCRETE STEM WALL W/ STUCCO FINISH, COLOR TBD.
- 3B CAST-IN-PLACE CONCRETE LANDING
- 3C CAST-IN-PLACE CONCRETE STEPS, AS REQ'D
- 3D PRECAST CONCRETE COLUMNS
- 5A PTD GALV. STEEL METAL GUARDS & HAND RAILS; COLOR TBD
- 5B PTD GALV. STEEL FORMED METAL RAILING
- 7A 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "A"
- 7B 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "B"
- 7C PTD CEMENTITIOUS PANELS W/ PAINTED PVC OR POLY-ASH BATTENS, SPACING TBD, CUSTOM COLOR "C"
- 7D 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "D"
- 7E 1X4 T&G V-JOINT EV1S A CLEAR GRADE, W/ 2-COAT TRANSPARENT ALKYD-OIL FINISH
- 7F PTD PVC OR POLY-ASH TRIM, (4) COLOR OPTIONS TO MATCH SIDING
- 7G CLADDING AT COMMUNITY BUILDING
- 7H FACTORY FINISHED ALUMINUM FLASHING, TYP. AT RESIDENTIAL BUILDINGS
- 7J ZCC FLASHING, TYP. AT COMMUNITY BUILDING
- 7K STANDING SEAM METAL ROOF, SEAM SPACING TBD.
- 7L STANDING SEAM ALUM. ROOFING
- 7M PVC ROOFING, TYP. AT RESIDENTIAL BUILDINGS
- 7N CEDAR CLAD FENCE W/ OPERABLE GATES
- 8A VINYL HIGH PERFORMANCE WINDOWS, CASEMENT & FIXED, TBD.
- 8B PTD FIBERGLASS DOOR W/ TRANSOM & SIDELITE
- 8C THERMALLY BROKEN ALUM. STOREFRONT SYSTEM W/ 1" LOW-E IGU'S
- 10 PVDF COATED ALUM. SIGNAGE
- 23 ROOF MOUNTED CONDENSERS BEYOND

PHA FRONT STREET DEVELOPMENT

37 & 63 Front Street
Portland, Maine 04103

PROJECT

FRONT STREET REDEVELOPMENT, LP

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P 207 773.4753

OWNER

utile
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115 KINGSTON ST
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ARCHITECT

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CIVIL & GEOTECHNICAL

Carroll Associates

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LANDSCAPE

STAMP

DATE	REVISION
05/21/2019	SITE PLAN APPLICATION

REVISIONS ON SHEET

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CONSTRUCTION**

SCALE As Indicated	UTILITE PROJECT NUMBER 1514.5
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**BUILDING ELEVATIONS -
BUILDING 3**

A3.03



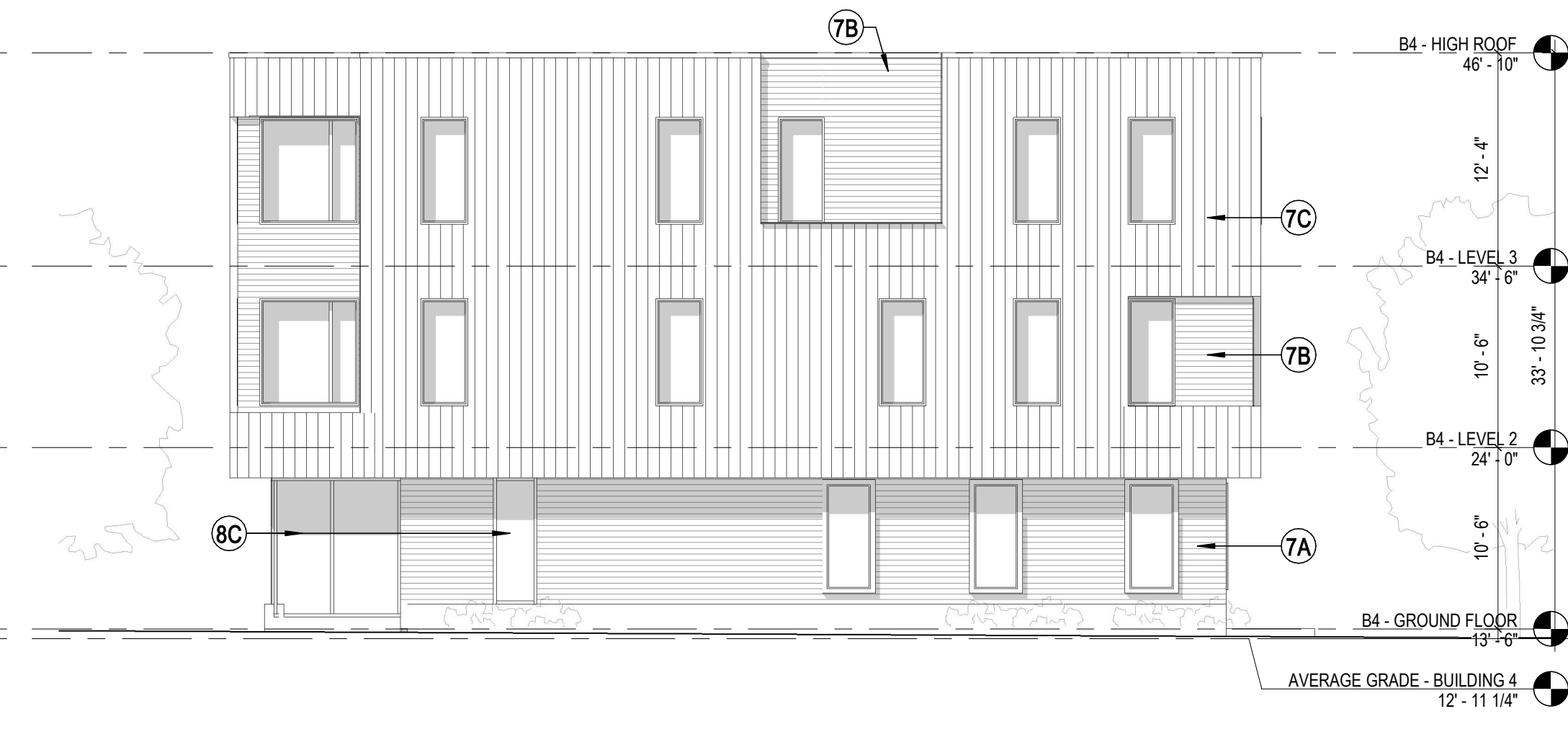
4-BUILDING 4 - EAST ELEVATION
1/8" = 1'-0"



3-BUILDING 4 - NORTH ELEVATION
1/8" = 1'-0"



2-BUILDING 4 - SOUTH ELEVATION
1/8" = 1'-0"



1-BUILDING 4 - WEST ELEVATION
1/8" = 1'-0"

BUILDING 4 - SUMMARY

UNIT MIX

0-BED:	00
1-BED:	03
2-BED:	04
3-BED:	04
4-BED:	02
5-BED:	00
TOTAL:	13

GROSS AREA

GROUND FLOOR:	6,242 SF
LEVEL 2:	6,583 SF
LEVEL 3:	3,253 SF
TOTAL:	16,078 SF

ELEVATION KEY NOTES

- 3A CAST-IN-PLACE CONCRETE STEM WALL W/ STUCCO FINISH, COLOR TBD.
- 3B CAST-IN-PLACE CONCRETE LANDING
- 3C CAST-IN-PLACE CONCRETE STEPS, AS REQ'D
- 3D PRECAST CONCRETE COLUMNS
- 5A PTD GALV. STEEL METAL GUARDS & HAND RAILS; COLOR TBD
- 5B PTD GALV. STEEL FORMED METAL RAILING
- 7A 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "A"
- 7B 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "B"
- 7C PTD CEMENTITIOUS PANELS W/ PAINTED PVC OR POLY-ASH BATTENS, SPACING TBD, CUSTOM COLOR "C"
- 7D 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "D"
- 7E 1X4 T&G V-JOINT EYIS A CLEAR GRADE, W/ 2-COAT TRANSPARENT ALKYD-OIL FINISH
- 7F PTD PVC OR POLY-ASH TRIM, (4) COLOR OPTIONS TO MATCH SIDING
- 7G CLADDING AT COMMUNITY BUILDING
- 7H FACTORY FINISHED ALUMINUM FLASHING, TYP. AT RESIDENTIAL BUILDINGS
- 7J ZOC FLASHING, TYP. AT COMMUNITY BUILDING
- 7K STANDING SEAM METAL ROOF, SEAM SPACING TBD.
- 7L STANDING SEAM ALUM. ROOFING
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PHA FRONT STREET DEVELOPMENT

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PROJECT

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LANDSCAPE

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05/21/2019	SITE PLAN APPLICATION

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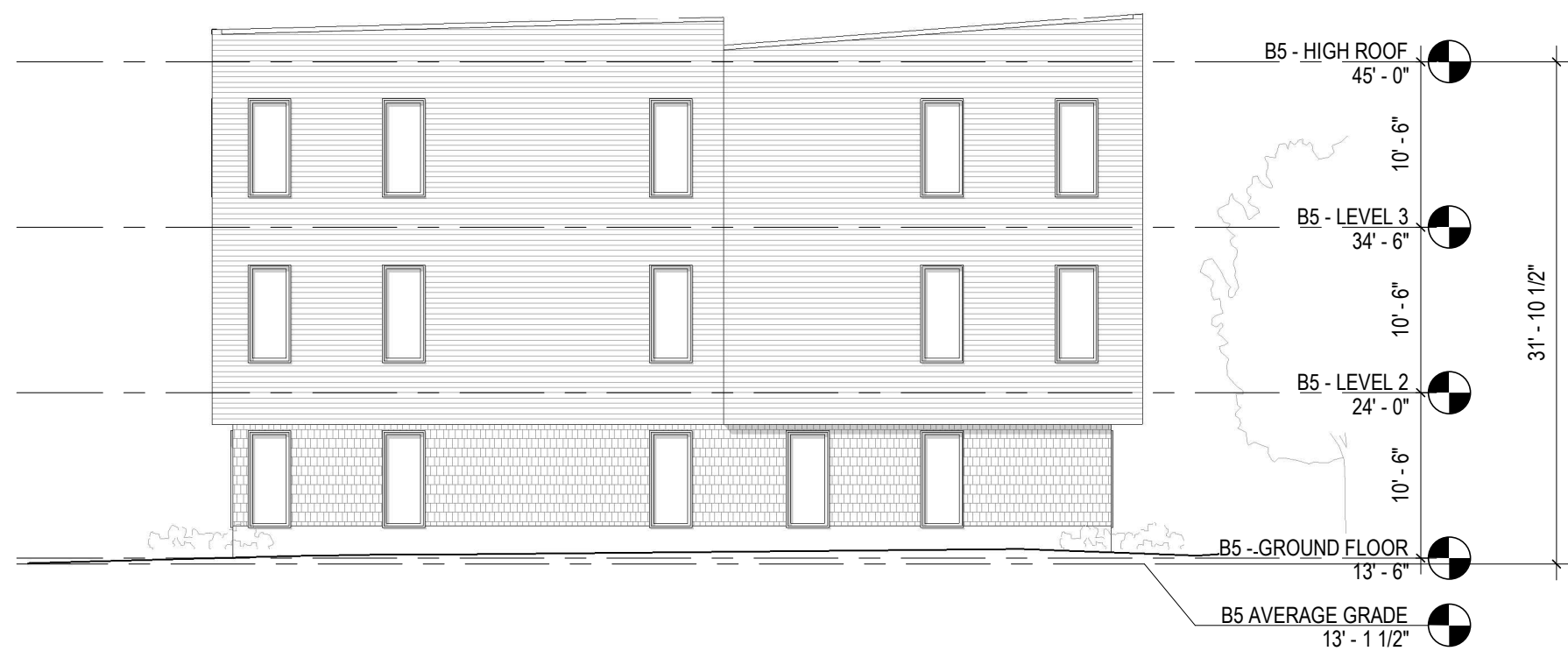
SCALE As Indicated	UTILE PROJECT NUMBER 1514.5
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BUILDING ELEVATIONS -
BUILDING 4

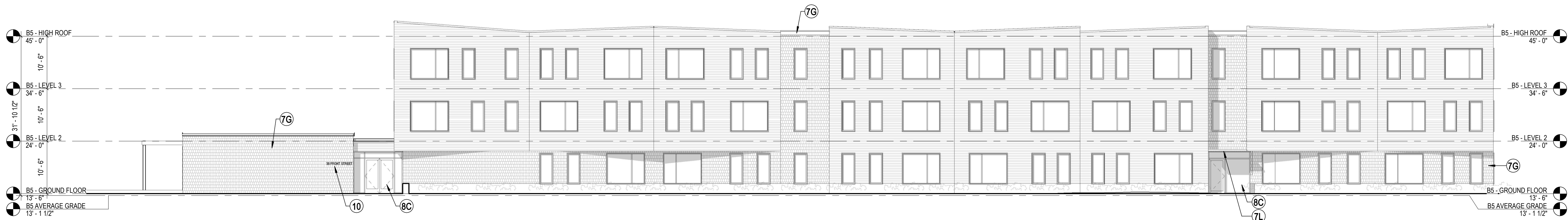
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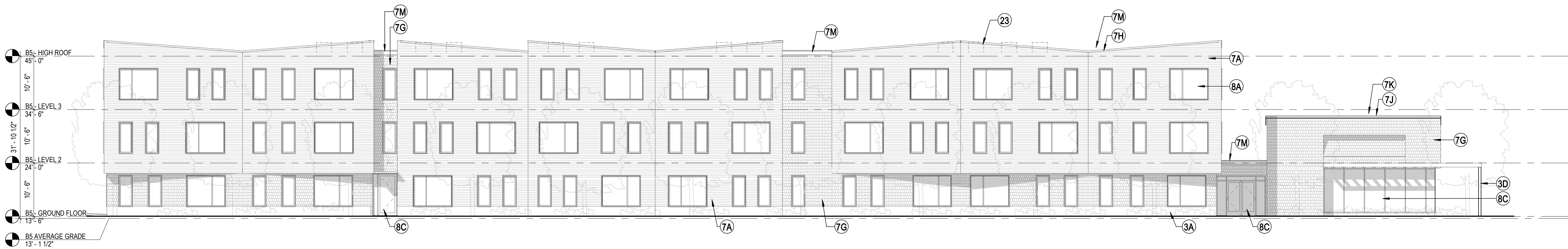
4 BUILDING 5 - EAST ELEVATION
3/32" = 1'-0"



3 BUILDING 5 - WEST ELEVATION
3/32" = 1'-0"



2 BUILDING 5 - NORTH ELEVATION
3/32" = 1'-0"



1 BUILDING 5 - SOUTH ELEVATION
3/32" = 1'-0"

ELEVATION KEY NOTES

- 3A CAST-IN-PLACE CONCRETE STEM WALL W/ STUCCO FINISH, COLOR TBD.
- 3B CAST-IN-PLACE CONCRETE LANDING
- 3C CAST-IN-PLACE CONCRETE STEPS, AS REQ'D
- 3D PRECAST CONCRETE COLUMNS
- 5A PTD GALV. STEEL METAL GUARDS & HAND RAILS: COLOR TBD
- 5B PTD GALV. STEEL FORMED METAL RAILING
- 7A 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "A"
- 7B 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "B"
- 7C PTD CEMENTITIOUS PANELS W/ PAINTED PVC OR POLY-ASH BATTENS, SPACING TBD, CUSTOM COLOR "C"
- 7D 4" PTD. CEMENTITIOUS CLAPBOARD, CUSTOM COLOR "D"
- 7E 1X4 T&G V-JOINT EV1S A CLEAR GRADE, W/ 2-COAT TRANSPARENT ALKYD-OIL FINISH
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- 8B PTD FIBERGLASS DOOR W/ TRANSOM & SIDELITE
- 8C THERMALLY BROKEN ALUM. STOREFRONT SYSTEM W/ 1" LOW-E IGUS
- 10 PVDF COATED ALUM. SIGNAGE
- 23 ROOF MOUNTED CONDENSERS BEYOND

BUILDING 5 - SUMMARY

UNIT MIX

0-BED:	00
1-BED:	39
2-BED:	06
3-BED:	00
4-BED:	00
5-BED:	00
TOTAL:	45

GROSS AREA

GROUND FLOOR:	13,996 SF
LEVEL 2:	12,640 SF
LEVEL 3:	12,640 SF
TOTAL:	39,276 SF

PHA FRONT STREET DEVELOPMENT

37 & 63 Front Street
Portland, Maine 04103

PROJECT

FRONT STREET
REDEVELOPMENT, LP

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OWNER

utile

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CIVIL &
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Carroll Associates

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Portland, Maine 04101
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LANDSCAPE

STAMP

DATE REVISION

05/21/2019 SITE PLAN APPLICATION

REVISIONS ON SHEET

DRAFT
NOT FOR
CONSTRUCTION

SCALE

As Indicated

UTILE PROJECT NUMBER

1514.5

BUILDING ELEVATIONS -
BUILDING 5

A3.05

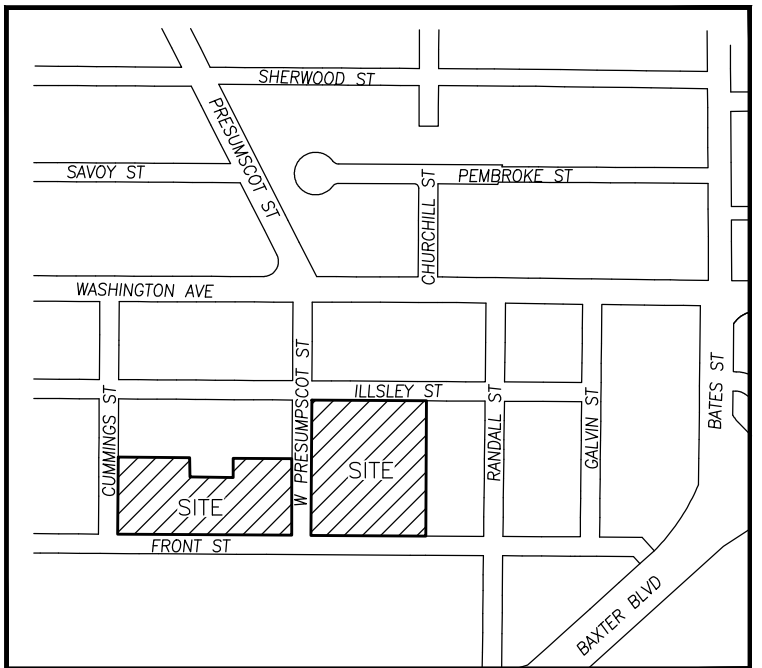
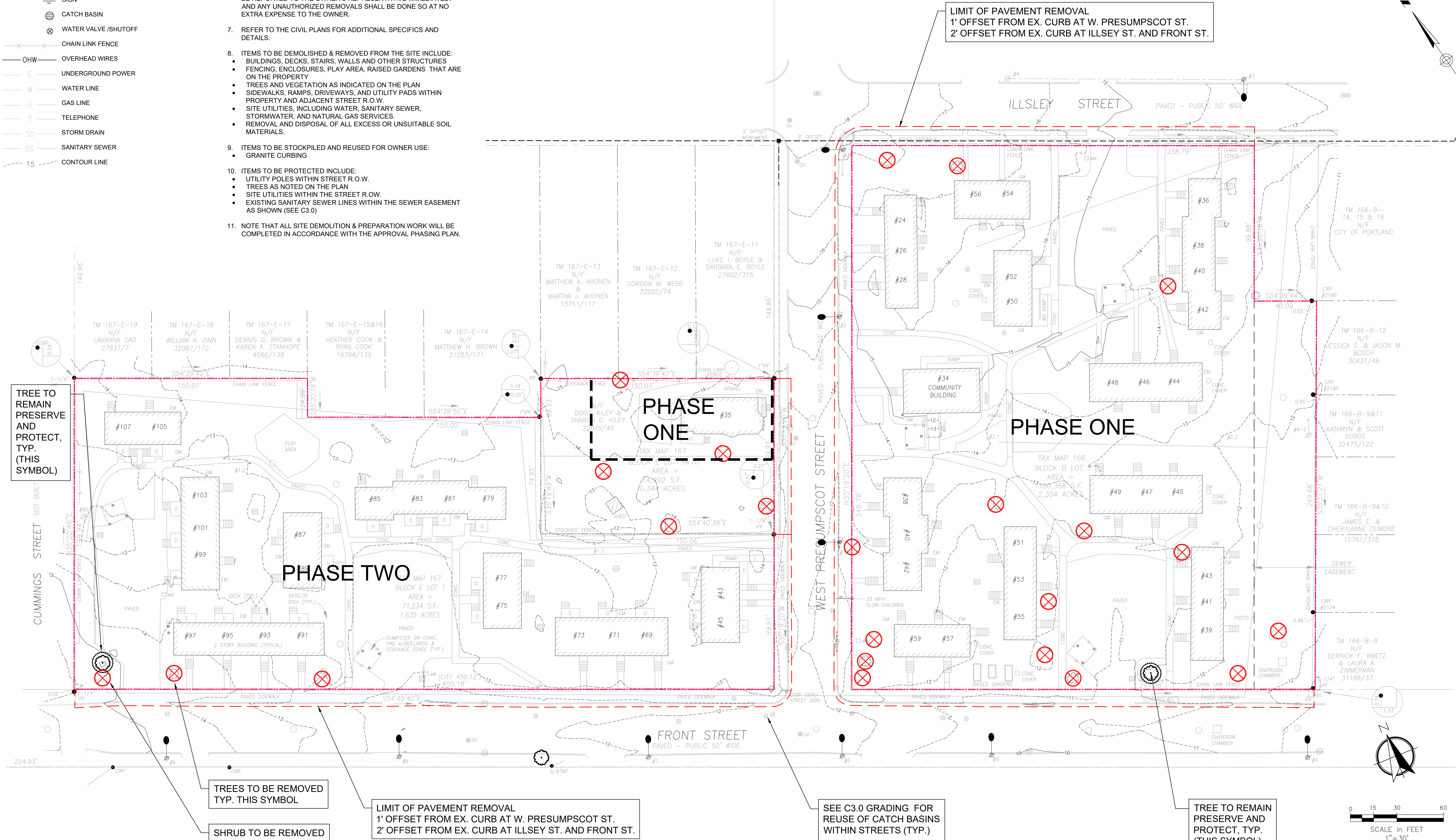
1 BUILDING 6 - SOUTH ELEVATION
1/8" = 1'-0"

EXISTING

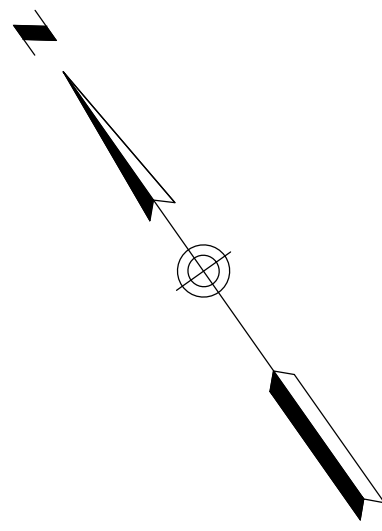
- PROPERTY LINE
- ⊗ DECIDUOUS TREE (preserved)
- ⊗ DECIDUOUS TREE (to be removed)
- CURB
- EDGE OF PAVING
- BUILDING OUTLINE
- ☼ POLE LIGHT
- ☼ FIRE HYDRANT
- MANHOLE
- EM/GM ELEC / GAS METER
- UTILITY POLE
- STREET LIGHT
- SIGN
- ⊗ CATCH BASIN
- ⊗ WATER VALVE / SHUTOFF
- CHAIN LINK FENCE
- OHW — OVERHEAD WIRES
- E — UNDERGROUND POWER
- W — WATER LINE
- G — GAS LINE
- T — TELEPHONE
- SD — STORM DRAIN
- SS — SANITARY SEWER
- 15 --- CONTOUR LINE

DEMO + SITE PREP NOTES:

- ALL TREES TO BE PRESERVED SHALL BE PROTECTED WITHIN APPROVED FENCING OR BARRIERS AT THE EXISTING DRIPLINE. SEE DETAIL 5, SHEET L2.1
- NO EQUIPMENT OR MATERIALS SHALL BE PLACED OR STORED WITHIN THE PROTECTED DRIPLINE AREA OF PRESERVED TREES
- ALL TREES TO BE PRESERVED SHALL BE MONITORED ON A REGULAR BASIS FOR SIGNS OF STRESS OR OTHER IMPACT DUE TO CONSTRUCTION AND APPROPRIATE TREE CARE SHALL BE INITIATED IMMEDIATELY.
- OWNER SHALL RETAIN A LICENSED ARBORIST TO PREPARE A TREE CARE PROGRAM FOR ALL PRESERVED TREES TO INCLUDE PRE, DURING AND POST CONSTRUCTION MANAGEMENT.
- TREE MANAGEMENT SHALL CONSIST OF SELECT PRUNING, WATERING, FERTILIZATION, AND AERATION AS REQUIRED AND SPECIFIED TO EACH TREE SPECIES.
- THE CONTRACTOR IS ADVISED THAT ANY UNFORESEEN SUBSURFACE CONDITIONS ENCOUNTERED DURING THE COURSE OF WORK SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE IMMEDIATELY AND ANY UNAUTHORIZED REMOVALS SHALL BE DONE SO AT NO EXTRA EXPENSE TO THE OWNER.
- REFER TO THE CIVIL PLANS FOR ADDITIONAL SPECIFICS AND DETAILS.
- ITEMS TO BE DEMOLISHED & REMOVED FROM THE SITE INCLUDE:
 - BUILDINGS, DECKS, STAIRS, WALLS AND OTHER STRUCTURES
 - FENCING, ENCLOSURES, PLAY AREA, RAISED GARDENS THAT ARE ON THE PROPERTY
 - TREES AND VEGETATION AS INDICATED ON THE PLAN
 - SIDEWALKS, RAMPS, DRIVEWAYS, AND UTILITY PADS WITHIN PROPERTY AND ADJACENT STREET R.O.W.
 - SITE UTILITIES, INCLUDING WATER, SANITARY SEWER, STORMWATER, AND NATURAL GAS SERVICES.
 - REMOVAL AND DISPOSAL OF ALL EXCESS OR UNSUITABLE SOIL MATERIALS.
- ITEMS TO BE STOCKPILED AND REUSED FOR OWNER USE:
 - GRANITE CURBING
- ITEMS TO BE PROTECTED INCLUDE:
 - UTILITY POLES WITHIN STREET R.O.W.
 - TREES AS NOTED ON THE PLAN
 - SITE UTILITIES WITHIN THE STREET R.O.W.
 - EXISTING SANITARY SEWER LINES WITHIN THE SEWER EASEMENT AS SHOWN (SEE C3.0)
- NOTE THAT ALL SITE DEMOLITION & PREPARATION WORK WILL BE COMPLETED IN ACCORDANCE WITH THE APPROVAL PHASING PLAN.



LOCATION MAP
SCALE: NTS



APPLICANT:

FRONT STREET
REDEVELOPMENT, LP
14 BAXTER BLVD
PORTLAND, MAINE 04101

OWNER:

PORTLAND HOUSING
AUTHORITY
14 BAXTER BLVD
PORTLAND, MAINE 04101

FRONT STREET
DEVELOPMENT

Project:

Description

Date

Revisions

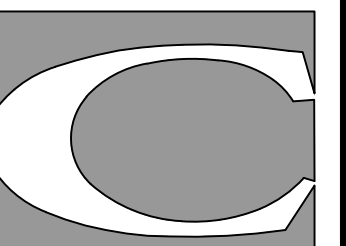
Drawn By: MP

Approved By: PC

Scale: AS SHOWN

Phase:

PERMITTING

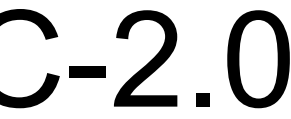


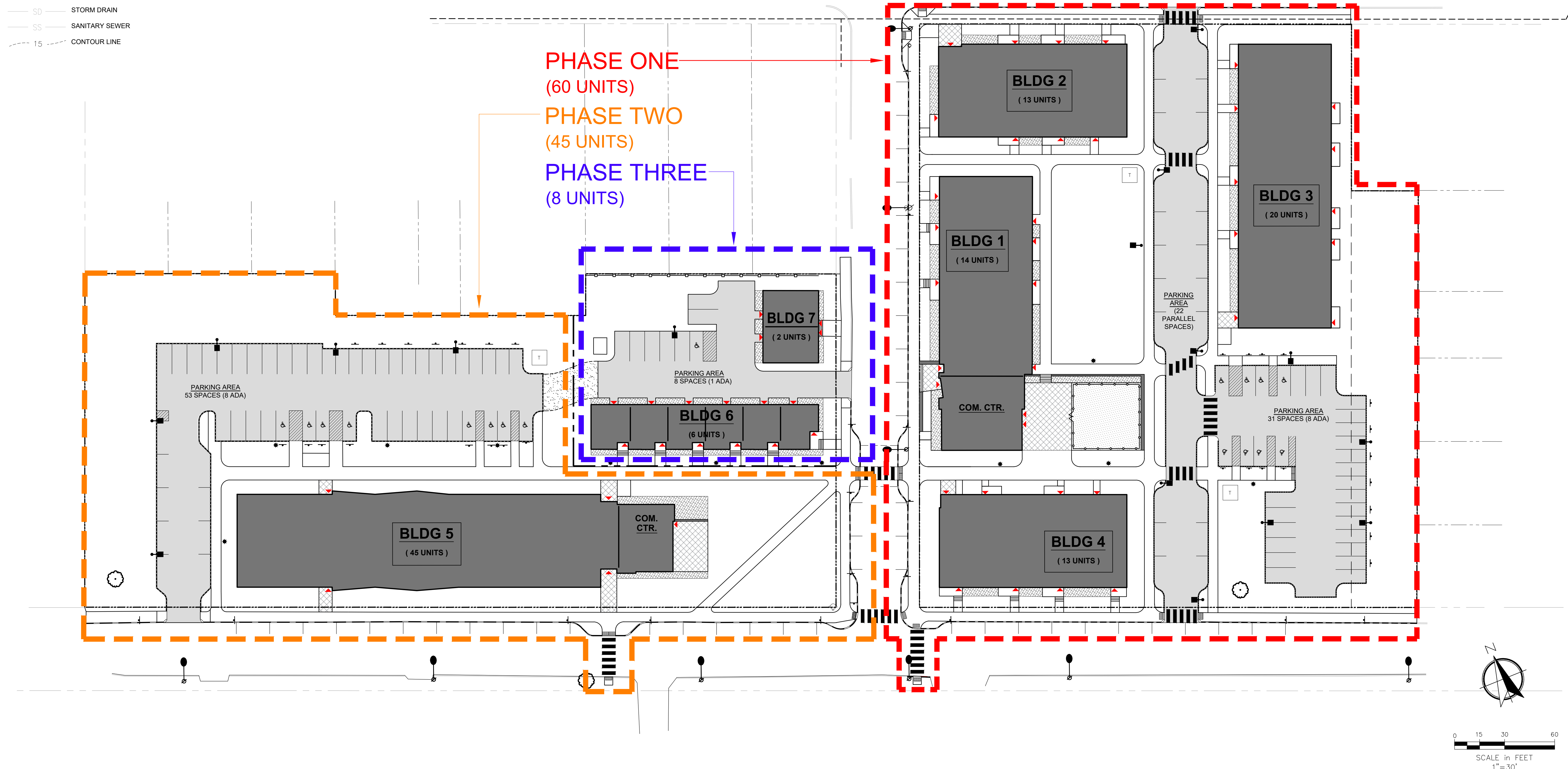
CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0112

Date:
MARCH 14, 2018

Sheet No:

C-1.0





1 - PHASE ONE INCLUDES THE FOLLOWING:

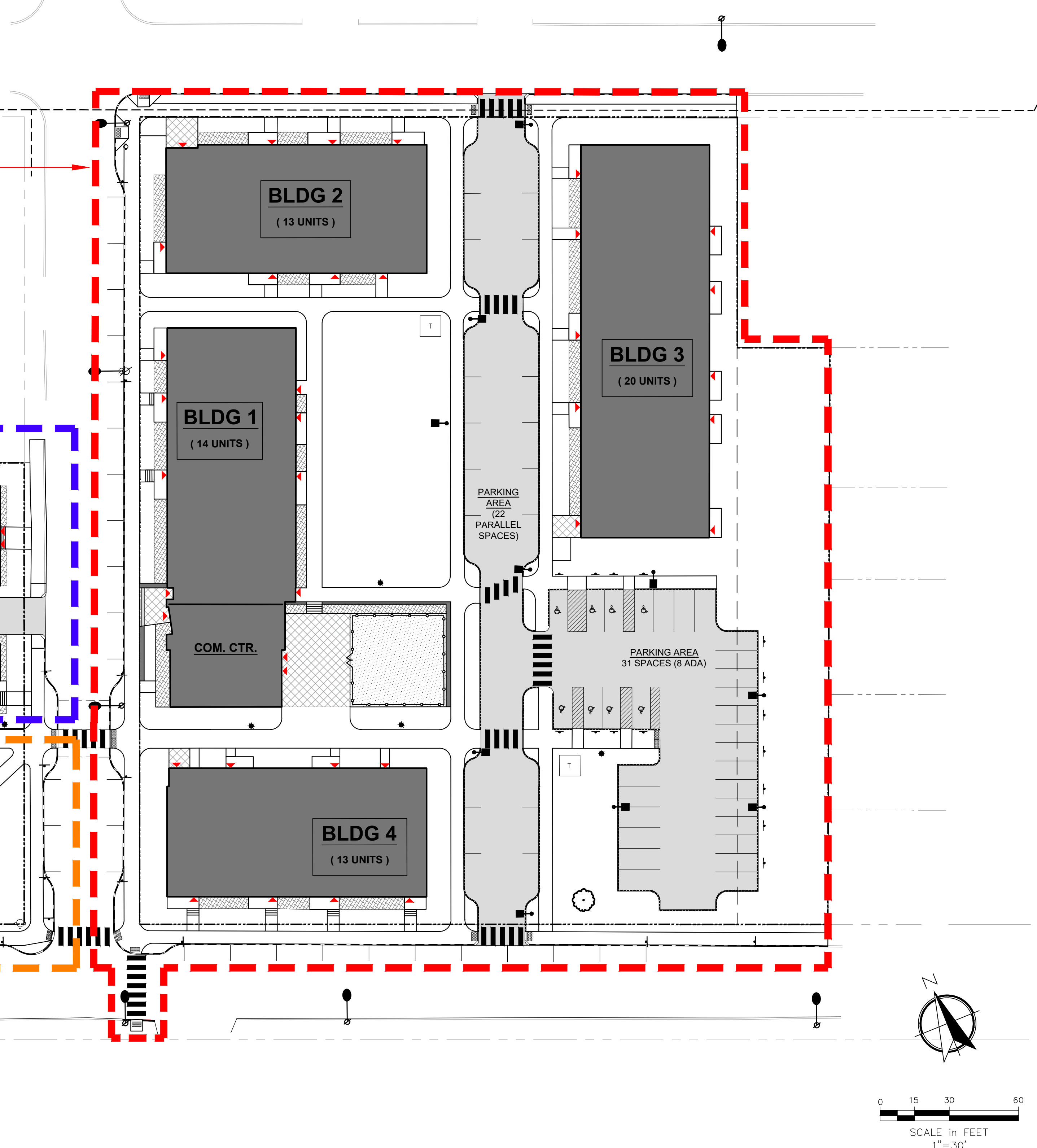
- RELOCATION OF 28 FAMILIES INTO OTHER INTERIM APARTMENTS.
- REMOVAL OF 28 DWELLING UNITS IN 10 BUILDINGS + COMMUNITY BUILDING.
- REMOVAL OF ALL PAVING, SIDEWALKS AND OTHER SURFACE IMPROVEMENTS ON PROPERTY AND WITHIN STREET R.O.W.
- CONSTRUCTION OF 4 NEW BUILDINGS CONTAINING 60 APARTMENTS AND A COMMUNITY CENTER.
- CONSTRUCTION OF NEW CURB CUTS, ACCESS DRIVEWAY AND OFF-STREET PARKING FOR A TOTAL OF 53 SPACES.
- CONSTRUCTION OF ALL SIDEWALKS, PLAZAS, AND RECREATION AREAS.
- CONSTRUCTION OF ALL SERVICE UTILITIES TO BUILDINGS AND STORMWATER MANAGEMENT FACILITIES.
- CONSTRUCTION OF ALL IMPROVEMENTS WITHIN THE STREET RIGHT OF WAY ABUTTING THIS PROPERTY.
- CONSTRUCT TEMPORARY (INTERIM) PARKING AREA FOR PHASE 1 DEVELOPMENT.

2 - PHASE TWO INCLUDES THE FOLLOWING:

- RELOCATION OF 22 FAMILIES INTO THE PHASE ONE DEVELOPMENT.
- REMOVAL OF 22 DWELLING UNITS IN 8 BUILDINGS.
- REMOVAL OF ALL PAVING, SIDEWALKS AND OTHER SURFACE IMPROVEMENTS ON PROPERTY AND WITHIN STREET R.O.W.
- CONSTRUCTION OF 1 NEW BUILDINGS CONTAINING 45 SENIOR APARTMENTS.
- CONSTRUCTION OF NEW CURB CUTS, ACCESS DRIVEWAY AND OFF-STREET PARKING FOR A TOTAL OF 63 SPACES.
- CONSTRUCTION OF ALL SIDEWALKS, PLAZAS, AND RECREATION AREAS.
- CONSTRUCTION OF ALL SERVICE UTILITIES TO BUILDINGS AND STORMWATER MANAGEMENT FACILITIES.
- CONSTRUCTION OF ALL IMPROVEMENTS WITHIN THE STREET RIGHT OF WAY ABUTTING THIS PROPERTY.

3 - PHASE THREE INCLUDES THE FOLLOWING:

- REMOVAL OF 2 DWELLING UNITS IN 1 BUILDING.
- REMOVAL OF ALL PAVING, SIDEWALKS AND OTHER SURFACE IMPROVEMENTS ON PROPERTY AND WITHIN STREET R.O.W.
- CONSTRUCTION OF 2 NEW TOWNHOUSE BUILDINGS CONTAINING 8 UNITS.
- CONSTRUCTION OF NEW CURB CUTS, ACCESS DRIVEWAY AND OFF-STREET PARKING FOR A TOTAL OF 8 SPACES.
- CONSTRUCTION OF ALL SIDEWALKS, PLAZAS, AND RECREATION AREAS.
- CONSTRUCTION OF ALL SERVICE UTILITIES TO BUILDINGS AND STORMWATER MANAGEMENT FACILITIES.
- CONSTRUCTION OF ALL IMPROVEMENTS WITHIN THE STREET RIGHT OF WAY ABUTTING THIS PROPERTY.



C-2.1



Front Street Redevelopment

Front Street
Portland, ME

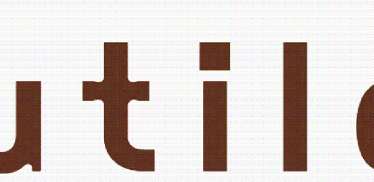
Applicant:



PORTLAND HOUSING
MAINE

FRONT STREET HOUSING
REDEVELOPMENT, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

Consultants:



utile, Inc. | Architecture + Planning
50 Summer Street | Boston, MA 02110

Architect:
Utile
50 Summer St
Boston, MA 0211
(617) 423-7200



CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

Landscape Architect
Carroll Associates
217 Commercial Street
Portland, Maine 04101
207.772.1552



RANSOM
Consulting, Inc.

Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891



GRADING AND DRAINAGE - WEST PARCEL

No.	Revision/Issue	Date
C	REVISED FOR PERMITTING	6-4-19
B	RESPONSE TO CITY COMMENT	11-18-17
A	PERMITTING	10-10-17

Design by:

JIM

Drawn by:

TGN

Project:

151.06170

Checked by:

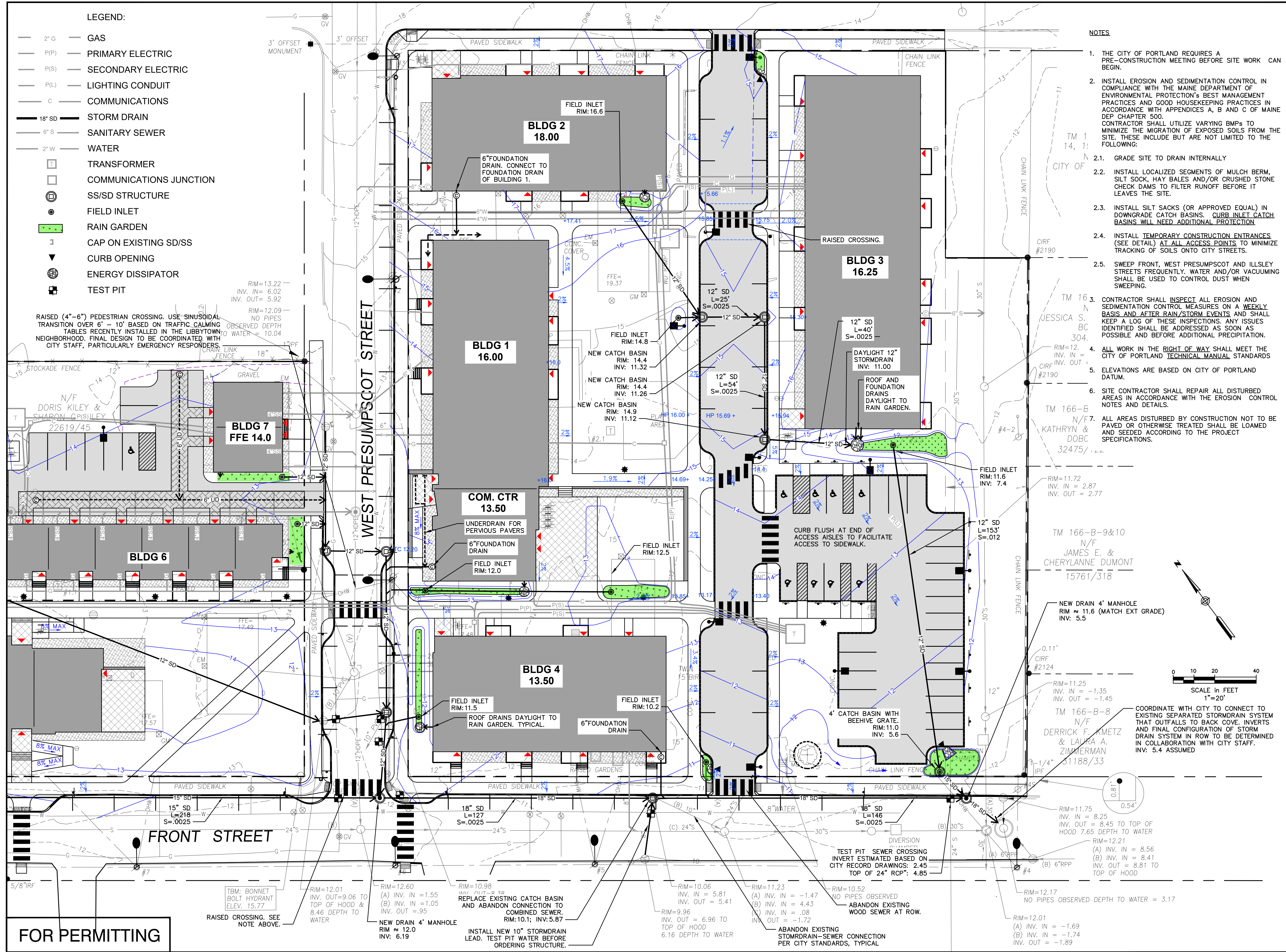
SJB

Approved by:

SJB

Sheet No:

C-3.1



Front Street Redevelopment

Front Street
Portland, ME

Applicant:

PORTLAND HOUSING MAINE

FRONT STREET HOUSING REDEVELOPMENT, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

Consultants:

utile

Utile, Inc. | Architecture + Planning
50 Summer Street | Boston, MA 02110

Architect:

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

Landscape Architect
Carroll Associates
217 Commercial Street
Portland, Maine 04101
207.772.1552

RANSOM
Consulting, Inc.

Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891

GRADING AND DRAINAGE - EAST PARCEL

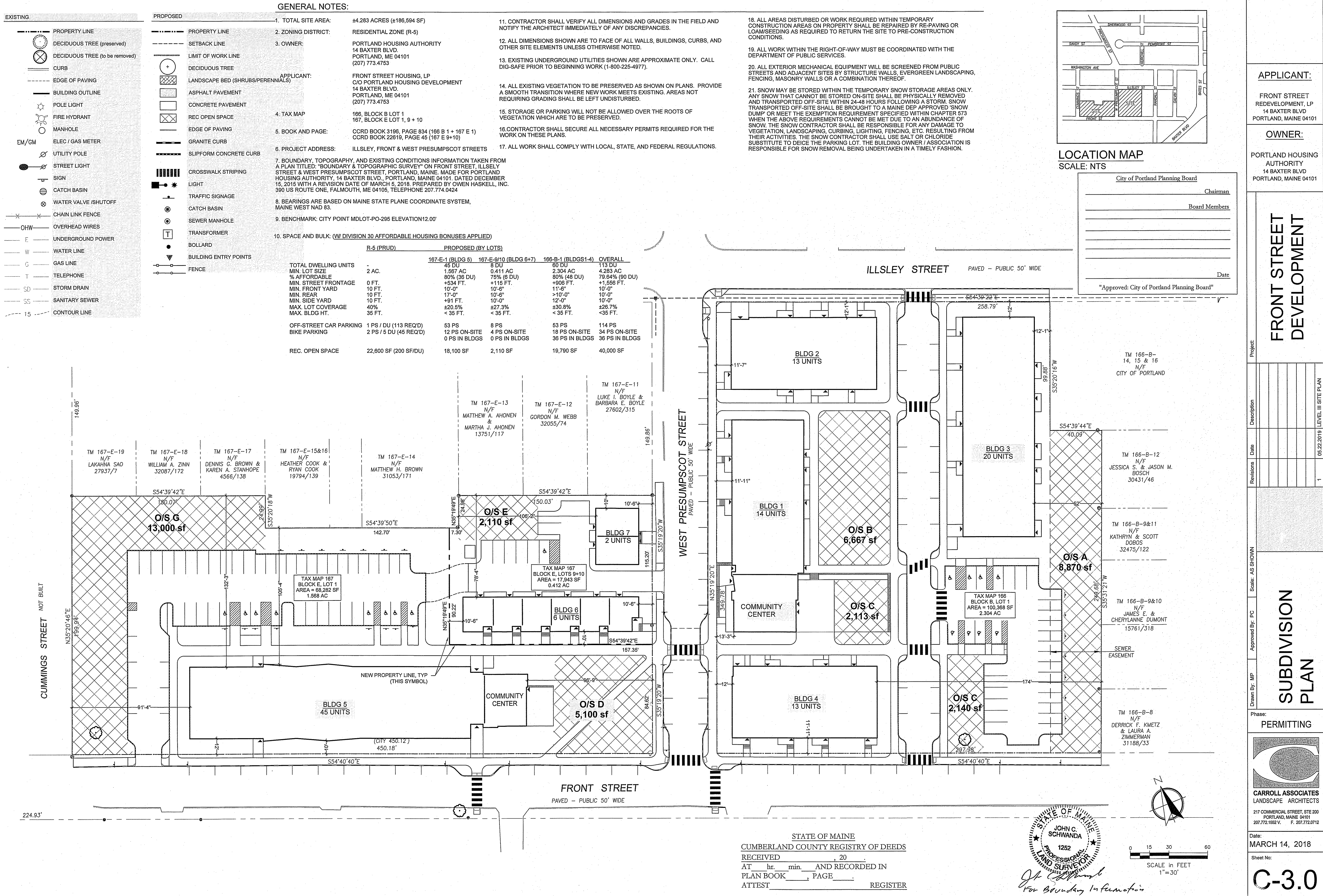
No.	Revision/Issue	Date
C	REVISED FOR PERMITTING	6-4-19
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A	PERMITTING	10-10-17

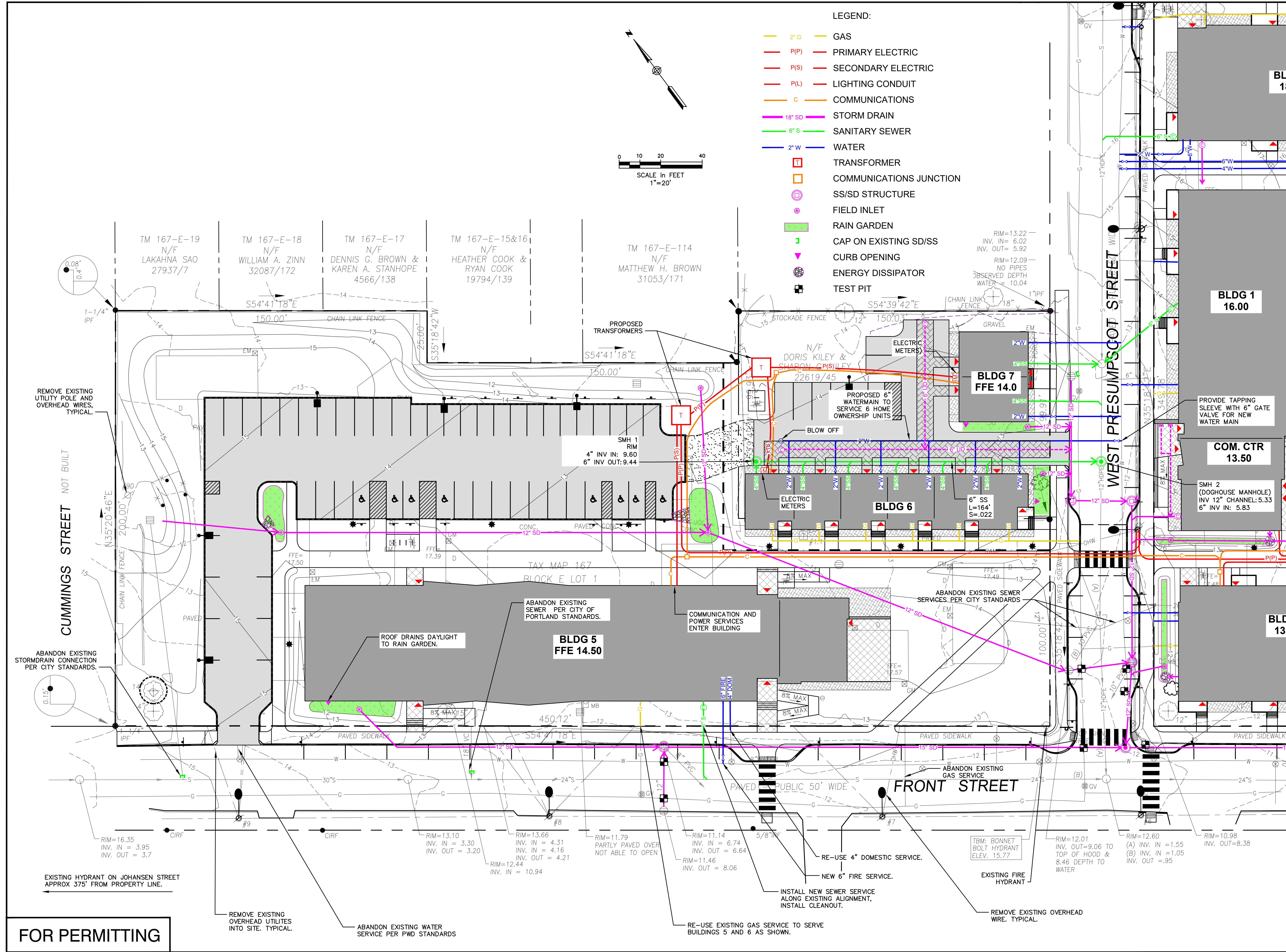
Design by:	Checked by:
JIM	SJB
Drawn by:	Approved by:
TGN	SJB

Project: 151.06170

Sheet No: **C-3.2**

P:\2019\151.06170\Front Street Redevelopment\Civil\Drawings\Working Drawings\FrontSt-Ransom-Plans.dwg C-3.2 Jun 05,2019 10:33am





- LEGEND:
- 2" G GAS
 - P(P) PRIMARY ELECTRIC
 - P(S) SECONDARY ELECTRIC
 - P(L) LIGHTING CONDUIT
 - C COMMUNICATIONS
 - 18" SD STORM DRAIN
 - 6" S SANITARY SEWER
 - 2" W WATER
 - T TRANSFORMER
 - COMMUNICATIONS JUNCTION
 - SS/SD STRUCTURE
 - FIELD INLET
 - RAIN GARDEN
 - CAP ON EXISTING SD/SS
 - CURB OPENING
 - ENERGY DISSIPATOR
 - TEST PIT

Front Street
Redevelopment

Front Street
Portland, ME

Applicant:

PORTLAND HOUSING
FRONT STREET HOUSING
REDEVELOPMENT, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

Consultants:

utile
Utile, Inc. | Architecture + Planning
50 Summer Street | Boston, MA 02110

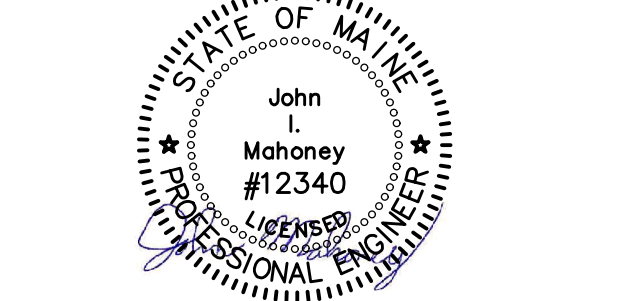
Architect:
Utile
50 Summer St
Boston, MA 02111
(617) 423-7200

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

Landscape Architect
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207.772.1552

RANSOM
Consulting, Inc.

Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207.772.2891



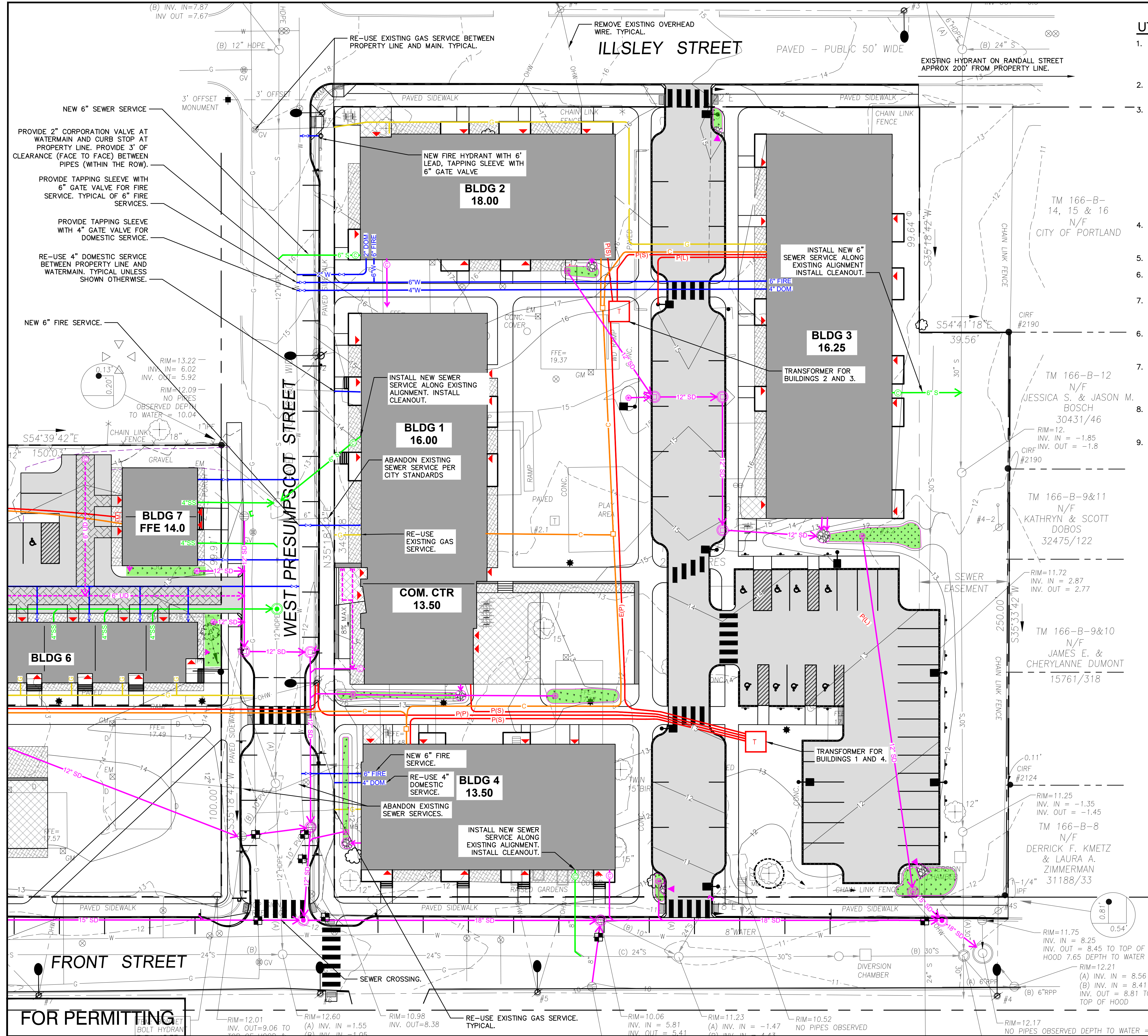
UTILITY PLAN
WEST PARCEL

D	REVISED FOR PERMITTING	6-4-19
C	REVISED FOR PERMITTING	6-4-19
B	RESPONSE TO CITY COMMENT	11-18-17
A	PERMITTING	10-10-17

Design by:	JIM	Checked by:	SJB
Drawn by:	KJT	Approved by:	SJB
Project:	151.06170		
Sheet No:			

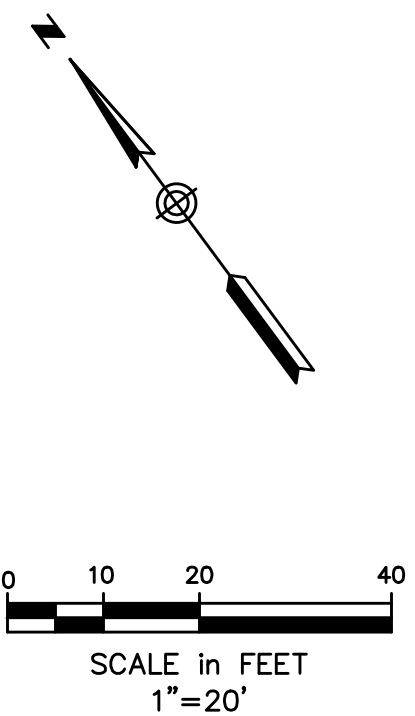
C-4.1

FOR PERMITTING



UTILITY NOTES

1. CONTRACTOR IS ADVISED THAT CERTAIN BUILDING MATERIALS TESTED POSITIVE FOR ASBESTOS AND SHALL BE DISPOSED OF IN ACCORDANCE WITH APPLICABLE STATE AND FEDERAL REGULATIONS.
2. ALL EXISTING PAVEMENT AND BUILDING FOUNDATIONS TO BE REMOVED
3. ALL UTILITIES WITHIN PROPERTY BOUNDARIES ARE TO BE REMOVED WITH THE FOLLOWING EXCEPTIONS:
 - 3.1. WATER UTILITIES (WITH 5' OF COVER OR MORE LOCATED OUTSIDE OF THE ROW) MAY BE ABANDONED IN PLACE IF NOT BENEATH A BUILDING. CAP WHERE ENCOUNTERED.
 - 3.2. SEWER AND STORMDRAIN UTILITIES (WITH 4' OF COVER OF MORE) MAY BE ABANDONED IN PLACE IF NOT BENEATH A BUILDING. PIPES LESS THAN 12" IN DIAMETER MAY BE CAPPED/PLUGGED WHERE ENCOUNTERED. PIPES 12" OR GREATER IN DIAMETER SHALL BE REMOVED OR FILLED WITH FLOWABLE FILL.
4. EXISTING SEWER/STORMDRAIN SERVICES SHALL BE ABANDONED IN ACCORDANCE WITH CITY OF PORTLAND STANDARDS OR RE-USED AS INDICATED ON PLANS.
5. ALL NEW UTILITY SERVICES SHALL BE UNDERGROUND.
6. ALL WORK IN THE RIGHT OF WAY SHALL BE IN COMPLIANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS.
7. ALL BUILDINGS WILL HAVE 6" FOUNDATION DRAINS AT BOTTOM OF FOUNDATION ELEVATION, BEDDED IN CRUSHED STONE AND WRAPPED IN GEOTEXTILE
6. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
7. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. ANY DISCREPANCIES OR CONFLICTS SHALL BE IMMEDIATELY REPORTED TO THE ARCHITECT/ENGINEER.
8. ALL UTILITY INSTALLATIONS SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND, AS WELL AS ANY OTHER LOCAL, STATE, FEDERAL AND UTILITY OWNER REQUIREMENTS.
9. SIZING OF DOMESTIC AND FIRE WATER SERVICES IS SHALL BE CONFIRMED BY MECHANICAL DESIGNER DURING FINAL DESIGN.



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Front Street
Redevelopment

Front Street
Portland, ME

Applicant:



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Consultants:



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Civil Engineer
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400 Commercial Street, Suite 404
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UTILITY PLAN
EAST PARCEL

D	REVISED FOR PERMITTING	6-4-19
C	REVISED FOR PERMITTING	6-4-19
B	RESPONSE TO CITY COMMENT	11-18-17
A	PERMITTING	10-10-17

Design by:	JIM	Checked by:	SJB
Drawn by:	KJT	Approved by:	SJB
Project:	151.06170		

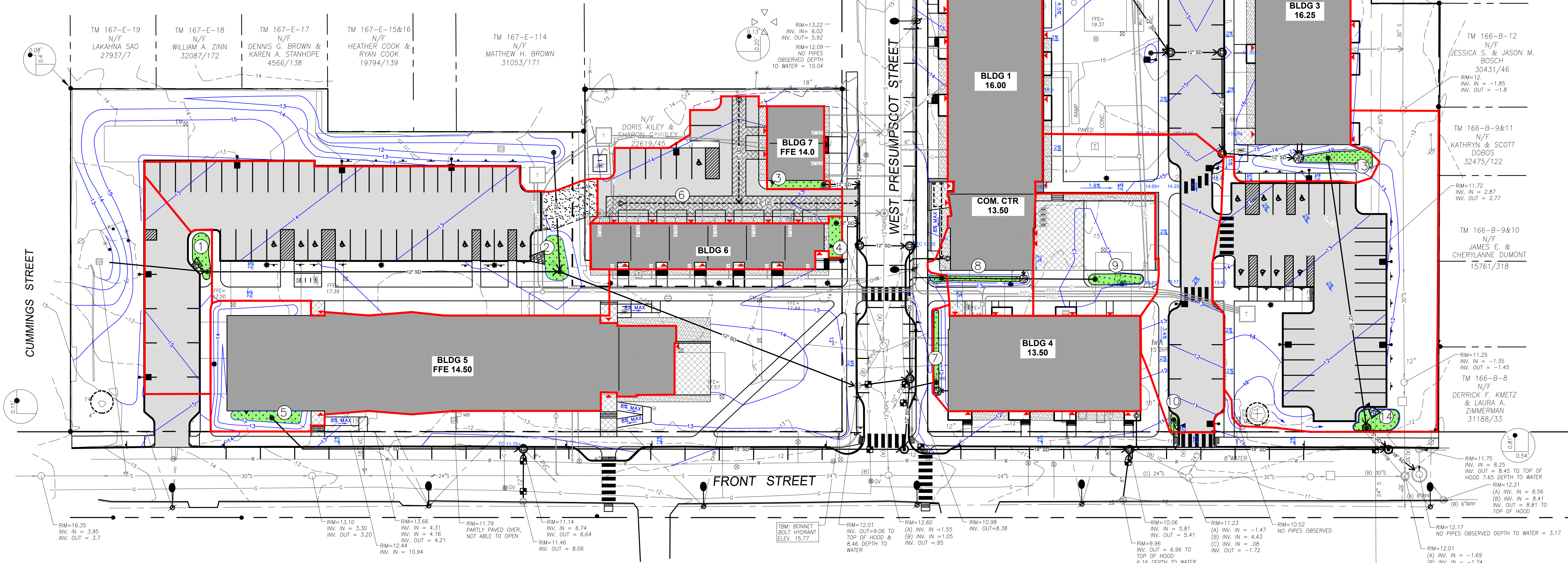
Sheet No: C-4.2

FOR PERMITTING

RAIN GARDEN SUMMARY INFORMATION						
SUB-CATCHMENT	DRAINAGE AREA (SF)	IMPERVIOUS AREA (SF)	% IMPERVIOUS	RAIN GARDEN BOTTOM ELEVATION	RIM ELEVATION	FOCAL POINT AREA (SF)*
1	4,123	3,741	91	13.30	13.80	20
2	19,882	14,090	71	11.15	11.65	65
3	1,627	1,444	89	11.75	12.25	65**
4	3,833	3,470	91	12.00	12.50	20
5	15,846	14,041	89	12.00	12.50	60
6	6260	5,533	88	NA***	NA***	NA***
7	6,737	3,242	93	11.00	11.50	25
8	10,296	9,381	91	11.50	12.00	40
9	5,037	4,512	90	12.00	12.50	20
10	8,963	6,018	67	9.87	10.20	25
11	6,416	6,224	97	16.10	16.60	25
12	5,334	3,503	66	14.40	14.9****	20
13	23,553	15,150	64	11.100000	11.600000	65
14	20,271	10,537	52	10.50	11.00	45

* MIN. REQUIRED TO TREAT RUNOFF GENERATED BY 1.0 INCH STORM EVENT.
** STANDARD BIO-RETENTION CELL - NO FOCAL POINT SYSTEM. AREA IS SURFACE AREA OF BIO-RETENTION CELL.
*** TREATMENT PROVIDED USING PERVIOUS PAVER SYSTEM.
**** OVERFLOWS TO ILLSLEY STREET GUTTER AND THEN TO SEPARATED STORMDRAIN.

SUMMARY INFORMATION	
TOTAL AREA (SF)	186,501
TOTAL IMPERVIOUS AREA (SF)	110,147
% IMPERVIOUS AREA TREATED	94



FOR PERMITTING

Front Street Redevelopment

Front Street
Portland, ME

Applicant:



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RANSOM
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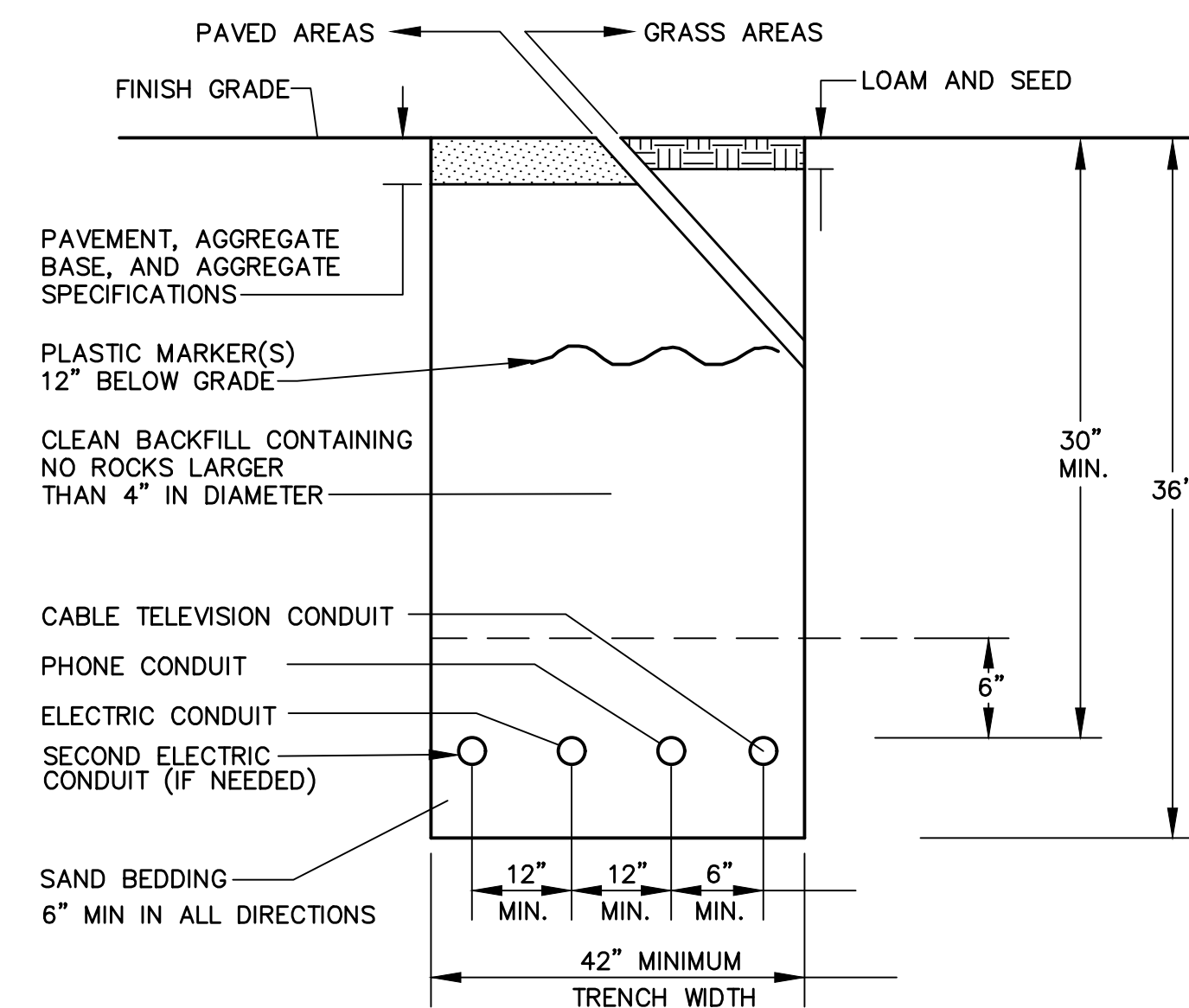
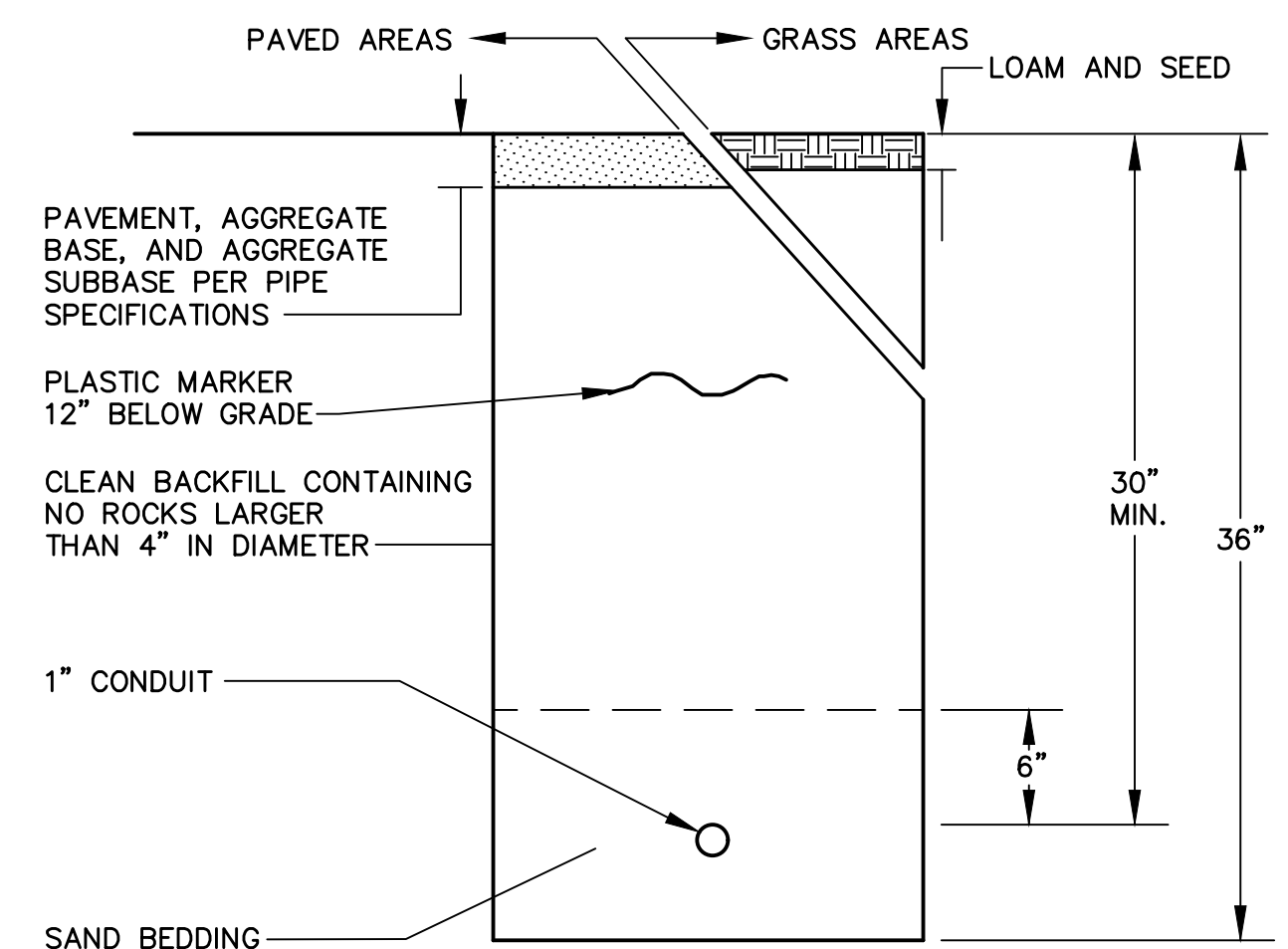
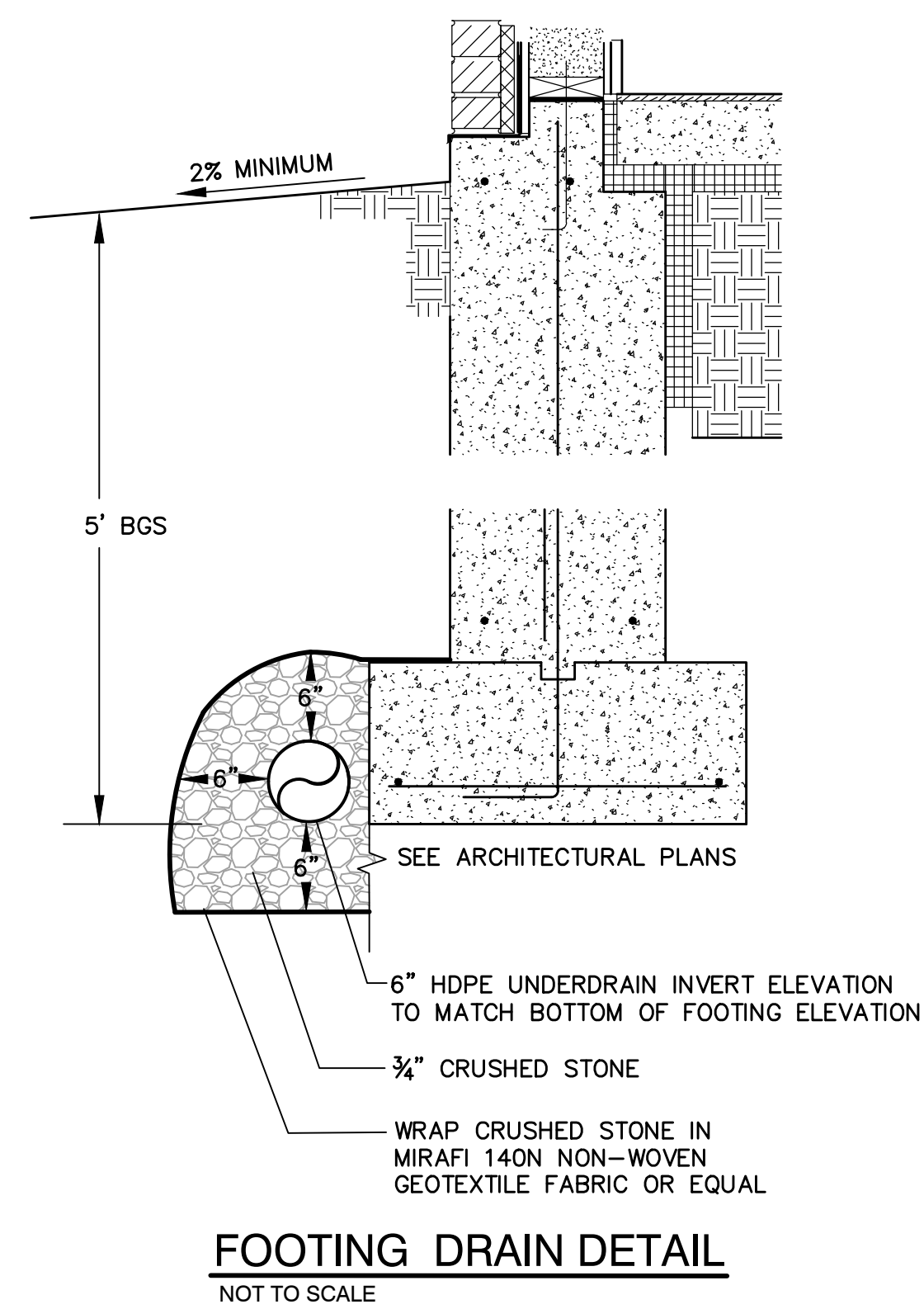
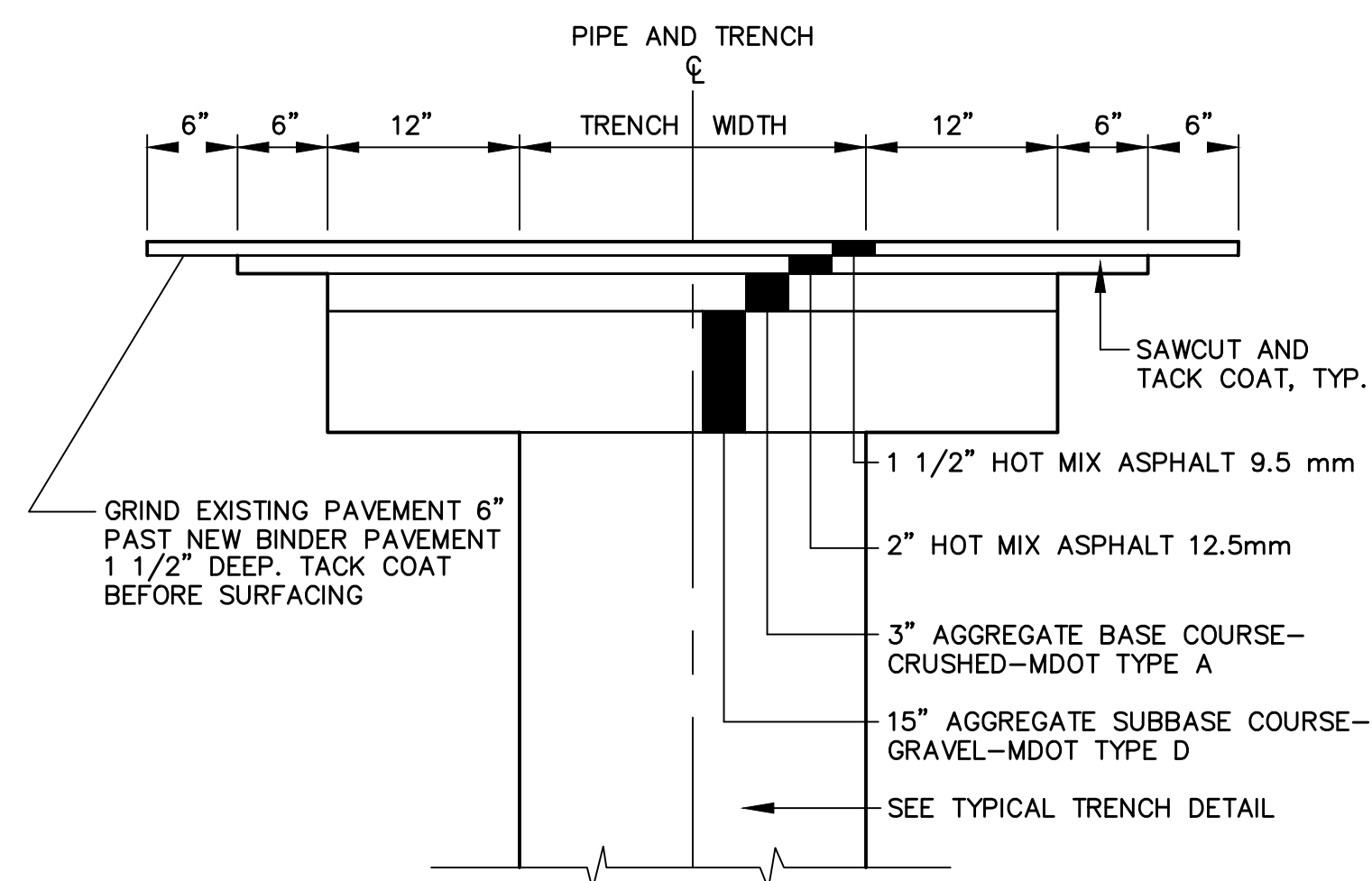
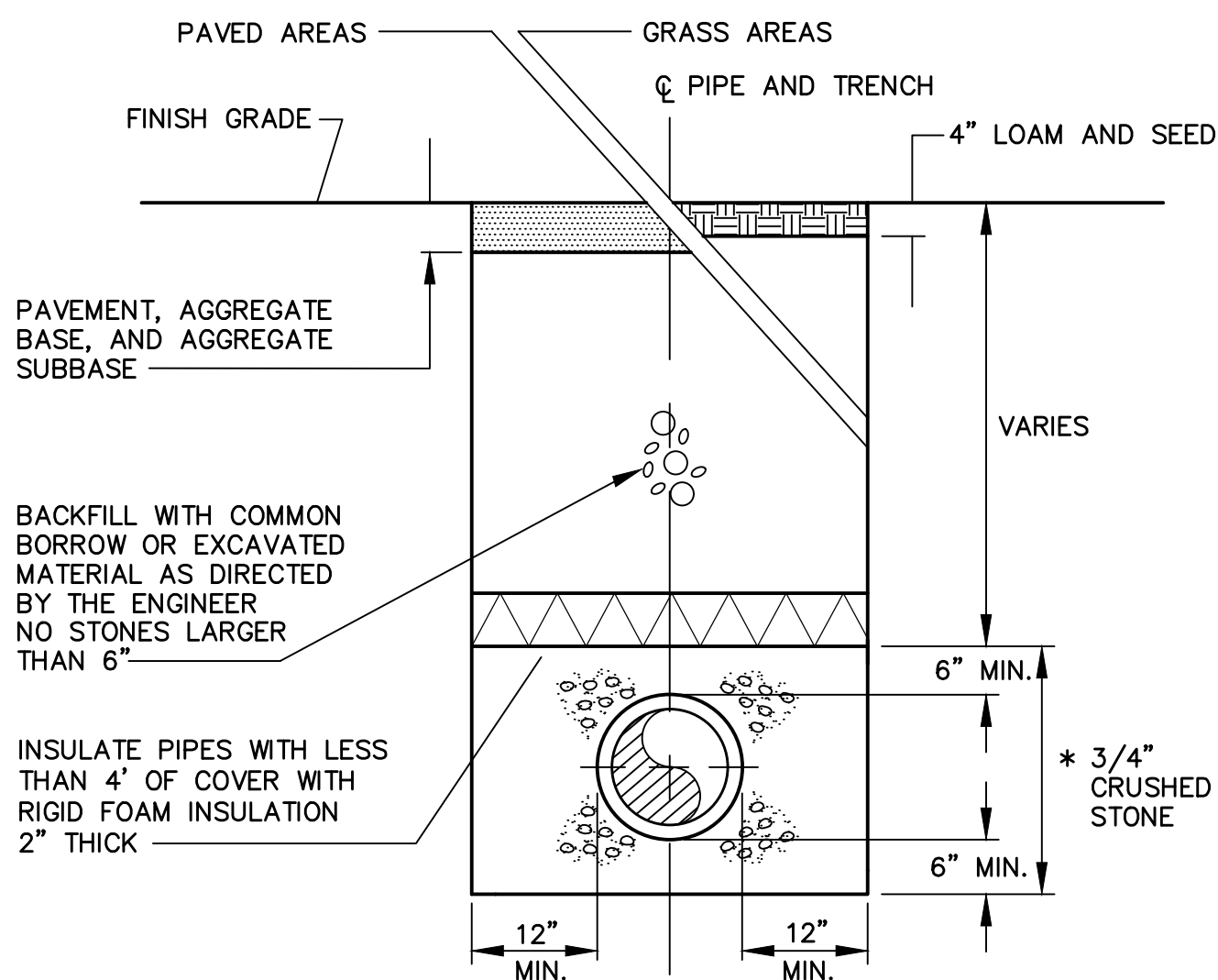
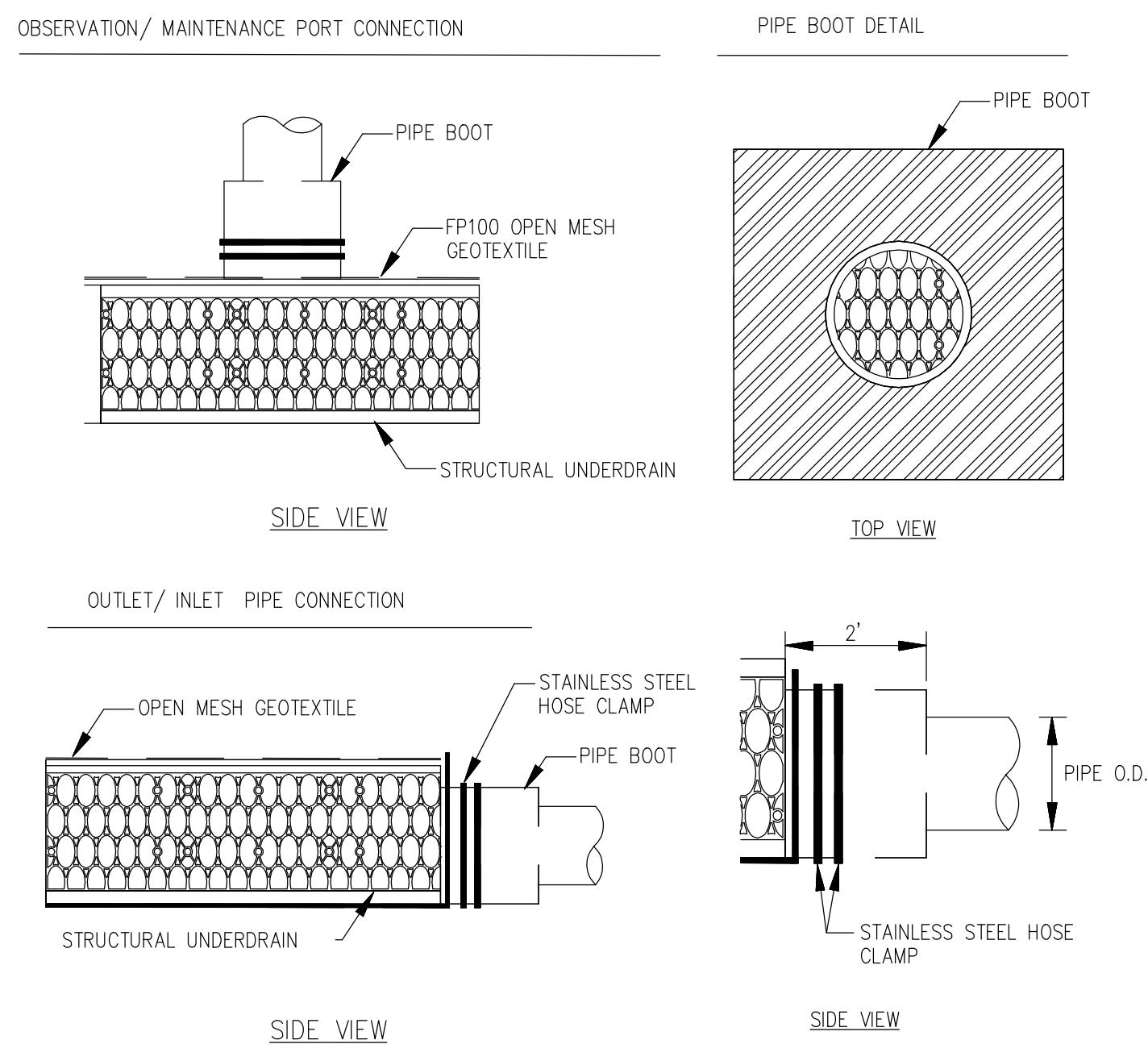
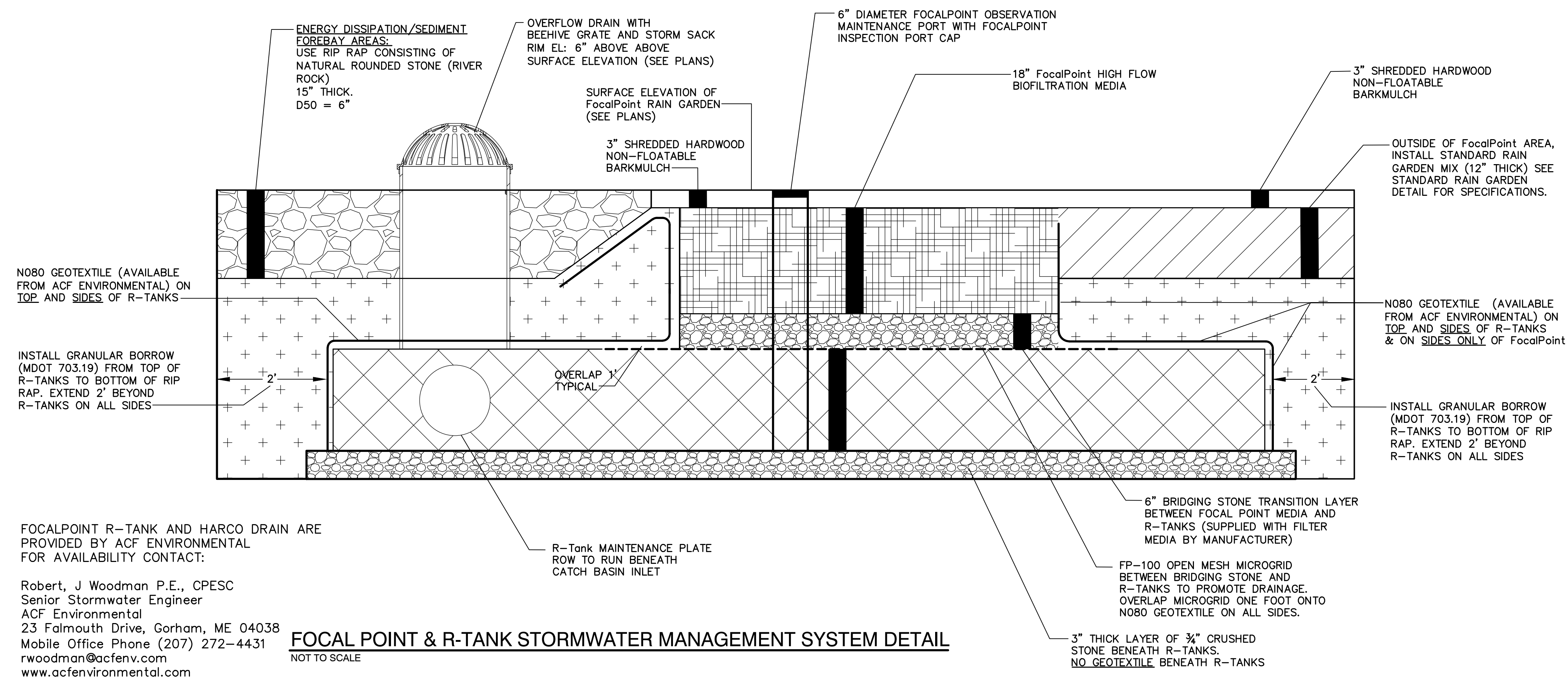
Civil Engineer
Ransom Consulting, Inc.
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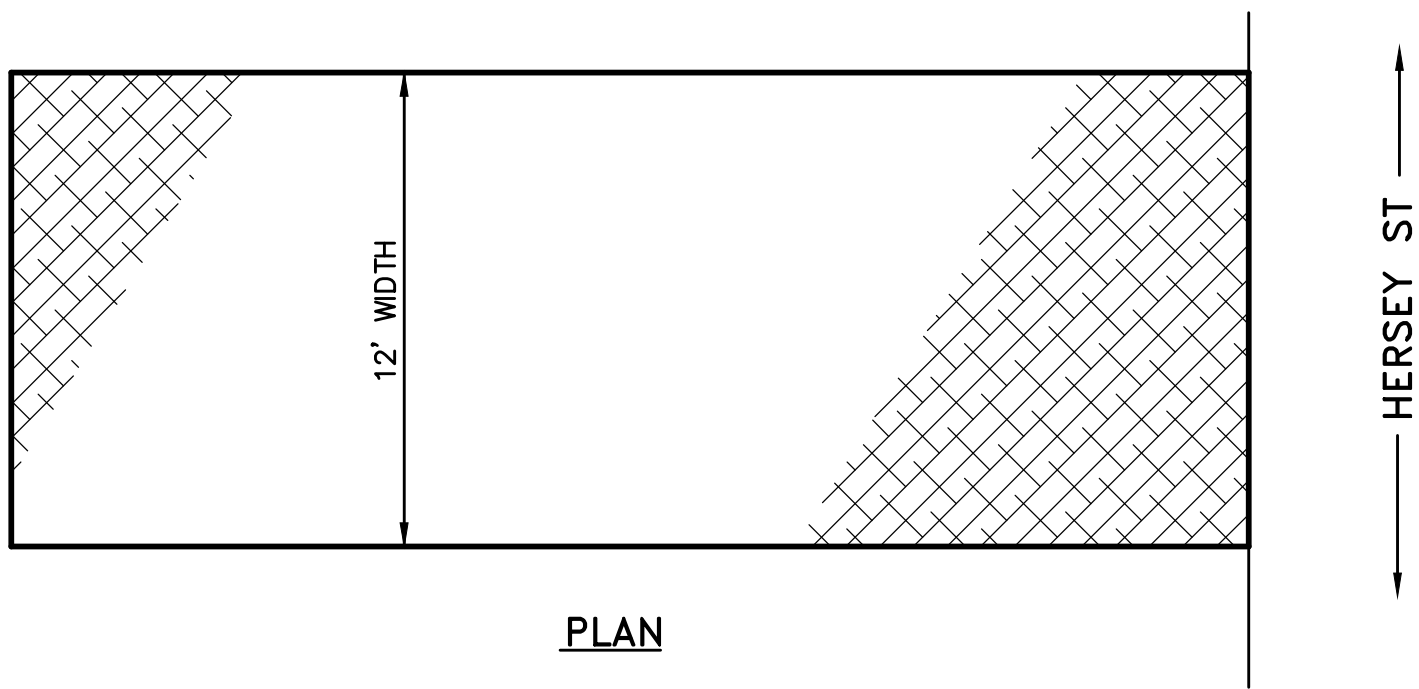
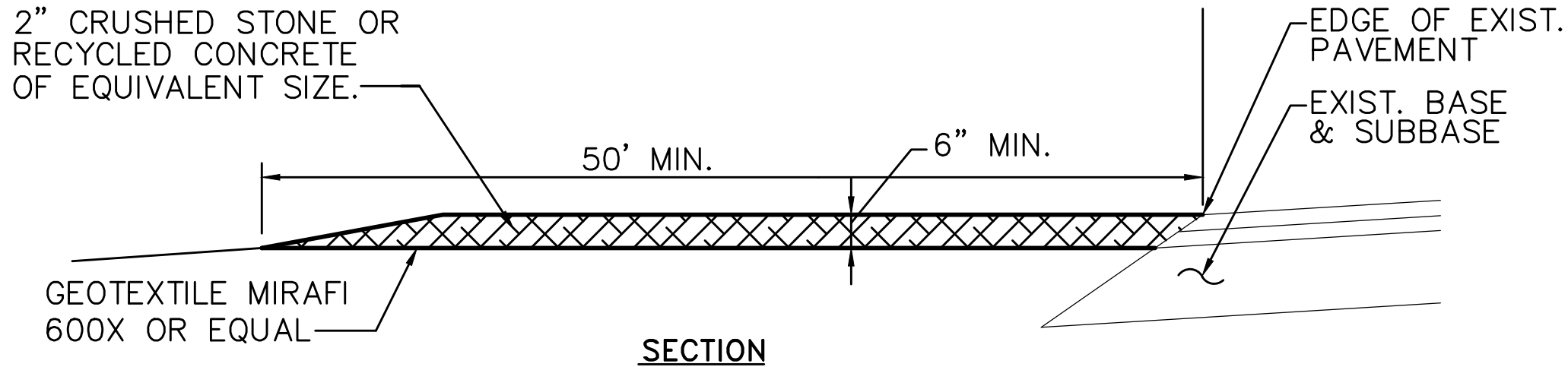
STORMWATER PLAN

C	REVISED FOR PERMITTING	6-4-19
B	RESPONSE TO CITY COMMENT	11-18-17
A	PERMITTING	10-10-17
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SJB
Drawn by:	TGN	Approved by: SJB
Project:	151.06170	
Sheet No:		

C-5.0



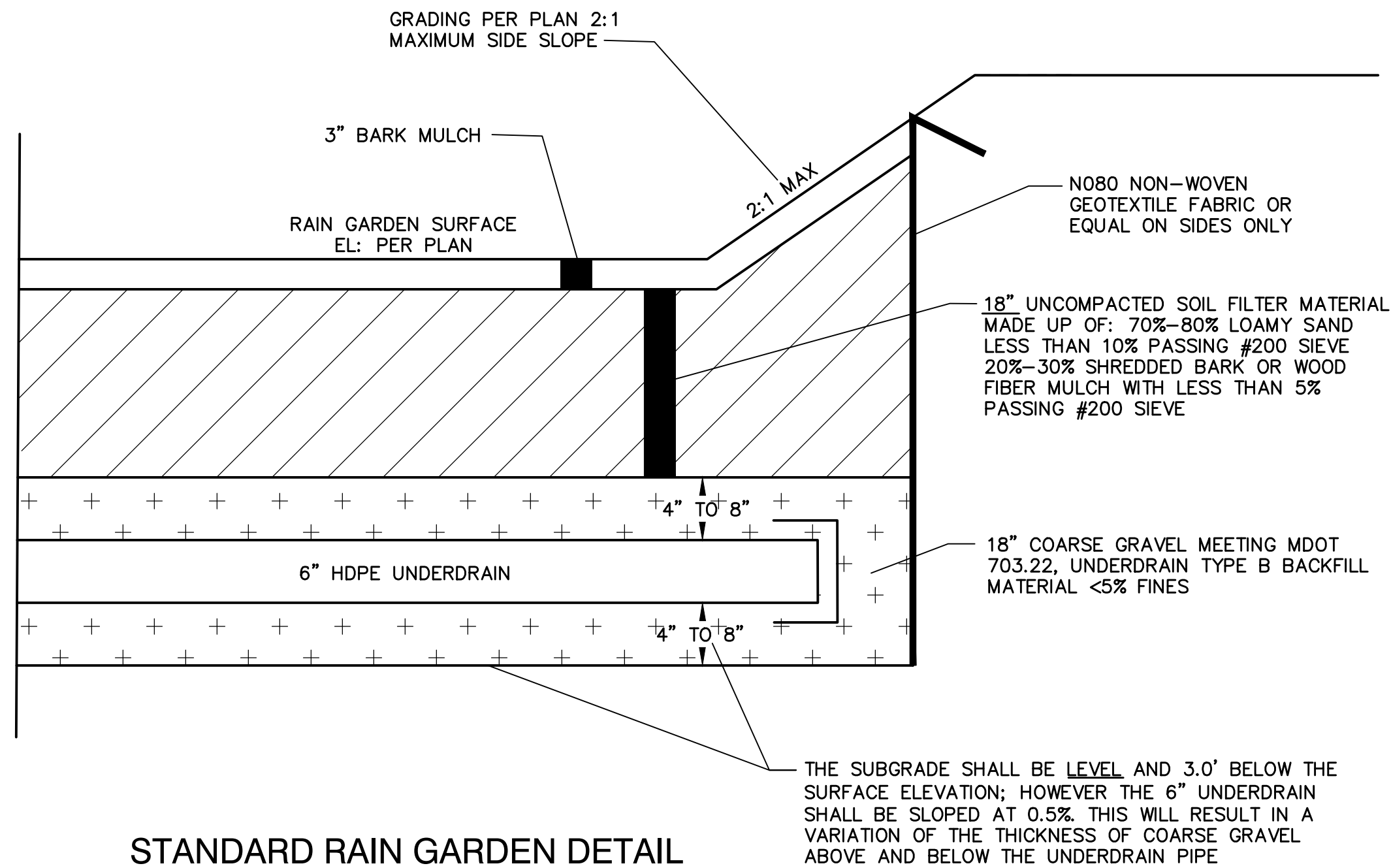
C-6.0



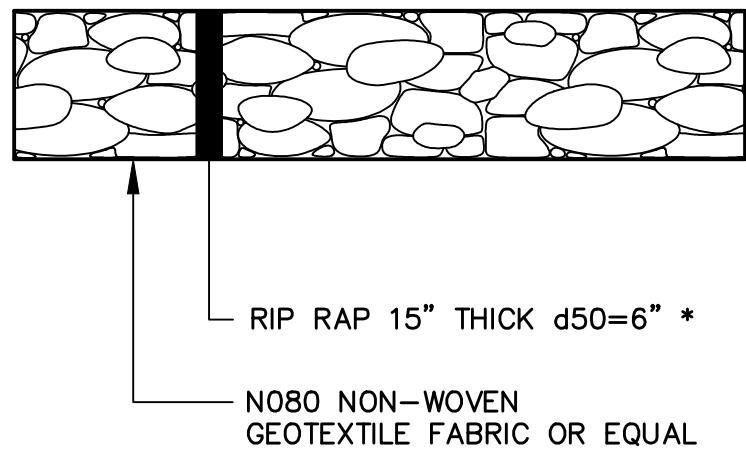
- NOTES:
1. MAINTAIN ENTRANCE IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT OF WAY. IF WASHING IS REQUIRED PREVENT SEDIMENT FROM ENTERING WATERWAYS, DITCHES OR STORM DRAINS.
 2. REMOVE STABILIZED CONSTRUCTION ENTRANCE TO FINISH ROAD CONSTRUCTION & PAVEMENT.

STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

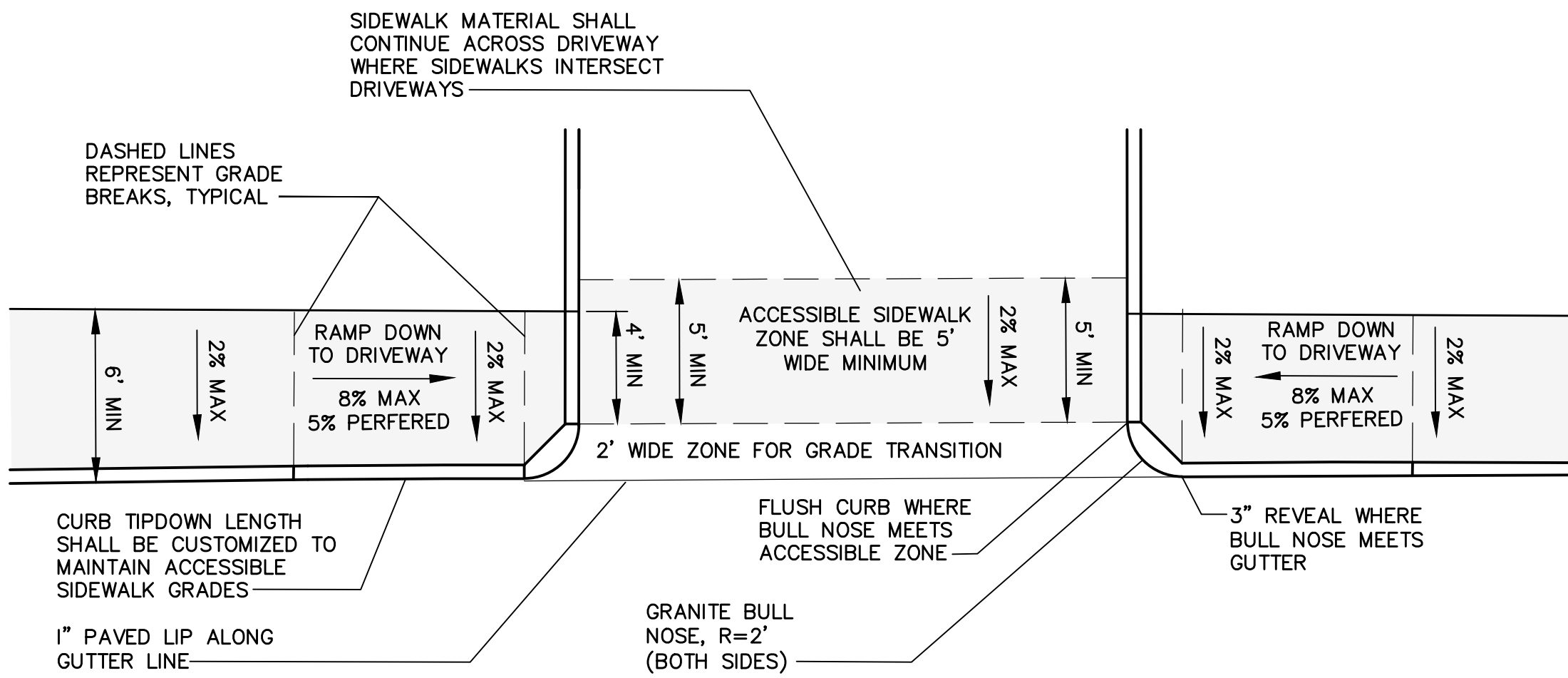


STANDARD RAIN GARDEN DETAIL
NOT TO SCALE

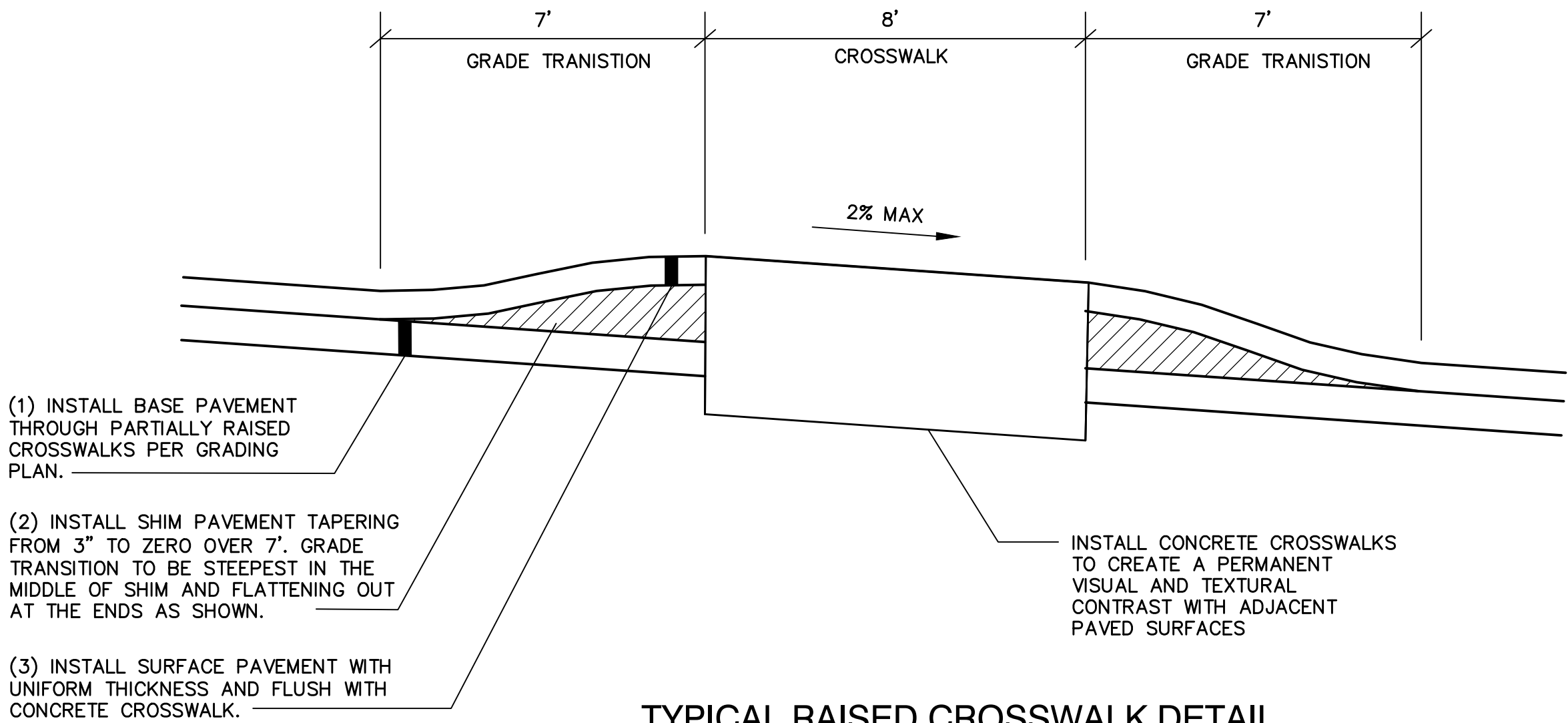


- * RIP RAP TO CONSIST OF ROUNDED NATURAL STONE (SCREENINGS)
** SEE PLANS FOR SHAPE, SIZE & GRADING OF ENERGY DISSIPATERS/PLUNGE POOLS

ENERGY DISSIPATER/PLUNGE POOL DETAIL
NOT TO SCALE



SIDEWALK DETAIL FOR DRIVEWAY CROSSINGS
NOT TO SCALE



TYPICAL RAISED CROSSWALK DETAIL
NOT TO SCALE

Front Street Redevelopment

Front Street
Portland, ME

Applicant:



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PORTLAND, ME 04101

Consultants:



Architect:
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CIVIL DETAILS

C	REVISED FOR PERMITTING	6-4-19
B	RESPONSE TO CITY COMMENT	11-18-17
A	PERMITTING	10-10-17
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SJB
Drawn by:	TGN	Approved by: SJB
Project:	151.06170	
Sheet No:		

C-7.0

FOR PERMITTING

EROSION AND SEDIMENTATION CONTROL NOTES

Inspection Requirements

Contractor shall inspect all erosion and sedimentation control measures on a weekly basis and after rain/storm events and shall keep a log of these inspections. See project specifications (Section 311010 – Erosion and Sedimentation Control) for log from. Any issues identified shall be addressed as soon as possible and before additional precipitation.

Erosion Control Measures and Site Stabilization

The primary emphasis of the erosion & sediment control plan is as follows:

- Rapid vegetation of exposed areas to minimize the period of soil exposure.
- Rapid stabilization of drainage paths to avoid channel erosion.
- The use of on-site measures to capture sediment (erosion control berm, staked hay bales etc.)

The following temporary and permanent erosion and sediment control devices will be implemented as part of the site development. These devices shall be installed as indicated on the plans or as described within this report. For further reference, see the Maine Erosion and Sediment Control BMPs, (most recent revision).

Temporary Erosion Control Measures

The following measures are planned as temporary erosion & sedimentation control measures during construction. These temporary erosion control measures should be removed within 30 days after permanent stabilization has been established.

- Crushed stone-stabilized construction entrances shall be placed at site entrances.
- Wood waste compost berms (erosion control berm) shall be installed downstream of any disturbed areas to trap runoff borne sediments until the tributary areas are vegetated. The erosion control berms shall be installed per the details provided and inspected regularly, including before and after a storm event of 0.5 inches or greater. Repairs shall be made if there are any signs of erosion or sedimentation below the fence or berm line. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind fence or berm, the barrier shall be replaced with a stone check dam.
- Straw, hay mulch and hydroseeding is intended to provide cover for bare or seeded areas until vegetation is established and should be applied within 7 days at a rate a 115 pounds per 1000 square feet. Mulch placed between April 15th and October 15th (on slopes of less then 15 percent) shall be anchored by applying water. Mulch placed on slopes of equal to or steeper than 15 percent shall be covered by fabric netting and anchored with staples in accordance with manufacturer's recommendation. Slopes steeper than 3:1 shall receive erosion control blankets or rip rap.
- Use standard conservation seed mix of 100% annual rye grass or field bromegrass. Seed application rate shall be 40 lb/acre.
- Temporary stockpiles of stumps, grubblings, or common excavation will be protected as follows:

Stockpiles shall be stabilized within seven days by either temporarily seeding the stockpile by a hydroseed method containing an emulsified mulch tackifier or by covering the stockpile with mulch, such as shredded hay, straw, or erosion control mix.

Stockpiles shall be surrounded by sedimentation barrier at the time of formation.

- All disturbed areas that are within 75 Feet of an undisturbed wetland shall receive mulch or erosion control mesh fabric within 48 hours of initial disturbance of soil. All areas within 75 Feet of an undisturbed wetland shall be mulched prior to any predicted rain event regardless of the 48 hour window. In other areas, the time period may be extended to 7 days.
- State and local roads shall be swept to control mud and dust as necessary. Additional stone shall be added to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.
- Stormdrain catch basin inlet protection shall be provided through the use of stone sediment barriers or approved sediment bags (such as Silt Sack). Installation details are provided in the plan set. The barriers shall be inspected after each rainfall and repairs made as necessary. Sediment shall be removed and the barrier restored to its original dimensions when the sediment has accumulated to half the design depth of the barrier. The barrier shall be removed when the tributary drainage area has been stabilized.
- Water and/or calcium chloride shall be furnished and applied in accordance with MDOT specifications--Section 637-Dust Control.
- Loam and seed is intended to serve as the primary permanent vegetative measure for all bare areas not provided with other erosion control measures, such as riprap.
- Water from construction trench dewatering or temporary stream diversion shall pass first through a filter bag or secondary containment structure (e.g. hay bale 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 75 feet of a protected natural resource.

Permanent Erosion Control Measures

The following permanent erosion control measures have been designed as part of the Erosion/Sedimentation Control Plan:

- All areas disturbed during construction, but not subject to other restoration (paving, riprap, etc.) will be loamed, limed, fertilized, mulched, and seeded.
- Please refer to the Turf and Grasses specification (Section 329200) for seed mix and application rate

Implementation Schedule

The following construction sequence shall be required to insure the effectiveness of the erosion and sedimentation control measures are optimized:

Note: For all grading activities, the contractor shall exercise extreme caution not to overexpose the site by limiting the disturbed area. The construction of BMPs should either be performed after the tributary area is stabilized or temporary erosion control measures need to be implemented to protect the BMPs from being clogged with construction sediment.

- Install crushed stone to stabilized construction entrances.
- Install perimeter erosion control berm.
- Clear and grub site within the specified clearing limits.
- Commence earthwork and grading to subgrade.
- Commence construction of building foundation.
- Continue earthwork and grading to subgrade as necessary for construction.
- Complete remaining earthwork operations.
- Complete installation of drainage infrastructure.
- Install subbase and base gravel within proposed parking expansion.
- Loam, lime, fertilize, seed and mulch disturbed areas.
- Once the site is stabilized and a 90% catch of vegetation has been obtained, remove all temporary erosion control measures.
- Touch up loam and seed.

Note: All bare areas not subject to final paving, riprap, or gravel; shall be vegetated.

Prior to construction of the project, the contractor shall submit to the owner a schedule for the completion of the work, which will satisfy the above construction sequence in the specified order, however, several separate items may be constructed simultaneously. Work must also be scheduled or phased to reduce the extent of the exposed areas as specified below. The intent of this sequence is to provide for erosion control and to have structural measures such as erosion control berm and construction entrances in place before large areas of land are stripped.

The work shall be conducted in sections which shall:

- Limit the amount of exposed area to those areas in which work is expected to be undertaken during the preceding 30 days.
- Vegetate the disturbed areas as rapidly as possible. All areas shall be permanently stabilized within seven days of final grading or before a storm event; or temporarily stabilized within 48 hours of initial disturbance of soil for areas within 75 feet of an undisturbed wetland and 7 days for all other areas.
- Incorporate planned inlets and drainage system as early as possible into the construction phase.

Winter Stabilization Plan

The winter construction period is from November 1 through April 15. If the construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15th, then the site shall be protected with over-winter stabilization.

Winter excavation and earthwork shall be completed such that any area left exposed can be controlled by the contractor. Exposed areas shall be limited to those areas in which work is expected to commence and complete in the next fifteen (15) days and that can be mulched within one day prior to any snow event.

All areas shall be considered to be bare until the subbase gravel is installed within pavement/building areas or the areas have been loamed, seeded and mulched. Hay and straw mulch rate shall be a minimum of 150 pounds per 1,000 square feet (3 tons/acre) and shall be properly anchored.

The contractor shall install any added measures, which may be necessary to control erosion/sedimentation from the site dependent upon the actual site and weather conditions. Continuation of earthwork operations on additional areas shall not begin until the exposed soil surface on the area being worked has been stabilized, in order to minimize areas without erosion control protection.

Soil Stockpiles

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or at 150 lbs/1,000 SF. (3 tons per acre) or with a four-inch layer of woodwaste erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall. Any soil stockpile shall not be placed (even covered with hay or straw) within 100 feet from any natural resources.

Sediment Barriers

During frozen conditions, sediment barriers shall consist of woodwaste filter berms as frozen soil prevents the proper installation of hay bales and sediment silt fences.

Mulching

An area shall be considered bare until areas of future loam and seed have been loamed, seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 SF. or 1.5 tons/acre) and shall be properly anchored. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched with straw or hay at a rate of 150 lb. per 1,000 square feet (3 tons/acre) and adequately anchored that ground surface is not visible though the mulch.

Between the dates of November 1st and April 15th all mulch shall be anchored by peg line, mulch netting, tracking, or wood cellulose fiber. When ground surface is not visible through the mulch then cover is sufficient. After November 1st, mulch and anchoring of all bare soil shall occur at the end of each final grading workday.

Mulching on Slopes and Ditches

Slopes shall not be left exposed for any extended time of work suspension unless fully

mulched and anchored with peg and netting or with erosion control blankets. Mulching shall be applied at a rate of 230 lbs/1,000 s.f. on all slopes greater than 8%.

Mulch netting shall be used to anchor mulch in all drainage ways with a slope greater than 3% for slopes exposed to direct winds and for all other slopes greater than 8%. Erosion control blankets shall be used in lieu of mulch in all drainage ways with slopes greater than 8%. Erosion control mix can be used to substitute erosion control blankets on all slopes except ditches.

Seeding

Between the dates of October 15th and April 1st, loam or seed will not be required. During periods of above freezing temperatures, finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until such time as the final treatment can be applied. If the date is after November 1st and if the exposed area has been loamed, final graded with a uniform surface, then the area may be dormant seeded at a rate of three times higher than specified for permanent seed and then mulched. Dormant seeding may be selected to be placed prior to the placement of mulch and fabric netting anchored with staples. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs/1000 SF. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 90% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

aljdf

Dewatering

Water from construction trench dewatering shall pass first through a filter bag or secondary containment structure (e.g. hay bale lined pool) prior to discharge. The discharge site shall be selected to avoid flooding, icing, and sediment discharges to a protected resource.

Inspection and Monitoring

Maintenance measures shall be applied as needed during the entire construction season. After each rainfall, snow storm or period of thawing and runoff, the site contractor shall perform a visual inspection of all installed erosion control measures and perform repairs as needed to insure their continuous function. Following the temporary and/or final seeding and mulching, the contractor shall in the spring inspect and repair any damages and/or unestablished spots. Established vegetative cover means a minimum of 85% to 90% of areas vegetated with vigorous growth.

Standards for Timely Stabilization of Construction Sites During Winter

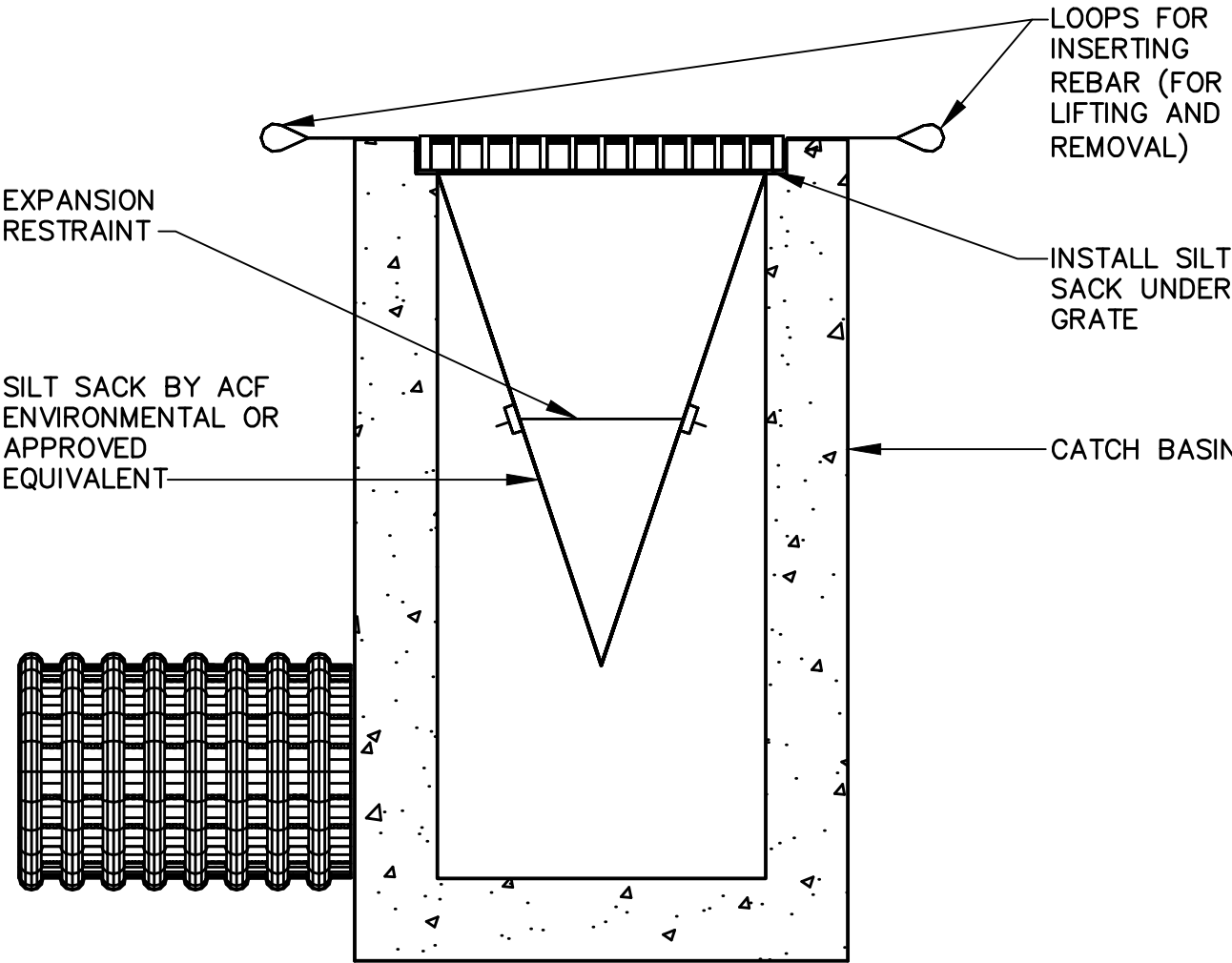
Standard for the timely stabilization of disturbed soils

By September 15th the applicant shall seed and mulch all disturbed soils on areas having a slope less than 15%. If the applicant fails to stabilize these soils by this date, then the applicant shall take one of the following actions to stabilize the soil for late fall and winter.

Stabilize the soil with temporary vegetation--By October 1st the applicant shall seed the disturbed soil with winter rye at a seeding rate of three pounds per 1000 square feet, lightly mulch the seeded soil with hay or straw at 75 pounds per 1000 square feet, and anchor the mulch with plastic netting. The applicant shall monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or cover at least 75% of the disturbed soil before November 15th, then the applicant shall mulch the area for over-winter protection as described above.

Stabilize the soil with sod--The applicant shall stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes the applicant pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.

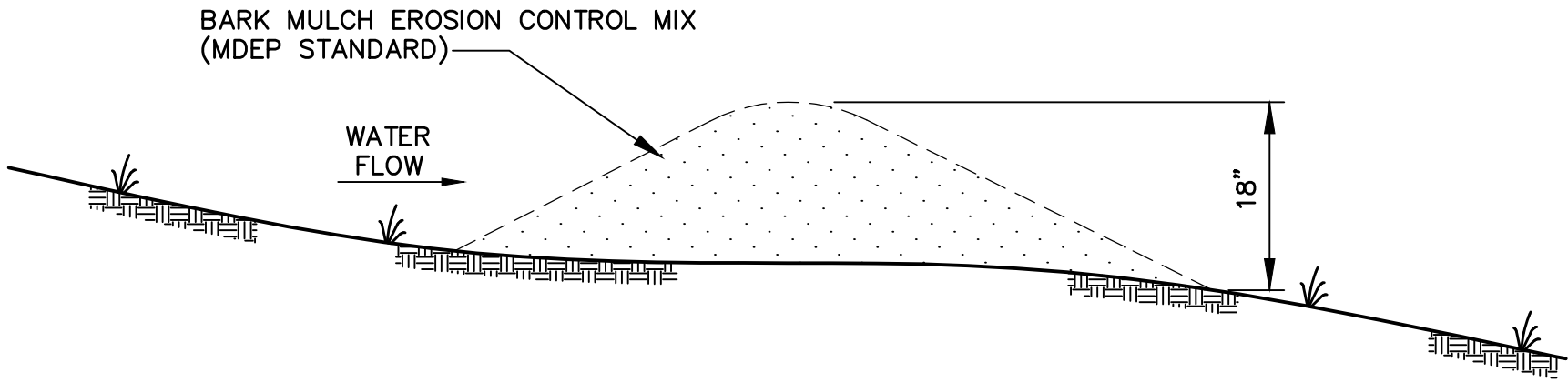
Stabilize the soil with mulch--By November 15th the applicant shall mulch the disturbed soil by spreading hay or straw at a rate of at least 150 pounds per 1000 square feet on the area so that no soil is visible through the mulch. Prior to applying the mulch, the applicant shall remove any snow accumulation on the disturbed area. Immediately after applying the mulch, the applicant will anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.



- NOTES:
- INSTALL SILTSACK PER MANUFACTURER'S RECOMMENDATIONS.
 - SILTSACKS SHALL BE CHECKED FOR SEDIMENT LEVEL AND OVERALL CONDITION IMMEDIATELY AFTER EVERY RAIN EVENT AND AT LEAST EVERY DAY DURING PROLONGED RAINFALL.
 - SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO 1/2 THE DESIGN DEPTH OF THE SILTSACK. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT WILL NOT ERODE.
 - SEDIMENT SHALL ONLY BE REMOVED BY REMOVING THE SILTSACKS FROM THE CATCH BASINS ACCORDING TO MANUFACTURER RECOMMENDATIONS.
 - CARE SHALL BE TAKEN TO AVOID SPILLING SEDIMENT WHILE REMOVING THE SILTSACK.
 - ANY DAMAGED SILTSACK SHALL BE REPLACED WITH A NEW SILTSACK.

INLET PROTECTION - SILT SACK

NOT TO SCALE



MULCH BERM DETAIL

NOT TO SCALE

Front Street
Redevelopment

Front Street
Portland, ME

Applicant:



FRONT STREET HOUSING
REDEVELOPMENT, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

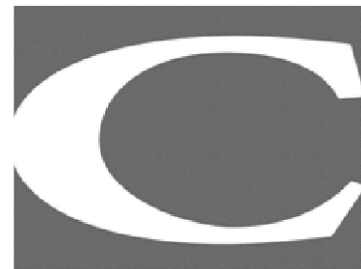
Consultants:

utile

Utile, Inc. | Architecture + Planning
50 Summer Street | Boston, MA 02110

Architect:

Utile
50 Summer St
Boston, MA 0211
(617) 423-7200



CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

Landscape Architect

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RANSOM

Consulting, Inc.

Civil Engineer

Ransom Consulting, Inc.
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Portland, Maine 04101
207-772-2891

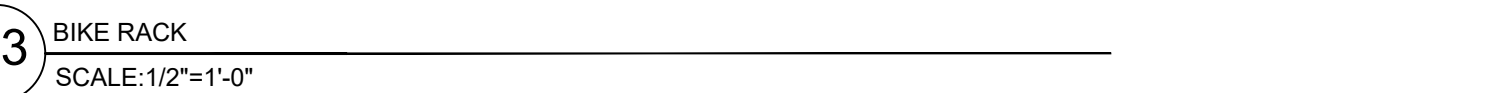
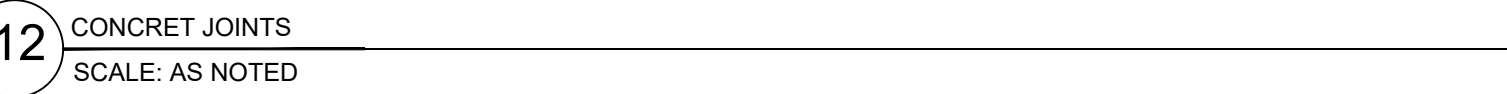
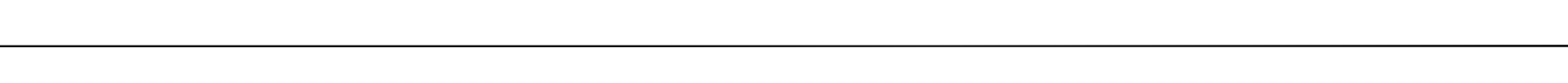
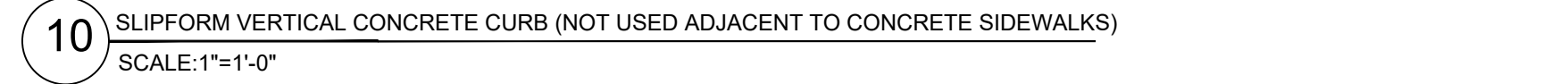
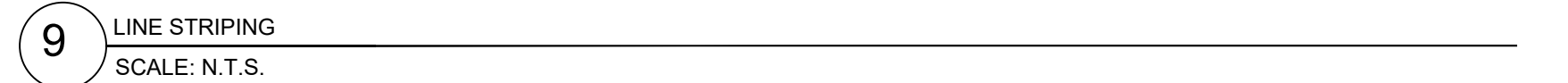
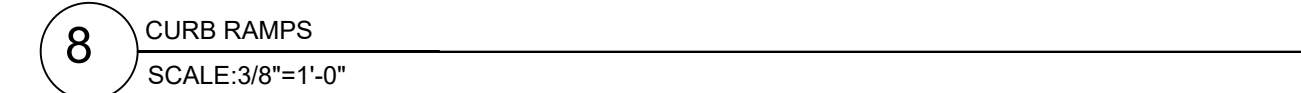
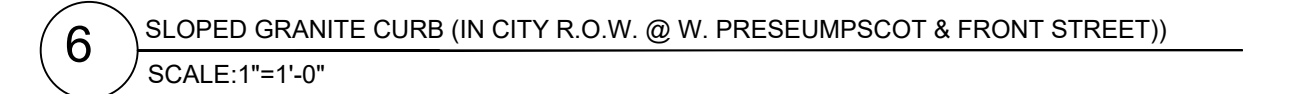
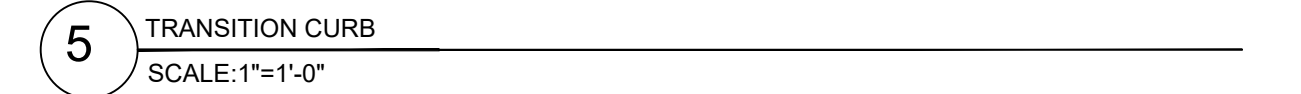
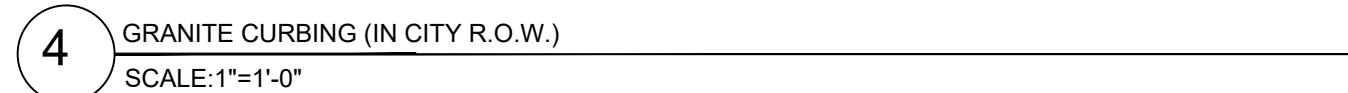
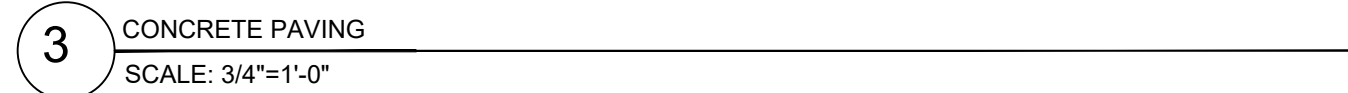
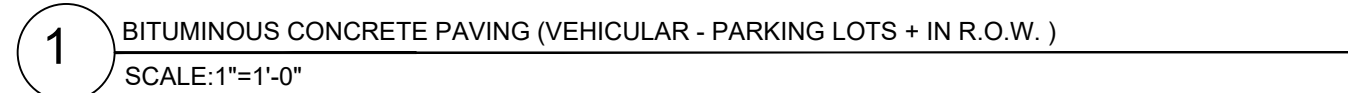


EROSION AND
SEDIMENTATION
CONTROL NOTES

C	REVISED FOR PERMITTING	6-4-19
B	RESPONSE TO CITY COMMENT	11-18-17
A	PERMITTING	10-10-17
No.	Revision/Issue	Date
Design by:	Checked by:	
JIM	SJB	
Drawn by:	Approved by:	
TGN	SJB	
Project:		
151.06170		
Sheet No:		

C-8.0

FOR PERMITTING



L-3.0

FRONT STREET DEVELOPMENT

SITE DETAILS



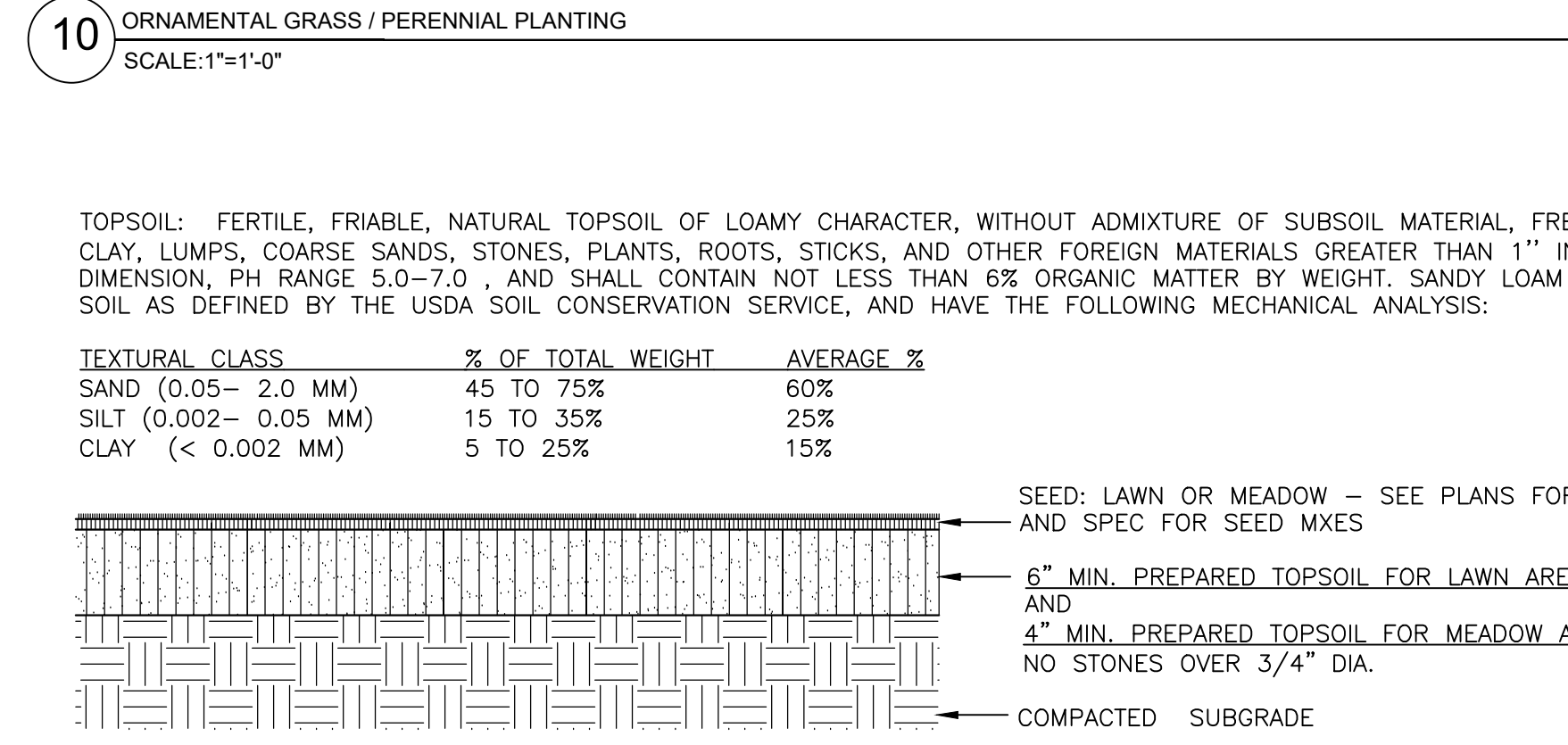
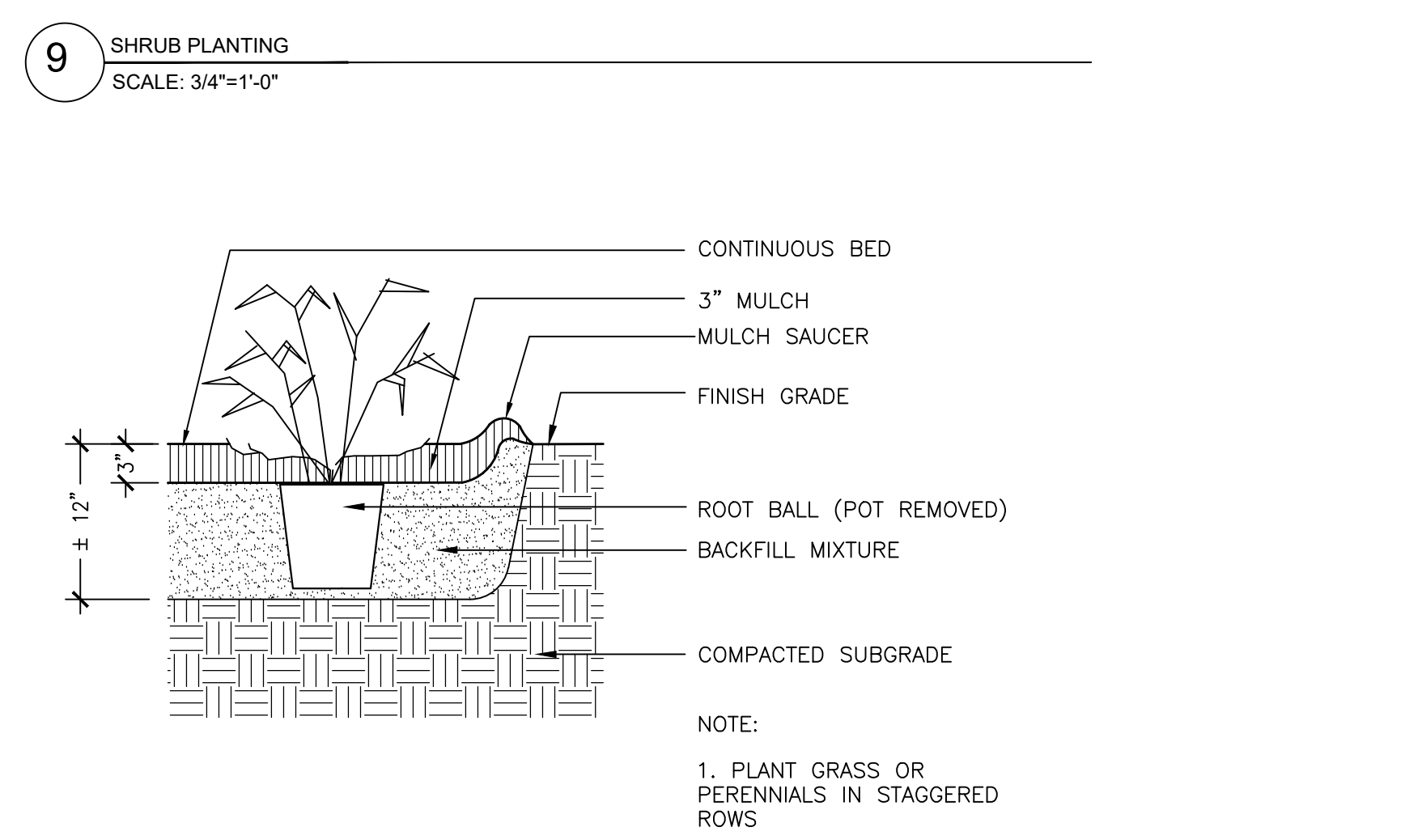
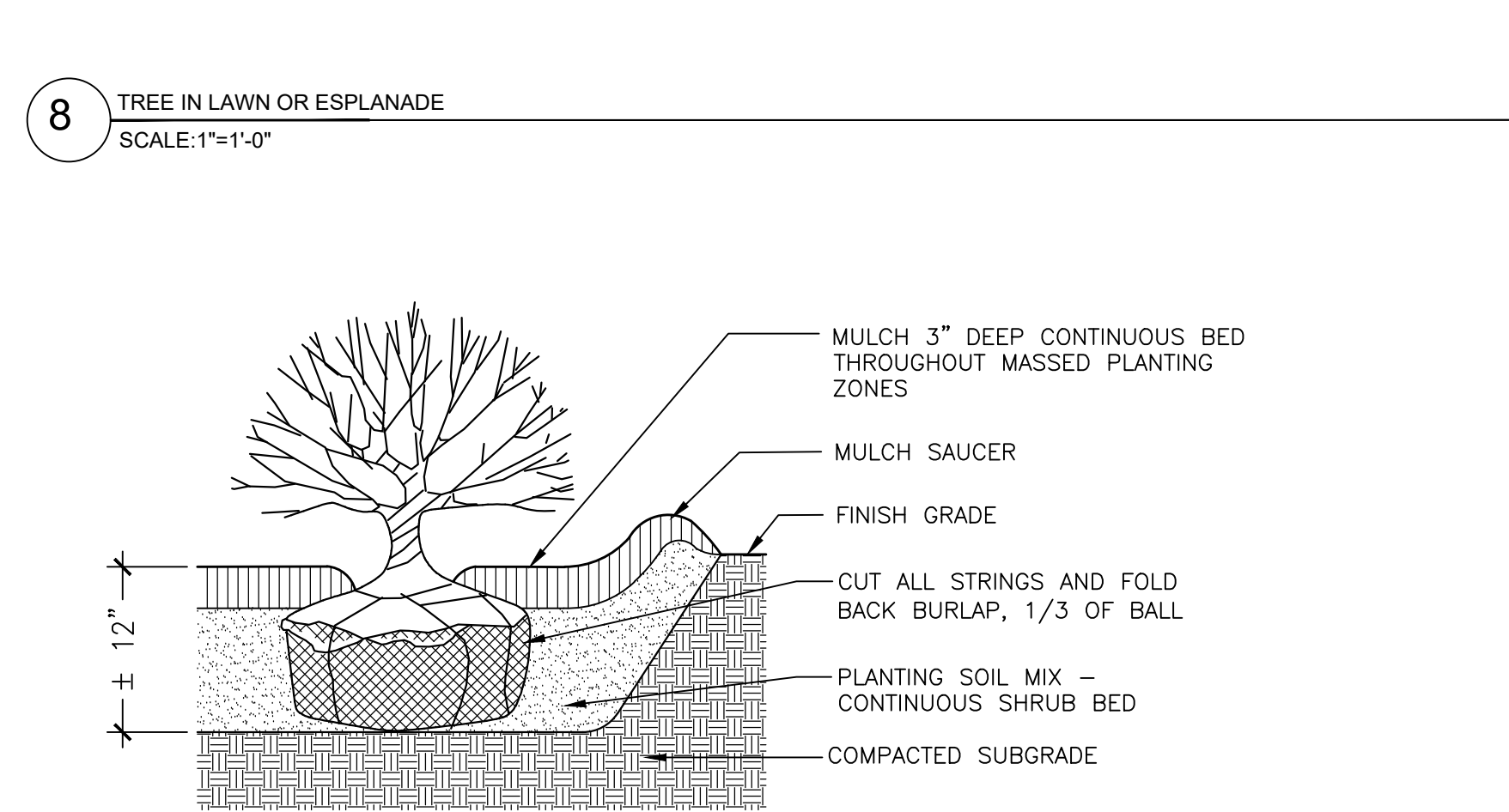
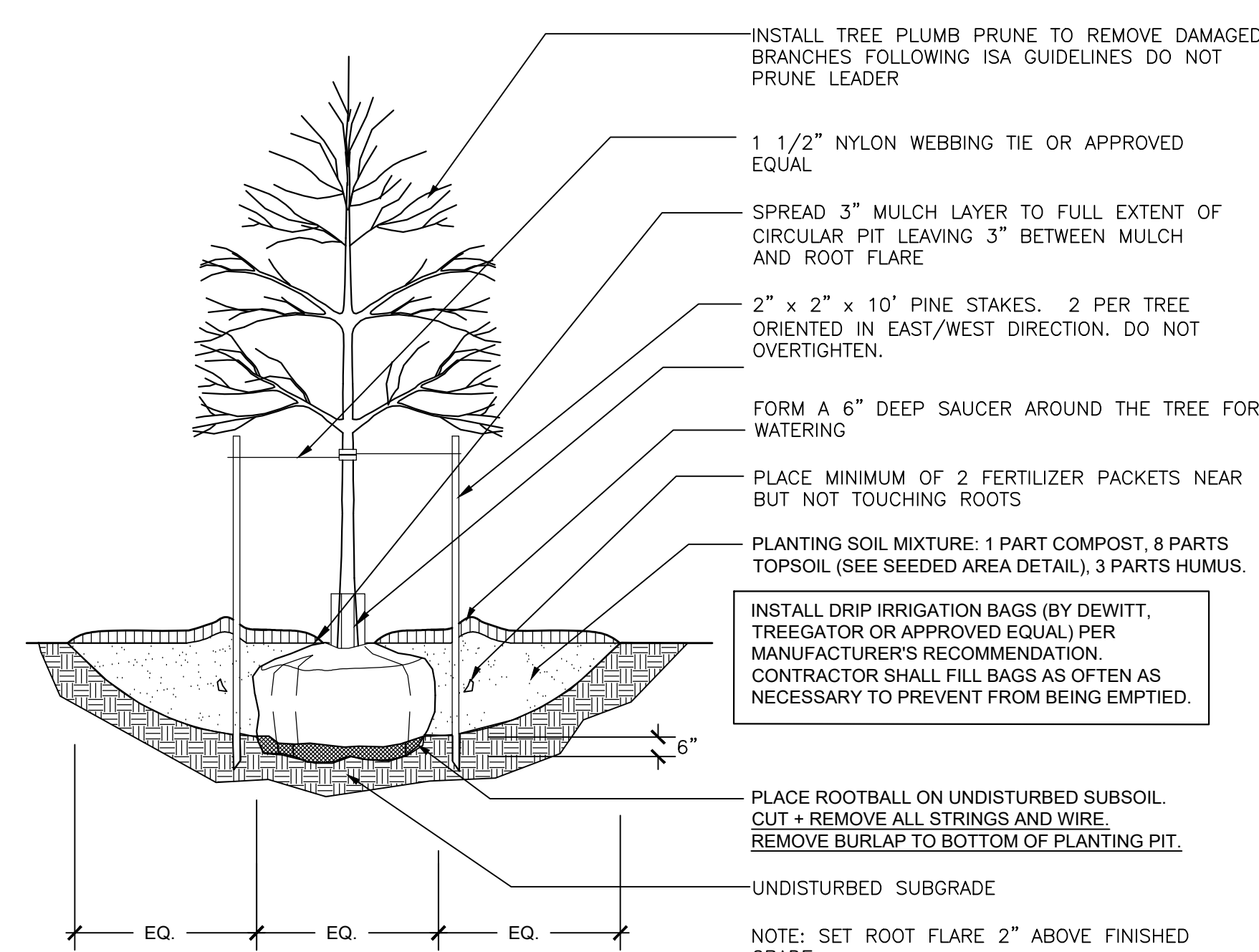
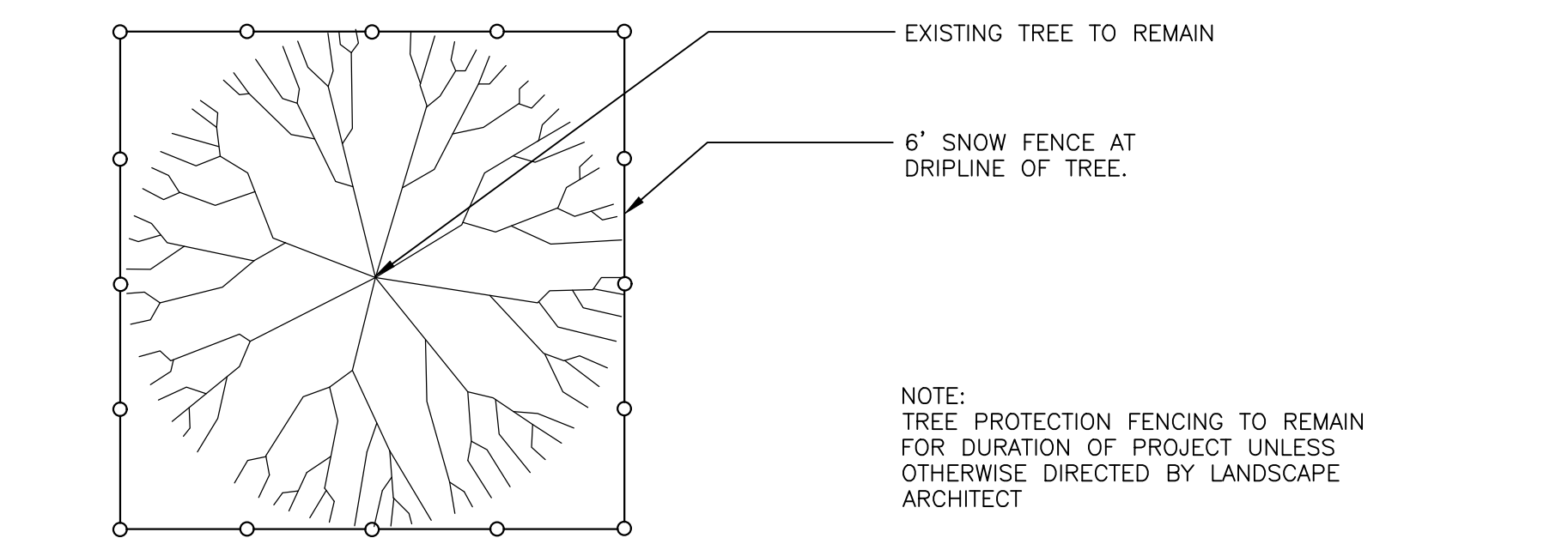
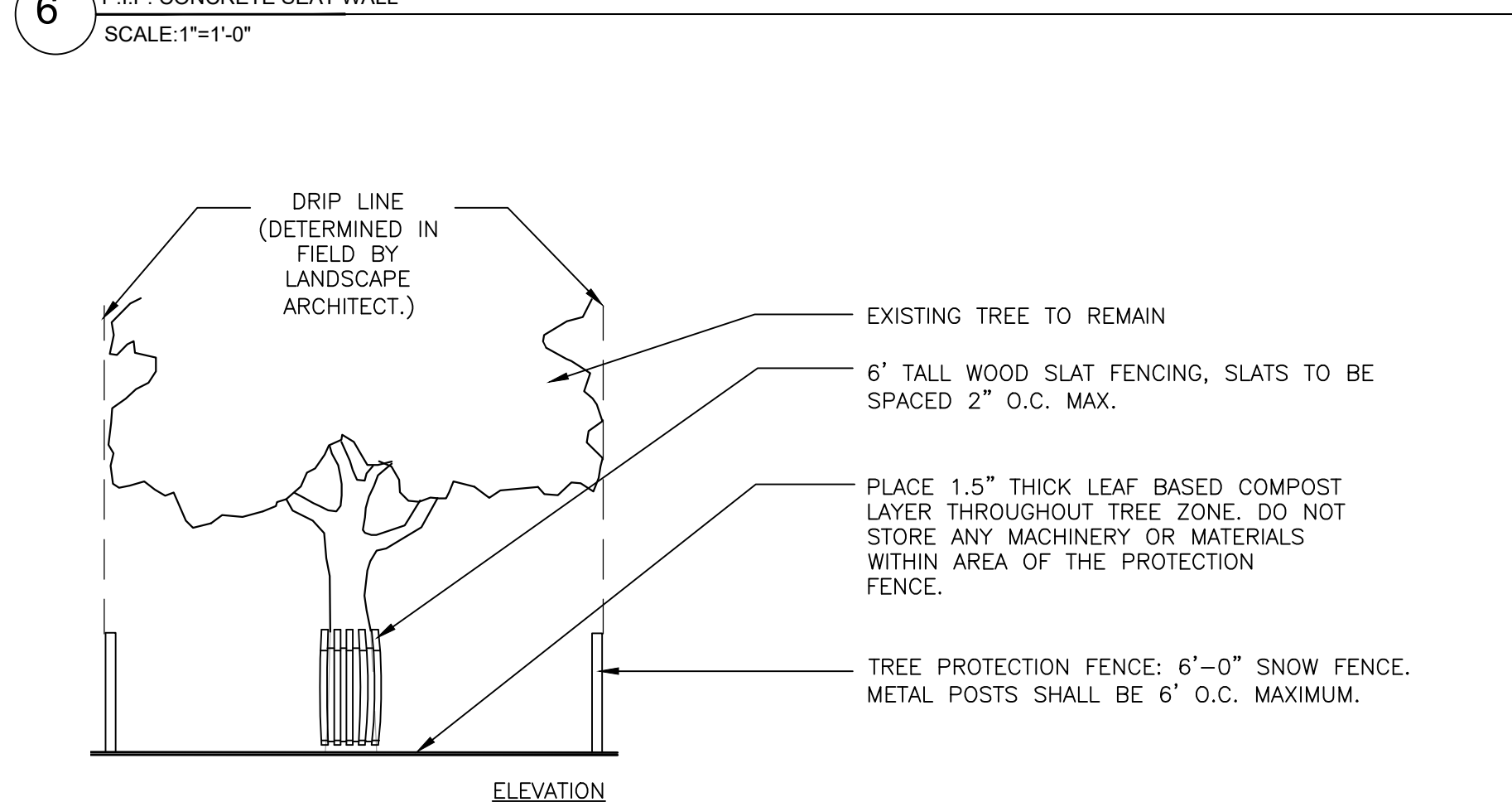
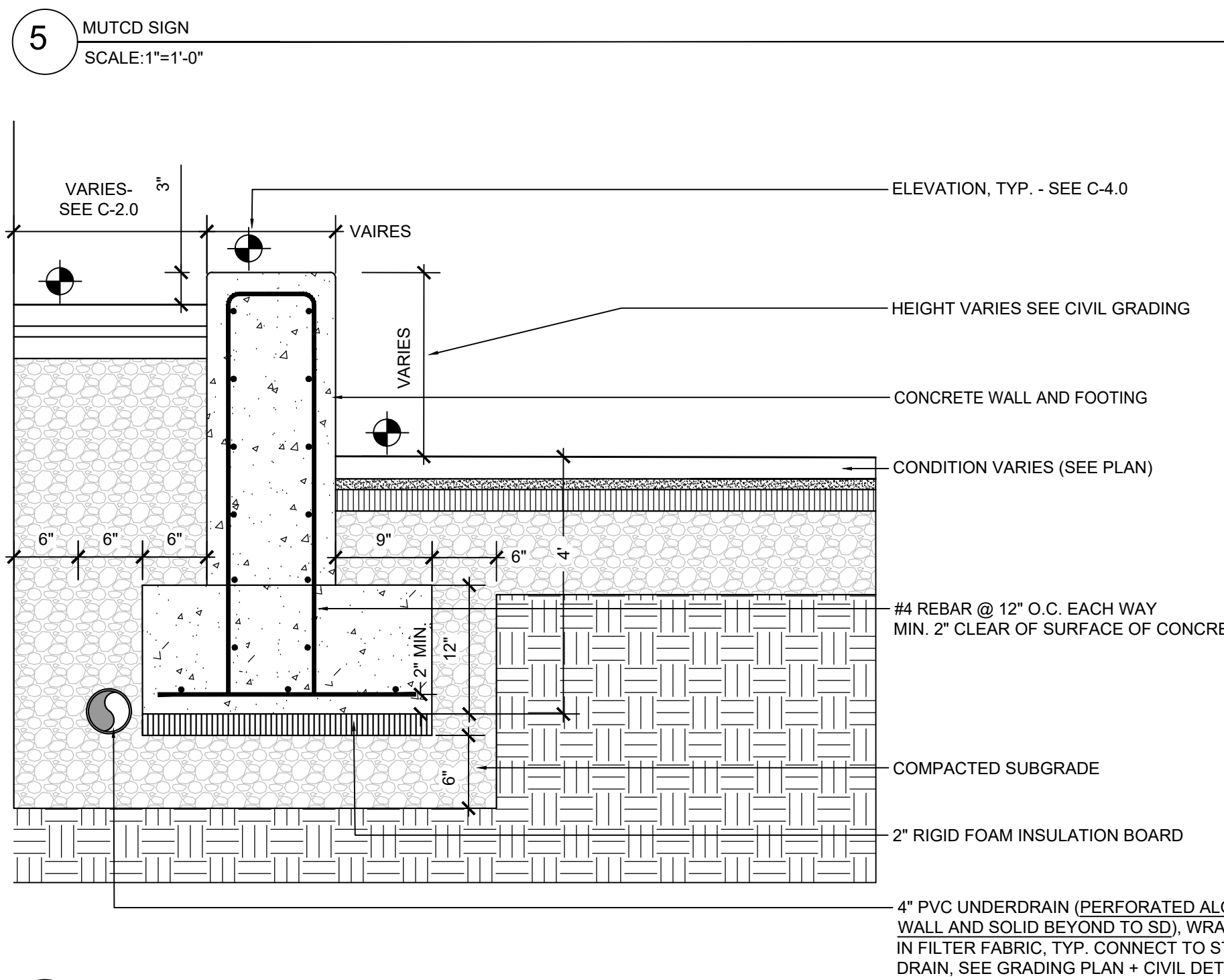
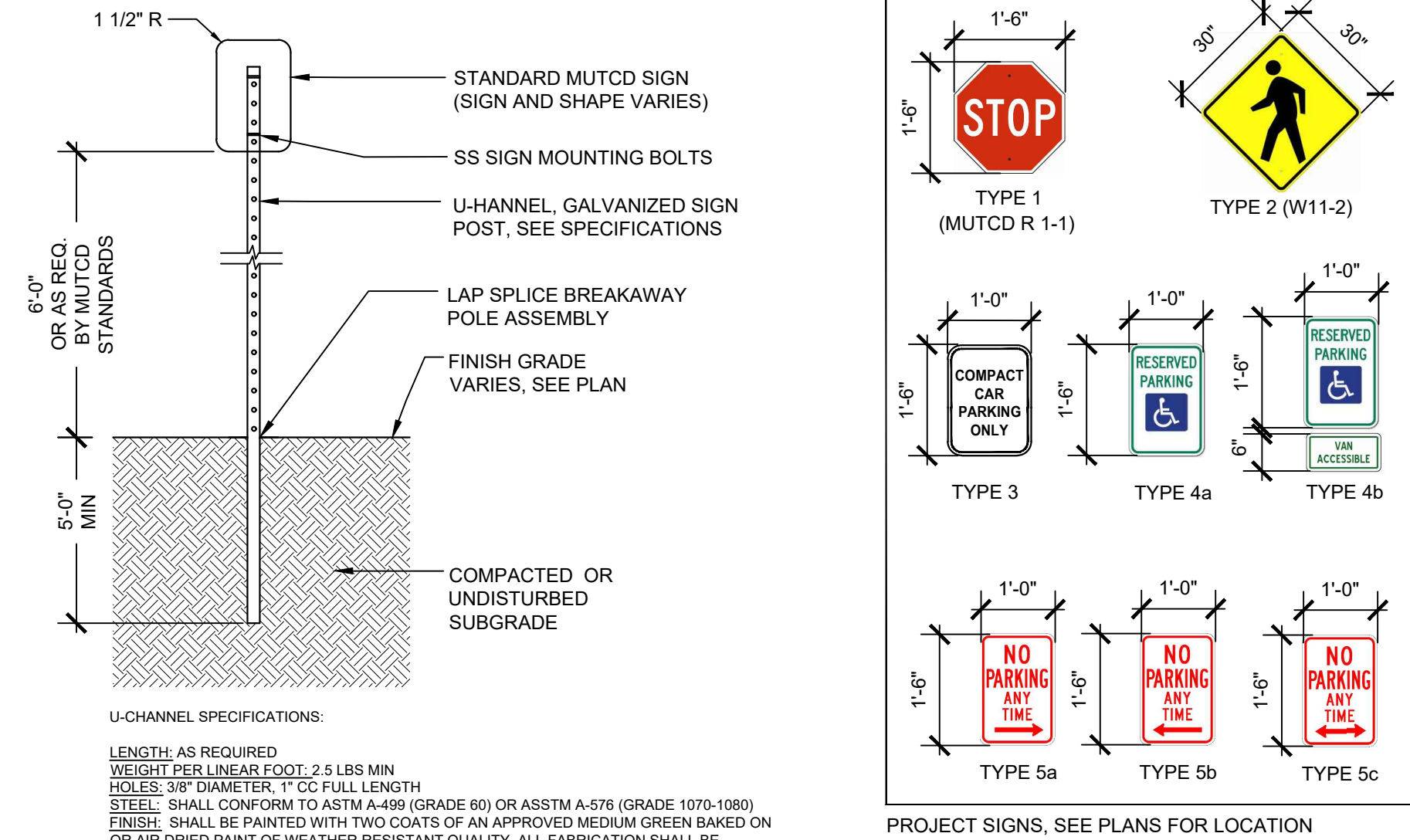
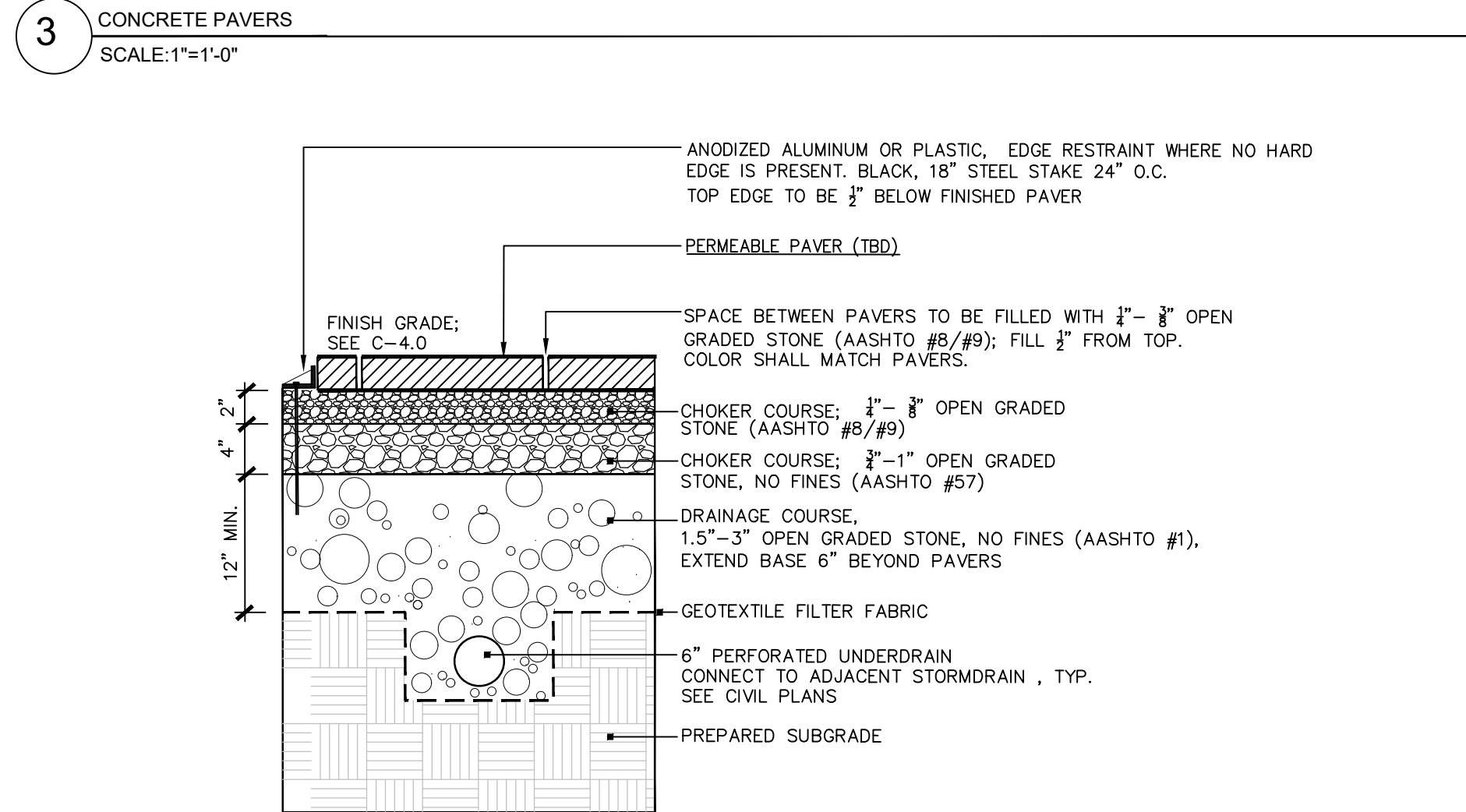
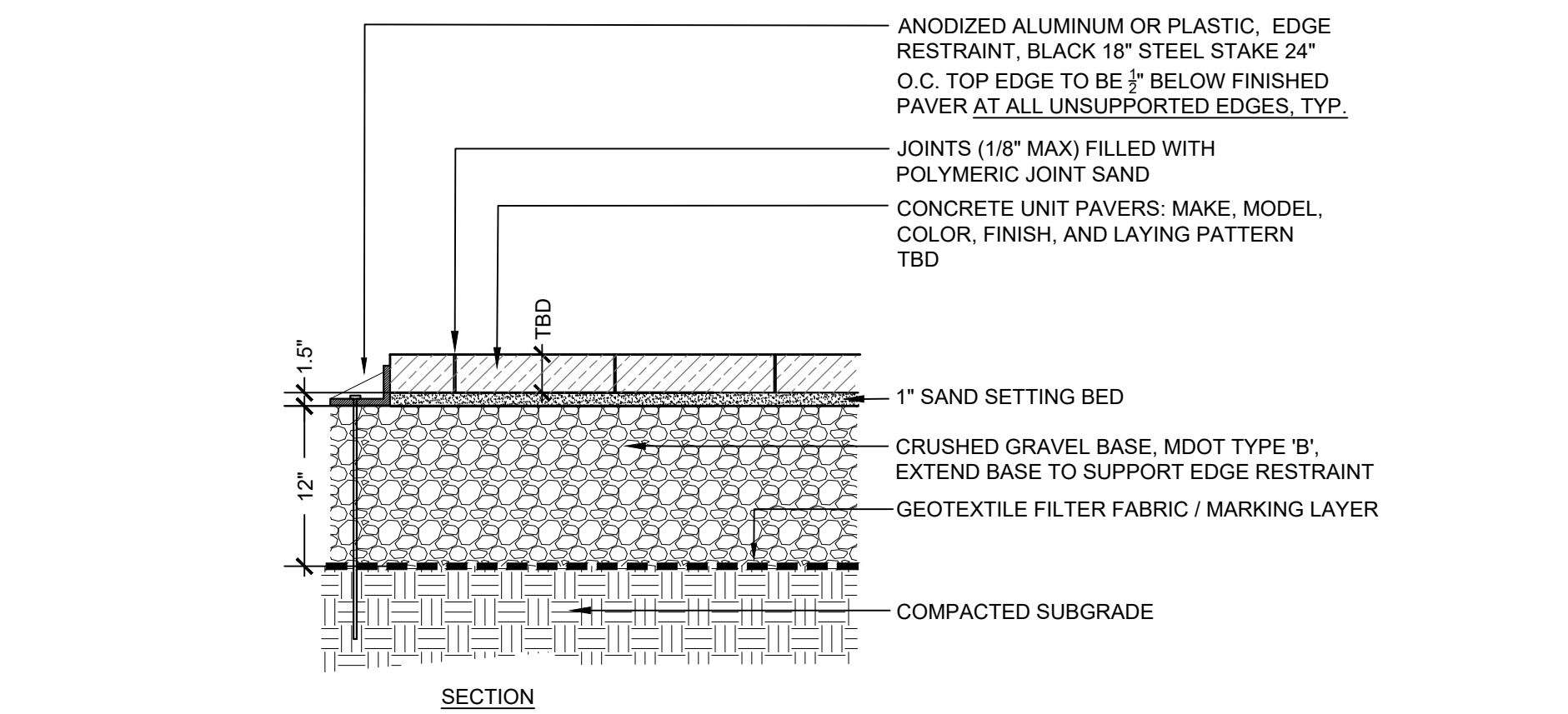
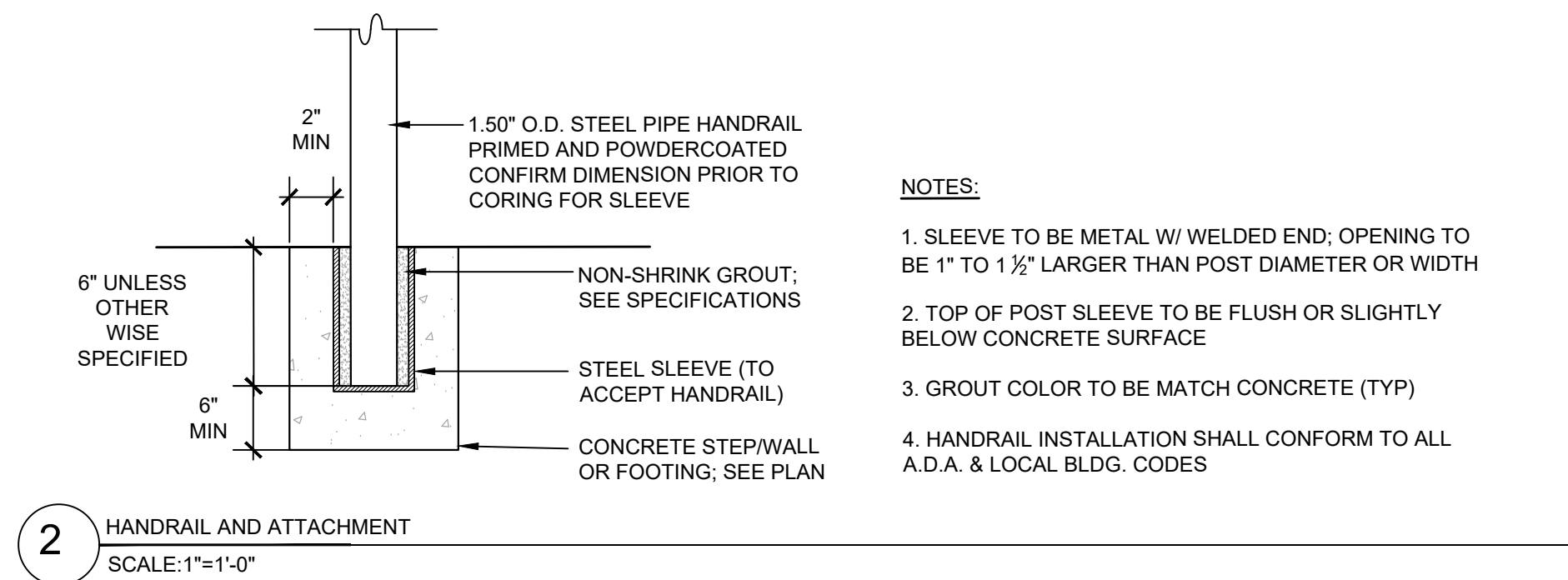
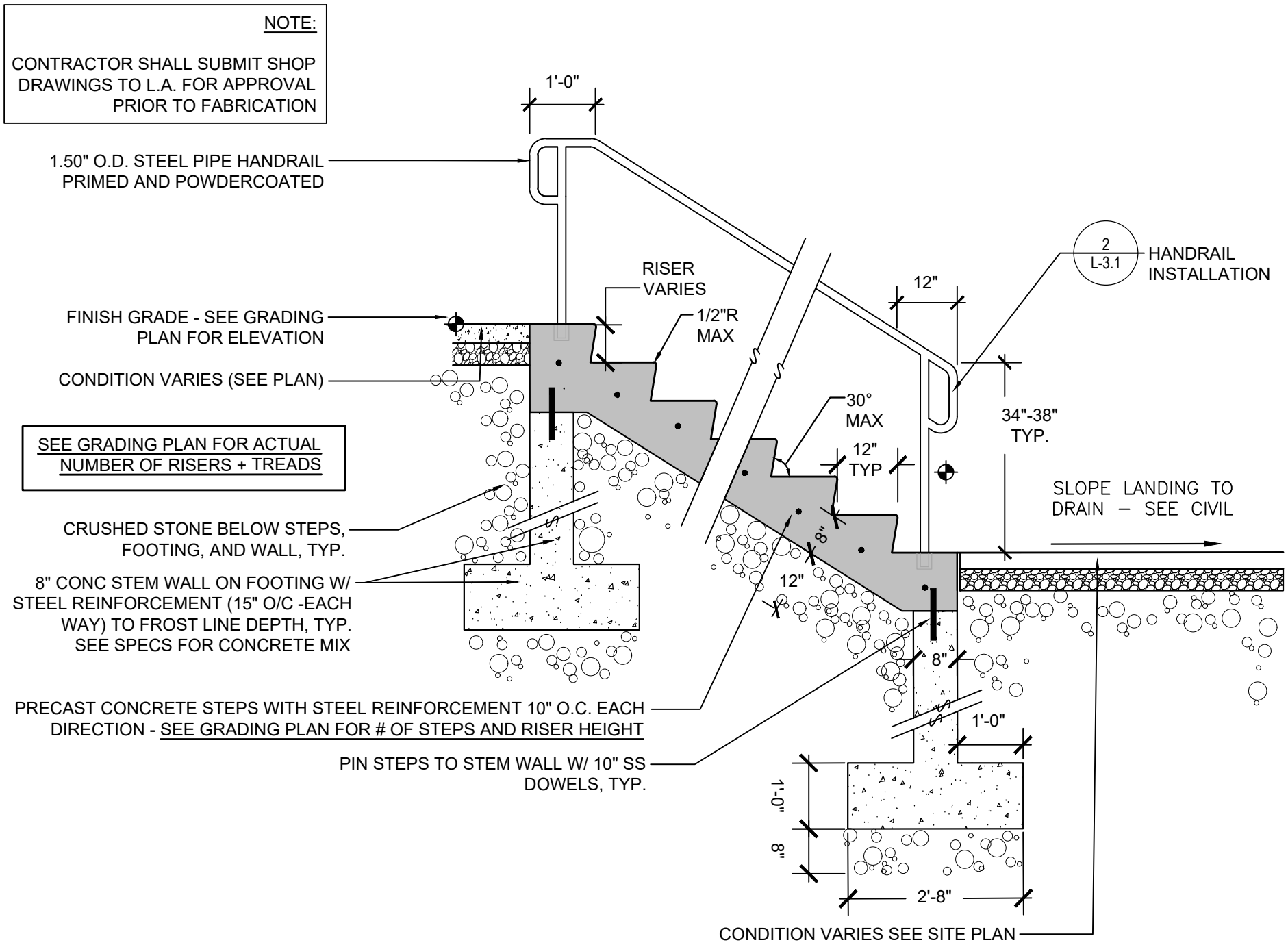
CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207 772 1552 V. F. 207 772 0712

Date: MARCH 14, 2018

Sheet No: _____

L-3.0



APPLICANT:

FRONT STREET
REDEVELOPMENT, LP
14 BAXTER BLVD
PORTLAND, MAINE 04101

OWNER:

PORTLAND HOUSING
AUTHORITY
14 BAXTER BLVD
PORTLAND, MAINE 04101

Project:
Description:
Date:
Revisions:
1

05/22/2019
LEVEL III SITE PLAN

LICENSED LANDSCAPE ARCHITECT
PATRICK J.
CARROLL
NO. 127
STATE OF MAINE

Scale: AS SHOWN
Approved By: PC
Drawn By: MP

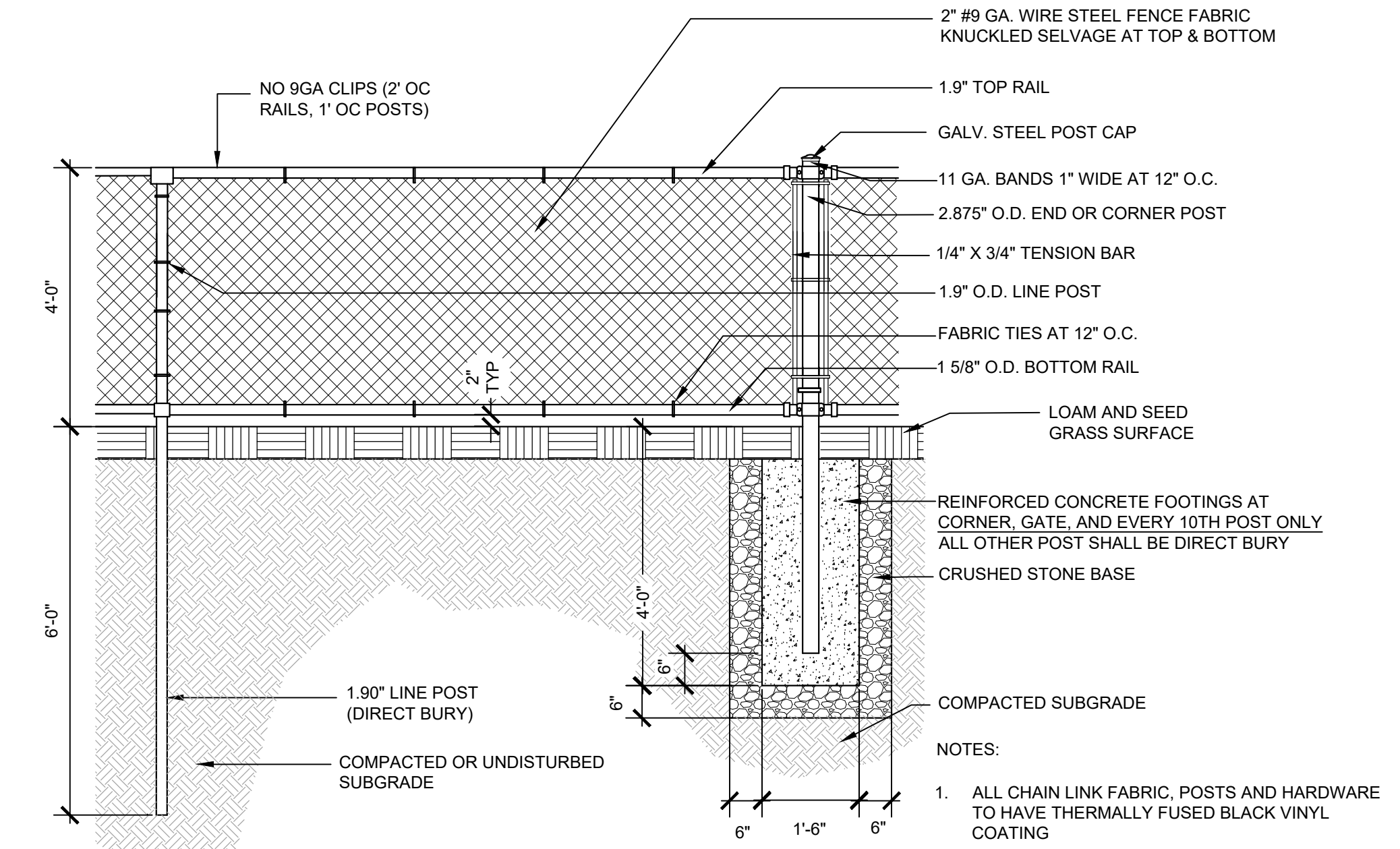
Phase:
PERMITTING

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PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

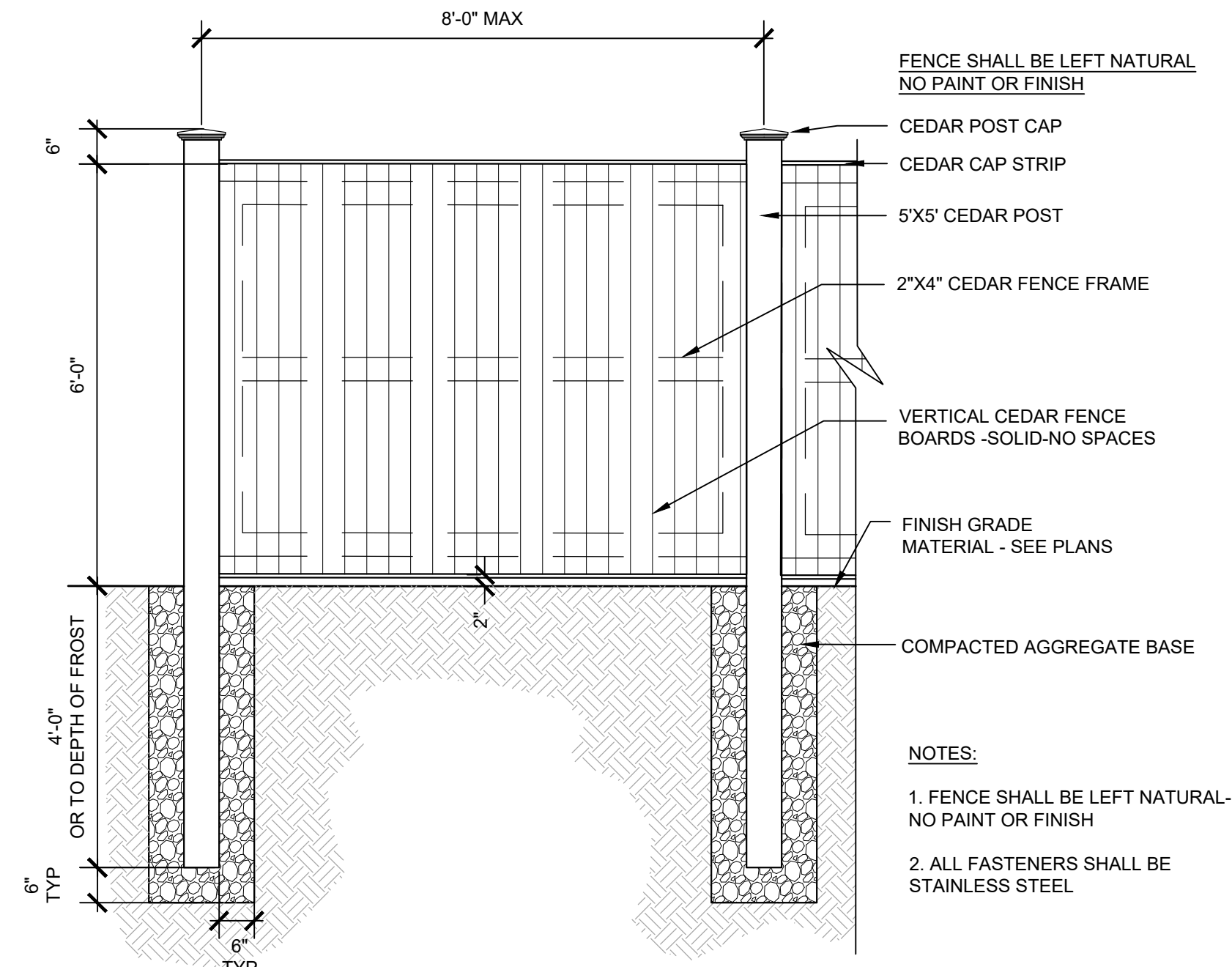
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MARCH 14, 2018

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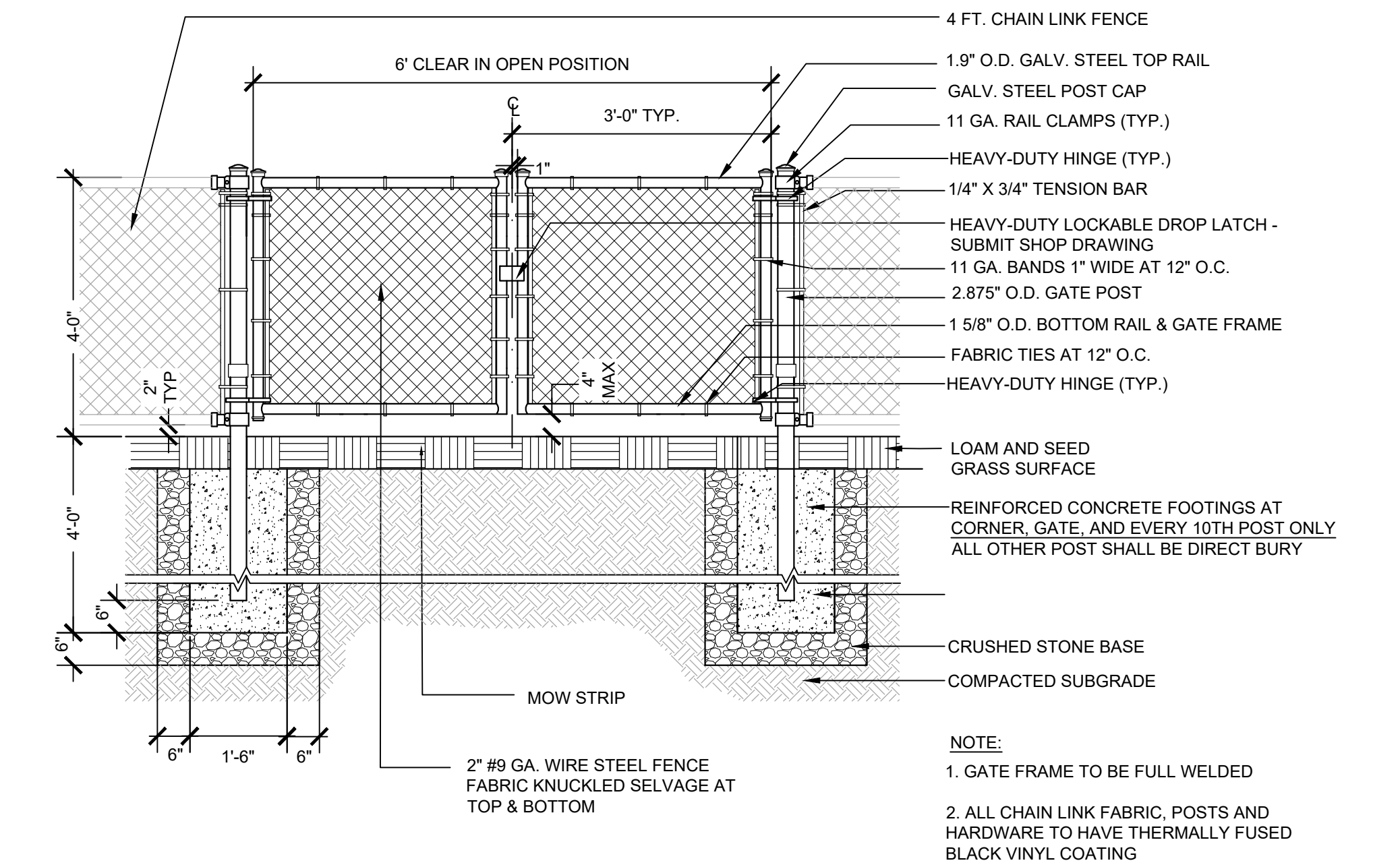
L-3.1



1 CHAIN LINK FENCE + POST
SCALE: NTS



3 PRIVACY FENCE
SCALE: 1"=1'-0"



2 CHAIN LINK GATE + POST
SCALE: NTS

APPLICANT:

FRONT STREET
REDEVELOPMENT, LP
14 BAXTER BLVD
PORTLAND, MAINE 04101

OWNER:

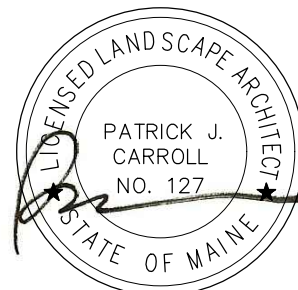
PORTLAND HOUSING
AUTHORITY
14 BAXTER BLVD
PORTLAND, MAINE 04101

FRONT STREET
DEVELOPMENT

Project:

Revisions	Date	Description
1	05.22.2019	LEVEL III SITE PLAN

Revisions	Date	Description
1	05.22.2019	LEVEL III SITE PLAN



Scale: AS SHOWN

Approved By: PC

Drawn By: MP

Phase:

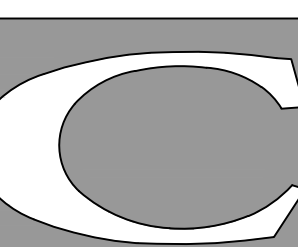
PERMITTING

Date:

MARCH 14, 2018

Sheet No:

L-3.2



CARROLL ASSOCIATES
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Memorandum
Planning and Urban Development Department
Planning Division



To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Bruce Hyman, Transportation Program Manager
Date: June 21, 2019
Re: Commercial Street Operations and Master Plan – Study Update
Meeting Date: June 25, 2019

Introduction

The Commercial Street Operations and Master Plan was begun in 2018 to assess the current function of Commercial Street and to provide operational and infrastructure recommendations to ensure it can better meet its priority functions in the future. An example of an operational recommendation may be to change how the center turn lane is currently being used. An example infrastructure recommendation may be to widen a sidewalk or to modify traffic signal equipment.

Current Status and Schedule

Project staff are working with the consultant team to refine up to 3 concepts that include various combinations of operational and infrastructure strategies that address the issues and opportunities identified for Commercial Street through the public/stakeholder process (see link to project website below), the consultant's data collection and analysis and staff input. The concepts and their strategies address issues in differing ways to assess how well they work in combination with other items. For instance, the unrestricted use of the center turn lane by commercial trucks of all types has been identified as an issue that can 1) cause safety issues for pedestrians in crosswalks, 2) limits its use for left turning traffic and 3) can block or delay entry to Commercial Street from piers and wharves. The concepts will illustrate various strategies to address this issue while still providing means to make deliveries and evaluate the trade-offs/benefits of the different strategies.

We anticipate that these concepts will be presented at a public meeting in mid-to-late July. Based on an evaluation of the concepts and the feedback received from the public, a preferred concept – likely consisting of the best strategies from each concept – will be developed for further evaluation and refinement into a set of recommendations.

The draft report is expected to be completed by early Fall 2019.

At Tuesday's meeting I'll provide a summary of the study's purpose/goals, key findings from the Existing Conditions report, an overview of the alternative concepts being developed and next steps for the study's completion. Project information can be found at:
www.portlandmaine.gov/2081/15594/Transportation-Master-Plan.

PLANNING BOARD REPORT PORTLAND, MAINE



Portland Square Parking Amendment
Level III Site Plan Amendment and SLODA
PL-000606-2019
North River IV, LLC, Applicant

Submitted to: Portland Planning Board
Public Hearing Date: June 25, 2019

Prepared by: Matthew Grooms, Senior Planner
Date: June 21, 2019

I. INTRODUCTION

North River IV, LLC has submitted a Level III Site Plan application to amend the existing Site Location of Development Approval that was granted for Portland Square One and Two, and adjust the parking requirement for those two developments to allow for the dispensation of a portion of the property to Fathom Company, LLC for a new 135-room hotel project at 1 Center Street. The property is located in the B-3 Downtown Business District, and currently operates as a surface parking lot servicing Portland Square One and Two, and provides additional parking for members of the public.

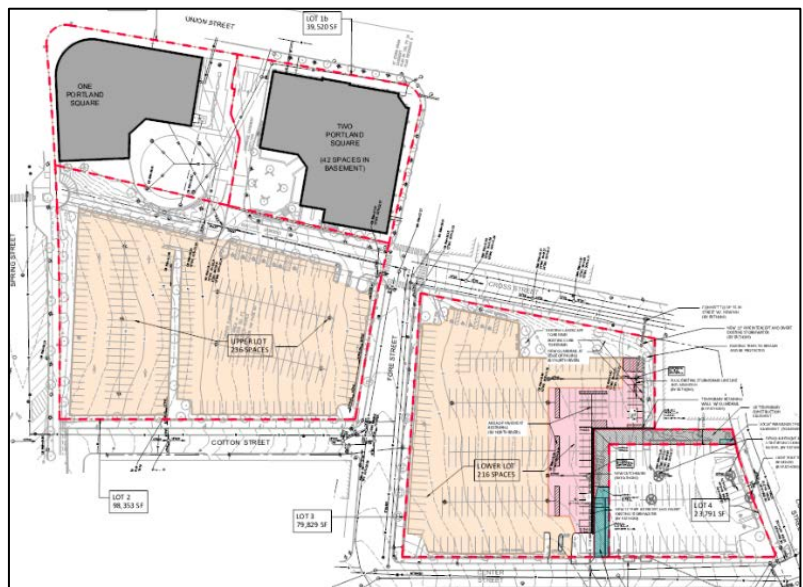


Figure 1: Overall site configuration

The proposal is being referred to the Planning Board for compliance with Site Plan standards, as well as Site Location of Development Act (SLODA) requirements, as the City has been granted delegated review of this project by Maine DEP. The property is located partially within the Old Port Historic District, and shall undergo an advisory review as part of the Portland Square Master Development Plan. A Planning Board workshop was held to discuss this item on May 28th.

A total of 213 notices were sent to property owners within 500 feet of the site and a legal ad ran in the Portland Press Herald on June 14th and 16th. A Neighborhood Meeting was held on May 23, 2019, and meeting notes are attached (Attachment O).

Applicant: North River IV, LLC

Consultants: Stephen Weatherhead, Winton Scott Architects; Patrick Carroll, Carroll Associates; Barry Sheff, Woodard and Curran; John Swan, Owen Haskell, Jacques Dan, North River Company/Waterfront Maine

II. REQUIRED REVIEWS

Review	Applicable Standards
Site Plan	Section 14-526
Site Location of Development	Technical Manual Section 14
Waivers	Applicable Standards
Sec. 1.14: Parking Lot and Parking Space Design – Proposal is to allow parking dimension of 8' x 18', which is the existing condition. Staff Recommendation: Staff are supportive of this waiver request, given that this is the existing condition, and that the applicant is not increasing the level of non-conformity.	Sec. 1.14 of the Technical Manual requires that a standard sized parking space be 9' x 18' or compact spaces be 8' x 15'.

III. PROJECT DATA

Existing Zoning	B-3 Downtown Business, DE Overlay, PAD, Old Port Historic District		
Existing Use	Surface Parking Lot (542 spaces) Structured Parking (42 spaces)		
Proposed Use	Surface Parking Lot (452 spaces)		
Property Size	6.45 acres		
	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Impervious Surface Area	225,000 SF	220,000 SF	-5,000 SF
Parking Spaces	584 spaces	494 spaces	-90 spaces

IV. BACKGROUND AND EXISTING CONDITIONS

The existing site, totaling 6.45 acres spread across two City blocks, was approved for its current configuration by the City in two phases, with One Portland Square approved by the City and Maine DEP in 1986, and Two Portland Square approved in 1989 (constructed in 1987 and 1989 respectively). This approval required a total parking count of 565 spaces to serve Portland Square One and Two, though ultimately, 584 spaces were created, 42 of which are located in the basement of Portland Square Two.

As part of Phase 1 of the pending Portland Square Master Development Plan (MDP) the property owner is seeking to sell off a 0.55 acre parcel of land at the southeast corner of the lower lot (2.38 acres) to Fathom Company, to develop a new 135-room hotel with associated restaurant uses at ground and roof level (4,192 square feet). To do this, a total of 92 existing parking spaces would need to be removed, 71 of which are required by the site plan approval on file for Portland Square One and Two.

V. PROJECT DESCRIPTION**A. Parking Analysis**

The applicant proposes to utilize a categorical exception to modify off-street parking requirements that is established in Division 20, Off-Street Parking Requirements, to reduce the overall parking requirement by Portland Square One and Two by a total of 90 spaces. This exception reads:

Site plans over 50,000 square feet and projects in the B-6, B-7, and USM Overlay Zones: Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the

planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.

Portland Square One and Two contain 260,341 square feet of office space and 12,850 square feet of retail space, well in excess of the 50,000 square foot minimum threshold for this categorical exception.

The applicant has submitted a parking analysis completed by VHB to justify the parking reduction, wherein current parking demands, generated by existing tenants, as well as potential future demand, calculated by an assessment of currently vacant space (4,000 square feet), were evaluated. Year-round information has been compiled for this analysis that show an average peak occupancy of 439 spaces, 85th percentile occupancy of 467 spaces, or approximately 81 and 86 percent of available capacity respectively. Of this figure, monthly tenant parkers account for 76% of the total number of spaces occupied.

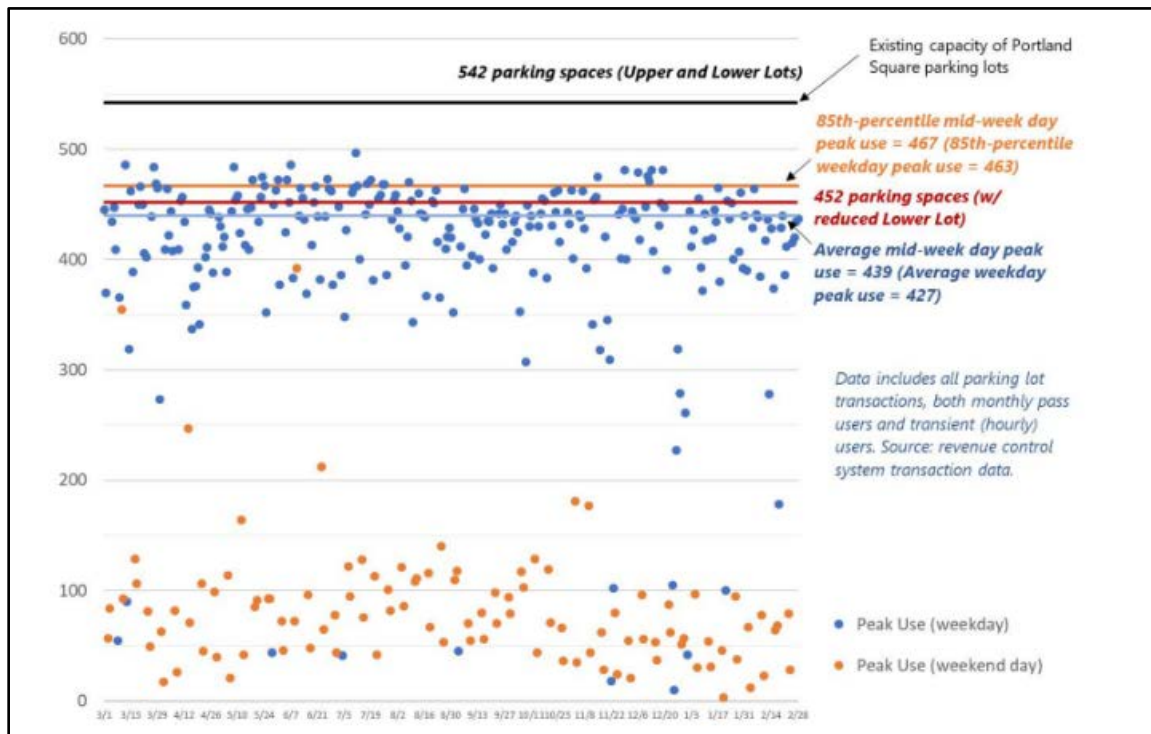


Figure 2: Existing Peak Parking Data by time of year.

The report notes that this proposed reduction is only intended to satisfy an interim condition, and depends upon future development of additional parking at the upper section of the property. As stated in the parking analysis, the parking lot would operate slightly over capacity, once the 64 spaces being allocated to the hotel development come online (note. 64 spaces reflects zoning requirements, whereas 65 spaces are assumed for the hotel during peak parking hours, 10:00 a.m. – 2:00 p.m.). The parking analysis argues that this is a worst-case scenario, and that likely, the hotel would complement the office/business uses based upon peak demand for each use. Hotels for example are busiest during the weekend, whereas office uses are busiest during the week, and specifically during the day.

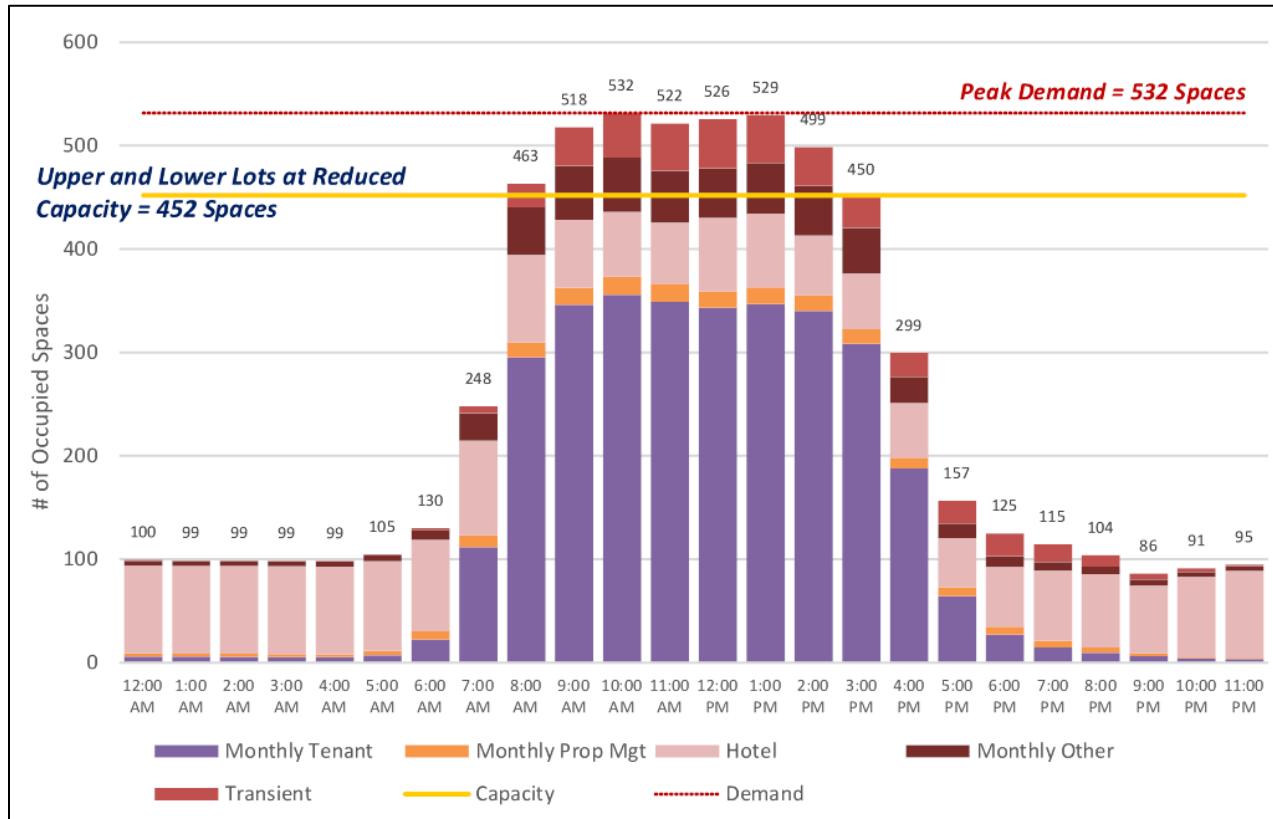


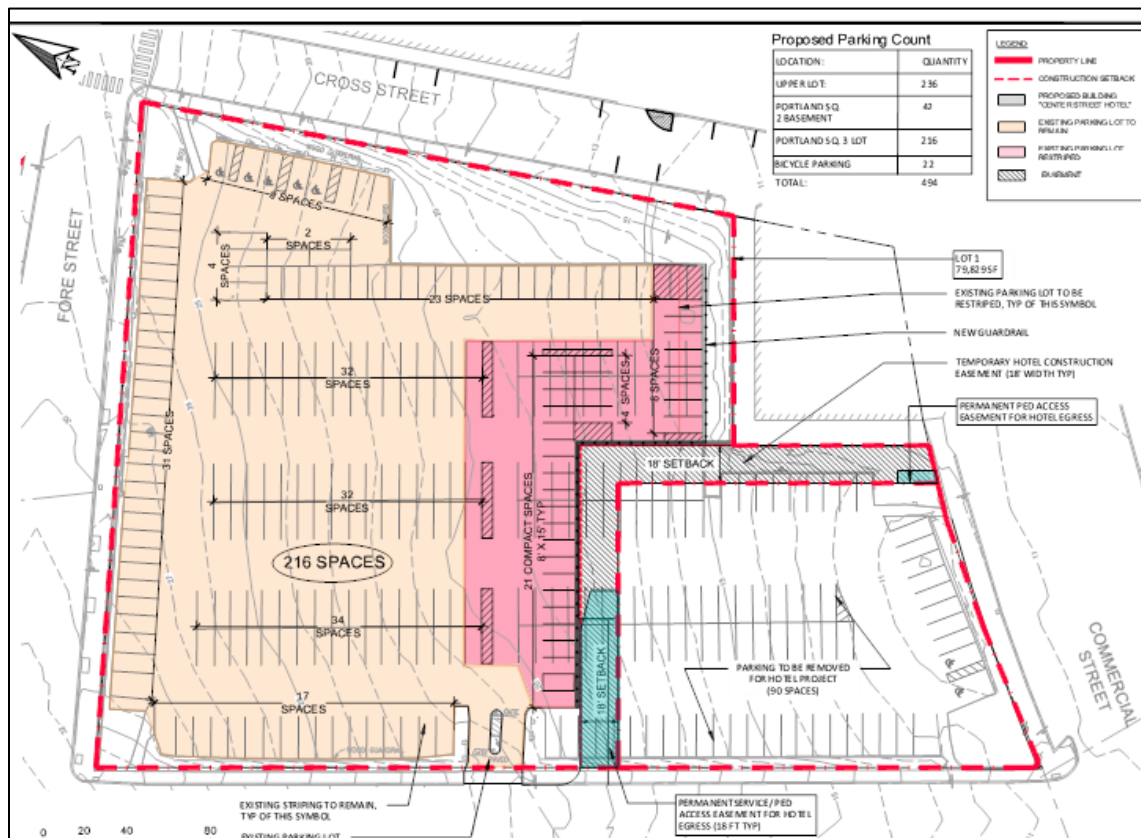
Figure 3: Future Peak Demand with hotel (note. removal of monthly/transient parkers would reduce demand beneath supply).

While it is anticipated that uses will complement one another, the report does state that the applicant is committed to further exploring and employing a series of parking demand management actions to ensure that demand conditions do not exceed supply and create unintended impacts. These measures include:

- Third party monthly pass users account for approximately 50 occupied parking spaces during peak times. These are considered “tenants-at-will” and the property owner may choose to not renew these leases.
- On peak days where the lots reach their capacity, transient parkers may not be permitted to access the lots. According to the applicant, this happens infrequently, approximately 40 days per year, and only between the hours of 10:00 a.m. and 2:00 p.m. At other times, the lot still operates under capacity.
- Modified pricing strategies.
- Valet services associated with the hotel may help achieve a more efficient use of the parking lots during these short windows of peak capacity.
- Promote additional transportation demand management (TDM) incentives for Portland Square tenants and employers. These could be achieved via transportation/commuter fairs and communications by a TDM coordinator to inform employees about transit services, orient commuters on walking and bicycling routes, and setting up carpools via active ride-matching apps/services such as Waze Carpool and Scoop.

B. SITE RECONFIGURATION

The primary consideration before the Board relates to the parking analysis discussed above, used as justification to reduce the overall parking requirement for Portland Square One and Two. However, in order to cleanly separate the 0.55-acre parcel for the hotel, a few minor site improvements were deemed to be required. These include relocation of two stormwater lines, minor regrading and installation of a wall/guardrail, and restriping of a small portion of the lower lot to facilitate improved circulation. Much of this work will be coordinated with Fathom Company during the construction of the hotel, and may be made a condition of this approval. A plan showing such improvements can be seen below.



VI. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

As of the writing of this report, no written public comments have been received by the Planning Office. A neighborhood meeting (Attachment O) was held on May 23, 2019, and attended by nine (9) members of the public. Questions raised by those in attendance were generally in regards to current management of the lot (i.e. who utilizes the lot and are there incentives or programs to reduce parking demand in place) and future strategies to account for loss of parking during construction of the hotel and parking garage. Many of the comments were more specifically related to the Master Development Plan.

VII. PLANNING BOARD WORKSHOP – MAY 28, 2019

At their May 28th meeting, members of the Board indicated that they were generally supportive of a proposal to eliminate existing surface parking and felt that this particular process (to reduce the overall parking requirement for Portland Square One and Two so as to sell off the parcel for the Center Street Hotel) should not be required to

account for future phases of development, which would be considered as part of the Portland Square MDP. While generally supportive, the Board did request some additional information/clarification, which is summarized below:

- Parking analysis clearly identifies the current usage model of both lots, however does not identify parking demand of tenants in Portland Square One or Two, or how the lots are managed.

Applicant Response: Parking analysis has been updated to provide additional information on who exactly utilizes these lots, and where other tenants park, if not at this location.

- Hotel parking count is based upon zoning, and not on a parking demand analysis.

Applicant Response: Information has been updated to include demand analysis for the hotel, which would be 65 spaces during peak hours, 10:00 a.m. – 2:00 p.m.

- Based upon minimum parking requirements under zoning, how many off-street parking spaces would be required?

Applicant Response: 748 spaces (636 for offices, 94 for retail and 18 for restaurant).

- TDM strategies should be pursued so as to reduce parking demand even further.

Applicant Response: As noted above, the applicant has identified a number of strategies that have, or are in the process of being implemented, and a number of other strategies that could be pursued, were demand to exceed supply. For example, bicycle racks have been added, and a Green Commuting Option Notice has been provided to tenants, that would seek feedback on appropriate incentives to reduce parking demand.

Staff Response: Staff recommend that a TDM plan be submitted as part of this application. The parking analysis provided highlights a number of potential parking demand management strategies that would likely further reduce parking demand beyond what is shown. One of the strategies discussed would be to reduce or eliminate non-tenant monthly and transient parkers during peak times. In order to more smoothly transition between the existing surface and proposed structured parking (which would likely result in a significant surplus of available parking), staff recommend efforts to further reduce parking demand by Portland Square tenants in order to minimize displacement of existing users. To accomplish this, a draft condition of approval has been drafted for the Board's consideration, that would require a TDM Plan to be submitted by the applicant, with a scheduled check-in, in approximately six months, to determine the status of the program. Staff are also encouraging that a TDM framework be established as part of the Portland Square MDP.

- Members of the Planning Board questioned whether or not the off-street parking provision which allows the Planning Board to establish the parking requirement for new development exceeding 50,000 square feet, can be applied to this development.

Staff Response: While Portland Square One and Two are not new structures (constructed in 1987 and 1989 respectively) the proposal now before the Board is critical to future phases of the Portland Square MDP, and likewise encompasses the parking supply for the Center Street Hotel. The total floor area of the hotel is 112,046 square feet which would qualify the hotel to take advantage of this provision.

Aside from these considerations, a property owner may at any point propose improvements to their property, and while doing so, take advantage of new regulations. The parking analysis provision was adopted by the City Council in 1991, two years following the development of Portland Square Two. A parking analysis is considerably more accurate than minimum parking requirements established by zoning, in that uses are assessed within their specific context, and where possible, a study is informed by real data, as with this application.

Based upon these factors, staff support the use of this provision as part of this application and posit that the applicant is fully eligible to take advantage of this newer regulation.

VIII. RIGHT, TITLE & INTEREST

As demonstration of Right, Title & Interest, the applicant has provided a quitclaim with covenant deed that identifies North River IV, LLC as owner of the subject properties, and references existing rights, easements, covenants, conditions and restrictions on the property (Attachment C).

IX. FINANCIAL & TECHNICAL CAPACITY

As demonstration of financial and technical capacity, the applicant has provided a letter from People's United Bank, with confirmed agreement to finance the project (Attachment D). Regarding technical capacity, a summary of the applicant's team and qualifications has been provided (Attachment F).

X. ZONING ANALYSIS

The existing uses currently occupying Portland Square One and Two remain unchanged, and are permitted uses within the B-3 zone. These include office, retail, restaurant and banking uses along with associated surface and structured parking.

Regarding dimensional requirements, the proposed development meets all dimensional requirements of the B-3 zone, given that no new structures are proposed, and aside from a very minor reconfiguration of the lower lot, no physical changes are proposed. The principal zoning consideration is the use of a parking study to justify a parking reduction for Portland Square One and Two, which is discussed in greater detail within the project description and site development review sections of this report.

XI. SITE PLAN REVIEW

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

A. Transportation Standards

a. Impact on Surrounding Street Systems and Access and Circulation

The proposed site improvements are not anticipated to have a significant impact on the surrounding street systems as no new uses are proposed and the points of ingress/egress are not changing. This application precedes future phases of the Portland Square MDP which will have a more significant impact on area-wide access and circulation, however that impact will be accounted for with the Portland Square Traffic Movement Permit (TMP).

b. Access and Circulation

- i. *Site Access and Circulation* – Site access will remain unchanged with this proposal, though circulation on the lower site will change slightly as a result of the parcel for the hotel being sold off, and parking aisles being reconfigured. No adverse impacts are anticipated.

- [illegible]

B. Environmental Quality Standards

- a. Preservation of Significant Natural Features
The site does not contain significant natural features and no vegetation or landscaping is being removed under this proposal.
- b. Landscaping and Landscape Preservation
 - i. *Landscape Preservation* – No vegetation or landscaping is being removed under this proposal.
 - ii. *Site Landscaping* – No new landscaping is proposed, given that the MDP calls for a comprehensive redevelopment of both the upper and lower sites.

c. Water Quality, Storm Water Management and Erosion Control

Under this proposal, no new stormwater infrastructure is proposed as the total amount of developed or impervious surface remains unchanged, and therefore does not trigger additional stormwater management requirements. As part of the hotel development, a storm drain is being relocated off of this property on to the 0.55-acre parcel being sold to the hotel, within the proposed service and utility easement.

C. Public Infrastructure and Community Safety Standards

a. Consistency with City Master Plans

The proposal to reduce parking supply at Portland Square One and Two is well supported by the City's Comprehensive Plan, particularly the use of TDM strategies to reduce parking demand.

b. Public Safety and Fire Prevention (CPTED and Fire)

The plans are not anticipated to result in adverse impacts related to CPTED or fire safety, in that aside from a minor reconfiguration of parking and driveway aisles within the lower lot, the condition of the site remains unchanged.

c. Availability and Adequate Capacity of Public Utilities

The proposal does not require additional utility capacity beyond what is currently provided.

D. Site Design Standards

a. Massing, Ventilation and Wind Impact

No new structures are proposed.

b. Shadows

N/A

c. Snow and Ice Loading

N/A

d. View Corridors

An existing view corridor is established at the upper bound of the discontinued portion of Cross Street and Spring Street. This view corridor shall remain unobstructed.

e. Historic Resources

Portions of the site are located within the Old Port Historic District, or within the 100 feet of the Historic Tracey Causer building. As part of the MDP review, the HP Board will complete an advisory review for the Planning Board.

f. Exterior Lighting

No new site lighting is proposed.

g. Noise and Vibration

No new mechanical systems are proposed.

h. Signage and Wayfinding

No new signage is proposed, and points of access to the site remain unchanged.

i. Zoning Related Design Standards

N/A

XII. SITE LOCATION OF DEVELOPMENT

As part of this application, the applicant submitted a separate application to amend the SLODA approval for this project, required when any amendment is processed on a property where SLODA review has occurred. Site Location Law requires a showing that certain standards are being met. The following is a list of standards to be adhered to, outlined under Section 14 of the Technical Manual:

- Financial and Technical capacity to complete a project as proposed
- Traffic Movement
- No adverse effect on the natural environment
- Soil types analysis
- No adverse impact to ground water
- Comprehensive assessment of infrastructure needs
- Flooding accountability
- Stormwater management and erosion/sedimentation control

Under the exhibits file for the SLODA application, included in the applicant's materials, a discussion of each of these points is provided. Development review staff found the proposed plans to be in compliance with the above listed standards, as articulated in the applicant's memo (Attachment L and M) and within this report.

XIII. DISCUSSION OF PARKING ANALYSIS

Staff has reviewed the material provided by the applicant and finds it to be generally consistent with the standards of the site plan ordinance, the B-3 zone and Site Location of Development review standards. As discussed at the May 28th workshop, the purpose of this application is to account for current parking demand, as a means to eliminate 90 (total) and 71 (required) parking spaces and sell off a parcel to Fathom Company for the Center Street Hotel project.

Regarding the parking analysis, Tom Errico, P.E. with T.Y. Lin, and consulting traffic engineer for the City, has reviewed the submitted material, stating that the methods and contents of the report are comprehensive and generally appear to be acceptable, and offers the following comments (Attachment 1):

- The Analysis should include/document existing Portland Square employees that do not park in the subject surface parking lots. It is our understanding that some employees park in other paid parking facilities. The parking program for existing employees should be summarized.

Staff Update: The Applicant has provided information on current parking conditions. I find the data to be reasonable for this Approval Process. I would note that as part of TDM requirements, detailed reporting on parking activities will be critical in understanding the effectiveness of parking reduction strategies. The Applicant will likely need to provide greater detail during TDM Assessment.

- The analysis should include discussion of parking impacts during construction for each project phase. It is important to understand how parking supply will be impacted during construction activities. It is suggested that a graphic be provided illustrating construction phasing activities and the impacts to parking supply.

Staff Update: I concur that a detailed review of construction impacts as part of this Application is not necessary. I do want to emphasize that this will be a very important issue during individual site plan reviews and specific details on parking supply reductions and strategies for mitigating the loss will be required.

- Calculations for estimating parking demand (64 spaces) for the hotel should be provided. The demand should be based upon a parking generation analysis and not zoning requirements.

Staff Update: I concur with the peak parking demand analysis and the assumption for hotel parking demand during the peak 10:00AM to 2:00PM time-period. This parking demand estimate is related to this Application only. The acceptance of this parking demand estimate does not reflect approval of the parking demand requirements for the Hotel project and detailed parking analysis/requirements will be reviewed separately.

- An explanation on the management and designation of users of the 42-space parking garage shall be provided.

Staff Update: Information has been provided and I have no further comment.

- To fully understand year-long seasonal parking usage in the subject lots, parking demand during all months shall be provided.

Update: A full year of data has been provided and the analysis reflects appropriate seasonal design assumptions. I have no further comment.

- A number of the data points in Figure 3 fall above the average line particularly during the late winter time period. Some discussion on the use of average conditions versus an 85th percentile conditions should be provided.

Update: The Applicant has provided the requested information and analysis has been updated accordingly. The 85th percentile condition is not significantly different from Average Demand conditions. I find the demand estimate to be reasonable and therefore I have no further comment.

- I will continue to review suggested parking management strategies and will provide comments in the future. My general conclusion at this time is that both Other Monthly and Transient parkers are likely to be reduced/eliminated to offset the parking supply loss.

Update: It is my understanding Planning Staff is providing a Condition of Approval for TDM requirements. I have no further comment.

XIV. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board find the Level III Site Plan Amendment to Portland Square One and Two to be consistent with the applicable standards of Portland's Land Use Code.

XV. PROPOSED MOTIONS FOR THE BOARD TO CONSIDER

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained within the Planning Board Report for the public hearing on June 25, 2019 for application #PL-000606-2019 relevant to the Site Plan Standards of the Land Use Code and Portland's Technical Standards, and other regulations, and the testimony presented at the Planning Board hearing:

1. Compact Parking Spaces

The Planning Board [**finds / does not find**] based upon the City Engineer's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard 1.14, requiring that standard parking spaces be 9' x 18', that substantial justice and the public interest are secured with the proposed variation in this standard, and that variation is consistent with the intent of the ordinance. The Planning Board [**waives / does not waive**] the Technical Manual standard Sec 1.14 to allow a parking space dimension of 8' x 18', which is the existing condition.

B. SITE LOCATION OF DEVELOPMENT

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained within the Planning Board Report for the public hearing on June 25, 2019 for application #PL-000606-2019 relevant to the Site Location of Development Act Standards and Portland's Technical Standards, and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board [**finds / does not find**] that the plan is in conformance with the Site Location of Development Act Standards.

C. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on June 25, 2019 for application #PL-000606-2019 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [**finds / does not find**] that the plan is in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

1. The applicant shall consider and evaluate parking demand management strategies and incorporate such strategies into a TDM plan, which shall be finalized to the satisfaction of the Planning Authority and adopted as part of the final approved plan set for this application. The TDM plan shall adhere to Section 1.13 of the Technical Manual and shall also provide detailed reporting on current parking activities for all tenants of Portland Square One and Two to better understand the effectiveness of parking reduction strategies.

XVI. ATTACHMENTS

Planning Board Report Attachments

1. Traffic Review Comments

Applicant's Documents

- A. Cover Letter
- B. Locus Map
- C. Parcel Deed
- D. Financial Capacity
- E. Statement of Good Standing
- F. Technical Capacity
- G. Authorization Letter
- H. Easements and Covenants
- I. Evidence of State/Federal Approvals
- J. Level II and III Checklist
- K. Portland Square Parking Use Analysis
- L. SLODA Application
- M. SLODA exhibits

- N. Waiver Table
- O. Neighborhood Meeting Notes
- P. Response to Staff Comments

Applicant's Plans

Plan 1: Upper Lot Survey

Plan 2: Lower Lot Survey

Plan 3: Overall Parking Plan

Plan 4: Lower Lot Improvements



Matthew Grooms <mgrooms@portlandmaine.gov>

Portland Square Parking Analysis - Final Traffic Comments

Matthew Grooms <mgrooms@portlandmaine.gov>
To: Matthew Grooms <mgrooms@portlandmaine.gov>

Fri, Jun 21, 2019 at 12:27 PM

Hi Matt – The following is a status update of previous comments and represent final review comments.

- The Analysis should include/document existing Portland Square employees that do not park in the subject surface parking lots. It is our understanding that some employees park in other paid parking facilities. The parking program for existing employees should be summarized.

Status: The Applicant has provided information on current parking conditions. I find the data to be reasonable for this Approval Process. I would note that as part of TDM requirements, detailed reporting on parking activities will be critical in understanding the effectiveness of parking reduction strategies. The Applicant will likely need to provide greater detail during TDM Assessment.

- The analysis should include discussion of parking impacts during construction for each project phase. It is important to understand how parking supply will be impacted during construction activities. It is suggested that a graphic be provided illustrating construction phasing activities and the impacts to parking supply.

Status: I concur that a detailed review of construction impacts as part of this Application is not necessary. I do want to emphasize that this will be a very important issue during individual site plan reviews and specific details on parking supply reductions and strategies for mitigating the loss will be required.

- Calculations for estimating parking demand (64 spaces) for the hotel should be provided. The demand should be based upon a parking generation analysis and not zoning requirements.

Status: I concur with the peak parking demand analysis and the assumption for hotel parking demand during the peak 10:00AM to 2:00PM time-period. This parking demand estimate is related to this Application only. The acceptance of this parking demand estimate does not reflect approval of the parking demand requirements for the Hotel project and detailed parking analysis/requirements will be reviewed separately.

- An explanation on the management and designation of users of the 42-space parking garage shall be provided.

Status: Information has been provided and I have no further comment.

- To fully understand year-long seasonal parking usage in the subject lots, parking demand during all months shall be provided.

Status: A full year of data has been provided and the analysis reflects appropriate seasonal design assumptions. I have no further comment.

- A number of the data points in Figure 3 fall above the average line particularly during the late winter time period. Some discussion on the use of average conditions versus an 85th percentile conditions should be provided.

Status: The Applicant has provided the requested information and analysis has been updated accordingly. The 85th percentile condition is not significantly different from Average Demand conditions. I find the demand

estimate to be reasonable and therefore I have no further comment.

- I will continue to review suggested parking management strategies and will provide comments in the future. My general conclusion at this time is that both Other Monthly and Transient parkers are likely to be reduced/eliminated to offset the parking supply loss.

Status: It is my understanding Planning Staff is providing a Condition of Approval for TDM requirements. I have no further comment.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

 T.Y. Lin International

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Twitter | Facebook | LinkedIn | Instagram

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Matthew Grooms, AICP

Senior Planner

Planning Division

City Hall, 389 Congress Street, 4th Floor

Portland, Maine 04101

(207) 874-8725 (T)

(207) 756-8258 (F)

mgrooms@portlandmaine.gov

TYLININTERNATIONAL  image001.gif
2K

April 12, 2019

Ms. Barbara Barhydt
Development Review Manager
City of Portland Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

RE: Portland Square, Amendment to One and Two Portland Square

Dear Barbara,

On behalf of North River IV, LLC, we are pleased to submit a Level III Application for the existing One and Two Portland Square properties owned by North River IV. The intent of this Application is to seek an Amendment to the existing Site Plan Requirements for One and Two Portland Square specifically relating to the required parking for the project. The current approval requires a total of 565 spaces, the majority of which are located in two surface lots adjacent to the development. Based on a detailed analysis of the current and projected utilization of parking in these lots, we believe a reduction in required parking is justified. The immediate goal of this reduction is to allow a 0.55 Acre portion of the lower lot to be transferred to the Fathom Company for development as a Hotel.

This Amendment request is integral to the Master Development Plan for Portland Square which was submitted to the City last week, as well as the Center Street Hotel project which is currently undergoing a Level III review. There are several minor site improvements necessary within the lower lot to enable the Hotel project to proceed, including relocation of two stormwater lines, minor regrading and installation of a wall/ guardrail, and restriping of a small portion of the lower lot to reorganize it to accommodate the Hotel parcel. We are indicating proposed striping improvements on the attached Site Plans, but believe that other physical improvements necessary are crucial to the enabling work for the Fathom Company to proceed with their hotel project, and at our meeting April 12 we all agreed the Fathom Design Team would include this work in their Level III Site Plan Application package. It is noted that North River is granting temporary construction easements on the remaining parcel for these construction enabling activities to occur.

In addition to the Site Plan Amendment, we believe this work triggers an Amendment to the existing SLODA which is attached to this property. We understand that the City has been assigned delegated review authority by DEP for this Amendment and that its application will be reviewed concurrent with the Level III Application. A copy of the SLODA Amendment is included with this application, and two hard copies will be delivered to your office as required.

Project Description

The project site occupies almost two city blocks and approximately 6.45 acres of land in four parcels bound by Spring, Commercial, Center, Cotton and Cross Streets. The property currently contains approximately 260,000 sf of mixed-use space in Portland Square One and Portland Square Two, the remaining property is currently utilized for surface parking, containing approximately 542 private parking spaces on the upper and lower lots straddling Fore Street, not including 42 existing spaces in the basement of 2 Portland Square.

North River Company has entered into an agreement to sell a 0.55 Acre parcel of land at the southeast corner of the lower lot (2.38 ac) property at Commercial and Center Streets to the Fathom Company for development of a proposed 135 room Hotel, which is currently being reviewed by the City. This parcel effectively reduces the number of parking spaces available for Portland Square One and Portland Square Two tenants by approximately 90 spaces, from 542 down to 452 spaces as proposed. Key to this proposed reduction is insuring the reduced parking still meets the needs of One and Two Portland Square. A detailed Parking Utilization Study was recently completed by VHB Consultants of Boston. Their report is attached to this application, and analyzed in detail at the existing use of the parking lots, as well as projected future utilization resulting from full occupancy of the buildings and projected hotel parking. The results indicate that the parking lot will continue to meet the daily needs of Portland Square One/Two at 452 spaces, and notes that once the Hotel is on line the surface lots will operate at slightly over capacity if current demand levels remain. The report offers several management tools that the Owners might consider to reduce overall demand.

It is recognized that the Portland Square Master Development Plan proposes its first phase of development to be on the upper lot, where an 1100 car parking structure is proposed. Once this structure is complete, it is anticipated that North River will have more than enough capacity to meet the needs of the entire project, including the Hotel. The North River Company is working closely with VHB to determine appropriate parking demands for the proposed buildout of that project, as well as developing a Traffic Demand Management Plan that encompasses the entire project.

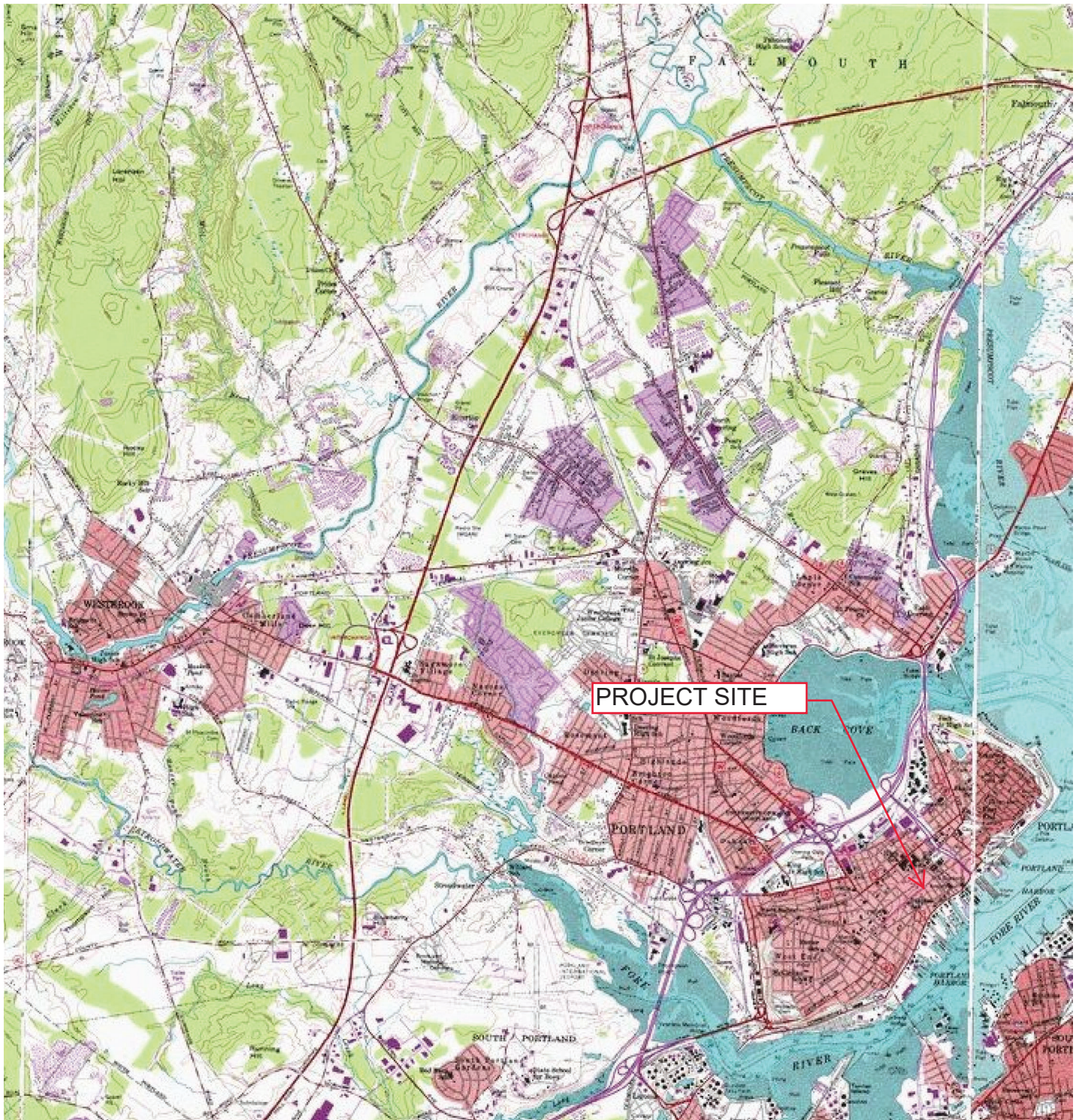
Attached and made part of this Application are documents, reports, plans, and images that describe the Portland Square Amendment Request in full detail. We believe the Application is complete and welcome the opportunity to work closely with City Staff, Planning Board, and interested residents of Portland during its review and approval.

With Regards,
CARROLL ASSOCIATES

A handwritten signature in black ink, appearing to read 'Patrick J. Carroll', with a stylized, flowing script.

Patrick J. Carroll, Principal

CC: Peter Pachios, NR IV
Adam Meyers, NR IV
Dan Jacques, NR IV
Jim Brady, FC
Stephen Weatherhead, WSA
Barry Sheff, W&C



USGS TOPOGRAPHIC MAP
PORTLAND WEST- 43070-F3

1-2 PORTLAND SQUARE
SLODA #L-013526-26-A-N

QUITCLAIM WITH COVENANT DEED

DLN:1001540002732

RREEF AMERICA REIT III-Z4 LLC, a Delaware limited liability company with a place of business in 222 South Riverside Plaza, Chicago, Illinois 60606-5808 for consideration paid, grants to North River IV LLC, a Delaware limited liability company with a place of business at 224 12th Avenue, New York, NY 10001, with QUITCLAIM COVENANT, the land, together with all improvements thereon and all rights and easements appurtenant thereto, located at or near Union street and Fore street consisting of unites 1-6 One Portland Square, a Business Condominium, the building known as Two Portland Square and certain related parcels, Portland, Cumberland County, Maine, more particularly described on Exhibit A attached hereto.

IN WITNESS WHEREOF, RREEF America REIT III-Z4 LLC, has caused this deed to be executed by James E. Toney, Assistant Vice President its duly authorized Assistant Vice President, this 26th day of March, 2015.

RREEF AMERICA REIT III-Z4 LLC,
a Delaware limited liability company,

By: RREEF AMERICA REIT III-Z LLC,
a Delaware limited liability company, its manager,

James E. Toney
By: James E. Toney

Its duly authorized Assistant Vice President

Witness:

Vanessa C. Ziv

STATE OF ILLINOIS
COUNTY OF COOK

March 26, 2015

Personally appeared before me the above-named James E. Toney, Assistant Vice President of RREEF America REIT III-Z LLC, a Delaware limited liability company, manager of RREEF America REIT III-Z4 LLC, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said company.

Beverly A. Dillon

Notary Public/Attorney at Law

Print name: Beverly A. Dillon



MAINE REAL ESTATE TAX-Paid

EXHIBIT A**Legal Description**

Tract 1:

Parcel One - One Portland Square.

Units No. 1, 2, 3, 4, 5, and 6 of One Portland Square, a business condominium, situated at the corner of Union and Spring Streets in the City of Portland, County of Cumberland and State of Maine, as more particularly described in the Declaration of One Portland Square, a business condominium, dated as of October 27, 1987 and recorded in the Cumberland County Registry of Deeds on October 29, 1987 in Book 8039, Page 37, and in the plats and plans incorporated into the declaration and recorded in the Cumberland County Registry of Deeds in Plan Book No. 166, Page 44 sheets 1 through 13, by virtue of the recording of which declaration, plats and plans, the declarant created the condominium pursuant to the Maine Condominium Act, Title 33 of the Maine Revised Statutes of 1964, as amended, Chapter 31, Sections 1601-101 et seq., as amended.

Parcel Two - Upper Parking

A parcel of land shown as "Lot 3" on a land title survey prepared for Northland Realty Corporation by Lewis & Wasina, Inc. dated April 5, 1995, Project No. 9508 located on the southerly side of Spring Street Arterial, the easterly side of Cotton Street and the northerly side of Fore Street, City of Portland, County of Cumberland, State of Maine, and being more particularly described as follows:

Beginning at a found rebar at the intersection of the northerly right of way line of Fore Street and the easterly right of way line of Cotton Street;

Thence, N24° 18' 44" W along the easterly right of way line of Cotton street a distance of 356.32 feet to a set 5/8 inch rebar with aluminum cap stamped "Lewis & Wasina PLS 2114" at the southerly right of way line of Spring Street Arterial;

Thence, N65° 47' 27" E along the southerly right of way line of Spring Street Arterial a distance of 89.72 feet to a found rebar;

Thence, continuing to follow the southerly right of way line of Spring Street Arterial along a curve to the left having a delta of 3° 11' 35", a radius 3887.30 feet, an arc length of 216.65 feet and a chord bearing and length of N64° 11' 39" E, 216.62 feet to a found drill hole in a concrete sidewalk;

Thence, S11° 09' 10" E following the former easterly right of way line of cross street, now discontinued, along lot 1 and lands conveyed by deed to Two Portland Square limited partnership as shown on said plan a total distance of 413.33 feet to a found rebar on the northerly right of way line of Fore Street;

Thence, S78° 49' 49" W along the northerly right of way line of Fore Street a distance of 79.03 feet to a found rebar;

Thence, S75° 13' 06" W along the northerly right of way line of fore street a distance of 137.10 feet to the point of beginning.

All the above mentioned found rebar are 5/8 inch with aluminum cap stamped "SMRT RLS 1314".

Reference should be made to the plan for further details of the boundary and easements.

The basis of bearing for this description is magnetic North, 1972, as shown on said plan.

Parcel Three - Lower Parking

A certain lot or parcel of land being the majority of the block bounded northerly by Fore Street, easterly by Cross Street, southerly by Commercial Street and westerly by Center Street in the City of Portland, County of Cumberland, and State of Maine and further bounded and described as follows:

Beginning at a drill hole at the intersection of the northwesterly line of Commercial Street and the easterly line of Center Street, said point also being the most southwesterly corner of certain land conveyed to the Atbro Corporation by Deed dated October 3, 1979, and recorded in the Cumberland County Registry of Deeds in Book 4506, Page 48;

Thence North 43° 29' 22.8" East along Commercial Street, a distance of 69.18 feet to a reinforcing rod;

Thence North 46° 50' 30" East along said Commercial Street, a distance of 54.32 feet to a reinforcing rod;

Thence North 52° 30' 11.2" east along said Commercial Street, a distance of 35.64 feet to a drill hole;

Thence North 24° 17' 37.6" West along land formerly of Ari Newman and Lee Beamis, and now Harbor Landing Condominium, see Declaration of Condominium recorded in Book 6505, Page 312, Cumberland County Registry of Deeds, a distance of 93.23 feet to a reinforcing rod;

Thence North 65° 44' 46" East along land now or formerly of said Ari Newman and Lee Beamis, a distance of 109.60 feet to a P.K. spike in the westerly line of Cross Street;

Thence North 13° 21' 13.9" West along said Cross Street, a distance of 287.70 feet to a reinforcing rod, said point being located at the intersection of the westerly line of Cross Street and the southerly line of Fore Street;

Thence South 69° 41' 09.0" West along said Fore Street, a distance of 318.64 feet to a reinforcing rod, said point being located at the intersection of the southerly line of Fore Street and the easterly line of Center Street;

Thence South 24° 16' 16.2" East along said Center Street, a distance of 451.12 feet to the point of beginning.

Excepting from the above described premises those premises taken by the State of Maine by its Department of Transportation set forth in its notice of layout and taking dated August 21, 1991 and recorded in the Cumberland County Registry of Deeds in Book 9688, Page 341.

Tract 2: Two Portland Square.

A certain lot or parcel of land with any buildings thereon situated at the intersection of Fore Street and Union Street in the City of Portland, County of Cumberland, and State of Maine, being Lot 2 on plan for Two Portland Square Subdivision by Stevens Morton Rose & Thompson dated October 22, 1987, revised to September 18, 1989 and recorded in Plan Book 182, Page 29.

Subject to and together with that certain parking easement established in Declaration of Easement by Portland Square limited partnership dated December 18, 1989 and recorded in Book 9028, Page 117, as affected by Subject Property Notice dated December 18, 1989 and recorded in Book 9028, Page 136, and by Permitted Parking Areas Plan dated December 18, 1989 and recorded in Book 9028, Page 141.

Rights, easements, covenants, conditions and restrictions set forth in Declaration of Easement by Portland Square Limited Partnership dated October 30, 1987, recorded at Book 8045, Page 303, as affected by Additional Declaration of Easement dated December 18, 1989, recorded at Book 9028, Page 92, Release of Easement dated December 18, 1989, recorded at Book 9028, Page 97, Subject Property Notice dated December 18, 1989, recorded at Book 9028, Page 102, and Permitted Parking Areas Plan dated December 18, 1989, recorded at Book 9028, Page 112.



March 8, 2019

Ms. Barbara Barhydt
City of Portland, Planning Division
389 Congress Street, 4th floor
Portland, ME 04101

Re: North River IV, LLC and North River Company, LLC

To Whom It May Concern:

North River Company ("NRC"), the Manager of North River IV LLC, which is the owner of record of the properties known as Portland Square, Portland, ME, has had a banking relationship with People's United Bank, N.A. since 2010. In that time, People's United Bank has provided NRC and its affiliates with real estate financings in excess of \$170,000,000, including loans for acquisition, new development and complex renovation projects. We consider the principals of NRC to be of the highest character and, based on our knowledge of NRC's management expertise, financial condition and access to significant liquid assets, People's United Bank would be comfortable entertaining requests for financing any type of real estate project and of any size.

NRC and its affiliates have access to cash reserves and credit facilities well in excess of \$20,000,000 with People's United Bank.

People's United Bank is a subsidiary of People's United Financial, Inc., a diversified financial services company with over \$45 Billion in assets. Founded in 1842, People's United Bank is a community-based, regional bank in the Northeast offering commercial and retail banking, as well as wealth management services through a network of nearly 400 retail locations in Connecticut, New York, Massachusetts, Vermont, New Hampshire and Maine.

If I may be of any further assistance regarding this highly valued relationship, please contact me at (207) 828-3023 or by email at timothy.mcmachen@peoples.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Timothy J. McMachen".

Timothy J. McMachen
Senior Vice President
Commercial Real Estate

State of Maine



Department of the Secretary of State

I, the Secretary of State of Maine, certify that according to the provisions of the Constitution and Laws of the State of Maine, the Department of the Secretary of State is the legal custodian of the Great Seal of the State of Maine which is hereunto affixed and of the reports of qualification of foreign limited liability companies in this State and annual reports filed by the same.

I further certify that NORTH RIVER COMPANY, LLC, a DELAWARE limited liability company, is a duly qualified foreign limited liability company under the laws of the State of Maine and that the application for authority to transact business in this State was filed on March 18, 2015.

I further certify that said foreign limited liability company has filed annual reports due to this Department, and that no action is now pending by or on behalf of the State of Maine to forfeit the authority to transact business in this State and that according to the records in the Department of the Secretary of State, said foreign limited liability company is a legally existing limited liability company in good standing under the laws of the State of Maine at the present time.

In testimony whereof, I have caused the Great Seal of the State of Maine to be hereunto affixed. Given under my hand at Augusta, Maine, this sixteenth day of April 2019.

A handwritten signature in black ink, appearing to read "Matthew Dunlap", written over a horizontal line.

Matthew Dunlap
Secretary of State

NORTH RIVER C O M P A N Y

Bulgroup Properties was established in 1981 and managed by Tickly Bender Realty Corp., a predecessor to North River Company LLC ("NRC"). NRC is a privately held real estate investment and management firm based in New York City. NRC invests in and manages real property on behalf of high net worth and institutional investors.



NRC owns and operates a highly-diversified portfolio of office, mixed-use, fine art storage, industrial and retail property. Presently, NRC owns and operates over 3,500,000 square feet of mixed-use properties and over 275 acres of ground-up development in New York, Massachusetts, Maine, Vermont, New Hampshire, Pennsylvania, Colorado and California. NRC has closed on more than 30 acquisitions and dispositions over the past 20 years, representing over \$1.6 billion in aggregate transaction volume.

NRC seeks to acquire, manage and develop strategically located real estate assets to provide long-term value to investors through cash flow and asset appreciation. NRC's management experience in a variety of transactions provides a broad background in many types of investments from stabilized assets to value-add properties to long-term redevelopment opportunities. NRC's long-term viewpoint endeavors to successfully take advantage of and protect against adverse market conditions.

NRC's traditional investment structure involves the creation of a special purpose entity to acquire an asset with NRC or an affiliate as the manager of the investment. Depending on the equity level required and the anticipated return and hold period of the investment, investment partners range from a single institutional investor to a syndication of individual private capital and family offices. NRC's management team typically invests between 10% and 20% of the required equity of each transaction.

NRC's management team has extensive commercial real estate investment management experience in an array of markets. NRC's efforts include complex joint-venture arrangements, redevelopment of existing occupied properties, ground-up development, repositioning assets, leasing, property management, assembly of new businesses to create new income streams (self-storage, antique mall, gallery, event space, etc.) and asset management and investment reporting. The management team maintains strong relationships with governmental, civic and business leaders in each location NRC operates. Members of NRC's team belong to local and national real estate boards/associations, as well as several notable non-profit organizations and academic institutions. NRC takes an active, "hand-on" approach, carefully selecting in-house management teams in each market. NRC's full-service business model has consistently delivered results for tenants and investors.

Maine Portfolio



One and Two Portland Square
Portland, Maine
260,000 SF / 5 Acres
Office / Land Development



Merrill's Wharf
254 Commercial Street
Portland, Maine
100,000 SF
Office Conversion



260 Commercial Street
Portland, Maine
17,500 SF
Retail / Office / Warehouse



14 Maine Street
Brunswick, Maine
450,000 SF
Office / Retail / Storage Conversion /
Land Development



Hathaway Creative Center
10 Water Street
Waterville, Maine
230,000 SF / 4 Acres
Office / Multifamily / Retail Conversion

Select Projects/Properties



200 Inner Belt Road
Somerville, Massachusetts
200,000 SF / 8 Acres
Art Storage / Office / Land Development



175 McClellan Highway
East Boston, Massachusetts
400,000 SF / 13 Acres
Residential / Office / Warehouse Conversion /
Land Development



Acorda Pharmaceuticals Building
Chelsea, Massachusetts
142,000 SF / 3 Acres
Office / R&D / Manufacturing /
Land Development



40 IDX Drive
South Burlington, Vermont
260,000 SF / 5 Acres
Office / Land Development



Terminal Stores
263 11th Avenue
New York, New York
1,200,000 SF
Office / Retail / Storage Conversion

Management Team

Coleman P. Burke
Founder & Chairman

As the Chairman and Managing Partner of NRC and its related entities, Coley is responsible for overseeing the development and execution of NRC's investment strategy. With more than 45 years of real estate investment, development and management experience, Coley plays a central role in identifying new opportunities, capital raising, and in our overall investment and management strategy. Coley graduated from St. Paul's School in 1959, Yale University in 1963 and Case Western Reserve University Law School in 1970. He spent four years (1963-1967) as a Ltjg., Fleet OOD and Communications Officer in the United States Navy. Prior to founding NRC, Coley was admitted to the New York State Bar and practiced law at Burke & Burke in New York City from 1970 to 1983.

Christopher S. Flagg
President

As President of NRC and its related entities, Chris oversees day-to-day management of all aspects of the firm, which includes managing our teams in New York, Massachusetts, Maine, New Hampshire, Vermont, Pennsylvania, Colorado and California, as well as capital raising. With over 29 years of real estate investment, development and management experience, Chris plays a leading role in the strategic direction of NRC. Chris joined the management team in 1990. Chris graduated from Deerfield Academy in 1983 and received a B.A. degree from Hamilton College in 1987.

Christopher H. Pachios
Vice President

As Vice President of NRC and its related entities, Chris helps to oversee day-to-day operations of the firm, while primarily focusing on new acquisitions, business development and sourcing equity and debt. Chris joined the management team in 2003. Prior to joining the firm, Chris worked as a commercial real estate broker in Boston and New York. Chris is also a partner in a family real estate business founded by his grandfather in Portland, Maine. Chris graduated from St. Paul's School in 1994 and received a B.A. degree from Bowdoin College in 1998.

Peter L. Pachios
Managing Director

As Managing Director of NRC and its related entities, Peter's responsibilities include acquisitions, asset management, leasing, operations and development. Peter joined the management team in 2007. Prior to joining the firm, Peter worked for the Boston Red Sox, primarily focusing on growing the non-baseball related business. Peter is also a partner in a family real estate business founded by his grandfather in Portland, Maine. Peter graduated from St. Paul's School in 1999 and received a B.A. degree from Georgetown University in 2003.

Adam K. Myers
Managing Director, Chief Engineer

As Managing Director and Chief Engineer of NRC and its related entities, Adam's broad range of responsibilities include acquisitions, construction management, asset management, operations, and property management. Adam leads the development, construction and maintenance initiatives throughout the company's portfolio. Adam joined the management team in 2011. Prior to joining the firm, Adam worked for over 10 years in real estate development and construction management. He founded, owned and operated a project management consulting company that specialized in commercial construction across North America. Adam graduated from Kenyon College with a B.A. degree in 1997 and the Daniels College of Business at the University of Denver with an M.B.A in 2006.

Anthony J. Gatti
Vice President, Maine Operations

Tony joined NRC in 1993. As Vice President, Tony oversees the day-to-day operations of the Portland, Brunswick and Waterville, Maine teams, primarily focusing on leasing, tenant relations and property management. Anthony is a native of Maine and lives in Scarborough, Maine.

Daniel P. Jacques
Construction Manager, Maine Operations

Dan joined NRC in 2005 as part of the construction management, maintenance and operations team. Dan served as NRC's construction supervisor on the Merrill's Wharf redevelopment for Pierce Atwood. Prior to joining the firm, Dan worked in project management as the east coast manager for a worldwide chemical engineering company. Dan is a Maine native, and graduated with a B.A. from the University of Maine in 1979 and attended the Muskie School at the University of Southern Maine from 1988 to 1989.



Firm Description

Carroll Associates is a small consulting firm engaged in the practice of landscape architecture, land planning, and site design. The firm was created in 1993, and is involved in a wide range of design and planning projects throughout Maine and New England.

The firm provides professional services to a broad-based clientele that includes municipal and institutional organizations, architects, engineers, real estate developers, and private individuals. While maintaining a diverse workload, the firm is entrenched in public, urban, and residential based planning and design work. Carroll Associates has significant experience in public, urban waterfront settings, institutional projects ranging from elementary schools to university work; municipal projects and recreational projects including work at Acadia National Park. The overriding objective in each is to provide a sensitive and well thought out solution which respects the natural environment and creates a functional and inviting setting for the building and its user.

Carroll Associates has been involved with many complex state and municipal projects which are specifically relevant to this project. Relevant Site Planning and Urban Design projects in Portland include the following:

- Ocean Gateway Ferry Terminal
- Marriot Residence Inn
- Riverwalk Condominiums (unbuilt)
- Maine State Pier Redevelopment Design Competition (selected design, unbuilt)
- Merrill's Wharf Redevelopment
- Thompsons Point Redevelopment
- International Marine Terminal Expansion
- Portland Gateway Hotel

In all of these projects the ability to integrate a new facility or program with historical buildings, complex physical and environmental sites, and established neighborhoods was critical to the overall success of the project.

We are well experienced with working within an interdisciplinary design team and the need to provide strong design solutions with limited budgets. Key to the firm's success is the commitment to providing attention and focusing on the specific needs of the client, remaining flexible and bringing projects to closure on time and within budget.

Professional services offered through Carroll Associates may include any or all of the following:

- Site Selection and Analysis
- Program Development and Budgeting
- Site Feasibility/ Utilization Studies
- Recreation Planning and Design
- Site Master Planning
- Construction Documents, Bidding, and Administration
- Consultant Team Coordination and Management
- Local, State, and Federal Permitting and Approvals



Brick Hill, South Portland, ME

Brickhill consisted of redevelopment of former Maine Youth Center into mixed use 'Smart Growth' project. The program for the 56 acre site includes 300 affordable housing apartments and condominiums, 250,000 SF of professional office space, recreation amenities including an 8 acre park, boat launch, community gardens, and hiking trails while preserving the historic brick structures on the site. The project is 100% completed in 2017. Carroll Associates provided Master Planning and Site Design Services for the project since 2001.



Forefront at Thompsons Point

The Forefront at Thompson's Point is a mixed-use development located on an existing vacant industrial site on the Fore River in Portland Maine. The original program consisted of a new Sports Event Center, Concert Hall with an adjacent outdoor amphitheater seating 4500, a 235 room hotel, cultural center, restaurants, and approximately 180,000 sf of professional office space. Carroll Associates has been retained by the Developer to provide Master Planning and Landscape Architectural Services on the project.



Oceangate and Maine State Pier Redevelopment

Redevelopment of underutilized portion of Portland waterfront to provide new berthing for cruise ships and international ferry terminal. Oceangate Project includes extensive parking for ferry arrivals and departures, passengers, and tour busses; integration of adjacent narrow gauge railway, extension of existing streets to provide critical connections, and outdoor plazas and parks providing strong pedestrian connectivity to adjacent open space systems. Maine State Pier project includes redevelopment of aging waterfront pier and landside property to provide strong mixed use including office, retail, hotel, and a 2 acre park and with direct access to the waterfront.



Harborcorp, Portsmouth, NH

Redevelopment of vacant property in West End of Portsmouth, NH to provide mixed use development. Project envisions up to 115 Hotel rooms, 24 Condominium Units, Conference Facilities, Retail, dedicated parkland, and Structured Parking. The project ties into the existing Sheraton Hotel across the street. Approvals are in place and construction is expected to begin in 2019

PATRICK J. CARROLL

Principal Landscape Architect

**Professional Registration:**

Maine, New Jersey, New Hampshire, CLARB

Education:

Utah State University

Bachelor of Landscape Architecture, 1978

Prior Experience

Carroll Associates, Portland ME 1993-

Moore Weinrich Architects, ME 1989- 2003

Environmental Planning and Design, ME 1988

Design Workshop, CO 1982- 1988

Land Design, UT 1989- 1988

As founder of Carroll Associates, Pat brings 40 years of landscape Architectural experience on a wide variety of projects throughout Maine, New England, and the Western United States. His successful project experience on largescale master planning and urban design provides a strong basis for solving complex design issues and managing important design and permitting challenges. His sensitivity and understanding of environmental constraints and culture provides for successful projects that are fitting and appropriate to each setting.

Erin Kay

Project Manager

**Professional Registration:**

Maine

Education:

Rhode Island School of Design

Master of Landscape Architecture, 2010

University of New Hampshire

BA Studio Art, 2004

Prior Experience

Carroll Associates, Portland ME 2013-

Crossby/Schlessinger, MA 2010- 2013

Erin joined Carroll Associates in 2010, and brings significant experience in urban design and planning from her experience in Boston prior to joining the firm. She has actively participated in many of the larger urban projects Carroll Associates has undertaken in the last five years, including Thompsons Point, Harborcorp and other complex and challenging projects. Her ability to quickly synthesize a site and develop creative solutions make her a valuable member of the design team.



5 Milk Street, Portland, ME 04101
207.774.4811|www.wintonscott.com

Established in 1975, Winton Scott Architects is a small, design-oriented architectural practice located in Portland, Maine. Our work encompasses a diverse array of project types and scales ranging from multi-block urban developments, to historic renovations, commercial and institutional buildings, and multifamily and single family residences.

Our firm has been recognized numerous times for design excellence by the Maine and New England Chapters of the American Institute of Architects, as well as the United States Green Building Council; and our work has been profiled in national trade journals, local publications, and several books focussed on design and architecture.

Winton Scott Architects is comprised of a staff of six, including four senior architects ranging in experience from 15 to 45 years. The office is organized horizontally with all staff members capable of managing projects from program and design through production of construction documents and construction contract administration. This depth of experience and continuity in staffing have allowed WSA to take on large, complex projects while consistently delivering the highest level of professional services to our clients. The culture of the office is that of an open, creative collaboration of seasoned architects striving for the highest level of design excellence and client satisfaction.

We believe that architecture should be sustainable, adaptable, timeless, and derivative of its context and function. All buildings, even the most modest in scale and budget, can be at once artful, functional, and inspiring if they are rigorously conceived and executed with craft and precision. Each of our designs responds to the specific needs of our clients and the individual character of a particular site and its surrounding context.

Project Images From Top:

*Ocean Gateway Cruise Ship Terminal
Skidompha Library
Youth Alternatives Family Center
Merrill Auditorium*



Winton Scott Architects

Recent Urban Design / Planning Projects



Project: Maine State Pier Redevelopment

Program: Offices, Hotel, Retail, Restaurants, Marine Operations, Park

Areas: Site area = 7.2 Acres
Buildings = 325,000 S.F.

WSA Role: Design Team Leader, Masterplanning, Architect for Office Building.



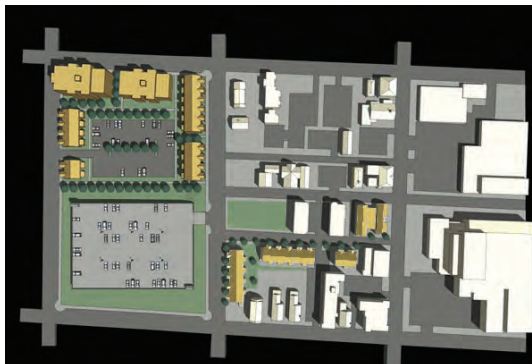
Project: Brick Hill- (Maine Youth Center Redevelopment)

Value: \$65M

Program: Offices, apartments, condominiums

Areas: Site area = 59 Acres
Buildings = 336,000 S.F.

WSA Role: Masterplanning, Architects for 3 apartment projects, 2 office buildings



Project: Pearl Place & Unity Village Infill Housing

Program: Market rate & Subsidized apartments (188 Units)

Areas: Site area = 2.5 Acres
Buildings = 220,000 S.F.

WSA Role: Masterplanning, Architecture



Projects: Westin Hotel & Residences
The Village at Oceangate
Eastern Waterfront Garage
Oceangateway Cruiseship Terminal

Program: Hotel, Condominiums, Office, Retail
Parking Garage, Terminal

Areas: Site area = 14.75 Acres
Buildings = 890,000 S.F.

WSA Role: Masterplanning, Architecture



Winton Scott, NCARB
President

Professional Registrations

Maine, Massachusetts, and NCARB Certification

Other Experience

Louis I. Kahn, Architect, Philadelphia, PA
Senior Project Architect
Phillips Exeter Library
Eero Saarinen and Assoc., New Haven
Designer and Job Captain
Ford Foundation Headquarters

Education

University of Texas, Bachelor of Architecture with Highest Honors, 1960

Before founding Winton Scott Architects in 1975, Winton Scott had built an impressive list of project experiences with some of the most highly respected architectural firms in the country. During this same period, he also accepted several teaching appointments with some notable schools of architecture, honing his own design interests.

Although Winton is a skilled designer, comfortable with any site, any building type and any scale, one of his special interests is urban design. His keen sensibilities in this arena are dramatically apparent in several recent projects completed by WSA



Stephen W. Weatherhead, RA
Principal

Professional Registrations

Licensed Architect, State of Maine

Education

Syracuse University, Bachelor of Architecture Professional Degree, 1988

Syracuse University in Florence, Italy
Architecture Study Abroad Program, 1986

Steve joined Winton Scott Architects in 1994 to take on the role of Project Architect for the renovations to Merrill Auditorium. Since that time, he has gained extensive design and management experience on a wide range of renovation and new construction projects undertaken by the firm. His work encompasses projects ranging from custom homes to large scale commercial and institutional projects as well as a large portion of the firm's municipal work which includes a multitude of projects completed for the City of Portland.

With over 28 years of experience in all phases of architectural practice from conceptual design through construction, Steve knows how to effectively manage the design team and lead an open process that has consistently produced successful building projects based on the specific needs of his clients. He has managed projects for WSA totaling over \$100M in construction value that have utilized a full range of project delivery methods both in the private and public sectors.



WOODWARD
& CURRAN



BARRY SHEFF, PE PRINCIPAL-IN-CHARGE

Professional Profile

Barry is a Senior Principal and Senior Project Manager with over 25 years' experience working with the public sector on infrastructure planning and implementation, and with the private sector on urban revitalization projects. He is responsible for design and project management, with expertise engaging and facilitating stakeholder processes. His project work has involved utility infrastructure with focus on stormwater and wastewater utility planning studies, evaluations, and engineering; green infrastructure; master development planning and site design; and environmental/land-use permitting at the local, state, and federal levels. Barry focuses his work on sustainable environmental design and is committed to collaborating with owners and stakeholders to develop practical solutions to complex problems. He has been involved in numerous projects with high-performance buildings and LEED certification. Barry has a track record of understanding client expectations, consistent budget controls and excellent communication skills that enable him to drive the success of small and large projects of varying complexities.

Related Experience

Maine Medical Center, Portland, ME – Parking Garage. Principal-in-Charge for the permitting and design of the new 2,000+ car parking garage in St. John Valley neighborhood of Portland. The project is the result of a partnership between a private land-owner and Maine Medical Center (MMC) as part of the hospital's major campus expansion. Woodard & Curran's work involves site options analysis, land-use and environmental permitting, site/civil engineering and utility infrastructure design for the multi-level parking structure to serve MMC employees. Focus areas of the project involve the coordination with employee shuttle services, and the need for accommodating employee commuting patterns and routes while reducing demand on the existing urban street network surrounding the hospital campus.

Patrons Oxford Insurance – Patrons Oxford Insurance Headquarters. Principal-in-Charge for the permitting and design of the new Patrons Oxford Insurance Headquarters in Portland, Maine. The project was the first development in the Portland Technology Park in Portland (designed by Woodard & Curran). The project involved close coordination with the design team and owner, and included the low impact design considerations for parking and site features, as well as integration into the Technology Park's stormwater management plan.

East Brown Cow Management Inc., South Portland, ME – Sable Oaks Office.

Principal-in-Charge responsible for civil site design and land-use permitting of a 45,000-SF office building with associated parking lot, access drives, plazas, and landscaping. The project included design of stormwater treatment systems, erosion control, site amenities, and utilities. Permitting efforts involved the City of South Portland, Maine Department of Environmental Protection (DEP), Army Corps of Engineers, and Federal Aviation Administration given proximity to the Portland International Jetport.

Education

- Bachelors, Civil / Environmental Engineering, University of Vermont

Registrations

- Registered Professional Engineer - ME, #9708
- NCEES License - National, 60366
- Maine DOT Local Project Administration Tier 1 Certification

Professional Associations

- American Society of Civil Engineers
 - American Public Works Association
 - New England Water Environment Association (NEWEA)
 - Order of the Engineer
-

East Brown Cow Management Inc., Portland, ME – Hyatt Place Hotel.

Principal-in-Charge for this redevelopment project to convert an existing parking lot on a 20,000 SF urban parcel of land into an 80,000 SF hotel. We collaborated with the architect and owner's representative to provide local permitting and site / civil engineering design associated with the project. The project was complicated by private power distribution infrastructure that crossed the site and needed to be maintained, as well as the City's desire to have off-site roadway improvements incorporated into the project.

PDT Architects, Portland, ME – Adams School Workforce Housing. Project Manager for this urban redevelopment project, supporting AVESTA Housing and its design team. Located in the Munjoy Hill neighborhood of Portland, the project is a result of a public RFP for redevelopment proposals of this brownfield site, the home of a former elementary school. The project involved the demolition of the existing Adams School building and site amenities, and remediation of environmental contamination; and development of a 16-unit affordable ownership-housing complex, with public open space and playground area. Our work involved local and state environmental permitting, and site engineering and design associated with the placement of this project in a densely developed residential neighborhood. The engineering effort required an intensive balance of earthwork activities to control remediation costs and ensure adequate environmental protections for the residents and users of the open spaces.

The Watermark and Ocean Gateway Garage – Mixed Use Development.

Project Manager for the environmental due diligence phases (Phase 1 environmental site assessment and soil/groundwater investigations), site design, and permitting for this private mixed use development on the Portland waterfront (adjacent to the Ocean Gateway facility) with boutique hotel, luxury condominiums, retail, com-

mercial space, office building, 750-car parking garage, and additional surface parking lots. Site/civil work includes layout, grading, drainage, erosion and sedimentation control, and utility design. Permitting includes City Site Plan, Subdivision, Historic Preservation, Maine DEP Site Law, and Maine Historic Preservation permitting. The parking garage was constructed while the remaining portions of the project were unbuilt.

MaineDOT, Portland, ME – Ocean Gateway Multimodal Facility. Program and Project Manager of the permitting and design for implementing first phase of the Master Plan of the redevelopment of a 19.5-acre ship repair facility to a multi-use marine transportation facility on Portland's waterfront. The phase one facility encompassed the former Bath Iron Works site and the associated City-owned land-based infrastructure. Under Barry's responsible charge, Woodard & Curran prepared, submitted, and obtained land-use and environmental permits for the project, including local land-use and Board of Harbor Commissioners approvals; Maine Department of Public Safety Construction Permit; Maine Traffic Movement Permit; U.S. Army Corps of Engineers Department of the Army Permit; and Maine DEP Site Location of Development Permit and Natural Resources Protection Act. We also designed the site infrastructure (vehicle queuing, pick-up and drop-off, short- and long-term parking) to be flexible in its use. The project includes the design of City streets, a major regional trail connection, and the narrow gauge passenger railway. The design creates a new city block and the impetus for economic development. The design of utility infrastructure and blending the facility into an existing congested urban environment proved challenging, but in the end, met the City's future needs. Barry was responsible for working with a steering committee to develop and refine concepts working within available construction funding constraints, and for preparing Phase 1 improvement recommendations as a

summary of the preliminary design efforts. As the Program Manager, Barry was responsible for managing the contract with the State of Maine and the 10-firm design team.

University of Southern Maine, Portland, ME – Community Education Center and Parking Garage. Project Manager/Engineer responsible for site and utility design of a 1200-car parking garage, 500-seat lecture hall, and 15,000-SF office classroom building. Coordinated the site survey; completed preliminary site evaluations; prepared grading and utility plans for surface parking areas, open space, and roadways; developed construction documents; completed stormwater design; coordinated with the City of Portland for roadway realignments and discontinuances; coordinated design plans with the project architect and landscape architect; and prepared technical specifications for construction documents. Coordinated with the regulatory agency; prepared local Demolition Permit applications; prepared Application for Maine DEP Site Law and City's Major Site Plan Applications under tight time frames. The project is LEED Gold certified.

City of Portland, ME – Bayside Adapts, Phase I. Principal-in-Charge of the team providing planning and engineering services to facilitate the City's first climate change adaptation planning effort, for the City's Bayside neighborhood. The focus of the project was to conduct a Sewer and Stormwater Data Gap Analysis, and public engagement process to help the community identify a socially responsible, technically sound and financially feasible adaptive strategy to protect the Bayside Neighborhood from the effect of rising tides, extreme rain events and storm surge. Our work involved coordination and contracting with a subconsultant, RPS ASA to evaluate and recommend sea level rise and storm surge scenarios appropriate for City of Portland's planning horizon.





About Us

Becker Structural Engineers, Inc., was founded in 1995 and is a full service structural consulting firm with a staff of twenty-seven. We provide practical, cost-effective and innovative solutions on a wide range of challenging projects in three practice areas; buildings, parking structures and bridges.

We believe in competency and character as our defining values. We are pro-active and interactive in our approach. Our dedicated staff and our investment in technology allows us to deliver high quality service on multiple large and small projects simultaneously. We embrace an engineering approach to projects which combines classical engineering theory and practical experience, paired with the versatility and efficiency of Autodesk Revit to create structural models which interact and coordinate with architectural and mechanical models to define the comprehensive building system. This approach advances the design and coordination of our projects.

Our building design practice includes residential, commercial, education and public institutional buildings. We have substantial experience with contemporary building design which is complemented by an extensive background and expertise renovating and restoring historic structures. Our design capabilities are complemented by our construction phase services, which include construction reviews for general conformance and implementation and administration of the IBC Special Inspections Program. We believe a strong job site presence contributes to enhanced quality and improved construction efficiency. Working with the owner, architects, contractor and testing agencies our office provides a full range of construction monitoring capabilities.

Becker Structural Engineers have been the selected structural engineering consultant for municipalities, owners and developers throughout New England. Recent and relevant work includes on-going services under a **General Consulting Services for the City of Portland** and a **General A/E Services** agreement with the **Portland Housing Authority**. Significant buildings in Portland include the multi-story medical offices for **InterMed**, the **Hyatt Hotel** located on Fore St. and the rehabilitation of the **historic Twitchell-Champlain** building on Merrill's Wharf which now serves as the law offices for Pierce Atwood. We strive to integrate ourselves in understanding the overall approach that each owner is seeking to obtain, with guidance on analysis and cost recommendations to fit within the sustainability of the program design.





Casco Bay Ferry Terminal



Canal Zero Redevelopment



Maine Medical Center
Employee Parking Garage



Portland Public Library

50 Sewall Street M.O.B. (LEED Certified), Portland, ME
 58 Fore Street Building 2/3 & Marina Building, Portland, ME
 84 Marginal Way M.O.B and Parking Structure, Portland, ME
 173 Main Street Redevelopment, Waterville, ME
 409 Cumberland Ave Housing, Portland, ME
 Bayside Anchor Housing, Portland, ME
 Bayside Village Student Housing, Portland, ME
 Berlin City Honda Showroom, South Portland, ME
 Berlin City TSL Showroom, South Portland, ME
 Canal Zero, Portland, ME
 Casco Bay Ferry Terminal, Portland, ME
 CEI Office Building (LEED Certified), Brunswick, ME
 Consigli Office Building, Milford, MA
 Dead River Corporate Office, South Portland, ME
 DHS Office Building, Portland & Lewiston, ME
 Elm Terrace Apartments, Portland, ME
 Emerson Shailer Housing, Portland, ME
 Exactitude Office/Manufacturing Building, Cumberland, ME
 Ferry Terminal Redevelopment IMT Office Building, Portland, ME
 Genest Warehouse Addition, Biddeford, ME
 Gorham Savings Bank Operations Center, Gorham, ME
 Handyboat Restaurant/Dockside Grill, Falmouth Foreside, ME
 Hill Farm Equestrian Center, New Gloucester, ME
 Huston Commons, Portland, ME
 Hyatt - Old Port Hotel, Portland, ME
 IDEXX Laboratories Data Center Relocation, Westbrook, ME
 Irish Heritage Center Structural Review, Portland, ME
 Jackson Laboratories Building Renovation, Bar Harbor, ME
 LL Bean Vertical Expansion Feasibility Study, Freeport, ME
 Maine DEP - Deering & Greenlaw Buildings, Augusta, ME
 Maine Medical Center Family Practice Office Building, Portland, ME
 Maine Medical Center Employee Parking Garage, Portland, ME
 Maine Municipal Association Office Addition, Augusta, ME
 Maine Standards Building, Cumberland, ME
 Maine Veterans Homes Office Building, Augusta, ME
 Marriott Residence Inn, Portland, ME
 Merrill Auditorium, Portland City Hall, Portland, ME
 Norway Savings Bank, Gray, ME
 Park Danforth New Residence Wing, Portland, ME
 Patrons Insurance Building, Portland, ME
 Pearl Place I & II, Portland, ME
 Pinetree Shopping Center Retail Development, Portland, ME
 Portland Public Library, Portland, ME
 Portland Public Market Redevelopment, Portland, ME
 RMS Office Building, South Portland, ME
 Saco Biddeford Savings Bank (LEED Silver), Saco, ME
 Shops at Falmouth Village, Falmouth, ME
 Strand Theatre, Rockland, ME
 Topsham Retail Center, Topsham, ME
 Twitchell - Champlin Building, Portland, ME
 Vortech Office Building, Scarborough, ME
 Westin Hotel, Portland, ME



Paul B. Becker, P.E., SECB President

As the founder of Becker Structural Engineers, Paul has over thirty-eight years of structural engineering experience in New England and the Mid-Atlantic States. His technical experience covers all aspects of the structural engineering profession including complex building systems using steel framing, cast in place, precast and post-tensioned concrete, deep foundation

support systems, earth retaining structures, masonry and timber framing. He has served as lead design engineer and project manager, responsible for establishing and monitoring schedules, budgets and quality control on projects with construction costs of up to \$75 million. As Principal in Charge of a project, he collaborates with the client and project team to establish the project scope, schedule and contracts and monitors the progress and quality of work.

PROFESSIONAL ENGINEER REGISTRATION

- Maine (#6554)
- Massachusetts (#39009)
- New Hampshire (#6258)
- New York (#86255)
- Vermont (#7773)
- Georgia (#033280)
- Connecticut (#20725)
- Rhode Island (#9067)
- Ohio (#74529)
- Certified in the Practice of Structural Engineering (#2285-0708)



Todd M. Neal, P.E. Vice President

A principal of BSE, Todd is a registered Professional Engineer in the State of Maine and has extensive experience in the design and fabrication of precast/prestressed concrete garages, building components, bridge components, architectural precast concrete. Specialty topics include repair and maintenance of parking structures. He offers expertise

in construction management, structural testing and administration of special inspection programs in accordance with the IBC Codes. Todd is currently an active member on the PCI Parking Garage Design Committee and Joint Sealant Sub-Committee and contributed to the publication of the PCI "Maintenance Manual for Precast Parking Structures" and the PCI Committee Report "Joints in Precast Parking Structures".

PROFESSIONAL ENGINEER REGISTRATION

- Maine (#9406)
- Connecticut (#27306)
- Massachusetts (#51354)
- West Virginia (#20277)
- New Brunswick, Canada (#L5173)
- Nova Scotia, Canada (#11330)
- Certified in the Practice of Structural Engineering (#2639-0708)



Ethan A. Rhile, P.E. Senior Associate

Ethan joined BSE in September of 2001 after practicing structural engineering in the Mid-Atlantic States. He has extensive experience in the design of multiple story buildings and industrial facilities, with several projects eclipsing 250,000 square feet. He has served as a Project Manager, responsible

for the technical design, quality control, budgeting, and construction administration for building projects up to ten stories in height, with construction budgets up to \$100 million. He has an in-depth knowledge of computer software packages including STAAD-III, SAPP 2000, RISA 3D, RAM Elements, RAM Structural System, SP Mats, AutoCAD and Revit.

PROFESSIONAL ENGINEER REGISTRATION

- Maine (#10266)
- Commonwealth of Pennsylvania (#057589)



CONSIGLI
Est. 1905

CONSIGLI CONSTRUCTION CO., INC.

At a Glance

HISTORY & LEADERSHIP

Established in
1905

100%
Employee
Owned

ANTHONY CONSIGLI, CEO
MATTHEW CONSIGLI, President
MATTHEW TONELLO, Director of Operations/ME

FINANCIAL STRENGTH

\$110M

2018 Revenue
(MAINE)

\$1.2B

2018 Revenue
(CORPORATE)

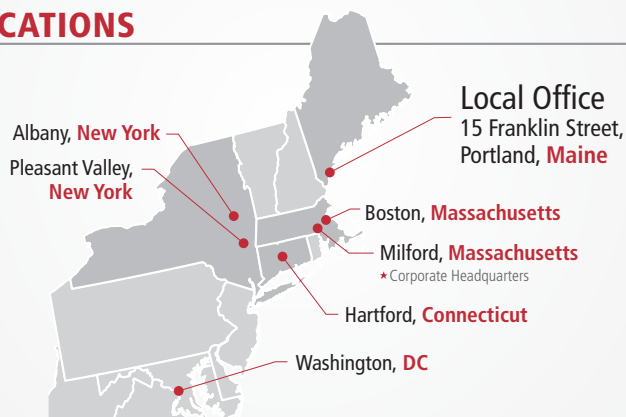
\$2B

Aggregate
Bonding Limit

\$400M

Single Project
Bonding Limit

OFFICE LOCATIONS



PEOPLE

90

Employees
(MAINE)

1,000

Employees
(CORPORATE)

350

Self-perform
Craftspeople

7

Regional Office
Locations

RELEVANT EXPERIENCE

Consigli has extensive knowledge of every component included in the Portland Square project from a wealth of lessons learned from similar projects. We are experts in parking garage construction having completed more than a dozen in recent years, including five of 750 cars or more. On the following pages we have demonstrated our experience with parking structures, deep foundations and office buildings in urban environments.

39

Total Parking
Garages Constructed
or in Construction

30,000

Total Parking
Spaces Constructed
or in Construction

150+

Office Buildings
Constructed
or in Construction

2M+ SF

of Office Space
Constructed
or in Construction

OUR STORY

In 1905, Peter Consigli, a skilled mason, established Peter Consigli & Sons in Milford, Massachusetts, on the cornerstones of hard work, integrity and pride in craftsmanship. Four generations and over 100 years later, Consigli has grown from a local business into one of the largest construction managers in the Northeast.

With more than 1,000 employees corporate-wide and 90 in Maine, Consigli has expanded its roots, while maintaining its core competencies as a true builder with more than 350 skilled carpenters, laborers and masons on staff.



RELEVANT EXPERIENCE



CONSIGLI
Est. 1905



Cow Plaza Hotel LLC, Hyatt Place Hotel, Portland, ME

New construction of a 80,000 sq. ft. hotel in downtown Portland. The facility, located at the corner of Fore and Union Streets, contains 130 guest rooms and 1,000 sq. ft. of street-level retail space, a swimming pool and other high-end amenities.



East Brown Cow Inc., Canal Zero, Portland, ME

20,000 sq. ft. renovation and re-branding of East Brown Cow's Canal Plaza in Portland's Downtown will bring new life to the quiet plaza, which rests between four corporate office buildings. The plaza will feature locally quarried pavers, stairs and retaining wall and a new boutique circular building constructed of a mixture of exposed architectural concrete and a custom curtainwall system.



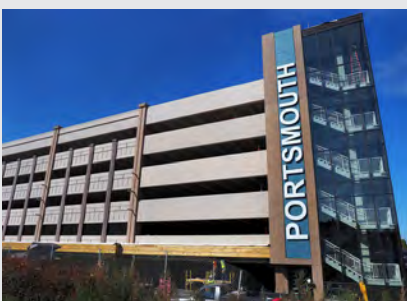
Aura, Club Renovations/Expansion, Portland, ME

8,460 sq. ft. renovation and 14,400 sq. ft. new construction to Portland's iconic nightclub will allow the venue to hold larger events, conferences, private events and weddings. Project scope includes demolition and reconstruction of much of the existing building and new kitchen, bar areas, dance floors and finishes. The project is being executed across three distinct phases with carefully planned urban logistics.



Maine Medical Center, Employee Parking Garage, Portland, ME

New 810,000 sq. ft., 2,400-car parking garage built to support Maine Medical Center's master plan in providing a consolidated parking option for employees. The nine-story garage will be supported on steel H-piles and cast-in-place concrete foundations with the above-grade structure consisting of precast concrete. Construction will occur adjacent to occupied businesses, private residences and active railroad tracks.



City of Portsmouth, Foundry Place Parking Garage, Portsmouth, NH

This six-story, 618-space parking garage on Deer Street, while also making roadway improvements. This challenging site—located in a tidal zone and abutted on both sides by a freight railroad and residential neighborhood—is also a heavily-contaminated brownfield, hosting heavy metals, lead, petroleum and oil. Extensive remediation efforts will be required, in tandem with abatement and demolition of several small existing structures on the site.



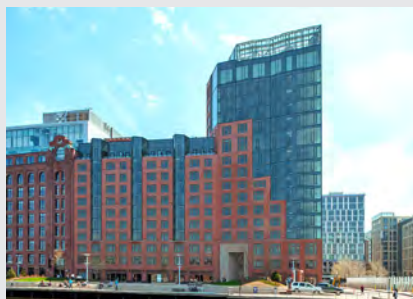
CONSIGLI
Est. 1905

RELEVANT EXPERIENCE



City Square II Development Co., CitySquare Underground Garage, Worcester, MA

Construction of a 564-space, 160,000 sq. ft. two-story below-grade garage as part of the CitySquare development in Worcester. The project required management of hazardous soils, challenging logistics and groundwater issues. The project also included the installation of a public plaza atop the new below-grade structure.



Related Beal, Lovejoy Wharf, Boston, MA

New construction of a 250,000 sq. ft., 17-story residential building featuring 157 luxury condominiums plus amenities, public spaces and 2,000 sq. ft. of ground-floor retail space. This cast-in-place concrete structure was built around an active, waterfront site, adjacent to the TD Garden and Zakim Bridge.



Maine Historical Society, Brown Library & Longfellow Garden, Portland, ME

This 10,000 sq. ft. renovation and 10,000 sq. ft. expansion of historic library was completed within a constricted urban site; included upgrades to M/E/P and life safety systems and ADA requirements. The addition features a dramatic Kawneer curtain wall façade.



MaineHealth, Corporate Headquarters, Portland, ME

Conversion of a 1940s retail building, originally built for Sears & Roebuck, into 90,000 sq. ft. Class A office space for this leading regional healthcare network. The central core of the building was removed to create a new atrium that maximizes natural light throughout the building. Consigli procured and managed the installation of custom furniture systems.



Immucell Corp., Mast-out Facility, Portland, ME

16,800 sq. ft. new construction of a pharmaceutical-grade production facility for Mast Out, a treatment for a common infection found in cows worldwide. The cGMP facility will house space for fermentation, laboratory, processing and warehouse program areas, and it is utilizing pre-fabrication for equipment and building systems to manage the aggressive schedule.

NORTH RIVER COMPANY, LLC

224 12th Avenue
New York, NY 10001-1005
Telephone (212) 695-8090
Facsimile (212) 629-8768

December 10, 2018

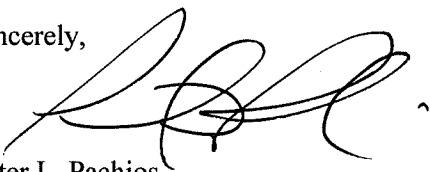
Ms. Barbara Barhydt
Development Review Manager
City of Portland
389 Congress Street, 4th Floor
Portland, ME 04101

Re: Letter of authorization for Portland Square development project.

Dear Ms. Barhydt,

On behalf of North River Company, in its capacity as the Manager of North River IV LLC, which is the owner of record for the parcel of land bounded by 486-504 Fore Street, 8-30 Cross Street, 273-285 Commercial Street and 3-19 Center Street (legal description: Map 38, Block G, Lots 1-3-5), (a/k/a "Portland Square lower parking lot"), this letter shall authorize Patrick Carroll of Carroll Associates and Steve Weatherhead of Winton Scott Architects to act as agents in procedural actions related to obtaining City of Portland Planning Board approvals associated with the proposed development project located on the Portland Square lower parking lot.

Sincerely,



Peter L. Pachios

Cc: Patrick Carroll
Steve Weatherhead
Melissa Santiago

EXISTING AND/OR PROPOSED EASEMENTS OR COVENANTS

The following Easements and/or Covenants are existing and/or proposed for the Portland Square Project:

1. Shared Service easement for Hotel and Portland Square from Center Street on south side of lower lot.
2. Eighteen-foot (18') Pedestrian Access easement along "Cotton Street Extension between Commercial Street and Fore Street.
3. Easements within the discontinued section of Cross Street between Spring Street and Fore Street, including the following:
 - 50-foot sewer easement to City of Portland.
 - 50-foot Scenic Easement/ View Corridor, to City of Portland
 - 10-foot pedestrian easement
 - 27-foot utility easement to Central Maine Power
 - 27-foot utility easement to Northern Utilities
 - 10-foot storm drainage easement across Portland Square One and Portland Square Two
 - 25-foot x 35-foot easement to Portland Water District at the intersection of Fore Street and Cross Street
4. Drive Through Teller Easement on Portland Square Two parcel (Lot2)
5. Licenses for building footings, overhangs and canopies located within the public street rights-of-ways.

These easements and licenses will be shown on the ALTA Existing Conditions Survey, Subdivision Plan, or Site Plans that are made part of this Application.

EVIDENCE OF STATE OR LOCAL APPROVALS

Portland Square will require the following permits and approvals:

<u>Permit Required</u>	<u>Submittal Date</u>	<u>Anticipated Approval Date</u>
• City of Portland Master Development Plan	04/05/2019	07/23/2018
• Level III Site Plan and Subdivision (PH1)	07/18/2019	09/24/2019
• Maine DEP SLODA Amendment	07/18/2019	09/24/2019
• Maine DOT Traffic Movement Permit	04/05/2019	08/15/2019
• State Fire Marshall	09/01/2019	10/15/2019

The Portland Square Project currently has the following Permits and Approvals either in place or pending:

Portland Square One

• Site Plan Approval from City of Portland	November, 1985	July, 1986
• Maine DEP SLODA #L-013526-26-B-N		July 25, 1986
#L-013526-26-B-A		July 27, 1987

Portland Square Two

• Site Plan Approval from City of Portland	1988	July 18, 1989
• Maine DEP SLODA #L-013526-26-C-A		June 19, 1989
#L-013526-26-C-A (Corrected)		July 21, 1989
#L-013526-26-D-C		December 21, 1989
#L-013526-26-F-M		November 30, 1990
#L-013526-26-G-T		February 2, 1996
#L-013526-26-H-N		February 15, 1996

Center Street Hotel

• Level III Site Plan Approval from City of Portland	Currently under Review
• Maine DEP SLODA Amendment	Anticipated Submittal with Final Level III Submission

Copies of all Approvals and Findings of Fact are attached to this Application.

CITY OF PORTLAND
Planning & Urban Development Department

**LEVEL II and LEVEL III SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST**

Please submit each document as a separate PDF file
Please confirm by electronically checking the boxes to the left

**** PLEASE FILL OUT AND UPLOAD SEPARATELY THE ZONING TABLE
AND WAIVER TABLE AS NOTED BELOW ****

GENERAL APPLICATION DOCUMENTS

Yes ☒	NA ☐	Project Description Cover Letter with detailed project description
Yes ☒	NA ☐	Completed Checklist – Level I: Site Alteration (this document)
Yes ☒	NA ☐	Right, Title and Interest Deeds, leases, or purchase and sales agreements
Yes ☒	NA ☐	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
Yes ☐	NA ☒	Zoning Assessment Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ☒	NA ☐	Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements
Yes ☒	NA ☐	Waiver Requests Written request for waiver describing request and reason Waiver Table
Yes ☒	NA ☐	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒	NA ☐	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

**LEVEL II AND LEVEL III SITE PLAN
STANDARDS AND SUBMISSION CHECKLIST**
Provide assessment of compliance with standards and include
supplemental documentation, as applicable
Please Submit each document as a separate PDF file

TRANSPORTATION

Yes ☒	NA ☐	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes ☒	NA ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes ☐	NA ☒	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes ☐	NA ☒	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes ☐	NA ☒	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes ☒	NA ☐	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes ☒	NA ☐	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes ☒	NA ☐	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes ☒	NA ☐	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES		
Yes ☐	NA ☒	Preservation of Significant Natural Features (14-526 (b) 1), if applicable • Trees, plants, habitats listed on State or Federal list of endangered or threatened • High and moderate value waterfowl and wading habitat • Aquifers on Casco Bay Islands • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental consultants, determinations from applicable state agencies
Yes ☒	NA ☐	Landscaping and Landscape Preservation (14-526 (b) 2 a) • Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) • Protection measures of existing vegetation during construction • Protection measures within Shoreland Zone, if applicable
Yes ☐	NA ☒	Site Landscaping (14-526 (b) 2 b) • Screening and buffering of service areas and between non-residential and residential uses • Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes ☐	NA ☒	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes ☐	NA ☒	Street Trees (14-526 (b) 2 b iii) • Existing Heritage or Feature Trees on site and measures to preserve • Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
ENVIRONMENTAL AND STORMWATER		
Yes ☐	NA ☒	Water Quality, Stormwater Management and Erosion Control (14-526 (b)3 a) • Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable • Erosion control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable • Subsurface sanitary sewage disposal and groundwater protection

PUBLIC INFRASTRUCTURE AND SAFETY		
Yes ☒	NA ☐	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes ☐	NA ☒	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
Yes ☐	NA ☒	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
SITE DESIGN		
Yes ☐	NA ☒	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
Yes ☐	NA ☒	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes ☐	NA ☒	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes ☐	NA ☒	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appen. 1)

Yes ☐	NA ☒	Historic Resources (14-526 (d) 5), if applicable • Identify developments within Historic Districts or affecting Designated Landmarks • Certificate of Appropriateness or other evidence • Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required • Address preservation and documentation of Archaeological Resources
Yes ☐	NA ☒	Exterior Lighting (14-526 (d) 6) • Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) • Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes ☐	NA ☒	Noise and Vibration (14-526 (d) 7) • Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes ☐	NA ☒	Signage and Wayfinding (14-526 (d) 8), if applicable • Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff • Proposed commercial and directional signage on site
Yes ☐	NA ☒	Zone Related Design Standards (14-526 (d) 5) • Address Historic Preservation Design Review, if applicable • Address any applicable design review standards by zone • Address submission requirements from Design Manual, page 1, addressing neighborhood context • Description of exterior materials, color, finish, and samples
Construction Management Plan		
Yes ☐	NA ☒	Construction Management Plan • Construction Management Document and Plan

**LEVEL II AND LEVEL III SITE PLAN
DRAWINGS CHECKLIST**

Please upload the following DRAWINGS with the listed details into e-Plan as separate pdfs

RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)

- ☒ Must be in compliance with Technical Manual, Section 13

SITE PLAN(s) (stamped by Maine Licensed Engineer) including:

Existing Conditions

- ☒ Approximate location of structures on abutting property
- ☒ Topography
- ☒ Locate water courses
- ☐ Delineate wetlands
- ☒ Zone lines

Proposed Site Plan

- ☐ Ground floor area, and grade elevations for all buildings

Access, Circulation, and Parking

- ☒ Streets and intersections adjacent to site, any proposed geometric modifications
- ☒ Location, dimensions and materials of all existing and proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines
- ☐ Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas
- ☐ Location and dimensions of proposed loading areas
- ☐ Existing and proposed transit infrastructure with dimensions/ engineering specifications
- ☒ Location of vehicle and bicycle parking with dimensions and engineering specifications

Site Considerations

- ☒ Identify snow storage areas
- ☒ Location of fire hydrants
- ☐ Location of solid waste management facilities

UTILITY PLAN including:

- ☒ Existing utilities on site and within public streets
- ☒ Location, sizing and directional flows of all existing and proposed utilities
- ☐ Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site
- ☒ Electric utility infrastructure

GRADING AND DRAINAGE PLAN including:

- ☒ Existing grades and drainage
- ☐ Proposed grades
- ☐ Proposed stormwater management meeting Technical Manual (Section 5), standards
- ☐ Location and proposed alteration of a water course
- ☐ Preservation or alteration of wetlands

EROSION CONTROL

- ☐ Must be in compliance with Technical Manual, Section 5

LANDSCAPE PLAN including:

- ☒ Existing vegetation to be preserved and preservation measures
- ☐ Proposed landscaping and buffers
- ☐ Planting schedule

RECORDING PLAT, if applicable
☐ If Subdivision, must be in compliance with requirements of Section 14-496 (b)
ARCHITECTURAL PLANS AND RENDERINGS including:
☐ Exterior building elevations, color renderings, illustrations of all sides
☐ Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening
☐ Provide context drawings, if applicable (Design Manual, page 1)
☐ Floor plans

If Subdivision, must be in compliance with requirements of Section 14-496 (b)

ARCHITECTURAL PLANS AND RENDERINGS including:
☐ Exterior building elevations, color renderings, illustrations of all sides
☐ Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening
☐ Provide context drawings, if applicable (Design Manual, page 1)
☐ Floor plans

Exterior building elevations, color renderings, illustrations of all sides

Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening

Provide context drawings, if applicable (Design Manual, page 1)

Floor plans



Memorandum

To: Adam Myers, North River Companies
Dan Jacques, Waterfront Maine and
North River Companies
Patrick Carroll, Carroll Associates

Date: June 18, 2019

Project #: 55265.00

From: Lourenço Dantas, AICP
Senior Transportation Planner

Re: Portland Square Parking Analysis, Phase 1 – Hotel Site Conveyance
Response to City of Portland Comments

Overview

VHB has further analyzed the utilization patterns of the existing One Portland Square and Two Portland Square surface parking lots, in support of a parking amendment PL-000606-2019.

This memo responds to questions related to parking articulated by the City of Portland staff based on their May 23 review and the feedback received from the Planning Board on May 28.

Existing Parking Supply

Parking for One Portland Square and Two Portland Square is provided in a parking lot (Lot 1) on the “upper” parcel, a parking lot (Lot 2) on the “lower parcel” and a small garage inside Two Portland Square. The combined capacity of the two existing parking lots is 542 spaces, while an additional 42 spaces are provided inside the Two Portland Square building garage, for a total of 584 spaces on site. The two parking lots operate under revenue (pass/access card) control, while the parking garage uses a separate access-control system. Use of the parking garage spaces is assigned to a limited number of specific tenants, whereas the lots are used by passcard holders and transient parkers.

The parking transaction data identifies the type of user, which are classified as:

- monthly pass holder, tenant (“monthly tenant”)
- pass holder, property management and vendor (“prop mgt”)
- monthly pass holder, non-tenant (“monthly other”), and
- transient (hourly ticket) user.

99 High Street
10th Floor
Boston, MA 02110-2354
P 617.728.7777

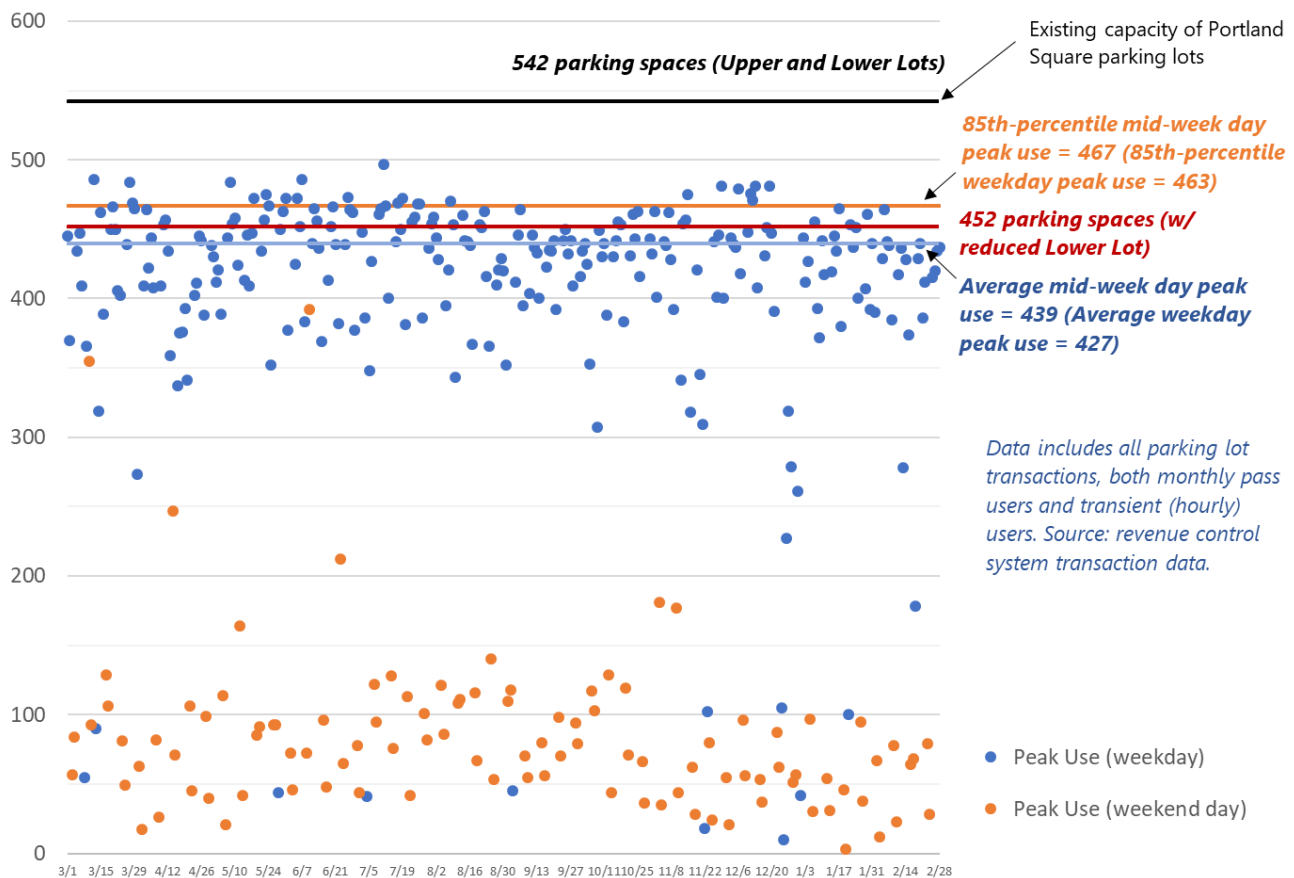
Existing Parking Lot Use: A 12-Month Review of Daily Peak Parking Space Occupancy

The property owners provided parking transaction data for the two lots for a recent twelve-month span. We used this information to calculate hourly parking space occupancy for each day, determine the peak occupancy level, and review the year-long seasonal parking usage in the subject lots. *(The analysis only pertains to the use of the revenue-controlled parking lots and excludes the use and capacity of the building garage, which is exclusive to specific tenants, and are assumed to be fully utilized.)*

Figure 1 provides a view of the seasonal daily peak parking occupancy over the 12-month study period (March 2018 to February 2019). Some key points to discern from the chart:

- Each point on the chart indicates the respective peak parking occupancy of every individual day during these study months; weekdays are noted by a blue dot, weekend days by an orange dot.
- Two lines delineate the existing capacity of the lots (in black, 542 spaces) and the proposed reduced capacity (in red, 452 spaces)
- Two lines represent the peak occupancy condition on midweek days (Tuesdays, Wednesdays, and Thursdays), when the lots have their greatest use: the blue line is the average peak use for those days (at 439 spaces occupied) and the orange line is the 85th-percentile peak use for those days (at 465 spaces).
- Peak parking demands never approach the existing striped capacity.
- On most days, the peak occupancy is lower than the proposed reduced supply of 452 spaces; however, the 85th percentile daily peak parking space occupancy is greater than the proposed reduced capacity. A shortfall of 11 to 15 spaces is expected on about 23 days out of approximately 250 business/banking weekdays.
- The peak points represented generally occur within a window of only about four hours (typically 10 AM – 2 PM) for weekdays. The parking space occupancy during all other hours of the day is significantly lower.
- No discernable seasonal variation occurs in the pattern.

Figure 1. Daily Peak Parking Space Use, 12-Month Period (March 1, 2018 through February 28, 2019)



Data source: North River Companies, Parking Transactions, supplied June 2019. The parking demand/capacity analysis excludes the use of the 42 spaces in the garage, for which parking transaction data is not available.

Future Interim Condition – Reduced Parking Space Count with Hotel Demand

The proposed conveyance of a parcel in the lower lot would impact the existing supply of parking provided on the two parking lots. Both the footprint of the hotel, and the resulting reconfiguration of the parking fields would result in an overall reduction of 90 parking spaces. With this condition in place, the resulting capacity for the combined Upper and Lower Lots is anticipated to decrease to 452 spaces.

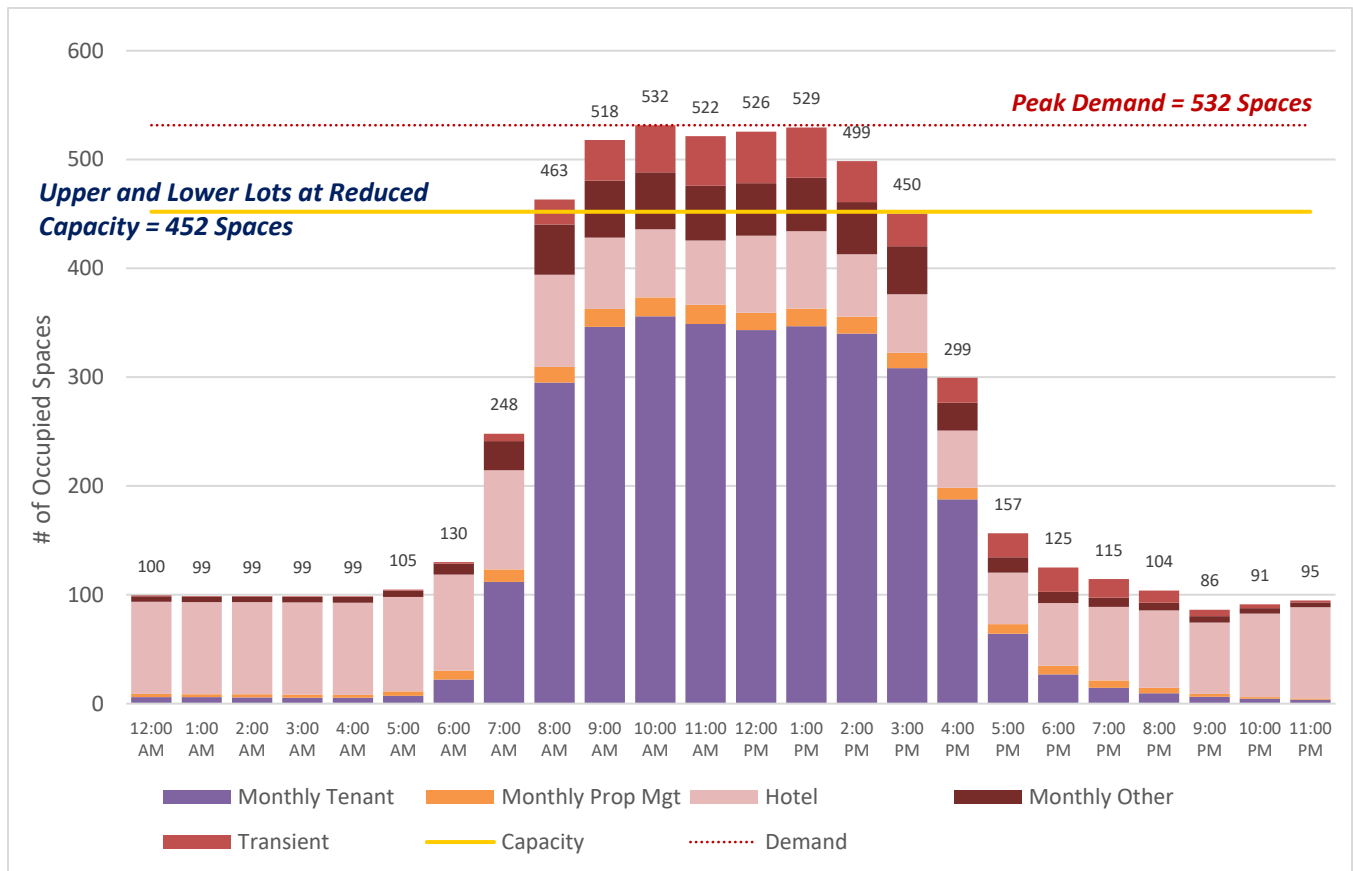
Under this condition, we investigated the possible demand for parking on the site assuming (1) no change to the existing demand (i.e., maintaining current pricing, parking pass agreements, and parking management), (2) full occupancy of Portland Square, and (3) use of the on-site lots by the proposed hotel.

Recently, the only Portland Square vacant space was leased to a new tenant, and the property manager has allocated seven monthly parking spaces to that lease, two of which would occupy parking lot spaces (and the remainder of spaces are in the building's garage). Because this use is not reflected in the 12 months of data investigated in this analysis, the full two spaces are added to the future demand analysis of the parking lots.

The proposed hotel is anticipated to generate a parking demand of about 65 parking spaces between 10 AM and 2 PM, the period when Portland Square lots are expected to be at their fullest utilization. (Please refer to the section titled *Hotel Parking Demand*.) Although the temporal use of the parking lot by the hotel complements the office/business hours use of spaces, under peak weekday conditions, the lot would likely operate over capacity if current demand levels remain (as described and quantified previously).

Figure 2 presents a profile of parking space use expected on a typical 85th percentile weekday condition that accounts for the full occupancy of Portland Square and the hotel.

Figure 2
Expected Future 85th Percentile Weekday Parking Lot Occupancy (with Reduced Parking Lot Capacity)



Data source: North River Companies, Parking Transactions, supplied June 2019. The parking demand/capacity analysis excludes the use of the 42 spaces in the garage, for which parking transaction data is not available.

Expected Hotel Parking Demand

One of the components of the *Traffic Evaluation for Center Street Boutique Hotel* (February 21, 2019 memo to Woodard & Curran by Gorrill Palmer) was to estimate the vehicle parking demand for the proposed hotel. The assessment of parking needs was based on City Ordinance requirements, and included the requirements for the hotel, its restaurant, and its rooftop bar. The resulting combined parking requirement (using gross sf instead of taking any reductions) for the proposed hotel was 62 parking spaces [p. 4]. The City requested the use of an alternative method for estimating the parking demand by the hotel.

For estimating weekday parking demand for the proposed hotel, we referenced the recently released *Parking Generation Manual* (5th Edition, January 2019), produced by the Institute of Transportation Engineers (ITE) in collaboration with the National Parking Association (NPA). The manual provides reference data on the rate of parking space use per hotel room based on travel studies of a wide sample of hotel projects across various urban areas.

We used the following settings to represent the proposed hotel in the downtown/Old Port area of Portland:

- Land use code representing "General Hotel" (Land Use Code 310), which is defined as: "A place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities."
- Area type setting / location representing a "Dense Multi-Use Urban" environment, which falls in between "General Urban/Suburban" and "Center City Core" (neither of which closely match the characteristics of downtown Portland). A "Dense Multi-Use Urban" setting is characterized by the following:
 - "a fully developed area (or nearly so), with diverse and interacting complementary uses, good pedestrian activity, and convenient and frequent transit" where "the motor vehicle still represents the primary mode of travel to and from the area"
 - "a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown"
 - "the land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses."

The manual provides a range of parking rates for each land use for each area type. For the sample representing a general hotel in a *dense multi-use urban* setting, the average rate is 0.76 parking spaces used for each hotel room and the 33rd percentile is noted as 0.59.

For this hotel, we used a rate of 0.68 parking spaces per hotel room, representing a midpoint between these two rates. This parking use rate represents the peak use occurring during the day, which changes throughout each hour of the day, and thus, needs to be factored accordingly. The manual's data suggest that for this type of hotel in this setting, peak parking use occurs in the late night and morning hours, while the lowest use occurs in the late afternoon hours.

For the period when Portland Square lots are expected to be at their fullest utilization, between 9 AM and 3 PM, a hotel with 135 guest rooms would be expected to generate a parking space use of about 65 spaces. Parking demand is variable throughout the day. (These hourly variations are reflected in Figures 2 and 3.)

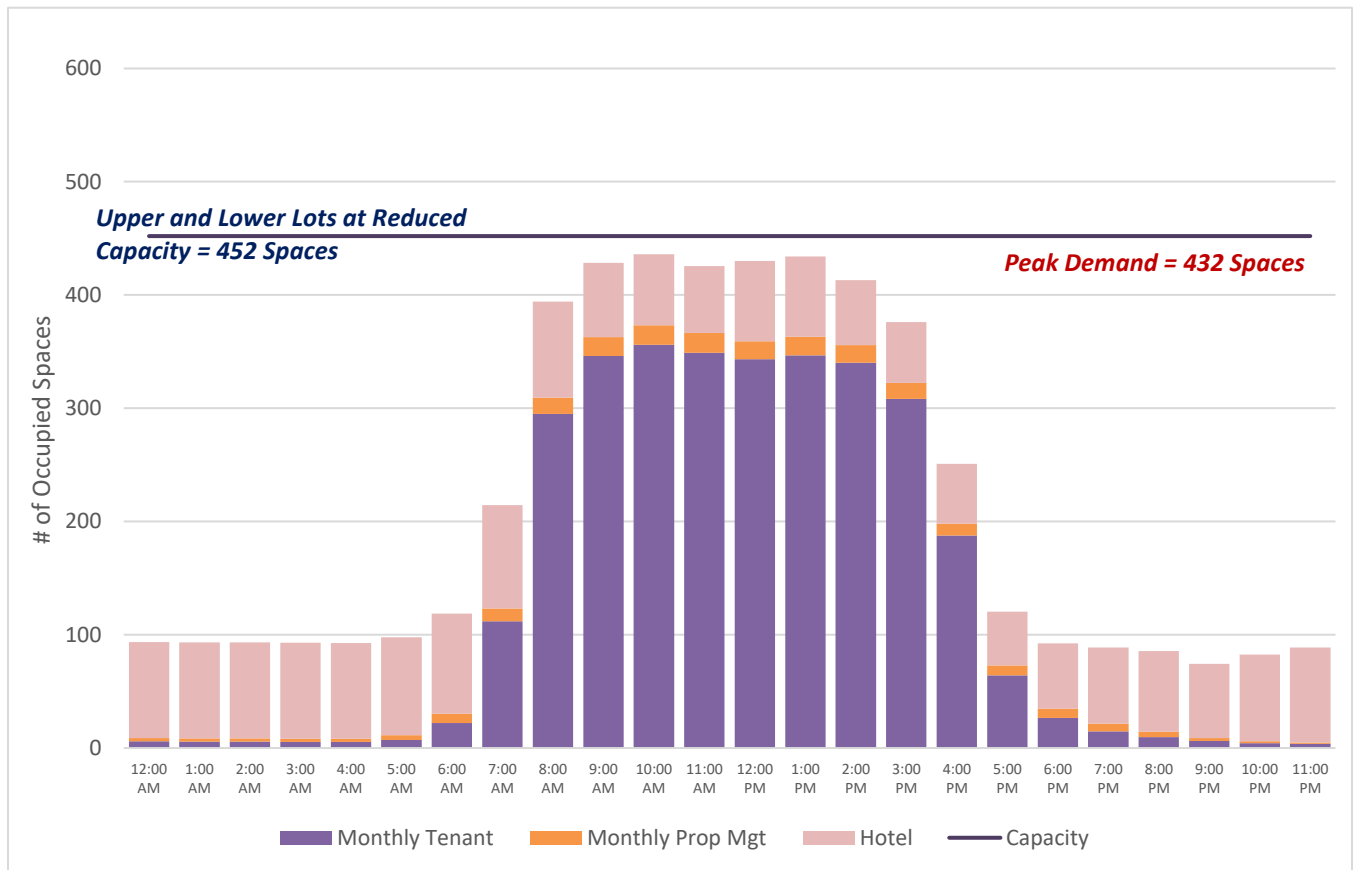
Reducing Parking Demand

The Project proponent is committed to employing a series of parking demand management actions to ensure that demand conditions do not exceed supply and create unintended impacts. (The full complement of strategies is detailed in a separate response to the City of Portland staff questions.) The following measures are currently being explored to better manage the interim parking supply and ensure that demands are accommodated during peak conditions:

- Reduce or eliminate third-party monthly pass users. These are “tenants-at-will” and many of these leases may not be renewed.
- Modify pricing to further manage and reduce demand by transient parkers.
- Promote additional transportation demand management (TDM) incentives for Portland Square tenants and employers. These could be achieved via transportation/commuter fairs and communications by a TDM coordinator to inform employees about transit services, orient commuters on walking and bicycling routes, and setting up carpools via active ride-matching apps/services such as Waze Carpool and Scoop.
- Require TDM incentives of new or renewed tenant leases.
- Actively manage parking lot demand (operational parking strategies) during peak periods by limiting or closing the parking lots to transient users. This practice, which is already deployed in the Upper Lot, would also be applied in the Lower Lot. Active parking management of the lots could also be deployed via the use valet and valet assist services to achieve more efficient use of the parking lots during the short windows of peak use.

Figure 3 presents a profile of parking space use that could be expected on a typical 85th percentile weekday condition that accounts for the full occupancy of Portland Square, use by the hotel, and an elimination of third-party monthly pass holders (“monthly other”) and transient (hourly ticket) parkers. This condition demonstrates that if kept to the core users of the parking lots, typical high parking demand would remain below the reduced capacity of the parking lots. (Likely some degree of transient parkers would be allowed, as guests and visitors of the Portland Square tenants.) With TDM and parking management, additional reductions can be achieved.

Figure 3
Expected Future 85th Percentile Weekday Parking Lot Occupancy Without Transient Parkers and Third-Party Monthly Pass Holders (with Reduced Parking Lot Capacity)



Conclusions

- The expected full occupancy of the Portland Square buildings will not significantly change the expected parking demand for the lots.
- Allocating spaces to the new hotel will result in overuse without the implementation of active parking management strategies during the midday period on weekdays and a reduction in monthly parking pass holders from third parties. (Transient parkers account for about 9 percent of peak occupied spaces and monthly third-party lease parkers account for about 11 percent of peak occupied spaces.)
- Promoting additional transportation demand management (TDM) incentives for Portland Square tenants and employers should further reduce parking demand by encouraging alternative modes of travel to the site.
- With a defined parking management plan and TDM incentives, the interim capacity for Portland Square's Upper and Lower parking lots should satisfy the demand for both the existing Portland Square buildings and the proposed hotel's parking requirements.

Department of Environmental Protection
Bureau of Land & Water Quality
17 State House Station
Augusta, Maine 04333
Telephone: 207-287-3901

FOR DEP USE

FORM A PAGE 1

ATS # _____

L- _____

Total Fees: _____

Date: Received _____

SITE LOCATION OF DEVELOPMENT PERMIT APPLICATION 38 M.R.S.A. §§481-490

PLEASE TYPE OR PRINT IN *INK ONLY*

This application is for: (CHECK THE ONE THAT APPLIES)		☐ 20 acre development ☐ Planning Permit ☐ Metallic Mining		☐ Marine Oil Terminal ☐ Structure ☐ Subdivision		☐ Major Amendment ☒ Minor Amendment	
1. Name of Applicant:		North River Company		6. Name of Agent (if applicable):		Carroll Associates	
2. Applicant's Mailing Address:		1 Portland Square, Portland, ME 041		7. Agent's Mailing Address:		217 Commercial St, Portland ME	
3. Applicant's Daytime Phone #:		207-874-6000		8. Agent's Daytime Phone #:		207-772-1552	
4. Applicant's Fax # (if available):				9. Agent's Fax # (if available):		207-772-0712	
5. Applicant's e-mail address (REQUIRED -license will be sent via: e-mail):		cflagg@wfny.com		10. Agent's e-mail address (REQUIRED - license will be sent via e-mail):		pcarroll@carroll-assoc.com	
PROJECT INFORMATION							
11. Name of Development:		One and Two Portland Square					
12. Map and Lot #'s:		Map #:	Lot #:	13. Deed Reference #'s:		Book #: 32163	Page #: 33
14. Location of Project City/Town:		Portland		15. County:	Cumberland	16. UTM Northing	17. UTM Easting
18. Brief Description of Project including total parcel size:		Amendment to existing SLODA Permit relating to required parking for development					
19. Type of Direct Watershed: (Check all that apply)		☐ Lake not most at risk ☐ River, stream or brook ☐ Coastal wetland ☐ Lake most at risk ☐ Urban impaired stream ☐ Wellhead or public water ☐ Lake most at risk, severely blooming ☐ Freshwater wetland					
20. Name of Waterbody Project Site drains to:				Fore River			
21. Amount of Developed Area:		Total acres: 6.45	Existing Developed area: 6.45 acres		New Developed area: 6.4 acres		
22. Amount of Impervious Area:		Total acres: 5.16	Existing Impervious areas 5.16 acres		New Impervious area: 5.1 acres		
23. Development started prior to obtaining a license?:				☐ Yes ☒ No			
24. Development or any portion of the site subject to enforcement action?				☐ Yes ☒ No If yes, name of enforcement staff involved?			
25. Common scheme of development?:		☒ Yes ☐ No		26. Title, Right or Interest:		☐ own ☐ lease ☐ purchase option ☐ written agreement	
27. Natural Resources Protection Act permit required?:				☐ Yes ☒ No If yes: ☐ PBR ☐ Tier 1 ☐ Full Permit ☐ Tier 2			
28. Existing DEP Permit number (if applicable):				#L-013526-26-A-N			
29. Names of DEP staff person(s) present at the pre-application meeting:		City of Portland Staff- Barbara Barhydt					
30. Does agent have an interest in project? If yes, what is the interest?		☐ Yes ☒ No					
CERTIFICATIONS AND SIGNATURES LOCATED ON PAGE 2							

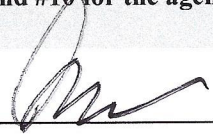
IMPORTANT: IF THE SIGNATURE BELOW IS NOT THE APPLICANT'S SIGNATURE, ATTACH LETTER OF AGENT AUTHORIZATION SIGNED BY THE APPLICANT.

By signing below the applicant (or authorized agent), certifies that he or she has read and understood the following :

CERTIFICATIONS / SIGNATURES

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein.

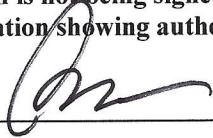
Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by emailing the decision to the electronic address located on the front page of this application (see #5 for the applicant and #10 for the agent)".

Signed:  Title Agent Date: April 12, 2019

Notice of Intent to Comply
with Maine Construction
General Permit

With this Site Law application form and my signature, I am filing notice of my intent to carry out work which meets the requirements of the Maine Construction General Permit (MCGP). I have read and will comply with all of the MCGP standards.

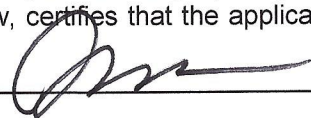
If this form is not being signed by the landowner or lessee of the property, attach documentation showing authorization to sign.

Signed  Date: April 12, 2019

NOTE: You must file a MCGP Notice of Termination (Form K) within 20 days of completing permanent stabilization of the project site.

CERTIFICATION

The person responsible for preparing this application and/or attaching pertinent site and design information hereto, by signing below, certifies that the application for development approval is complete and accurate to the best of his/her knowledge.

Signature: 

Name (print): Patrick Carroll

Date: April 12, 2019

Re/Cert/Lic No.: _____

Engineer _____

Geologist _____

Soil Scientist _____

Land Surveyor _____

Site Evaluator _____

Active Member of the Maine Bar _____

Professional Landscape Architect 0127

Other _____

**PUBLIC NOTICE:
NOTICE OF INTENT TO FILE**

N/A
City Delegated
Review

Please take notice that

(Name, Address and Phone # of Applicant)

is intending to file a Site Location of Development Act permit application with the Maine Department of Environmental Protection pursuant to the provisions of 38 M.R.S.A. §§ 481 thru 490 on or about

(Anticipated Filing Date)

The application is for

(Description of the Project)

at the following location:

(Project Location)

A request for a public hearing or a request that the Board of Environmental Protection assume jurisdiction over this application must be received by the Department in writing, no later than 20 days after the application is found by the Department to be complete and is accepted for processing. A public hearing may or may not be held at the discretion of the Commissioner or Board of Environmental Protection. Public comment on the application will be accepted throughout the processing of the application.

For Federally licensed, permitted, or funded activities in the Coastal Zone, review of this application shall also constitute the State's consistency review in accordance with the Maine Coastal Program pursuant to Section 307 of the federal Coastal Zone Management Act, 16 U.S.C. § 1456. (Delete if not applicable.)

The application will be filed for public inspection at the Department of Environmental Protection's office in *(Portland, Augusta or Bangor)*(circle one) during normal working hours. A copy of the application may also be seen at the municipal offices in _____, Maine.
(Town)

Written public comments may be sent to the regional office in Portland, Augusta, or Bangor where the application is filed for public inspection:

MDEP, Central Maine Regional Office, 17 State House Station, Augusta, Maine 04333
MDEP, Southern Maine Regional Office, 312 Canco Road, Portland, Maine 04103
MDEP, Eastern Maine Regional Office, 106 Hogan Road, Bangor, Maine 04401

FORM C

PUBLIC NOTICE FILING AND CERTIFICATION

The DEP Rules, Chapter 2, require an applicant to provide public notice for all Site Location projects with the exception of minor revisions and condition compliance applications. In the notice, the applicant must describe the proposed activity and where it is located. “**Abutter**” for the purposes of the notice provision means any person who owns property that is BOTH (1) adjoining and (2) within one mile of the delineated project boundary, including owners of property directly across a public or private right of way.

1. **Newspaper:** You must publish the Notice of Intent to File in a newspaper circulated in the area where the activity is located. The notice must appear in the newspaper within 30 days prior to the filing of the application with the Department. You may use the attached Notice of Intent to File form, or one containing identical information, for newspaper publication and certified mailing.
2. **Abutting Property Owners:** You must send a copy of the Notice of Intent to File by certified mail to the owners of the property abutting the activity. Their names and addresses can be obtained from the town tax maps or local officials. They must receive notice within 30 days prior to the filing of the application with the Department.
3. **Municipal Office:** You must send a copy of the Notice of Intent to File and a **duplicate of the entire application** to the Municipal Office.

ATTACH a list of the names and addresses of the owners of abutting property.

CERTIFICATION

By signing below, the applicant or authorized agent certifies that:

1. A Notice of Intent to File was published in a newspaper circulated in the area where the project site is located within 30 days prior to filing the application;
2. A certified mailing of the Notice of Intent to File was sent to all abutters within 30 days of the filing of the application;
3. A certified mailing of the Notice of Intent to File, and a duplicate copy of the application was sent to the town office of the municipality in which the project is located; and
4. Provided notice of, if required, and held a public informational meeting in accordance with Chapter 2, Rules Concerning the Processing of Applications, Section 14, prior to filing the application. Notice of the meeting was sent by certified mail to abutters and to the town office of the municipality in which the project is located at least ten days prior to the meeting. Notice of the meeting was also published once in a newspaper circulated in the area where the project site is located at least seven days prior to the meeting.

The Public Informational Meeting was held on _____.
Date

Approximately _____ members of the public attended the Public Informational Meeting.

Signature of Applicant or Authorized Agent

Date

N/A
City has Delegated
Review

SUBMISSIONS CHECKLIST

If a provision is not applicable, put "NA"

Section 1. Development description

- A. Narrative
 - X 1. Objectives and details
 - X 2. Existing facilities (with dates of construction)
- B. Topographic map
 - X 1. Location of development boundaries
 - 2. Quadrangle name
- C. Construction plan
 - X 1. Outline of construction sequence (major aspects)
 - 2. Dates
- D. Drawings
 - X 1. Development facilities
 - X a. Location, function and ground area
 - NA b. Length/cross-sections for roads
 - X 2. Site work (nature and extent)
 - X 3. Existing facilities (location, function ground area and floor area)
 - 4. Topography
 - X a. Pre- and post-development (contours 2 ft or less)
 - X b. Previous construction, facilities and lot lines

X **Section 2. Title, right or interest** (copy of document)

Section 3. Financial capacity

- X A. Estimated costs
- NA B. Financing
 - NA 1. Letter of commitment to fund
 - NA 2. Self-financing
 - NA a. Annual report
 - NA b. Bank statement
 - NA 3. Other
 - NA a. Cash equity commitment
 - NA b. Financial plan
 - X c. Letter
 - NA 4. Affordable housing information

Section 4. Technical ability (description)

- X A. Prior experience (statement)
- X B. Personnel (documents)

Section 5. Noise

- NA A. Developments producing a minor noise impact (statement)
 - 1. Residential developments
 - 2. Certain non-residential subdivisions
 - 3. Schools and hospitals
 - 4. Other developments
 - a. Type, source and location of noise
 - b. Uses, zoning and plans
 - c. Protected locations
 - d. Minor nature of impact

	e. Demonstration
NA	B. Developments producing a major noise impact (full noise study)
	1. Baseline
	a. Uses, zoning and plans
	b. Protected locations
	c. Quiet area
	2. Noise generated by the development
	a. Type, source and location of noise
	b. Sound levels
	c. Control measures
	d. Comparison with regulatory limits
	e. Comparison with local limits
NA	Section 6. Visual quality and scenic character (narrative, description, visual impact analysis)
NA	Section 7. Wildlife and fisheries (narrative)
X	Section 8. Historic sites (narrative)
NA	Section 9. Unusual natural areas (narrative)
	Section 10. Buffers
NA	A. Site plan and narrative
	Section 11. Soils
NA	A. Soil survey map and report
	1. Soil investigation narrative
	2. Soil survey map
NA	B. Soil survey intensity level by development type
	1. Class A (High Intensity) Soil Survey
	2. Class B (High Intensity) Soil Survey
	3. Class C (Medium High-Intensity) Soil Survey
	4. Class D (Medium Intensity) Soil Survey
	C. Geotechnical Investigation
NA	D. Hydric soils mapping
	Section 12. Stormwater management
	A. Narrative
NA	1. Development location
NA	2. Surface water on or abutting the site
NA	3. Downstream ponds and lakes
NA	4. General topography
NA	5. Flooding
NA	6. Alterations to natural drainage ways
NA	7. Alterations to land cover
NA	8. Modeling assumptions
	9. Basic standard
NA	10. Flooding standard
NA	11. General standard
NA	12. Parcel size
	13. Developed area
	14. Disturbed area
	15. Impervious area
	B. Maps
NA	1. U.S.G.S. map with site boundaries
NA	2. S.C.S. soils map with site boundaries
NA	C. Drainage Plans (a pre-development plan and a post-development plan)

- 1. Contours
- 2. Plan elements
- 3. Land cover types and boundaries
- 4. Soil group boundaries
- 5. Stormwater quantity subwatershed boundaries
- 6. Stormwater quality subwatershed boundaries
- 7. Watershed analysis points
- 8. Hydrologic flow lines (w/flow types and flow lengths labeled)
- 9. Runoff storage areas
- 10. Roads and drives
- 11. Buildings, parking lots, and other facilities
- 12. Drainage system layout for storm drains, catch basins, and culverts
- 13. Natural and man-made open drainage channels
- 14. Wetlands
- 15. Flooded areas
- 16. Benchmark
- 17. Stormwater detention, retention, and infiltration facilities
- 18. Stormwater treatment facilities
- 19. Drainage easements
- 20. Identify reaches, ponds, and subwatersheds matching stormwater model
- 21. Buffers

NA D. Runoff analysis (pre-development and post development)

- 1. Curve number computations
- 2. Time of concentration calculations
- 3. Travel time calculations
- 4. Peak discharge calculations
- 5. Reservoir routing calculations

NA E. Flooding Standard

- 1. Variance submissions (if applicable)
 - a. Submissions for discharge to the ocean, great pond, or major river
 - i. Map
 - ii. Drainage plan
 - iii. Drainage system design
 - iv. Outfall design
 - v. Easements
 - b. Insignificant increase
 - i. Downstream impacts
 - c. Submissions for discharge to a public stormwater system
 - i. Letter of permission
 - ii. Proof of capacity
 - ii. Outfall analysis and design (pictures)
- 2. Sizing of storm drains and culverts
- 3. Stormwater ponds and basins
 - a. Impoundment sizing calculations
 - b. Inlet calculations
 - c. Outlet calculations
 - d. Emergency spillway calculations
 - e. Subsurface investigation report
 - f. Embankment specifications
 - g. Embankment seepage controls
 - h. Outlet seepage controls
 - i. Detail sheet
 - j. Basin cross sections
 - k. Basin plan sheet
- 4. Infiltration systems
 - a. Well locations map
 - b. Sand and gravel aquifer map
 - c. Subsurface investigation report with test pit or boring logs

- d. Permeability analysis
- e. Infiltration structure design
- f. Pollutant generation and transport analysis
- g. Monitoring and operations plan
 - i. Locations of storage points of potential contaminants
 - ii. Locations of observation wells and infiltration monitoring plan
 - iii. Groundwater quality monitoring plan

5. Drainage easement declarations.

NA

F. Stormwater quality treatment plan peak discharge calculations

1. Basic stabilization plan
 - a. Ditches, swales, and other open channel stabilization
 - b. Culvert and storm-drain outfall stabilization
 - c. Earthen slope and embankment stabilization
 - d. Disturbed area stabilization
 - e. Gravel roads and drives stabilization
2. General Standard
 - a. Calculations for sizing BMP
 - b. Impervious area calculation
 - c. Developed area calculation
 - d. Summary spreadsheet of calculations
3. Phosphorus control plan
 - a. Calculations for the site's allowable phosphorus export
 - b. Calculations for determining the developed site's phosphorus export
 - c. Calculations for determining any phosphorus compensation fees
4. Offset Credits
 - a. Urban impaired stream
 - Offset credit calculation
 - b. Phosphorus credit determination
 - i. Location map
 - ii. Scaled plan
 - iii. Title and right
 - iv. Demolition plan
 - v. Vegetation plan
 - vi. Offset credit calculation
 - vii. Calculation for the new allowable export
5. Runoff treatment measures
 - a. structural measures
 - i. Design drawings and specifications
 - ii. Design calculations
 - iii. Maintenance plan
 - iv. TSS removal or phosphorus treatment factor determinations
 - v. Stabilization plan
 - b. Vegetated buffers
 - i. Soil survey
 - ii. Buffer plan
 - iii. Turnout and level spreader designs
 - iv. Deed restrictions
6. Control plan for thermal impacts to coldwater fisheries
7. Control plan for other pollutants
8. Engineering inspection of stormwater management facilities

NA

G. Maintenance of common facilities or property

1. Components of the maintenance plan
 - A. Maintenance of facilities by owner or operator
 - 1. Site owner or operator (name legally responsible party)
 - 2. Contact person responsible for maintenance
 - 3. Transfer mechanism

	6. Site stabilization
NA	B. Implementation schedule
NA	C. Erosion and sediment control plan
	1. Pre-development and post-development contours
	2. Plan scale and elements
	3. Land cover types and boundaries
	4. Existing erosion problems
	5. Critical areas
	6. Protected natural resources
	7. Locations (general)
	8. Locations of controls
	9. Disturbed areas
	10. Stabilized construction entrance
NA	D. Details and specifications (for both temporary and permanent measures)
NA	E. Design calculations
NA	F. Stabilization plan
	1. Temporary seeding
	2. Permanent seeding
	3. Sodding
	4. Temporary mulching
	5. Permanent mulching
NA	G. Winter construction plan
	1. Dormant seeding
	2. Winter mulching
NA	H. Third-party inspections
	1. Inspector's name, address, and telephone number
	2. Inspector's qualifications
	3. Inspection schedule
	4. Contractor contact
	5. Reporting protocol

Section 15. Groundwater

NA	A. Narrative
	1. Location and maps
	2. Quantity
	3. Sources
	4. Measures to prevent degradation
NA	B. Groundwater protection plan
NA	C. Monitoring plan
	1. Monitoring points
	2. Monitoring frequency
	3. Background conditions
	4. Monitoring parameters
	5. Personnel qualifications
	6. Proof of training
	7. Equipment and methods
	8. Quality assurance/quality control
	9. Reporting requirements
	10. Remedial action plan
NA	D. Monitoring well installation report
	1. Well location map
	2. Elevation data
	3. Well installation data
	4. Well construction details
	5. Borehole logs
	6. Summary of depth measurements
	7. Characteristics of subsurface strata
	8. Well installation contract

- 9. Schematic cross-sections
- 10. Monitoring point summary table
- 11. Protective casing
- 12. On-site well identification

Section 16. Water supply

A. Water supply method

- 1. Individual wells (evidence of sufficient/healthful supply)
 - a. Support of findings by well drillers
 - b. Support of findings by geologist
- 2. Common well(s) (reports)
 - a. Hydrogeology report
 - b. Engineering report
 - c. Well installation report
 - d. Long-term safe yield and zone of influence determination
 - e. Public water supply
 - i. Proposed well or wells
 - ii. Existing well or wells
 - iii. Water quality analysis
- 3. Well construction in shallow-to-bedrock areas
- 4. Additional information
- 5. Off-site utility company or public agency
- 6. Other sources

B. Subsurface wastewater disposal systems (locations of systems and wells)

C. Total usage (statement re: total anticipated water usage)

Section 17. Wastewater disposal

A. On-site subsurface wastewater disposal systems (investigation results)

- 1. Site plan
- 2. Soil conditions summary table
- 3. Logs of subsurface explorations
- 4. Additional test pits, borings or probes
 - a. Soil conditions A
 - b. Soils with Profiles 8 and 9 parent material
 - c. Soil conditions D
 - d. Disposal field length 60 feet or greater
- 5. 3-bedroom design
- 6. Larger disposal systems
 - a. System design details
 - b. Plan view
 - c. Cross sections
 - d. Test pit data
 - e. Mounding analysis

B. Nitrate-nitrogen impact assessment

1. When required

- a. Exempted____
 - i. Conventional systems meeting certain setbacks
 - ii. Denitrification systems
- b. Special conditions and other exemptions

2. Assumptions

- a. Initial concentration
- b. Background concentration
- c. Contribution from development
- d. Mixing and dilution
- e. Severe-drought scenario
- f. Wastewater flow to subsurface wastewater disposal fields

- _____ 3. Assessment report minimum requirements
 - _____ a. Narrative and calculations
 - _____ b. Site plan
 - _____ i. Well locations
 - _____ ii. 10 mg/l and 8 mg/l isocons
 - _____ iii. Groundwater contours and groundwater flow divides
 - _____ c. References
- _____ 4. Denitrification systems
 - _____ a. Design plans and specifications
 - _____ b. Installation information
 - _____ c. Monitoring plan
 - _____ d. Maintenance
 - _____ e. Backup system
- NA D. Municipal facility or utility company letter
- NA E. Storage or treatment lagoons

- NA **Section 18. Solid waste** (list: type, quantity, method of collection and location)
- NA A. Commercial solid waste facility (final disposal location)
- NA B. Off-site disposal of construction/demolition debris (final disposal location)
- _____ C. On-site disposal of woodwaste/land clearing debris
 - _____ 1. Applicability of rules (evidence re: applicability of rules)
 - _____ 2. Burning of wood wastes
 - _____ a. Delineation on site plan
 - _____ b. Plans for handling unburned woodwaste and woodash
 - _____ c. Evidence of capacity to accept waste (approved facility)
 - _____ d. Usage of materials
 - _____ e. Data on mixing ratios and application rates
- NA D. Special or Hazardous Waste

- NA **Section 19. Flooding**
 - _____ A. Explanation of flooding impact
 - _____ B. Site plan showing 100-year flood elevation
 - _____ C. Hydrology analysis
 - _____ D. FEMA flood zone map with site boundaries

- NA **Section 20. Blasting**
 - NA A. Site Plan or map
 - NA B. Report
 - 1. Assessment
 - 2. Blasting plan

- NA **Section 21. Air emissions** (narrative and summary)
 - NA A. Point and non-point sources identified
 - NA B. Emission components (point sources)

- NA **Section 22. Odors**
 - NA A. Identification of nature/source
 - NA B. Estimate of areas affected
 - NA C. Methods of control)

- NA **Section 23. Water vapor** (narrative)

- NA **Section 24. Sunlight** (statement and drawing, if required)

- NA **Section 25. Notices**
 - NA A. Evidence that notice sent
 - NA B. List of abutters for purposes of notice

Supplemental requirements for Wind Energy Developments only:

Section 26. Shadow flicker

NA A. A copy of the Windpro Analysis and associated narrative

Section 27. Public Safety

NA A. Design safety certifications or other documents attesting to the safety of the wind turbine equipment.

NA B. Evidence pertaining to overspeed controls

NA C. Site plan documenting safety setbacks zones for each wind turbine

NA D. Other documents as necessary to demonstrate safety considerations

Section 28. Tangible Benefits

 A. Narrative demonstration of tangible benefits

Section 29. Decommissioning

NA A. Description of implementation trigger for decommissioning

NA B. Description of extent of decommissioning

NA C. Itemization of total cost to complete decommissioning

NA D. Demonstration of financial assurance for completeness of decommissioning plan

Section 30. Generating Facility-visual Quality and Scenic Character

NA A. (narrative, description, visual impact analysis)

Portland Square, Amendment to SLODA #L-013526-26-A-N

On behalf of North River IV, LLC, we are pleased to submit an Application for Amendment to the existing SLODA that is in place for One and Two Portland Square (#L-013526-26-A-N). The intent of this Amendment is to seek a reduction in the required parking for One and Two Portland Square. The current SLODA Permit requires a total of 565 spaces, the majority of which are located in two surface lots adjacent to the development. Based on a detailed analysis of the current and projected utilization of parking in these lots completed by VHB, we believe a reduction in required parking is justified. The immediate goal of this reduction is to bring the parking to an appropriate utilization level and allow a 0.55 Acre portion of the lower lot to be transferred to the Fathom Company for development as a Hotel.

Section 1. Development Description**A. Project Description**

The project site occupies almost two city blocks and approximately 6.45 acres of land in four parcels bound by Spring, Commercial, Center, Cotton and Cross Streets. The property currently contains approximately 260,000 sf of mixed-use space in Portland Square One and Portland Square Two, the remaining property is currently utilized for surface parking, containing approximately 542 private parking spaces on the upper and lower lots straddling Fore Street, not including 42 existing spaces in the basement of 2 Portland Square.

The project was approved by the City in two phases, with One Portland Square approved by the City and Maine DEP in 1986, and Two Portland Square approved in 1989. The buildings were constructed in 1987 and 1989 respectively, and are completely occupied at this time. The original SLODA has been amended 8 times, most recently with transfer of the Ownership to North River IV LLC on April 21, 2015.

North River Company has entered into an agreement to sell a 0.55 Acre parcel of land at the southeast corner of the lower lot (2.38 ac) property at Commercial and Center Streets to the Fathom Company for development of a proposed 135 room Hotel, which is currently being reviewed by the City. This parcel effectively reduces the number of parking spaces available for Portland Square One and Portland Square Two tenants by approximately 90 spaces, from 542 down to 452 spaces as proposed. Key to this proposed reduction is insuring the reduced parking still meets the needs of One and Two Portland Square. A detailed Parking Utilization Study was recently completed by VHB Consultants of Boston. Their report is included with this application as Attachment #1, and analyzed in detail at the existing use of the parking lots, as well as projected future utilization resulting from full occupancy of the buildings and projected hotel parking. The results indicate that the parking lot will continue to meet the daily needs of Portland Square One/ Two at 452 spaces, and notes that once the Hotel is on line the surface lots will operate at slightly over capacity if current demand levels remain. The report offers several management tools that the Owners might consider to reduce overall demand.

B. Topographic Map. See Attachment #2.**C. Construction Plan**

The modifications to the Lower Lot parking Lot are anticipated to occur in concert with the development of the Center Street Hotel, proposed for the lower 0.55 Acre portion of the existing Lot. The Hotel project is anticipated to develop their complete property, and in addition have secured construction and access easements across an 18-foot-wide zone on the north and west sides of their property. The developer (Fathom Company) will undertake site preparation efforts including removal/ relocation of site electrical and limited stormwater facilities that currently are located within their proposed building zone. The easement area will be utilized for construction access and material laydown, and it is anticipated grading

will occur in this area to allow construction of footings and foundation walls. This area will be fenced and separated from the remaining parking lot owned and managed by North River.

A portion of the existing lot will be restriped to provide appropriate flow through the parking area and minimize the loss of parking from the Hotel project. This work will be completed by North River, it is not anticipated that any additional earthwork or pavement will be required for this effort.

Once the Hotel project is complete, a portion of the easement area along Center Street will be paved for Hotel service, and a small area will be paved to provide required egress from the Hotel along the north side. All remaining areas disturbed by the Hotel construction will be revegetated with loam/ seed and landscaping along the north side adjacent to the Richardson Wharf Building.

Construction is anticipated to begin in October, 2019, with occupancy of the Hotel occurring in April, 2021. The parking lot will be functional at the beginning of construction and anticipate operate at this level until future development of the site occurs.

D. Drawings.

The following drawings are attached to this Application:

- D. Existing Topographic and Boundary Surveys of the entire North River Properties, including the lot proposed to be transferred to Fathom Company.
- E. L-1.1 Overall Parking Plan, illustrating the proposed modification of the parking distribution on the site.
- F. L-1.1 Lower Site Parking Plan, illustrating the extent of restriping and easements relating to the Hotel Project.

Section 2. Title, Right, or interest

Included as Attachment #3 of this Application is the Deed providing evidence of Ownership of the property by the North River Company.

Section 3. Financial Capability

A. Estimated Costs.

Estimated costs for North River to complete the restriping and signage required on the Lower lot is less than \$20,000.00.

B. Financing.

Included as Attachment #4 is a letter from People's United Bank indicating an intention to provide any financing for the Portland Square Project.

C. Certificate of Good Standing

Included as Attachment #5 is a Certificate of Good Standing for the North River Company, LLC

Section 4. Technical Ability

Included as Attachment #6 is a profile of the North River Company and its key Design Team Members.

Section 5. Noise

The focus of this Amendment is distribution of surface parking that is in support of the Office/ Retail use of One and Two Portland Square. The current use is permitted and will be maintained. No noise impacts are anticipated as a result of this action.

Section 6. Visual Quality and Scenic Character

The site currently operates as a surface parking lot and its use will continue. Existing vegetation that is in place along the north, east, and south sides of the parking lot will be maintained. There are no elements on the site that contribute to maintenance of any scenic character.

Section 7. Wildlife and Fisheries.

The site is currently in use as a surface parking lot, which will be maintained. There are no proposed impacts to wildlife and fisheries as a result of this action.

Section 8. Historic Sites.

The site is currently in use as a surface parking lot, which will be maintained. A small section of the eastern portion site is located within the City of Portland Waterfront Historic District. There are no proposed impacts to any historic structures, sites, or archeological sites resulting from this proposed action.

Section 9. Unusual Natural Areas

There are no known unusual natural areas within the limits of this project.

Section 10. Buffers.

There are no current or proposed buffers proposed for this property. All existing plantings on the property will remain.

Section 11. Soils.

There is no proposed earthwork or disturbance associated with this project. Existing soils will remain during this phase of the project.

Section 12. Stormwater Management. (Flooding and General Standards).

There is no proposed earthwork, paving, or disturbance associated with this project. Existing drainage patterns will remain during this phase of the project. Minor rerouting of underground stormwater will be required to enable the adjacent Hotel project to proceed, this work will be included on the Amendment that will include that component of work.

Section 13. Urban Impaired Stream Submissions.

The project is not within the direct watershed of an urban impaired stream.

Section 14. Basic Standards Submission.

There is no proposed earthwork, paving, or disturbance associated with this project. The site will remain stable with no exposed soils requiring temporary or permanent erosion controls. Restriping efforts will entail cleaning of pavement surface, sealing, and striping to accommodate new parking patterns.

Section 15. Groundwater.

There is no proposed earthwork or site disturbance associated with this project. No groundwater is anticipated to be encountered or contaminated as a result of this project.

Section 16. Water Supply.

No water service is supplied to this site or anticipated to be needed as a result of this project.

Section 17. Wastewater Disposal.

No on-site wastewater service is anticipated to be needed as a result of this project.

Section 18. Solid Waste

No solid waste is anticipated to be generated by this project.

Section 19. Flooding

The project is not within the 100-year flood elevation. Existing drainage patterns will be maintained, and no flooding from the surface lots is anticipated to result from this project.

Section 20. Blasting.

No blasting is anticipated to be required for this project.

Section 21. Air Emissions.

The site currently is in use as a paves surface parking lot, no change in use is anticipated to create air emissions as a result of this project.

Section 22. Odors.

The property is currently developed and in use as a surface parking lot. This use will continue. No odors will be generated as a result of this project.

Section 23. Water Vapor

The property is currently developed and in use as a surface parking lot. This use will continue. No water vapor will be generated as a result of this project.

Section 24. Sunlight.

There are no new structures on the proposed project and therefore no blocking of solar access is anticipated.

Section 25. Notices

The project will be reviewed by the City of Portland under delegated review authority with the Maine DEP. The Amendment will be reviewed by the City Staff and Planning Board concurrent with the associated Level III Application. All noticing will be completed according to City of Portland requirements and policies.

Section26. Shadow Flicker.

There are no wind turbine structures on the proposed project and therefore no shadow flicker is anticipated.

Section 27. Public Safety.

There are no wind turbine structures on the proposed project and therefore no safety hazards to adjacent properties or property use is anticipated.

Section 28. Tangible Benefits.

There are no wind turbine structures on the proposed project and therefore no tangible public benefits necessary for this project.

Section 29. Decommissioning Plan.

There are no wind turbine structures on the proposed project and therefore no decommissioning requirements necessary for this project.

Section 30. Generating Facility- Visual Quality and Scenic Character.

There are no wind turbine structures on the proposed project and therefore no visual/ scenic character effects resulting from this project.

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Technical Manual, Sec 1.14 Parking lot and Parking Space Design	Parking Spaces shall meet the following dimensional requirements: * Standard Space: 9'x 18' * Compact Space: 8'x 15' ... Parking Lots with more than 10 spaces may have up to 20% compact spaces	We are requesting that the lot be striped at 8' x 18' for all parking, except approximately 16 spaces on the lower lot that will be designated as compact parking spaces.	The parking lots have been striped at 8 ft width since its completion, and seems to function well at this dimension. The majority of users are office tenants that park all day with little turnover.

Neighborhood Meeting Certification

I, **Patrick J. Carroll**, hereby certify that a neighborhood meeting was held on **May 23, 2019 at 1 Portland Square at 5:30 PM** for the proposed project located at **1-2 Portland Square Level III Amendment**

I also certify that on **May 12, 2019** 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 subdivision within an industrial zone or industrial zone change.
2. Residents on the "interested parties" list.

Signed,



Patrick J. Carroll, Agent

June 11, 2019

Attached to this certification are:

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



Neighborhood Meeting Invitation

May 10, 2019

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for an **Amendment to the existing One and Two Portland Square Site Plans**, located on a 6.45 Acre site bounded by Spring, Union, Cotton, Cross, and Commercial Streets in Portland.

Meeting Location: 1 Portland Square, Café on lower level

Meeting Date: Thursday, May 23, 2019

Meeting Time: 5:30 pm

(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 my office at 207-772-1552.

Signed,

CARROLL ASSOCIATES

Patrick J. Carroll,

Principal

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 plan 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

[illegible]

From: [Dan Jacques](#)
To: [Patrick Carroll](#); [Steve Weatherhead](#); [Adam Myers](#); [Sandra Maldonado](#); [Pete Pachios](#); [Anthony Gatti](#); [Mariah Monks](#); [Mike McDonald](#)
Cc: ldantas@vhb.com; ["Randy Dunton"](#); mmcdevitt@woodardcurran.com; [Larry Osmer](#); [Matt Tonello](#); [Mary Smith](#)
Subject: Neighborhood Meeting 5/23/19
Date: Friday, May 24, 2019 3:09:23 PM

Neighborhood Meeting 5/23/19 Level 3 Parking Amendment

Guests

Scott Lindsey
Steven Scharf
Catherine Lamson
David Bois
Mark Googins
Emma Holder
Kara Wilbur
Jim Brady
Larry Osmer
Megan McDevitt
Tony Gatti

Presenters

Pat Carroll
Steve Weatherhead
Pete Pachios

Attendance/Notes/Logistics

Dan Jacques

Pete opened the meeting at 5:38pm, welcomed guests, gave a short NR bio, clarified the purpose of the meeting & introduced Pat Carroll of the architectural team.

Pat explained the neighborhood Meeting process, noted that last night covered the MDP application & tonight is how we integrate the existing approved surface lot plan with the property to enable the hotel phase of the project.

PS development was in the mid & late 1980's. The parking plan involved 2 lots, an upper site with 236 spaces & a lower lot with 306 spaces; a private underground garage in Two PS was in the original project & will not be changed in this amendment or in the MDP.

The presentation was in slide form in a PowerPoint format.

1. Identified the proposed hotel site within entire site plan.
2. Aerial view of "as is" condition.
3. Aerial view of the amendment as an "interim" condition to enable hotel construction on

the lower lot & be a stepping stone for the pending parking garage construction on the upper site.

4. PS MDP phasing sequence. Hotel is currently under review and should have a Level 3 public hearing in June.
5. Next phase is to construct garage on upper site, City has reviewed it with the developer & architectural team multiple times. The City suggested we engage a highly qualified parking consultant to help to properly plan & prepare our submittal. VHB was engaged.
6. Purpose of VHB Study was to delineate & quantify peak parking, quantify needs of existing use, based on automated gate access data, calculate the supply & demand for the hotel.
7. Goals for the VHB Study were to quantify the existing demand, determine the ability to convey hotel parcel, and determine reconfiguration.
8. VHB Study results identified users, 76% were existing tenants, 8-9% are month to month non-tenant users, 3-4% are property management & service vehicles, and 11% were transient hourly parking. Peak demand was 82% of capacity at 442-444 spaces. Typically, 97-100 spaces remained available.
9. VHB Study revealed that with the hotel modeled in at 64 spaces, expected change is still below capacity. When transient hourly parking is added, peak capacity is reached a few times on the chart.
10. Conclusions: The project can work in the interim & with addition of hotel. It will involve a parking management plan be established to manage peak flow & hourly use. The hotel will offer valet parking services.
11. Interim Plan Review: The garage remains unchanged at 42 private spaces. The upper lot contains 236 spaces, 101 are in a reserved access restricted area & 135 are unassigned spaces. The lower lot will have 216 spaces, many of which may be assigned as is needed. Some lot striping will be done in the small area impacted by the conveyance in order to maximize the spaces available. There is a net change of 90 spaces in the parking amendment. The hotel has an 18 foot wide easement area on the north & east sides for both construction access around the hotel & for a future hotel service drive.

Questions from Guests

1. Identify land for easement?
2. New parking garage capacity?
3. How many workers at PS?
4. When Study was done, there was construction on floors 7-10, does the loss of the spaces for a former sublet tenant of Verrill Dana count in the Study? Would taking that in to account change the result & create a reduction that may not work? It was noted that construction workers often used the available spaces of the sublet tenant & some hourly spaces, so it may not change.
5. Can we survive the interim condition while the hotel & the garage are constructed?
6. Alternate users at PS? Encourage use now? In interim? Reach out to people in area & in PS? Are there showers available? Are there incentives for ride sharing made now or in advance?
7. Does VD & the other tenants at PS subsidize worker parking or alternate transportation uses? How many VD Associates?
8. Comment about how far this site has come since 1980's with old industrial wasteland, battery recycling company on site & now modern indoor parking plans with green roofs.

Who could have predicted that positive change in about 30 years.

9. How many rooms in the hotel?
10. Curious about walkways, Identify them, grade changes & new link to Commercial Street.
11. Moment about the size, shape scale & design as very favorable. What is strategy for size of buildings & proximity to sidewalks/street?
12. Comment about build it ' they will come. With this scale more alternative users should evolve & we should encourage that use in advance.
13. Come that there may be a flaw in logic with how/when residents come & go to the area.
14. What are the street elevations?
15. Explain the street activation.
16. Who owns the neighboring dirt lot & Brian Boru Building?
17. Where is MEMIC located?
18. Did you look in to shrinking garage to engage more active use on Spring & Cotton Streets?
19. What is the timetable for the hotel? The garage?
20. Where are the green roofs?

Meeting was adjourned at 6:39pm.

Thanks, Dan

Dan Jacques
Waterfront Maine/North River Co.
14 Maine Street, Box 15
Brunswick, ME 04011
207-729-7970 (O)
207-522-4133 (M)

June 11, 2019

Updated June 18, 2019

Mr. Matthew Grooms, Planner
City of Portland Planning Division
389 Congress Street, 4th Floor
Portland, ME 04101

**RE: Portland Square Parking Amendment to 1-2 Portland Square- # PL-000606-2019
Response to Staff Comments**

Dear Matt,

We are in receipt of your initial Staff Comments regarding the Portland Square Parking Amendment, and offer the following responses:

Tom Errico- Preliminary Traffic Comments May 23, 2019

Comment 1.

The Analysis should include/document existing Portland Square employees that do not park in the subject surface parking lots. It is our understanding that some employees park in other paid parking facilities. The parking program for existing employees should be summarized.

Response:

The Applicant has requested a survey of all tenants in Portland Square 1-2 but has received minimal response to date. It may be difficult to determine fixed numbers, but we know that the following measures impact the number of off-site parkers:

- Consolidation of services within the Tenant organizations has reduced staff needs.
- Working or telecommuting from home has reduced the number of tenant parkers over the last decade.
- Marked increase in walking or bike use has reduced on-site parking.
- Notable difference Foot traffic in/out of TD Bank due to electronic banking has in turn reduced teller staff requirements.
- Verrill-Dana leases 66 spaces elsewhere to provide covered parking for key employees, and another 49 employees are parking due to ride sharing/ carpooling and reduced rates.
- Prudential Associates work in shifts during weekdays (8am-2pm, 2pm-10pm), reducing their overall parking demand but we note it does increase for short periods during mid-day shift overlap (+/- 1-3 pm).

Response 06.18.19

Additional data collected by the north River management staff reflects the following:

- The reserve portion of the upper lot was monitored, and note that during weekday peak times (10 am- 2 pm) there were 45-46 spaces available out of 100; on Fridays 55-59 spaces were available. We believe this is due to summer hours, working from home, flex time, and other work practices that are built into the business model.
- In the three years since taking ownership of the properties, there has never been a time when tenants were not able to park in the surface lots.
- A number of employees choose to park off-site due to ride sharing with others working off-site, cost, and availability of covered parking.

Comment 2.

The analysis should include discussion of parking impacts during construction for each project phase. It is important to understand how parking supply will be impacted during construction activities. It is suggested that a graphic be provided illustrating construction phasing activities and the impacts to parking supply.

Response:

This proposed Amendment request is focused on establishing realistic parking requirements for the existing 1-2 Portland Square uses. The MDP application under separate review does include an overall phasing plan for the future development. The construction of other phases of the overall Master Development Plan, including the Hotel on the lower lot and parking structure on the upper lot will impact the existing parking on the property, but we believe the parking impacts due to those activities should be considered as part of their individual Level III approvals. The Applicant is in the process of securing off-street parking for tenants during construction, and will present this plan as part of the MDP discussion.

Comment 3.

Calculations for estimating parking demand (64 spaces) for the hotel should be provided. The demand should be based upon a parking generation analysis and not zoning requirements.

Response:

We have requested and received documentation from the Fathom Company that supports their Level III parking program based on current zoning requirements, and have attached to this response as Exhibit #1. Our Parking consultant (VHB) is currently completing a separate Parking Demand Analysis for the Hotel and its proposed uses; this will be submitted under a separate cover once reviewed by Fathom and the Owners.

Response 06.18.19

Additional calculations of Parking Demand for the Hotel are included in a memo from VHB issued separately to this memo. This analysis indicates an average of 65 spaces is in demand during the peak weekday hours, with overnight/ weekend parking rising above this number. We continue to be concerned about the use of a Demand Analysis for our Amendment and the Zoning requirement for the Hotel, and would propose that an agreement be made on the allocation of PS1-PS2 and Hotel parking as it relates to our Amendment. We would recommend staff consider the following:

Parking Space Count		
	Existing	Reduced
Upper Lot	236	236
Lower Lot	306	216
Combined Spaces	542	452
<i>PS2 also has 42 garage spaces, which don't change in the future condition.</i>		
Future Allocation		
Portland Square		388
Hotel		64
		452
<i>42 PS2 garage spaces are retained and don't change.</i>		

Comment 4.

An explanation on the management and designation of users of the 42-space parking garage shall be provided.

Response:

The users of the 42spaces in the basement of 2 Portland Square are all executives of financial service tenants located in 2 Portland Square. They are all reserved spaces, with designated areas for each tenant. Access is restricted to those tenant parkers by security card.

Comment 5.

To fully understand year-long seasonal parking usage in the subject lots, parking demand during all months shall be provided.

Response:

The Applicant has requested this information from their parking management company (UPP), and this data is currently being analyzed by VHB. Once completed, their findings will be submitted to Planning Staff.

Response 06.18.19

Additional yearround use has been documented by VHB and is included in their memo under a separate cover.

Comment 6.

A number of the data points in Figure 3 fall above the average line particularly during the late winter time period. Some discussion on the use of average conditions versus an 85th percentile conditions should be provided.

Response:

VHB is analyzing this data and will be providing a response to this question under a separate memorandum.

Response 06.18.19

See memo from VHB dated June 18, 2019 submitted under separate cover.

Comment 7.

I will continue to review suggested parking management strategies and will provide comments in the future. My general conclusion at this time is that both Other Monthly and Transient parkers are likely to be reduced/eliminated to offset the parking supply loss.

Response:

Current parking management strategies were initiated in 2015 when the properties were acquired by North River and currently include the following:

- Attendants were added during business hours to manage transient parkers and manage the monthly parkers.
- There are currently 62 monthly users that are not tenants of PS1-PS2.
- Eighteen (18) new bicycle racks were added in 2019 to supplement heavy use of the original 20 bike racks supplied. Several tenants also provide indoor bicycle storage for their employees.
- The Applicants have implemented a Ride Share Board for Portland Square employees.
- The Applicant currently provides discounted rates for sharing parking spaces for shift work, job sharing, and flex-hour workers. Several tenants also provide incentives for rideshare/ carpooling and METRO Pass subsidies.
- There are METRO and South Portland Bus Service on Union Street directly adjacent to the property, and the Breeze/ Zoom Commuter bus stops (serving a 75-mile radius of Portland Square N/S) are all within walking distance of Portland Square.
- The MDP anticipates installing a number of E/V Stations, bicycle storage, motorcycle spaces, designated car-share/ ride-share, and oversize van spaces for commuters in the new garage.

- Extra wide sidewalks on Spring, Union, and Fore Streets encourage pedestrian activity.

Response 06.18.19

In addition to the current parking strategies listed above, additional Parking Management Strategies which North River might consider are included in the VHB Memo dated 06/18/2019 under separate cover.

Matthew Grooms- Email Clarifying Additional Information Requested May 29, 2019

Comment 1.

Applicant should pursue TDM strategies to further reduce the parking requirement, and describe how those changes would impact parking demand, showing existing and proposed counts.

Response:

As indicated above, the Applicants have already implemented several strategies to reduce parking demand, including the following:

- They recently added 18 bicycle racks in addition to the 20 existing.
- They recently issued a Green Commuting Option Notice to all Tenants requesting current incentives for carpooling, ride-sharing, bike riding, walking/ running, public transportation, EV potential, and E-commuting. Results from that study will be submitted once completed.
- The Applicant will consider reducing/ eliminating non-tenant monthly and transient parkers during peak times.
- Attendants will control access to parking from non-tenant and transient parkers.
- Valet parking during peak periods.

Response 06.18.19

See VHB Memo dated 06/18/2019 for proposed strategies which the Owners could consider implementing. While difficult to provide the impact these measures would provide, the hope is that a significant reduction would occur.

Comment 2.

What is the current demand for parking based on existing uses at PS1 and PS2?

Response:

The buildings are fully tenanted and there is no wait list for any Portland Square tenants. As indicated above, the parking lots are currently accommodating 62 monthly users that are not Portland Square tenants along with some transient parkers.

Comment 3.

Provide demand analysis for hotel project, separate from zoning requirements.

Response:

See Errico Comment Response #3 above.

Comment 4.

Provide information on PS1 and PS2 employees who do not currently park on-site, and if so, where are they parking?

Response:

See Errico Comment Response #1 above.

Comment 5.

Breakdown of existing uses (including conceivable use of vacant space) and zoning analysis.

Response:

The existing buildings at 1-2 Portland Square have the following uses (nic bulk storage or food prep):

- 12- Office Tenants totaling 254,149 sf

- 1- Bank totaling 12,116 sf Lobby/retail use
- 5- Retail Shops totaling 8,691 sf
- 3- Restaurants totaling 2,635 sf

Based on current Off-Street Parking requirements noted in Section 14-432, the following parking would be required:

- Professional Office 254,149 sf / 400 = 636 spaces
 - Retail 20,807 sf – 2000 sf/ 200 = 94 spaces
 - Restaurant 2,635 sf/ 150 = 18 spaces
- Total 748 spaces

The total parking that was originally approved for 1-2 Portland Square was 564 spaces.

Comment 6.

Annual parking information, including summer months.

Response:

See Errico Comment Response #5 above.

Comment 7.

A number of the data points in Figure 3 fall above the average line particularly during the late winter time period. Some discussion on the use of average conditions versus an 85th percentile conditions should be provided.

Response:

See Errico Comment Response #6 above.

Please review the responses and supplemental information and contact me if you have any questions or need additional information. We continue to believe in working together towards a successful project, and look forward to your final comments and presentation to the Planning board.

Regards,
CARROLL ASSOCIATES



Patrick J Carroll, Principal

Att.

CC: Dan Jacques, NRIV
Adam Meyers, NRIV
Peter Pachios, NRIV
Lourenco Dantas, VHB

Plan References:

1. ALTA/ACSM LAND TITLE SURVEY FOR PORTLAND SQUARE LIMITED PARTNERSHIP, TWO PORTLAND SQUARE, CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE, BY STEVENS, MORTON, ROSE & THOMPSON DATED DEC. 11, 1989, REVISED THROUGH DEC. 11, 1992.
2. SURVEY FOR ATBRO CORP. DATED JULY 1981 BY H.I. & E.C. JORDAN.
3. LAND TITLE SURVEY FOR NORTHLAND REALTY DATED NOV. 26, 1985 BY H.I. & E.C. JORDAN.
4. "CROSS STREET EASEMENT PLAN" DATED JAN. 3, 1986 BY HUNTER- BALLEW ASSOCIATES ON FILE WITH THE CITY OF PORTLAND DEPT. OF PLANNING AND URBAN DEVELOPMENT.
5. STANDARD BOUNDARY SURVEY FOR PORTLAND SQUARE LIMITED PARTNERSHIP, NORTHLAND REALTY CORP. DATED OCT. 26, 1987 BY STEVENS, MORTON, ROSE & THOMPSON, INC. RECORDED IN C.C.R.D. IN PLAN BOOK 182, PAGE 29.
6. LAND TITLE SURVEY ON FORE STREET, PORTLAND, MAINE MADE FOR TWO PORTLAND SQUARE LIMITED PARTNERSHIP DATED FEB. 21, 1996 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 196, PAGE 60.
7. ALTA/ACSM LAND TITLE SURVEY OF ONE PORTLAND SQUARE DATED MAY 16, 1996 BY LEWIS & WASINA, INC. UPDATED TO JUNE 24, 1996 IN PLAN BOOK 196, PAGE 221.
8. PLAN MADE FOR MGI ONE PORTLAND SQUARE, INC. BY H.I. & E.C. JORDAN DATED NOV. 15, 1989 REVISED TO JUNE 26, 1996 IN PLAN BOOK 196, PAGE 86 AND 219.
9. LAND TITLE SURVEY FOR MGI TWO PORTLAND SQUARE, INC., FORE STREET, PORTLAND, MAINE, JUNE 25, 1996 BY OWEN HASKELL, INC. IN PLAN BOOK 196, PAGE 220.
10. PLATS AND PLANS OF A BUSINESS CONDOMINIUM OCTOBER 29, 1987 PLAN BOOK 166, PAGE 44.
11. PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR PORTLAND SQUARE LIMITED PARTNERSHIP DATED NOV. 15, 1989 BY H.I. AND E.C. JORDAN.
12. ALTA/ACSM LAND TITLE SURVEY ON FORE STREET PORTLAND, MAINE MADE FOR MGI, ONE PORTLAND SQUARE DATED APRIL 14, 1999 BY OWEN HASKELL, INC.
13. ALTA/ACSM LAND TITLE SURVEY ON FORE STREET PORTLAND, MAINE MADE FOR TIMOTHY O'NEIL DATED APRIL 14, 1999 REV. 7 3/23/04 BY OWEN HASKELL, INC.
14. ALTA/ACSM LAND TITLE SURVEY, BCIA PROJECT, ONE PORTLAND SQUARE, TWO PORTLAND SQUARE AND PORTLAND SQUARE PARKING, PORTLAND, MAINE, SHEETS 1 AND 2, DATED SEPT. 30, 2005 LAST REVISED FEB. 7, 2006 AND MARCH 3, 2006 BY OWEN HASKELL, INC.
15. ALTA/ACSM LAND TITLE SURVEY, ONE PORTLAND SQUARE, TWO PORTLAND SQUARE AND PORTLAND SQUARE PARKING, PORTLAND, MAINE, MADE FOR NORTH RIVER IV LLC FEBRUARY 12, 2015 BY OWEN HASKELL, INC.

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. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

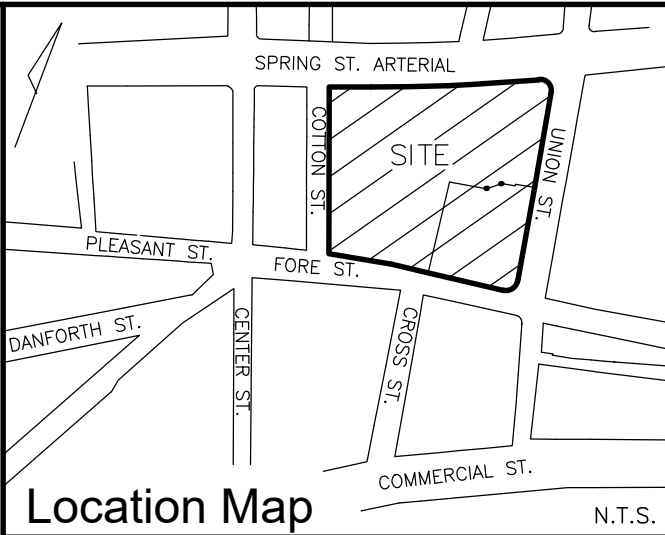
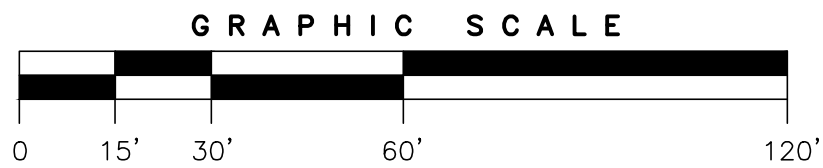
Flood Zone Note:

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0013 B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Notes:

1. OWNER OF RECORD: NORTH RIVER IV LLC, 224 12TH AVENUE, NEW YORK, NY 10001 C.C.R.D. BOOK 32163 PAGE 33.
2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY POINT T124-18-1143 N:299542.1747 E:2928944.1068 AND T124-18-1155 N:299607.6956 E:2929152.2276 HELD.
3. ELEVATIONS ARE BASED ON CITY DATUM.
4. THE LOCUS IS SHOWN AS LOT 3 BLOCK B ON THE CITY OF PORTLAND ASSESSORS MAP 38.

A DMH RIM=31.08 (A)15"PVC INV. IN=22.98 (B)15"PVC INV. IN=23.68 (C)15"PVC INV. IN=24.18 24"PVC INV. OUT=22.88	E CB RIM=28.50 15" INV. IN=22.60 15" INV. OUT=22.40 TRAP
B CB RIM=29.65 INV. OUT=23.65	F CB RIM=28.50 12" INV. IN=24.30 15" INV. OUT=24.20
C MH RIM=30.57 18" INV. IN=21.77 15" INV. IN=22.07 18" INV. OUT=21.69	G CB RIM=27.82 12" INV. IN=22.52 15" INV. OUT=21.72
D MH RIM=30.07 2" INV. IN=21.97 24" INV. IN=21.57 24" INV. OUT=21.47	H CB RIM=27.34 12" INV. IN=22.74 10"/12" INV. OUT=22.64 BOTTOM TRAP



Legend:

- IRON PIPE OR ROD FOUND
- GRANITE MONUMENT FOUND
- WATER VALVE
- HYDRANT
- VALVE
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- BORING
- DEDICIOUS TREE
- CONIFEROUS TREE
- CURB
- SS SANITARY SEWER
- SD STORM DRAIN
- SL SECURITY LINE
- E UNDERGROUND ELECTRIC
- PT PNEUMATIC TUBE
- W WATER LINE
- T TELEPHONE LINE
- C COMMUNICATION CABLE
- 1" CONTOUR
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK/PAGE
- CONC. CONCRETE

CURVE DATA

No.	Delta	Radius	Arc Length	Chord Length	Chord Bearing
C1	92°57'43"	25.04	40.63	36.32	S32°21'21"W
C2	29°31'16"	6.00	3.09	3.06	N60°49'32"E
C3	29°31'16"	6.00	3.09	3.06	N60°49'32"E

Certificate:

OWEN HASKELL, INC. HEREBY CERTIFIES 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

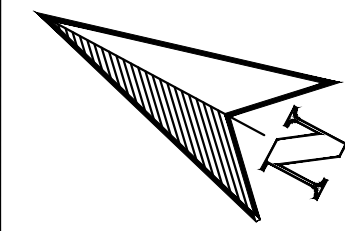
JOHN W. SWAN, PLS NO. 1038

BOUNDARY AND TOPOGRAPHIC SURVEY
PORTLAND SQUARE PARKING
FORE STREET & COTTON STREET, PORTLAND, MAINE
PORTLAND, MAINE
MADE FOR
CARROLL ASSOCIATES
COMMERCIAL STREET, PORTLAND, MAINE



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

Drawn By RS	Date	Job No.
Trace By JLW	DECEMBER 5, 2016	2016-129 P
Check By JWS	Scale	Drwg. No.
Book No. FILE	1" = 30'	1



Approved Parking Count

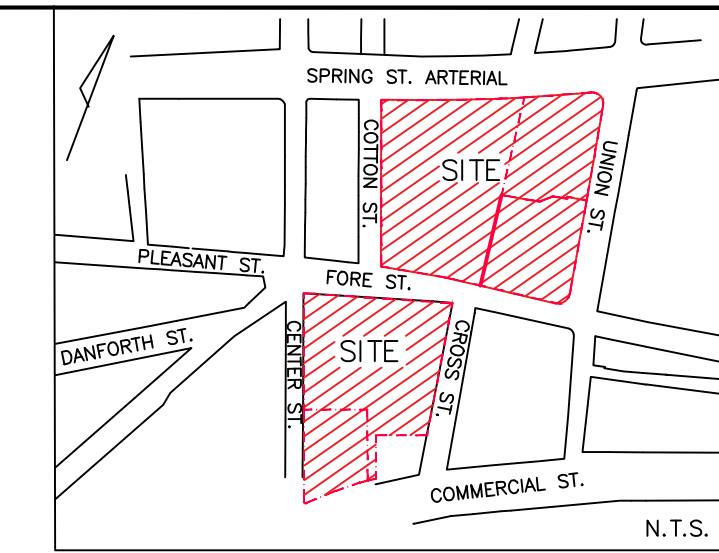
LOCATION:	QUANTITY
UPPER LOT:	234
PORTLAND SQ. 2 BASEMENT	42
PORTLAND SQ. 3 LOT	289
BICYCLE PARKING	0
TOTAL:	565

Existing Parking Count

LOCATION:	QUANTIT
UPPER LOT:	236
PORTLAND SQ. 2 BASEMENT	42
PORTLAND SQ. 3 LOT	306
BICYCLE PARKING	22
TOTAL:	584

Proposed Parking Count

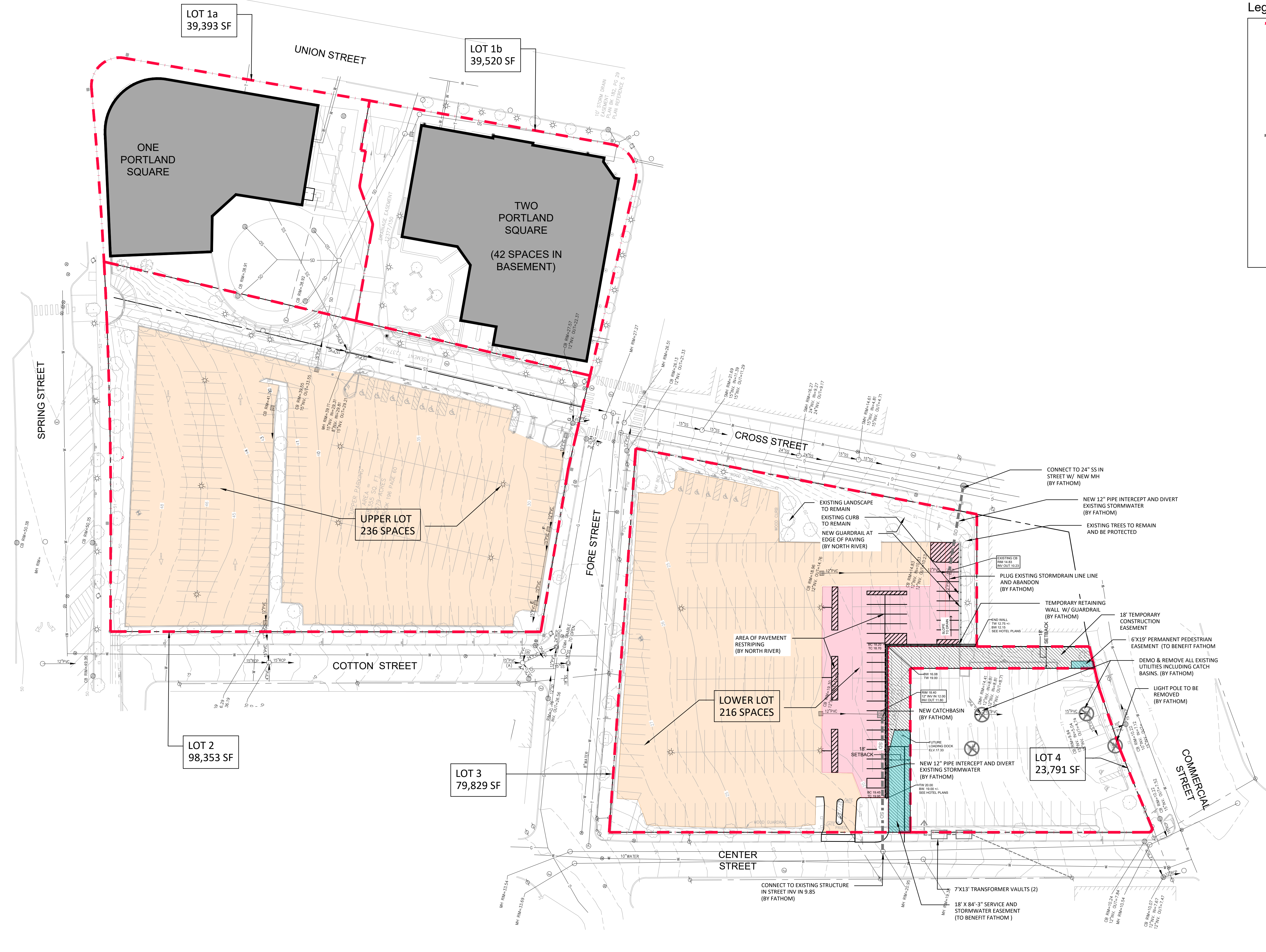
LOCATION:	QUANTITY
UPPER LOT:	236
PORTLAND SQ. 2 BASEMENT	42
PORTLAND SQ. 3 LOT	216
BICYCLE PARKING	22
TOTAL:	494



Location Map

Legend

- | | |
|---|---------------------------------------|
|  | PROPERTY LINE |
|  | CONSTRUCTION SETBACK |
|  | EXISTING BUILDINGS |
|  | EXISTING PARKING LOT TO REMAIN |
|  | EXISTING PARKING LOT TO BE RESTRIPTED |
|  | TEMPORARY EASEMENT |
|  | INTERIM UTILITIES |
|  | INTERIM CB OR MH |
|  | TO BE RELOCATED |
|  | TO BE REMOVED |
|  | PERMANENT EASEMENT |
|  | GUARDRAIL |
|  | RETAINING WALL |
|  | CURB |



One
Portland Square
-
Two
Portland Square

**LEVEL III AMENDED
SITE PLAN**

Portland, Maine

Owner / Developers
NORTH RIVER, LLC
New York, NY

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 Commercial St, Suite 200
Portland, ME 04101
207.772.1552
www.carroll-assoc.com

**WINTON SCOTT
ARCHITECTS, PA
5 Milk Street
Portland, ME 04101
774-4811
www.wintonscott.com**

**BECKER STRUCTURAL
ENGINEERS, INC.**
75 York Street, Suite 3
Portland, ME 04101
207.879.1838
www.beckerstructural.com

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41 Hutchins Dr.
Portland, ME 04101
207.558.3785
www.woodardcurran.com

HALEY & ALDRICH, INC.
75 Washington Ave, Suite 1A
Portland, ME 04101
207.482.4609
www.haleyaldrich.com

GORRILL PALMER
707 Sable Oaks Drive, Suite 30
South Portland, ME 04106
207.239.7470
www.gorrillpalmer.com

[illegible]

Drawing Title:	Scale: 1"=20'-0"
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OVERALL PARKING PLAN

Date:	4.12.2019
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Phase:	Permitting
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L-1.0

