

PLANNING BOARD

Tuesday, August 13, 2024 at 4:30 PM
Room 24 (Ground Level of City Hall) and
Zoom



MEMBERS

Brandon Mazer, Chair
Justin Barker, Vice Chair
Marpheen Chann
Sean Murphy
David Silk
Austin Smith
Maggie Stanley

The Planning Board invites the public to attend the meeting **in person or Zoom** pursuant to the Remote Meeting Policy adopted by the Planning Board. Prior to the meeting, please check the Agenda Center <https://www.portlandmaine.gov/602/Agendas-Minutes> to view memos and reports which will be posted by the end of the day on the Friday before the Planning Board meeting. To submit written public comment on an agenda item, email planningboard@portlandmaine.gov. Submissions must be received by 12:00 pm **the day before** the Planning Board meeting to guarantee their inclusion in the agenda packet. All submissions must include the commenter's name and legal address. To help ensure your comment is submitted for the correct item, please include the name of the agenda item (see below).

REMOTE PARTICIPATION

Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend either in person or via Zoom, a recording will be available in the [Agenda Center](#) following the meeting.

Please click the link below to join the webinar:

<https://portlandmaine-gov.zoom.us/j/86751266398>

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AGENDA:

PUBLIC HEARING - 4:30 PM

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATION AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON JULY 30, 2024. ATTENDANCE WILL BE ADDED AS SOON AS IT IS RECEIVED.**
4. **REPORTS OF DECISIONS AT THE MEETING HELD ON JULY 30, 2024. DECISIONS WILL BE ADDED AS SOON AS THEY ARE FINALIZED.**
5. **NEW BUSINESS**
 - i. Historic Preservation Board Appeal; 42 Atlantic Street; LB Atlantic, LLC, Applicant; Joe Lewis, Appellant. The Planning Board will hold a hybrid public hearing to consider an appeal of the Historic Preservation Board's decision to issue a Certificate of Appropriateness for application HPBR-002814-2024; for the proposed 30-unit affordable housing project at 42 Atlantic Street. The appeal was tabled to August 13, 2024 at the Planning Board's July 30th meeting. A project and plan summary are available for viewing on the city's CSS Portal (<https://css.portlandmaine.gov/>) by referencing Plan Number HPBR-002814-2024.
 - ii. Major Site Plan; 156 High Street; Williston-Immanuel United Church and Avesta Housing, Co-Applicants. The Planning Board will hold a hybrid public hearing to consider a proposal to renovate the Parish House of the Williston-Immanuel United Church, and construct a three-story addition off of the Parish House to create 33 affordable housing units. The subject property totals 23,007 square feet, is zoned B-3 Downtown Business, and is located within both the Deering Street Historic District, and the Congress Street Historic District. A project and plan summary are available for viewing on the city's CSS Portal (<https://css.portlandmaine.gov/>) by referencing Plan Number PL-002905-2024.
 - iii. Major Site Plan and Conditional Use; 331 Cumberland Avenue; Youth and Family Outreach, Applicant. The Planning Board will hold a hybrid public hearing to consider a proposal to develop a new mixed-use building at 331 Cumberland Avenue, with ground-level daycare and pre-school, along with 60 residential units; 48 of which would be affordable. The subject property totals 19,592 square feet, and is zoned B-3 Downtown Business. A project and plan summary are available for viewing on the city's CSS Portal (<https://css.portlandmaine.gov/>) by referencing Plan Number PL-002938-2024.
 - iv. Major Site Plan; 90 Atlantic Street; Atlantic Street Properties, LLC, Applicant. The Planning Board will hold a hybrid public hearing to consider a proposal to demolish an existing four-unit residential building, and construct a new four-story, six-unit residential condominium at 90 Atlantic Street with ground-level structured off-street parking. The subject property totals 4,650 square feet, and is located within the R-6 Residential Zone. A project and plan summary are available for viewing on the city's CSS Portal (<https://css.portlandmaine.gov/>) by referencing Plan Number PL-002600-2023.

**STAFF MEMORANDUM
HISTORIC PRESERVATION PROGRAM
PLANNING AND URBAN DEVELOPMENT**



TO: Chair Mazer and Members of the Planning Board
FROM: Evan R. Schueckler, Historic Preservation Program Manager
DATE: July 26, 2024
RE: 42 Atlantic Street – PUBLIC HEARING – Appeal of Historic Preservation Board
Approval of New Construction
PROJECT ID: HPBR-002814-2024
MEETING: July 30, 2024

Owner: Daniel Black, LB Atlantic LLC
Architect: Kyle Barker, Primary Projects

A legal ad announcing the Planning Board's meeting on July 30, 2024 was published in the Portland Press Herald on July 19, 2024 and July 20, 2024, and 292 notices were sent to neighboring property owners within 500 feet of the subject property.

BACKGROUND

The Historic Preservation Board held two workshops and a public hearing for the proposed new construction at 42 Atlantic Street on the following dates:

- March 6, 2024 – Workshop
- April 17, 2024 – Workshop
- May 29, 2024 – Public hearing

At the May 29 Public Hearing the Historic Preservation Board voted 5-1 (Whitten opposed, Miller recused) to approve the project with conditions.

Included for reference by the Planning Board are all staff memos, applicant materials, and written public comment provided to the Board at the March 6, 2024 Workshop (Attachments 1-5), the April 17, 2024 Workshop (Attachments 6-10), and the May 29, 2024 Public Hearing (Attachments 11-15), along with the the Certificate of Appropriateness and Final Approved Plans issued on June 6, 2024 (Attachments 16-17). Links to the recordings of all three meetings have also been provided.

ANALYSIS OF APPLICABLE REVIEW STANDARDS

See analysis by the Board included in the staff memo from the May 29, 2024 Public Hearing (Attachment 11).

ATTACHMENTS

1. Appeal Application
2. Staff Memo from March 6, 2024 Workshop
3. Project Description from March 6, 2024 Workshop
4. Application checklist and deed from March 6, 2024 Workshop
5. Plans from March 6, 2024 Workshop
6. Public Comment from March 6, 2024 Workshop
7. Staff Memo from April 17, 2024 Workshop
8. Project Description from April 17, 2024 Workshop
9. Application checklist and deed from April 17, 2024 Workshop
10. Plans from April 17, 2024 Workshop
11. Public Comment from April 17, 2024 Workshop
12. Staff Memo from May 29, 2024 Public Hearing
13. Project Description from May 29, 2024 Public Hearing
14. Application checklist and deed from May 29, 2024 Public Hearing
15. Plans from May 29, 2024 Public Hearing
16. Public Comment from May 29, 2024 Public Hearing
17. Certificate of Appropriateness, dated June 3, 2024
18. Approved Plans, dated June 3, 2024

MEETING RECORDINGS

1. March 6, 2024 Workshop: <https://portlandme.portal.civicclerk.com/event/6705/media>
(Beginning around minute 36:00)
2. April 17, 2024 Workshop: <https://portlandme.portal.civicclerk.com/event/6718/media>
(Beginning around minute 35:00)
3. May 29, 2024 Public Hearing: <https://portlandme.portal.civicclerk.com/event/7227/media>
(Beginning around minute 4:00)

Application for Appeal

Department of Planning and Urban Development

City of
portland



Applicant Information:

Applicant Name: Joe Lewis Phone: (207) 756 - 3773

Business Name (if applicable): _____ Email: joe@portcitylegal.com

Mailing Address: 33 Atlantic Street, Portland, ME 04101

Is the applicant an agent, representative, or lessee of the property owner/purchaser? ☐ Yes ☒ No

Name of Property Owner/Purchaser: _____ Phone: (_____) _____ - _____

Business Name (if applicable): _____ Email: _____

Mailing Address: _____

Property and Project Information:

Property Address: 42 Atlantic Street Zone: R-6

Tax Assessor's CBL: 016 F 1??? Current Use of Property: OTHERS EXEMPT BY CODE
Chart # Block # Lot #

Disputed provisions of the Portland Code of Ordinances (please cite sections): Chapter 14 - Land Use

Article 17: 17.1, 17.8.3(A)(1-5), 17.8.3(B)(2), 17.8.3(C)(2)(3)

Decision being appealed:

Issuance of Certificate of Appropriateness by the Historic Preservation Board stamped for approval
on June 3, 2024. See attached for details of basis for the appeal.

Please attach a copy of the approval letter or permit that is under dispute. You are welcome to submit any additional documents and exhibits that may support your request.

The undersigned hereby makes application for an interpretation appeal as described above, and certifies that the information herein is true and correct to the best of his or her knowledge and belief.

Applicant signature: _____ Date: 6/30/2024

389 Congress Street, Fourth Floor • Portland, Maine 04101 • 207-874-8719
planning@portlandmaine.gov • www.portlandmaine.gov

Planning and Urban Development
Historic Preservation Program



June 3, 2024

Owner: Dan Black & Carl Lakari
LB Atlanti, LLC
P.O. Box 10452
Portland, ME 04104

Applicant: Kyle Barker
Primary Projects
2330 Horton Street
North Dighton, MA 02764

Re: 42 Atlantic Street – New Construction

HPBR-002814-2024

Dan Black, Carl Lakari, and Kyle Barker,

The Historic Preservation Board has approved your application for a Certificate of Appropriateness for new construction at 42 Atlantic Street. Approval was based on the application materials submitted for the public hearing held on May 29, 2024, and stamped for approval on June 3, 2024, except as modified by the following conditions:

- Staff shall review details and/or mockups for installation of cobblestones along Gilbert Lane to ensure that the appearance after utility construction is complete is consistent with the historic appearance.

All improvements shall be carried out as shown on the materials submitted for the hearing on May 29, 2024, and stamped for approval on June 3, 2024, except as to comply with the conditions above. Changes to the approved plans or specifications, and any additional work that may be undertaken must be reviewed and approved by the Historic Preservation program prior to construction, alteration, or demolition. If, during the course of completing the approved work, conditions are encountered which prevent completing the approved work, or which require additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the original date of issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the original date of issuance or if such work is suspended in significant part for a period of one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,

Evan R. Schueckler
Historic Preservation Program Manager

Additional information supporting the appeal of the Historic Preservation Board's ("HPB") issuance of a Certificate of Appropriateness ("COA").

Appellant Joe Lewis appeals HPB's issuance of the COA for the reasons shown below.

STANDARD OF REVIEW:

1. The evidence before the HPB was erroneous or otherwise lacking with respect to the proposed size of the structure in relation to its visual neighbors.

Erroneous materials from the applicant. No fewer than three members of the community offered testimony during the public hearing process that the drawings purporting to show the height of the proposed structure were fundamentally flawed and misleading. These concerns were only addressed once at a workshop, with the applicant assuring the board that the renderings were correct.

The applicant's assurances notwithstanding, the renderings included in the Approved Plans document illustrate the infirmity of the evidence before the board.

- Page 16 shows a telephone pole to the left of the (42 foot) structure as rendered. The telephone pole is shown to be taller than the structure. On page 17, the same telephone pole is shown as shorter than the structure. Both things cannot be true.
- Page 17 shows a second telephone pole directly in front of the structure at the corner of Atlantic and Gilbert. In this rendering, the pole presents as slightly taller than the structure. Page 18 shows the same pole looking up Gilbert Lane and towering over the structure. The same telephone pole is shown on page 19 as being so much higher than the building that it is not even part of the rendering. These three relative views are thoroughly inconsistent in a way that belies any argument that the renderings are spot-on. On information and belief, this telephone pole is approximately 36 feet tall.

Lacking materials from the applicant. No fewer than two members of the community offered testimony highlighting the lack of renderings which showed the proposed structure in context with its visual neighbors. These concerns were noted on page 4 of the Approved Plans wherein the applicant reported feedback at the second Public Workshop to consider "showing abutting neighbors on analysis slide."

The analysis slide purporting to represent a response to this request is on page 6 of the Approved Plans and is wholly inadequate to either the request or the analytic requirements of the process. Specifically, this page shows 15 buildings on Atlantic Street, seemingly chosen at random. None of these buildings are depicted in reference to the proposed structure. Rather, they are shown in isolation with no location information, no height or width information, and – most alarmingly – not contextualized to the proposed structure. While the applicant did indeed show (some) abutting neighbors on this page, it did so in a way that subverted the ability of the board and the public to evaluate the visual compatibility of the proposed structure with its neighbors.

Because the board did not have sufficient evidence before it to properly evaluate the visual compatibility of the height and width of the proposed structure, any decision it made with reference to that compatibility pursuant to the demands of 17.8.3(A)(1) must not stand.

2. The interpretation of the Standards for review of new construction is not supported by the evidence that was presented and is otherwise so afield of those Standards as to be arbitrary and capricious, and at odds with the purposes of preservation as set forth in Section 17.1.

Pursuant to 17.11.4, Article 17 shall be liberally applied and construed to effectuate the purpose of preservation set forth in Section 17.1. Relevant purposes are detailed at 17.1 C, E, and G. These may safely be generalized to compatibility of new construction, protection and enhancement of the neighborhood character, and protecting and enhancing the attractiveness of the city.

Given the demand to liberally construe the Article generally in support of the purposes of the Article, the board should have been used more exacting standards when it looked at the scale and form, composition of principal facades, and relationship to street of the proposed structure. Instead, the board seems to have bent over backward to see what it wanted to see in order to approve this project.

17.8.3(A)(1) demands that the proposed height shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guideline. Similarly, 17.8.3(A)(2) demands the same of the proposed width of a new building.

In fact, the proposed structure is so much taller than its visual neighbors and so much wider than its visual neighbors that it is nonsensical to conclude

that it is visually compatible. Some of its neighbors will be hidden by this structure if allowed to be developed, which would seem to be the opposite of visually compatible. There are no existing buildings which are visually related to the proposed structure that are even one-half of its overall size. Indeed, public comment offered to the board suggested that the proposed structure is many, many times the size of its immediate neighbors, an allegation that was not even addressed, much less refuted by the applicant or the board. The proposed structure's scale dwarfs its neighbors, which is antithetical to the demands of sub (5), the scale of the structure.

Similarly, and as noted by the applicant on page 6 of the Approved Plans, common attributes of the buildings on Atlantic Street include a vertical orientation. Also, all but one of its visual neighbors features other than the flat roof proposed by the applicant. (During the final public hearing, the applicant erroneously claimed that 28 Atlantic has a flat roof. This is simply wrong.)

The proposal also fails the demands of 17.8.3(B) and (C), specifically regarding the rhythm of solids and voids compared to neighbors and the spacing and structures on streets. This massive structure will present a unique street-level experience for pedestrians, especially on Gilbert Street, which will be fairly "eaten up" by the building.

All told, the proposal fails any straight-face test with respect to visual compatibility. It would be a monster, completely out of character and scale with any other structure in its visual range. To determine otherwise is to ignore the precepts of 17.11.4, which dictates liberal construal of the Article in service to the purposes of preservation. This project is not compatible. It does not protect or enhance the neighborhood character (as described in the District description) but rather destroys that character. It does not protect or enhance the attractiveness of the city to build a massive, industrial-looking box and plop it in the middle of a relatively quaint street that features mostly modest and otherwise well-appointed structures of 1½ to 2½ stories.

3. The HPB impermissibly considered factors other than those called for in the Ordinance, specifically focusing on the need for affordable housing and the budget and design limitations associated with the project being financed by Maine Housing Authority as part of that entity's Low Income Housing Tax Credit program.

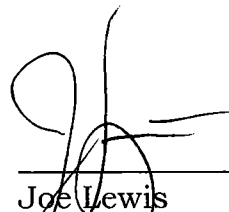
While the board was silent on this point in its COA letter, the reality is that this project was heralded as an important contribution to meeting the need for affordable housing in Portland. Laudable as this goal is, such a consideration is well-outside the purview of this board's authority and the specific guidelines found in 17.8.

During the three public workshops, board members were enthusiastic about this project helping meet the needs for more affordable housing. The board was similarly sympathetic to the applicant's need to be frugal at every turn due to the constraints and demands placed on it by its financier, Maine State Housing Authority.

The City's Land Use ordinance affords no such considerations for a historic preservation new construction analysis. Its final work product belies the open and spoken consideration of the board of the desirability for affordable housing. It permitted this consideration and desire to color its evaluation of this project to the point of allowing budget constraints to override design considerations.

Conclusion Because the Historic Preservation Board was working with insufficient evidence, drew arbitrary and capricious conclusions about visual compatibility in contradiction of the purposes of Article 17, and because the board considered impermissible factors as part of its analysis, the board's COA must be vacated.

Respectfully submitted,


6/30/2024
Joe Lewis
33 Atlantic Street
Portland, ME 04101

STAFF MEMORANDUM
HISTORIC PRESERVATION PROGRAM
PLANNING AND URBAN DEVELOPMENT



TO: Chair O'Brien and Members of the Historic Preservation Board
FROM: Evan R. Schueckler, Historic Preservation Program Manager
DATE: March 1, 2024
RE: 42 Atlantic Street – FIRST WORKSHOP – New Construction
PROJECT ID: HPBR-002814-2024
MEETING: March 6, 2024

Owner: Daniel Black, LB Atlantic LLC
Architect: Kyle Barker, Primary Projects

A sign announcing the Historic Preservation Board's meeting on March 6, 2024 was posted at the property on February 22, 2024. A legal ad was published in the Portland Press Herald on February 23, 2024 and February 24, 2024, and 292 notices were sent to neighboring property owners within 100 feet of the subject property.

PROJECT SCOPE

Demolish existing noncontributing structure.

Construct new four story, 26-unit residential building.

Dimensions:

Overall Height: ~40'
Footprint: ~86' x 72'

Material Specifications:

Foundation	Unspecified
Siding	Painted horizontal and vertical
Trim	N/A
Roofing	Flat Membrane (not visible)
Windows	uPVC
Doors	Unspecified

SUMMARY OF HISTORIC CONTEXT

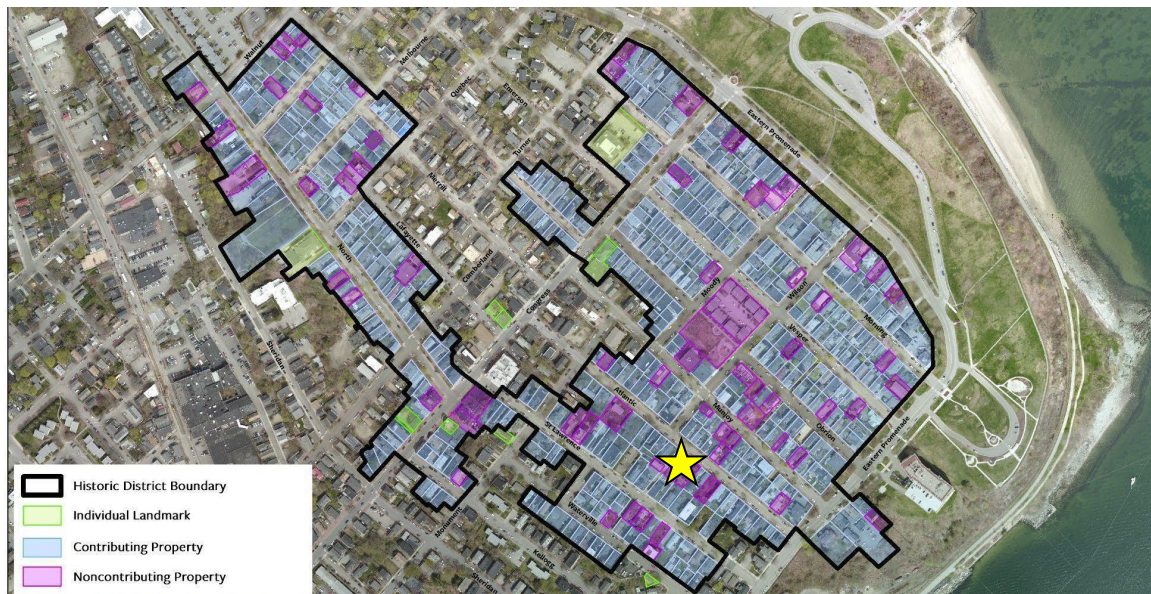


Figure 1: Map of the Munjoy Hill Historic District showing location of 42 Atlantic Street with yellow star.

Munjoy Hill is a dense historic neighborhood with a blend of vernacular, working-class architecture, a number of grand, high-style houses (primarily facing onto the Eastern Promenade), and a small number of commercial and institutional buildings scattered throughout.

Early in Portland's development, Munjoy Hill was sparsely populated. Other than the area occupied by the Portland Observatory and its attendant structures (constructed in 1807), the majority of the Hill was privately maintained for the pasturing of cows. Development on the hill remained slow-going early in the nineteenth century. Regardless, in 1836 the City of Portland purchased the lands along the edge of the peninsula that would eventually become the Eastern promenade in response to the increasing development. The earliest houses, of which only a few survive, were generally very modest one- to two-story wood-frame capes. Development picked-up pace in the mid-nineteenth century with the founding of the Atlantic and St. Lawrence Railroad in 1845 and the Portland Company in 1847. Jobs at the Portland Company in particular created the need for nearby working-class housing. The undeveloped tracts on Munjoy Hill provided ample space for that growth. Homes from the mid nineteenth century were often built in the vernacular Greek Revival style, featuring symmetrical façades and austere classically-inspired details.



Figure 2: Examples of early house types built on Munjoy Hill. An early- to mid-nineteenth century cape type house (left; 7 Lafayette Street), and a more ornate asymmetrical gable-fronted Greek Revival (right; 8 Sherbrook Street).

In the aftermath of the Great Fire of 1866, Portland found itself in dire need of additional housing and significant development occurred on Munjoy Hill. This was fueled by subdivision of the remaining large tracts of land and the arrival of streetcars, which made the easternmost ends of the peninsula easily accessible to downtown Portland. In this late-nineteenth century era, the scale of buildings increased, with many two- to three-family Italianate and Second Empire structures being built. This dense mode of development was further fueled by an influx of immigrants in the early-twentieth century. The demand for housing led to the advent of the now ubiquitous triple-deckers which dominate the easternmost ends of Munjoy Hill. These large frame structures can be found dressed in various architectural styles that were popular from the 1880s into the 1910s. This same era also saw increased interest in the expansive views and beauty of the Eastern Promenade by Portland's wealthiest residents. A number of grand single-family homes were built along the Promenade in the Italianate, Second Empire, Shingle, and Queen Anne styles. This development in the early-twentieth century solidified the Eastern Promenade streetscape as we know it today.



Figure 3: A typical street showing examples of triple-deckers and Italianate duplexes (left; 82, 84, 86, & 88 Beckett), and a grand Queen Anne house on the Eastern Promenade (right; 140 Eastern Promenade).

Munjoy Hill has a long history of development and features highly varied architectural expressions across buildings. Many buildings also feature historical alterations, as past owners tried to update Capes or Greek Revival houses with Italianate or Queen Anne details, creating varied and dynamic layers of history. Structures typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story late apartment or institutional buildings scattered throughout the district. Regardless of this diversity, there are a handful of unifying features within the district. Construction is primarily of wood frame over brick or stone foundations, with only a handful of primarily brick structures. Structures are typically independent, but constructed densely, with tight driveways and side yards. Front yards are typically extremely shallow, with proximity to the sidewalk being prioritized even on large lots. Projecting bay windows or entry porches are often used to create additional variety along the sidewalk. Windows are predominantly vertically oriented with varied placement on front and side elevations, though windows typically align on larger multi-family buildings.

The immediate vicinity of the proposed development is highly eclectic, reflecting the overall diversity of the district's architecture. There are several one-and-a-half story structures along Atlantic, with 48 Atlantic being the most architecturally spectacular of them. Two-and-a-half-story Greek revival and Italianates predominate, with a couple of second empire houses mixed in. 28 Atlantic Street is the only proper triple decker along this stretch, though 55 Atlantic is also a full three-stories and stands out for its fully brick construction.



Figure 4: 2023 google street views showing 48 Atlantic Street (left image, left), a spectacular low-scale Italianate house next to 52 Atlantic (left image, right), a typical two-and-a-half-story Italianate house. 29 and 23 Atlantic (right image, left to right) are examples to austere two-and-a-half-story Greek revivals.



Figure 5: 2023 google street views showing 28 Atlantic Street (left), an example of high-style triple decker, and 55 Atlantic, an early fully brick three-story apartment built.

Additional information on the Munjoy Hill Historic District can be found on the city website:
<https://www.portlandmaine.gov/665/Historic-Districts>

STAFF COMMENTS

The applicant is proposing to construct a four story, 26-unit affordable housing project. The parcel contains an existing, noncontributing building that will be demolished to allow for construction. The proposed four-story height and 72-foot width are greater than most of the immediately adjacent historic structures; however, it is not out of keeping with heights found in the district and the applicant has taken steps to try and breakdown the massing of the building.

The front elevation is proposed to be broken down with a series of shifts in the wall plane that step the building back from the corner of Atlantic Street and Gilbert Lane. Some similar shifts are proposed along Gilbert Lane. Staff find that this is fairly successful in better scaling the building to nearby structures. Staff would encourage the Board to consider whether this could be further reinforced by creating a somewhat further differentiated middle section. This would then break the building down into two about 30-foot widths that would be much more in keeping with typical widths along Atlantic Street.

Relatedly, the entrance to the proposed structure will be fairly easily discernible by the ramp and stairs off of the sidewalk. However, the entrance itself lacks presence on the building's façade. Staff would encourage the Board to discuss whether there are opportunities to reinforce the entrance through a wider recess, or perhaps a small cantilevered canopy. A differentiated siding treatment or surround could also make the entrance more visually prominent. Such a detail could function as a reference to the hoods or entablatures often found on Italianate or Greek Revival buildings nearby.

The proposed structure features a very regular pattern of windows which helps it to fit into the district. Windows are sometimes arranged with some variety, but on the larger structures, such as triple-deckers, they are especially regular. Unfortunately, this pattern is broken at the left bottom corner of the front façade. Staff would encourage the applicant to explore whether the basement entrance could potentially be shifted to part way down the side elevation which would allow the first-floor unit in that location to be pulled to the front of the building, allowing for a more consistent window pattern. This might also help ground that corner of the building, which feels awkwardly tall without a first-floor window.

Given that this is a first workshop, the Board should provide very clear direction to the applicant on any threshold compatibility issues, as well as providing preliminary feedback on materials and details. Staff would recommend that the applicant provide some additional rendered views in future submissions as well as a partial streetscape elevation to aid the Board in assessing the relationship between the proposed structure and adjacent historic structures.

ANALYSIS OF APPLICABLE REVIEW STANDARDS

Standards for Review of New Construction, 17.8.3:

Standard A. Scale and Form	
<u>1. Height</u>	
The proposed height shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure will be four stories. Atlantic Street is typically lined with one-and-a-half- to three-story structures.
<u>2. Width</u>	
The width of a building shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure will be wider than typical of structures along Atlantic Street, though not out of scale with some of the largest buildings in the district. The applicant is also proposing to create several small shifts in the Atlantic Street and Gilbert Lane facades that breakdown the width of the building.

3. Proportion of principal facades The relationship of the width to the height of the principal elevations shall be visually compatible with structures, public ways, and open spaces to which it is visually related.	
Standard Met?	Staff Comments
For Board Discussion	The overall façade is proposed to have a fairly horizontal proportion; however, the shifts in wall plane along Atlantic Street will help breakdown the width of the building into more vertical masses. The context is predominantly vertically oriented buildings, with some more horizontal buildings interspersed.
4. Roof shapes The roof shape of a structure shall be visually compatible with the structures to which it is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a flat roof. Flat roofs are typical of the Munjoy Hill Historic District.
5. Scale of a structure The size and mass of structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	The Board should confirm whether the scale of the structure is appropriate to the context. Structures in the district typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story apartment or institutional buildings scattered throughout the district.

Standard B. Composition of Principle Facades	
1. Proportion of openings The relationship of the width to height of windows and doors shall be visually compatible with structures, public ways, and places to which the building is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will primarily feature vertically oriented openings with some more square or horizontal openings used sparingly as is typical of the historic context.
2. Rhythm of solids to voids in facades The relationship of solids to voids in the façade of a structure shall be visually compatible with structures, public ways, and places to which it is visually related.	
Standard Met?	Staff Comments
For Board Discussion	The structure favors solid to void, as is typical of the district. Windows are fairly regularly arranged, with the exception of the front left corner where the basement access is provided.

<u>3. Rhythm of entrance porch and other projections</u> The relationship of entrances and other projections to sidewalks shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure would feature a central recessed entry. Slightly recessed entrances are common, but many buildings also feature project porches or canopies.
<u>4. Relationship of materials</u> The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in the structures to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	The structure is proposed to be clad in a mix of horizontal and vertical siding. Horizontal siding is ubiquitous through the Historic District. Vertical siding is uncommon, but vertical trim, details, and accents are very common.

Standard C. Relationship to Street	
<u>1. Walls of continuity</u> Facades and site structures, such as masonry walls, fences, and landscape masses, shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the structures, public ways, and places to which such elements are visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure would be situated close to the street, as is typical of structures throughout the district.
<u>2. Rhythm of spacing and structures on streets</u> The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways, and places to which it is visually related	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure is set close to the street, and retains modest side yards, as is typical of the district. The structure is wider than typical, so it does somewhat break the rhythm of structures. However, this section of Atlantic Street is not particularly regular in its rhythm, and the proposed shifts in the Atlantic Street façade create a regular pattern of vertical masses that reflects the pattern of the district.

<u>3. Directional expression of principal elevation</u> A structure shall be visually compatible with the structures, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure has a horizontal massing that is broken up by shifts in the wall plane that create more horizontal masses. Structures in the district are predominantly vertically oriented, though some are have a horizontal massing. Many feature vertical accents such as trim details, bay windows, or porches.

Standard D. Other Standards	
<u>1. Compatible use</u> Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character defining features of the structure, object, or site and its environment or to use a property for its originally intended purpose.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a residential use which is in keeping with the typical uses in the Munjoy Hill Historic District.
<u>4. Contemporary design</u> Contemporary design for additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural, or archaeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, material, and character of the property, neighborhood and environment.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure has a clearly contemporary character through its simplified massing and minimal exterior details. The Board should confirm whether the design is sufficiently compatible based on the above standards.

ATTACHMENTS

1. Project Description
2. Application checklist and deed
3. Plans



Dan Black
PO Box 10452
Portland, ME 04104
(207) 831-2824
danblack@lbdevpartners.com

February 8, 2024

Re: Historic Preservation Application, Project Description

Dear City of Portland Planning & Urban Development Department,

The 42 Atlantic Street, Portland, ME 04101 parcel is a 0.23 acre (10,018 square feet) site on Munjoy Hill. It currently has a two-story structure on it that used to house the local American Legion chapter. It is a non-contributing property within the Munjoy Hill historic district.

The proposed structure will be four stories and 23,590 square feet (with an additional 3,400 square feet of basement space). The primary frontage along Atlantic Street is composed of five bays which step progressively. Similarly, on the secondary façade along Gilbert Lane, there are three corresponding stepping bays. The intent of these articulations is to anchor the scale of the building back to the neighborhood.

Accessed via ramp or stair, the primary entrance is recessed three feet into the central bay of the Atlantic Street facade. Basement egress is provided at the South side of this facade. Gilbert Lane will have two additional doors: one for emergency egress, and one for bike storage access.

The building will have a total of 26 units, consisting of four studio apartments, eighteen two-bedroom units and four three-bedroom units. All will be deed restricted as affordable. The building will also have a communal laundry, tenant storage, and a common room that meets the specification of MaineHousing's construction standards. The building will have an elevator and two stairs. Roof access will be limited to maintenance.

Recent changes to the city's land use code, in response to LD2003, allow for 2.5 times the base zoning density for affordable housing projects. This area is in the R-6 zone which allows multi-family use by right with a density of one unit for every 750 square feet of lot size—at 10,018 square feet, 42 Atlantic is permitted to have 13 units on site. The density boost allows density of up to 32 units on the site.

The attached packet provides the requested material. Please let us know if you have any additional questions.

Sincerely,

Daniel Black

CITY OF PORTLAND
Planning & Urban Development Department

HISTORIC PRESERVATION APPLICATION SUBMISSION CHECKLIST Please submit each document as a separate PDF file Please confirm by electronically checking the boxes to the left		
To supplement your application, please submit the following items <i>as applicable to your project</i>. Keep in mind that the written project description that you provide the Historic Preservation Board and staff, is the only description they will have of your project or design. Therefore, it should precisely illustrate the proposed alteration(s), additions, and/or infill construction.		
GENERAL APPLICATION DOCUMENTS		
Yes ☒	N/A ☐	Project Description Cover Letter with detailed project description
Yes ☒	N/A ☐	Completed Checklist for Historic Preservation review (this document)
Yes ☒	N/A ☐	Evidence of Right, Title and Interest Deeds, leases or purchase and sales agreements
PLANS, etc.		
Yes ☒	N/A ☐	Exterior photographs of property (required for all applications). Include a general streetscape view, view of entire building, and close-ups of project area.
Yes ☒	N/A ☐	Sketches or elevation drawings at a minimum ¼" scale.
Yes ☐	N/A ☒	Details or wall sections, where applicable.
Yes ☒	N/A ☐	Floor plans, where applicable.
Yes ☒	N/A ☐	Site Plan, where applicable, showing relative location of adjacent structures.
Yes ☒	N/A ☐	Catalog cuts or product information (e.g. proposed windows, doors, fencing).
Yes ☒	N/A ☐	Materials – list all visible exterior materials.

DLN: 1002440261143

MAINE REAL ESTATE TAX-Paid

WARRANTY DEED**KNOW ALL PERSONS BY THESE PRESENTS**

THAT I, JASON T. HALL, in his capacity as Department Adjutant, The Department of Maine, American Legion, a duly organized non-profit corporation existing under the laws of the State of Maine, with a mailing address of 5 Verti Drive, Winslow, ME 04901,

for consideration paid,

grants to LB Atlantic LLC, a limited liability company duly organized and existing under the laws of the State of Maine and having a mailing address of PO Box 10452, Portland, ME 04112,

with **WARRANTY COVENANTS**, a certain lot or parcel of land with the buildings and improvements thereon situated in the City of Portland, County of Cumberland and State of Maine, being more particularly bounded and described as follows, to wit:

A certain parcel of land situated on the southwesterly side of Atlantic Street in the City of Portland and more particularly bounded and described as follows:

Commencing at the intersection of said Atlantic Street with the southeasterly side of Gilbert's Lane; thence running southeasterly by said Atlantic Street, ninety - two (92) feet; thence southwesterly and parallel with said Gilbert's Lane, one hundred ten (110) feet, more or less to land now or formerly of Thomas Warren; thence northwesterly by said Warren's land and land now or formerly of Edward Waite, to Gilbert's Lane; thence northeasterly by said Lane to the point of beginning.

Meaning and intending to convey hereby, the two parcels of land described in two separate deeds to Edward H. Sargent, both dated August 17, 1871, and one recorded in the Cumberland County Registry of Deeds, Book 388, Page 97, and the second recorded in said Registry in said Book 388, Page 100, and being the same premises devised to Jennie A. Sargent under the will of her father, Edward H. Sargent, which will is recorded in said Registry of Deeds, Book 1124, Page 215, also being the same premises deeded to this grantor by Jennz A. Sargent under date of June 16, 1936, and recorded in Cumberland County Registry of Deeds, Book 1500, Page 194.

Meaning and intending to convey and hereby conveying precisely the same premises conveyed by Deed of Harold V. Bickmore to Paul Malia Post Building Committee, Inc. dated August 18, 1947 and recorded in the Cumberland County Registry of Deeds in Book 1879, Page 472.

Grantor, The Department of Maine, American Legion, is the parent organization of now dissolved Paul Malia Post #161 which in turn is the parent organization of Paul Malia Post Building Committee, Inc.

Further reference is made to an affidavit to amplify title of near or even date to be recorded in the Cumberland County Registry of Deeds which provides evidence of Grantor's status as a successor in interest to the parcels being herein conveyed.

WITNESS my/our hand(s) and seal(s) this 5th day of January, 2024



Jason T. Hall, Department Adjutant,
Department of Maine, American Legion

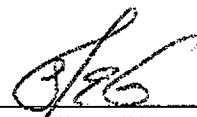
STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

January 5, 2024

Then personally appeared the above-named **Jason T. Hall** and acknowledged the foregoing instrument to be his free act and deed individually and in his said capacity.

Before me:

KEVIN J. GERSPACH
MAINE BAR #6477



Attorney-at-Law/Notary Public
Print Name: _____
My Commission Expires: _____

Atlantic Street Housing

Historic Preservation Application

Submitted: February 8, 2024

Owner
LB Atlantic, LLC

Architect
Primary Projects, PLLC

Civil Engineer
Acorn Engineering, Inc

Structural Engineer
Base Design Group, Inc

MEP-FP Engineer
BLW Engineers, Inc

Lighting Designer
Piaszak Lighting Design, LLC



Looking up Atlantic



Looking down Atlantic



From Gilbert



From Rear Parking

Floor Plan First Floor



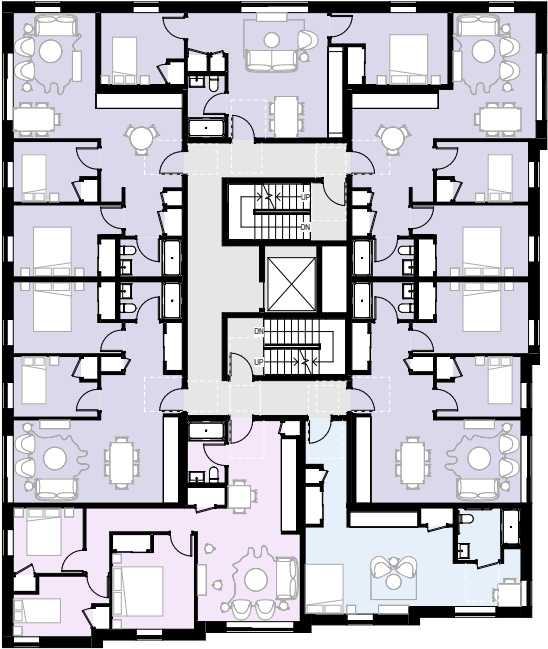
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



FLOOR AREA: 5,897 SF
1 STUDIO
3 2-BEDS
1 3-BED



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



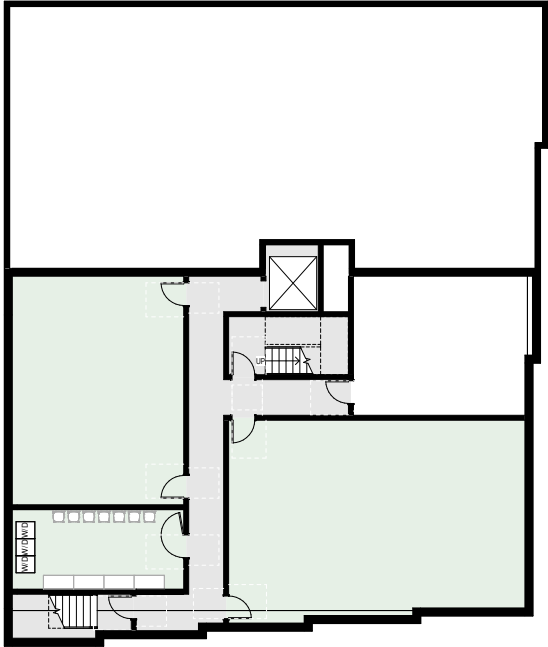
Gilbert Ln

FLOOR AREA: 5,897 SF
1 STUDIO
5 2-BEDS
1 3-BED

Floor Plan Basement



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity

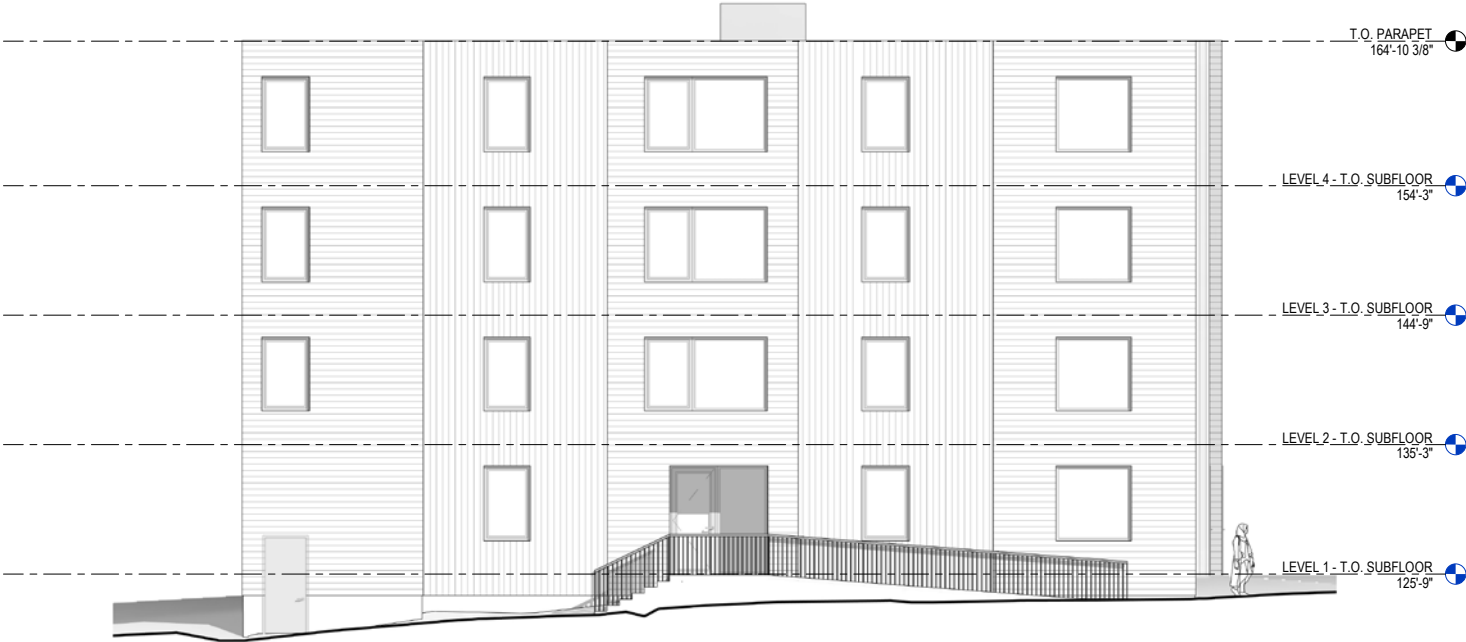


FLOOR AREA: 3,404 SF



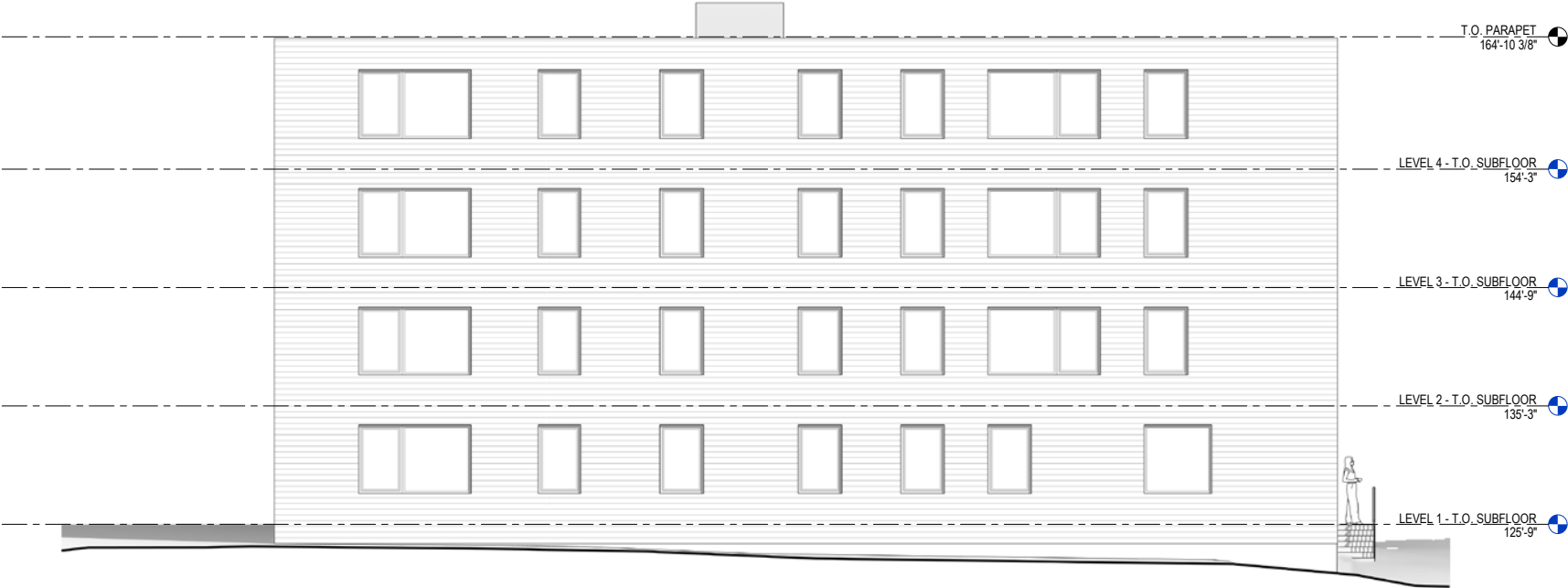
- Common Attributes:
- Street-Facing Porches
 - Vertically Oriented, Stacked Windows
 - Painted Wood Siding

Houses of Atlantic Street

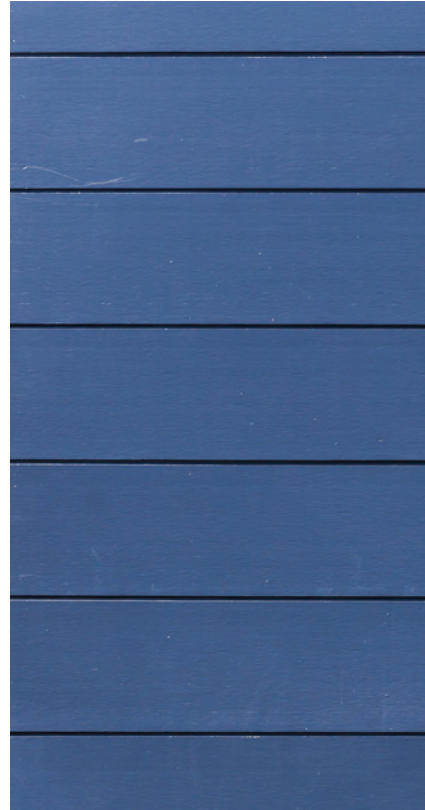
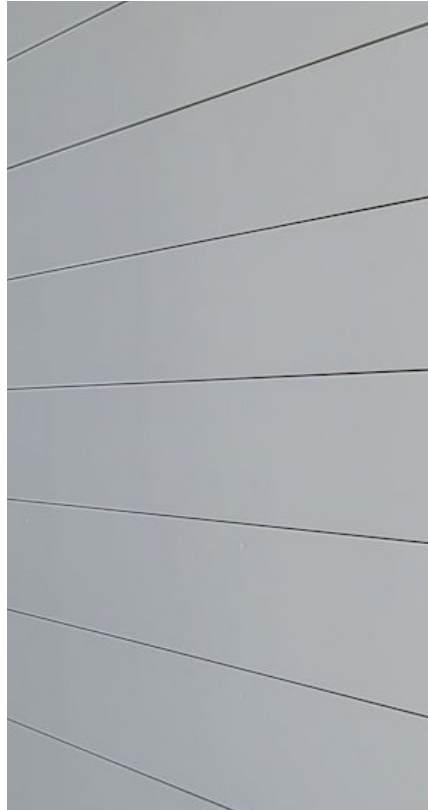
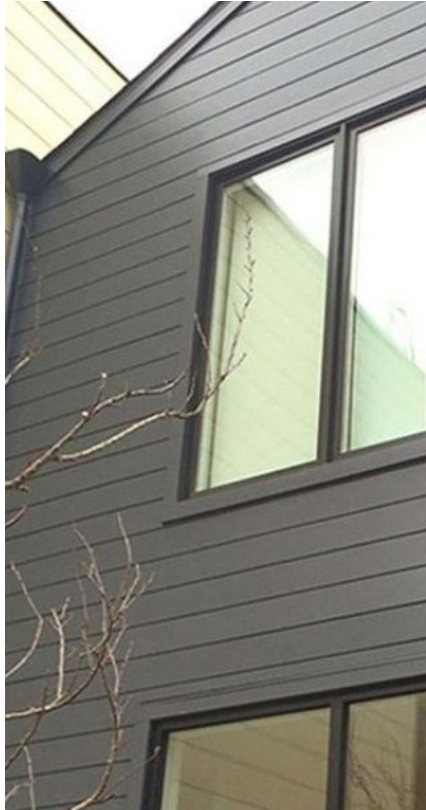












Current Proposal:

Painted

Warm, contextual color;
Color changes with steps in
the massing on the Atlantic &
Gilbert faces

Profile

Flush-faced profiles
(i.e. T&G, nickel gap, or similar)

Dimension

5.5" exposed face

Orientation

Primarily horizontal; alternates
between horizontal & vertical at
the steps in the massing

Examples of siding with a similar dimension & profile



Current Proposal:

Finish

Charcoal Gray uPVC
(Lighter than shown in images)

Operation

Windows: Picture & Tilt-Turn
Doors: Swinging

Features

Triple-Glazed

Greater Portland Landmarks



PC1

Historic character enriches our lives

PO Box 17533, Portland, ME 04112

5 March 2024

RE: PRELIMINARY REVIEW OF NEW CONSTRUCTION: 42 ATLANTIC STREET, HPBR-002814-2024

Chair O'Brien and Members of the Historic Preservation Board,

Greater Portland Landmarks supports the proposed apartment building at 42 Atlantic Street. We have met with the applicant and understand there are many constraints which the applicant must balance to provide this much needed type of housing on Munjoy Hill.

Although located in an older part of the Munjoy Hill neighborhood, largely characterized by 1 ½ to three story buildings, the existing building to be demolished was once one of the larger scaled buildings on the street until it was significantly altered.



38-42 Atlantic Street, 1924 (*Maine Memory Network*)

Although the new building is proposed to be four stories in height, we believe its height will be similar to the building on the abutting parcel at 43 St. Lawrence, which is three stories on a raised basement, with high floor to ceiling dimensions, as is typical of older residential buildings in the neighborhood.

We appreciate the applicant's articulation of the front wall plane to relate the building to its context, although we believe a single articulation in the central bay would have been sufficiently contextual. In addition to the abutting building at 43 St. Lawrence Street, there are residential buildings of a similar massing with multi-family uses present in the neighborhood and on the peninsula that could serve as models for how the proposed building might further relate to its smaller scaled historic neighbors.

PO Box 17533, Portland, ME 04112

Munjoy Hill is characterized by buildings of various styles and sizes that nearly all relate to the street with a prominent entrance. As mentioned in the staff report, we believe some additional focus at the main entrance, through trim details, a canopy or another design feature, would be appropriate for the proposed building type and help it to visually relate it to its neighbors. We offer some examples of historic precedence below:



119 Morning Street is essentially a large ‘boxy’ building with minor façade relief at the two bays, with a prominent central entrance at grade. The siding has prominent horizontal details which accentuate its long street façade.



102-104 Morning Street is another large-scale multi-family building with a similar number of bays, building length, and articulation of the front wall plane to 119 Morning Street. Set on a raised foundation, it currently features a covered entry porch. The entry porch used to connect to a wrap-around deck as can be seen in the 1924 tax photograph.

PO Box 17533, Portland, ME 04112



49-51 Morning Street (left) and **231 State Street** (right) are historic examples of 4+ story ‘boxy’ buildings that fit well into their lower-scale historic contexts and feature minor articulation of their front wall planes and prominent entrances.

We believe some articulation around the front entrance would better meet the standards for new construction and we hope you will urge the applicant to consider this design direction.

Thank you for considering our views on this proposed project,

Carol De Tine
Vice President of the Board of Trustees
Greater Portland Landmarks

STAFF MEMORANDUM
HISTORIC PRESERVATION PROGRAM
PLANNING AND URBAN DEVELOPMENT



TO: Chair O'Brien and Members of the Historic Preservation Board
FROM: Evan R. Schueckler, Historic Preservation Program Manager
DATE: April 12, 2024
RE: 42 Atlantic Street – SECOND WORKSHOP – New Construction
PROJECT ID: HPBR-002814-2024
MEETING: April 17, 2024

Owner: Daniel Black, LB Atlantic LLC
Architect: Kyle Barker, Primary Projects

A sign announcing the Historic Preservation Board's meeting on April 17, 2024 was posted at the property on April 5, 2024. A legal ad was published in the Portland Press Herald on April 5, 2024 and April 6, 2024, and 292 notices were sent to neighboring property owners within 100 feet of the subject property.

PROJECT SCOPE

Demolish existing noncontributing structure.

Construct new four story, 26-unit residential building.

Dimensions:

Overall Height: ~40'
Footprint: ~86' x 72'

Material Specifications:

Foundation	Unspecified
Siding	Painted horizontal and vertical wood
Trim	Painted wood
Roofing	Flat Membrane (not visible)
Windows	uPVC
Doors	Unspecified

SUMMARY OF HISTORIC CONTEXT

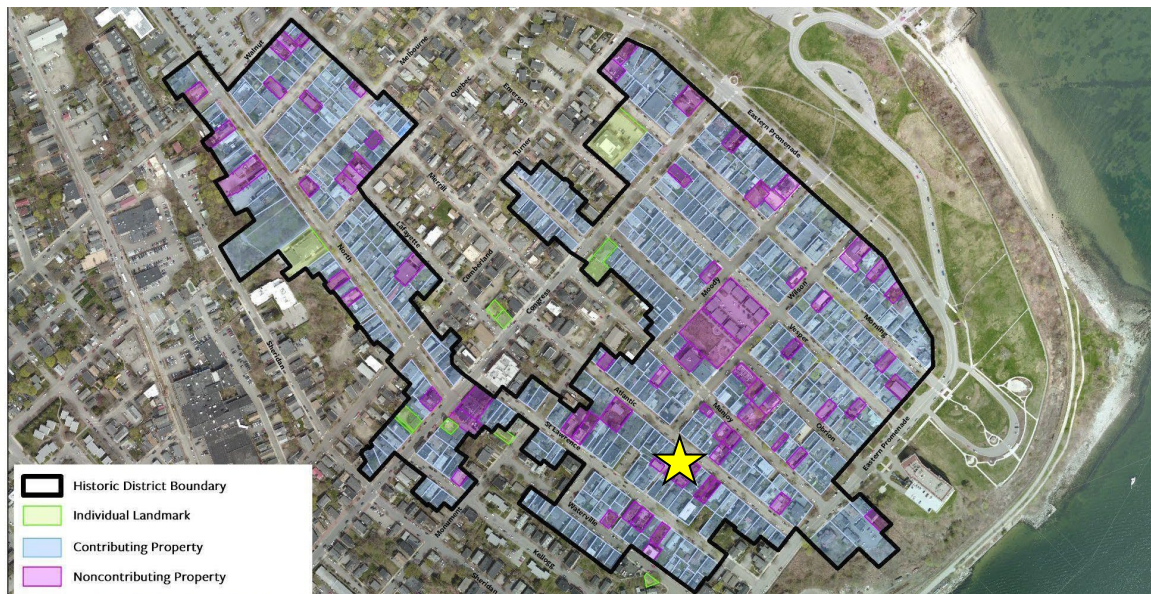


Figure 1: Map of the Munjoy Hill Historic District showing location of 42 Atlantic Street with yellow star.

Munjoy Hill is a dense historic neighborhood with a blend of vernacular, working-class architecture, a number of grand, high-style houses (primarily facing onto the Eastern Promenade), and a small number of commercial and institutional buildings scattered throughout.

Early in Portland's development, Munjoy Hill was sparsely populated. Other than the area occupied by the Portland Observatory and its attendant structures (constructed in 1807), the majority of the Hill was privately maintained for the pasturing of cows. Development on the hill remained slow-going early in the nineteenth century. Regardless, in 1836 the City of Portland purchased the lands along the edge of the peninsula that would eventually become the Eastern promenade in response to the increasing development. The earliest houses, of which only a few survive, were generally very modest one- to two-story wood-frame capes. Development picked-up pace in the mid-nineteenth century with the founding of the Atlantic and St. Lawrence Railroad in 1845 and the Portland Company in 1847. Jobs at the Portland Company in particular created the need for nearby working-class housing. The undeveloped tracts on Munjoy Hill provided ample space for that growth. Homes from the mid nineteenth century were often built in the vernacular Greek Revival style, featuring symmetrical façades and austere classically-inspired details.



Figure 2: Examples of early house types built on Munjoy Hill. An early- to mid-nineteenth century cape type house (left; 7 Lafayette Street), and a more ornate asymmetrical gable-fronted Greek Revival (right; 8 Sherbrook Street).

In the aftermath of the Great Fire of 1866, Portland found itself in dire need of additional housing and significant development occurred on Munjoy Hill. This was fueled by subdivision of the remaining large tracts of land and the arrival of streetcars, which made the easternmost ends of the peninsula easily accessible to downtown Portland. In this late-nineteenth century era, the scale of buildings increased, with many two- to three-family Italianate and Second Empire structures being built. This dense mode of development was further fueled by an influx of immigrants in the early-twentieth century. The demand for housing led to the advent of the now ubiquitous triple-deckers which dominate the easternmost ends of Munjoy Hill. These large frame structures can be found dressed in various architectural styles that were popular from the 1880s into the 1910s. This same era also saw increased interest in the expansive views and beauty of the Eastern Promenade by Portland's wealthiest residents. A number of grand single-family homes were built along the Promenade in the Italianate, Second Empire, Shingle, and Queen Anne styles. This development in the early-twentieth century solidified the Eastern Promenade streetscape as we know it today.



Figure 3: A typical street showing examples of triple-deckers and Italianate duplexes (left; 82, 84, 86, & 88 Beckett), and a grand Queen Anne house on the Eastern Promenade (right; 140 Eastern Promenade).

Munjoy Hill has a long history of development and features highly varied architectural expressions across buildings. Many buildings also feature historical alterations, as past owners tried to update Capes or Greek Revival houses with Italianate or Queen Anne details, creating varied and dynamic layers of history. Structures typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story late apartment or institutional buildings scattered throughout the district. Regardless of this diversity, there are a handful of unifying features within the district. Construction is primarily of wood frame over brick or stone foundations, with only a handful of primarily brick structures. Structures are typically independent, but constructed densely, with tight driveways and side yards. Front yards are typically extremely shallow, with proximity to the sidewalk being prioritized even on large lots. Projecting bay windows or entry porches are often used to create additional variety along the sidewalk. Windows are predominantly vertically oriented with varied placement on front and side elevations, though windows typically align on larger multi-family buildings.

The immediate vicinity of the proposed development is highly eclectic, reflecting the overall diversity of the district's architecture. There are several one-and-a-half story structures along Atlantic, with 48 Atlantic being the most architecturally spectacular of them. Two-and-a-half-story Greek revival and Italianates predominate, with a couple of second empire houses mixed in. 28 Atlantic Street is the only proper triple decker along this stretch, though 55 Atlantic is also a full three-stories and stands out for its fully brick construction.



Figure 4: 2023 google street views showing 48 Atlantic Street (left image, left), a spectacular low-scale Italianate house next to 52 Atlantic (left image, right), a typical two-and-a-half-story Italianate house. 29 and 23 Atlantic (right image, left to right) are examples to austere two-and-a-half-story Greek revivals.



Figure 5: 2023 google street views showing 28 Atlantic Street (left), an example of high-style triple decker, and 55 Atlantic, an early fully brick three-story apartment built.

Additional information on the Munjoy Hill Historic District can be found on the city website:
<https://www.portlandmaine.gov/665/Historic-Districts>

PREVIOUS REVIEW BY HISTORIC PRESERVATION BOARD

March 6, 2024, Workshop:

During the March 6 workshop, the applicant presented preliminary plans for their proposed building at 42 Atlantic Street. At the meeting, the building featured small step-backs along the Atlantic Street and Gilbert Lane facades which broke the building down into five and three bays, respectively. Generally, the Board expressed great support for the development given it was proposing to introduce a robust number of affordable housing units within the Munjoy Hill Historic District. However, Board members did provide a number of comments on the proposed articulation of the massing.

The applicant had indicated during the meeting that they were proposing the step-backed façade of the building in an effort to scale the building to the surrounding context, but noted that this was not the most efficient use of space with regards to the number of new units. While Board members were unanimous in their view that the scale of the structure did require articulation to make it compatible with the surrounding context, several members noted that they did not feel that shifting the wall plane was the only way to achieve that, and encouraged the applicant to explore alternatives. Board members focused their comments on exploring the addition of a cornice to help cap the building and further study of how window details or changes in siding could be used to articulate the building.

In addition to façade treatments, Board members also provided comment on the design of

building entrances. Board members recommended that the applicant study the primary entrance off of Atlantic Street for ways to make it more prominent and welcoming, in keeping with adjacent historic structures. Specifically, members suggested reorienting the front stairs and exploring ways to soften the ramp along the front of the building. Along Gilbert Lane, Board members recommended exploring additional glazing or a canopy at the bike room entrance to make that frontage more inviting as well.

In addition to comments on the entrances, Board members also encouraged the applicant to restudy the basement egress door off of Atlantic Street. As proposed during the workshop, the door was located close to the southern corner of the building, disrupting the pattern of windows and creating a large area of blank wall. Board members stated that if the egress door could be shifted to allow the regular pattern of windows to continue, it might help with the feeling of the building at that southern corner.



Figure 6: Rendering of the proposed structure presented during the March 6 workshop.



Figure 7: Rendering of the proposed structure to be presented at the April 17 workshop.

STAFF COMMENTS

For this second workshop, the applicant has revised the proposed plans significantly in an effort to address Board comments. Changes include a simplification of the massing, a new façade treatment, improved entrance designs, and adjustment of the basement egress.

The applicant has adjusted the proposed structure to now have a simple, rectangular massing, but in an effort to articulate and scale the structure is proposing a new façade treatment. The project now features one wide bay of painted siding aligned with the primary entrance off of Atlantic Street. This bay is approximately 20-25 feet wide, which is generally consistent with building widths for some of the larger buildings along the street. To either side, the building is then broken down into bays of alternating painted and unpainted siding which appear to be between 4 and 8 feet wide. The unpainted siding then wraps the front corners of the building helping to soften the building edges along Atlantic Street. This same treatment of alternating siding continues on the sides and rear of the building. The applicant has presented two versions of the drawing; one using painted vertical and horizontal unpainted siding, and the other all horizontal siding.

Where the bays of painted siding are widest, they feature one or two stacks of windows, while all of the narrower bands of unpainted siding feature stacks of windows of the same width, generally treating the unpainted siding more as a spandrel panel. All of these bays and the top of the building are also proposed to be articulated with a projecting trim board which creates a shadow line and adds depth to the building. This effect can be seen most clearly in the rendered view of the primary entrance. Staff have some questions about how this effect will be achieved since details have not yet been developed. If this element will be made of wood, it may be prone to warping given the length of the elements and their significant exposure on three sides. Warping could somewhat diminish the effect of the strong lines.

In addition to the adjustment in massing and façade treatment, the applicant has further refined the proposed entrances. Along Atlantic Street, the primary entrance will feature a small and very simple projecting canopy which clearly calls out the entrance. This canopy will cover a recessed alcove for the door, and most of a small landing. The stairs have been reoriented to face Atlantic Street, which is much more in keeping with norms along the street and make a more approachable entrance. The outside edge of the ramp has also been adjusted into an even height wall which helps soften the ramp, reading more like a site wall. Along Gilbert Lane, the applicant is proposing to add some lighting and a glazed door for the bike storage room.

The applicant has also moved the basement egress door closer to the primary entrance along Atlantic Street. This has allowed them to continue the fenestration pattern closer to the southern corner reducing the feeling of blank wall along Atlantic Street.

Given that this is a second workshop and the applicant has substantially adjusted the proposed design, the Board should provide very clear direction on whether the proposed approach to scaling and articulating the proposed mass is sufficient as well as providing feedback on proposed materials and details. Provided that the Board gives favorable feedback, staff would next recommend that the applicant further refine details and material specifications for final review.

ANALYSIS OF APPLICABLE REVIEW STANDARDS

Standards for Review of New Construction, 17.8.3:

Standard A. Scale and Form	
1. Height	
The proposed height shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
Yes	The proposed structure will be four stories. Atlantic Street is typically lined with one-and-a-half- to three-story structures. Board members generally found the proposed height to be compatible with the varied surrounding context.
2. Width	
The width of a building shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure will be wider than typical structures along Atlantic Street, though not out of scale with some of the larger buildings in the district. The applicant is also proposing to break down the width of the building through changes in material and applied details.
3. Proportion of principal facades	
The relationship of the width to the height of the principal elevations shall be visually compatible with structures, public ways, and open spaces to which it is visually related.	
Standard Met?	Staff Comments
For Board Discussion	The overall façade is proposed to have a fairly horizontal proportion; however, changes in material and the use of applied details will help to break down the horizontality of the elevations. The context is predominantly vertically oriented buildings, with some more horizontal buildings interspersed.

<u>4. Roof shapes</u> The roof shape of a structure shall be visually compatible with the structures to which it is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a flat roof. Flat roofs are typical of the Munjoy Hill Historic District.
<u>5. Scale of a structure</u> The size and mass of structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	Structures in the district typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story apartment or institutional buildings scattered throughout the district. Board members generally found the proposed scale could be compatible with the surrounding context, but recommended exploring means of articulating the mass to break down the perception of the scale.

Standard B. Composition of Principle Facades	
<u>1. Proportion of openings</u> The relationship of the width to height of windows and doors shall be visually compatible with structures, public ways, and places to which the building is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will primarily feature vertically oriented openings with some more square or horizontal openings used sparingly as is typical of the historic context.
<u>2. Rhythm of solids to voids in facades</u> The relationship of solids to voids in the façade of a structure shall be visually compatible with structures, public ways, and places to which it is visually related.	
Standard Met?	Staff Comments
Yes	The structure favors solid to void, as is typical of the district. Windows are fairly regularly arranged as is also typical of the context.
<u>3. Rhythm of entrance porch and other projections</u> The relationship of entrances and other projections to sidewalks shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure would feature a central recessed entry accentuated by a projecting porch canopy and raised landing at the top of the street-facing stairs and accessibility ramp.

<u>4. Relationship of materials</u> The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in the structures to which they are visually related.	
Standard Met?	Staff Comments
For Board Discussion	The structure is proposed to be clad in a mix of siding materials, including options using horizontal and vertical siding. Horizontal siding is ubiquitous through the Historic District. Vertical siding is uncommon, but vertical trim, details, and accents are very common.

Standard C. Relationship to Street	
<u>1. Walls of continuity</u> Facades and site structures, such as masonry walls, fences, and landscape masses, shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the structures, public ways, and places to which such elements are visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure would be situated close to the street, as is typical of structures throughout the district.
<u>2. Rhythm of spacing and structures on streets</u> The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways, and places to which it is visually related	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure is set close to the street, and retains modest side yards, as is typical of the district. The structure is wider than typical. However, this section of Atlantic Street is not particularly regular in its rhythm, and the proposed changes in façade material help to break down the façade to help it fit into the rhythm of the context.
<u>3. Directional expression of principal elevation</u> A structure shall be visually compatible with the structures, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure has a horizontal massing that is broken up by changes in material that create more vertical masses, accentuated by applied vertical trim. Structures in the district are predominantly vertically oriented, though some have a horizontal massing. Many feature vertical accents such as trim details, bay windows, or porches.

Standard D. Other Standards	
<u>1. Compatible use</u> Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character defining features of the structure, object, or site and its environment or to use a property for its originally intended purpose.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a residential use which is in keeping with the typical uses in the Munjoy Hill Historic District.
<u>4. Contemporary design</u> Contemporary design for additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural, or archaeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, material, and character of the property, neighborhood and environment.	
Standard Met?	Staff Comments
For Board Discussion	The proposed structure has a clearly contemporary character through its simplified massing and minimal exterior details. The Board should confirm whether the design is sufficiently compatible based on the above standards.

ATTACHMENTS

1. Project Description
2. Application checklist and deed
3. Plans



Dan Black
PO Box 10452
Portland, ME 04104
(207) 831-2824
danblack@lbdevpartners.com

March 25, 2024 (*Revised April 1, 2024*)

Re: Historic Preservation Application, Project Description V2 (*changes in Italics*)

Dear City of Portland Planning & Urban Development Department,

The 42 Atlantic Street, Portland, ME 04101 parcel is a 0.23 acre (10,018 square feet) site on Munjoy Hill. It currently has a two-story structure on it that used to house the local American Legion chapter. It is a non-contributing property within the Munjoy Hill historic district.

The proposed structure will be four stories and 23,857 *square feet (with an additional 2,981 square feet of basement space)*. After receiving feedback at the first Public Workshop on March 6th, we've revised the design to simplify the massing. The building is now a rectangle in plan.

Accessed via ramp or stair, the primary entrance is recessed 3 feet into the central bay of the Atlantic Street facade. To address feedback from Board & the public we have:

- *Added a projecting canopy at the entrance*
- *Rotated the entry stair to be perpendicular to the façade*
- *Relocated the basement egress stair to minimize the presence of its door and allow for two windows at the ground floor unit on the South*
- *Added a projecting cornice*
- *Added projecting vertical trim to zone the façade into two distinct materials: one that references the tone of the brick at 55 Atlantic and one that references the wood clapboard at 48 Atlantic*
- *Simplified the design of the wall enclosing the entry stairs & ramp*

Gilbert Lane will have two additional doors: one for emergency egress, and one for bike storage access. *We have added an exterior light & a vision panel to the door at the bike storage, per feedback.*

The building will have a total of 30 units, consisting of 14 studio apartments, 8 two-bedroom units, and 8 three-bedroom units. All will be deed restricted as affordable. The building will also have a communal laundry, tenant storage, and a common room that meets the specification of MaineHousing's construction standards. The building will have an elevator and two stairs. Roof access will be limited to maintenance.

Recent changes to the city's land use code, in response to LD2003, allow for 2.5 times the base zoning density for affordable housing projects. This area is in the R-6 zone which allows multi-family use by right with a density of one unit for every 750 square feet of lot size—at 10,018 square feet, 42 Atlantic is permitted to have 13 units on site. The density boost allows density of up to 32 units on the site.

The attached packet provides the requested material. Please let us know if you have any additional questions.

Sincerely,

Daniel Black

CITY OF PORTLAND
Planning & Urban Development Department

HISTORIC PRESERVATION APPLICATION SUBMISSION CHECKLIST Please submit each document as a separate PDF file Please confirm by electronically checking the boxes to the left		
To supplement your application, please submit the following items <i>as applicable to your project</i>. Keep in mind that the written project description that you provide the Historic Preservation Board and staff, is the only description they will have of your project or design. Therefore, it should precisely illustrate the proposed alteration(s), additions, and/or infill construction.		
GENERAL APPLICATION DOCUMENTS		
Yes ☒	N/A ☐	Project Description Cover Letter with detailed project description
Yes ☒	N/A ☐	Completed Checklist for Historic Preservation review (this document)
Yes ☒	N/A ☐	Evidence of Right, Title and Interest Deeds, leases or purchase and sales agreements
PLANS, etc.		
Yes ☒	N/A ☐	Exterior photographs of property (required for all applications). Include a general streetscape view, view of entire building, and close-ups of project area.
Yes ☒	N/A ☐	Sketches or elevation drawings at a minimum ¼" scale.
Yes ☐	N/A ☒	Details or wall sections, where applicable.
Yes ☒	N/A ☐	Floor plans, where applicable.
Yes ☒	N/A ☐	Site Plan, where applicable, showing relative location of adjacent structures.
Yes ☒	N/A ☐	Catalog cuts or product information (e.g. proposed windows, doors, fencing).
Yes ☒	N/A ☐	Materials – list all visible exterior materials.

DLN: 1002440261143

MAINE REAL ESTATE TAX-Paid

WARRANTY DEED**KNOW ALL PERSONS BY THESE PRESENTS**

THAT I, JASON T. HALL, in his capacity as Department Adjutant, The Department of Maine, American Legion, a duly organized non-profit corporation existing under the laws of the State of Maine, with a mailing address of 5 Verti Drive, Winslow, ME 04901,

for consideration paid,

grants to LB Atlantic LLC, a limited liability company duly organized and existing under the laws of the State of Maine and having a mailing address of PO Box 10452, Portland, ME 04112,

with **WARRANTY COVENANTS**, a certain lot or parcel of land with the buildings and improvements thereon situated in the City of Portland, County of Cumberland and State of Maine, being more particularly bounded and described as follows, to wit:

A certain parcel of land situated on the southwesterly side of Atlantic Street in the City of Portland and more particularly bounded and described as follows:

Commencing at the intersection of said Atlantic Street with the southeasterly side of Gilbert's Lane; thence running southeasterly by said Atlantic Street, ninety - two (92) feet; thence southwesterly and parallel with said Gilbert's Lane, one hundred ten (110) feet, more or less to land now or formerly of Thomas Warren; thence northwesterly by said Warren's land and land now or formerly of Edward Waite, to Gilbert's Lane; thence northeasterly by said Lane to the point of beginning.

Meaning and intending to convey hereby, the two parcels of land described in two separate deeds to Edward H. Sargent, both dated August 17, 1871, and one recorded in the Cumberland County Registry of Deeds, Book 388, Page 97, and the second recorded in said Registry in said Book 388, Page 100, and being the same premises devised to Jennie A. Sargent under the will of her father, Edward H. Sargent, which will is recorded in said Registry of Deeds, Book 1124, Page 215, also being the same premises deeded to this grantor by Jennz A. Sargent under date of June 16, 1936, and recorded in Cumberland County Registry of Deeds, Book 1500, Page 194.

Meaning and intending to convey and hereby conveying precisely the same premises conveyed by Deed of Harold V. Bickmore to Paul Malia Post Building Committee, Inc. dated August 18, 1947 and recorded in the Cumberland County Registry of Deeds in Book 1879, Page 472.

Grantor, The Department of Maine, American Legion, is the parent organization of now dissolved Paul Malia Post #161 which in turn is the parent organization of Paul Malia Post Building Committee, Inc.

Further reference is made to an affidavit to amplify title of near or even date to be recorded in the Cumberland County Registry of Deeds which provides evidence of Grantor's status as a successor in interest to the parcels being herein conveyed.

WITNESS my/our hand(s) and seal(s) this 5th day of January, 2024



Jason T. Hall, Department Adjutant,
Department of Maine, American Legion

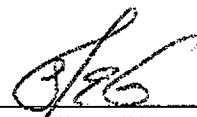
STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

January 5, 2024

Then personally appeared the above-named **Jason T. Hall** and acknowledged the foregoing instrument to be his free act and deed individually and in his said capacity.

Before me:

KEVIN J. GERSPACH
MAINE BAR #6477



Attorney-at-Law/Notary Public
Print Name: _____
My Commission Expires: _____

42 Atlantic Street Housing

Historic Preservation Public Workshop #2

Submitted: March 25, 2024 (Rev. 4/1)

Owner
LB Atlantic, LLC

Architect
Primary Projects, PLLC

Civil Engineer
Acorn Engineering, Inc

Structural Engineer
Base Design Group, Inc

MEP-FP Engineer
BLW Engineers, Inc

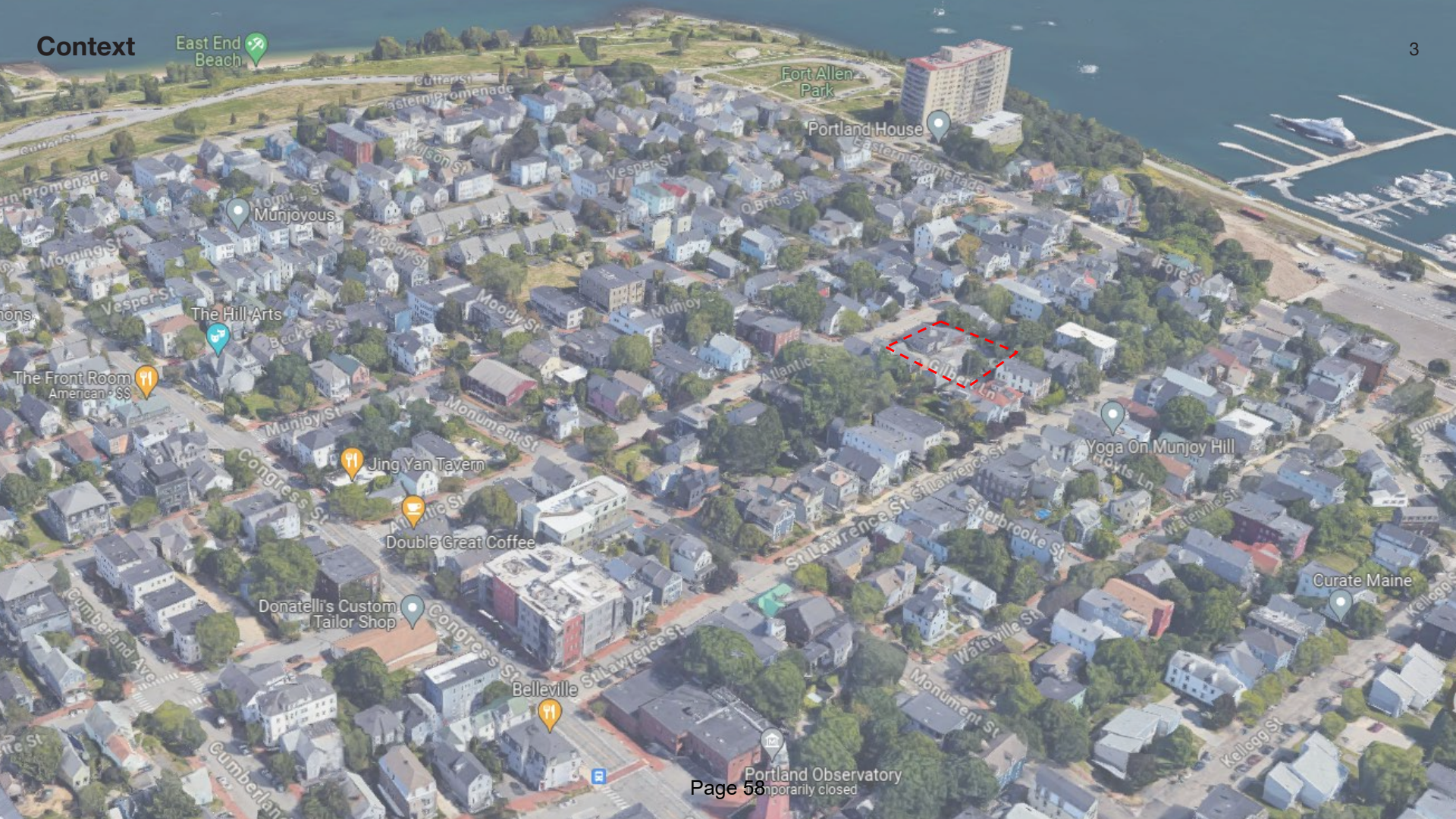
Lighting Designer
Pieszak Lighting Design, LLC

1. Context
2. Previous Proposal
3. Feedback
4. Current Proposal

Context

East End Beach

3





Looking up Atlantic



Looking down Atlantic



From Gilbert



From Rear Parking
Page 59

Previous Proposal Floor 1



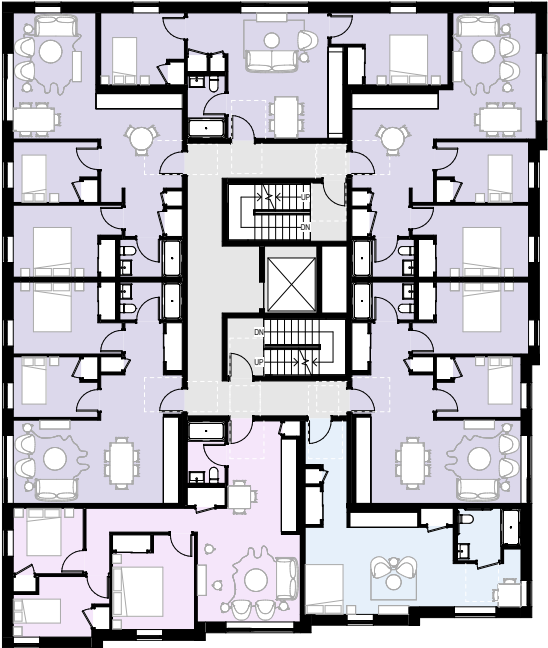
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



FLOOR AREA: 5,897 SF
1 STUDIO
3 2-BEDS
1 3-BED



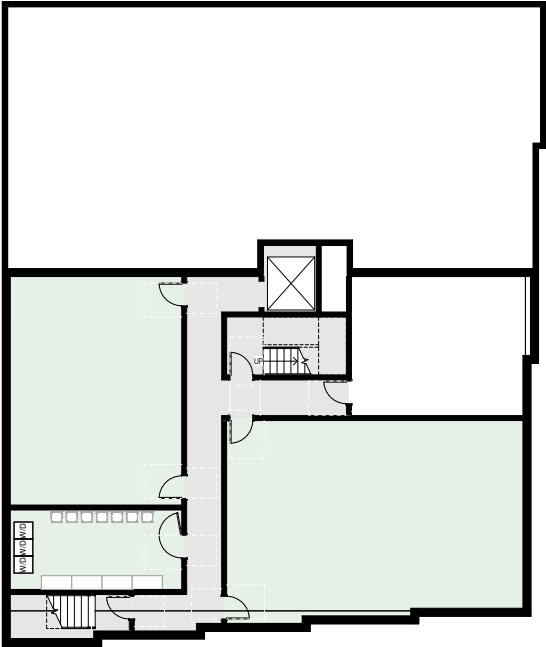
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity

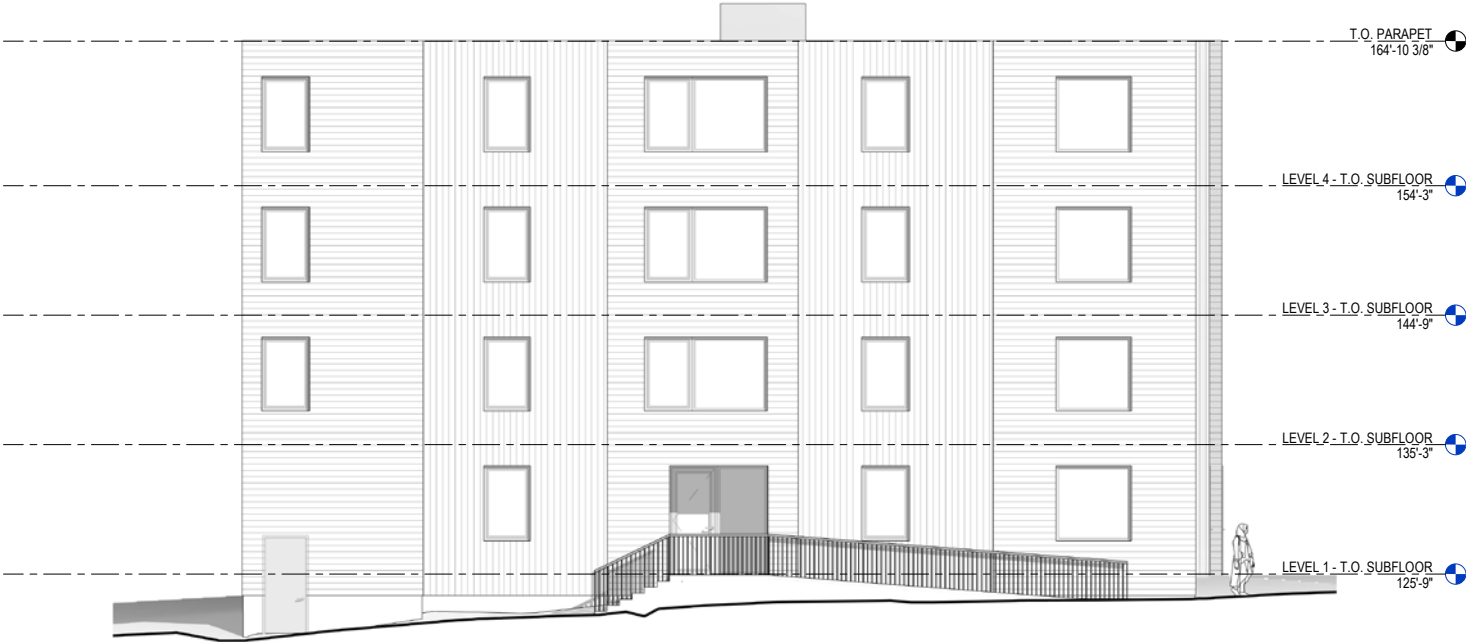


Gilbert Lane



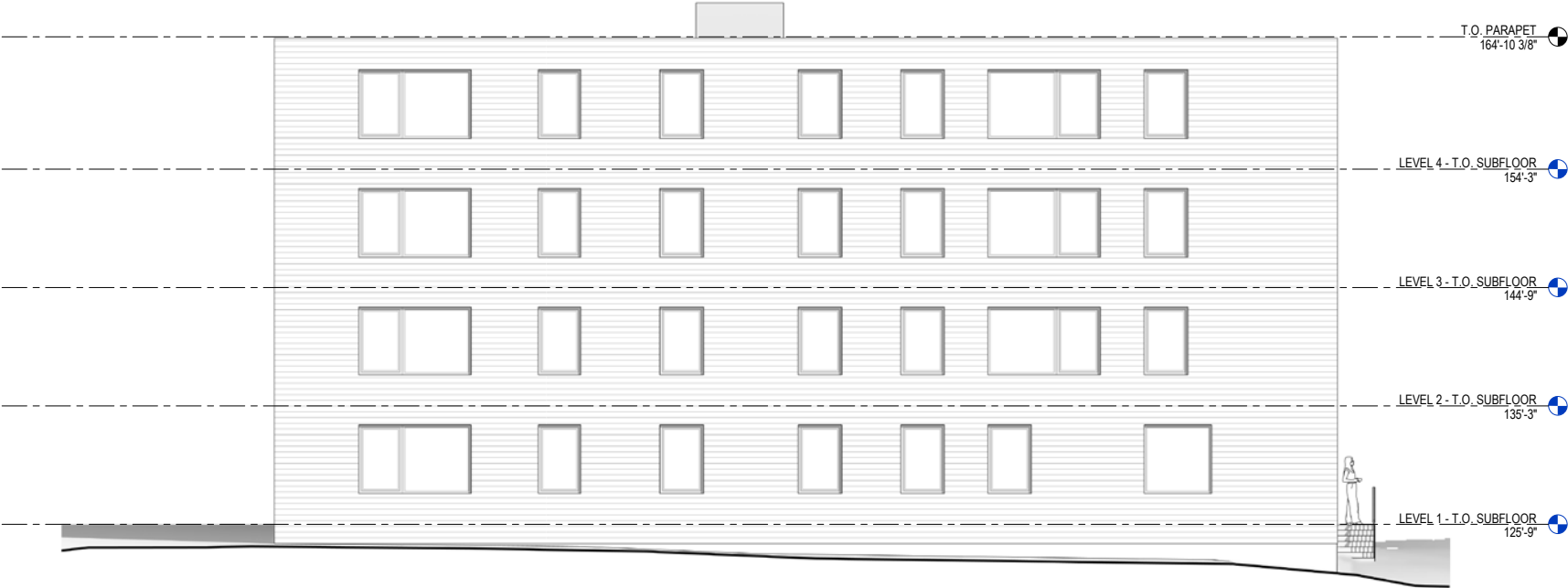
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity













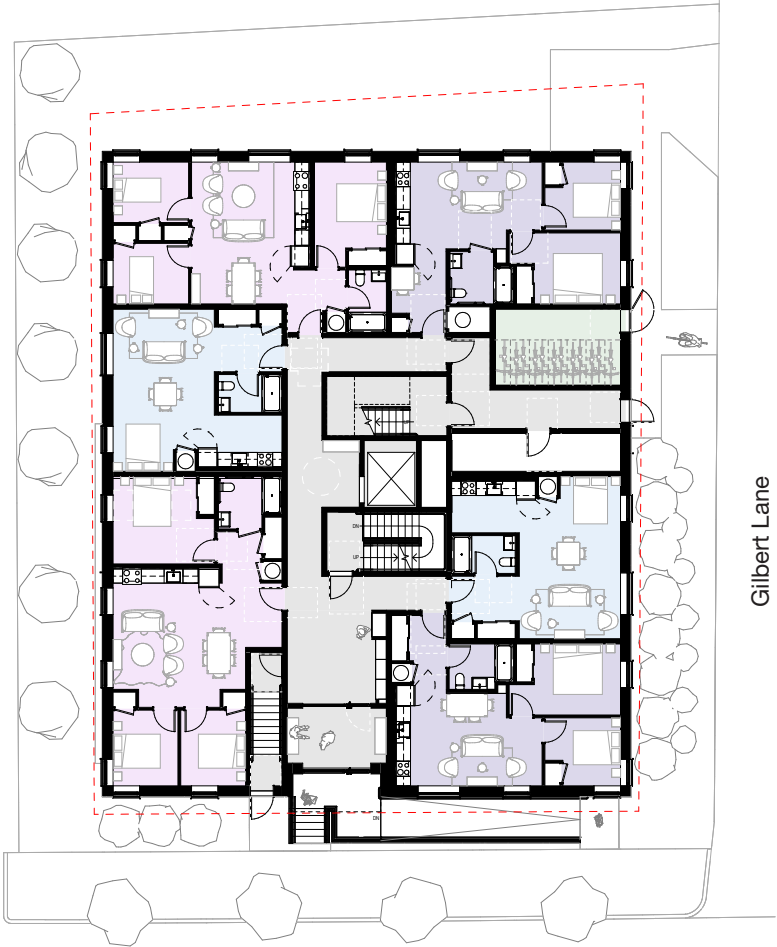
We heard the following feedback at the first Public Workshop on March 6th. Consider:

- Simplifying the building form at Atlantic Street / Gilbert Lane
- Adding a cornice
- Adding horizontal or vertical banding
- Using two or more cladding materials
- Adding detail at the windows
- Adding detail at the entry
- Adding a projecting canopy at the entry
- Adding one or two windows at the southern unit on the first floor, facing Atlantic Street
- Reorienting the direction of the stairs at Atlantic Street
- Adding glazing at or near the door of the bike room
- Fleshing out the landscape approach

Current Proposal Floor 1

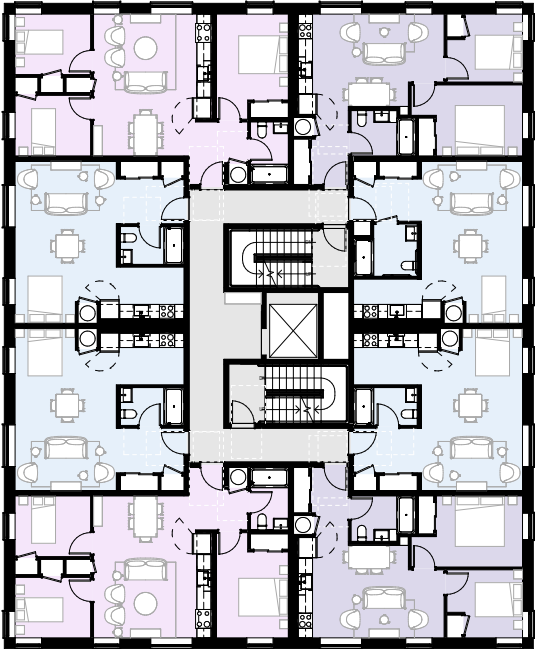


- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity





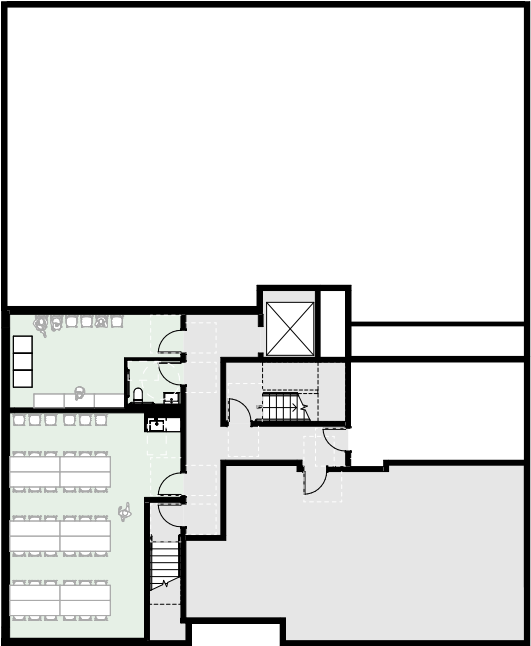
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



Gilbert Lane



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity





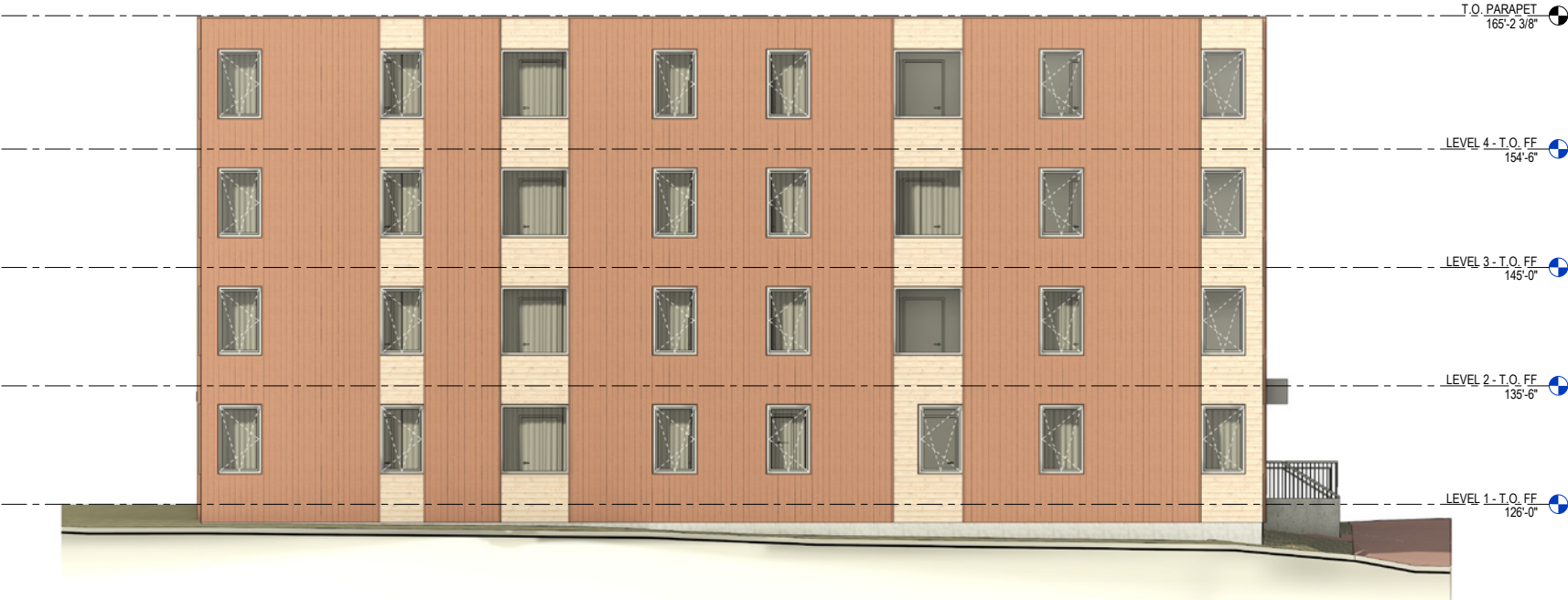
- Common Attributes:
- 1. Street-Facing Porches
 - 2. Vertically Oriented, Stacked Windows
 - 3. Painted Wood Siding
 - 4. Vertical Proportion (Building)

Houses of Atlantic Street







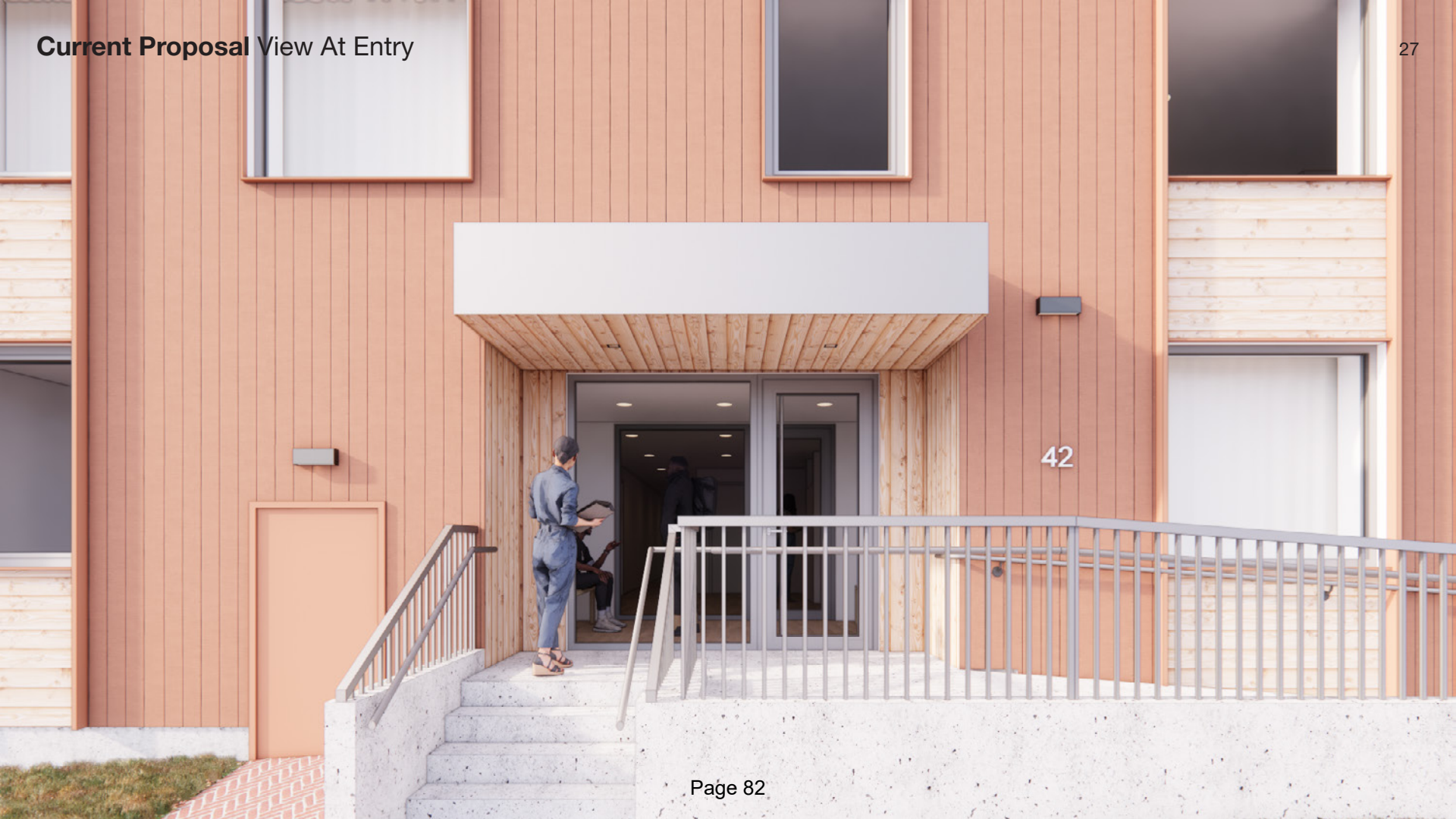














Painted Siding
Primary Cladding

- Shiplap
- Vertically-Oriented
- 5.5" Exposed Face
- Likely Pine
- Rusty Neutral Paint



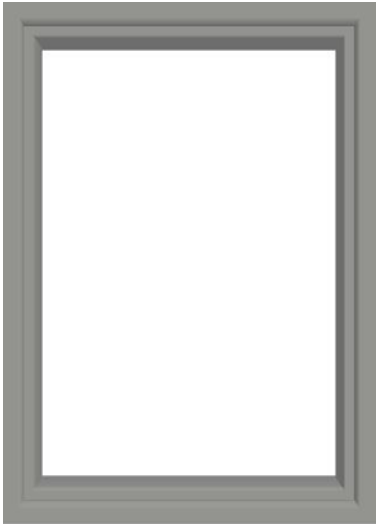
Wood Clapboard
Accent Cladding

- Clapboard
- Horizontally-Oriented
- 4.5" Exposed Face
- Likely Pine
- Clear Finish



Metal Fascia
Awning Surround

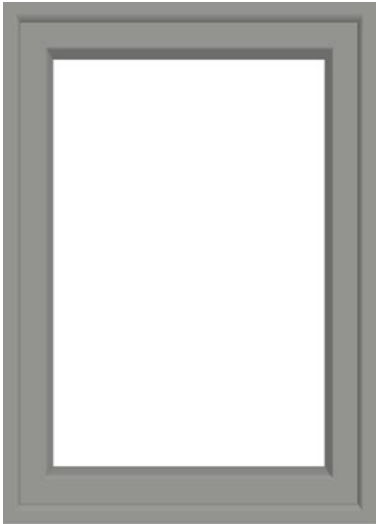
- Minimal Seams
- Likely Aluminum
- Warm Gray Powdercoat (to match window & hardware finish)



Picture Window

5'-6" x 5'-6"

- Aluminum Clad-Wood
- Gray Exterior Finish
- Pine Interior Finish
- Double-Glazed



Casement Window

3'-6" x 5'-6"

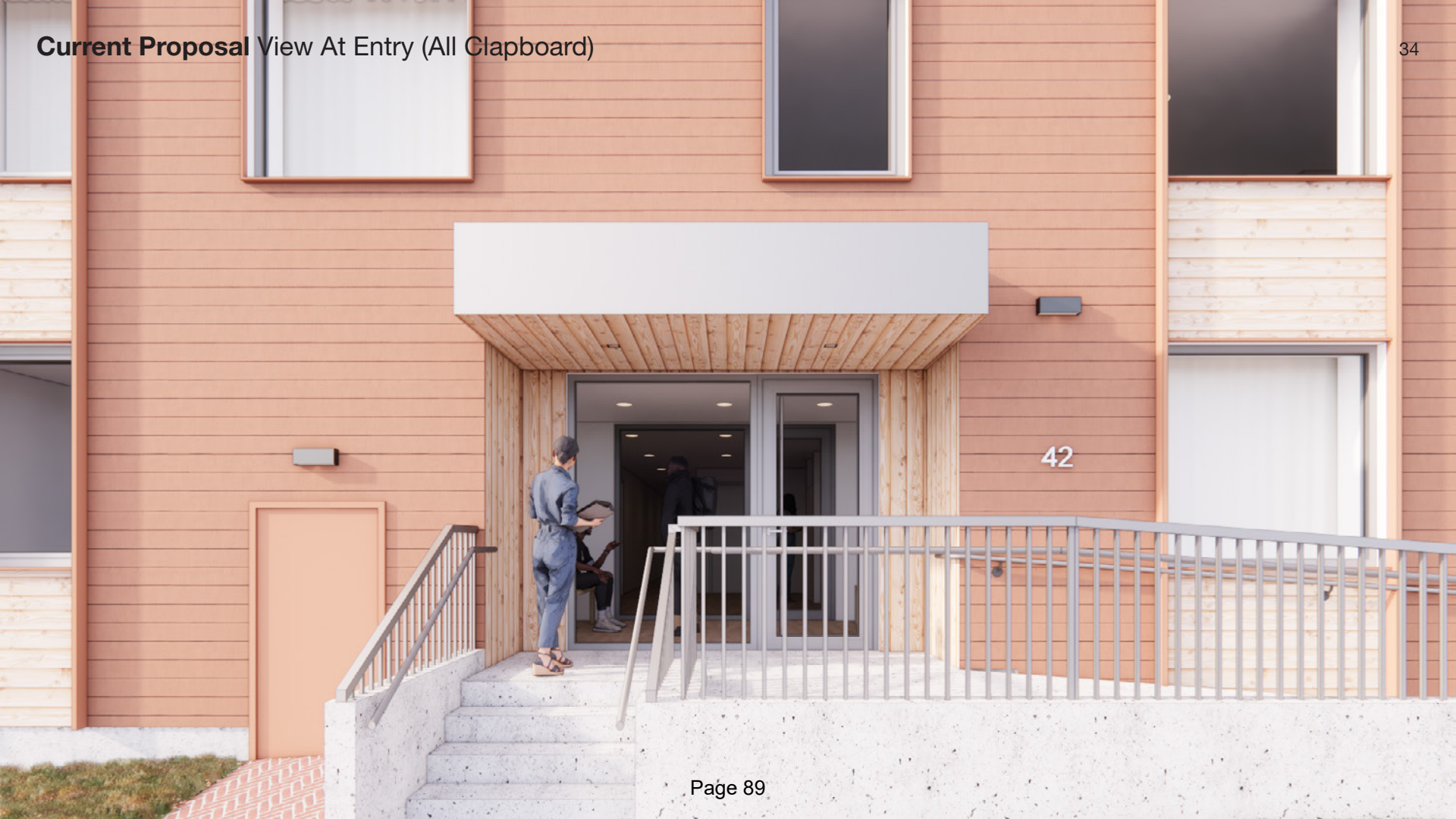
- Aluminum Clad-Wood
- Gray Exterior Finish
- Pine Interior Finish
- Double-Glazed











42 Atlantic Street Housing

Historic Preservation Public Workshop #2

Submitted: March 25, 2024 (Rev. 4/1)

Owner
LB Atlantic, LLC

Architect
Primary Projects, PLLC

Civil Engineer
Acorn Engineering, Inc

Structural Engineer
Base Design Group, Inc

MEP-FP Engineer
BLW Engineers, Inc

Lighting Designer
Pieszak Lighting Design, LLC



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic Street proposal

Jackie Mann <jackiemann5@gmail.com>

Thu, Apr 4, 2024 at 2:28 PM

To: hp@portlandmaine.gov, evans@portlandmaine.gov

Cc: Jim Mann <jem1944@gmail.com>

Dear Mr Schueckler and Members of the Historic Preservation Planning Board,

We are writing to you regarding the appearance of the building that is being considered for construction at the above address. We own the house at #36 Atlantic Street, which, we are told, is the property that abuts the site in question more closely than any others.

We would like to suggest that, in order to maintain the continuity and integrity of the neighborhood, the exterior of #42 be more in keeping with other houses on the block. That is: a light colored clapboard with a significant cornice and trim around doors and windows.

If one goal of affordable housing is to integrate neighborhoods with a diverse population, it would seem wise and considerate to help the folks who live there feel comfortable and welcome in their new neighborhood. Residing in a building that resembles others on Atlantic Street in style and character will promote that integration.

Please feel free to follow up on this suggestion with any questions you might have.

Thanks in advance for attending to our opinion.

Sincerely,

Jacqueline and Jim Mann

[36 Atlantic Street](#)

[Portland](#)



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic St Feedback

Brian Partridge <brianpartridge@gmail.com>

Wed, Apr 10, 2024 at 12:10 AM

To: "evans@portlandmaine.gov" <evans@portlandmaine.gov>

Cc: Beth Golini <elizabeth.golini@gmail.com>

Hello Evan,

My wife (cc'd) and I are the residents and owners of 52 Atlantic St and we have some concerns about the project planned for 42 Atlantic St. I previously attended their neighborhood meeting and so I was made aware of their updated proposal and that I could send you feedback. I have a number of overall concerns, but I understand that for this audience I should keep this focused on historic preservation topics.

First, I really appreciate the work that went into making the building look more a part of the neighborhood in terms of style, materials, and color. This current proposal looks like a better fit in the neighborhood. However, it is still just a big box. I think it would be a better fit with a pitched roof like all of the neighbors. Perhaps dormers could help make that more acceptable for the top floor residents?

Second, I'm concerned about the proposed view renderings, they appear unintentionally deceptive in terms of scale. The proposed building is 4 stories. All the neighboring buildings are 2-3 stories. The tallest in the vicinity may be my residence at 52 Atlantic because it is 3 stories and a widows walk. The renderings (especially the ones from Gilbert Lane) show the 4 stories at a comparable height to the direct neighbors that are 2 stories. I don't understand how that is possible. I do understand that we are on a hill, and visual perspective is a factor, but not to this degree. I'm concerned that this contributes to making the building look more comparable to the neighbors and meet historic requirements when in reality it will tower over the neighbors.

Thank you for taking feedback. I look forward to seeing this project progress and have design iterations make it a fit for the neighborhood.

--

Brian Partridge
brianpartridge@gmail.com



Evan Schueckler <evans@portlandmaine.gov>

Comments on 42 Atlantic Street Proposal for New Construction

Ananda Moor-Jankowski <anandakmj@gmail.com>

Sun, Mar 10, 2024 at 6:10 PM

Reply-To: anandakmj@gmail.com

To: hp@portlandmaine.gov

Dear Members of the Historic Preservation Board,

We would like to submit the following comments about the new construction project proposed for 42 Atlantic Street. We are neighbors who live at 37 Atlantic Street. We attended both the neighborhood meeting and the Historic Preservation Board workshop last week. While we support the commendable ambition to provide much-needed affordable housing in this neighborhood and appreciate the legal and economic complexity of bringing such a project to fruition, we have significant concerns about the compatibility of the project, as designed, with its surrounding context.

At this early stage in the development review process, our principal concern is the proposed building's scale and form. The City's Historic Preservation Ordinance Standards for Review of New Construction states that "the proposed height shall be visibly compatible with surrounding structures when viewed from any street or open space" and "The width of a building shall be visually compatible with surrounding structures when viewed from any street or open space." At +/- 42' high and +/- 75' wide, the proposed building is highly incompatible with surrounding structures, disrupting the rhythm of spacing and structures that characterizes Atlantic Street and the vast majority of the district. The applicants' efforts to break down this massing, including the shifts in the Atlantic Street facade, are feeble and ineffective.

The architecture of Munjoy Hill is indeed eclectic, and there are certainly 4-story buildings scattered throughout the district. The vast majority of these tall buildings are also narrow, however, with the relief of open space with light and views between adjacent building masses. As noted in the Historic Preservation Program's Staff Memorandum for this project, one of the "handful of unifying features" of Munjoy Hill's architecture is that structures are independent, rather than connected row houses spanning wide or multiple lots. Furthermore, the taller and wider "boxy" buildings on Munjoy Hill are mostly concentrated toward the northeastern edge of the neighborhood along Vesper and Morning Streets, closer to the long view of Casco Bay.

Notably but perhaps not surprisingly, the applicants' "Neighborhood Analysis" neglected to include photographs of the houses immediately adjacent to the project site: the two houses directly across Atlantic Street (37 and 42) and the two houses directly adjacent to the southeast (34 and 36). We are appending photographs of these buildings to these comments. These houses, plus 48 Atlantic Street adjacent to the northwest, comprise a unique pocket of modest, 1 1/2- to 2-story, pre-Fire of 1866 homes (with 48, 41, 37, 36, and 34 Atlantic Street all built between c. 1840 and 1854). The massive, "boxy" building proposed for 42 Atlantic Street would be jarringly incongruous with this most immediate context.

If the width of the proposed building (or two buildings) were closer to 30', as is typical along Atlantic Street, the project would, with the right detailing, have a much better chance of fitting in with the surrounding context. At double the width of the vast majority of buildings in the district and certainly the immediate surroundings, the proposed building would be a significant disruption to the neighborhood as a whole and particularly incompatible with the unusual group of small, older homes directly surrounding it.

We certainly appreciate the varied and evolving architecture of Munjoy Hill. Since the City has collectively agreed that the historic fabric of our neighborhood is a valuable asset worth maintaining, however, we ask the Board to give serious consideration to the proposed building's potential rupture of our neighborhood's character and streetscape.

Thank you for considering our comments.

Sincerely,
Ananda & Bernard Moor-Jankowski

4 attachments



41 and 37 Atlantic St.jpeg
1291K



34 and 36 Atlantic St.jpeg
874K



Atlantic St Looking Southeast.jpeg
939K



Atlantic St Looking Northwest.jpeg
825K











Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic workshop review

Joe Lewis <joe@portcitylegal.com>
Reply-To: joe@portcitylegal.com
To: "hp@portlandmaine.gov" <hp@portlandmaine.gov>

Mon, Mar 18, 2024 at 4:47 PM

Good afternoon.

I live at 33 Atlantic Street and obviously have a keen interest in this project.

I am writing today to formally request that the applicant provide several renderings of the next proposed design that demonstrate what the proposed building will actually look like in real space. The initial rendering was pretty much inadequate to the task. I appreciate that HP staff and members of the HP board are probably well-used to visualizing what elevations and other drawings might look like, but the public does not have this expertise. Simply put, we can't begin to imagine what the proposal will look like without modern, appropriate renderings and illustrations.

Thank you for your consideration.

- Joe

Joe Lewis, Attorney
Port City Legal, LLC
[10 Moulton Street, 4th Floor](#)
Portland, Maine 04101
(207) 210-6559
www.portcitylegal.com

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I am a lawyer, but I am not your lawyer unless you have been in my office and signed a contract. Unless I am your lawyer, this communication is not intended as legal advice, and no attorney client relationship results. Please consult your own attorney for legal advice.



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic Street

Tom Pearson <tpearson73@gmail.com>

Mon, Mar 18, 2024 at 3:49 PM

To: "evans@portlandmaine.gov" <evans@portlandmaine.gov>

I live in and own the property at [20 Atlantic Street](#). I attended the neighborhood meeting regarding the proposed new construction at 42 Atlantic Street. Although I support the construction of low income housing for the site, the massive scale of the proposed project is horribly out of scale to the surrounding properties. Further the failure to provide any parking for 26 units will create a parking issue for Atlantic Street. The proposed design stands out like a sore thumb. I would fully support a scaled down project with a design more compatible with the neighborhood.

Thanks for listening.

Tom Pearson

20 Atlantic St.



Evan Schueckler <evans@portlandmaine.gov>

Re: 42 Atlantic Street project before the HP Board- 4/17 @ 5pm

elizabeth <elizabethmiller1953@hotmail.com>
To: Dan Black <danblack@lbdevpartners.com>
Cc: Evan Schueckler <evans@portlandmaine.gov>

Wed, Apr 10, 2024 at 8:06 AM

Excellent improvement! Especially like the redesigned siding materials and the front entrance. Good luck with the project. It promises to be a much-needed addition to the neighborhood.

Elizabeth Miller and David Body
[46 Waterville Street #3](#)

From: Dan Black <danblack@lbdevpartners.com>
Sent: Tuesday, April 9, 2024 10:56 PM
To: Dan Black <danblack@lbdevpartners.com>
Subject: 42 Atlantic Street project before the HP Board- 4/17 @ 5pm

All, you're receiving this email because you attended the March 5 community meeting at the St. Lawrence church regarding our proposed affordable housing development at 42 Atlantic Street.

We have updated our plans based on the feedback we received at the March 6 Historic Preservation board meeting. You can find our updated plans that we will be reviewing with the board on the 17th attached.

The meeting on the 17th will include time for the public to provide comment and feedback. Additionally, you can provide written feedback to Evan Schueckler at evans@portlandmaine.gov.

Please reach out if you have any questions!

Dan Black



P.O. Box 10452
Portland, ME 04104
c: (207) 831-2824



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic St. Housing Project- Public Comment

'Lesko, Jack' via Historic Preservation <HP@portlandmaine.gov>

Sun, Apr 14, 2024 at 9:19 PM

Reply-To: j.lesko@northeastern.edu

To: "hp@portlandmaine.gov" <hp@portlandmaine.gov>

Re: Public Comment – Proposed 42 Atlantic St. Housing

Reviewing the following documents:

- Historic Preservation Public Workshop & #2 25 March 2024 &
- Historic Preservation 17.1 Purpose

Points 17.1 C, E, F, & G appear at direct odds with the proposal.

- Given its size, placement, and design, the building is remarkably unlike any house in the immediate vicinity. It will be immediately noticeable and dominant, not fitting the neighborhood's present character.
- The persons/sqft (assuming ~50 persons in 26 units) of land is estimated to be ~4 to 5 times that of the current density and at least twice as big as everything else, making it difficult to claim that it "ensures compatible new construction."
- It is difficult to imagine the construction will "Stabilize and improve [e] the values of the properties and areas," given the added traffic, congestion (Atlantic St. is already tight with two cars), and added parking that would be needed. Journal articles seem to indicate otherwise.

Diamond, Rebecca, and Tim McQuade. "Who wants affordable housing in their backyard? An equilibrium analysis of low-income property development." Journal of Political Economy 127, no. 3 (2019): 1063-1117

I want to urge you to reject the plan. Thank you for the opportunity to comment.

John "Jack" Lesko

[33 Atlantic St.](#)

[#2](#)

[Portland, ME 04101](#)

2 attachments

10_240401_42Atlantic_HP_PlansEtc.pdf
10133K

hp - purpose.pdf
523K



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic St

Markos Miller <markossmiller@hotmail.com>

Fri, Apr 12, 2024 at 2:14 PM

To: "evans@portlandmaine.gov" <evans@portlandmaine.gov>, "hp@portlandmaine.gov" <hp@portlandmaine.gov>

To Members of Portland's Historic Preservation Board,

I live at 17 Atlantic Street, a few houses down from the proposed affordable housing development at 42 Atlantic St. I have lived here for almost 30 years and have seen the historic characteristics of this working-class neighborhood erode. I support the building of dense housing for low and middle-income residents in my neighborhood. There are other large, tall, and relatively densely populated buildings just a street away in either direction. Most houses on Munjoy Hill used to have lots more people in them. I understand your purview is the architectural quality of this project; I'll spare my speech about why this project is important.

I do want to share a few brief thoughts about how the visual characteristics of this proposed building could better speak to the characteristics of the existing neighborhood.

The project has strong vertical lines. Looking around the neighborhood, there is a strong horizontal quality to the typical building design. The vertical lines 'hold a building up', but the horizontal texture is the predominant feature of the face of most buildings. I think this helps give them a human scale; the eye is drawn across, not up. I think this building would benefit from a greater emphasis on some horizontal features.

The pictures on slides 27 and 28 of the packet (if you're seeing the same thing as me) give a hint of how the horizontal quality could be emphasized over the vertical quality. Slide 19 mentions how the vertical panels "distinguish zones" but I don't know what that means; there no reason why the facade needs to reference internal zones. The facade should serve as the face, holding together all the parts as a cohesive whole, perhaps with 'brows' and 'foreheads' and such that give definition to windows, doors, etc.

The darker vertical panels are what really define the facade here and draw the eye. I wonder what it would look like with stronger horizontal bands (above windows?) with vertical features serving more visually as columns, or lines that provide a lighter definition to the skin.

In general, this is a important project. There are so many constraints placed on the construction of much needed housing, especially affordable housing. We have a housing crisis. We should be removing obstacles to building urban housing. I hope the board can at least help this project move around some of our existing obstacles.

My 2 cents.

Markos Miller



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic Street development feedback

Emma Etnier <emmaetnier@gmail.com>

Mon, Apr 15, 2024 at 7:32 AM

Reply-To: emmaetnier@gmail.com

To: hp@portlandmaine.gov

Historic Preservation Board,

I am writing regarding the proposed new construction at 42 Atlantic Street on Munjoy Hill. I live in the neighborhood, on O'Brien Street, and am opposed to this new development for the following reasons:

- The building, even with the adjusted façade, has no visual continuity with the rest of the street. It's a box. The exterior design doesn't fit or compliment the neighborhood - instead it would dominate. Neighboring buildings, as noted in the meeting packet, have common characteristics like bay windows and ornate detailing - this development lacks all of those historic features.
- The proposed building is roughly twice as big as other buildings on the street. The unusual size combined with the façade would result in a significant change to Atlantic Street - one that would noticeably stick out.
- Gilbert Street, for obvious reasons, is special and currently has minimal development along it. Adding a 80' stretch of building that has no complimentary historic character would overshadow, literally and figuratively, this pedestrian walkway.

I am very much in favor of densifying Portland and creating more housing opportunities for all. This project, though, does not fit into the historic preservation guidelines and I hope this board will provide strong feedback to the developer to continue to adjust their proposal accordingly.

Thank you for your time and consideration - and for all the work you do!

Sincerely,

Emma Etnier

O'Brien Street

Portland, Maine

04101



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic Street

Karen Harrison <karen.harrison.me@gmail.com>

Tue, Apr 16, 2024 at 9:20 AM

Reply-To: karen.harrison.me@gmail.com

To: hp@portlandmaine.gov

I have lived on Munjoy Street for over 30 years, and my daily walks take me up and down every street in this neighborhood.

The proposed building at 42 Atlantic Street is a shocking departure from the local streetscape. Although there are flat-top buildings scattered throughout the neighborhood (the working-class “three-deckers” built inexpensively a hundred years ago and earlier), the rooflines overall are an engaging mix of sloped roofs at various angles, mansard roofs and the occasional flat roof.

Newer buildings in this area with flat roofs are much smaller and less commandeering than the proposed structure, which is too big, both visually and experientially (in terms of how long it will take to walk past it). It will dominate Atlantic Street and will devastate Gilbert Lane, which is a lovely little cobblestone byway that links Atlantic Street to St. Lawrence Street and forces pedestrians and the occasional vehicle to slow way down and experience the streetscape.

You have only to glance at the latest drawing, which shows the contrast between the massive box and the graceful human dwelling across the lane at 48 Atlantic, which has been a family home for generations.



There are many newer buildings in the neighborhood, and most were built before the creation of the Munjoy Hill Historic District. Some of these developments have attempted, with varying levels of success, to fit in with their immediate neighbors to the extent possible. Those that preferred to stand out certainly helped advance the enactment of the historic district – which now is seemingly being discounted to enable the construction of a maximum number of residential units at minimum construction cost. Certainly the proposed building’s width, proportion, scale, and rhythm show little to no attempt to conform with Historic Preservation Standards for Review of New Construction.

Thank you for giving neighborhood residents the opportunity to weigh in.

Karen Harrison

34 Munjoy Street



Evan Schueckler <evans@portlandmaine.gov>

Proposed development at 42 Atlantic Street

Susan Grisanti <susan@decormaine.com>

Mon, Apr 15, 2024 at 11:53 AM

Reply-To: susan@decormaine.com

To: hp@portlandmaine.gov

To the Historic Preservation Board,

I am the resident at 29 Atlantic Street and I am writing to express my concern for the proposed development at 42 Atlantic Street. The rendering of the building in the context of our historic street is shocking. The scale of this building is so out of context with the buildings around it, being at least twice as big as anything around it. Visually it simply overwhelms the neighborhood around it. The character of our street, with the original architectural styles of the mid-1800s will be determined by this oversized, box-shaped building that has no design or architectural merit whatsoever.

My house is from 1844 and I spent nearly two years preserving a derelict building back to its original form. Nearly all of any of my neighbors have also preserved their home's architectural style. I hope the board will take into consideration our investments in historic preservation when determining if this building passes your standards.

The board is here to ensure compatibility of new construction in the historic district, and to protect and enhance neighborhood character. (Chapter 17.1(E) of the Land Use Code) I hope that the board will consider how this proposed development follows the board's mission.

Thank you for considering my perspective,
Susan Grisanti



SUSAN GRISANTI (she/her)
FOUNDER & EDITOR

207.632.9968
susan@decormaine.com
www.decormaine.com



About 42 Atlantic.

One purpose of this board is:

- *Applying review standards in a reasonable and flexible manner to prevent the unnecessary loss of the community's historical features and to ensure compatible new construction and rehabilitation in historic districts while not stifling change and development or forcing modern recreations of historic styles.*

You are also supposed to protect and enhance neighborhood character, as well as protect and enhance the attractiveness of the city to home buyers, home owners, residents, tourists, visitors, businesses, and shoppers.

This proposed development as currently designed utterly fails. It is not visually compatible with the structures to which it is visually related. It does not protect or enhance the neighborhood character. It does not protect or enhance the attractiveness of the city.

It does the opposite of these things. It is a giant box, now imagined with a wallpaper treatment meant to substitute for architectural articulation or interest. It is twice as big or more as anything else in view. It is flat and ugly and utterly lacking in the charm and grace that makes Atlantic, Gilbert, and Wilson streets so pleasant in that area.

This board's Portland Historic Resources Design Manual states on page 152: "*A new building in a historic district . . . need not follow the pattern set by its neighbors in each and every area of compatibility. It should, however, relate to a number of them.*"

My position is that this proposal doesn't relate to any of them: scale, form, façade, relationship to the street. The proposed building is not visually related to its neighbors.

It is not just visually incompatible: at 72' x 85' x 40' high, this proposed structure not only won't complement the historic streetscape, but it will also dominate it to the point of parody. If built as currently proposed, this structure will become the defining structural element for the street. It will be both unwelcome and unavoidable. As someone mentioned at the initial neighborhood meeting, this is the sort of building that will leave visitors and residents in the future wondering how on earth this thing got built and who gave it the go-ahead.

This board was both brave and spot-on in defense of 142 Free Street. It refused to take part in the taking apart of a historic designation. Please be brave again. Don't sacrifice this lovely street in this lovely historic district to development pressures. Don't be the people who allowed this thing to be built.

- Joe

About 55 Atlantic Street.

55 Atlantic Street is an important part of this conversation. It is kitty-corner across from the proposed development, at the intersection of Wilson Street. This building is not even half the size of the proposed development but is still an excellent example of how to do massing well.

Through the use of high-quality materials (bricks, granite lintels, a dramatic wood cornice) this relatively large mass works well. It is beautiful.





The Wilson Street side of 55 Atlantic runs about 72', nearly twice as long as the 44' Atlantic front. The high-quality materials persist along this long run. This emphasis on quality is married to a human scale façade, featuring a fully decorated large porch, and bay windows.

Contrast this existing building to the proposed new neighbor, which is flat on all sides, using relatively low-quality materials in a wallpaper treatment to cover a total lack of architectural elements or building articulation.

The proposed design of 42 Atlantic is an insult to 55 Atlantic.

Some notes about the presentation (slide show).

Some of the renderings seem “off” somehow and I am hoping that the developer will explain how they were created. (See below).

Also, where is the sidewalk for Gilbert Street? Shouldn't that be shown? City code requires new construction along public streets in a historic district to include an ADA-compliant brick sidewalk.

Slide 25: From Gilbert Lane.



Note that the transformer on Atlantic, which measures 39' tall using a drone, peeks out over the top of the building even when viewed from far back in the rear. The building to the left, while several feet closer than the proposed building, is only 24' tall at the apex of the roof. The dormer across the Atlantic is roughly 35' tall at maximum. (Building heights approximated using city's on-line tools.

Slide 26: View from Atlantic



Here, the transformer pole is so much higher than the rendering it doesn't even fit into the view!



PO Box 17533, Portland, ME 04112

16 April 2024

RE: PRELIMINARY REVIEW OF NEW CONSTRUCTION: 42 ATLANTIC STREET, HPBR-002814-2024

Chair O'Brien and Members of the Historic Preservation Board,

Greater Portland Landmarks supports the proposed apartment building at 42 Atlantic Street. While this is a large building on a street characterized by 1 ½ to three story buildings, there are examples within the historic district of large 'boxy' four-story residential buildings that relate to their lower scaled neighbors.

The proposed project is modern in design, but the applicant has taken steps to better articulate the entrance to the apartment building, clad the building in a siding that will relate to its neighbors, and utilize modern design details that will create shadows and texture, articulating the façade.

We believe that there is opportunity for additional design moves that would further relate the building to its neighbors.

- The proposed canopy is very deep, with little detail. We urge the board to request a detail of the proposed canopy to understand its construction and if there are any opportunities for shadow lines or other detailing on the deep face of the canopy.
- The projecting cornice should be more exaggerated, either in thickness or in some other manner, possibly with a frieze board below in a similar color to give it additional visual weight.
- A horizontal element or material change either between the third and fourth floors, or at the fourth floor could further relate the four-story building to its lower scaled context.

Thank you for considering our views on this proposed project,

A handwritten signature in black ink that reads "Carol De Tine".

Carol De Tine
Vice President of the Board of Trustees
Greater Portland Landmarks



Evan Schueckler <evans@portlandmaine.gov>

RE: 42 Atlantic st

David Lloyd <lloyd@archetypepepa.com>

Tue, Apr 16, 2024 at 10:07 PM

To: Evan Schueckler <evans@portlandmaine.gov>

Cc: Robert Wiener <rwiener@portlandmaine.gov>

Please substitute the below letter VS my first letter

David Lloyd Architect

Architectural Consultant to Archetype Architects

Cell 207-831-8627

lloyd@archetypepepa.comdlloyd1947@icloud.com

From: David Lloyd <lloyd@archetypepepa.com>**Sent:** Tuesday, April 16, 2024 8:31 PM**To:** 'Evan Schueckler' <evans@portlandmaine.gov>**Cc:** 'Robert Wiener' <rwiener@portlandmaine.gov>**Subject:** 42 Atlantic st

Evan

I live at [29 Waterville street close](#) to Atlantic ave . I have reviewed the submitted drawings and would like to offer the following

1 :I see no real attempt at fitting into the neighborhood architectural fabric

2: At best it is a boring box with no interface to the neighborhood. I would suggest more pronounced window trim, double hung windows should be considered Vs the casements shown , a more pronounced roof cornice , consider a welcoming porch element Vs the very plan canopy over main entry . Traditional elements can be used and accomplished in a more contemporary style

3: Materials chosen like painted pine clapboard , is a cheap siding that will not hold up over the years, I see this pine cracking and cupping . If you want to use wood clapboard it should at least be cedar . The other vertical siding is also painted wood . Again you need to high quality wood or choose from the many wood like alternatives that don't rot or peel paint. I also see no context for vertical wood siding .

4: it should be noted that affordable housing needs an exterior that will look good when it goes on and good 10 years later . In my experience affordable housing typically has very little money to repair and maintain , therefore materials that have

a long life should be specified

David Lloyd

29 Waterville st

David Lloyd Architect

Architectural Consultant to Archetype Architects

Cell 207-831-8627

lloyd@archetypepa.com

dlloyd1947@icloud.com

**STAFF MEMORANDUM
HISTORIC PRESERVATION PROGRAM
PLANNING AND URBAN DEVELOPMENT**



TO: Chair O'Brien and Members of the Historic Preservation Board
FROM: Evan R. Schueckler, Historic Preservation Program Manager
DATE: May 28, 2024
RE: 42 Atlantic Street – PUBLIC HEARING – New Construction
PROJECT ID: HPBR-002814-2024
MEETING: May 29, 2024

Owner: Daniel Black, LB Atlantic LLC
Architect: Kyle Barker, Primary Projects

A sign announcing the Historic Preservation Board's meeting on May 29, 2024 was posted at the property on May 20, 2024. A legal ad was published in the Portland Press Herald on May 18, 2024 and May 21, 2024, and 292 notices were sent to neighboring property owners within 100 feet of the subject property.

PROJECT SCOPE

Demolish existing noncontributing structure.

Construct new four story, 29-unit residential building.

Dimensions:

Overall Height: ~40'
Footprint: ~86' x 72'

Material Specifications:

Foundation	Concrete
Siding	Painted and clear-coated horizontal clapboards
Trim	Painted wood and metal
Roofing	Flat Membrane (not visible)
Windows	uPVC
Doors	Unspecified

SUMMARY OF HISTORIC CONTEXT

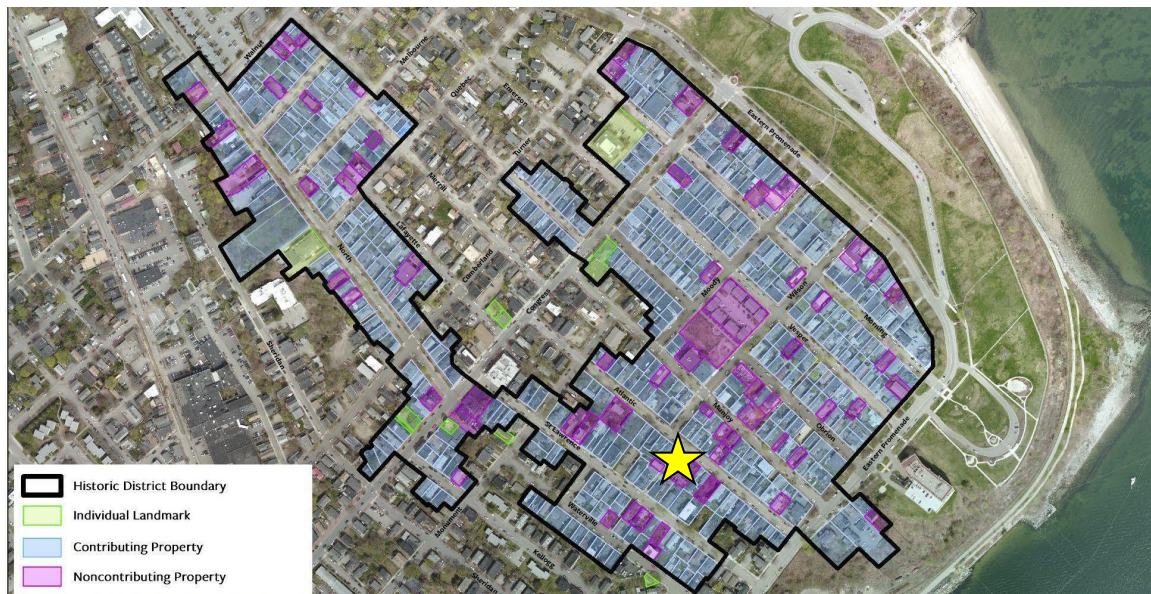


Figure 1: Map of the Munjoy Hill Historic District showing location of 42 Atlantic Street with yellow star.

Munjoy Hill is a dense historic neighborhood with a blend of vernacular, working-class architecture, a number of grand, high-style houses (primarily facing onto the Eastern Promenade), and a small number of commercial and institutional buildings scattered throughout.

Early in Portland's development, Munjoy Hill was sparsely populated. Other than the area occupied by the Portland Observatory and its attendant structures (constructed in 1807), the majority of the Hill was privately maintained for the pasturing of cows. Development on the hill remained slow-going early in the nineteenth century. Regardless, in 1836 the City of Portland purchased the lands along the edge of the peninsula that would eventually become the Eastern promenade in response to the increasing development. The earliest houses, of which only a few survive, were generally very modest one- to two-story wood-frame capes. Development picked-up pace in the mid-nineteenth century with the founding of the Atlantic and St. Lawrence Railroad in 1845 and the Portland Company in 1847. Jobs at the Portland Company in particular created the need for nearby working-class housing. The undeveloped tracts on Munjoy Hill provided ample space for that growth. Homes from the mid nineteenth century were often built in the vernacular Greek Revival style, featuring symmetrical façades and austere classically-inspired details.



Figure 2: Examples of early house types built on Munjoy Hill. An early- to mid-nineteenth century cape type house (left; 7 Lafayette Street), and a more ornate asymmetrical gable-fronted Greek Revival (right; 8 Sherbrook Street).

In the aftermath of the Great Fire of 1866, Portland found itself in dire need of additional housing and significant development occurred on Munjoy Hill. This was fueled by subdivision of the remaining large tracts of land and the arrival of streetcars, which made the easternmost ends of the peninsula easily accessible to downtown Portland. In this late-nineteenth century era, the scale of buildings increased, with many two- to three-family Italianate and Second Empire structures being built. This dense mode of development was further fueled by an influx of immigrants in the early-twentieth century. The demand for housing led to the advent of the now ubiquitous triple-deckers which dominate the easternmost ends of Munjoy Hill. These large frame structures can be found dressed in various architectural styles that were popular from the 1880s into the 1910s. This same era also saw increased interest in the expansive views and beauty of the Eastern Promenade by Portland's wealthiest residents. A number of grand single-family homes were built along the Promenade in the Italianate, Second Empire, Shingle, and Queen Anne styles. This development in the early-twentieth century solidified the Eastern Promenade streetscape as we know it today.



Figure 3: A typical street showing examples of triple-deckers and Italianate duplexes (left; 82, 84, 86, & 88 Beckett), and a grand Queen Anne house on the Eastern Promenade (right; 140 Eastern Promenade).

Munjoy Hill has a long history of development and features highly varied architectural expressions across buildings. Many buildings also feature historical alterations, as past owners tried to update Capes or Greek Revival houses with Italianate or Queen Anne details, creating varied and dynamic layers of history. Structures typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story late apartment or institutional buildings scattered throughout the district. Regardless of this diversity, there are a handful of unifying features within the district. Construction is primarily of wood frame over brick or stone foundations, with only a handful of primarily brick structures. Structures are typically independent, but constructed densely, with tight driveways and side yards. Front yards are typically extremely shallow, with proximity to the sidewalk being prioritized even on large lots. Projecting bay windows or entry porches are often used to create additional variety along the sidewalk. Windows are predominantly vertically oriented with varied placement on front and side elevations, though windows typically align on larger multi-family buildings.

The immediate vicinity of the proposed development is highly eclectic, reflecting the overall diversity of the district's architecture. There are several one-and-a-half story structures along Atlantic, with 48 Atlantic being the most architecturally spectacular of them. Two-and-a-half-story Greek revival and Italianates predominate, with a couple of second empire houses mixed in. 28 Atlantic Street is the only proper triple decker along this stretch, though 55 Atlantic is also a full three-stories and stands out for its fully brick construction.



Figure 4: 2023 google street views showing 48 Atlantic Street (left image, left), a spectacular low-scale Italianate house next to 52 Atlantic (left image, right), a typical two-and-a-half-story Italianate house. 29 and 23 Atlantic (right image, left to right) are examples to austere two-and-a-half-story Greek revivals.



Figure 5: 2023 google street views showing 28 Atlantic Street (left), an example of high-style triple decker, and 55 Atlantic, an early fully brick three-story apartment built.

Additional information on the Munjoy Hill Historic District can be found on the city website:
<https://www.portlandmaine.gov/665/Historic-Districts>

PREVIOUS REVIEW BY HISTORIC PRESERVATION BOARD

April 17, 2024, Workshop:

During the April 17 workshop, the applicant presented revised plans for the proposed apartment building at 42 Atlantic Street. The revised design sought to address Board comments by simplifying the massing of the proposed structure and proposing new siding patterns and configurations in an effort to articulate the mass of the building. The applicant also added a cornice, relocated the basement egress door, and reconfigured the front stairs and ramp.

The applicant presented a revised massing that was largely a simplified, rectangular massing. In effort to articulate the façade and address Board comments that the structure would still need to be broken up visually to relate to the scale of adjacent structures, the applicant proposed alternating areas of painted clapboard siding and unpainted vertical or horizontal siding. The different areas of siding were proposed to be separated by projecting vertical trim boards.

The Board generally received this revised approach favorably. Board members noted that they found that the use of all horizontal siding was more appropriate to the context and helped to lower the sense of the building's height. Additionally, while members noted that the efforts to articulate the building were headed in a good direction, they found that there may have been too many changes in siding. They stated that this created a sense of uninterrupted vertical stripes that made the building feel taller. Members suggested reducing the number of changes in materials in an effort to simplify the building and create more appropriately-scaled masses on the façade. One

board member did suggest exploring the inclusion of some horizontal datums, but the Board did not provide a consensus on the need for that.

Several Board members did ask questions about how the unpainted siding might evolve as the building ages. Members recommended that the applicant provide renderings showing how the building might appear once the boards have developed a patina.

In addition to the change to the siding and massing, the applicant also proposed a different program of trim, including vertical boards to separate siding materials, and a cornice. Board members noted that the addition of a cornice helped to relate the building to adjacent structures and cap the building, but they did find that it should be more prominent given the size of the proposed structure.

Along Atlantic Street, the applicant relocated the basement egress door to be closer to the primary entrance, allowing a more regular pattern of windows at the building's southern corner. Board members noted this was an improvement but also recommended exploring filling the space above the repositioned egress door with a transom, some articulation, or possible building address numbers.

The applicant also reconfigured the front entrance to include stairs that face towards Atlantic Street rather than running parallel with the sidewalk. Board members noted that this change was more consistent with the context, but recommended that the applicant explore whether the stairs could be widened to improve the quality of the entrance. The applicant responded with an explanation of the tight parameters for the entrance landing relating to zoning limitations and accessibility requirements, but noted they would consider if improvements could be made. Board members also recommended further exploring the texture and character of the concrete used at the entrance stairs and ramp to see if there are opportunities for something that might relate to foundation or site materials found throughout the district.



Figure 6: Rendering of the proposed structure presented during the April 17 workshop.



Figure 7: Rendering of the proposed structure to be presented during the May 29 public hearing.

STAFF COMMENTS

Since the last workshop, the applicant has made several changes to the proposed structure in an effort to address the Board's comments. The most prominent changes have been in the simplification of façade articulation and in making the building cornice more prominent.

The number of changes in material have been reduced creating larger areas of the two different siding finishes. The reconfiguration of the siding divisions has also eliminated any tall sections of siding without windows, creating an assemblage of more compatible proportioned and scaled areas of siding. The applicant is also now proposing to use all horizontal siding.

The applicant has also increased the height of the cornice line from 1-1/2" to 3-1/2" inches making it more prominent and differentiating it from the vertical trim boards. The cornice board is proposed to have the same depth as the vertical trim boards, so that they connect across the façade.

In addition to the changes in the design, the applicant has provided additional details for the proposed structure including typical construction details, and information on how the metal cladding will wrap the entrance canopy. The renderings have also been updated to show how the building will appear as the clear-coated pine weathers over time.

The applicant is seeking final approval of the proposed new construction, having attempted to address all Board comments from the April 17 workshop.

ANALYSIS OF APPLICABLE REVIEW STANDARDS

Standards for Review of New Construction, 17.8.3:

Standard A. Scale and Form	
1. Height The proposed height shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
Yes	The proposed structure will be four stories. Atlantic Street is typically lined with one-and-a-half- to three-story structures. Board members generally found the proposed height to be compatible with the varied surrounding context.
2. Width The width of a building shall be visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines.	
Standard Met?	Staff Comments
Yes	The proposed structure will be wider than typical structures along Atlantic Street, though not out of scale with some of the larger buildings in the district. The applicant is also proposing to break down the width of the building through changes in material and applied details.
3. Proportion of principal facades The relationship of the width to the height of the principal elevations shall be visually compatible with structures, public ways, and open spaces to which it is visually related.	
Standard Met?	Staff Comments
Yes	The overall façade is proposed to have a fairly horizontal proportion; however, changes in material and the use of applied details will help to break down the horizontality of the elevations. The context is predominantly vertically oriented buildings, with some more horizontal buildings interspersed.
4. Roof shapes The roof shape of a structure shall be visually compatible with the structures to which it is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a flat roof. Flat roofs are typical of the Munjoy Hill Historic District.

<u>5. Scale of a structure</u> The size and mass of structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
Yes	Structures in the district typically range from one-and-a-half to three stories with a number of later three-and-a-half to four story apartment or institutional buildings scattered throughout the district. Board members found the proposed scale to be compatible with the surrounding context based on the articulation of the façade through changes in material which help to break down the mass of the proposed building.
<u>6. Applicability to Congress Street Historic District</u> In the Congress Street Historic District, for new construction within the B3 zone, the Historic Preservation Board shall not impose conditions more restrictive than the dimensional requirements of the B-3 zone.	
Standard Met?	Staff Comments
Not Applicable	
<u>7. Applicability to India Street Historic District</u> For new construction within the India Street Historic District, the Historic Preservation Board shall not impose conditions more restrictive than the dimensional requirements of the IS-FBC zone, except for in the case of a building addition which proposes to change the height of a contributing historic structure.	
Standard Met?	Staff Comments
Not Applicable	
<u>8. Applicability to the Portland Company Historic District</u> For new construction within the Portland Company Historic District, the height requirements of the B-6 zone as shown on the B6 Building Height Overlay & Building Envelopes map shall be controlling and the historic preservation board shall not impose conditions more restrictive than the building height requirements of the B-6 zone.	
Standard Met?	Staff Comments
Not Applicable	

Standard B. Composition of Principle Facades	
1. Proportion of openings The relationship of the width to height of windows and doors shall be visually compatible with structures, public ways, and places to which the building is visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure will primarily feature vertically oriented openings with some more square or horizontal openings used sparingly as is typical of the historic context.
2. Rhythm of solids to voids in facades The relationship of solids to voids in the façade of a structure shall be visually compatible with structures, public ways, and places to which it is visually related.	
Standard Met?	Staff Comments
Yes	The structure favors solid to void, as is typical of the district. Windows are fairly regularly arranged as is also typical of the context.
3. Rhythm of entrance porch and other projections The relationship of entrances and other projections to sidewalks shall be visually compatible with the structures, public ways, and places to which they are visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure would feature a central recessed entry accentuated by a projecting canopy and raised landing at the top of the street-facing stairs and accessible ramp.
4. Relationship of materials The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in the structures to which they are visually related.	
Standard Met?	Staff Comments
Yes	The structure is proposed to be clad in horizontal clapboard siding, which is ubiquitous in the Historic District.
5. Signs Any new sign, and any change in the appearance of an existing sign located on a landmark, within a historic district, or within an historic landscape district, which is readily visible from any street or open space shall not be incongruous to the historic character of the landmark or district and shall comply with the criteria and guidelines specified in the Historic Resources Design Manual.	
Standard Met?	Staff Comments
Not Applicable	

Standard C. Relationship to Street	
1. Walls of continuity Facades and site structures, such as masonry walls, fences, and landscape masses, shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the structures, public ways, and places to which such elements are visually related.	
Standard Met?	Staff Comments
Yes	The proposed structure would be situated close to the street, as is typical of structures throughout the district.
2. Rhythm of spacing and structures on streets The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways, and places to which it is visually related	
Standard Met?	Staff Comments
Yes	The proposed structure is set close to the street, and retains modest side yards, as is typical of the district. The structure is wider than typical. However, this section of Atlantic Street is not particularly regular in its rhythm, and the proposed changes in façade material help to break down the façade to help it fit into the rhythm of the context.
3. Directional expression of principal elevation A structure shall be visually compatible with the structures, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.	
Standard Met?	Staff Comments
Yes	The proposed structure has a horizontal massing that is broken up by changes in material that create more vertical masses, accentuated by applied vertical trim. Structures in the district are predominantly vertically oriented, though some have a horizontal massing. Many feature vertical accents such as trim details, bay windows, or porches.
4. Streetscape, pedestrian improvements Streetscape and pedestrian improvements and any change in the appearance thereof located adjacent to or on a landmark, within a historic district, or within a historic landscape district which is readily visible from any street or open space shall not be incongruous to the historic character of the landmark or district and shall comply with the criteria and guidelines specified in the Historic Resources Design Manual.	
Standard Met?	Staff Comments
Not Applicable	

Standard D. Other Standards	
1. Compatible use Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration to the character defining features of the structure, object, or site and its environment or to use a property for its originally intended purpose.	
Standard Met?	Staff Comments
Yes	The proposed structure will have a residential use which is in keeping with the typical uses in the Munjoy Hill Historic District.
2. Distinguishing original character The distinguishing original qualities or character of a structure, object, or site and its environment shall not be destroyed. The alteration of any historic material or distinctive architectural features should be avoided when possible.	
Standard Met?	Staff Comments
Not Applicable	
3. Archeological resources Every reasonable effort shall be made to protect and preserve significant archaeological resources affected by or adjacent to any project. If resources must be disturbed, mitigation measures shall be undertaken.	
Standard Met?	Staff Comments
Not Applicable	
4. Contemporary design Contemporary design for additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural, or archaeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, material, and character of the property, neighborhood and environment.	
Standard Met?	Staff Comments
Yes	The proposed structure has a clearly contemporary character through its simplified massing and minimal exterior details. The use of horizontal clapboard siding, vertically oriented windows, and a cornice make the building compatible with adjacent historic structures.
5. Additions Wherever possible, new additions to structures and objects shall be undertaken in such a manner that, if such additions were to be removed in the future, the essential form and integrity of the structure would be unimpaired.	
Standard Met?	Staff Comments
Not Applicable	

MOTION FOR CONSIDERATION

I move to APPROVE application HPBR-002814-2024 for new construction at 42 Atlantic Street on the basis of submitted documentation, plans, and specifications; information provided in the staff memo; and findings by the Historic Preservation Board that the project meets Standards for Review of New Construction 17.8.3 A.1-8, B.1-5, C.1-4, & D.1-5

ATTACHMENTS

1. Project Description
2. Application checklist and deed
3. Plans



Dan Black
PO Box 10452
Portland, ME 04104
(207) 831-2824
danblack@lbdevpartners.com

March 25, 2024 (*Revised April 1, 2024 & May 6, 2024*)

Re: Historic Preservation Application, Project Description V3 (*new changes in Italics*)

Dear City of Portland Planning & Urban Development Department,

The 42 Atlantic Street, Portland, ME 04101 parcel is a 0.23 acre (10,018 square feet) site on Munjoy Hill. It currently has a two-story structure on it that used to house the local American Legion chapter. It is a non-contributing property within the Munjoy Hill historic district.

The proposed structure will be four stories and 23,857 square feet (with an additional 2,981 square feet of basement space). After receiving feedback at the first Public Workshop on March 6th, we've revised the design to simplify the massing. The building is now a rectangle in plan.

Accessed via ramp or stair, the primary entrance is recessed 3 feet into the central bay of the Atlantic Street facade. To address feedback from the Board & the public we have:

- Added a projecting canopy at the entrance
- Rotated the entry stair to be perpendicular to the façade
- Relocated the basement egress stair to minimize the presence of its door and allow for two windows at the ground floor unit on the South
- Added a projecting cornice
- Added projecting vertical trim to zone the façade into two distinct materials: one that references the tone of the brick at 55 Atlantic and one that references the wood clapboard at 48 Atlantic
- Simplified the design of the wall enclosing the entry stairs & ramp

After our second Public Workshop on April 17th, we've revised the design to address feedback from the Board & the public. We have:

- *Increased the visual weight of the cornice*
- *Reduced the number of changes in the cladding (there are fewer "bands" now)*
- *Changed all cladding to clapboard*
- *Detailed the metal seaming pattern at the canopy*
- *Developed the planting plan*
- *Visualized the project with weathered siding (we are proposing a weathering finish to reduce the change over time)*

Gilbert Lane will have two additional doors: one for emergency egress, and one for bike storage access. We have added an exterior light & a vision panel to the door at the bike storage, per feedback.

The building will have a total of 30 units, consisting of 14 studio apartments, 8 two-bedroom units, and 8 three-bedroom units. All will be deed restricted as affordable. The building will also have a communal laundry, tenant storage, and a common room that meets the specification of MaineHousing's construction standards. The building will have an elevator and two stairs. Roof access will be limited to maintenance.

Recent changes to the city's land use code, in response to LD2003, allow for 2.5 times the base zoning density for affordable housing projects. This area is in the R-6 zone which allows multi-family use by right with a density of one unit for every 750 square feet of lot size—at 10,018 square feet, 42 Atlantic is permitted to have 13 units on site. The density boost allows density of up to 32 units on the site.

The attached packet provides the requested material. Please let us know if you have any additional questions.

Sincerely,

Daniel Black

CITY OF PORTLAND
Planning & Urban Development Department

HISTORIC PRESERVATION APPLICATION SUBMISSION CHECKLIST Please submit each document as a separate PDF file Please confirm by electronically checking the boxes to the left		
To supplement your application, please submit the following items <i>as applicable to your project</i>. Keep in mind that the written project description that you provide the Historic Preservation Board and staff, is the only description they will have of your project or design. Therefore, it should precisely illustrate the proposed alteration(s), additions, and/or infill construction.		
GENERAL APPLICATION DOCUMENTS		
Yes ☒	N/A ☐	Project Description Cover Letter with detailed project description
Yes ☒	N/A ☐	Completed Checklist for Historic Preservation review (this document)
Yes ☒	N/A ☐	Evidence of Right, Title and Interest Deeds, leases or purchase and sales agreements
PLANS, etc.		
Yes ☒	N/A ☐	Exterior photographs of property (required for all applications). Include a general streetscape view, view of entire building, and close-ups of project area.
Yes ☒	N/A ☐	Sketches or elevation drawings at a minimum ¼" scale.
Yes ☒	N/A ☐	Details or wall sections, where applicable.
Yes ☒	N/A ☐	Floor plans, where applicable.
Yes ☒	N/A ☐	Site Plan, where applicable, showing relative location of adjacent structures.
Yes ☒	N/A ☐	Catalog cuts or product information (e.g. proposed windows, doors, fencing).
Yes ☒	N/A ☐	Materials – list all visible exterior materials.

DLN: 1002440261143

MAINE REAL ESTATE TAX-Paid

WARRANTY DEED**KNOW ALL PERSONS BY THESE PRESENTS**

THAT I, JASON T. HALL, in his capacity as Department Adjutant, The Department of Maine, American Legion, a duly organized non-profit corporation existing under the laws of the State of Maine, with a mailing address of 5 Verti Drive, Winslow, ME 04901,

for consideration paid,

grants to LB Atlantic LLC, a limited liability company duly organized and existing under the laws of the State of Maine and having a mailing address of PO Box 10452, Portland, ME 04112,

with **WARRANTY COVENANTS**, a certain lot or parcel of land with the buildings and improvements thereon situated in the City of Portland, County of Cumberland and State of Maine, being more particularly bounded and described as follows, to wit:

A certain parcel of land situated on the southwesterly side of Atlantic Street in the City of Portland and more particularly bounded and described as follows:

Commencing at the intersection of said Atlantic Street with the southeasterly side of Gilbert's Lane; thence running southeasterly by said Atlantic Street, ninety - two (92) feet; thence southwesterly and parallel with said Gilbert's Lane, one hundred ten (110) feet, more or less to land now or formerly of Thomas Warren; thence northwesterly by said Warren's land and land now or formerly of Edward Waite, to Gilbert's Lane; thence northeasterly by said Lane to the point of beginning.

Meaning and intending to convey hereby, the two parcels of land described in two separate deeds to Edward H. Sargent, both dated August 17, 1871, and one recorded in the Cumberland County Registry of Deeds, Book 388, Page 97, and the second recorded in said Registry in said Book 388, Page 100, and being the same premises devised to Jennie A. Sargent under the will of her father, Edward H. Sargent, which will is recorded in said Registry of Deeds, Book 1124, Page 215, also being the same premises deeded to this grantor by Jennz A. Sargent under date of June 16, 1936, and recorded in Cumberland County Registry of Deeds, Book 1500, Page 194.

Meaning and intending to convey and hereby conveying precisely the same premises conveyed by Deed of Harold V. Bickmore to Paul Malia Post Building Committee, Inc. dated August 18, 1947 and recorded in the Cumberland County Registry of Deeds in Book 1879, Page 472.

Grantor, The Department of Maine, American Legion, is the parent organization of now dissolved Paul Malia Post #161 which in turn is the parent organization of Paul Malia Post Building Committee, Inc.

Further reference is made to an affidavit to amplify title of near or even date to be recorded in the Cumberland County Registry of Deeds which provides evidence of Grantor's status as a successor in interest to the parcels being herein conveyed.

WITNESS my/our hand(s) and seal(s) this 5th day of January, 2024



Jason T. Hall, Department Adjutant,
Department of Maine, American Legion

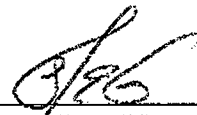
STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

January 5, 2024

Then personally appeared the above-named **Jason T. Hall** and acknowledged the foregoing instrument to be his free act and deed individually and in his said capacity.

Before me:

KEVIN J. GERSPACH
MAINE BAR #6477



Attorney-at-Law/Notary Public
Print Name: _____
My Commission Expires: _____

42 Atlantic Street Housing Historic Preservation Public Hearing Submitted: May 6, 2024

Owner
LB Atlantic, LLC

Architect
Primary Projects, PLLC

Civil Engineer
Acorn Engineering, Inc

Structural Engineer
Base Design Group, Inc

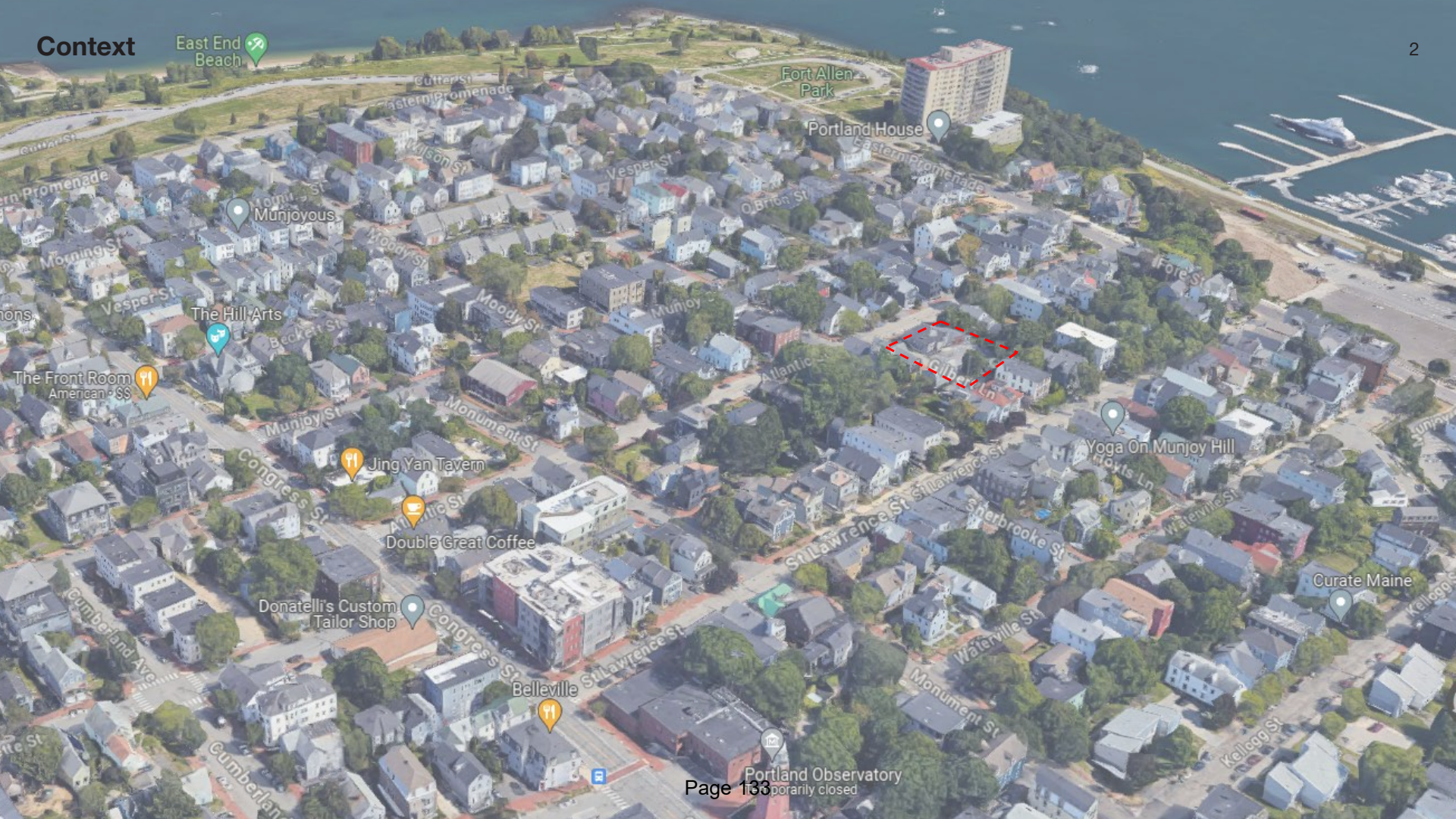
MEP-FP Engineer
BLW Engineers, Inc

Lighting Designer
Pieszak Lighting Design, LLC

Context

East End Beach

2



We heard the following feedback at the first Public Workshop on March 6th. Consider:

- Simplifying the building form at Atlantic St / Gilbert Lane
- Adding a cornice
- Adding horizontal or vertical banding
- Using two or more cladding materials
- Adding detail at the windows
- Adding detail at the entry
- Adding a projecting canopy at the entry
- Adding one or two windows at the southern unit on the first floor, facing Atlantic Street
- Reorienting the direction of the stairs at Atlantic Street
- Adding glazing at or near the door of the bike room
- Fleshing out the landscape approach

We heard the following feedback at the second Public Workshop on April 17th. Consider:

- Increasing the visual weight of the cornice
- Reducing the number of changes in the cladding
- Changing all cladding to clapboard
- Adding more detail to the concrete wall at the entry
- Detailing the metal seaming pattern at the canopy
- Developing the planting plan
- Visualizing the project with weathered siding
- Showing abutting neighbors on analysis slide



Looking up Atlantic



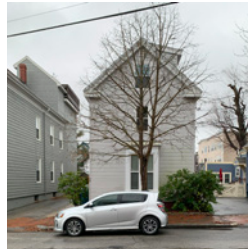
Looking down Atlantic



From Gilbert



From Rear Parking



- Common Attributes:
- 1. Street-Facing Porches
 - 2. Vertically Oriented, Stacked Windows
 - 3. Painted Wood Siding
 - 4. Vertical Proportion (Building)

6

5

15 FT	NA	< 15 FT
45 FT	—	40.48 FT
60%	32%	59%
80%	82%	71%
20%	18%	29%

PERMITTED ON THE LOT. DUE TO AFFORDABILITY RESTRICTION

TO CITY OF PORTLAND STANDARDS.
D. PROPERLY DISPOSED OF OFFSITE
CORDANCE WITH DETAIL. BROKEN CURB SHALL BE
THE CONTRACTOR'S EXPENSE.
SHALL NOT EXCEED 1 INCH PER FOOT.
CONTRACTOR TO COORDINATE AND INSTALL.
S SHALL BE RESPONSIBLE FOR THE MAINTENANCE
REMOVAL AND SNOW REMOVAL.

PREPARED BY OWEN HASKELL, INC. DATED

TM 16-F-26
N/F
JAMES E. MANN
JACQUELINE MANN
35202/196
36389/324

PR. DRIP EDGE, SEE
SHEET C-30 FOR
MORE INFORMATION

0.75'

0.88'

PR. 7"x7" PAD MOUNT
TRANSFORMER

PR. BOLLARDS PER DETAIL

PR. REINFORCED
CONCRETE SIDEWALK,
PER DETAIL

PR. BIKE ROOM EGRESS DOOR.
FOR INTERNAL BIKE STORAGE
AREA. 24 PROPOSED INTERIOR
BIKE STORAGE SPACES, PER
ARCHITECTURAL PLANS

PR. BUILDING EGRESS
PR: 126.00'

GILBERT LANE

PR. LANDSCAPED AREA
PER LANDSCAPE PLAN

SEE C-20 FOR PR.
RECONFIGURATION OF EX. UT POLES

EX. UTILITY POLE

EX. UTILITY POLE

PR. RECONSTRUCTED BRICK
SIDEWALK, PER DETAIL

PR. STREET TREES, TYP. OF 3

EX. CATCH BASIN

Page 139
BUILDING ENTRANCE

BIKE RACK PER
DETAIL, TYP. OF 2

12" PROTRUSION OF
HANDRAIL RETURN INTO ROW
PR. LOCATION OF ADA SIGN TO BE
RESET AND/OR REPLACED AS
NEEDED IN COORDINATION WITH THE

EX. DRIVEWAY
EX. UTILITY POLE
PARKING SPOT TICK MARKS SHOWN FOR
VISUAL PURPOSES ONLY, TYP. OF 4
EX. CURB TO BE TEMPORARILY REMOVED

1ST FLOOR BUILDING
FOOTPRINT

OUTLINE OF BASEMENT
FOOTPRINT

EX. FENCE TO REMAIN OR BE
REPLACED AS NECESSARY.
COORDINATE WITH BOTH
LANDOWNERS

SETBACK LINE, TYP.

PR. BUILDING ENTRANCE

BASEMENT STAIR
ENTRANCE/EGRESS

PR. PRECAST PAVER
PATHWAY TO BUILDING

PROPOSED BUILDING:
42 ATLANTIC STREET
30 UNITS
1ST FLOOR FFE: 126.00'
BASEMENT FFE: 116.50'

STAIRS

ELEVATOR

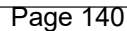
STAIRS

LOBBY

VESTIBULE

BIKE ROOM

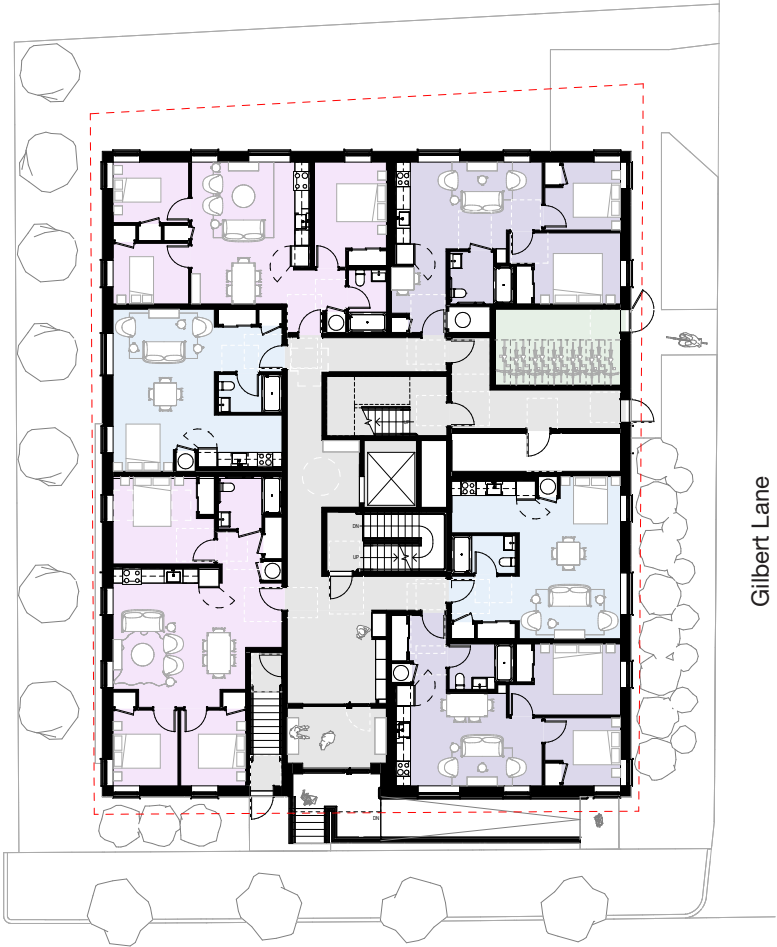
SPRINKLER ROOM



Previous Proposal Floor 1



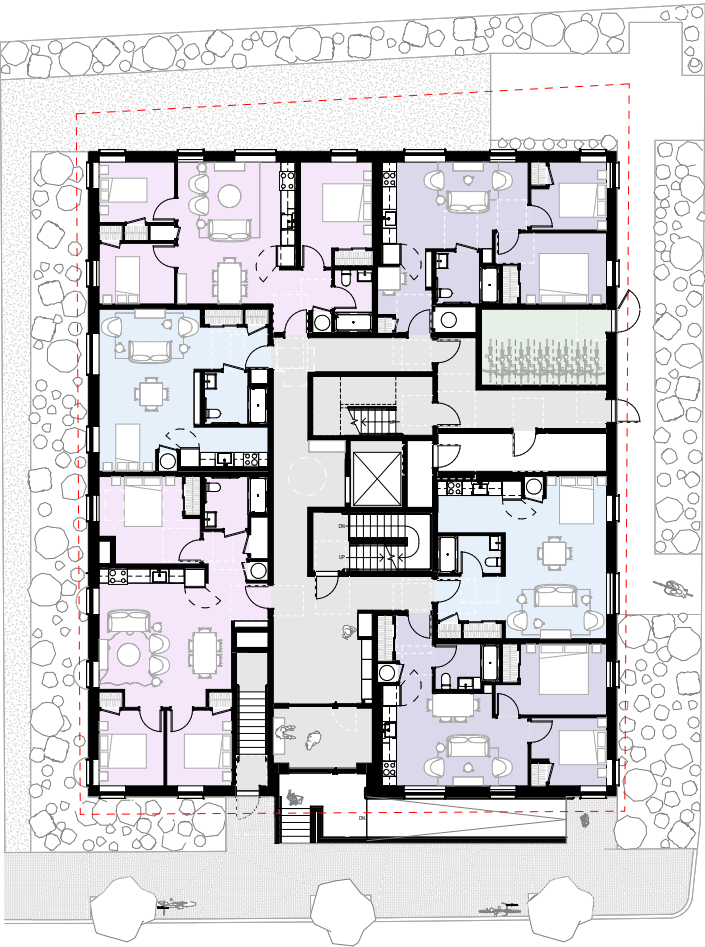
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



Current Proposal Floor 1



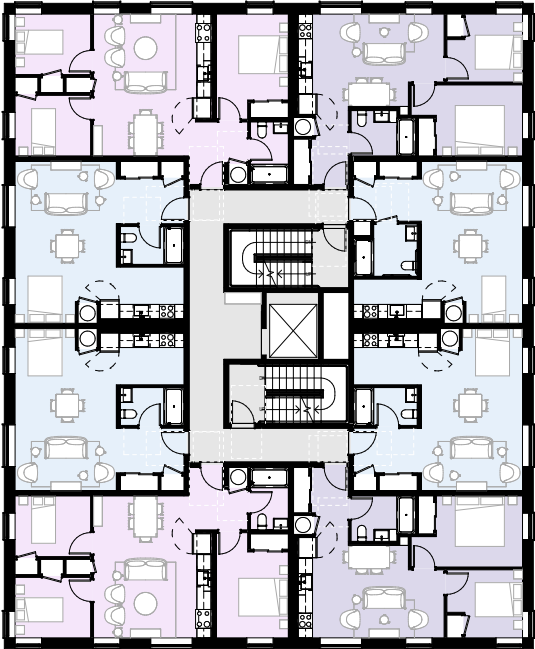
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



Gilbert Lane



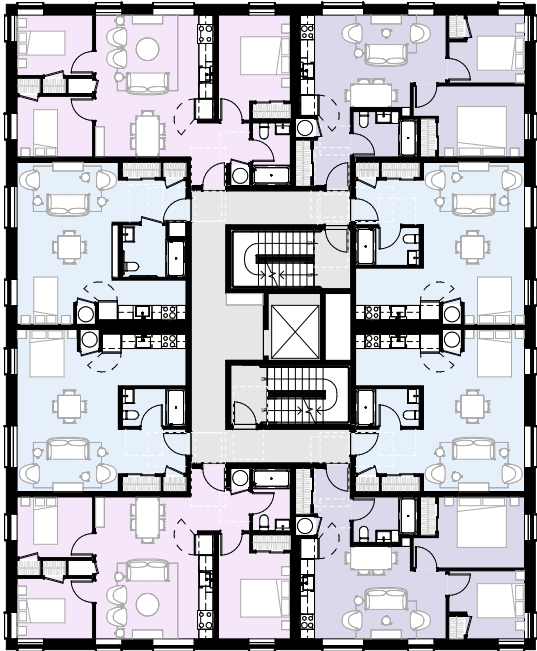
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



Gilbert Lane



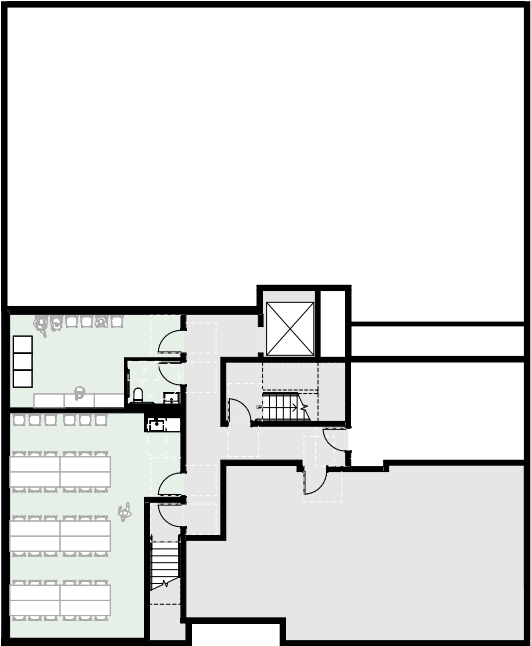
- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



Gilbert Lane

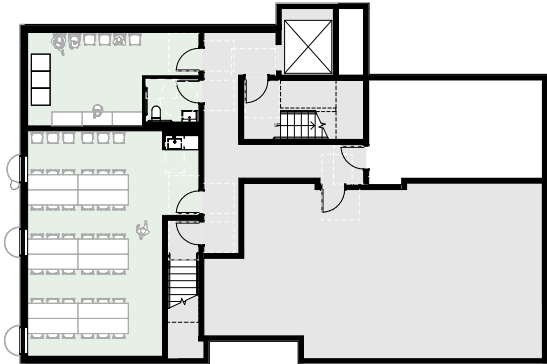


- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity





- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity



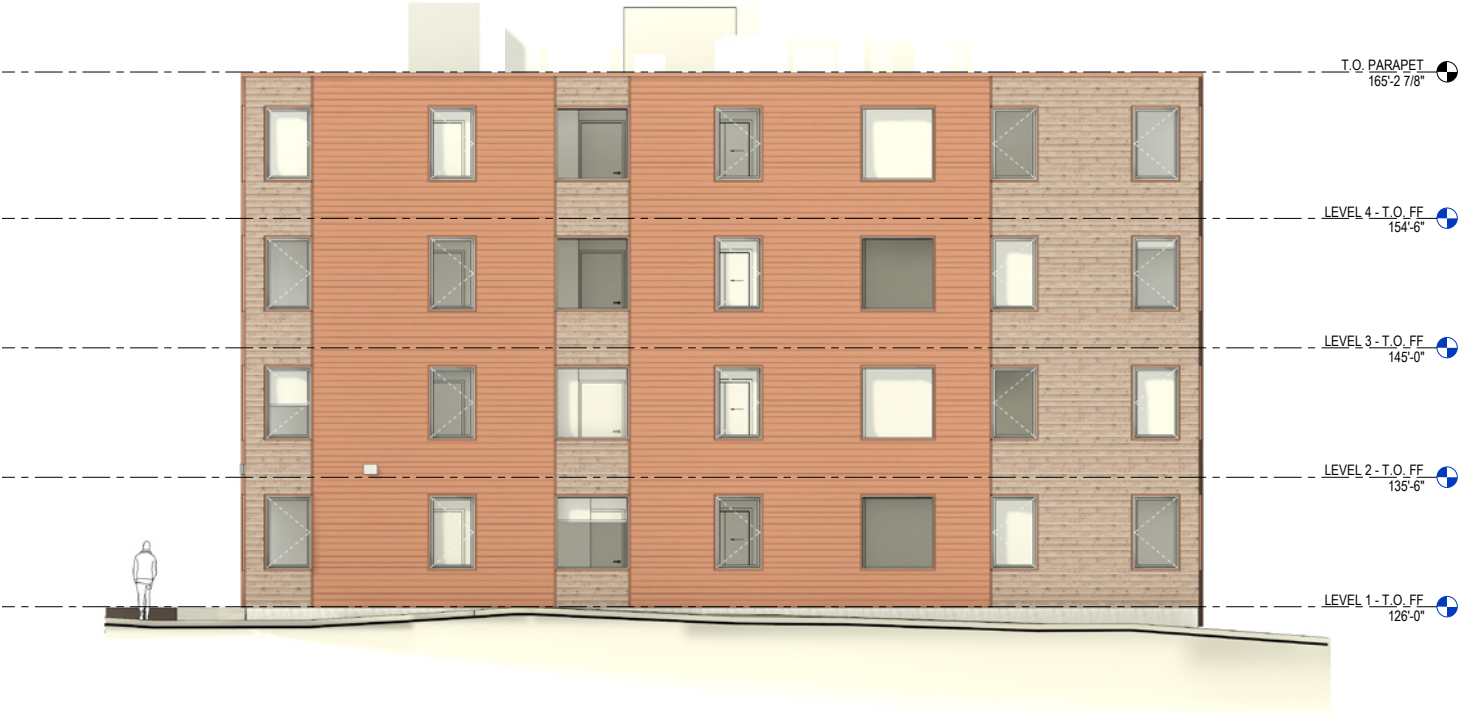


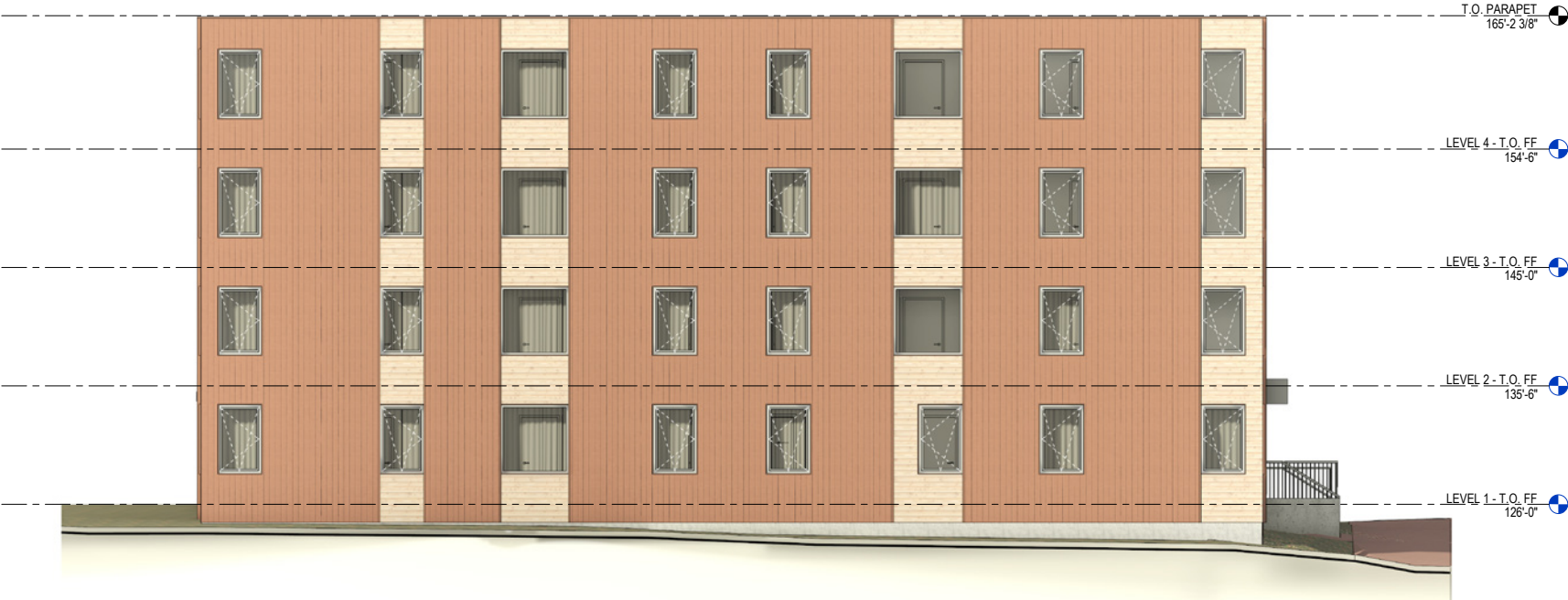




















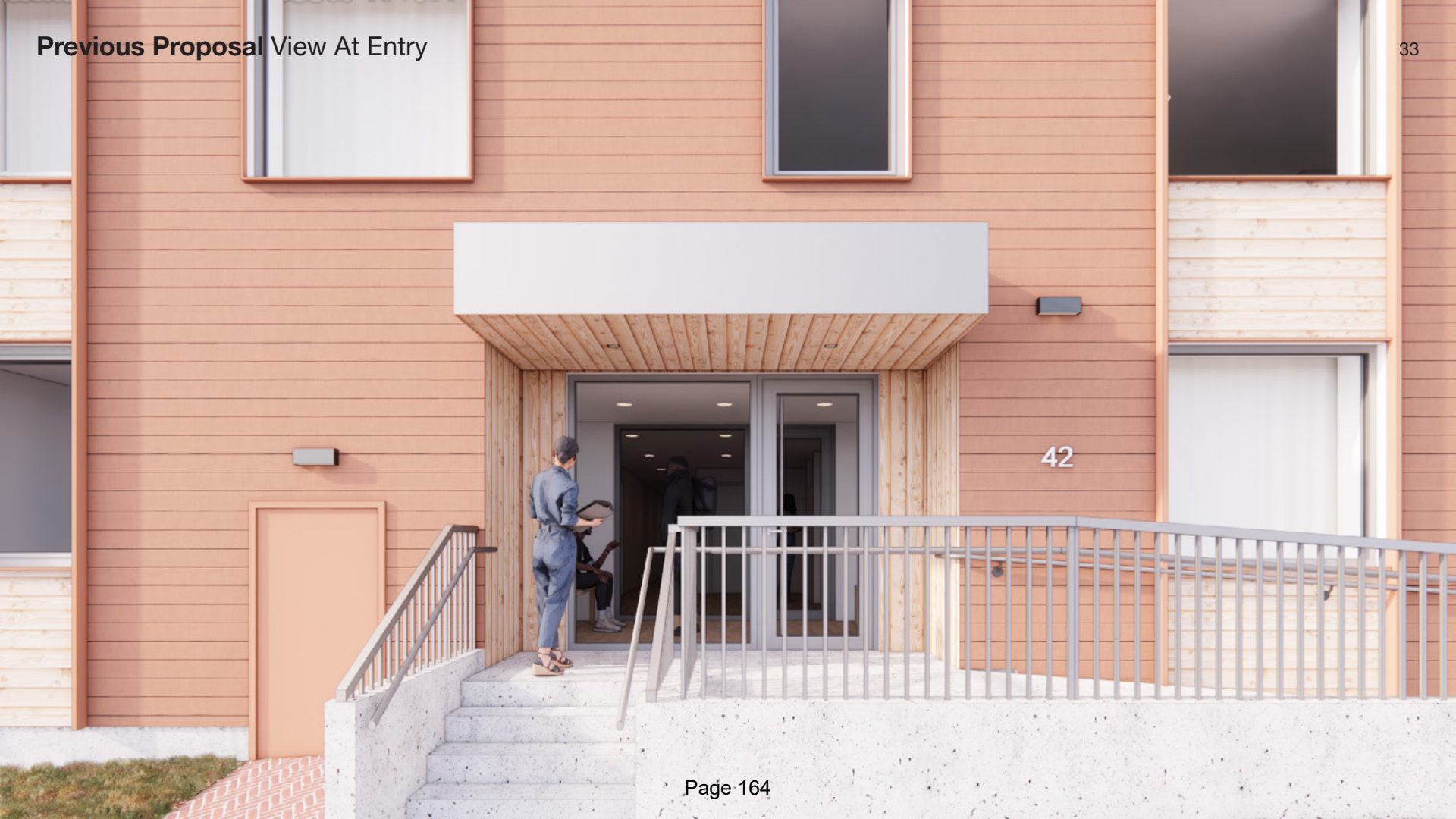




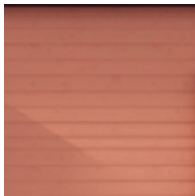












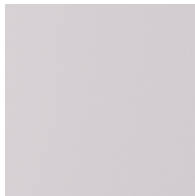
Painted Clapboard
Primary Cladding

- Clapboard
- 4.5” Exposed Face
- Quartersawn Pine
- Rusty Neutral Paint



Natural Clapboard
Accent Cladding

- Clapboard
- 4.5” Exposed Face
- Quartersawn Pine
- Clear Finish



Metal Fascia
Awning Surround

- Seaming as Shown
- Galvalume
- Warm Gray Powdercoat (to match window & hardware finish)



Current Proposal:

Finish

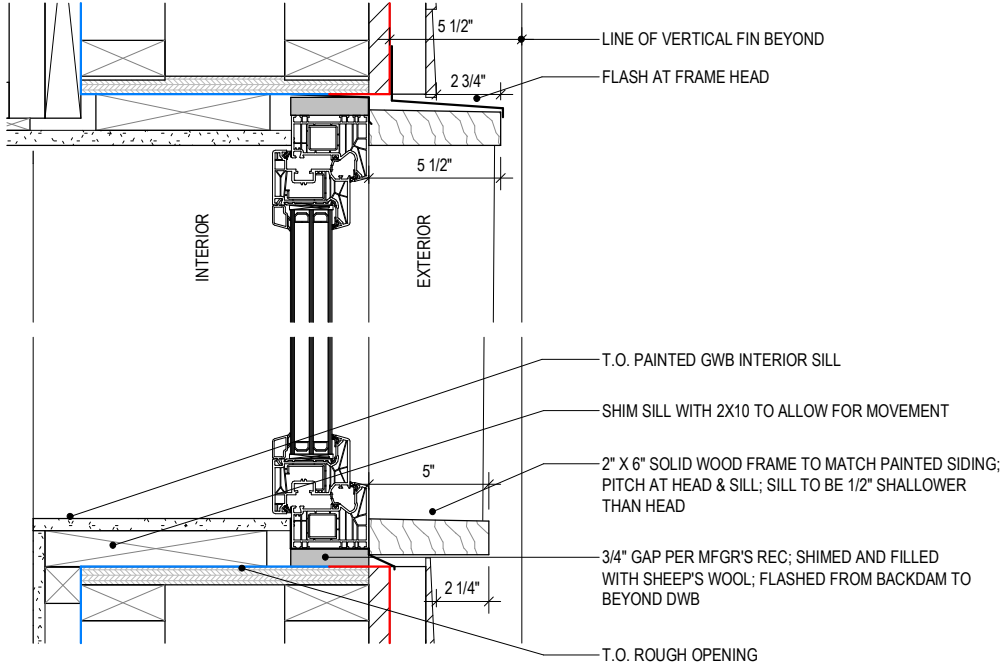
Charcoal Gray uPVC
(Lighter than shown in images)

Operation

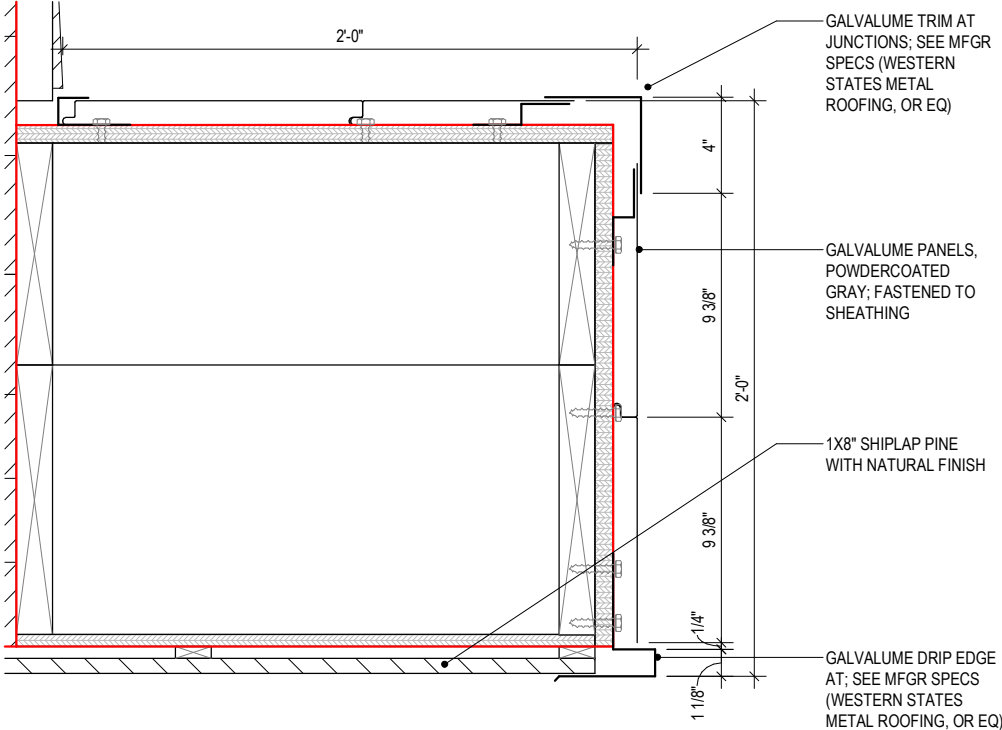
Windows: Picture & Tilt-Turn
Doors: Swinging

Features

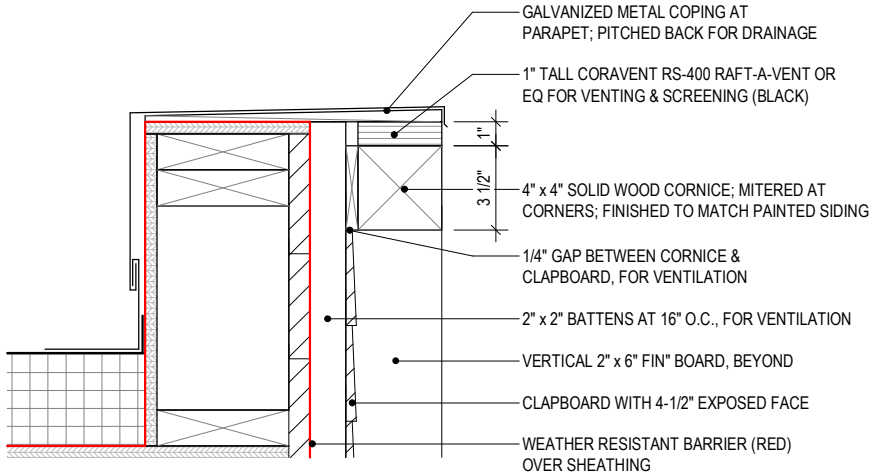
Triple-Glazed



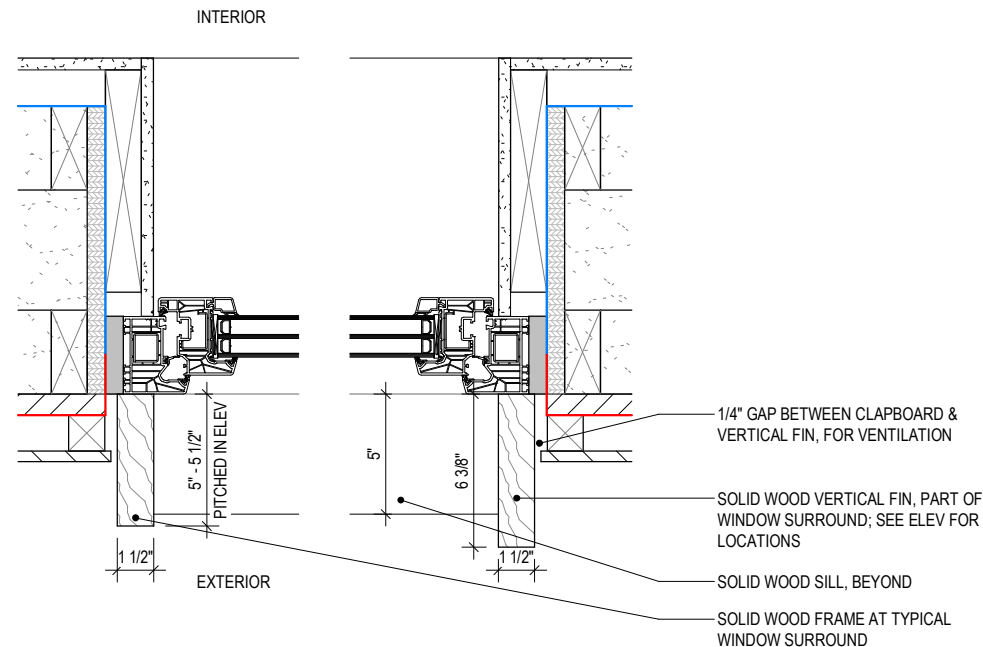
1 SECTION DETAIL - WINDOW HEAD & SILL
1 1/2" = 1'-0"



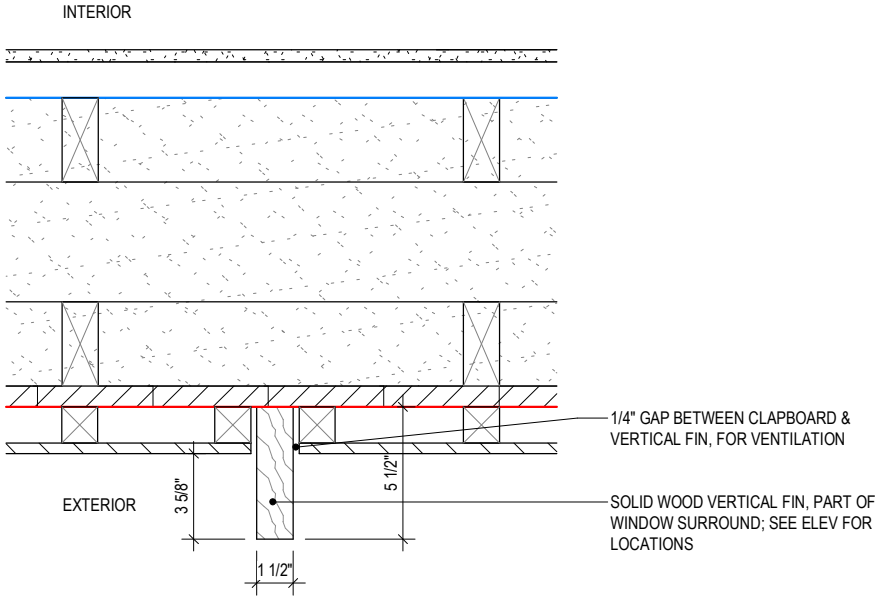
2 SECTION DETAIL - ENTRY CANOPY
1 1/2" = 1'-0"



3 SECTION DETAIL - CORNICE
1 1/2" = 1'-0"



4 PLAN DETAIL - WINDOW
1 1/2" = 1'-0"



5 PLAN DETAIL - VERTICAL FIN
1 1/2" = 1'-0"

42 Atlantic Street Housing Historic Preservation Public Hearing Submitted: May 6, 2024

Owner
LB Atlantic, LLC

Architect
Primary Projects, PLLC

Civil Engineer
Acorn Engineering, Inc

Structural Engineer
Base Design Group, Inc

MEP-FP Engineer
BLW Engineers, Inc

Lighting Designer
Pjeszak Lighting Design, LLC



Evan Schueckler <evans@portlandmaine.gov>

Proposed development of 42 Atlantic Street

Susan Grisanti <susan@decormaine.com>

Fri, May 10, 2024 at 11:32 AM

Reply-To: susan@decormaine.com

To: planningboard@portlandmaine.gov

Cc: hp@portlandmaine.gov

To the City of Portland Planning Board:
cc: The Historic Preservation Board

I am writing to you as a neighbor to the proposed development of 42 Atlantic Street. My home is across the street at 29 Atlantic Street. When I first heard of the plan for the old Legion Hall as affordable housing units, I was pleased and supportive. I have lived in this neighborhood since I renovated an 1844 building in 2013 and have seen successful affordable housing developments such as 8-unit 65 Munjoy Street, which melds into the character of the neighborhood seamlessly—both in the design and massing of the buildings, and in the diversity of income levels it adds to the neighborhood. This diversity is a defining characteristic of Munjoy Hill, a place that I know my neighbors and I love and value.

In contrast to 65 Munjoy Street, The LB Atlantic, LLC building plan does not appear to have taken the same care and design consideration. The proposed building design for 42 Atlantic Street exemplifies the importance of planning boards and Historic Preservation boards—to thoughtfully consider and protect from development dramatically out-of-character design and massing that will visually dominate and unalterably change the atmosphere of the neighborhood.

The scale and color of the exterior of this design will not only visually dominate but will add substantial cramping to our narrow street in which it's already challenging to fit with the comings and goings of street residents.

I acknowledge that there is an urgent need for affordable housing and support well-planned efforts to accomplish this. However, a single 30-unit building on a relatively small side street in Munjoy Hill, ignoring the scale and massing characteristic of the neighborhood is not such a plan.

If approved, this building will certainly be one that people will ask for years to come: who approved this design, and allowed this to get through planning board considerations and protections?

Thank you for considering my perspective on the proposed project,
Susan Grisanti



SUSAN GRISANTI (she/her)
FOUNDER & EDITOR

207.632.9968
susan@decormaine.com
www.decormaine.com



PO Box 17533, Portland, ME 04112

24 May 2024

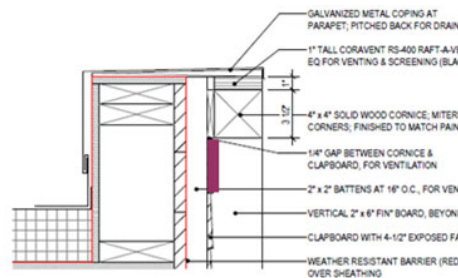
RE: FINAL REVIEW OF NEW CONSTRUCTION: 42 ATLANTIC STREET, HPBR-002814-2024

Chair O'Brien and Members of the Historic Preservation Board,

As we have stated in our previous comments, Greater Portland Landmarks supports the proposed apartment building at 42 Atlantic Street. Since it was first proposed the applicant has taken steps to better articulate the entrance to the apartment building, clad the building in a siding that will relate to its neighbors, create a projecting cornice, and utilize modern design details that will create shadows and texture, articulating the building's façades.

In the current submission, the applicant has submitted additional construction details that are helpful to an understanding of the canopy, cornice and fin assemblies and how those assemblies will impact the building's appearance. We believe that there is an opportunity for an additional detail that would enhance the cornice.

- The projecting cornice would benefit from a simple frieze board (in dark red below) in a similar color or material to the proposed wood cornice to give the roof parapet additional visual weight, similar to the roof lines of the many triple decker and apartment buildings found on Munjoy Hill.



We would like to also see some additional articulation of the canopy edge. It still appears heavy and box-like. We also have concerns about the proposed use of natural finish clapboards as we do not think they will age well and are not consistent with the character of finishes in the district. A possible solution would be better to use two shades of the same color finish.

Thank you for considering our views on this proposed project,



Carol De Tine
Vice President of the Board of Trustees
Greater Portland Landmarks



→ Historic character enriches our lives ←

PO Box 17533, Portland, ME 04112



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic

Joe Lewis <joe@portcitylegal.com>

Tue, May 28, 2024 at 11:59 AM

Reply-To: joe@portcitylegal.com

To: "hp@portlandmaine.gov" <hp@portlandmaine.gov>

Hello.

My name is Joe Lewis and I live at 33 Atlantic Street. I am happy to offer this additional public comment for the public hearing on this project.

I really want the HP board to follow its own rules and standards. This includes serving the purpose of preservation generally, applying new construction guidelines as written, and being mindful of the nature of the Munjoy Hill Historic District in particular.

The District. As indicated in the description of the District, Munjoy Hill has "a number of shared building characteristics that serve to unify much of the neighborhood and give it its own identifiable visual character." These include:

- A dense development pattern
- Buildings that occupy narrow, deep lots that are closely spaced
- Buildings of modest scale, ranging from 1 1/2 to 3 stories.
- Generally small footprints, with a narrow end facing the street
- Houses that are two-three bays wide, often with a projecting one or two-story front bay
- Commonly, buildings have a projecting front entry vestibule.

Munjoy Hill is described as "friendly" and "approachable", a reputation that has been found to be supported by the neighborhood's distinct visual character.

At 30 units and a volume of at least 230,000 cubic feet, the building as proposed would be possibly the third largest residential building in the District in terms of both physical scale and use. It is the opposite of modest. It has a massive footprint. It is architecturally basic: it is simply a box with some minor gilding. The building as proposed is the opposite of friendly and approachable: it is a monolith that dominates its surroundings.

The streetscape. As the neighbors have repeatedly said, the design of this building is simply too large and wholly uninteresting. The new construction design standards require a height and width that is "visibly compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines."

Neither of these things are true. The building as proposed is visually massive and dominating and fully at odds with the surrounding structures when viewed from the street. The scale and form of this proposed building is nothing like its neighbors. Nothing at all.

The facade is ugly. Not basic. Not modern. Simply ugly. It does not look like anything else on Atlantic Street. It is just a big, ugly box that can only be described as maximalist.

The purpose of preservation. This board and the code are supposed to meet the following purposes:

- Ensure compatible new construction.
- Protect and enhance neighborhood character.
- Protect and enhance the attractiveness of the city.

Allowing this building to be built in this historic district is antithetical to the purposes of the historic preservation code.

Please, please, please don't give up on historic preservation. Please don't insult the people who live here who have invested in trying to protect and enhance this historic district through their own efforts by letting this building be built. Stand tall and stand for preservation. Don't let this massive box be built here. Please don't make this mistake.

Thank you for your consideration.

- Joe

--

Joe Lewis, Attorney

Port City Legal, LLC

10 Moulton Street, 4th Floor
Portland, Maine 04101
(207) 210-6559
www.portcitylegal.com

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I am a lawyer, but I am not your lawyer unless you have been in my office and signed a contract. Unless I am your lawyer, this communication is not intended as legal advice, and no attorney client relationship results. Please consult your own attorney for legal advice



Evan Schueckler <evans@portlandmaine.gov>

42 Atlantic St. Proposal - Concerns

letourneau.lisa@gmail.com <letourneau.lisa@gmail.com>

Mon, May 27, 2024 at 8:24 PM

To: hp@portlandmaine.gov, Evan Schueckler <evans@portlandmaine.gov>

To: Evan Schueckler & Portland Historic Preservation Board

My husband and I are writing to express significant concerns about the proposed plan for a new condominium development at 42 Atlantic St. Our home is located just several houses up Atlantic St in the Munjoy Hill Historic District, and we were quite surprised and disappointed to see the proposed plan for the new building as we feel its appearance is markedly out of alignment with the look and feel of the neighboring homes and the expectations for alignment with the Historic District.

We have reviewed the City's "Historic Preservation Ordinance Review Standards", "Standards for Review of New Structures" and the proposed scale drawings for 42 Atlantic St, and feel strongly that the proposed structure fails to align with numerous specific requirements of those standards, including the following:

- The proposed height *is not* "visibly compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines".
- The width *is not* "visually compatible with surrounding structures when viewed from any street or open space and in compliance with any design guidelines".
- The proportion of principal facades and relationship of the width to the height of the principal elevations *is not* "visually compatible with structures, public ways and open spaces to which it is visually related".
- The roof shape *is not* "visually compatible with the structures to which it is visually related".
- The scale, size and mass of structures in relation to open spaces, windows, door openings, porches and balconies *is not* "visually compatible with the structures, public ways and places to which they are visually related".
- Additionally, the proposed structure does not appear to meet numerous other requirements related to "composition of principal facades", "relationship of materials", and "relationship to street".

We greatly enjoy the culture, feel, and spirit of living in the Munjoy Hill Historic District, and have taken significant efforts to ensure that our home continues to conform to the historic appearance of the neighborhood.

We appreciate the Historic Preservation Board's careful review of this proposal, and are hopeful that changes can be made to the plan to make it more compatible with expectations for new construction in the neighborhood.

Thank you.

Lisa Letourneau & Lee Chick

58 Atlantic St

Portland ME

C: 207.415.4043

Planning and Urban Development
Historic Preservation Program



June 3, 2024

Owner: Dan Black & Carl Lakari
LB Atlanitc, LLC
P.O. Box 10452
Portland, ME 04104

Applicant: Kyle Barker
Primary Projects
2330 Horton Street
North Dighton, MA 02764

Re: 42 Atlantic Street – New Construction

HPBR-002814-2024

Dan Black, Carl Lakari, and Kyle Barker,

The Historic Preservation Board has approved your application for a Certificate of Appropriateness for new construction at 42 Atlantic Street. Approval was based on the application materials submitted for the public hearing held on May 29, 2024, and stamped for approval on June 3, 2024, except as modified by the following conditions:

- Staff shall review details and/or mockups for installation of cobblestones along Gilbert Lane to ensure that the appearance after utility construction is complete is consistent with the historic appearance.

All improvements shall be carried out as shown on the materials submitted for the hearing on May 29, 2024, and stamped for approval on June 3, 2024, except as to comply with the conditions above. Changes to the approved plans or specifications, and any additional work that may be undertaken must be reviewed and approved by the Historic Preservation program prior to construction, alteration, or demolition. If, during the course of completing the approved work, conditions are encountered which prevent completing the approved work, or which require additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the original date of issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the original date of issuance or if such work is suspended in significant part for a period of one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,

A handwritten signature in black ink, appearing to read "Evan R. Schueckler".

Evan R. Schueckler
Historic Preservation Program Manager



Dan Black
PO Box 10452
Portland, ME 04104
(207) 831-2824
danblack@lbdevpartners.com

March 25, 2024 (*Revised April 1, 2024 & May 6, 2024*)

Re: Historic Preservation Application, Project Description V3 (*new changes in Italics*)

Dear City of Portland Planning & Urban Development Department,

The 42 Atlantic Street, Portland, ME 04101 parcel is a 0.23 acre (10,018 square feet) site on Munjoy Hill. It currently has a two-story structure on it that used to house the local American Legion chapter. It is a non-contributing property within the Munjoy Hill historic district.

The proposed structure will be four stories and 23,857 square feet (with an additional 2,981 square feet of basement space). After receiving feedback at the first Public Workshop on March 6th, we've revised the design to simplify the massing. The building is now a rectangle in plan.

Accessed via ramp or stair, the primary entrance is recessed 3 feet into the central bay of the Atlantic Street facade. To address feedback from the Board & the public we have:

- Added a projecting canopy at the entrance
- Rotated the entry stair to be perpendicular to the façade
- Relocated the basement egress stair to minimize the presence of its door and allow for two windows at the ground floor unit on the South
- Added a projecting cornice
- Added projecting vertical trim to zone the façade into two distinct materials: one that references the tone of the brick at 55 Atlantic and one that references the wood clapboard at 48 Atlantic
- Simplified the design of the wall enclosing the entry stairs & ramp

After our second Public Workshop on April 17th, we've revised the design to address feedback from the Board & the public. We have:

- *Increased the visual weight of the cornice*
- *Reduced the number of changes in the cladding (there are fewer "bands" now)*
- *Changed all cladding to clapboard*
- *Detailed the metal seaming pattern at the canopy*
- *Developed the planting plan*
- *Visualized the project with weathered siding (we are proposing a weathering finish to reduce the change over time)*

Gilbert Lane will have two additional doors: one for emergency egress, and one for bike storage access. We have added an exterior light & a vision panel to the door at the bike storage, per feedback.

The building will have a total of 30 units, consisting of 14 studio apartments, 8 two-bedroom units, and 8 three-bedroom units. All will be deed restricted as affordable. The building will also have a communal laundry, tenant storage, and a common room that meets the specification of MaineHousing's construction standards. The building will have an elevator and two stairs. Roof access will be limited to maintenance.

Recent changes to the city's land use code, in response to LD2003, allow for 2.5 times the base zoning density for affordable housing projects. This area is in the R-6 zone which allows multi-family use by right with a density of one unit for every 750 square feet of lot size—at 10,018 square feet, 42 Atlantic is permitted to have 13 units on site. The density boost allows density of up to 32 units on the site.

The attached packet provides the requested material. Please let us know if you have any additional questions.

Sincerely,

Daniel Black



42 Atlantic Street Housing Historic Preservation Public Hearing Submitted: May 6, 2024

Owner
LB Atlantic, LLC

Architect
Primary Projects, PLLC

Civil Engineer
Acorn Engineering, Inc

Structural Engineer
Base Design Group, Inc

MEP-FP Engineer
BLW Engineers, Inc

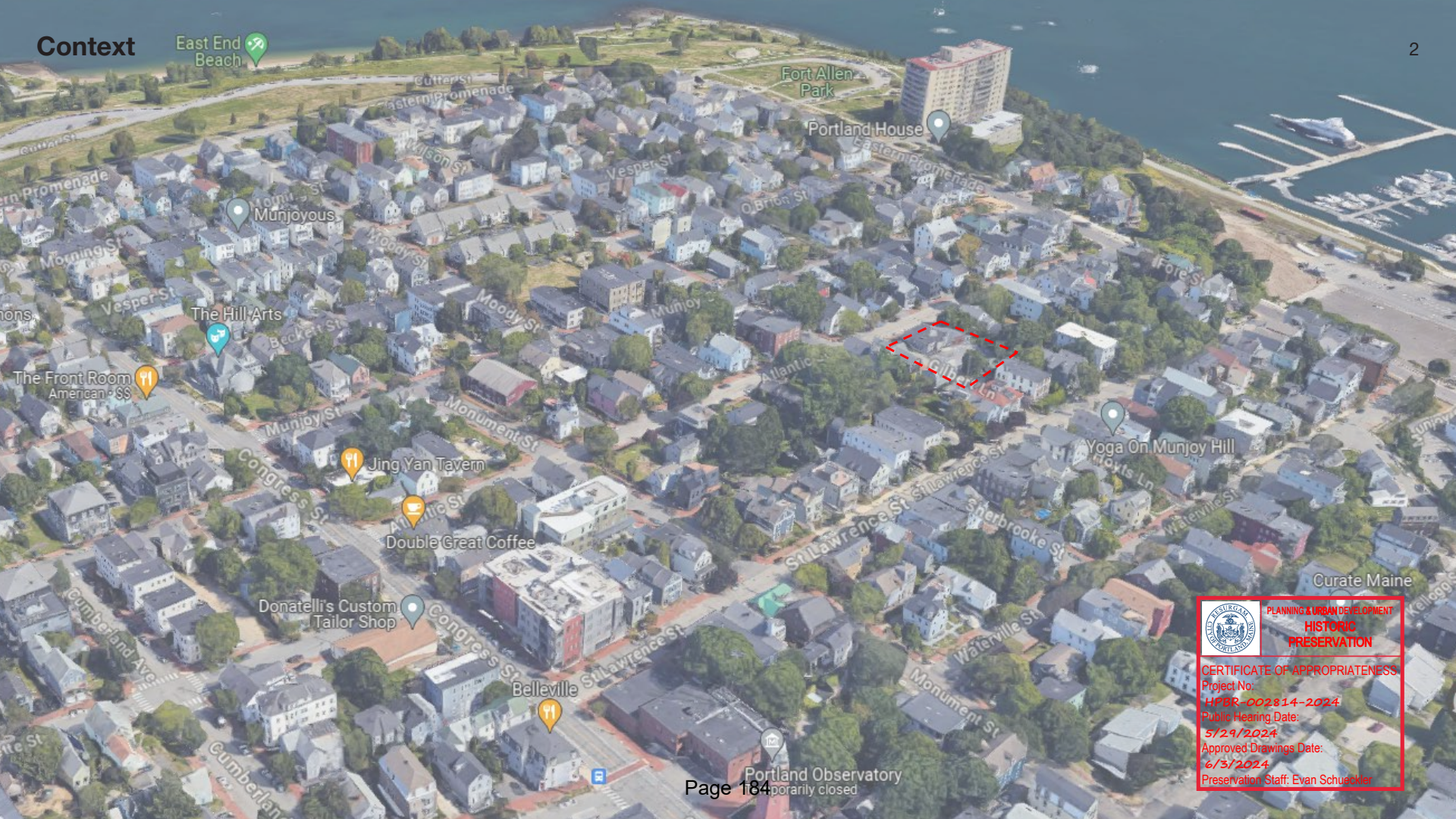
Lighting Designer
Pieszak Lighting Design, LLC

	PLANNING & URBAN DEVELOPMENT HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: HPBR-002814-2024	
Public Hearing Date: 5/29/2024	
Approved Drawings Date: 6/3/2024	
Preservation Staff: Evan Schueckler	

Context

East End Beach

2



PLANNING & URBAN DEVELOPMENT
**HISTORIC
PRESERVATION**

CERTIFICATE OF APPROPRIATENESS

Project No:
HPBR-002814-2024
Public Hearing Date:
5/29/2024
Approved Drawings Date:
6/3/2024
Preservation Staff: Evan Schuckler

We heard the following feedback at the first Public Workshop on March 6th. Consider:

- Simplifying the building form at Atlantic St / Gilbert Lane
- Adding a cornice
- Adding horizontal or vertical banding
- Using two or more cladding materials
- Adding detail at the windows
- Adding detail at the entry
- Adding a projecting canopy at the entry
- Adding one or two windows at the southern unit on the first floor, facing Atlantic Street
- Reorienting the direction of the stairs at Atlantic Street
- Adding glazing at or near the door of the bike room
- Fleshing out the landscape approach

We heard the following feedback at the second Public Workshop on April 17th. Consider:

- Increasing the visual weight of the cornice
- Reducing the number of changes in the cladding
- Changing all cladding to clapboard
- Adding more detail to the concrete wall at the entry
- Detailing the metal seaming pattern at the canopy

- Developing the planting plan
- Visualizing the project with weathered siding
- Showing abutting neighbors on analysis slide





Looking up Atlantic



Looking down Atlantic



From Gilbert



From Rear Parking

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: <i>HPBR-002814-2024</i>	
Public Hearing Date: <i>5/29/2024</i>	
Approved Drawings Date: <i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	



- Common Attributes:
- 1. Street-Facing Porches
 - 2. Vertically Oriented, Stacked Windows
 - 3. Painted Wood Siding
 - 4. Vertical Proportion (Building)

Houses of Atlantic Street



PLANNING & URBAN DEVELOPMENT

**HISTORIC
PRESERVATION**

CERTIFICATE OF APPROPRIATENESS

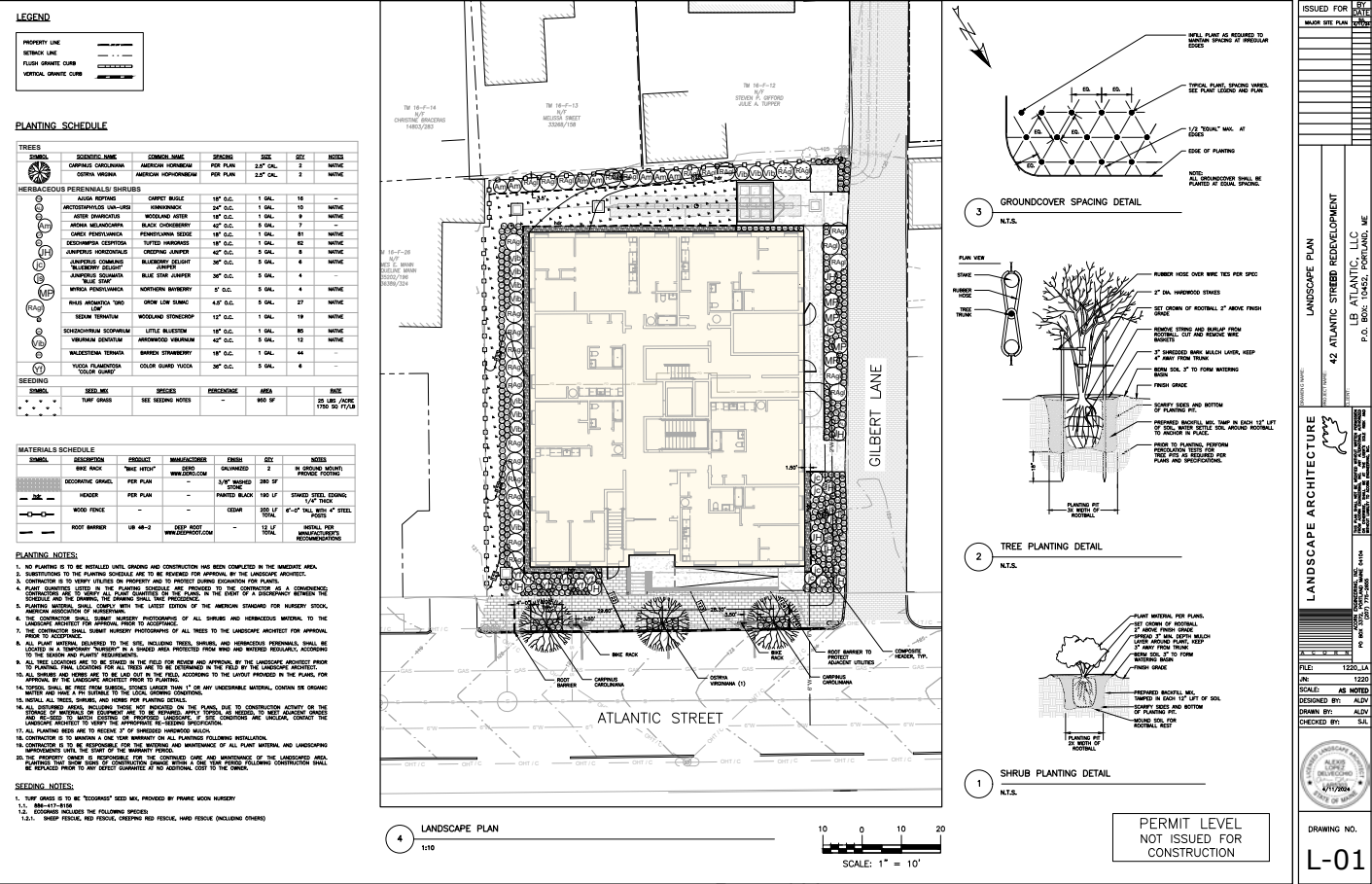
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HPBR-002814-2024

Public Hearing Date:
5/29/2024

Approved Drawings Date:
6/3/2024

Preservation Staff: Evan Schueckler

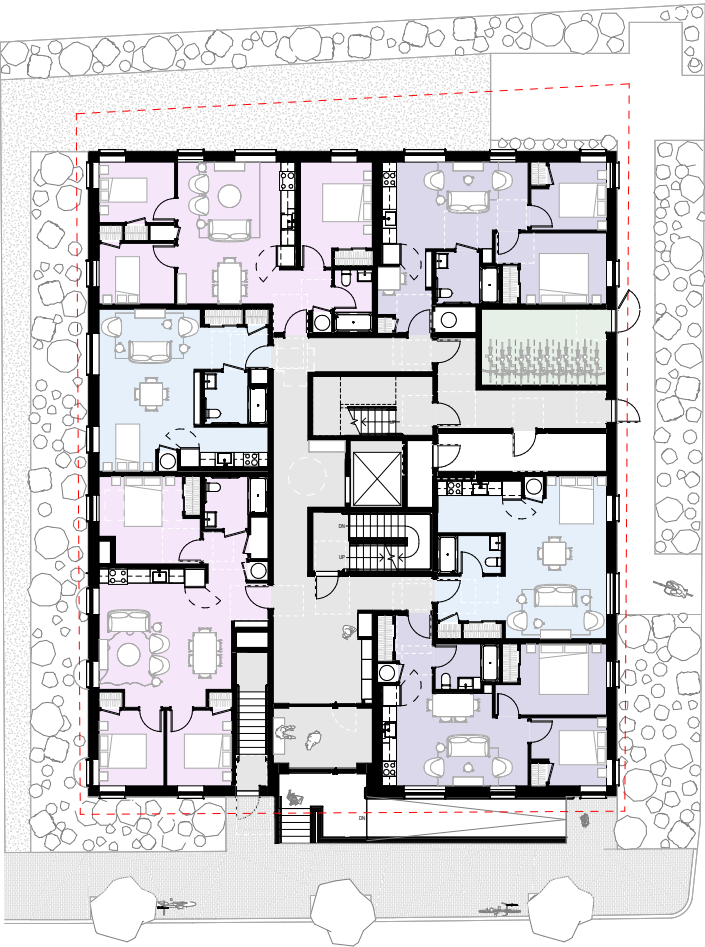
7



Current Proposal Floor 1



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity

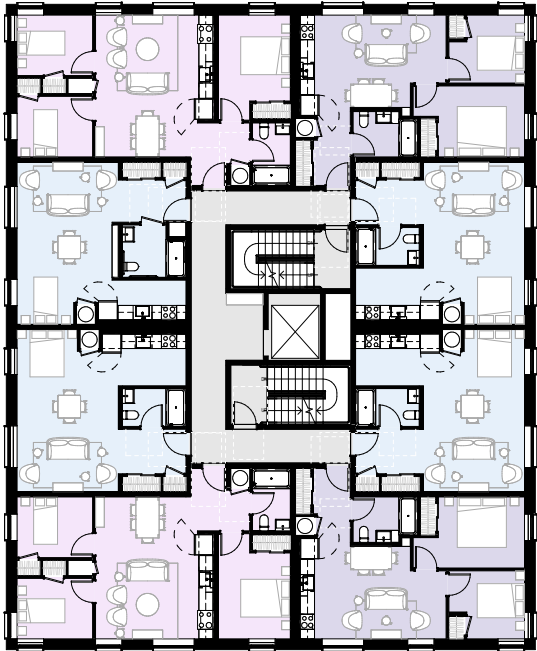


Gilbert Lane

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: HPBR-002814-2024	
Public Hearing Date: 5/29/2024	
Approved Drawings Date: 6/3/2024	
Preservation Staff: Evan Schueckler	



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity

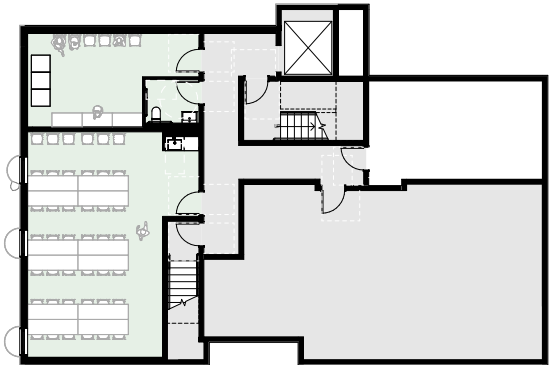


Gilbert Lane

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: <i>HPBR-002814-2024</i>	
Public Hearing Date: <i>5/29/2024</i>	
Approved Drawings Date: <i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	



- Studio
- 2-Bed Unit
- 3-Bed Unit
- Circulation
- Resident Amenity





PLANNING & URBAN DEVELOPMENT
**HISTORIC
PRESERVATION**

CERTIFICATE OF APPROPRIATENESS
Project No:
HPBR-002814-2024
Public Hearing Date:
5/29/2024
Approved Drawings Date:
6/3/2024
Preservation Staff: Evan Schueckler



	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: <i>HPBR-002814-2024</i>	
Public Hearing Date: <i>5/29/2024</i>	
Approved Drawings Date: <i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	





PLANNING & URBAN DEVELOPMENT

**HISTORIC
PRESERVATION**

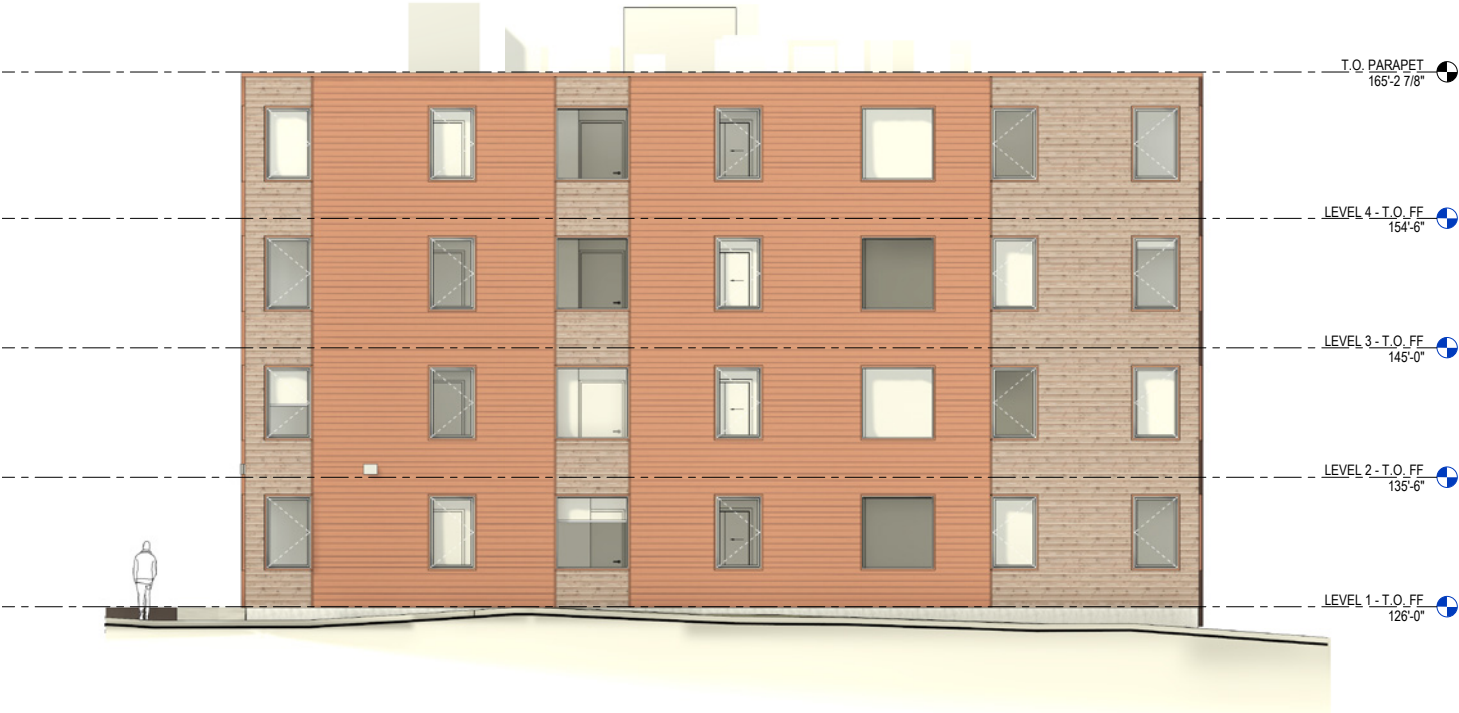
CERTIFICATE OF APPROPRIATENESS

Project No:
HPBR-002814-2024

Public Hearing Date:
5/29/2024

Approved Drawings Date:
6/3/2024

Preservation Staff: Evan Schueckler



	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS Project No: <i>HPBR-002814-2024</i> Public Hearing Date: <i>5/29/2024</i> Approved Drawings Date: <i>6/3/2024</i> Preservation Staff: Evan Schueckler	





PLANNING & URBAN DEVELOPMENT

**HISTORIC
PRESERVATION**

CERTIFICATE OF APPROPRIATENESS

Project No:
HPBR-002414-2024

Public Hearing Date:
5/29/2024

Approved Drawings Date:
6/3/2024

Preservation Staff: Evan Schueckler



PLANNING & URBAN DEVELOPMENT
**HISTORIC
PRESERVATION**

CERTIFICATE OF APPROPRIATENESS

Project No: HPBR-002814-2024

Public Hearing Date: 05/27/2024

Adopted Drawings Date: 06/13/2024

Preservation Staff: Evelyn Schueckler



	PLANNING & URBAN DEVELOPMENT HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No:	
<i>HPBR-002814-2024</i>	
Public Hearing Date:	
<i>5/29/2024</i>	
Approved Drawings Date:	
<i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	



PLANNING & URBAN DEVELOPMENT
**HISTORIC
PRESERVATION**

CERTIFICATE OF APPROPRIATENESS

Project No:
HPBR-002814-2024
Public Hearing Date:
5/29/2024
Approved Drawings Date:
1/25/2024
Preservation Staff: Evan Schueckler





PLANNING & COMMUNITY DEVELOPMENT

**HISTORIC
PRESERVATION**

CERTIFICATE OF APPROPRIATENESS

Project No:
HPBR-002814-2024

Public Hearing Date:
5/29/2024

Approved Drawings Date:
6/5/2024

Preservation Staff: Evan Schueckler



PLANNING & URBAN DEVELOPMENT
**HISTORIC
PRESERVATION**

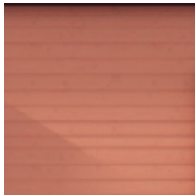
CERTIFICATE OF APPROPRIATENESS

Project No:
HPBR-002814-2024

Public Hearing Date:
5/29/2024

Approved Drawings Date:
6/3/2024

Preservation Staff: Evan Schueckler



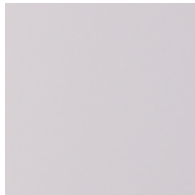
Painted Clapboard
Primary Cladding

- Clapboard
- 4.5” Exposed Face
- Quartersawn Pine
- Rusty Neutral Paint



Natural Clapboard
Accent Cladding

- Clapboard
- 4.5” Exposed Face
- Quartersawn Pine
- Clear Finish



Metal Fascia
Awning Surround

- Seaming as Shown
- Galvalume
- Warm Gray Powdercoat (to match window & hardware finish)

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: <i>HPBR-002814-2024</i>	
Public Hearing Date: <i>5/29/2024</i>	
Approved Drawings Date: <i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	



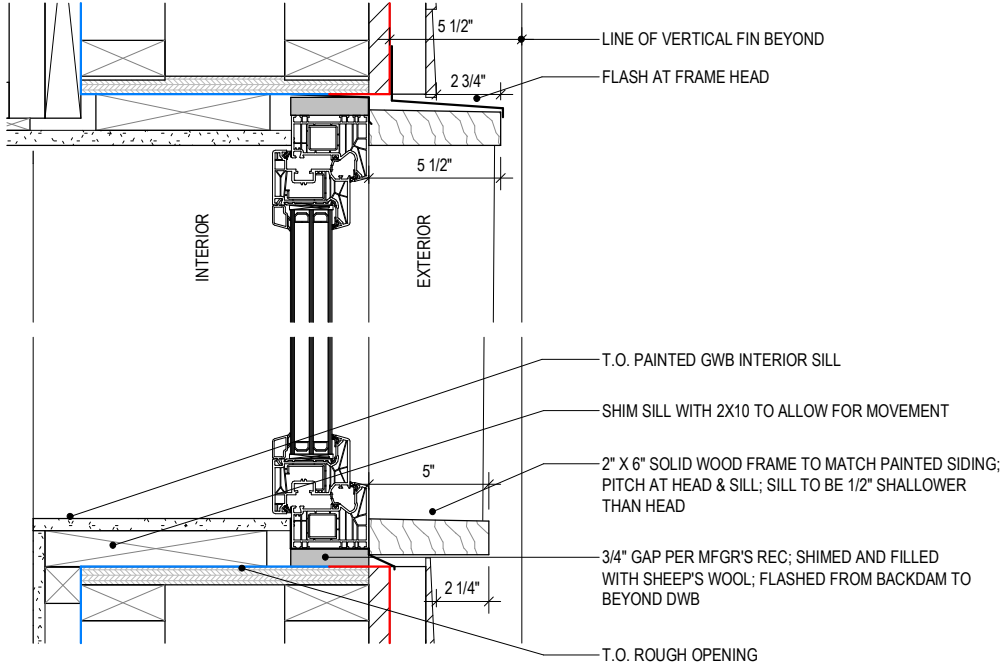
Current Proposal:

Finish
Charcoal Gray uPVC
(Lighter than shown in images)

Operation
Windows: Picture & Tilt-Turn
Doors: Swinging

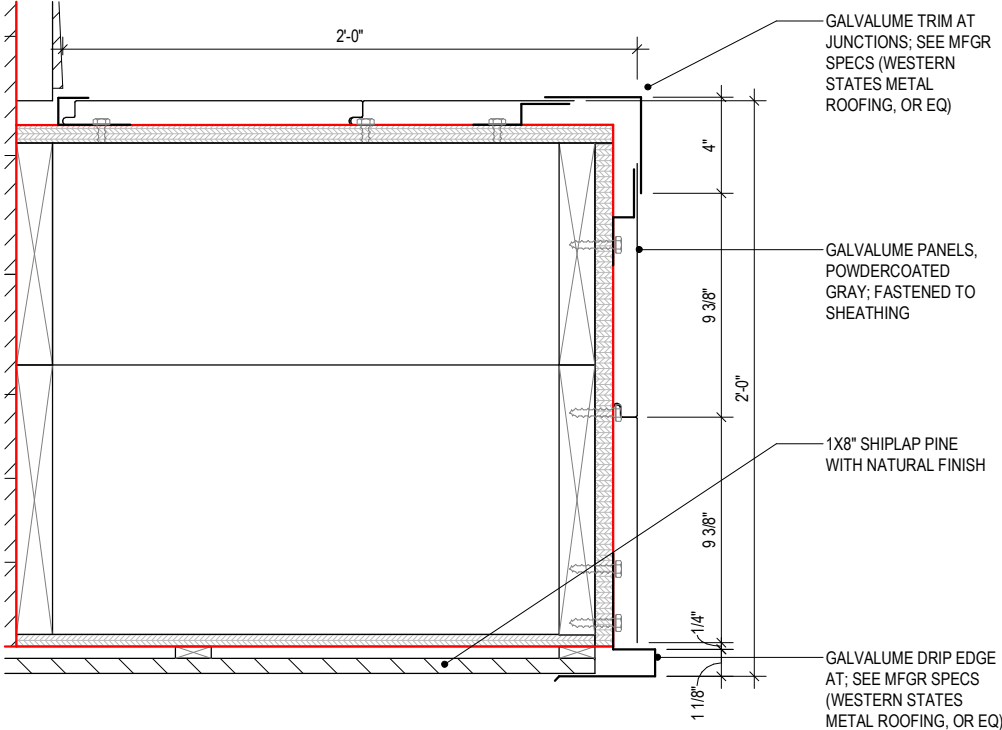
Features
Triple-Glazed

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
	CERTIFICATE OF APPROPRIATENESS
	Project No: <i>HPBR-002814-2024</i>
	Public Hearing Date: <i>5/29/2024</i>
Approved Drawings Date: <i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	



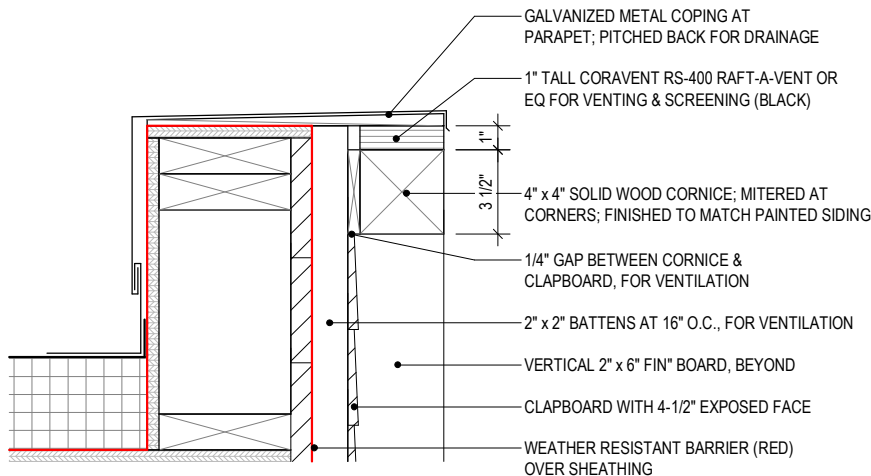
1 SECTION DETAIL - WINDOW HEAD & SILL
1 1/2" = 1'-0"

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: <i>HPBR-002814-2024</i>	
Public Hearing Date: <i>5/29/2024</i>	
Approved Drawings Date: <i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	



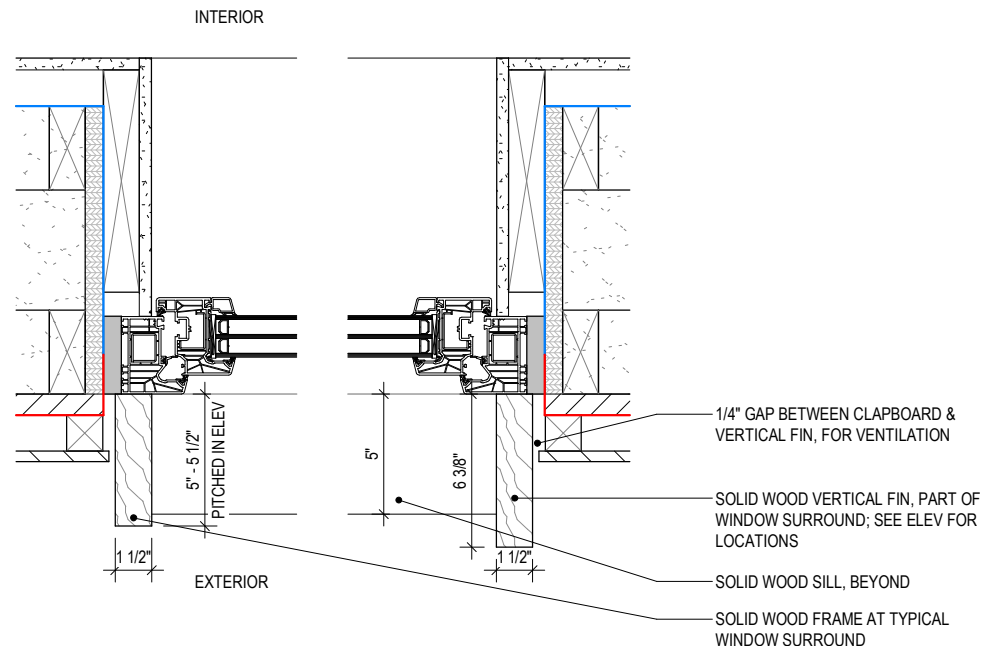
2 SECTION DETAIL - ENTRY CANOPY
1 1/2" = 1'-0"

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
	CERTIFICATE OF APPROPRIATENESS
	Project No: HPBR-002814-2024
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	Approved Drawings Date: 6/3/2024
	Preservation Staff: Evan Schueckler



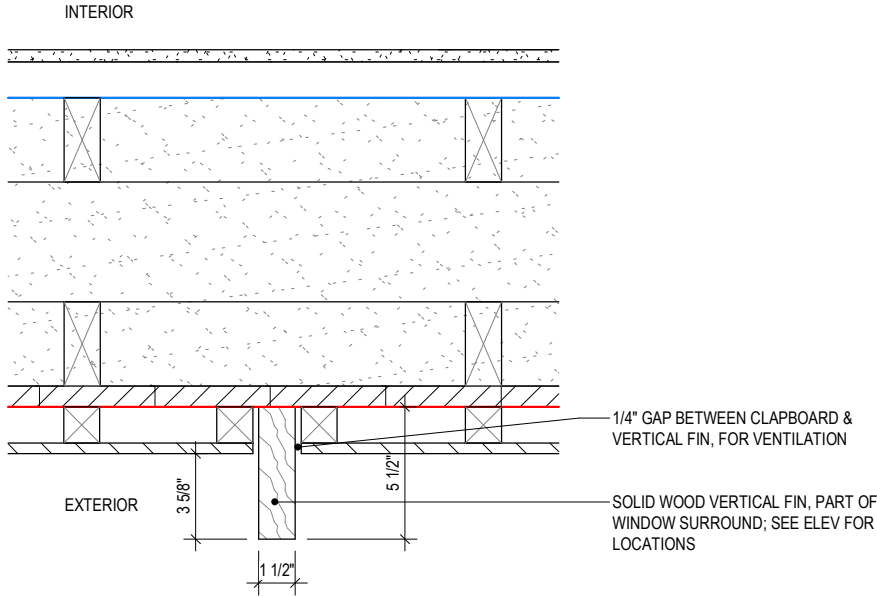
3 SECTION DETAIL - CORNICE
1 1/2" = 1'-0"

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: HPBR-002814-2024	
Public Hearing Date: 5/29/2024	
Approved Drawings Date: 6/3/2024	
Preservation Staff: Evan Schueckler	



4 PLAN DETAIL - WINDOW
1 1/2" = 1'-0"

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: HPBR-002814-2024	
Public Hearing Date: 5/29/2024	
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Preservation Staff: Evan Schueckler	



5 PLAN DETAIL - VERTICAL FIN
1 1/2" = 1'-0"

	PLANNING & URBAN DEVELOPMENT
	HISTORIC PRESERVATION
CERTIFICATE OF APPROPRIATENESS	
Project No: <i>HPBR-002814-2024</i>	
Public Hearing Date: <i>5/29/2024</i>	
Approved Drawings Date: <i>6/3/2024</i>	
Preservation Staff: Evan Schueckler	

Planning Board Report

Planning & Urban Development Department



156 High Street
Major Site Plan Application
PL-002905-2024
Williston-Immanuel United Church & Avesta Housing

Submitted to:	Portland Planning Board	Prepared By:	Ameriz Gamez
Public Hearing Date:	August 13, 2024	Date:	August 9, 2024

I. INTRODUCTION

Avesta Housing and Williston-Immanuel United Church (WIUC) have submitted a Major Site Plan application to facilitate the development of 31 affordable housing units at 156 High Street in the B-3 Downtown Business zone. The project proposes to renovate a section of WIUC into 21 units and construct an additional 10 units. The site is 23,007 square feet. This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.1.

The Planning and Urban Development Department mailed 104 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the August 3, 2024 and August 6, 2024 editions of the *Portland Press Herald*.

Applicant: Williston-Immanuel United Church & Avesta Housing

Applicant Representatives: Acorn Engineering

II. REQUIRED REVIEWS

Review	Applicable Standards
Site Plan	Section 14.6

III. PROJECT DATA

Existing Zoning	B-3 Business
Property Size	23,007 square feet
Existing Use	Place of assembly
Proposed Use	Residential/Place of assembly

	Existing	Proposed	Net Change
Building Footprint	13,355 square feet	16,199 square feet	+2,844 square feet
Building Floor Area	34,233 square feet	44,788 square feet	10,555 square feet
Impervious Surface Area	21,113.17 square feet	21,135.87 square feet	+22 square feet
Parking Spaces	14	0	-14
Bicycle Parking Spaces	0	12	+12

IV. PLANNING BOARD WORKSHOP - JUNE 25, 2024

The Planning Board held a workshop for this application on June 25, 2024. The discussion was mainly centered around the parking exemption, possible TDM and request for clarity of Table 19.B. There was also concern about the development ownership and the possibility of this development turning into condominiums.

V. BACKGROUND & EXISTING CONDITIONS

The site currently contains the Williston-Immanuel United Church and a small surface parking lot with 14 spaces. The site is bounded by High Street to the east, Deering Street to the north, and Deering Place to the west. The site is zoned B-3 Business zone, which encompasses downtown. The site is also located in the Downtown Entertainment Overlay zone and the Congress Street Historic District. Across Deering Place and Deering Street lies a swath of R-6 Residential zone that goes west into the Parkside neighborhood.



Figure 1 156 High Street site from Google Maps

The surrounding area contains a mixture of residential and commercial uses. Within a few blocks of the site is the State Theater, Hygge Hair Studio, the Westin Portland Harborview Hotel, Congress Square Park, the Portland Museum of Art, Green Elephant, and Geno's Rock Club.

The site is within 0.25 miles of several metro bus stops, including stops for the GP Metro lines 1, 7, 8, 9A, and the Biddeford-Saco-Old Beach transit line 60.

VI. PROPOSED DEVELOPMENT

The applicant is proposing to renovate the existing Parish House of the WIUC into 21 affordable units and construct a four-story addition off the Parish House, in the location of the existing parking lot with ten affordable units, in conjunction with sidewalk improvements. The five-story addition is proposed to be 58.9 feet in height. The property is accessed off of Deering Place.

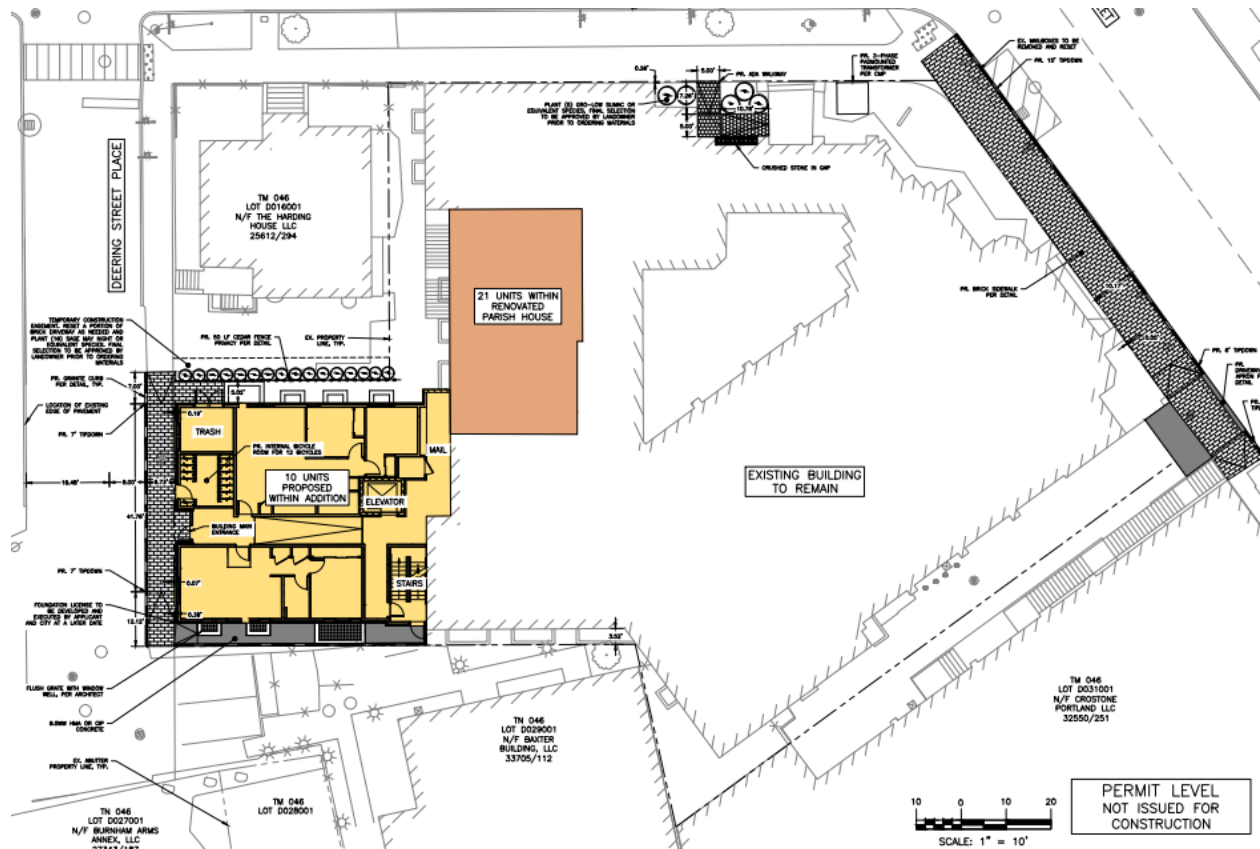


Figure 2 Site Plan for 156 High Street

VII. RIGHT, TITLE, & INTEREST

The applicant has submitted the deed showing ownership of the property by Williston-Immanuel United Church showing right, title, and interest.

VIII. FINANCIAL & TECHNICAL CAPACITY

A letter from Bangor Savings Bank has been included that confirms the applicant has the resources to fund this project. The applicant team includes Avesta Housing, Acorn Engineering, and Invid Architecture. The applicant has demonstrated adequate financial and technical capacity to complete the project.

IX. ZONING ANALYSIS

The site is located in the B-3 Downtown Business zone. The proposed multi-family is a permitted use in the B-3 Downtown Business zone. The analysis of the dimensional standards is provided in the table below:

Standard	Requirement	Proposed	Finding
----------	-------------	----------	---------

Street Frontage	15 feet	99.77 feet	Standard Met
Front Setback (Max)	5 feet	0.05 feet	Standard Met
Height	65 feet	39.48feet	Standard Met
Undifferentiated Wall	30 feet, except 15 feet with PAD Overlay	None	Standard Met

The project is exempt from Section 18.2 Affordable Housing standards as the project is utilizing public financing requiring affordability restrictions.

X. SITE PLAN REVIEW STANDARDS (Section 14.6)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)

A. Impact on surrounding street systems

The driveway is proposed to remain along Deering Place. The sidewalk and curb along Deering Place are currently flush with the parking lot. The applicant is proposing to reconstruct the sidewalk and curb along their property line of Deering Place to meet City standards. From the Department of Public Work's review, the sidewalk along High Street was found to be in substandard condition. Staff requested that the applicant include the reconstruction of the High Street sidewalk along their frontage into their proposed scope of work, per 14.6.1. B.3.

As a response, the applicant has revised their plans, which now includes the reconstruction of sidewalk along High Street.

Staff considers this standard to be met.

B. Access and circulation

The church currently has building access points along each of its three street frontages, High Street, Deering Avenue, and Deering Place. The applicant has noted that there is a small segment of walkway that is being added to the Deering Street courtyard entrance, in order to provide ADA access from the sidewalk into the building.

Staff considers this standard to be met.

C. Public transit access

The site is not located along an existing public transit route.

Staff considers this standard to be not applicable.

D. Parking

Per Table 19-B, no off-street parking is required for changes of use within the B-3 Downtown Business zone. For the 21 units proposed in the renovated Parish House, no parking is required. The project does not propose to provide any parking based on the site constraints, affordable housing typology, and the site proximity to different services. In order to not provide additional off-street parking for the newly proposed addition, the applicant is planning to make use of the transit proximate parking exemption listed in Table 19-B. Given that the total square footage of the additional exceeds 10,000 square feet, the applicant is required to provide a transportation demand management (TDM) plan. The provision of this TDM has been drafted as a condition of approval for the Board's consideration, and would be required prior to the issuance of a building permit.

The applicant is proposing 12 -14bike parking spaces internally for the residents. Per Table 19-A, two bike parking spaces are required for every 5 residential units for multi-family uses. For 31 units, the applicant is required to provide 13 bike parking spaces.

In the comment response letter, the applicant provided information stating that the parking lot underneath the building is no longer being proposed, thus the three waivers that were previously requested are no longer valid.

Staff considers this standard to be met, subject to the draft condition of approval.

E. Transportation demand management (TDM)

The applicant will be required to provide a Transportation Demand Management plan in order to make use of the transit proximate parking exemption listed in Table 19-B.

Staff considers this standard to be met subject to the applicant providing the TDM to staff.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

No significant natural features have been identified onsite. The site is located downtown and the proposed development is located on an existing parking lot.

Staff considers this standard to be met.

B. Landscape preservation

The project is proposing to remove two trees on the edge of the parking lot. There are no setback minimums in the B-3 Downtown Business zone, therefore the 30% tree preservation standard within the setbacks does not apply. The vegetation along High Street is proposed to remain.

Staff considers this standard to be met.

C. Site landscaping and buffers

The site is subject to the street tree standard, requiring 31 trees for the 31 residential units. The applicant intends to pay a fee in-lieu for the required street trees, which has been made a condition of approval.

Staff considers this standard to be met, subject to the draft condition of approval.

D. Water quality/storm water management/erosion control

The project is subject to the Maine DEP Chapter 500 and City of Portland Technical Manual Section 5 for stormwater management. The plans show proper erosion and sedimentation control measures, including a stabilized construction entrance. The project is proposing 22 square feet of new impervious surface.

The Department of Public Works would like to further explore the alternative alignment for the proposed storm drain connection, DPW is suggesting that the applicant directionally drill or possibly open dig the storm drain between 6 Deering Street and 156 High Street if feasible. At this time the Department of Public Works has conditionally approved the final storm drain connection as the applicant proceeds to explore the suggestions made by staff. However, if this is not feasible DWP will accept the configuration the applicant has currently submitted to staff.

Staff has requested that the applicant provide the ability to serve letters, at this time the applicant has submitted their wastewater confirmation letter and staff is currently awaiting the remaining letters.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Consistency with City Master Plans

The project is consistent with zoning and is therefore, consistent with the City's Master Plan.

B. Public safety and fire prevention

The site is in proximity to a fire hydrant and is accessible by emergency vehicles, and the City's life safety reviewer has found the plans to be acceptable as submitted.

Staff considers this standard to be met.

C. Availability and capacity of public utilities

The applicant has requested confirmation for ability to serve from relative utilities and is waiting for responses from Central Maine Power and Portland Water District. Staff have requested the applicant submit confirmation once received. Staff has received the applicant's wastewater capacity authorization letter confirming capacity for this site. Remaining utility capacity verification will be made a condition of approval.

Staff considers this standard to be met subject to the draft condition of approval.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

The proposed development is located downtown and is not expected to have any massing, ventilation, or wind impact.

Staff considers this standard to be met.

B. Shadows

The site is not anticipated to have any shadow impacts on a public open space.

Staff considers this standard to be met.

C. Snow and ice loading

As most of the site has building coverage, the snow will accumulate on the building except for the sidewalks which will be cleared during snow events.

Staff considers this standard to be met.

D. View corridors

The site is not located within a view corridor.

Staff considers this standard to be not applicable.

E. Historic resources

The site is located within the Congress Street Historic District and the Deering Street Historic District, and has had a workshop with the Historic Preservation Board. The project returned to the Historic Preservation Board and was approved on August 8, 2024.

Staff considers this standard to be met.

F. Exterior lighting

The site is subject to the Technical Manual site lighting standards. Prior to the workshop staff had requested a photometric plan and lighting details, which were subsequently provided by the applicant. Staff found that the materials provided comply with the City's site lighting standard.

Staff considers this standard to be met.

G. Noise and vibration

Staff had requested further information on the locations of where any proposed heating, ventilation and air conditioning equipment will be stored and how it will be screened. The applicant provided confirmation that all proposed heating, ventilation, and air conditioning equipment, and emergency generators are to be

located on the roof of the new, screened properly and away from public viewing points.

Staff considers this standard to be met.

H. Signage and wayfinding

No signage is proposed.

Staff considers this standard to be met.

I. Zoning-related design standards

As the project is being reviewed by the Historic Preservation Board, zoning-related design standards are not applicable. The Historic Preservation Board granted a Certificate of Appropriateness on August 7, 2024.

Staff considers this standard to be met.

XI. NEIGHBORHOOD MEETING & PUBLIC COMMENT

The applicant held a neighborhood meeting on June 27, 2024 as part of this project. No public comments have been submitted to the City for this project as of June 21, 2024.

XII. STAFF RECOMMENDATION

The applicant has received site plan comments. The next steps are for the applicant to respond to City comments and comments from the Planning Board and submit updated plans as necessary. After which, staff will schedule a Planning Board Public Hearing.

XII. PROPOSED MOTIONS

A. SITE PLAN REVIEW

On the basis of the findings, conclusions and recommendations contained in the Planning Board report for the public hearing on August 13, 2024 related to application PL-002905-2024 for 156 High Street which is attached to the draft approval letter and incorporated therein, the Planning Board **[adopts/does not adopt]** the approval letter as drafted as the Planning Board's decision for application PL-002905-2024, and authorizes the Planning Board Chair to sign the approval letter as drafted.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall provide utility capacity verification from Central Maine Power and the Portland Water District.
2. The applicant shall provide a TDM plan that is to be reviewed and approved by the Planning Authority.
3. In the event that the applicant determines a viable alternative design for the proposed storm drain as recommended by the Department of Public Works

that, the applicant shall prepare and submit an updated site plan for review and approval by DPW Water Resources staff.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. The applicant shall provide a fee in-lieu for the 31 additional required street trees, which would total \$12,400.

B. PLANNING BOARD DECISION

On the basis of the findings, conclusions and recommendations contained in the Planning Board report for the public hearing on August 13, 2024 related to application PL-002905-2024 for 156 High Street which is attached to the draft approval letter and incorporated therein, the Planning Board **[adopts/does not adopt]** the approval letter as drafted as the Planning Board's decision for application PL-002905-2024, and authorizes the Planning Board Chair to sign the approval letter as drafted.

XIV. ATTACHMENTS

APPLICANT SUBMITTAL

- A. Cover Letter
- B. Major Site Plan Checklist
- C. RTI
- D. Zoning Assessment
- E. Easements
- F. Waivers
- G. Financial Capacity Letter
- H. Technical Capacity
- I. Conformity with Land Use ordinance
- J. Stormwater Report
- K. Erosion and Sedimentation Control
- L. Fire Department Letter
- M. Wastewater Capacity
- N. Lighting
- O. Arch Design Narrative
- P. Utilities
- Q. Construction Management Plan
- R. Solid Waste Disposal
- S. Parking Analysis
- T. 156 High Street, Neighborhood Meeting Certification Letter
- U. 156 High Street, Neighborhood Meeting Letter
- V. 156 High Street, Neighborhood Meeting Sign-in Sheet
- W. 156 High Street, Neighborhood Meeting Minutes
- X. 156 High Street, Neighborhood Meeting Presentation
- Y. Comment Response #1

PLANS

- P1. Cover Sheet and Legend
- P2. General Notes
- P3. Topographic Survey
- P4. Construction Management Plan
- P5. Site Plan
- P6. Utility Plan
- P7. Grading and Drainage Plan
- P8. Site Details - 1
- P9. Utility Details - 1
- P10. Utility Details - 2
- P11. Drainage Details -1
- P12. Erosion and Sedimentation Control Details
- P13. Basement Floor Plan
- P14. First Floor Plan
- P15. Second Floor Plan
- P16. Third Floor Plan
- P17. Fourth Floor Plan
- P18. Fifth Floor Plan
- P19. Exterior Elevations
- P20. Exterior Elevations
- P21. Exterior Details
- P22. Exterior Details
- P23. Exterior Wall Types

City Staff and Third-Party Peer Reviewers have completed the latest review of this application based off of the most recent submissions. Comments below have been provided to the Planning & Urban Development Department from the Department of Public Works, Water Resources, Zoning, and Third-Party Consulting Engineers (Stormwater + Traffic).

Please submit a written response to the comments below and upload the response, revised submissions, and new material to Project Dox (make sure all submissions maintain the same file naming format to allow for versioning). Once uploaded, please send an email to agamez@portlandmaine.gov notifying the planner of the resubmission.

Be advised that additional comments may be forthcoming and other changes may still be required if the comments are not addressed adequately. If you have any questions, please do not hesitate to ask.]

Green signifies the standard is being met; yellow signifies there are outstanding comments.

General Review Comments		
Review	Discussion	Status
RTI	Overview: The applicant has submitted a deed showing right, title and interest. Comments: No comments	Met
Financial & Technical Capacity	Overview: The applicant has submitted a letter from Bangor Savings Bank stating the financial capacity for Avesta Housing to build this project. The applicant team includes Avesta Housing, Acorn Engineering, and Invivid Architecture. Comments: No comments	Met
Zoning	Overview: The site is located in the B-3 Business zone and Downtown Entertainment Overlay zone. Multi-family is permitted in the B-3 zone. Comments: The zoning requirements are met. Please see zoning sheet.	Met

14.6.1: Transportation Standards		
Standard	Discussion	Status
Impact on Surrounding Street Systems	Overview: The driveway is proposed to remain off of Deering Place. The sidewalk and curb along Deering Place is proposed to be redone to meet City standards. Sidewalks exist along all three streets with frontage, High Street, Deering Place and Deering Street. The sidewalk along High Street is found by DPW to be in substandard condition. Comments: - The sidewalk along High Street shall be replaced as per 14.6.1.B.3 to the southern property boundary. - The applicant has confirmed that the sidewalk along High Street is now proposed to be replaced as shown on the Grading Sheet (C-30).	Met
Access and Circulation	Overview: There is an entrance to the church along Deering Place, Deering Street and High Street. The parking lot is accessed from Deering Place. Comments: Please check the callouts on C-10, it appears there are some leaders that are slightly off or calling out nothing and need to be removed. The applicant must provide the dimension for Deering Street Place ROW.	Not met-please update plans

	- Please clarify if any access changes are proposed along High Street or Deering Street. - There are no access changes being proposed. - The proposed project would not be expected to create transportation mobility or safety issues. - The applicant has confirmed that a small segment of walkway is being added to the Deering Street courtyard entry to provide ADA access from the sidewalk.	
Public Transit Access	Overview: The site is within .25 miles of a several metro bus stops. Comments: No comments.	Met
Parking	Overview: There is an existing parking lot off Deering Place. The project is no longer providing on-site parking, therefore, the majority of the previous comments are no longer relevant. Staff is requesting <i>However, the applicant should provide information on current parking demand on the site that will be eliminated and if the existing parking spaces are a requirement of a previous permit.</i> The applicant is now proposing zero parking parking spaces. The applicant is seeking to use the Affordable Housing exception in Table 19-B, which allows “Two spaces are required for every 3 units, except that the Planning Board may establish a lesser parking requirement regardless of the size of the structure.” The applicant is requesting the Board approve a ratio of .1 parking spaces/unit. Comments: Confirm if this is still accurate : The applicant is seeking to use the Affordable Housing exception in Table 19-B, which allows “Two spaces are required for every 3 units, except that the Planning Board may establish a lesser parking requirement regardless of the size of the structure.” The applicant is requesting the Board approve a ratio of .1 parking spaces/unit. - The applicant is requesting waivers for parking aisle width, the number of parking spaces and percent of compact parking spaces on site. Given that this is an existing parking lot and access is provided off a dead-end street (Deering Place), I do not expect the parking lot design to create safety issues or concerns. Staff support the requested waivers. - The parking lot underneath the building is no longer being proposed, therefore the waivers are no longer requested. - The applicant should note the acceptability of providing a handicap parking space that does not meet dimensional standards. It does appear there will be a 25’ aisle for maneuvering, which may be acceptable. - No longer relevant. - The applicant should note how the parking spaces will be managed. - This comment is no longer relevant. However, the applicant should provide information on current parking demand on the site that will be eliminated and if the existing parking spaces are a requirement of a previous permit. - Please provide an additional 4 bike parking spaces.	Not met. Please provide additional information
Transportation Demand Management	Overview: Applicant should be aware that shall the new floor area exceed 10,000 square feet, staff would encourage that a TDM be provided to make use of the transit exemption. Comments:	Not Met

14.6.2: Environmental Quality Standards

Standard	Discussion	Status
Preservation of Significant Natural Features	Overview: There are no significant natural features identified onsite. The site contains of Williston-Immanuel United Church and is largely existing impervious. Comments:	Met
Landscape Preservation	Overview: The existing grass and shrubs on the corner of High Street is to remain. Two trees are proposed to be removed near the lot. The plans do not show their DBH for reviewed against the landscape preservation standards. Comments: - Please show the species and DBH of the trees proposed to be removed. - The applicant has provided updated plans to indicate the DBH of trees to be removed. (C-03)	Met
Site Landscaping and Buffers	Overview: The site is subject the street tree standard. As the parking lot is no longer proposed under the building, the parking lot landscaping standards may apply. The site is largely impervious and no new vegetation is proposed. Comments: - Please clarify how you intend to meet the street tree standard. There may be space for street trees in the green space along High Street in addition to the alternatives laid out in the Tech Manual. - The applicant will be paying the in-lieu fee for 31 trees.	Met
Water Quality, Stormwater Management and Erosion Control	Overview: The stormwater runoff is proposed to be directed into the separate stormwater system. No new impervious area is proposed. The proposed development is over an existing parking lot. The elevations do not clarify how the entrance to the parking lot is pitched. Comments: - Please show drainage arrows on a plan C-30. - Please check the callouts on C-10, it appears there are some leaders that are slightly off or calling out nothing and need to be removed. - Water resources is supportive of the applicant's plan to direct stormwater from the paved areas located just outside the roof limits to the storm drain system so that wet weather flow isn't added to the combined sewer in Deering Street. - Water resources would ask the applicant to direct all roof drainage from the proposed and existing facility (or confirm all of the existing roof drainage has been previously separated) through the proposed stormwater connection in Deering Place or into the storm drain in Deering Street. As part of a sewer separation project in 2016, the City had previously provided two 10" SDR-35 stormwater stubs for this property. Based on the record plans it appears the stubs were capped at the property line at the back edge of the sidewalk on Deering Street. See attached record plans.	Not Met-please provide additional detail



- Water resources is supportive for this project to receive a waiver from tech manual standard 2.9.7 so the applicant can connect into the City's catch basin at the corner of Deering Place and Deering Street.
- ***The plans should reflect demolition and restoration of the sidewalk, curb, and esplanade that will be impacted for the proposed water service on Deering Street.***
- The utility plans include a backflow preventer on the sewer service as the service leaves the building. As the same service connection is being used for drainage from the covered parking and the domestic sewer, staff would recommend the applicant consider whether a back flow preventer may be needed where the oil water separator connects to the sewer, both to keep stormwater out of the sewer and sewer out of the oil waster separator.
- It is not clear what the intent is for conveyance of roof drainage into the stormdrain. Please provide additional information on how this will be managed.
 - The As-Built storm drain stub locations have been received. The architect and MEP team are currently evaluating the feasibility of rerouting existing roof runoff to these stubs. If feasible, provisions will be made for a storm drain connected, to be approved by DPW prior to building permit issuance.
 - The Department of Public Works would like to further explore the alternative alignment for the proposed storm drain connection, DPW is suggesting that the

	applicant directionally drill or possibly open dig the storm drain between 6 Deering Street and 156 High Street if feasible. At this time the Department of Public Works has conditionally approved the final storm drain connection as the applicant proceeds to explore the suggestions made by staff.	
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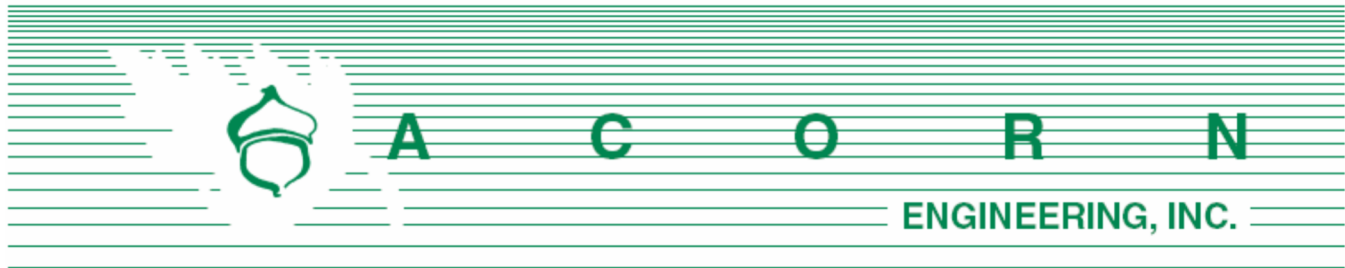
14.6.3: Public Infrastructure + Community Safety Standards

Standard	Discussion	Status
Public Safety and Fire Prevention	Overview: The site is in proximity to a fire hydrant and is accessible by emergency vehicle. The building will need to meet fire safety regulations with egress and sprinkling. Comments: - Please confirm that all fire safety regulations are being met. - The City's life safety reviewer has found the plans to be acceptable as submitted	Met.
Public Utilities	Overview: The applicant has requested confirmation from ability to serve from relative utilizes. Comments: - The applicant has noted that they are coordinating with utilities and confirmation of ability to serve will be provided. Staff has currently only received the wastewater confirmation, please submit confirmation once received. - Staff has received the applicant's wastewater capacity authorization letter confirming capacity for the site. Remaining utility capacity verification will be made a condition of approval.	Met

14.6.4: Site Design Standards

Standard	Discussion	Status
Massing, Ventilation and Wind Impact	Overview: The proposed development is located downtown and should not have any massing ventilation or wind impact. Comments: No comment.	Met.
Shadow	Overview: The development will not create any shadows of public open space. Comments: No comment.	Met
Snow and Ice Loading	Overview: The only areas onsite that will need snow removal is the sidewalk. Comments: No comment.	Met
View Corridors	Overview: The site is not located in a view corridor. Not applicable. Comments: No comment.	Met
Historic Resources	Overview: The site is located in a historic district and will need approval by the Historic Preservation Board. The project has been to a workshop with the board. A hearing has not yet been scheduled. Comments: - Please continue to coordinate with HP staff. - The project was approved at the Historical Preservation Board meeting on 8.7.24	Met.

Exterior Lighting	Overview: A photometric plan or cut sheet details have not been submitted. Comments: • If any lighting is proposed, please upload a photometric plan and cut sheet details showing conformance with site lighting standards. - o The applicant submitted cut sheets and a photometric plan.	Met
Noise and Vibration	Overview: The narrative states the heating, ventilation and air condition equipment will be located with the interior or roof and will be screened. Comments: • Please show on the elevations where the heating, ventilation and air conditioning equipment will be stored and how it will be screened.	Not met- Please provide additional information.
Signage and Wayfinding	Overview: No signage is proposed. All signage will need to be reviewed under Permitting and Inspections. Comments: • No comments	Met
Design Standards	Overview: This site is not subject to a design review. The design will be reviewed by the Historic Preservation Board. Comments: • No comments.	Met



Planning and Urban Development Department
 Matt Grooms, AICP
 Development Review Services Manager
 City of Portland, Maine
 389 Congress Street, 4th Floor
 Portland, ME 04101

May 2nd, 2024

Subject: Major Site Plan Application
 156 High Street Residential Renovation

Matt:

On behalf of Williston-Immanuel United Church (WIUC) and Avesta Housing, Acorn Engineering is pleased to submit the accompanying package of submission materials related to the proposed residential renovation at 156 High Street, in Portland Maine (Chart 046, Block D, Lots 17, 19, 20, and 37).

The parcel is located within the B-3 Neighborhood Business Zoning District. The project proposes to renovate the existing Parish House into affordable housing in tandem with a small 5-story addition off the Parish House to create a total of 33 affordable housing units.

This application package is intended to meet the City's submission requirements as outlined in the Major Site Plan application procedures. Please see the Table of Contents below for the material submitted as part of this application. The project has been before the Historic Preservation Board and is seeking its Certificate of Appropriateness in the coming months.

As permitted under Section 18.2.2 of Land Use Code, in addition to the reduction in fees for affordable housing projects, we are requesting the review is performed in an expedited manner at both the Staff and Planning Board levels.

WIUC, Avesta Housing, Acorn Engineering, and the rest of the design team look forward to your review of this project. If you have any questions regarding these materials or the completeness of the application materials, please do not hesitate to contact us.

Sincerely,

Sam Lebel, P.E.
 Project Manager
 Acorn Engineering, Inc.

The following documents and drawings will be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- Section A: Cover Letter
- Section B: Major Site Plan Application & Checklist
- Section C: Right, Title, Interest
- Section D: Zoning Assessment
- Section E: Easements
- Section F: Waiver Table
- Section G: Financial Capacity
- Section H: Technical Capacity
- Section I: Conformity with Land Use Ordinance
- Section J: Stormwater Management Report
- Section K: Erosion & Sedimentation Control Report
- Section L: Public Safety & Fire Prevention Letter
- Section M: Wastewater Capacity Letter
- Section N: Lighting
- Section O: Architectural Design Narrative
- Section P: Utility Cover
- Section Q: Construction Management Plan
- Section R: Solid Waste
- Section S: Parking Analysis

Drawings:

- Civil Plan Set
- Architectural Plan Set



CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN GENERAL DOCUMENT AND DRAWINGS CHECKLIST Please submit each document as a separate PDF file. Please confirm by electronically checking the boxes in the left-hand column. ** PLEASE FILL OUT AND UPLOAD THE ZONING ASSESSMENT TABLE AND WAIVER TABLE SEPARATELY AS NOTED BELOW ** At the time of application submission, please contact the Department of Public Works regarding E-911 addressing for your project.		
GENERAL APPLICATION DOCUMENTS		
<u>Yes</u>	NA	Project Description Cover letter with detailed project description
<u>Yes</u>	NA	Completed Checklist (this document)
<u>Yes</u>	NA	Evidence of Right, Title, and Interest Deeds, leases, or purchase and sales agreements
Yes	<u>NA</u>	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
<u>Yes</u>	NA	Zoning Assessment (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
<u>Yes</u>	NA	Site Plan Standards Assessment (see Section 14.6 of the land use code) Summary of project compliance with site plan standards of the land use code
<u>Yes</u>	NA	Summary of Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
<u>Yes</u>	NA	Waiver Requests (see Waiver Table) Written request for waiver describing request and compliance with applicable waiver standards
<u>Yes</u>	NA	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
<u>Yes</u>	NA	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

MAJOR 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		
<u>Yes</u>	NA	Impact on Surrounding Street Systems (14-14.6.1(A)) Describe incremental volume of traffic impacts and mitigation measures. If needed
<u>Yes</u>	NA	Access and Circulation (14-14.6.1(B)) Identify and describe the following: - Site access and internal circulation, including ADA access - Drive-up features, if applicable - Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes	<u>NA</u>	Public Transit (14-14.6.1(C)), if applicable Identify and describe the following: Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
<u>Yes</u>	NA	Off-Street Parking (14-14.6.1(D)), if applicable Identify and describe the following: - Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code - Curb cut separation and parking layout (Technical Manual, Section 1) - Construction details for bicycle racks - Management plan for snow storage and removal
Yes	<u>NA</u>	Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL	
Yes <u>NA</u>	Preservation of Significant Natural Features (14-14.6.2(A)), if applicable Identify and describe the following: • High and moderate value waterfowl and wading habitat • Aquifers (for Casco Bay Islands) • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
Yes <u>NA</u>	Landscape Preservation (14-14.6.2(B)) Identify and describe the following: • Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) • Measures to protect existing vegetation during construction
<u>Yes</u> NA	Site Landscaping and Buffers (14-14.6.2(C)) Identify and describe the following: • Overall landscaping approach and consistency with standards • The use of screening and buffering of service areas and between non-residential and residential uses • Existing Heritage or Feature Trees on site and measures to preserve • Compliance with street tree requirements
<u>Yes</u> NA	Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D)) Identify and describe the following: • Erosion and sedimentation control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable • Subsurface sanitary sewage disposal and groundwater protection measures

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY		
<u>Yes</u>	NA	Consistency with City Master Plans (14-14.6.3(A)) Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
<u>Yes</u>	NA	Public Safety and Fire Prevention (14-14.6.3(B)) Identify and describe the following: - Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) - Emergency vehicle access - Consistency with public safety standards (Technical Manual, Section 3)
<u>Yes</u>	NA	Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9) Identify and describe the following: - Electrical services, including providing underground services - Existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections
SITE DESIGN		
Yes	<u>NA</u>	Massing, Ventilations and Wind Impact (14-14.6.4(A)) Identify and describe the following: - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable - Bulk, location, or height impacts on adjoining structures
Yes	<u>NA</u>	Shadows (14-14.6.4(B)), if applicable Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes	<u>NA</u>	Snow and Ice Loading (14-14.6.4(C)) Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes	<u>NA</u>	View Corridors (14-14.6.4(D)), if applicable Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
<u>Yes</u>	NA	Historic Resources (14-14.6.4(E)), if applicable Identify and describe the following: - The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district - Compliance with standards for preservation and documentation of archaeological resources

<u>Yes</u> NA	Exterior Lighting (14-14.6.4(F)) Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12
<u>Yes - TBD</u> NA	Noise and Vibration (14-14.6.4(G)) Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code
Yes <u>NA</u>	Signage and Wayfinding (14-14.6.4(H)), if applicable - Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs - Provide drawings of all commercial and directional signage on site
<u>Yes</u> NA	Zone-Related Design Standards (14-14.6.4(I)) Address any applicable design review standards by zone, including compliance with Design Manual

MAJOR SITE PLAN DRAWINGS CHECKLIST

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

All drawings must be submitted in a 24 x 36 sheet size.

BOUNDARY SURVEY (stamped by a Maine Licensed Surveyor and drawn as per Technical Manual Sec. 13)

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

All sheets – Include a title block with project title and the following information:

- Project street address
- Name and address of property owner & applicant
- Licensed design professional, incl firm that produced plans
- North arrow
- Date of preparation and revision history block
- Tax parcel (chart, block, and lot) number

Existing Conditions Plan with the following:

- Existing structures, with distance from primary building façade(s) to the property line
- Approximate location of structures on abutting properties
- All streets and intersections adjacent to the site
- Existing driveways, pedestrian ways, and bicycle infrastructure, including dimensions and materials
- Existing public transit infrastructure
- Existing vehicle & bicycle parking areas
- Existing utilities on site and within adjacent rights-of-way
- Existing grades (two-foot contours preferred)
- Location of water courses, wetlands, and vegetation, or other significant natural features
- Existing soil conditions and location of test pits and borings
- Zoning boundary lines, including overlays
- Location of all existing easements and rights-of-way

Proposed Site Plan with the following:

- Proposed structures, including distance from primary building façade(s) to property lines
- Ground floor area, and finished floor elevations for all buildings
- Any proposed geometric modifications to streets and intersections adjacent to site
- Location, dimensions and materials of all 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, including turning templates
- Proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications
- Location of all snow storage areas
- Exterior lighting (please see Technical Manual Sec. 12 for photometrics requirements)

• Location of fire hydrants • Location of solid waste management receptacles • Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable • Location of proposed easements and rights-of-way, including dimensions • Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed
UTILITY PLAN including:
• Proposed electrical infrastructure • Location, sizing and directional flows of all proposed sewer and stormwater infrastructure • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure
GRADING AND DRAINAGE PLAN including:
• Proposed grades • Proposed stormwater management measures meeting Technical Manual (Section 5) standards • Any proposed alteration of a watercourse or wetlands • Any groundwater protection measures • Proposed buffers and preservation measures for wetlands or significant natural features
LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping, screening, and street trees, including caliper widths for trees • Planting schedule, including street trees
ARCHITECTURAL PLANS AND RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Axonometric and street-level views for structures greater than three stories in height • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans
CONSTRUCTION MANAGEMENT PLAN including:
• Specifics on traffic control, sidewalk sheds, and pedestrian rerouting • Include a drawing and written narrative
OTHER
• Details and cross-sections, as necessary

C. Right, Title & Interest

See attached quitclaim deed for the project property.



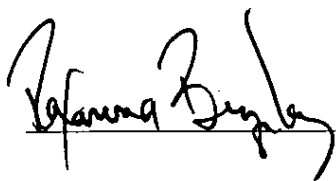
QUITCLAIM DEED WITH COVENANT
Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **IMMANUEL BAPTIST CHURCH OF PORTLAND, MAINE a/k/a IMMANUEL BAPTIST CHURCH**, a Maine corporation with a place of business in Portland, County of Cumberland, State of Maine, for consideration paid, grants to **WILLISTON-IMMANUEL UNITED CHURCH**, a Maine non-stock corporation with a place of business in Portland, County of Cumberland, State of Maine, whose mailing address is 156 High Street, Portland, Maine 04101 with **QUITCLAIM COVENANTS**, the land, together with any improvements thereon, situated in the City of Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said IMMANUEL BAPTIST CHURCH OF PORTLAND, MAINE has caused this instrument to be signed and sealed this 27 day of Sept., 2012.

WITNESS:

IMMANUEL BAPTIST CHURCH OF
PORTLAND, MAINE a/k/a Immanuel Baptist
Church

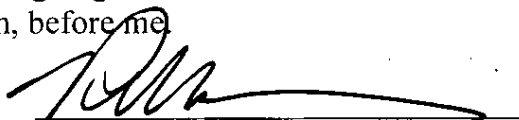


By Sandra Cranford
Moderator
Its SANDRA CRANFORD

STATE OF MAINE
COUNTY OF CUMBERLAND

Sept. 27, 2012

Then personally appeared the above named Sandra Cranford, in his/her said capacity, and acknowledged the foregoing instrument to be his/her free act and deed, and the free act and deed of said church, before me


Attorney at Law/Notary Public
Debra L. Murray
Printed Name

**EXHIBIT A
TO
DEED**

The following described real estate with the buildings thereon located in the City of Portland, County of Cumberland and State of Maine and located on the southwesterly corner of High and Deering Streets, to wit:

PARCEL ONE:

First: A certain parcel of land with the buildings thereon bounded as follows: Beginning at the northerly corner of land on the westerly side of High Street sold to E. P. Thompson, April 1, 1851, and recorded in Cumberland County Registry of Deeds, Book 231, Page 82; thence running northwesterly on the westerly side line of said High Street forty-five (45) feet; thence back at right angles with said High Street a distance of one hundred twenty-four and nine tenths (124.9) feet to a point in the easterly side line land now or formerly of the Public Library; thence southeasterly by and along said library lot forty-nine (49) feet, more or less, to the division line with land now or formerly of said Thompson; thence northeasterly by land now or formerly of said Thompson one hundred forty-four and four tenths (144.4) feet to the point of beginning.

Second: A second parcel of land bounded as follows: Beginning on the westerly side line of High Street at the northeasterly corner of the above-described lot; thence running northwesterly along the westerly side line of High Street to the southerly side line of Deering Street a distance of fifty-five (55) feet as per city plans; thence westerly on the southerly side line of Deering Street a distance of sixty (60) feet, as per lot number 3 in Plan Book 2, Page 2, recorded in said Registry, to the corner of lot number 4 on said plan; thence southerly by said lot number 4 a distance of one hundred and ten (110) feet, more or less, as per said plan to the line of land of said first described lot; thence running northeasterly to the point of beginning, being the property devised to Ella M. Clark by Ira F. Clark, less a small piece sold therefrom to enlarge the Public Library lot, which is described in the deed from Ella M. Clark to the Trustees of the Portland Public Library, dated September 25, 1896 and recorded in said Registry of Deeds in Book 639, Page 491.

Meaning and intending to convey and hereby conveying the same premises conveyed to Immanuel Baptist Church of Portland, Maine by Congress Square Hotel Company, dated June 1, 1925 and recorded in said Registry of Deeds in Book 1202, Page 363.

PARCEL TWO:

A certain lot or parcel of land together with the buildings thereon, situated on the southerly side of Deering Street, in the City of Portland, between High Street and Deering Place, County of Cumberland and State of Maine, and bounded and described as follows:

Beginning at a point in the southerly side line of said Deering Street distant about sixty (60) feet westerly from High Street and at the westerly corner of land formerly owned by E. E. Preble; thence westerly by the line of said street sixty-two (62) feet, more or less, to line of land now or formerly occupied by Helen A. L. Driscoll; thence southerly by the line of land now or formerly of said Driscoll sixty-five (65) feet, more or less, to land now or formerly belonging to Harriet O. Haggett, et als.; thence easterly by land now or formerly of said Haggett (8) feet, more or less, to the easterly side line land now or formerly of said Haggett; thence southerly by the line of land now or formerly of said Haggett forty-five (45) feet, more or less, to land now or formerly of Portland Public Library; thence easterly by line of land now or formerly of said Portland Public Library fifty-five (55) feet, more or less, to land now or formerly of said Preble; thence northerly by the line of land now or formerly of said Preble one hundred and eight (108) feet, more or less, to the point of beginning. Together with all and singular the rights and easements which Margaret B. McAllister had and to adjacent lands.

Also a certain other lot or parcel of land situated in said Portland, and bounded and described as follows, viz: Beginning at the most southerly and westerly corner of land conveyed by John T. Fagan, Executor, to Mary H. McIntire by deed dated the twenty-eighth day of May, 1917, and recorded in Cumberland County Registry of Deeds, Book 1142, Page 175; thence southerly in a direction at right angles to Deering Street fifteen (15) feet; thence easterly parallel with said Deering Street thirty-seven and sixty-five hundredths feet to a fence; thence northwesterly with an included angle of seventy-five degrees and thirty minutes by said fence, one and eighty-five hundredths feet to a point; thence northeasterly by a fence and nearly in a direction at right angles to High Street twenty-one and one half feet to the southeasterly corner of lot of Darius White conveyed to Sarah B. Adams by deed recorded in Cumberland County Registry of Deeds, Book 246, Page 569. (Being also the southeasterly corner of the lot conveyed by John T. Fagan, Executor, to said Mary H. McIntire); thence westerly by land now or formerly of said McIntire fifty-four feet to point of beginning; containing six hundred and seventy-one and thirty-six hundredths square feet.

Meaning and intending to convey and hereby conveying the same premises conveyed to Immanuel Baptist Church of Portland, Maine by deed of Bernice S. True, Trustee, dated July 29, 1925 and recorded in said Registry of Deeds in Book 1206, Page 498.

PARCEL THREE:

A certain small piece of rear land situated in the City of Portland, between Congress and Deering Streets, so-called, County of Cumberland and State of Maine and bounded and described as follows, to wit:

Beginning at a point on the southerly line of the lot conveyed by James P. Baxter to Henry F. McAllister by deed recorded in Cumberland County Registry of Deeds in Book 495 at Page 489, said point being distant one hundred twenty-five (125) feet at right angles from the southerly side line of Deering Street as aforesaid, and thirty-seven and sixty-five hundredths (37.65) feet easterly from the southwesterly corner of said lot conveyed by said Baxter to said McAllister as aforesaid; thence southeasterly, parallel to said southerly side line of said Deering Street and keeping a distance of one hundred twenty-five (125) feet therefrom, a distance of nine and five-tenths (9.5) feet, more or less, to land of said Immanuel Baptist Church; thence northerly by said Immanuel Baptist Church land, a distance of eight (8) feet, more or less, to a fence at other land of said Immanuel Baptist Church; thence southwesterly, by said Immanuel Baptist Church land, a distance of nine and fifty-four (9.54) feet to a point; thence southerly, by said Immanuel Baptist Church land, a distance of one and eighty-five hundredths (1.85) feet to the point of beginning, being a portion of the premises conveyed by Ellen M. Clark to the Trustees of the Portland Public Library by deed bearing date of September 25, 1896, and recorded in said Cumberland County Registry of Deeds in Book 639, at Page 491.

Meaning and intending to convey and hereby conveying the same premises conveyed to Immanuel Baptist Church by deed of The Portland Public Library, dated May 27, 1926 and recorded in said Registry of Deeds in Book 1229, Page 127.

PARCEL FOUR:

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

Beginning in the line of said place one hundred twenty-five (125) feet from the southeast corner of Deering Street and Deering Place; and running thence easterly on a line parallel with Deering Street fifty-five (55), more or less, to Henry F. McAllister's homestead lot; thence northerly by land now or formerly of said McAllister fifty-nine (59) feet, more or less, to land now or formerly of J. W. Deering; thence westerly by land now or formerly of said Deering eight (8) feet; thence northerly eight (8) inches; thence westerly by land now or formerly of said Deering forty-seven (47) feet, ten (10) inches, more or less, to Deering Place; thence southerly on said Place about sixty (60) feet to the starting point.

Meaning and intending to convey and hereby conveying the same premises conveyed to Immanuel Baptist Church of Portland, Maine by deed of George H. Bartlett, dated January 6, 1966 and recorded in said Registry of Deeds in Book 2941, Page 451.

S:\MMPMC24\Williston West Church\Deed to Williston Immanuel United Church.doc

Received
Recorded Register of Deeds
Sep 28, 2012 01:14:59P
Cumberland County
Pamela E. Lovley

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B3 - Business

All Projects:

	Required	Proposed	
Lot Size	N/A	23,007 SF	
Area Per Dwelling Unit	N/A	697/UNIT	
Minimum Street Frontage	15 FT	99.77 FT	
Front Yard Minimum	N/A	0.66 FT	Existing
Front Yard Maximum	NONE	0.66 FT	Existing
Rear Yard	NONE	0.5 FT	Proposed
Yard Right	NONE	3.31 FT	Existing
Yard Left	NONE	0.03 FT	Existing
Side Street Setback	NONE		
Step Back	NONE		
Maximum Lot Coverage	NONE	75.9%	
Minimum Lot Coverage	NONE	75.9%	
Maximum Height	65 FT	58.9 FT	
Open Space	N/A		
Maximum Impervious Area	NONE		
Pavement Setback	NONE		
Floor Area Ratio	NONE		
Off Street Parking Spaces	*NONE	5	
Loading Bays	N/A		
Other 1			
Other 2			
Other 3			

*To be determined/confirmed by Planning Board as allowed in Table 19-B of the Ordinance

E. Summary of Written Easements

Existing easements:

There is no existing easement information documented on the plan titled “Boundary Survey at 156 High Street, Portland, Maine Made for Avesta Housing 370 Cumberland Avenue, Portland Maine” prepared and identified by Owen Haskell, Inc. dated 4/30/24.

Proposed Easements:

The Developer will likely pursue temporary construction easements to facilitate construction of the addition.

Depending on the final structural design, a license with the City of Portland may be necessary to allow encroachment of the footing and foundation drain within the Deering Street Place ROW.



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.
....			
....			

G. Financial Capacity

A letter from the Applicant's bank confirming financial capacity is attached to this section.





April 25, 2024

City of Portland
Planning Department
389 Congress Street
Portland, ME 04101

RE: 156 High Street

To Whom It May Concern:

On behalf of Bangor Savings Bank, I am pleased to provide this letter in support of Avesta Housing for the development of a 33-unit, affordable housing project to be located at 156 High Street in Portland, Maine. Bangor Savings Bank has worked with Avesta Housing on multiple projects of a similar nature. Based on our prior experience working with the organization, we believe that the applicant has the ability to finance the proposed project costs. In addition, they possess the management skill and development expertise to successfully complete the proposed project.

While this letter of support is not a commitment to lend, Bangor Savings Bank would welcome the opportunity to be a resource for project financing. Please feel free to call me at 541-2707 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Shawn McKenna", with a stylized, cursive script.

Shawn McKenna
Vice President
Commercial Banking

H. Technical Capacity

Avesta Housing is Northern New England's largest affordable housing developer, having completed dozens of affordable projects across Maine and New Hampshire. Most recently, developments include Porter Station (200 Valley Street), Village Commons in Scarborough, and the West End Apartments in South Portland.

Acorn Engineering specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting, and construction administration. Acorn Engineering, Inc. has successfully designed and permitted more than 20 Major/Minor Site Plan Applications over the past several years. See below for a partial list:

- Munjoy Heights
- 89 Anderson St. – East Bayside Lofts
- 121 Washington Ave
- 667 Congress St – the Hiawatha
- Cumberland Flats
- East End Lofts

Invivid Architecture, a distinguished Portland-based full-service architectural design firm, is wholly dedicated to crafting sophisticated designs and functional spaces. Our primary focus lies in diverse housing projects, spanning from affordable and market-rate rehabilitation and new construction to opulent, multi-million-dollar luxury condominium complexes. Additionally, the firm engages in hospitality and commercial development projects. The genesis of Invivid unfolded 20 years into the career of the founder, Virginie Stanley. Her over two-decade journey in the industry has been marked by a relentless pursuit of design excellence, earning her a distinguished reputation through her expansive and diverse portfolio. Invivid, prides itself on not only envisioning spaces but also on bringing them to life with a level of craftsmanship that defines our legacy of excellence.



I. Conformity with Land Use Ordinance

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14.6.1-4

OVERVIEW

The proposed residential building has been designed to conform to City standards where possible, as well as improve upon existing non-conformities. This project conforms with the majority of the applicable standards of Portland's Land Use Ordinance Section 14-526 as demonstrated in the following narrative.

14.6.1 Transportation Standards

A. Impact on Surrounding Street Systems:

- a. The project will not create any significant hazard to safety on the surrounding street network.
- b. This project will not substantially increase congestion on any street.

B. Access and Circulation:

1) In general

- a. The development will provide safe access and internal circulation for both pedestrians, vehicles and emergency vehicles as seen on the Site Plan and in accordance with the Technical Manual.
- b. Continuous internal walkways are provided and will connect to the proposed sidewalk along Deering Place Street and Deering Street.
- c. Not applicable
- d. The site does not feature drive-up services as mentioned in this requirement.

2) Loading and Servicing:

Not applicable.

3) Curbs and Sidewalks:

- a. The development proposes curbing and sidewalks to be installed in accordance with the City's Technical Manual along the addition's frontage where proposed sitework is. A brick sidewalk does not exist in front of the lot along Deering Place Street, but will be rebuilt as part of the project to connect into the existing brick sidewalk located north along Deering Place



Street. An existing brick sidewalk located along High Street will be rebuilt.

- b. Sidewalks are proposed to be upgraded along the Deering Street Place frontage and High Street
- c. Not applicable
- d. Not applicable

C. Public Transit Access:

- 1) Not applicable as the Site is within several existing bus stops.
- 2) Not applicable.
- 3) Not applicable.

D. Parking:

1) Vehicular Parking

- a. The proposed project is proposed 0 parking spaces.
- b. A TDM is not required.
- c. Not applicable.
- d. Not applicable.

2) Location and Required Number of Bicycle Parking Spaces:

- a. The site plan includes an interior bicycle storage room of approximately 12-14 bicycles spaces. Additional indoor storage is available within the units themselves if desired by the tenant.
- b. Not applicable

3) Snow Storage:

- a. The Owner will be responsible for managing snow at their discretion and/or coordinating snow removal from the site when necessary. The majority of the site will be structure therefore snow plowing for this site is generally not required other than some ancillary shoveling.
- b. Snow storage areas will not encroach on walkways or stormwater



management systems.

4) Electric Vehicle (EV) charging

- a. The project will not provide EV charging.

E. Transportation Demand Management (TDM):

- 1) A Transportation Demand Management (TDM) plan is not required as part of this application.

14.6.2 Environmental Quality Standards

A. Preservation of Significant Natural Features:

- 1. The site does not consist of any significant natural features. There are no known endangered species or plants existing on the site.
- 2. Not applicable
- 3. Not applicable

B. Landscape Preservation:

- 1) The site will not disturb any significant natural features.
- 2) There is no existing vegetation on site to be disturbed or jeopardized other than small unhealthy trees on the property line that will be removed in coordination with the neighbor.
- 3) Not applicable
- 4) A waiver is not requested.
- 5) Not applicable.

C. Site Landscaping and Buffers

- 1) Not applicable
- 2) Solid waste will be storage within the building out of public view.
- 3) There is no available real estate in the sidewalk or on site for planting of trees.



- 4) There is no available real estate in the sidewalk or on site for planting of trees.

D. Water Quality, Stormwater Management and Erosion Control:

1.
 - a. The site drainage will not be directed to flow or pond onto adjacent lots. The runoff created from the site will be collected and discharged to the MS4 to the greatest extent possible.
 - b. The impervious area is not changing and therefore the peak rates will remain unchanged.
 - c. Not applicable
2. The project has been designed to comply with the technical manual.
3. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project will be serviced by a public wastewater system. The development will provide for adequate and sanitary disposal of sewage in accordance with adequate the Technical Manual.

14.6.3 Public Infrastructure and Community Safety Standards

1.
 - A. Consistency with City Master Plans:
 - a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
 - b. Not applicable.
 - B. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe access.
 - b. Access will be controlled at the doors.
 - c. The project has been designed to promote sense of ownership and responsibility through environmental design.
 2. The building is easily accessed from the 3 street frontages.
 - C. Public Utilities
 1. Coordination/ability to serve has begun with utilities. Responses will be forthcoming. The project will not overburden utilities.



2. The electrical service will be wired underground in coordination with CMP.
3. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
4. The project will be served by connection to the public sewer system within Deering Place Street.
5. The project anticipates providing solid waste within the building with private hauling of the waste.

16.4.4 Site Design Standards

A. Massing, Ventilation and Wind Impact:

- a. Please refer to Section O, Architectural Design Narrative. The project will not result in health or safety problems.

B. Shadows:

- a. The shadows created by the building will not influence public open spaces.

C. Snow and Ice Loading:

- a. The structure will not distribute snow and ice onto adjacent properties.

D. View Corridors:

- a. Not applicable

E. Historic Resources:

- a. The development is located in a historic district and is currently going through the HP process.
- b. The development is located in a historic district and is currently going through the HP process.
- c. It is our understanding that there are no known archaeological resources that exist on site.

F. Exterior Lighting:

- a. Site Lighting
 - i. Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.



- ii. Any lighting that may adversely impact the abutting residential properties will feature house-side shielding.

b. Architectural and Specialty Lighting

- i. No architectural or specialty lighting is proposed, at this time.
- ii. No up-lighting is proposed, at this time.

c. Street Lighting

- i. No new street lights are proposed.

G. Noise and Vibration:

- a. All proposed heating, ventilation and air conditioning equipment, and emergency generators are to meet the applicable state and federal emissions requirements as defined by the Architect. They are to be located within the interior of the site or the top of the building and will also be screened when necessary.

H. Signage and Wayfinding:

All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

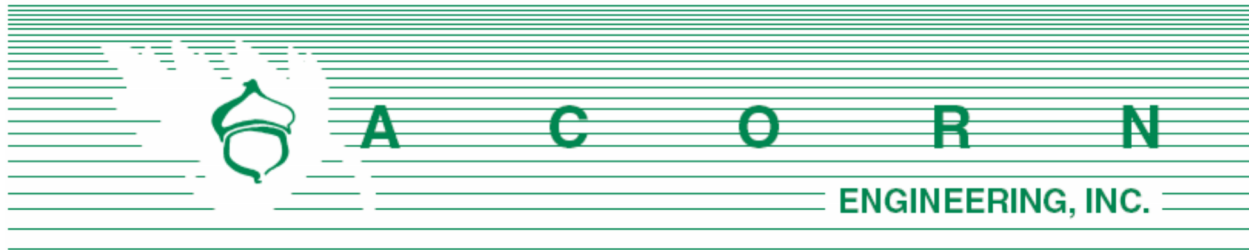
- a) The project is not located in a historic district or subject to Article IX.
- b) Signage will complement the subject building and its immediate context.
- c) No freestanding signs are proposed.
- d) Ant signage lighting will be facing downward to avoid glare and light spillover towards the sky.
- e) No proposed signs will be located along rooftops.

- b. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

I. Design Standards.

- a. The project has been designed to meet the standards set forth in the B3 zone. Please refer to the Site Plan for more information on the Space & Bulk Standards.





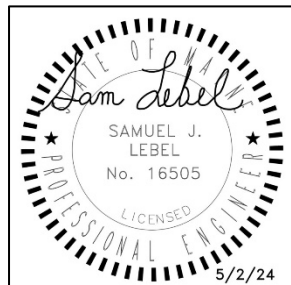
STORMWATER MANAGEMENT **REPORT**

Prepared For:

**Williston-Immanuel United Church
Acorn Engineering, Inc
104 Washington Avenue
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
PO Box 3372
Portland, Maine 04104**



May 2024



INTRODUCTION

Acorn Engineering, Inc. has been retained by Williston-Immanuel United Church, Acorn Engineering, Inc to provide civil engineering services for the proposed redevelopment of 156 High Street. The property consists of approximately 0.53 acres of land containing the Williston-Immanuel United Church front High Street along with the Parish House Fronting Deering Street. The proposed project includes renovating the Parish House into affordable housing in tandem with a small 5-story addition off the Parish House. The project will reside at Chart 046, Block D, Lots 17, 19, 20, and 37)

EXISTING CONDITIONS

The project site has frontage on High Street, Deering Street, and Deering Street Place. A boundary plan has been prepared by Owen Haskell. The site consists of an existing building and parking and is nearly 100% impervious.

The grades are sloped (range from 3%-10%) across the site with the rear of the lot draining away from the Parish House towards Deering Place Street.

PROPOSED DEVELOPMENT

The project features the redevelopment of the existing parking lot into a new parking lot with a small 5-story addition off the Parish House located above the parking lot. No new impervious area is proposed.

The development will be served by the Portland Water District, underground power/cable/communications, natural gas and the municipal sewer system.

The project will seek to route roof runoff and any surface runoff, as well as the foundation drainage, to the MS4 in Deering Street. No new impervious area is proposed, meaning requirements for treatment are not triggered. Furthermore, given the simplicity of the sitework and maintenance of the overall drainage patterns and impervious area, a hydrological analysis has not been conducted because the pre and post peak runoff rates are anticipated to be identical. The project will likely result in slightly cleaner runoff due to the conversion of asphalt surface parking to a metal roof. Any collected drainage from the covered parking will receive pretreatment by an oil water separator before being routed to the sanitary sewer system for further treatment before being discharged back into the environment.

SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County



➤ United States Department of Agriculture Web Soil Survey

Given the soils information, listed above, no onsite wastewater is proposed; the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. Higher “K” values indicate more erodible soils.

Table 1 - “K” Value		
Soils Type	Subsurface	Substratum
Hinkley Loamy Sand (HIB)	.17	.17

The soil “K” value for the soil, listed above, shows a low susceptibility to erosion. The site’s susceptibility to erosion is sourced from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County.

CONCLUSION

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is not anticipated to cause flooding or erosion problems within the subject site, abutters’ sites, nor within the right-of-way. Overall, the project will provide an improvement to stormwater runoff quality and overall management due to the increased infrastructure.

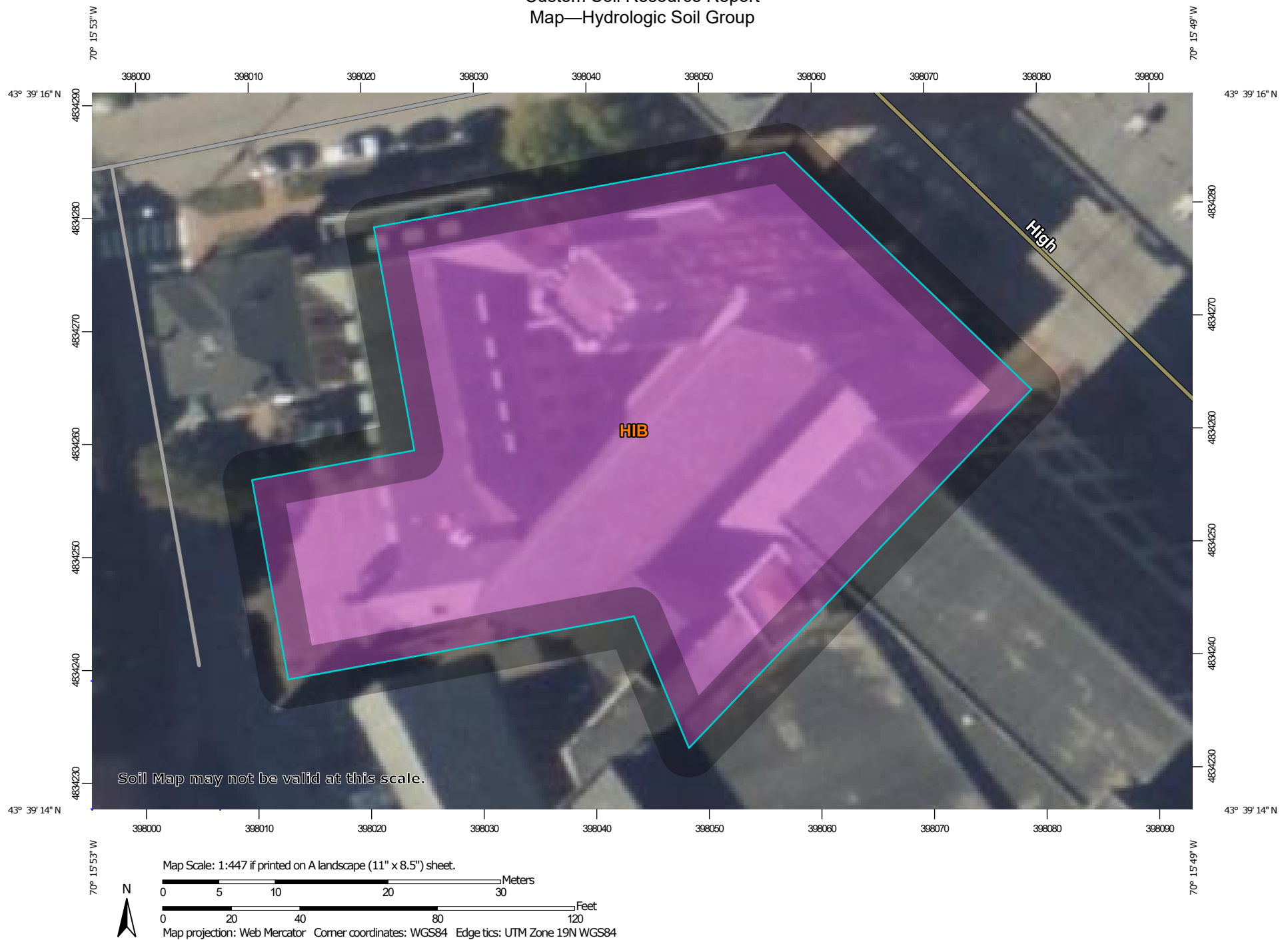
ATTACHMENTS

Attachment A: Medium Intensity Web Soil Survey

Attachment 1: Soils Map



Custom Soil Resource Report
Map—Hydrologic Soil Group



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
 Survey Area Data: Version 20, Sep 5, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 19, 2020—Sep 20, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background

MAP LEGEND

MAP INFORMATION

imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
HIB	Hinckley loamy sand, 3 to 8 percent slopes	A	0.5	100.0%
Totals for Area of Interest			0.5	100.0%

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

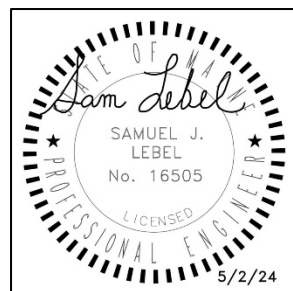
K. EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**Williston-Immanuel United Church
307 Cumberland Avenue
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
PO Box 3372
Portland, Maine 04104**



May 2024



INTRODUCTION

Acorn Engineering, Inc. has been retained by Avesta Housing to provide civil engineering services for the proposed redevelopment of 156 High Street. The 0.53 acres existing lot contains the Williston-Immanuel United Church front High Street along with the Parish House fronting Deering Street. The proposed project includes renovating the Parish House into affordable housing in tandem with a small 5-story addition off the Parish House. The project will reside at Map 46, Block D, Lots 17, 19, 20, and 37.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended August 12, 2015. This narrative also meets the standards required in the Maine DEP’s Erosion & Sediment Control BMP’s Manual, revised in 2016.

1.0 EXISTING CONDITIONS

The project site is bordered by High Street, Deering Street, and Deering Street Place. A boundary and existing conditions plan has been prepared by Owen Haskell, Inc dated April 30th, 2024. The site is 0.53 acres consisting of the Williston-Immanuel United Church, Parish House, and parking lot.

Abutting Uses:

- | | |
|-------------------|--------------------|
| ➤ North B-2c Zone | Business Community |
| ➤ East B-2c Zone | Business Community |
| ➤ South B-2c Zone | Business Community |
| ➤ West B-2c Zone | Business Community |

1.1 Existing Soils

Onsite soil information derived from the following resources:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County
- United States Department of Agriculture Web Soil Survey

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. Higher “K” values indicate more erodible soils.

Table 1 - “K” Value		
Soils Type	Subsurface	Substratum
Hinckley loamy Sand	0.17	0.17



The soil “K” value for the soil, listed above, shows a low susceptibility to erosion. The site’s susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although the soil “K” value shows a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

1.2 Existing Erosion Problems

There are no signs of erosion.

1.3 Critical Areas

There are no signs of critical areas.

1.4 Protected Natural Resource

The client is not aware of the presence of any existing significant natural features located on the site as listed in Section 14-526 (b) 1. of the Land Use Code. The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities within the project limits within the past 5 years.

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years.



2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

MDEP requires all projects to provide prior to construction an erosion and sediment control plan as part of the site development. The following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

- 2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas prior to construction. The following specifications shall be followed at a minimum:
- Stone size shall be 2-3 inches or reclaimed or recycled concrete equivalent.
 - The thickness of the entrance stone layer shall be no less than 6 inches.
 - The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
 - The stabilized construction entrance shall be underlain by a geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
 - The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public roadways.
- 2.1.2 Siltation fence or erosion control berm shall be installed downgradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges or impounding large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam. When time for removal, it is recommended that silt fences be removed by cutting the fence material at ground level to avoid additional soil disturbance.
- 2.1.3 Hay mulch, including hydroseeding, is intended to provide cover for denuded or seeded areas until revegetation is established. Temporary mulch should be applied to areas that will not be actively worked for more than 14 days (7 days in sensitive areas). Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch



placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.

- 2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.
- 2.1.5 Deering Street Place shall be swept to control mud and dust from the construction site 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.
- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.
- 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire, in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be "toed" into the ground.
- 2.1.8 Storm drain inlet protection shall be provided to storm drains using any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached $\frac{1}{2}$ the design height.
- 2.1.9 Dust control shall be accomplished using any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
- 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
- 2.1.11 Stockpiles shall be stabilized and anchored within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.



2.1.12 For disturbance between November 1 and April 15, please refer to the winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.

2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4" of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 5.2 of this report.

2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior to receiving stormwater.

2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

3.0 EROSION AND SEDIMENTATION CONTROL PLAN

3.1 The Construction Management & Erosion Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion & Sedimentation Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1st and April 15th. If a 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. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on the road shall be considered open.

The contractor shall limit the work area to areas where work will occur within the subsequent 15 days so that it can be mulched one day prior to a snow event. The contractor shall stabilize



work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

5.2 Mulching

All areas shall be considered to be denuded until 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 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. 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 or adequately anchored so that the ground surface is not visible through the mulch. Between the dates of November 1st and April 15th, all mulch shall be anchored by either mulch netting, tracking, or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall 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 the final treatment can be applied. If the date is after November 1st and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.



All dormant seeding beds shall be covered with overwintering mulch or an anchored erosion control blanket. 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./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for an adequate catch. All areas insufficiently vegetated (less than 75% 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.

5.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes 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, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st, the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.



- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod for late-season stabilization after October 1st. Proper installation includes the contractor pinning the sod onto the slope 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. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 1H:1V or in areas with flowing water. Full contact between the blanket and the soil is critical for an effective erosion control cover.
- Stabilize the soil with stone riprap – Ditches and channels constructed in winter shall be stabilized with riprap. Riprap shall be layered over a nonwoven geotextile fabric blanket on top of a 6-inch layer of clean drainage sand. Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every week, as well as after a “storm event”. A “storm event” shall consist of 0.5 inches of rain within a 24-hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall be inspected in the manner as described.

6.1 Sediment Barriers

Hay bale barriers, silt fences, and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary check dam. Should the fabric on a silt fence or filter barrier decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances



The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. The entrance/exit pad shall be inspected weekly and before and after each storm event. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on-site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking onto the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

All mulches must be inspected periodically, in particular after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control. Frequent reapplication of water may be necessary to mitigate dust occurring on warm sunny days, the distribution of water should not cause turbid runoff. Sweeping of paved road surface should occur during dry conditions and shall be swept from the centerline to the edge of the travel way, and shall not to be swept into a waterbody or wetland. Public roads may also require sweeping when necessary.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.

6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information, contact:

Contact: Will Savage, PE
Telephone: (207) 775-2655

Qualifications:



- Maine Professional Engineering License #11419
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620

The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.



7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above-described erosion control measures. Measures should be in accordance with the proper erosion control measures for the season in which construction will be conducted. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence or erosion control berm.
3. Install all other erosion control devices as necessary throughout the remainder of this schedule.
4. Commence installation of drainage infrastructure.
5. Commence earthwork operations associated with the parking lot construction.
6. Commence installation of utilities.
7. Continue earthwork and grading to subgrade as necessary for construction.
8. Complete installation of drainage infrastructure, as well as other utility work.
9. Complete remaining earthwork operations.
10. Install sub-base and base gravels in paved areas.
11. Install paving, curbing, and brickwork.
12. Loam, lime, fertilize, seed, and mulch disturbed areas and complete all landscaping.
13. Once the site is stabilized and mulching of landscape areas is complete, remove all temporary erosion control measures.
14. Touch up areas without a vigorous catch of grass with loam and seed.
15. Complete site signage and striping.
16. Execute proper maintenance and inspections of all temporary and permanent erosion control measures throughout the project.

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken within the following 30 days.

8.0 CONCLUSION

The above erosion control narrative is intended to minimize any negative development impact caused by erosion and sedimentation. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.



9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan



TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

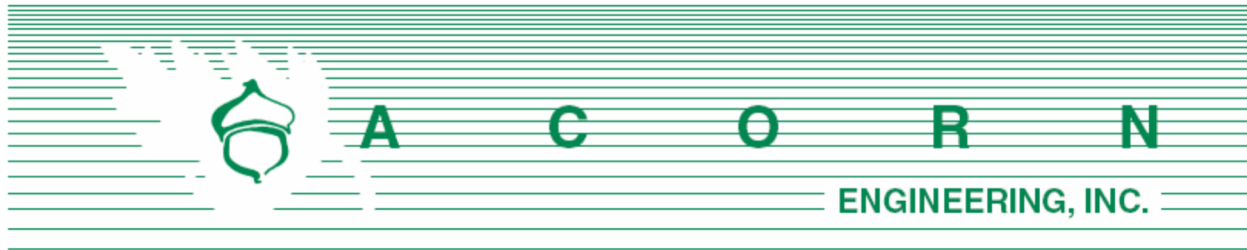
Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.





Chief Keith Gautreau
 City of Portland Fire Department
 380 Congress St.
 Portland, ME 04101

July 17, 2024

Subject: 156 High Street Redevelopment– Fire Department Checklist
 Section L of Application

On behalf of Williston-Immanuel United Church, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

Avesta Housing
 307 Cumberland Avenue
 Portland, Maine 04101
 (207) 553-7777

2. Name, address, telephone number of architect

Invid Architecture
 631 Stevens Avenue, Suite 200
 Portland, ME 04103
 (207) 939-7602

3. Proposed uses of any structures [NFPA and IBC classification]

NFPA: Apartments and Assembly
 IBC: R2 & A3

4. Square footage of all structures, including decks [total and per story]

Existing Building		
Total	34,233	sf

Existing + New Building		
Total	44,788	sf

Proposed Building Addition		
Basement	2,523	sf
1 st Floor	2,844	sf
2 nd Floor	2,594	sf
3 th Floor	2,594	sf
Total	10,555	sf



5. Elevation of all structures

Based upon the average grade plane defined by the IBC, the proposed building height is just under 40'. This height is below the allowable 65 feet within the B3 zone. Please refer to the building elevations provided by the architect for additional information.

6. Proposed fire protection of all structures

The building will be serviced by a 6" sprinkler service with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire professional design which will be performed prior to the request for a building permit.

7. Hydrant locations

An existing hydrant is located along Deering Street right along the frontage of the church. Hydrant flow data from the Portland Water District once received may be made available to the Fire Department upon request.

8. Water main size and location

The redevelopment will be serviced by a new 6" sprinkler line and domestic water main within Deering Street. The building is expected to have internal sprinkler risers and a Fire Department pump connection.

9. Access to all structures [min. 2 sides]

Access to the structure is provided directly on the public right-of-way along Deering Street, High Street, and Deering Street Place.

10. Code summaries will be provided by the Architects upon request.

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The project site is located in a developed area and is fronted by a public street. The following are pavement street widths currently available:

- Deering Street: 33.14 wide and 15.14 wide between parking stall and edge of pavement.
- Deering Street Place: 25.82 wide and 16.82 wide between parking stall and edge of pavement.



Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 feet from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Response: Not applicable

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Response: The building is accessible directly from the 3 street frontages.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Response: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along a circuitous route through the site for emergency access. Vehicular access is from the street.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Response: The building will be provided with exterior doors that will be within 50' of a Fire Department access route.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Response: There is no proposed vehicular site access other than the small covered parking garage.

3.4.6. Elevators shall be sized to accommodate an 80 x 24-inch stretcher.



Response: The proposed elevators will meet this requirement.

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Response: The applicant is currently working with the City's Public Works Division to assign street addresses and numbering to meet City Standards.

Thank you for your review. Please let me know if you have any additional questions or comments.

Sincerely,



Sam Lebel, P.E.
Project Manager
Acorn Engineering, Inc.



CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
212 Canco Road
Portland, Maine 04103



Bradley Roland, P.E.
Water Resources Division
Department of Public Works
212 Canco Road
Portland, ME 04103

Date: 5/2/24

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

Site Address: 156 High Street, Portland, ME 04101

Chart Block Lot Number: Chart 046, Block D,
Lots 17,19, 20, and 37

Proposed Use: Residential & Church

Previous Use: Shelter/Daycare & Church

Existing Sanitary Flows: 1,652 GPD

Existing Process Flows: 1,652 GPD

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

There is an existing 12" CI sewer

main within Deering Place Street

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

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

2. Please, Submit Contact Information.

City Planner's Name: Jennifer Munson Phone: 207-874-8719

Owner/Developer Name: Avesta Housing

Owner/Developer Address: 307 Cumberland Avenue Portland, Maine 04101

Phone: 207-553-7777 Fax: E-mail: NHowes@AvestaHousing.org

Engineering Consultant Name: Acorn Engineering

Engineering Consultant Address: 500 Washington Avenue Portland, ME 04103

Phone: 207-775-2655 Fax: E-mail: slebel@acorn-engineering.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: 3,164 GPD

Peaking Factor/ Peak Times: Unknown

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)
Handbook of Subsurface Wastewater Disposal in Maine & Portland Water District Records

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values:

N/A

Size of External Grease Interceptor:

Retention Time:

Peaking Factor/ Peak Times:

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated:

N/A

GPD

Do you currently hold Federal or State discharge permits?

Yes	No
-----	----

Is the process wastewater termed categorical under CFR 40?

Yes No

OSHA Standard Industrial Code (SIC):

(<http://www.osha.gov/oshstats/sicser.html>)

Peaking Factor/Peak Process Times:

Note: *On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.*

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

M. Calculation of Wastewater Flowrate

The proposed project will include the redevelopment of a lot currently containing the existing Williston-Immanuel United Church front High Street along with the Parish House Fronting Deering Street. The proposed project includes renovating the Parish House into affordable housing in tandem with a small 3-story addition with a basement off the Parish House

Based upon Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following daily flows:

Estimate of Anticipated Daily Flows			
Classification of Water Demand	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow			
Church/ Temp. Emergency Shelter / Daycare	1	PWD Bill (Post July 2023)	1,652
Total Gallons per Day (Existing)			1,652 GPD
Proposed Flow			
Church	1	PWD Bill (Pre Aug 2023)	346
Studio	2	120	240
1-Bedroom	18	120	2,160
2-Bedroom	10	180	1,800
3-Bedroom	1	270	270
Total Gallons per Day (Proposed)			4,816 GPD
Net Change			+3,164
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition			

We have obtained the Portland Water District Bill for the property from the past few years, which is expected to be equivalent to the sewer flows leaving the building. The existing flows are from August 2023 through March 2024, when the Parish House became a temporary emergency shelter and daycare. The Williston-Immanuel United Church flows are included in the existing calculations. The proposed flows are based on 2 years of billing prior to August 2023 when the Parish House was not active, resulting in flows solely from the church operations. The proposed flows also include the church and 31 new units that the site will contain after the renovation. As seen above, the project anticipates an increase in daily flow rate of approximately **3,164** gallons per day.



N. Lighting

Please find attached the cut sheets and photometric plan for the proposed site lighting.

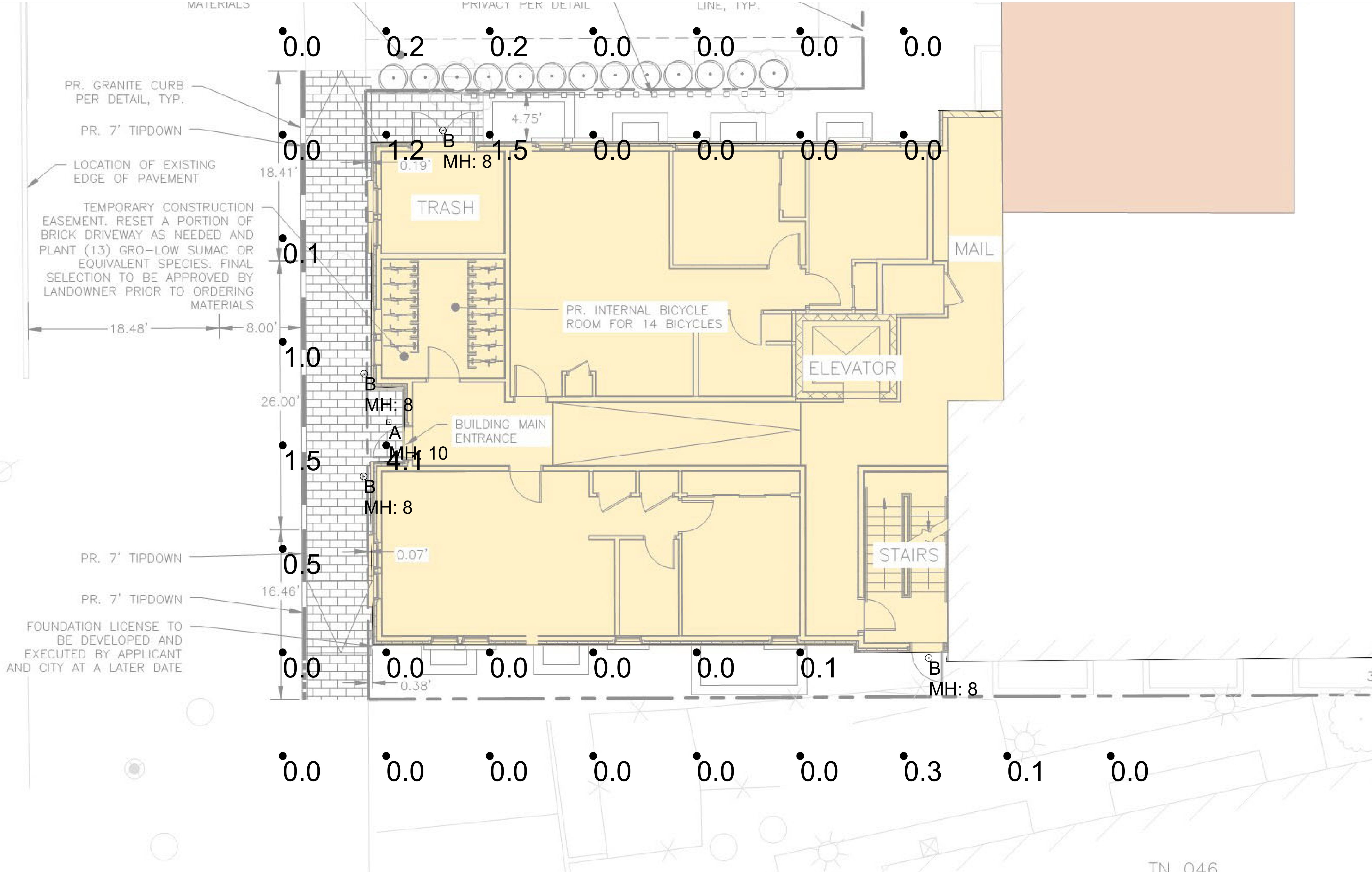
Please note that the 0.2 FC measurements at the northwest corner do not take into account the reduction in light trespassing in the 6 foot tall stockade fence.



Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Qty	Lum. Lumens	LLF	Lum. Watts	Description	Mounting Height
A	1	1145	0.900	12.89	LBSE-6RD-30K8	10
B	4	420	0.900	7.83	945622-2030K9	8

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
SITE_1	0.32	4.1	0.0	N.A.	N.A.

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.



156 HIGH STREET
PORTLAND, ME
SITE LIGHTING LAYOUT

INVID
ACORN ENGINEERING
SCALE NOT TO SCALE

SWANEY LIGHTING ASSOCIATES, INC.

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. IT IS NOT TO BE REPRODUCED, COPIED, OR DISTRIBUTED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF SWANEY LIGHTING ASSOCIATES. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED INFORMATION CONCERNING THE OPERATION OF UNITS INDICATED. THIS DRAWING IS TO BE USED AS A GUIDE ONLY AND DOES NOT CONSTITUTE A CONTRACT. ANY VARIATION IN THE PERFORMANCE OF THE UNITS FROM THE PERFORMANCE SHOWN IN THIS FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

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Page 1 of 1
Date: 7/16/2024
Generated by: SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com
site 16g 7-16-24 AGI

FEATURES

- 4", 6", and 8" aperture, delivering 750-1750 lumens
- Low surface profile of 1/2"
- Quick snap installation with no housing required
- Installs directly to most 3-1/2" and 4" J-Boxes
- Fixed CCT (3000K or 3500K, 80+ CRI) options
- Universal 120-277V, ideal for commercial applications
- All models standard with 0-10V/Triac/ELV dimming



LITEBOX®
edge-lit



SERVICE PROGRAMS



SPECIFICATIONS

CONSTRUCTION

- Durable cast aluminum low profile trim with 1/2" surface profile
- Suitable for New Construction or remodel, IC or Non-IC applications
- Eliminates the need for a recessed housing, ideal for areas with limited plenum space
- Optional non-conductive Decorative Color Trim accessories available in White, Black, Silver, and Brushed Oil Rubbed Bronze

OPTICS

- Utilizes the latest Edge-Lit LED technology
- Integral diffuse polycarbonate lens provides uniform light distribution
- Light distribution is free of distracting bright spots
- Visually comfortable with low glare

ELECTRICAL

- Edge-Lit LED array with 3 SDCM color consistency
- Long LED life: Maintains 80% of lumen output at 54,000 hours of operation, L80 at >54,000 hours (TM-21)
- Available in Fixed CCT in 3000K or 3500K, 80+ CRI
- High efficiency integral driver with universal 120V-277V, 50/60Hz

ELECTRICAL (CONTINUED)

- All models have flicker-free dimming with 120-277V 0-10V Dim to Off or 120V Triac or ELV phase cut to 5%
- See Additional Information section for a list of recommended dimmers
- EMI: Meets Class A (<24dba) noise rating, FCC CFR 47 Part 15 Class B, ≥0.9 Power Factor, <20% THD

INSTALLATION

- Installs directly to most common 3-1/2" or 4" octagonal and round junction boxes with a minimum 1-1/2" depth including fire rated (by others)
- Metal plate mounts to the J-Box and accepts snap-in spring clips for a secure fit

CERTIFICATIONS

- cETLus listed to UL1598
- Can be used in direct contact with insulation (IC Rated)
- Suitable for wet locations, covered ceiling
- Suitable for use in clothes closets when installed in accordance to N.E.C. 410.16
- ENERGY STAR® certified

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	783-1973
Wattage Range	10.4-20.0
Efficacy Range (LPW)	75-99
Reported Life (Hours)	L80 / >54,000
Input Current (mA)	87-167 (120V)

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	



ORDERING GUIDE

Example: LBSE-4RD-35K8-WH

CATALOG #

HOUSING

LBSE			
Model/CCT Configuration	Aperture/Shape/Function	CCT/CRI	Trim Color
LBSE Edge-Lit Surface, Fixed CCT, 120-277V with 0-10V/Triac/ELV dimming	4RD 4" Round, Direct J-Box Mount, 750 Lumens 6RD 6" Round, Direct J-Box Mount, 1100 Lumens 8RD 8" Round, Direct J-Box Mount, 1750 Lumens	30K8 3000K, 80+ CRI 35K8 3500K, 80+ CRI	WH White

Accessories	
☐ LBSE-4RD-T-WH	Trim Accessory, 4" Round, White
☐ LBSE-4RD-T-BL	Trim Accessory, 4" Round, Black
☐ LBSE-4RD-T-BBZ	Trim Accessory, 4" Round, Brushed Oil Rubbed Bronze
☐ LBSE-4RD-T-SVR	Trim Accessory, 4" Round, Silver
☐ LBSE-6RD-T-WH	Trim Accessory, 6" Round, White
☐ LBSE-6RD-T-BL	Trim Accessory, 6" Round, Black
☐ LBSE-6RD-T-BBZ	Trim Accessory, 6" Round, Brushed Oil Rubbed Bronze
☐ LBSE-6RD-T-SVR	Trim Accessory, 6" Round, Silver
☐ LBSE-8RD-T-WH	Trim Accessory, 8" Round, White
☐ LBSE-8RD-T-BL	Trim Accessory, 8" Round, Black
☐ LBSE-8RD-T-BBZ	Trim Accessory, 8" Round, Brushed Oil Rubbed Bronze
☐ LBSE-8RD-T-SVR	Trim Accessory, 8" Round, Silver
☐ LBSES-C-12	Extension Cable, LBSE/LBSES, 12"
☐ LBSES-C-24	Extension Cable, LBSE/LBSES, 24"

LBSE-RD

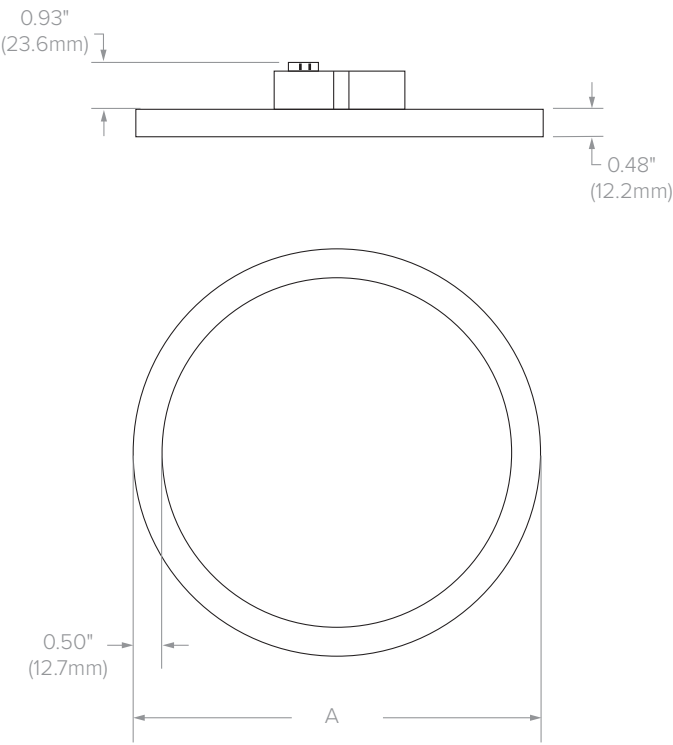
EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

PERFORMANCE DATA TABLE

Nominal Aperture	Nominal Lumens	Cat #	CCT	CRI	Delivered Lumens	Watts	LPW
4"	750	LBSE-4RD-30K8-WH	3000K	80	783	10.4	75
		LBSE-4RD-35K8-WH	3500K		846	10.4	81
6"	1100	LBSE-6RD-30K8-WH	3000K	80	1144	12.9	89
		LBSE-6RD-35K8-WH	3500K		1237	12.9	96
8"	1750	LBSE-8RD-30K8-WH	3000K	80	1825	20.0	91
		LBSE-8RD-35K8-WH	3500K		1973	20.0	99

DIMENSIONS



Dimensional Data	
Aperture (Cat Logic)	"A"
4" (4RD)	ø4.61" (117.1mm)
6" (6RD)	ø6.00" (152.4mm)
8" (8RD)	ø8.00" (203.2mm)

LBSE-RD

EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

PHOTOMETRY

LBSE-4RD-30K8-WH

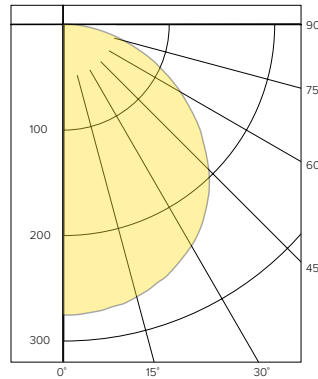
LUMINAIRE DATA

Test No.	R20.00827-01
Description	4" Downlight, 3000K, 80 CRI
Delivered Lumens	783
Watts	10.4W
Efficacy	75.0
Mounting	Surface
Spacing Criterion	1.3

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	342	43.6
0-60	611	78.0
0-90	783	100.0
0-180	783	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	260
5	259
15	253
25	239
35	217
45	184
55	142
65	98
75	55
85	15
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	48544
55°	46342
65°	43318
75°	39448
85°	32315

*Candela/Square Meter

LBSE-6RD-30K8-WH

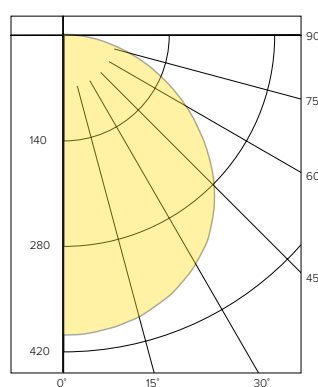
LUMINAIRE DATA

Test No.	R20.00832-01
Description	6" Downlight, 3000K, 80 CRI
Delivered Lumens	1144
Watts	12.9W
Efficacy	89
Mounting	Surface
Spacing Criterion	1.3

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	499	43.6
0-60	891	77.9
0-90	1144	100.0
0-180	1144	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	380
5	379
15	369
25	348
35	317
45	268
55	207
65	144
75	80
85	23
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	23513
55°	22408
65°	21066
75°	19135
85°	16235

*Candela/Square Meter

LBSE-8RD-30K8-WH

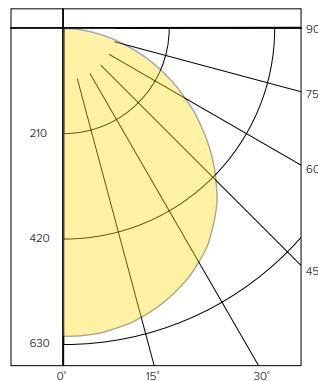
LUMINAIRE DATA

Test No.	R20.00834-01
Description	8" Downlight, 3000K, 80 CRI
Delivered Lumens	1826
Watts	20W
Efficacy	92
Mounting	Surface
Spacing Criterion	1.3

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	798	43.7
0-60	1422	77.9
0-90	1826	100.0
0-180	1826	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	608
5	607
15	592
25	558
35	505
45	427
55	331
65	228
75	127
85	38
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	24287
55°	23187
65°	21736
75°	19752
85°	17413

*Candela/Square Meter

LBSE-RD

EDGE-LIT ROUND FIXED CCT DIRECT J-BOX MOUNT DOWNLIGHT

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

ADDITIONAL INFORMATION

Dimming Compatibility

For more details and recommended dimmer list, see Dimming Compatibility Information at www.currentlighting.com/prescolite.

J-Box Compatibility

LITEBOX® Edge-Lit Direct J-Box Mount downlights are compatible with many standard 3-1/2" and 4" octagonal and round J-Boxes with a 1-1/2" minimum depth. Fire rated J-Boxes may also be used.



District LED

Wall Mounted • Wet Location Listed PROGRESS LED



Description:

District Collection LED Medium Wall Lantern

Specifications:

- Antique Bronze, Painted White Inside Aluminum Shade
- White Acrylic Diffuser
- Dimmable to 10% brightness (See Dimming Notes)
- Back plate covers a standard 4" recessed outlet box: 5.125 in W, 1.625 in ht., 5.125 in depth
- Mounting strap for outlet box included
- 6 in of wire supplied
- **Dark Sky compliant**

Performance:

Number of Modules	1
Input Power	9 W
Input Voltage	120 V
Input Frequency	60 Hz
Lumens/LPW (Source)	623/69.2 (LM-82)
Lumens/LPW (Delivered)	420/53.6 (LM-79)
CCT	3000 K
CRI	90 CRI
Life (hours)	60000 (L70/TM-21)
EMI/RFI	Meets FCC Title 47, Part 15 Class B
Max. Operating Temp	30 °C
Warranty	5-year Limited Warranty
Labels	cCSAus Wet Location Listed
	ENERGY STAR® qualified

P5622-2030K9



Dimensions:

Width: 8 in
 Depth: 10-1/4 in
 Height: 8-1/4 in
 H/CTR: 4-1/8 in

Antique Bronze, Painted White Inside Aluminum Shade
 Width: 8-1/16 in
 Height: 5-7/8 in

White Acrylic Diffuser
 Width: 2-7/8 in
 Height: 0-13/16 in

Dimming Notes:

P5622-2030K9 is designed to be compatible with many ELV/Reverse Phase controls.

The following is a partial list of known compatible dimmer controls.

Dimming Controls:

Lutron_Nova T NTELV-300

Lutron_Vierti VTELV-600

Lutron_Maestro MAELV-600

Lutron_spacer/system SPSELV-600

Dimming capabilities will vary depending on the dimmer control, load, and circuit installation.

Always refer to dimmer manufacturer instructions or a controls specialist for specific requirements.

Dimmer control brand names where identified above are trade names or registered trademarks of each respective company.

P5622-2030K9

O. Architectural Design Narrative

Please find attached the design narrative completed by Invivid Architecture.



Project Overview:

Name: Williston Immanuel United Church
Location: 156 High Street, Portland Maine
Number of Units: 33 Apartments
Use: Residential, Space of Worship

Project Description: Historic Preservation and Affordable Housing Redevelopment

We present a comprehensive proposal for the adaptive reuse of the current parish house, aiming to preserve its historical significance while addressing the critical need for affordable housing in our community. The project involves transforming the existing parish house into 21 Maine State Housing affordable units, with a thoughtful and meticulous approach to maintaining the integrity of the church, chapel, and two meeting spaces.

The adaptive reuse plan entails converting the current office spaces, classrooms, and performance space on the third floor of the parish house into residential units. Simultaneously, we propose a sensitive 5-story addition that includes parking on the ground floor and three residential units per floor, totaling 12 additional units above the parking structure. This strategic design ensures that the new elements seamlessly integrate with the existing structures while enhancing the overall functionality and sustainability of the site. The flat roof, featuring a low parapet, will keep snow and ice from accumulating or falling onto neighboring properties or public areas.

To ensure harmony with the historic neighborhood, our team is committed to creating an exterior design that complements the architectural character of the surroundings. The design will incorporate elements that reflect the historical context while incorporating modern features to meet contemporary living standards. This delicate balance aims to contribute positively to the neighborhood's aesthetic while providing much-needed affordable housing options.

Our project aligns with the preservation principles set by the city, respecting the cultural and architectural heritage of the area. We anticipate that this redevelopment will not only provide affordable housing opportunities but will also contribute to the revitalization and continued vibrancy of our historic neighborhood.

We look forward to collaborating with the city to bring this vision to fruition, creating a harmonious blend of historical preservation and modern community development.

Sincerely,

Virginie Stanley
INVIVID ARCHITECTURE
631 Stevens Avenue, Suite 200
Portland, Maine 04103

P. Utilities

The proposed project will include installation of multiple utility services to the proposed building.

Water:

There is an existing 8" water main within Deering Street and Deering Street Place. It is proposed to tap a new 6" service line off the existing water main within Deering Street. The 6" parent-child connection will serve as the sprinkler service and the 2" line will be for domestic services.

Sewer:

An existing 12" sewer exists in Deering Street Place. It is proposed to connect a 6" sewer lateral into the existing main in Deering Street Place to serve the new plumbing core and the covered parking drainage. A backflow preventer is proposed at the property line before connecting into the existing sewer main.

Stormwater:

It is proposed to route the addition's roof and foundation drains to a separate storm drain. The MS4 would be extended in Deering Street Place to facilitate this connection.

Electric/Communications:

The site is currently served by underground services from the High Street underground circuits. The existing infrastructure is currently being evaluated by a mechanical/electrical team in tandem with CMP and the proposed project loads. Should upgrades be necessary, it's anticipated this work would occur within the existing trench/manhole in High Street as shown on Sheet C-20.

Gas:

Natural gas is not proposed as part of this project.

Ability to serve letters have been sent to the respective utility companies in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use. Responses from the utility companies are forthcoming.



Q. Construction Management Plan

Project Address: 156 High Street, Portland Maine, 04101

Project Description:

The project proposes to renovate the existing Parish House into affordable housing in tandem with a small 5-story addition off the Parish House to create a total of 33 affordable housing units.

Project Team Summary:

Owner:	Williston-Immanuel United Church / Avesta
General Contractor:	TBD
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Invivid Architecture

The Owner/GC and all subcontractors will work with the City of Portland and adjacent landowners to minimize any project impacts.

The GC will remain responsible for enforcement of all compliance with 1) all contract plans and specifications in their scope of work and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case for the duration of their work. These include OSHA, NIOSH, U.S. EPA, local ordinance and any other applicable governmental regulations. Both the Owner/GC and any subcontractors will remain responsible for safeguarding the general public.

The GC shall review all permits and conditions associated with the project. Refer to the Civil/Site Plan Set, Sheet C-03 Construction Management Plan for visual representation of the measures to be taken during construction.

The following outline has been developed in accordance with the City of Portland Construction Management Plan General Template and shall be referenced by the GC during construction.

A. Construction Management Principles

The control of noise, vibrations, ground movement, truck traffic, and other construction related factors will be of utmost importance. Care shall be taken to minimize these effects in the best interest of neighbors and the general public. GC to ensure that work hours conform to the City of Portland's Ordinance.

B. Development Review of Construction Management Plan

Logistics and safety program shall be submitted at or prior to the preconstruction meeting by the GC with all pertinent information required by the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

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



Permits

Guarantees and fees will be paid at the time of the respective application. Sections 14-11 will be complied with all necessary permits will be obtained prior to work.

1. Street Opening and Street Occupancy Permits:

Required permits regarding street opening and occupancy will be obtained from the Department of Public Works. The requests shall conform to the approved Construction Management Plan.

2. Blasting:

Although not anticipated, if blasting occurs, it shall conform to Article VIII. In Chapter 14 of the City Code and Section 3.7 in the City's Technical Manual.

3. Building Code:

Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code. In addition to the best practices set forth in the Inclusionary Zoning Guidelines for Developers of rental housing.

D. Construction Administration and Communication

The Contractor will work closely with adjacent abutters, businesses, and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. Communication in order to comply with all agreements, ordinances, and special permits will be of the utmost importance. Contractor and Subcontractor contact information shall be posted somewhere along the project's street frontage. Additional signage necessary for communication shall be provided but will be temporary and removed upon completion of the project.

E. Construction Schedule

The GC shall submit a construction timeline at or prior to the preconstruction meeting. Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit and City Code Section 25-129, Noise, dust and debris. Between September 1 and May 31, the following year, no person shall engage in construction activities generating noise exceeding 50 decibels, between the hours of 7 pm and 7 am of the following day within 500 feet of any buildings. From June 1 to August 31, construction activity may continue until 8 pm. No construction activity shall begin before 8 am on a Saturday, Sunday, or legal holiday. Extended hours or night work may be requested for special circumstances and street utility work if needed. These requests will be subject to approval by the Public Works Authority. Deliveries will be scheduled between 7 am and 5 pm.



The estimated timeframe of the proposed project is outlined below:

<u>Project Start Date:</u>	Spring 2025
<u>Project End Date:</u>	Spring 2026

A more detailed work schedule shall be provided by the GC at or before the pre-construction meeting with the City.

F. Security

1. The Construction Management Plan, Sheet C-03, depicts all proposed fencing and other barriers, with the intent of separating pedestrian and vehicle circulation from the construction site. Construction entrances per detail shall be installed.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations.*
3. Fire Safety Program: Prior to construction, an overall construction and demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - Good Housekeeping
 - On-site security
 - Installation of new fire protection systems as construction progresses
 - Preservation of existing systems during demolition
 - Organization and training of an on-site fire brigade
 - Development of a pre-fire plan with the local fire department
 - Rapid communication
 - Consideration of special hazards resulting from previous occupancies
 - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. Temporary security lighting shall be shown on the Construction Management Plan, and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets

Construction activity in the public right-of-way shall be compliant with Chapter 25 Article VII of the City Code. At no time will it be permissible for construction activity including delivery vehicles to close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.



2. Sewer and Stormwater

Sewer and stormwater system connections are controlled by Chapters 24 and 32 of the City code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual.

3. Traffic Control Plans

Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. The contractor shall submit a satisfactory "Maintenance of Traffic" (MOT) plan prior to any street opening permit approval. This document shall contain all pertinent information from the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

The MOT will address the work required for utility connections in Deering Street and Deering Place Street. Traffic will be channelized utilizing drums and cones. Proper signage will be installed prior to the through work zone. Alternating traffic will be controlled with flaggers. Trenches will be patched with pavement daily.

The MOT plan shall provide for the safe passage of the public through or along the construction work zone. It may be permissible to close a portion of the street during utility connections and/or detour a mode of traffic when absolutely necessary for safety. All requests shall be subject to City approval. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

- Construction speed signing may be used as needed to slow traffic.
- Traffic Control signs shall not be placed where they would create any obstructions to bicycles or pedestrians.
- Flaggers will be utilized when necessary.

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

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or



routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.

- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance in all capacities shall be maintained.

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

H. Site Management and Controls

1. Regular trash and debris shall be managed appropriately, and its removal shall comply with all local, state, and federal regulations.
2. Street cleaning and sweeping shall be followed as outlined in the erosion and sedimentation control notes and report. Damage to the street shall be avoided and shall be the responsibility of the contractor.
3. Dust shall be controlled and shall comply with Section 25-129 and the erosion and sedimentation control notes, plan, and details.
4. Noise shall be controlled and shall comply with Section 17-18 and Section 25-129.
5. Rodent Control shall be provided, if applicable, by a professional exterminator and shall be consistent with Chapter 22 of the City Code.
6. Snow and Ice Removal shall be provided. Pursuant to Section 25-173, the Contractor shall ensure a safe means of travel within the work zone by the following steps:
 - a. Snow/ice removal or commence automatically from 1" or greater of snow or ice
 - b. Remove snow as needed within the work zone, including parking spaces. Driveways and site lines shall not be blocked by piles of snow.
 - c. Clear all walks and ramps within the work zone
 - d. Sand or salt as needed
 - e. Clear all basin or drainage to help snow melt
 - f. The above steps shall be carried out Sunday-Saturday including holidays.

I. Erosion & Sedimentation Control

1. The Contractor shall install all erosion and sedimentation controls as depicted on the approved Construction Management Plan, C-03, and the approved erosion and sedimentation control report, prior to the pre-construction meeting for inspection by the City. The Contractor shall regularly inspect the control measures, no less than weekly and after storm events (0.5" or more in 24 hours). Additionally,



- temporary or permanent stormwater management systems shall be inspected and maintained to ensure working order. The Contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection (MDEP) or the U.S. Environmental Protection Agency (EPA) upon request.
2. Due to the existing, sparse landscaping on site, no protection during construction will be necessary.
 3. Stored materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Contractor shall submit a plan with locations depicted for the location of material staging areas, the location of on-site temporary construction trailers, the location of on-site truck delivery holding areas, the location of on-site truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. This plan shall be submitted at or prior to the pre-construction meeting. Any open storage areas shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The majority of materials delivered to the site will be scheduled such that they are able to be off-loaded immediately. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets. If, for any reason, on-site holding of trucks is not feasible, an off-site location must be designated and shown on the submitted plan referenced above in J.1.
3. All deliveries for materials shall comply with the City's noise requirements.

K. Parking During Construction

1. Adequate parking for construction workers shall be provided on site or arrangements for off-street parking at an off-site location shall be provided.
2. Truck Routes and Volumes: The following quantities are estimated as part of the reconstruction:
 - Gravel & Stone – 160 CY. Earthwork subcontractor(s) pit to project site.
 - Hot Mix Asphalt – 55 Tons. Paving subcontractor pit to project site.

L. Dewatering Plans

1. A basic dewatering plan for any construction work is required and shall be submitted by the Contractor. The plan must cover construction sites where



groundwater is not expected but the impact of rainwater may require dewatering. The plan must include operating procedures, equipment to be used, including filters, erosion and sediment control measures, or other methods of removing sediment from approved discharges.

2. For construction work that will require frequent dewatering of groundwater from site, a dewatering plan must be prepared by the Contractor and approved by the Department of Public Works. Groundwater and/or soil testing may be required to determine course of action if treatment is necessary. Approval for all discharges to City infrastructure is required. The proposed plan must address the following:
 - Project duration, discharge location, storage equipment on-site, dewatering schematic, and emergency contact.
 - General requirements include trained staff on-site for all approved discharges and required site log for documentation of all discharges.
 - Storage and/or treatment process should include proper settling time and maintain proper use of filtering medium as required.
 - Contingency/maintenance plan for all dewatering equipment devices and filtration mediums.

Any water that is removed from an excavation must be pumped from a perforated device buried in crush stone prior discharge and/or prior to storage and treatment. There will be no discharge allowed during precipitation events.

M. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.



R. Solid Waste Disposal

Solid waste is located in a dedicated internal room, which is accessed from the outside of the building as noted on the Site Plan (C-10). A private hauler will be contracted for removal.

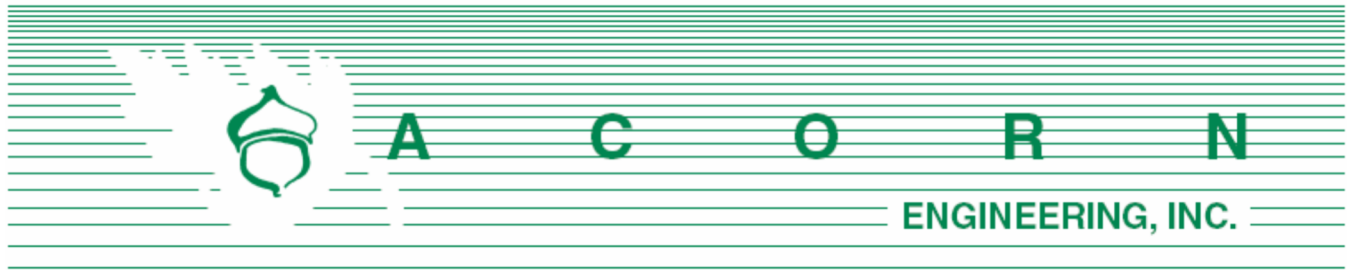


S. Parking Analysis

The project proposes to renovate the existing Parish House into 21 units and build 10 new units within an additional for a total of 31 affordable units. The new addition will be four floors with three floors being above ground. The project does not propose to provide any parking for the project based on site constraints, affordable housing typology, and the site's proximity to goods and services, multimodal transportation opportunities, and private off-street parking facilities. The Applicant is seeking that the parking requirement for the project is to be determined by the Planning Board. Per Table 19-B in the Land Use Code, the Board "may establish a parking requirement within that is less than 1 space per workforce or low-income housing unit, regardless of the size of the structure". We are requesting the Board use this exception to grant a parking ratio of zero.

Given the development's proximity to goods and services, an existing transit route located along the Congress and High Street intersection directly abutting the site, as well as the availability of public on-street parking as well as private off-street parking in the surrounding neighborhood, the project is proposing to not provide any on-site parking spaces. Providing parking would sacrifice residential unit count and amenity space, neither of which is desired by the Applicant or what the City has set forth as guiding principles. We believe the proposal before the Board to be an appropriate use of the categorical exception for affordable housing given the project's location, the small size and income restrictions of the units, and the overall best practices in unbundling rent from parking.





Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

July 3th, 2024

Subject: 165 High Street, Redevelopment Neighborhood Meeting

I, Sam Lebel, hereby certify that a neighborhood meeting was held on June 27th, 2024, at the Williston-Immanuel United Church, 156 High Street, Portland, ME 04101, at 6:00 pm.

I also certify that on June 12th, 2024, 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.
2. Residents on the “interested parties” list.

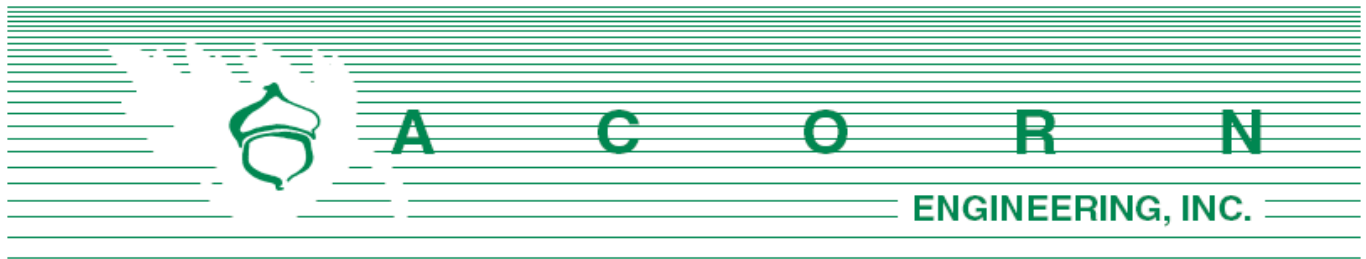
Sincerely,

A handwritten signature in cursive script that reads 'Sam Lebel'.

Sam Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

The following documents are included with this certification letter:

1. Copy of the invitation letter sent out prior to the neighborhood meeting.
2. Meeting sign-in sheet.
3. Meeting Minutes
4. Neighborhood Meeting Presentation



Dear Neighbor:

June 12, 2024

On behalf of the Williston-Immanuel United Church and Avesta Housing, we are pleased to invite you to a neighborhood meeting to discuss the Major Site Plan Application for the proposed redevelopment of 156 High Street within the B3 Zoning District. The project proposes to renovate the existing Parish House into affordable housing in tandem with a small 5-story addition off the Parish House to create a total of 33 affordable housing units. The existing church fronting High Street will remain as is. The project will require approval from both the Planning Board and the Historic Preservation Board. Please refer to the meeting information below:

Meeting Location: 156 High Street, Portland, ME 04101 (in the Chapel)

Meeting Date/Time: Thursday, June 27th, 2024, at 6:00 p.m.

A sign-in sheet will be circulated, and a record of the meeting will be taken. Both the sign-in sheet and record will be submitted to the Planning Board. If you have any questions, please call (207) 775-2655.

Sincerely,

Sam Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

Note: Under the City of Portland land use code, an applicant for a major site plan, master development plan, subdivision of over five lots, or zoning map amendment is required to hold a neighborhood meeting within 30 days of an application being deemed complete and no less than seven calendar days before a public hearing. Should you wish to offer additional comments on this proposed development, you may forward them by e-mail to planning@portlandmaine.gov or by mail to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101.



Sign-in Sheet

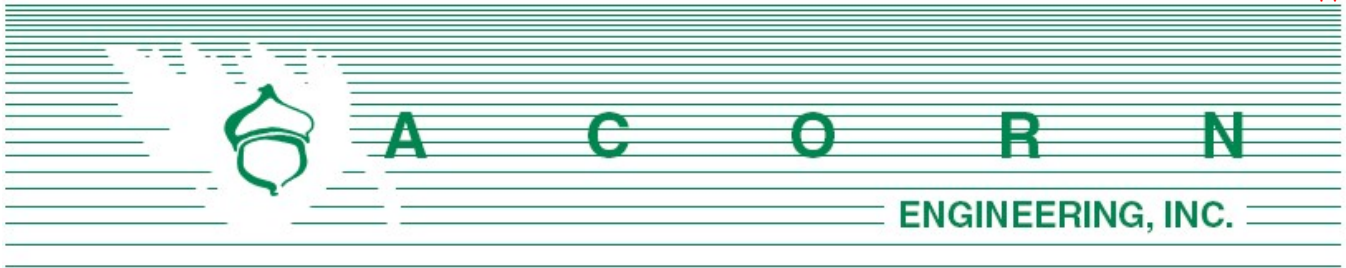
Name	Email
FRANK ASHNAULT	FRANK ASHNAULT@Gmail.com
Toneld Hunt	Frank toneldhunt@mac.com
DEREK VEILLEUX	dveilleux@mac.com
Ted Malette	tedmalette@hotmail.com
Kyle Green	krger@krger.me
Viki Green	v@rger.me
Fran Hoef-Bouchard	carmelx44@yahoo.com
Linda Blue	bluehindac@yahoo.com
Rick Huleatt	rhuleatt@gmail.com
Mark G. Johnson	mark.g.johnson mark.g.johnson.asia@outlook.com
Bob Russell	rrussell@maine.edu
Kate Borduas	Kateborduas@gmail.com
BRENDA L. MOULTON	PASTORAMOULTON@ADL.COM

Sign-in Sheet

Name	Email
DAVID SMITH	DAVESHMITH1771@PMAIL.
REBA DELZELL (Applicant Team)	reba@wiuc.org
Karin Wetmore	kwetmore105@gmail.com
Project Team	

Sign-in Sheet

Name	Email
<u>Project Team</u>	
Nate Howes	NHowes@AvestaHousing.org
Todd Rothstein	TRothstein@AvestaHousing.org
Ryan Fecteau	RFecteau@AvestaHousing.org
Taejoo Jeon	taejoo@invividarchitecture.com
Sam Lebel	slebel@acorn-engineering.com
Brad Kaden	bkaden@acorn-engineering.com



156 High Street Neighborhood Meeting

Neighborhood Meeting Minutes

June 27th, 2024 / 6:00 pm
156 High Street, Portland Maine

Project Team Attendees:

Nate Howes: Developer/Presenter (Avesta)
Todd Rothstein: Developer/Presenter (Avesta)
Ryan Fecteau: Developer/Presenter (Avesta)
Taejoo Jeon: Architect/Presenter (Invivid)
Sam Lebel: Civil Engineer /Presenter (Acorn Engineering)
Brad Kaden: Civil Engineer/Note Taker (Acorn Engineering)
Reba Delzell: Pastor/Presenter (Williston-Immanuel United Church)

The meeting started at approximately 6:10 pm.

Presentation:

Pastor Reba Delzell

- Welcomed the neighborhood and church member attendees to the meeting.
- Gave a background and history of how this project came about.
- Explained how they felt that working with Avesta Housing was the best choice for this project.

Nate Howes

- Explained the process the project has to entail in order to get approved by the city and historical preservation board.
- Explained how the design was changed from 5 stories to 3 stories above ground.
- The proposed 31 units will be income restricted.
- There is no parking being proposed due to having 4 different bus stops within a 500 foot radius of the site, and a great downtown location.

Sam Lebel

- Explained the existing lot conditions and where the new addition will be located.
- Explained an overview of the site improvements along High Street and Deering Street Place.
- Communicated all new utilities and stormwater infrastructure will be implemented to the new building addition.

Taejoo Jeon

- Showed a visual of the street views of the new building addition along Deering Street Place.
- Explained the location of the bike room, doors, and trash location.
- Explained which units will be renovated within the existing parish house building.

Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the questions, answers, and discussion that took place at the meeting.

Neighbor: Is there any thought of how much sunlight will be blocked by the adjacent building?

- **Nate:** We have thought about that which is why we thought it was best to reduce the building from 5 floors above ground to 3 floors.

Neighbor: Parking is a big issue in the city, are there any thoughts to why you are not proposing any parking?

- **Nate:** We originally had 5 parking spaces proposed but we have consulted contractors and they have indicated that only have 5 parking spaces is a waste of space and escalates the cost of construction.

Neighbor: Are there any provisions in place during construction of the project?

- **Nate:** We can talk to the contractor regarding provisions during construction. We are willing to discuss this further to see if we can accommodate your requests during construction.

Neighbor: Is there an elevator being proposed?

- **Nate:** Yes, the elevator is primarily for residents only though.

Neighbor: Once you ramp up to the entrance of the church, there are still risers/steps that lead to other portions of the church. What are your thoughts about creating an ADA path to the church.

- **Nate:** We are still in the process of trying to figure out the best path for making the church ADA accessible as there are several historical conflicts.

Neighbor: Any thoughts on a landscape architect for the project?

- **Sam:** We currently do not have a landscape architect working on the project but will look into the specific plantings along the site.

Neighbor: There are two stormwater stubs that we requested to be stubbed when they separated the lines in Deering Street. Do you propose to tap into those stubs?

- **Sam:** We are currently proposing to tap into the stormwater system within Deering Street Place, but did just recently receive the stub information from DPW



so will be reviewing what roof drainage we can connect in. A new sewer line will also run from the addition to the sewer main in Deering Street Place.

Neighbor: Thoughts on drainage help that is currently along the basement of the church?

- **Sam:** We have not thought about drainage issues that are currently in the basement, that would likely fall under a specialty contractor.

Neighbor: Where are the access points to the church and new addition?

- **Nate:** Indicated on the first floor plan were the doors are located to each room and the church.

Neighbor: Do you envision to start the project by refurbishing the inside or outside first?

- **Todd:** There will be a lot of demo so I assume they will do both the inside and outside generally at the same time due to having to provide new utilities in the ground first. We will have to discuss where to store materials during construction due to limited property available.

Neighbor: What are the utility upgrades?

- **Nate:** Some utility upgrades include heating, cooling, water lines, and sprinkler lines.

Neighbor: Will we still continue to use the boiler?

- **Nate:** We have not thought about that. We want to limit the condenser usage that are currently present on site.

Neighbor: Is there a schedule?

- **Nate:** We are requesting funding this Fall for the project. If everything else meets its deadlines, then the earliest that the project will begin is in Spring of 2026.

Neighbor: How wide is the building from the property line?

- **Nate:** We are thinking about having small bushes between the abutting property but no tall trees. There's about 5' from the addition to the property line and 23' from the addition to the existing neighboring building.

Neighbor: Will the abutting neighbor have to allow access to their driveway for trash?

- **Nate:** We will not have to use the abutting neighbor's driveway for trash due the proposal for having totes that will be rolled out to the curb.

Neighbor: Do you plan on changing the existing grass area along the existing window wells?

- **Nate:** We do not plan on touching that area and it will remain grass.

Neighbor: What are thoughts about emergency exits in and out of the chapel?

- **Nate:** We are still looking into an emergency exit from the chapel based on the number of doors we are required to have, but the current location is shown here.

Neighbor: Can there be a shadow study done for the building to determine which areas the building will be blocked from the sun?

- **Nate:** Yes, we can have our architect look into putting together a shadow study.



Neighbor: How many walls will be reconstructed?

- **Nate: We have a limit to how many surfaces we can remove in a room which then affects how many walls we can demolish.**

Neighbor: Will you be replacing the windows along the existing building?

- **Nate: Most likely they will remain because we can technically only refurbish certain aspects of a historic building. We could look into potential sealing of the windows.**

Neighbor: Will there be security between the meeting room and community room?

- **Nate: We are still in the process of thinking about how to make the abutting hallways between residents and the church as safe as possible, but yes there will be some sort of secure barrier.**

The meeting concluded at approximately 7:00 pm.

The abovementioned material was as interpreted and recorded from handwritten notes. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted, as necessary.

Recorded by,

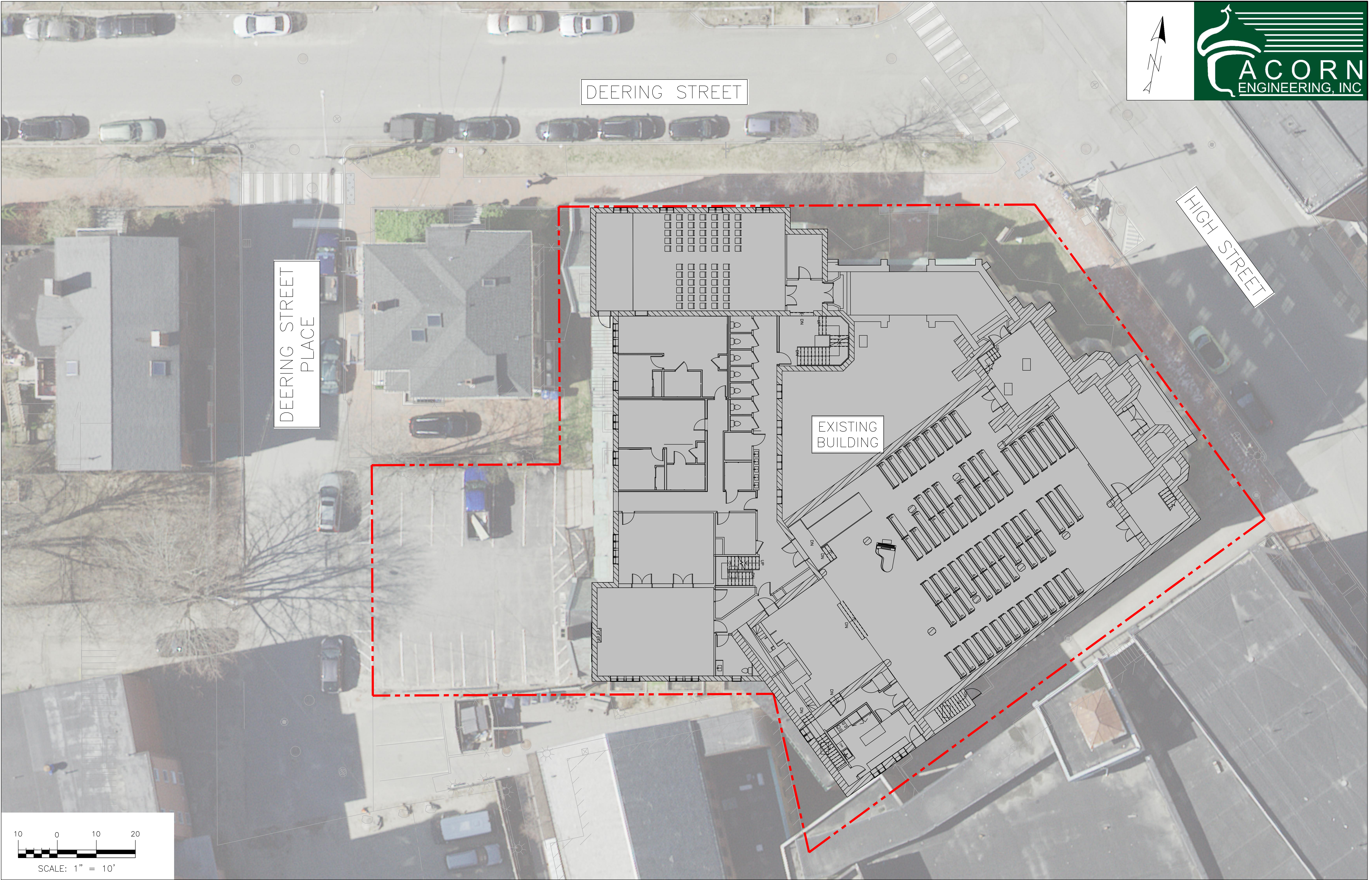


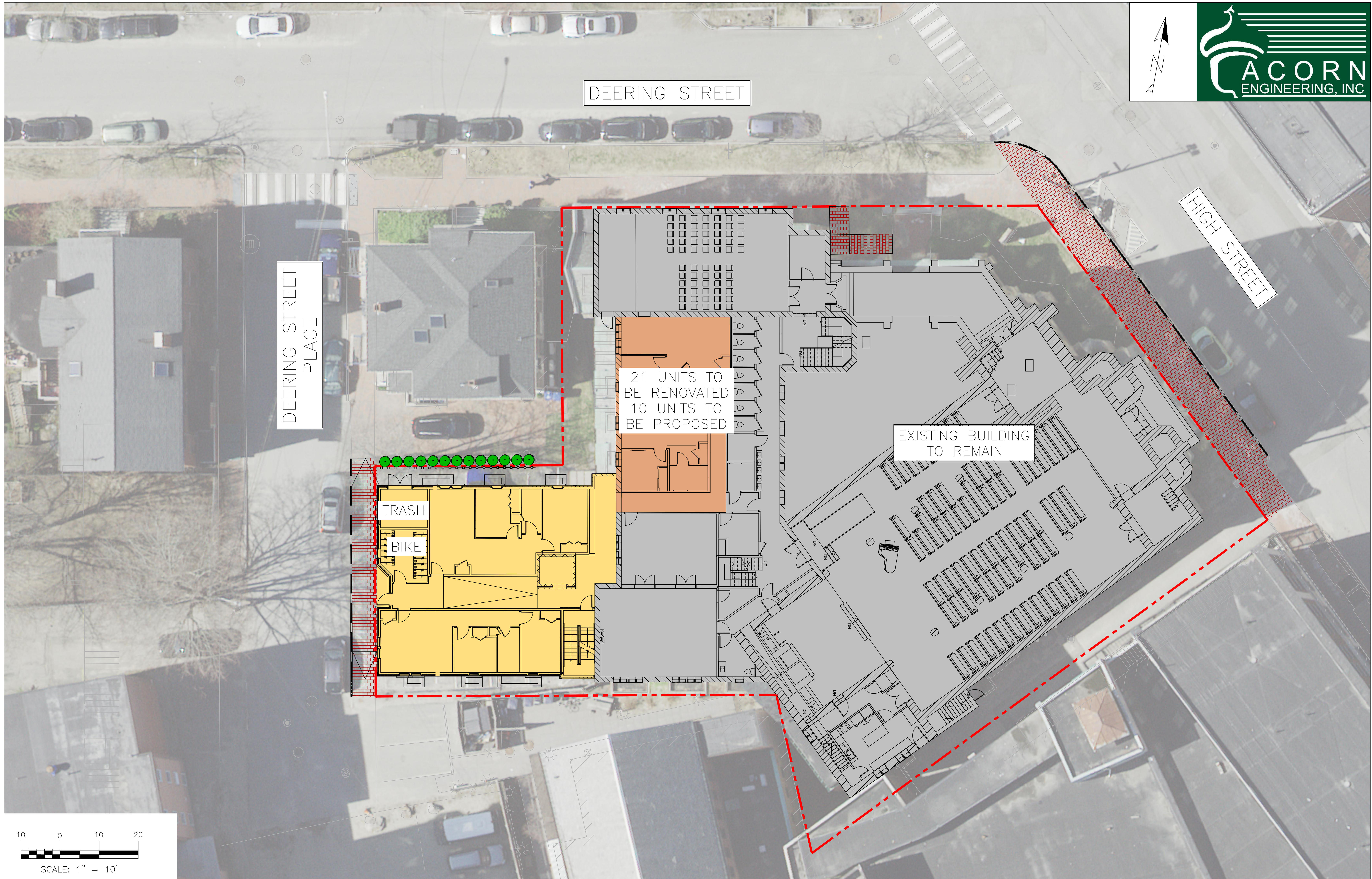
Brad Kaden, EI
Design Engineer, Acorn Engineering, Inc.
bkaden@acorn-engineering.com





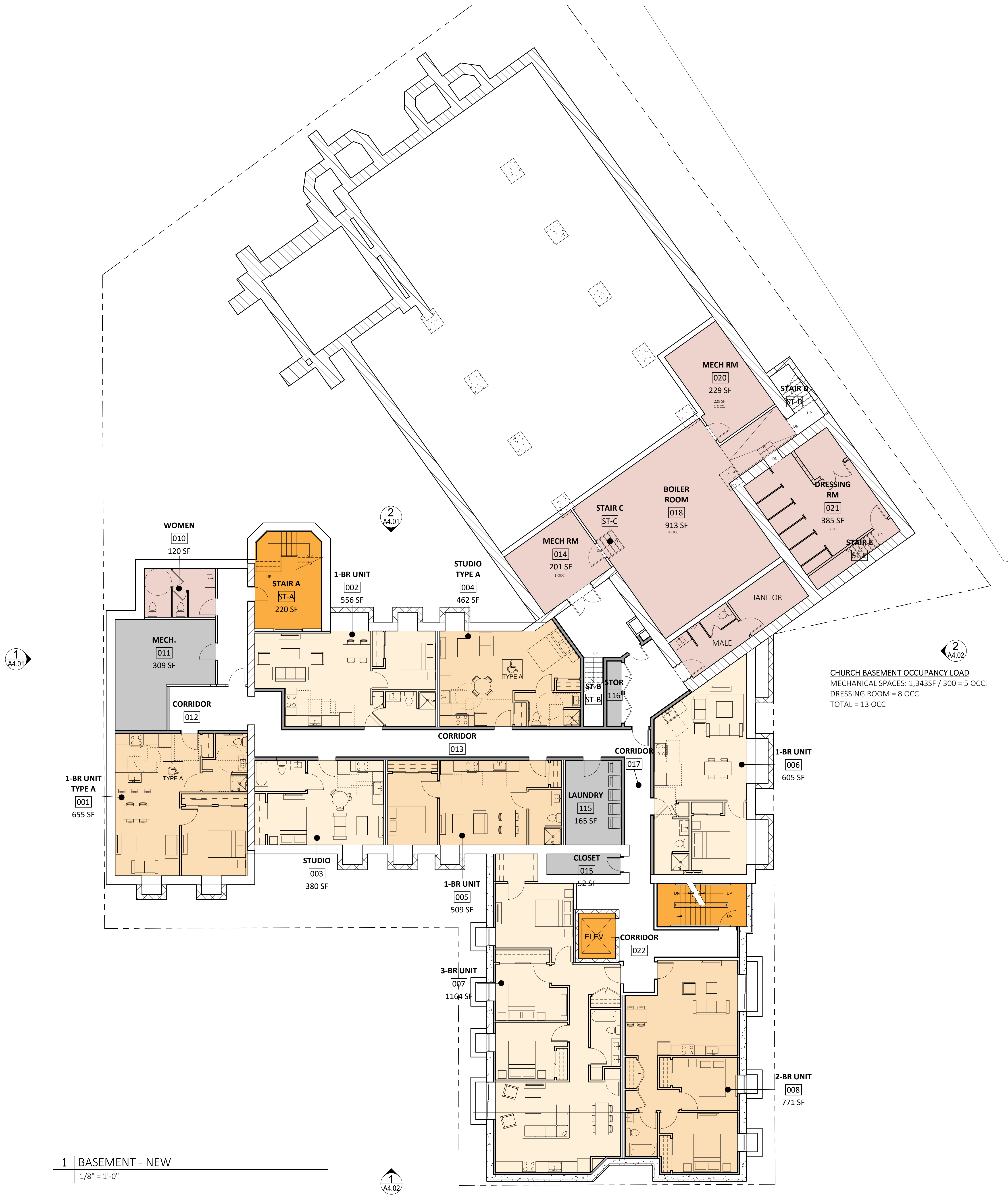






EXISTING BUILDING AREAS			
BASEMENT.....	8,635 GSF	(8,331 GSF REHAB)	
FIRST FLOOR.....	13,355 GSF	(3,871 GSF REHAB)	
SECOND FLOOR.....	7,386 GSF	(6,081 GSF REHAB)	
THIRD FLOOR.....	4,857 GSF	(4,857 GSF REHAB)	
TOTAL.....	34,233 GSF	(23,140 GSF REHAB)	
NEW BUILDING AREAS			
BASEMENT.....	2,523 GSF		
FIRST FLOOR.....	2,844 GSF		
SECOND FLOOR.....	2,594 GSF		
THIRD FLOOR.....	2,594 GSF		
TOTAL.....	10,555 GSF		
EXISTING AND NEW TOTAL.....	44,788 GSF	(34,929 GSF)	

EXISTING BUILDING UNITS	EXISTING BUILDING BED COUNTS
BASEMENT.....06 UNITS	STUDIO.....02 UNITS
FIRST FLOOR.....02 UNITS	ONE BEDROOM.....16 UNITS
SECOND FLOOR.....07 UNITS	TWO BEDROOM.....03 UNITS
THIRD FLOOR.....06 UNITS	
TOTAL.....21 UNITS	
NEW BUILDING UNITS	NEW BUILDING BED COUNTS
BASEMENT.....02 UNITS	STUDIO.....00 UNITS
FIRST FLOOR.....02 UNITS	ONE BEDROOM.....02 UNITS
SECOND FLOOR.....03 UNITS	TWO BEDROOM.....07 UNITS
THIRD FLOOR.....03 UNITS	THREE BEDROOM.....01 UNIT
TOTAL.....10 UNITS	
SITE TOTAL.....31 UNITS	



EXISTING BUILDING AREAS			
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THIRD FLOOR.....03 UNITS	THREE BEDROOM.....01 UNIT
TOTAL.....10 UNITS	
SITE TOTAL.....31 UNITS	



CHURCH
352 OCC.
42 OCC. (UPPER BALCONY)
2 OCC. (STORAGE)
396 OCC. TOTAL

CHAPEL & MEETING ROOMS
156 OCC. (CHAPEL)
64 + 97 OCC. (MEETING ROOMS)
317 OCC. TOTAL

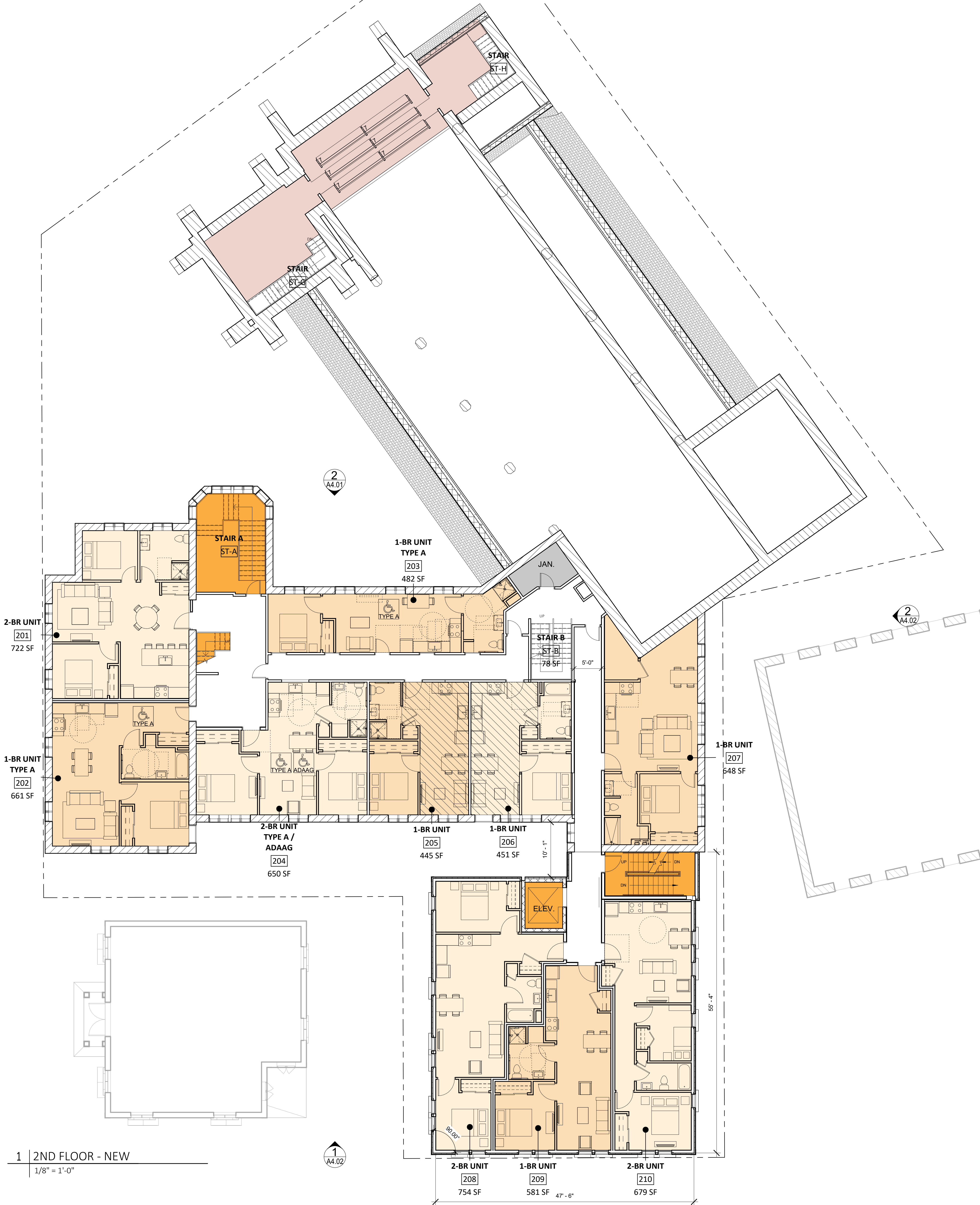
BASEMENT
13 OCC.

TOTAL
726 OCC. TOTAL
3 MALE (+3 URINALS), 8 FEMALE TOILETS
2 MALE, 5 FEMALE SINKS

EXISTING BUILDING AREAS		
BASEMENT.....	8,635 GSF	(8,331 GSF REHAB)
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TOTAL.....10 UNITS	
SITE TOTAL.....31 UNITS	



1 | 2ND FLOOR - NEW
1/8" = 1'-0"

NEW BUILDING AREAS

EXISTING AND NEW TOTAL.....44,788 GSF (34,929 GSF)

EXISTING BUILDING UNITS

EXISTING BUILDING BED COUNTS

NEW BUILDING BED COUNTS

STUDIO.....00 UNITS
ONE BEDROOM.....02 UNITS
TWO BEDROOM.....07 UNITS
THREE BEDROOM.....01 UNIT

SITE TOTAL.....31 UNITS



Project:

**WILLISTON-IMMANUEL
UNITED CHURCH**

156 HIGH STREET
PORTLAND, ME

Owner/Client:

AVESTA HOUSING

Consultant:

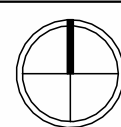
Revisions:

Key Plan:

EXTERIOR ELEVATIONS

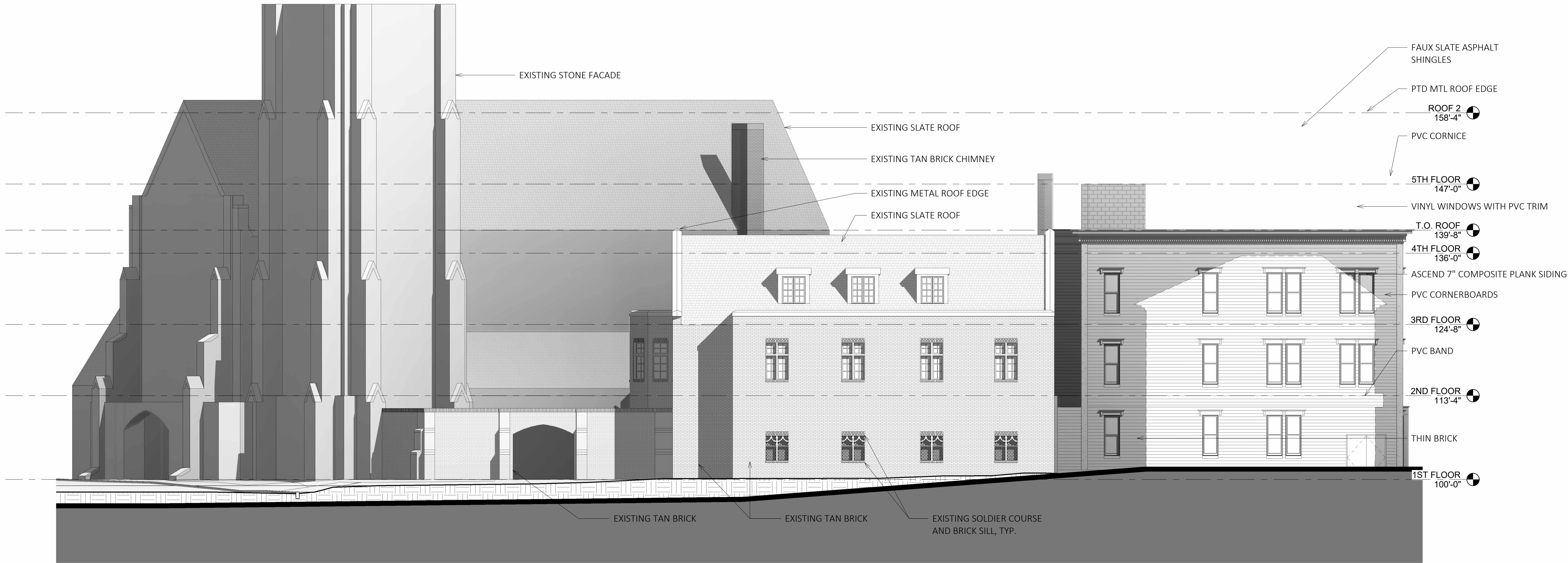
Scale:

1/8" = 1'-0"



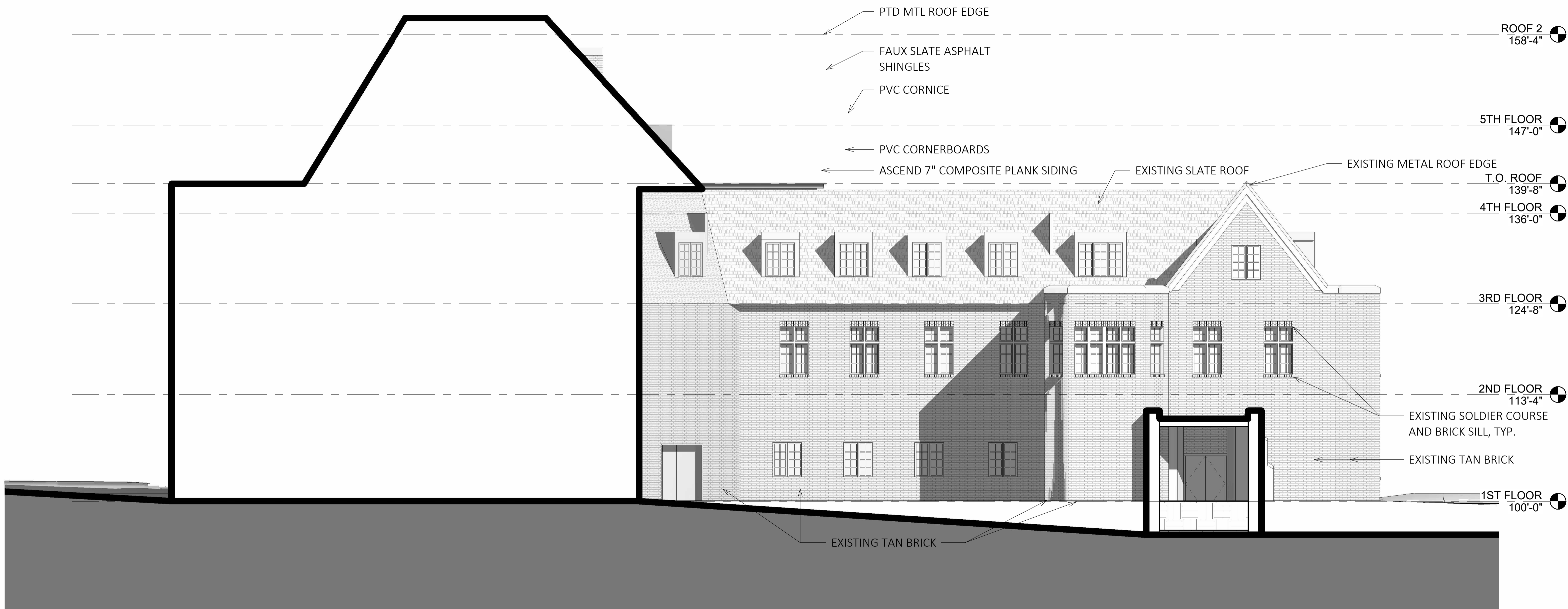
20 MAY 2024

A4.01



1 | NORTH ELEVATION - PARISH HOUSE

1/8" = 1'-0"



2 | EAST ELEVATION - PARISH HOUSE

1/8" = 1'-0"

Project:

**WILLISTON-IMMANUEL
UNITED CHURCH**

156 HIGH STREET
PORTLAND, ME

Owner/Client:

AVESTA HOUSING

Consultant:

1 | WEST ELEVATION- PARISH HOUSE

1/8" = 1'-0"

3 | WEST ELEVATION - ADDITION

1/8" = 1'-0"

2 | SOUTH ELEVATION - PARISH HOUSE

1/8" = 1'-0"

Revisions:

Key Plan:

EXTERIOR ELEVATIONS

Scale:

1/8" = 1'-0"

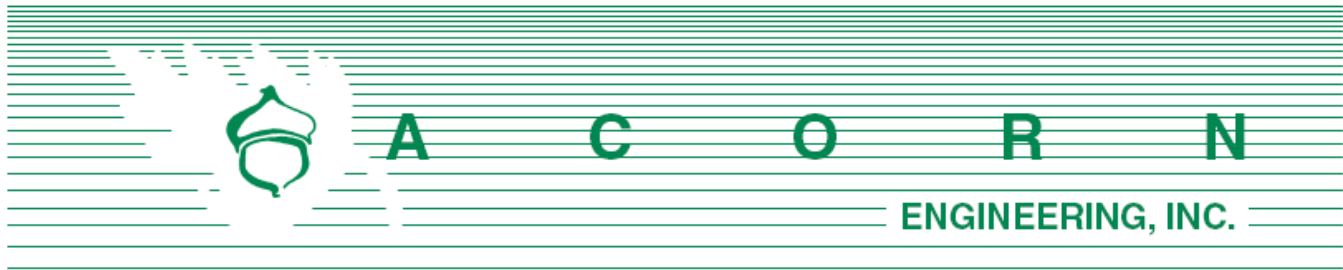
20 MAY 2024

A4.02









City of Portland Planning Department
Maya Balassa – Planner
389 Congress Street, 4th Floor
Portland, Maine 04101

July 17, 2024

Att. Y

Subject: Comment Response Letter
156 Pine Street, Portland, Maine – Major Site Plan Application

On behalf of Williston-Immanuel United Church (WIUC), Avesta Housing, and the design team, Acorn Engineering is pleased to respond to the following comments from the City of Portland Planning Department review of the 64 Pine Street, Major Site Plan Application. The following is in response to the City Staff comments received June 13th, 2024.

Transportation Standards:

Comment: The sidewalk along High Street shall be replaced as per 14.6.1.B.3 to the southern property boundary.

Response: The sidewalk along High Street is now proposed to be replaced. See grading sheet C-30 for additional information.

Comment: There is an entrance to the church along Deering Place, Deering Street and High Street. The parking lot is accessed from Deering Place.

- Please clarify if any access changes are proposed along High Street or Deering Street.
- The proposed project would not be expected to create transportation mobility or safety issues.

Response: There are no access changes being proposed along High Street or Deering Street. A small segment of walkway is being added to the Deering Street courtyard entry to provide ADA access from the sidewalk.

Comment:

- The applicant is requesting waivers for parking aisle width, the number of parking spaces and percent of compact parking spaces on site. Given that this is an existing parking lot and access is provided off a dead-end street (Deering Place), I do not expect the parking lot design to create safety issues or concerns. Staff support the requested waivers.
- The applicant should note the acceptability of providing a handicap parking space that does not meet dimensional standards. It does appear there will be a 25' aisle for maneuvering, which may be acceptable.
- The applicant should note how the parking spaces will be managed.

- *In accordance with 19-B, the applicant shall submit a Transportation Demand Management plan.*

Response: The parking lot underneath the building is no longer being proposed thus the waivers regarding parking are no longer requested. A TDM is not required for this project.

Comment: *Please show the species and DBH of the trees proposed to be removed.*

Response: Plans have been updated to indicate DBH of trees to be removed, see sheet C-03 for information.

Comment: *Please clarify how you intended to meet the street tree standard. There may be space for street trees in the green space along High Street in addition to the alternatives laid out in the Tech Manual.*

Response: The Applicant will pay the in-lieu fee for 31 trees.

Comment:

- *Please show drainage arrows on a plan C-30.*
- *Please check the callouts on C-10, it appears there are some leaders that are slightly off or calling out nothing and need to be removed.*
- *Water resource is supportive of the applicant's plan to direct stormwater from the paved areas located just outside the roof limits to the storm drain system so that wet weather flow isn't added to the combined sewer in Deering Street.*
- *Water resources would ask the applicant to direct all roof drainage from the proposed and existing facility (or confirm all of the existing roof drainage has been previously separated) through the proposed stormwater connection in Deering Place or into the storm drain in Deering Street. As part of a sewer separation project in 2016, the City had previously provided two 10-" SDR-35 stormwater stubs for this property. Based on the record plans it appears the stubs were capped at the property line at the back edge of the sidewalk on Deering Street. See attached record plans.*





Response: The As-Built storm drain stub locations have been received. The architect and MEP team are currently evaluating the feasibility of rerouting existing roof runoff to these stubs. If feasible, provisions will be made for a storm drain connected, to be approved by DPW prior to building permit issuance.

Public Infrastructure + Community Safety Standards:

Comment: *Please confirm that all fire safety regulations are being met.*

Response: The Architect has worked closely with the code office and Fire Department to confirm the building will meet fire safety regulations. Another level of detail will be added once the project moves past the Maine Housing process and into building permit preparation.

Comment: *The applicant has noted that they are coordinating with utilities and confirmation of ability to serve will be provided. Please submit confirmation once received.*

Response: We will submit these letters once received.

Site Design Standards:

Comment: *Please continue to coordinate with HP staff.*

Response: Coordination with HP staff is ongoing.

Comment: *If any lighting is proposed, please upload a photometric plan and cut sheet details showing conformance with site lighting standards.*



Response: Please refer to Section N with an updated photometric plan and cut sheet details.

Comment: *Please show on the elevations where the heating, ventilation and air conditioning equipment will be stored and how it will be screened.*

Response: Please refer to the revised architectural plans for this information.

Please let us know if you have any additional questions or comments.

Sincerely,



Sam Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

Revised Plans:

- 4. Construction Management Plan
- 5. Site Plan
- 6. Utility Plan
- 7. Grading Plan
- Architectural Plans

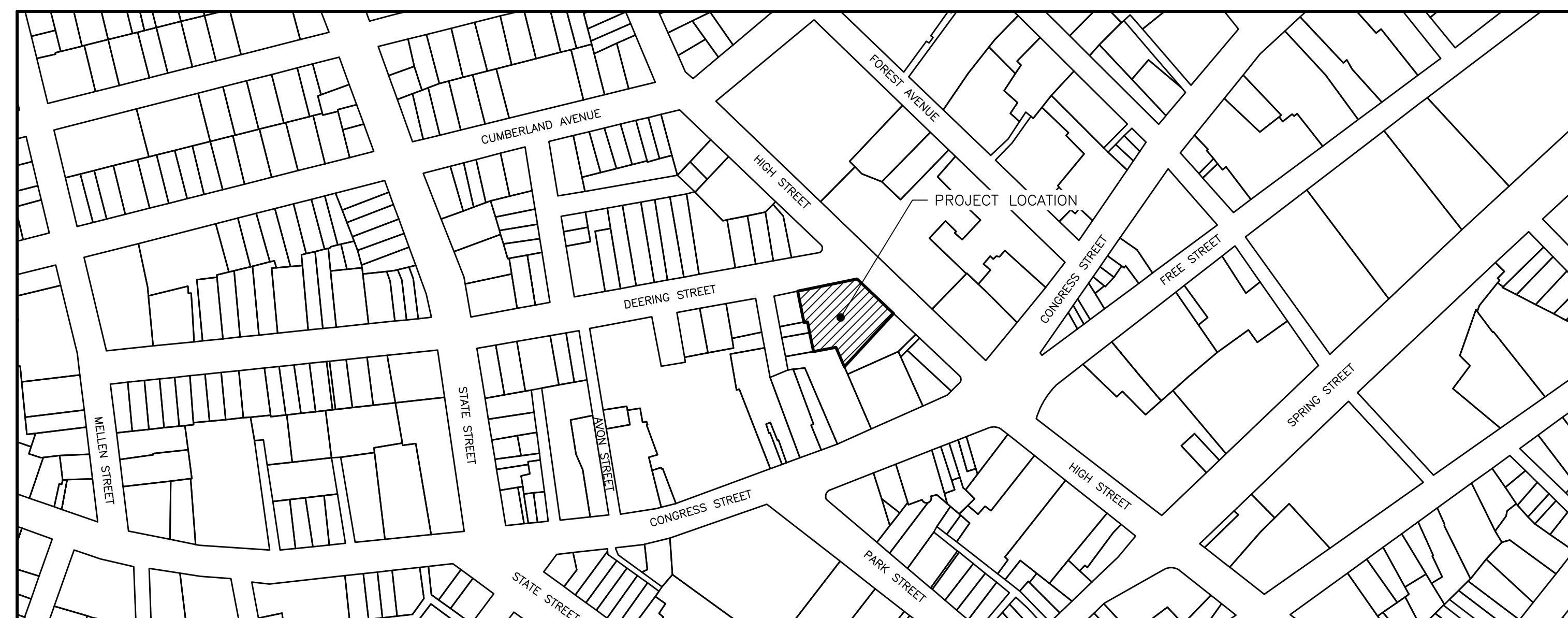
Revised Documents:

- F. Waivers
- I. Conformity with Land Use Ordinance
- L. Fire Department Letter
- M. Wastewater Capacity
- N. Lighting
- R. Solid Waste Disposal
- S. Parking Analysis



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PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION	
APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CAD	COMPUTER AIDED DESIGN
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DI	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
HDPE	HIGH DENSITY POLY ETHYLENE
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDEP	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

[illegible]

COVER SHEET & LEGEND

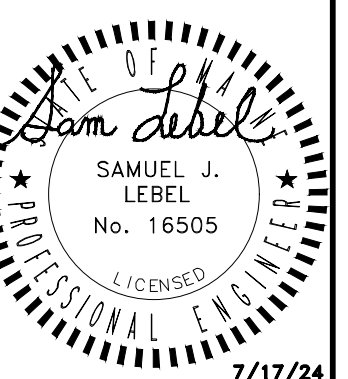
156 HIGH STREET

156 HIGH STREET RESIDENTIAL RENOVATION
307 CUMBERLAND AVENUE PORTLAND, MAINE, 04101



A C O R N
ENGINEERING, INC.

FILE:	1229_DETAILS
IN:	1229
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	BJK
CHECKED BY:	WHS



DRAWING NO.

C-01

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.
6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. BOUNDARY SURVEY & TOPOGRAPHICAL SURVEY AT 156 HIGH STREET, PORTLAND, MAINE MADE FOR AVESTA HOUSING BY OWEN HASKELL, INC, DATED 4/10/24.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THOUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
9. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
10. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.
11. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM ADJACENT STRUCTURES. PROVIDE A COPY OF THE SURVEY TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY, REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILLING, CONCRETE SHALL BE CURED PER STRUCTURAL ENGINEER'S SPECIFICATIONS.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.
12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
13. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.
14. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
15. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAYER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

SPECIAL INSPECTION NOTES

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. ALL SITE DRAINAGE-RELATED WORK SHALL BE REVIEWED BY ACORN.
3. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.

- WEEKLY, INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
- 5.3. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.
- 5.4. SPECIAL INSPECTOR SHALL BE EMPLOYED BY OWNER AND COORDINATED BY THE CONTRACTOR.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.
6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF MAJOR SITE PLAN APPLICATION FROM THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.
3. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A STREET OPENING PERMIT FROM THE CITY OF PORTLAND. ADDITIONALLY, COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS.

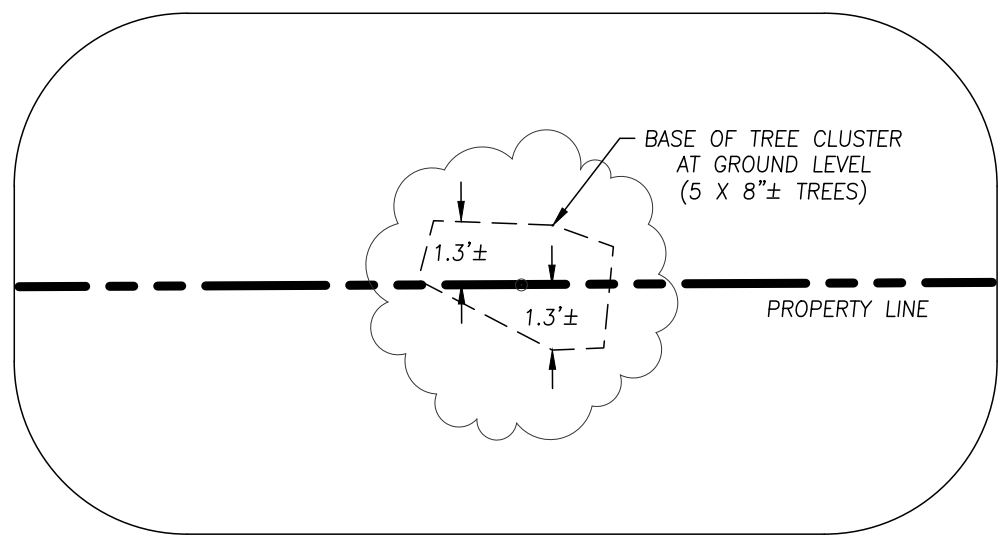
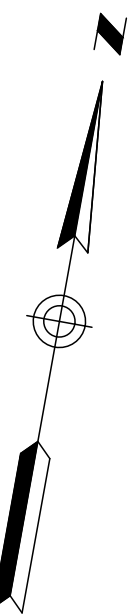
1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAG BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES WHERE NOT NOTED ON THE GRADING PLAN. SLOPES IDENTIFIED ON THE GRADING PLAN TAKE PRECEDENT. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. CONTRACTOR TO REVIEW EXISTING SOIL CONDITIONS, TEST PITS, AND BORINGS. THERE WILL BE NO ADDITIONAL PAYMENT FOR UNSUITABLE SOILS.
6. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $N=0.012$ OR LESS.
7. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
8. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.
2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
7. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

3. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.
3. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED AND SHOWN TO PASS PRIOR TO BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.
4. SEWER MANHOLES SHALL BE 4' ID UNLESS OTHERWISE STATED ON THE PLANS.
5. CONTRACTOR TO PROVIDE 5.5' OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.
6. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAINT ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN WITHIN THE PLAN SET.
7. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT "WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURE", MOST RECENT REVISION.
8. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.
9. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
10. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.
11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
12. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.
13. COORDINATE EXIT POINT FOR SECONDARY UTILITY SERVICES WITH THE ARCHITECT/ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN WITHIN THE UTILITY PLAN.
14. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.
15. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL AT NO EXTRA EXPENSE TO THE OWNER.
16. ALL UTILITY PIPES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS OR SAGS IN THE PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED PIPE LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS. RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY. PROVIDE ALL BENDS, HORIZONTAL AND VERTICAL, AS REQUIRED TO MEET THE GRADES AND ALIGNMENTS INDICATED ON THE DRAWINGS.
17. ALL WASTEWATER PIPING, EXCLUDING BUILDING DRAINS, AND ALL PRESSURIZED PIPING, TO INCLUDE WATER MAINS, INSTALLED BENEATH STRUCTURES SHALL BE ENCASED IN CONCRETE.

1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY BE ON SITE:
 - ROCK AND CONCRETE FOUNDATIONS
 - CONCRETE SLABS
 - BITUMINOUS ASPHALT PAVEMENT
 - CONCRETE PADS AND BLOCKS
 - FENCE POST AND FENCING
 - UNDERGROUND UTILITY LINES
 - ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS
 - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
 - OTHER TRASH & MISCELLANEOUS SOLID WASTES
2. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.
4. THE CLIENT HAS NOT REQUESTED, NO HAS ACORN PROVIDED A PHASE I ENVIRONMENTAL SITE ASSESSMENT.

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

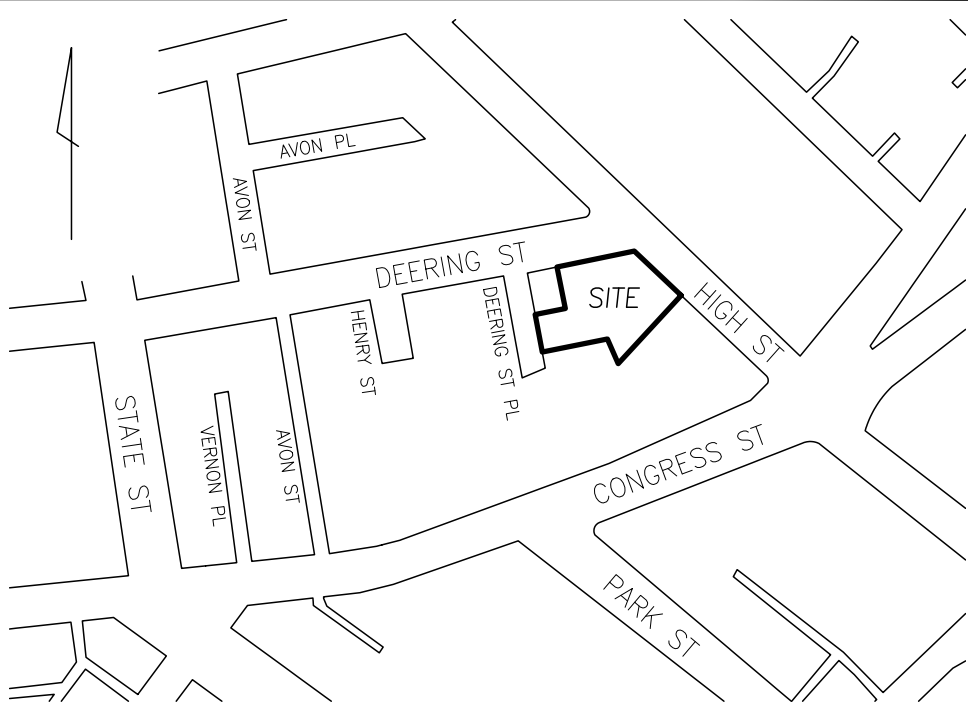


CUMBERLAND AVE.

ON W/ BOLT AND PUNCHMARK (HELD)
8.24' (IE CALCULATED FROM PLAN REFERENCE #5)

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.



LEGEND

●	IRON PIPE OR ROD FOUND	—X—X—	FENCE
●	MONUMENT FOUND	---	EASEMENT LINE
○	MAG NAIL w/ WASHER SET	---	CURB
○	UTILITY POLE	---	WINDOW WELL (TYP.)
○	MANHOLE	---	BOLLARD
○	GAS METER	---	PARKING METER
○	SIGN	---	CONC.
○	CATCH BASIN	---	CONCRETE
○	HYDRANT	---	GRANITE MONUMENT FOUND
○	WATER VALVE OR SHUTOFF	---	CAPPED IRON ROD FOUND
○	GAS VALVE	---	IRON PIPE/ROD FOUND
○	LIGHT POLE	---	NOW OR FORMERLY
○	DECIDUOUS TREE	---	DEED BOOK / PAGE
○	TRACTION PAD	---	L/S
		---	LANDSCAPED AREA
		---	OVERHEAD WIRES
		---	OHW
		---	UNDERGROUND POWER
		---	WATER LINE
		---	GAS LINE
		---	COMMUNICATIONS LINE
		---	SD
		---	STORM DRAIN
		---	SS
		---	SANITARY SEWER
		---	1" CONTOUR

GENERAL NOTES

- OWNER OF RECORD: WILLISTON-IMMANUEL UNITED CHURCH
TAX MAP 046, LOTS D017001 AND D020001
C.C.R.D. BOOK 29974 PAGE 339
- ORIENTATION IS GRID NORTH (MAINE STATE PLANE WEST NAD83) BASED ON CITY CONTROL POINTS S-249-13-13 (MF AT NORTHWEST CORNER HIGH STREET AND CUMBERLAND AVENUE) AND T-124-27-1278 (MF AT CORNER OF HIGH AND PLEASANT STREETS).
- A STRIP OF LAND BEING 8 FEET BY 66 FEET IS SHOWN ON PLAN REFERENCE #2 WITH THE TEXT "RESERVATION OF NO BUILDING ON THIS STRIP". NO RECORD DOCUMENTS WERE FOUND PERTAINING TO THE ORIGIN OF THIS RESERVATION.
- THE GAS LINE SHOWN IN GRAY IS POSSIBLY ABANDONED.
- ELEVATIONS ARE BASED ON NAVD 88 DATUM, PER GPS OBSERVATIONS.

PLAN REFERENCES

- "A PLAN OF DEERING PASTURE", MARCH 2, 1858, RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS (C.C.R.D.) IN PLAN BOOK 2, PAGE 2.
- "PLAN MADE FOR IMMANUEL BAPTIST CHURCH", JUNE 1925, BY E.C. JORDAN & CO., UNRECORDED.
- "PLAN SHOWING LOCATION OF CONGRESS BUILDING, PORTLAND, MAINE", JUNE 25, 1941, BY H.I. JORDAN C.E., UNRECORDED.
- "PLAN OF PROPERTY IN PORTLAND MAINE, MADE FOR PORTLAND SOCIETY OF ART", DECEMBER 18, 1981, BY H.I. & E.C. JORDAN - SURVEYORS, UNRECORDED.
- "STANDARD BOUNDARY SURVEY AND CONDO CONVERSION OF TWELVE DEERING STREET CONDOMINIUM IN CITY OF PORTLAND, CUMBERLAND COUNTY, MAINE", SEPTEMBER 8, 2000, REVISED SEPTEMBER 28, 2000, BY DES LAURIERS & ASSOCIATES, INC., RECORDED AT C.C.R.D. IN PLAN BOOK 200, PAGE 438.
- "BOUNDARY SURVEY/SITE PLAN AT 156 HIGH STREET, PORTLAND, MAINE, FOR: IMMANUEL BAPTIST CHURCH OF PORTLAND", OCTOBER 23, 2007, BY BACK BAY BOUNDARY, INC., UNRECORDED.
- "BOUNDARY AND TOPOGRAPHIC SURVEY FOR 619-623 CONGRESS STREET, PORTLAND, MAINE - MADE FOR OWNER OF RECORD, BAXTER LIBRARY, L.P.", NOVEMBER 18, 2009, BY OWEN HASKELL, INC., RECORDED AT C.C.R.D. IN PLAN BOOK 209, PAGE 465.
- CITY OF PORTLAND'S STREET LINE WORKING PLANS, DATED 1925: DEERING ST, HIGH ST, CUMBERLAND AVE, AND CONGRESS ST.

Boundary & Topographic Survey
At
156 High Street, Portland, Maine
Made for
Avesta Housing
370 Cumberland Avenue, Portland, Maine

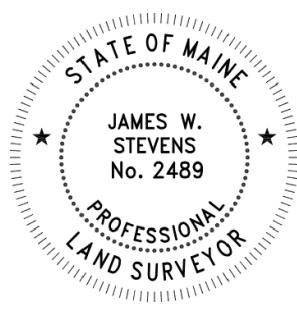
OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL: 207-774-0424
DRAWN BY: JWS DATE: APRIL 30, 2024 JOB NO. 2024-008 P
CHECKED BY: JWS SCALE: 1" = 20' DRWG. NO. 1

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.

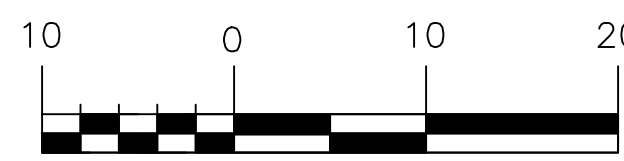
JAMES W. STEVENS, PLS #2489

APRIL 30, 2024
DATE



SCALE: 1" = 20'
0' 10' 20' 40'

1. EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. ALL OF ALL MATERIALS TO BE REMOVED OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
3. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ADEQUATE PROCEDURE HAVE OCCURRED FOR ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES TO LOCATE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR SHALL PROTECT EXISTING AND WILL BE REMOVED AT PROJECT COMPLETION. FINAL SIGNAGE WORDING AND PLACEMENT LOCATION TO BE DETERMINED BY THE CITY OF PORTLAND.
6. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROJECT. BARRIERS TO BE PER DETAIL. FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES AND DO NOT NECESSARILY DEPICT THE EXISTING FIELD LOCATION.
7. CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FLEET INLETS DOWNGRADE TO UNSTABILIZED FIELD SURFACES, PER DETAIL.
8. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED. THE CITY OF PORTLAND ENGINEERING DEPARTMENT IS NOT LIMITED TO LANDSCAPING, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS.
9. CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING OFF-ROUTE PARKING.
10. PARKING WILL NOT BE PROVIDED OR GUARANTEED. CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING THE APPROPRIATE PERMITS FROM THE CITY FOR OFF-ROUTE ON-OR OFF-ROUTE SPACES DURING THE CONSTRUCTION PERIOD.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW STORAGE AND REMOVAL. (SEE DETAIL 101-1.1).
12. CONTRACTOR TO SUBMIT A DEWATERING PLAN FOR REVIEW AND APPROVAL TO THE DEPARTMENT OF PUBLIC WORKS PRIOR TO THE START OF CONSTRUCTION MEETING, DURING THE BUILDING PERMIT APPLICATION PROCESS, OR PRIOR TO ADVANCED SITE WORK. CONTRACT DEPARTMENT OF PUBLIC WORKS WILL ADDITIONAL INFORMATION AND CURRENT REGULATIONS.

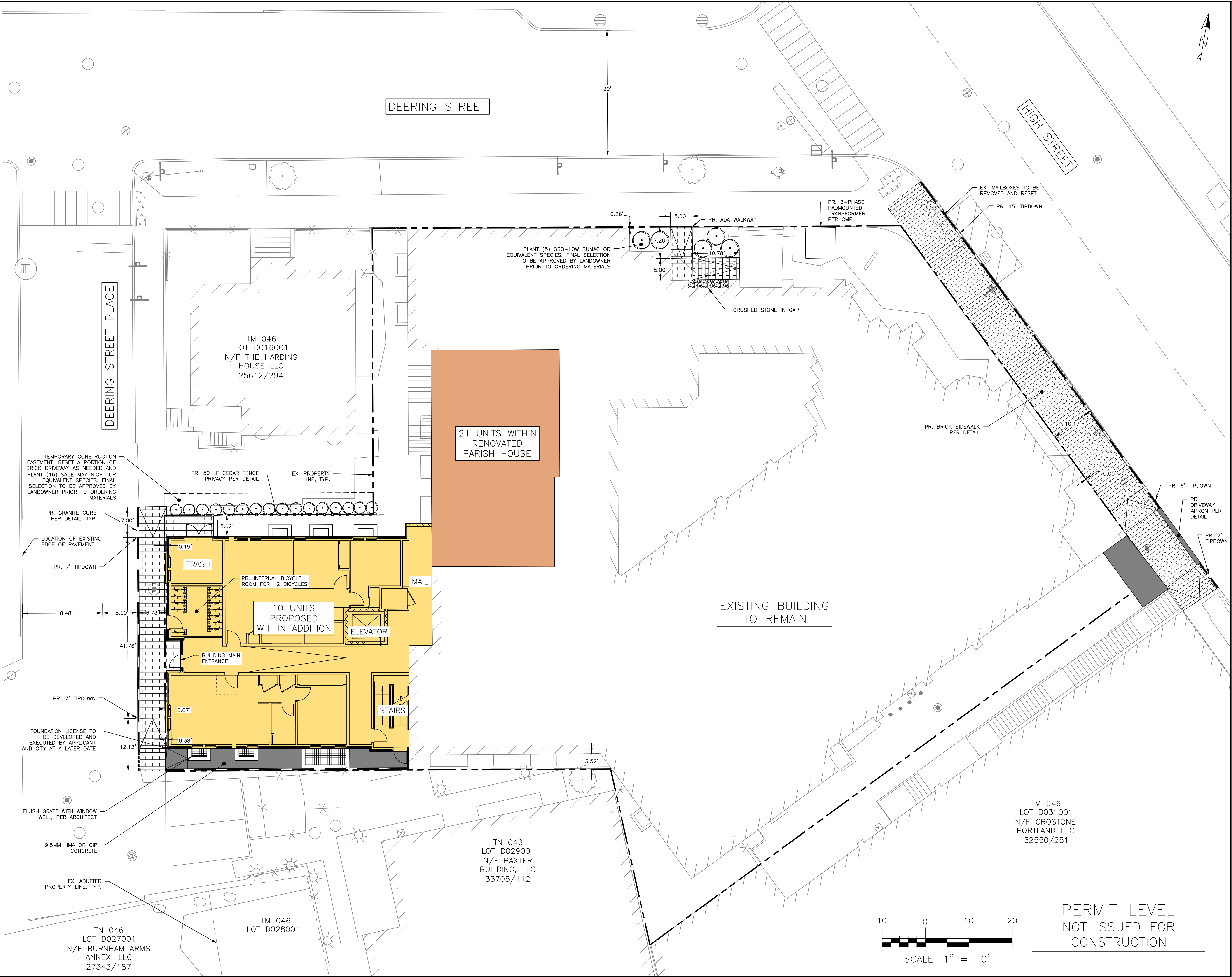


PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

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- GENERAL NOTES:
1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
 2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
 3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
 4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
 5. ALL RAMP TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
 6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
 7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
 8. CONTRACTOR SHALL VERIFY BOTTOM AND TOP OF CURB ELEVATIONS ALONG BUILDING FRONTAGES PRIOR TO CONSTRUCTION OF THE FOUNDATIONS. CONTACT ENGINEER PRIOR TO CONSTRUCTION IF DISCREPANCIES ARE FOUND.
 9. PLAN REFERENCES
 - 9.1. PLAN TITLED "BOUNDARY SURVEY PLAN WITH EXISTING CONDITIONS" PREPARED BY OWEN HASKELL, INC. DATED MARCH 13TH, 2024

SPACE AND BULK STANDARDS		
ZONING DISTRICT: B3	REQUIRED	PROPOSED
MINIMUM STREET FRONTAGE	15 FT	99.77 FT
MINIMUM LOT AREA PER DU	NONE	742 SF/UNIT
MAXIMUM FRONT SETBACK (HIGH STREET)	5 FT	0.05 FT
MINIMUM REAR SETBACK (DEERING STREET PLACE)	NONE	0.07 FT
MINIMUM LEFT SIDE SETBACK (DEERING STREET)	NONE	0.26 FT
MINIMUM RIGHT SIDE SETBACK (CONGRESS STREET)	NONE	3.52 FT
STEPBACKS	NONE	N/A
MINIMUM BUILDING HEIGHT	35'	39.48 FT
MAXIMUM STRUCTURE HEIGHT (CHURCH PORTION)*	125 FT	< 125 FT
MAXIMUM STRUCTURE HEIGHT (PARISH HOUSE)*	65 FT	39.48 FT
MAXIMUM LOT COVERAGE**	NONE	75.9%
*MAXIMUM HEIGHT BASED ON DOWNTOWN HEIGHT OVERLAY PORTLAND, MAINE MAP		
**MAXIMUM LOT COVER TO BE 25% OF LOT AREA FOR PORTIONS OF STRUCTURES EXCEEDING 125 FT IN HEIGHT.		



ISSUED FOR: PRE-APP MEETING, CSS SUBMISSION, MAJOR SITE PLAN, COMMENT RESPONSE #1

BY: S.JL, S.JL, S.JL, S.JL

DATE: 2/19/24, 2/28/24, 3/2/24, 7/17/24

SITE PLAN

156 HIGH STREET

156 HIGH STREET RESIDENTIAL RENOVATION

307 CUMBERLAND AVENUE PORTLAND, MAINE 04101

ACORN ENGINEERING, INC.

PO BOX 3372, PORTLAND MAINE 04104

(207) 775-2655

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE: 1229_CIVIL

JN: 1229

SCALE: AS NOTED

DESIGNED BY: SJL

DRAWN BY: BJL

CHECKED BY: WHS

PROFESSIONAL ENGINEER

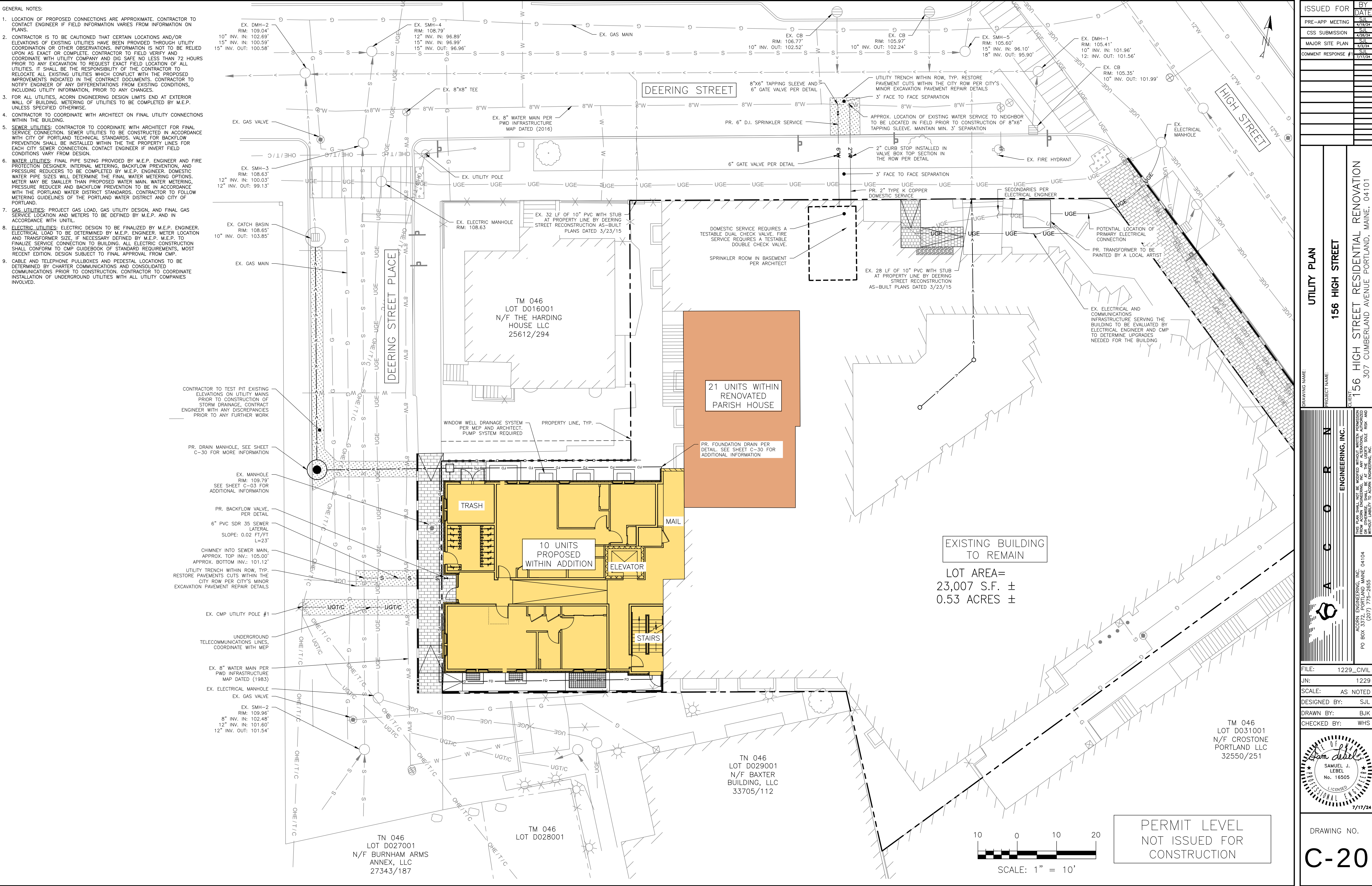
SAMUEL J. LEBEL

No. 16505

7/17/24

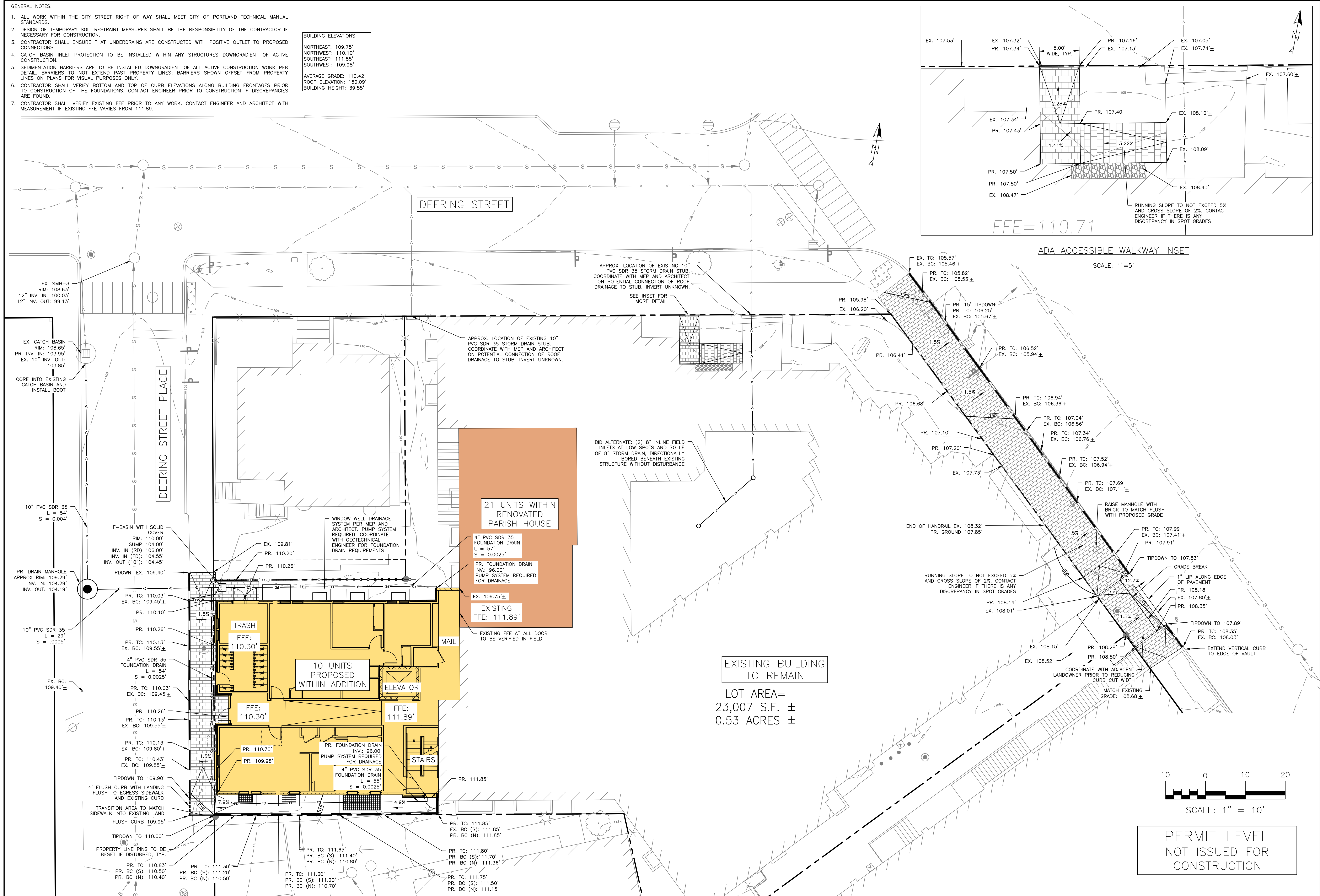
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C-10



1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED SIDEWALK OR DRIVEWAYS.
4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADE OF ACTIVE CONSTRUCTION.
5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADE OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES; BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.
6. CONTRACTOR SHALL VERIFY BOTTOM AND TOP OF CURB ELEVATIONS ALONG BUILDING FRONTPAGES PRIOR TO CONSTRUCTION OF THE FOUNDATIONS. CONTACT ENGINEER PRIOR TO CONSTRUCTION IF DISCREPANCIES ARE FOUND.
7. CONTRACTOR SHALL VERIFY EXISTING FFE PRIOR TO ANY WORK. CONTACT ENGINEER AND ARCHITECT WITH MEASUREMENT IF EXISTING FFE VARIES FROM 111.89.

BUILDING ELEVATIONS	
NORTHEAST:	109.75'
NORTHWEST:	110.10'
SOUTHEAST:	111.85'
SOUTHWEST:	109.98'
AVERAGE GRADE: 110.42'	
ROOF ELEVATION: 150.09'	
BUILDING HEIGHT: 39.55'	

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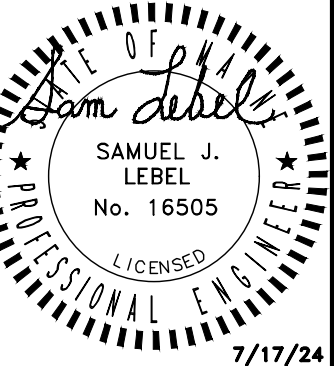
GRADING & DRAINAGE PLAN

156 HIGH STREET

156 HIGH STREET RESIDENTIAL RENOVATION
307 CUMBERLAND AVENUE PORTLAND, MAINE, 04101

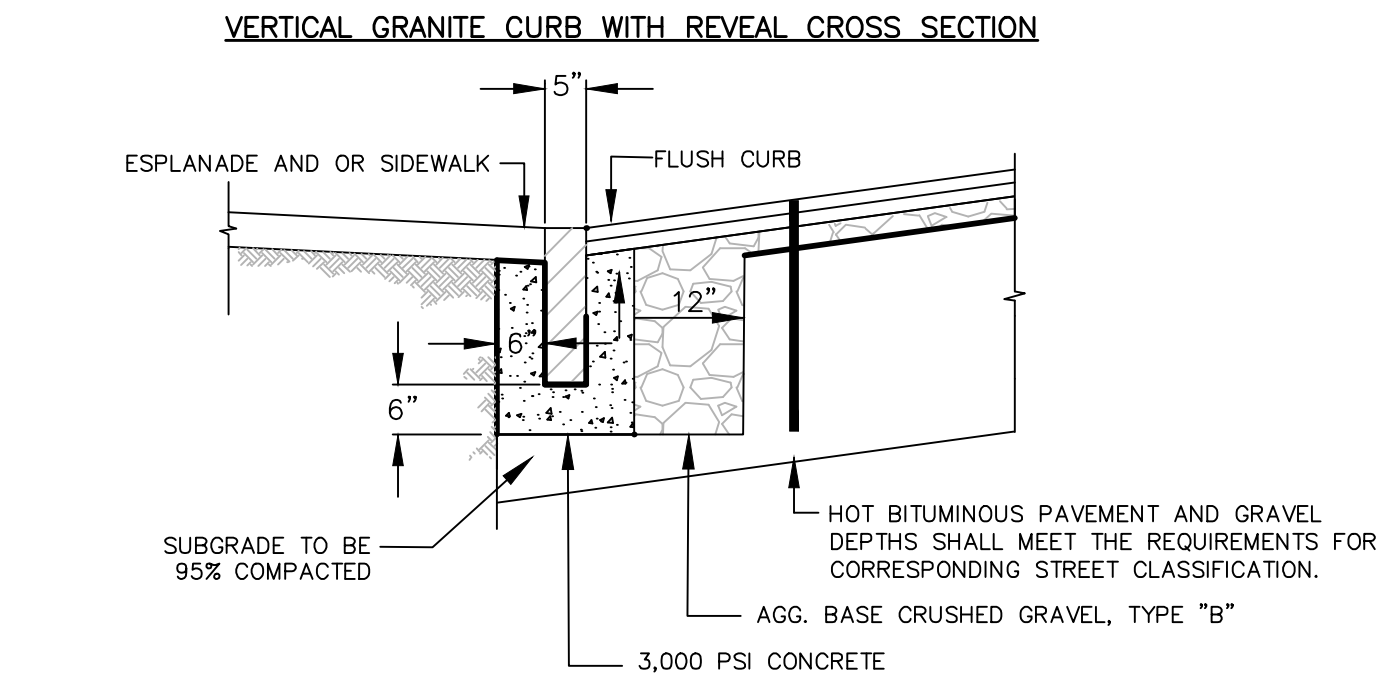
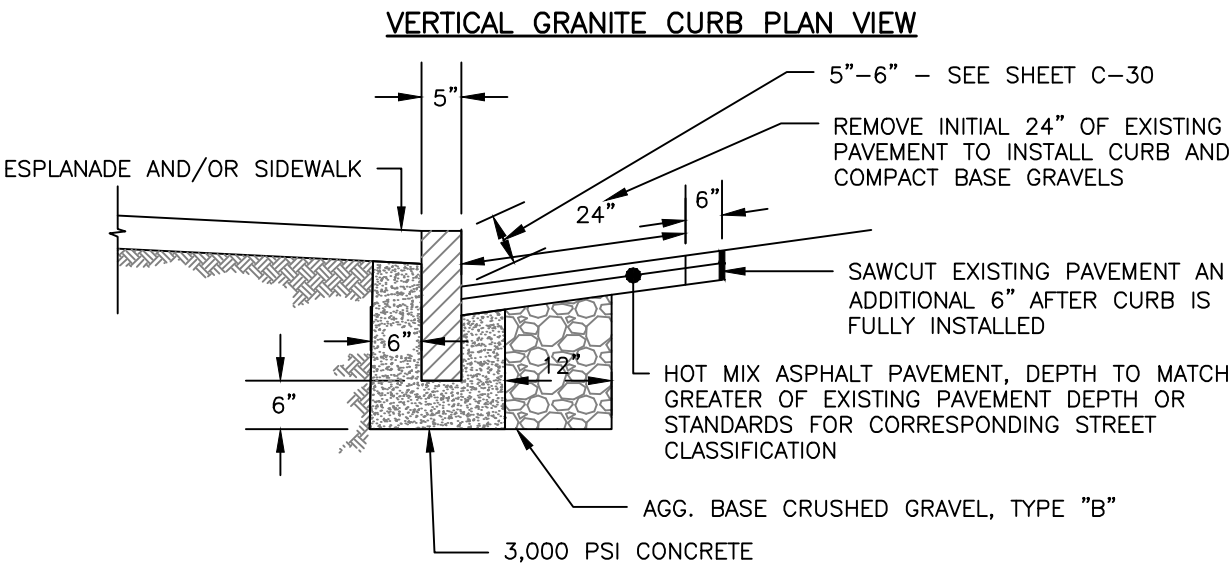
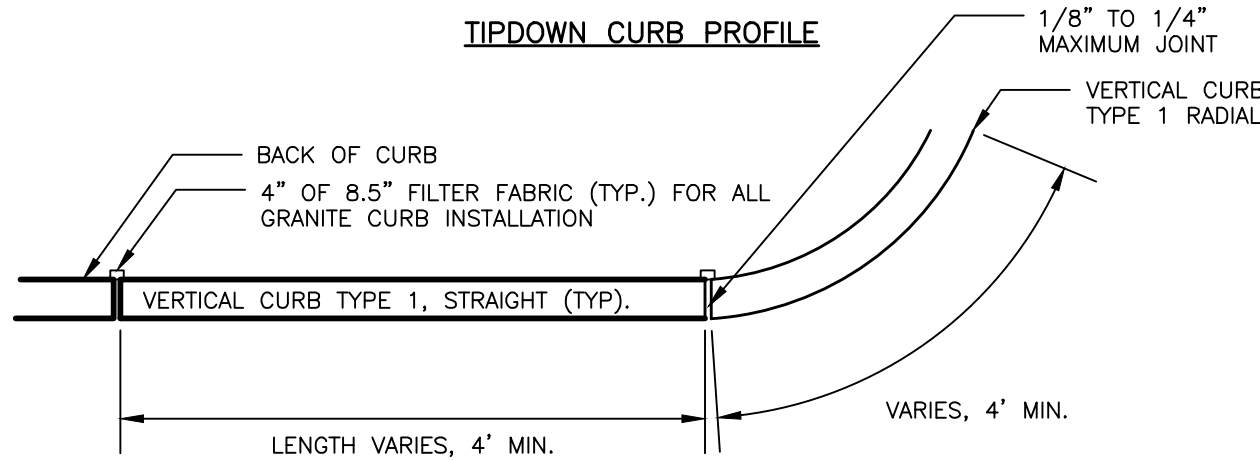
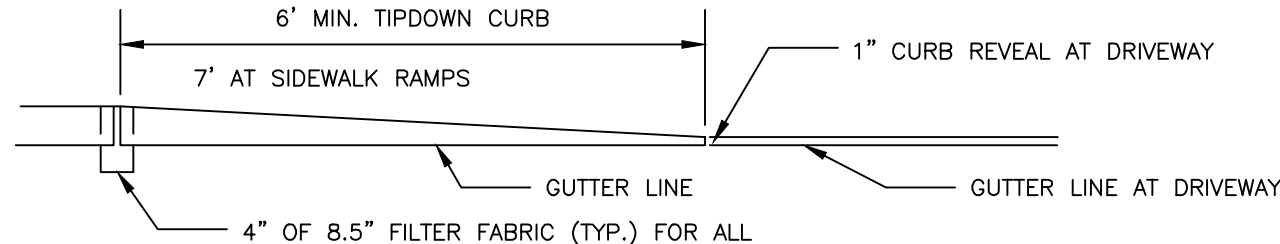
ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

FILE:	1229_CIVIL
IN:	1229
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	BJK
CHECKED BY:	WHS



DRAWING NO.

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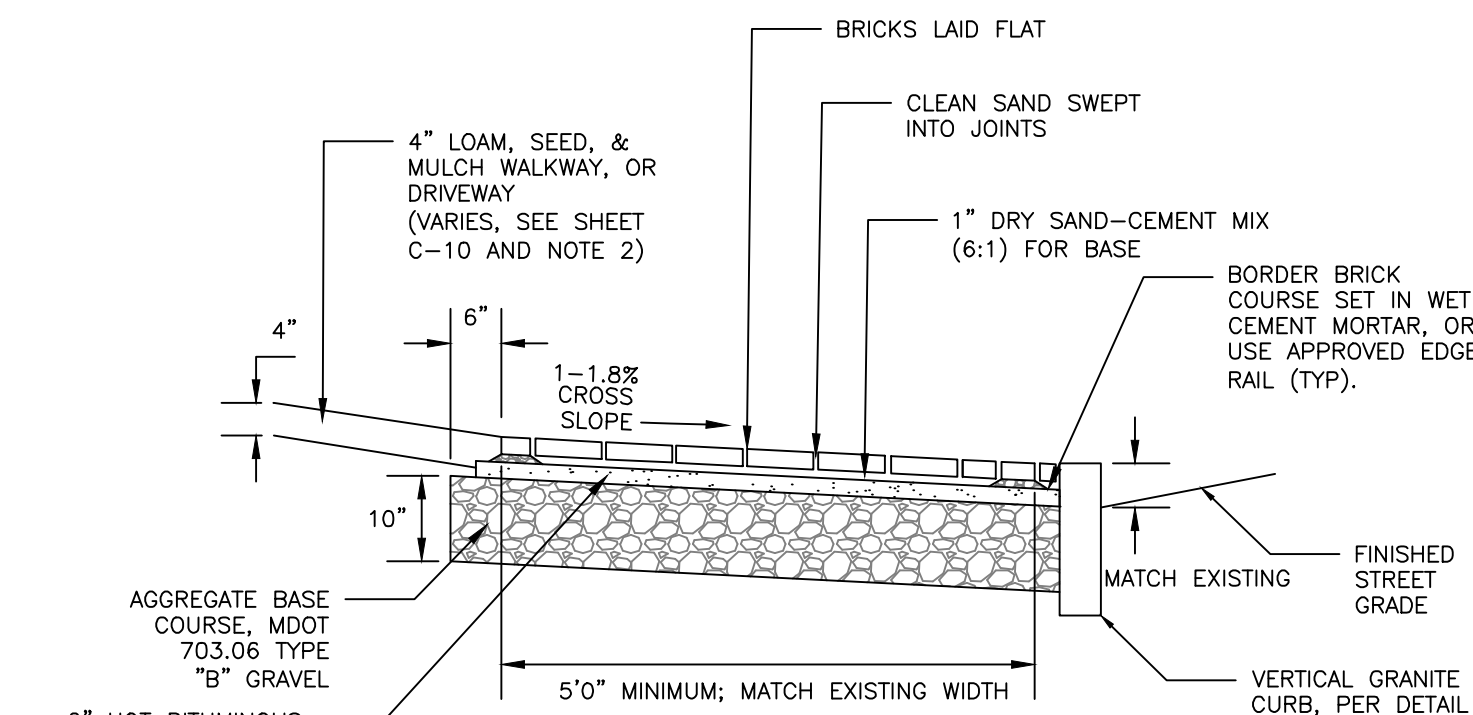


FLUSH VERTICAL GRANITE CURB CROSS SECTION

NOTES:

1. CURB SHALL BE RESET IN ACCORDANCE WITH MDOT 609.08 WITH THE EXCEPTION OF CURB SPACING TO BE INSTALLED PER DETAIL.
2. INDIVIDUAL PIECES OF CURB SHORTER THAN 4' L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
3. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10 INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF THE CURB.
4. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
5. WOODEN SHIMS MAY BE USED TO SET CURB.

VERTICAL GRANITE CURB AND TIPDOWN INSTALLATION
IN EXISTING STREETS DETAIL
NOT TO SCALE



BRICK SIDEWALK WITH BITUMINOUS BASE DETAIL
NOT TO SCALE

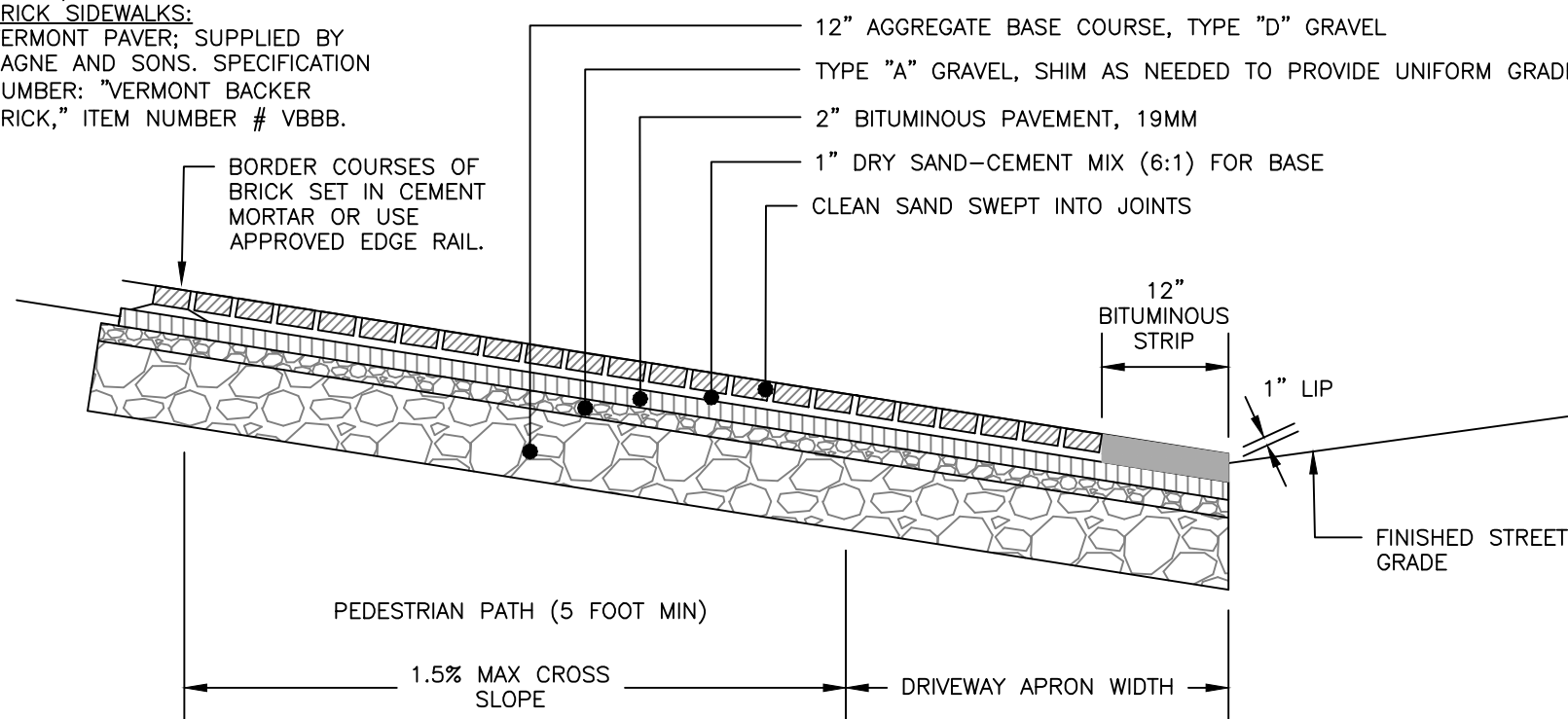
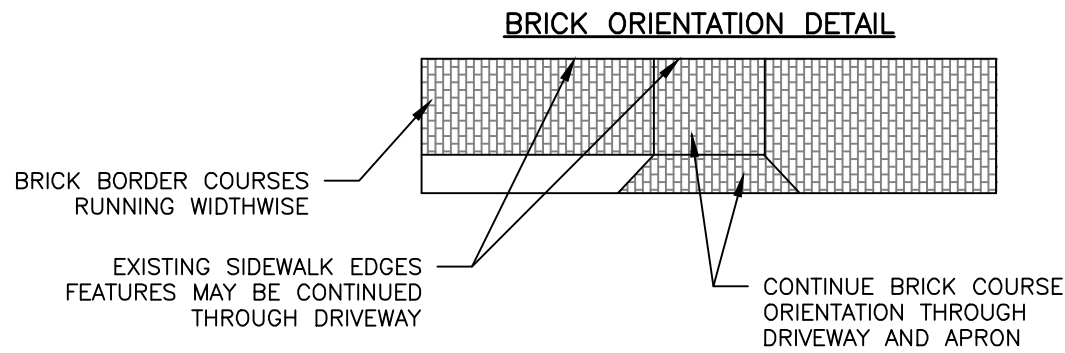
NOTES:

1. BRICKS TO BE USED:
NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVEMENT BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM #193623; PINE HALL PATHWAY PAVEMENT BRICK.
REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT BACKER SUPPLIED BY GAGNE AND SONS SPECIFICATION NUMBER: "VERMONT PAVEMENT BRICK", ITEM NUMBER #VBBB
2. INSTALL BRICK FLUSH UP TO BUILDING, PAVEMENT, STAIRS, CONCRETE SURFACES, CURB OR LANDSCAPED AREAS.

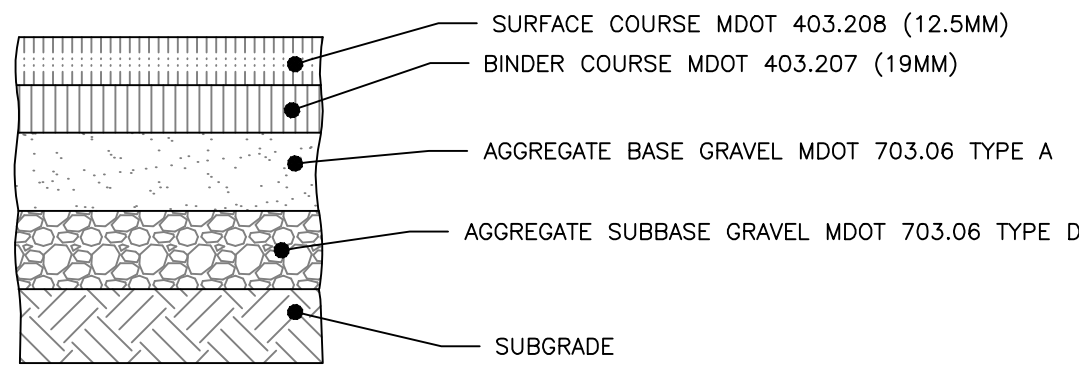
BRICKS TO BE USED:

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

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



HIGH STREET BRICK DRIVEWAY APRON WITH BITUMINOUS BASE
NOT TO SCALE



NOTE:

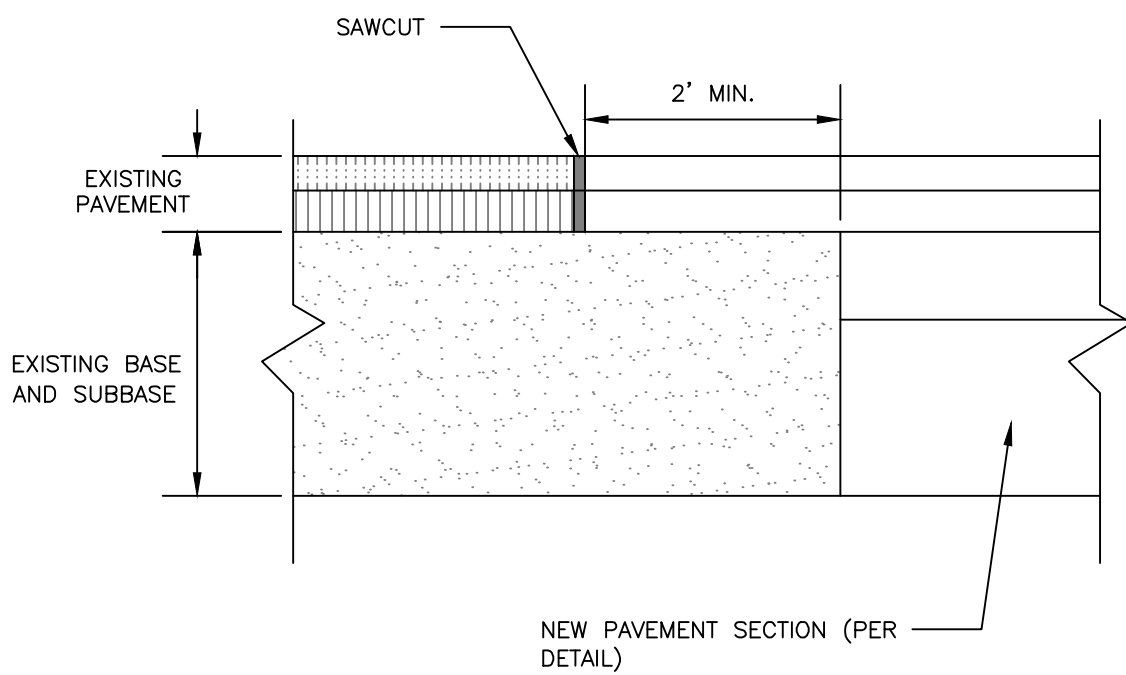
COMPACT THE AGGREGATE BASE TO 95% MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-1557.

STANDARD	THICKNESS OF LAYERS
	LAYERS
2"	SURFACE COURSE MDOT 403.208 (12.5 mm)
3"	BINDER COURSE MDOT 403.207 (19 mm)
3"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE A
18"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D

DEERING PLACE STREET PAVEMENT PROFILE
NOT TO SCALE

NOTES:

1. SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. CREATE UNIFORM AND RIGID BUTT JOINT AND APPLY BITUMINOUS TACK COAT AT AN APPLICATION RATE OF 0.10 TO 0.14 GALLONS PER SQUARE YARD PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
2. THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF LOCAL BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



PAVEMENT SAWCUT DETAIL
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
PRE-APP MEETING	SJS
CSS SUBMISSION	SJS
MAJOR SITE PLAN	SJS
COMMENT RESPONSE #1	SJS

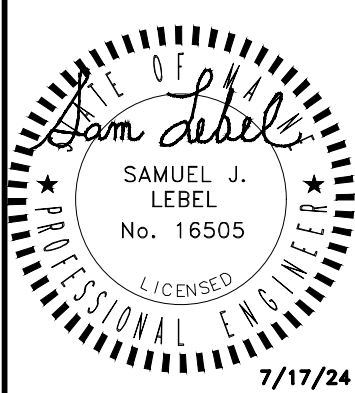
DRAWING NAME	PROJECT NAME	CLIENT
SITE DETAILS	156 HIGH STREET	156 HIGH STREET RESIDENTIAL RENOVATION
		307 CUMBERLAND AVENUE PORTLAND, MAINE, 04101

ACORN ENGINEERING, INC. ENGINEERING, INC.

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(207) 775-2655

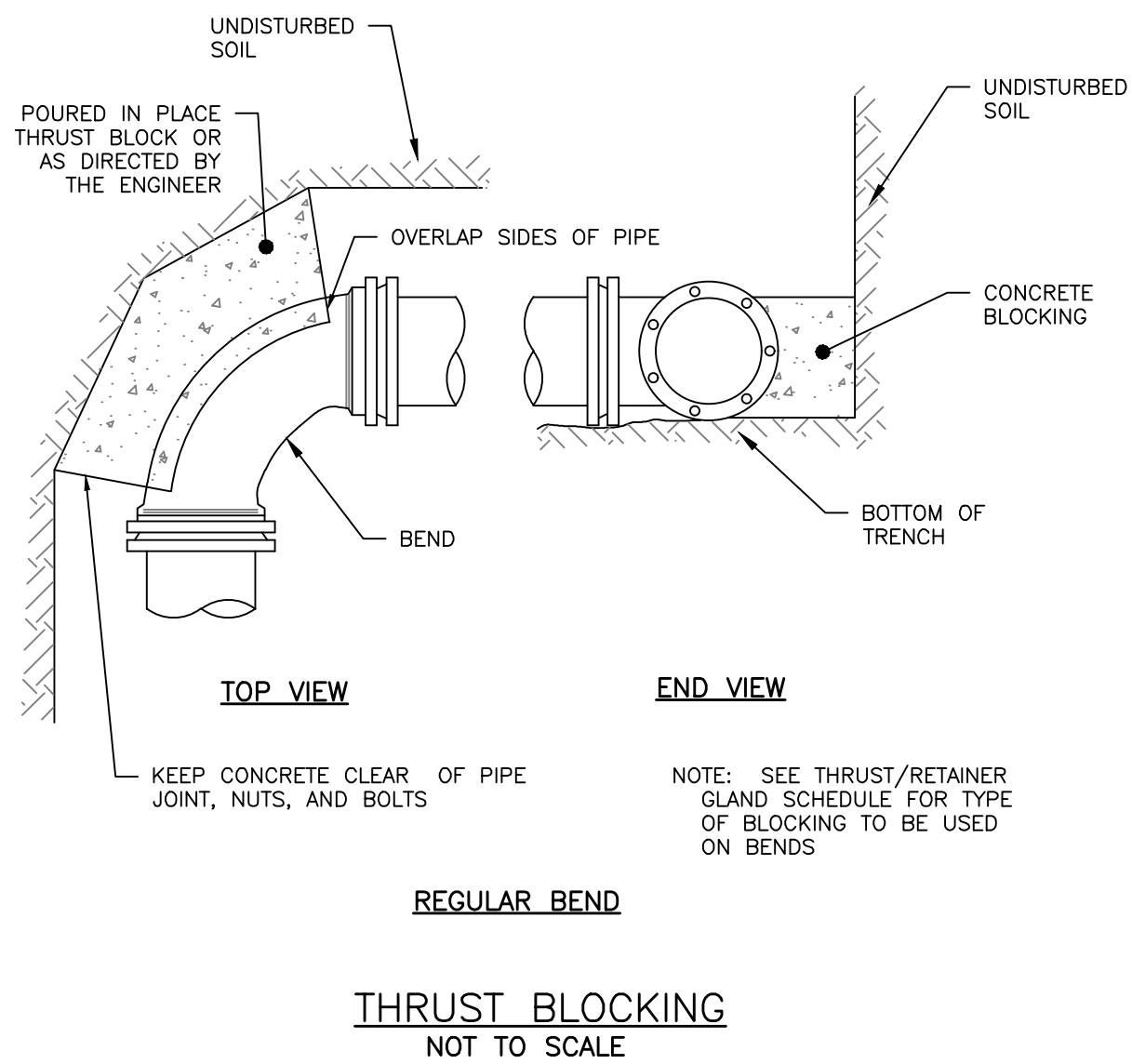
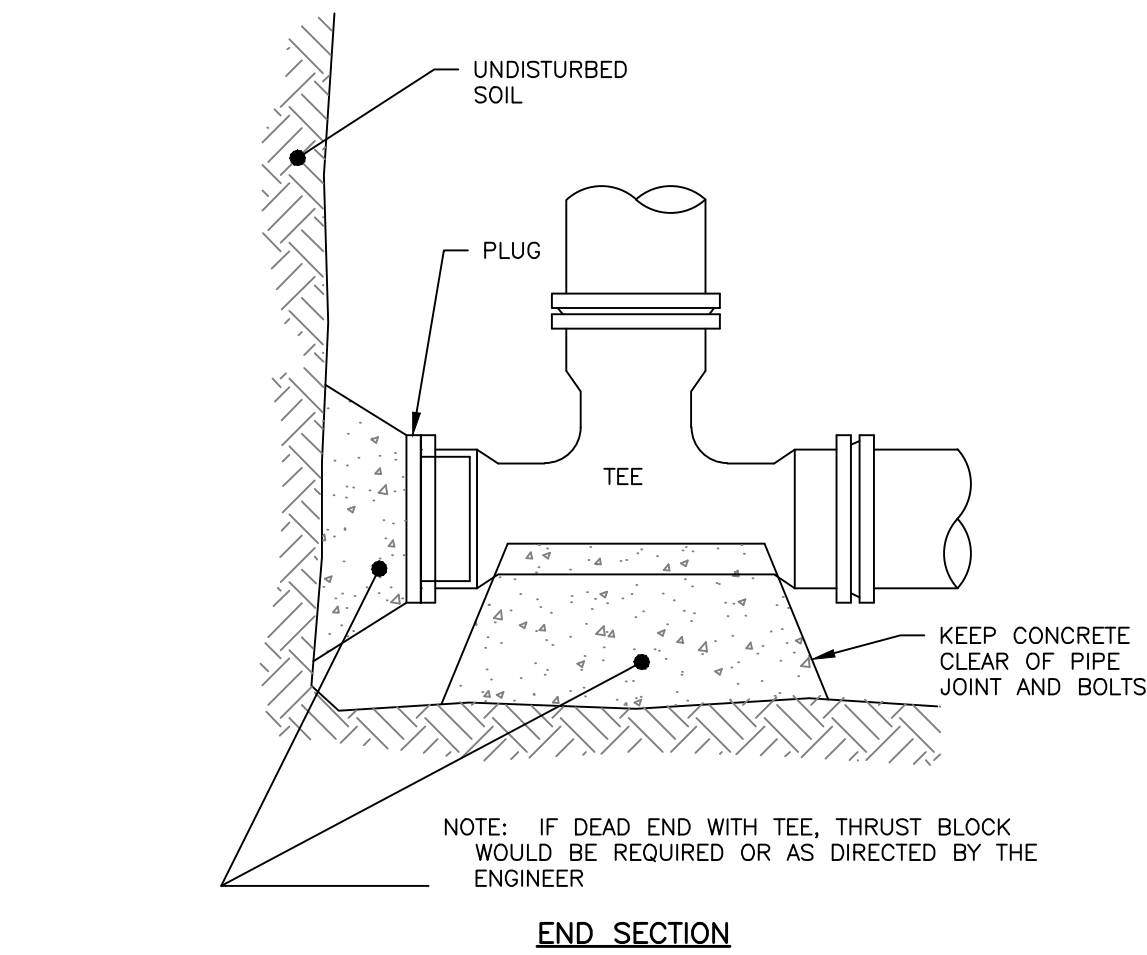
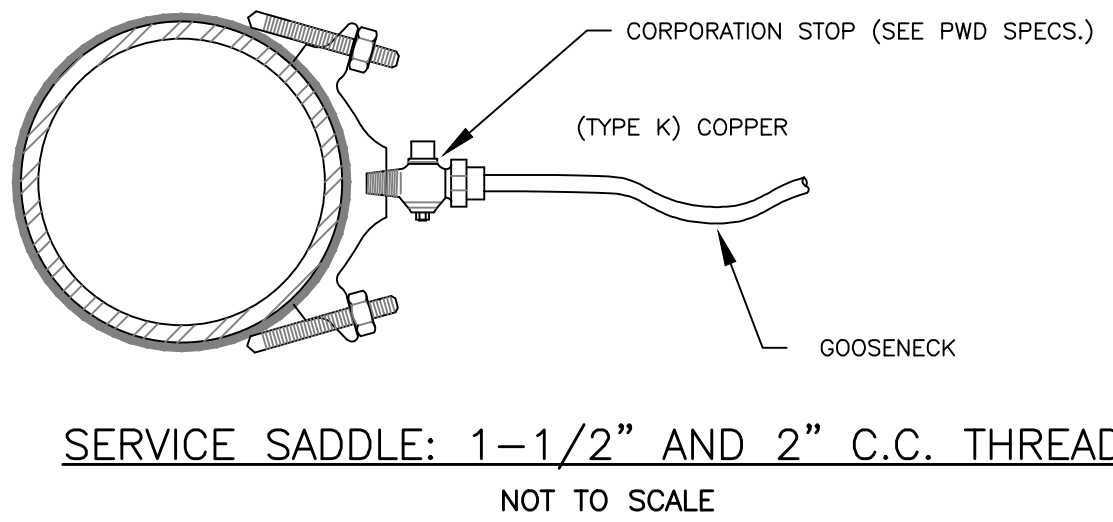
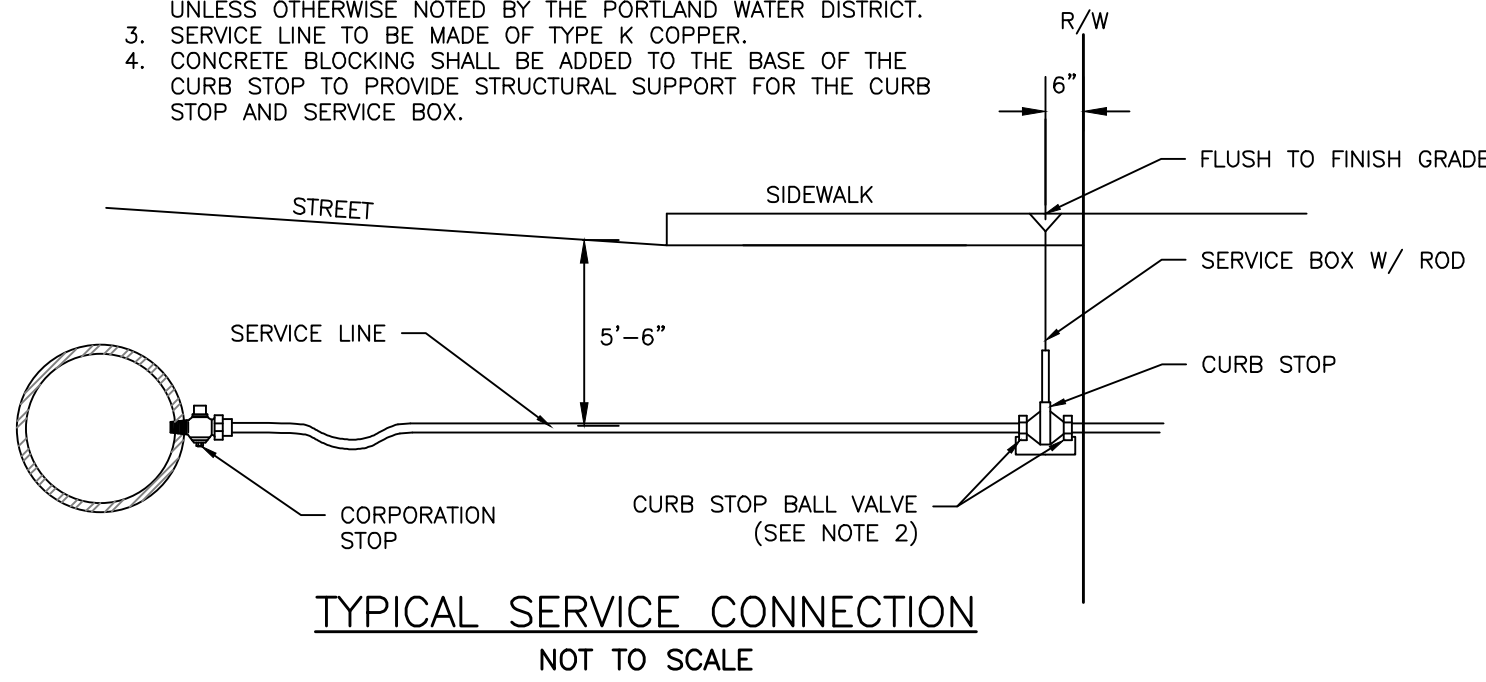
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SCALE:	AS NOTED
DESIGNED BY:	SUL
DRAWN BY:	BJK
CHECKED BY:	WHS



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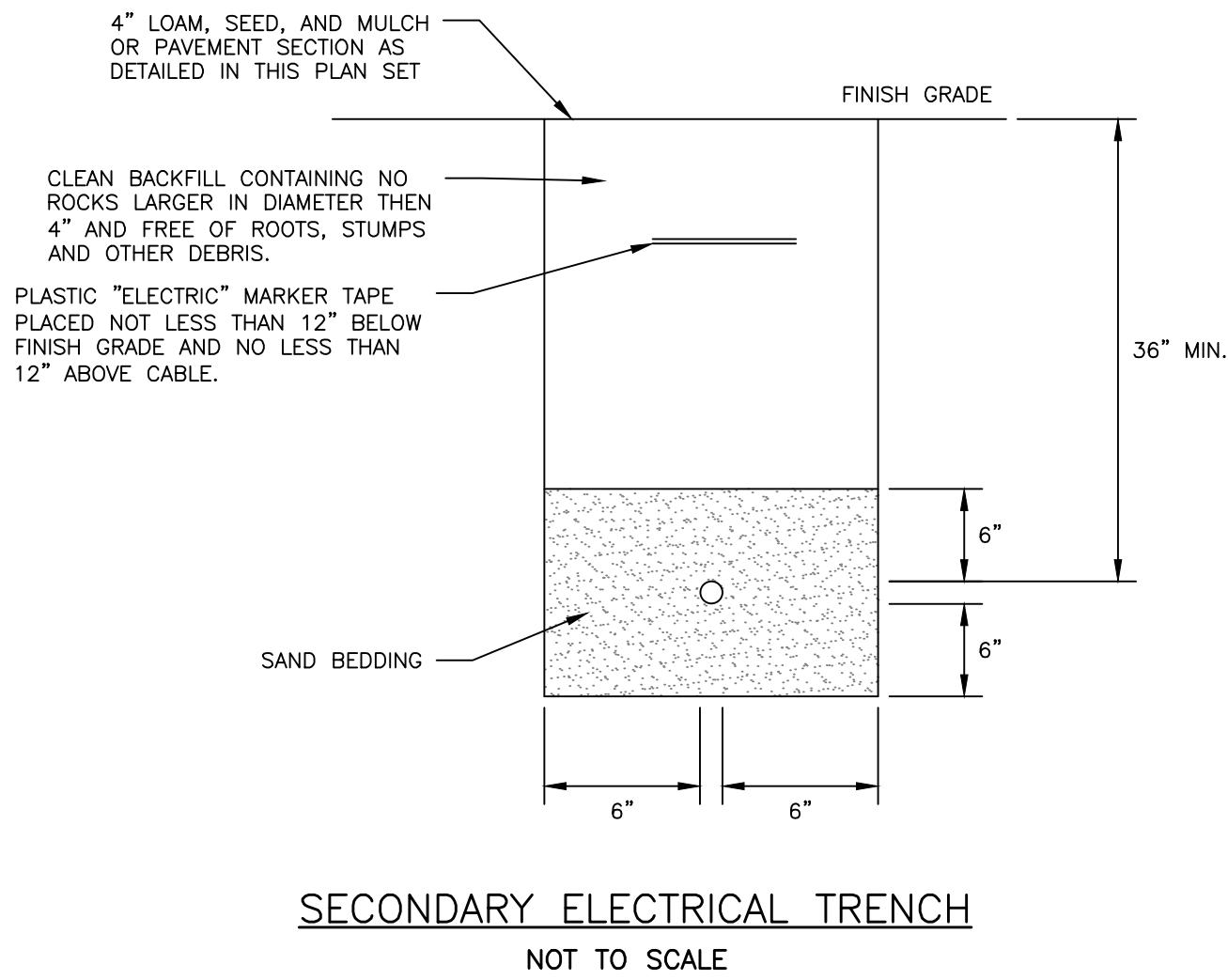
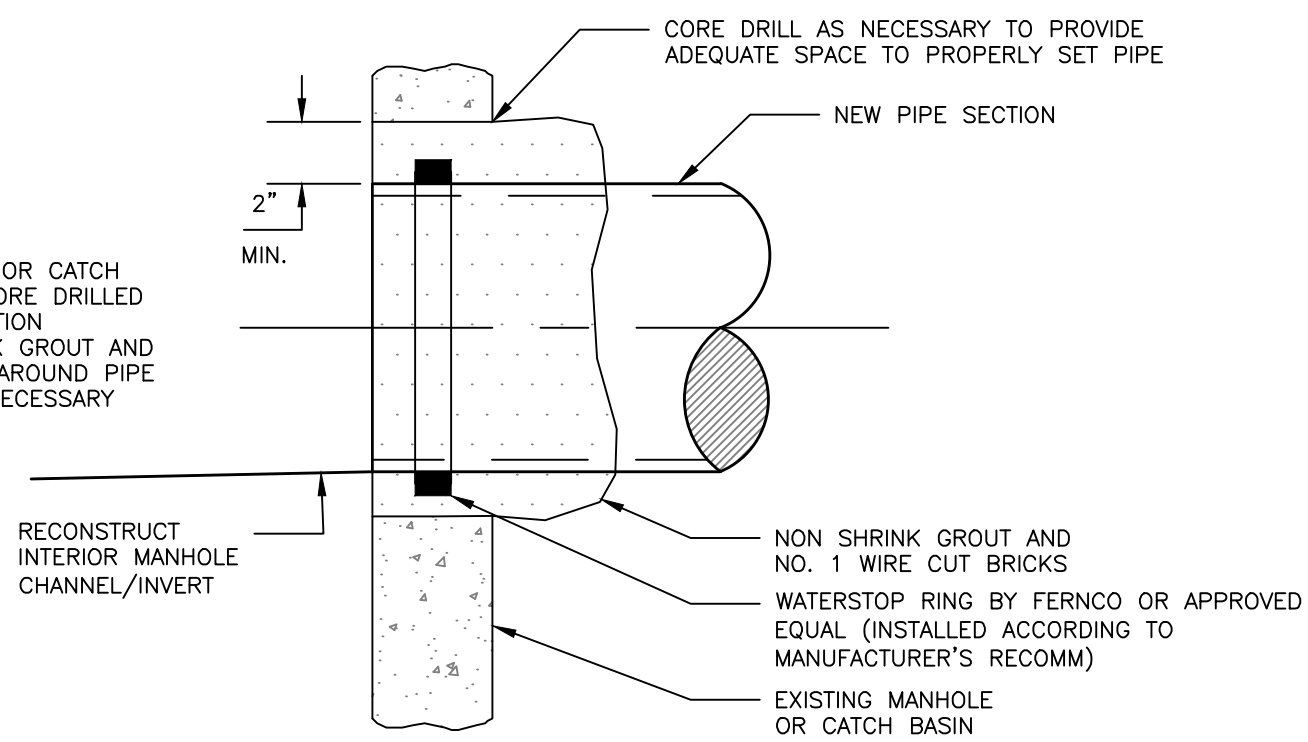
NOTES:

1. ALL MATERIALS AND INSTALLATION PROCEDURES MUST COMPLY WITH THE CITY OF PORTLAND WATER DISTRICT (PWD) SPECIFICATIONS.
2. CURB STOP BALL VALVE TO BE MADE OF COPPER OR BRASS UNLESS OTHERWISE NOTED BY THE PORTLAND WATER DISTRICT.
3. SERVICE LINE TO BE MADE OF TYPE K COPPER.
4. CONCRETE BLOCKING SHALL BE ADDED TO THE BASE OF THE CURB STOP TO PROVIDE STRUCTURAL SUPPORT FOR THE CURB STOP AND SERVICE BOX.



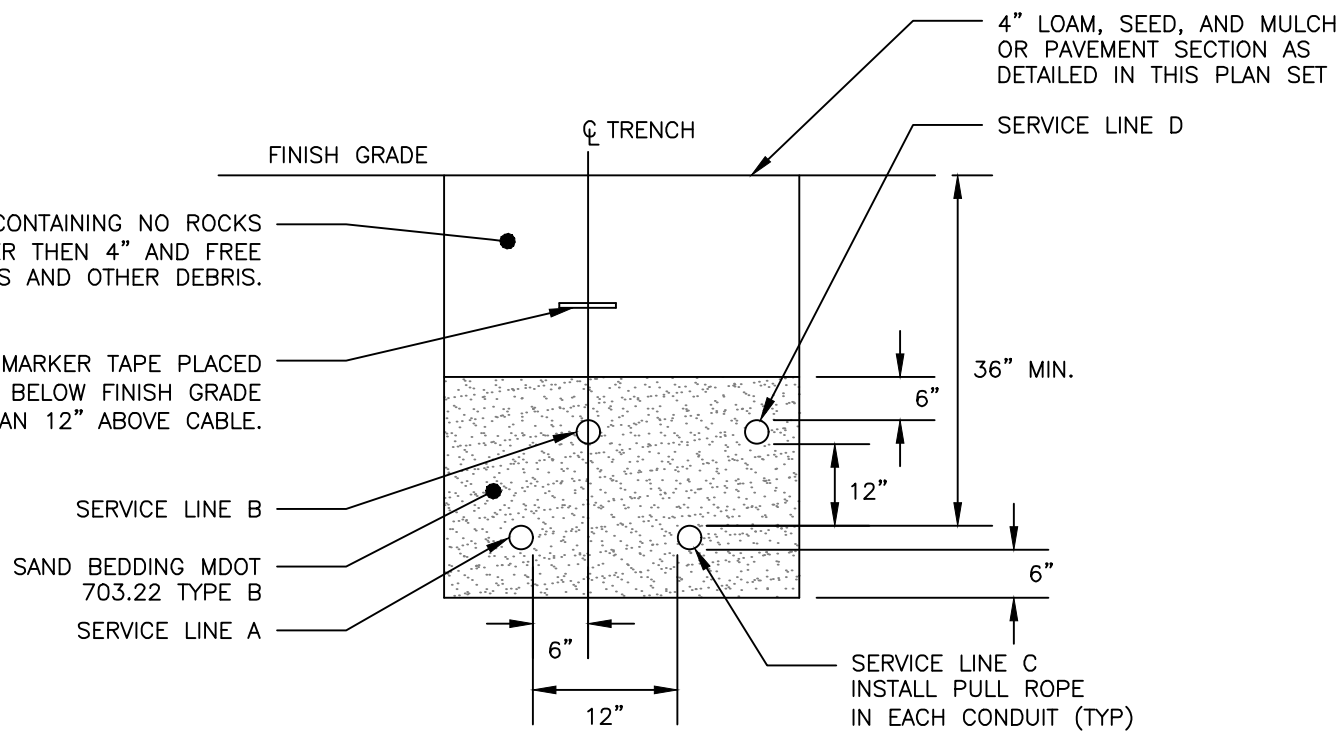
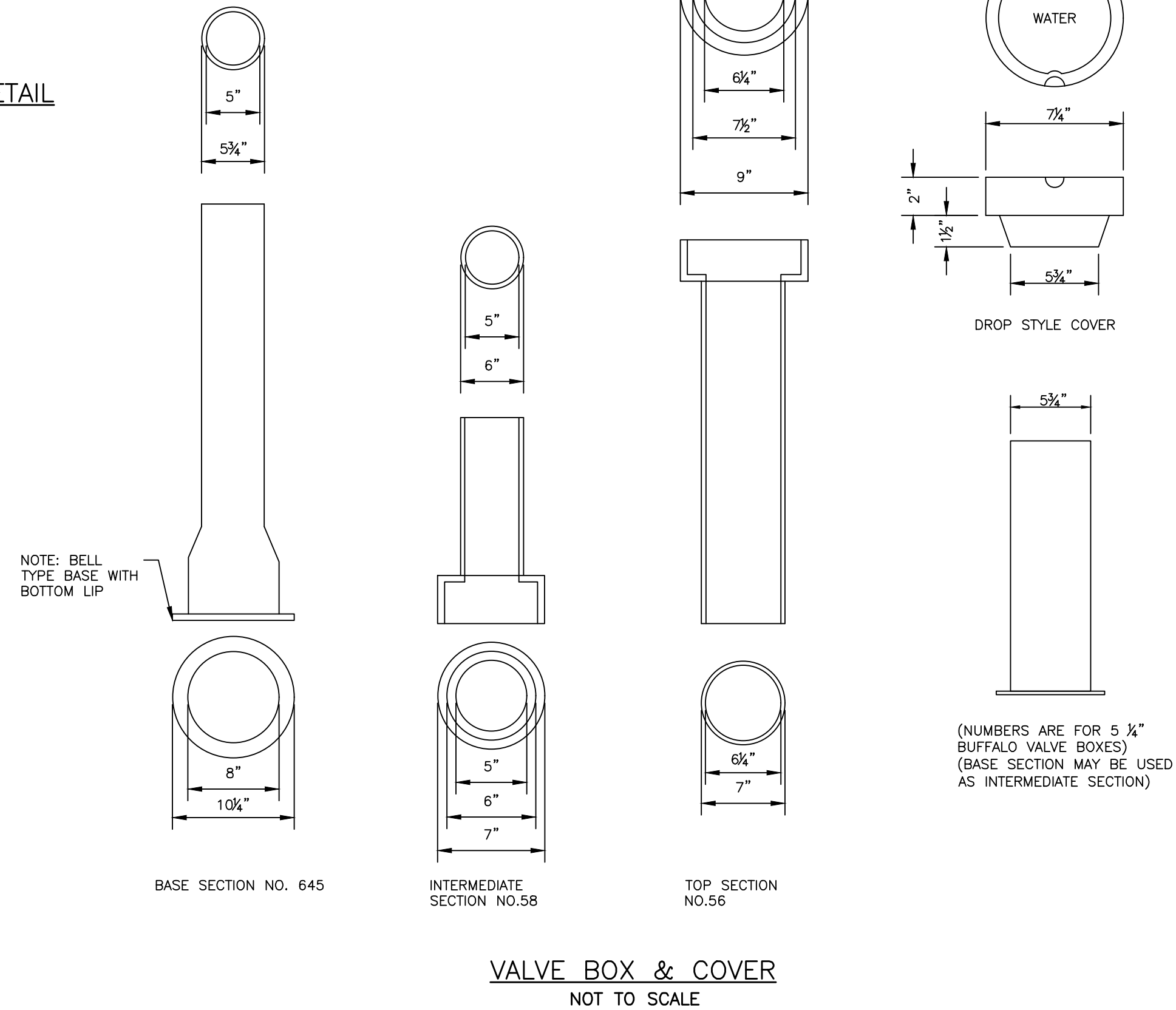
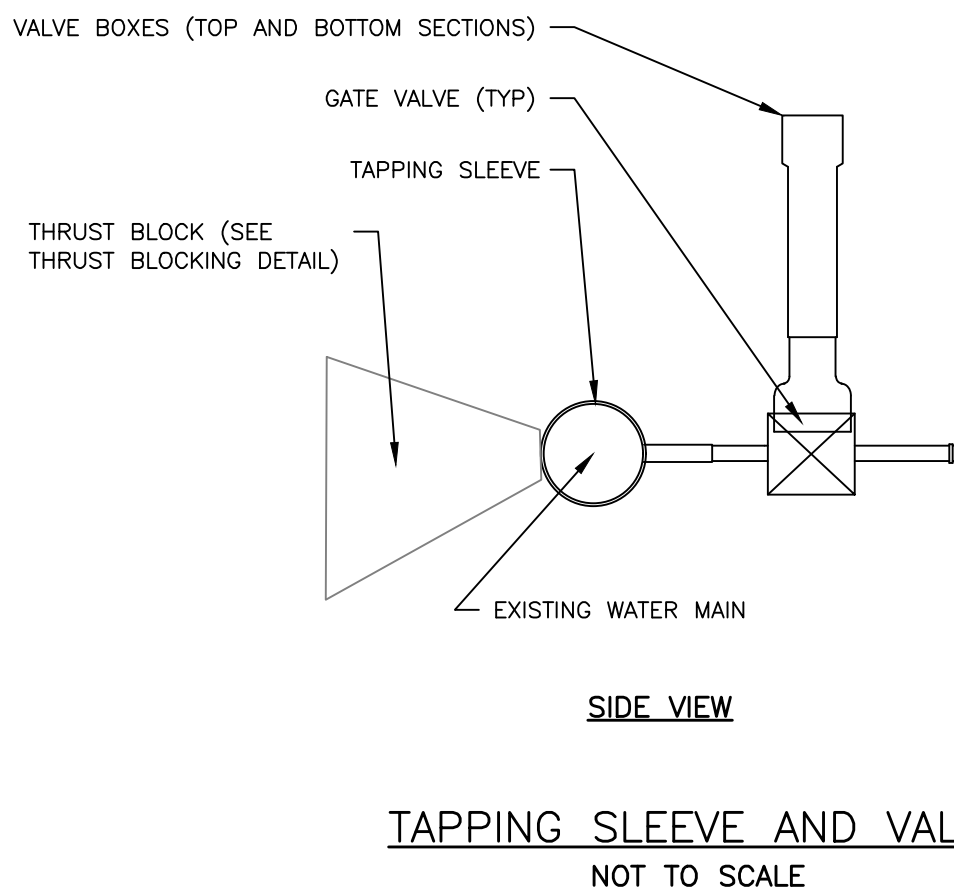
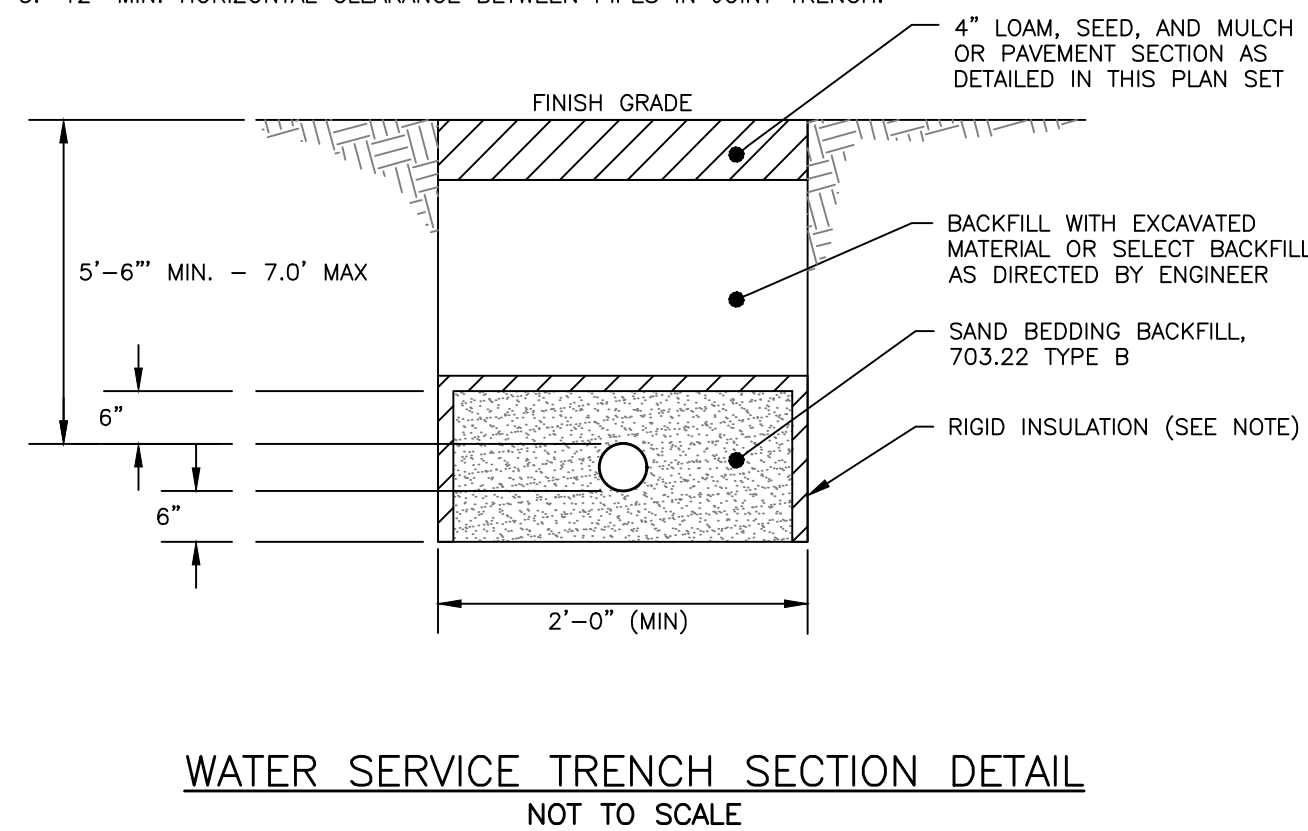
NOTE:

1. EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION
2. PLACE NON-SHRINK GROUT AND WIRE-CUT BRICKS AROUND PIPE CONNECTIONS AS NECESSARY



NOTES:

1. THE WATER TRENCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SANFORD WATER DISTRICT STANDARD DETAILS & SPECIFICATIONS.
2. IF LESS THAN 5'-6" OF COVER IS POSSIBLE ADD 1 INCH OF "BLUE DOW" RIGID INSULATION FOR EVERY 12" LESS COVER.
3. 12" MIN. HORIZONTAL CLEARANCE BETWEEN PIPES IN JOINT TRENCH.



CONDUIT TYPE				
SERVICE	CONDUIT SIZE	GRASS AND PAVED AREAS	UTILITY	REMARKS
A	2-5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE 1
B	2-4"	SCHEDULE 40 PVC	COMMUNICATION	-
C	2-4"	SCHEDULE 40 PVC	SPARE	IF REQUIRED
D	2-4"	SCHEDULE 40 PVC	CABLE	-

NOTES:

1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS.
2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.
3. CONDUITS WITHIN THE CITY RIGHT-OF-WAY SHALL BE ENCASED IN CONCRETE.

UTILITY TRENCH - PRIMARY AND SECONDARY POWER, TELEPHONE, AND CABLE NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR
PRE-APP MEETING
CSS SUBMISSION
MAJOR SITE PLAN
COMMENT RESPONSE #1

BY
DATE
7/19/24
7/28/24
7/28/24
7/28/24
7/17/24

UTILITY DETAILS - 2

156 HIGH STREET

156 HIGH STREET RESIDENTIAL RENOVATION
307 CUMBERLAND AVENUE PORTLAND, MAINE, 04101

DRAWING NAME
PROJECT NAME
CLIENT

ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACOORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE THE RESPONSIBILITY OF THE USER WITHOUT LIABILITY TO ACOORN ENGINEERING, INC.

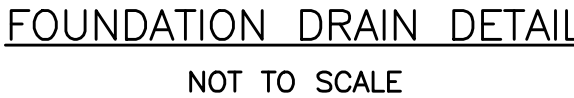
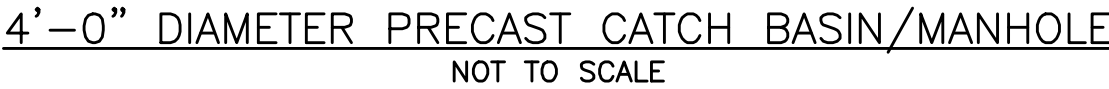
ACOORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

FILE: 1229_DETAILS
JN: 1229
SCALE: AS NOTED
DESIGNED BY: SJL
DRAWN BY: BJL
CHECKED BY: WHS

Samuel J. Lebel
No. 16505
LICENSED PROFESSIONAL ENGINEER

7/17/24

DRAWING NO.
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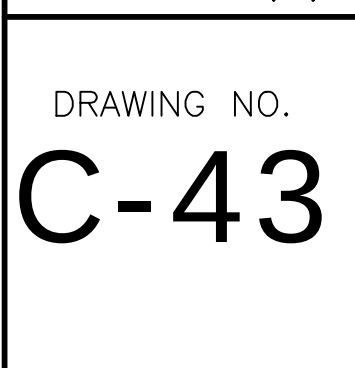


- ## GENERAL NOTES FOR MANHOLES AND CATCH BASINS

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

DRAINAGE DETAILS
PROJECT NAME
156 HIGH STREET
CLIENT
156 HIGH STREET RESIDENTIAL RENOVATION 307 CUMBERLAND AVENUE PORTLAND, MAINE, 04101

FILE:	1229_DETAILS
JN:	1229
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	BJK
CHECKED BY:	WHS



1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

- 1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
 - STONE SIZE SHALL BE 2-3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
 - THE ENTRANCES SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
 - GEOTEXTILE FABRIC (WOVEN OR NON-WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
- 1.1.2 THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROADWAYS. SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- 1.1.3 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENuded OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- 1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.
- 1.1.5 HIGH STREET, DEERING STREET, AND DEERING PLACE STREET SHALL BE SWEEPED TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
- 1.1.6 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION.
- 1.1.7 SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TOED" INTO THE GROUND.
- 1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED 1/2 THE DESIGN HEIGHT.
- 1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
- 1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.
- 1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- 1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.
- 1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

- 1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM AND SHALL BE LIMED, AND MULCHED. EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.2 OF THIS REPORT.
- 1.2.2 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
- 1.2.3 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

- 2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

- 3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION, ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENuded UNTIL 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 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. 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 EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCHING AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADUALLY SEEDING AND PROTECTED WITH MULCH THE TEMPORARY SEEDING AND PROTECTED WITH MULCH UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. 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/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% 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.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD - STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES 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, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE-COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.
- STABILIZE THE SOIL WITH SOD - THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR ROLLING THE SOD ONTO THE SLOPE 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. THE CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH EROSION CONTROL MIX - EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH STONE RIPRAP - PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST OF 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL - BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSPECTED IN THE MANNER AS DESCRIBED.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 STABILIZED STONE CONSTRUCTION ENTRANCES

THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD-TRACKING ON TO THE PAVEMENT OR TRAVELED WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE-INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE, WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APPURTENANCES

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEEDED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775-2655

QUALIFICATIONS:

- 0 MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- 0 MAINE DEP - CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- 0 CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- 0 CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

1. INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
2. INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
3. INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
4. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
5. PRIORITIZE THE DOWNHILL SIDE TO CONTAIN RUNOFF WITHIN THE SITE WHILE PROVIDING AN ENGINEERED OUTLET WITH SILTATION BARRIER TO THE MUNICIPAL STORMWATER SYSTEM WITHIN DEERING STREET.
6. COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
7. COMMENCE INSTALLATION OF UTILITIES.
8. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
9. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
10. COMPLETE REMAINING EARTHWORK OPERATIONS.
11. INSTALL SUB-BASE AND BASE GRAVELS IN PAVED AREAS.
12. INSTALL PAVING, CURBING AND BRICKWORK.
13. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
14. ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
15. TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
16. COMPLETE SITE SIGNAGE AND STRIPING.
17. EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE-VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 SEEDING PLAN

7.1 SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

7.2 SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P205-K20) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET.

7.3 SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

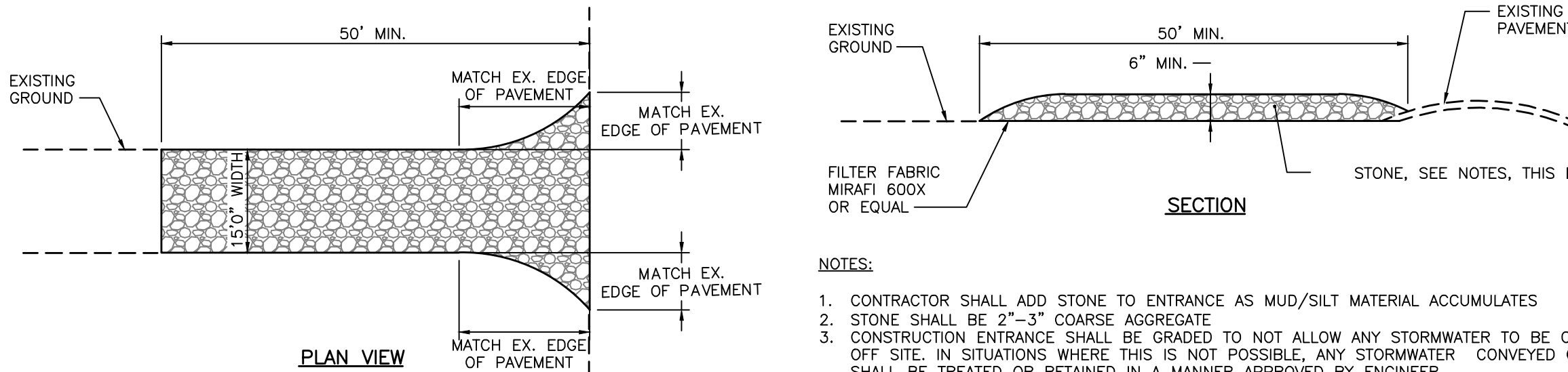
TEMPORARY SEED APPLICATION RATES			
SEED	LBS / ACRE	RECOMMENDED SEEDING DATES	
WINTER RYE	2.57	8/15 TO 10/1	
OATS	1.84	4/1 TO 7/1 8/15 TO 9/15	
ANNUAL RYGRASS	0.92	4/1 TO 7/1	
SUDANGRASS	0.92	5/15 TO 8/15	
PERENNIAL	0.92	8/15 TO 9/15	
TOTAL	7.17 LBS/ACRE		

7.4 MULCHING

MULCH SHALL BE HARDWOOD AND APPLIED AT A RATE OF 70 LBS - 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT. REFER TO DETAIL FOR MORE INFORMATION.

8.0 CONCLUSION

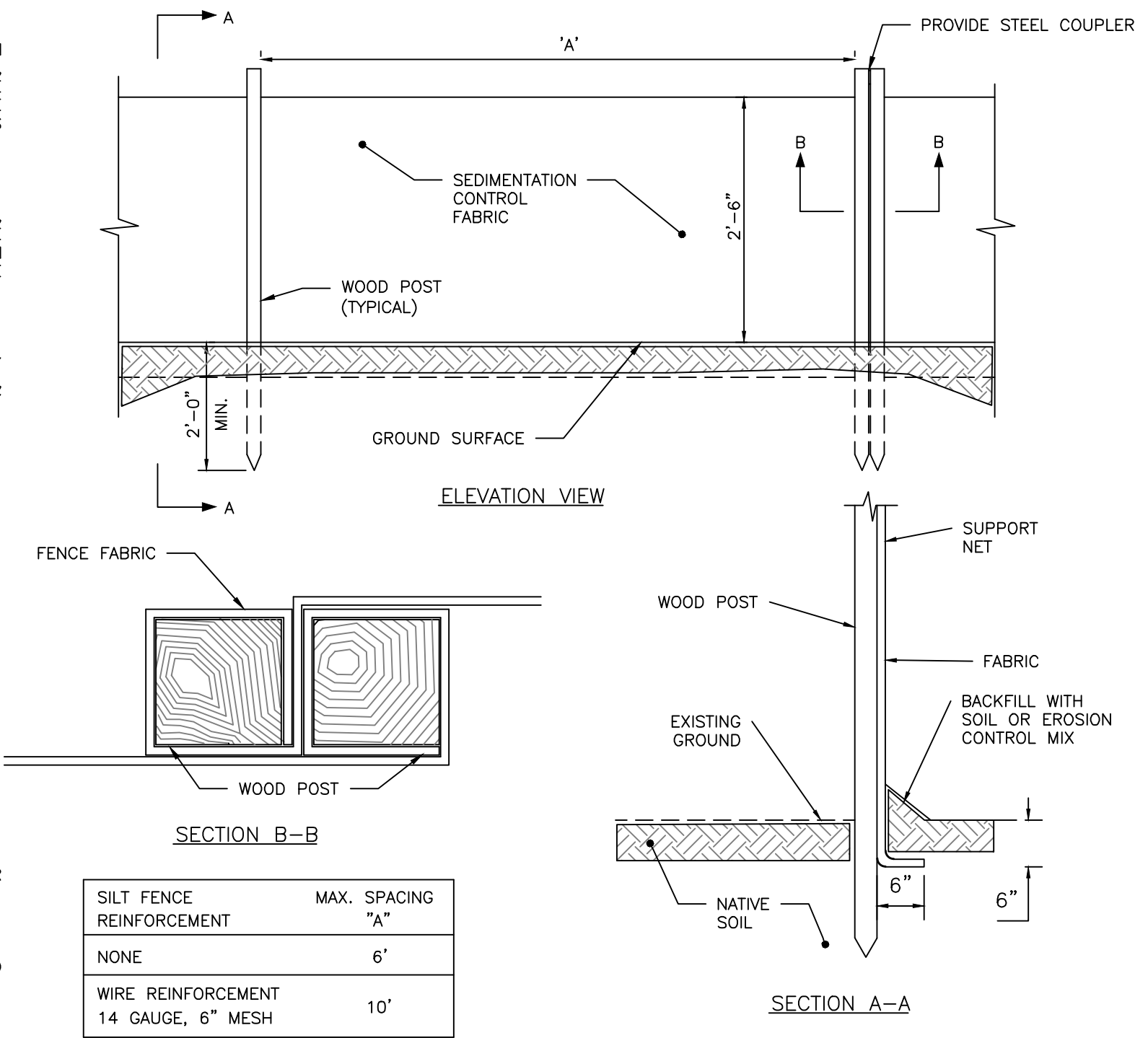
THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.



- NOTES:
1. CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
 2. STONE SHALL BE 2"-3" COARSE AGGREGATE
 3. CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
 4. WHEN NECESSARY, ON-SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
 5. CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT-OF-WAY

STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

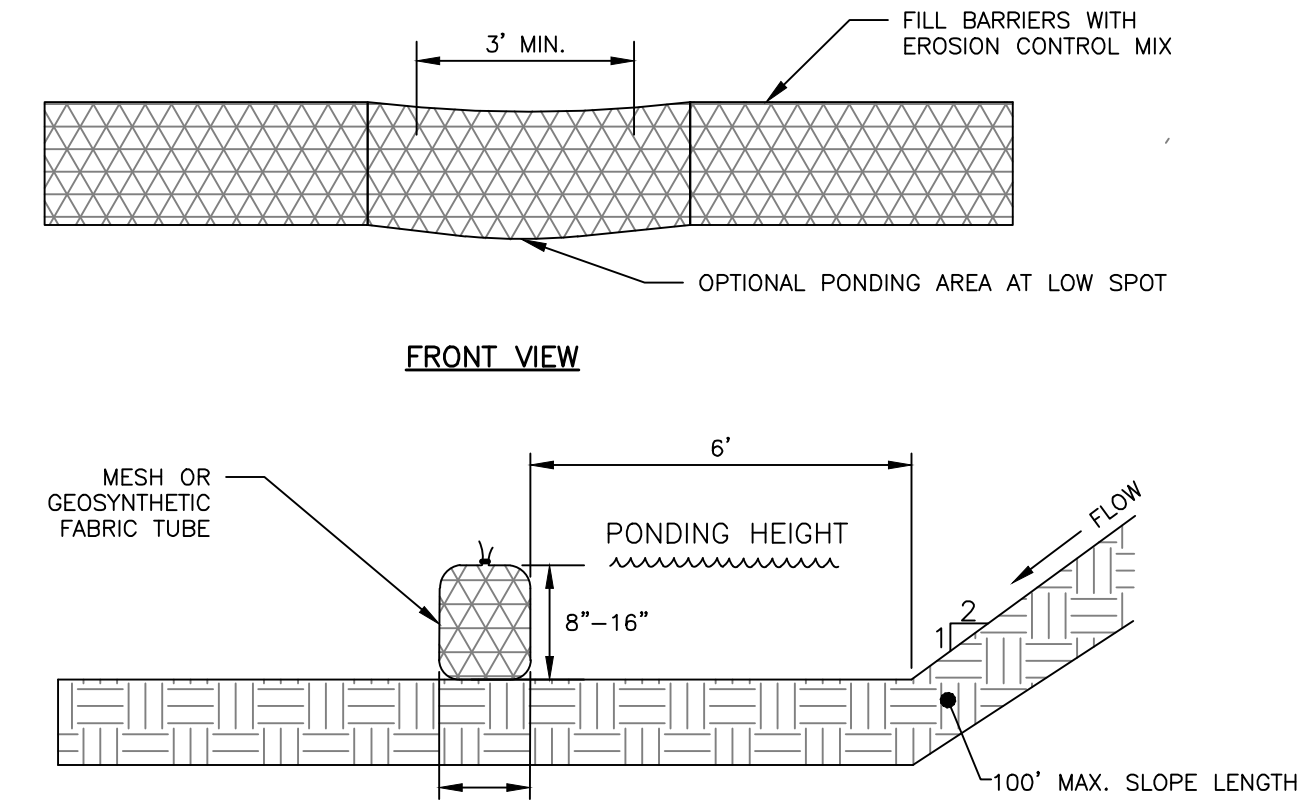


SILTATION FENCE DETAIL

NOT TO SCALE

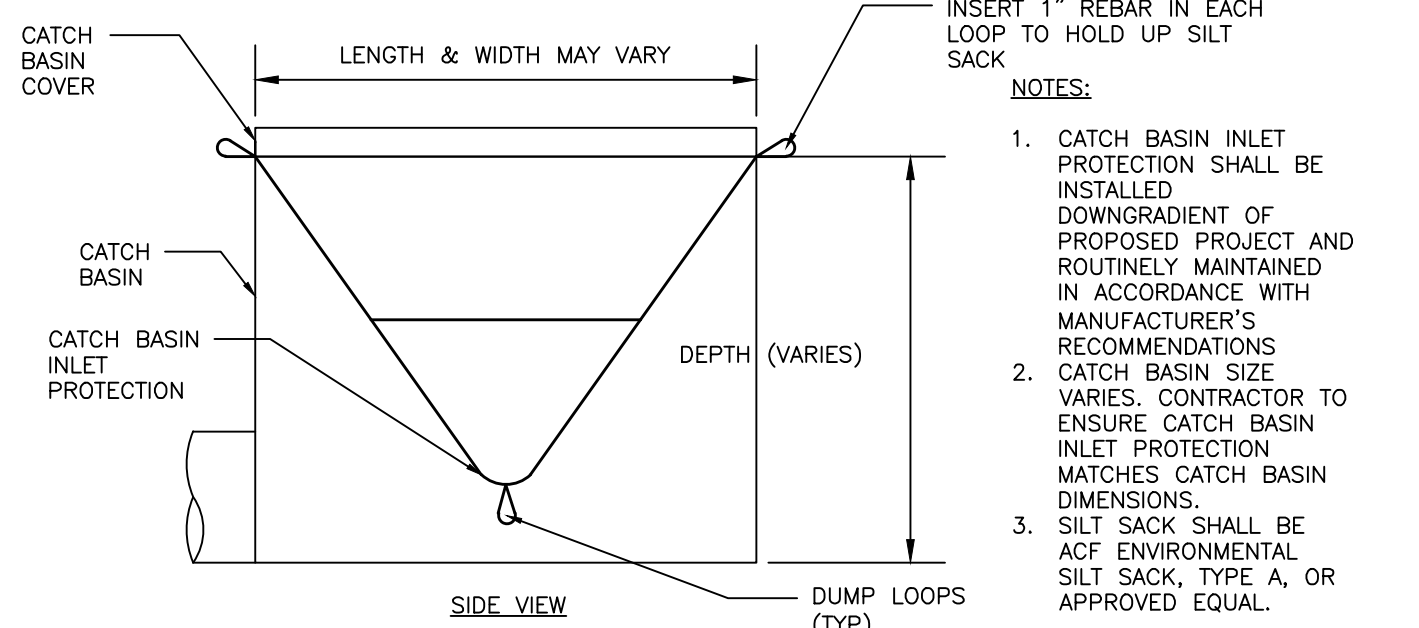
NOTES:

1. FULL CONTACT WITH THE GROUND IS CRITICAL TO PREVENT SHORT CIRCUITING UNDER THE TUBE - THE GROUND SURFACE SHOULD BE SMOOTH AND LEVEL. IN WOODED AREAS, PROTRUDING ROOTS AND DEBRIS MAY NEED TO BE REMOVED. IN GRASSED AREAS, THE GRASS NEEDS TO BE EITHER MOWED OR COMPRESSED DOWN.
2. STAKING MAY BE NECESSARY ON STEEP SLOPES.
3. UPON FINAL STABILIZATION, THE TUBE CAN BE CUT OPEN AND THE MATERIAL SPREAD OUT ONTO THE GROUND. THE MESH MATERIAL SHOULD BE REMOVE.
4. LOOSE COMPOST MAY BE BACKFILLED ALONG THE UPSLOPE SIDE OF THE COMPOST FILTER SOCK, FILLING THE SEAM BETWEEN THE SOIL SURFACE AND THE DEVICE, IMPROVING FILTRATION AND SEDIMENT RETENTION.



FILTER SOCK DETAIL

NOT TO SCALE



CATCH BASIN INLET PROTECTION

NOT TO SCALE

PERMIT LEVEL

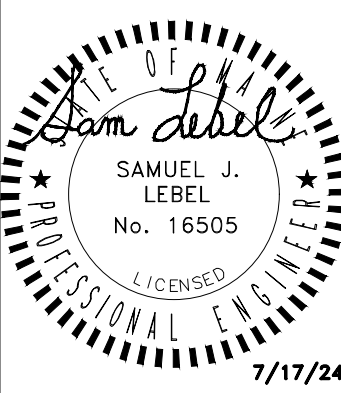
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
PRE-APPROVING	BY DATE
CSS SUBMISSION	SUL 2/28/24
MAJOR SITE PLAN	SUL 3/7/24
COMMENT RESPONSE #1	SUL 7/17/24

EROSION CONTROL DETAILS & NOTES	156 HIGH STREET
DRAWING NAME	PROJECT NAME
CLIENT	156 HIGH STREET RESIDENTIAL RENOVATION
	307 CUMBERLAND AVENUE PORTLAND, MAINE, 04101

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

FILE: 1229_DETAILS
JN: 1229
SCALE: AS NOTED
DESIGNED BY: SUL
DRAWN BY: BJK
CHECKED BY: WHS



DRAWING NO.
C-44

EXISTING BUILDING AREAS

BASEMENT.....	8,635 GSF	(8,331 GSF REHAB)
FIRST FLOOR.....	13,355 GSF	(3,871 GSF REHAB)
SECOND FLOOR.....	7,386 GSF	(6,081 GSF REHAB)
THIRD FLOOR.....	4,857 GSF	(4,857 GSF REHAB)
TOTAL.....	34,233 GSF	(23,140 GSF REHAB)

NEW BUILDING AREAS

BASEMENT.....	2,523 GSF
FIRST FLOOR.....	2,844 GSF
SECOND FLOOR.....	2,594 GSF
THIRD FLOOR.....	2,594 GSF
TOTAL.....	10,555 GSF

EXISTING AND NEW TOTAL.....44,788 GSF (34,929 GSF)

EXISTING BUILDING UNITS

BASEMENT.....	06 UNITS
FIRST FLOOR.....	02 UNITS
SECOND FLOOR.....	07 UNITS
THIRD FLOOR.....	06 UNITS
TOTAL.....	21 UNITS

EXISTING BUILDING BED COUNTS

STUDIO.....	02 UNITS
ONE BEDROOM.....	16 UNITS
TWO BEDROOM.....	03 UNITS

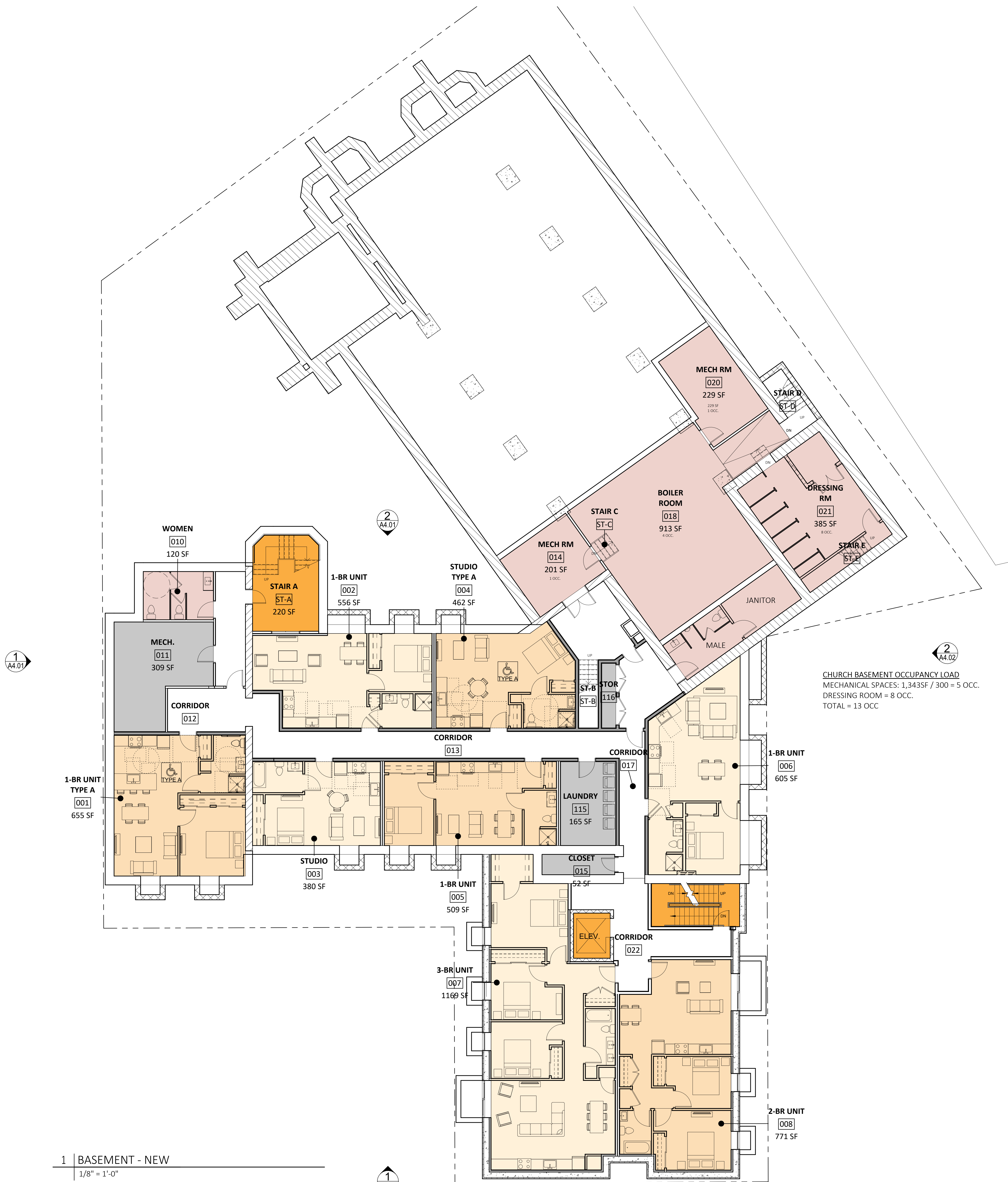
NEW BUILDING UNITS

BASEMENT.....	02 UNITS
FIRST FLOOR.....	02 UNITS
SECOND FLOOR.....	03 UNITS
THIRD FLOOR.....	03 UNITS
TOTAL.....	10 UNITS

NEW BUILDING BED COUNTS

STUDIO.....	00 UNITS
ONE BEDROOM.....	02 UNITS
TWO BEDROOM.....	07 UNITS
THREE BEDROOM.....	01 UNIT

SITE TOTAL.....31 UNITS



Project:

**WILLISTON-IMMANUEL
UNITED CHURCH**

156 HIGH STREET
PORTLAND, ME

Owner/Client:

AVESTA HOUSING

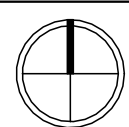
Consultant:

Revisions:

Key Plan:

**BASEMENT FLOOR PLAN -
NEW**

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



24 JUNE 2024

A1.05

Project:

**WILLISTON-IMMANUEL
UNITED CHURCH**

156 HIGH STREET
PORTLAND, ME

Owner/Client:

AVESTA HOUSING

Consultant:

Revisions:

Key Plan:

FIRST FLOOR PLAN - NEW

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

24 JUNE 2024

A1.06

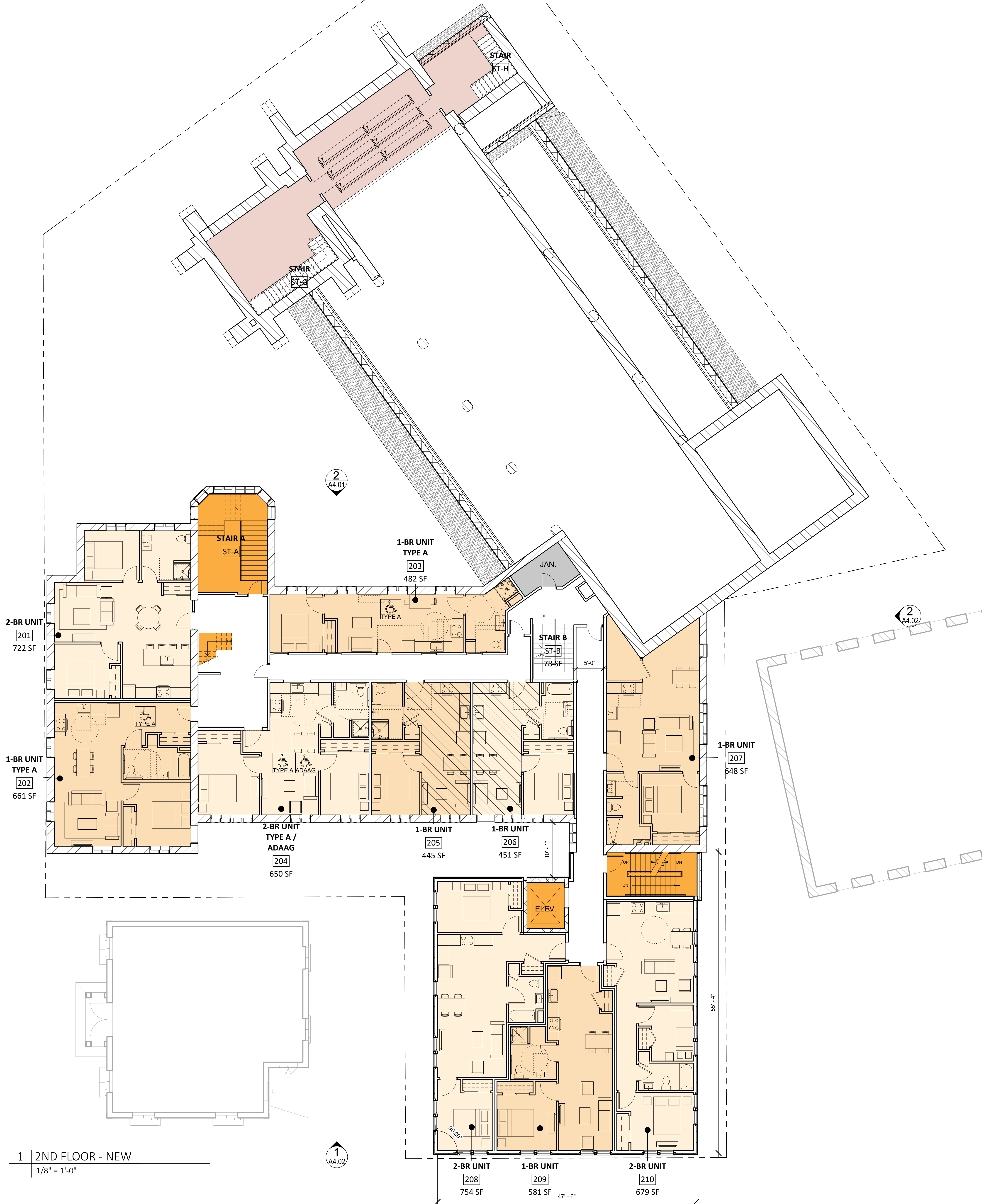
EXISTING BUILDING AREAS			
BASEMENT.....	8,635 GSF	(8,331 GSF REHAB)	
FIRST FLOOR.....	13,355 GSF	(3,871 GSF REHAB)	
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TOTAL.....	10,555 GSF		
EXISTING AND NEW TOTAL.....	44,788 GSF	(34,929 GSF)	

EXISTING BUILDING UNITS	EXISTING BUILDING BED COUNTS
BASEMENT.....06 UNITS	STUDIO.....02 UNITS
FIRST FLOOR.....02 UNITS	ONE BEDROOM.....16 UNITS
SECOND FLOOR.....07 UNITS	TWO BEDROOM.....03 UNITS
THIRD FLOOR.....06 UNITS	
TOTAL.....21 UNITS	
NEW BUILDING UNITS	NEW BUILDING BED COUNTS
BASEMENT.....02 UNITS	STUDIO.....00 UNITS
FIRST FLOOR.....02 UNITS	ONE BEDROOM.....02 UNITS
SECOND FLOOR.....03 UNITS	TWO BEDROOM.....07 UNITS
THIRD FLOOR.....03 UNITS	THREE BEDROOM.....01 UNIT
TOTAL.....10 UNITS	
SITE TOTAL.....31 UNITS	



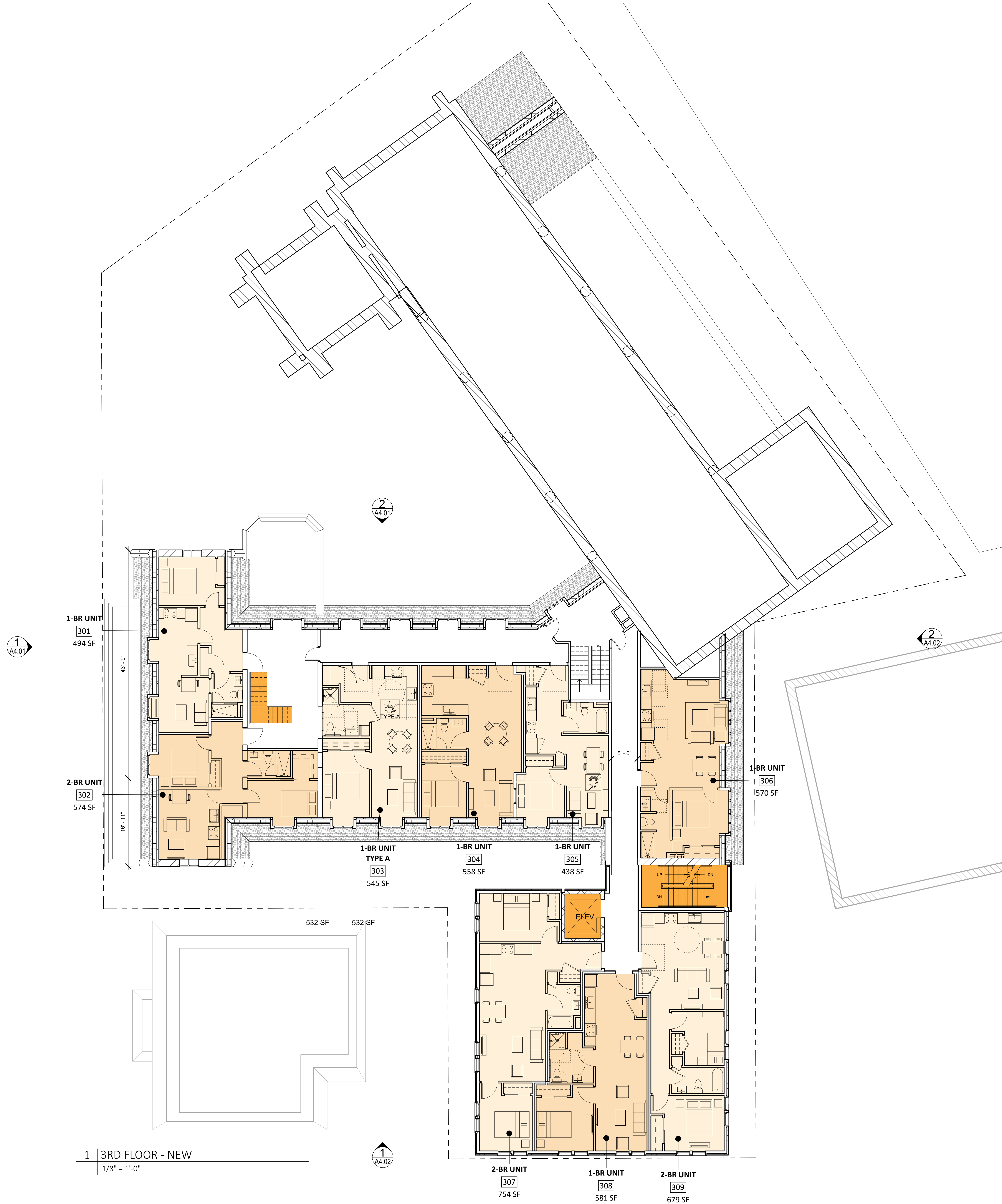
EXISTING BUILDING AREAS		
BASEMENT.....	8,635 GSF	(8,331 GSF REHAB)
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EXISTING BUILDING UNITS	EXISTING BUILDING BED COUNTS
BASEMENT.....06 UNITS	STUDIO.....02 UNITS
FIRST FLOOR.....02 UNITS	ONE BEDROOM.....16 UNITS
SECOND FLOOR.....07 UNITS	TWO BEDROOM.....03 UNITS
THIRD FLOOR.....06 UNITS	
TOTAL.....21 UNITS	
NEW BUILDING UNITS	NEW BUILDING BED COUNTS
BASEMENT.....02 UNITS	STUDIO.....00 UNITS
FIRST FLOOR.....02 UNITS	ONE BEDROOM.....02 UNITS
SECOND FLOOR.....03 UNITS	TWO BEDROOM.....07 UNITS
THIRD FLOOR.....03 UNITS	THREE BEDROOM.....01 UNIT
TOTAL.....10 UNITS	
SITE TOTAL.....31 UNITS	



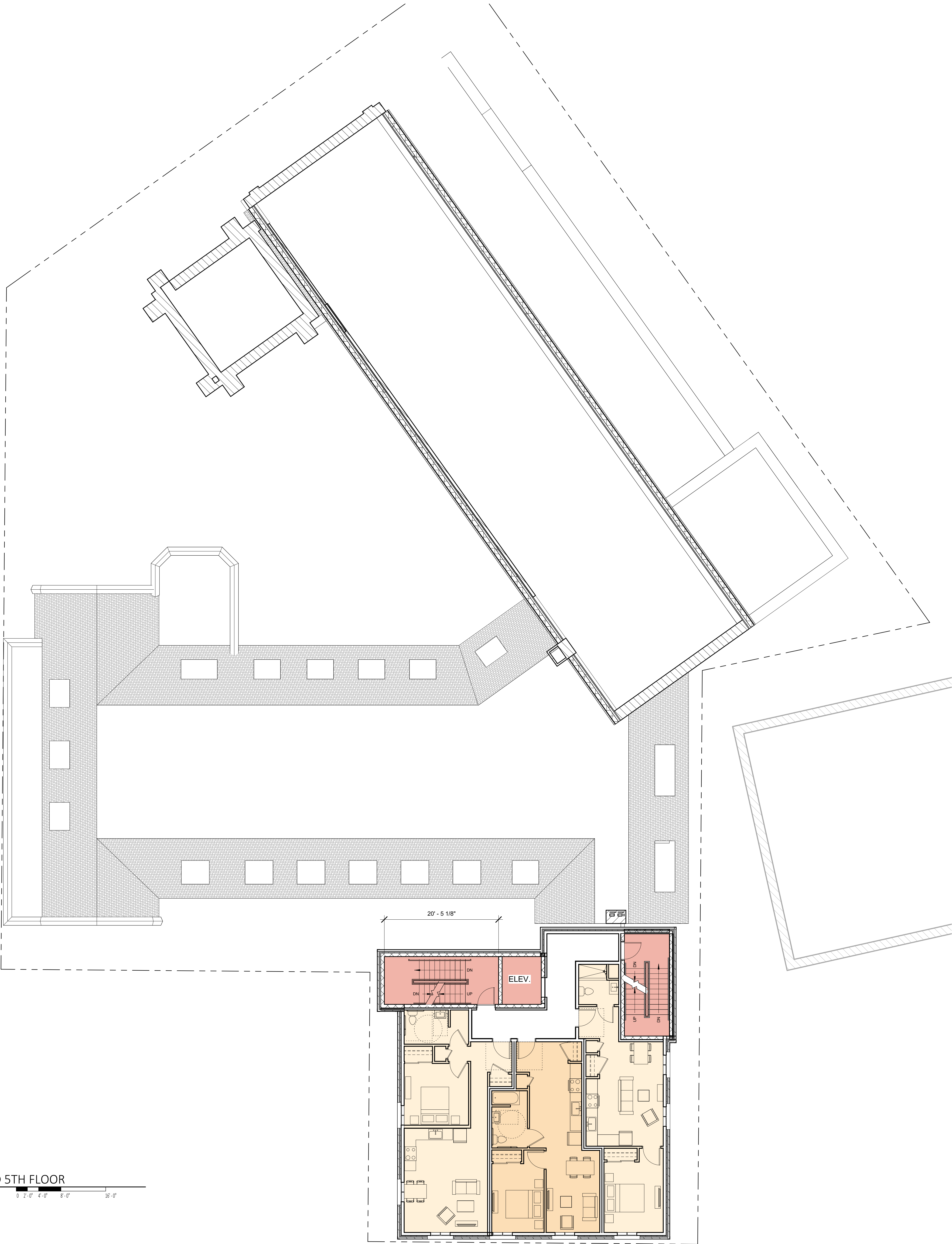
EXISTING BUILDING AREAS			
BASEMENT.....	8,635 GSF	(8,331 GSF REHAB)	
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BASEMENT.....06 UNITS	STUDIO.....02 UNITS
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SECOND FLOOR.....07 UNITS	TWO BEDROOM.....03 UNITS
THIRD FLOOR.....06 UNITS	
TOTAL.....21 UNITS	
NEW BUILDING UNITS	NEW BUILDING BED COUNTS
BASEMENT.....02 UNITS	STUDIO.....00 UNITS
FIRST FLOOR.....02 UNITS	ONE BEDROOM.....02 UNITS
SECOND FLOOR.....03 UNITS	TWO BEDROOM.....07 UNITS
THIRD FLOOR.....03 UNITS	THREE BEDROOM.....01 UNIT
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SITE TOTAL.....31 UNITS	



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FIRST FLOOR.....	13,355 GSF	(3,871 GSF REHAB)	
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THIRD FLOOR.....	4,857 GSF	(4,857 GSF REHAB)	
TOTAL.....	34,233 GSF	(23,140 GSF REHAB)	
NEW BUILDING AREAS			
BASEMENT.....	567 GSF		
FIRST FLOOR.....	658 GSF		
SECOND FLOOR.....	2,641 GSF		
THIRD FLOOR.....	2,641 GSF		
FOURTH FLOOR.....	2,641 GSF		
FIFTH FLOOR.....	2,641 GSF		
TOTAL.....	11,789 GSF		
EXISTING AND NEW TOTAL.....	46,363 GSF	(34,929 GSF)	

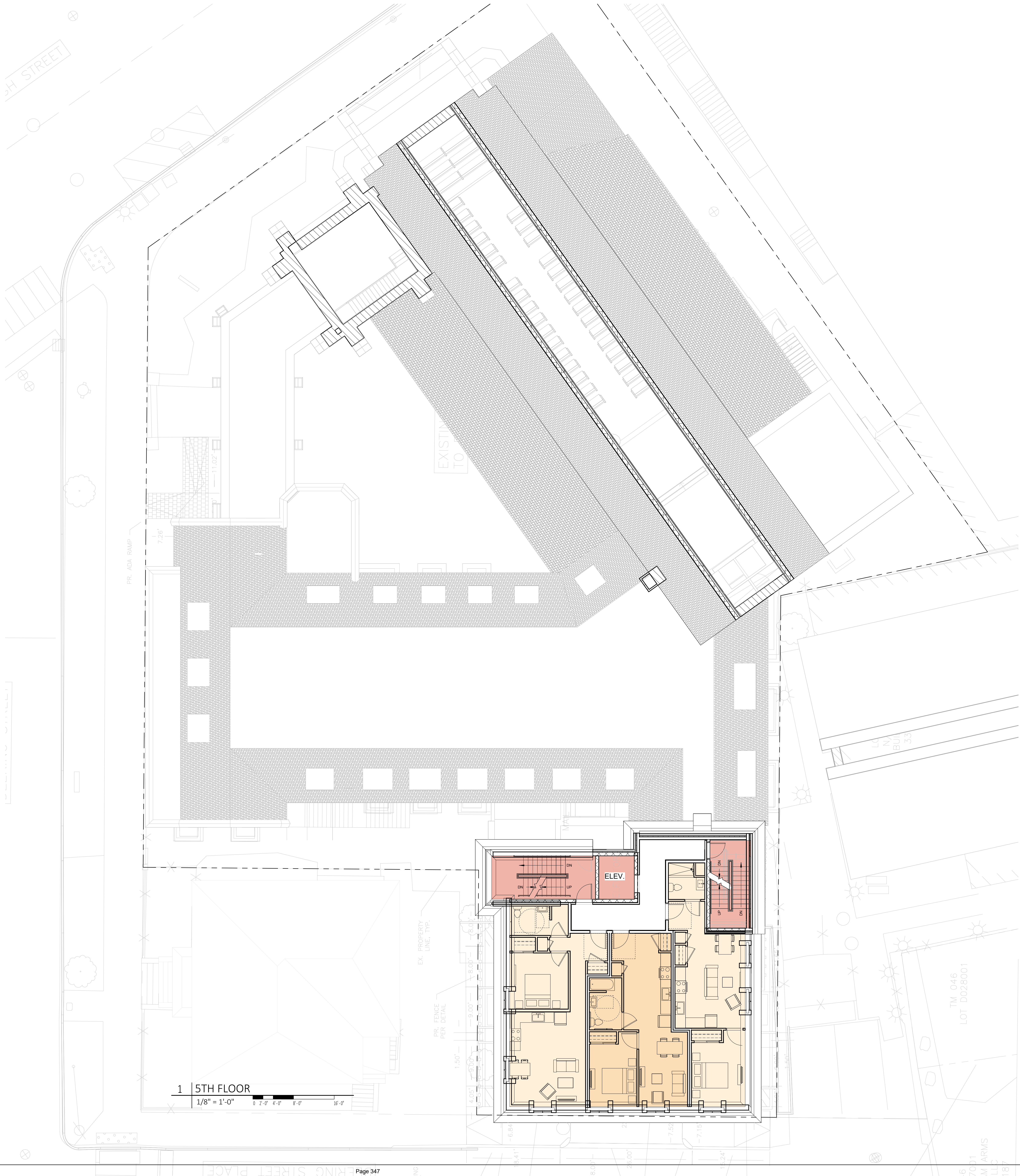
EXISTING BUILDING UNITS		EXISTING BUILDING BED COUNTS	
BASEMENT.....	06 UNITS	STUDIO.....	02 UNITS
FIRST FLOOR.....	02 UNITS	ONE BEDROOM.....	16 UNITS
SECOND FLOOR.....	07 UNITS	TWO BEDROOM.....	03 UNITS
THIRD FLOOR.....	06 UNITS		
TOTAL.....	21 UNITS		
NEW BUILDING UNITS		NEW BUILDING BED COUNTS	
SECOND FLOOR.....	03 UNITS	STUDIO.....	00 UNITS
THIRD FLOOR.....	03 UNITS	ONE BEDROOM.....	12 UNITS
FOURTH FLOOR.....	03 UNITS	TWO BEDROOM.....	00 UNITS
FIFTH FLOOR.....	03 UNITS		
TOTAL.....	12 UNITS		
SITE TOTAL.....	33 UNITS		



1 | 4TH AND 5TH FLOOR
1/8" = 1'-0" 0 2'-0" 4'-0" 8'-0" 16'-0"

EXISTING BUILDING AREAS			
BASEMENT.....	8,635 GSF	(8,331 GSF REHAB)	
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TOTAL.....	11,789 GSF		
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EXISTING BUILDING UNITS		EXISTING BUILDING BED COUNTS	
BASEMENT.....	06 UNITS	STUDIO.....	02 UNITS
FIRST FLOOR.....	02 UNITS	ONE BEDROOM.....	16 UNITS
SECOND FLOOR.....	07 UNITS	TWO BEDROOM.....	03 UNITS
THIRD FLOOR.....	06 UNITS		
TOTAL.....	21 UNITS		
NEW BUILDING UNITS		NEW BUILDING BED COUNTS	
SECOND FLOOR.....	03 UNITS	STUDIO.....	00 UNITS
THIRD FLOOR.....	03 UNITS	ONE BEDROOM.....	12 UNITS
FOURTH FLOOR.....	03 UNITS	TWO BEDROOM.....	00 UNITS
FIFTH FLOOR.....	03 UNITS		
TOTAL.....	12 UNITS		
SITE TOTAL.....	33 UNITS		



Project:

**WILLISTON-IMMANUEL
UNITED CHURCH**

156 HIGH STREET
PORTLAND, ME

Owner/Client:

AVESTA HOUSING

Consultant:

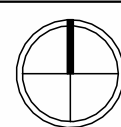
Revisions:

Key Plan:

EXTERIOR ELEVATIONS

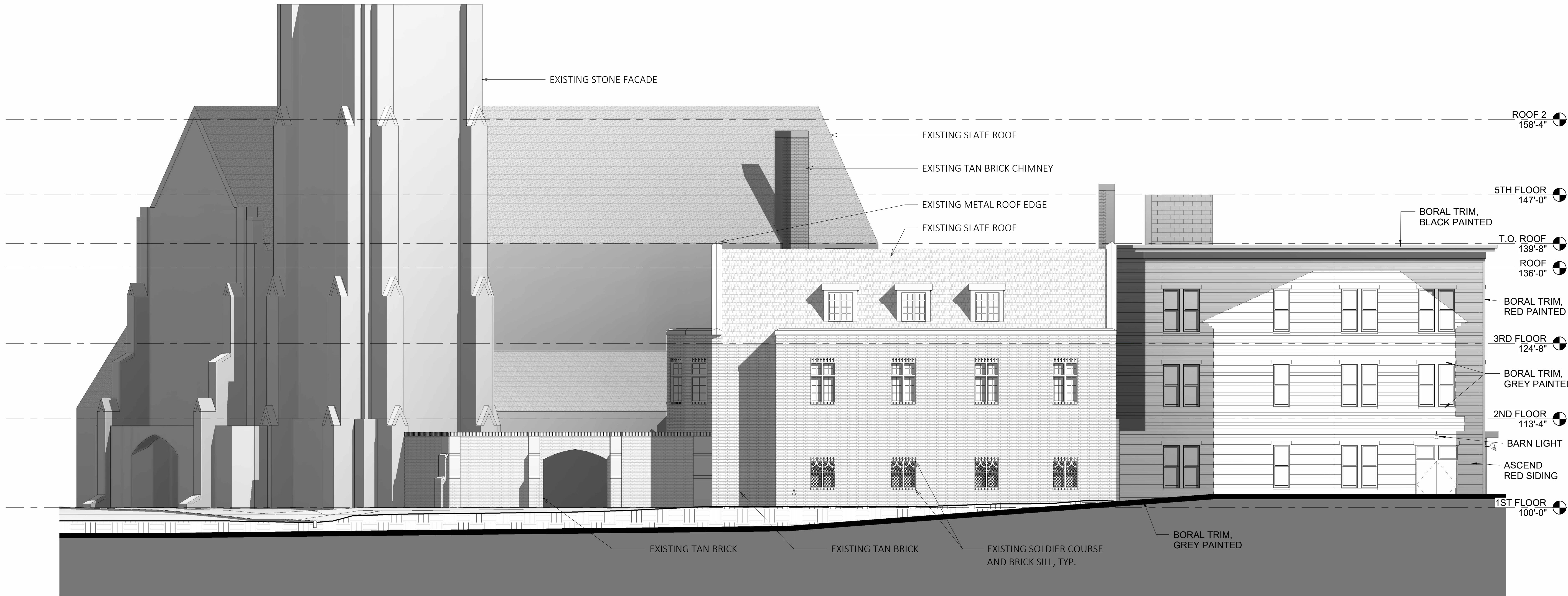
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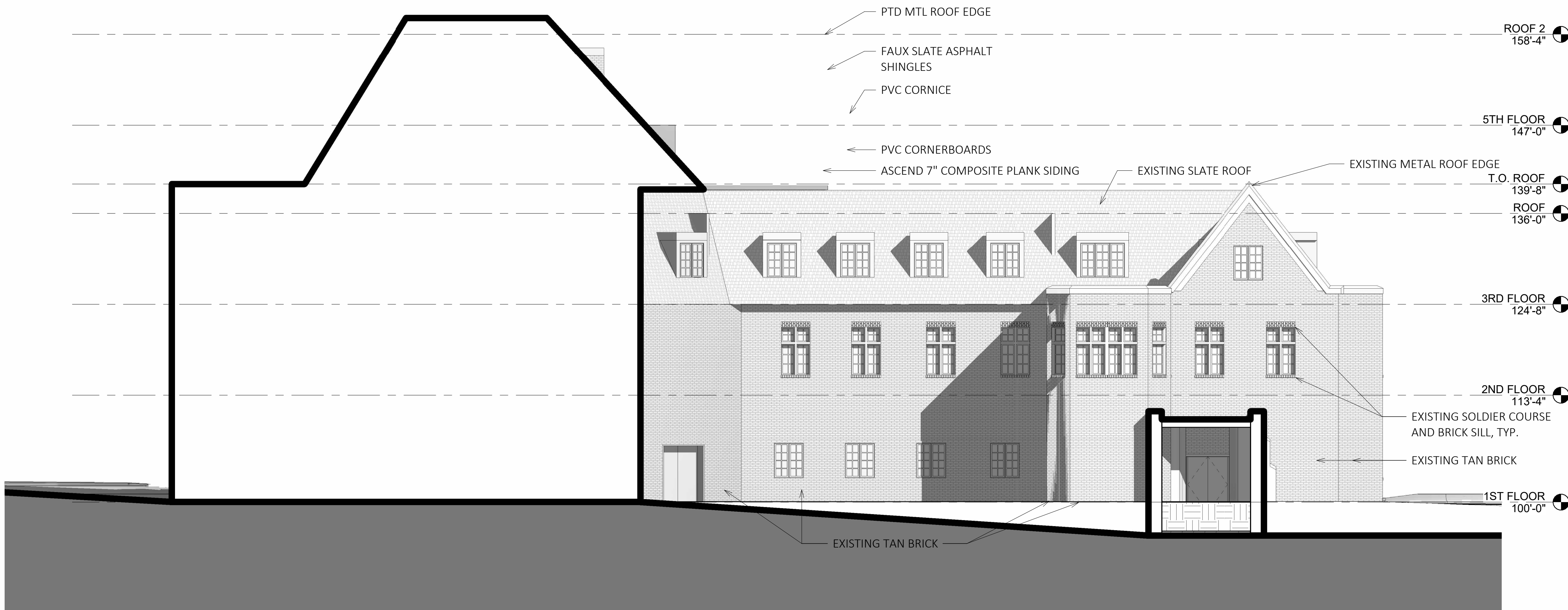
24 JUNE 2024

A4.01



1 | NORTH ELEVATION - PARISH HOUSE

1/8" = 1'-0"



2 | EAST ELEVATION - PARISH HOUSE

1/8" = 1'-0"

Project:

**WILLISTON-IMMANUEL
UNITED CHURCH**

156 HIGH STREET
PORTLAND, ME

Owner/Cliet:

AVESTA HOUSING

Consultant:

1 | WEST ELEVATION- PARISH HOUSE

1/8" = 1'-0"

3 | WEST ELEVATION - ADDITION

1/8" = 1'-0"

2 | SOUTH ELEVATION - PARISH HOUSE

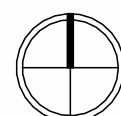
1/8" = 1'-0"

Revisions:

Key Plan:

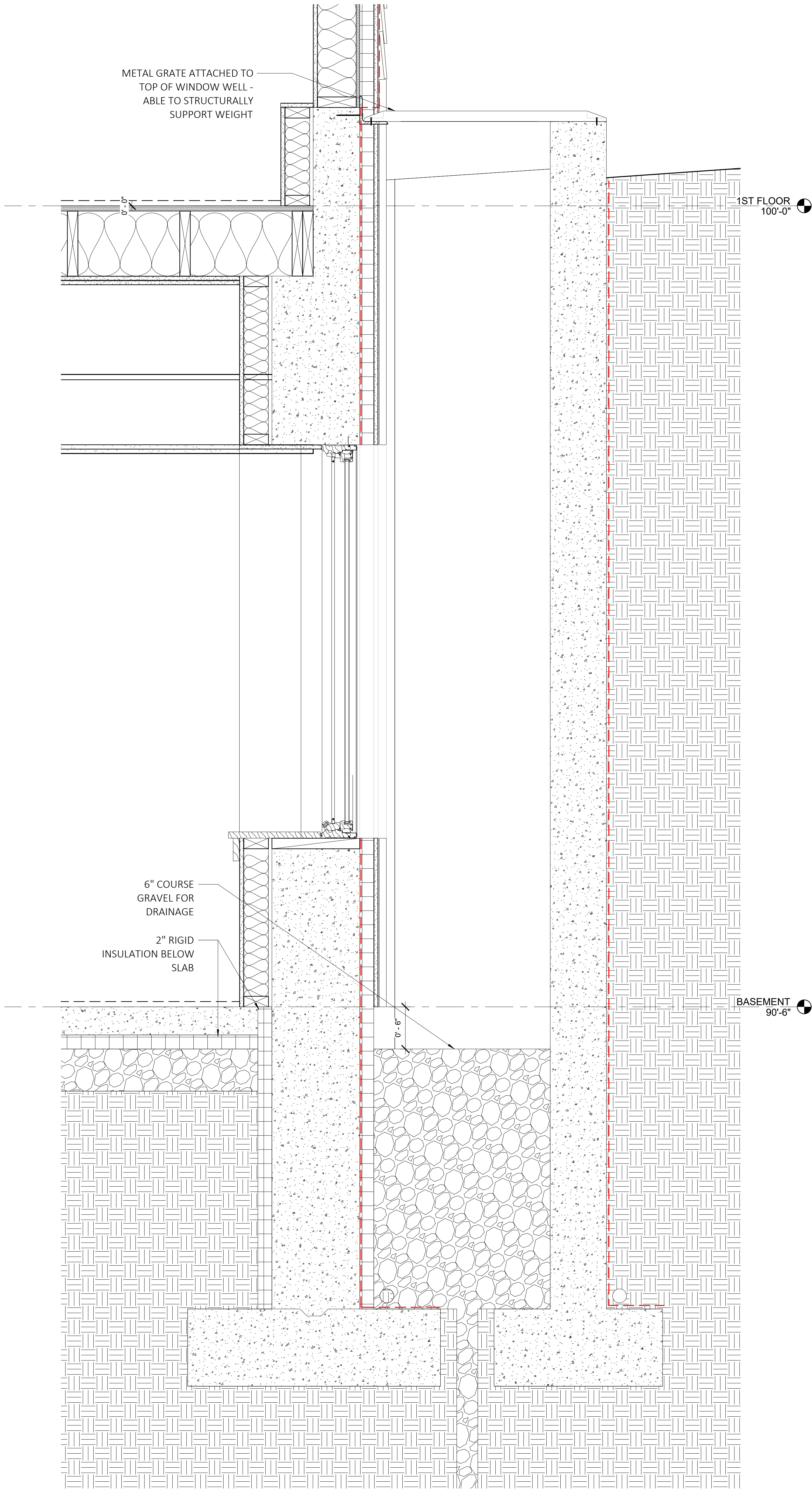
EXTERIOR ELEVATIONS

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

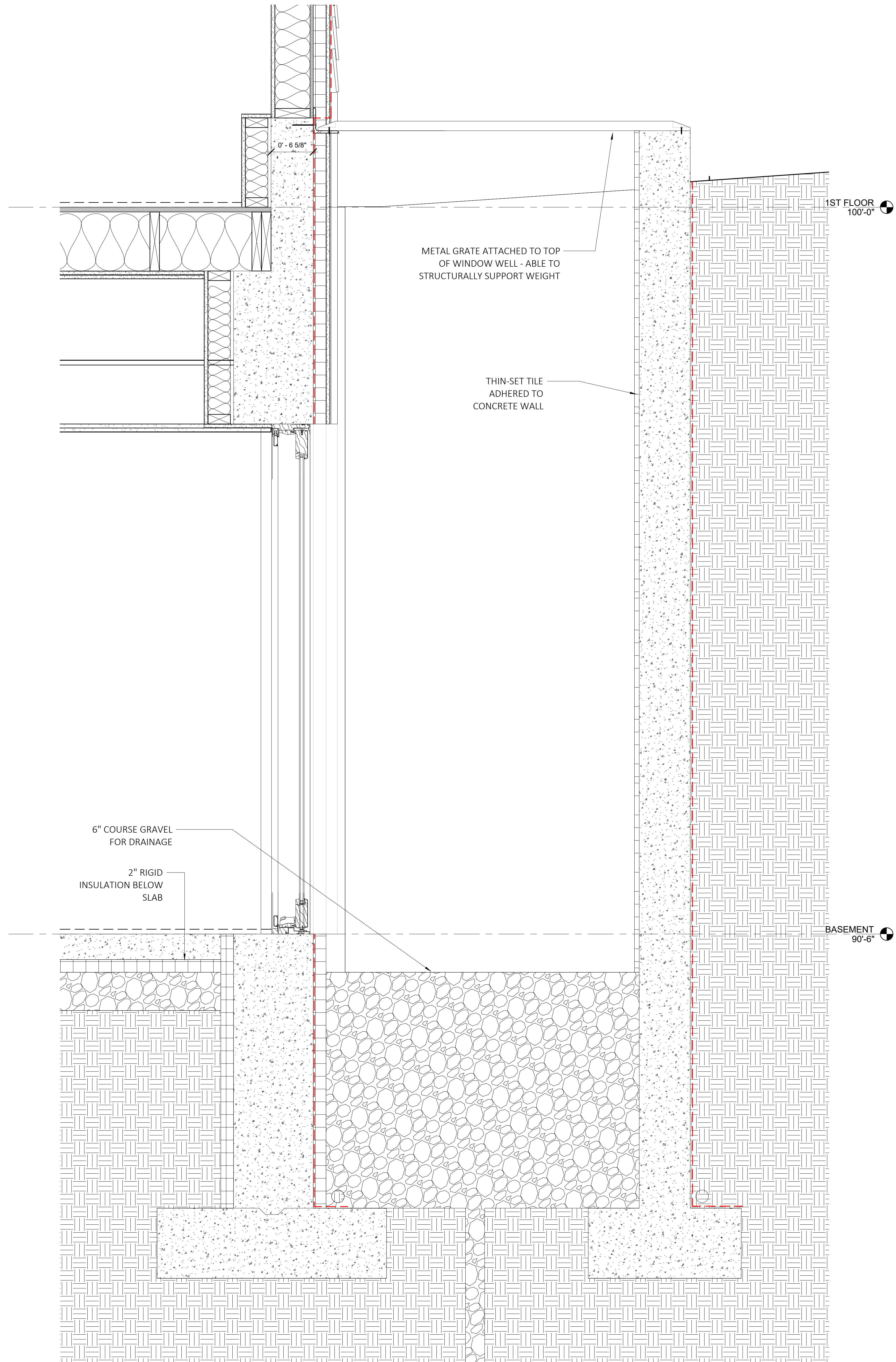


24 JUNE 2024

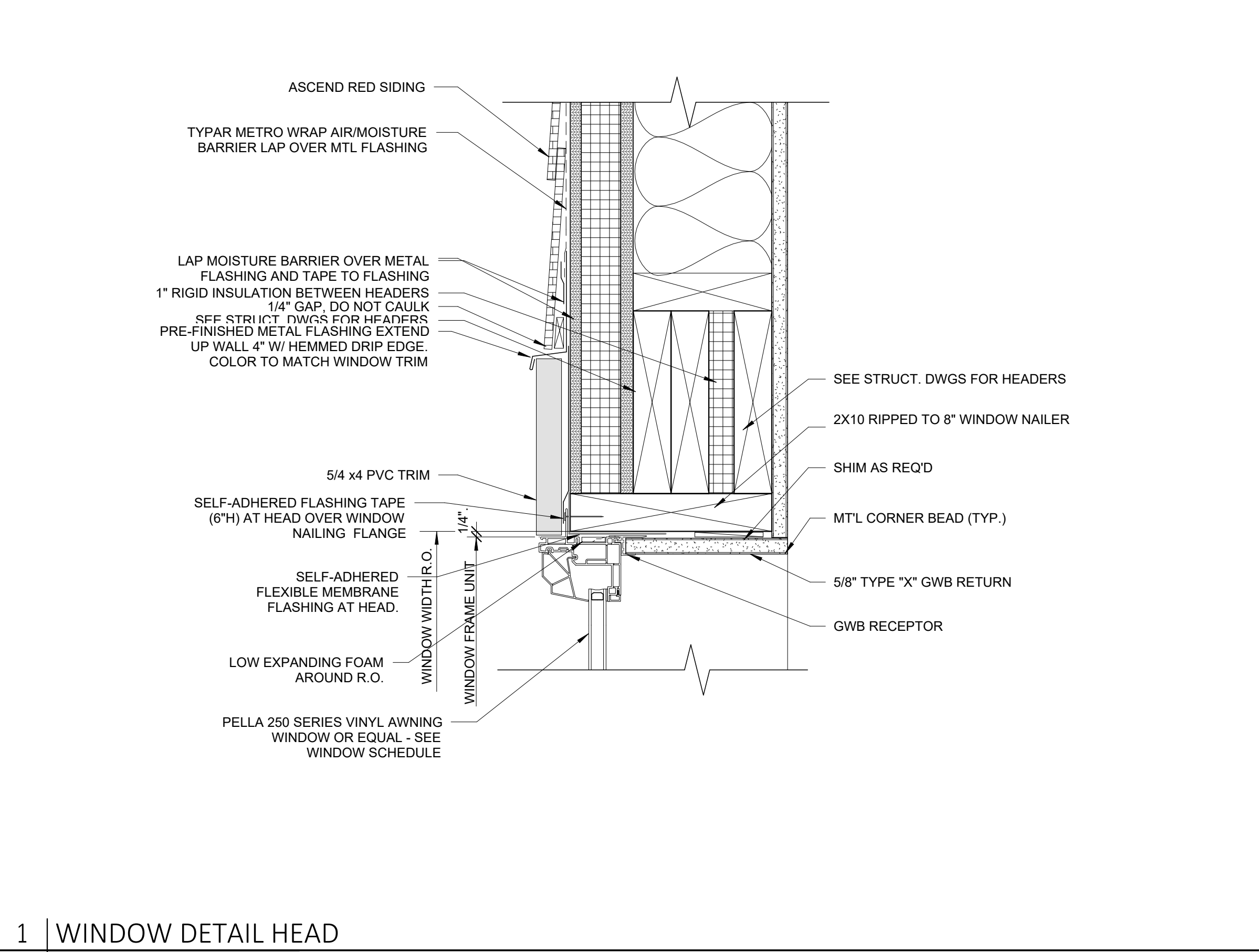
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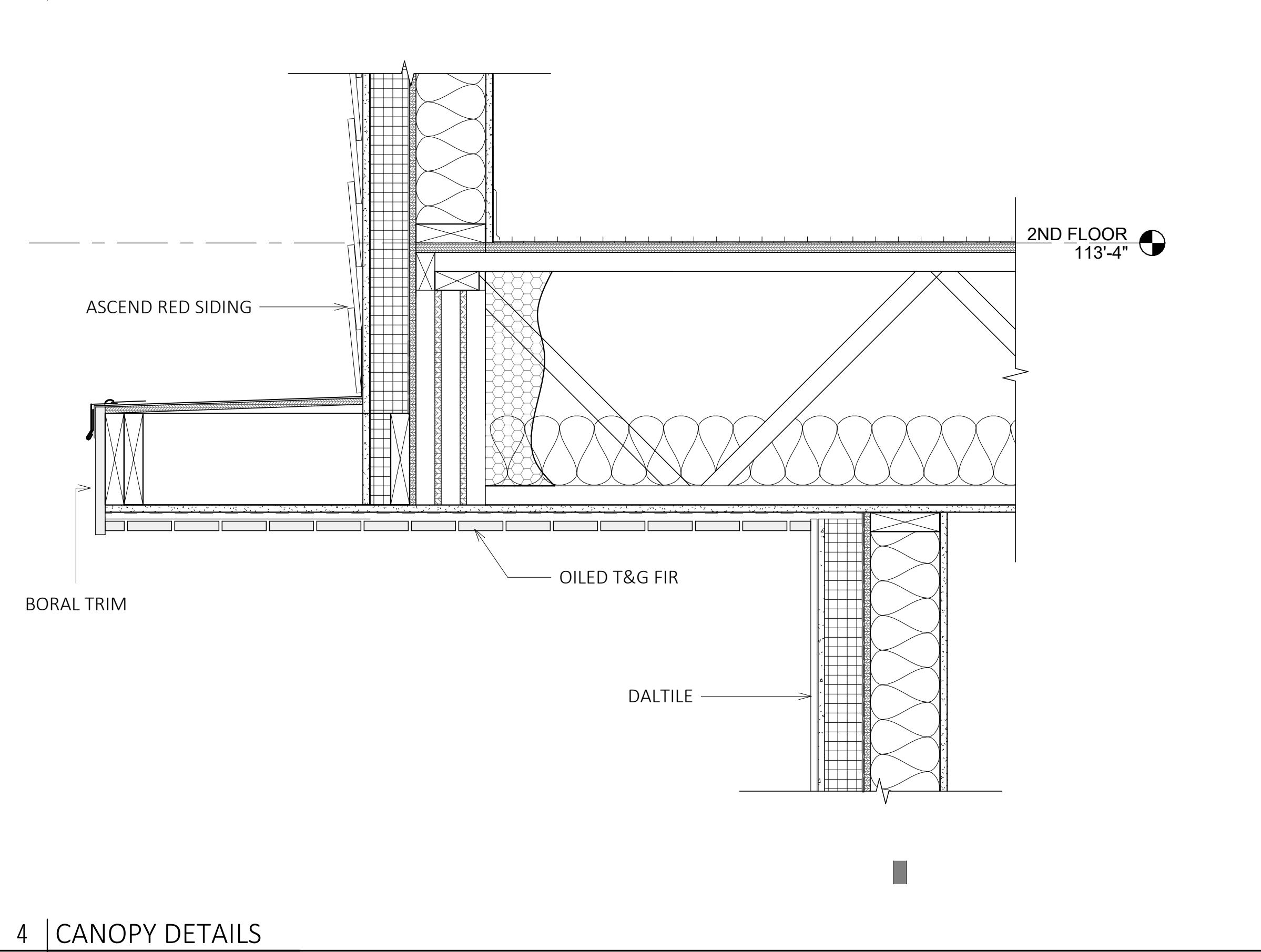
2 WINDOW WELL SECTION
1 1/2" = 1'-0"



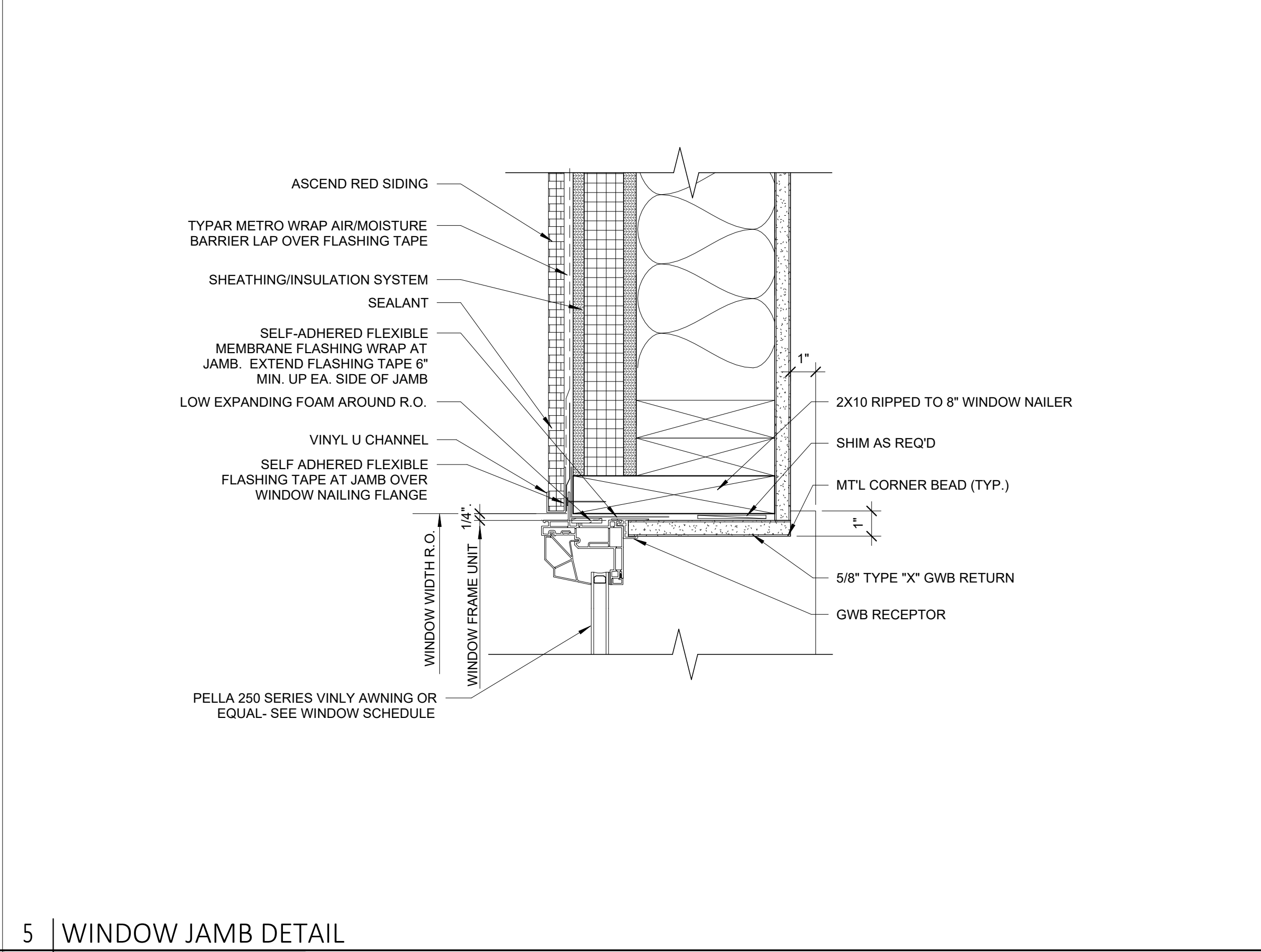
1 SLIDING DOOR WELL SECTION
1 1/2" = 1'-0"



1 | WINDOW DETAIL HEAD
3" = 1'-0"



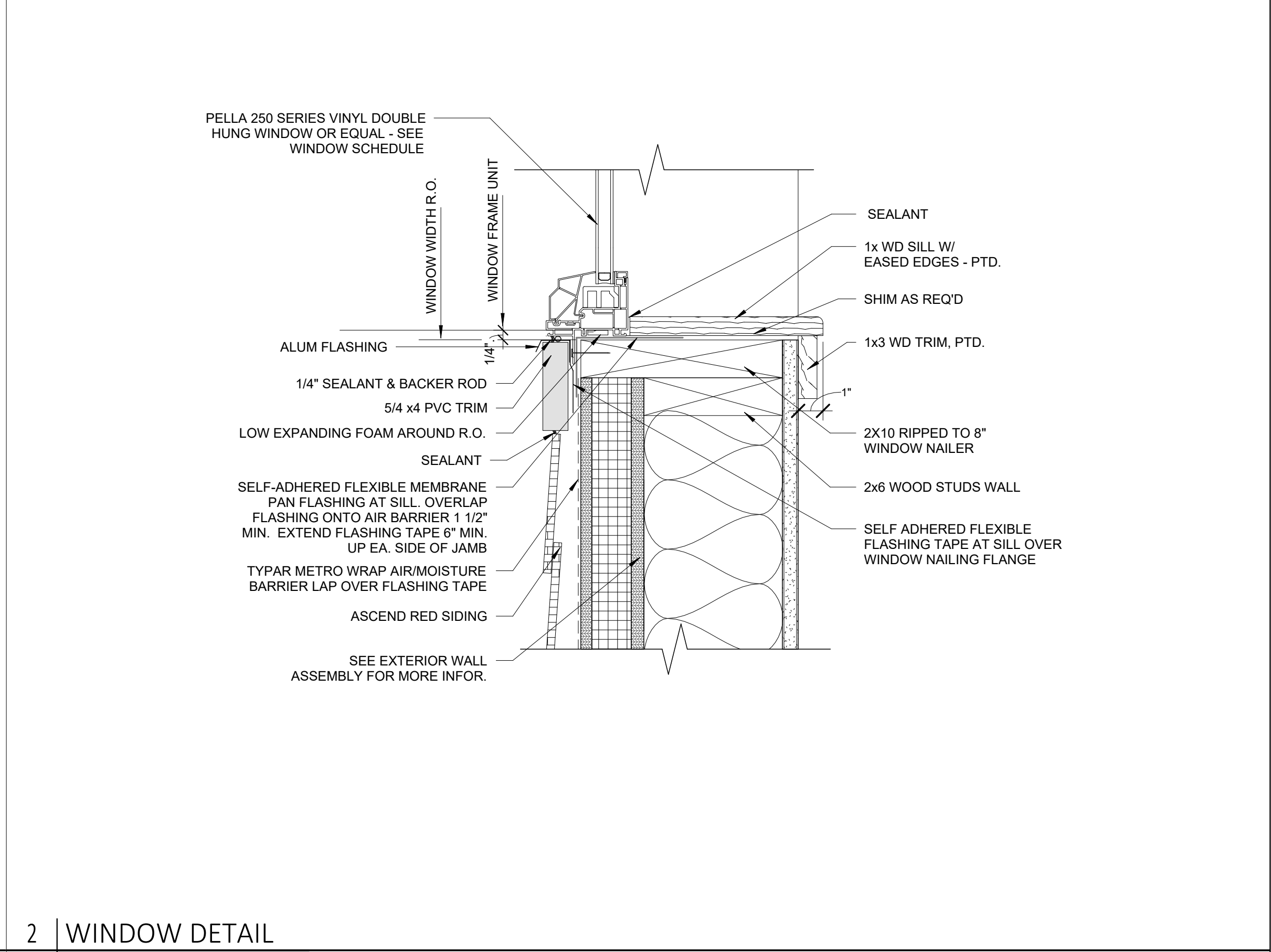
4 | CANOPY DETAILS
1 1/2" = 1'-0"



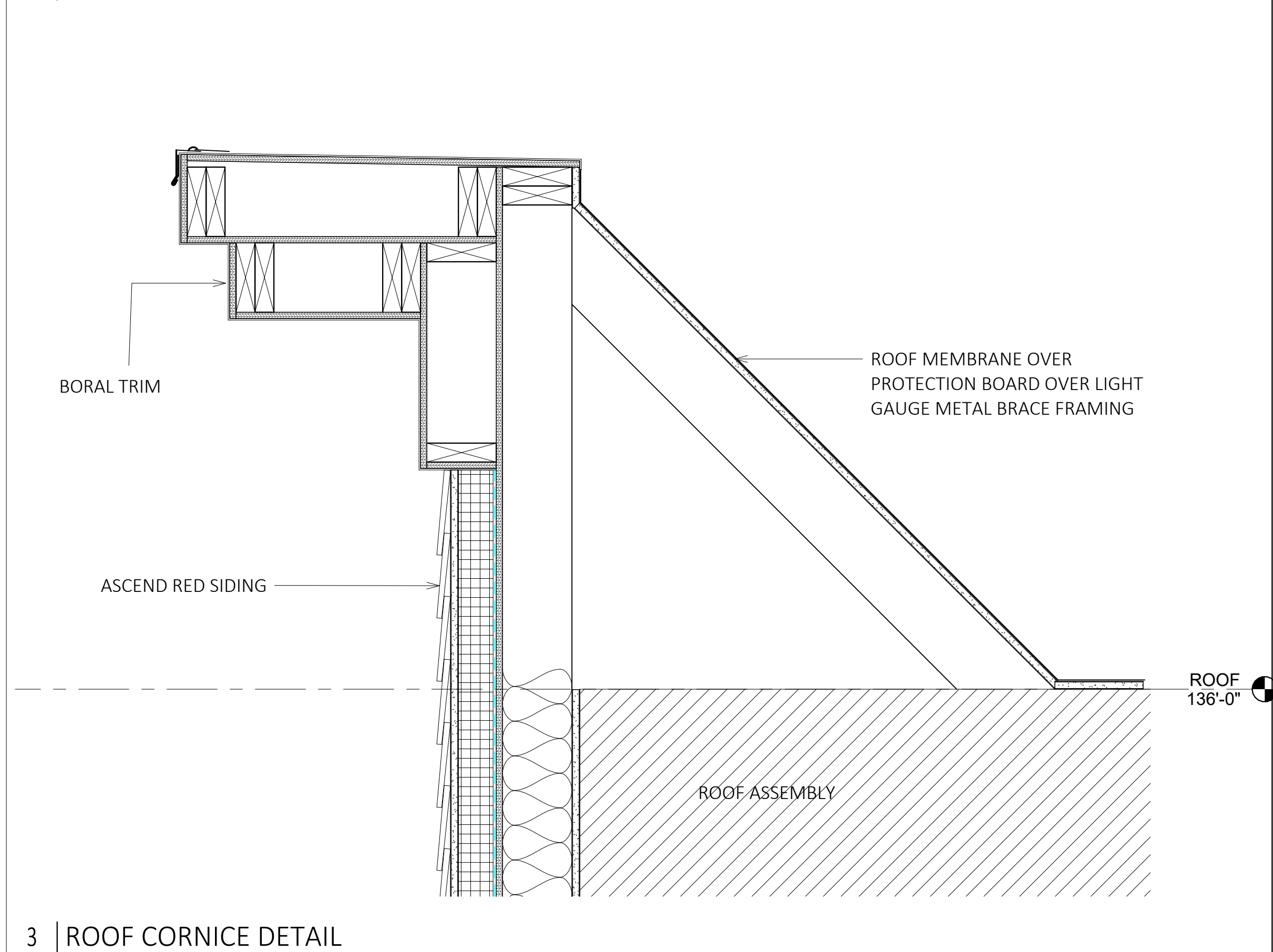
5 | WINDOW JAMB DETAIL
3" = 1'-0"



3 | ROOF CORNICE DETAIL
1 1/2" = 1'-0"



2 | WINDOW DETAIL
3" = 1'-0"



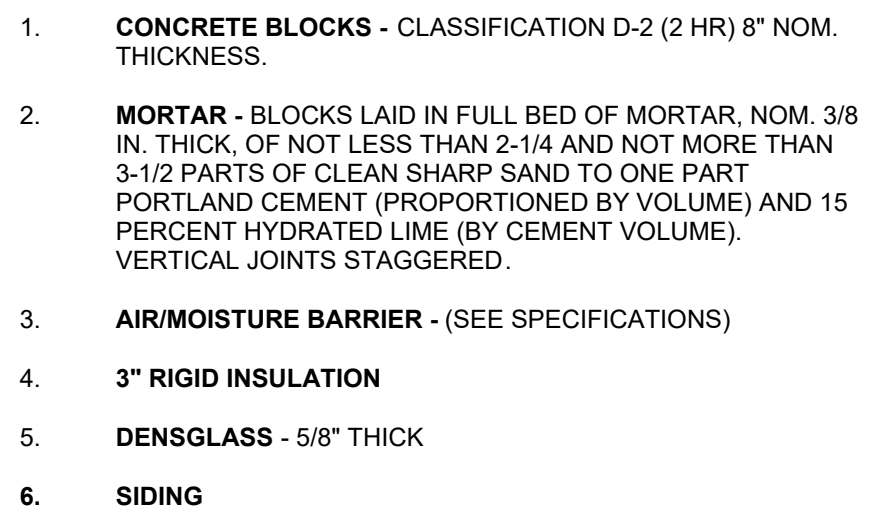
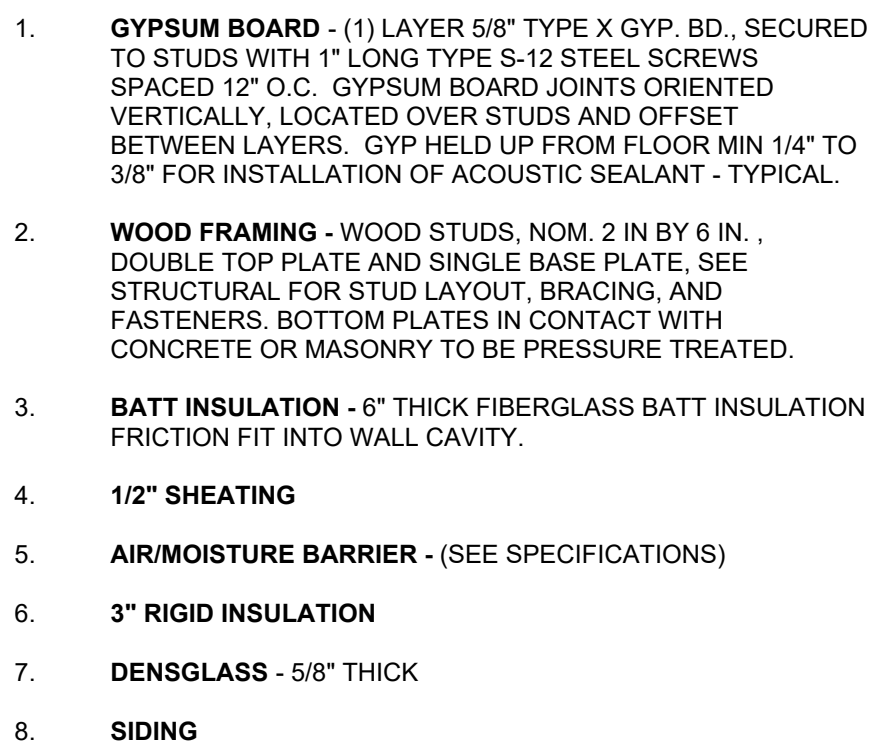
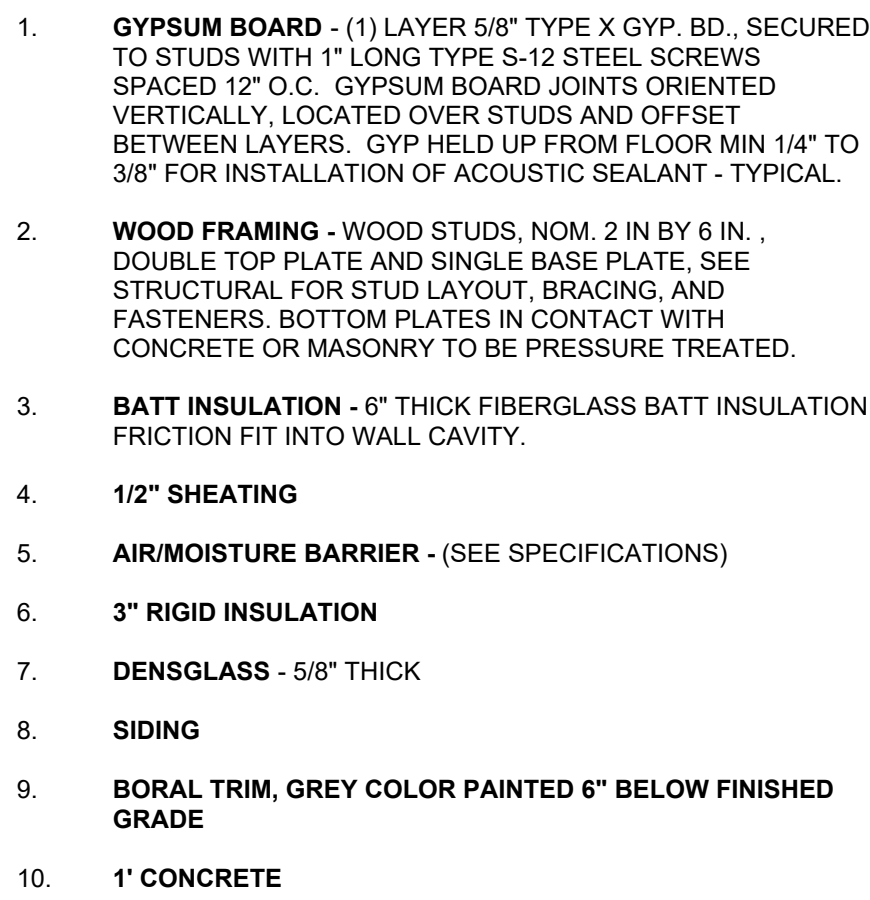
3 | ROOF CORNICE DETAIL
1 1/2" = 1'-0"



WILLISTON-IMMANUEL
UNITED CHURCH

156 HIGH STREET
PORTLAND, ME

Consultant:


$$1\frac{1}{2}'' = 1'-0''$$
$$1\frac{1}{2}'' = 1'-0''$$

1 1/2" = 1'-0"

Key Plan:

24 JUNE 2024

G0.07

CITY OF PORTLAND, MAINE

PLANNING BOARD

Brandon Mazer, Chair
Justin Barker, Vice Chair
Marpheen Chann
Sean Murphy
David Silk
Austin Smith
Maggie Stanley

July 30, 2024

Nathan Howes	Sam Lebel, P.E
Williston-Immanuel United Church & Avesta Housing Inc.	Acorn Engineering,
307 Cumberland Ave	PO Box 3372
Portland, Maine 04101	Portland, Maine 04104

Project Name: 156 High Street	Project ID: PL-002905-2024
Address: 156 High Street	CBL: 046 D017
Applicant: Williston-Immanuel United Church & Avesta Housing	
Planner: Ameriz Gamez	

Dear Sam Lebel and Nathan Howes:

On August 13, 2024 the Planning Board approved a major site plan application for the renovation of the existing Parish House into affordable housing and a small additional housing building to create a total of 31 affordable housing units at 156 High Street. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan Ordinance, Ch. 14, Article 14, Section 14.6. based on the information provided to the Board in the application, plans, reports. Through testimony and other information submitted by the applicant, the Planning Board adopted the findings, conclusions and recommendations contained in the Planning Board Report for the public hearing on August 13, 2024, which is attached hereto and incorporated herein by reference. Based upon those findings, conclusions and recommendations, the Planning Board found that the application met all relevant standards and voted (X-X) to approve the application with the following conditions as presented below.

Site Plan Review

Based upon the information provided to the Board in the application, plans, reports, through testimony and other information submitted by the applicant, the Planning Board adopted the findings, conclusions and recommendations contained in Section IX of the Planning Board Report for the public hearing on August 13, 2024, which is attached hereto and incorporated herein by reference. The Planning Board voted (X-X) to find that

the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall provide utility capacity verification from Central Maine Power and the Portland Water District.
2. The applicant shall provide a TDM plan that is to be reviewed and approved by the Planning Authority.
3. In the event that the applicant determines a viable alternative design for the proposed storm drain as recommended by the Department of Public Works that, the applicant shall prepare and submit an updated site plan for review and approval by DPW Water Resources staff.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. The applicant shall provide a fee in-lieu for the 31 additional required street trees, which would total \$12,400.

The approval is based on the submitted plans and findings related to site plan review, as contained in the Planning Board report dated August 13, 2024 for application #PL 0029052024 which is attached.

Standard Procedures

Note: The following standard procedures and requirements apply to all approved site plans:

1. Subdivision Recording Plat A final recording plat, listing all conditions of subdivision approval, must be submitted to the Planning and Urban Development Department for review. Once approved, the plat shall be signed by the Planning Board. A performance guarantee must be issued prior to release of the recording plat for recording at the Cumberland County Registry of Deeds. One mylar copy of the recording plat with signatures and the recorded book and page must be returned to the Planning and Urban Development Department.
2. Subdivision Waivers Pursuant to 30-A MRSA section 4406(B)(1), any waiver must be specified on the subdivision plan or outlined in a notice. The plan or notice must be recorded in the Cumberland County Registry of Deeds within two (2) years of the final subdivision approval.
3. Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
4. Subdivision Expiration Subdivision approval is valid for up to three (3) years from the date of Planning Board approval.

5. Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.

6. Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.

7. Construction Management Plans The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution.

The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.

8. Preconstruction Meeting Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

9. Department of Public Works Permits If work or obstructions will occur within the public 389 right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

10. Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site

plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.

11. Stormwater Management The owner/operator of an approved stormwater management system, and all assigns shall comply with the conditions of Chapter 32, Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements.

A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Final copies shall be submitted to both the Department of Planning and Urban Development and the Department of Public Works.

12. Third Party Inspections For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval. The inspector will submit weekly written reports to the Stormwater Coordinator(s) in the Water Resources Division of Public Works. Reports must include: project ID, project address, the date(s) and time(s) of inspection(s), site photographs of areas under construction, and the date(s) and approximate duration(s) of any rainfall events. The report will identify and describe any erosion problems or discharge of pollutants and what actions will be taken to address these issues and repair any damage to other properties or natural resources, actions to eliminate the erosion source, and actions to prevent future sediment discharges from the area.

13. Defect Guarantee A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

14. As-Built Final Plans Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (.dwg), release AutoCAD 2005 or greater. Please provide one hard copy of the mylar.

15. Mylar Copies Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.

16. Impact Fees New development or changes of use that result in net new residential dwelling units, non- residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit <https://www.portlandmaine.gov/2409/Impact-Fees>

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at (207)874-8901 or DRC@portlandmaine.gov.

All site plan requirements must be completed and approved by the Development 38 Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Ameriz Gamez at (207) 874-8632 or via Agamez@portlandmaine.gov

Sincerely,

Brandon Mazer, Planning Board Chair

Attachments:

1. Planning Board Report
2. Portland City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet

331 Cumberland Avenue
Major Site Plan Application
PL-002938-2024
Youth & Family Outreach, Applicant

Submitted to:	Portland Planning Board	Prepared By:	Eric Freeman
Public Hearing Date:	August 13, 2024	Date:	August 9, 2024

I. INTRODUCTION

Youth & Family Outreach have submitted a Major Site Plan application to construct a new six-story, mixed-use building at 331 Cumberland Avenue in the B-3 zone. This building would include new facilities for Youth & Family Outreach on the first two floors and 60 residential units. This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.6.

The Planning and Urban Development Department mailed 105 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the August 3rd, and August 6th 2024 editions of the Portland Press Herald.

Applicant: Developers Collaborative, Youth & Family Outreach

Applicant Representatives: Gorrill Palmer, Invid Architecture



Figure 1: The proposed building as seen from Cumberland Avenue

II. REQUIRED REVIEWS

Review	Applicable Standards
Site Plan	Section 14.6
B-3 Multifamily Residential Design Standards	Design Manual Section 14.6.4

III. PROJECT DATA

Existing Zoning	B-3 Downtown Business
Property Size	19,592 SF
Existing Use	Youth & Family Outreach facility, empty restaurant space, Surface parking
Proposed Development Program	6-story, mixed-use building with new Youth & Family Outreach facilities and 60 housing units with residential amenities.

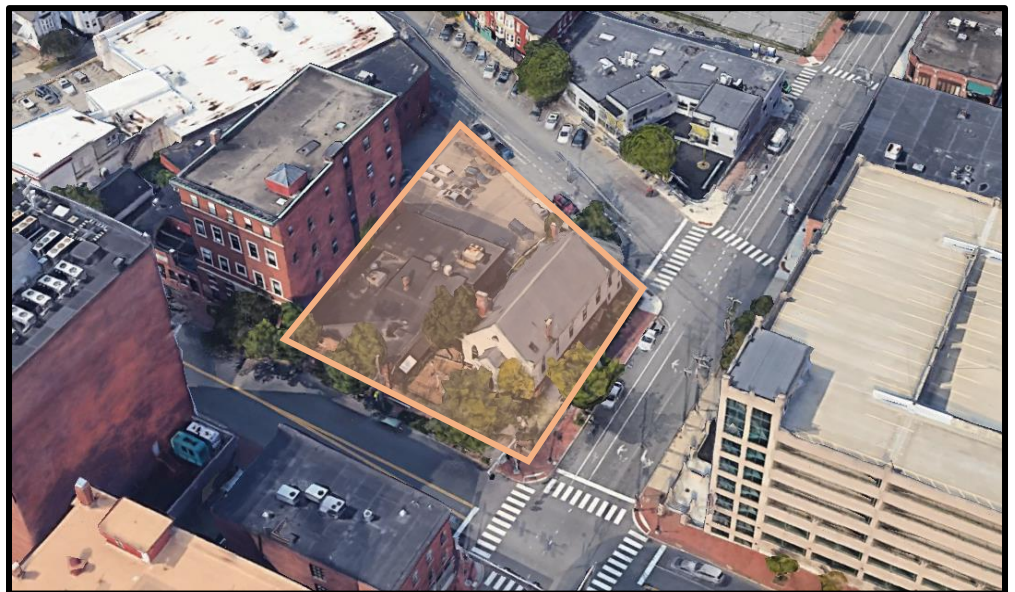
IV. EXISTING CONDITIONS AND SURROUNDING AREA

The existing site is bounded by Cumberland Avenue to the south, Preble Street to the east and Portland Street to the north. A five-story multifamily building abuts the site immediately to the west and the Cumberland Avenue Garage abuts the site to the east across Preble Street. The Preble Street emergency center, Elaine's Way abuts the site to the north across Portland Street. The site is in a transitional area between downtown and Bayside, and the surrounding area consists primarily of mixed-use commercial and residential buildings as well as social services facilities.

There are currently two buildings on this site which would be removed as part of this application; The Preble Street Chapel building located at the corner of Cumberland and Preble Street which is currently occupied by Youth & Family Outreach (YFO) and the former Maria's Restaurant building, which is unoccupied. There is a small surface parking lot behind the former restaurant building along Portland Street. The site also features several trees as well as a small playground area operated by YFO.

The Planning Board previously approved an application submitted by the Portland Housing Development Corporation to redevelop a portion of this parcel on September 15, 2020 (PL-001140-2020). That approval has since expired.

Figure 2: The existing site and surrounding context



V. PROPOSED DEVELOPMENT

The proposed development involves the demolition of the existing Maria's Restaurant building and the Preble Street Chapel to facilitate the construction of a six-story, 60-unit mixed-use building with on-site resident amenities and community space. The first floor will be partially occupied by Youth and Family Outreach (YFO) and will serve as the primary residential entrance, which will front on to Portland Street. The remainder of the first floor would be occupied by four residential units and residential amenities, including bike storage, trash room, laundry and a fitness room. YFO would occupy the entire second floor with staff offices, classrooms, therapy rooms and a kitchen. YFO's primary entrance would be located on the second floor at the corner of Cumberland Avenue and Preble Street. YFO students would be able to directly access an expanded playground area that is proposed to front Cumberland Avenue. The playground would feature landscaping, benches and playground equipment, and would be separated from the street with a decorative fence.

Floors three through six would be entirely residential, with a mixture of studio, 1-bedroom, 2-bedroom and 3-bedroom units. Of the 60 proposed units, 48 would be affordable units, with the remaining 12 being market-rate. An outdoor patio area on the sixth floor will be accessible to all residents.

This application would involve reconstruction of sidewalk along the site's Cumberland, Preble and Portland Street frontages with brick on Cumberland Avenue and Preble Street and concrete pavers on Portland Street. This application also involves pavement repair work on Cumberland Avenue in order to accommodate new utility connections. No on-site parking is proposed.

A total of eight new trees are proposed to be planted, including two new street trees along Preble Street and six new shade trees within the playground area fronting Cumberland Avenue.

This application will utilize existing water, sewer and gas utilities servicing the site from Cumberland Avenue and Preble Street.



Figure 3: Cumberland Avenue Elevation

Figure 4: Portland Street Elevation

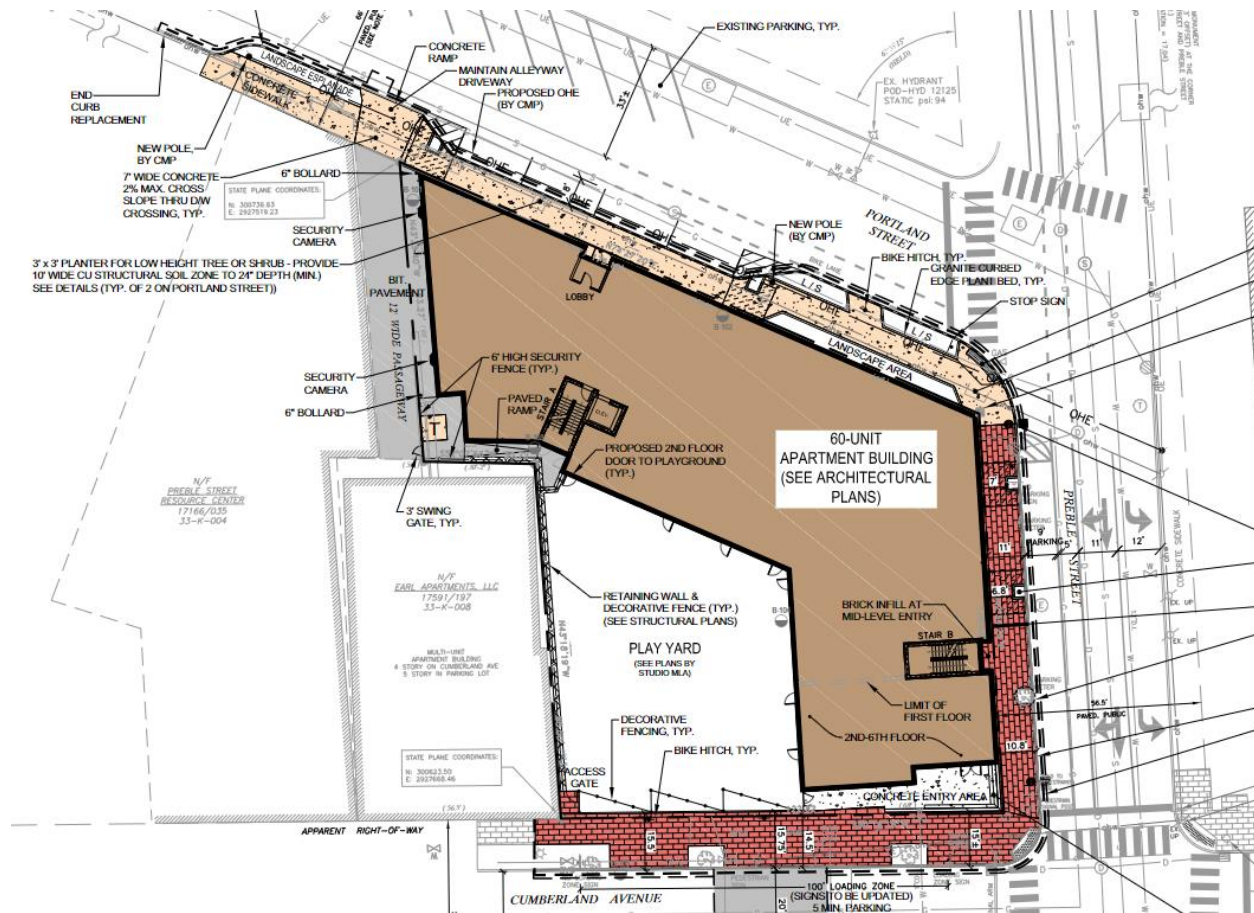


Figure 5: Site Plan

VI. RIGHT, TITLE, & INTEREST

The applicant has demonstrated sufficient right, title and interest to the two parcels involved in this application by deeds associated with these parcels are recorded in the Cumberland County Registry of Deeds in book 35266 pages 282-285.

Full Right, Title and Interest documentation is included as Attachments E and F. Given the long history of the site and the succession of deeds associated with this property, additional clarification was requested regarding the applicant's Right, Title and Interest.

A written legal opinion from Curtis Thaxter Attorneys detailing the three deeds associated with this application can be found as Attachment G. This opinion demonstrated that the applicant has sufficient right, title and interest to redevelop these parcels in the manner proposed. This opinion was reviewed and accepted by Corporation Council. (Attachment S3.) Corporation Counsel confirms that that the information provided demonstrates adequate right, title and interest to proceed with the development as proposed.

FINANCIAL & TECHNICAL CAPACITY

The applicant intends to submit this application to MaineHousing in order to be considered for an allocation award for Low Income Housing Tax Credits (LIHTC). The applicant has provided a letter of

Financial Capacity demonstrating that Youth & family Outreach has financial capacity to construct this application as presented. Full financial capacity documentation is included as attachment C.

Gorrill Palmer and Invivid Architecture have demonstrated capacity and experience working on commercial and residential projects of a similar scale. Full technical capacity documentation is included as attachment D

VII. ZONING ANALYSIS

The subject properties lie within the B-3 Downtown Business zone. The proposed use is permitted by right within the B-3 zone. Relevant sections of the B-3 purpose statement include:

B-3: *To maintain and enhance the role of the downtown as the business and commercial center of the region; to enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working, and visitor populations; to encourage increased housing opportunity downtown for a diverse residential population; to enhance the pedestrian environment through the encouragement of intensive mixed-use activities"*

This application is a mixed-use project providing 60 housing units and new childcare facilities for Youth & Family Outreach. The proposed development fits within the context and intent of the B-3 zone.

	Required	Proposed
Lot Size	None	19,592 SF
Maximum Height (ft)	85 ft.	74 ft.
Minimum Street Frontage	15 ft.	122 ft.
Maximum Front Setback	5 ft.	2 ft.
Lot Coverage	Up to 100%	82%
Off-street parking spaces	None	None

The applicant is proposing an increased front setback along Cumberland Avenue. This increased setback is allowable as stated in Section 2 of the B-3 Downtown Design Standards.

Standards for increasing setback beyond street build-to line:

A proposed development may exceed maximum setbacks as required in section 14-220(c) only where the applicant demonstrates to the Planning Board that the introduction of increased building setbacks at the street level:

- I. Provides substantial and viable publicly accessible open space or other amenity at the street level that supports and reinforces pedestrian activity and interest. Such amenities may include without limitation plazas, outdoor eating spaces and cafes, or wider sidewalk circulation areas in locations of substantial pedestrian congestion

- II. *Does not substantially detract from the prevailing street wall character by introducing such additional setback at critical building locations such as prominent form-defining corners, or create a sense of discontinuity in particularly consistent or continuous settings*
- III. *Does not detract from existing publicly accessible open space by creating an excessive amount of open space in one (1) area or by diminishing the viability or liveliness of that existing open space; and*
- IV. *The area of setback is of high quality and character of design and of acceptable orientation to solar access and wind impacts as to be attractive to pedestrian activity.*

Staff are supportive of the increased front Setback given the architectural treatment of the fencing along the street wall and the planting of new street trees along the playground frontage and feel that the proposed design is in conformance with the relevant design standards.

V. SITE PLAN STANDARDS (Section 14.6)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)

A. Impact on surrounding street systems

This application proposes to install a new curb extension at the corner of Portland Street and Preble Street, which would remove three existing on-street parking spaces. This curb extension would include landscaping and space for new utility poles. Another smaller curb extension is proposed west of the proposed building along Portland Street, to facilitate the installation of a new utility pole, which would remove one on-street parking space. The project is not anticipated to create any significant impact to surrounding streets and no off-site parking has been allocated for use by residents or YFO staff. The existing five-minute loading zone along Cumberland Avenue will be extended westward and increase the number of pick-up / drop-off spaces from two to five. Parking along Preble and Portland Streets will remain signed as two-hour parking.

Staff consider this standard to be met.

B. Access and circulation

The applicant proposes to reconstruct sidewalks along Cumberland Avenue, Preble Street and Portland Street using brick pavers. Sidewalks are proposed to be rebuilt to City standards. Crosswalks would also be reconstructed at the intersection of Portland Street and Preble Street, and at the intersection of Preble Street and Cumberland Avenue.

The proposed building would have two primary entrances. The primary residential entrance would be located on the first floor along Portland Street, while the primary entrance for Youth & Family Outreach would be located on the second floor fronting Cumberland Avenue. The playground area would be enclosed and would only be accessible from the YFO facility on the second floor. Pick-up and drop-off activities for Youth & Family Outreach will occur on Cumberland Avenue. It is anticipated that the loading and servicing for the residential portions of the proposed building would primarily occur within the alleyway area accessed from Portland Street. The proposed

project is consistent with typical access and circulation for an urban infill development and Staff consider this standard to be met.

C. Public transit access

This standard is not applicable to this application.

D. Parking

There is no on-site parking proposed as part of this application. This project is within $\frac{1}{4}$ mile of fixed-route transit and is thus not required to provide any on-site vehicular parking pending the completion of a Transportation Demand Management (TDM) Plan. Bicycle parking is provided on-site in a secure room on the ground floor with 42 proposed bicycle spaces, which exceeds the required 24 bicycle parking spaces.

E. Transportation demand management (TDM)

The proposed building is over 50,000 Square feet of floor area and is required to provide a Transportation Demand Management plan. The applicant has provided a full TDM plan which outlines the following strategies:

- Staggered pick-up and drop-off times for YFO childcare services to manage loading along Cumberland Avenue.
- Signage in the common ground level residential corridor and the 1st floor YFO entrance identifying nearby public transit locations as well as mapping for pedestrian/bicycle routes on the peninsula.
- A bike room with space for up to 42 bikes. Exceeding the standard for bicycle parking.

In order for this TDM plan to meet the requirements outlined in section 17.3 of the Technical Manual, the applicant will be required to designate a TDM coordinator, outline mode share targets and provide a full reporting regimen.

The full TDM plan is included as Attachment M.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

This site is within the built urban environment. There are no known significant natural features on this site.

B. Landscape preservation

The existing site consists largely of developed area and impervious surface. The applicant will preserve three existing mature street trees along Cumberland Avenue and Preble Street. There are several smaller trees located at the back of the existing chapel along Portland Street which are in poor health, and which are planned to be removed. This application is within the B-3 zone, and given that there are no required building setbacks within this zone, there is no requirement for existing trees to be preserved. Staff consider this standard to be met.

C. Site landscaping and buffers

The site's interior playground area will be planted with a mixture of new canopy trees, shrubs, and accent plantings. A total of eight new trees are being proposed, including two new street trees along Preble Street and three along Cumberland Avenue, and six canopy trees in the playground area which are not in close enough proximity to the Public Right of Way to be considered street trees.

The remaining street trees will be provided through a contribution to the City of Portland tree fund. Additional landscaping would be provided within the new curb extension at the corner of Preble and Portland Streets. Additionally, one new planter will installed on Portland Street. Staff consider this standard to be met.



Figure 4: Playground landscaping plan

D. Water quality/storm water management/erosion control

The project will not create more than 1,000 Square Feet of additional impervious surface, therefore DEP Ch. 500 General Standards do not apply.

Per Section 5 of the City of Portland Technical Manual, Major Site plan applications are required to include Stormwater Management Plans. This site will feature on-site stormwater detention and treatment which will discharge into the existing 10" Cumberland Avenue sewer.

Staff have included a Condition of Approval regarding further coordination between the applicant and the Department of Public Works on stormwater detention and discharge. Staff consider this standard to be met.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Consistency with City Master Plans

There are no long-range plans that apply to this project.

B. Public safety and fire prevention

Youth & Family Outreach has operated at this location for many years and has designed the site with security measures including video surveillance and keyed-door access. The project has been reviewed by the City's Fire Marshall with respect to the public safety and fire prevention requirements, and has been found to meet these requirements. There are existing fire hydrants located on Cumberland Avenue within 500 feet of the development, as required by Section 3.2 of the Technical Manual.

The alleyway along the Portland Street frontage will feature security lighting as well as 24-hour video surveillance. A security fence with a keyed gate will be located at the rear of the alley to separate utilities and rear building access from the street. Staff consider this standard to be met.

C. Availability and capacity of public utilities

The proposed building's sprinkler and domestic water systems will be serviced via an existing 8" water main in Cumberland Avenue. The Fire Department connection will be located along the south side of the building on Portland Street. The applicant has provided an ability to serve letter from the Portland Water District and a wastewater capacity authorization from the Department of Public Works. A domestic sewer connection is proposed to tie into an existing 10" sewer line in Portland Street. The building will be served by Natural gas coming from Cumberland Ave. Staff consider this standard to be met.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

The proposed building is 74 ft. in height which is below the maximum allowable height of 85 ft. The proposed building is similar in scale to surrounding buildings. Given the building's size and location there are no anticipated impacts with respect to building massing, ventilation, or wind, associated with this application. Staff consider this standard to be met.

B. Shadows

The proposed building is similar in height and scale to surrounding buildings. No adverse shadow impacts are anticipated with this application. Staff consider this standard to be met.

C. Snow and ice loading

The proposed building is not in a location where falling snow or ice would impact abutting properties. All street frontages are currently maintained and cleared of snow by the Department of Public Works. Staff consider this standard to be met.

D. View corridors

This standard is not applicable to this application.

E. Historic resources

The proposed building lies within 100 feet of the Congress Street Historic District and was subject to a Historic Preservation Advisory Review, which occurred as part of the design review of the application, and is detailed in the attached design review memo (Attachment S2.)

This application does propose the demolition of the Preble Street Chapel, which was constructed in 1851 and renovated in 1899. This building, as noted above is not located within an historic district, and is not a locally designated historic landmark, and is therefore not protected from demolition. At its June 12, 2024 meeting, the Portland Historic Preservation Board discussed a motion brought forward by a Board member to consider designating the Preble Street Chapel as a landmark. Following Board discussion, no other Board member chose to second the proposed motion and the nomination was withdrawn. Staff consider this standard to be met.

F. Exterior lighting

The proposed development includes full cutoff / dark sky compliant light fixtures to minimize light spillover onto adjacent property. As proposed, the site would feature small amounts of security lighting, particularly in the access corridor accessed via Portland Street.

A full photometric plan was included. Proposed lighting fixtures outlined in the photometric plan meet the standards outlined in Section 12 of the Technical Manual.

Due to the site's location, no significant light impact is anticipated for adjacent properties.

A photometric plan is included as attachment 43.

Staff consider this standard to be met.

G. Noise and vibration

HVAC, air handling units, and other necessary equipment will be installed on the building rooftop and clustered at the center of the building to mitigate visual impacts from street level. Although no architectural utility screening is proposed, the location of the building and the central clustering of rooftop equipment is expected to mitigate noise and visual impacts from surrounding Rights-of-Way.

Staff consider this standard to be met.

H. Signage and wayfinding

The applicant will install new parking signage along Portland Street, Preble Street and Cumberland Avenue. No internal site signage is proposed as part of this application. Staff consider this standard to be met.

I. Zoning-related design standards

This application is subject for review according to the B-3 and multi-family residential housing design standards from the City of Portland *Design Manual* as defined in the land use code section

14.6.4.l. The project is also within 100' of a historic district and is subject to an advisory design review by Historic Preservation staff.

A full Design Review Memo is included as attachment S2.

VI. NEIGHBORHOOD MEETING & PUBLIC COMMENT

The applicant held a neighborhood meeting on June, 26 2024 at 5:30 Pm. The in-person meeting was held in the Community Room at 409 Cumberland Avenue. . Seven members of the public were in attendance. Public comment centered on the demolition of the chapel, YFO operations, traffic, parking and building design. A full sign-in sheet and meeting minutes are included as attachment S.

Additional written public comment has focused on Right Title & Interest, view corridors, property value impacts, construction management impacts and site landscaping.

VII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning & Urban Development Department staff recommends that the Planning Board find that the proposed Youth & Family Outreach childcare facility with 60 residential units and associated site improvements at 1060 Westbrook Street (PL-002815-2024) meets the applicable standards of Portland's Land Use Code.

VIII. PROPOSED MOTIONS

A. 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 August 13, 2024 for application # PL-002938-2024 at 331 Cumberland Avenue 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:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The applicant shall provide revised stormwater and discharge calculations to be revised and approved by the Department of Public Works and that any further stormwater or utility comments have been addressed to the satisfaction of the Planning Authority and the Department of Public Works.
2. The applicant shall revise their Transportation Demand Management (TDM) plan to be in compliance TDM standards laid out in section 17.3 of the Technical Manual.
3. The Applicant shall submit a draft maintenance agreement for review and consideration by the Department of Public Works pertaining to the maintenance of landscaping and plantings within the Public Right-of-Way on Portland Street.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

4. The applicant shall provide a draft stormwater maintenance agreement for review and acceptance by Corporation Counsel and the Department of Public Works.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

5. The applicant shall contribute \$20,800 to the City's Tree Fund, in lieu of planting 52 of the 60 required street trees.
6. The applicant shall provide the Planning Authority with a written agreement between Youth and Family Outreach and the entity managing the on-site residences, which expressly permits residents the option to utilize the exterior play area during off-hours, as a community amenity space.

B. PLANNING BOARD DECISION

On the basis of the findings, conclusions and recommendations contained in the Planning Board Report for the public hearing on August 13, 2024 for application # PL-002938-2024 at 331 Cumberland Avenue which is attached to the draft approval letter and incorporated therein, the Planning Board **[adopts / does not adopt]** the approval letter as drafted as the Planning Board's decision for application PL-002938-2024 and authorizes the Planning Board Chair to sign the approval letter as drafted.

ATTACHMENTS**Public Comment**

P1-P4. Rehault, George

Staff Materials

S1. Design Review – 6.5.2024

S2. Design Review – 8.9.2024

S3. Youth & Family Outreach RTI Legal Opinion from Corporation Council.

Applicants Submittal

A. Cover Letter

B. Major Site Plan Checklist

C. Financial Capacity

D. Technical Capacity

E. Deeds

F. 1851 Deed

G. Right, Title and Interest Summary Legal Opinion

H. Site Plan Standards

I. Transportation Standards

J. Public Safety Standards

K. Environmental Standards

L. Construction Management Plan

M. Transportation Demand Management

N. Zoning Analysis

O. Ability to Serve Letters

P. Wastewater Capacity Authorization

Q. Applicant Response to Comments 7.16.2024

- R. Applicant Response to Comments 8.2.2024
- S. Neighborhood Meeting Certification
- T. YFO Parking Analysis

Plans

1. COVER
2. GENERAL NOTES
3. BOUNDARY & EX COND SURVEY
4. EXISTING CONDITION & REMOVALS PLAN
5. SITE LAYOUT PLAN
6. Landscape Plan
7. Playground Plan
8. UTILITY PLAN
9. GRADING DRAINAGE EROSION PLAN
10. Cumberland Ave - Renderings
- 11-16. Building Elevations
17. First Floor Plan
18. Second Floor Plan
19. Third Floor Plan
20. Fourth Floor Plan
21. Fifth Floor Plan
22. Sixth Floor Plan
23. Roof Plan
24. First Floor Condominium Plan
25. Second Floor Condominium Plan
26. Third Floor Condominium Plan
27. Fourth Floor Condominium Plan
28. Fifth Floor Condominium Plan
29. Sixth Floor Condominium Plan
30. Condominium Section
31. Building Sections
32. PORTLAND STREET BUMPOUTS
33. CUMBERLAND AVE ENLARGEMENT
34. RECORDING PLAT
35. SITE & MISC DETAILS
36. SITE & MISC DETAILS
37. SITE & MISC DETAILS
38. SITE & MISC DETAILS
39. FERGUSON DETAILS-R-TANK
40. FERGUSON DETAILS-R-TANK
41. Existing Conditions
42. Tree Images
43. Photometric Plan
44. Lighting Details (1)
45. Lighting Details (2)

Design Review

Planning and Urban Development Department



Subject: 331 Cumberland Avenue – Major Site Plan Review
Zone: B3
Date of June 5, 2024
Review: Design Review
Reviewer(s): Sean King (Urban Designer), Eric Freeman (Planner), Evan Schueckler (Historic Preservation Manager) 
Project ID: PL-002938-2024

I. INTRODUCTION

The project at 331 Cumberland Avenue for the proposed 60-unit residential condominiums and day care facility is subject for review according to the B-3 and multi-family residential housing design standards from the City of Portland *Design Manual* as defined in the land use code section 14.6.4.I.

The project is also within 100' of a historic landmark and is subject to an advisory design review by Historic Preservation staff.

The built context of the surrounding area contains a variety of building types, architectural styles and mix of uses that vary in height and close proximity to the street typically found throughout Portland's downtown district. Numerous locally designated historical landmarks are within 2-blocks of the proposed development, including the Lancaster Block at 472 Congress Street located at Monument Square Plaza. that exhibit a consistency of architectural ornamentation, materiality and fenestration pattern for a mixed-use building facing the street.

II. HISTORIC PRESERVATION ADVISORY REVIEW

III. DESIGN REVIEW COMMENTS: red text denotes standards not met and require resubmission.

The project at 331 Cumberland Avenue shall meet the following standards based on the B-3 Downtown Business Zone design standards in the City of Portland Design Manual, *Land Use Code Section 14.6.4.I Design standards*.

§(b)(1)a.1. Relationship of pedestrian environment:

- *§(b)(1)a.1.i. General: The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment. Factors to be considered include the design, placement, character and quality of the following: Not Met*

Staff comment: The property is located in the B-3 Downtown Business zone within close proximity to adjacent mixed-use and residential zones with a variety of building typologies and lot

sizes that contribute to the character of the neighborhood. Staff requests that the Applicant relate more closely to the neighborhood context and exterior materiality at the first 35-feet of the building, particularly along Portland Street and Preble Street. Staff recommends incorporating brick to the base façade of the building and adjust the building placement to provide transitional areas that allow for separation between the residential units located on the ground level from the Portland Street & Preble Street sidewalk.

- *§(b)(1)a.1.i.1) Storefronts and building facades, including such factors as relationship to adjacent or nearby structures or open space, pedestrian character, materials and detailing, transparency (having a visible transmittance (VT) of .7 or higher) and contemporary design: **Not Met***

Staff comment: The proposed building has a contemporary design to include exterior materials that are commonly utilized in larger scale mixed-use residential structures throughout Downtown. Staff has concerns about durability of the fibercement at the building's base and recommends a substitution for brick to create greater articulation for the pedestrian environment.

In addition, staff has concerns about the ground-level residential units along Portland Street and Preble Street due to adjacency of units below grade to be negatively impacted by car headlights and the public sidewalk. Staff suggests a more communal use (such as the Community Room) be located at the corner of Portland Street and Preble Street along with consideration for a transitional space or material to screen residential units at the sidewalk.

Staff is requesting that the Applicant provide window transparency (VT of .7 or higher) and any window treatment that would provide privacy for residential units along Portland Street & Preble Street.

- *§(b)(1)a.1.i.2) Building entrances, including such factors as compatibility with the building's façade, prominence along the street, access to the street, and accessibility for physically handicapped or for those with special needs: **Not Met***

Staff comment: The primary building entrance along Cumberland Avenue is recessed to create an alcove that Staff finds a safety and security concern. Staff recommends placing the building entrance at Cumberland Avenue closer to the street to allow for the door access directly at the street.

- *§(b)(1)a.1.i.3) Blank facades; and **Met***

Staff comment: Staff finds the street facing façades to provide adequate fenestration, massing variation and material changes to reduce large expanses of blank facades.

- *§(b)(1)a.1.i.4) Special features, such as selective use of such features as building arcades and skywalks or elevated walkways:*

Staff comment: Not applicable. The proposed development does not propose any special features to require a review of this design standard.

- *§(b)(1)b. Pedestrian Activities District (PAD)*

Staff comment: Not applicable. The site is not located within the PAD overlay district.

- *§(b)(1)c. Pedestrian Activities District (PAD) encouragement areas shall be designed and constructed to be reasonably capable of being converted to accommodate uses permitted in the PAD overlay zone in accordance with the factors set forth in subsection b. of this section. **Met***

Staff comment: Not applicable. The site is not located within a PAD encouragement area.

- *§(b)(1)d. Sidewalk areas and open space: The design of publicly accessible sidewalk areas and open space shall complement the general pattern of the downtown pedestrian environment, conform to special City of Portland streetscape programs described in the Technical Manual, and enhance the attractiveness, comfort, security, and usability of the pedestrian environment. Factors to be considered include the design, placement, character, durability, and quality of the following:*

1. *Sidewalk, crosswalk, and street paving materials; **Not Met***

Staff comment: The proposed development plan indicates to reconstruct brick sidewalk along the property frontages on Cumberland Ave, Preble Street & Portland Street that Staff finds appropriate in this location. Existing crosswalks to adjacent public sidewalks provide current level of pedestrian service that will remain. The Applicant has proposed a bump out in the curbing along Portland Street, **Staff recommends to add street trees, lighting and shrub plantings as appropriate as a contribution to the pedestrian character in this location.**

2. *Landscaping, planters, irrigation, and tree guards and grates; **Not Met***

Staff comment: The Applicant is required to provide street trees along the property frontages along Cumberland Ave., Preble Street & Portland Street under Technical Manual Section 4. The development plan indicates preservation of existing trees in the esplanade along Cumberland Ave and one tree along Preble Street to protect and remain in place. **Staff recommends coordination with proposed utilities to minimize impacts to existing trees and root system for adequate tree preservation. Staff suggests adding street trees along Portland Street by means of adjusting the building placement to create a transitional space (≥ 5 feet) to allow for curbed planters and street trees while providing some separation between the proposed ground-level residential units and sidewalk.**

3. *Lighting; **Not Met***

Staff comment: The Applicant has submitted lighting plan and proposed lighting fixtures that does not include lighting within the public right of way required under *Technical Manual Section 10. Municipal Street Lighting Standards*. Staff requests the Applicant locate new light fixtures along Portland Street and Preble Street that are within the Peninsula zone under Figure X-4 & Figure X-7A and specify the Peninsula Medium Street light pole and fixture under Figure X-7B found under *Technical Manual Section 10. Municipal Street Lighting Standards*.

4. Pedestrian amenities such as benches and other seating, trash receptacles, kiosks, bus shelters, artwork, directional and informational signage, fountains, and other special features; and **Not Met**

Staff comment: The development plan does not indicate any pedestrian amenities along the property frontages, Staff recommends the Applicant identify areas within the public right-of-way that could adequately provide for seating, trash receptacles, bus shelter and/or informational signage as an identified Gateway under section VIII of the City's Design Manual.

Staff recommends that the Applicant consider a publicly accessible linear plaza with outdoor seating, shade trees, planters and expansion of the brick sidewalk to accommodate for safe passage along the public sidewalk.



Figure 1 – Staff diagram onto Drawing L101, dated 05-02-2024

5. Sidewalk vendors and sidewalk cafes. **Not Applicable**

Staff comment: The development plan does not propose a use conducive for sidewalk vendors, café furnishings or retail, Staff recommends permanent pedestrian amenities within or adjacent to the public sidewalk.

- §(b)(1)e. Relationship to existing development:
 1. General: Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1). Factors to be considered include the relationship to the following existing patterns:
 - i. Street walls and building setbacks; **Not Met**

Staff comment: The prevailing street wall and building setbacks are primarily located directly onto the street at the build-to line. Staff observes several building precedents along Cumberland Ave. that recess the primary building entry to allow for door swing while maintaining a building placement directly adjacent to the public right-of-way.

The development plan incorporates a generous front setback at the ground floor at Cumberland Ave. for the Infant 1 room and primary entry that is deeply recessed with a

partition wall that mitigates the grade change at the corner. Staff finds the partition wall along Cumberland Avenue does not fit within the surrounding context and recommends the Applicant enclose the proposed alcove with storefront windows facing the street and a primary door entry perpendicular to the property frontage.

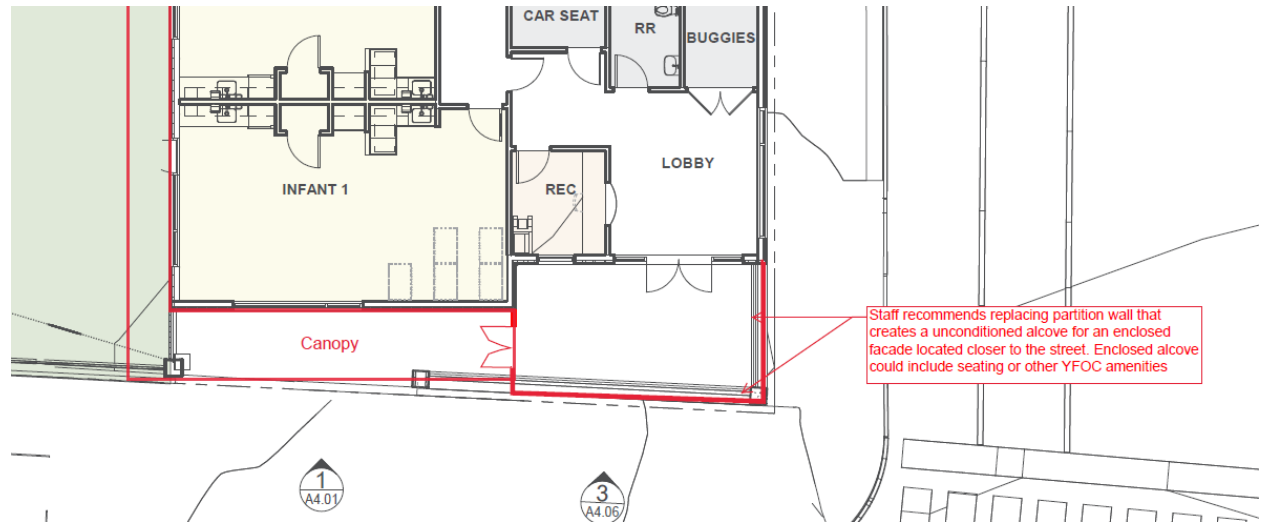


Figure 2 – Staff diagram onto Drawing A1.02, dated 05-03-2024

ii. Open space; Not Met

Staff comment: Staff finds the proposed privately accessible open space for the Youth and Family Outreach is located appropriately to prioritize the property's corner with the new building. Staff is recommending a publicly accessible linear park directly adjacent to the Cumberland Ave sidewalk to provide for pedestrian amenities, see design standard §(b)(1)d.4. Pedestrian amenities & Figure 1 for additional information.

iii. Building form, scale and massing; Not Met

Staff comment: The proposed building is segmented by a base that transitions to a lower level as the site slopes down towards Portland Street from Cumberland Ave. The building delineates the base from the upper floors with a stepback along the majority of street facing facades, with the exemption of the building massing at the corner as a distinct building expression that Staff finds appropriate. Staff is recommending additional massing treatments to further reduce the building massing along Portland Street and Preble Street with particular attention towards this corner. Staff suggest that the Applicant consider recessed balconies and/or window bay projections to allow residents the opportunity for additional light, air and private open space into the units.

iv. Façade proportion and composition; Met

Staff comment: The proposed building design begins to identify a composition with a base, middle and top, however Staff recommends additional consistency with the surrounding buildings for neighborhood context. Staff has concerns about the proposed wood-look

fibercement paneling at the first two stories along Portland Street & Preble Street as an introduced exterior material at the ground-level to the neighborhood. Staff recommends a brick façade treatment that responds more closely to the context as a durable, textured exterior material.

The middle portion of the building is setback from the lower two levels and provides a mostly symmetrical fenestration pattern and rhythm both vertically and horizontally that Staff finds appropriate.

The top portion of the building does not have a clear termination, with the exception of the corner projection at Cumberland Ave with the vertical parapet roofline extension. Staff recommends a cornice articulation above the top level that is more consistent with larger buildings found in the neighborhood and suggests the additional roofline articulation at the corners that express the property as a defined gateway into the City center.

v. *Pedestrian circulation and building entrances*; **Not Met**

Staff comment: The proposed development plan identifies a primary entrance as recessed, oriented towards Cumberland Avenue and delineated from the upper levels by a horizontal canopy to wrap around the building's internal playscape for the day care facility proposed to occupy the second floor. Staff has safety concerns for the recessed alcove created by the proposed partition wall along the property frontage and recommends the addition of conditioned space to the build-to line along Cumberland. See design review standard §(b)(1)e. *Relationship to existing development: i. Street walls and building setbacks & Figure 2 for Staff recommendations.*

The primary entrance for the residential units is located at Portland Street and is recessed with an overhead canopy. Staff request that the Applicant clarify the location of the double door shown on first floor plan and recommends the door entry is within close proximity to the build-to street line. In addition, Staff recommends addition articulation for residents that may include addressing signage, change in exterior material and/or additional expression of the overhead canopy.

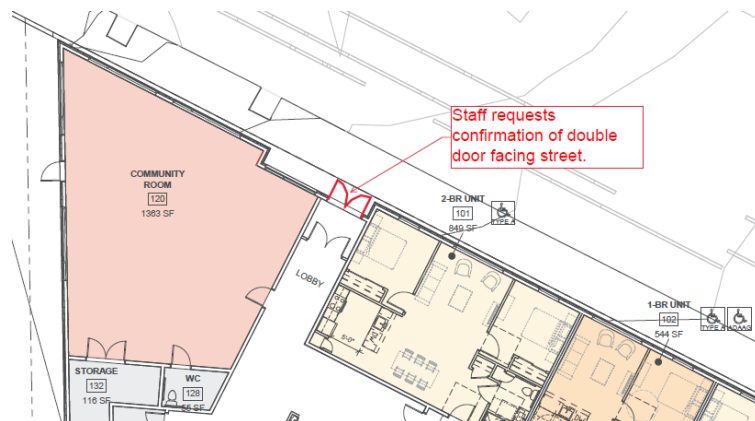


Figure 3 – Staff diagram onto Drawing A1.01, dated 05-03-2024

vi. Parking, Not Applicable

Staff comment: The proposed development plan removes the existing surface parking and driveway at Portland Street into the property site and does not propose any parking within the property.

2. Standards for increasing setback beyond street build-to line: A proposed development may exceed maximum setbacks: Not Met

Staff comment: The proposed development plan proposes to demolish the existing buildings on site to create an Elle-shaped building placed primarily along the property frontages, with the exception of the private open space along Cumberland Avenue intended for the day care facility as a playspace. Under this design standard, a proposed development may exceed the maximum setback based on an evaluation of open space and amenity; prevailing character and continuity; support for existing open space; quality and orientation. *Staff finds the setback along Cumberland Ave creates minimal publicly accessible open space and recommends the Applicant add pedestrian amenities (such as permanent outdoor seating, trees in planters, and special surface treatments) as a linear open space would support open space within this location.*

3. Roof top appurtenances: All mechanical equipment, ventilating and air conditioning and other building systems, elevators, stairways, radio or television masts or equipment, or other rooftop elements not intended for human occupancy shall be fully enclosed in a manner consistent with the character, shape and materials of the principal building, Not Met

Staff comment: *The Applicant is requested to submit a roof level plan that indicates all proposed mechanical equipment and other building systems to require screening that is integrated into the building design.*

- *§(b)(1)f. Shadow impact on open space: The location, massing and orientation of portions of buildings in excess of sixty-five (65) feet in height shall be such that substantial shadow impacts on public plazas, parks, and other publicly accessible open space are avoided. Not Applicable*

Staff comment: Portions of the proposed building along Portland Street exceed 65 feet in height however will not impact any public open spaces as there are none within the immediate vicinity.

- *§(b)(1)g. Wind impacts: The location, massing, orientation and architectural design of a new building or a building addition shall be such that no significant adverse wind impacts are created. Met*

Staff comment: The proposed building design utilizes a variety of features to break down the building's mass and height with stepback at the upper floors and variation in the façade planes to help mitigate the potential impact of winds.

- *§(b)(1)h. Setbacks for existing structures: The location and design of proposed structures shall not create a detrimental impact on the structural integrity or the safety of adjacent structures or the occupants thereof; Met*

Staff comment: The proposed development plan does not pose a detrimental impact on the structural integrity of any adjacent structures as it is standalone on a parcel bounded by public streets and sufficient separation from abutting buildings. Existing structures to be demolished to construct the proposed Ell-shaped building.

- *§(b)(1)i. Building tops: Buildings or structures which exceed one hundred fifty (150) feet in height shall be designed so as to provide a distinctive top to the building which visually conveys a sense of interest and vertical termination to the building. Not Applicable*

Staff comment: Not applicable, building does not exceed 150 feet in height

MULTIPLE-FAMILY STANDARDS. Multiple-family shall meet the following standards:

1. *The exterior design of the proposed structure, shall be designed to complement and enhance the nearest residential neighborhood. Not Met*

Staff comment: The property is located in the B-3 Downtown Business zone within close proximity to adjacent mixed-use and residential zones with a variety of building typologies and lot sizes that contribute to the character of the neighborhood. *Staff requests that the Applicant provide further articulation along the ground level at Portland Street and Preble Street and recommends the Applicant incorporate brick into the base of the building to complement the character and quality of exterior materials found in the neighborhood.*

2. *The proposed development shall respect the existing relationship of buildings to public streets. Met*

Staff comment: The proposed building is located within close proximity to the street that responds to the surrounding context of building located at the street.

3. *Open space on the site for all multiple-family development shall be integrated into the development site. Not Met*

Staff comment: The development plan indicates a generous play yard that appears to only be accessed by the day care facility during operating hours. *Open space for the proposed 60 residential units is not provided and is required under this design standard for multi-family developments. Staff recommends that the Applicant incorporate communal outdoor open space, where appropriate within the building footprint (such as shared rooftop amenity, roof area created by stepback at third floor or end of internal corridor at each floor) or within ground plane areas (such as transitional area along Portland Street, linear park along Cumberland Avenue or at shared passageway easement at Portland Street) – See additional Staff recommendations under design standard §(b)(1)d. Sidewalk areas and open space.*

In addition, the Applicant is requested to provide private open space for the residential units (such as recessed or projecting balconies) as an alternative to meet open space for multi-family developments.

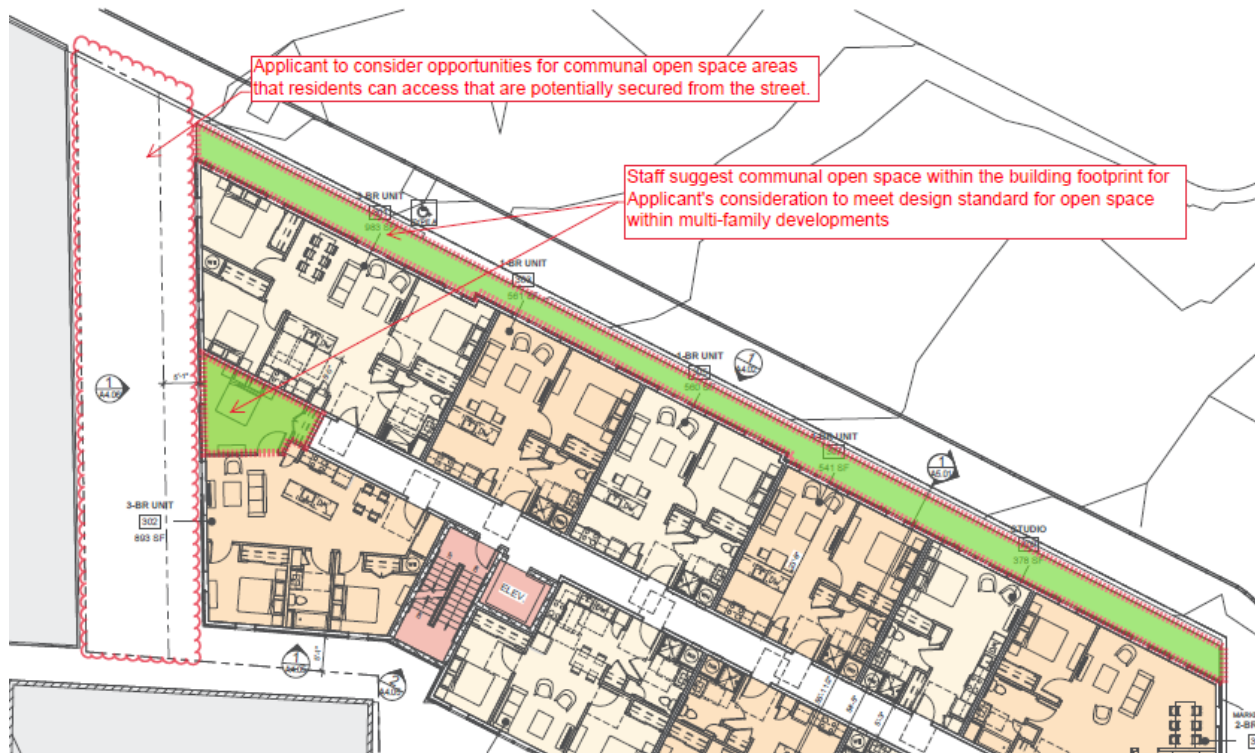


Figure 4 – Staff diagram onto Drawing A1.03, dated 05-03-2024

4. The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principle living areas and shall also provide sufficient storage areas. **Met**

Staff comment: Sufficient windows and interior unit storage provided at each residential unit.

5. The scale and surface area of parking and driveways and paved areas are arranged and landscape to properly screen vehicles from adjacent properties and streets. **Not Applicable**

Staff comment: Not applicable, no surface parking or driveways into the property are proposed.

6. Multiple-family dwellings shall not be converted to lodging houses unless all units in building have been vacant for at least one (1) year. **Not Applicable**

Staff comment: Not applicable, the proposed development plan does not propose a conversion to lodging houses as the existing structures are to be demolished.

Design Review Planning and Urban Development Department



Subject: 331 Cumberland Avenue – Major Site Plan Review
Zone: B3
Date of August 9, 2024
Review: Design Review – Second Round Comments
Reviewer(s): Eric Freeman (Planner), Evan Schueckler (Historic Preservation Manager), Sean King (Urban Designer)
Project ID: PL-002938-2024

I. INTRODUCTION

The project at 331 Cumberland Avenue for the proposed 60-unit residential condominiums and day care facility is subject for review according to the B-3 and multi-family residential housing design standards from the City of Portland *Design Manual* as defined in the land use code section 14.6.4.I.

The project is also within 100' of a historic landmark and is subject to an advisory design review by Historic Preservation staff.

The built context of the surrounding area contains a variety of building types, architectural styles and mix of uses that vary in height and close proximity to the street typically found throughout Portland's downtown district. Numerous locally designated historical landmarks are within 2-blocks of the proposed development, including the Lancaster Block at 472 Congress Street located at Monument Square Plaza. that exhibit a consistency of architectural ornamentation, materiality and fenestration pattern for a mixed-use building facing the street.

II. HISTORIC PRESERVATION ADVISORY REVIEW

The visual character of the Congress Street Historic District is rich and varied thanks to a layered historical development over time. The result is an area with structures from the eighteenth to twentieth centuries, and representing nearly every style of American architecture ranging from Colonial to Post Modern. The district also represents a variety of architectural typologies including residential, commercial, mixed-use, civic, religious, and institutional at widely varied scales. Structures range from two stories to fourteen, generally exhibiting a greater concentration of high-rise buildings than any other Historic District in Portland.

Despite the variety of styles, period, and scales of architecture within the district, there are several urban design characteristics that serve to unify the area. First, with few exceptions, the structures that line Congress are built up to the street, creating a strong street wall and sense of enclosure. Second, the historic buildings exhibit high quality materials and a high level of craftsmanship. Third, the majority of the commercial structures, particularly those built during the 19th and early 20th century, share a basic visual organization with an identifiable base (storefront level), middle, and top (cornice or cap). The largest buildings often feature vertical elements such as pilasters or projecting bay windows that articulate the

mass and establish a regular rhythm. The buildings that depart from these unifying elements are typically the oldest residential buildings that pre-date the commercial context, or civic/institutional buildings.

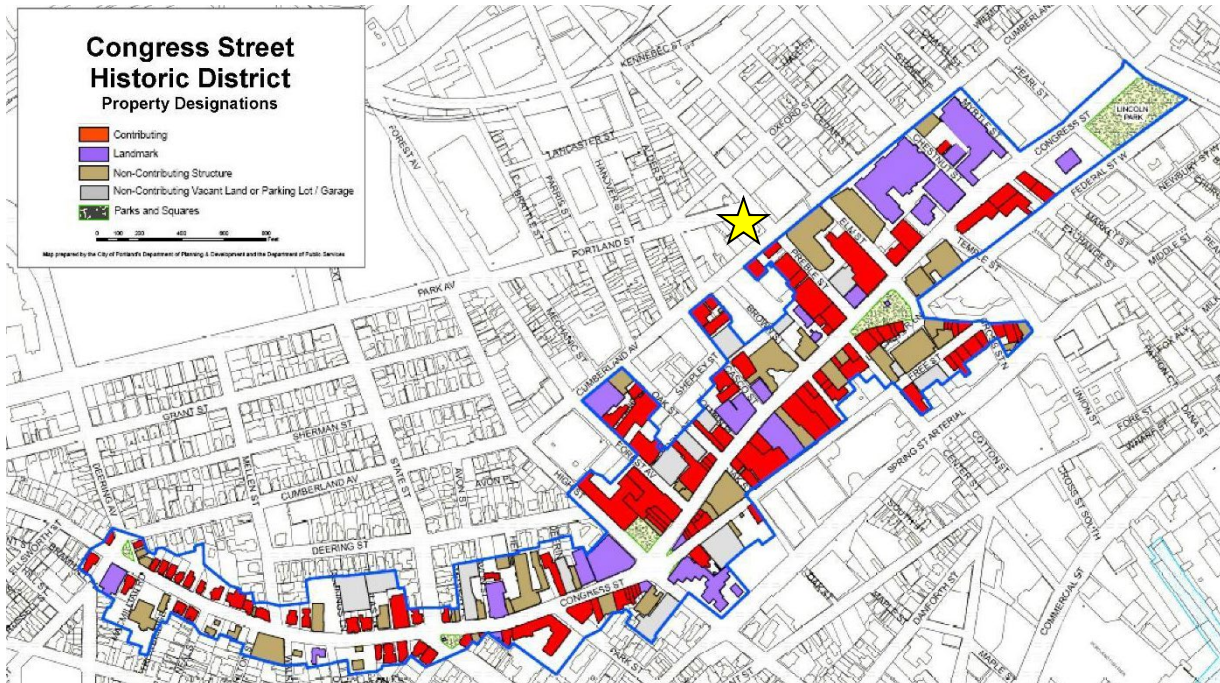


Figure 1: Map of Congress Street Historic District showing location of 331 Cumberland Avenue with a star.



Figure 2: 2017 general view of the intersection of Preble Street and Cumberland Avenue looking south towards the densely developed Monument Square.

The immediate context reflects the diversity of the overall district with examples of commercial buildings of varying scales. The intersection of Preble Street and Cumberland Avenue feature:

- The Potter Building (24 Preble): a four-story brick commercial building with a simple and regular pattern of fenestration;

- The Wadsworth (28 Preble): a six-story commercial building in brick. The first two floors feature heavier stone details while the upper floors are articulated by repeating projecting metal-clad bays and recessed areas of façade;
- 38 Preble: A three-story brick building with a regular pattern of upper story windows; and
- The Allen Storage Building (338 Cumberland): An eight-story masonry building with a regular pattern of fenestration and decorative recesses.



Figure 3: 2006 views of (from left to right) The Potter Building (24 Preble), The Wadsworth (28 Preble), 38 Preble, and The Allen Storage Building (338 Cumberland).

The scale of the proposed development is generally consistent with the scale of the Congress Street Historic District, and, with the exception of the playground area, the development also reinforces the strong street wall of the district. The proposal features a simplified base long Portland Street, that carries along Preble Street before stepping back from Portland Street. Staff would encourage that the applicant consider extending the canopy at the top of the base massing along Preble Street to reinforce this feature. At the upper stories along Portland Street the long façade is broken up by several projecting square bays. Staff would encourage the applicant to consider a more regular patterning of the projecting bays, and whether they could be incorporated at other facades as well.

Staff would encourage further study of the exterior cladding materials. The buildings of the Congress Street Historic District are generally constructed of masonry. Where wood is used as a primary cladding material, it is typically on historic residential-scale buildings. Staff would encourage the applicant to explore the use of masonry or masonry-like and metal cladding materials to better relate to the large-scale commercial character of Congress Street. Staff have concerns that the expansive use of wood-like siding materials is incongruent with the nearby historic commercial character.

III. DESIGN REVIEW COMMENTS: red text denotes standards not met and require resubmission.

The project at 331 Cumberland Avenue shall meet the following standards based on the B-3 Downtown Business Zone design standards in the City of Portland Design Manual, *Land Use Code Section 14.6.4.1 Design standards*.

§(b)(1)a.1. Relationship of pedestrian environment:

- *§(b)(1)a.1.i. General: The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment. Factors to be considered include the design, placement, character and quality of the following: **Not Met***

Staff comment: The property is located in the B-3 Downtown Business zone within close proximity to adjacent mixed-use and residential zones with a variety of building typologies and lot sizes that contribute to the character of the neighborhood.

The Applicant has resubmitted plans and renderings to engage the corner of Cumberland Avenue and Preble Street with a ground floor façade oriented towards the street with an internal lobby with operable windows and railing to minimize the alcove space that Staff finds to be appropriate.

In addition, the Applicant proposes to create a transitional space within the City's right-of-way to screen one of the ground floor units along Portland Street. Staff continue to promote additional transitional space or architectural screening grill at ground-level windows along Portland Street to allow for additional screening for the ground-floor dwelling units.

- *§(b)(1)a.1.i.1) Storefronts and building facades, including such factors as relationship to adjacent or nearby structures or open space, pedestrian character, materials and detailing, transparency (having a visible transmittance (VT) of .7 or higher) and contemporary design: **Not Met***

Staff comment: The proposed building has a contemporary design to include exterior materials that are commonly utilized in larger scale mixed-use residential structures throughout Downtown. The Applicant has resubmitted plans that indicate the proposed building facades with an arrangement of fiber cement siding that is unique to the surrounding context, see section II Historic Preservation Advisory Review. Staff finds the building's corner façade is appropriate to articulate the main entry to YFO offices.

The Applicant is requested to submit a window and door schedule for Staff review related to the VT of .7 or higher for the storefront windows and potential architectural window screening for the ground-level residential units along Portland Street.

- *§(b)(1)a.1.i.2) Building entrances, including such factors as compatibility with the building's façade, prominence along the street, access to the street, and accessibility for physically handicapped or for those with special needs: **Met***

Staff comment: The Applicant has resubmitted plans and renderings to create a primary building entrance that is directly accessed from the public sidewalk to allow for a flexible conditioned lobby space with large operable storefront windows directly at the front property that Staff finds appropriate to meet this design standard.

- *§(b)(1)a.1.i.3) Blank facades; and* **Not Met**

Staff comment: The resubmitted plans and renderings indicate a large expanse of unarticulated façade along Preble Street where the Applicant has removed windows and internal program for storage. Staff finds the Applicant's solution for "Artworks will be provided by Artists" is not appropriate and recommends a cohesive architectural treatment that provides some relief, shadow line and texture at a regular interval that relate to above fenestration pattern. In addition, Staff is concerned about the potential artwork on the fiber cement siding as a surface for artwork and requests that the Applicant substitute with painted white brick (as introduced in the Applicant's letter of response #1, dated July 16, 2024) as an exterior material more conducive to paint.

- *§(b)(1)a.1.i.4) Special features, such as selective use of such features as building arcades and skywalks or elevated walkways:*

Staff comment: Not applicable. The proposed development does not propose any special features to require a review of this design standard.

- *§(b)(1)b. Pedestrian Activities District (PAD)*

Staff comment: Not applicable. The site is not located within the PAD overlay district.

- *§(b)(1)c. Pedestrian Activities District (PAD) encouragement areas shall be designed and constructed to be reasonably capable of being converted to accommodate uses permitted in the PAD overlay zone in accordance with the factors set forth in subsection b. of this section.* **Met**

Staff comment: Not applicable. The site is not located within a PAD encouragement area.

- *§(b)(1)d. Sidewalk areas and open space: The design of publicly accessible sidewalk areas and open space shall complement the general pattern of the downtown pedestrian environment, conform to special City of Portland streetscape programs described in the Technical Manual, and enhance the attractiveness, comfort, security, and usability of the pedestrian environment. Factors to be considered include the design, placement, character, durability, and quality of the following:*

1. *Sidewalk, crosswalk, and street paving materials;* **Met**

Staff comment: The resubmitted plans indicate reconstruction of the brick sidewalks along Cumberland Avenue and Preble Street, a new concrete sidewalk along Portland Street that Staff finds appropriate in this location. In addition, the Applicant has proposed to construct a curbed planting bed and bulb out for planting areas and seating within the Portland Street roadway.

2. *Landscaping, planters, irrigation, and tree guards and grates;* **Not Met**

Staff comment: The resubmitted plans provide street trees along the Preble Street frontage and indicate the preservation of existing trees in the esplanade along Cumberland Avenue that Staff finds appropriate. **Staff observes the existing overhead utility lines along Portland**

Street as a constraint for street trees along the frontage. The Applicant has resubmitted plans to propose curbed planting areas within the public right of way along Portland Street to require a maintenance agreement from the Applicant to the City for the plant material beyond street trees within the public right of way.

3. *Lighting*: **Met**

Staff comment: The resubmitted plans provide additional street lighting along Preble Street and new cobrahead attached to the new utility pole along Portland Street that Staff finds to be appropriate in relationship to the existing conditions.

4. *Pedestrian amenities such as benches and other seating, trash receptacles, kiosks, bus shelters, artwork, directional and informational signage, fountains, and other special features*; and **Not Met**

Staff comment: The resubmitted plans includes pedestrian amenities (trash receptacle, wood & steel seating, and potentially artwork fixed to the building corner) at the Portland Street where the Applicant has proposed a bulb out within the roadway. Staff finds the proposed benches in this location is not appropriate given the separation from the proposed primary entry for residents and suggests additional bike racks or additional planting area. Staff recommends the Applicant employ sensitive CEPTED site plan ordinance under Land Use code section 14.6.3.B.

5. *Sidewalk vendors and sidewalk cafes*. **Not Applicable**

Staff comment: The development plan does not propose a use conducive for sidewalk vendors, café furnishings or retail, Staff recommends permanent pedestrian amenities within or adjacent to the public sidewalk.

- *§(b)(1)e. Relationship to existing development*:
 1. *General: Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1). Factors to be considered include the relationship to the following existing patterns*:
 - i. *Street walls and building setbacks*; **Met**

Staff comment: The prevailing street wall and building setbacks are primarily located directly onto the street at the build-to line. Staff observes several building precedents along Cumberland Avenue that recess the primary building entry to allow for door swing while maintaining a building placement directly adjacent to the public right-of-way.

The resubmitted plans indicate a corner building massing at Cumberland Avenue and Preble Street to contribute to the prevailing street wall found in the neighborhood. Staff finds the conditioned lobby space that allow for operable windows is appropriate to meet this design standard.

ii. Open space; Met

Staff comment: Staff finds the proposed privately accessible open space for the Youth and Family Outreach (YFO) located on the sixth floor is located appropriately to prioritize the property's corner with the new building.

iii. Building form, scale and massing; Met

Staff comment: The proposed building is segmented by a base that transitions to a lower level as the site slopes down towards Portland Street from Cumberland Avenue. The building delineates the base from the upper floor with a stepback along the Portland Street façade with an arrangement of façade projections indicated in the resubmitted plans. Staff recommends a more regular pattern for the projections as shown in Figure 1.



Figure 4: Staff diagram with recommendations for the Portland Street façade

iv. Façade proportion and composition; Not Met

Staff comment: The resubmitted plans to provide façade proportions with delineation of floors and a composition that indicates the building's base and middle. Staff recommends a consistent horizontal banding at the Portland Street façade to match the canopy clad in metal detail proposed at Cumberland Avenue façade and the addition of horizontal banding above the second floor at the Preble Street façade. Staff finds the proposed fiber cement material at the building's base to be unique to the surrounding context and recommends the Applicant replace with the painted white brick (as introduced in the Applicant's letter of response #1, dated July 16, 2024). In addition, Staff recommends additional transitional space between the public sidewalk and ground-floor residential units through architectural screening grill at ground-level windows along Portland Street.

The middle portion of the building is stepback from the lower two levels and provides a mostly symmetrical fenestration pattern and rhythm both vertically and horizontally that Staff finds appropriate.

Staff finds the termination of the building's top portion with the expanded parapet detail is appropriate to the building's massing.



1 | PREBLE STREET ELEVATION
1/8" = 1'-0"

Figure 5: Staff diagram with recommendations for the Preble Street façade

v. Pedestrian circulation and building entrances; **Met**

Staff comment: The proposed development plan identifies a primary entrance as recessed, oriented towards Cumberland Avenue and delineated from the upper levels by a horizontal canopy to wrap around the building's internal playscape for the day care facility proposed to occupy the second floor. **The resubmitted plans prioritize the placement of the building's corner directly at the street with direct access to building entries from public sidewalks clearly articulated at Cumberland Avenue and Portland Street**

vi. Parking, **Not Applicable**

Staff comment: The proposed development plan removes the existing surface parking and driveway at Portland Street into the property site and does not propose any parking within the property.

2. *Standards for increasing setback beyond street build-to line: A proposed development may exceed maximum setbacks:* **Not Met**

Staff comment: The proposed development plan proposes to demolition the existing buildings on site to create an Elle-shaped building placed primarily along the property frontages, with the exception of the private open space along Cumberland Avenue intended for the day care facility as a playspace. Under this design standard, a proposed development may exceed the maximum setback based on an evaluation of open space and amenity; prevailing character and continuity; support for existing open space; quality and orientation.

Staff has reviewed the proposed exception to this pattern to preserve the predominant street wall as follow:

1. **Open space and amenity – The Applicant has not indicated publicly accessible open space to meet the special exception of standards for increasing setback beyond street build-to-line. Staff finds the proposed YFO play space serves the patrons at the facility and recommends that the Planning Board consider the Applicant’s request to not allow publicly accessible open space.**

Staff finds the setback along Cumberland Ave creates minimal publicly accessible open space and recommends the Applicant add pedestrian amenities (such as permanent outdoor seating, trees in planters, and special surface treatments) as a linear open space would support open space within this location.



Figure 6 – Staff diagram onto Drawing L101, dated 05-02-2024

2. **Prevailing character and continuity – Staff finds that the proposed YFO play space along Cumberland Avenue does not substantially detract from the prevailing street wall character as the proposed building placement at the corner creates a prominent form at the corner.**
3. **Support for existing open space – Staff finds that the proposed YFO play space along Cumberland Avenue does not contribute or diminish existing public open space and only provides a private play space for YFO programming.**

4. Quality and orientation – Staff finds the proposed area of setback provides a high quality of detailing to allow for trees with the undulating fence pattern along the Cumberland Avenue property frontage.

3. Roof top appurtenances: *All mechanical equipment, ventilating and air conditioning and other building systems, elevators, stairways, radio or television masts or equipment, or other rooftop elements not intended for human occupancy shall be fully enclosed in a manner consistent with the character, shape and materials of the principal building.* **Met**

Staff comment: **The Applicant has resubmitted plans that indicate rooftop screening around the proposed mechanical equipment. Staff recommends that the Applicant provide a complimentary materiality to the building's design that reduces the visual impact of the mechanical equipment.**

- *§(b)(1)f. Shadow impact on open space: The location, massing and orientation of portions of buildings in excess of sixty-five (65) feet in height shall be such that substantial shadow impacts on public plazas, parks, and other publicly accessible open space are avoided.* **Not Applicable**

Staff comment: Portions of the proposed building along Portland Street exceed 65 feet in height however will not impact any public open spaces as there are none within the immediate vicinity.

- *§(b)(1)g. Wind impacts: The location, massing, orientation and architectural design of a new building or a building addition shall be such that no significant adverse wind impacts are created.* **Met**

Staff comment: The proposed building design utilizes a variety of features to break down the building's mass and height with stepback at the upper floors and variation in the façade planes to help mitigate the potential impact of winds.

- *§(b)(1)h. Setbacks for existing structures: The location and design of proposed structures shall not create a detrimental impact on the structural integrity or the safety of adjacent structures or the occupants thereof;* **Met**

Staff comment: The proposed development plan does not pose a detrimental impact on the structural integrity of any adjacent structures as it is standalone on a parcel bounded by public streets and sufficient separation from abutting buildings. Existing structures to be demolished to construct the proposed ELL-shaped building.

- *§(b)(1)i. Building tops: Buildings or structures which exceed one hundred fifty (150) feet in height shall be designed so as to provide a distinctive top to the building which visually conveys a sense of interest and vertical termination to the building.* **Not Applicable**

Staff comment: Not applicable, building does not exceed 150 feet in height

MULTIPLE-FAMILY STANDARDS. Multiple-family shall meet the following standards:

1. *The exterior design of the proposed structure, shall be designed to complement and enhance the nearest residential neighborhood.* **Not Met**

Staff comment: The property is located in the B-3 Downtown Business zone within close proximity to adjacent mixed-use and residential zones with a variety of building typologies and lot sizes that contribute to the character of the neighborhood. **Staff finds the proposed fiber cement material at the building's base to be unique to the surrounding context and recommends the Applicant replace with the painted white brick (as introduced in the Applicant's letter of response #1, dated July 16, 2024).**

2. *The proposed development shall respect the existing relationship of buildings to public streets.* **Met**

Staff comment: The proposed building is located within close proximity to the street that responds to the surrounding context of building located at the street.

3. *Open space on the site for all multiple-family development shall be integrated into the development site.* **Not Met**

Staff comment: The development plan indicates a generous play yard that appears to only be accessed by the day care facility during operating hours. **Staff is requesting the Applicant provide a written agreement between the two operations parties to allow residents the use of the YFO play space after-hours to meet this design standard.**

The resubmitted plans indicate a shared open space for the proposed 60 residential units at the end of the sixth-floor corridor, Staff continues to recommend that the Applicant provide residents access to outdoor open space within the property.

4. *The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principle living areas and shall also provide sufficient storage areas.* **Met**

Staff comment: Sufficient windows and interior unit storage provided at each residential unit.

5. *The scale and surface area of parking and driveways and paved areas are arranged and landscape to properly screen vehicles from adjacent properties and streets.* **Not Applicable**

Staff comment: Not applicable, no surface parking or driveways into the property are proposed.

6. *Multiple-family dwellings shall not be converted to lodging houses unless all units in building have been vacant for at least one (1) year.* **Not Applicable**

Staff comment: Not applicable, the proposed development plan does not propose a conversion to lodging houses as the existing structures are to be demolished.



Eric Freeman <efreeman@portlandmaine.gov>

331 Cumberland Avenue - Youth & Family Outreach Right, title & Interest Opinion

Amy McNally <amcnally@portlandmaine.gov>
To: Eric Freeman <efreeman@portlandmaine.gov>
Cc: Matt Grooms <mgrooms@portlandmaine.gov>

Thu, Aug 8, 2024 at 2:20 PM

Hi Eric,

Thank you for your patience with me!

For the City's purposes, we are assessing whether or not the applicant has standing to submit and pursue this application. In doing so, we are not assessing whether title to the property is perfected, but instead whether the applicant has a "legally cognizable expectation" of having the power to use the property in the manner contemplated by the permit application.

In this case, although the applicant's title may have at one point been subject to this condition subsequent limiting its use, there is case law in Maine that supports the applicant's argument that the condition has been fulfilled by the passage of nearly 175 years. Even in the event that one of the heirs of the original grantor sought to enforce that condition, it appears unlikely that they would prevail. Therefore, while the applicant is not without risk of a title dispute, I can agree that they have a legally cognizable expectation that they would be permitted to move forward with this project in the event the site plan is approved. I agree the applicant has standing to proceed with this application.

Please let me know if you have any additional questions.

Thank you,

Amy R. McNally
Associate Corporation Counsel
[City of Portland](#)
[389 Congress Street](#)
Portland, Maine 04101
207-874-8974
amcnally@PortlandMaine.gov
pronouns: she/her



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

[Quoted text hidden]

May 14, 2024

Mr. Kevin Kraft – Interim DirectorCity of Portland Planning & Urban Development
389 Congress Street, 4th Floor
Portland, ME 04101**Subject: 331 Cumberland Ave - Major Site Plan Application**
Mixed use development
Applicant: Youth and Family Outreach
CBL: 033-K-005, 006, 007, 009, & 010

Dear Kevin:

On behalf of **Developers Collaborative Predevelopment LLC & Youth and Family Outreach**, Gorrill Palmer is submitting application materials for a Major Site Plan Application, for a new mixed-use LIHTC apartment building on Cumberland Avenue. This development was previously reviewed under PL-001140-2020 and approved by the Planning Board. The 2020 program was unable to be constructed due to various circumstances. The current proposal is to construct a new six-story building to contain the Youth and Family Outreach program on the ground level and first level 60 apartment units on floors 3-6. According to the boundary survey by Northeast Civil Solutions, the property is 19,592 SF in size. The site presently contains the existing Youth and Family Outreach building at the corner of Cumberland and Preble Streets. The former Maria's Restaurant was acquired by the applicant and is now planned for demolition. The development includes greater than three dwelling units therefore the proposal qualifies for a Major Site Plan approval from the Planning Board in accordance with Table 14-A of the ReCode. We attended a Pre application meeting with City staff on February 21, 2024. Assisting on the project are Invid Architecture and Studio MLA Landscape Architects. The following summarizes the reviews required by the City:

Proposal	Applicable Standards
New Construction over 20,000 SF	Sec 14-526 Level III Site plan Review, B-3 Design Review, HP Advisory
Subdivision (60 dwelling units)	Sec 14-497 Subdivision Review
Multi-family Residential >10 units	Sec 14-487 Inclusionary Zoning Conditional Use
Parking Requirements reduction	Ch 14 Div 20 Off-street Parking – B-3 Zone

Existing Conditions

The existing site is bounded by Cumberland Avenue to the south, Preble Street to the east and Portland Street to the north. The Earl Apartments lie west of the site. The Youth and Family Outreach operates out of an existing two-story wood building at the corner of Cumberland and Preble. The



vacant, former two-story brick Maria's Restaurant building and parking lot are at 337 Cumberland Ave. The site is located in the B-3 zone as identified below.

According to City records, underground utilities in the surrounding streets include water, gas, and sewer. Overhead power and communications lines are located on the sidewalk on the development



Fig 1: Zoning Excerpt

side of Portland Street. Relocation of several existing utility poles within proposed curblane bump outs is proposed to provide separation from the overhead wires to the face of the proposed building. The proposed building will occupy over 50% of the lot and contain street level access along the Portland Street and Cumberland Avenue sidewalks. The primary YFO entrance will be at the corner of Cumberland Ave and Preble Street. The residential space will also have entry access to the Portland Street frontage. The construction will require coordination with the abutting building owners at 339 Cumberland Ave (Earl Apartments), and nearby uses. YFO will need to temporarily relocate during the construction. The

construction will involve reconstruction of brick sidewalk along the adjacent streets, and repaving of some of the site and the adjacent alleyway. Portions of adjacent streets may also require restoration due to proposed utility connections.



Fig 2: Google Earth View



Proposed Development

The proposed building will involve a tenant mix as follows:

Level	Tenant/Use	Area (SF)	Land Use category
1	Youth and Family Outreach and tenant space	11,073 SF	Institutional and Residential 1-One bedroom unit 3 – two-bedroom units
2	Youth and Family Outreach	12,608 SF	Daycare and preschool
3 thru 6	Residential	12,189 SF+/- per floor	Residential 4 studio units 23 one-bedroom units 19 two-bedroom units 10 – three-bedroom units
	Total	72,437 SF +/-	60 units – 12 market rate and 48 MSHA LIHTC

Preliminary floor plans and site renderings by Invivid accompany this submission.

Traffic/parking

The site has a small parking lot off Portland Street that will be eliminated. Tenants of the building will be required to secure parking in nearby parking facilities including, but not limited to; the adjacent Elm Street garage and Brown Street garages. YFO visitors will use nearby on-street parking or the garages as is typical for the downtown area. The project is not expected to generate substantial new traffic above the existing traffic generated by historic uses. Tenants at the adjacent building west of the site will continue to be able to use the alleyway off Portland Street for access to their building. The owner is coordinating for the continuation of access and related use benefiting their sites. There are approximately four parking spaces on Portland Street that will be modified as a result of the closing of an existing curb opening and the proposed bump outs. No parking capacity will be removed from the Portland Street frontage as a result of the proposed curb bump outs. Pedestrian and sidewalk accommodations will be improved along the street.

Utilities

The proposed project will involve new utility connections that are described as follows:

- The building will be sprinkled and contain a domestic water service, both to be extended from an 8" water main in Cumberland Avenue. The Fire Dept connection will be located along the south side of the building.
- A domestic sewer connection is proposed to tie into an existing 10" sewer line in Portland Street.



- The building may be served by Natural gas coming from nearby, although the MEP design has not been advanced enough to decide on gas need. All HVAC equipment will be roof top mounted and screened.
- There is Overhead power in Portland Street. The design team is currently coordinating with CMP and the communications providers on these services. The objective is to shift the overhead lines into the street by means of several curb bump outs so that the overhead lines will be at least 18' from the face of the building in accordance with CMP guidelines.

Consistency with Master Plan

On Portland's Future Land Use Plan, Cumberland Avenue remains located in the Mixed Use/Commercial/Office zone and is located near an enhanced Priority Corridor (Congress Street). Priority Corridors are "*major arterials that often see heavy vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer.*" Located near Congress Street, the site is within a downtown area that is maintaining a robust level of activity and development. This site is an ideal location for a building that continues the existing onsite Youth and Family Outreach programming while providing new residential above. We believe the proposed uses go hand in hand as complimentary uses to the surrounding land use as envisioned in the Comprehensive plan and current zoning.

In accordance with the Major Site plan General Document Checklist, we offer the following information:

General Documents

1. **Project Description** – New mixed use building construction with greater than three dwelling units, located in the B-3 zoning District. See description above.
2. **Completed Checklist** – See upload to Eplan once authorized.
3. **Evidence of Right, Title and Interest.** The site is owned by Youth and Family Outreach per Deed recorded at the CCRD Book 35530, page 234, and deed book 225 page 350, a copy of which are attached to this submission document.
4. **Zoning Assessment** – see attached. Located in B-3 zone.
5. **Site plan Standards Assessment** – see attached information below.
6. **Summary of Existing and/or proposed easements or covenants** – no easements or covenants are proposed at this time.
7. **Waiver Request** – none requested.



8. Evidence of financial and Technical Capacity – The applicant has retained Invivid Architecture, Studio MLA, Gorrill Palmer Consulting Engineers, and Developers Collaborative Predevelopment to assist with the design and construction of the proposed project. The applicant will be seeking Maine State Housing Low Income Housing Tax Credit financing support. They also have financing support from cPort Credit Union.

Transportation

9. **Impact on Surrounding Street system** – The impact on the surrounding street system is expected to be minor based on historic street conditions and land use surrounding the site. The activity involves redevelopment of previously developed property. The site use is not expected to create or aggravate any existing or proposed hazard or safety concern on adjacent streets as the sidewalk conditions are robust and accommodating. The site access conditions are consistent with the neighboring sites on both sides of the street.
10. **Access and Circulation** – The first floor of the building is to be accessible to foot traffic from Portland Street and the second floor will be accessible from Cumberland Avenue. There will be multiple stairs and an elevator supporting the building. The elevator will be sized to allow for stretcher and emergency personnel. The building entrances off the Portland Street sidewalk will be flush to existing grade. The proposed finish floor elevation will be 43.00' (NGVD29). The Second level will have multiple access points from the sidewalk as well as from the proposed playground area that will tie the Cumberland Ave street frontage into the site. Access to a trash room will be provided off the alleyway at the rear of the site, off Portland Street.
11. **Public transit** – There are no METRO routes on Cumberland Ave however there are stops on Preble Street and the METRO Pulse and Monument Square stops are located less than 1,000 feet from the site.
12. **Off-Street Parking** – No onsite parking is proposed as tenants and YFO staff will be required to park offsite within various nearby parking structures or lots. The tenant population is not expected to require much parking as most will not own a vehicle.

Environmental

13. **Preservation of Significant Natural Features** – Not applicable
14. **Landscape Preservation** – the existing trees within the sidewalks will be preserved to the extent practicable. The applicant will cooperate with the Parks and Recreation Department on the planting of new trees on the sidewalks and/or payment of the in-lieu fee for trees based on sixty apartment units.
15. **Site landscaping and Buffers** – As mentioned above, the applicant is proposing an expanded playground area along the Cumberland Street frontage and around the building perimeter. The area is to be planted with approved trees, shrubs, and grasses. This landscaped area is to be larger than



the existing non-impervious area on the site. No heritage or feature trees exist on the site, and none are proposed.

16. **Water Quality, Stormwater Management and Erosion control** – Save for a couple small parking lot islands, the site is fully paved/concrete in the current condition. The majority of the surface will change to roof top, while some will be converted to landscaped area. The roof drains will tie into the existing drainage system consisting of a drainpipe along the Portland Street frontage. There is no expected change in overall site drainage, however, the elimination of parking will improve water quality. Typical erosion control measures including stabilized construction entrance and sediment sacks at nearby catch basins will be employed during the construction to minimize sediment transport into the drainage systems.

Public Infrastructure and Safety

17. **Consistency with City Master Plans** – See Above
18. **Public Safety and Fire Prevention** – The new building will have a full sprinkler system and Fire Department Connection along the Cumberland Street Façade. The nearest fire hydrant is located on Cumberland Avenue, less than one hundred feet from the proposed building.
19. **Availability and Adequacy of Public Utilities** – see above.

Site Design

20. **Massing, Ventilations and Wind Impact** – not applicable – See Architectural renderings for further information on the building.
21. **Shadows** – Not applicable
22. **Snow and Ice Loading** – the building is primarily a flat roof. Snow and Ice will not fall onto adjacent properties.
23. **View Corridors** – Not applicable
24. **Historic Resources** Not applicable
25. **Exterior Lighting** – The applicant proposes some building mounted fixtures to satisfy safety and security needs around the site. There are existing cobra head streetlights on the existing utility poles on the surrounding streets, opposite the property.
26. **Noise and Vibration** – Not applicable- rooftop equipment will be screened and dampened as necessary to satisfy City noise and vibration standards.
27. **Signage and Wayfinding** – All signage to be permitted separately by the applicant.
28. **Zone Related Design Standards** – The development satisfies ReCode 14.6.4.I.1. for the B-3 where the design shall support the development of a dense, Mixed-use neighborhood with an attractive, safe, and convenient street-level pedestrian environment.

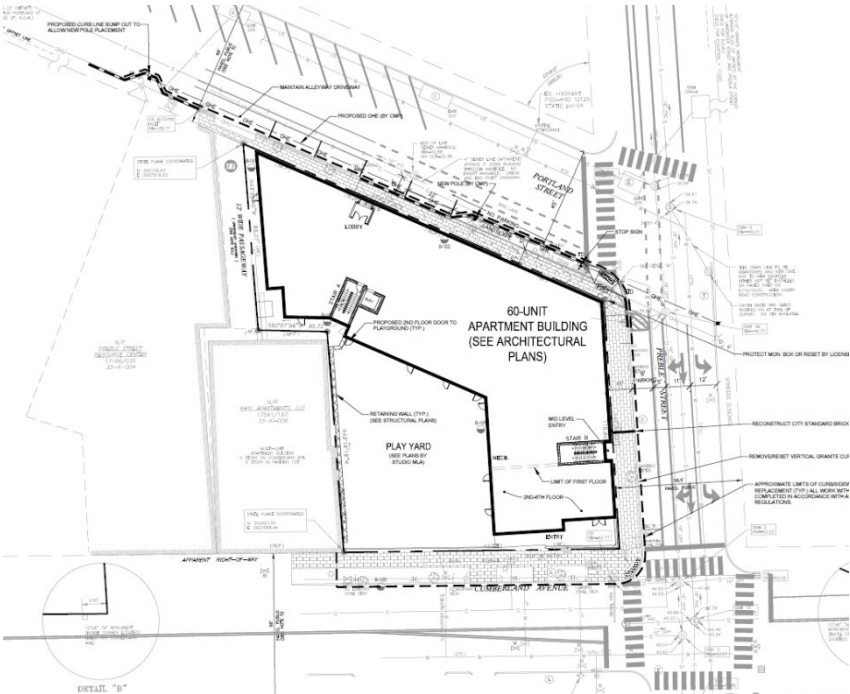


Fig 3 Proposed Site plan – 331 Cumberland Ave



Fig 4 – Rendering from Cumberland Ave – looking north



Fig 5 – Rendering from Cumberland Ave/Preble Street



Fig 6 – Rendering from Portland Street/Preble Street



We trust the supporting application materials are acceptable and we look forward to the Planning Authority's prompt review and scheduling of a workshop with the Planning Board.

Sincerely,

GORRILL-PALMER

Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286

sbushey@gorrillpalmer.com

Attachments

c: Camelia Babson-Haley - Youth and Family Outreach
Laura Reading, DC Predevelopment LLC

U:\4277_Youth and Family Outreach Portland MEIP Applications\Local\Major site plan application\2024.05.14 app_331 Cumberland_YFO_site plan_Cover Letter

CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN GENERAL DOCUMENT AND DRAWINGS CHECKLIST Please submit each document as a separate PDF file. Please confirm by electronically checking the boxes in the left-hand column. ** PLEASE FILL OUT AND UPLOAD THE ZONING ASSESSMENT TABLE AND WAIVER TABLE SEPARATELY AS NOTED BELOW ** At the time of application submission, please contact the Department of Public Works regarding E-911 addressing for your project.		
GENERAL APPLICATION DOCUMENTS		
☒	NA	Project Description Cover letter with detailed project description
☒	NA	Completed Checklist (this document)
☒	NA	Evidence of Right, Title, and Interest Deeds, leases, or purchase and sales agreements
Yes	☒	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
☒	NA	Zoning Assessment (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
☒	NA	Site Plan Standards Assessment (see Section 14.6 of the land use code) Summary of project compliance with site plan standards of the land use code
☒	NA	Summary of Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
☒	NA	Waiver Requests (see Waiver Table) Written request for waiver describing request and compliance with applicable waiver standards
☒	NA	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
☒	NA	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

MAJOR 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	Impact on Surrounding Street Systems (14-14.6.1(A)) Describe incremental volume of traffic impacts and mitigation measures. If needed
Yes NA	Access and Circulation (14-14.6.1(B)) Identify and describe the following: - Site access and internal circulation, including ADA access - Drive-up features, if applicable - Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes NA	Public Transit (14-14.6.1(C)), if applicable Identify and describe the following: Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
Yes NA	Off-Street Parking (14-14.6.1(D)), if applicable Identify and describe the following: - Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code - Curb cut separation and parking layout (Technical Manual, Section 1) - Construction details for bicycle racks - Management plan for snow storage and removal
Yes NA	Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL		
Yes	NA	Preservation of Significant Natural Features (14-14.6.2(A)), if applicable Identify and describe the following: • High and moderate value waterfowl and wading habitat • Aquifers (for Casco Bay Islands) • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
Yes	NA	Landscape Preservation (14-14.6.2(B)) Identify and describe the following: • Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) • Measures to protect existing vegetation during construction
Yes	NA	Site Landscaping and Buffers (14-14.6.2(C)) Identify and describe the following: • Overall landscaping approach and consistency with standards • The use of screening and buffering of service areas and between non-residential and residential uses • Existing Heritage or Feature Trees on site and measures to preserve • Compliance with street tree requirements
Yes	NA	Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D)) Identify and describe the following: • Erosion and sedimentation control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable • Subsurface sanitary sewage disposal and groundwater protection measures

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY		
Yes	NA	Consistency with City Master Plans (14-14.6.3(A)) Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes	NA	Public Safety and Fire Prevention (14-14.6.3(B)) Identify and describe the following: - Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) - Emergency vehicle access - Consistency with public safety standards (Technical Manual, Section 3)
Yes	NA	Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9) Identify and describe the following: - Electrical services, including providing underground services - Existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections
SITE DESIGN		
Yes	NA	Massing, Ventilations and Wind Impact (14-14.6.4(A)) Identify and describe the following: - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable - Bulk, location, or height impacts on adjoining structures
Yes	NA	Shadows (14-14.6.4(B)), if applicable Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes	NA	Snow and Ice Loading (14-14.6.4(C)) Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes	NA	View Corridors (14-14.6.4(D)), if applicable Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes	NA	Historic Resources (14-14.6.4(E)), if applicable Identify and describe the following: - The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district - Compliance with standards for preservation and documentation of archaeological resources

Yes NA	Exterior Lighting (14-14.6.4(F)) Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12
Yes NA	Noise and Vibration (14-14.6.4(G)) Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code
Yes NA	Signage and Wayfinding (14-14.6.4(H)), if applicable - Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs - Provide drawings of all commercial and directional signage on site
Yes NA	Zone-Related Design Standards (14-14.6.4(I)) Address any applicable design review standards by zone, including compliance with Design Manual

MAJOR SITE PLAN DRAWINGS CHECKLIST

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

All drawings must be submitted in a 24 x 36 sheet size.

BOUNDARY SURVEY (stamped by a Maine Licensed Surveyor and drawn as per Technical Manual Sec. 13)

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

All sheets – Include a title block with project title and the following information:

- Project street address
- Name and address of property owner & applicant
- Licensed design professional, incl firm that produced plans
- North arrow
- Date of preparation and revision history block
- Tax parcel (chart, block, and lot) number

Existing Conditions Plan with the following:

- Existing structures, with distance from primary building façade(s) to the property line
- Approximate location of structures on abutting properties
- All streets and intersections adjacent to the site
- Existing driveways, pedestrian ways, and bicycle infrastructure, including dimensions and materials
- Existing public transit infrastructure
- Existing vehicle & bicycle parking areas
- Existing utilities on site and within adjacent rights-of-way
- Existing grades (two-foot contours preferred)
- Location of water courses, wetlands, and vegetation, or other significant natural features
- Existing soil conditions and location of test pits and borings
- Zoning boundary lines, including overlays
- Location of all existing easements and rights-of-way

Proposed Site Plan with the following:

- Proposed structures, including distance from primary building façade(s) to property lines
- Ground floor area, and finished floor elevations for all buildings
- Any proposed geometric modifications to streets and intersections adjacent to site
- Location, dimensions and materials of all 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, including turning templates
- Proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications
- Location of all snow storage areas
- Exterior lighting (please see Technical Manual Sec. 12 for photometrics requirements)

• Location of fire hydrants • Location of solid waste management receptacles • Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable • Location of proposed easements and rights-of-way, including dimensions • Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed
UTILITY PLAN including:
• Proposed electrical infrastructure • Location, sizing and directional flows of all proposed sewer and stormwater infrastructure • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure
GRADING AND DRAINAGE PLAN including:
• Proposed grades • Proposed stormwater management measures meeting Technical Manual (Section 5) standards • Any proposed alteration of a watercourse or wetlands • Any groundwater protection measures • Proposed buffers and preservation measures for wetlands or significant natural features
LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping, screening, and street trees, including caliper widths for trees • Planting schedule, including street trees
ARCHITECTURAL PLANS AND RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Axonometric and street-level views for structures greater than three stories in height • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans
CONSTRUCTION MANAGEMENT PLAN including:
• Specifics on traffic control, sidewalk sheds, and pedestrian rerouting • Include a drawing and written narrative
OTHER
• Details and cross-sections, as necessary



Michael O'Donovan

Relationship Manager, Regulated Industries

cPort Credit Union

35 Middle Street | Portland, ME 04101

p (207) 553-3502 | f (207) 358-1500

modonovan@cportcu.org

Date: 04/16/2024

RE: Letter of Financial Capacity

To Whom It May Concern,

Please accept this letter as validation that Youth and Family Outreach has an existing relationship with cPort Credit Union. As of the date of this letter, Youth and Family Outreach Limited Partnership's has significant funds available in their account.

Sincerely,

Michael O'Donovan

Michael O'Donovan

Relationship Manager, Regulated Industries

TECHNICAL CAPABILITY

The applicant has retained a highly qualified team of professionals to undertake planning, permitting and design tasks on this project. Services will be provided by the following companies and their respective team leaders:

<i>Civil Engineer</i>	Stephen Bushey, P.E. Gorrill-Palmer Consulting Engineers 300 Southborough Drive, Suite 200 South Portland, Maine 04106 (207) 772-2515 sbushey@gorrillpalmer.com
<i>Owner</i>	Camelia Babson-Haley Executive Director Youth and Family Outreach 331 Cumberland Ave. Portland, ME 04101 Phone: 207-874-1073
<i>Architect</i>	Virginie Stanley Invivid Architecture 631 Stevens Avenue Suite 200 Portland, ME 04103 Virginie Stanley <virginie@invividarchitecture.com>
<i>Surveyor</i>	Northeast Civil Solutions Troy McDonald 381 Payne Road Scarborough, ME 04074 troy.mcdonald@northeastcivilsolutions.com
<i>Owners representative</i>	Laura Reading Developers Collaborative 631 Stevens Avenue, Suite 203 Portland Maine 04103 Laura Reading <reading.lauraj@gmail.com>
<i>Construction Manager</i>	Wright Ryan Construction

The team of consultants retained by the developer have expertise and experience in the design of similar commercial projects. Resumes of key personnel for development team can be provided upon request.

1001940052854**QUITCLAIM DEED WITH COVENANT**

KNOW ALL PERSONS BY THESE PRESENTS, that, **ANTHONY M. NAPOLITANO, GREGORY J. NAPOLITANO and FRANCIS W. NAPOLITANO**, each of Portland, Maine, for consideration paid, grant to **YOUTH AND FAMILY OUTREACH**, a Maine nonprofit corporation with a mailing address of 331 Cumberland Avenue, Portland, Maine 04101, with QUITCLAIM COVENANT, certain real property, together with any improvements thereon, located in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

Parcel One (14 Portland Street):

A certain lot or parcel of land with the buildings thereon, situated in the City of Portland, County of Cumberland and State of Maine, on the southerly side of Portland Street and numbered 16 on said street, bounded as follows:

COMMENCING at the westerly corner of said side of said street of land now or formerly belonging to the heirs of the late George Worcester; thence running on said street westerly thirty-four (34) feet and seven (7) inches to a stake and to land now or formerly belonging to the heirs of the late James Bedlow; thence South 33 degrees East, eighty-six (86) feet to a cross fence and to land now or formerly belonging to the heirs of the late Major Sweetser; thence easterly by line of said Sweetser land thirty (30) feet and two (2) inches to said Worcester land; thence North 33 degrees West, seventy-three and one-half (73 ½) feet by line of said Worcester land to point of commencing, together with the privilege of passing and repassing through a lane laid by Elijah Kellogg adjoining the westerly side of said premises, twelve (12) feet in width and extending from said street to said Sweetser land, said lane to be kept open and unencumbered forever for the benefit of all who are or may be interested in the property adjoining said premises being the homestead of the late John Dain, at the time of his decease, for a further description of which reference may be had to the deed of Charles Staples to said John Dain dated September 1, 1837, recorded in the Cumberland County Registry of Deeds in Book 155, Page 290.

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

BEGINNING on the southerly side of Portland Street at a point thirty-six and twenty-nine hundredths (36.29) feet westerly from the northwesterly corner of Chapel lot; thence running westerly by said Portland Street thirty-six and twenty-nine hundredths (36.29) feet to the lot now or formerly of John Dain; thence southeasterly at an included angle 62 degrees 57' by the easterly sideline of said Dain land to a post eighty (80) feet distant by said sideline from the southerly sideline of Portland Street; thence northeasterly at an included angle of 93 degrees 47' thirty and forty-three hundredths (30.43) feet to other

MAINE REAL ESTATE TAX PAID

land formerly of George Worcester; thence northwesterly on a straight course sixty-four and ninety-eight hundredths (64.98) feet to the point begun at.

TOGETHER with a right of way six (6) feet wide over and across the lot or land adjoining the lot hereby conveyed on its easterly side and subject to a right of way two (2) feet along the easterly side of the lot hereby conveyed, creating a passageway of eight (8) feet wide, which is forever to be kept open for the benefit of both of said lots and extending from Portland Street southerly to a point not less than twenty-five (25) feet from the rear line of said lots which is to be used in common by the owners and occupants of said lots, all as more fully described in a deed from Josephine L. Dalton to the Elm Realty Co., dated July 20, 1938 and recorded in the Cumberland County Registry of Deeds in Book 1556, Page 239, to which deed and the record thereof reference is hereby made for a more particular description of said right of way.

A certain lot or parcel of land with the buildings thereon, situated in the City of Portland, County of Cumberland and State of Maine, on the south side of Portland Street, bounded as follows: Beginning on the line of said Portland Street at the Northwesterly corner of the Preble Chapel Lot; thence running Southeasterly by the Westerly side line of the said Chapel Lot, fifty (50) feet to a stake; thence Southwesterly at an angle with the last named course, ninety degrees, one minute (90 degrees 1') thirty and forty-three hundredths (30.43) feet to a stake; thence Northeasterly at an angle of ninety-two degrees nineteen minutes (92 degrees 19') with the last course, sixty-four and ninety-eight hundredths (64.98) feet to said Portland Street; thence Easterly at an angle of sixty-three degrees twenty-five minutes (63 degrees 25') with the last named course, by the South side line of said Street, thirty-six and twenty-nine hundredths (36.29) feet to the point begun at, containing eighteen hundred and eighty-two (1882) square feet, more or less.

Being the same premises conveyed to Anthony M. Napolitano, Gregory J. Napolitano and Francis W. Napolitano in the following instruments: (a) Deed of Distribution by Anthony M. Napolitano, Personal Representation of the Estate of Madeline A. Napolitano, dated November 1, 2018 and recorded in the Cumberland County Registry of Deeds in Book 35266, Page 280; and (b) Deed of Distribution by Anthony M. Napolitano, Personal Representation of the Estate of Anthony J. Napolitano, dated November 1, 2018 and recorded in the Cumberland County Registry of Deeds in Book 35266, Page 282.

Parcel Two (337 Cumberland Avenue):

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

Beginning on the northerly side of Cumberland Avenue at the southwesterly corner of the Preble Chapel lot; thence running westerly by said Cumberland Avenue to land formerly of M. H. Sweetser; thence northerly by said Sweetser land to land formerly of George

Worcester; thence easterly by said Worcester land to said Preble Chapel lot; thence southerly by said Preble Chapel lot to said Cumberland Avenue at the point of beginning.

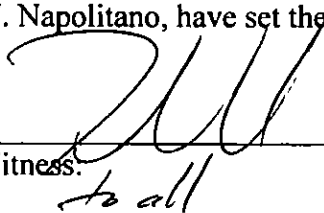
Being the same premises conveyed to Anthony M. Napolitano, Gregory J. Napolitano and Francis W. Napolitano in the following instruments: (a) Deed of Distribution by Anthony M. Napolitano, Personal Representation of the Estate of Madeline A. Napolitano, dated November 1, 2018 and recorded in the Cumberland County Registry of Deeds in Book 35266, Page 284; and (b) Deed of Distribution by Anthony M. Napolitano, Personal Representation of the Estate of Anthony J. Napolitano, dated November 1, 2018 and recorded in the Cumberland County Registry of Deeds in Book 35266, Page 285.

IN WITNESS WHEREOF, Anthony M. Napolitano, Gregory J. Napolitano, and Francis W. Napolitano, have set their hands and seals this 21st day of March, 2019.

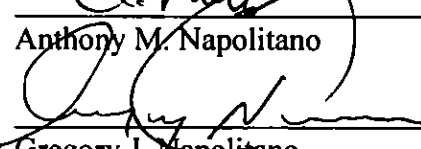
Witness:

Witness:

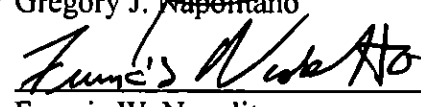
Witness:



Anthony M. Napolitano



Gregory J. Napolitano

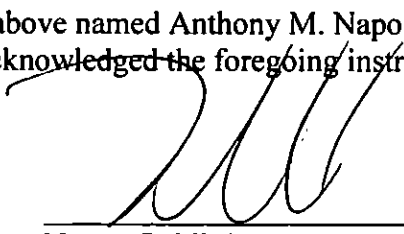


Francis W. Napolitano

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

March 21, 2019

Then personally before me appeared the above named Anthony M. Napolitano, Gregory J. Napolitano, and Francis W. Napolitano, and acknowledged the foregoing instrument to be their free acts and deeds.



Notary Public/Attorney at Law

Nicholas J. Urril

Received
Recorded Register of Deeds
Mar 21, 2019 03:33:00P
Cumberland County
Nancy A. Lane

Whereas I Mary Preble of Portland in the County of Cumberland State of Maine in my deed of conveyance to the Trustees of the Portland Ministry at Large, of a lot of land on Preble Street in said Portland, dated September 17th A.D. 1850, made & inserted the following proviso or condition viz. M. Preble
 "Provided however, and this deed is on the express condition viz. to
 that said Trustees shall within two years erect on said lands a chapel for the benefit of the Poor, under charge of said Ministry at Large, and further that the land hereby conveyed shall be used for no other purpose than that mentioned above. And whereas it was not, and is not my intention, that said Trustees should be deprived of the privilege of using said lot & the building to be erected thereon by them for other proper purposes by which the funds and the objects of said Ministry may be aided & advanced.

Now know all men by these presents, that I said Mary Preble, for good considerations me thereunto moving, and a desire to promote the best good of said Ministry, do hereby for myself, my heirs, executors, administrators and assigns, remise release and quitclaim unto said Trustees & their Successors forever, the restriction contained in the proviso or condition aforesaid, viz. "that said lands shall be used for no other purpose than that mentioned above", so far as to permit, authorize and enable said Trustees, to use occupy or let said land and the building to be erected thereon, for such purposes as they may think suitable and proper which may be beneficial or profitable to said Ministry.

In Witness Whereof I have hereunto set my hand and seal this tenth day of May in the year of our Lord eighteen hundred and fifty one.

In presence of

Mary Preble To

Mary Ann Deering

Cumberland Co. May 10, 1851. Then personally appeared the above named Mary Preble & acknowledged the foregoing instrument to be her free act - before me.

Nathl. P. Deering Justice of the Peace

Received May 19, 1851 at 9.30. AM & recorded from the original

By William Ross Regr.

CURTIS THAXTER

ATTORNEYS AT LAW

ONE CANAL PLAZA, P.O. BOX 7320, PORTLAND, MAINE 04112/ TEL 207 • 774 • 9000/ FAX 207 • 775 • 0612/ WWW.CURTISTHAXTER.COM

TO: Youth and Family Outreach
FROM: Curtis Thaxter LLC
DATE: July 2, 2024
RE: Deed Restrictions, 331 Cumberland Avenue

Mary Preble and her heirs gave three deeds to the Trustees of the Portland Ministry at Large, now known as Youth and Family Outreach (“YFO”) affecting the real estate that is now 331 Cumberland Avenue (the “Property”), discussed in turn below.

The First Deed

The first deed in 1850 conveyed the Property to YFO subject to three express conditions: (1) a chapel must be constructed for the benefit of the poor within two years; (2) the land could not be used for any other purpose; and (3) that the structures on the land were set back a certain distance from Cumberland Avenue and a nearby boundary fence. A court would likely find that the 1850 deed granted an interest called a “fee simple subject to a condition subsequent.” As a result of the first deed, YFO received complete ownership of the land, provided that the ownership would be forfeited to Mary Preble’s heirs if the conditions of the original deed were not fulfilled. Forfeiture of title upon violation of a condition is not automatic; even when a condition is no longer satisfied, the owner retains complete ownership and control unless and until an heir exercises their right of entry through an appropriate lawsuit. No third party except an heir of Mary Preble can enforce compliance with the conditions in the deed; the owner may choose to satisfy the conditions or not and remains the owner until (i) the condition is no longer fulfilled and (ii) an heir of Mary Preble has retaken possession through proper legal process.

The Second Deed

In 1851, Mary Preble gave a second deed to YFO releasing the requirement that the property be used for no purpose other than a chapel for the benefit of the poor. A court would likely find that the 1851 deed effectively released the restriction related to continuing use as a chapel for the benefit of the poor. While Mary Preble had no estate or right to convey at the time of the deed, her release would likely be treated as an advance waiver of her (and her heirs’) right to enter the property following a breach of that condition. Maine has recognized waivers of the right to entry, although the law is less clear on advance waivers.

The Third Deed

The third deed was given in 1924 by the purported heirs-at-law of Mary Preble to release

the condition that structures on the land must meet specified setbacks. The release stated that it was “limited to the erection of additions to said chapel for religious uses only and shall not be construed to permit the erection of buildings to be used for business or commercial uses.” The effect of the third deed is less clear. As with Mary Preble’s prior deed, the heirs could likely waive the right of entry based on a breach of the condition related to setbacks. The release, however, purports to limit the use of the proposed addition to the chapel to religious purposes. This raises the question whether the heirs intended to create an additional restriction (religious use) that was terminated by the second deed.

A court interpreting the 1924 release by the heirs would likely find that they intended to release the setback requirements to allow an expansion to the chapel for whatever purposes were intended and permitted by the Mary Preble grant, as modified by Mary Preble’s second deed. Because the heirs held no current interest or right in the Property, they would not have the legal right to impose additional conditions on the owner of the Property. The heirs could only waive a right to enforce a condition, and they appeared to waive the condition limiting setback.

We do not believe Mary Preble only had three heirs at law in 1924, so the effectiveness of the third deed for any purpose may be questionable. Mary Preble died in 1909, and her probate records list nine living cousins as her heirs-at-law: seven in Massachusetts and two in California. The third was only around 15 years later, listing three heirs in Portland and New York City. Since the third deed was executed by less than all the heirs, its validity is open to question.

A Court Would Likely Find That the Conditions no Longer Apply

The correct legal categorization of the 1850 deed is essential because certain types of conditions will expire after a reasonable amount of time. If a deed grants a fee simple subject to a condition subsequent and does not specify a duration (other than referring to “heirs”), a court will look at the factual circumstances to determine a reasonable amount of time for which the condition must remain satisfied. In one case involving a fee simple subject to condition subsequent, the Law Court held that 150 years was a reasonable duration “as a matter of law.” Here, almost 175 years have elapsed since the first deed, falling well within the time period that the Law Court has found to be a reasonable duration for the covenant as a matter of law. In any event it is completely clear that YFO has sufficient “title, right or interest” in the Property and that only legitimate heirs of Mary Preble have any standing to claim forfeiture of title. Such a claim has a significant likelihood of failure.

SITE DESIGN

14.6.4 (A) Massing, Ventilations and Wind Impact – not applicable – See architectural elevations and renderings for further information on the building.

14.6.4 (B) Shadows – Not applicable

14.6.4 (C) Snow and Ice Loading – the building is primarily a flat roof. Snow and Ice will not fall onto adjacent properties.

14.6.4 (D) View Corridors – Not applicable

14.6.4 (E) Historic Resources – Not applicable.

14.6.4 (F) Exterior Lighting – The applicant proposes wall mount lighting for safety and security and the door entrances. All lighting will be full cut off and dark sky complaint.

14.6.4 (G) Noise and Vibration – Not applicable- roof top equipment will be screened and dampened as necessary to satisfy City noise and vibration standards.

14.6.4 (H) Signage and Wayfinding – All tenant signage to be permitted separately by the applicant.

14.6.4 (I) Zone Related Design Standards – The development satisfies ReCode 14.6.4.I.1.a for the B-3 where the design shall support the development of a dense, Mixed-use neighborhood with an attractive, safe, and convenient street-level pedestrian environment. The site is also within the Downtown Entertainment Overlay, however the provisions within the DEOZ are not applicable to the proposed use.



TRANSPORTATION

14.6.1(A) Impact on Surrounding Street system – No significant impact is predicted for the proposed development. The activity consists of redevelopment of two sites that have been long actively used for a restaurant and the Youth and Family Outreach. The site use is not expected to create or aggravate any existing or proposed hazard or safety concern on adjacent streets as sidewalk conditions are ample to allow pedestrian movement to nearby streets and activities. The site access conditions are consistent with the neighboring sites on both sides of the street. The activity is considered an urban infill development that's consistent with City goals and objectives.

14.6.1(B) Access and Circulation – The ground level and first floor of the building will be accessible with ample access for emergency vehicles and site tenants along the street fronts. The elevator will be sized to allow for a medical stretcher and emergency personnel. The building entrances off the Portland Street sidewalk and Cumberland Avenue sidewalk will be flush to existing grade. The existing sidewalk along the site perimeter will be reconstructed as they will be impacted during foundation construction. ADA access will be accommodated at the entrances off Portland Street and Cumberland Avenue.



Youth and Family Outreach Cumberland Avenue

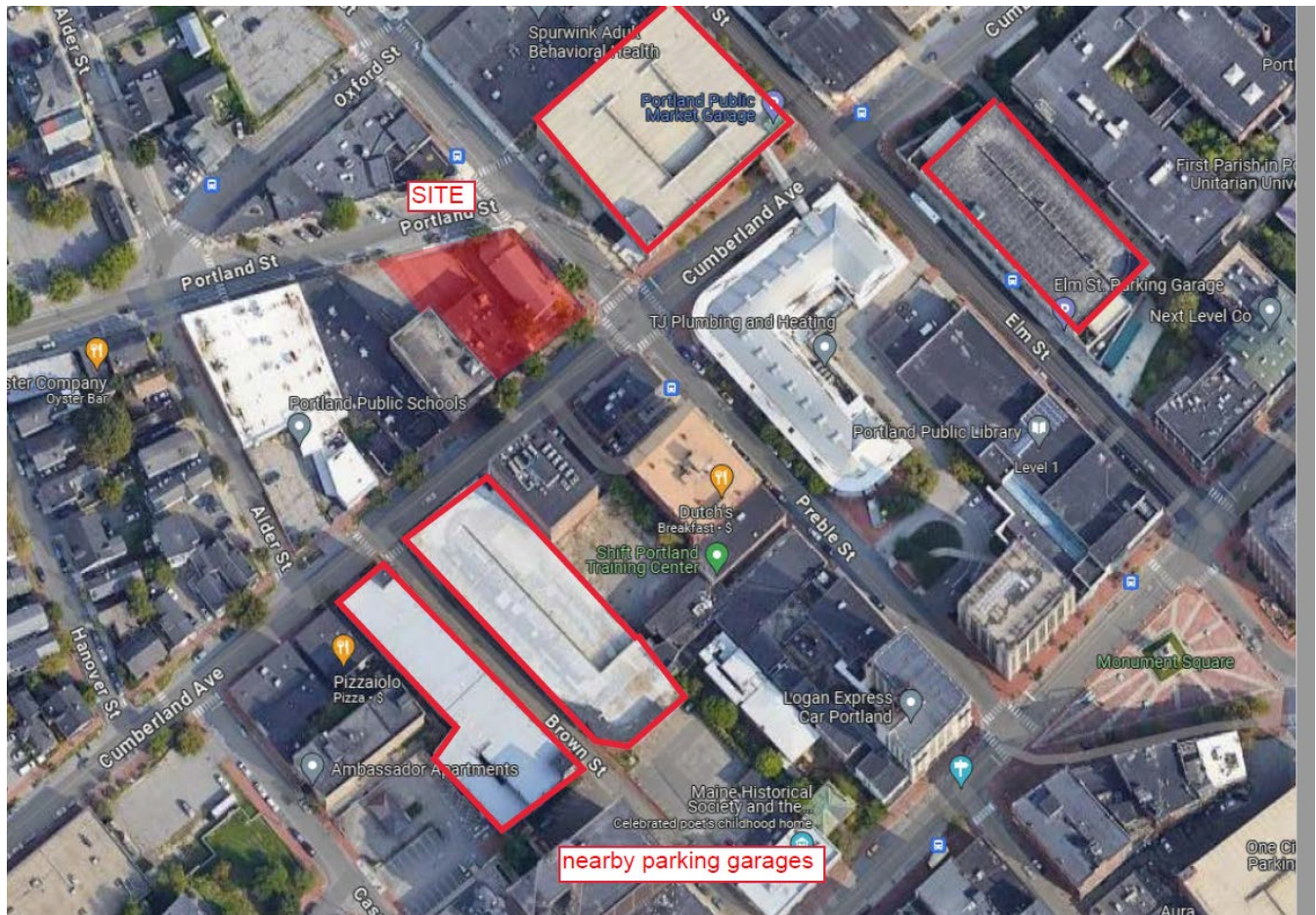


14.6.1(C) **Public transit** –The nearest bus stop is on Preble Street that includes the Metro 8 Route (Peninsula Loop) and the Monument Square/Metro Pulse located less than 1000 feet from the site.

1. 14.6.1(D) **Off-Street Parking** – Off street parking is to be provided within one or more of the nearby parking garages within 500 feet of the site. Several City Standard Dero Bike Hitches will be provided in the sidewalks as may be determined by City Staff to support the 490 SF interior bike room in the building.

14.6.1 (E) **Traffic Demand Management** - Not applicable





Nearby Parking Garages

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY

14.6.3.A Consistency with City Master Plans – On Portland's Future Land Use Plan, Cumberland Avenue is located within the residential zone and is located near enhanced Priority Corridors (Congress Street and Forest Avenue). Priority Corridors are “*major arterials that often see heavy vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer.*” Located near Congress Street, the site is within a downtown area that is maintaining a robust level of activity and development. This site is an ideal location for a building with ground and first level institutional use and residential above. We believe the proposed mixed-use building and uses go hand in hand as complimentary uses to the surrounding land uses and land use as envisioned in the Comprehensive plan and current zoning.



Aerial Image of surrounding vicinity

14.6.3 (B) Public Safety and Fire Prevention – The new building will have a full sprinkler system and Fire Department Connection along the Cumberland Ave Façade. The nearest fire hydrant is located on Cumberland Ave, opposite the site, less than one hundred feet from the proposed building. The YFO has operated at this location for many years and they are familiar with the neighborhood and activities associated with the Preble Street Resource Center and other facilities. Features for safety and security including locking doors, video, and related

measures will be considered and applied as needed within the building to assure safety and security throughout.

14.6.3 (C) Availability and Adequacy of Public Utilities – The proposed project will involve new utility connections that are described as follows:

- The building will be sprinkled and contain a domestic water service, both to be extended from an 8" water main in Cumberland Avenue. The Fire Dept connection will be located along the south side of the building.
- A domestic sewer connection is proposed to tie into an existing 10" sewer line in Portland Street.
- The building may be served by Natural gas coming from Cumberland Ave.
- There is overhead power on Portland Street. The design team is currently coordinating with CMP and the communications providers on these services.

ENVIRONMENTAL

14.6.2 (A) Preservation of Significant Natural Features – Not applicable

14.6.2 (B) Landscape Preservation – There are several trees as identified on the L100 plan sheet that will be removed as a part of the construction of the building. The applicant is proposing landscaped area within the playground space along the Cumberland Ave frontage. This area is to be planted with native, approved trees and grass. This new, proposed landscaped area will be considerably larger than the existing landscaped area on site.



14.6.2 (C) Site landscaping and Buffers – As mentioned above, the applicant is proposing new street tree plantings along the Preble St. frontage. No heritage or feature trees exist on the site, and none are proposed.





Streetview from Preble Street to corner of building.

14.6.2 (D) Water Quality, Stormwater Management and Erosion control – Save for a few small sparsely landscaped areas, the site is fully paved/rooftop/concrete in the current condition. The majority of the surface will change to roof top, while some will be converted to landscaped area. The roof drains will tie into the existing drainage system consisting of a 12” drain pipe along the Portland Street frontage. There is no expected change in overall site drainage however, the elimination of parking will improve water quality. Typical erosion control measures including stabilized construction entrance and sediment sacks at nearby catch basins will be employed during the construction to minimize sediment transport into the drainage systems.

CONSTRUCTION MANAGEMENT PLAN Youth and Family Outreach



Prepared For: Portland Department of Planning & Urban Development Department

Project Owner: Youth and Family Outreach

Construction Manager: To be determined

This document and its subsequent attachments comprise the Construction Management Plan being submitted to the Portland Department of Planning & Urban Development Department for the new 60-unit LIHTC 6 -story, residential apartment building on Cumberland Avenue. This plan is being submitted by Gorrill Palmer Consulting Engineers on behalf of the Owner. The Plan is subject to modification by the selected contractor. The purpose of the Construction Management plan is to identify, mitigate and plan for all potential impacts throughout the duration of construction. The Contractor will ensure that the safety of the public and the surrounding communities are a top priority.

The YFO Development consists of 12,519 SF floorplate, 6-Story, Steel Framed Building with 60 units of housing on floors 1 and 3 thru 6. The completion of the project is currently anticipated for July 2026.

This CM plan will be continually updated as the project progresses to meet the needs of the project, community, and the City of Portland. The Contractors' main objective is to deliver the project successfully with zero safety accidents or incidents, by means of communication and teamwork.

A. Construction Management Principles

The impact of this project during construction will be minimized via the following management practices and principals:

- As articulated on the attached plan (Exhibit A), the Construction Zone will be secured with a combination of jersey barriers, fencing and gates along Cumberland Ave, Preble Street and Portland Street as may be necessary. These barriers will prevent any access into the site from public. Sidewalk closings will be reviewed and coordinated with DPW.

- All construction activities will be performed within the limits of the site fence to ensure public is never exposed to any risks caused by construction activities. The sidewalk along Portland Street and Preble Street adjacent to the building will be closed for the duration of the project until completion. One entrance off Cumberland Ave will be maintained into and out of the site.
- Pedestrians on Portland Street will be rerouted to the west side of the street around the limits of the project. The two existing crosswalks at the nearby intersections will be utilized to reroute pedestrians across Portland and Preble Streets.
- Proper signage will be utilized to inform pedestrians of the change in travel conditions.
- All adjacent buildings along Portland Street will remain fully accessible to the public throughout construction.
- All deliveries will be scheduled and coordinated to ensure there is minimal off-site queuing required.
- All construction activities will occur within the sound ordinance times regulated by City Code.

B. Development Review of Construction Management Plan

The contractor will develop a comprehensive management plan that will be in place for the duration of the construction timeline (or until permanent/final measures are installed and can be utilized).

These are depicted on Exhibit A.

Each contractor member will complete a job specific safety orientation prior to starting work activities. At no point will the public have access to the project site within the fenced limits.

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

All fees, building permit fee and guarantees will be paid/issued prior to the commencement of construction. All street opening permits will be applied for by the selected site contractor upon award and in hand prior to opening the street for work.

There is no blasting anticipated for this project however there may be pile driving.

D. Construction Administration and Communication

The contact person for all construction activities for the project will be:

General Superintendent TBD

Due to the proximity to occupied buildings and the number of anticipated deliveries, community

outreach and communication will be required throughout construction to keep the public and neighboring businesses informed of our plan.

Signage will be posted onsite with additional emergency contact information for the selected Superintendent that will be the site contact for the project. An Emergency Call Log will be developed and distributed to the project team (to include subcontractors).

Quarterly reporting and updating of our Construction Management Plan will be required to update the city and community of the following activities:

1. Construction schedule updates
2. Material deliveries, including notice of any oversized loads that may impact public traffic
3. Requests for upcoming off-hours work including weekends and holidays
4. Notice of any upcoming activities that may produce strong noise, vibration or dust that could adversely affect the neighboring communities
5. Requests for any street openings or public sidewalk work to be completed as part of the construction contract

E. Construction Schedule

The project is expected to commence immediately upon permit issuance (Spring 2025) and be completed no more than 14 to 16 months post commencement of work. The anticipated completion date is July of 2026.

Construction work hours will be in accordance with section 17-18.

Specifically, work hours will be limited to Monday – Friday 7:00am -7:00pm. Should Saturday work be required, the use of heavy equipment will be kept within the time constraints of 8:00am to 4:00pm.

Final Schedule to be provided by the select contractor

F. Security & Public Safety

Please refer to Exhibit A for the site fencing/gates, traffic, and pedestrian routing plan, which will be

utilized for the duration of the project. If required by the city, Knox Box Pad Locks will be installed at each gate for fire department emergency access.

The fire safety program on-site will consist of the following:

1. Fire extinguishers will be placed throughout the construction site for the duration of the project.
2. On site fuel storage will be limited but will be required throughout construction. A free-standing, 30-minute fire-rated enclosure will be provided for this safe and secure storage.
3. During construction, our Means of Egress will have at least two permanent stairs. Temporary signage will be installed to clearly indicate these egress methods.
4. Good Housekeeping – The Contractor will provide dumpsters for the removal of debris from the site. All subcontractors are responsible for the daily clean-up of their work areas. Additionally, the Contractors will have laborers to assist with this daily clean-up. Daily safety walks by the Construction Superintendent will be utilized to ensure that all working floors are equipped with an inspected fire extinguisher and a clear means of egress in the event of an emergency.
5. Any personnel (whether working or visiting the site) will go through our safety orientation that will include our emergency evacuation plan.

G. Construction Permitting and Traffic Control Plans

The construction will be near pedestrian right of ways and will interact with public traffic throughout the duration of the project. There will be little to no lay down area for materials on-site. Deliveries will be scheduled in advance and planned for accordingly. We will stay in constant communication with the City and the neighboring businesses to keep them informed of our upcoming construction activities / deliveries with the intent to minimize impacts to all surrounding Streets.

This project includes new utilities that will require new taps/tie-ins within the public ROW. All street opening permits will be applied for and approved prior to start of utility work in the street.

H. Site Management and Controls

The General Contractor will adopt the following site management and maintenance activities through the duration of the project:

1. Trash and debris will be contained within the project fencing and changed out on a regular basis.
2. A stabilized construction entrance will be installed at the gate locations and maintained by the selected sitework contractor. Street cleaning will be reviewed daily and cleaned as required to remove dirt/debris caused by the construction efforts
3. Noise will comply with City Ordinances.
4. If needed, water will be used to control dust during the sitework activities of the project. We do not anticipate any other activities that will require dust control measures.
5. Onsite snow removal will be handled by the General Contractor.

I. Erosion Control and Preservation of Trees

We will comply with the approved erosion and sedimentation control plan and City Code requirements.

J. Construction Staging Area

Exhibit A of this document is the draft site logistics plan for the project. An offsite marshalling area may be needed during the erection of the steel structure, concrete placements, and the exterior siding system due to the limited area on site. Once all these subcontractors are procured, we will have further review and update this plan accordingly.

K. Parking During Construction

Off-site parking is required. Employee parking will be provided by employers utilizing legal parking methods including nearby parking garages. It will be discussed in the Subcontract agreements that no street parking will be allowed during work hours to leave available for the local businesses and citizens. Subcontractors can utilize the public lot off Marginal Way and shuttle to the site.

L. Special Measures as Necessary

This is a 6-story steel building that will be erected utilizing a small 80-Ton RT Crane. Once an erector / crane has been selected, the contractor will further review and discuss with the City to update this plan if needed particularly for any in-street crane parking. Should we encounter any groundwater, dewatering will be handled by the sitework contractor. This can be further discussed with the Contractor at the Preconstruction meeting for specific details.

M. Project truck routing

All truck deliveries will be routed as stated below:

Incoming- US Highway I-295 exit 7 off I-295 onto Franklin Street, and then right onto Cumberland Avenue. The gate entrance will be located at the front of the project, which will be on the right-hand side for incoming deliveries.

Outgoing- Leave site, turn left and head north on Cumberland Avenue to Franklin Arterial and follow back to US Highway I-295.

Cumberland Avenue/Portland St
Sidewalk/Lane Occupancy/Temporary
Pedestrian Access Plan



Signage at Construction Gates

Deliveries
Due to the confined nature of the site, we will implement a Just In Time Delivery system to minimize onsite material storage.

ATTENTION
ALL VENDORS, VISITORS,
and DELIVERIES
MUST CHECK IN
AT CONSTRUCTION
MANAGERS OFFICE

NO UNAUTHORIZED PERSONNEL
BEYOND THIS POINT
ALL VISITORS
MUST SIGN IN AT
CONSTRUCTION MANAGEMENT OFFICE

NOTICE
THIS IS A TOBACCO FREE SITE
Use and Possession of Any
Tobacco Products is Strictly
Prohibited

NOTICE
Hard Hats,
Safety Glasses
and
Hard Toed Boots
REQUIRED BEYOND
THIS POINT

NO TRESPASSING
AUTHORIZED
PERSONNEL ONLY
VIOLATORS
WILL BE
PROSECUTED

**CONSTRUCTION
VEHICLES
ENTERING/
EXITING**

331 Cumberland Avenue – Youth and Family Outreach Transportation Demand Management Plan

In accordance with Section 17.3 of the Technical Manual the following information is provided,

Project Description: The development at 331 Cumberland Avenue involves a six-story mixed use development. The ground floor will contain programming space for the building's residential units including four residential units on this floor. The second floor will contain space for the childcare/early education programming which is targeted for 100 or more children and 28 full-time or equivalent staff. Floors 3-6 will each contain 14 apartment units for a total of Sixty (60) residential units. The unit count is identified in Figure 1 to the right. The property is currently occupied by the YFO community building and the now vacant former Maria's Restaurant. All buildings will be demolished and the parking lot will be discontinued upon the commencement of construction. The site is within the B-3 zoning district and parking is not specifically required. There are no new parking spaces to be used by residents or the YFO staff or participants. This TDM has been prepared to qualify for the transit-proximate categorical exemption specified in Table 19-8 of the Land Use Code.

UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	3		4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	4	3	14
SIXTH FLOOR	1	5	7	1	14
TOTAL	4	24	22	10	60

Figure 1- Unit count and mix

Part 17.3.1 Transportation Narrative

The proposed development benefits from proximity to nearby transit services including the Portland METRO Route 1 Congress Street and Route 8 Peninsula Loop that traverses along Congress and is less than ¼ mile distance from the site. The site is also within ¼ mile walking distance of Monument Square and the METRO transfer center hub at that location. The site development includes sixty residential units, and each unit occupant will need to secure parking as needed in nearby parking facilities. On-street parking is commonly available and tenants can apply for a free Residential Permit for Zone 6, which exempts them from time limit restrictions allowing the resident to park in the one- or two-hour time zones. Nearby parking garages include the nearby Brown Street Garages, Portland Public Market Garage, Elm Street Garage (400 LF), and High Street garage (1150 LF). The childcare/early education visitors will also have use of on street parking on Cumberland Avenue and nearby streets as they do today and within multiple "pay for" parking lots within surrounding streets. The YFO will seek to reserve parking within one or more of the nearby garages for the benefit of staff. YFO is also committed to providing financial support to staff for transit and parking.

Pick up and drop off times at YFO are staggered, reducing the amount of people coming at one time. Children are being dropped off between the hours of 7am and 9:30am, and then picked up between the hours of 3:30pm and 5:00pm. The project will double the length of the Cumberland Ave drop off zone with the expansion to help accommodate the increase of in-care drop offs. Approximately 30% of

in-care families walk, bike or take the bus to YFO. Furthermore, approximately 12 of the existing 32 Public Pre-K students take the school bus to and from YFO each day. Similar values are expected to apply with the proposed development.

Residents will have access to various pedestrian and bicycle routes in the project vicinity including the Bayside trail that extends to the Portland Transportation Center as well as the East End Trail that connects to Back Cove and points beyond. METRO Transit service also links to the METRO Breez service at Congress Street and that offers service to Yarmouth, Freeport, and Brunswick.



METRO Route 8



METRO Route 1

The development will include signage in the common ground level residential corridor and the 1st floor corridor identifying nearby public transit locations as well as mapping for pedestrian/bicycle routes on the peninsula. The mapping will also identify nearby parking structures within ½ mile of the development site. It is assumed that residents will quickly familiarize themselves with nearby parking and access routes for their use and enjoyment. There will be a bike room in the building for storage of up to 42 bikes and additional bike hitches outside.

As the development will displace approximately 23 parking spaces, it will reduce traffic volumes directly to the site off Portland Street. Some offsetting traffic generation is expected due to the development land use, however this is not expected to significantly impact the surrounding street system or vehicular and pedestrian access conditions. It is expected that vehicular use of the nearby Garages may increase as a result of the development. Traffic along Cumberland Avenue and Preble Streets is expected to remain basically unchanged.

17.3.2 Identify a TDM Coordinator

Given the small size of the development a designated TDM coordinator is not proposed. The applicant and their YFO management team will be responsible for building maintenance as well as to assure that site features including bike racks are maintained and available. The YFO has occupied the site for many years, and is therefore very familiar with the requirements for maintenance, working with City officials, and related issues.

Parts 17.3.3 thru 17.3.6

The project's future trip generation is expected to be less than 10 vehicles per peak hour for the residential and less than 20 trips increase for the YFO childcare/early education programming of the first level space. Due to the small impact of traffic associated with the development, targets for TDM traffic reductions and related TDM objectives are quite minor. It's simply expected that this infill development will blend harmoniously within the surrounding Peninsula/downtown activities and land use and will benefit from the general proximity of transit, parking, and multi-modal transportation options available on the Portland Peninsula.

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B-3 - apartment site

All Projects:

	Required	Proposed
Lot Size	-	19,592
Area Per Dwelling Unit	-	
Minimum Street Frontage	15 ft	122.82 ft
Front Yard Minimum		
Front Yard Maximum	5 ft	2 ft
Rear Yard		
Yard Right		
Yard Left		
Side Street Setback		
Step Back		
Maximum Lot Coverage	100%	<100%
Minimum Lot Coverage		
Maximum Height	85 ft	74 ft
Open Space		
Maximum Impervious Area	100%	<100%
Pavement Setback		
Floor Area Ratio		
Off Street Parking Spaces	0	0
Loading Bays		
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):			



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

June 27, 2024

Stephen Bushey| Senior Associate
Gorrill Palmer
300 Southborough Drive, Suite 200
South Portland, ME 04106

Re: 331 Cumberland Avenue, PO
Ability to Serve with PWD Water

Dear Mr. Bushey:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on March 22, 2024. Based on the information provided per plans dated June 27, 2024, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed and is valid for eighteen (18) months after the date of issue. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire service may be installed from the water main in Cumberland Avenue. The service should enter through the property's frontage on Cumberland Avenue at least 10-feet from any side property lines.
- The existing 4-inch fire service may be repurposed as a 4-inch domestic water service with 1.5-inch meter.
- An approved backflow prevention device (testable double check valve assembly) must be installed on each service line directly after the meter and before the sprinkler riser prior to service activation. Please refer to the PWD website for more information on cross-connection control policies.
- The existing building is currently served with a 1-inch domestic water service and 5/8-inch meter; the size of this service is undersized for the proposed use. The existing building at 337 Cumberland Avenue is currently served with a 3/4-inch service and 5/8-inch meter; the building will be demolished. These services must be terminated by shutting the corporation valve and cutting the pipe from the water main. The buildings will be without water while the existing services are retired and the proposed services installed. This process will take at least one day, and may take several days depending on the project. A service must be shut at stop with the meter pulled and have the account closed before the service can be retired. Please contact customer service at 207-761-8310 to complete this work prior to service retirement.
- The Portland Water District does not have record of any other existing infrastructure in public roads and recommends a survey and test pitting be performed by the development team prior to construction. Any conflicts that arise during construction are at the risk of the developer and may result in job shutdown until new plans are submitted by the developer and reviewed and approved by PWD.

Prior to construction, the owner or contractor will need to complete a Service Application and pay all necessary fees for each proposed service. When the project is ready for construction, an Application for each service can be requested by contacting the MEANS Group at MEANS@pwd.org or 207-774-5961 ext. 3199. Once a completed Application has been submitted with payment, please allow seven (7) days for processing.

Existing Site Service

According to District records, the project site does currently have existing water service. Please refer to the “Conditions of Service” section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 12-inch diameter ductile iron water main in Cumberland Avenue and a public fire hydrant located approximately 60 feet from the site. The estimated static pressure in the area is 92 psi.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

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

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

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

Sincerely,
Portland Water District



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

Department of Public Works

Mike Murray

Director



Date: July 16, 2024

Re: Wastewater Capacity Authorization

Address: 331 Cumberland Avenue

Applicant: Youth and Family Outreach Center

Planner: Eric Freeman

Estimate of Anticipated Wastewater Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow to Be Removed				
Day Care Facilities Serving Meals	# Children	58	15 GPD	-870
Day Care Facilities Serving Meals	# Adults	16	12 GPD	-192
Eating Place – 1 Meal/Day	# Seats	40	10 GPD	-400
Eating Place – 1 Meal/Day	# Employees	10	12 GPD	-120
Proposed flow				
Day Care Facilities Serving Meals	# Children	110	15 GPD	1650
Day Care Facilities Serving Meals	# Adults	28	12 GPD	326
Multiple Family Dwelling Units	Studio/ 1-Bedroom	30	120	1600
Multiple Family Dwelling Units	2-Bedroom	18	180	3240
Multiple Family Dwelling Units	3-Bedroom	12	270	3240
Net Change				+ 10,484
*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.

However, storm drainage and sanitary sewer flows in this project area drain to the City's combined sewer system. Lack of wet weather capacity results in frequent system wide combined sewer overflows. City wide mitigation of combined sewer overflows is required as part of the City's CSO consent decree administered by the EPA and Maine DEP.

Section 2.2.3 of the City's Technical Manual requires DPW Water Resources approval when rain water is being proposed to discharge into a sewer which conveys sanitary waste. Prior to authorizing a new stormwater connection into the combined sewer, DPW will require that the applicant provide an on-site stormwater detention volume equal to the greater of: 1" of rainfall over the entire project redeveloped area being proposed on the parcel, or the projected average 24 hour daily sanitary sewer flow being added to the combined sewer system by the project.

You are also reminded that new connections into the combined sewer system shall be equipped with backflow prevention in accordance with Section 2.6.10 of the City's Technical Manual.

If the City can be of further assistance, please contact me at 207-874-8840 or brad@portlandmaine.gov

Sincerely,

A handwritten signature in dark ink that reads "Bradley A. Roland". The signature is written in a cursive, flowing style.

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



300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

July 16, 2024

Mr. Eric Freeman
City of Portland Planning
City Hall Congress Street
Portland, Maine 04101

RE: Youth and Family Outreach – PL-002938-2024
Letter of Response #1
Response to Design Review and Department Staff comments

Dear Eric,

We offer the following supporting information and a summary of plan modifications that address the design review comments and Department staff comments we have received thus far for the proposed Youth and Family Outreach development at 331 Cumberland Avenue. This information is also intended to address various comments discussed at the July 9, 2024, Planning Board Workshop meeting. We offer each of the relevant staff comments warranting a response (in *Italic*) followed by our supporting information in **Bold**.

Design Review Comments

§(b)(1) a.1. Relationship of pedestrian environment:

- *§(b)(1) a.1.i. General: The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment. Factors to be considered include the design, placement, character and quality of the following: **Not Met***

***Staff comment:** The property is located in the B-3 Downtown Business zone within close proximity to adjacent mixed-use and residential zones with a variety of building typologies and lot sizes that contribute to the character of the neighborhood. Staff requests that the Applicant relate more closely to the neighborhood context and exterior materiality at the first 35-feet of the building, particularly along Portland Street and Preble Street. Staff recommends incorporating brick to the base façade of the building and adjust the building placement to provide transitional areas that allow for separation between the residential units located on the ground level from the Portland Street & Preble Street sidewalk.*



STRUCTURAL



FALL PROTECTION
SAFETY



TRANSPORTATION



SITE DESIGN
Page 442



SURVEY



WATER
RESOURCES



TECHNOLOGY
& INNOVATION

Applicant's Response: All along the building there are windows and activity to create an attractive comfortable environment for pedestrians and residents. Along Cumberland and Preble, we brought the child center lobby close to the street with French balcony style openings to enhance the pedestrian attractiveness, comfort and security. We added a planting bed along Portland Street to create a separation from the corner residential units to the pedestrians. We eliminated the lower windows along Preble street side and replaced it with a future art installation.

- §(b)(1) a.1.i.1) Storefronts and building facades, including such factors as relationship to adjacent or nearby structures or open space, pedestrian character, materials and detailing, transparency (having a visible transmittance (VT) of .7 or higher) and contemporary design: **Not Met**

Staff comment: The proposed building has a contemporary design to include exterior materials that are commonly utilized in larger scale mixed-use residential structures throughout Downtown. Staff have concerns about durability of the fiber cement at the building's base and recommend a substitution for brick to create greater articulation for the pedestrian environment.

In addition, staff have concerns about the ground-level residential units along Portland Street and Preble Street due to adjacency of units below grade to be negatively impacted by car headlights and the public sidewalk. Staff suggests a more communal use (such as the Community Room) be located at the corner of Portland Street and Preble Street along with consideration for a transitional space or material to screen residential units on the sidewalk.

Staff is requesting that the Applicant provide window transparency (VT of .7 or higher) and any window treatment that would provide privacy for residential units along Portland Street & Preble Street.

Applicant's Response: We are using Nichiha, which is much stronger and durable than Hardie fiber cement siding and twice its thickness.

We redesigned the first-floor plan to move the residential units away from Preble Street where the grade comes up, we added a landscape buffer in front of the last unit off Portland street to create a buffer to the sidewalk. All the first-floor residential units will have blinds on the living room windows and blinds and blackout shades in the bedrooms.

- §(b)(1) a.1.i.2) Building entrances, including such factors as compatibility with the building's façade, prominence along the street, access to the street, and accessibility for physically handicapped or

for those with special needs: **Not Met**

Staff comment: *The primary building entrance along Cumberland Avenue is recessed to create an alcove that Staff finds a safety and security concern. Staff recommend placing the building entrance at Cumberland Avenue closer to the street to allow for door access directly at the street.*

Applicant's Response: We redesigned the corner of Cumberland and Preble to bring the building entrance closer to the street.

- §(b)(1) d. Sidewalk areas and open space: The design of publicly accessible sidewalk areas and open space shall complement the general pattern of the downtown pedestrian environment, conform to special City of Portland streetscape programs described in the Technical Manual, and enhance the attractiveness, comfort, security, and usability of the pedestrian environment. Factors to be considered include the design, placement, character, durability, and quality of the following:
 1. Sidewalk, crosswalk, and street paving materials; **Not Met**

Staff comment: *The proposed development plan indicates to reconstruct brick sidewalks along the property frontages on Cumberland Ave, Preble Street & Portland Street that Staff finds appropriate in this location. Existing crosswalks to adjacent public sidewalks provide current level of pedestrian service that will remain. The Applicant has proposed a bump out in the curbing along Portland Street, **Staff recommends adding street trees, lighting and shrub plantings as appropriate as a contribution to the pedestrian character in this location.***

Applicant's Response: We added street trees, lighting, and shrub planting.

2. Landscaping, planters, irrigation, and tree guards and grates; **Not Met**

Staff comment: *The Applicant is required to provide street trees along the property frontages along Cumberland Ave., Preble Street & Portland Street under Technical Manual Section 4. The development plan indicates preservation of existing trees in the esplanade along Cumberland Ave and one tree along Preble Street to protect and remain in place. **Staff recommends coordination with proposed utilities to minimize impacts to existing trees and root system for adequate tree preservation. Staff suggests adding street trees along Portland Street by means of adjusting the building placement to create a transitional space (≥ 5 feet) to allow for curbed planters and street trees while providing some separation between the proposed ground-level***

residential units and sidewalk.

Applicant's Response: Trees are now proposed to be added to Portland Street. We added a planting bed along the sidewalk and the building where the sidewalk bumps out.

3. *Lighting; Not Met*

Staff comment: *The Applicant has submitted lighting plan and proposed lighting fixtures that does not include lighting within the public right of way required under Technical Manual Section 10. Municipal Street Lighting Standards. Staff requests the Applicant locate new light fixtures along Portland Street and Preble Street that are within the Peninsula zone under Figure X-4 & Figure X-7A and specify the Peninsula Medium Street light pole and fixture under Figure X-7B found under Technical Manual Section 10. Municipal Street Lighting Standards.*

Applicant's Response: Streetlights are now added to Preble Street. There are existing cobra head lights on the poles on Portland Street, thus precluding the need for additional lighting.

1. *Pedestrian amenities such as benches and other seating, trash receptacles, kiosks, bus shelters, artwork, directional and informational signage, fountains, and other special features; and Not Met*

Staff comment: *The development plan does not indicate any pedestrian amenities along the property frontages, Staff recommends the Applicant identify areas within the public right-of-way that could adequately provide for seating, trash receptacles, bus shelter and/or informational signage as an identified Gateway under section VIII of the City's Design Manual.*

Staff recommends that the Applicant consider a publicly accessible linear plaza with outdoor seating, shade trees, planters and expansion of the brick sidewalk to accommodate for safe passage along the public sidewalk.

Applicant's Response: Planters have been added to Portland street. Trash receptacles are added to both Cumberland and Portland Street. We eliminated the lower windows along Preble Street to create a location for Artwork on the building along Prebble street. The artist and media have not been selected yet.

- §(b)(1) e. Relationship to existing development:
 1. General: Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1). Factors to be considered include the relationship to the following existing patterns:
 - i. Street walls and building setbacks; **Not Met**

Staff comment: The prevailing street wall and building setbacks are primarily located directly onto the street at the build-to line. Staff observes several building precedents along Cumberland Ave. that recess the primary building entry to allow for door swing while maintaining a building placement directly adjacent to the public right-of-way.

The development plan incorporates a generous front setback at the ground floor at Cumberland Ave. for the Infant 1 room and primary entry that is deeply recessed with a partition wall that mitigates the grade change at the corner. *Staff finds the partition wall along Cumberland Avenue does not fit within the surrounding context and recommends the Applicant enclose the proposed alcove with storefront windows facing the street and a primary door entry perpendicular to the property frontage.*

Applicant's Response: We have revised the entrance off Cumberland and eliminated the partition wall and enclosed the space.

- i. Open space; **Not Met**

Staff comment: Staff find the proposed privately accessible open space for the Youth and Family Outreach is located appropriately to prioritize the property's corner with the new building. *Staff is recommending a publicly accessible linear park directly adjacent to the Cumberland Ave sidewalk to provide for pedestrian amenities, see design standard.*

§(b)(1) d.4. Pedestrian amenities & Figure 1 for additional information.

Applicant's Response: We now have an outdoor space for the residences on the sixth floor of the building.

- ii. Building form, scale and massing; **Not Met**

Staff comment: The proposed building is segmented by a base that transitions to a lower level as the site slopes down towards Portland Street from Cumberland Ave. The building delineates the base from the upper floors with a stepback along the majority of street facing facades, with the exemption of the building massing at the corner as a distinct building expression that Staff finds appropriate. *The staff is recommending additional massing treatments to further reduce the building massing along Portland Street and Preble Street with particular attention towards this corner. Staff suggest that the Applicant consider recessed balconies and/or window bay projections to allow residents the opportunity for additional light, air and private open space into the units.*

Applicant's Response: We redesigned the building to enhance the exterior and have building bump outs.

iii. *Façade proportion and composition; Met*

Staff comment: The proposed building design begins to identify a composition with a base, middle and top, *however Staff recommends additional consistency with the surrounding buildings for neighborhood context. Staff have concerns about the proposed wood-look fibercement paneling at the first two stories along Portland Street & Preble Street as an introduced exterior material at the ground-level to the neighborhood. Staff recommends a brick façade treatment that responds more closely to the context as a durable, textured exterior material.*

The middle portion of the building is step back from the lower two levels and provides a mostly symmetrical fenestration pattern and rhythm both vertically and horizontally that Staff finds appropriate.

The top portion of the building does not have a clear termination, with the exception of the corner projection at Cumberland Ave with the vertical parapet roofline extension. Staff recommends a cornice articulation above the top level that is more consistent with larger buildings found in the neighborhood and suggests the additional roofline articulation at the corners that express the property as a defined gateway into the City center.

Applicant's Response: We now have a strong band/ cornice above the second-floor plan where the building steps back. We suggest keeping the sleek look at the roof line to fit with our more contemporary design. The Nichiha siding along the base is proven to be a strong material/ durable material. If we need to change this, we can replace the white

Nichiha base with painted white thin brick.

- i. *Pedestrian circulation and building entrances; Not Met*

Staff comment: The proposed development plan identifies a primary entrance as recessed, oriented towards Cumberland Avenue and delineated from the upper levels by a horizontal canopy to wrap around the building's internal playscape for the day care facility proposed to occupy the second floor. *Staff have safety concerns for the recessed alcove created by the proposed partition wall along the property frontage and recommend the addition of conditioned space to the build-to line along Cumberland. See design review standard §(b)(1) e. Relationship to existing development: i. Street walls and building setbacks & Figure 2 for Staff recommendations.*

The primary entrance for the residential units is located at Portland Street and is recessed with an overhead canopy. Staff request that the Applicant clarify the location of the double door shown on first floor plan and recommends the door entry is within close proximity to the build-to street line. In addition, Staff recommends addition articulation for residents that may include addressing signage, change in exterior material and/or additional expression of the overhead canopy.

Applicant's Response: Both entrances have been revised to address the planning staff's concerns. Signage at the entrances will be added at a later date.

- ii. *Parking, Not Applicable*

Staff comment: The proposed development plan removes the existing surface parking and driveway at Portland Street into the property site and does not propose any parking within the property.

2. Standards for increasing setback beyond street build-to line: A proposed development may exceed maximum setbacks: *Not Met*

Staff comment: The proposed development plan proposes to demolish the existing buildings on site to create an Elle-shaped building placed primarily along the property frontages, with the exception of the private open space along Cumberland Avenue intended for the day care facility as a play space. Under this design standard, a proposed development may exceed the maximum setback based on an evaluation of open space and amenity;

prevailing character and continuity; support for existing open space; quality and orientation. Staff finds the setback along Cumberland Ave creates minimal publicly accessible open space and recommends the Applicant add pedestrian amenities (such as permanent outdoor seating, trees in planters, and special surface treatments) as a linear open space would support open space within this location.

3. Roof top appurtenances: All mechanical equipment, ventilating and air conditioning and other building systems, elevators, stairways, radio or television masts or equipment, or other rooftop elements not intended for human occupancy shall be fully enclosed in a manner consistent with the character, shape and materials of the principal building, **Not Met**

Staff comment: *The Applicant is requested to submit a roof level plan that indicates all proposed mechanical equipment and other building systems to require screening that is integrated into the building design.*

Applicant's Response: Screening of the mechanical equipment is now added.

MULTIPLE-FAMILY STANDARDS. Multiple-family shall meet the following standards:

1. *The exterior design of the proposed structure, shall be designed to complement and enhance the nearest residential neighborhood. Not Met*

Staff comment: *The property is located in the B-3 Downtown Business zone within close proximity to adjacent mixed-use and residential zones with a variety of building typologies and lot sizes that contribute to the character of the neighborhood. Staff requests that the Applicant provide further articulation along the ground level at Portland Street and Preble Street and recommends the Applicant incorporate brick into the base of the building to complement the character and quality of exterior materials found in the neighborhood.*

Applicant's Response: We added artwork along the Preble Street side and a Planting strip along Portland Street. Due to the Childcare center and residences along Preble and Cumberland there will be a lot of activity and variation.

3. *Open space on the site for all multiple-family development shall be integrated into the development site. Not Met*

Staff comment: *The development plan indicates a generous play yard that*

appears to only be accessed by the day care facility during operating hours. Open space for the proposed 60 residential units is not provided and is required under this design standard for multi-family developments. Staff recommends that the Applicant incorporate communal outdoor open space, where appropriate within the building footprint (such as shared rooftop amenity, roof area created by step back at third floor or end of internal corridor at each floor) or within ground plane areas (such as transitional area along Portland Street, linear park along Cumberland Avenue or at shared passageway easement at Portland Street) – See additional Staff recommendations under design standard §(b)(1)d. Sidewalk areas and open space. In addition, the Applicant is requested to provide private open space for the residential units (such as recessed or projecting balconies) as an alternative to meet open space for multi- family developments.

Applicant's Response: We have now added an open space for the residences on the 6th floor. The play yard will also be open to the residents in the evenings and on weekends.

Site Plan Review Standards (Sec 14.6) Department Staff comments

Transportation Standards

Updates Requested

- *The applicant should provide information regarding pick up and drop off activity from the daycare, particularly changes from existing conditions. This should include a review of the adequacy of the 5-minute passenger loading zone on Cumberland Avenue.*
- *Given the likely pedestrian desire route between the site and the Portland Market Garage, improvements may be warranted at the crosswalk on Preble Street north of Portland Street.*

Applicant's Response: Pick up and drop off times at YFO are staggered, reducing the amount of people coming at one time. Children are being dropped off between the hours of 7am and 9:30am, and then picked up between the hours of 3:30pm and 5:00pm. The proposed plan will at least double the length of the drop off zone with the proposed expansion to help accommodate the increase of in-care drop offs. Approximately 30% of YFO families walk, bike, or take the bus to YFO. Furthermore, approximately 12 of the 32 Public Pre-K students take the school bus to and from YFO each day. A similar percentage is expected with the increase in the Pre-K enrollment resulting from the proposed development.

The crosswalk conditions at the signalized intersection of Preble/Cumberland already

include pedestrian activated signals, ADA detectable surfaces, and painted crosswalk markings. There are overhead cobra head streetlights on the nearby utility poles. A new City Standard decorative streetlight will be installed on Preble Street. We are not aware of any existing pedestrian crossing issues at this location.

- *The applicant will need to complete a Transportation Demand Management Plan.*

Applicant's Response: A Transportation Demand Management plan is contained in Attachment A to this response letter and will be uploaded to Eplan as an individual file.

Environmental Quality Standards (Sec 14.6.2)

- *The applicant provided a description of their utility plans for the site. Confirmation of utility ability to serve from the utility providers will be required.*

Applicant's Response: The accompanying PWD determination letter has been received and we continue to correspond with CMP and DPW regarding Power and wastewater capacity determinations. Their responses will be provided upon receipt.

- *Utility connections are proposed on both Portland Street and Cumberland Ave. The extent of pavement and sidewalk repairs should be identified at these locations.*

Applicant's Response: The plans have been updated to include clarity on the pavement restoration requirements. The City's standard pavement repair details have also been added to the plan set.

- *The site landscaping plan should be coordinated with the utility plan. It appears that the proposed tree plantings on the site on the Cumberland Ave side of the site may be in close proximity to the proposed utility services. Confirm that any required separation is provided per the utilities.*

Applicant's Response: The proposed utility routes have been updated to avoid placement directly beneath any new tree plantings. We are reusing an existing 4" water service into the site and installing a new 6" fire supply line off Cumberland Avenue. A new gas service will also extend off Cumberland Avenue and that line has flexibility to realign in the field as conditions dictate to avoid the existing and proposed trees.

- *Neither the grading nor utility plan appears to show any stormwater connections from the site. Please indicate how roof, foundation, and site drainage will exist at the site.*

Applicant's Response: Drawing sheet C-4.0 has been updated to include site drainage measures including an underground storage system, play yard field inlets and piping and foundation drainage. The underground storage will consist of an R-Tank system by Ferguson Waterworks who have provided initial engineering drawings for their system, which are now made part of the overall civil plan set. The roof drainage and play yard drainage will be conveyed into the storage system and the outflow will be controlled to a discharge rate of 0.1 CFS for a 1" rainfall. The system will tie into a new drain manhole on the south side of Preble Street adjacent the site. A complete storage design is underway by Ferguson Waterworks and additional plans and calculations that they prepare will be forwarded to your attention and DPW upon receipt next week.

- *The site landscaping plan shows detailed layout of the playground area that is proposed on the site. No storm drain infrastructure is proposed in this space, however, the minimal grading notation on the grading and drainage plan seems to show that the area will drain towards the building. Drainage within this space should be shown in more detail. In addition, the landscape plan does not appear to show the proposed site grading and sidewalk layout - these features should be coordinated.*

Applicant's Response: The design will include one or more small field inlets tying into the R Tank storage system. The applicant retains the right to modify the play yard layout as needed based on budget availability. However the yard area is configured, it will remain internally draining and the collected runoff captured and controlled within the underground storage system before discharge into the City's Preble Street storm drain system.

- *Per Section 5 of the City of Portland Technical Manual, Major Site plan applications are required to include Stormwater Management Plans. The Applicant should include a discussion of how this project does or does not meet the stormwater standards outlined in Section 5.*

Applicant's Response: The development site contains 19,592 SF of area and 18,730 SF of existing impervious area. The north and east side of the site sheds runoff towards catch basins in Cumberland Ave and Preble Street and the west side of the site drains towards a catch basin in Portland Street. The proposed design results in less than 1,000 SF of new impervious area. The design has been updated to include an underground storage system to control the release of stormwater runoff from the roof and the play yard areas in

accordance with Technical standards. All field inlets will provide 2' deep sumps and hooded outlets to capture floatable debris. There will be no onsite parking thus the site's runoff characteristics will be either rooftop or pedestrian areas in nature, thus naturally improving runoff water quality. The underground storage system will discharge into a separate storm drain in Preble Street thus relieving the sanitary sewer in Portland Street. During construction the site will have temporary erosion control measures implemented including perimeter silt fencing and a stabilized construction entrance. Once the building structural measures are in place the site's erosion potential will be substantially reduced. The contractor will maintain the adjacent streets free of trash and debris on a daily basis. On the basis of these conditions, we believe the site's stormwater management will be improved and in substantial compliance with the Technical Standards. A Stormwater management memorandum is being prepared for the record and will be submitted the week of July 22.

- *Per Section 5 of the City of Portland Technical Manual, the project is required to comply with the Basic Standards, providing for erosion and sedimentation control measures. Inlet protection has been proposed for use in catch basins around the site - this should be expanded to include the catch basin on Portland Street at the west end of the site. The project should also provide for perimeter controls where possible on the site and a construction entrance should be utilized. Typical erosion and sedimentation control notes and details, per MaineDEP standards should be provided.*

Applicant's Response: The drawings C-2.0 Existing conditions and Removals has been updated to include temporary silt fencing and stabilized construction entrance along Portland Street, which will be in place during the initial site work activity. Once the building foundation is in there will be reduced opportunity for erosion on the site and these measures will be less required.

Public Infrastructure and Community Safety Standards (sec 14.6.3)

Water Resource Comments

- *DPW is currently reviewing the applicant's wastewater capacity application. An authorization letter should be sent out to the applicant soon.*

Applicant's Response: We await a reply from Brad Roland of DPW/Engineering.

- *DPW is requesting that the 6" domestic sewer service be tied into the*

kitchen waste sanitary line downstream of the 1,000-gallon grease trap to reduce the new sewer connections into the Portland Sewer line from 2 to 1.

Applicant's Response: The sanitary sewer exiting the building has been updated to combine the domestic plumbing line with the Kitchen waste line, downstream of the grease trap. A new sanitary manhole is also provided in the alleyway before the line ties into the City sewer line in Portland Street.

- *A control manhole must be installed downstream of the grease trap before it enters the City system per tech manual standard 2.11.8.*

Applicant's Response: A manhole has been added to the plan.

- *The grading and drainage plan should be updated to include the proposed site drainage infrastructure.*

Applicant's Response: Drawing C-4.0 has been updated to include additional information pertaining to the site's drainage systems.

- *The applicant needs to connect any private stormwater from the site into the City's storm drain in Preble Street.*

Applicant's Response: The proposed drainage system will tie into the 18" storm drain line in Preble Street. On-site underground storage will be provided.

- *DPW is requesting that the applicant provide a minim detention storage volume equal to 1" of rainfall x the total proposed impervious area with the project's development footprint to mitigate the project's impact on the City Storm-sewer system. The design stormwater flow rate being discharged should be controlled to a maximum flow rate of 0.1 CFS until the system reaches its design storage capacity.*

Applicant's Response: An underground R-Tank storage system from Ferguson Waterworks will be installed with an outlet control structure to control the flow rate to 0.1 CFS for the 1" rainfall event. We note that the site's existing drainage patterns discharge runoff to both Portland Street and Preble Street. We understand the Portland Street system is a combined system. In the proposed condition all site runoff will be directed to the storm drain in Preble Street and onsite runoff up to the 1" rainfall will be stored onsite with a maximum

release of 0.1 CFS. Large rainfall events will benefit from the storage and discharge control, however, there will be an overflow control within the outlet control structure to allow higher rainfall runoff conditions to discharge into the Preble Street system or nearby catch basins as it does in the existing conditions.

Transportation Comments

- *C-3.0 - It is not clearly delineated between what is being proposed and what is existing. Provide more detail than the approximate limits of improvements that are currently provided.*

Applicant's Response: The updated plans have been modified to improve clarity on what the existing and proposed conditions are.

- *C-3.0 - Existing conditions and proposed improvements in the ROW shall be dimensioned on the plan view sheets. For example, ROW, street, lanes sidewalk, esplanade driveways (and other improvements) widths as well as when a width changes.*

Applicant's Response: The drawing has been updated to include additional dimensional information as requested.

- *C-3.0 Sidewalk along Portland Street is in the concrete sidewalk district and must be concrete, not brick as shown.*

Applicant's Response: The Portland Street sidewalk has been updated to be a concrete sidewalk while Preble and Cumberland will remain as brick. We expect all the sidewalks bordering the development to be reconstructed in accordance with City standards, as part of the work.

- *C-3.0 – Can proposed OHE be buried along Portland Street?*

Applicant's Response: CMP will not allow the existing overhead lines to be relocated underground, however they will accept shifting the lines outward into the street on new poles to be set in the curblane bump out zones.

- *C-3.0 – Proposed pole location may need to be adjusted to accommodate curb return radius. Parking cannot be eliminated as a result of the curb extension; the current level of parking must be maintained.*

Applicant's Response: There are currently two parking spaces between existing driveway openings on Portland Street. Much of the existing Portland Street frontage is signed for no parking or is otherwise driveway opening. These driveway openings will be closed as part of the work and will allow four parallel parking spaces to be created along the site's Portland Street frontage.

- *C-4.0 – The applicant shall label or provide spot grades and slopes at grade breaks for any proposed/existing improvements in the right of way such as sidewalks, accessible ramps, driveways and at the end of the limits of the proposed. Provide grading for the proposed play yard.*

Applicant's Response: The sidewalks are intended to be replaced in kind to the existing conditions. We require some additional survey spot data from our survey consultant to better provide proposed spot grading along sidewalk perimeters and we are coordinating with them for this information. We ask that this supplemental information be considered as a condition of approval tied to the submission of the building permit application, is possible.

- *C-4.0 – How will drainage be addressed at the back entrance?*

Applicant's Response: The Portland Street entrance and ground level floor elevation is tied to the Portland Street sidewalk grade. The entry will be graded to drain towards the street line and a maximum 2% cross slope.

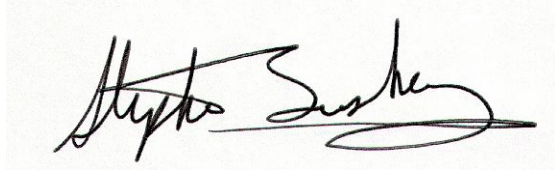
Other – Right Title, Interest

The applicant's team has obtained the accompanying statement from Curtis Thaxter regarding the Deed history for the property and an opinion as to the applicant's interest and authority to pursue the proposed development.

We trust these responses, revised plans and attached information satisfies the staff comments and we look forward to your continued review of the project and scheduling of a public hearing in August.

Sincerely,

GORRILL-PALMER



Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286
sbushey@gorrillpalmer.com

Attachments See Eplan

c: Camelia Babson-Haley - Youth and Family Outreach
Laura Reading, DC Predevelopment LLC

*U:\4277_Youth and Family Outreach Portland ME\P Applications\Local\Major site plan application\2024.07.12 LOR
#1 Final Submission\LOR #1*



300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

August 2, 2024

Mr. Eric Freeman
City of Portland Planning
City Hall Congress Street
Portland, Maine 04101

RE: Youth and Family Outreach – PL-002938-2024
Letter of Response #2
Supplemental information for Condominium

Dear Eric,

Youth and Family Outreach is proposing creation of a two-unit condominium in order to allow for development of a childcare facility ("Unit 1") and an affordable rental housing development ("Unit 2") in one building. Unit 1 and Unit 2 will be financed separately. There will be some shared common elements on the first floor (see attached preliminary Condominium Plans by Invivid Architecture). The condominium association will be formed at the time the condominium is created and will be a Maine nonprofit corporation. Each Unit will have one vote in the condominium association, and there will be a dispute resolution provision in the association's bylaws. Any shared operating costs will be prorated according to each Unit's percentage interest, which will be specified in the condominium documents. A Declaration of Condominium and Condominium Plat will be prepared by the developer, Youth and Family Outreach, and will be presented for review and approval by the City of Portland Planning Authority. Upon approval, the declaration and plat will be recorded in the Cumberland County Registry of Deeds. For the purposes of the current Major Site plan review, we request that submission of any further information related to the condominium be made a condition of approval tied to the issuance of a certificate of occupancy.

The Invivid Condominium plans and the recording plat have been uploaded to Eplan in support of this letter.

Please advise whether this request is acceptable, and we look forward to your continued review of the project and scheduling of a public hearing in August.



STRUCTURAL



FALL PROTECTION
SAFETY



TRANSPORTATION



SITE DESIGN
Page 458



SURVEY



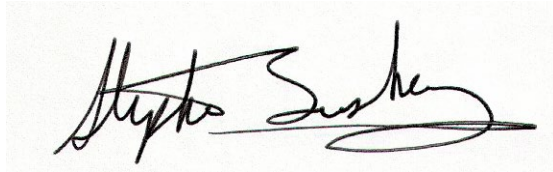
WATER
RESOURCES



TECHNOLOGY
& INNOVATION

Sincerely,

GORRILL-PALMER



Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286
sbushey@gorrillpalmer.com

Attachments See Eplan

c: Camelia Babson-Haley - Youth and Family Outreach
Laura Reading, DC Predevelopment LLC

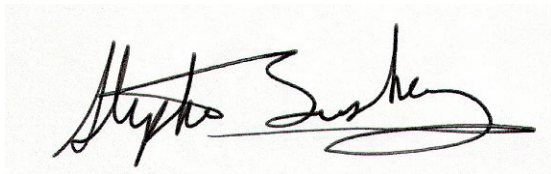
*U:\4277_Youth and Family Outreach Portland ME\P Applications\Local\Major site plan
application\2024.08.02 LOR #2\LOR #2*

I, Stephen Bushey, of Gorrill Palmer, hereby certify that a Neighborhood Meeting was held on Wednesday June 26, 2024, at 5:30 P.M. at 409 Cumberland Ave Community Room for the proposed 60-unit residential and YFO Childcare/preschool development at 331 Cumberland Ave in Portland, ME.

I also certify that on June 17, 2024 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1,000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.

Signed,



Stephen Bushey, Sr. Associate

July 2, 2024

Date

Attached to this certification are:

1. Copy of the Invitation Sent
2. Meeting Minutes

331 Cumberland Ave – Youth and Family Outreach

Neighborhood Meeting June 26, 2024 – 409 Cumberland Ave

Attendance List

Name	Property Location	Contact information
Laura Simocko	29 Parris St #5	laura.simocko@gmail.com
Steve Bushey	consultant	sbushay@farrillpalmer.com
Carmelia Balaban-Haley		
Emily Dupraz	66 Grosvenor Rd.	emily.dupraz@gmail.com
Laura Reading	consultant	reading.laura@gmail.com
Jim Hall	47 Cedar	MTJimHall@gmail.com
Meg Robinson	consultant	
VIRGINIE STANLEY	consultant	VIRGINIE@INVIVIDARCHITECTURE.CO.UK
George Rheault	neighbor - Hammer	george.rheault@gmail.com
Alex Urquhart	18 Alder	unwantedmaterial@gmail.com

From: Olivia Orr <oorr90@gmail.com>
Subject: Support for project at 331 Cumberland
Date: June 27, 2024 at 9:08:04 AM EDT
To: camelia.haleyyfo@gmail.com

Greetings!

I missed this community meeting last night, so I wanted to send an email to express my support for the proposed project on Cumberland Ave. I am a resident of Bayside; I've owned a condo on Parris Street since 2019 and prior to that I worked at a nonprofit on Elm Street. I've lived in Portland for just over ten years now, so I've witnessed the rapid gentrification (of which I have certainly played a part in), rising housing costs for owners and renters, and the extremely disheartening general disregard for working-class and poor people in our city. We desperately need legitimate affordable housing, and the old Maria's has sat vacant long enough. My mom (now retired) was a Head Start teacher for over 25 years, so I also understand the importance of accessible childcare for all. Thanks for all the work that you do, and I hope that this project can come to fruition without delay.

I couldn't find an email address for Steven Bushey of Gorrill Palmer, but please feel free to forward this message to him, as I believe the neighborhood notice said he would be submitting attendance information to the planning board, and I would like my comments to be included if possible.

Thank you!
-Olivia

MEETING MINUTES

1. ATTENDEES

Presenters

Camelia Babson-Haley (CBH), Youth and Family Outreach
Emily Dupruz (ED), Youth and Family Outreach
Laura Reading (LR), Developers Collaborative
Meg Robinson (MR), Developers Collaborative
Steve Bushey (SB), Gorrill Palmer
Virginie Stanley (VS), Invivid Architecture

Neighbors

Laura Simocko (LS)
Jim Hall (JH)
George Rheault (GR)
Alex Urquhart (AU)

2. MINUTES

- Attendee introductions
- **Steve Bushey (SB)**: Overview of expansion project and site plan, project timeline
- **Virginie Stanley (VS)**: Overview of architectural design and renderings
- **Jim Hall (JH)**: Approves of the two- and three-bedroom units for families
- **Camelia Babson-Haley (CBH)**: FYO's goal is to provide wrap-around services to the families they serve
- **JH**:
 - Suggests incorporating a design element that can honor the chapel
 - Approves of the courtyard location
 - Suggests improvements to pedestrian experience along Portland Street, including adding trees.
 - Asks about concerns related to entrance location.
- **CBH**: FYO is working in the long-term toward keeping the alley and area around the entrance safe
- **Alex Urquhart (AU)**: Suggests City consider narrowing one-way Portland Street to improve bike- and walkability, sees this development as an opportunity to do so
- **JH**: Inquires about the capacity of the parking garage and plan to support employees with parking
- **George Rheault (GR)**:
 - Inquires about the future use of Maria's parking
 - Inquires about whether Portland Public School programs could move to a separate location

- Inquires about increases in the number of children with the expansion and associated increases in parking and queuing
 - Inquires about plans to improve drop-off zones
- **CBH:** YFO intends to increase the number of children from 58 to approximately 107 and increase employees from 18 to 28
- **AU:**
 - Inquires about whether the pre-k will be available to the public or just residents of the building
- **CBH:** The pre-k is open to the public
- **JH:** Inquires about the plan for specific wraparound services
- **CBH:** Food closest, WIC collaborations, and nutrition classes with Cooking Matters
- **AU:** Inquires as to the meaning of “Affordable Housing”
- **Laura Reading (LR):** The market rate units will be priced at 100% AMI, the affordable units at 60% and 50% AMI. Maximum rents are fixed at approximately 30% of their associated AMI level.
- **Laura Simocko (LS):** Inquires as to the likelihood of the project receiving competitive funding
- **CBH:** FYO has conducted grassroots fundraising for the project to date and intends to continue
- **JH:** Inquires as to MaineHousing’s September deadline
- **LR:** Correct
- **GR:** Inquires as to the need for a Brownfields Grant
- **CBH:** A Brownfields Grant was awarded to the previous iteration of the project
- **Emily Dupruz (ED):** The funding is tied to the demolition and clean up of Maria’s and the removal of hazardous material in the chapel
- **GR:** Inquires as to the status of the Joint Development Agreement with PHA and the relationship with Developers Collaborative
- **CBH:** YFO has a consulting agreement with Developers Collaborative
- **GR:** Inquires as to HOME and Housing Trust Funds
- **LR:** We’ve just reapplied for Housing Trust Funds
- **GR:**
 - Inquires as to legal opinion regarding the demolition of the chapel
 - Expresses concern about the neighborhood having to sacrifice the chapel
 - Expresses concern about the process followed by the Historic Preservation Board
- **LS:** Inquires as to historic overlay
- **VS:** The location falls within a historic advisory as it is adjacent to a designated historic district
- **GR:**
 - Concerned that the Bayside neighborhood is viewed as expendable
 - Inquires about previous predevelopment expenses
- **ED:** The details of the settlement with PHA are not public information
- **GR:**
 - Inquires as to whether the previous design of the project can be revived
 - Expresses concern regarding the architectural design of the new expansion project
 - Expresses concern about the level of community engagement
- **CBH:** YFO cares about its Bayside neighbors and tries to work closely with them
- **LS:** Suggests that the chapel will be a loss but approves of the families and vibrancy the project will bring to the neighborhood, suggests that the needs and priorities of those families be put first
- **GR:** Inquires as to whether YFO serves local families
- **CBH:** Most YFO families are low-income and live on the peninsula
- **AU:** Suggests that comments stay focused on the project and not YFO as an organization

- **GR:** Inquires as to whether this location is ideal for YFO
- **CBH:** The location is a block from public transportation and accessible from the Chestnut Street family shelter
- **GR:** Expresses concern about the impact of car traffic and brake dust on children
- **CBH:** YFO has been the single non-profit at this location since 1846
- **GR:** Expresses concern about public knowledge and outreach regarding the expansion project
- **SB:** Confirms Planning Board dates and opportunity to submit written statements
- **GR:** Inquires as to resident access to fresh air
- **CBH:** Residents will be able to use the play yard after hours, residents cannot smoke within 50 feet of the property
- **GR:**
 - Expresses concern over cigarette butts in neighborhood
 - Suggests electrical lines must be buried
- **SB:** Onsite service will be buried but those in the public right-of-way will not be undergrounded
- **GR:**
 - Expresses concern that residents will have views of power lines and parking garage
 - Expresses concern about the removal of future graffiti from the building façade
- **AU:** Suggests brick be used on the façade
- **VS:** Confirms that brick is cost-prohibitive for the project

YOUTH AND FAMILY OUTREACH-CURRENT STATUS FOR CHILD TRANSPORT AT DROP OFF/PICK UP

	Student	M	T	W	TH	F
Infant Room						
Drives	Ezra	1	1	1	1	1
Drives	Molly		1		1	
Drives	Zakai	1	1	1	1	1
Drives	Henry	1	1	1	1	1
Drives	Emery	1	1	1	1	1
Employee child	Janey	1	1	1	1	1
Walks	Jasmine	1	1	1	1	1
Classroom Totals		5	5	5	5	5
Toddler Room						
Sibling	Frances		1		1	
Metro	Elikya	1	1	1	1	1
Bikes	Iola	1	1	1	1	1
Drives	Mack	1	1	1	1	1
Drives	Rory	1	1	1	1	1
Sibling	Rafa	1	1	1	1	1
Drives	Octavia	1	1	1	1	1
Metro	Michael	1	1	1	1	1
Metro	Azaiah	1	1	1	1	1
Classroom Totals		7	8	7	8	7
Pre-school						
Walks	London	1		1		1
Drives	Ryan	1	1	1	1	1
Drives	Alaia	1	1	1	1	1
Drives	Kendall	1	1	1	1	1
Drives	Ezekiel	1	1	1	1	1
Drives	Maisie	1	1	1	1	1
Drives	Joyeuse	1	1	1	1	1
Sibling	Lorenzo	1	1	1	1	1
Metro	Michael	1	1	1	1	1
Bikes	Sully	1	1	1	1	1
Walks	Timothy	1	1	1	1	1
Employee child	Jayden	1	1	1	1	1
Employee child	Gabriel	1	1	1	1	1
Sibling	Leo	1	1	1	1	1
Classroom total		#	##	#	#	13

56 children

51 Families

4 Employee children

24 drive/7 walk/5 take Metro/4 ride bikes/10 take the school bus

They will have parking in a parking garage if they need it.

Applying percentages:

47% of our families will drive

14% of our families will Walk

10% of our families will take Metro

8% of our families will ride bikes

20% of our families will use the school bus

8 % of families will be employees and will use parking garage/Metro/bike/walk

Families are not all dropping off/picking up at the same time:

*Drop off is staggered from 7am-9:30am

*Pick up is staggered from 3pm-5pm

Pre-k Room	Anoff and Knate					
Sibling	Harlem	1	1	1	1	1
Drives	Josephine	1	1	1	1	1
Bikes	Ben	1	1	1	1	1
Sibling	Rosa	1	1	1	1	1
Employee child	Gracy	1	1	1	1	1
Walks	Violet	1	1	1	1	1
Drives	Cegrady	1	1	1	1	1
Drives	Miriam	1	1	1	1	1
Drives	Owen	1	1	1	1	1
Drives	Ayman	1	1	1	1	1
Drives	Oriana	1	1	1	1	1
School bus	Vainqueur	1	1	1	1	1
School bus	Ibtisam	1	1	1	1	1
School bus	Dayane	1	1	1	1	1
School bus	Vangu	1	1	1	1	1
School bus	Theodora	1	1	1	1	1
Classroom Total		16	16	16	16	16
Pre-K	Malinda and Cara					
Drives	Bih	1	1	1	1	1
Metro	Aurora	1	1	1	1	1
School bus	Delilah	1	1	1	1	1
School bus	Majorie	1	1	1	1	1
Bikes	Beatrice	1	1	1	1	1
Walks	Adao	1	1	1	1	1
Walks	Victoria	1	1	1	1	1
Drives	Lyle	1	1	1	1	1
School bus	Jordy	1	1	1	1	1
School bus	Blandry	1	1	1	1	1
Walks	Vania	1	1	1	1	1
School bus	Aiman	1	1	1	1	1
Drives	Reilly	1	1	1	1	1
Drives	Wyatt	1	1	1	1	1
Classroom Total		14	14	14	14	14

George Rheault <george.rheault@gmail.com>

2:20 PM (2 hours ago)



to Planning Board, kkraft, Matthew Grooms, Eric Freeman

Knowing how obsequious our Planning Board members can be when affluent homeowners are impacted by development projects via height, shadows, noise, etc., it is always such a sad display when the same concern and attention (often joined with strenuous objections and then demands for expensive and extensive project changes) is NOT given to other constituencies impacted by a new development.

Such is a case with the Y&FO project, when, during the initial workshop, the Planning Board members present expressed not the slightest hint of concern for tenants residing in the adjacent rental buildings that would be impacted by this project.

See attached photo for reference in case the Planning Board members need help understanding this.

The windows of a majority of the units of 341 Cumberland Avenue (a/k/a "The Earl" by its owner-operator Port Properties) will be significantly impacted (I would even say impaired) by the new proposed building. Their sightlines will be reduced to virtually nothing in some cases and in other cases they will be looking directly at the new resident tenants at the Y&FO property. Cross-ventilation, exposure to air-conditioner/ERV exhaust, unreasonable noise levels and privacy diminution could all be on the table. See here for more information about this neighboring property: <https://www.portproperty.com/building/341-cumberland-avenue/>

The tenants at 30 Preble (a/k/a "The Wadsworth") on its north side will also be impacted by the Y&FO property. It should be clear HOW MANY units will be losing views and to what extent. See here for more information about this neighboring property: <https://www.portproperty.com/building/30-preble-street/> [Somewhat unclear if Port Property still manages or owns this building.]

At a minimum, the applicant should have to provide accurate and adequate (i.e., detailed and showing correct perspectives) renderings from the perspective of what the neighboring renters new views will be upon completion of this project. The mere fact that these renters are not themselves property-owners does not mean they do not have a meaningful property interest in the outcomes here (an apartment lease is as much of a real estate event as a contract of sale or deed for a single-family home).

Additionally, screening of ALL rooftop mechanicals and appurtenances should be required and noise levels of any such equipment should be put on the record and any such impacts reasonably mitigated. SCREENING IS NOT JUST AN AMENITY FOR WELL-TO-DO ABUTTORS!

The fear here is that a substantial portion of the neighboring units will be severely impacted by the new project, thus reducing their rental values.

As leases turn-over, the quality of the tenants that any landlord will contract with post-project completion will likely be less because the units will have been devalued (loss of views, playground noise, rooftop equipment noise, loss of privacy, etc.).

Those living in downtown Portland including the "urban canyon " corridor of Upper Preble Street sometimes pay a premium for the experience but many local renters do NOT find this kind of urban living and these particular buildings very endearing. Making these units even LESS attractive for many prospective tenants will likely make it even harder to get a diverse cross-section of renters to call this area home. Ultimately, this may devalue the apartment buildings themselves and be an excuse for a downward departure in their property tax assessments, hurting everyone in Portland.

Therefore it is imperative that the Planning Board do what it can to insist that adding more units in this area ENHANCES the immediate area for ALL rather than creating claustrophobia and real disincentives to be a part of it.

Please do your jobs! Thank you!



George Rheault <george.rheault@gmail.com>

10:50 AM (4 minutes ago)



to Planning Board, kkraft, Matthew Grooms, Eric Freeman, jmy

It is outrageous that the planning staff declared the application "complete" enough for this project back in late June for it to go to an initial workshop despite the ABSENCE of a thorough and vetted construction management plan. Basically West Bayside has to wait until the publication of the meeting packet late on a Friday afternoon in August to find out what the construction management plan says for a public hearing just a few days later.

There is no question that one of the most challenging (and expensive) aspects the applicant faces with redeveloping their site (with or without demolition of the Preble Chapel), is that it sits at one of the busiest intersections in the entire City of Portland.

Therefore, neighbors, especially close-by ones and direct abutters, and many in the rest of the city deserve to understand how site preparation and the likely 2 years of a large building project will impact day-to-day habits and routines all around this job site.

A big building project like Redfern's tower at Federal & Temple Streets was able to swing it because Federal Street is a relatively low traveled side street, especially during the "off season" when visitors to Portland are less prevalent AND there was sufficient width of Temple to reduce a lane there long-term.

I doubt anyone who had to put up with the Redfern tower construction schedule was happy with the reduction of travel lanes and consequent headaches (especially constant days of street closures when additional lanes were needed for the construction purposes).

The situation for Y&FO is much worse as Portland Street is a MAJOR feeder into central downtown and of course Preble Street is one of the primary means of entering the central Portland peninsula from the north. During the major sewer work that shut down Preble Street a few years ago, the upheaval had a very deleterious impact on many area businesses and made the difficult conditions of downtown living and work even worse. And of course this all assumes that other major construction projects slated for West Bayside do not also commence at the same time as this project does.

It should even be necessary to note how busy Cumberland Avenue is at this intersection as it is almost more important for East-West travel in central downtown than Congress Street. The impacts are legion including on law enforcement and emergency/fire personnel who will have to learn new ways of navigating the city in order to avoid serious reductions in response times. GP Metro service may also be impacted.

There is no question that many contractors will balk at even bidding a project like this due to the lack of a laydown area on-site, lack of dedicated worker parking, and the constant headaches of material and equipment deliveries even if the City of Portland allows lane closures around the site for a portion of Preble, Portland and Cumberland.

It should also be noted that the "off-site parking" option that was used for the 52 Hanover Street construction management plan was GREATLY ABUSED and basically unenforced. Even when the Parking Enforcement personnel came out to ticket, the contractor and their subs often would keep an eye out for such ticketing sweeps and have workers move vehicles around to avoid tickets. Basically the "off-site parking" promise was a big joke and the entire vicinity around the construction site was a nightmare for the duration of the build-out.

I think it is great that it is city policy that our planning apparatus do its level best to expedite affordable housing projects.

Unfortunately, this mandate to be expeditious is applied in a massively uneven way.

Some projects like the PHA's project at 9 Boyd Street and the 42 Atlantic Street project were required to apply very early this year and they are just barely able to get approvals on time. Y&FO should be penalized for coming so late to the application process and the rest of the neighborhood should not have to work double-time in a hugely compressed process in the height of the summer just to understand the details of this project and try to understand whether it is fair and reasonable.

IF AN APPLICANT WAITS TO THE LAST MINUTE TO AMBUSH US WITH A BIG PROPOSAL, IT IS THEIR OWN DAMN FAULT IF NO ONE IS IN A RUSH TO HELP THEM.

The Planning Board should postpone any approval so that the construction management plan and all the other materials can be given attention in a reasonable and fair manner rather than jammed down our throats at the last minute to serve the applicant's timetable and no one else's.

George Rheault <george.rheault@gmail.com>

12:25 PM (1 hour ago)



to Planning Board, kkraft, Matthew Grooms, Eric Freeman, jmy

It always provokes a smile when the City of Portland and development applicants think the provision of new street trees is some kind of big win for neighbors of a major site plan that will be enough to bribe them into overlooking all the OTHER deleterious impacts of a new development (especially one pitched here by Y&FO without any meaningful community engagement).

Based on the July workshop, the issue of street trees, both existing and new, remains outstanding, so it is really important to understand what exactly the scope of the "tree bribing" will look like here in the final plans.

To that end, here are various questions that need to be fairly and reasonably answered in advance of any Planning Board vote:

1. Since the July workshop, two new street tree wells were installed on the Preble Street side of the project site and new street tree saplings were planted. See attached photo.

What species were planted here and why? Did anyone know this was about to happen at the time of the July workshop? How does Y&FO plan to protect and nurture these brand new plantings (installed at some considerable expense as part of the "Bayside Tree Planting Blitz" using federal ARPA money)? Does Y&FO have to pay back the ARPA money used if these sites are disturbed or destroyed as part of their development?

2. Did the City's arborist examine the existing street trees and offer a report? Based on the preparation for the Bayside Tree Planting Blitz, it is obvious that a lot of analysis and evaluation of the environment here has recently been made here with respect to encouraging favorable street tree conditions.

The big issues raised by the applicant were "conflict with overhead electric lines" which is an odd concern since THOUSANDS of street trees exist all across the city in this manner and do so without serious consequences (obviously something bad can happen at any time, but that is not an excuse to cut down perfectly good big mature trees). If street trees with overhead lines threading their way through a tree's canopy was an outright immediate excuse to remove a tree from our urban forest, then places like Oakdale, Deering Center and many parts of the Peninsula would be devoid of tree canopy.

Also, is the "Zelkova" species of the existing street trees a favored tree species today? I know that a variety of Zelkova was recommended as part of the Bayside Tree Planting Blitz, but it was just one of MANY species included as possible candidates (in fact in the major street tree category (C) it was among more than a dozen of suggested species). So would the City arborist actually recommend this species here in August 2024 or would the Zelkova species (either the variety or the entire class) be disfavored or even rejected out-of-hand?

Lastly, the condition of the existing street tree on Preble Street is of concern. It seems to have some kind of fissure in its lower trunk but I have no idea whether it is a serious issue or not. Does it make sense to preserve a tree that may not be around more than 5 years while a project goes up next to it that is meant to be there for decades? Isn't now the time to deal with this versus having to revisit it again soon at taxpayer expense?



George Rheault 2:26 PM (18 minutes ago)to Planning, Kevin, Matthew, Eric, me 

During the July initial workshop for this application, it was astonishing that it took a pointed public comment to highlight that Youth & Family Outreach has no joint partner helping them undertake this project.

Apparently the entire "capacity" evaluation undertaken by planning staff is so superficial and non-substantive that planning staff did not uncover the fact that Kevin Bunker's "Developers Collaborative" outfit is only a mere consultant to the project and is not on the hook financially or in any other substantive manner for this project in any long-term sense (in fact, due to the highly specialized area of subsidized housing, the consulting agreement with Developers Collaborative should be disclosed to the public because otherwise there is ZERO proof that Y&FO has ANY demonstrated capacity to be undertaking a project of this size, scope and quality).

In other words, instead of a meaningful independent analysis of the applicant's capacity issues, the planning staff merely "took the applicant's word for it" when it advertised that it had a true co-applicant (which misrepresented to the general public that this alleged co-applicant had some kind of equity stake or other authentic long-term interest in the project's ultimate successful completion and operation). The applicant's civil engineer tried to make light of this "mistake" as just some kind of innocent "oopsie" on his part, but it was actually an incredibly big whopper of a lie meant to obscure and deflect away from the disturbing status quo.

To begin with, we all know that the applicant's Plan A from 2020 fell apart.

Attached please find the "Joint Development Agreement" that the applicant had entered into as part of that Plan A effort (obtained via a public records request in 2020). Reading through the JDA, it is 100% evident how complicated and drawn out the obligations are in bringing about a huge (for Maine) multi-use affordable housing complex. So many twists and turns and options and decisions to be made that are still unknowns for the current "Plan B" effort.

The Portland Housing Authority, as Y&FO's true REAL co-applicant was at the time, is full of experienced and talented people with deep experience bringing affordable housing projects to fruition. Unfortunately, despite their best efforts, they were not able to pull it off (I am not privy to whether that inability had anything to do with Y&FO and whether they were cooperative and reasonable throughout the partnership while it existed, but it is certainly plausible that Y&FO may have been responsible for the Plan A not working out as much as any other entities and actors involved).

But the fact remains, that Y&FO (its senior management) has NEVER been a housing landlord. Y&FO has NEVER completed a new ground-up construction project of ANY KIND never mind an intricate affordable housing complex combined with a preschool/day-care facility.

It has no experience whatsoever anywhere in the housing space, never mind the tricky and byzantine world of subsidized housing whereby the mysteries of the low-income housing tax credit program (both accomplishing an initial award up through the close of construction and successfully maintaining ongoing compliance issues) and screening eligibility of subsidized tenants routinely befuddles and bedevils far more experienced operators.

We have NO idea to whom and how all of these new and unfamiliar tasks will be farmed out to (third-parties obviously) but we know for a fact Y&FO does not have the present capacity to any of it for itself.

In addition, Y&FO is planning on DOUBLING its personnel and program size as part of this major dive into the housing world. Not ONLY will Y&FO be trying to keep from drowning as it juggles the particulars of construction management and subsidized housing, but it will also be EXPANDING in one big fell swoop in an EXPLOSIVE manner when all their previous expansions have been small and incremental by comparison.

Our Planning Board and our planning staff cannot just rely on other entities (MaineHousing, IRS, etc.) to "look under the hood" of how Y&FO plans to manage all of this. The Planning Board must insist on those tough questions being asked NOW and getting good answers.

The attached JDA provides a good laundry list for how Y&FO must proceed (alone) to explain to EVERYONE how this all moves forward.

Effectively Y&FO is no better than any "fly-by-night" inexperienced developer that is jumping into the deep end of the development pool for the first time. The only question is whether it is reasonable for our Planning Board to look the other way from recognizing that reality and engaging in a thorough-going interrogation whether the public interest is served by pretending they have the capacity to do what they have never before done.

JOINT DEVELOPMENT AGREEMENT

THIS JOINT DEVELOPMENT AGREEMENT ("Agreement") is entered into as of April 6, 2020 by and between PORTLAND HOUSING DEVELOPMENT CORPORATION, a Maine nonprofit corporation with a place of business in Portland, Maine ("PHDC"); and YOUTH AND FAMILY OUTREACH, a Maine nonprofit corporation with a place of business in Portland, Maine ("YFO").

RECITALS

WHEREAS, YFO provides early childhood education services to children in Greater Portland, Maine, and is the owner of certain property and improvements in Portland, Maine located at 331 Cumberland Avenue (the "Church Property") and 337 Cumberland Avenue (the "337 Cumberland Property") (collectively, the Church Property and 337 Cumberland are hereinafter referred to as the "Properties"); and

WHEREAS, PHDC has significant experience developing affordable housing projects in Portland, Maine, including but not limited to, knowledge of and experience with various local, state and federal programs providing financing toward such projects; and

WHEREAS, YFO selected PHDC as part of a request for proposal process, and the parties entered into a Memorandum of Agreement dated January 8, 2020 ("MOA") relating to the renovation of the Church Property and the development and construction of a new affordable housing project on the 337 Cumberland Property (collectively the "Project"), to be operated in accordance with the low income housing tax credit program (the "LIHTC Program") and which Project shall include residential affordable housing units and ground floor space leased to or owned by YFO for its early childhood education programs; and

WHEREAS, the parties desire to set forth their understanding regarding the development of the Project and their rights and responsibilities with respect to the Project.

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby agree, as follows:

1. **Parties; Limited Partnership**

1.1 YFO and PHDC each represent and warrant that they are nonprofit corporations duly organized and in good standing in the State of Maine and have full power and authority to enter into, deliver and perform this Agreement.

1.2 YFO and PHDC each represent and warrant that this Agreement has been, and all other agreements and documents required to be delivered in connection herewith will be, duly executed and delivered by it, and this Agreement constitutes, and the other documents when executed and delivered will constitute, its legal, valid and binding obligations, enforceable in accordance with their respective terms.

1.3 YFO and PHDC each represent and warrant that there are no claims, actions, suits, inquiries, investigations or proceedings pending or, to the best of its knowledge, threatened, against it. YFO and PHDC each further represent and warrant that to the best of its knowledge, no state of facts exists or has existed which would constitute grounds for the institution of any action, proceeding or investigation against it or against any properties or rights owned by it, including the Properties, and it is not subject to any judgement, order or decree entered in any lawsuit or proceeding which has or which can reasonably be expected to affect its ability to satisfy its obligations hereunder.

1.4 PHDC shall form a Maine limited partnership with the name 337 Cumberland Avenue, LP (the "Partnership") for the purpose of developing the Project as provided in this Agreement, and a Maine limited liability company with the name YFO PHDC Development LLC, which shall be the general partner of the Partnership (the "General Partner"). YFO and PHDC shall each own a 50% membership interest in the General Partner and shall have equal voting rights. The limited liability company agreement for the General Partner shall contain customary terms and conditions and shall be subject to the reasonable approval of both parties.

1.5 The parties agree that YFO shall have a right of first refusal and/or option at the time described below for purchasing the Project or buying out the investor Limited Partner's interest in the Project. In addition, YFO shall have the right and option, at the time it exercises its right of first refusal or option to purchase the Project or the investor limited partner's interest, also to purchase PHDC's General Partner interest on fair and reasonable terms, taking into account the restricted nature of the Project and the ground lease described in Section 2.1 below. PHDC shall have the same right of first refusal and option to purchase the Project, the Investor's interest and the YFO General Partner interest, but PHDC's rights shall be junior and subordinate to the above-described rights held by YFO. The Parties understand that the first opportunity for the buyouts described in this Section will be after the 15 year compliance period under the LIHTC Program.

1.6 PHDC shall serve as the developer of the Project and shall be entitled to payment of the Development Fee. PHDC shall pay YFO 25% of the Development Fee as and when received by PHDC. To the extent required by Project lenders or investors, YFO agrees to enter into a development services subcontract on customary terms and conditions to support its receipt of the 25% share of the Development Fee. In addition, the parties acknowledge that PHDC has engaged the services of Elysian Enterprises LLC ("Elysian") to provide development consulting services on the Project, and that PHDC has entered into a Development Consulting Agreement with Elysian. Elysian's fee shall be paid by PHDC from its portion of the Development Fee.

2. **Project Site Acquisition**

2.1 YFO agrees to enter into an Option Agreement with respect to the Church Property and the 337 Cumberland Property with the Partnership providing for a ground lease between YFO as lessor and the Partnership as lessee for a term of ninety (90) years, and providing for the transfer of ownership of the buildings upon the Church Property and the 337 Cumberland Property to the Partnership for the sum of \$1.00. The Option Agreement shall

be in mutually acceptable terms and shall extend through December 31, 2022, and may be extended upon the mutual consent of the Parties. There shall be no option fee for the Option Agreement, with such ground lease to commence at the time that the Partnership closes on its construction financing and low income housing tax credit equity financing (collectively, the "Construction Loan Closing"). YFO acknowledges that it will likely be required by the Project's lenders to subordinate its ground lessor's interest in the fee of the land to the leasehold mortgage financing for the Project, and agrees to either mortgage its fee interest or to subordinate its fee interest in the land to the Project's leasehold mortgage financing as may be required by the Project's lenders, on commercially reasonable terms.

2.2 The parties acknowledge that the Project may be developed as a condominium in the event that a condominium form of ownership may better facilitate the development of the property or ownership of any parts of the Project that are not apartment units, as may be mutually agreed by the Parties. The parties agree to develop the condominium documents and any related documents, such as parking leases, if any, as may be required by the parties providing financing or equity for the Project.

3. **Tax Credit Application; Project Design Goals**

3.1 The parties shall collaborate on preparing an application for low income housing tax credits to be submitted to Maine State Housing Authority ("MaineHousing") for the fall 2020 application round. In the event the Project does not receive an award of tax credits, the parties shall submit an application for the 2021 application round. The parties acknowledge YFO's requirement that the Project provide family housing rather than housing for other demographics, and will adhere to this requirement, in addition to all other relevant factors, as part of the application process. The parties shall also work together to pursue other available sources of financing and equity for the Project, which may include City of Portland Tax Increment Financing ("TIF"), Portland City or Cumberland County HOME funds, Portland City Housing Trust Fund, Federal Home Loan Bank of Boston AHP funds, Community Development Block Grants, TD Charitable Foundation funds, "green" building funding and grants, childcare financing and grants, impact investing and federal and state historic tax incentives. PHDC will take the lead in applying for such other financing sources, and YFO shall cooperate with PHDC, at no cost to YFO, in pursuing such financing

3.2 The parties agree that any market rent units within the Project will aim for rent levels that shall be affordable to moderate income families with rents not in excess of the amounts that will be affordable to households having an incomes of 120% of area median income, subject to financing constraints and other relevant financing considerations.

3.3 The parties will confer regarding Well Building certification, Living Building certification or other similar industry benchmarks with a goal of having one of these or a similarly stringent certification for the Project, subject, however, to the sufficiency of available funding sources.

3.4 PHDC acknowledges and agrees that YFO seeks at least a sufficient amount of space to enable YFO to provide early childhood education and support services to at least 107

children and at least two separate spaces for private one-on-one services across both the Church Property and the 337 Cumberland Property, in accordance with YFO's licensing, certification and regulatory requirements (collectively the YFO Space Requirements").

4. **Project Development and Construction**

4.1 The parties intend that the existing Church Property shall be developed as community facility space to be leased to YFO for operation of its child development programs. PHDC shall act as developer of the Project and in the performance of its duties shall exercise the same level of care and diligence as used by experienced developers of mixed use and affordable rental housing in the Portland, Maine area. As developer of the Project, PHDC shall have full control over the development and construction of the Project, and the discretion and authority to make day-to-day-decisions with respect to the Project, except as otherwise provided in this Agreement, which includes without limitation the predevelopment activities and expenditures necessary to bring the Project to Construction Loan Closing and permanent financing closing, and negotiating and executing in the name of the Partnership agreements for architectural, engineering, construction, testing or consulting services for the Project, or the furnishing of any supplies, materials, machinery or equipment therefor. Notwithstanding the previous sentence, PHDC shall in the fulfillment of its duties use its best efforts to realize the stated objectives of YFO to provide family affordable rental housing and suitable expanded space for early childhood education, consistent with YFO's corporate mission and the final project budget. Also notwithstanding the foregoing, YFO and PHDC shall confer on the selection of the architect and PHDC shall take into account YFO's input, with the goal of reaching a consensus at all times. although PHDC shall retain the right to make the final decision concerning the selection of the architect. YFO shall have the right to hire a separate architect to complete the tenant fit out for its space in the Project, the cost of which was included in the project architect's quote and which is therefore a project cost.

4.2 The parties agree that the space within the first floors of the 337 Cumberland Property and the Church Property shall be developed as community facility space within the meaning of Internal Revenue Code Section 42, a portion of which shall be leased to YFO to enable YFO to provide early childhood education services to at least 107 children, in accordance with YFO's licensing, certification and regulatory requirements. The community facility space to be leased to YFO will include outdoor play space to be used by YFO with no overhead obstruction. The Church Property shall also contain a community room on the ground floor accessing Portland Street serving the apartments developed on the Property. The parties will confer on having additional required community space within the Project to meet the requirements of the LIHTC Program. To the extent that the space to be leased or conveyed to YFO for early child education services is not treated as a community facility of the Project, the Parties acknowledge that such space may be treated as commercial lease space and that the rent payable by YFO may increase to cover the loss of tax credits for the cost of development of such space or that such space may be conveyed to YFO as a condominium unit to be purchased by YFO. Within fifteen (15) business days of the date of this Agreement, PHDC shall provide a rough estimate of the additional cost YFO would be required to bear for the cost of the buildout of the childcare facilities and associated design costs, in the event the early child education

services is not treated as a community facility. The Parties agree that they shall endeavor to structure the childcare program to meet the community facility standard if possible.

4.3 In addition to its responsibilities as developer of the Project, as set forth in a Development Services Agreement, PHDC's responsibilities shall include the following:

(A) Establish and implement appropriate administrative and financial controls for the construction and development of the Project, and keep reasonably detailed records in the ordinary course of business concerning the development of the Project;

(B) Act as the Partnership's representative at any and all construction meetings, construction requisition meetings or other on-site or off-site construction meetings during the period of construction of the Project;

(C) Keep YFO informed on a regular basis of the progress of the land use approvals and overall construction and development of the Project, and seek input from YFO when appropriate; and

(D) Perform and administer any and all other services and responsibilities of a developer that are outside of the scope of the Development Services Agreement and which are set forth in any other provisions of this Agreement, or which are requested to be performed by YFO or the Partnership and are within the general scope of the services described herein.

5. **YFO Input**

5.1 YFO shall have input into the exterior visual choices (materials, colors, fenestration, etc.) and sustainability goals for the Project, with PHDC.

5.2 Except as set forth in Section 6.1 below, the parties agree that YFO shall have control over decisions solely relating to the space within the Project to be used by YFO for its programming, subject to oversight and consent by funding entities.

6. **Decisions Requiring Approval of Both Parties**

6.1 Notwithstanding any other provisions set forth in this Agreement, the parties shall confer and collaborate on the following, which shall require the consent both parties:

6.1.1 The selection of legal counsel for the joint venture;

6.1.2 Any media outreach or public announcements about the Project;

6.1.3 Selection of the name of the Project, which shall reflect YFO's presence in, and historic ties to, the neighborhood; provided, however, YFO retains the right in its sole discretion to name and re-name the buildings constituting part of the Project;

6.1.4 any decision to treat the YFO space as commercial space or as a separate condominium unit;

6.1.5 Material changes in the project budget, defined as an increase or decrease in each instance greater than three percent;

6.1.6 Any change in the Project that results in (i) more than 30% percent non-low income housing, or (ii) an increase in the YFO Space Requirements; and

6.1.7 The parties agree that Portland Housing Authority, an affiliate of PHDC will be the managing agent for the Project. In the event that it becomes necessary to select a different management agent, YFO shall make the initial selection of such alternate agent, subject to the approval of PHDC which approval shall not be unreasonably withheld, delayed or conditioned.

7. Financing Guaranties

The parties acknowledge that PHDC's strong financial position will allow lenders and investors to have sufficient confidence related to construction completion guarantees. As such, the parties agree that PHDC will be the primary guarantor related to construction completion guarantees and shall use reasonable commercial efforts to prevent YFO from being required to provide construction completion guarantees, provided, however, that YFO shall if required by lenders and investors also provide the same guarantees being provided by PHDC. Additionally, the parties agree to both guaranty any permanent loans with respect to the development of the Project, in the same priority as described in the preceding sentence. The parties shall have mutual contribution rights concerning any joint and several guarantees, to the extent that as between PHDC and YFO, following any payment by either PHDC or YFO on any such guaranty, PHDC shall bear 75% of any jointly and severally guaranteed obligation and YFO shall bear 25% of any such obligation, and each party shall have an obligation to reimburse the other party so that the burden of funding any such guaranteed obligation is borne 75% by PHDC and 25% by YFO..

8. Development Fee; Predevelopment Costs

In consideration of their respective roles with respect to the development of the Project, the Project development fee (the "Development Fee") shall be payable 75% to PHDC and 25% to YFO. The Development Fee may be adjusted as adjustments are made to the Project budget, but shall be in the maximum amount allowed by Maine Housing and the Project's investors. PHDC will be responsible for funding predevelopment costs for the Project, not to exceed \$300,000 without the prior approval of the PHDC board of directors, excluding, however, expenses related to land acquisition or carrying costs. Carrying costs during the predevelopment period prior to the Construction Loan Closing shall be paid by YFO. for purposes of this Section 8, "carrying costs" are defined as debt service, insurance, utility costs, property taxes or payments in lieu of taxes and maintenance costs with respect to 337 Cumberland Avenue. Such

predevelopment costs funded by PHDC shall be reimbursed to PHDC at the Construction Loan Closing. In the event that PHDC elects to terminate this Agreement following a default by YFO, PHDC will be entitled to reimbursement of its predevelopment costs by YFO. In the event that the Term of this Agreement expires without the ability of the Project to secure an award of tax credits, PHDC shall not be entitled to recover its predevelopment costs except as provided in Section 12.1 below. For purposes of this Agreement, the term Development Fee shall mean and include all amounts characterized by MaineHousing or the investor limited partner as a developer fee, including, without limitation, deferred developer fee and incentive developer fee as defined in Section IV E of the 2014 Rental Loan Program Guide published by MaineHousing. Subject to approval of the Project's equity investor and lenders, the Parties agree to use reasonable efforts to cause not less than twenty five percent (25%) of the Development Fee shall be paid at construction loan closing, not less than an additional thirty five percent (35%) of the Development Fee shall be paid at permanent loan closing/loan conversion and the balance shall be paid in installments thereafter upon the milestones established for payment of the balance of the Development Fee as set forth in the Partnership's Limited Partnership Agreement. YFO and PHDC may enter into an amendment to this agreement setting forth a specific schedule as to when the Development Fee shall be earned and paid.

9. **Parking**

9.1 Sixteen (16) designated parking spaces available for lease to YFO at the Project, for its employees during the hours of 6:30 am and 5:30 pm, Monday through Friday. Such parking spaces shall be reserved for residents of the apartment Project the rest of the time.

9.2 The Partnership has the right to lease the remaining spaces.

10. **Cash Flow Splits**

10.1 The parties agree to split cash flow as follows:

(A) Operations: Cash flow payable to the General Partner under the Partnership Agreement (other than the Development Fee) will be split 50/50 between YFO and PHDC.

(B) Management: Management fees will be paid to the management agent (PHA or other).

(C) TIF: As required by City Of Portland ordinance, 75% of TIF proceeds will go to reduce building operating costs through a Credit Enhancement Agreement between and the City of Portland and the Partnership, as owner of the Project. The parties will use best efforts to receive City of Portland approval to have the remaining 25% of TIF proceeds be applied to making YFO's childcare services accessible to more families.

(D) Additional revenue or cash flow opportunities will be discussed and decided by mutual agreement of the Parties.

11. Capital Needs; Cost Sharing

To the extent necessary, subject to the final design of the Project and any condominium documents governing to the Project, the parties shall agree upon a method for approving and cost-sharing for capital needs and improvements to the Project after completion to the extent not funded from cash flow or Project reserves, including levels of spending with attendant required approvals and/or spending levels not requiring approvals. Any agreements to be reached concerning capital needs and improvements will reflect the dual purposes of the Project and account for varying renovation needs of the two uses within their respective portions of the building. The parties agree to create a cost-sharing structure to apportion costs and obligations that reflects the dual uses of the property. The parties will endeavor to implement advance planning in accordance with best practices to fund reserve accounts, schedule needed improvements and approve necessary capital expenditures and planning via consensus.

12. Term; Termination

12.1 The term of this Agreement shall extend through December 31, 2023. At the end of the term, in the event that the Project has not received an award of tax credits or a notice to proceed from MaineHousing, this Agreement shall terminate. In the event that the Agreement terminates in the absence of an uncured default by either party without an award of tax credits or a notice to proceed from MaineHousing, or in the event that the parties elect not to proceed with the Project, whether at the expiration of the term or before, PHDC will be reimbursed by YFO 50% of the actual costs of those predevelopment expenses that can be utilized by YFO, or a purchaser from YFO, such as survey, title, environmental assessments and reports, geotechnical investigations and reports, engineering and design expenses, and the cost of obtaining approvals to the extent that the work associated with such costs in each case is intended to be used by YFO or a purchaser from YFO. The parties agree that any such costs for expenses or services that will be utilized in part, will be subject to reasonable allocation such that the reimbursement fairly covers the cost of the expenses or services.

12.2 Neither party may terminate this Agreement except in the event of a material breach by the other party which remains uncured thirty (30) days after written notice thereof from the other party, or such longer time as may be reasonably required provided that the party receiving such notice commences to cure such default within such thirty (30) day period and thereafter diligently pursues the cure to completion. In the event of a material breach by YFO that is not cured within such 30 day period, PHDC shall be entitled to reimbursement of the predevelopment costs incurred by it, and the Option Agreements described in Sections 2.1 and 2.2 shall be terminated by the Partnership upon repayment of the predevelopment expense incurred by PHDC. Upon such repayment, all rights in and to the work product represented by such predevelopment costs shall be transferred to YFO. In the event of a material breach by PHDC, not cured within said 30 day period, all reports, tests, surveys and any and all other project documents, together with PHDC's 50% interest in the General Partner, shall be assigned, transferred and set over to YFO.

13. Notices

13.1 All notices provided for in this Agreement shall be in writing and shall be considered delivered when personally delivered, or sent by certified mail, return receipt requested, addressed to the respective parties as follows:

If to YFO: Youth and Family Outreach
331 Cumberland Ave.
Portland, Maine 04101
Attn: Camelia Babson-Haley, Executive Director

With a copy to: Cito Selinger, Esq.
Curtis Thaxter
One Canal Plaza, Suite 1000
Portland, ME 04101

If to PHDC: Portland Housing Development Corporation
14 Baxter Blvd.
Portland, ME 04101

With a copy to: Gary D. Vogel, Esq.
Drummond Woodsum
84 Marginal Way, Suite 600
Portland, ME 04101

14. **Indemnification**

YFO, its successors and assigns, hereby agrees to indemnify, defend, and hold harmless the PHDC, its successors and assigns, from any claim, costs, liability and expense arising from or attributable to any acts or omissions of the servants or employees of YFO in performing its obligations under this Agreement. PHDC, its successors and assigns, hereby agrees to indemnify, defend and hold harmless YFO, its successors and assigns, from any claim, costs, liability and expense arising from or attributable to any acts or omissions of the servants or employees of PHDC in performing its obligations under this Agreement. These indemnification obligations shall survive the termination of this Agreement.

15. **Dispute Resolution**

15.1 The parties shall resolve any dispute, controversy or claim arising out of or relating to this Agreement, or the breach, termination or invalidity hereof (each, a "Dispute"), under the provisions of this Section. The procedures set forth in this Section shall be the exclusive mechanism for resolving any Dispute that may arise from time to time.

15.2 The parties shall first attempt in good faith to resolve any Dispute by negotiation and consultation between themselves. In the event that such Dispute is not resolved on an

informal basis within 21 days after one party provides notice to the other party of such Dispute ("Dispute Notice"), either party may initiate mediation as provided below. At any time following such 21-day period, any party may submit the Dispute to any mutually agreed to mediation service for mediation by providing to the mediation service a written request for mediation, setting forth the subject of the dispute and the relief requested.

(a) Each party shall cooperate with the mediation service and with the other parties in selecting a neutral mediator and in scheduling the mediation proceedings. Each party covenants that they will use commercially reasonable efforts in participating in the mediation. The parties agree that the mediator's fees and expenses and the costs incidental to the mediation will be shared equally unless negotiated otherwise.

(b) The parties further agree that all offers, promises, conduct and statements, whether oral or written, made in the course of the mediation by any of the parties, their agents, employees, experts and attorneys, and by the mediator and any employees of the mediation service, are confidential, privileged and inadmissible for any purpose, including impeachment, in any litigation, arbitration or other proceeding involving the parties, provided that evidence that is otherwise admissible or discoverable shall not be rendered inadmissible or non-discoverable as a result of its use in the mediation.

15.3 If the parties cannot resolve for any reason, including, but not limited to, the failure of either party to agree to enter into mediation or agree to any settlement proposed by the mediator, any Dispute within the 90 day period beginning with the date of the Dispute Notice, either party may submit the Dispute for arbitration to a single arbitrator located in Portland, Maine. Any such arbitration shall be conducted under the Commercial Arbitration Rules of the American Arbitration Association. Any federal or state court located in the State of Maine and having jurisdiction over the Dispute may enter judgment upon the award of the arbitrator. The parties shall share equally the cost of arbitration unless otherwise determined by the arbitrator.

16. **Assignment**

Neither party may assign its rights and obligations hereunder without the prior written consent of the other, provided however that PHDC may assign its interests hereunder as security for project financing. In addition, PHDC and YFO may form single member limited liability companies wholly owned by PHDC and YFO to hold their interests in the Project and may assign their interests hereunder to such single member LLCs.

17. **Subcontracting**

PHDC may enter into one or more subcontracts with third parties who may provide some or all of the services called for herein, but no such subcontracts shall relieve PHDC of its duties under this Agreement.

18. **Further Assurances**

The parties agree, from time to time, at the reasonable request of the other party, to execute and deliver such other documents or instruments, and to take such other actions, as may

be reasonably requested in order to more effectively consummate the transactions contemplated by this Agreement or to satisfy the requirements of any lender or other party providing financing or equity for the Project.

19. **Time of the Essence**

Time is of the essence with respect to this Agreement. The parties understand, acknowledge and agree that many aspects of the development of the Project are time-sensitive and will require that decisions be made in a timely manner. Each party agrees when requested to provide timely responses to requests for information or decisions.

20. **Other**

20.1 This Agreement shall be governed by and construed in accordance with the laws of the State of Maine without reference to conflict of law principles.

20.2 This Agreement shall be binding on the parties hereto, their respective successors and assigns.

20.3 Nothing in this Agreement shall be construed to make either of the parties hereto liable for any of the debts or obligations of any other party hereto, and the parties specifically acknowledge, agree and declare that no person is intended to be a third-party beneficiary of this Agreement.

20.4 All section headings in this Agreement are for reference only and are not intended to qualify the meaning of any section.

20.5 This Agreement may be executed in several counterparts, each of which when executed and delivered shall be an original, but all of which together shall constitute one document.

20.6 Each provision of this Agreement shall be considered severable and if for any reason any provision hereof is deemed to be invalid or contrary to law, such invalidity shall not impair the operation of, or affect those provisions of, this Agreement that are valid.

20.7 The parties are acting as independent contractors and shall not be considered partners, joint ventures, or agents of the other. Neither party shall have the right to act on behalf of or bind the other except as may be hereafter agreed in writing.

20.8 This Agreement and any exhibits referenced herein supersede any prior agreement or discussions relating to the subject matter hereof between the parties hereto.

20.9 All section headings in this Agreement are for convenience of reference only and are not intended to qualify the meaning of any section.

20.10 This Agreement may be amended only in a writing executed by the Parties thereto.

[signatures on following page]

IN WITNESS WHEREOF, the parties have caused this Joint Development Agreement to be duly executed as of the date first written above.

PORTLAND HOUSING DEVELOPMENT
CORPORATION

By: 
Cheryl Sessions
Its: President

YOUTH AND FAMILY OUTREACH

By: 
Camelia Babson-Haley
Its: Executive Director

Public Comment 331 - 337 Cumberland Avenue: Outstanding Operational Capacity Questions Inbox**George Rheault** <george.rheault@gmail.com>

to Planning, Kevin, Matthew, efreeman

It is amazing that the many questions raised by the Youth & Family Outreach multi-use housing project application in the summer of 2020 remain just as pertinent or even MORE cr

Everything below remains on the table for scrutiny but now the questions apply ONLY to Youth & Family Outreach exclusively with their partner having dropped out.

As in 2020, the issue below (including the rendering from the Genesis Fund) is that Youth & Family Outreach would have PREFERRED to have had a stand-alone child-care facility

Someone gave them the big idea that they could use SUBSIDIZED HOUSING as a way to pay for their expansion plans which they could not likely otherwise achieve.

So the Planning Board must do the hard work to ensure that an applicant that is already putting the HOUSING element in this application into SECOND-CLASS status can actually out by someone else down the road.

It does NOT matter that various other entities, including MaineHousing and the City of Portland, should also be asking tough questions about the financial, organizational and opera must make its own independent inquiry and do it in a fair, reasonable, comprehensive and satisfactory fashion so that the public knows that it is getting something truly worthy of the community to make here.

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

From: **George Rheault** <george.rheault@gmail.com>

Date: Fri, Sep 11, 2020 at 12:02 PM

Subject: Public Comment 337 Cumberland Avenue: Outstanding Co-developer Arrangement Questions

To: <planningboard@portlandmaine.gov>, jmy <jmy@portlandmaine.gov>, Christine Grimando <cdg@portlandmaine.gov>

It is very disturbing that the Planning Board, during its previous workshop for this project, appeared to be completely incurious regarding the actual terms of the development/revenu development affiliate and Youth & Family Outreach.

I have attached an excerpt from the Genesis Fund 2019 Annual Report that shows what the YFO project was initially supposed to look like without the housing component. The full [images/GCLF_AR2019.pdf](#) [08-06-2024 NB: prior link appears to be broken now]

Clearly it was financially advantageous for YFO to proceed with the PHA co-developer model in order to achieve its expansion goals. The problem remains however whether the ov acquisition and any ongoing cross-subsidies) while providing minimal (or worse) revenue to the actual upstairs housing component - requiring the public to have to bail it out at som

While one could argue that it is very much in the YFO's interest to have a successful residential housing program above its child care operations, thus the public is protected by this margins of error that two non-profit operations with limited sources of additional annual funding (either for operations or capital spending) will underestimate construction and operat serve its many masters and constituencies.

It may feel unfair to ask deeper questions of an affordable housing project that has laudable ambitions, but it is also unfair to unquestionably accept assumptions that are not even in even failed housing environment if the Planning Board refuses to do its job properly when it can still make a difference to those who will make 337 Cumberland their homes as well :

Please do not rubber stamp this project. PLEASE treat it with the SAME exacting scrutiny you have given other projects like 24 Saint Lawrence and 126R/128 North Street.

A photograph of a family of four standing on a concrete porch in front of a house with grey horizontal siding and a bright red door. The family consists of a man, a woman, and two children. The man is on the right, wearing a white baseball cap, a brown t-shirt with a graphic, and black shorts. The woman is on the left, wearing glasses and a blue patterned top. They are holding a young boy in a white t-shirt and blue shorts. A young girl in a floral top and black pants stands next to the boy. A white plastic Adirondack chair is visible to the right of the family.

Genesis

COMMUNITY LOAN FUND

2019
ANNUAL REPORT

Technical Assistance: creating the kind of community we'd love to call home!

In the kind of community we'd all love to call home, we'd enjoy welcoming neighborhoods, affordable and safe housing, easy access to health care and food, and ample opportunity for all children to get the best start possible. We have over 27 years of experience helping our neighbors create, build and preserve vital elements of a thriving community: affordable housing, food pantries, and child and health care centers. From fledgling organizations to established nonprofits, technical assistance from the Genesis Fund can help with project planning, capacity building, identifying sources of capital and more.

CLIENTS

Aroostook Band of Micmacs
Calais Methodist Home
Cooperative Development Institute
Four Directions Development Corporation
Home Start
Houlton Band of Maliseets
Island Commons
Kennebec Valley Community Action
Knox County Homeless Coalition
Waterville Housing Authority
Midcoast Habitat for Humanity
Penacook Landing
Old Town Housing Authority
Penobscot Nation
Shalom House
Southern Harbor Eldercare Services
Tedford Housing
USDA RD – *preserving affordable housing in rural communities:*
Thomaston – Avesta
Norway and Bethel – Avesta
Blue Hill – Mount Desert Island & Ellsworth
Housing Authorities
Vinalhaven – Penquis Community Action Program
Mapleton – Presque Isle Housing Authority
Volunteers of America Northern New England
Youth and Family Outreach

TECHNICAL ASSISTANCE

FY19

1,590.25 hours

25 Projects

20,901.50 hours to 306 projects since 1992

Creating vibrant communities!



Youth and Family Outreach (YFO) is a critical partner in Portland's Bayside neighborhood, providing early care and education to the city's most vulnerable families.

When a site next door came up for sale, our technical assistance team helped YFO plan a much-needed expansion. A Genesis Fund loan then helped YFO purchase the building and begin a renovation which will enable YFO to serve 45 additional families – with new and expanded services including Pre-K, young parent and foster grandparent programs, language and nutrition classes, occupational therapy, and mental health support.

Thank You Open House Sponsors!



Allagash Brewing
Company
Curtis Thaxter LLC
Maine Affordable
Housing Coalition
Northern New England
Housing Investment
Fund

Where others see challenges, we see opportunity!



Genesis Fund staff, from left to right: Erica Quin-Easter, Nina Andersen, Liza Fleming-Ives, Jane Irish, Eileen Harkins, Mary Anne Schneider, Bill Floyd, and Jenny Rottmann.

Photography: Whitney J. Fox Photography, Erin Little Photography, Soggy Dog Designs, Portland Builders, Area Interfaith Outreach, Children's Odyssey, Youth and Family Outreach. Design by Mahan Design.



22 Lincoln Street
Brunswick, ME
207.844.2035
genesisfund.org
facebook.com/genesisfund

Non-Profit Org.
Presort Standard
U.S. Postage
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Farmington, ME
Permit No. 30

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Old Town Housing Authority

Greg Payne
Avesta Housing

Randy Phelps
Investor/Community Member

Welcome Incoming Board Members Fiscal Year 2020

Rebecca Emmons
Mobius, Inc.

Rebecca Hatfield
Avesta Housing

Tom Whelan
Bath Savings Trust

Laura Simocko <laura.simocko@gmail.com>

to planningboard 

To the Planning Board,

I'm writing in support of the proposed project at 331 Cumberland Avenue, which would bring much needed affordable housing and childcare to Bayside. I look forward to welcoming more families to the neighborhood through this endeavor and ask you to approve Youth & Family Outreach's application.

Thank you for your consideration.

All the best,
Laura Simocko

29 Parris Street
Portland, ME 04101

George Rheault <george.rheault@gmail.com>

to Planning, Kevin, Matthew, Eric, jmy 

The general public is getting ambushed by the collusion between the planning authority and the applicant to unreasonably expedite this application.

While I will do my best to address as many things as possible via topic-specific emails, the time pressure here makes it necessary for me to have a "miscellaneous" or "potpourri" catch-all email for things that are very important and which have not been clarified or satisfied via the submissions from the staff or applicant in the meeting packet released on Friday afternoon.

A non-exclusive list:

1. Right, Title & Interest for Retaining Wall for Playground - Building Foundations

There is zero evidence that the applicant has the necessary permissions to demolish the existing Maria's Restaurant structure as well as excavate and build the development. No one is probably even sure what kinds of shoring and foundations for the existing Maria's Restaurant building were constructed when first built beside 341 Cumberland Avenue. Aside from the lack of any evaluation of such conditions submitted in the application materials, it is obvious that the applicant will need license agreements from the neighboring property owner in order to pursue their development plan (no one, the applicant most of all, wants to see 341 Cumberland Avenue be undermined or collapse altogether during construction of the proposed project).

What is the state of Y&FO discussions with its neighbor regarding shoring and tie-back requirements and any long-term understandings regarding the playground retaining wall and stormwater retention facility? If tie-backs or reliance on the neighboring foundation is not going to be allowed, then the applicant needs to make clear what kind of work-arounds (likely to be very expensive) will be pursued.

This is the danger of a hasty approvals process - compressed into a handful of months in the midst of summer holidays. A BIG part of the conversation is simply not being elevated at ALL despite the important public interest at issue (no one wants a fatal building collapse to be the legacy here).

2. Right, Title & Interest for Passageway Permissions

How is the applicant able to claim that gating access to the 12-foot passageway at the Portland Street entrance is not allowed by other property-owners with an interest in the passageway (which appears not to have any property tax assessment associated with it), BUT the applicant is within its rights to dig up the passageway and install permanent infrastructure underneath it (like a large grease trap interceptor AND the entire project's electrical service)?

Where is the legal opinion that explains how this can be accomplished? Or in lieu of that, evidence that executed and legally-binding license agreements or other such relevant and satisfactory documentation from adjacent property-owners showing that understandings for such passageway improvements (including the temporary disruptions to passageway access needed to construct them) have been provided?

3. Elevator Use (Sharing, Security, Etc.)

Considering how important it is to keep the operations of the child care facility separate from the occupants of the housing above and below it during operating hours of the child care facility, how exactly is elevator use going to be handled?

Are residents of the apartments going to be "locked out" of accessing the elevator for the child care facility level? Are built-in elevator controls sufficient to address legal questions surrounding security and emergency access for all users of the elevator during times when the child care facility is open?

Does Y&FO anticipate usage of the elevator by clients, employees and service providers (deliveries of food service supplies for kitchen, etc.) of the child care facility or is all such access going to be handled exclusively from the Cumberland Avenue entrances (playground and street entrances)?

4. Playground Construction - Permeable Surfaces & Subsurface Conditions

The engineering details around the playground are sparse and have not been questioned or evaluated by the Planning Board. This is a very large area (effectively replacing the footprint of the existing Maria's Restaurant building) which is proposed to have basically a giant stormwater retention pit underneath it that will be holding a lot of water (which is very heavy) as well as 100+ kids and staff and playground equipment. To avoid subsidence and long-term maintenance issues, it is not at all clear how the various aspects of it are to be handled. What will the playing surfaces be and how will drainage be conducted? Will the area be a mix of asphalt, artificial turf (not sure how water runs off that or just seeps through), rubberized safety surfaces, etc? How do those choices impact long-term maintenance of the stormwater facility? Will large playground equipment have to be carefully placed in order not to interfere with any underground infrastructure? Is ANY stormwater from the site expected to permeate through the soils directly below the playground and count towards stormwater calculations? Where is the soils report and geo-tech evaluations needed to give credence to the plans of the applicant?

5. Transformer - Back Entrance - Interplay with Building Functions

There is very little information of what the transformer box will look like in the back of the passageway where residents will be using an entrance for bicycle storage and other building service related functions. Are the clearances there acceptable for ADA purposes and adequate for building maintenance purposes (like trash removal, etc.) and how will things like an elevated concrete pad or bollards be treated with respect to those kinds of evaluations?

Squeezing a giant transformer into a place where a lot of other things are expected to happen around it all the time seems like a poor idea and possibly even unsafe.

The applicant should be questioned on where exactly does the transformer planning stand right now and how much further back and forth may be needed between CMP, itself and planning staff around the design and siting of it to ensure this is not a huge barrier to a critical part of the building's routines and those of its planned inhabitants.

George Rheault <george.rheault@gmail.com>

to Planning, Kevin, Matthew, Eric, jmy 

Nothing produced in the public record to date is reasonably persuasive that the applicant has the financial capacity, experience or operational ability to see the project through to completion.

1. We have a single letter from the applicant's financial institution saying they have funds in the bank and an existing relationship with the financial institution.

How is this persuasive evidence that the applicant, who has never built anything, never mind a complex multi-use housing project on a complex site, has the financial wherewithal to get this done? Without any legally binding experienced joint partner?

The applicant has an existing \$500,000 mortgage granted to help buy the Maria's Restaurant parcel. We have no idea what the repayment terms are exactly and how it factors into the overall financial picture.

We also have the need for the applicant to undertake and manage (and thus pay for) the enormous task of TEMPORARY RELOCATION during the demolition process and construction phasing. This is likely for a period of at least 24 months and will require the applicant to lease up a third party space large enough for it to conduct its present operations in a manner that allows it to maintain its current clients and funding streams (government subsidies for Pre-K and childcare). The applicant has never had to make lease payments or rent space from a third party as far as I can tell. Additionally, it must fit up the new space, make it safe in order to retain its licensing credentials, and install things like playground equipment - and it is not at all clear what can be moved from the existing site to the new temporary site and what can then be retained from the temporary site to the final finished new development.

I should note that one of the Y&FO's senior managers left last year and to my knowledge this position remains vacant. The idea that the loss of an experienced long-tenured staff member will not impact the capacity of a small organization that intends to get into a whole new business (landlord, subsidized-housing manager) while also undertaking a DOUBLING of program capacity is crazy.

We also have zero representations of the status of the various funding streams that Y&FO obtained during their initial 2020 Plan A. Are ANY of these still available? Will they have to be amended and re-ratified now that a very different Plan B is now on the table? The Planning Board seems uninterested in exploring any of this along with planning staff.

Chair Brandon Mazer, in his capacity as a private attorney representing an abuttor client, recently helped scuttle a modest subdivision project in Cape Elizabeth (Carr Woods) by raising a host of capacity issues. The Cape Elizabeth Planning Board ultimately found Chair Mazer's concerns persuasive and it would be the height of hypocrisy for Chair Mazer to suddenly decide that serious and fundamental capacity issues are an insignificant nothing burger detached from any meaningful substance.

2. Right, Title & Interest - Legal Cloud

As expected, there is a very big cloud over the applicant's legal ability to demolish the chapel.

Counsel for the applicant has submitted the barest opinion possible that largely concedes that there is a very big problem here that the applicant has not bothered to adequately address. It is embarrassing that the applicant's attorney relies upon a single court case for its formidable conclusion on the issue of legal capacity but so lacks confidence in their position that they fail to even provide a case citation and date. Also they suggest that the passage of over 150 years is somehow enough to release a gift restriction when the triggering of that timing is very much in question here. It was literally in the last few years or so that ANYONE associated with the Preble Chapel ever thought seriously about demolishing the structure. In fact, virtually all of its predecessor trustees, including during various renovations, all treated the assumption of preservation of the building as a requirement and respected it. THAT history cannot be wiped away.

The fact is that under Maine law protections exist to ensure donor intent is given proper effect over time. The applicant must first go to court to make its case that circumstances have changed (other than just mere inconvenience) that allow it to demolish the chapel and redevelop the underlying land to create a mix of market-rate and affordable housing to subsidize the charity's programs and purposes.

The law also requires that the Attorney General's office must be part of those court proceedings as it is the AG's Office in Maine that helps protect donors making charitable donations whether or not they have heirs that may have interest in stepping in to enforce a gift instrument.

The applicant has no good answers here other than the hope that the public is too ignorant to object and understand what is going on here.

George Rheault <george.rheault@gmail.com>

to Planning, Kevin, Matthew, Eric, jmy 

Just a note to make clear that the public has not conceded ANY design issues relating to this development.

It is absurd that the applicant is using the excuse that Central Maine Power is driving its building envelope when the 60 Parris Street condo loft building, the Brown Street "Arts District Parking Garage" and the Chestnut Street Lofts project (circa 2007-2008) are all of very recent vintage and have street facades that come very close to overhead power lines.

NOW is the time to bury the power lines around the site because lots of excavation will be happening anyway there (new sidewalks etc.). At the very least, the public deserves to see the sight lines from the apartments which will be impacted by the overhead power lines and how much it will detract from the quality of life in those units.

We also have a ton of other issues to evaluate.

- lack of sound-proofing above and below the child care areas and playground area
- lack of sound-proofing for street noise
- units buried in back corners
- lots of privacy issues - neighboring residential windows looking directly into new units
- air conditioning (fresh air provision and protection from vehicle exhaust)
- protection from kitchen/meal prep facility (Monday - Friday)
- headlights from Public Market Parking Garage
- lack of resident parking and drop-off/pick-up
- communal laundry vs. in-unit laundry
- long walks from elevator to unit entries

Bayside Neighborhood <bnaportland@gmail.com>

to Planning, planning 

Hello Chair Mazer and members of the Planning Board,

I am writing to you on behalf of the Bayside Neighborhood Association urging you to approve Youth and Family Outreach's application to build their proposed mixed income housing development, daycare and playground at 331 Cumberland Ave.

This project presents a unique opportunity to not only increase affordable housing opportunities, but also to expand affordable child care at a scale that matches both city goals and the built environment envisioned for this part of the peninsula. Of particular note is that this project includes a relatively high proportion of units for families, a category of housing that is conspicuously absent from other Bayside housing proposals and is unlikely to be remedied via either the proposed ReCode zoning changes or citizen-led zoning suggestions.

We wholly regret that Preble Chapel must be demolished; over the last century Bayside has been shortchanged in countless ways, including through a disregard for historically significant buildings here despite it being one of the architecturally oldest areas of the peninsula due to it surviving the great fire of 1866. We must stress that the BNA's support for the constructive replacement of the Preble Chapel in no way indicates support for general destruction of Bayside's historical fabric.

But we are familiar with the history of the land and Mary Preble's intentions for it as indicated in the historical record, and feel that this project honors both her vision and Youth and Family Outreach's mission. We recognize YFO's good faith attempts to incorporate the Chapel into their original vision for development; the financial implications for preservation of this building; and the consequences of failing to take advantage of available opportunities to increase Portland's housing stock.

We do, however, urge care in designing the areas of this building fronting on Preble and Portland Street. In light of the levels of gun violence in this area, both recent and historic, we urge you to suggest reinforced glass and a robust surveillance camera system that capture significant portions of the immediate area; easily cleanable surfaces; and window coverings sound mitigation on the Portland Street face. Absent a comprehensive plan to mitigate the collateral impacts of the intentional clustering of social services in this general vicinity, this area will require special treatment for the foreseeable future in order to safeguard the health and safety of tenants and children using YFO's facility.

We also ask you to prioritize preservation of the existing tree canopy surrounding the site. New plantings, while essential, cannot replicate the environmental value of the existing mature trees in this inequitably-forested section of the city.

Thank you,

Sarah Michniewicz
President, Bayside Neighborhood Association

Mission Statement

*The **Bayside Neighborhood Association (BNA)** brings members of the Bayside community together. BNA brings conversations about Bayside to Bayside and to the greater community in a way that organizes, informs, and empowers residents; social service and other organizations; local businesses; and city representatives to form meaningful and long-term partnerships. BNA preserves and promotes safety, multi-cultural diversity, housing, and carefully planned social, economic, and physical development in this unique urban community.*

Lynn Jennings <pipitbird@gmail.com>

to planningboard 

Hello: Lynn Jennings of 1187 Westbrook St Portland.

I am writing regarding 331 Cumberland Ave Site Plan App which contemplates the demolition of the Preble Chapel.

I see the staff has given a green light to the PB approving the demolition based on the analysis below. The problem with this analysis is it ignores the Site Plan standards, and essentially makes up a new standard (perhaps) to find a way to recommend approval of the plan. Please read the standard as written and apply it fairly. "Local Archaeological Resources" includes "Sites listed or eligible for listing on the National Register of Historic Places." Portland Land Use Ordinance page 14-15, Section 14.6.4.E.3.8.vii. No one has suggested that the Chapel is not eligible for listing. You should find out. Ask the HP staff if it is eligible.

If it is eligible for listing, the only way you can approve this site plan is if you ignore the Ordinance. The Ordinance states that "All development shall .. protect .. local archaeological resources known to exist .. on the site." You all know that the Preble Chapel exists at the site. The plan before you does not protect the chapel, it destroys it. So if in fact the Chapel is eligible you cannot approve.

The staff memo does not tell you that the standard applies not just to a locally designated historic landmark but to structures that are "eligible for listing on the National Register of Historic Places." Different animal than "locally designated historic landmark." <https://www.nps.gov/subjects/nationalregister/index.htm> "National Register listing does not automatically invoke local historic district zoning or local landmark designation." Not clear why the staff omits what the Ordinance states.

I respectfully request you pay attention to the wording of the Ordinance, DO NOT read out provisions that would allow you to vote in favor of a worthy project. Please read the Ordinance, find out if the chapel is eligible for listing and if it is, you will need to vote no.

Thanks for reading.

Lynn Jennings

1187 Westbrook Street

Portland

Staff Memo below omits the language on "eligible for listing."

E. Historic resources

The proposed building lies within 100 feet of the Congress Street Historic District and was subject to a Historic Preservation Advisory Review, which occurred as part of the design review of the application, and is detailed in the attached design review memo (Attachment S2.)

This application does propose the demolition of the Preble Street Chapel, which was constructed in 1851 and renovated in 1899. This building, as noted above is not located within an historic district, and is not a locally designated historic landmark, and is therefore not protected from demolition.

At its June 12, 2024 meeting, the Portland Historic Preservation Board discussed a motion brought forward by a Board member to consider designating the Preble Street Chapel as a landmark. Following Board discussion, no other Board member chose to second the proposed motion and the nomination was withdrawn. Staff consider this standard to be met.

U:\4277_Youth and Family Outreach Portland ME\2 - CAD\DWG\4277-COVER.dwg 7/12/2024 3:38 PM

PROJECT PARCEL SITE		
ZONING: B3 DOWNTOWN ZONING DISTRICT		
PORTLAND TAX ASSESSOR'S MAP AND LOT NUMBERS		
MAP	BLOCK	LOT
33	K	010
33	K	007

APPLICANT:
Youth and Family Outreach / YFO Resource Hub LP
331 CUMBERLAND AVENUE
PORTLAND, ME 04101
ATTN: CAMELIA BABSON-HALEY
PH. 207-874-1073
camelia.haleyfo@gmail.com

C.C.R.D. BOOK 35530, PAGE 234
BOOK 225, PAGE 350

REFERENCE PLAN:
1. "BOUNDARY AND TOPOGRAPHIC SURVEY 331 & 337 CUMBERLAND AVENUE
PORTLAND ME", BY NORTHEAST CIVIL SOLUTIONS, DATE AUGUST 15, 2018.

INDEX

C-1.0	COVER SHEET
C-1.1	GENERAL NOTES & LEGEND
C-1.2	BOUNDARY & EXISTING CONDITIONS SURVEY (BY NORTHEAST CIVIL SOLUTIONS)
C-2.0	EXISTING CONDITIONS & REMOVALS PLAN
*C-2.1	CONSTRUCTION MANAGEMENT PLAN
C-3.0	OVERALL SITE PLAN
C-3.1	PORTLAND STREET BUMPOUT PLAN
C-3.2	CUMBERLAND AVENUE ENLARGEMENT SHEET
C-3.3	RECORDING PLAT
C-4.0	GRADING, DRAINAGE & EROSION CONTROL PLAN
C-5.0	UTILITY PLAN
C-6.0	SITE & MISCELLANEOUS DETAILS
C-6.1	SITE & MISCELLANEOUS DETAILS
C-6.2	SITE & MISCELLANEOUS DETAILS
C-6.3	SITE & MISCELLANEOUS DETAILS
C-6.4	FERGUSON DETAILS FOR R-TANK STORAGE
C-6.5	FERGUSON DETAILS FOR R-TANK STORAGE
*C-7.0	SITE SECTIONS

LANDSCAPE PLANS (STUDIO MLA ARCHITECTS)

L100	Existing Conditions
L101	Playground Plan
L102	Proposed Site Planting Plan
L103	Tree Images
L104	Fence Detail
P-1.0	SITE LIGHTING / PHOTOMETRICS PLAN (SWANEY LIGHTING)

*NOT INCLUDED IN THIS PLAN SUBMISSION

Stephen R. Bushey

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

SITE DEVELOPMENT PLANS FOR THE YOUTH AND FAMILY OUTREACH CENTER 331 CUMBERLAND AVENUE INCLUDING NEW YFO COMMUNITY CENTER & 60 APARTMENT UNITS (48 AFFORDABLE / 12 MARKET RATE) PORTLAND, MAINE MAJOR SITE PLAN SUBMISSION JULY 2024

UTILITIES

WATER:
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104
207.761.8310
CONTACT: ROBERT BARTELS
rbarfels@pwd.org

SEWER:
CITY OF PORTLAND
PUBLIC SERVICES DIVISION
212 CANCO ROAD
PORTLAND, MAINE 04103
207.874.8840
CONTACT: KEITH GRAY / BRAD ROLAND

ELECTRIC:
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.842.2367
CONTACT: JAMIE COUGH / PAUL DUPERRE

TELEPHONE:
CONSOLIDATED COMMUNICATIONS
5 DAVIS HILL FARM ROAD
PORTLAND, MAINE 04103
207.797.1866
CONTACT: PATRICK MORRISON

NATURAL GAS:
NORTHERN UTILITIES / UNITIL
376 RIVERSIDE INDUSTRIAL PARKWAY
PORTLAND, MAINE 04103
207.541.2536
CONTACT: BRIDGET HARMON
harmon@unitil.com

CABLE TV:
TIME WARNER CABLE / SPECTRUM
115 JOHNSON ROAD
PORTLAND, MAINE 04102
207.253.2324
CONTACT: MARK PELLETIER

DIG SAFE:
CALL BEFORE YOU DIG
DIAL 811 (AT LEAST 72 HRS IN ADVANCE)

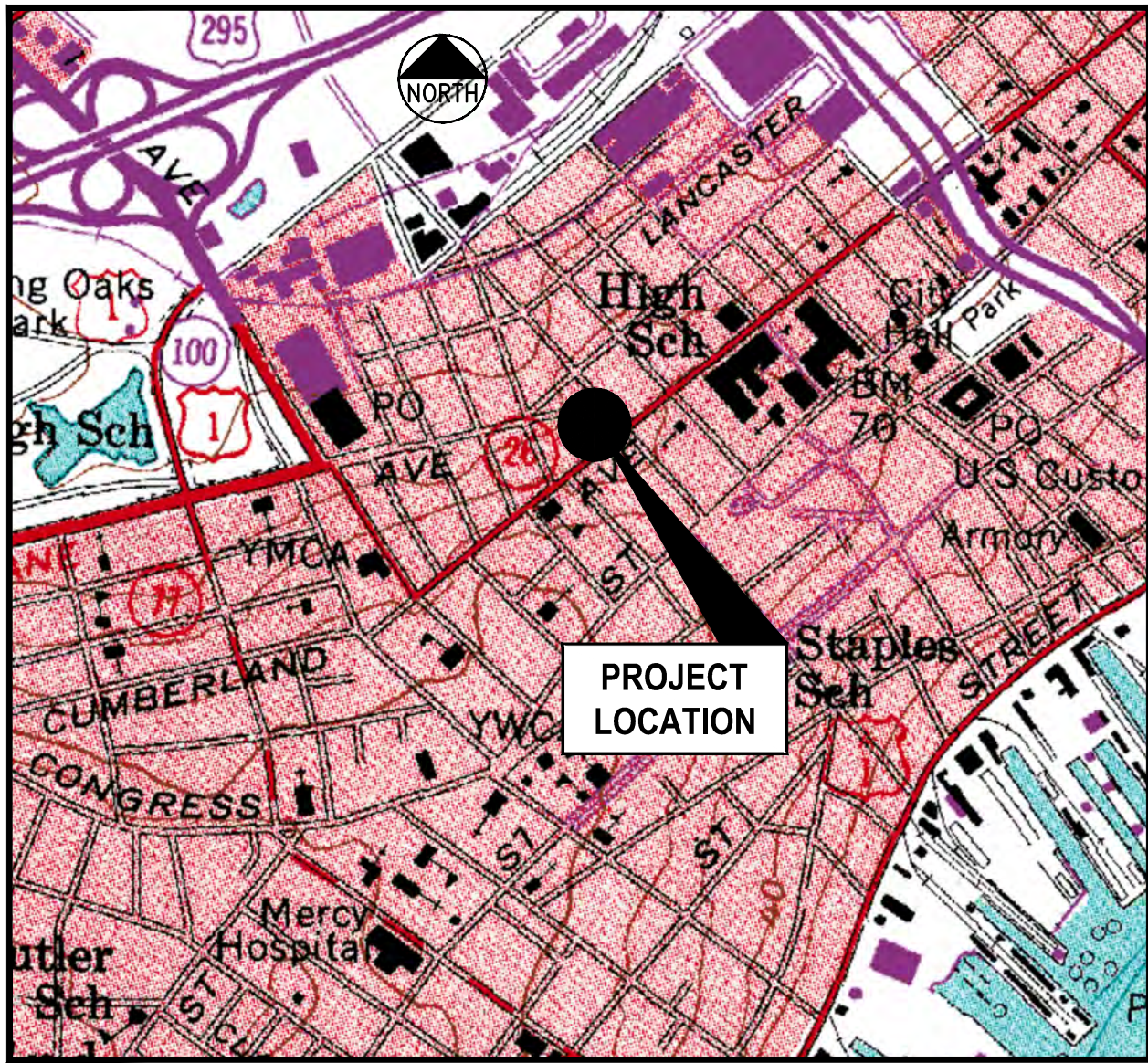
PERMITS / APPROVALS

LOCAL	GOVERNING BODY	STATUS
MAJOR SITE PLAN APPLICATION	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8719 CONTACT: MATT GROOMS / ERIC FREEMAN	PRE APP - 02.21.2024 MAJOR SITE PLAN SUBMISSION: PL-002938-2024 PB WORKSHOP - 07.09.2024 PB PUBLIC HEARING - 08.13.2024 (TENTATIVE)
BUILDING AND DEMOLITION PERMITS	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL 389 CONGRESS STREET PORTLAND, MAINE 04101 207.874.8703	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR
STREET OPENING PERMIT	CITY OF PORTLAND PUBLIC SERVICES DIVISION 212 CANCO ROAD PORTLAND, MAINE 04103 207.874.8801	TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR

STANDARD PROCEDURES

- Note: The following standard procedures and requirements apply to all approved site plans:
- Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
 - Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.
 - Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.
 - Construction Management Plans The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.
 - Preconstruction Meeting Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
 - Department of Public Works Permits If work or obstructions will occur within the public right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
 - Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
 - Third Party Inspections For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval.
 - The inspector will submit weekly written reports to the Stormwater Coordinator(s) in the Water Resources Division of Public Works. Reports must include: project ID, project address, the date(s) and time(s) of inspection(s), site photographs of areas under construction, and the date(s) and approximate duration(s) of any rainfall events. The report will identify and describe any erosion problems or discharge of pollutants and what actions will be taken to address these issues and repair any damage to other properties or natural resources, actions to eliminate the erosion source, and actions to prevent future sediment discharges from the area.
 - Defect Guarantee A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
 - As-Built Final Plans Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (.dwg), release AutoCAD 2005 or greater. Please provide one hard copy of the mylar.
 - Mylar Copies Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.
 - Impact Fees New development or changes of use that result in net new residential dwelling units, non-residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.



LOCATION MAP
N.T.S.

CONSULTANT LIST

CIVIL ENGINEER:
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Northeast Civil Solutions
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SCARBOROUGH, ME 04074
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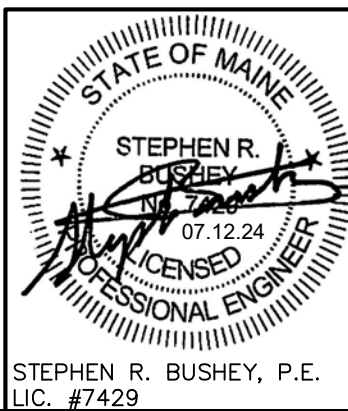
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INTERIORS / PLANNING / LANDSCAPE:
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EMILY WASSMER, PG/LG, LSP
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NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

Rev.	Date	Revision

Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

Design: SRB	Draft: CDD	Date: MARCH 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4277
File Name: 4277-COVER.dwg		
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An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	COVER SHEET
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.

C-1.0

GENERAL NOTES

1. IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL OR MOST CURRENT MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) SPECIFICATIONS FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.
6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO SITE ACCESS CONDITIONS, SIDEWALK AND / OR STREET CLOSINGS.

PERMITTING NOTES

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE-REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

SITE LAYOUT NOTES

1. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
2. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
3. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
2. AN "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.
3. A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.
4. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.
5. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
6. ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
7. COMPACTION REQUIREMENTS:
- | LOCATION | MINIMUM COMPACTION* |
|---|---------------------|
| SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS | 95% |
| SUBGRADE FILL BELOW PAVED AREAS | 90% |
| TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL | 95% |
| BELOW LOAM AND SEED AREAS | 90% |
| STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA | 95% |
| SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS | 95% |
- AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE
- *ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM-D-1557.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS.
10. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.
11. NATIVE SOILS RANGE FROM SANDY TO SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW, APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

PENDING SITE PLAN CONDITIONS OF APPROVAL - TO BE ADDED UPON RECEIPT OF APPROVALS

STANDARD CONDITIONS OF APPROVAL

Standard Procedures

Note: The following standard procedures and requirements apply to all approved site plans:

1. Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
2. Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.
3. Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.

4. Construction Management Plans The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.
5. Preconstruction Meeting Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
6. Department of Public Works Permits If work or obstructions will occur within the public right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
7. Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
8. Third Party Inspections For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval.
9. The inspector will submit weekly written reports to the Stormwater Coordinator(s) in the Water Resources Division of Public Works. Reports must include: project ID, project address, the date(s) and time(s) of inspection(s), site photographs of areas under construction, and the date(s) and approximate duration(s) of any rainfall events. The report will identify and describe any erosion problems or discharge of pollutants and what actions will be taken to address these issues and repair any damage to other properties or natural resources, actions to eliminate the erosion source, and actions to prevent future sediment discharges from the area.
10. Defect Guarantee A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
11. As-Built Final Plans Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (.dwg), release AutoCAD 2005 or greater. Please provide one hard copy of the mylar.
12. Mylar Copies Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.
13. Impact Fees New development or changes of use that result in net new residential dwelling units, non-residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVI). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy.

UTILITY NOTES

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION. CONNECTIONS TO EXISTING SEWER SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF PORTLAND PUBLIC SERVICES DIVISION RECOMMENDATIONS AND REGULATIONS.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, CONDUIT AND BACKFILLING ASSOCIATED WITH UNDERGROUND POWER, COMMUNICATIONS AND CABLE.
5. COORDINATE ALL OTHER UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT, AT NO EXTRA EXPENSE TO THE OWNER.
6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO CENTRAL MAINE POWER STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT. WORK ADJACENT TO THE UNE SHALL BE MONITORED BY CENTRAL MAINE POWER.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCE, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCE ASSOCIATED WITH THE PROJECT.
2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.
3. PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.
4. SILT BARRIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
5. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.
6. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.
7. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUDED AREAS ON THE SITE DURING CONSTRUCTION.
8. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION/SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
9. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
10. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.
11. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.
12. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, 2014".

EXISTING

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- UTILITY POLE
- LIGHT POLE
- DMH DRAINAGE MANHOLE
- EMH ELECTRIC MANHOLE
- SMH SEWER MANHOLE
- CATCH BASIN
- SIGN

- EDGE OF PAVEMENT
- CURB
- OHW OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- TELEPHONE
- W WATER LINE
- G GAS LINE
- 15"san SANITARY SEWER
- SD STORM DRAIN
- 1' CONTOUR
- SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
- BUILDING
- RETAINING WALL/WOOD TILES
- PROPERTY LINE
- EASEMENT LINE
- TEST BORING

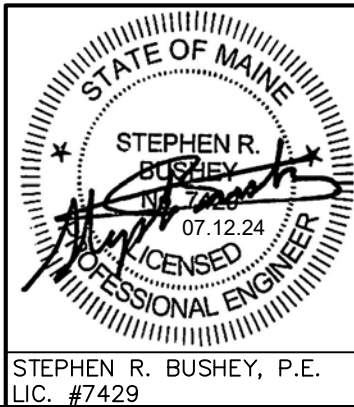
PROPOSED

- BARRIER FREE SYMBOL
- SIGN
- SIGN LABEL
- BUILDING / BUILDING ACCESS
- VERTICAL GRANITE CURB
- CB CATCH BASIN
- CONTOUR LABEL
- DMH DRAIN MANHOLE
- SLOPE DESIGNATION
- SPOT GRADE
- SPOT GRADE AT RETAINING WALL (TW = TOP WALL / BW = BOTTOM WALL)
- UNDERDRAIN
- STORM DRAIN
- CURB STOP
- HYDRANT
- LIGHT POLE WITH FIXTURE(S)
- SMH SANITARY SEWER MANHOLE
- TEST PIT
- UTILITY POLE
- VALVE
- SANITARY SEWER
- DOMESTIC/ FIRE WATER MAIN
- GAS MAIN
- UNDERGROUND ELECTRIC

GEOTECHNICAL SUMMARY
SEE THE GEOTECHNICAL REPORT FROM S.W. COLE ENGINEERING, INC., DATED JUNE 21, 2024, FOR THE FULL INVESTIGATION & RECOMMENDATIONS. THE FOLLOWING IS A SUMMARY OF THE PRINCIPAL GEOTECHNICAL CONSIDERATIONS:

- SW Cole recommends the mixed-use apartment building foundations be supported on steel H-piles driven to end-bearing on bedrock. Alternatively, the building foundations could be supported on Rigid Inclusion ground improvements. On-grade floor slabs may be soil supported.
- Foundations should be underlain with at least 6-inches of compacted Crushed Stone. Basement floor slabs should bear on at least 12-inches of compacted crushed stone overlying properly prepared subgrades. We recommend the design consider installing a Radon Venting system within the crushed stone beneath on-grade floor slabs.
- The proposed retaining wall and grade raise fills behind the retaining wall adjacent to the Earl Apartments should bear on ground improved with Rigid Inclusions or Aggregate Piers to help reduce additional stress associated with the grade raise fills from adversely impacting the Earl Apartments building and infrastructure.
- Uncontrolled fills should be proof-rolled and soft areas repaired prior to installing pavement gravels or floor slab base material.
- Subgrades across the site will consist of frost and moisture sensitive soils. Earthwork and grading activities should occur during drier, non-freezing weather of Spring, Summer, and Fall. Excavation of bearing surfaces should be completed with a smooth-edged bucket to lessen subgrade disturbance.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision

3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION
Rev.	Date	Revision

Design: SRR	Draft: CDD	Date: MARCH 2024
Checked: SRR	Scale: AS NOTED	Job No.: 4277
File Name: 4277-GEN NOTES.dwg		
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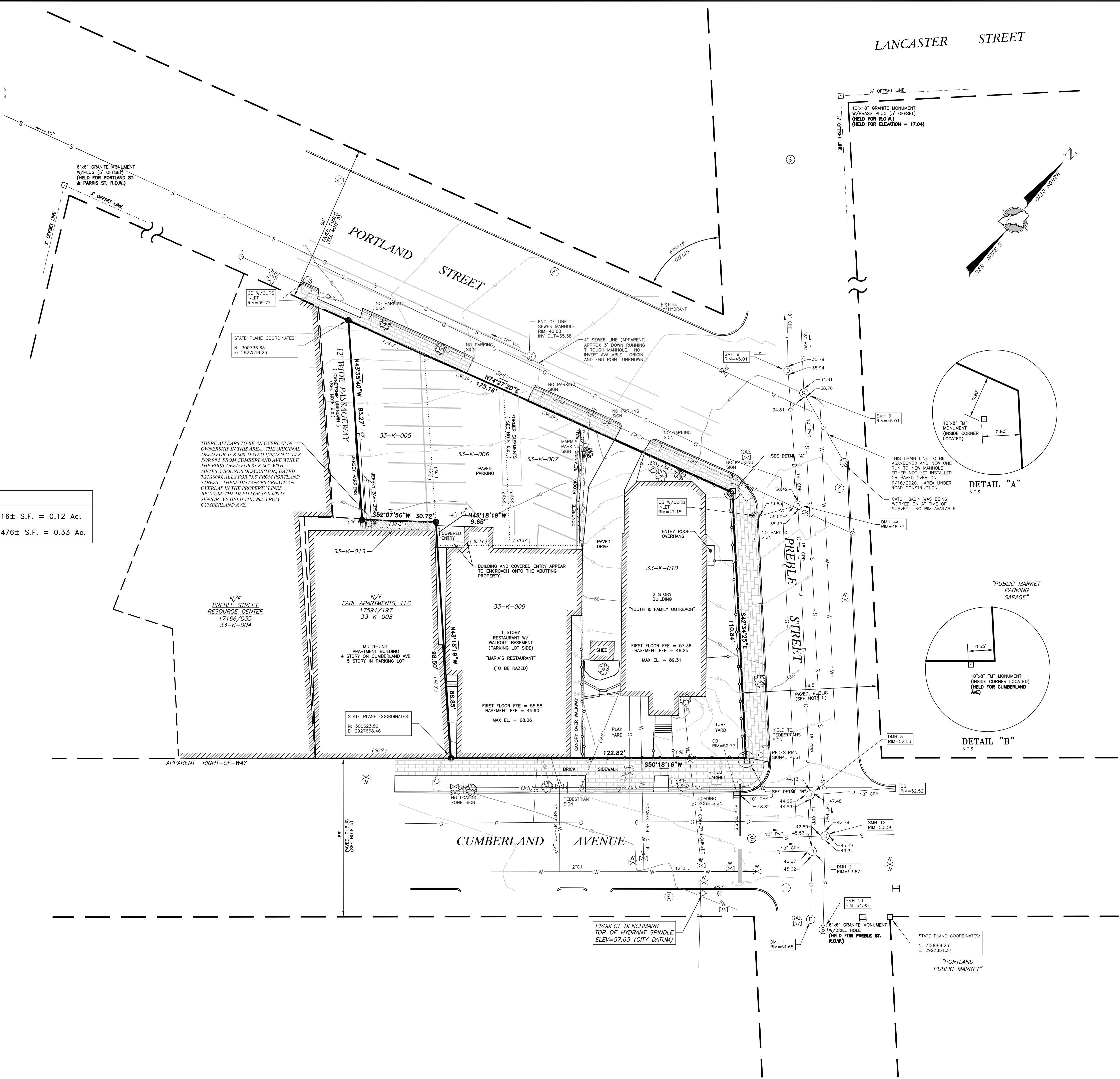
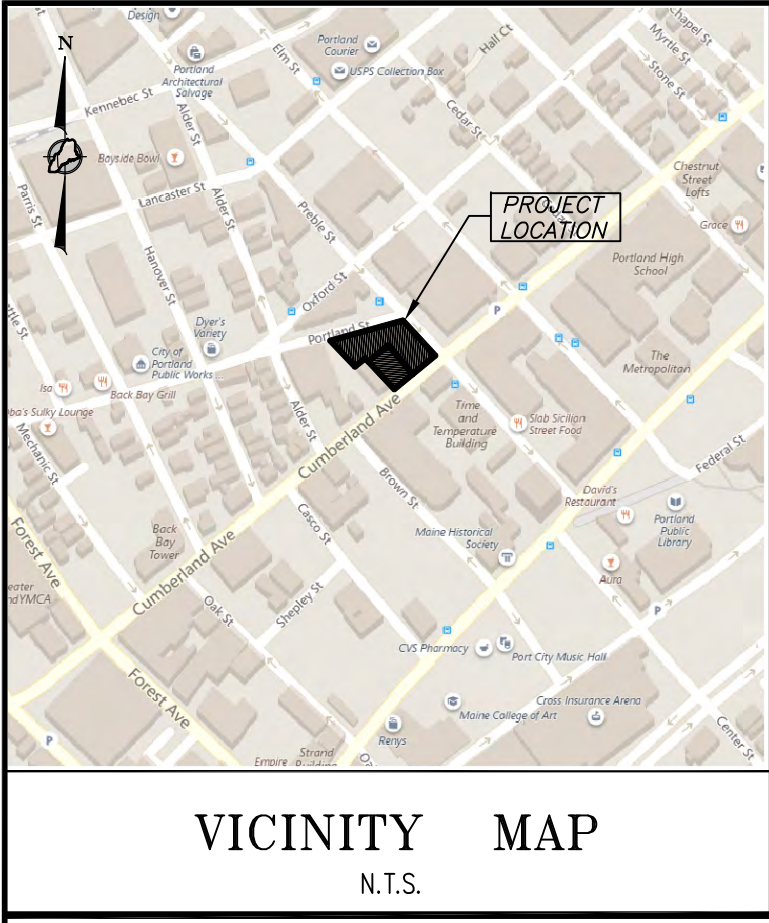


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(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	GENERAL NOTES & LEGEND
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.

C-1.1



LEGEND

- #5 REBAR WITH PLASTIC CAP (PROPOSED)
FOUND MONUMENT (SIZE & TYPE AS NOTED)
UTILITY POLE (NUMBER AS NOTED)
GUY WIRE ANCHOR
FOUND DECIDUOUS TREE (SIZE & TYPE AS NOTED)
FOUND CONIFEROUS TREE (SIZE & TYPE AS NOTED)
- BOUNDARY LINE
EASEMENT LINE
EDGE OF PAVEMENT
RIGHT-OF-WAY LINE
ABUTTER LINE
BUILDING SETBACK
OVERHEAD UTILITY
WATER LINE
GAS LINE
FORMER DEED LINES
NOW OR FORMERLY OWNED BY
DEED BOOK AND PAGE
TAX MAP-LOT
PARENTHESIS DENOTE RECORD DATA
- N/F
1234/567
12-34
(123.45)

NOTES

1. RECORD OWNER OF PARCEL 33-K-10 IS YOUTH & FAMILY OUTREACH (1/4/a PORTLAND MINISTRY AT LARGE) AS DESCRIBED IN A DEED FROM MARY PREBLE, DATED SEPTEMBER 17, 1850 AND RECORDED IN BOOK 225, PAGE 350 IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
- RECORD OWNER OF PARCELS 33-K-5, 6, 7 & 9 IS YOUTH AND FAMILY OUTREACH AS DESCRIBED IN A DEED FROM ANTHONY M. NAPOLITANO, GREGORY J. NAPOLITANO AND FRANCIS W. NAPOLITANO, DATED MARCH 4, 2019 AND RECORDED IN BOOK 35530, PAGE 234 IN SAID REGISTRY.
- TOTAL LOT AREA IS: 19,593± S.F.
2. THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 33, BLOCK K, PARCELS 5, 6, 7, 9 & 10.
3. THE BEARINGS SHOWN ON THIS PLAN ARE BASED ON MAINE COORDINATE SYSTEM OF 1983, WEST ZONE, GRID NORTH.
4. REFERENCE IS MADE TO THE FOLLOWING PLANS:
a. CITY OF PORTLAND VALUATION MAP VOLUME #33, DATED 1882, PROVIDED BY CITY OF PORTLAND PUBLIC WORKS.
5. THE WIDTH OF CUMBERLAND AVENUE IS 66' BASED ON CITY RECORDS. THE WIDTH OF PREBLE STREET IS 56.5' BASED ON CITY RECORDS. THE WIDTH OF PORTLAND STREET IS 66' BASED ON CITY RECORDS. THE LAYOUT OF THE RIGHT-OF-WAY LIMITS ARE BASED ON CITY STREET LINE SHEETS PROVIDED BY PUBLIC WORKS AND MONUMENTATION FOUND.
6. REFERENCE IS MADE TO THE FOLLOWING EASEMENTS OF RECORD:
a. CROSS EASEMENTS BETWEEN 33-K-006 AND 33-K-007 APPEAR TO HAVE BEEN EXTINGUISHED BY MERGER OF TITLE AS THE EASEMENTS DO NOT BENEFIT ANY OTHER PARCELS AND BOTH PARCELS ARE IN THE SAME OWNERSHIP.
b. PARCELS 33-K-004, 33-K-005 AND 33-K-008 ALL APPEAR TO HAVE RIGHTS IN THIS 12' WIDE PASSAGEWAY. THE FEE OWNERSHIP APPEARS TO LIE WITH A PARTY OTHER THAN THE ABOVE MENTIONED PARCELS.
7. AS OF THE ORIGINAL DATE OF THIS PLAN, THE PARCEL SURVEYED IS LOCATED IN THE B-3 ZONE. PORTIONS OF BULK & SPACE REQUIREMENTS ARE AS FOLLOWS:
MINIMUM LOT AREA = NONE
MINIMUM FRONTAGE = 15'
SETBACKS:
FRONT = 5' MAXIMUM
SIDE = NONE
REAR = NONE
- OTHER MUNICIPAL AND STATE OVERLAY ZONES MAY EXIST AND APPLY. BEFORE PROCEEDING ON ANY PROJECT WE RECOMMEND VERIFYING CURRENT ZONE AND ALL APPLICABLE SETBACKS AND RESTRICTIONS WITH THE APPROPRIATE AGENCIES.
8. ELEVATIONS AND CONTOURS ARE BASED ON CITY OF PORTLAND DATUM USING THE 3' OFFSET MONUMENT AT PREBLE & LANCASTER STREETS (ELEV 17.04) PROVIDED BY PUBLIC WORKS. SEE PLAN FOR TEM DESCRIPTION.
9. THE UTILITIES SHOWN ON THIS PLAN WERE MARKED BY DIG SMART OF MAINE ON 8/07/2018 AND THEIR LOCATIONS ARE TO BE CONSIDERED APPROXIMATE. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN. CONTRACTOR TO CONTACT DIG-SAFE (888)DIG-SAFE PRIOR TO ANY EXCAVATION WORK.

Revised:	By:	Date:	Change:
4	ASF	5/8/2024	REVISED LOT AREA CHART
3	ASF	3/13/2024	ADDED TOTAL LOT AREA
2	JAP	6/22/2020	ADD INVERTS AND STATE PLANE COORDINATES
1	JAP	5/13/2020	REVISE OWNER OF RECORD FOR 33-K-5, 6, 7 & 9

PROJECT: 41694		DRAWING NAME: 41694.dwg		
ISSUED: AUGUST 15, 2018		SCALE: 1" = 20'	FB # 449B	DRAWN BY: JAP
FIELD BY: DPH / ASF		FIELD DATE: 8/08/2018		CHECKED BY: DMW / TFM

BOUNDARY & TOPOGRAPHIC SURVEY
331 & 337 CUMBERLAND AVENUE, PORTLAND, MAINE

Owner:
YOUTH & FAMILY OUTREACH
331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Prepared for:
YOUTH & FAMILY OUTREACH

SURVEYING • ENGINEERING • LAND PLANNING

Northeast Civil Solutions
INCORPORATED

381 PAYNE ROAD, SCARBOROUGH, MAINE 04074

tel 207.883.1000 fax 207.883.1001 e-mail / website info@northeastcivilsolutions.com www.northeastcivilsolutions.com

0 20' 40' 80'

STAMP AND SIGNATURE

5/8/2024
TROY F. McDONALD
MAINE PROFESSIONAL LAND SURVEYOR No. 2080

DATE

STATE OF MAINE
TROY F. McDONALD
#2080
PROFESSIONAL LAND SURVEYOR

Rev.	Date	Revision

Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

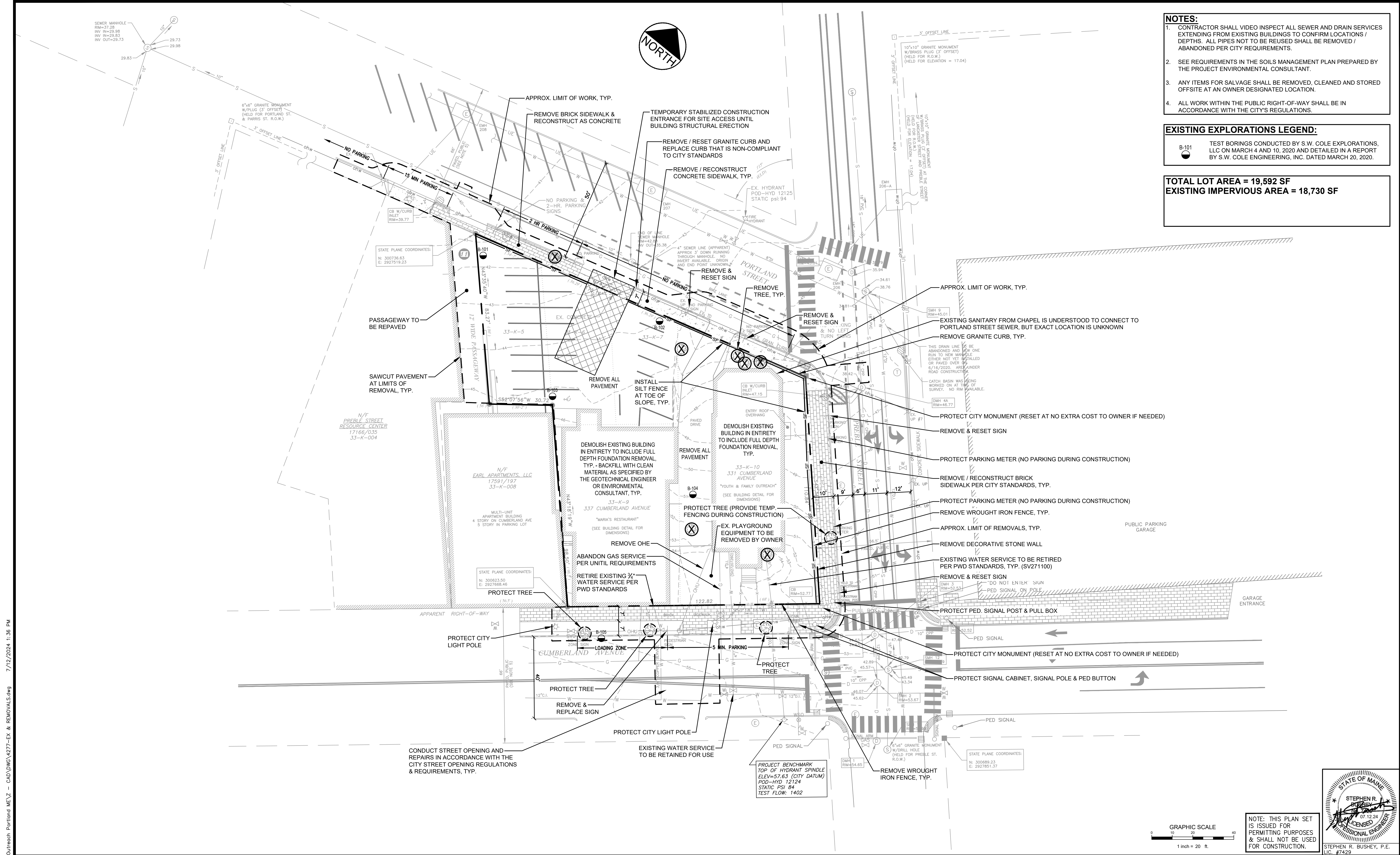
Design: SRB	Draft: CDD	Date: MARCH 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4277
File Name: 4277-EX & REMOVALS.dwg		
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South Portland, ME 04106

Drawing Name:	EXISTING CONDITIONS & REMOVALS PLAN
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.
C-2.0



- NOTES:**
- CONTRACTOR SHALL VIDEO INSPECT ALL SEWER AND DRAIN SERVICES EXTENDING FROM EXISTING BUILDINGS TO CONFIRM LOCATIONS / DEPTHS. ALL PIPES NOT TO BE REUSED SHALL BE REMOVED / ABANDONED PER CITY REQUIREMENTS.
 - SEE REQUIREMENTS IN THE SOILS MANAGEMENT PLAN PREPARED BY THE PROJECT ENVIRONMENTAL CONSULTANT.
 - ANY ITEMS FOR SALVAGE SHALL BE REMOVED, CLEANED AND STORED OFFSITE AT AN OWNER DESIGNATED LOCATION.
 - ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE CITY'S REGULATIONS.

EXISTING EXPLORATIONS LEGEND:

B-101 TEST BORINGS CONDUCTED BY S.W. COLE EXPLORATIONS, LLC ON MARCH 4 AND 10, 2020 AND DETAILED IN A REPORT BY S.W. COLE ENGINEERING, INC. DATED MARCH 20, 2020.

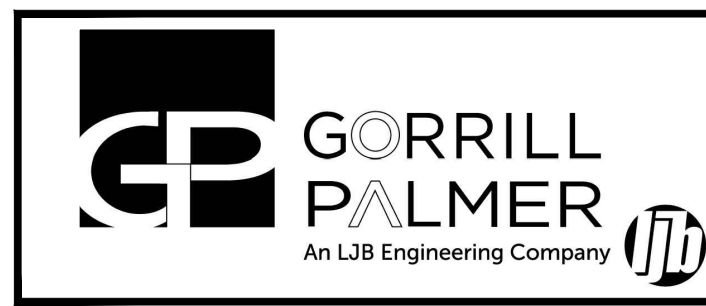
TOTAL LOT AREA = 19,592 SF
EXISTING IMPERVIOUS AREA = 18,730 SF

U:\4277_Youth and Family Outreach Portland ME\2 - CAD\DWG\4277-SITE.dwg 7/12/2024 3:18 PM

Rev.	Date	Revision

Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

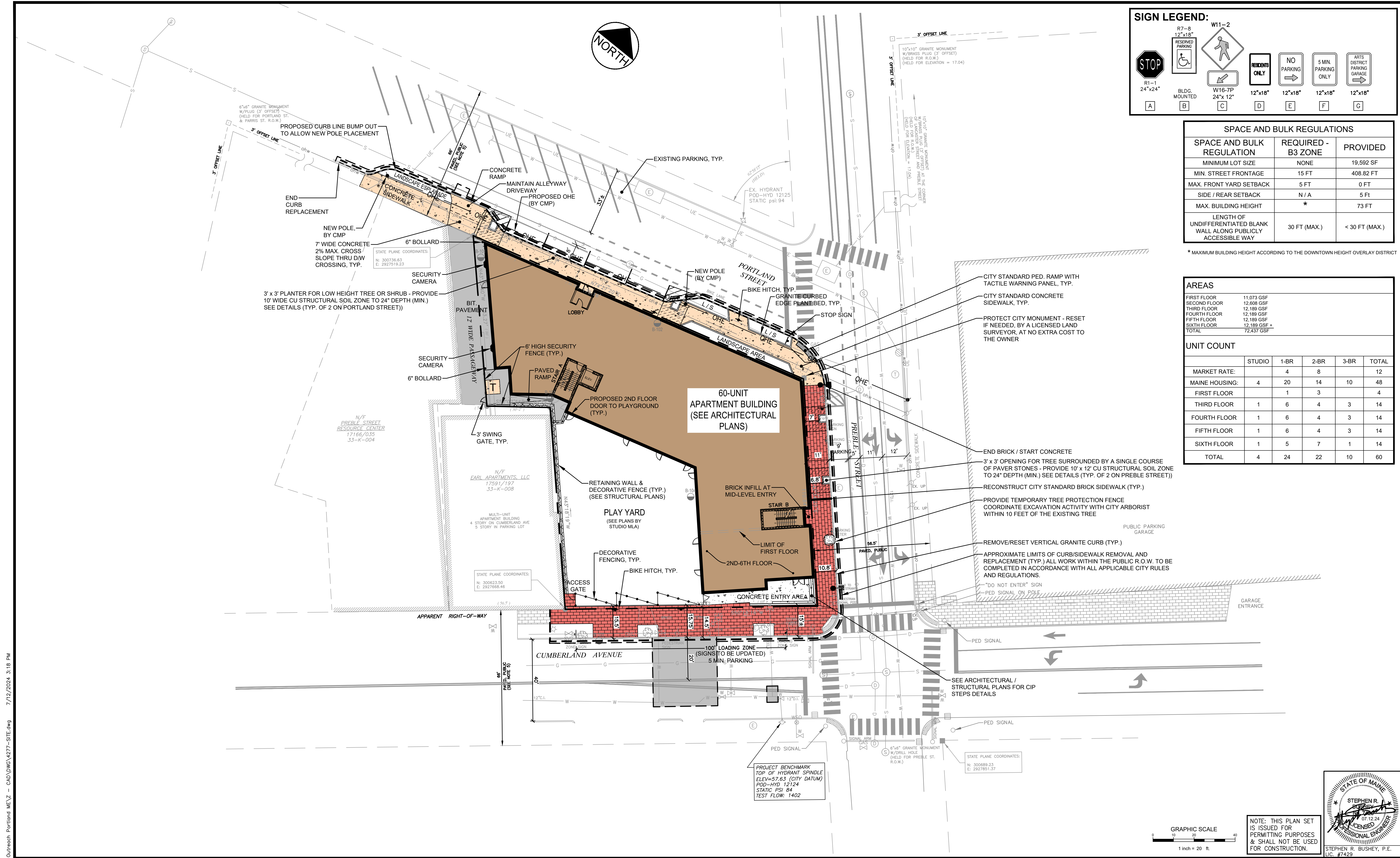
Design: SRR	Draft: CDD	Date: MARCH 2024
Checked: SRR	Scale: AS NOTED	Job No.: 4277
File Name: 4277-SITE.dwg		
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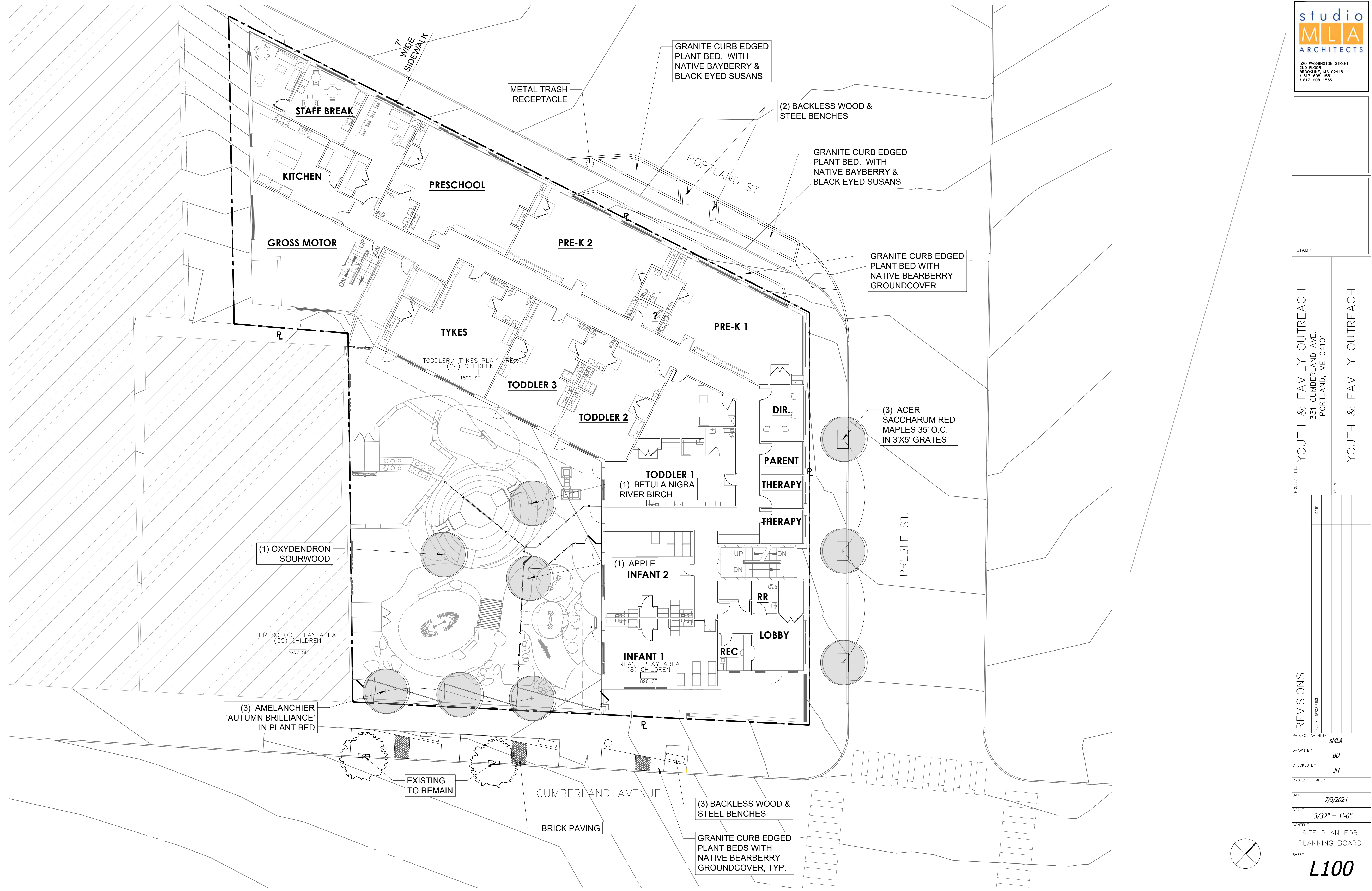


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South Portland, ME 04106

Drawing Name:	SITE LAYOUT PLAN
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.	C-3.0
-------------	-------







studio
MLA
ARCHITECTS

320 WASHINGTON STREET
2ND FLOOR
BROOKLINE, MA 02445
T 617-608-1551
F 617-608-1555

STAMP

PROJECT TITLE

YOUTH & FAMILY OUTREACH
331 CUMBERLAND AVE.
PORTLAND, ME 04101

CLIENT

YOUTH & FAMILY OUTREACH

REVISIONS

REV	DESCRIPTION	DATE

PROJECT ARCHITECT

SMLA

DRAWN BY

BU

CHECKED BY

JH

PROJECT NUMBER

DATE

05-02-2024

SCALE

1/8" = 1'-0"

CONTENT

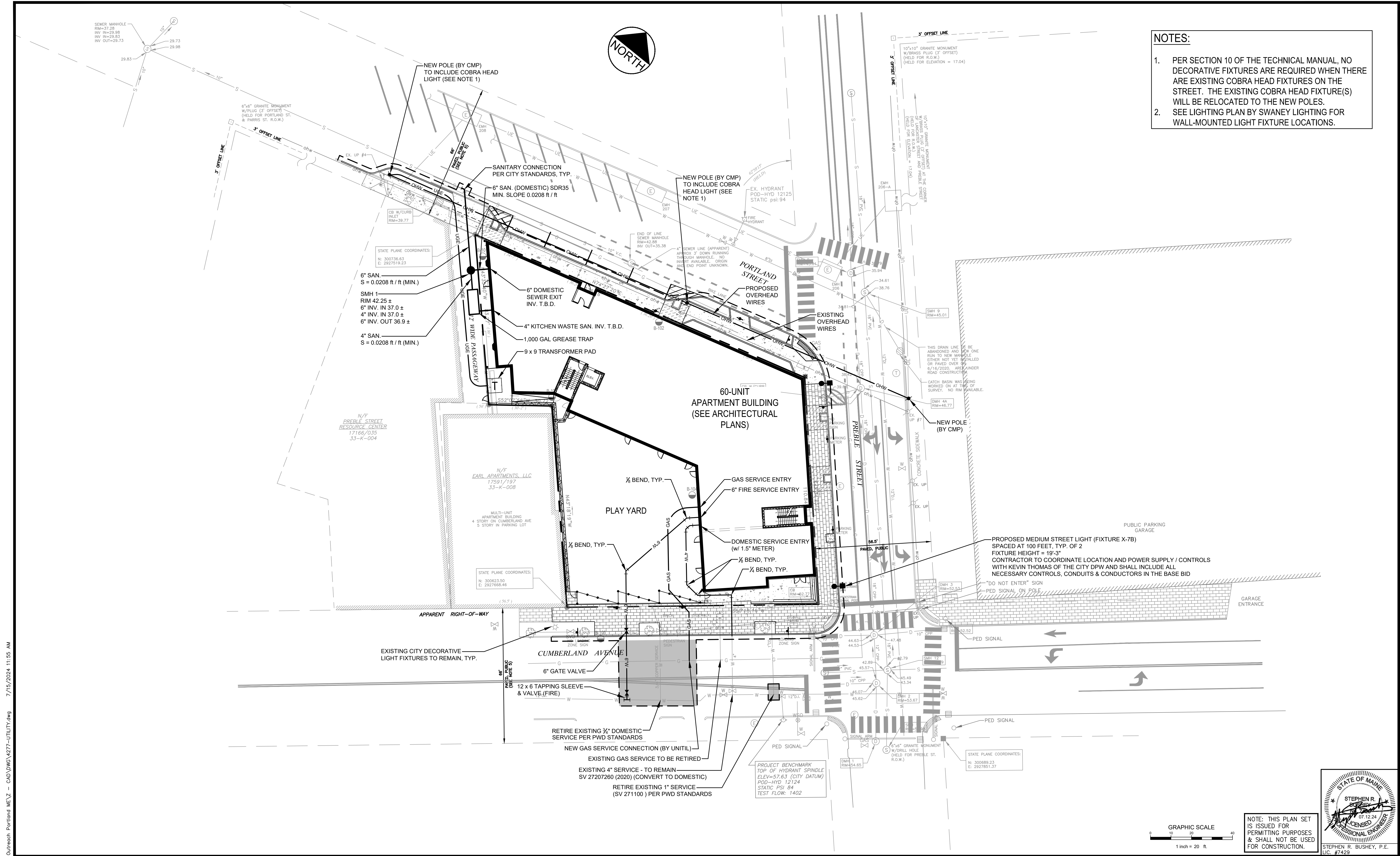
PLAYGROUND PLAN

SHEET

L101

Page 507

U:\4277_Youth and Family Outreach Portland ME\2 - CAD\DWG\4277-UTILITY.dwg 7/15/2024 11:55 AM

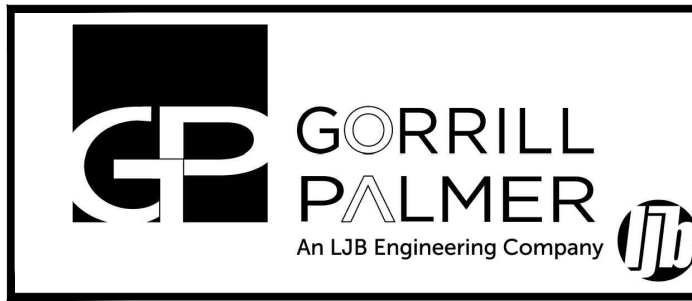


- NOTES:
- PER SECTION 10 OF THE TECHNICAL MANUAL, NO DECORATIVE FIXTURES ARE REQUIRED WHEN THERE ARE EXISTING COBRA HEAD FIXTURES ON THE STREET. THE EXISTING COBRA HEAD FIXTURE(S) WILL BE RELOCATED TO THE NEW POLES.
 - SEE LIGHTING PLAN BY SWANEY LIGHTING FOR WALL-MOUNTED LIGHT FIXTURE LOCATIONS.

Rev.	Date	Revision
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION
2	2024.06.27	REVISED WATER SERVICE
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS

Rev.	Date	Revision
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2	2024.06.27	REVISED WATER SERVICE
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS

Design: SRR	Draft: CDD	Date: MARCH 2024
Checked: SRR	Scale: AS NOTED	Job No.: 4277
File Name: 4277-UTILITY.dwg		
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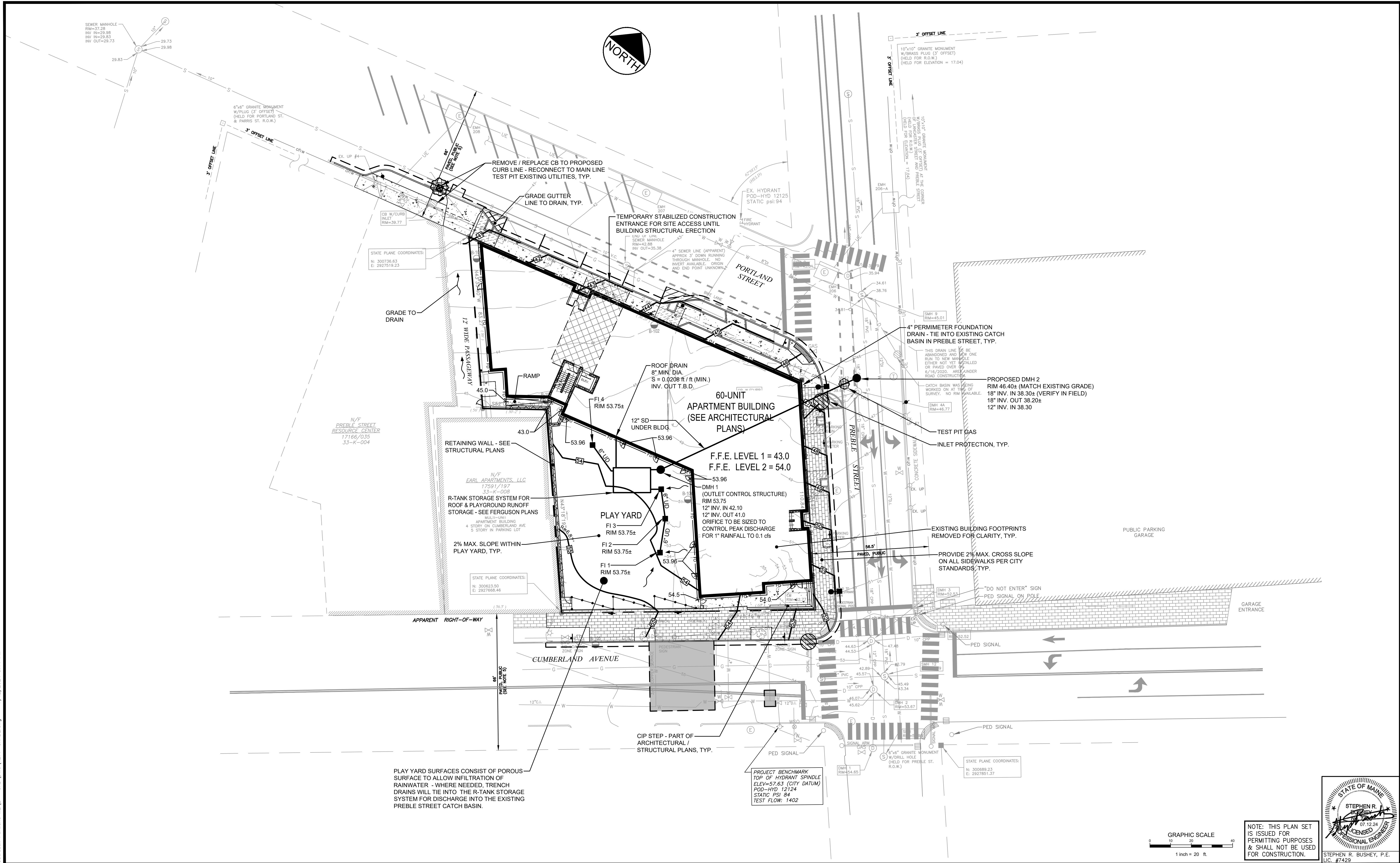
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South Portland, ME 04106

Drawing Name:	UTILITY PLAN
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

STATE OF MAINE
STEPHEN R. BUSHEY, P.E.
L.C. #7429
07.12.24
NOTES: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

Drawing No.
C-5.0

U:\4277_Youth and Family Outreach Portland ME\2 - CAD\DWG\4277-GRADE.dwg 7/12/2024 3:14 PM



Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

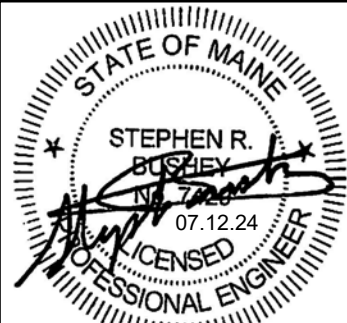
Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

Design: SRR	Draft: CDD	Date: MARCH 2024
Checked: SRR	Scale: AS NOTED	Job No.: 4277
File Name: 4277-GRADE.dwg		
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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	GRADING, DRAINAGE & EROSION CONTROL PLAN
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101



STEPHEN R. BUSHEY, P.E.
LIC. #7429

Drawing No.
C-4.0









ARTWORKS WILL BE
PROVIDED BY ARTIST



Project:

337 CUMBERLAND AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

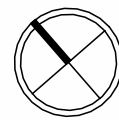
Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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



9 JULY, 2024



1 | CUMBERLAND AVE ELEVATION 1

1/8" = 1'-0"

Project:
337 CUMBERLAND AVENUE

Portland, Maine
Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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



9 JULY, 2024



1 | PORTLAND STREET ELEVATION
1/8" = 1'-0"

A4.02

Project:

337 CUMBERLAND
AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

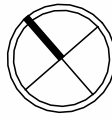
Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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



9 JULY, 2024



1 | PREBLE STREET ELEVATION

1/8" = 1'-0"

Project:

337 CUMBERLAND AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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



9 JULY, 2024

A4.04



1 | COURTYARD ELEVATION 1

1/8" = 1'-0"



2 | COURTYARD ELEVATION 2

1/8" = 1'-0"

Project:

337 CUMBERLAND
AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

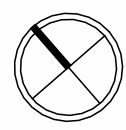
Consultant:

Revisions:

Key Plan:

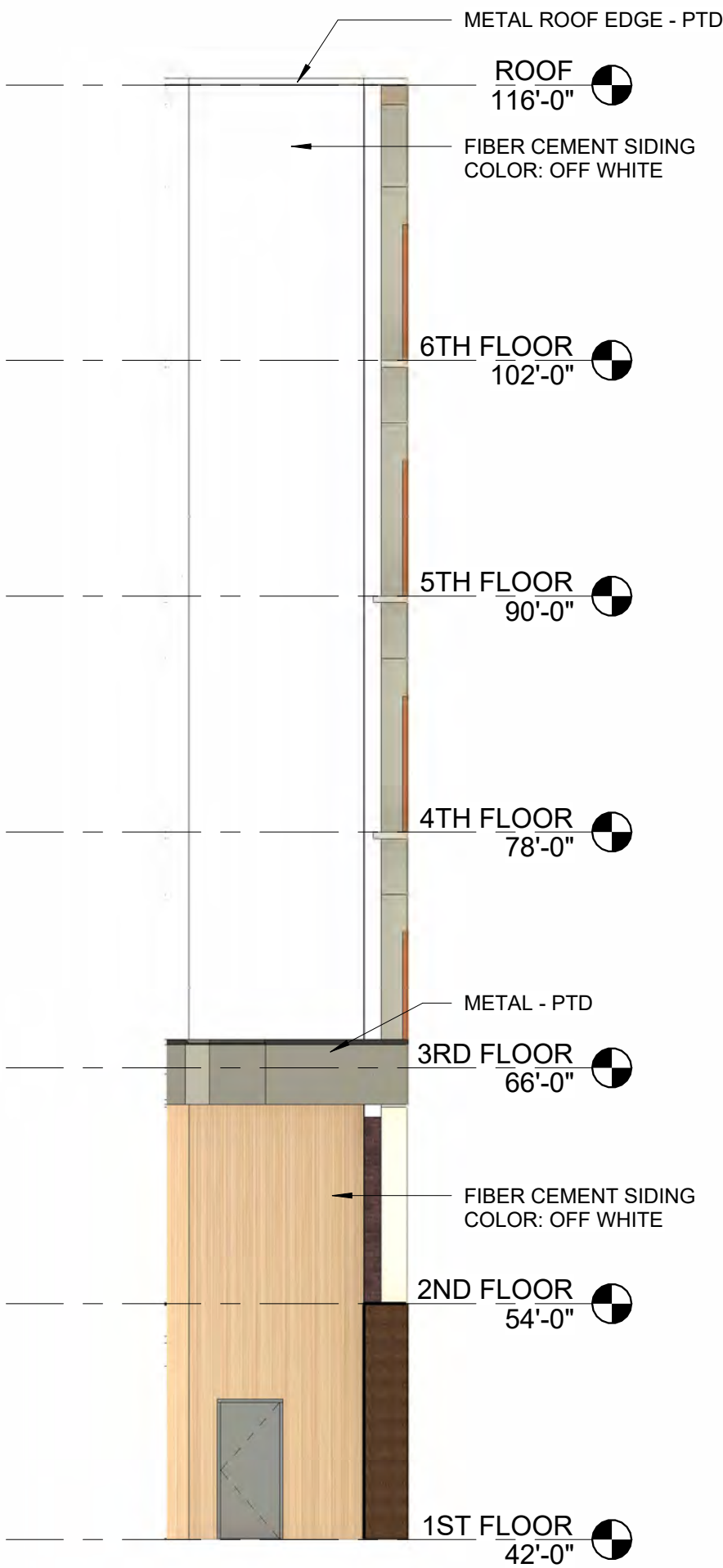
BUILDING ELEVATIONS

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



9 JULY, 2024

A4.05



2 | COURTYARD ELEVATION 3
1/8" = 1'-0"



1 | COURTYARD ELEVATION 4
1/8" = 1'-0"

Project:
**337 CUMBERLAND
AVENUE**

Portland, Maine
Owner/Client:

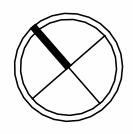
Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

Scale:
1/8" = 1'-0" 
9 JULY, 2024

A4.06



1 | ACCESS DRIVEWAY ELEVATION
1/8" = 1'-0"

3 | CUMBERLAND AVE ELEVATION 2
1/8" = 1'-0"

AREAS	
FIRST FLOOR	10,986 GSF
SECOND FLOOR	12,519 GSF
THIRD FLOOR	12,228 GSF
FOURTH FLOOR	12,555 GSF
FIFTH FLOOR	12,555 GSF
SIXTH FLOOR	12,025 GSF +
TOTAL	72,868 GSF

UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60

Project:

337 CUMBERLAND
AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

FIRST FLOOR PLAN

Scale:
As indicated

9 JULY, 2024

A1.01





AREAS

FIRST FLOOR	10,986 GSF
SECOND FLOOR	12,519 GSF
THIRD FLOOR	12,228 GSF
FOURTH FLOOR	12,555 GSF
FIFTH FLOOR	12,555 GSF
SIXTH FLOOR	12,025 GSF ±
TOTAL	72,868 GSF

UNIT COUNT

	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60



AREAS					
FIRST FLOOR	10,986 GSF				
SECOND FLOOR	12,519 GSF				
THIRD FLOOR	12,228 GSF				
FOURTH FLOOR	12,555 GSF				
FIFTH FLOOR	12,555 GSF				
SIXTH FLOOR	12,025 GSF ±				
TOTAL	72,868 GSF				

UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60



AREAS					
FIRST FLOOR	10,986 GSF				
SECOND FLOOR	12,519 GSF				
THIRD FLOOR	12,228 GSF				
FOURTH FLOOR	12,555 GSF				
FIFTH FLOOR	12,555 GSF				
<u>SIXTH FLOOR</u>	<u>12,025 GSF +</u>				
TOTAL	72,868 GSF				
UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
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FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60



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	STUDIO	1-BR	2-BR	3-BR	TOTAL
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FIRST FLOOR		1	2	1	4
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TOTAL	4	24	22	10	60



AREAS					
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SECOND FLOOR	12,519 GSF				
THIRD FLOOR	12,228 GSF				
FOURTH FLOOR	12,555 GSF				
FIFTH FLOOR	12,555 GSF				
<u>SIXTH FLOOR</u>	<u>12,025 GSF +</u>				
TOTAL	72,868 GSF				
UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60

Project:

337 CUMBERLAND
AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

Consultant:

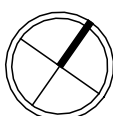
Revisions:

Key Plan:

ROOF PLAN

Scale:

1/8" = 1'-0"



9 JULY, 2024

A1.07



Project:

337 CUMBERLAND
AVENUE

Portland, Maine
Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

FIRST FLOOR
CONDOMINIUM PLAN

Scale:
As indicated

17 JULY, 2024

A1.0



Project:

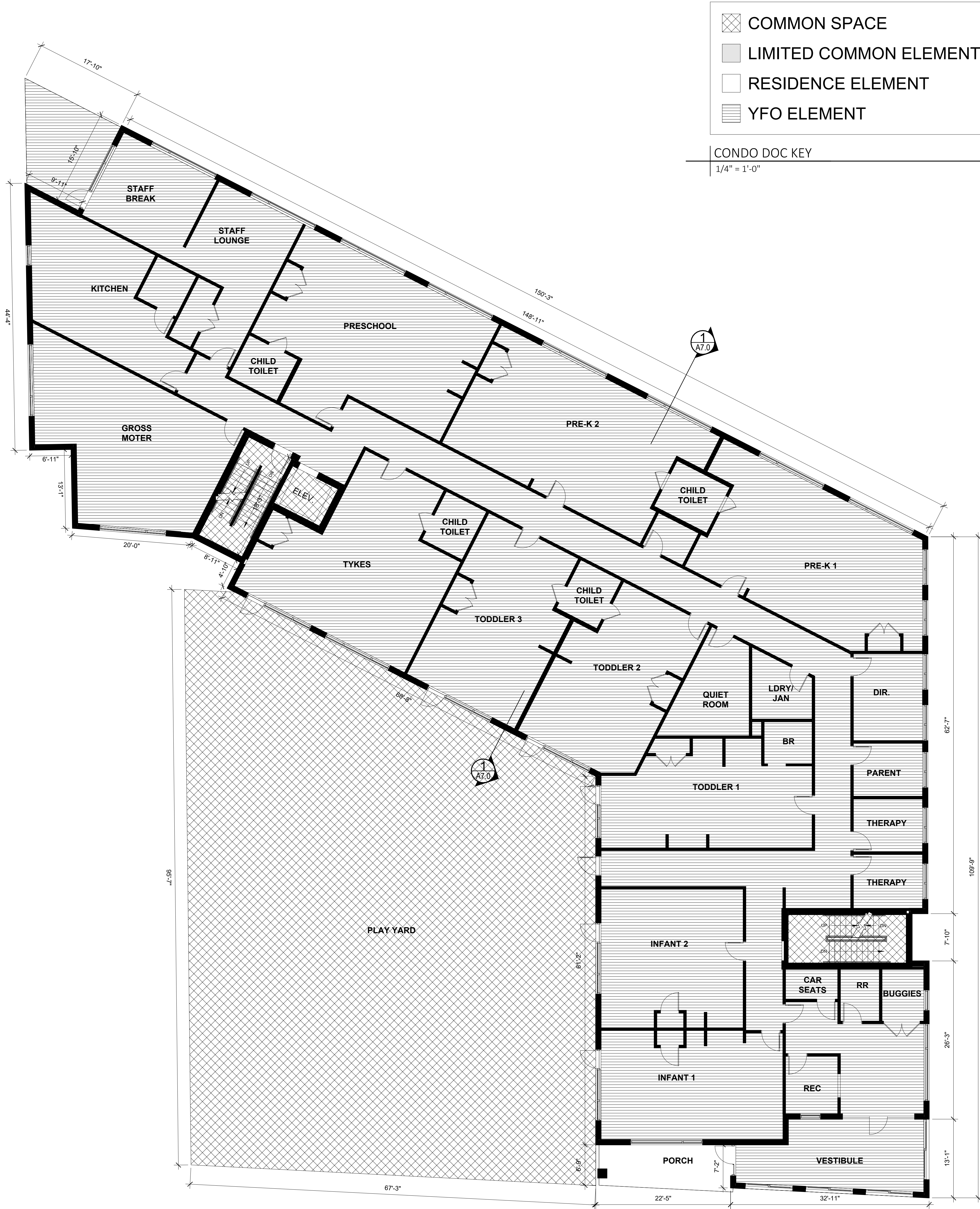
337 CUMBERLAND AVENUE

Portland, Maine
Owner/Client:

Youth and Family Outreach
Consultant:

Revisions:

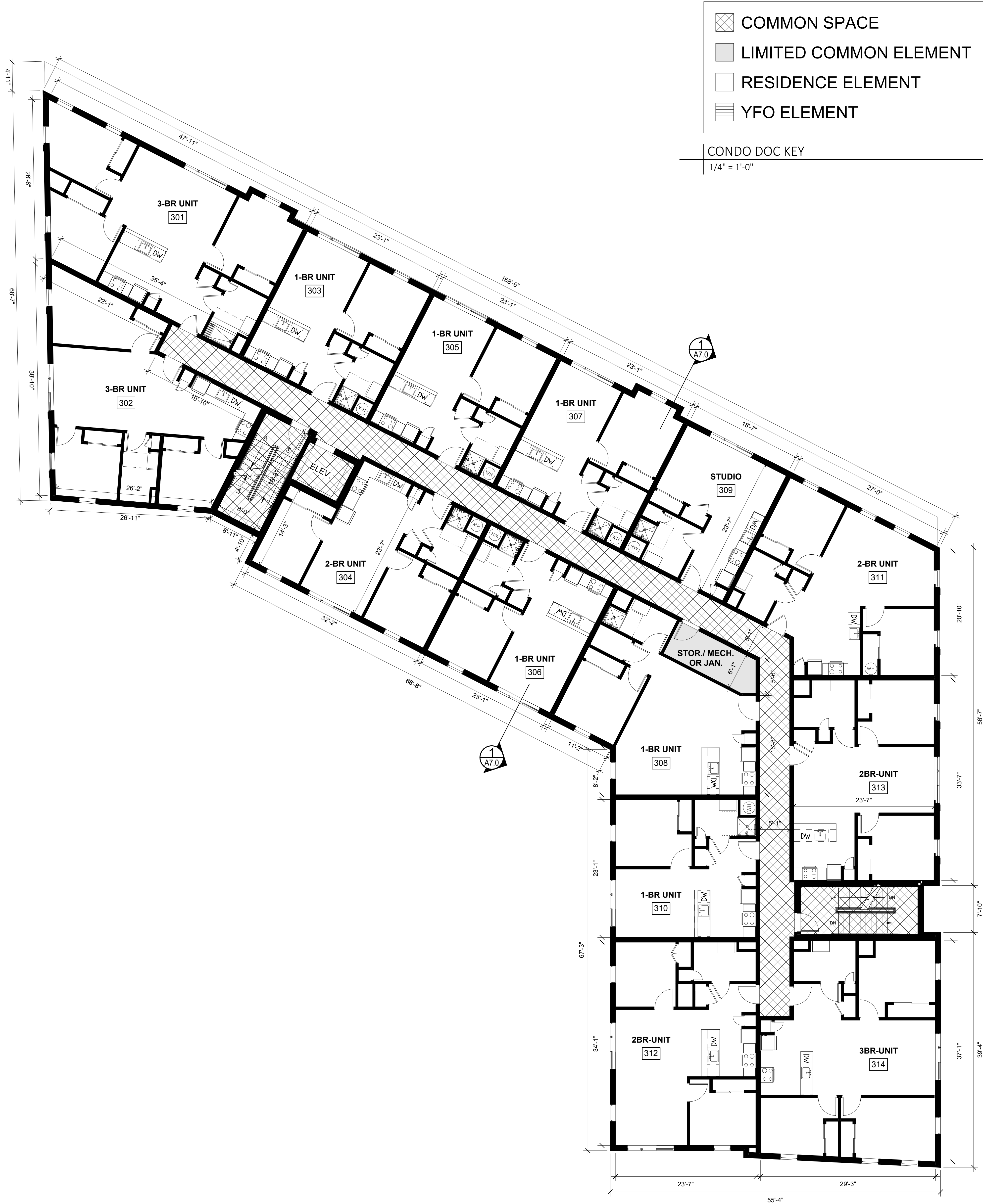
Key Plan:



Project:
337 CUMBERLAND AVENUE
Portland, Maine
Owner/Client:
Youth and Family Outreach
Consultant:

Revisions:

Key Plan:



Project:

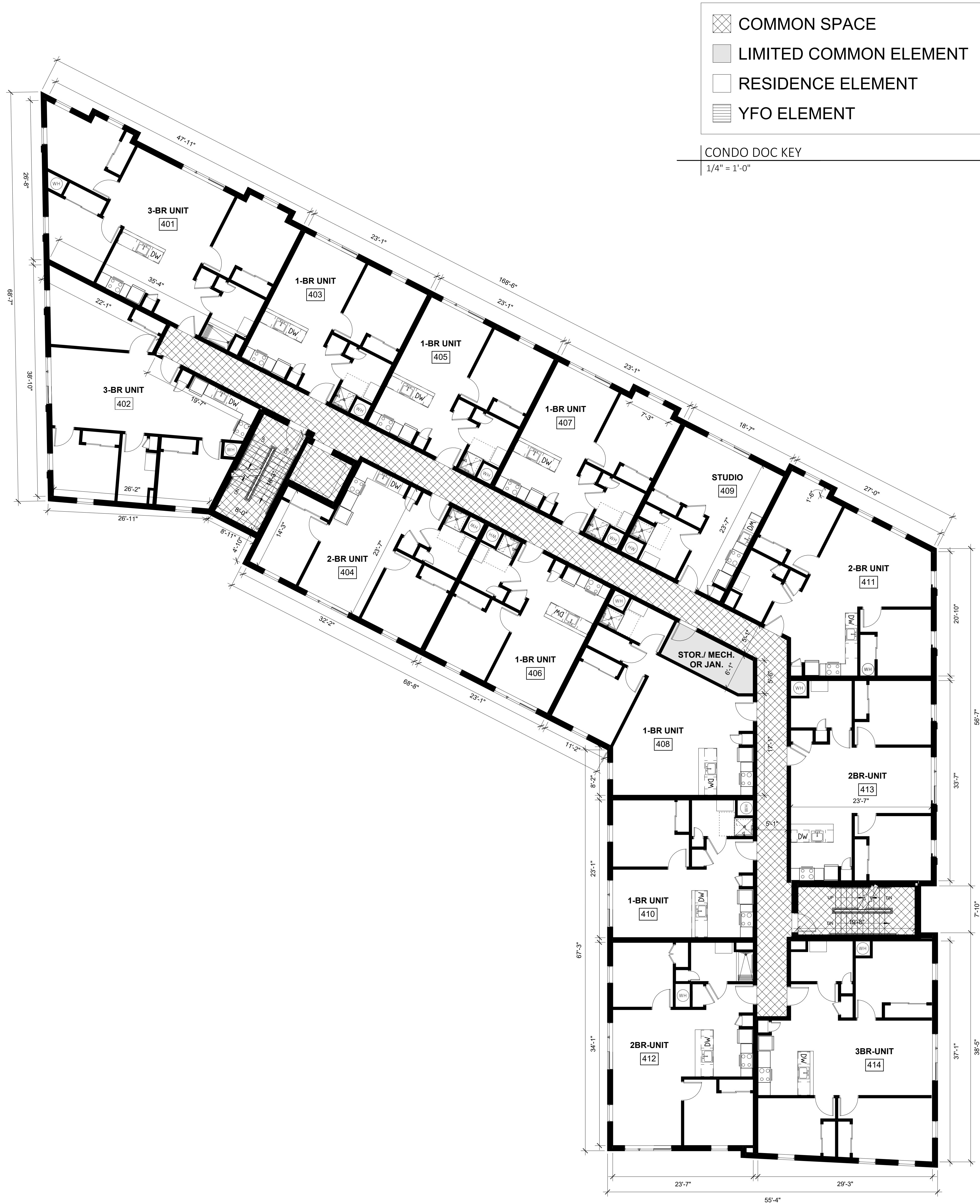
337 CUMBERLAND AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

Consultant:



Revisions:

Key Plan:

FOURTH FLOOR
CONDOMINIUM PLAN

Scale:
As indicated

17 JULY, 2024

A4.0

Project:

337 CUMBERLAND
AVENUE

Portland, Maine
Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

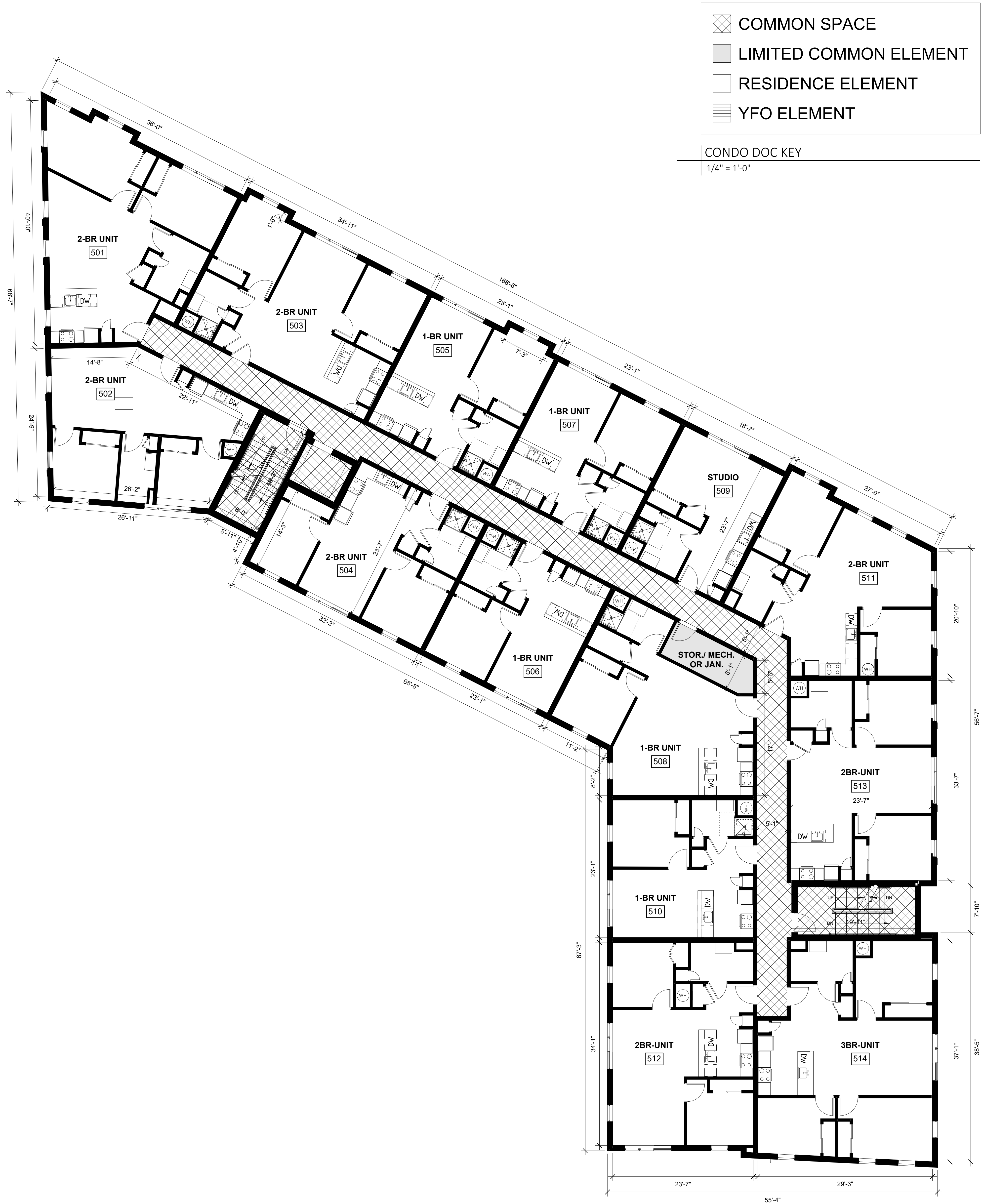
Key Plan:

FIFTH FLOOR
CONDOMINIUM PLAN

Scale:
As indicated

17 JULY, 2024

A5.0



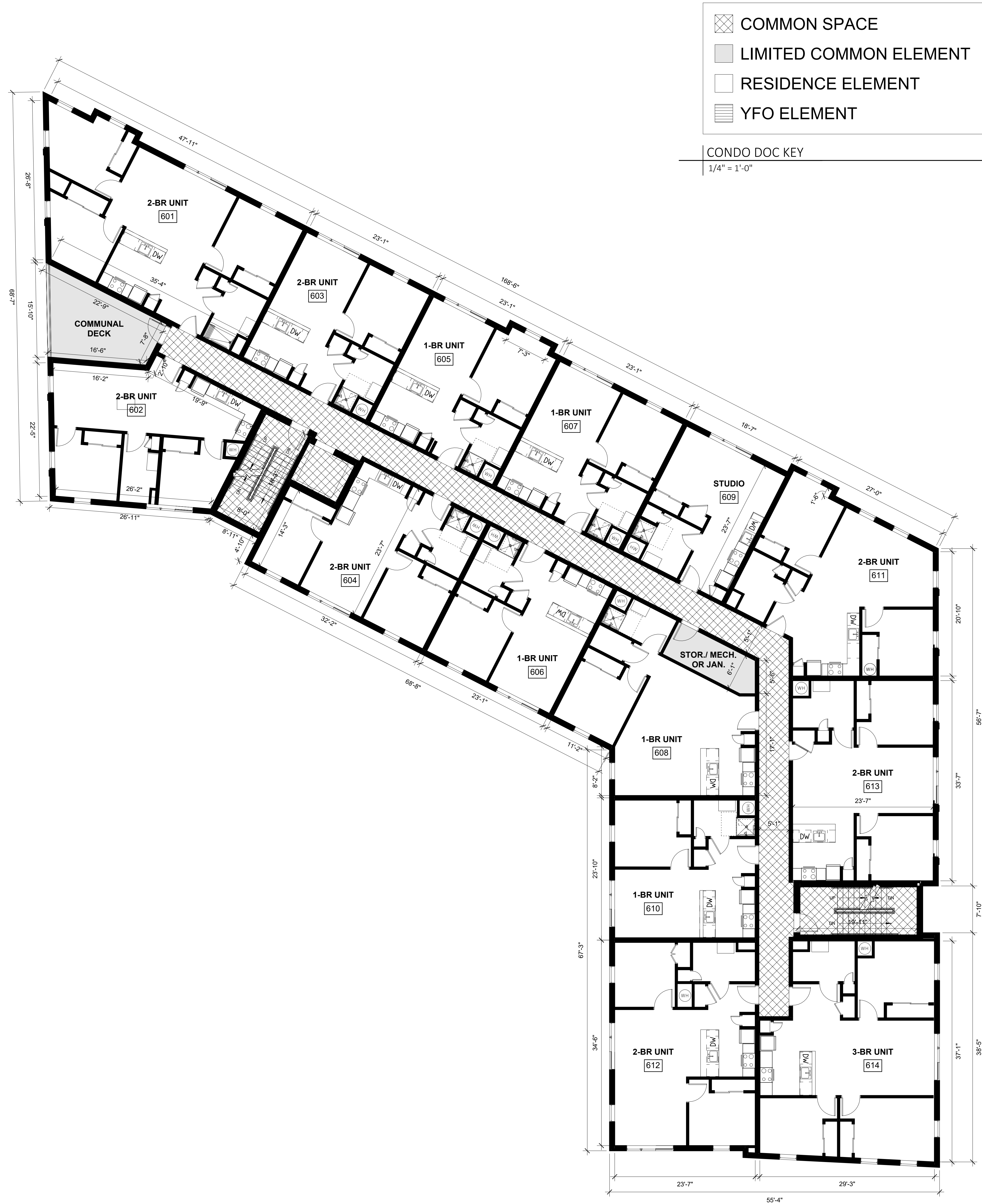
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337 CUMBERLAND AVENUE
Portland, Maine
Owner/Client:
Youth and Family Outreach
Consultant:

Revisions:

Key Plan:

SIXTH FLOOR
CONDOMINIUM PLAN
Scale:
As indicated
17 JULY, 2024

A6.0



Project:

337 CUMBERLAND
AVENUE

Portland, Maine
Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

CONDOMINIUM SECTION

Scale:
1/4" = 1'-0"
17 JULY, 2024

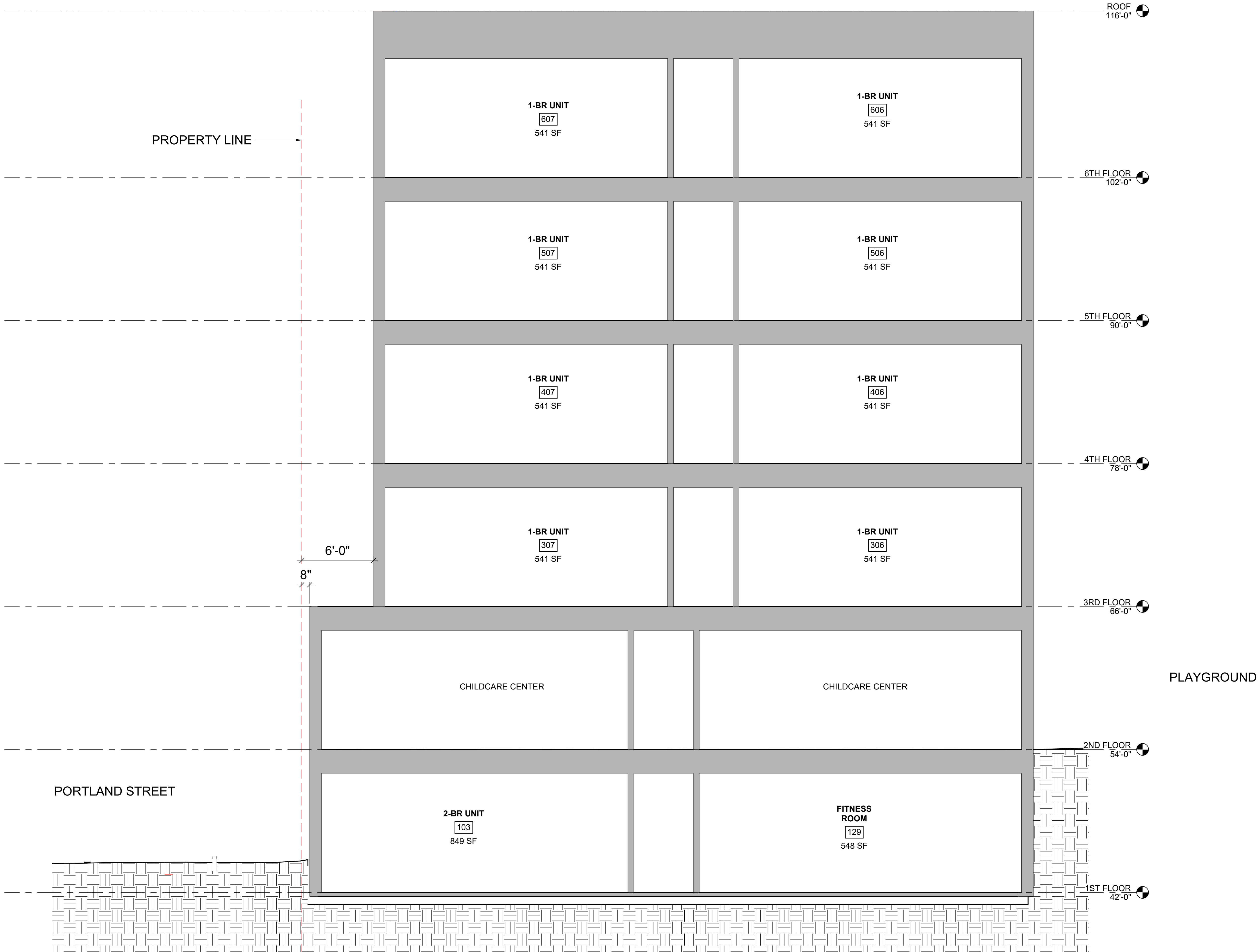
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- COMMON SPACE
- LIMITED COMMON ELEMENT
- RESIDENCE ELEMENT
- YFO ELEMENT

CONDO DOC KEY

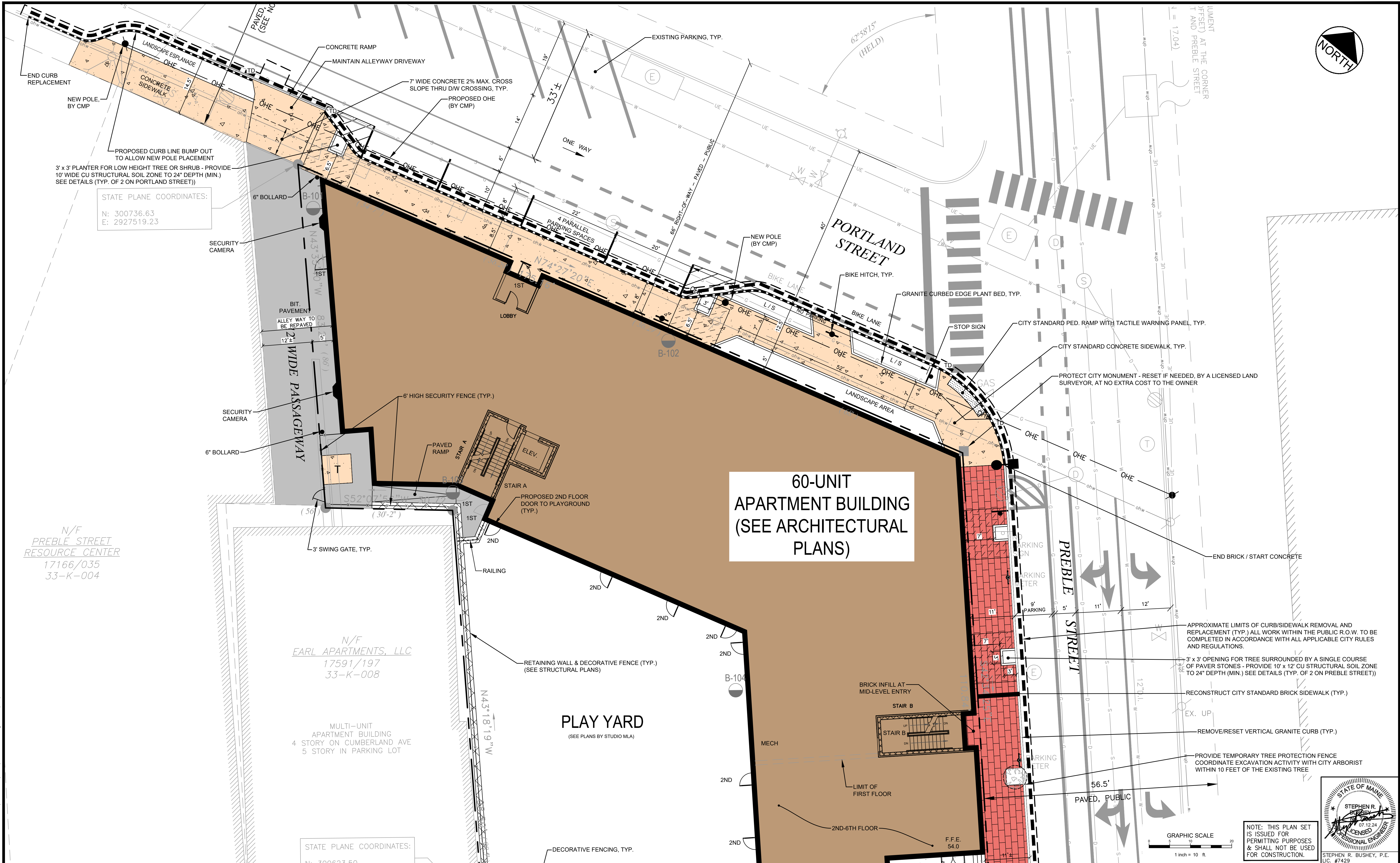
1/4" = 1'-0"





1 | BUILDING SECTION

1/4" = 1'-0"



U:\4272_Youth and Family Outreach Portland ME.V - CAD.DWG\4272-SITE.dwg 7/12/2024 11:31 AM

Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

Design: SRB	Draft: CDD	Date: MARCH 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4277
File Name: 4277-SITE.dwg		
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GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	PORTLAND STREET BUMPOUTS
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.

C-3.1

U:\4277_Youth and Family Outreach Portland ME\2 - CAD\DWG\4277-SITE.dwg 7/12/2024 3:34 PM

Rev.	Date	Revision

Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

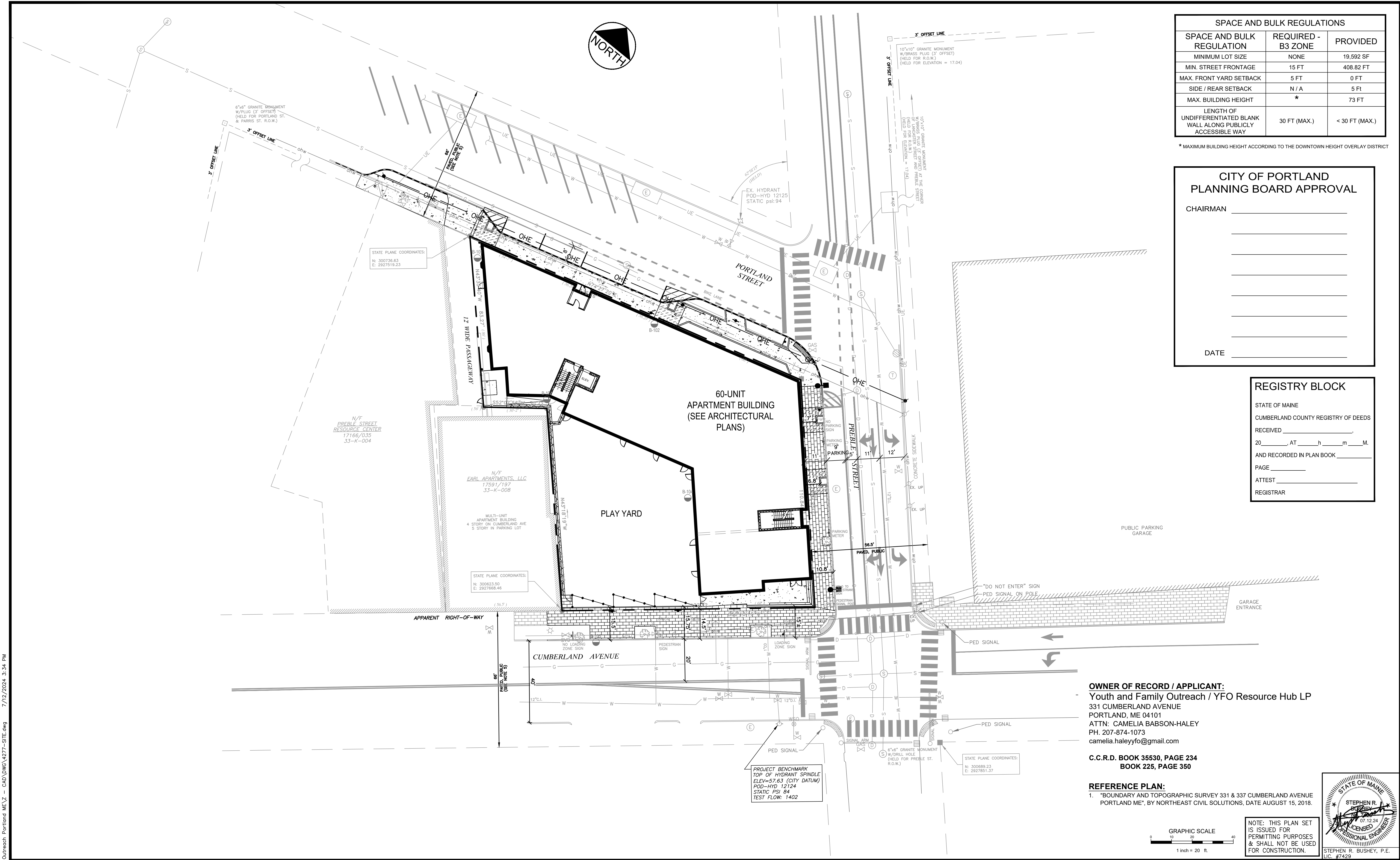
Design: SRR	Draft: CDD	Date: MARCH 2024
Checked: SRR	Scale: AS NOTED	Job No.: 4277
File Name: 4277-SITE.dwg		
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Gorriil Palmer, an LJB Engineering Company
GorriilPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	RECORDING PLAT
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.
C-3.3



SPACE AND BULK REGULATIONS		
SPACE AND BULK REGULATION	REQUIRED - B3 ZONE	PROVIDED
MINIMUM LOT SIZE	NONE	19,592 SF
MIN. STREET FRONTAGE	15 FT	408.82 FT
MAX. FRONT YARD SETBACK	5 FT	0 FT
SIDE / REAR SETBACK	N / A	5 Ft
MAX. BUILDING HEIGHT	*	73 FT
LENGTH OF UNDIFFERENTIATED BLANK WALL ALONG PUBLICLY ACCESSIBLE WAY	30 FT (MAX.)	< 30 FT (MAX.)

* MAXIMUM BUILDING HEIGHT ACCORDING TO THE DOWNTOWN HEIGHT OVERLAY DISTRICT

CITY OF PORTLAND
PLANNING BOARD APPROVAL

CHAIRMAN _____

DATE _____

REGISTRY BLOCK

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS

RECEIVED _____

20_____, AT _____h _____m _____M.

AND RECORDED IN PLAN BOOK _____

PAGE _____

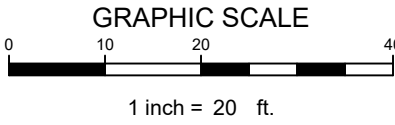
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REGISTRAR

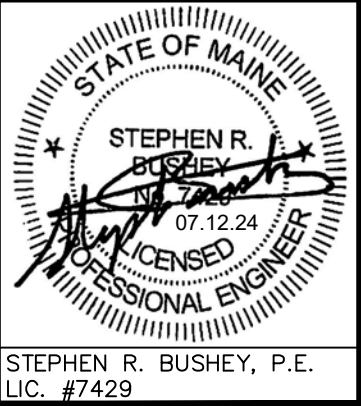
OWNER OF RECORD / APPLICANT:
Youth and Family Outreach / YFO Resource Hub LP
331 CUMBERLAND AVENUE
PORTLAND, ME 04101
ATTN: CAMELIA BABSON-HALEY
PH. 207-874-1073
camelia.haleyfo@gmail.com

C.C.R.D. BOOK 35530, PAGE 234
BOOK 225, PAGE 350

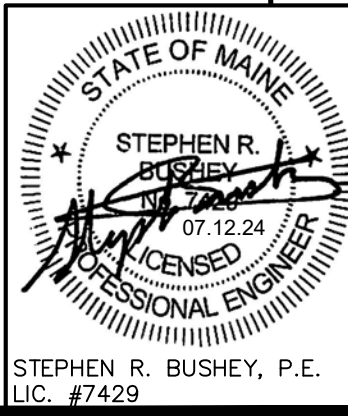
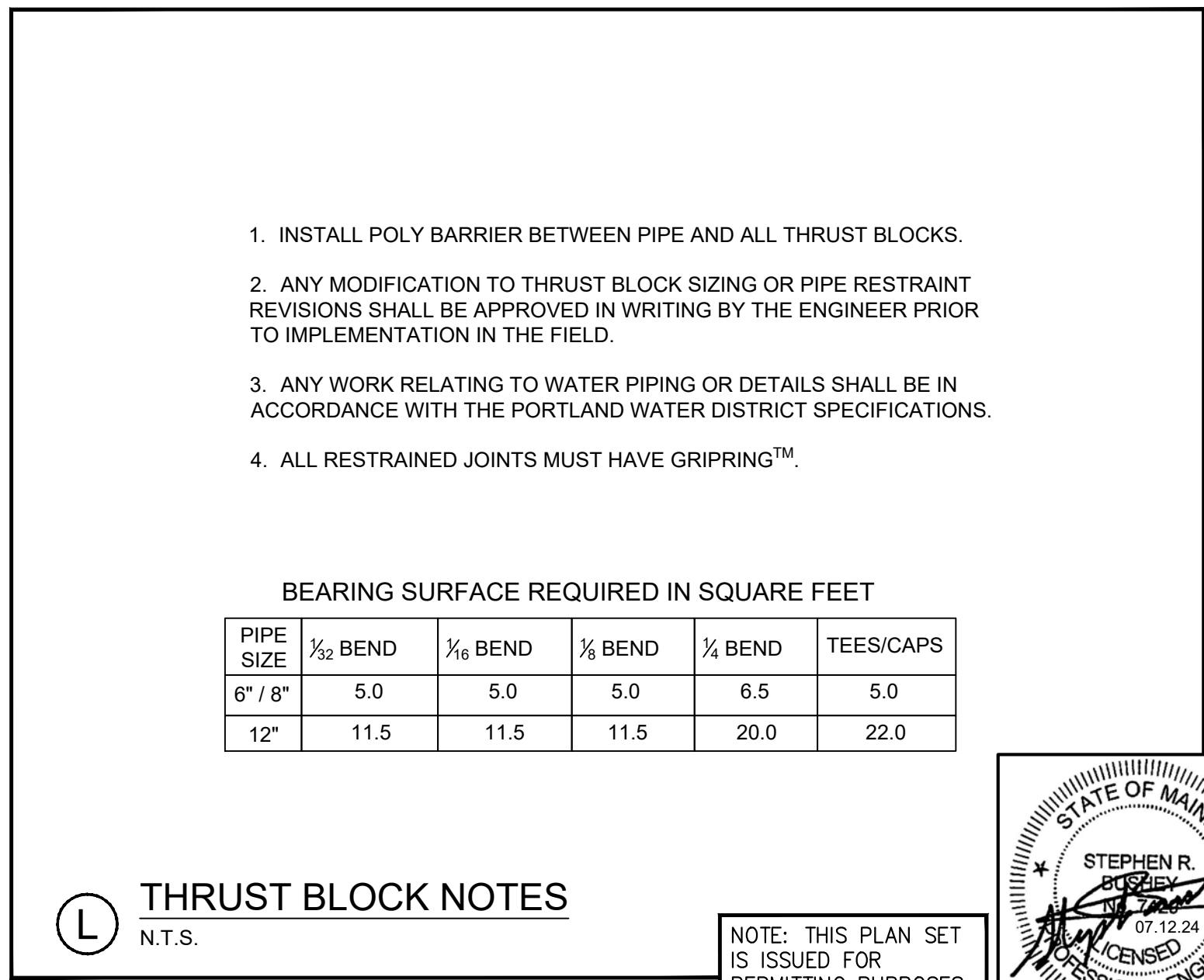
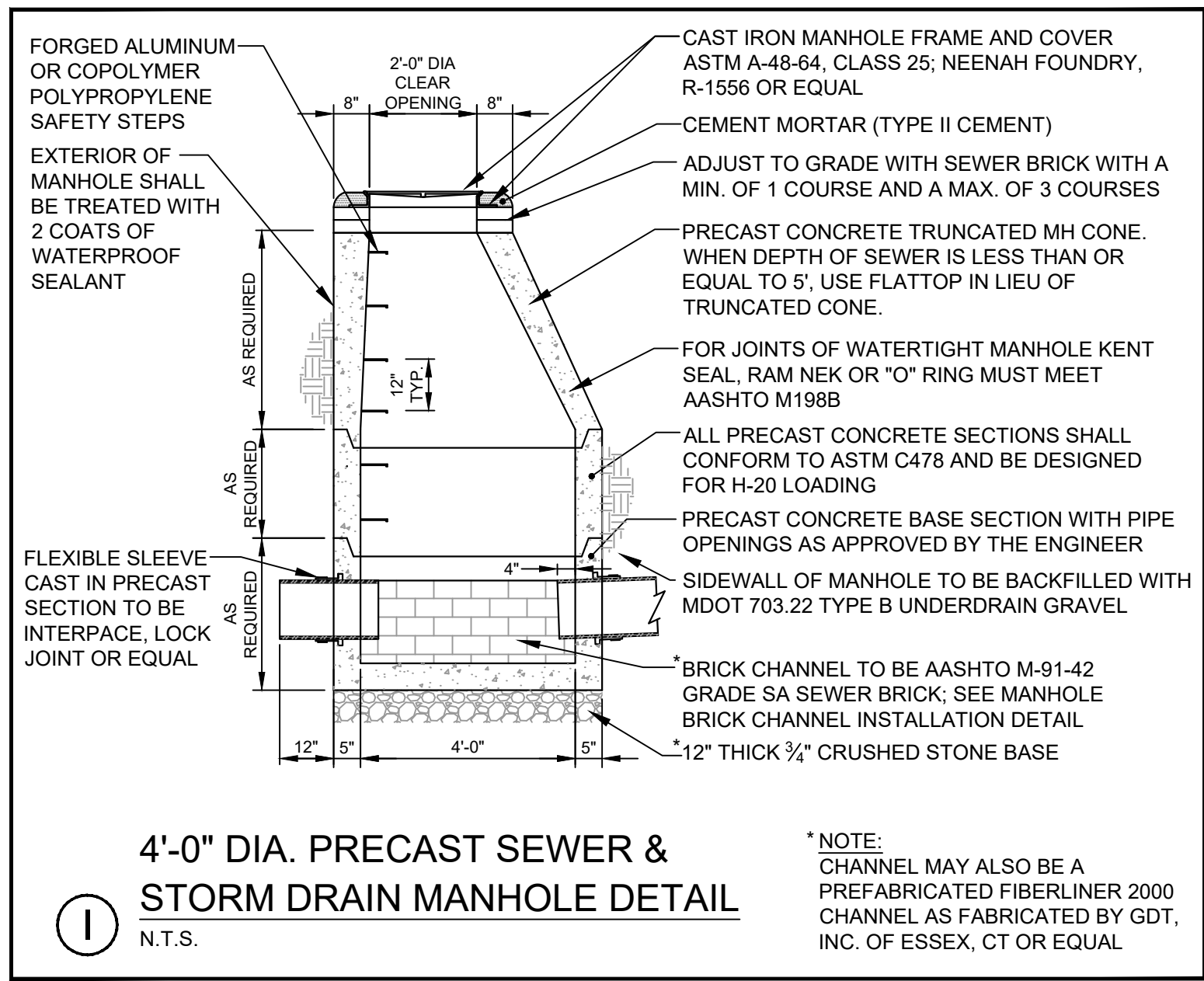
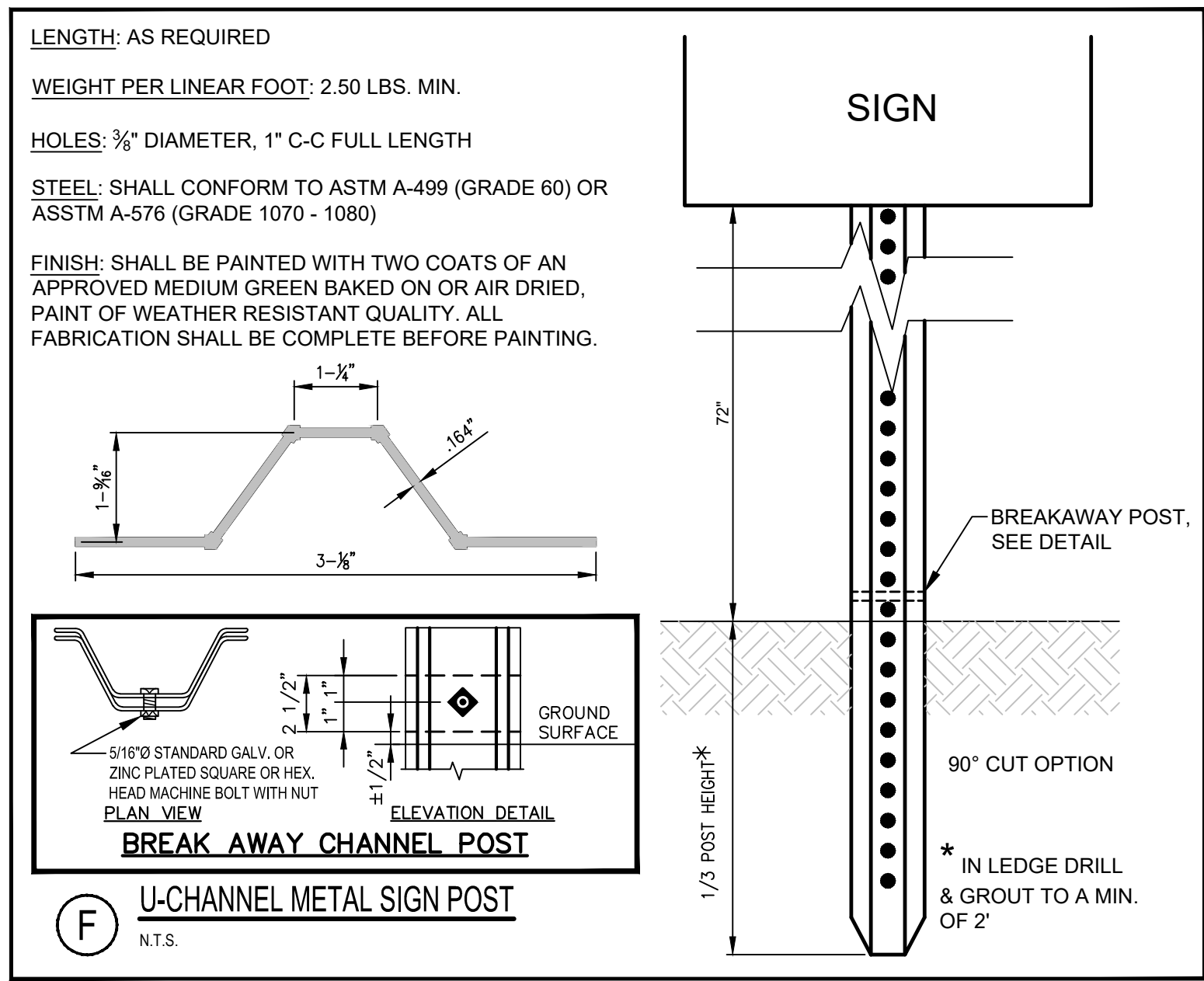
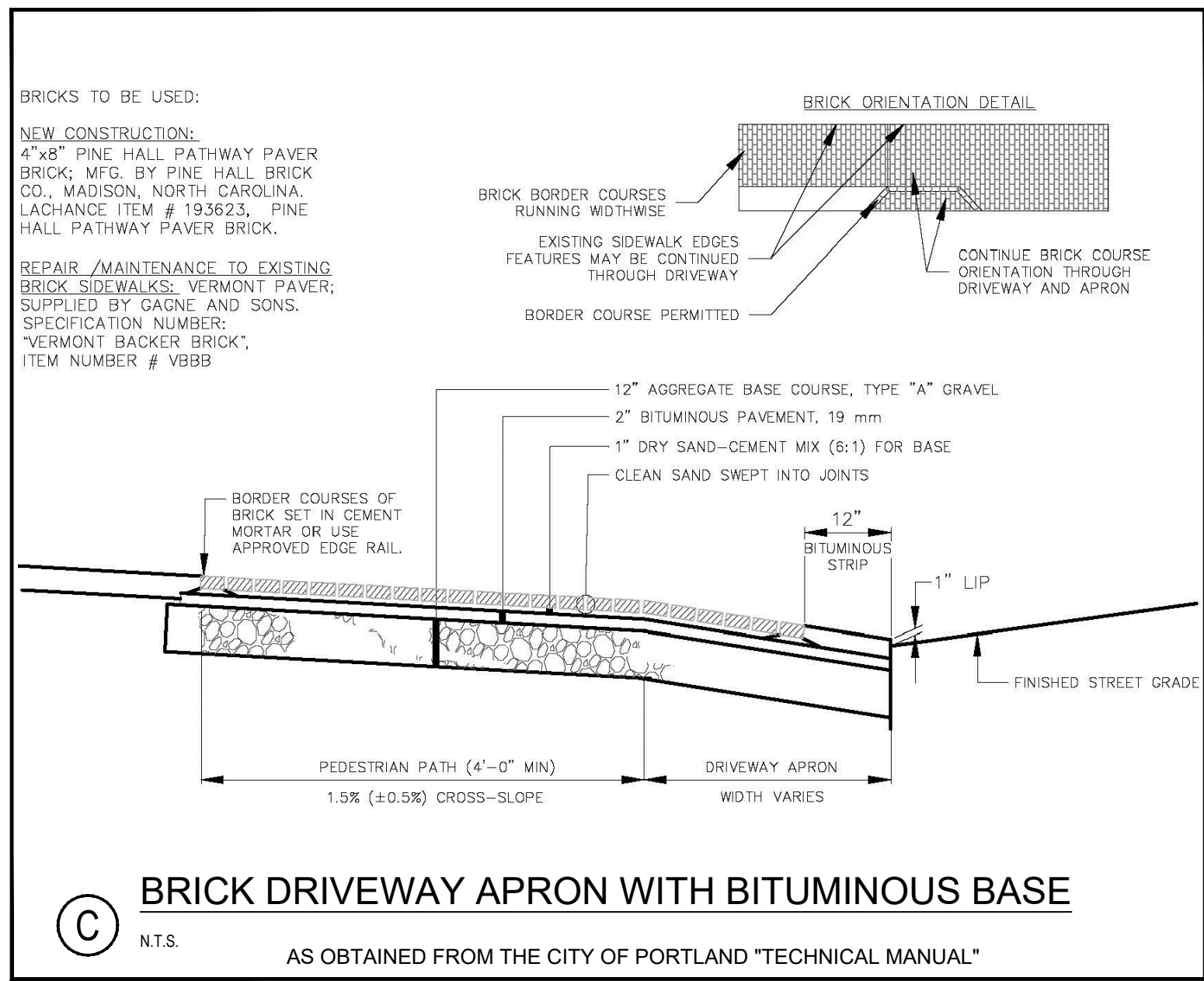
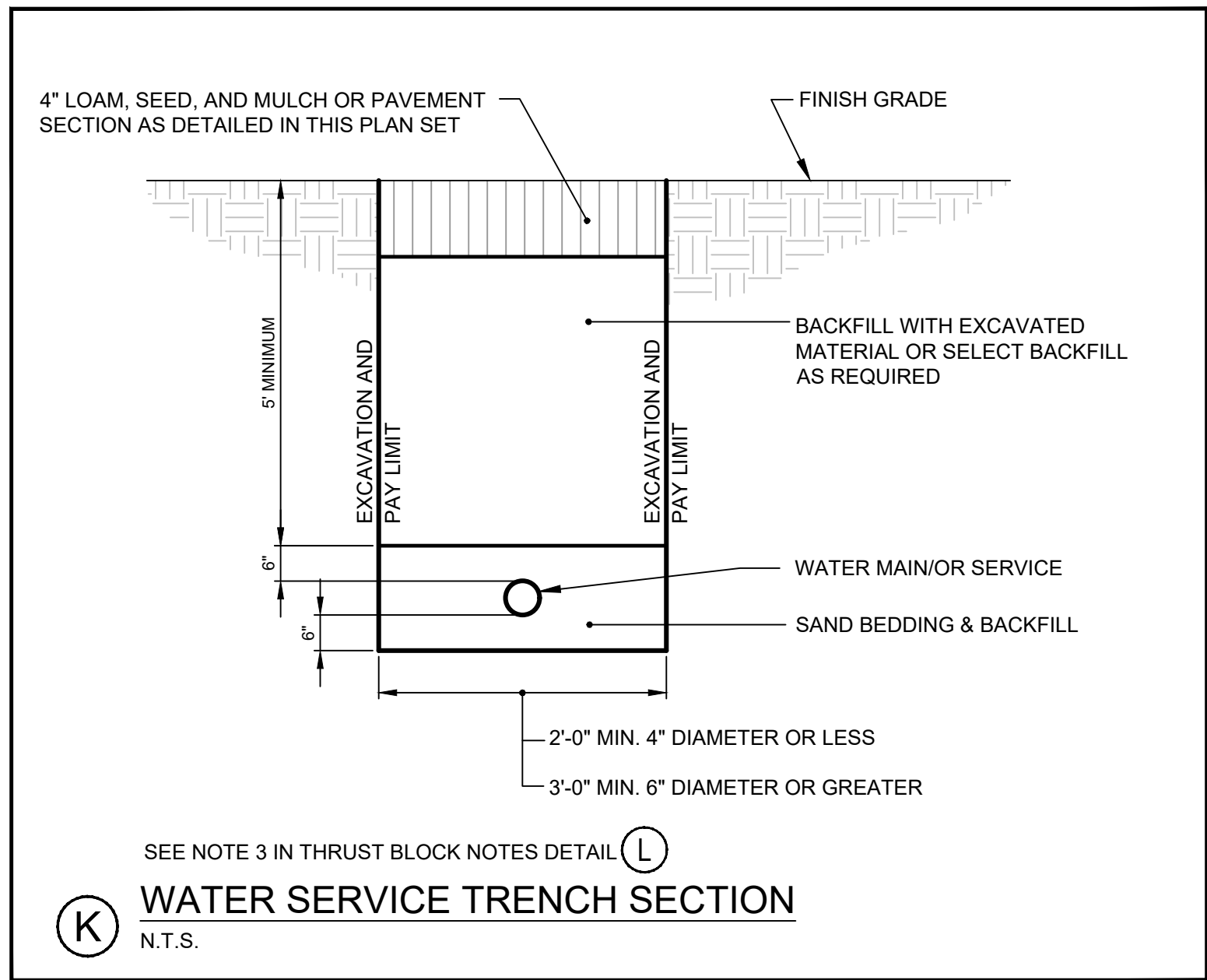
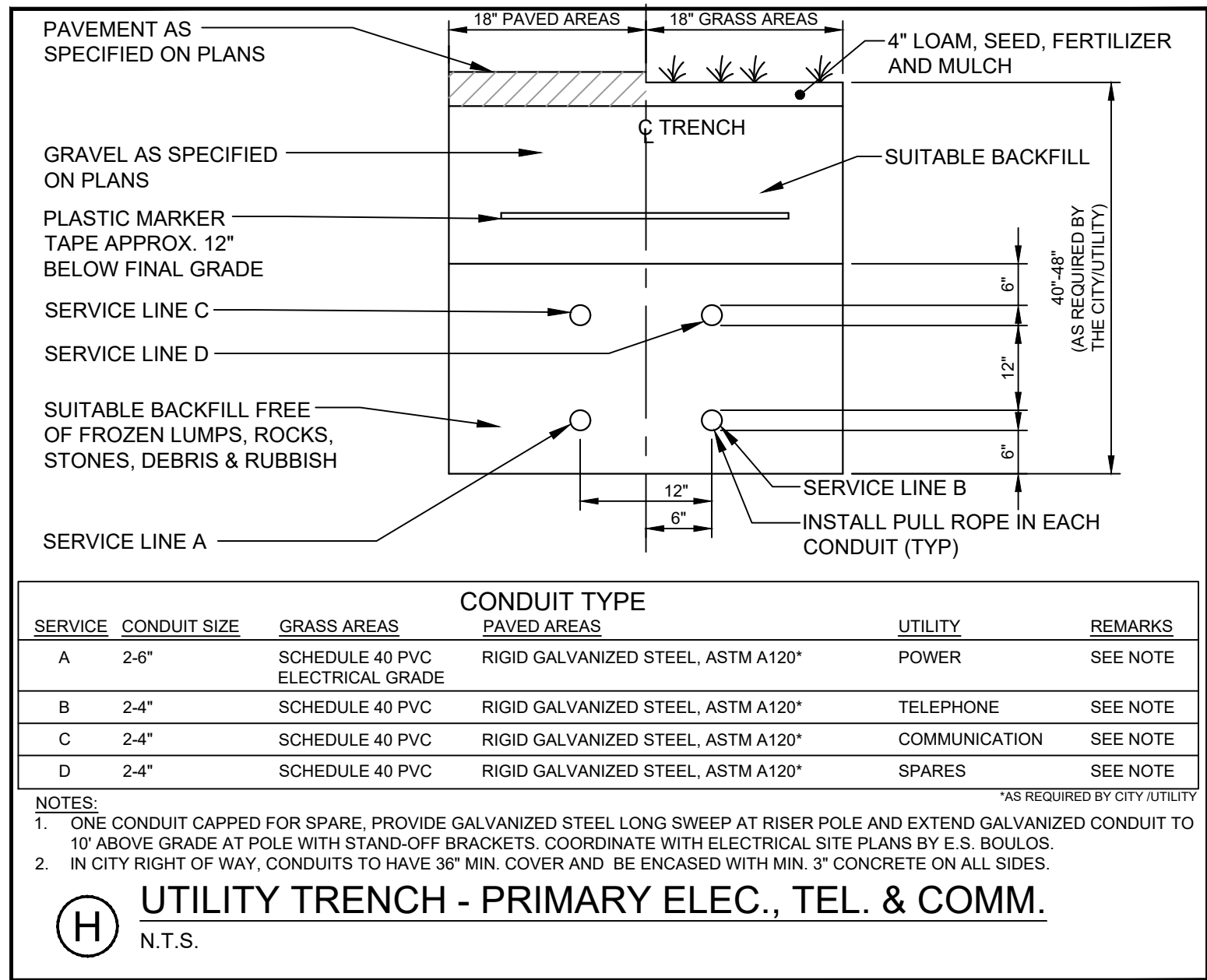
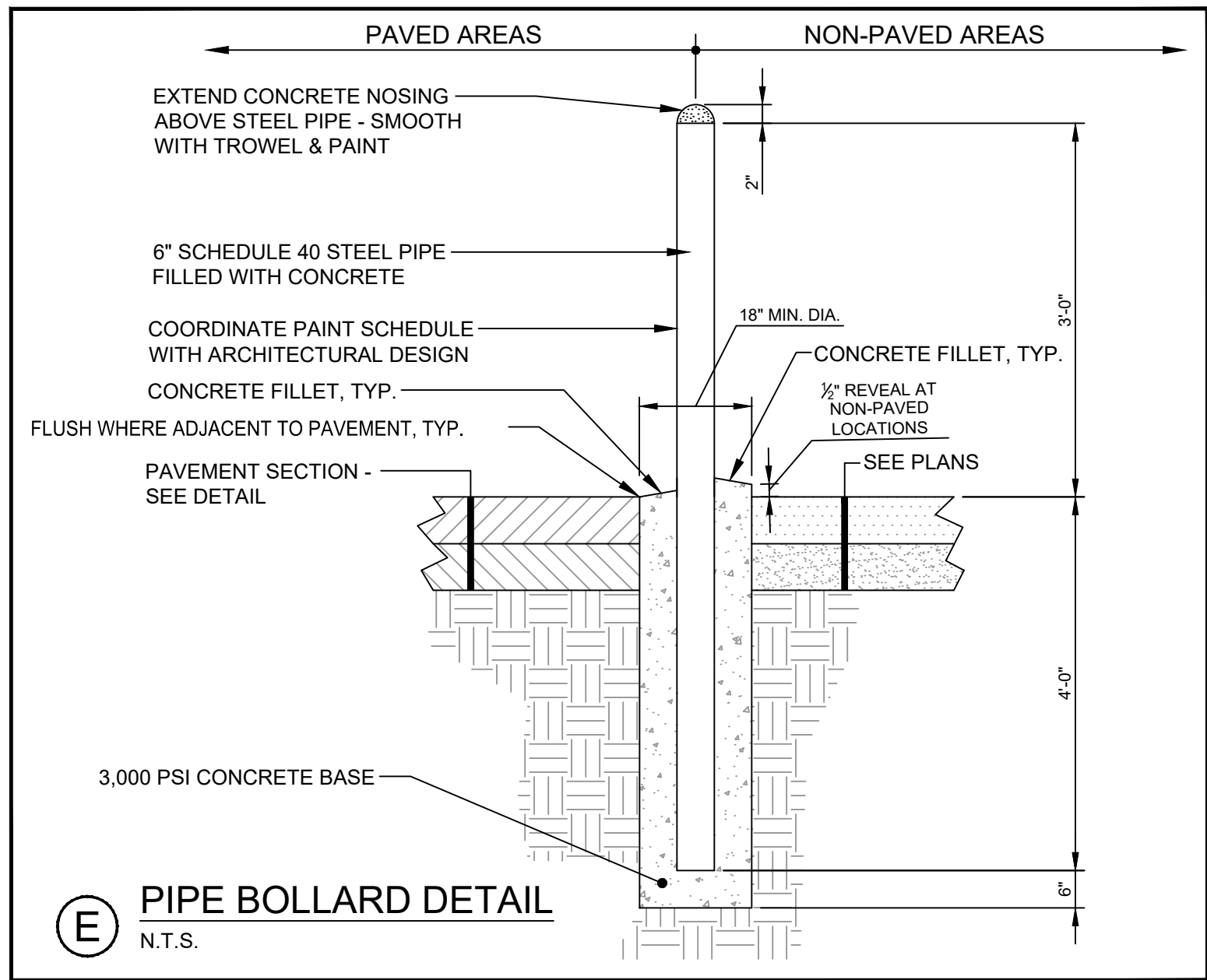
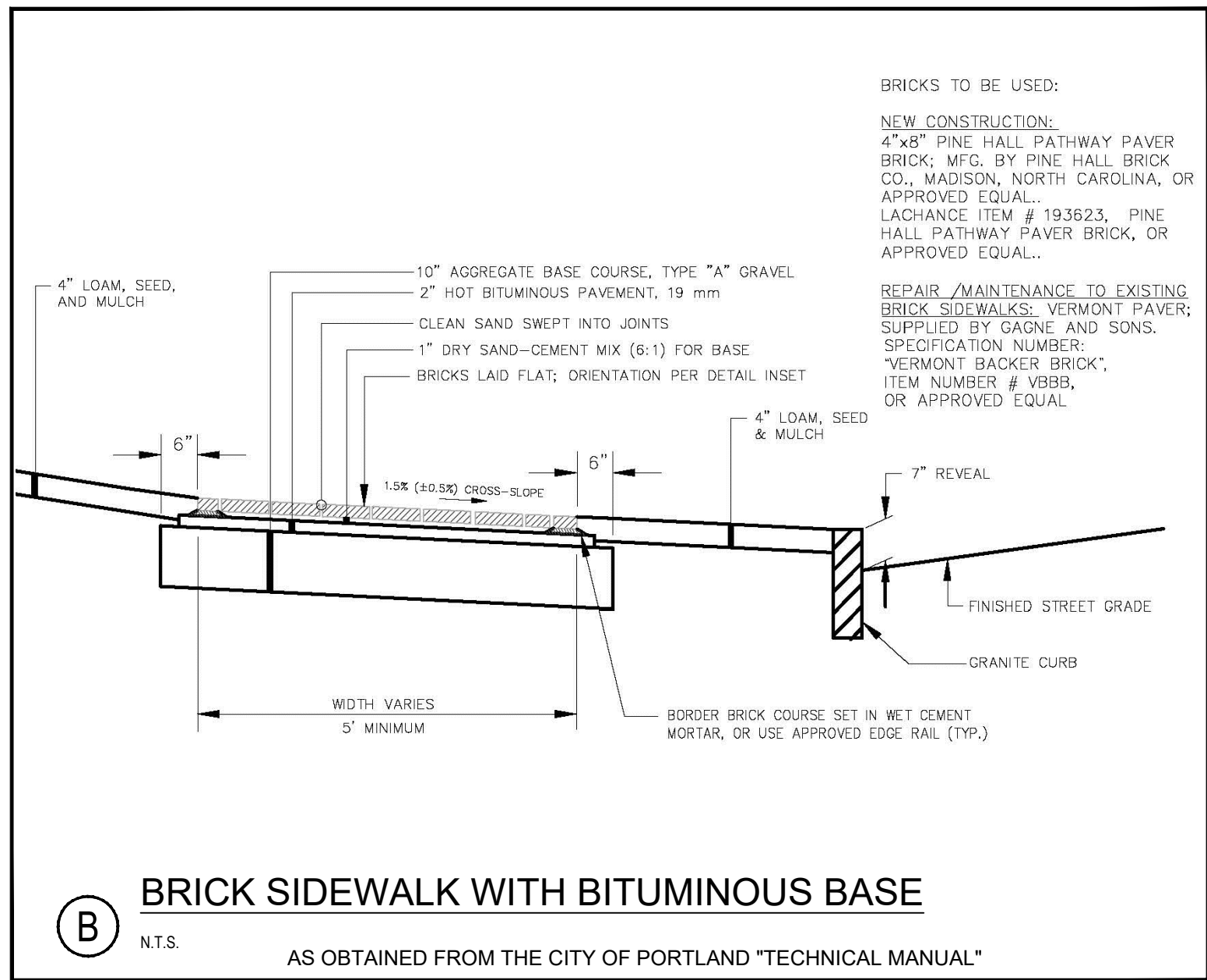
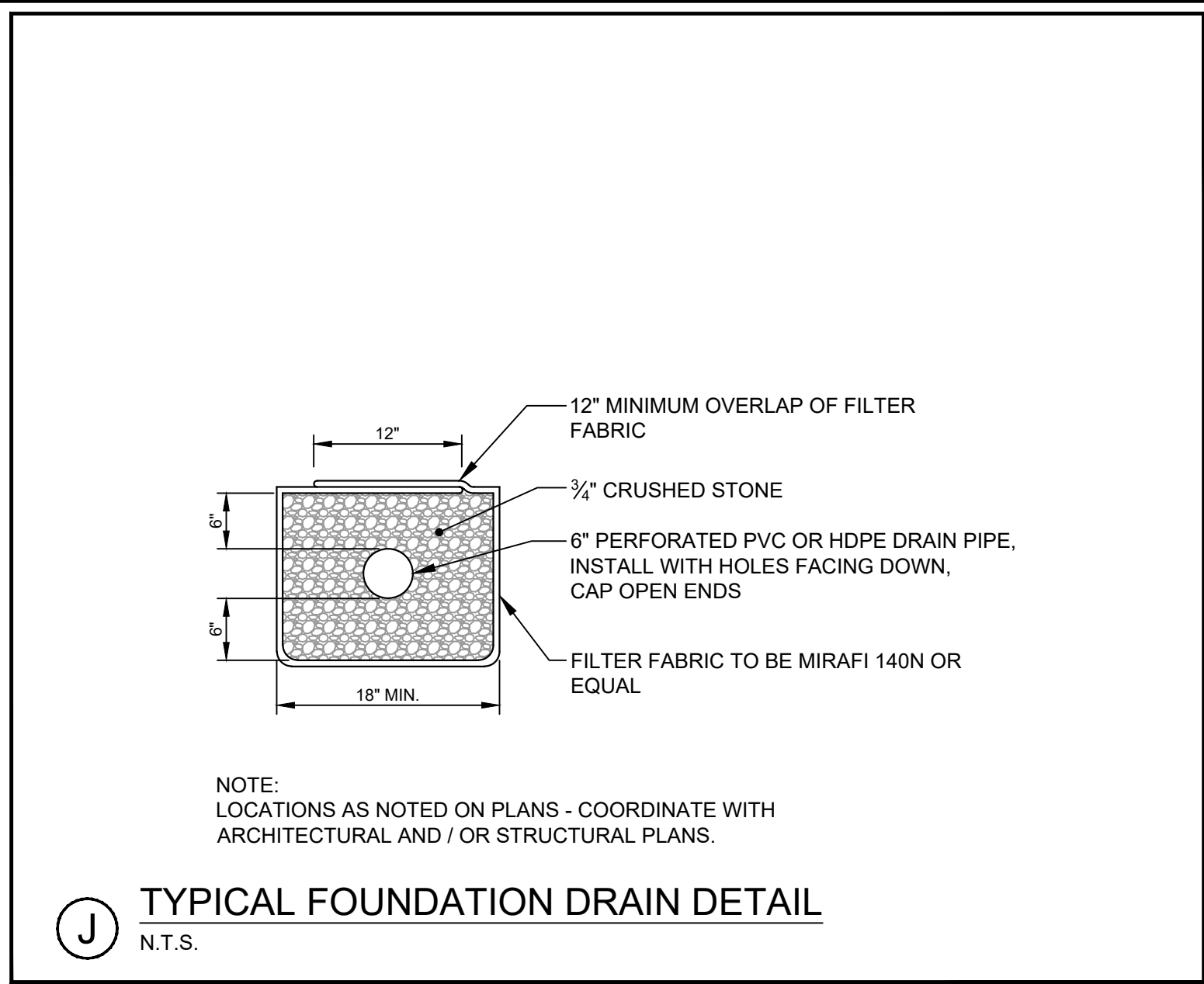
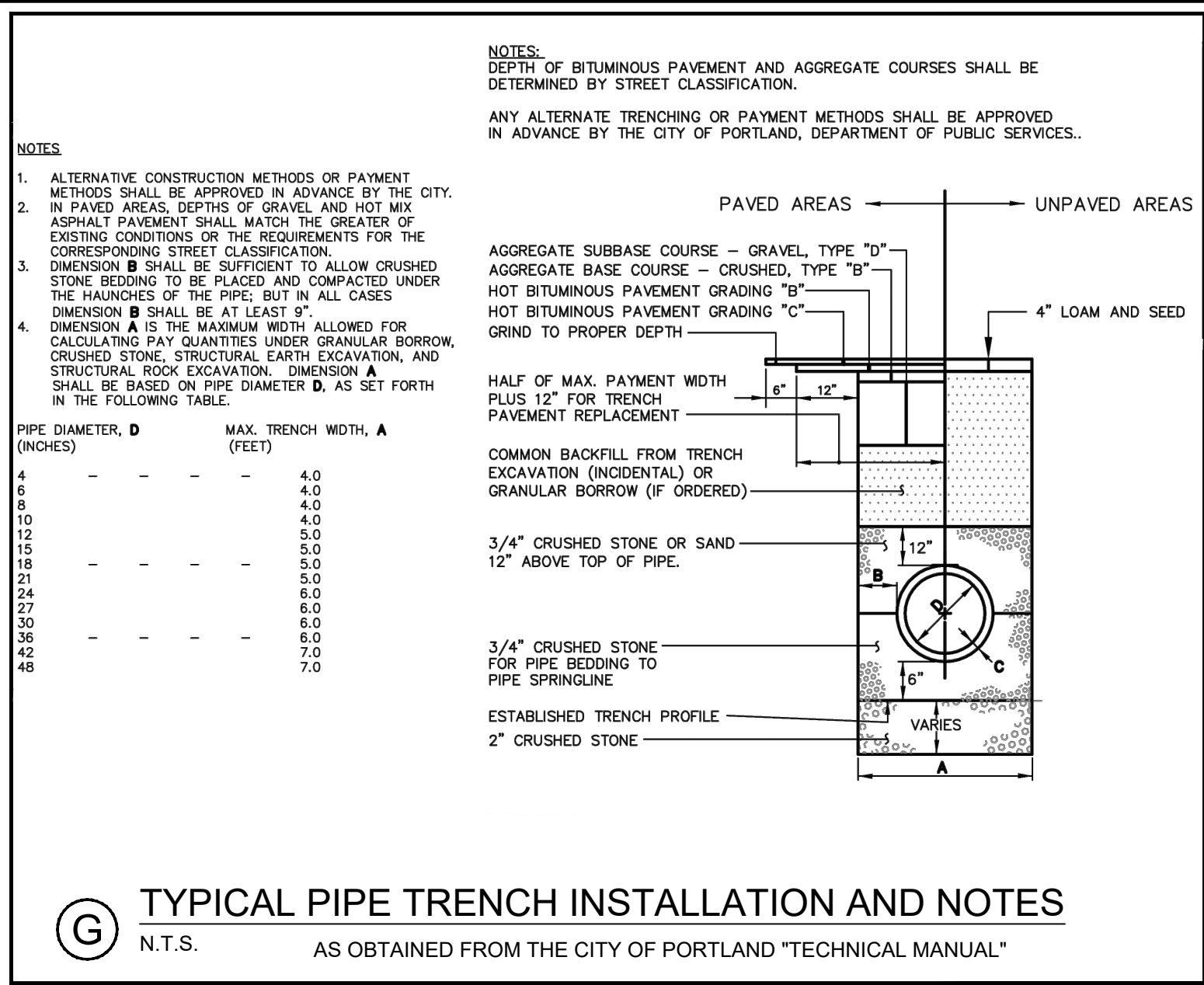
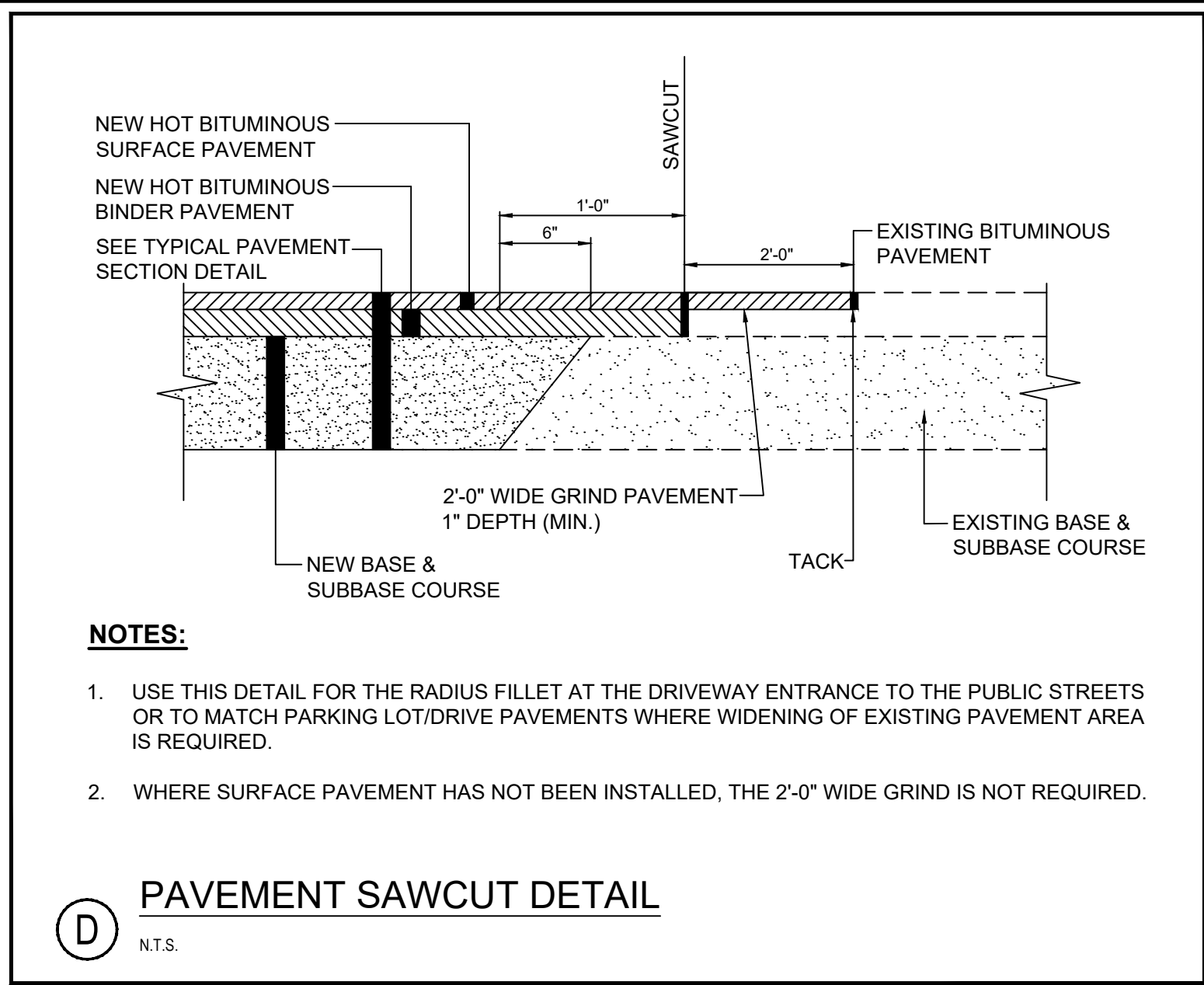
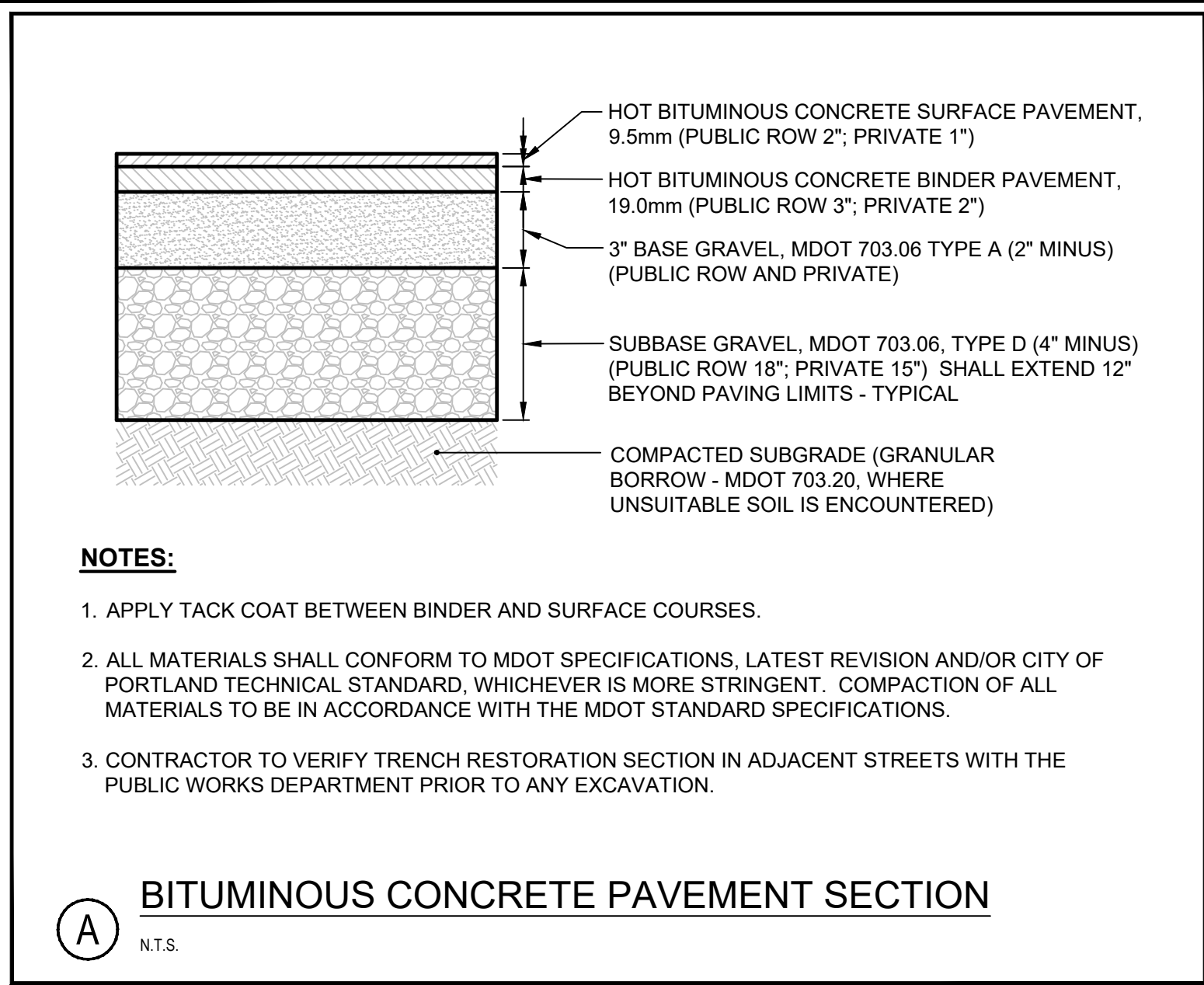
REFERENCE PLAN:
1. "BOUNDARY AND TOPOGRAPHIC SURVEY 331 & 337 CUMBERLAND AVENUE
PORTLAND ME", BY NORTHEAST CIVIL SOLUTIONS, DATE AUGUST 15, 2018.



NOTE: THIS PLAN SET
IS ISSUED FOR
PERMITTING PURPOSES
& SHALL NOT BE USED
FOR CONSTRUCTION.

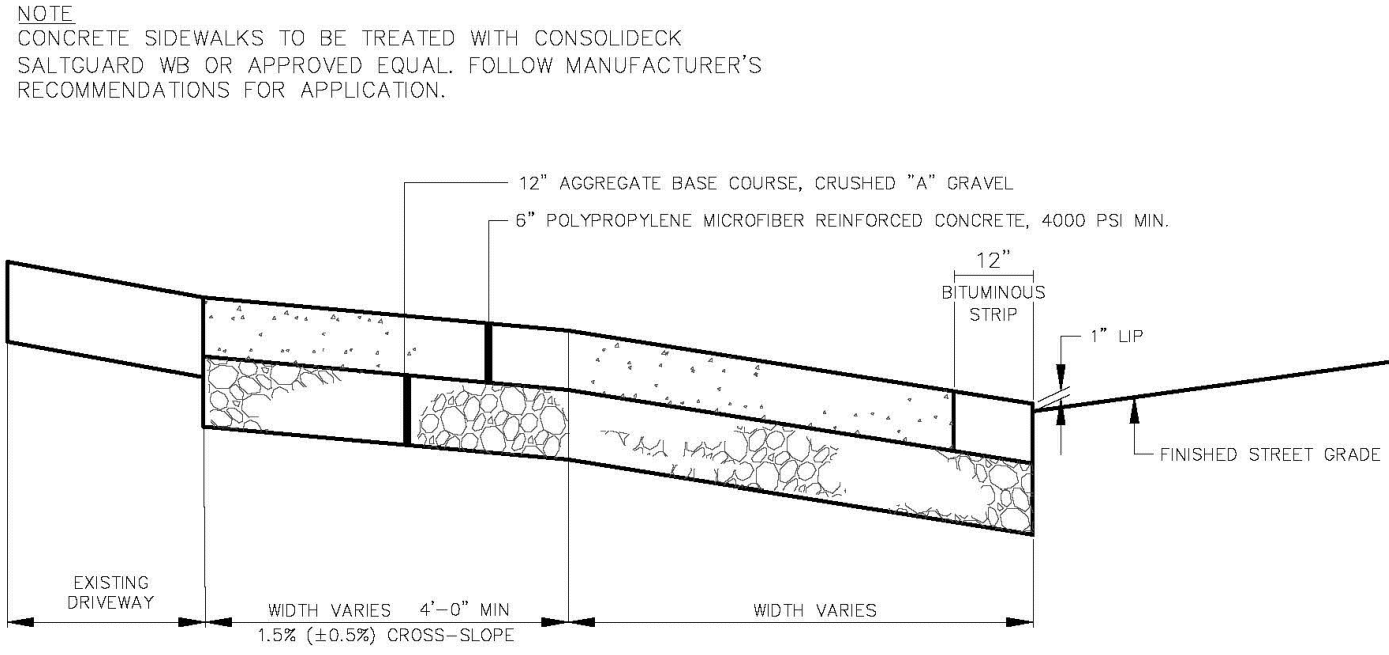


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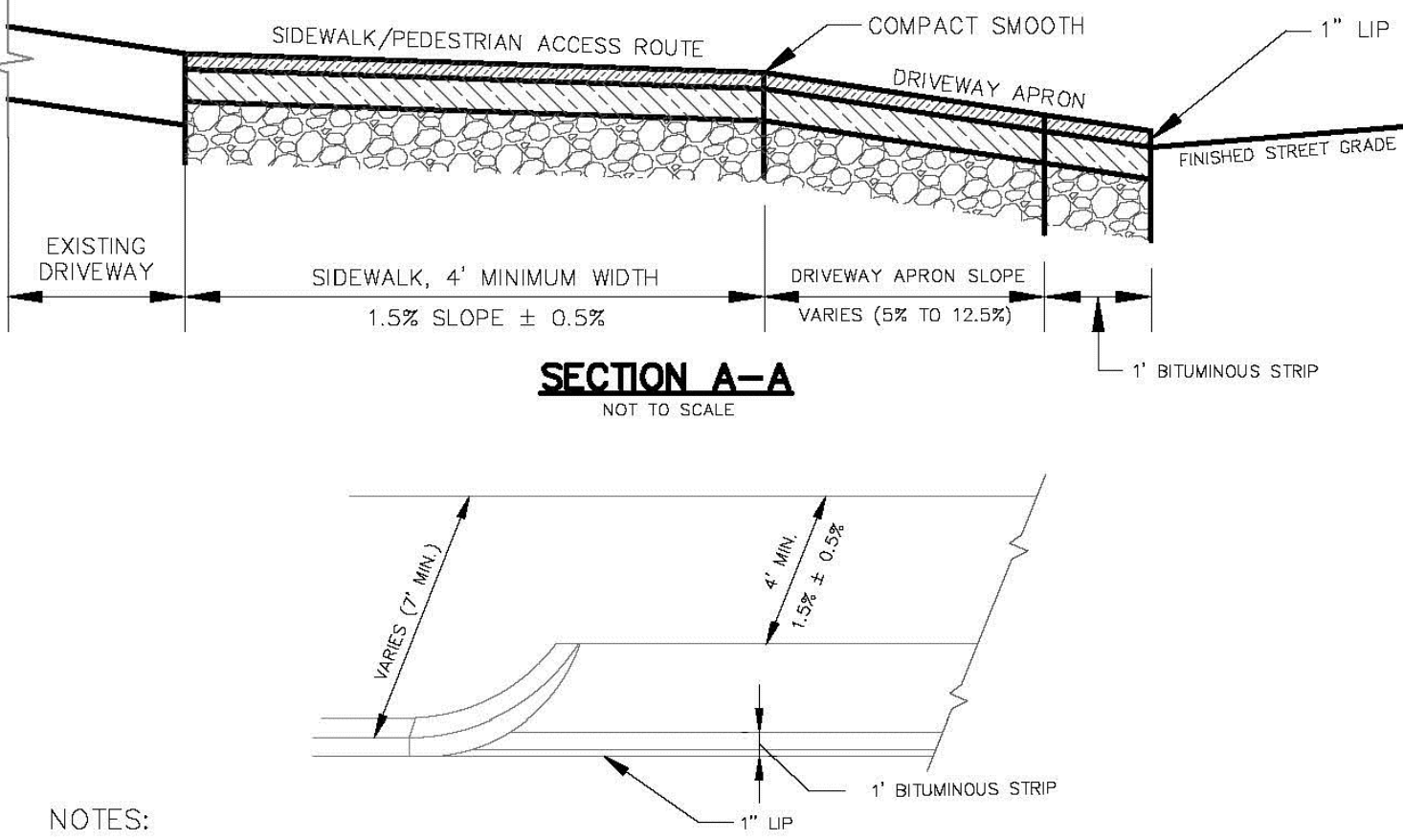
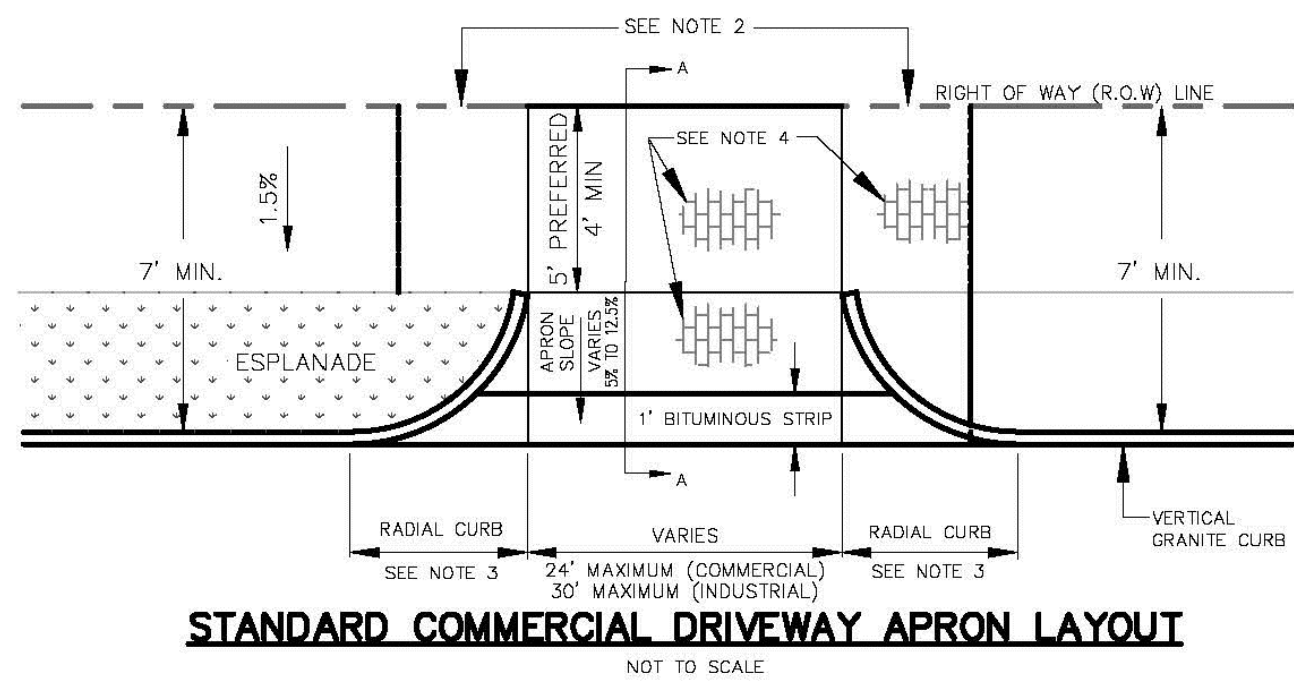


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U:\4277_Youth and Family Outreach Portland ME\2 - CAD\DWG\4277-DETAILS.dwg 7/12/2024 1:52 PM



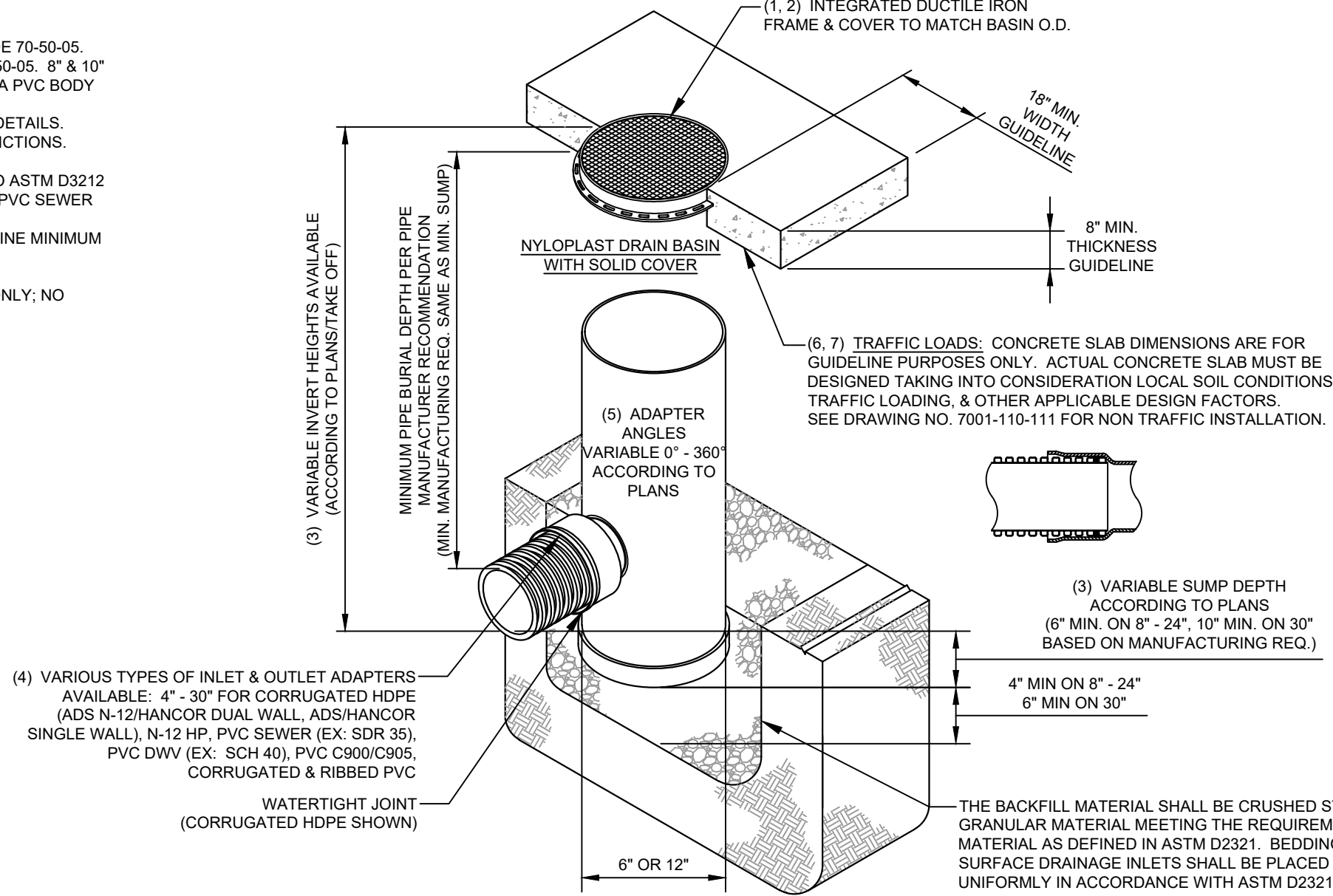
(A) REINFORCED CONCRETE DRIVEWAY APRON
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



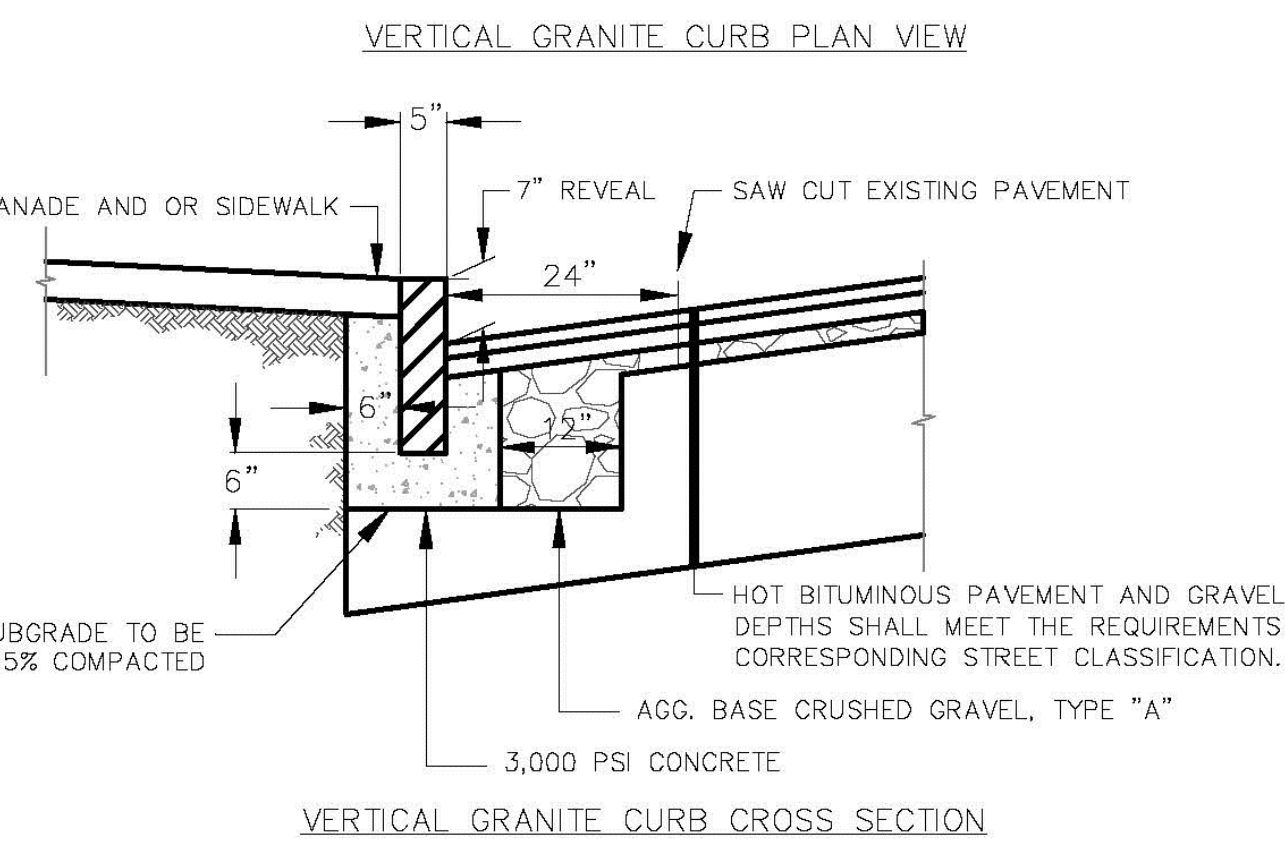
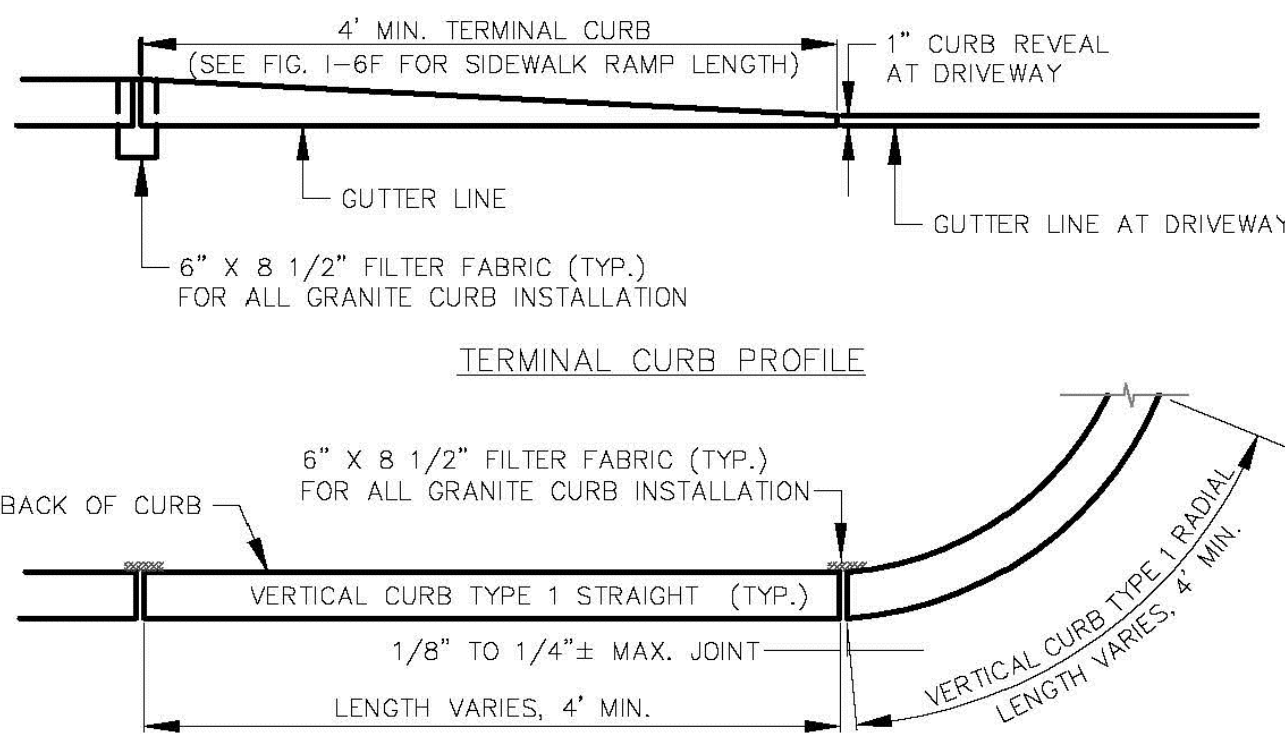
- NOTES:
1. MATCH EXISTING GRADE AT R.O.W. LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
 2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED %, SIDEWALK TRANSITION AREAS MAY BE ADDED, BUT SHALL NOT EXCEED 8.33%.
 3. DRIVEWAY CURB RADIUS SHALL NOT BE LARGER THAN REQUIRED BY THE SITE'S DESIGN VEHICLE.
 4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK..

(B) COMMERCIAL DRIVEWAY APRON DETAIL
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

- NOTES**
1. 8" - 30" SOLID COVERS SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
 2. 12" - 30" FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05. 8" & 10" SOLID COVERS FIT DIRECTLY ONTO DRAIN BASINS WITH THE USE OF A PVC BODY TOP. SEE DRAWING NO. 7001-110-045.
 3. DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS. SEE DRAWING NO. 7001-110-065.
 4. DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP, & PVC SEWER (4" - 24").
 5. ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°, TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.
 6. 12" - 30" SOLID COVERS SHALL MEET H-20 LOAD RATING.
 7. 8" & 10" SOLID COVERS ARE RATED FOR LIGHT DUTY APPLICATIONS ONLY; NO CONCRETE COLLAR NEEDED FOR LIGHT DUTY RATINGS.

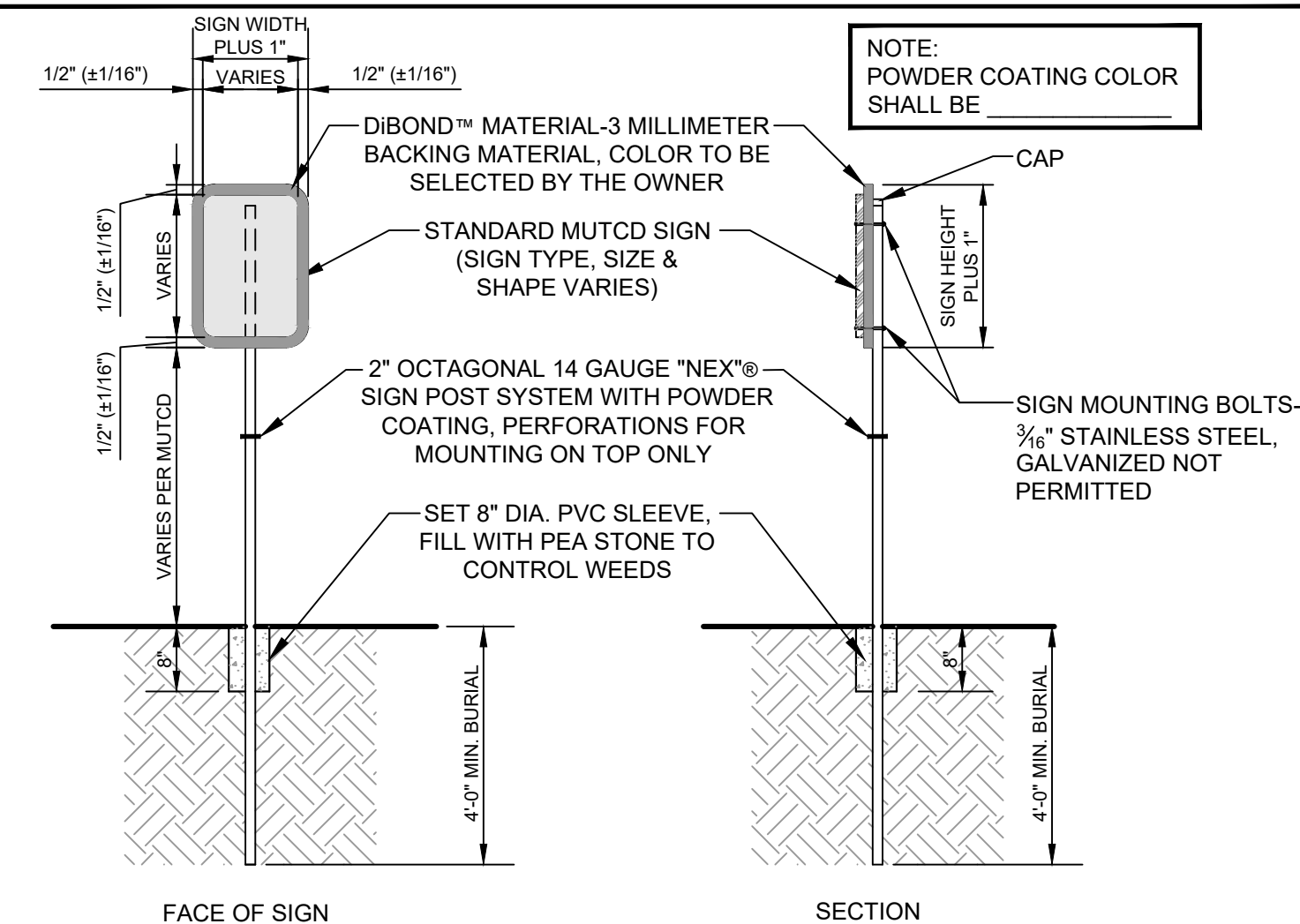


(C) NYLOPLAST DRAIN BASIN
N.T.S.

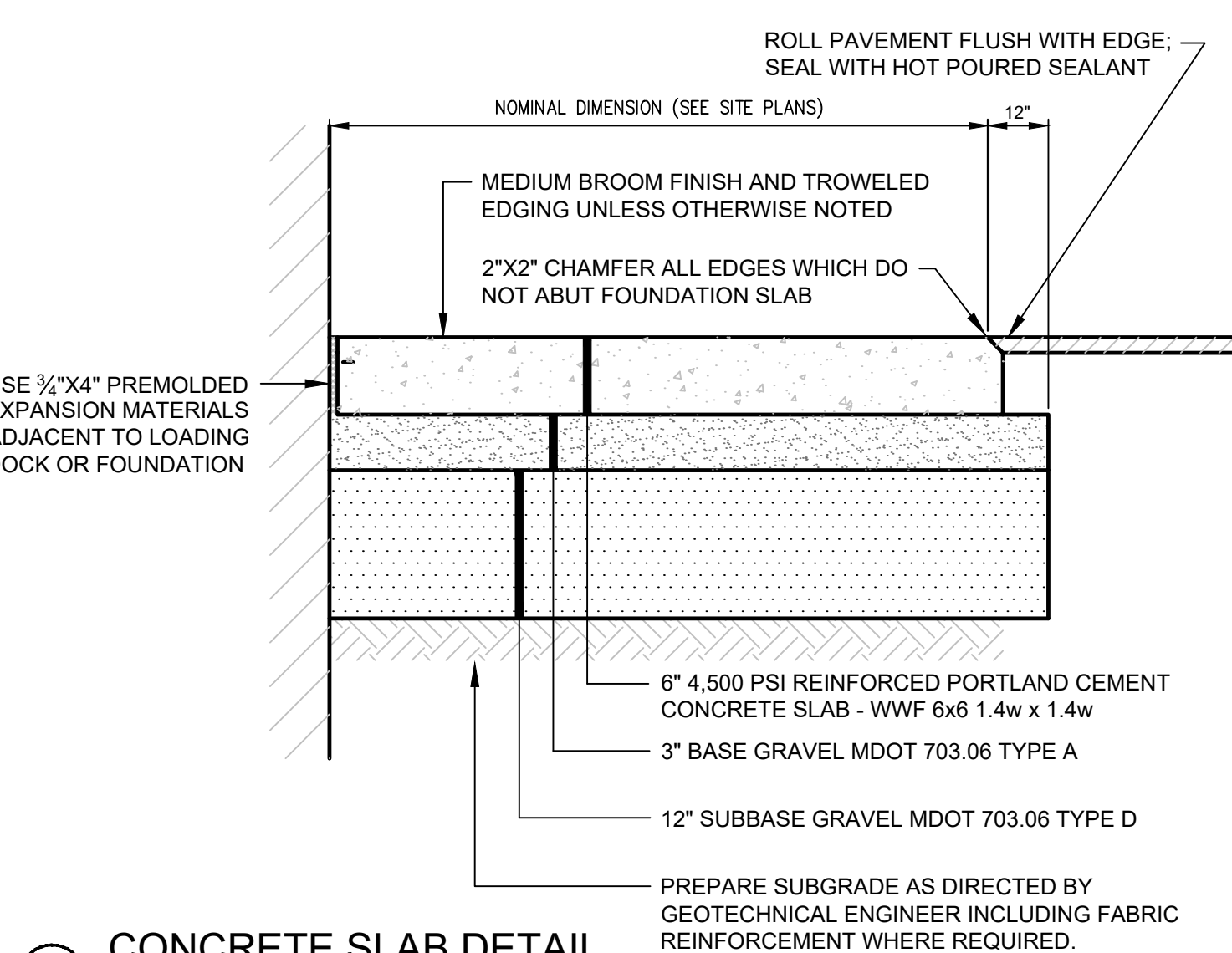


- VERTICAL GRANITE CURB CROSS SECTION**
- NOTES:
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
 2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
 3. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
 4. WOODEN SHIMS MAY BE USED TO SET CURB.

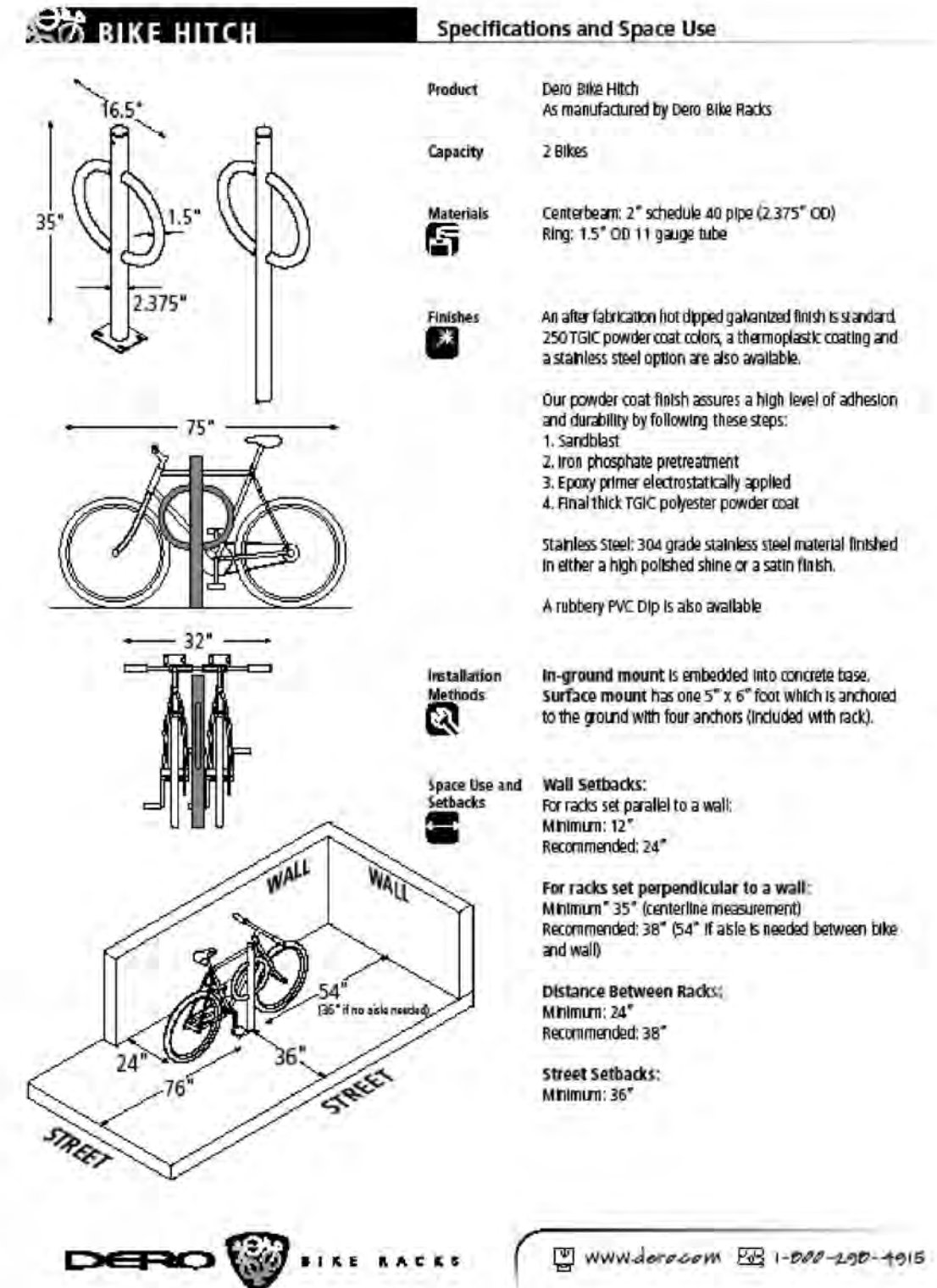
(D) VERTICAL GRANITE CURB DETAIL
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



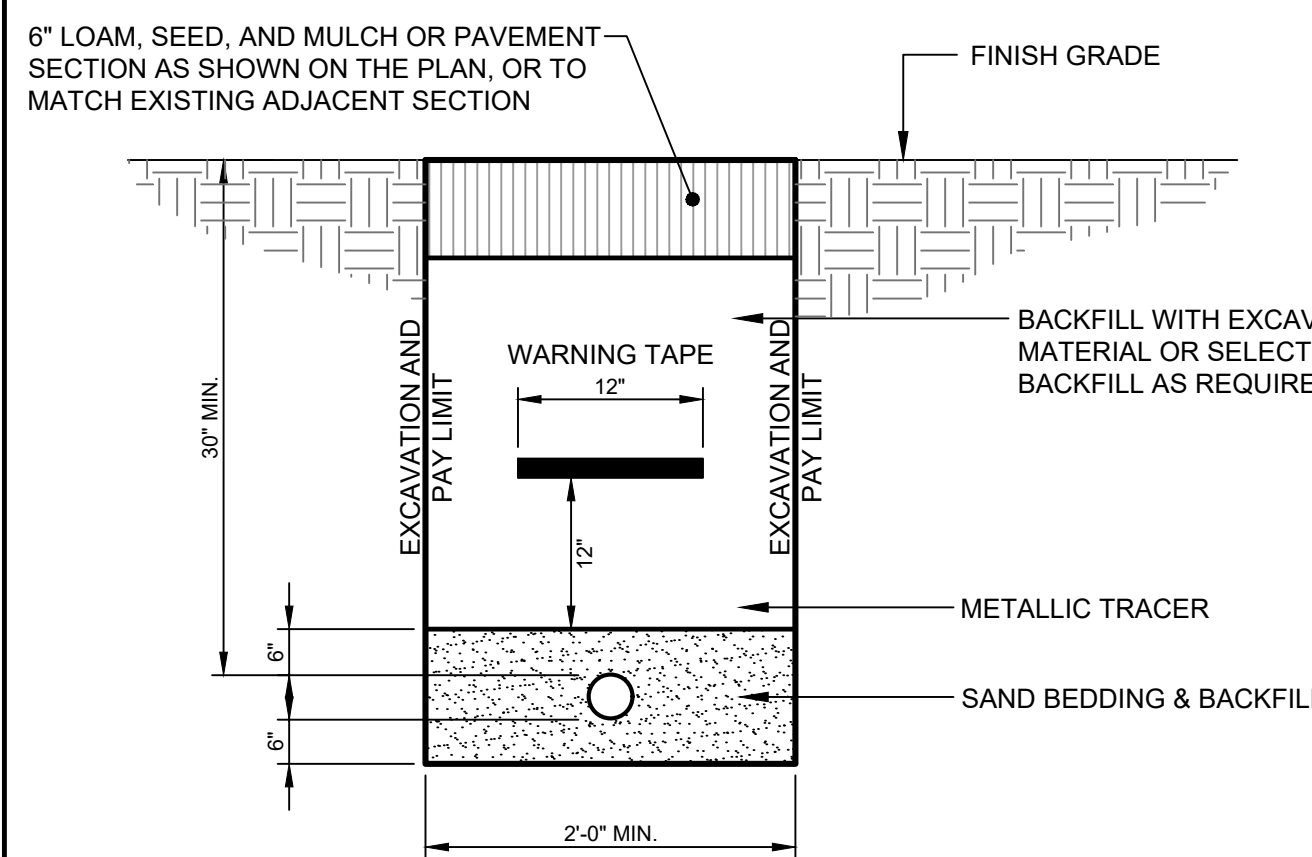
(E) TRAFFIC SIGN (WITH BACKING)
N.T.S.



(F) CONCRETE SLAB DETAIL
N.T.S.



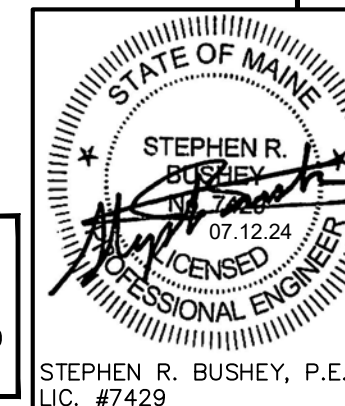
(G) BIKE HITCH DETAIL
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



NOTE:
GAS LINE TO BE INSTALLED BY OTHERS. GAS LINE INSTALLATION TO BE COORDINATED WITH THE LOCAL GAS UTILITY COMPANY, AND SHALL COMPLY WITH ITS STANDARDS. SITE CONTRACTOR IS RESPONSIBLE FOR EXCAVATION AND BACKFILL OF THE GAS LINE AND PLACEMENT OF THE WARNING TAPES AND TRACER.

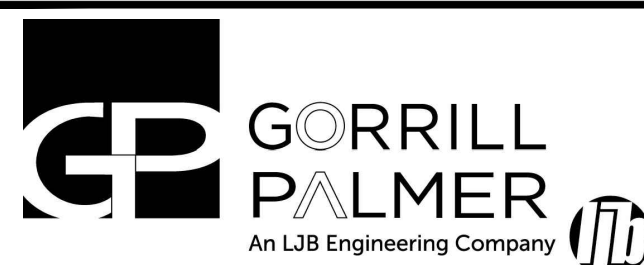
(H) GAS SERVICE TRENCH SECTION
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



Design: SRB	Draft: CDD	Date: MARCH 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4277
File Name: 4277-DETAILS.dwg		

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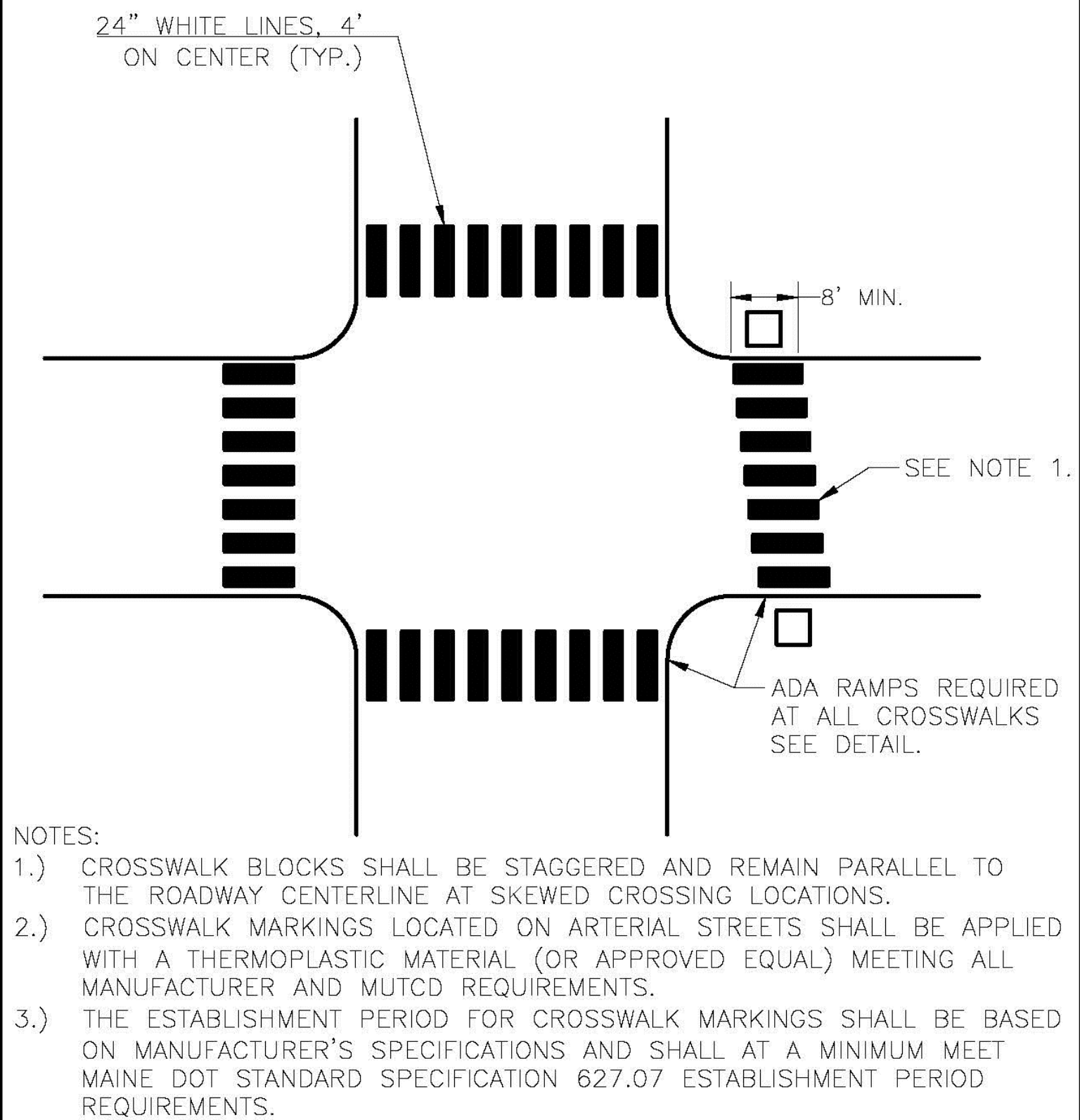
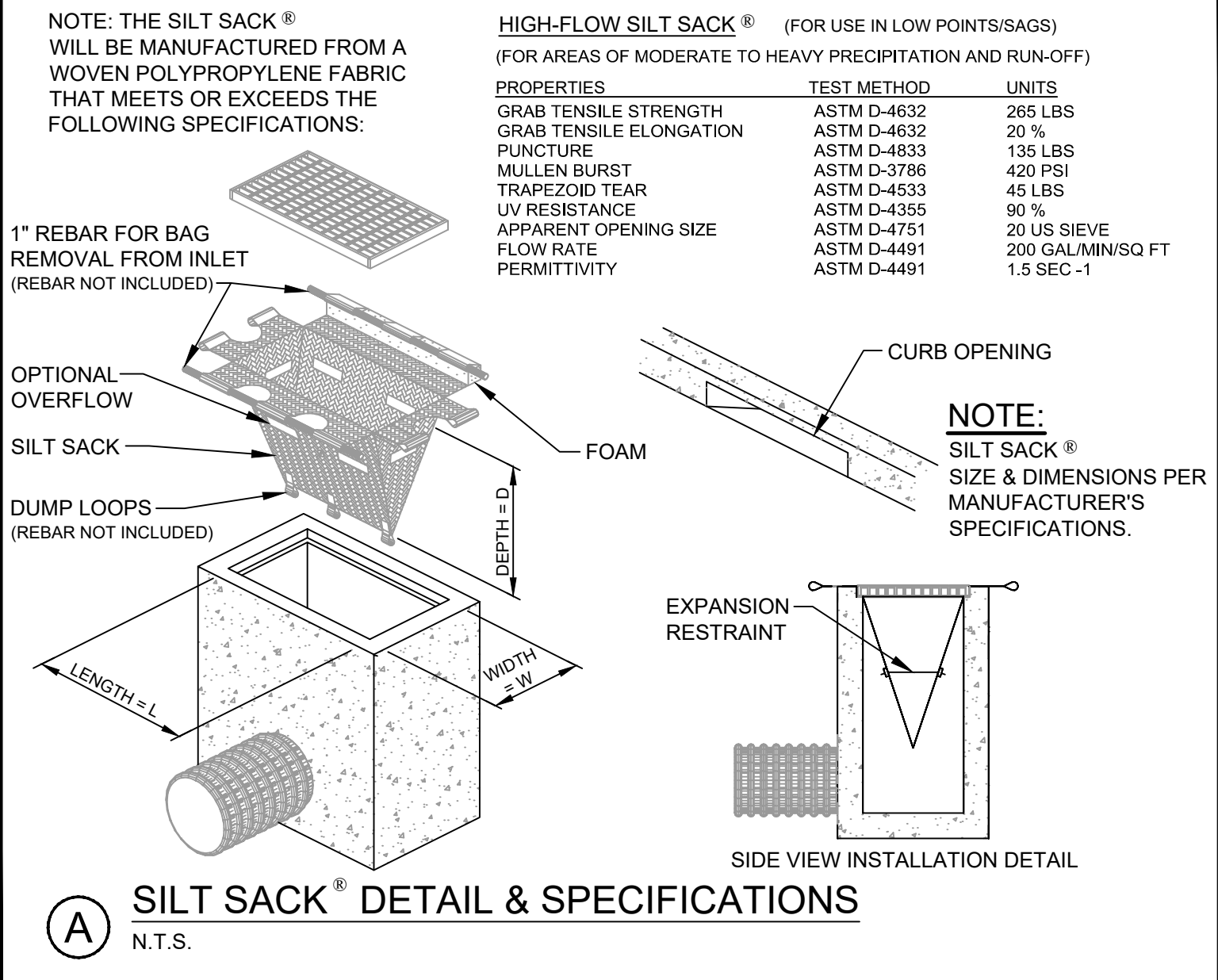


Gorriil Palmer, an LJB Engineering Company
GorriilPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

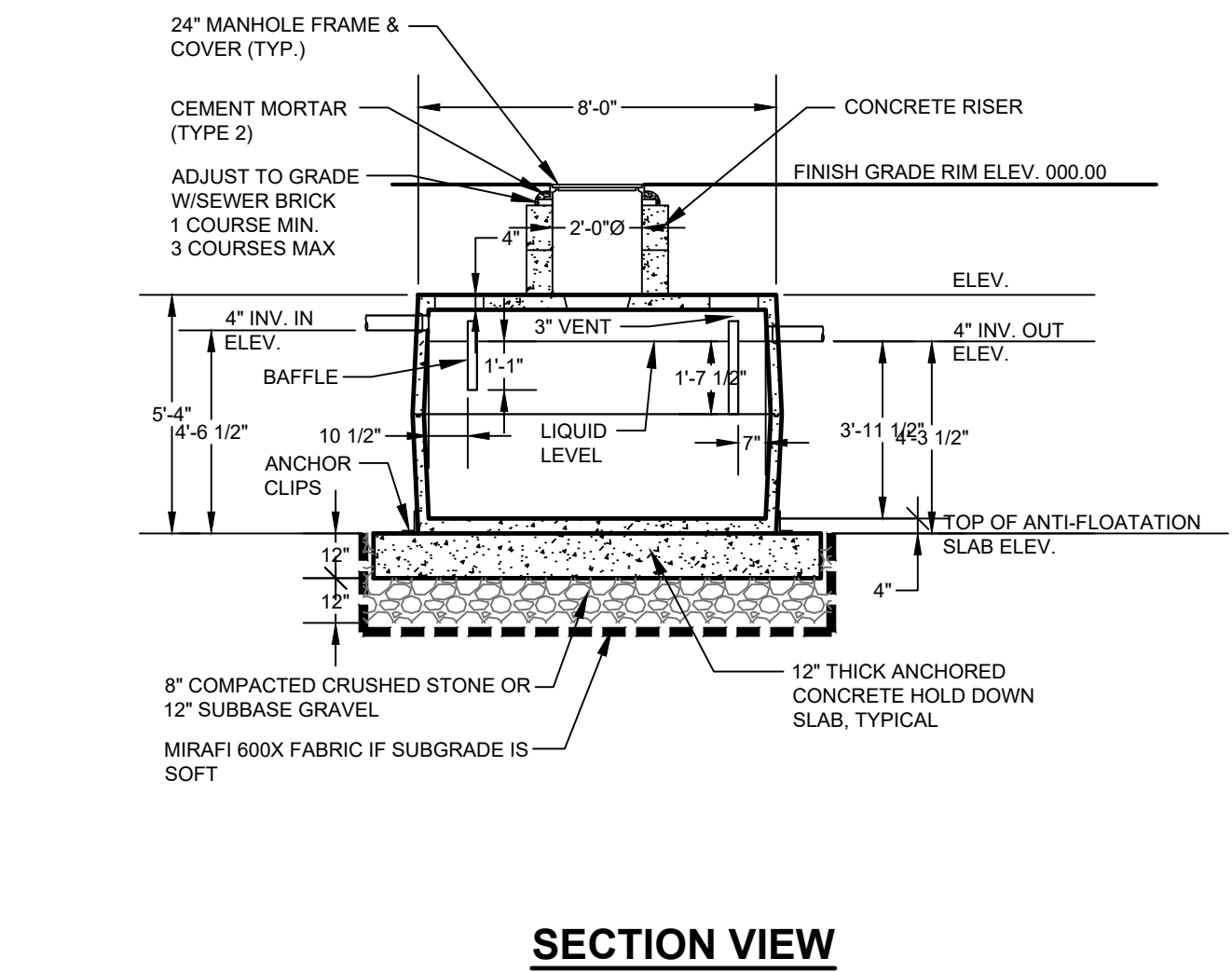
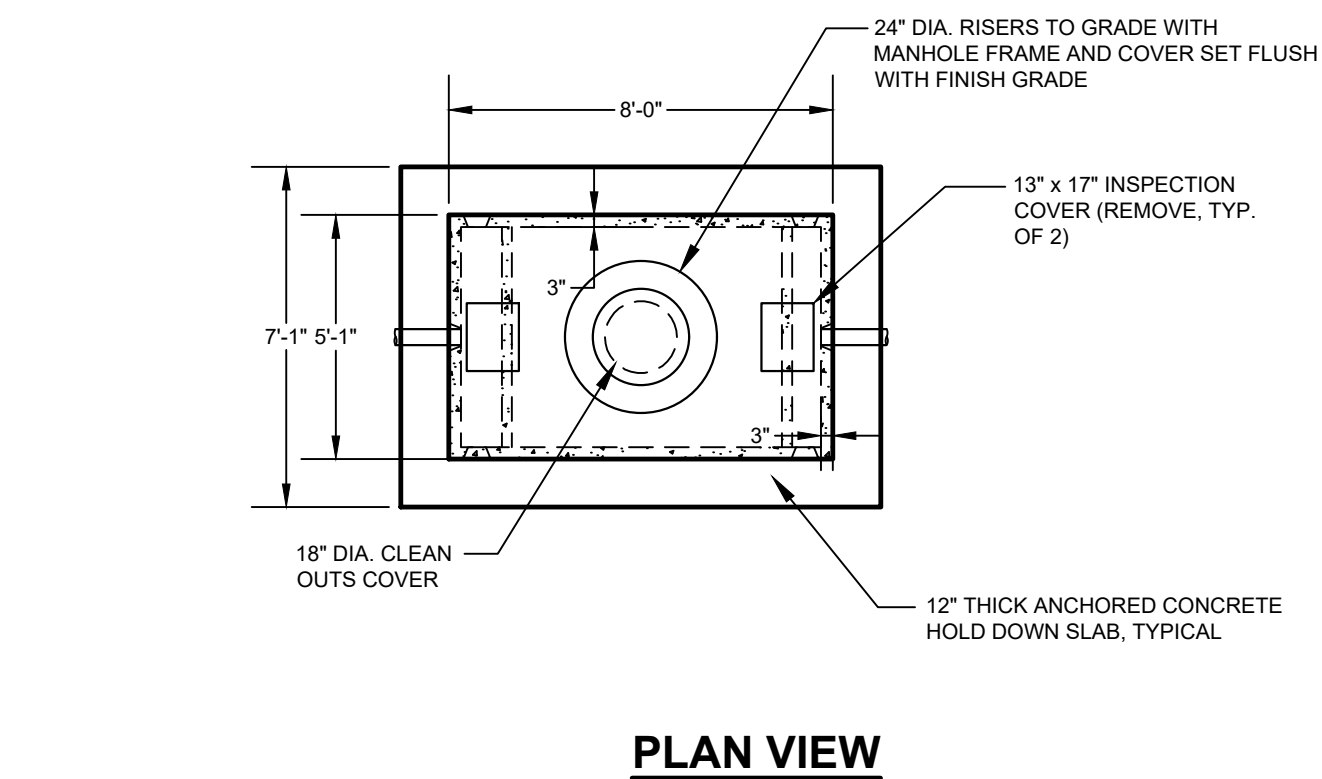
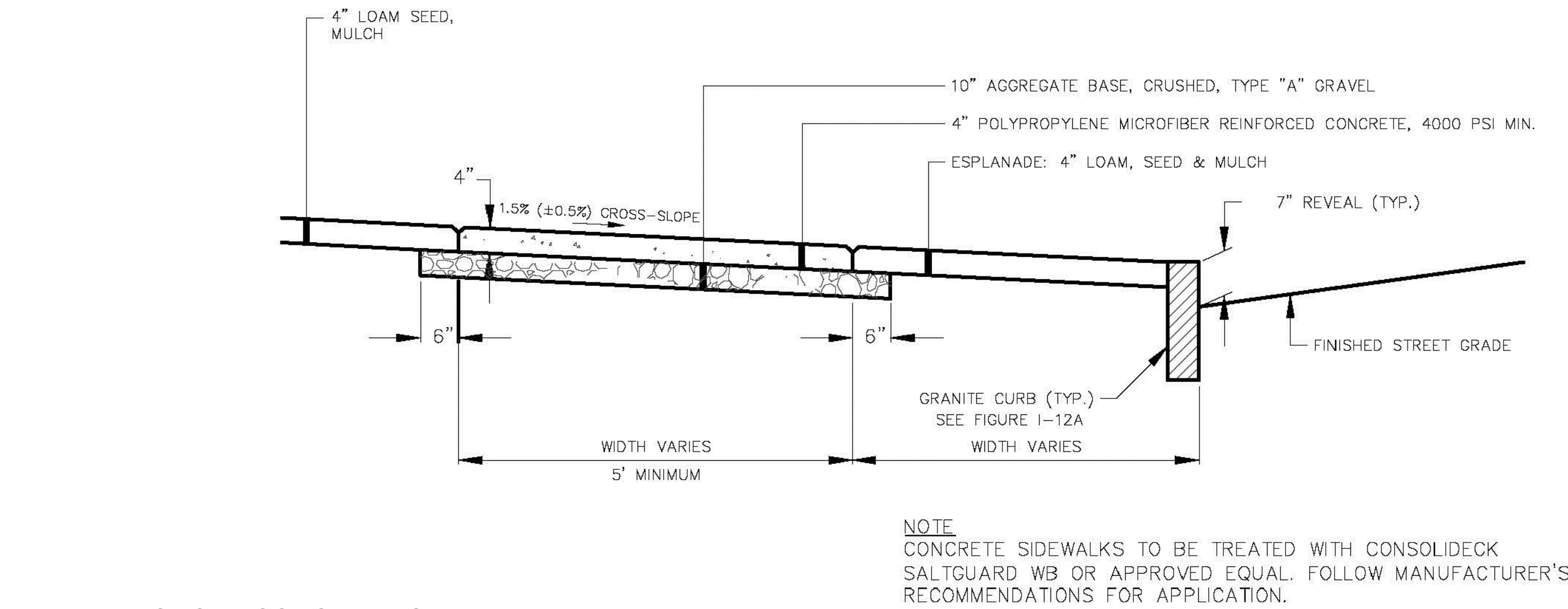
Drawing No.
C-6.1

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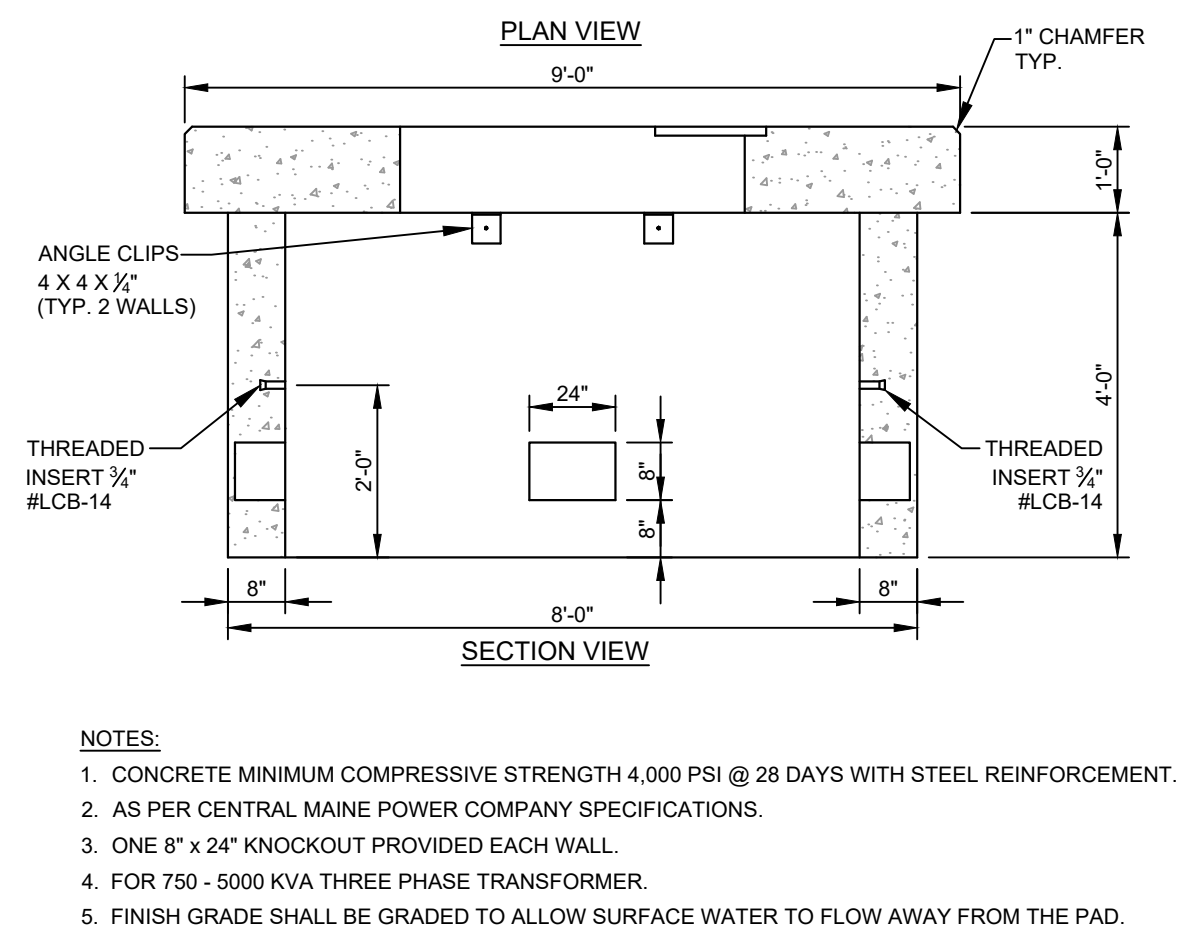
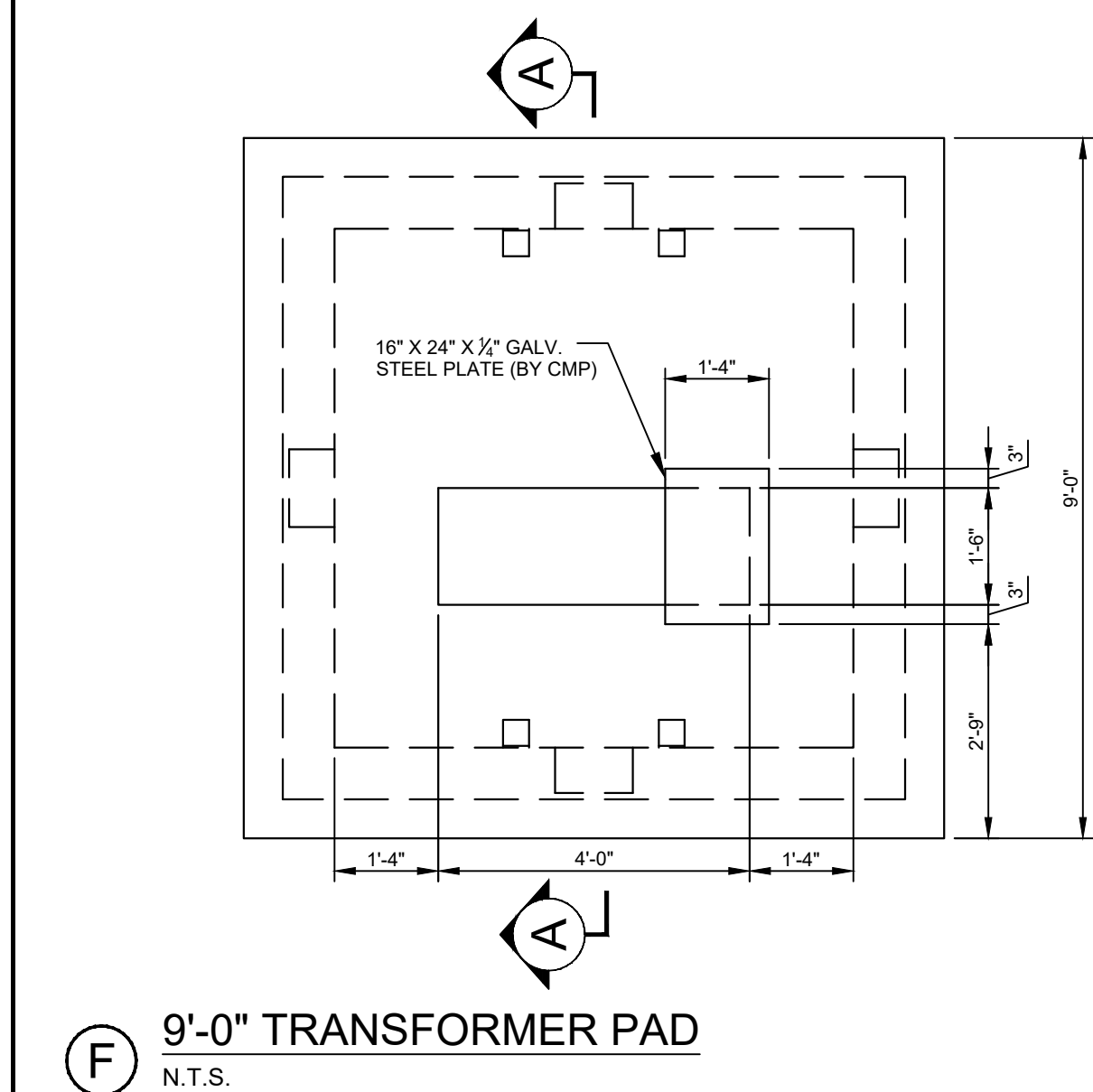
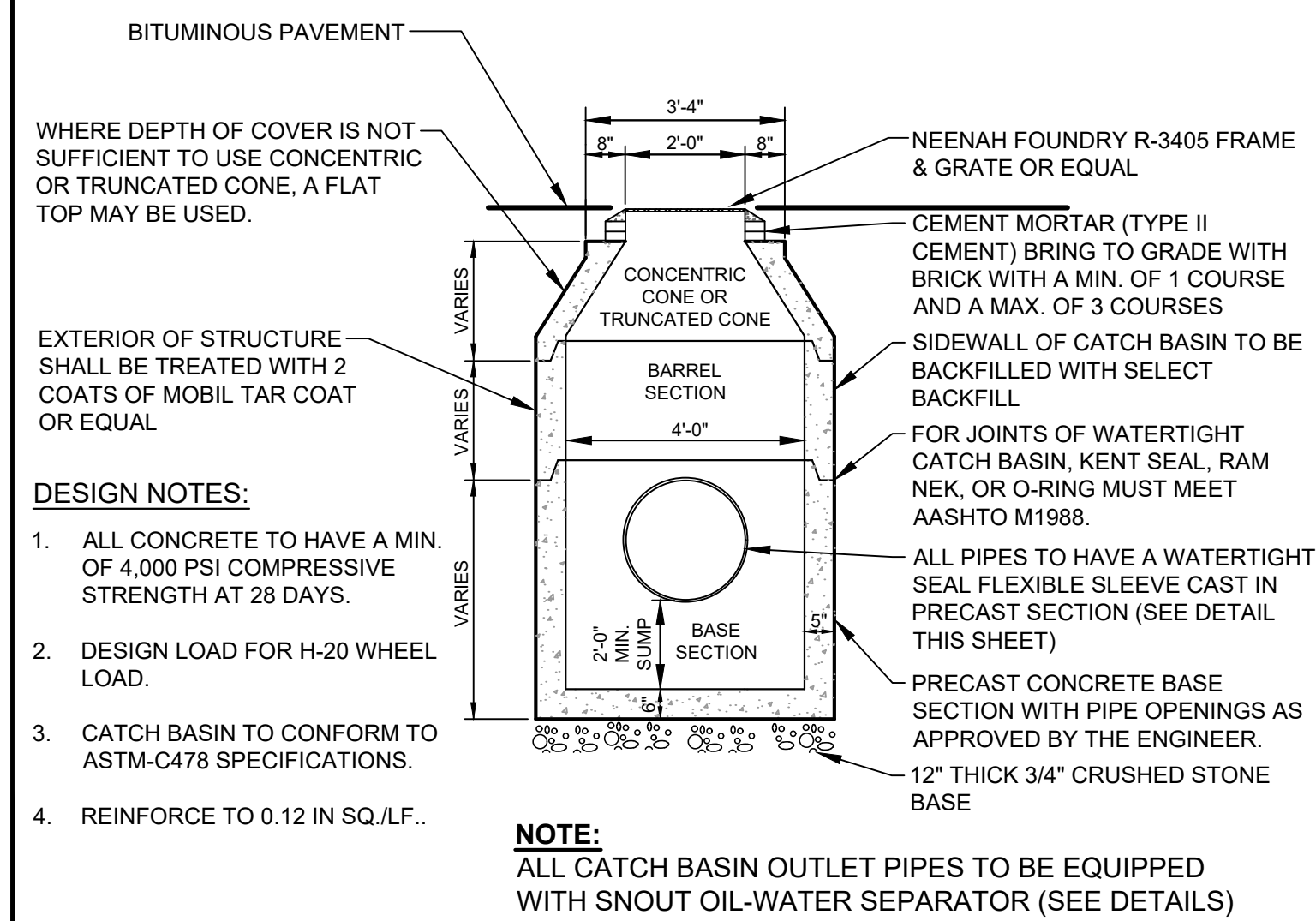


CROSSWALK MARKINGS
NOT TO SCALE

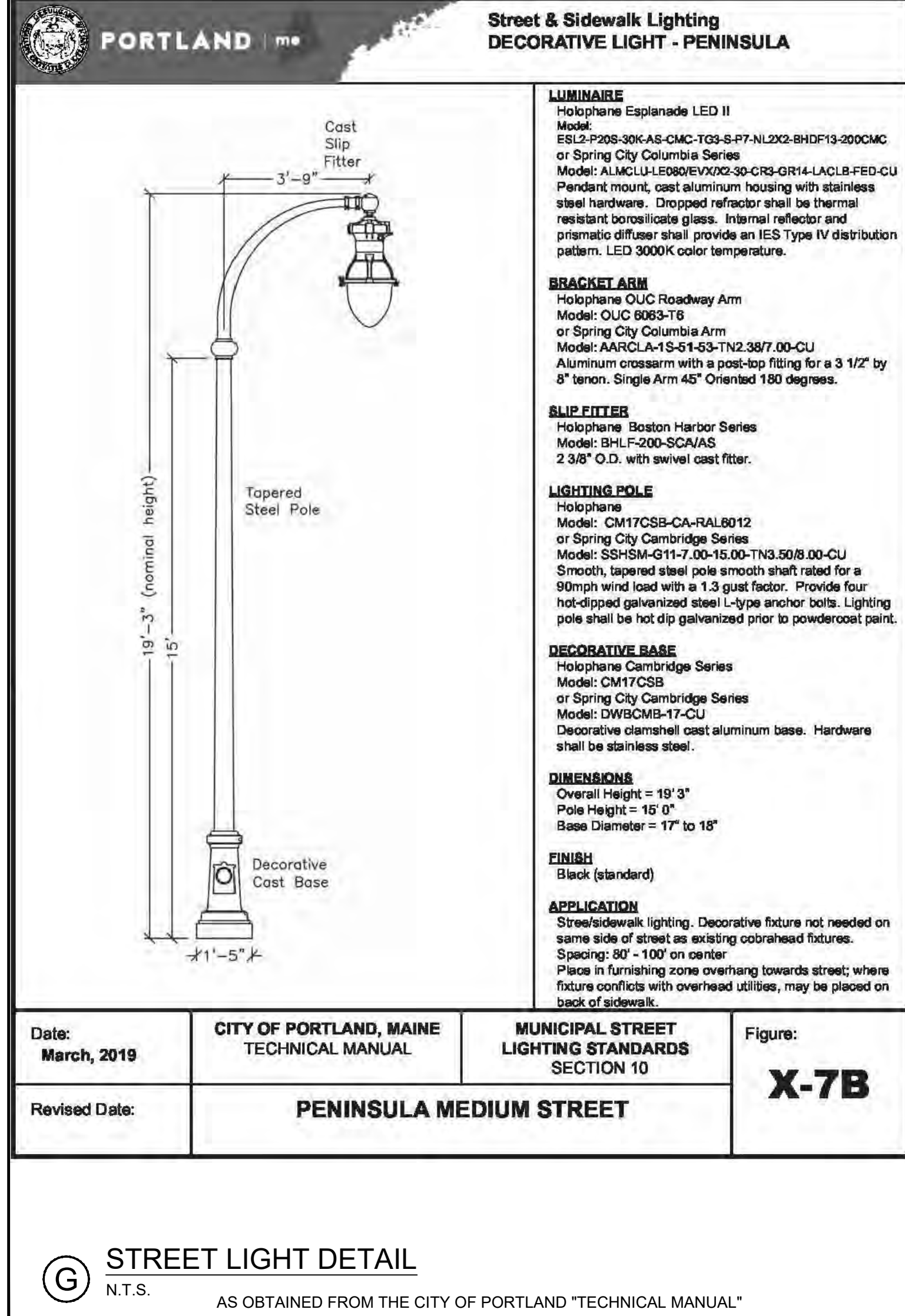
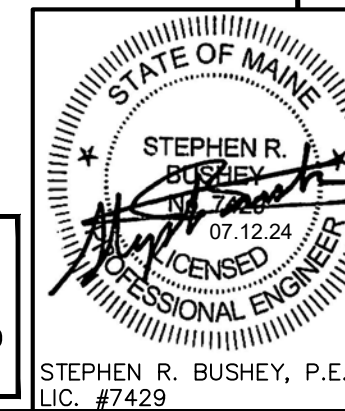
(B) TYPICAL CROSSWALK MARKINGS
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



(D) 1,000 GALLON PRECAST CONCRETE SEPTIC TANK
SCALE: 1" = 4'-0"



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision

3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION
Rev.	Date	Revision

Design: SRB	Draft: CDD	Date: MARCH 2024
Checked: SRB	Scale: AS NOTED	Job No.: 4277
File Name: 4277-DETAILS.dwg		
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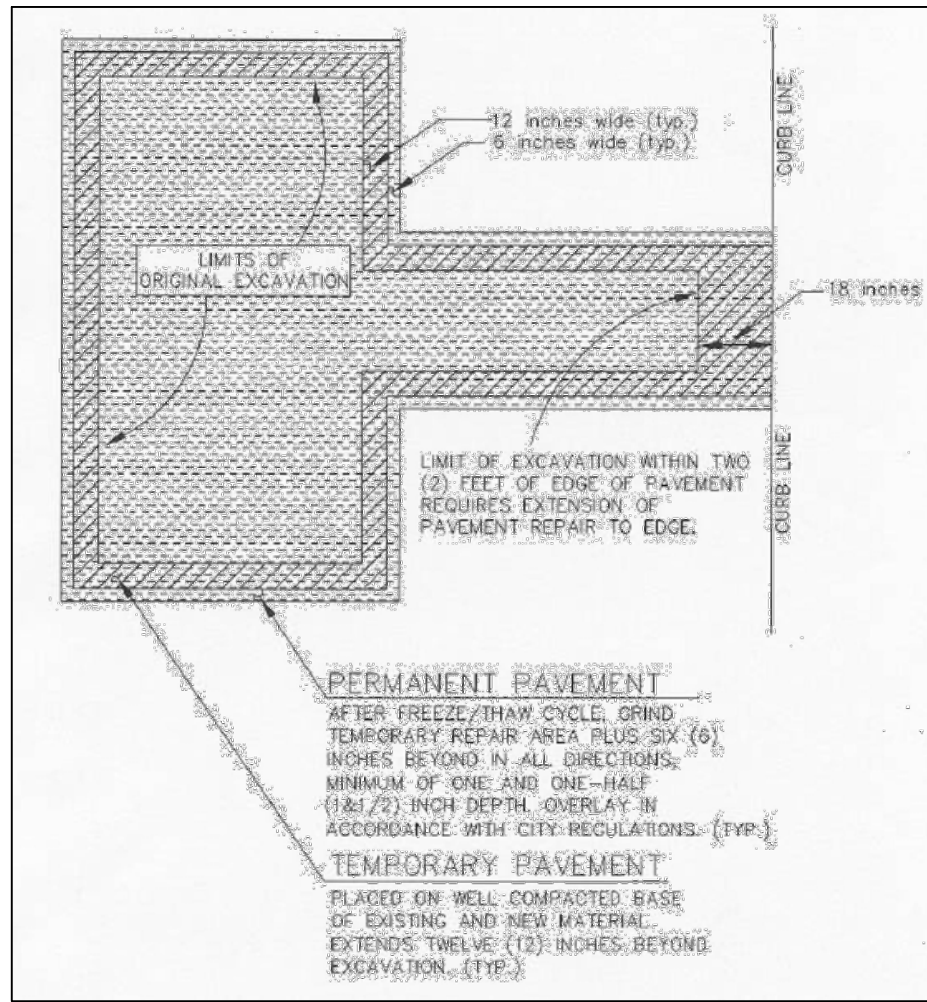


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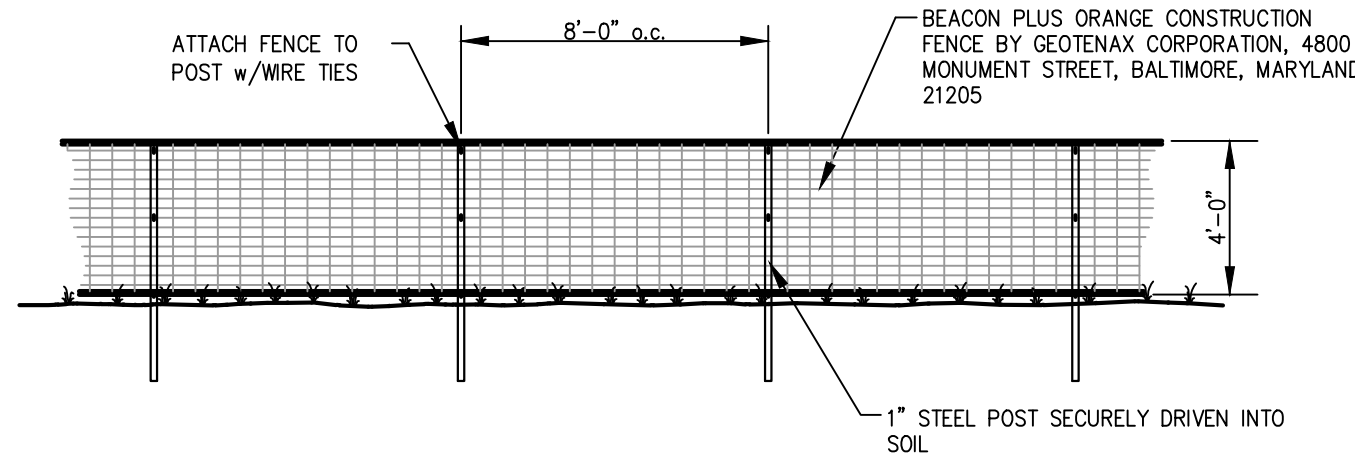
Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.	C-6.2
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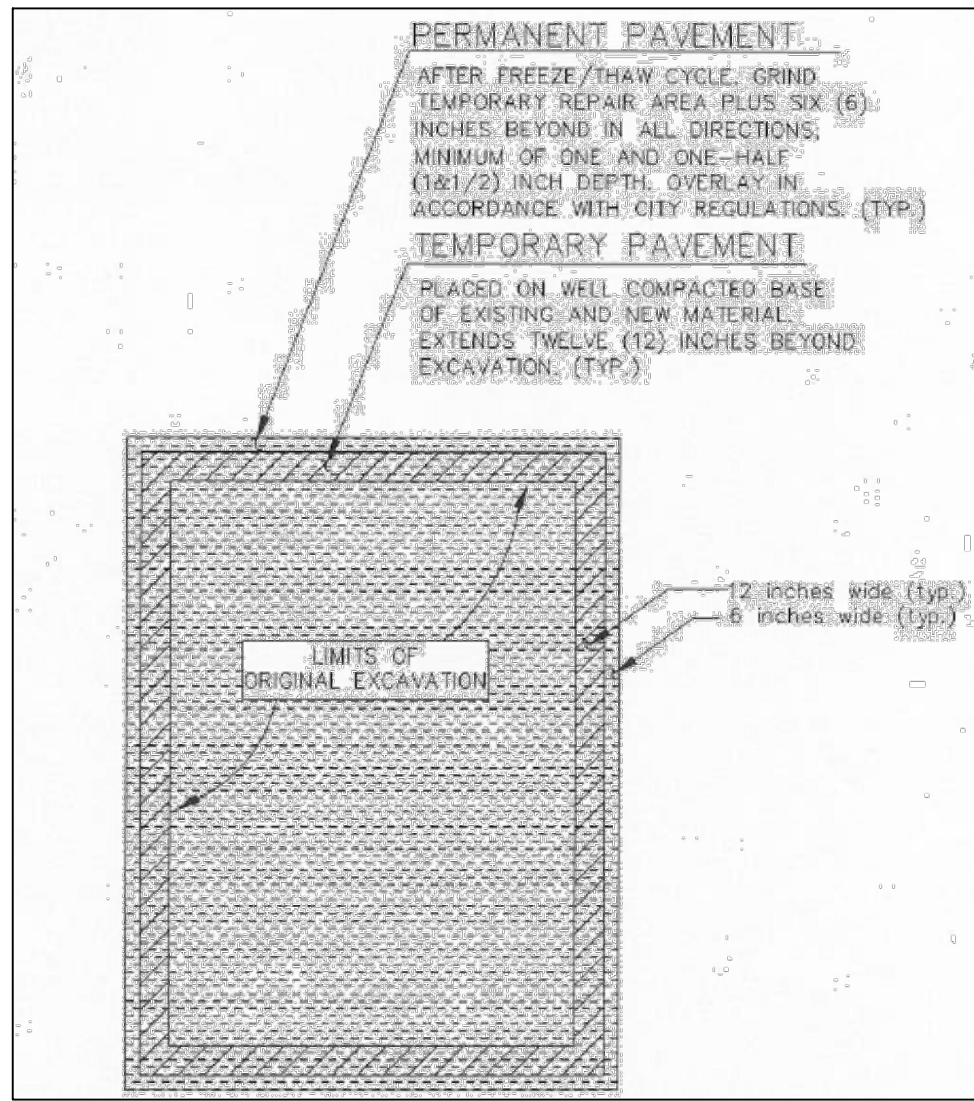
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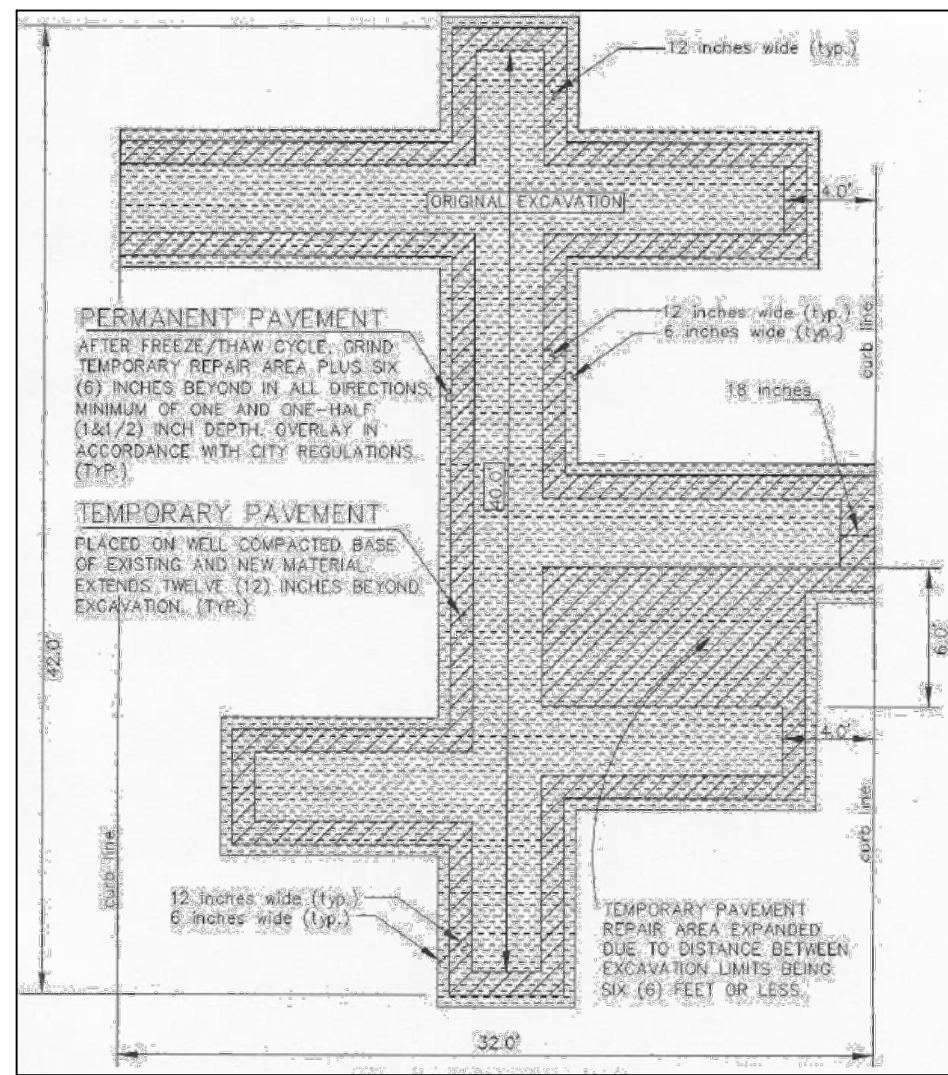
A PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"



D ORANGE CONSTRUCTION FENCE DETAIL
N.T.S.

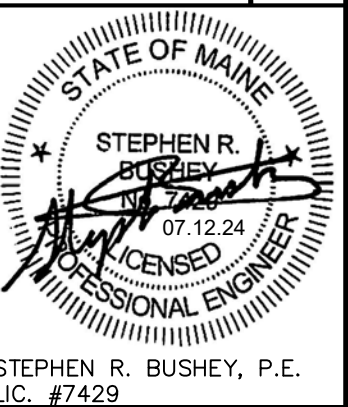


B PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"



C PLAN VIEW OF MAJOR EXCAVATION PAVEMENT REPAIR
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC RIGHT OF WAY"

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision

Rev.	Date	Revision
3	2024.07.12	RESUBMISSION PER CITY STAFF / PB COMMENTS
2	2024.06.27	REVISED WATER SERVICE
1	2024.05.14	SITE PLAN APPLICATION SUBMISSION

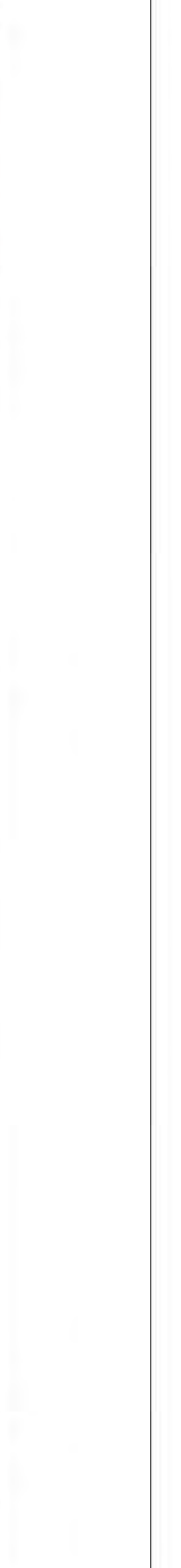
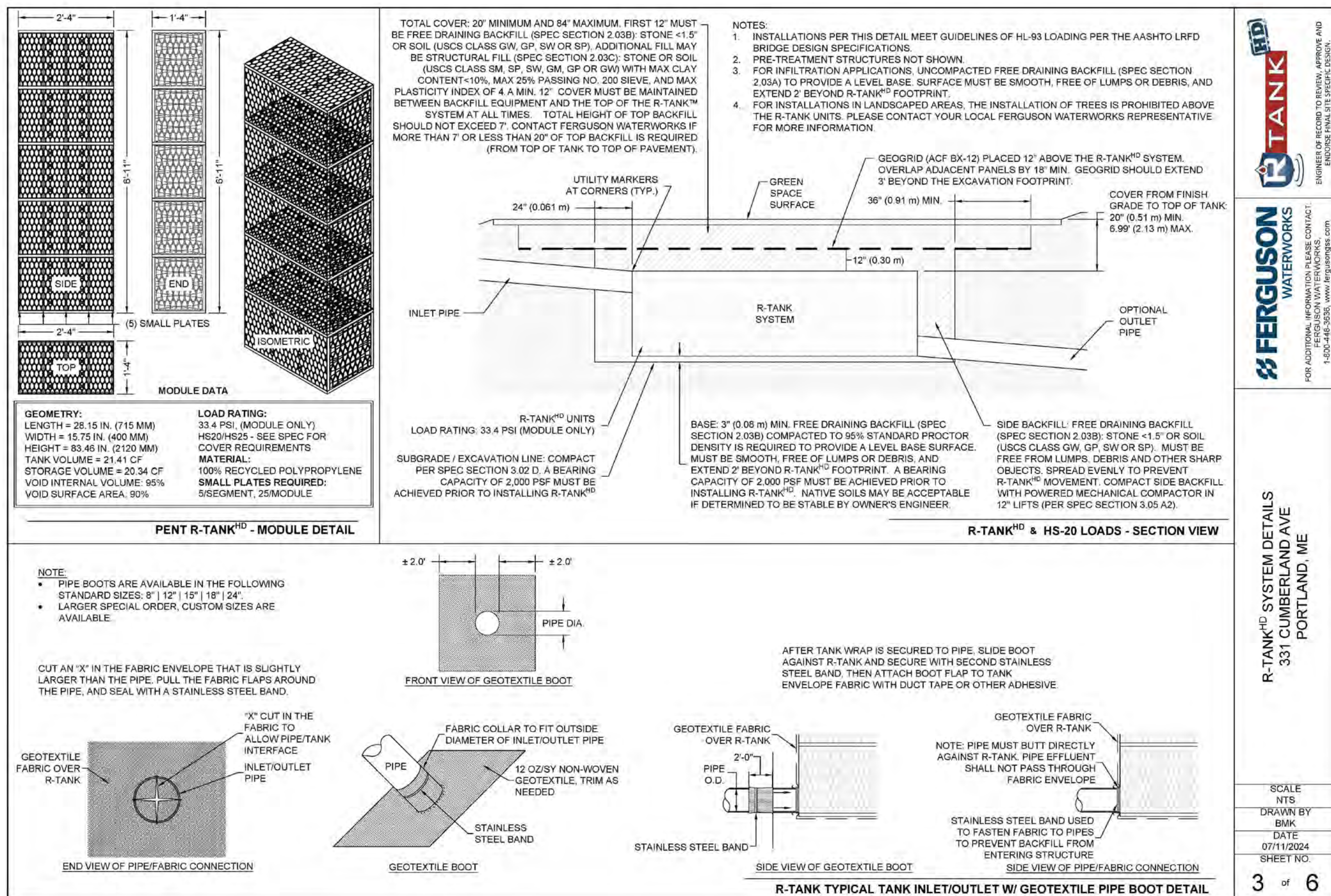
Design: SRB	Draft: CDD	Date: MARCH 2024
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File Name: 4277-DETAILS.dwg		
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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.
C-6.3

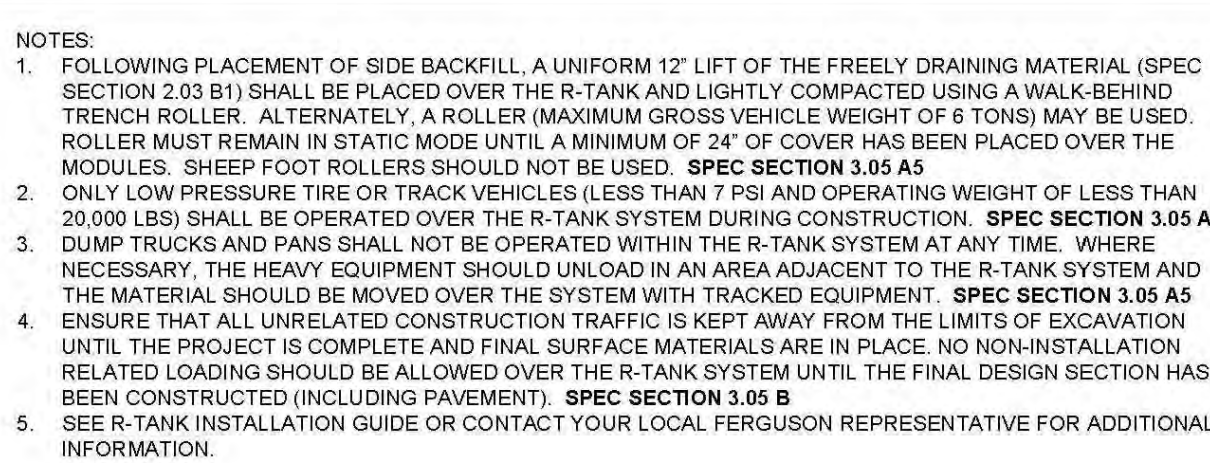


Design: SRB Draft: CDD Date: MARCH 2024
Checked: SRB Scale: AS NOTED Job No.: 4277
File Name: 4277-DETAILS-FERGUSON.dwg
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South Portland, ME 04106

Drawing Name: FERGUSON DETAILS FOR R-TANK STORAGE
Project: PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT
331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client: YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LP
331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No. C-6.4



CONSTRUCTION EQUIPMENT COVER DETAIL - VEHICULAR TRAFFIC

SCALE
NTS
DRAWN BY
BMK
DATE
07/11/2024
SHEET NO.
5 of 6

<


R-TANKRD SPECIFICATION
331 CUMBERLAND AVE
PORTLAND, ME
 SCALE: NTS
 DRAWN BY: BMK
 DATE: 07/11/2024
 SHEET NO. 6 of 6

STATE OF MAINE
STEPHEN R. BUSHEY
N. 7429
07.12.24
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Drawing No.

C-6.5

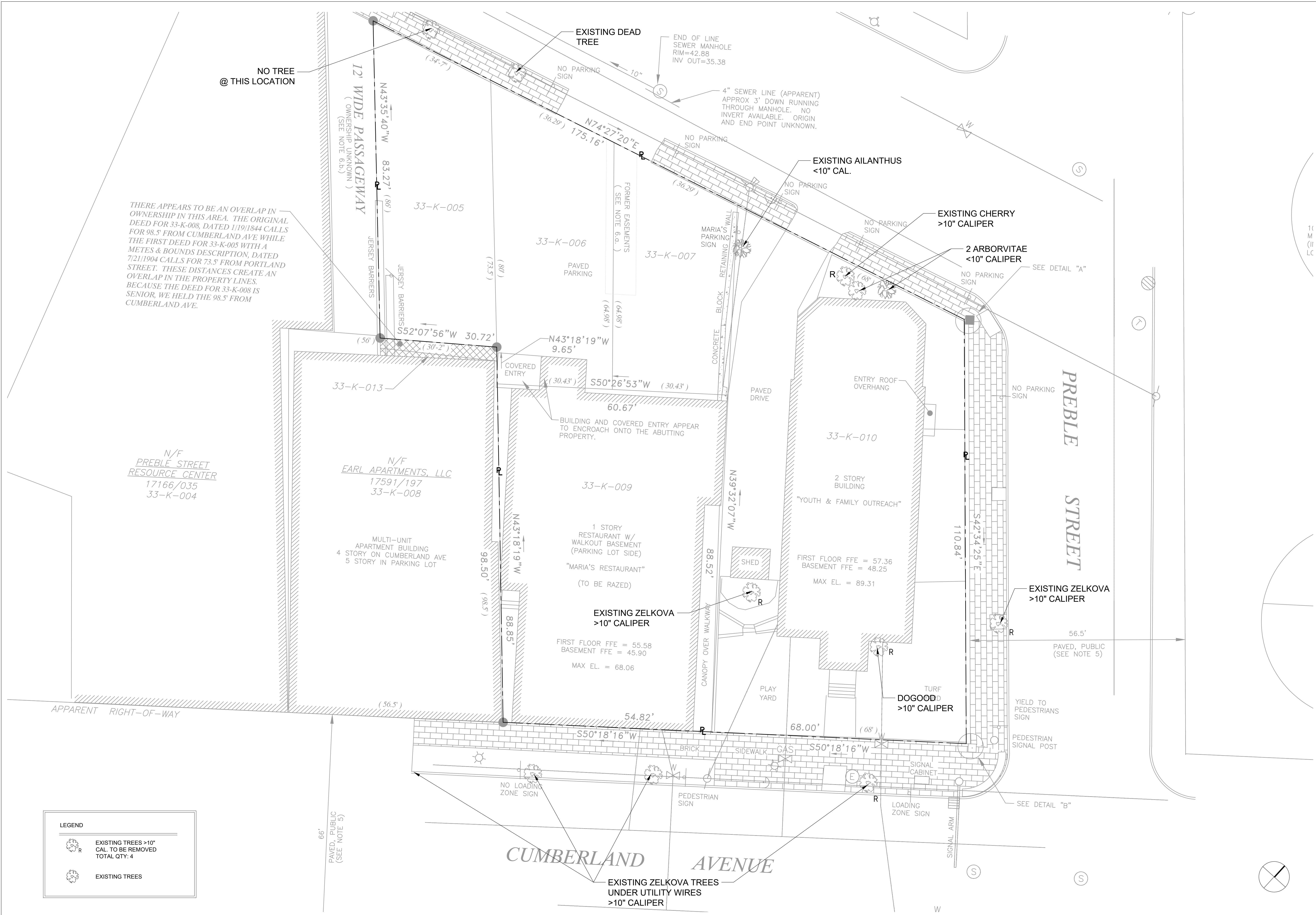
Design: SRB	Draft: CDD	Date: MARCH 2024
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GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	FERGUSON DETAILS FOR R-TANK STORAGE
Project:	PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT 331 CUMBERLAND AVENUE, PORTLAND, MAINE
Client:	YOUTH AND FAMILY OUTREACH / YFO RESOURCE HUB LF 331 CUMBERLAND AVENUE, PORTLAND, MAINE 04101

Drawing No.



studio
MLA
ARCHITECTS

320 WASHINGTON STREET
2ND FLOOR
BROOKLINE, MA 02445
T 617-608-1551
F 617-608-1555

PROJECT TITLE
YOUTH & FAMILY OUTREACH
331 CUMBERLAND AVE.
PORTLAND, ME 04101

CLIENT
YOUTH & FAMILY OUTREACH

REVISIONS
REV # DESCRIPTION
DATE

PROJECT ARCHITECT
SMLA

DRAWN BY
BU

CHECKED BY
JH

PROJECT NUMBER

DATE
05-02-2024

SCALE
3/32" = 1'-0"

CONTENT
EXISTING
CONDITIONS

SHEET
L100



1 SUGAR MAPLE (45' HT.)
NTS



2 AMELANCHIER- SPRING (20' HT.)
NTS



3 AMELANCHIER- FALL (20' HT.)
NTS



4 RIVER BIRCH (25' HT.)
NTS



5 APPLE TREE (15' HT.)
NTS



6 SOURWOOD (20' HT.)
NTS

STAMP

PROJECT TITLE
YOUTH & FAMILY OUTREACH
331 CUMBERLAND AVE.
PORTLAND, ME 04101

CLIENT

REV #	DESCRIPTION	DATE

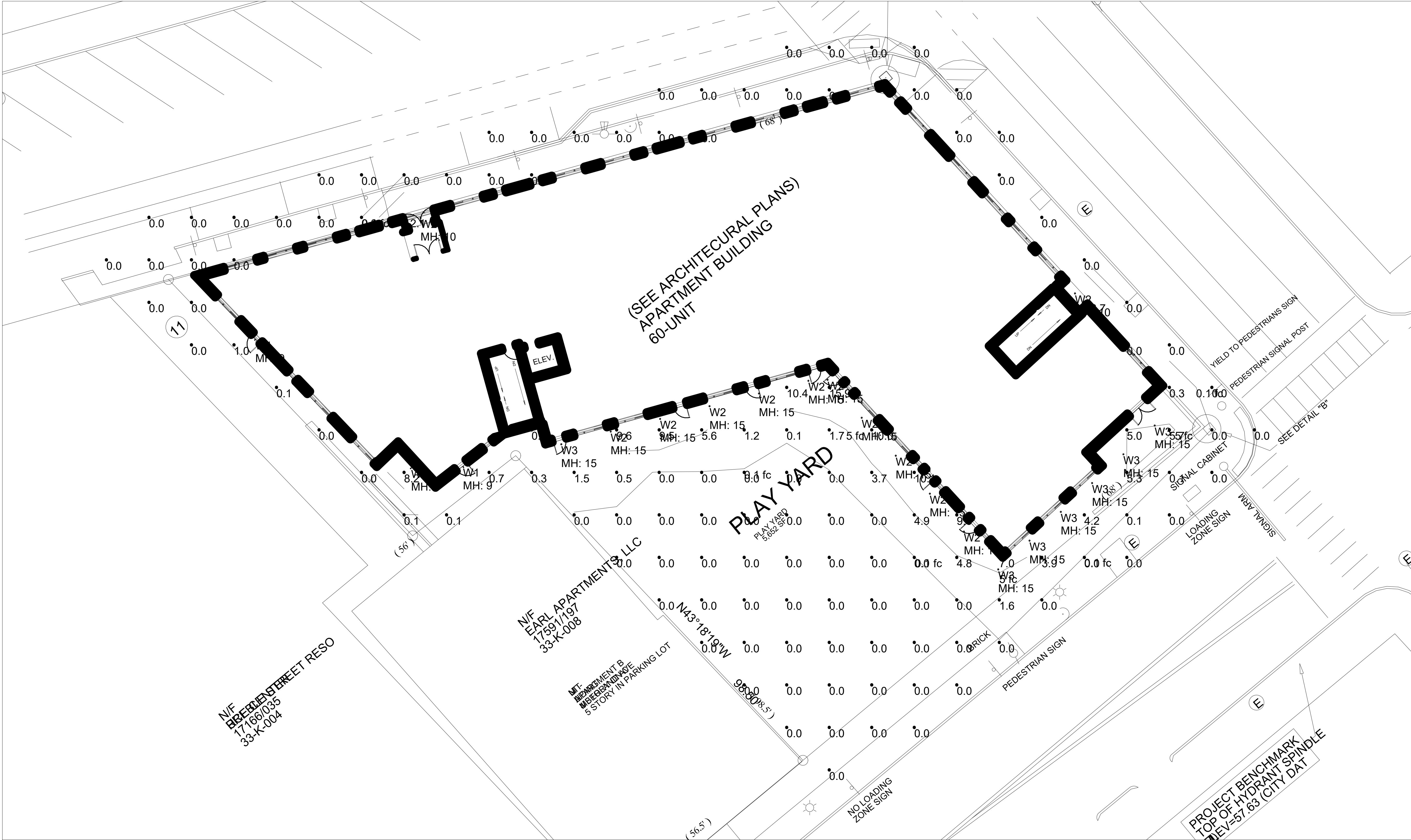
REVISIONS

PROJECT ARCHITECT	SMLA
DRAWN BY	BU
CHECKED BY	JH
PROJECT NUMBER	
DATE	05-02-2024
SCALE	NOT TO SCALE
CONTENT	TREE IMAGES
SHEET	L103

Luminaire Schedule (note fixture catalogue numbers are not complete)						
Type	Qty	Lum. Lumens	LLF	Lum. Watts	Description	Mounting Height
W1	3	890	0.860	13	CK-LED-TR-X98-SP-13-3000K prorated for 3K	9
W2	12	1494	0.860	12	LFR-4RD-M-15L30K8WD-DM1_LFR-4RD-T-S	10, 15
W3	7	932	0.860	7.6	LFR-4RD-M-10L30K8MD-DM1_LFR-4RD-T-CL-S	15

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
site	1.24	16.7	0.0	N.A.	N.A.

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
 - 3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
 - 4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO SWANEY LIGHTING ASSOCIATES AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
 - 5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
 - 6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.



PLAN VIEW

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SWANEY LIGHTING ASSOCIATES. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED HEREIN. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF SWANEY LIGHTING ASSOCIATES IS EXPRESSLY PROHIBITED. SWANEY LIGHTING ASSOCIATES ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS DRAWING. THE INTENT OF THIS DRAWING IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES TO ILLUMINATE THE SITE. IT IS THE RESPONSIBILITY OF THE USER TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED AND TO OBTAIN NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. ANY VARIATION IN FIXTURE PERFORMANCE FROM THAT SHOWN IN THIS DRAWING IS NOT THE RESPONSIBILITY OF SWANEY LIGHTING ASSOCIATES. FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY SWANEY LIGHTING ASSOCIATES.

GENERATED FOR:
GORRILL PALMER
SCALE: NOT TO SCALE


SWANEY LIGHTING ASSOCIATES, INC.

DATE: 5/13/2024
Page 1 of 1

TITLE
**337 CUMBERLAND AVE
PORTLAND, ME
EXTERIOR LIGHTING LAYOUT**

site lgt 5-10-24.A01
GENERATED BY SWANEY LIGHTING, SCARBOROUGH ME - 207-883-7100 - swaneylighting.com

DATE:

PROJECT:

TYPE:

CATALOG NUMBER LOGIC:



*Accommodates up to 2 lens/shielding media.

**120V only.

CATALOG NUMBER LOGIC

Example: CK - LED - TR - x98 - SP - BZW - 9 - 11 - A - INC - 120

MATERIAL

Aluminum

SERIES

CK - Catskill

SOURCE

LED - Chip on Board (COB) Technology

HOUSING

TR - Integral Driver

LED TYPE

x98 - 13W/2700K/80CRI	x101 - 13W/2700K/90CRI	✓
x99 - 13W/3000K/80CRI	x102 - 13W/3000K/90CRI	✓
x103 - 13W/3500K/80CRI	x104 - 13W/3500K/90CRI	✓
x100 - 13W/4000K/80CRI	x121 - 13W/4000K/90CRI	✓
x122 - 21W/2700K/80CRI	x126 - 21W/2700K/90CRI	✓
x123 - 21W/3000K/80CRI	x127 - 21W/3000K/90CRI	✓
x124 - 21W/3500K/80CRI	x128 - 21W/3500K/90CRI	✓
x125 - 21W/4000K/80CRI	x129 - 21W/4000K/90CRI	✓

OPTICS

SP - Spot (17°) FL - Flood (45°) WFL - Wide Flood (55°)

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRM, HUG, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR) *

Also available in RAL Finishes

LENS TYPE*

9 - Clear (Standard)

12 - Soft Focus 13 - Rectilinear

SHIELDING*

11 - Honeycomb Baffle

CAP STYLE

A - 45°

B - 90°

C - Flush

D - 45° Less Weephole (Downward Aiming Only)

E - 90° Less Weephole (Downward Aiming Only)

CONTROL

ELV - Dimming Driver (For use with Electronic Low Voltage Dimmer)**

INC - Dimming Driver (For use with Incandescent Dimmer)**

010 - 0-10V Dimming Driver (Dimming ≤3-100%)

INPUT VOLTAGE

120 - 120 VAC

277 - 277 VAC



TITLE 24, JA8 COMPLIANT

B-K LIGHTING**MADE IN THE USA**

559.438.5800 | INFO@BKLIGHTING.COM | BKLIGHTING.COM

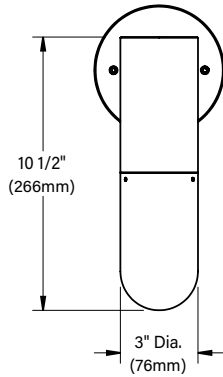
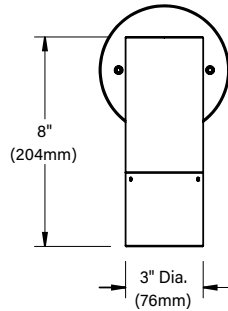
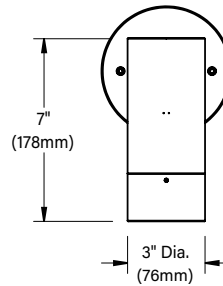
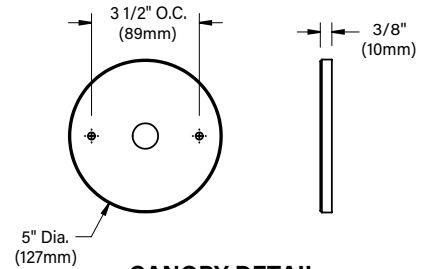
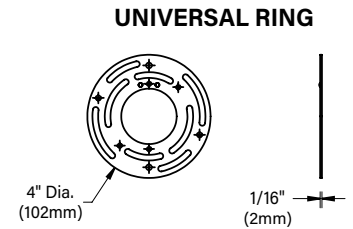
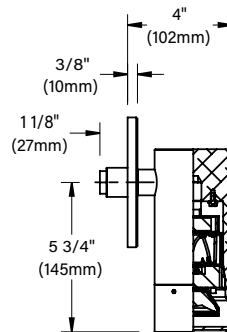
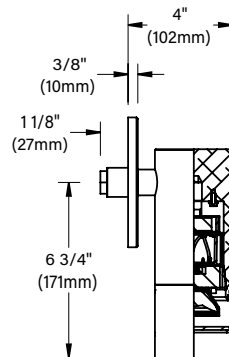
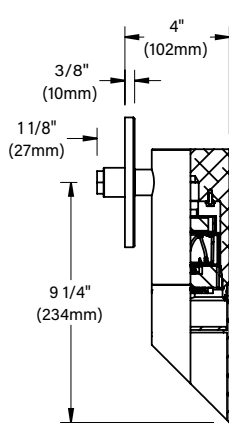
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12/06/2022 SKU-1371
SUB-2822-00

DATE:

PROJECT:

TYPE:

**"A/D" CAP****"B/E" CAP****"C" CAP****CANOPY DETAIL****UNIVERSAL RING****STANDARD FINISHES**

[Click Here](#) to view larger, full-color swatches of all available finishes on our website.

PREMIUM FINISHES**B-K LIGHTING****MADE IN THE USA**559.438.5800 | INFO@BKLIGHTING.COM | BKLIGHTING.COM

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12/06/2022 SKU-1371
SUB-2822-00

DATE:	PROJECT:	TYPE:
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Accessories (Configure separately)

Drivers (Configure separately)

SPECIFICATIONS

ELECTRICAL	WATTAGE	13W or 21W LED
	LED	COB technology and modular design with electrical quick disconnects allow for easy field upgrade and maintenance. LM-80 certified. Title 24, JA8 compliant options available. Minimum 50,000 hour rated life at 70% of initial lumens (L70).
	COLOR MANAGEMENT	COB technology delivers natural white light. Exact color point conformity exceeds ANSI C78.377 standard. Module exceeds 80 CRI (RA>80, R9.16). Color point uniformity 2 SDCM color control for 2700K-4000K CCT.
	WIRING	INC/ELV Wiring: 3 Wire, 18GA, Stranded, XLPE, 125°C, 300V, UL3265 rated wire 0-10 Wiring: 5 Wire, 16GA, Stranded, TPE, 105°C, 300V, SJTOW, Cable Master, SJTOW-165-BLK-GVCC
	DRIVER	Incandescent/ELV Control Option Driver: Dimming driver for use with standard incandescent or electronic low voltage dimmers (10-100% range), 120VAC only. 0-10 Control Option Driver: Dimming driver for use with standard 0-10V dimmers (≤3-100% dim. range), 120-277VAC. With [1] 440mA (13W) / 700mA (21W). 50/60Hz. >0.9 Power Factor, (INC/ELV)10.0A/(0-10) <250mA in-rush current, .20%THD (nominal at 120VAC full load). Output over-voltage, overcurrent, and short circuit protection with auto recovery. Class 2 power supply; FCC47CFR Part 15 Compliant Class B (120VAC)/Class A (277VAC).
PHYSICAL	MATERIALS	Furnished in copper-free aluminum (6061-T6).
	BODY	Unibody design with enclosed, water-proof wireway and integral heat sink is fully machined from solid billet. Anti-condensation and corrosion vent equalizes fixture pressure and eliminates potential for damage to internal components.
	CAP	Fully machined and accommodates two (2) lens or louver media.
	LENS	Shock-resistant, tempered, 1/8" thick soda lime glass lens is factory adhered to fixture cap and provides hermetically sealed optical compartment.
	INSTALLATION	5" dia., machined canopy with stainless steel universal mounting ring permits mounting to 4" octagonal junction box (by others).
	OPTICS	Interchangeable optics permit changes in the field.
	HARDWARE	Tamper-resistant, stainless steel hardware. 360HD hardware is additionally black oxide treated for corrosion resistance.
	FINISH	StarGuard, our 15-stage chromate-free process, cleans and conversion coats aluminum components prior to application of Class 'A' TGIC polyester powder coating, and is RoHS compliant.
	WARRANTY	5-year limited warranty.
	CERTIFICATION & LISTING	UL tested to IESNA LM-79. UL Listed. Certified to CAN/CSA/ANSI Standards. RoHS compliant components. Suitable for indoor or outdoor use. IP66 Rated. Made in the USA with sustainable processes.



TITLE 24, JA8



RoHS



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12/06/2022 SKU-1371
SUB-2822-00

LAMP & DRIVER DATA (page 1 of 2)

DATE: PROJECT: TYPE:

DRIVER ELECTRICAL DATA

Type	AC Input Range	Frequency Hz	Power Factor At Full Load (Efficiency)	THD	InRush Current	Operating Current	Operation Ambient Temperature	Dimmer Type	Dimmer Range
Integral	120VAC	50/60	> 0.9	20%	10A	440mA (13W)/700mA (21W)	-30° C ~ 70°C	TRIAC/ELV	1-100%
Integral	105-300VAC	50/60	> 0.9	20%	<250mA	440mA (13W)/700mA (21W)	-30° C ~ 90°C	0-10	≤3-100%

LM79 DATA

OPTICAL DATA

BK No.	CCT (Typ.)	CRI (Typ.)	Input Watts (Typ.)	L70 Data	Angle	CBCP	Del. Lumens	Muliplier
x98	2700	80	13	50,000	17	6,480	829	0.92
x98	2700	80	13	50,000	45	1,773	1,041	0.92
x98	2700	80	13	50,000	55	1,478	1,180	0.92
x99	3000	80	13	50,000	17	6,796	869	0.96
x99	3000	80	13	50,000	45	1,860	1,091	0.96
x99	3000	80	13	50,000	55	1,550	1,237	0.96
x103	3500	80	13	50,000	17	6,685	855	0.95
x103	3500	80	13	50,000	45	1,829	1,074	0.95
x103	3500	80	13	50,000	55	1,525	1,217	0.95
x100	4000	80	13	50,000	17	7,059	903	1.00
x100	4000	80	13	50,000	45	1,931	1,134	1.00
x100	4000	80	13	50,000	55	1,610	1,285	1.00
x101	2700	90	13	50,000	17	4,486	574	0.69
x101	2700	90	13	50,000	45	1,228	720	0.69
x101	2700	90	13	50,000	55	1,023	817	0.69
x102	3000	90	13	50,000	17	4,936	631	0.73
x102	3000	90	13	50,000	45	1,350	793	0.73
x102	3000	90	13	50,000	55	1,126	899	0.73
x104	3500	90	13	50,000	17	4,775	611	0.71
x104	3500	90	13	50,000	45	1,307	767	0.71
x104	3500	90	13	50,000	55	1,089	869	0.71
x121	4000	90	13	50,000	17	5,324	681	0.75
x121	4000	90	13	50,000	45	1,457	855	0.75
x121	4000	90	13	50,000	55	1,214	969	0.75
x122	2700	80	21	50,000	17	9,040	1,208	0.87
x122	2700	80	21	50,000	45	2,437	1,359	0.87
x122	2700	80	21	50,000	55	1,876	1,416	0.87
x123	3000	80	21	50,000	17	10,030	1,341	0.96
x123	3000	80	21	50,000	45	2,704	1,508	0.96
x123	3000	80	21	50,000	55	2,082	1,571	0.96
x124	3500	80	21	50,000	17	8,496	1,136	0.81
x124	3500	80	21	50,000	45	2,290	1,277	0.81
x124	3500	80	21	50,000	55	1,763	1,331	0.81
x125	4000	80	21	50,000	17	10,431	1,394	1.00
x125	4000	80	21	50,000	45	2,812	1,568	1.00
x125	4000	80	21	50,000	55	2,165	1,634	1.00

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LAMP & DRIVER DATA (page 2 of 2)

DATE:

PROJECT:

TYPE:

LM79 DATA				OPTICAL DATA				
BK No.	CCT (Typ.)	CRI (Typ.)	Input Watts (Typ.)	L70 Data	Angle	CBCP	Del. Lumens	Muliplier
x126	2700	90	21	50,000	17	6,120	818	0.68
x126	2700	90	21	50,000	45	1,650	920	0.68
x126	2700	90	21	50,000	55	1,270	959	0.68
x127	3000	90	21	50,000	17	7,535	1,007	0.75
x127	3000	90	21	50,000	45	2,031	1,133	0.75
x127	3000	90	21	50,000	55	1,564	1,180	0.75
x128	3500	90	21	50,000	17	5,406	723	0.64
x128	3500	90	21	50,000	45	1,457	813	0.64
x128	3500	90	21	50,000	55	1,225	847	0.64
x129	4000	90	21	50,000	17	8,148	1,089	0.78
x129	4000	90	21	50,000	45	2,196	1,225	0.78
x129	4000	90	21	50,000	55	1,691	1,277	0.78

OPTICS	
Optic	Angle
Spot w/ 13 Accy	16 x 50
Spot	17°
Flood	45°
Wide Flood	55°

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FEATURES

- 4" LED downlight delivering 1000–6000 lumens
- Direct Install from below ceiling for New Construction or Remodel applications
- Optional housing accessories available
- Five beam distributions
- 2700K–5000K, 80+ and 90+ CRI (2 SDCM)
- Dimming protocols include 0–10V, Phase (Forward/Reverse), DALI, DMX, and Lutron EcoSystem
- NX Lighting Controls wired and wireless controls capability available



With CL Lens Option

CONTROLS TECHNOLOGY



SPECIFICATIONS

CONSTRUCTION

- Standard Fixture Module designed for Non-IC, Direct Install construction
- Optional Non-IC frame or IC housing available with pre-installed bar hangers
- Die cast aluminum fixture module support ring with spring steel clips for secure mounting to ceiling
- Driver J-Box can be installed and accessed from below the ceiling as direct install or easily snap on to optional housing frame/enclosure
- Light Engine connections use plenum rated (CMP) cable

OPTICS

- High purity spun aluminum reflector, self-flanged
- 57° visual cutoff to source image and 31° cutoff to source
- Specular or Semi-Specular anodized or White painted cone reflector finish/colors
- Painted flange options in White or Black
- Optional clear lens trim for wet location applications
- Wide Angle and Soft Focus lens filter/clip accessories available

ELECTRICAL

- Chip-on-board LED with 2 SDCM
- Multiple CCTs, 80+ or 90+ CRI
- Long LED life: L90 at >50,000 hours (TM-21)

ELECTRICAL (CONTINUED)

- Universal voltage 120–277V driver, 347V optional
- UL Class 2, inherent short circuit and overload protection
- Flicker-free dimming options in a wide range of protocols from 1% to <0.1% performance
- 0–10V, Phase (Forward/Reverse), DALI, DMX, and Lutron EcoSystem options
- NX Lighting Controls provides options for standalone and networked functionality with wired or wireless connectivity for NX system deployments
- Integral and remote emergency battery options available

INSTALLATION

- Accommodates ceiling thickness from 0.50" to 2.50"
- Fixture Module including driver fully accessible from above or below the ceiling
- 10L Fixture Modules are inherently protected IC without the use of IC housing enclosure. (IC housing is still recommended when using loose-fill or spray foam insulation types.)

CERTIFICATIONS

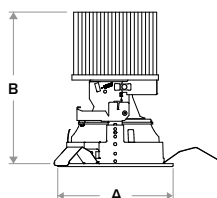
- cCSAus certified to UL 1598
- For ≥50L: Marked spacing required 36" fixture center to center; 18" fixture center to building member; 0.5" above fixture

LITEFRAME[®]
2.0



SERVICE PROGRAMS

STOCK QS10



Typical Dimensions and Weights			
Lumen Package	"A" Diameter Inches (mm)	"B" Height Inches (mm)	Weight lbs (kg)
10L - 30L	5.37 (136)	5.45 (138)	4 (1.8)
35L - 60L	5.37 (136)	7.03 (179)	4.3 (1.9)

See DIMENSIONS section for complete details

CERTIFICATIONS (CONTINUED)

- Suitable for wet locations, covered ceiling when used with CL lens trim; all other configurations, suitable for damp locations
- CL Lens option: IP65 rated (room side) when properly installed per installation instructions
- EM/EMR: Certified under UL 924 standard for emergency lighting and power equipment
- EM/EMR: Emergency battery packs are California Energy Commission (CEC) Title 20 Compliant
- Approved for 8 (4 in/4 out) No. 12AWG conductors rated for 90°C through wiring
- ENERGY STAR® certified models available (For list and additional information, visit www.energystar.gov)

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	1000–6000
Wattage Range	8–54
Efficacy Range (LPW)	105–135
Reported Life (Hours)	L90 / >50,000
Input Current (mA)	66–450 (120V)

*Based on Specular, 35K, 80 CRI

LFR-4RD

LITEFRAME 4" ROUND DOWNLIGHT

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

ORDERING GUIDE

Example: LFR-4RD-M-10L35K8-WD-DM1 / LFR-4RD-T-S / LFR-4RD-H

CATALOG #	
-----------	--

FIXTURE MODULE

LFR-4RD-M										
Ap/Shp/Funct	Lumen Output		CCT		CRI	Distribution	Driver Options	Control Options	Voltage	Module Options
LFR-4RD-M 4" Round Downlight Fixture Module for Direct Install <i>(Non-IC frame or IC housing available under Housing Options below)</i>	10L	1000	27K	2700K	8 80+	VNR Very Narrow (17°/0.3 SC)	DM1 0–10V Dimming to 1%	NX Lighting Controls	Standard 120–277V	CP Chicago Plenum ^{5,6}
	15L	1500	30K	3000K	9 90+	NR Narrow (26°/0.4 SC)	DM01 0–10V Dimming to < 1% ²	Networked Wireless		EM 6W Emergency Battery Pack (CEC Title 20 Compliant) with integral test switch and indicator light ⁶
	20L	2000	35K	3500K			PDM Phase (Forward/ Reverse) Dimming to 1% ²	NXW NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor ³	34 347V ⁴	EMR 6W Emergency Battery Pack (CEC Title 20 Compliant) with remote test switch and indicator light ⁶
	25L	2500	40K	4000K		MD Medium (34°/0.6 SC)	DMX DMX with RDM dimming to < 0.1% ²	Networked Wired		
	30L	3000	50K	5000K		WD Wide (49°/0.7 SC)	DALI DALI Dimming to 1% ²	NXE NX Wired Dual RJ45 SmartPORTS, without Sensor ³		
	35L	3500				XW Extra Wide (65°/1.0 SC) ¹²	EDM Lutron Hi-Lume EcoSystem Dimming to 1% ²			DTS Device Transfer Switch with Dimming Bypass ^{6,7}
	40L	4000								
	50L	5000 ¹								
60L	6000 ¹									

TRIM (Ships separately)

LFR-4RD-T					
Aperture/Shape/Function	Distribution		Reflector Finish/Color	Flange Color Options	Lower Trim Options
LFR-4RD-T 4" Round Downlight Trim Assembly	Standard NR, MD, WD, XW VNR Very Narrow		S Specular ¹² SS Semi-Specular WC Painted White Cone and Flange	Standard matches reflector color WT White Flange ⁸ BT Black Flange	EM Pre-punched reflector for EM integral test switch and indicator ⁹ FM Flush Mount Mud-In Ring ¹³

HOUSING OPTIONS (Ships separately)

Aperture/Shape/Function
☐ LFR-4RD-H 4" Housing Frame, New Construction, Non-IC
☐ LFR-4RD-H-IC 4" Housing Enclosure, New Construction, IC Rated ^{10, 11}

Notes:

- 50L and 60L require marked spacing. See line art for more details.
- DM01, PDM, DMX, DALI available up to 50L. EDM available 15L-40L.
- NX requires DM1 driver option.
- 347V requires DM1 driver option; available 10L-40L; not available with Controls, DTS, EM, EMR.
- CP not available with PDM, DMX, or Controls.
- Module options not available in combination.
- DTS available with DM1, DM01, or DALI.
- WT not needed for WC.
- CL lens and EM trim options not available in combination.
- IC available up to 35L; 10L Fixture Modules are inherently protected IC without the use of IC housing enclosure. (IC housing is still recommended when using loose-fill or spray foam insulation types.)
- IC Housing not for use in combination with Controls or with Module Options CP, EM, EMR, DTS.
- XW distribution is not available for Specular (S) reflector finish.
- Flush Mount Flange (FM) requires FMR accessory (sold separately).
- Specify slope angle 5°-35° in 5° increments. Not available with EM or FM options.

Accessories	
☐ SFL4	Soft Focus Lens and Clip, 4" Round
☐ WAL4	Wide Angle 80° Lens and Clip, 4" Round
☐ LiteGear	LiteGear® Inverter, 125VA-250VA
☐ LPS Series	LightPower Micro-Inverter, 20VA-55VA
☐ LF-FMR4-R	Flush Mount Mud-in Ring, 4" ¹³
☐ LF-MOR4-R-WH	Metal Oversized Ring, 4" Round, White (8.3" outside diameter)
☐ LFR-SCA4-__	Sloped Ceiling Adapter, 4" White ¹⁴

DATE:LOCATION:

TYPE:PROJECT:

CATALOG #:

NX LIGHTING CONTROLS

Control Option Ordering Logic & Description			Control Option Functionality								Control Option Components	
			Networkable	Grouping	Scheduling	Occupancy/Motion	Daylight Harvesting	0-10V Dimming	On/Off Control	Bluetooth App Programming		
NX Wireless	NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor	✓	✓	✓	-	-	✓	✓	✓		NXRM2-H
NX Wired	NXE	NX Wired Dual RJ45 SmartPORTS, without Sensor	✓	✓	✓	-	-	✓	✓	✓ ¹		NXDSP

1 Requires NXBTC, order separately.

NX LIGHTING CONTROLS APP



The NX Lighting Controls App is a free to use mobile application for programming both an NX Lighting Controls System or Standalone Bluetooth Sensors. The mobile app allows you to configure devices, discover and setup wireless enabled luminaires and program your NX system settings.



Android



Apple iOS

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

PERFORMANCE DATA TABLE

Performance data shown is 3500K 80+CRI with Specular reflector except Extra Wide distribution which is Semi-Specular.

Lumen Package	Nominal Lumens	Distribution	Delivered Lumens	Watts	LPW
10L	1000	Very Narrow	979	7.6	129
		Narrow	1023	7.6	135
		Medium	997	7.6	131
		Wide	995	7.6	131
		Extra Wide	947	7.6	125
15L	1500	Very Narrow	1471	11.8	125
		Narrow	1536	11.8	130
		Medium	1498	11.8	127
		Wide	1494	11.8	127
		Extra Wide	1422	11.8	121
20L	2000	Very Narrow	1937	15.2	127
		Narrow	1982	15.3	130
		Medium	1933	15.3	127
		Wide	1928	15.3	126
		Extra Wide	1835	15.2	121
25L	2500	Very Narrow	2465	20.9	118
		Narrow	2574	20.9	123
		Medium	2510	20.9	120
		Wide	2504	20.9	120
		Extra Wide	2384	20.9	114
30L	3000	Very Narrow	2938	26.0	113
		Narrow	3068	26.0	118
		Medium	2992	26.0	115
		Wide	2985	26.0	115
		Extra Wide	2842	26.0	109
35L	3500	Very Narrow	3571	29.4	121
		Narrow	3729	29.4	127
		Medium	3637	29.4	124
		Wide	3628	29.4	123
		Extra Wide	3454	29.4	117
40L	4000	Very Narrow	3982	32.9	121
		Narrow	4157	32.9	126
		Medium	4055	32.9	123
		Wide	4045	32.9	123
		Extra Wide	3851	32.9	117
50L	5000	Very Narrow	4844	42.0	115
		Narrow	5058	42.0	120
		Medium	4933	42.0	117
		Wide	4921	42.0	117
		Extra Wide	4684	42.0	112
60L	6000	Very Narrow	5778	53.4	108
		Narrow	6033	53.4	113
		Medium	5884	53.4	110
		Wide	5870	53.4	110
		Extra Wide	5588	53.4	105

LFR-4RD

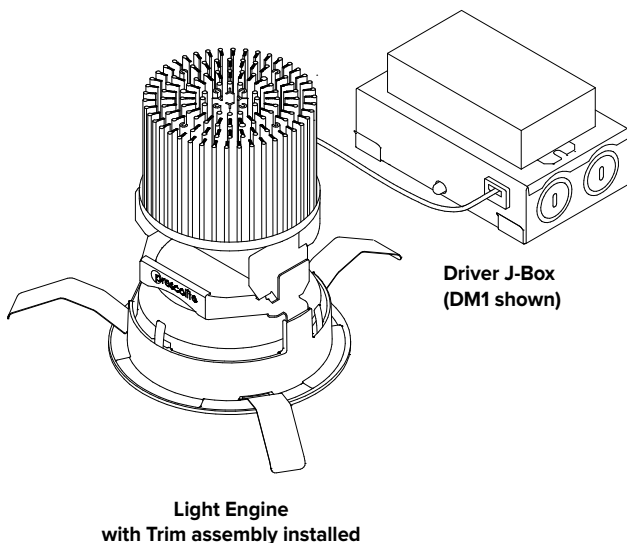
LITEFRAME 4" ROUND DOWNLIGHT

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

DIMENSIONS

LFR-4RD-M

Fixture Module consists of Light Engine and Driver J-Box assemblies.
Overall dimensions for each are dependent upon configuration selected.
See the following pages for details.

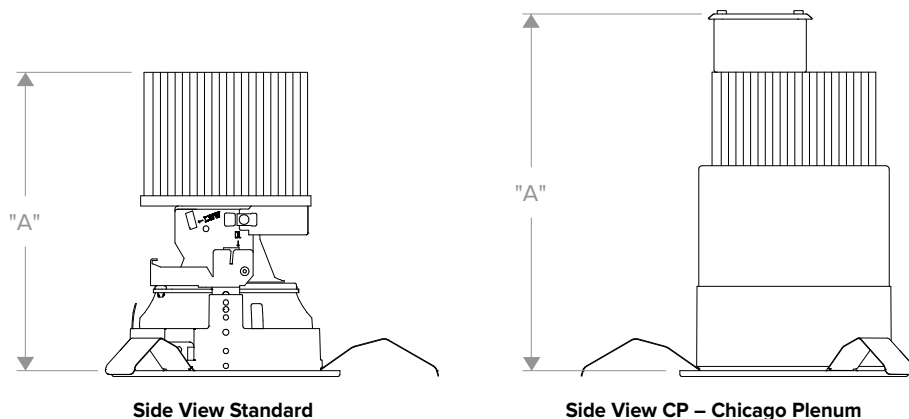


DIMENSIONAL DATA		
APERTURE		Ø4.00" (101.6mm)
OVERALL		Ø5.37" (136.5mm)
FLANGE WIDTH	Standard	0.69" (17.5mm)
	Flush Mount	0.19" (4.8mm)
FLANGE TO FLANGE	Standard	Ø5.37" (136.6mm)
	Flush Mount	Ø4.38" (111.2mm)
CEILING CUTOUT	Standard	Ø4.75" (120.7mm)
	Flush Mount	Ø4.88" (123.9mm)
CEILING THICKNESS		0.50" – 2.50" (12.7 – 63.5mm)

LFR-4RD LIGHT ENGINE

OVERALL LIGHT ENGINE HEIGHT "A" *				
LUMEN PACKAGE	FIXTURE MODULE	BEAM DISTRIBUTION		
		VNR	NR / MD / WD	XW
10L-30L	STANDARD	6.24" (158.5mm)	5.45" (138.5mm)	5.1" (129.5mm)
	CP	9.22" (324.1mm)	8.43" (214.0mm)	8.08" (205.1mm)
35L-60L	STANDARD	7.82" (198.6mm)	7.03" (178.6mm)	6.68" (169.7mm)
	CP	9.22" (234.1mm)	8.43" (214.0mm)	8.08" (205.1mm)

* Note: Add ½" minimum plenum clearance above overall Light Engine Height.
** For ≥50L: Marked spacing required 36" fixture center to center;
18" fixture center to building member; 0.5" above fixture.
*** Non-IC rating requires 3" from insulation and combustible materials.

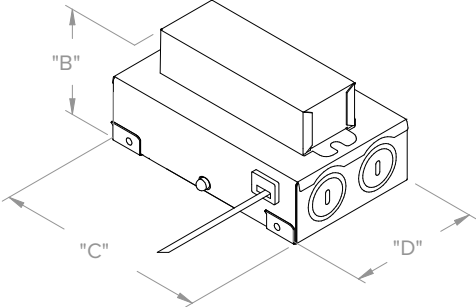


LFR-4RD
LITEFRAME 4" ROUND DOWNLIGHT

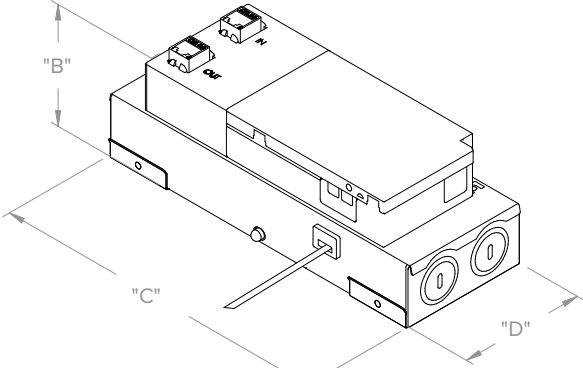
DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

DIMENSIONS CONTINUED

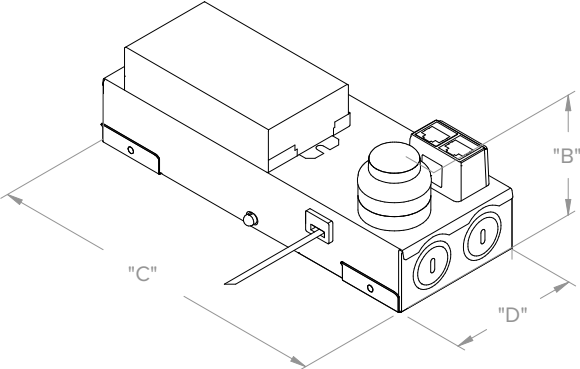
DRIVER J-BOX



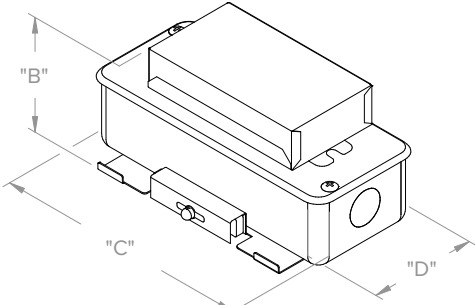
DM1 / DM01 / PDM / DALI



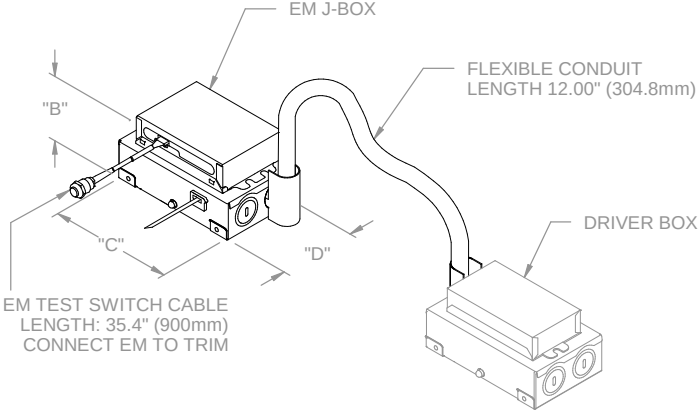
DMX



NX CONTROLS OPTION



CP



EM/EMR OPTION

EM/EMR Driver J-Box Conduit (provided) connects to Driver J-Box (see Driver J-Box for additional details)

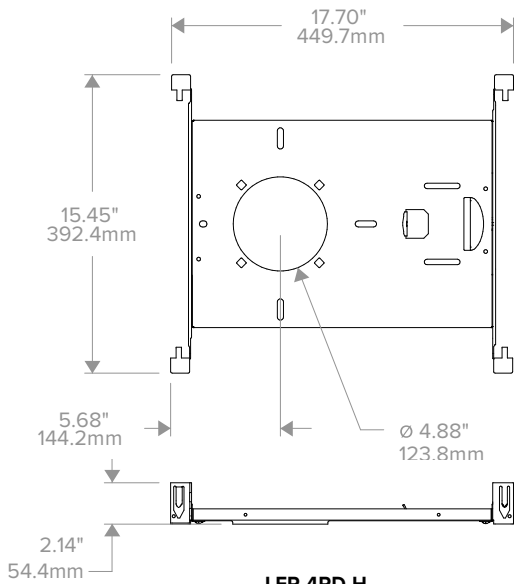
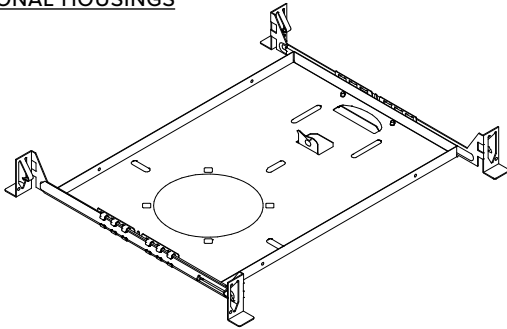
OVERALL DRIVER J-BOX DIMENSIONS (ALL LUMEN OUTPUTS)				
DRIVER/ CONTROLS OPTIONS	"B" (HEIGHT)	"C" (LENGTH)	"D" (WIDTH)	MINIMUM J-BOX PLENUM CLEARANCE
DM1 / DM01 / PDM / DALI	2.67" (67.8mm)	5.34" (135.6mm)	3.23" (82.0mm)	3.50" (88.9mm)
DMX	3.07" (78.0mm)	8.68" (220.5mm)	3.23" (82.0mm)	5.00" (127.0mm)
NX	3.02" (76.7mm)	8.68" (220.5mm)	3.23" (82.0mm)	6.00" (152.4mm)
EM/EMR	2.73" (69.3mm)	5.34" (135.6mm)	3.23" (82.0mm)	4.00" (101.6mm)
CP	1.89" (73.4mm)	6.50" (165.1mm)	2.72" (69.1mm)	5.00" (127mm)

LFR-4RD

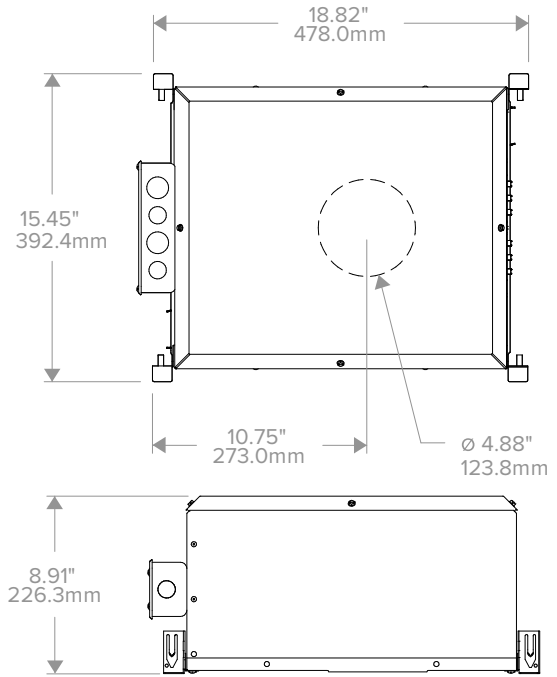
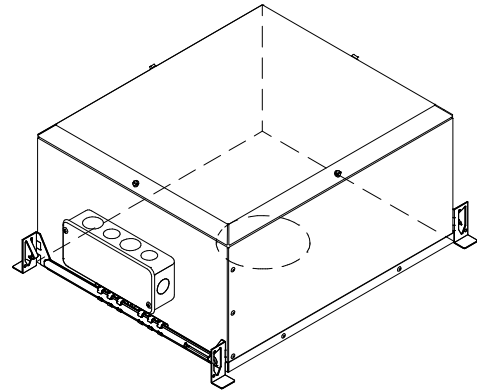
LITEFRAME 4" ROUND DOWNLIGHT

DIMENSIONS CONTINUED

OPTIONAL HOUSINGS

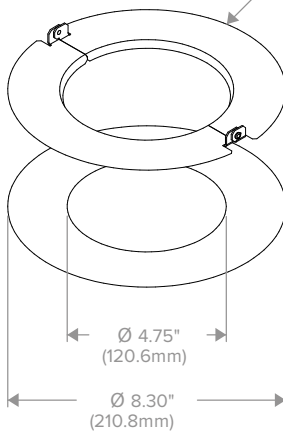


**LFR-4RD-H
NON-IC HOUSING FRAME**

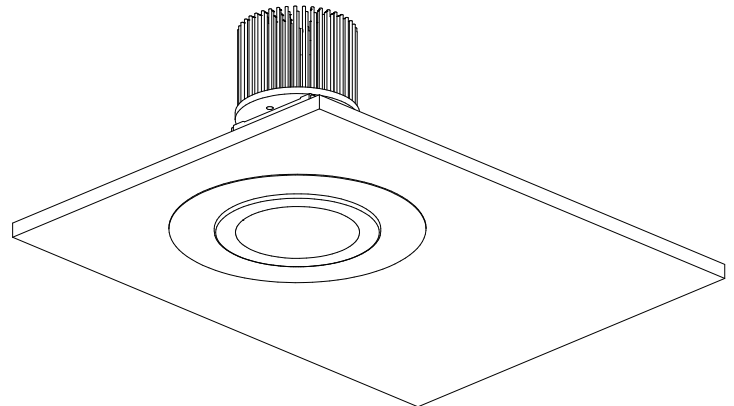


**LFR-4RD-H-IC
IC HOUSING**
Not for use with CP Shroud

Metal 2-piece adapter (included)
to be installed above ceiling



**ROUND LF-MOR4-R
METAL OVERSIZED RING**
(See LF-MOR Installation Instruction for more details)



LFR-4RD

LITEFRAME 4" ROUND DOWNLIGHT

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

PHOTOMETRY

LFR-4RD-M-20L35K8VNR-DM1 / LFR-4RD-T-VNR-S

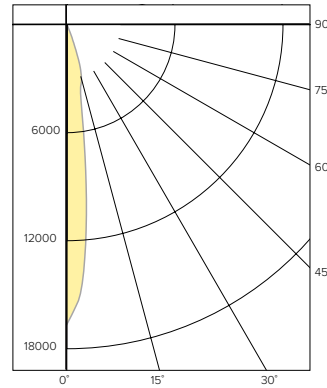
LUMINAIRE DATA

Test No.	21.001652
Description	2000 lm, Very Narrow, 3500K, 80 CRI
Delivered Lumens	1937
Watts	15.2W
Efficacy	127
Mounting	Recessed
Spacing Criterion	0.3
Beam Angle (FWHM)	15

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	1932	99.8
0-60	1936	99.9
0-90	1937	100.0
0-180	1937	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	16778
5	12300
15	3246
25	139
35	7
45	3
55	1
65	1
75	0
85	0
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	523
55°	215
65°	292
75°	0
85°	0

*Candela/Square Meter

LFR-4RD-M-20L35K8NR-DM1 / LFR-4RD-T-S

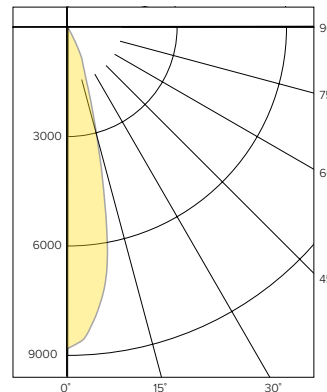
LUMINAIRE DATA

Test No.	21.00574
Description	2000 lm, Narrow, 3500K, 80 CRI
Delivered Lumens	1982
Watts	15.3W
Efficacy	130
Mounting	Recessed
Spacing Criterion	0.4
Beam Angle (FWHM)	26

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	1978	99.3
0-60	1981	100.0
0-90	1982	100.0
0-180	1982	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	8819
5	8106
15	3103
25	858
35	7
45	2
55	1
65	1
75	0
85	0
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	349
55°	215
65°	292
75°	0
85°	0

*Candela/Square Meter

LFR-4RD-M-20L35K8MD-DM1 / LFR-4RD-T-S

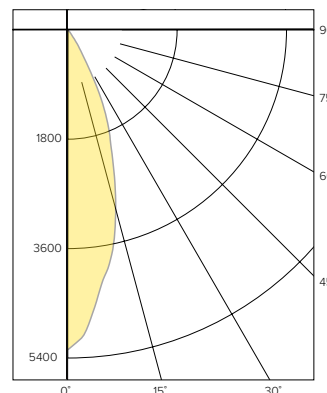
LUMINAIRE DATA

Test No.	21.00585
Description	2000 lm, Medium, 3500K, 80 CRI
Delivered Lumens	1933
Watts	15.3W
Efficacy	127
Mounting	Recessed
Spacing Criterion	0.6
Beam Angle (FWHM)	34

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	1928	99.8
0-60	1931	99.9
0-90	1933	100.0
0-180	1933	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	5267
5	4677
15	3033
25	1352
35	55
45	3
55	1
65	1
75	0
85	0
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	523
55°	215
65°	292
75°	0
85°	0

*Candela/Square Meter

LFR-4RD

LITEFRAME 4" ROUND DOWNLIGHT

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

PHOTOMETRY CONTINUED

LFR-4RD-M-20L35K8WD-DM1 / LFR-4RD-T-S

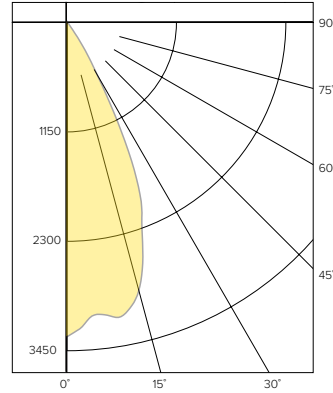
LUMINAIRE DATA

Test No.	21.00577
Description	2000 lm, Wide, 3500K, 80 CRI
Delivered Lumens	1928
Watts	15.3W
Efficacy	126
Mounting	Recessed
Spacing Criterion	0.7
Beam Angle (FWHM)	49

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	1922	99.7
0-60	1927	99.9
0-90	1928	100.0
0-180	1928	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	3329
5	3118
15	2946
25	1625
35	117
45	4
55	1
65	1
75	0
85	0
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	698
55°	215
65°	292
75°	0
85°	0

*Candela/Square Meter

LFR-4RD-M-20L35K8XW-DM1 / LFR-4RD-T-SS

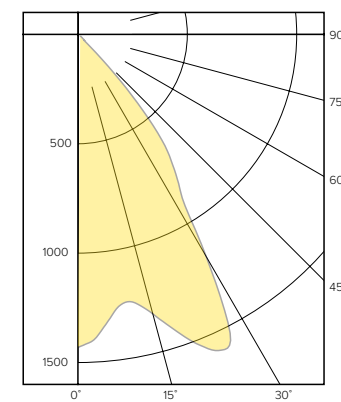
LUMINAIRE DATA

Test No.	21.01456
Description	2000 lm, Extra Wide, 3500K, 80 CRI
Delivered Lumens	1835
Watts	15.2W
Efficacy	121
Mounting	Recessed
Spacing Criterion	1.0
Beam Angle (FWHM)	65

ZONAL LUMEN SUMMARY

Zone	Lumens	% Luminaire
0-40	1686	91.9
0-60	1826	99.5
0-90	1835	100.00
0-180	1835	100.0

POLAR GRAPH



CANDELA DISTRIBUTION

Degree	Candela
0	1431
5	1345
15	1323
25	1589
35	781
45	80
55	16
65	6
75	2
85	0
90	0

LUMINANCE DATA*

Vertical Angle	Average
45°	13955
55°	3441
65°	1751
75°	953
85°	0

*Candela/Square Meter

LUMEN MULTIPLIER

Option	27K8	30K8	35K8	40K8	50K8	27K9	30K9	35K9	40K9	50K9
Multiplier	0.93	0.96	1.00	1.01	1.03	0.78	0.82	0.85	0.87	0.89

Photometrics are published below at a nominal 3500 Kelvin, 80+ CRI. This table may be used to approximate the lumen values at different Kelvin temperatures. Power consumption would stay the same.

LENS OPTION / LENS FILTER ACCESSORY MULTIPLIER (Based on Clear Specular)

Option	CL (Clear Lens)	SFL4 (Soft Focus Accessory)	WAL4 (Wide Angle Accessory)
Multiplier	0.95	0.96	0.83

Multiply lumen/lens multipliers to calculate applicable combinations. Example: 30K8 with Clear Lens option (CL) = $0.96 \times 0.95 = 0.91$

LFR-4RD

LITEFRAME 4" ROUND DOWNLIGHT

DATE:

LOCATION:

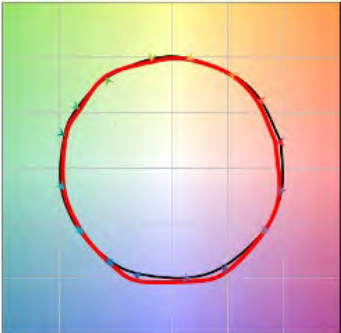
TYPE:

PROJECT:

CATALOG #:

TM-30 DATA

COLOR VECTOR GRAPHIC
3500K, 90 CRI



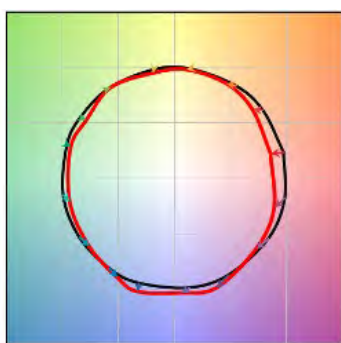
— Reference Illuminant — Test Source

COLOR DISTORTION GRAPHIC
3500K, 90 CRI



TEST RESULTS - 3500K		
Value	80+ CRI	90+ CRI
R _i	85	90
R _g	95	99
CCT (K)	3422	3416
D _{uv}	-0.0008	-0.0019
x	0.4089	0.408
y	0.3906	0.3877
CIE R _a	85	93
CIE R _g	16	66

COLOR VECTOR GRAPHIC
3500K, 80 CRI



— Reference Illuminant — Test Source

COLOR DISTORTION GRAPHIC
3500K, 80 CRI



ELECTRICAL DATA

DRIVER DATA		
Input Voltage	120-277 V	347 V
Input Frequency	50/60 Hz	50/60 Hz
Power Factor	≥0.90	≥0.90
THD	<20%	<20%
EMI Filtering (FCC 47 CFR Part 15)	Class A	Class A

* Values for DM1 option shown, values for other dimming options may vary.

ADDITIONAL INFORMATION

Dimming Compatibility

For more details and recommended dimmer list, see Dimming Compatibility Information on currentlighting.com/prescolite.

DMX

See instruction sheet on currentlighting.com/prescolite for connection & installation information.

Central Inverters

For full fixture output in back-up mode, we recommend you visit currentlighting.com/dual-lite.com for your Central Lighting Inverter options. Please contact your local Current representative for any assistance with proper sizing and loading of your inverter selection. Central lighting inverters must be ordered separately.

Lumen Output in Emergency Mode

To determine the lumen output in emergency mode, multiply the battery pack wattage by the fixture lumens per watt (LPW). For example, 6W x 120 LPW = 720 lumens in emergency mode.

AREAS	
FIRST FLOOR	10,986 GSF
SECOND FLOOR	12,519 GSF
THIRD FLOOR	12,228 GSF
FOURTH FLOOR	12,555 GSF
FIFTH FLOOR	12,555 GSF
SIXTH FLOOR	12,025 GSF +
TOTAL	72,868 GSF

UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60

Project:

337 CUMBERLAND
AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

FIRST FLOOR PLAN

Scale:
As indicated

9 AUGUST, 2024

A1.01





AREAS					
FIRST FLOOR	10,986 GSF				
SECOND FLOOR	12,519 GSF				
THIRD FLOOR	12,228 GSF				
FOURTH FLOOR	12,555 GSF				
FIFTH FLOOR	12,555 GSF				
SIXTH FLOOR	12,025 GSF +				
TOTAL	72,868 GSF				
UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60



AREAS					
FIRST FLOOR	10,986 GSF				
SECOND FLOOR	12,519 GSF				
THIRD FLOOR	12,228 GSF				
FOURTH FLOOR	12,555 GSF				
FIFTH FLOOR	12,555 GSF				
SIXTH FLOOR	12,025 GSF +				
TOTAL	72,868 GSF				

UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60



AREAS					
FIRST FLOOR	10,986 GSF				
SECOND FLOOR	12,519 GSF				
THIRD FLOOR	12,228 GSF				
FOURTH FLOOR	12,555 GSF				
FIFTH FLOOR	12,555 GSF				
SIXTH FLOOR	12,025 GSF +				
TOTAL	72,868 GSF				

UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60



AREAS	
FIRST FLOOR	10,986 GSF
SECOND FLOOR	12,519 GSF
THIRD FLOOR	12,228 GSF
FOURTH FLOOR	12,555 GSF
FIFTH FLOOR	12,555 GSF
SIXTH FLOOR	12,025 GSF +
TOTAL	72,868 GSF

UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60



AREAS					
FIRST FLOOR	10,986 GSF				
SECOND FLOOR	12,519 GSF				
THIRD FLOOR	12,228 GSF				
FOURTH FLOOR	12,555 GSF				
FIFTH FLOOR	12,555 GSF				
SIXTH FLOOR	12,025 GSF +				
TOTAL	72,868 GSF				
UNIT COUNT					
	STUDIO	1-BR	2-BR	3-BR	TOTAL
MARKET RATE:		4	8		12
MAINE HOUSING:	4	20	14	10	48
FIRST FLOOR		1	2	1	4
THIRD FLOOR	1	6	4	3	14
FOURTH FLOOR	1	6	4	3	14
FIFTH FLOOR	1	6	7	1	14
SIXTH FLOOR	1	6	6	1	14
TOTAL	4	24	22	10	60

Project:

337 CUMBERLAND AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

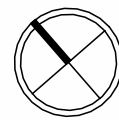
Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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



09 AUGUST, 2024

A4.01



1 | CUMBERLAND AVE ELEVATION 1

1/8" = 1'-0"

Project:

337 CUMBERLAND AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

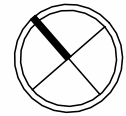
Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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



09 AUGUST, 2024



1 | PORTLAND STREET ELEVATION
1/8" = 1'-0"

A4.02

Project:

337 CUMBERLAND
AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

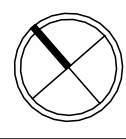
Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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



09 AUGUST, 2024

A4.03



1 | PREBLE STREET ELEVATION

1/8" = 1'-0"

Project:
337 CUMBERLAND AVENUE

Portland, Maine
Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

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

09 AUGUST, 2024

A4.04



1 | COURTYARD ELEVATION 1
1/8" = 1'-0"

2 | COURTYARD ELEVATION 2
1/8" = 1'-0"

Project:

337 CUMBERLAND
AVENUE

Portland, Maine

Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

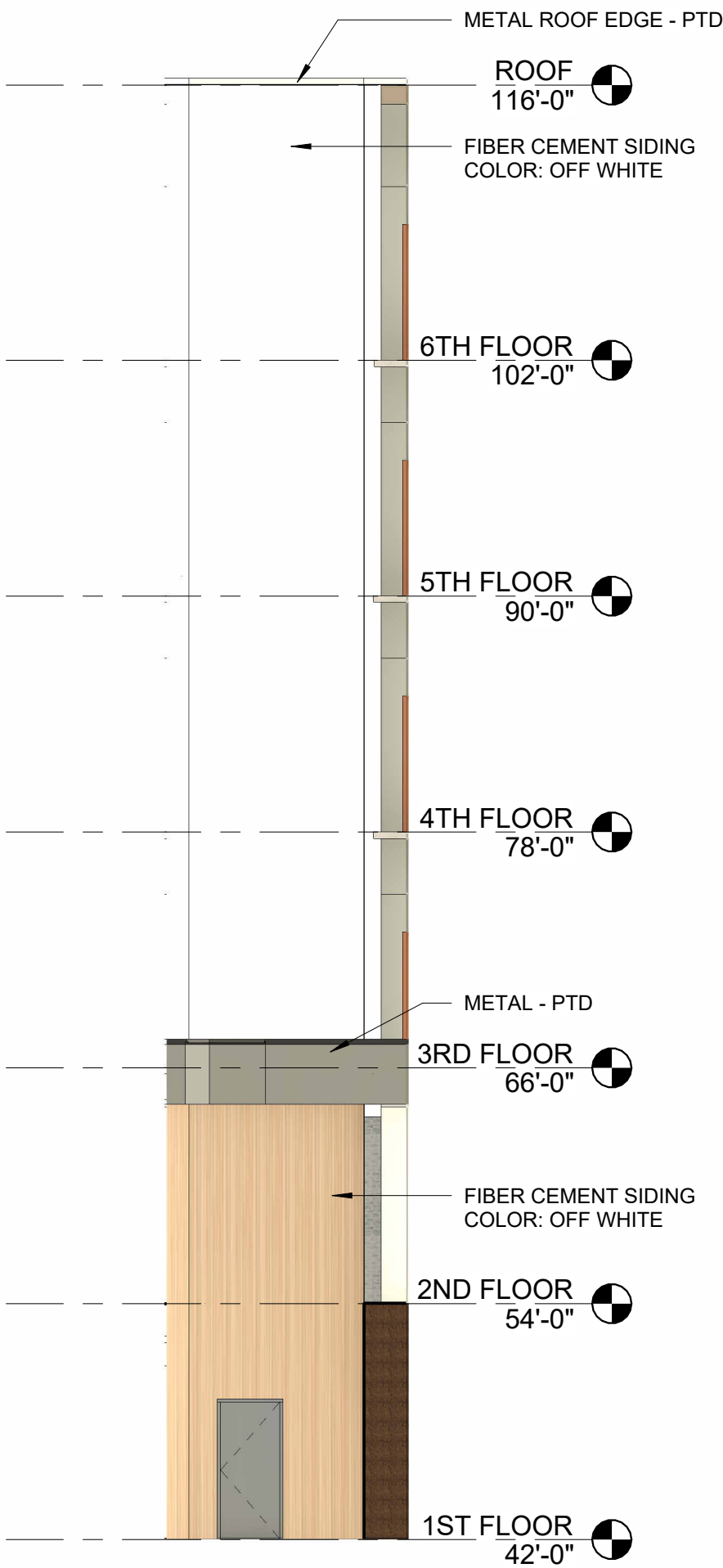
BUILDING ELEVATIONS

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



09 AUGUST, 2024

A4.05



2 | COURTYARD ELEVATION 3
1/8" = 1'-0"



1 | COURTYARD ELEVATION 4
1/8" = 1'-0"

Project:
**337 CUMBERLAND
AVENUE**

Portland, Maine
Owner/Client:

Youth and Family Outreach

Consultant:

Revisions:

Key Plan:

BUILDING ELEVATIONS

Scale:
1/8" = 1'-0" 
09 AUGUST, 2024

A4.06



1 | ACCESS DRIVEWAY ELEVATION
1/8" = 1'-0"

3 | CUMBERLAND AVE ELEVATION 2
1/8" = 1'-0"

PLANNING BOARD

Brandon Mazer, Chair
Justin Barker, Vice Chair
Marpheen Chann
Sean Murphy
David Silk
Austin Smith
Maggie Stanley

August 8, 2024

Steven Bushey
300 Southborough Dr.
Suite 200
South Portland, ME 04106

Project Name:	Major Site Plan	Project ID:	PL-002938-2024
Address:	331 Cumberland Avenue	CBL:	003 K10
Applicant:	Youth & Family Outreach Gorrill Palmer Engineering		
Planner:	Eric Freeman		

Dear Steve,

On August 13, 2024, the Planning Board approved a major site plan application for a six story mixed-use building with 60 residential units and new facilities for Youth & Family Outreach along with associated site and streetscape improvements at 331 Cumberland Avenue in the B-3 Downtown Business zone. The decision is based upon the application, documents and plans as submitted. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan Ordinance, Ch. 14, Article 14, Section 14.6. based on the information provided to the Board in the application, plans, and reports through testimony and other information submitted by the applicant, the Planning Board adopted the findings, conclusions and recommendations contained in the Planning Board Report for the public hearing on August 13, 2024, which is attached hereto and incorporated herein by reference. Based upon those findings, conclusions and recommendations, the Planning Board found that the application met all relevant standards and voted (X-X) to approve the application with the following conditions as presented below.

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 August 13, 2024 for application # PL-002938-2024 relevant to the site plan regulations; and the testimony presented at the

Planning Board hearing, the Planning Board voted (X-X) to find that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The applicant shall provide revised stormwater and discharge calculations to be revised and approved by the Department of Public Works and that any further stormwater or utility comments have been addressed to the satisfaction of the Planning Authority and the Department of Public Works.
2. The applicant shall revise their Transportation Demand Management (TDM) plan to be in compliance TDM standards laid out in section 17.3 of the Technical Manual.
3. The Applicant shall submit a draft maintenance agreement for review and consideration by the Department of Public Works pertaining to the maintenance of landscaping and plantings within the Public Right-of-Way on Portland Street.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

4. The applicant shall provide a draft stormwater maintenance agreement for review and acceptance by Corporation Counsel and the Department of Public Works.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

5. The applicant shall contribute \$20,800 to the City's Tree Fund, in lieu of planting 52 of the 60 required street trees.
6. The applicant shall provide the Planning Authority with a written agreement between Youth and Family Outreach and the entity managing the on-site residences, which expressly permits residents the option to utilize the exterior play area during off-hours, as a community amenity space.

Standard Procedures

Note: The following standard procedures and requirements apply to all approved site plans:

1. Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
2. Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.
3. Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development

Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.

4. Construction Management Plans The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.
5. Preconstruction Meeting Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
6. Department of Public Works Permits If work or obstructions will occur within the public right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
7. Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
8. Stormwater Management The owner/operator of an approved stormwater management system, and all assigns shall comply with the conditions of Chapter 32, Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements.

A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Final copies shall be submitted to both the Department of Planning and Urban Development and the Department of Public Works.

9. Defect Guarantee A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
10. As-Built Final Plans Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (.dwg), release AutoCAD 2005 or greater. Please provide one hard copy of the mylar.
11. Mylar Copies Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.
12. Impact Fees New development or changes of use that result in net new residential dwelling units, non- residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit <https://www.portlandmaine.gov/2409/Impact-Fees>

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at drc@portlandmaine.gov or (207)874-8984. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Eric Freeman at (207)874-8724 or via email at efreeman@portlandmaine.gov

Sincerely,

Brandon Mazer, Planning Board Chair

Attachments:

1. Planning Board Report
2. Portland City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet

90 Atlantic Street
Major Site Plan
PL-002600-2023
Atlantic Street Properties LLC, Applicant

Submitted to:	Portland Planning Board	Prepared By:	Natasha Kypfer
Public Hearing Date:	August 13, 2024	Date:	August 9, 2023



Figure 1: A rendering of the project site, showing the corner of Atlantic St. and Monument, provided by Invid Architecture.

I. INTRODUCTION

At the public hearing on August 13, 2024, the Planning Board will review a Major Site Plan application by Atlantic Street Properties LLC, which proposes the redevelopment of the property at 90 Atlantic Street in the East End neighborhood of Munjoy Hill. The project proposes the demolition of an existing 2 ½ -story, four-unit residential building, and construction of a four-story, six-unit residential building, which includes six parking spaces and a basement level (with the utility room and storage units for tenants). The project site has frontage on both Atlantic and Monument Streets, as depicted in Figure 1 above.

The Planning and Urban Development Department mailed 285 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the August 3, 2024 and the August 6, 2024 editions of the *Portland Press Herald*.

Applicant/Owner: Atlantic Street Properties LLC, represented by: Ed Walsh
Consultants: Engineer: Griffin Wood of Terradyn Consultants LLC
Architect: Virginie Stanley of Invid Architecture

II. REQUIRED REVIEWS AND REQUESTED WAIVERS

Review	Applicable Standards
Major Site Plan Review	Section 14.6

Waiver Requests	Applicable Standards
1. The applicant is requesting a second driveway to access the site; the second curb cut is along an existing shared driveway between two parcels of common ownership.	Technical Manual, Section 1.5.1.A requires no more than one (1) driveway shall be permitted for a minor driveway (serving <10 residential spaces).
	<i>Staff are supportive.</i>

III. PROJECT DATA

Existing Zoning	R-6 Residential
Property Size	4,650 sq. ft. / 0.107 ac. (Lot: 016 D008001)
Existing Use	Multi-family Residential, 4 units
Proposed Use	Multi-family Residential, 6 units

	Existing	Proposed	Net Change
Building Footprint	~1,414 sq. ft.	2,700 sq. ft.	+ 1,286 sq. ft.
Building Floor Area	~3,535 sq. ft.	10,666 sq. ft.	+ 7,131 sq. ft.
Impervious Surface Area	2,569 sq. ft.	3,999 sq. ft.	+ 1,430 sq. ft.
Parking Spaces	2	6	+ 4
Bicycle Parking Spaces	0	4	+ 4

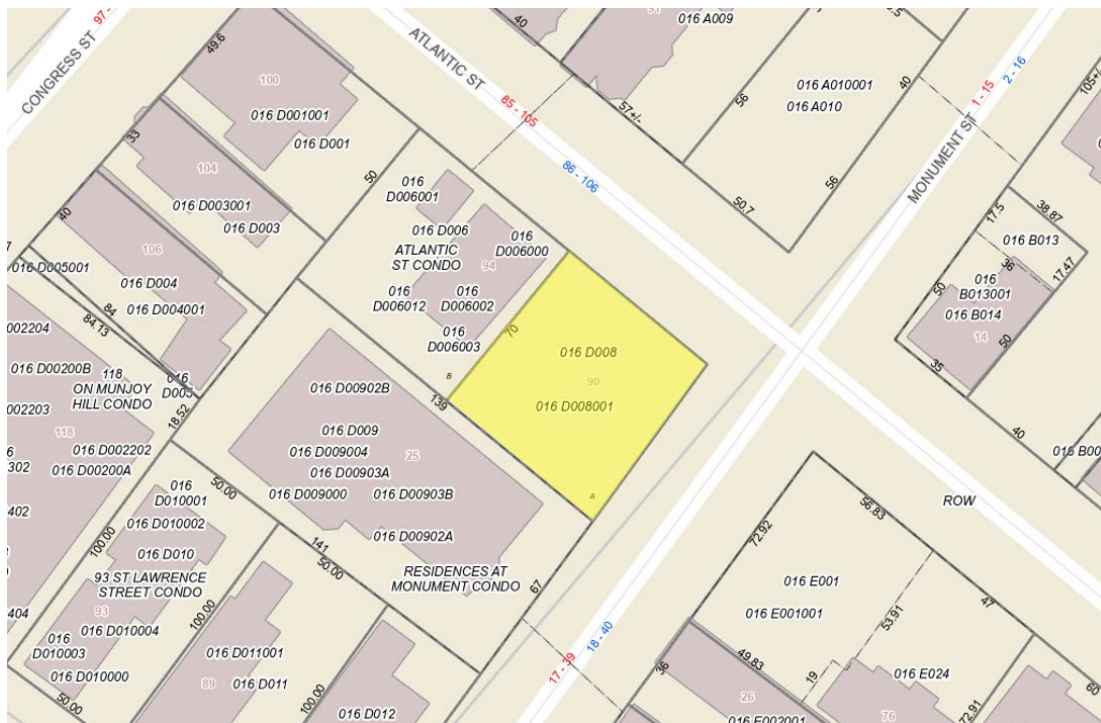


Figure 2: The project site is highlighted in yellow, from the City's interactive mapper.

IV. EXISTING CONDITIONS AND SURROUNDING AREA

The project site is located within a dense, primarily residential area of the Munjoy Hill Neighborhood that is located one block from Congress Street, which features a mixture of residential and commercial uses. The site is surrounded by multiple adjacent parcels, which are fully developed as residential buildings, and proximate to the project are tenants including: Double Great Coffee, Jing Yan Tavern, Rosemont Market & Bakery, and Low Key.



Figure 3: The existing conditions at the project site, from Google Street View.

V. PROPOSED DEVELOPMENT

The proposed residential development site (Plan 25) comprises a total of 10,666 square feet. The lot has frontage along Atlantic Street and Monument Street. The anticipated development will include six residential units, along with parking for six vehicles, including a single ADA-compliant parking space. The residential units are all proposed as two-bedroom units, with two units occupying each floor for levels two, three, and four, and with each of the six residential units accounting for 986 gross square footage.

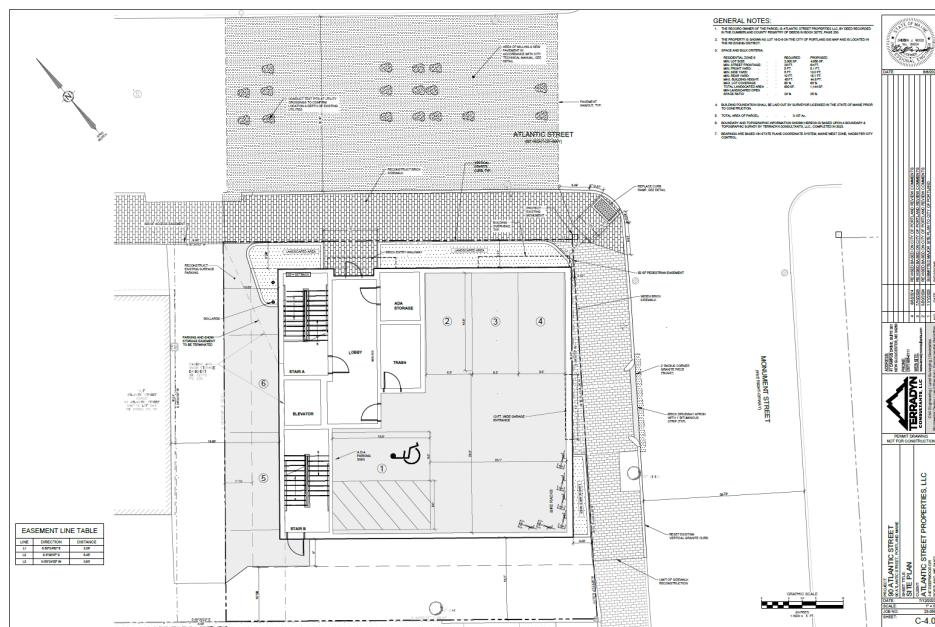


Figure 4: The proposed site plan, provided by Terradyn Consultants, LLC.

VI. RIGHT, TITLE, AND INTEREST

The owners of the property, Atlantic Street Properties LLC, have provided a copy of the Warranty Deed recorded with the Cumberland County Registry of Deeds (Book 32772 Page 230) on December 2, 2015, as evidence of right, title, and interest in the property (Attachment B). The parking and snow storage easement over the western parcel boundary is described in Book 32772 Page 230 (Attachment E).

Further, the applicant has included documentation with suggested language for two additional easements, for: 52 square feet for pedestrian access easement for ingress and egress, and 630 square feet for 9-foot-wide access easement for ingress and egress (Attachment Y).

VII. FINANCIAL AND TECHNICAL CAPACITY

The applicant has submitted a letter from Obsidian Financial Services, dated July 7, 2023, as demonstration of their financial capacity to complete the proposed development (Attachment P). Accompanying this, the applicant included the technical capacity documentation which includes details on the following project partners: Terradyn Consultants LLC, Invivid Architecture, and Anthony Muench, RLA (Attachment Q).

VIII. ZONING ANALYSIS

A. DIMENSIONAL AND USE REQUIREMENTS

A zoning review has been conducted on this application and this project meets the requirements of the R-6 Residential zone, see below.

	Required	Proposed
Lot Area (Min.)	2,000 sq. ft.	4,650 sq. ft. (0.107 ac.)
Lot area per dwelling unit (min.)	725 sq. ft.	775 sq. ft.
Street Frontage (Min.)	20'	64'
Front Setback (Min.)	5', or average	5.1'
Rear Setback (Min.)	10'	15.1'
Side Setback (Min.)	5', or 0' per footnote 10 in Table 7-A	Side 1: 10.05' Side 2: 0.52'
Rear Stepback (Min.)	15', above 35'	15'
Side Stepback (Min.)	10', above 35'	10'
Structure Height (Max.)	45'	44.8'
Lot Coverage (Max.)	60 %	59.8 %
Total Landscaped Area	930 sq. ft.	1,144 sq. ft.
Min. Landscaped Open Space Ratio	20 % (930 sq. ft.)	25 % (1,200 sq. ft.)
Off-Street Parking	2	6

R-6 Residential zone – Purpose Statement: To set aside areas on the peninsula for housing characterized primarily by multi-family dwellings at a high density providing a wide range of housing for differing types of households; to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses; and to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.

The proposed use of residential within the R-6 Residential zone is allowable per Table 6-A.

B. HOUSING PRESERVATION AND REPLACEMENT

A review has been conducted on this application and this project has been found to meet the requirements of the LUC Section 18.1 which serves to facilitate the preservation and replacement of housing stock within the City of Portland. This proposed project includes the demolition of four residential units, but proposes six new residential units, totaling a net gain of two new residential units. Under LUC Section 18.1.3.B, which states “Proposals that result in a number of units equal to or greater than the number of units lost as determined by the Planning Authority”, this project is determined to be exempt.

IX. SITE PLAN STANDARDS

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland’s Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)

A. Impact on Surrounding Street Systems

The applicant proposes to redevelop the lot at the project site, 90 Atlantic Street, where presently a 2 ½ story, four-unit residential building is located. The current structure is anticipated to be demolished, and a new four-story, six-unit residential building is proposed in its place, with the ground floor serving as covered garage with four parking spaces (three standard and one ADA-compliant), lobby, and utility space. Two dwellings are proposed on each of the upper floors. Aside from the internal garage, two additional surface parking spaces are to be located on site, which are two tandem parking spaces that would be accessed via an existing shared driveway located between this property and the property at 94 Atlantic Street. This development will result in a minimal amount of additional traffic and is not expected to have a significant impact on the surrounding street network.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

B. Access and Circulation

The proposed project would not be expected to create safety or mobility problems in the vicinity of the project, along Atlantic Street and Monument Street. The applicant will reconstruct the sidewalk and driveway apron along the property’s Atlantic Street frontage, as well as a portion of the sidewalk and the driveway apron along the property’s Monument Street frontage. This project proposes a total of two curb cuts. A waiver has been requested for the Atlantic Street entrance, where there is an existing curb cut and wherein a tandem parking scheme is proposed.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met, if the applicable waiver request is approved, of which staff is supportive.

C. Public Transit Access

The development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street. No additional upgrades are required by the applicant.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

D. Parking

The applicant proposes to provide six off-street parking spaces, providing one space for each residential unit, including one ADA-complaint space. The applicant indicates one (1) Level 2 EV charger will serve two (2) spaces, while the remaining spaces will be made EV-ready. Bicycle parking spaces are provided in the form of bicycle racks located inside the garage, totaling four (4) bicycle parking spaces provided per the table on Sheet C-1.1 (Attachment 21). While the amount of bicycle parking provided satisfies the requirement for bicycle parking per Table 19-A in the land use code, the City would recommend that the applicant consider providing two additional bicycle parking spaces, to provide a minimum of one bicycle parking space per unit.

Per LUC Table 19-B, transit proximate development and uses are not required to provide off-street parking within $\frac{1}{4}$ mile of fixed route transit service. This development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street, meaning that off-street parking is not required for this project.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

E. Transportation Demand Management (TDM)

A TDM Plan is not required for this project, as it does not meet the thresholds as detailed in the Land Use Code, Section 14.6.1.E.1.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of Significant Natural Features

There are no significant natural features as defined in Sec. 14.6.2.A.1 on the subject property and therefore this standard does not apply.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met, as it is not applicable.

B. Landscape Preservation

The site is currently minimally vegetated; however, the applicant proposes maintaining the existing 12" Ginko tree along Monument Street and the existing 3" Oak tree at the rear of the project site, and has included extensive tree protection notes on Sheet C-3.1 (Attachment 23).

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

C. Site Landscaping and Buffers

The applicant states that landscaping will be located in the setback area between the right-of-way and the proposed new structure, along both frontages, and that the areas near the building will have perennials including switch grass, climbing hydrangea, and Virginia-creeper added, allowed to grow and be managed with seasonal mowing. Further, no additional street trees are proposed and

one existing small street tree along the Atlantic Street frontage will be removed, with the Ginkgo tree on Monument Street frontage to be protected, as well as the Oak at the rear of the project site. The applicant indicates: “Tree wells do not fit along the site’s other frontages due to proximity to on-street parking and the proposed building maintaining an accessible sidewalk.” Further, there is a total of 134.49’ of frontage on both Atlantic Street and Monument Street, requiring six plantings per 30’ for a total of 27 required plantings. Within the landscaping plan (Attachment 28), the applicant proposes 31.3 plantings, more than required under LUC Section 14.6.2.C.1.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

D. Water Quality, Stormwater Management, and Erosion Controls

The applicant has provided a Stormwater Report detailing how the project will result in an increased impervious area of approximately 992 square feet, and therefore does not trigger local stormwater review under the DEP General or Flooding standards. Per the report’s summary, based on the results of the evaluation, the proposed stormwater design is not expected to cause flooding, erosion, or other significant adverse effects downstream of the site.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Consistency with City Master Plans

The subject property seeks to provide six residential units on a site wherein presently four residential dwellings exist, thereby contributing to the overall housing stock of the City of Portland. This application complies with applicable zoning as established under the City’s comprehensive plan, *Portland’s Plan 2030*, and there are no other Master Plans that this application would be subject to.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

B. Public Safety and Fire Prevention

The site has been designed to be consistent with Crime Prevention Through Environmental Design (CPTED) principles. Emergency accesses has been provided, in that the building and site layout provide adequate access from a life/safety perspective.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

C. Public Utilities

The project site is accessible from both frontages along Atlantic Street and Monument Street for the purposes of emergency vehicle access. The applicant indicates the proposed structure will be fully sprinkled, and that access to the building will be provided via the front, side, and garage entrances with appropriate access controls for a multi-family residential building.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

4. Site Design Standards (Section 14.6.4)

A. Massing, Ventilation, and Wind Impact

This project includes a moderate change in bulk and height (massing) by going from a 2 ½ story building to a larger, four-story structure. The proposed massing is fairly simple with all elevations continuing to the full height along the same plane, broken up by six balconies proposed along the Monument Street frontage, or southeasterly elevation. Further, the HVAC equipment is proposed to be located on the roof, adequately screened, and with the applicant's noting the equipment will exhaust away from the adjacent residential properties.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

B. Shadow

Per the Technical Manual Section 11, a preliminary shadow analysis is required for limited development within select zones as a study submitted with the applicable site plan applications that include new structures (or additions to structures) greater than 45 feet tall. As the proposed structure does not exceed 45 feet, this standard does not apply and this redevelopment is exempt.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met as the project is exempt.

C. Snow and Ice Loading

A recorded parking and snow storage easement is included within the submittal, along the shared property line abutting the residential neighbors at 94 Atlantic Street, northwesterly. The applicant notes snow will be removed from the surface parking area and stored beyond the parking area on the site. The parking and snow storage easement over the western parcel boundary and is described in Book 32772 Page 230 (Attachment E).

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

D. View Corridors

Per the City's design standards, the massing, location, and height of development shall not substantially obstruct public view corridors. The property is not located within an established view corridor; therefore, this standard is not applicable.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met as it is not applicable.

E. Historic Resources

The subject property is located just outside of the Munjoy Hill Historic District, and therefore does not require approval from the Historic Preservation Board (HP Board). However, the Historic Preservation Program Manager participated in the required design review, along with the Urban Designer.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met as it is not applicable.

F. Exterior Lighting

All development must adhere to the site lighting standards provided for in the Technical Manual, Section 12, for: site lighting, architectural and specialty lighting, and street lighting. This project proposes site lighting, with 14 wall-mounted individual LED wall luminaire fixtures proposed in total along the four structure planes, with appropriate shielding; the photometric plan is provided with the submission. Further, with regard to street lighting, as the applicant details: an existing cobra-head style street light is located on a utility pole directly across from the project site (at the far corner of Atlantic Street and Monument Street), no other street lighting is proposed.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

G. Noise and Vibration

In the City, all HVAC, AHU, emergency generators, and similar equipment are required to meet applicable state and federal emissions requirements and are further required to be located and/or screened in such a manner as to mitigate noise and vibration impacts. This project proposes to locate said equipment atop the building, centered on the roof. Given the topography in the immediate vicinity of the development and the lack of long views of the proposed building, the proposal to center mechanical equipment atop the roof with no additional screening is considered acceptable.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

H. Signage and Wayfinding

Any signage associated with the redevelopment of this project will be required to be reviewed by the Permitting and Inspections Department separately, with a sign permit.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

I. Zoning-related Design Standards

Per the LUC Section 14.6.4.I, all residential development in the R-6 zone shall integrate with and respect the character of surrounding residential development in terms of architectural form, landscaping and open space, façade materials, roof pitch, massing and height. The proposed building is located on a corner lot in the Munjoy Hill neighborhood that includes a mix of residential building types ranging from single-family and multi-family of various heights between one to four stories within a two-block radius of the site.

Staff Finding: The proposed development has been reviewed by Staff for conformance with this standard and consider this standard to be met.

X. NEIGHBORHOOD MEETING AND PUBLIC COMMENT

The applicant held a neighborhood meeting on February 6, 2024, as required as part of this project, wherein five members of the public attended (Attachment V), as well as members of the project team, from ownership and the Invid Architecture firm. Questions and concerns raised at the meeting pertained to: street closings during construction, the number of parking spaces to be provided on-site, overall construction timeline, and provided feedback on the proposed building design.

The Planning and Urban Development Department has received no public comment regarding this application at the time of publication of this report.

XI. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff determines that the application PL-00260-2023 for 90 Atlantic Street, seeking to create a new four-story building with six multi-family units, meets the applicable standards of Portland's Land Use Code.

XII. PROPOSED MOTIONS

A. WAIVERS

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 August 13, 2024 for application PL-00260-2023 for 90 Atlantic Street relevant to the Site Plan Standards of the Land Use Code and the City of Portland's Technical Manual, and other regulations, and the testimony presented at the Planning Board hearing:

1. Number of Driveways

The Planning Board [**finds/does not find**] based upon the City's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard Section 1.5.1.A, which requires no more than one (1) driveway shall be permitted for a minor driveway (serving <10 residential spaces), 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 Section 1.5.1.A, in order to allow an additional driveway due to the second curb cut being along an existing shared driveway, and between two parcels of common ownership.

B. 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 August 13, 2024 for application PL-00260-2023 for 90 Atlantic Street 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:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall have the two proposed easements reviewed and accepted (as detailed in Attachment Y), to the satisfaction of the Department of Public Works and Corporation Council.

2. The applicant shall provide draft condominium documents, for review by the Planning Authority and Corporation Council.

C. PLANNING BOARD DECISION

On the basis of the findings, conclusions, and recommendations contained in the Planning Board report for the public hearing on August 13, 2024 related to application PL-00260-2023 for 90 Atlantic Street, which is attached to the draft approval letter and incorporated therein, the Planning Board **[adopts/does not adopt]** the approval letter as drafted as the Planning Board's decision for application PL-002600-2023, and authorizes the Planning Board Chair to sign the approval letter as drafted.

XIII. ATTACHMENTS

Staff Attachments

1. Project Review Comments, Submission #1, 1-17-2024
2. Project Review Comments, Resubmission #1, 6-25-2024
3. Design Review Memo, 7-24-2024
4. Design Review Email from Urban Designer, 8-9-2024

Applicant Documents

- A. Development Description
- B. Right, Title, & Interest
- C. State & Federal Permits
- D. Land Ordinance Review
- E. Easements
- F. Natural Features
- G. Stormwater
- H. Master Plans
- I. Utilities
- J. Fire Safety
- K. Site Plan Standards Assessment
- L. HVAC
- M. Stormwater Report, 11-29-2023
- N. Stormwater Report, 8-9-2024
- O. Ability to Serve Determinations
- P. Financial Capacity
- Q. Technical Capacity
- R. Major Site Plan Checklist
- S. Waiver Table
- T. Wastewater Capacity Auth., 6-14-2024
- U. Zoning Analysis Table
- V. Neighborhood Meeting Documentation
- W. Comment Response Letter #1, 5-21-2024
- X. Comment Response Letter #2, 7-10-2024
- Y. Easement Descriptions

Applicant Plans

1. Survey
2. A1.00 – Basement Plan
3. A1.01 – First Floor Plan
4. A1.02 – Second Floor Plan
5. A1.03 – Third Floor Plan
6. A1.04 – Fourth Floor Plan
7. A1.05 – Roof Plan
8. A1.06 – Roof Drainage Plan
9. A1.07 – Basement Plan
10. A3.01 – Enlarged Unit 201 Plans
11. A3.01 – Enlarged Unit 202 Plans
12. A3.01 – Enlarged Unit 301 Plans
13. A3.01 – Enlarged Unit 302 Plans
14. A3.01 – Enlarged Unit 401 Plans
15. A3.01 – Enlarged Unit 402 Plans
16. A4.01 Exterior Elevations
17. A5.01 Building Sections
18. A5.02 Building Sections
19. A8.02 Window Schedule
20. C-1.0 – Cover
21. C-1.1 – General Notes
22. C-3.0 – Existing Conditions and Demolition
23. C-3.1 – Construction Management Plan
24. C-4.0 – Site Plan
25. C-5.0 – Grading & Drainage Plan
26. C-6.0 – Utility Plan
27. C-7.0 – Photometric Plan
28. C-8.0 – Landscaping Plan
29. C-9.0 – Site Details
30. C-9.1 – Erosions & Sediment Control Plan
31. C-9.2 – Drainage Details
32. C-10.0 – Turning Templates
33. G.0.01 – Cover
34. G.0.02 – Axon Views
35. Renderings, 8-9-2024

Project Review Letter / 1-17-2024 / PL-002600-2023 / 90 Atlantic Street

Submission #1: 12-11-2023

Planner: Natasha Kypfer – nkypfer@portlandmaine.gov – (207) 874-8725



Dear Griffin Wood,

We have completed our review of your application (PL-002600-2023), a major site plan project, proposing to build a new four-story building with six residential units at 90 Atlantic Street, in the R-6 Residential zone. This development triggers major site plan review by the Planning Board, and is subject to the following regulations:

- Site Plan, Major – Article 14.6

An overview of the City's review can be viewed in the attached project review worksheets and peer review comments.

Next Steps

Please review all feedback and reach out to the project review manager, Natasha Kypfer, if you have any questions or would like to discuss this feedback in more detail. In order to proceed, and at this stage in the site plan review process, Planning staff would suggest a meeting with the applicant team to discuss our preliminary design review feedback for the proposed project. Thereafter, the applicant shall prepare a written response to all feedback, and shall update plans, documents and other materials as necessary to address the comments. The applicant shall notify the project review manager when a resubmission is uploaded to ProjectDox. Once received, the project review manager will notify the applicant of their scheduled review timeline for this resubmission.

Sincerely,

Natasha Kypfer
Planner

Attachments

1. Site Plan Worksheet
2. Zoning Worksheet

Site Plan Review Standards (Sec. 14.6)		
Transportation Standards (Sec. 14.6.1)		
Standard	Discussion	Finding
Impact on Surrounding Street Systems	<u>Overview:</u> The applicant proposes to redevelop the lot at the project site, 90 Atlantic Street, where presently a 2 ½ story, four-unit residential building sits. The current structure is anticipated to be demolished and a four-story, six-unit residential building is proposed in its place, with the ground floor serving as covered garage with four parking spaces, lobby, and utility space, and two living units proposed on each floor. Aside from the garage, three additional surface parking spaces are to be located on the site, with two tandem-spaces accessed from Atlantic St. and one from Monument St., resulting in 7 total spots provided. According to the applicant, the minimal amount of traffic that will be generated by the project is not expected to have a significant effect on the surrounding street network.	Not Met Needs additional information.
	<u>Updates Requested</u> The provided First Floor Plan (Sheet A1.01) is incongruent with the Site Plan (Sheet C-4.0) in terms of the parking layout, please update accordingly.	
Access and Circulation	<u>Overview:</u> The proposed project would not be expected to create safety or mobility problems in the vicinity of the project, along Atlantic St. and Monument St. The applicant explains the Atlantic St. sidewalk along the parcel's frontage is proposed to be entirely reconstructed, including a new driveway apron, as well sections along the Monument St. sidewalk frontage will be also be reconstructed, and two new driveway aprons to be installed. This project proposes a total of three curb cuts in order to serve the redeveloped residential use of 6 units.	Not Met Needs revision / additional information.
	<u>Updates Requested</u> - Per the Technical Manual Section 1 Table 1.5.1, no more than one driveway shall be permitted for projects serving <10 residential unit, therefore three driveways are not allowed. Based on the project location, we would suggest a single driveway accessing the building parking area only. Further, we note that the proposed driveway on Atlantic St. and the single space driveway on Monument St. do not meet City driveway spacing standards. The applicant shall redesign the proposed parking and eliminate 2 of the three proposed driveways, or submit a waiver request. - The applicant has provided vehicle turning graphics, however, the turning analysis should be updated to reflect vehicles occupying all parking spaces which will restrict the area to be used for circulation. The applicant should formally request waivers from City standards for parking stall size and aisle width. - The applicant shall update all proposed details (Site, Sewer, Stormwater, Landscape, details) to meet the requirements of the approved Technical Manual update. At a minimum, please replace the vertical granite curb, brick driveway apron with bituminous base, and brick sidewalk with bituminous base. CAD files can be obtained upon request. - Is the tree well along Monument Street existing or proposed? A 5' min clear space along the walking path between any elevated objects must be maintained within the City ROW. Revise the proposed planter so that a distance no less than 5' is maintained between elevated structures. Further, consider moving the proposed tree well away from the existing stormwater inlet.	

	- The applicant shall confirm that all existing pedestrian ramps leading to and from the property are compliant per the Technical Manual Section one. The applicant shall submit the results and any item not in compliance shall be reconstructed. - Improvements and existing conditions in the ROW shall be dimensioned on the plan view sheets. For example: ROW, street, lanes, sidewalk, esplanade, driveways (and other improvements) widths should be shown, including at locations where a width changes. Update the plans to reflect these changes. - The limited spot grades provided do not allow staff to confirm that the proposed sidewalks are compliant (i.e. meet the min. cross slope and running slope). The applicant shall update the plans to provide spot grades and slopes at grade breaks for the proposed sidewalks, driveways (egress locations, steps), and at the end of the limits of the proposed improvements for the property.	
Public Transit Access	Overview: The development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street. No additional upgrades are required by the applicant. Updates Requested No action is required.	Met
Parking	Overview: Per Article 19, Table 19-A, multi-family development is required to provide one off-street parking space per dwelling unit. Further, per Table 19-B, transit proximate development and uses do not require off-street parking within ¼ mile of fixed route transit service. This development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street, meaning that off-street parking is not required for this project. However, the applicants are proposing to provide 7 off-street parking spaces, providing one space for each residential unit, plus one ADA complaint space. The applicant indicates no EV charging will be installed unless a future unit resident requests the addition of EV charging. Bicycle parking spaces are provided in the form of bicycle racks located inside the garage, totaling 4 bicycle parking spaces provided per the table on Sheet C-1.1. Updates Requested: Per the Technical Manual Standard 1.14, new structured and surface parking lots of five or more spaces shall include energized electrical outlets or installed chargers capable of providing Level 2 EV charging or higher to 20% of parking spaces, and an additional 50% of spaces must be made EV-ready; please revise your plans accordingly.	Not Met Needs additional information.
Transportation Demand Management	Overview: A TDM Plan is not required for this project, as it does not meet the thresholds as detailed in the LUC Section 14.6.1.E.1. Updates Requested No action is required.	Met
Environmental Quality Standards (Sec. 14.6.2)		
Standard	Discussion	Finding
	Overview: The site disturbance for this project does not include disruption of any significant natural features nor are known endangered species or plants	Met

<i>Preservation of Significant Natural Features</i>	noted as existing on the site; the parcel is already developed, with a 2 ½ story, four-unit residential building. <u>Updates Requested</u> No action is required.	
<i>Landscape Preservation</i>	<u>Overview:</u> The site is currently minimally vegetated; however, the applicant proposes maintaining the existing Ginko tree along Monument St. and the Oak tree along the southwest boundary, at the rear of the project site. <u>Updates Requested</u> - The existing 12" Ginko on Monument St needs to be preserved throughout the construction process. - The canopy extends beyond the sidewalk and has a larger footprint than the approximate demarcation on the existing condition plan. - Please detail tree protection measures to be implemented during construction, including: - Size and location of tree protection zone including fence type. - Explicit details on construction methods to be followed within the biologically sensitive areas of the tree (critical root zone) to minimize disturbance to tree. - Critical root zone for the Ginko would be a circle with radius equal to 1.25 feet for every inch of DBH (1.25 * 12 in DBH = 15 ft radius).	Not Met Needs additional information.
<i>Site Landscaping and Buffers</i>	<u>Overview:</u> The applicant states the landscaping will be located in the setback area between the ROW and the proposed new structure, and that the areas behind the building will be seeded with an appropriate mix, allowed to grow and be managed with seasonal mowing. Further, the narrative states that no street trees are proposed and the one existing small street tree along the Atlantic St. frontage will be removed, with the Ginko tree on Monument St. frontage to be protected. Being that this project is in the R-6 Residential zone, a minimum of 20% landscaped open space is required. <u>Updates Requested</u> - Design standards dictate the proposed garage entrance be placed on the Atlantic St frontage instead of Monument St. - The Atlantic St location is preferred as the driveway cut for the proposed Monument St entrance encroaches heavily into the structural root zone of the existing 12" Ginko street tree jeopardizing it's preservation. - The existing 3" Ginko and tree well can be removed in order to accommodate the proposed garage entrance. - Pending final layout and number of proposed driveway entrances to be installed, additional tree wells should be planned along the road frontages per the spacing requirements stipulated in the Technical Manual Section 4. - The available road frontages do not allow for the number of tree wells to be installed that would satisfy the street tree requirements for the number of residential units proposed, the difference can be made up by:	Not Met Needs additional information.

	▪ A financial contribution to the Tree Fund in the amount of \$400 per required tree that is not planted/installed, or: ▪ The financial contribution can be reduced by the value of infrastructure upgrades implemented for the tree wells that can be installed. • Cost of structural soil installation around installed tree wells (for example).	
Water Quality, Stormwater Management and Erosion Control	Overview: The applicant has provided a Stormwater Report detailing how the project will result in an increased impervious area of approximately 992 sq. ft., and therefore does not trigger local stormwater review under the DEP General or Flooding standards.. Per the report’s summary, based on the results of the evaluation, the proposed stormwater design is not expected to cause flooding, erosion, or other significant adverse effects downstream of the site.	Not Met Needs additional information.
	Updates Requested • As part of their erosion and sedimentation control (as shown on the Construction Management Plan) they should call out temporary catch basin inlet protection for the catch basin structures located in Atlantic and Monument Street, there are some that are in close proximity to the utility and sidewalk work. • The plans do not show a foundation drain; please make sure to account for where that will connect into the proposed storm drain system. • Section 2.2.3 of the Technical Manual requires DPW Water Resources approval when stormwater is being proposed to discharge into a sewer which conveys sanitary waste. Prior to authorizing a new stormwater connection into the combined sewer in Atlantic Street, DPW will require that the applicant provide an on-site stormwater detention volume equal to the greater of: 1” of rainfall x the proposed impervious area within the project’s disturbance limits or the projected average 24-hour daily sanitary sewer flow being added to the combined sewer system by the project. • Stormwater discharge rates into the combined sewer system must be controlled to a maximum flow rate of 0.1 CFS per acre of watershed drainage area draining through the system until the design storage capacity is reached. Once the design storage is maximized, excess flow rates can be directed to the combined sewer through the use of a flow control structure or device.	
Public Infrastructure and Community Safety Standards (Sec. 14.6.3)		
Standard	Discussion	Finding
Consistency with City Master Plans	Overview: The subject property seeks to provide six residential units on a site wherein presently four residential dwellings exist, thereby adding two units to the overall housing stock of the City. This contributes to the local goal within Portland’s Plan 2030, Housing chapter, which states: “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.”	Met
	Updates Requested • No action is required.	
	Overview: The project site is accessible from both frontages along Atlantic Street and Monument Street for the purposes of emergency vehicle access. Further, the western and southern sides of the building will be accessible from	Met

Public Safety and Fire Prevention	the proposed surface parking areas. The applicant indicates the proposed structure will be fully sprinkled, and that access to the building will be provided via the front, side, and garage entrances with appropriate access controls for a multi-family residential building.	
	<u>Updates Requested</u> No action required.	
Public Utilities	<u>Overview:</u> Per the applicant's submittal, the proposed project will include the installation of new utility services to the proposed building and all new utility services will be provided from the existing utilities available within Atlantic Street. Further, electric utilities for the project are expected to be installed underground, sourced from a utility pole on the northern side of Atlantic Street.	Not Met Needs additional information.
	<u>Updates Requested</u> - Please provide the ability to serve letter, as received from each of the utility companies. - The Applicant will be required to provide confirmation of ability to serve for the proposed water services. Staff notes: based on past experience with Portland Water Service, unless the existing service is intended to remain active, they will require that it be abandoned at the main. This is within the area the applicants are planning to repave, so trenching at that location should not be an issue. - All of the building utilities are existing underneath the planned landscaped area that will include trees; please ensure that adequate separation will exist for root systems over the utility services. - Standard City of Portland Sewer Connection Details located in the Technical Manual Section 2 should be added to the plan set to depict the required connections into the Atlantic Street combined sewer.	
Site Design Standards (Sec. 14.6.4)		
Standard	Discussion	Finding
Massing, Ventilation and Wind Impact	<u>Overview:</u> This project includes a moderate change in bulk and height (massing) by going from a 2 ½ story building to a larger, four-story structure. The proposed massing is fairly simple with all elevations continuing to the full height along the same plane, broken up by six balconies proposed along the Monument Street frontage, or southeasterly elevation. Further, the HVAC equipment is proposed to be located on the roof, with the applicant's noting the equipment will exhaust away from the adjacent residential properties.	Met
	<u>Updates Requested</u> No action is required.	
Shadow	<u>Overview:</u> Per the Technical Manual Sec. 11, a preliminary shadow analysis is required for all applicable site plan applications that include new structures (or additions to structures) greater than 45' tall. As the proposed structure does not exceed 45', this standard does not apply and this redevelopment is exempt.	Met
	<u>Updates Requested</u> No action is required.	
Snow and Ice Loading	<u>Overview:</u> A parking and snow storage easement is indicated within the submittal, along the shared property line abutting the residential neighbors at 94 Atlantic Street, northwesterly. The applicant notes snow will be removed from the surface parking area and stored beyond the parking area on the site.	Met
	<u>Updates Requested</u> No action is required.	

View Corridors	Overview: Per the City's design standards, the massing, location, and height of development shall not substantially obstruct public view corridors. The property is not located within an established view corridor; therefore, this standard is not applicable.	Met
	Updates Requested No action required.	
Historic Resources	Overview: The subject property is just outside (within 100') of the Munjoy Hill Historic District, therefore Historic Preservation staff will provide design review within an advisory capacity.	Met
	Updates Requested No action is required.	
Exterior Lighting	Overview: All development must adhere to the site lighting standards provided for in the Technical Manual, Section 12, for: site lighting, architectural and specialty lighting, and street lighting. This project proposes site lighting, with 14 wall-mounted individual LED wall luminaire fixtures proposed in total along the four structure planes, with appropriate shielding; the photometric plan is provided with the submission. Further, with regard to street lighting, as the applicant details: an existing cobra-head style street light is located on a utility pole directly across from the project site (at the far corner of Atlantic St. and Monument St.), no other street lighting is proposed.	Met
	Updates Requested No action required.	
Noise and Vibration	Overview: In the City, all HVAC, AHU, emergency generators, and similar equipment are required to meet applicable state and federal emissions requirements and are further required to be located and/or screened in such a manner as to mitigate noise and vibration impacts. This project proposes to locate said equipment atop the building, on the roof.	Met
	Updates Requested No action required.	
Signage and Wayfinding	Overview: Any signage associated with the redevelopment of this project will be required to be reviewed by the Permitting and Inspections Department separately, with a sign permit.	Met
	Updates Requested No action is required.	
Design Standards	Overview: Per the LUC Section 14.6.4.I, all residential development in the R-6 zone shall integrate with and respect the character of surrounding residential development in terms of architectural form, landscaping and open space, façade materials, roof pitch, massing and height. The proposed building is located on a corner lot in the Munjoy Hill neighborhood that includes a mix of residential building types ranging from single-family and multi-family of various heights between one to four stories within a two-block radius of the site. Staff finds the proposed building is not compatible with the predominant character-defining architectural features of the neighborhood that include ground-floor activation with variations in fenestration patterns to allow for articulated doorway entries and windows oriented towards the street.	Not Met Needs revision / additional information.
	Updates Requested At this time in the site plan review process, Planning staff is requesting a meeting with the applicant team to discuss the proposed architectural	



	design in order to address the R-6 infill design standards. Please find an email attached highlighting the salient points, prepared by the department's Urban Designer, Sean King, and dated January 16, 2024.	
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Zoning Use Review (Article 6)				
Use Permissions (Sec. 6.5.6)				
Proposed Use	Permitted, Conditional or Accessory Use	Zone	Use Std	
Multi-family dwellings	Permitted	R-6	6.5.6(G)	
Zoning Dimensional Review (Article 7)				
Dimensional Standards (Table 7-A)				
Standard	Requirement 1	Requirement 2	Proposed	Finding
Lot Area	2,000 sq. ft.	n/a	4,650 sq. ft. or 4,706 sq. ft.	Clarify which is accurate. *
Lot Area per Dwelling Unit	725 sq. ft.	n/a	775 sq. ft.	Met
Min. Street Frontage	20'	n/a	64.4'	Met
Front Setback	5', or average depth of adjacent front yards	n/a	5.5' or 5'1'	5.50' *
Rear Setback	10'	n/a	12.39' or 10' -9 1/8"	12.39' *
Side Setback	5'	n/a	#'	Met
Stepbacks	Side: 10' Rear: 15'	n/a	Side: 10' 1/2" Rear: 15' 1 1/2"	Met
Structure Height	45'	n/a	44.83' or 44.10'	44.10' *
Lot Coverage	60%	n/a	59.9% (2,783 sq. ft.)	Met
Landscaped open space ratio	20%	n/a	20%	Provide more details. **
Width of garage opening on front façade	9' or 40%*	n/a	9'	Met

*Staff found the figures to be inconsistent (between Sheet C-4.0 and Sheet A1.01) on the plans, and also do not match the information under the Zoning Information text, found at the top left corner of the plan provided. Please confirm the figures and revise the plan(s) and/or table text accordingly. While we need the plans to be consistent, in either iteration, they are meeting the minimum zoning requirements.

**Please provide the square footage for the landscaped open space areas on the landscape plan (Sheet C-8.0).

Further, there is a difference in the width and length of the building shown on Sheet A1.01 (first floor) and Sheet A1.03 (second floor); please clarify. Please also confirm that the rear setback of 15' is being met above 35', and the fourth floor needs to meet the 15' and 10' setbacks.

90 Atlantic Street - Design Review bullets for Applicant

Sean King <sking@portlandmaine.gov>

Tue, Jan 16, 2024 at 4:17 PM

To: Natasha Kypfer <nkypfer@portlandmaine.gov>, Evan Schueckler <evans@portlandmaine.gov>

Cc: Matt Grooms <mgrooms@portlandmaine.gov>

Hello Natasha,

I've compiled Staff comments related to the R-6 infill design standards that can be shared with the Applicant. Please be aware that this email does not replace the typical design review memo prepared for the Planning Board, which includes applicability, zone specific design standards and historic preservation advisory review (if applicable). Below are the design standards not appropriately met with this application:

STANDARD A-1 - Scale and Form – Not Met

The proposed building is located on a corner lot in the Munjoy Hill neighborhood that include a mix of residential building types ranging from single-family and multi-family of various heights between one to four stories within a two-block radius of the site. **Staff finds the proposed building is not compatible with the predominant character-defining architectural features of the neighborhood that include ground-floor activation with variations in fenestration patterns to allow for articulated doorway entries and windows oriented towards the street. At this time in the site plan review process, Staff is requesting a meeting with the Applicant team to discuss the architectural design in relationship to the R-6 infill design standards.**

STANDARD A-2 - Composition of Principal Facades – Not Met

The composition of building facades within a two-block radius of the site include such predominant features with activation at the ground floor with fenestrations at the ground floor, projecting bay windows spanning multiple levels and minimal expression of a masonry foundation. Additionally, recessed building entries with covered porches that signify main entry and an articulated roof line provide elements of architectural scale from surrounding buildings. **The proposed principle facades located on Atlantic and Monument Streets, situated on a corner lot, are not within the context of the neighborhood based on the proposed façade composition of expansive first floor level brick wall around the building's perimeter, no window fenestration at north elevation, minimal projections along Monument Street elevation, and minimal articulation at main entry.**

STANDARD A-3 - Relationship to Street – Not Met

The building placement is consistent with the spacing and rhythm of the residential fabric within close proximity to the street frontage with direct main entry access to the public sidewalk. On corner lots, the main entry is typically located onto the primary façade to allow access for pedestrians within the front setback. Staff finds that the overall character of surrounding buildings engage with the street with ground level activation to express living spaces with window and/or door entries, recessed garage entries and composition of a building's base as masonry foundation segmented with façade material above. **Staff suggest relocation of garage door entry to street frontage on Atlantic and lower the FFE of garage to reduce the ground-floor blank masonry wall along street frontages.**

STANDARD B-5 - Façade Articulation – Not Met

The proposed building frontage includes projecting bay windows that span multiple levels arranged symmetrically that Staff finds appropriate. **Staff is requesting the Applicant provide greater articulation at the main entry with a more recessed entrance and integration of a canopy or porch to meet this design standard.**

STANDARD C-1 – Entrances – Not Met

The proposed building's main entrance appears to be minimally recessed and accessible from the public sidewalk. **Staff is requesting the Applicant provide greater articulation at the main entry with a more recessed entrance and integration of a canopy or porch to meet this design standard.**

STANDARD D-1 – Windows – Not Met

The majority of windows are vertically proportioned throughout the proposed building, **Staff requests that the Applicant adjust the arrangement of windows between the bay projections on the Atlantic Street façade for symmetrical balance.**

Please reach out with any additional thoughts as you prepare to connect with the Applicant team. Thank you, Sean

Sean King, PLA
Urban Designer
[389 Congress Street, 4th Floor](#)
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov
(he/him/his)



Project Review Letter / 6-25-2024 / PL-002600-2023 / 90 Atlantic Street

Submission #2: 6-3-2024

Planner: Natasha Kypfer – nkypfer@portlandmaine.gov – (207) 874-8725



Dear Griffin Wood,

We have completed our review of your resubmission of the application (PL-002600-2023), a major site plan project, proposing to build a new four-story building with six residential units at 90 Atlantic Street, in the R-6 Residential zone. This development triggers major site plan review by the Planning Board, and is subject to the following regulations:

- Site Plan, Major – Article 14.6

An overview of the City's review can be viewed in the attached project review worksheets and peer review comments.

Next Steps

Please review all feedback and reach out if you have any questions or would like to discuss this feedback in more detail. Please prepare a written response to all feedback, and provide updated plans, documents, and other materials as necessary to address the comments. The applicant shall notify the project review manager when a resubmission is uploaded to ProjectDox.

I will be in touch later this week to confirm the Planning Board date.

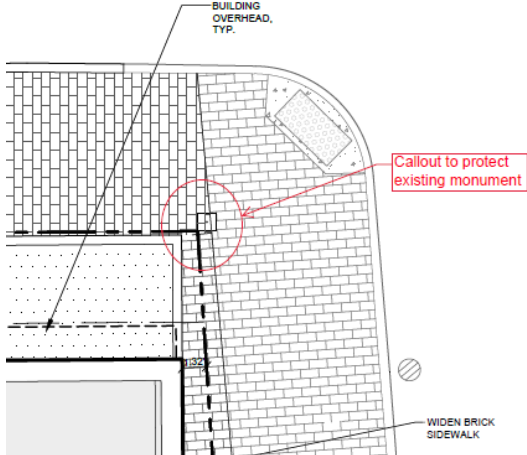
Sincerely,

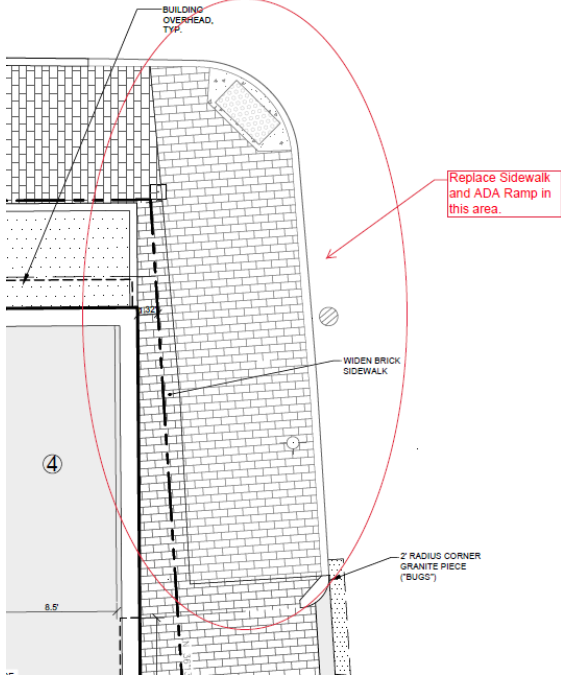
A handwritten signature in black ink that reads "Natasha M. Kypfer".

Natasha Kypfer
Senior Planner

Attachments

1. Site Plan Worksheet
2. Zoning Worksheet

Site Plan Review Standards (Sec. 14.6)		
Transportation Standards (Sec. 14.6.1)		
Standard	Discussion	Finding
Impact on Surrounding Street Systems	Overview: The applicant proposes to redevelop the lot at the project site, 90 Atlantic Street, where presently a 2 ½ story, four-unit residential building sits. The current structure is anticipated to be demolished and a four-story, six-unit residential building is proposed in its place, with the ground floor serving as covered garage with four parking spaces (three standard and one ADA-compliant), lobby, and utility space, with two living units proposed on each floor. Aside from the internal garage, two additional surface parking spaces are to be located on site; the tandem-style spaces are accessed from Atlantic St., resulting in 6 total spots provided. According to the applicant, the minimal amount of traffic that will be generated by the project is not expected to have a significant effect on the surrounding street network.	Met
	Updates Requested No action is required.	
Access and Circulation	Overview: The proposed project would not be expected to create safety or mobility problems in the vicinity of the project, along Atlantic St. and Monument St. The applicant explains the Atlantic St. sidewalk along the parcel's frontage is proposed to be entirely reconstructed, including a new driveway apron, as well sections along the Monument St. sidewalk frontage will be also be reconstructed, and the new driveway apron to be installed. This project proposes a total of two curb cuts in order to serve the redeveloped residential use of 6 units. A waiver has been requested for the Atlantic Street entrance, where there is an existing curb cut and wherein a tandem parking scheme is proposed.	Not Met Needs revision / additional information.
	Updates Requested - For the driveway on Atlantic Street, please provide information on how spaces will be managed such that vehicles are not blocked. How will the proposed spaces be managed with vehicles parked for 94 Atlantic Street? An access easement should be provided. The width of the shared driveway should be dimensioned, and it should be noted if a waiver is required. - C-5.0 - Callout Finished Floor Elevation - C-4.0 - Callout protection of Monument 	

	- C-4.0 - ADA ramp appears to be non-compliant per the Technical Manual; replace ramp and sidewalk  - Include standard detail for ADA ramp - C-9.0 - Details must meet the design requirements of the Technical Manual	
Public Transit Access	Overview: The development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street. No additional upgrades are required by the applicant. Updates Requested No action is required.	Met
Parking	Overview: Per Article 19, Table 19-A, multi-family development is required to provide one off-street parking space per dwelling unit. Further, per Table 19-B, transit proximate development and uses do not require off-street parking within ¼ mile of fixed route transit service. This development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street, meaning that off-street parking is not required for this project. However, the applicants are proposing to provide 6 off-street parking spaces, providing one space for each residential unit, including one ADA complaint space. The applicant indicates one Level 2 EV charger will serve 2 spaces, while the remaining spaces will be made EV-ready. Bicycle parking spaces are provided in the form of bicycle racks located inside the garage, totaling 4 bicycle parking spaces provided per the table on Sheet C-1.1. Updates Requested:	Met

	No action is required.	
Transportation Demand Management	<u>Overview:</u> A TDM Plan is not required for this project, as it does not meet the thresholds as detailed in the LUC Section 14.6.1.E.1.	Met
	<u>Updates Requested</u> No action is required.	
Environmental Quality Standards (Sec. 14.6.2)		
Standard	Discussion	Finding
Preservation of Significant Natural Features	<u>Overview:</u> The site disturbance for this project does not include disruption of any significant natural features nor are known endangered species or plants noted as existing on the site; the parcel is already developed, with a 2 ½ story, four-unit residential building.	Met
	<u>Updates Requested</u> No action is required.	
Landscape Preservation	<u>Overview:</u> The site is currently minimally vegetated; however, the applicant proposes maintaining the existing 12” Ginko tree along Monument Street, and has included extensive tree protection notes on Sheet C-3.1.	Not Met Needs revision.
	<u>Updates Requested</u> Please acknowledge that the existing 12” Ginkgo on Monument Street needs to be preserved throughout the construction process.	
Site Landscaping and Buffers	<u>Overview:</u> The applicant states the landscaping will be located in the setback area between the ROW and the proposed new structure, and that the areas behind the building will be seeded with an appropriate mix, allowed to grow and be managed with seasonal mowing. Further, the narrative states that no street trees are proposed and the one existing small street tree along the Atlantic St. frontage will be removed, with the Ginkgo tree on Monument St. frontage to be protected. Being that this project is in the R-6 Residential zone, a minimum of 20% landscaped open space is required. However, with the revisions from round 1, the applicant indicates: <i>The previously proposed tree well was removed due to the required distance between elevated objects, and proximity to the existing catch basin. Tree wells do not fit along the site’s other frontages due to proximity to on street parking and the proposed building maintaining an accessible sidewalk. A financial contribution to the Tree Fund is anticipated where sufficient trees cannot be installed along the site’s frontage.</i>	Not Met Needs revision.
	<u>Updates Requested</u> - Please acknowledge: as the available road frontages do not allow for the number of tree wells to be installed that would satisfy the street tree requirements for the number of residential units proposed, the difference can be made up by: - A financial contribution to the Tree Fund in the amount of \$400 per required tree that is not planted/installed, or: - The financial contribution can be reduced by the value of infrastructure upgrades implemented for the tree wells that can be installed. - Cost of structural soil installation around installed tree wells (for example).	
Water Quality, Stormwater Management	<u>Overview:</u> The applicant has provided a Stormwater Report detailing how the project will result in an increased impervious area of approximately 992 sq. ft., and therefore does not trigger local stormwater review under the DEP General or Flooding standards. Per the report’s summary, based on the results of the	Not Met

and Erosion Control	evaluation, the proposed stormwater design is not expected to cause flooding, erosion, or other significant adverse effects downstream of the site. <u>Updates Requested</u> - Staff has noted some inconsistency between what is shown on the plan and what is included in the stormwater modeling. Additional detail is needed to construct what is being proposed per the design. - The HydroCAD model includes a 15" outlet pipe from the R-tank system. All of the pipes shown on the grading and drainage plan are 6". The model should be consistent with what is proposed on the plans. - The HydroCAD model includes a 1.5" vertical orifice and a 6' wide weir for bypass. These components of the system have not been shown on the plans. The elevations for these features are similar to the outlet inverts provided from the R-tank system on the grading plan, but the details do not show an orifice or weir. The plan also shows a 2" ball valve for the outlet of the R-Tank. The model should be consistent with what is proposed for construction. - There are inconsistencies with noted erosion control measures on the plans. The Construction Management Plan includes sediment barrier. In response to prior comments, a callout for providing temporary inlet protection in catch basins was provided on the Existing Conditions and Demolition Plan. The plans should be consistent in where they call out all erosion and sedimentation control measures on a plan. - The proposed six inch sewer lateral is currently being shown as being too close to the City's existing catch basin near the Atlantic/Monument intersection. The sewer lateral should be shifted to provide a minimum 4' clearance between the lateral and the catch basin structure wall. - Further clarity should be added to the grading plan to show proposed access locations for the R-tank system and how the system is intended to function. Based on the project details it appears a maintenance row will be provided within the system but the configuration doesn't match up with what is being shown on the grading plan. It would be advisable at a minimum to provide access between the proposed roof drain leader and storage system to allow for future inspection and maintenance at the upstream end of the system. - A detail of DMH-1 should be provided in the plan set.	Needs additional information.
Public Infrastructure and Community Safety Standards (Sec. 14.6.3)		
Standard	Discussion	Finding
Consistency with City Master Plans	<u>Overview:</u> The proposed redevelopment of the subject property is a permitted use within the R-6 zone, and complies with applicable zoning as established under the City's comprehensive plan, Portland's Plan 2030, and there are no other Master Plans that this application would be subject to. <u>Updates Requested</u> No action is required.	Met
Public Safety and Fire Prevention	<u>Overview:</u> The project site is accessible from both frontages along Atlantic Street and Monument Street for the purposes of emergency vehicle access. Further, the western and southern sides of the building will be accessible from the proposed surface parking areas. The applicant indicates the proposed structure will be fully sprinkled, and that access to the building will be provided via the front, side, and garage entrances with appropriate access controls for a multi-family residential building.	Met

	Updates Requested No action required.	
Public Utilities	Overview: Per the applicant's submittal, the proposed project will include the installation of new utility services to the proposed building and all new utility services will be provided from the existing utilities available within Atlantic Street. Further, electric utilities for the project are expected to be installed underground, sourced from a utility pole on the northern side of Atlantic Street. Updates Requested No action required.	Met
Site Design Standards (Sec. 14.6.4)		
Standard	Discussion	Finding
Massing, Ventilation and Wind Impact	Overview: This project includes a moderate change in bulk and height (massing) by going from a 2 ½ story building to a larger, four-story structure. The proposed massing is fairly simple with all elevations continuing to the full height along the same plane, broken up by six balconies proposed along the Monument Street frontage, or southeasterly elevation. Further, the HVAC equipment is proposed to be located on the roof, with the applicant's noting the equipment will exhaust away from the adjacent residential properties. Updates Requested No action is required.	Met
Shadow	Overview: Per the Technical Manual Sec. 11, a preliminary shadow analysis is required for all applicable site plan applications that include new structures (or additions to structures) greater than 45' tall. As the proposed structure does not exceed 45', this standard does not apply and this redevelopment is exempt. Updates Requested No action is required.	Met
Snow and Ice Loading	Overview: A parking and snow storage easement is indicated within the submittal, along the shared property line abutting the residential neighbors at 94 Atlantic Street, northwesterly. The applicant notes snow will be removed from the surface parking area and stored beyond the parking area on the site. Updates Requested No action is required.	Met
View Corridors	Overview: Per the City's design standards, the massing, location, and height of development shall not substantially obstruct public view corridors. The property is not located within an established view corridor; therefore, this standard is not applicable. Updates Requested No action required.	Met
Historic Resources	Overview: The subject property is just outside (within 100') of the Munjoy Hill Historic District, therefore Historic Preservation staff will provide design review within an advisory capacity. Updates Requested No action is required.	Met
Exterior Lighting	Overview: All development must adhere to the site lighting standards provided for in the Technical Manual, Section 12, for: site lighting, architectural and specialty lighting, and street lighting. This project proposes site lighting, with 14 wall-mounted individual LED wall luminaire fixtures proposed in total along the	Met

	four structure planes, with appropriate shielding; the photometric plan is provided with the submission. Further, with regard to street lighting, as the applicant details: an existing cobra-head style street light is located on a utility pole directly across from the project site (at the far corner of Atlantic St. and Monument St.), no other street lighting is proposed. <u>Updates Requested</u> No action required.	
Noise and Vibration	<u>Overview:</u> In the City, all HVAC, AHU, emergency generators, and similar equipment are required to meet applicable state and federal emissions requirements and are further required to be located and/or screened in such a manner as to mitigate noise and vibration impacts. This project proposes to locate said equipment atop the building, on the roof. <u>Updates Requested</u> No action required.	Met
Signage and Wayfinding	<u>Overview:</u> Any signage associated with the redevelopment of this project will be required to be reviewed by the Permitting and Inspections Department separately, with a sign permit. <u>Updates Requested</u> No action is required.	Met
Design Standards	<u>Overview:</u> Per the LUC Section 14.6.4.I, all residential development in the R-6 zone shall integrate with and respect the character of surrounding residential development in terms of architectural form, landscaping and open space, façade materials, roof pitch, massing and height. The proposed building is located on a corner lot in the Munjoy Hill neighborhood that includes a mix of residential building types ranging from single-family and multi-family of various heights between one to four stories within a two-block radius of the site. <u>Updates Requested</u> - Please provide more information for the proposed window and door schedule in order to clarify the ground level windows proposed at the garage. - In Staff review of the latest uploaded plans, it appears that a blank panel to the right of the garage door on Monument Street still remains unarticulated. Is it your intention to continue the brick throughout the Monument St facade? - Mechanical equipment screening at the roof-level is required to reduce the visual and noise impact to surrounding properties. Please provide a proposal to include appropriate screening of the rooftop equipment.	Not Met Needs revision / additional information.

Additional Updates Requested: Please review and respond to prompts indicated on the accompanying Zoning Worksheet.

Zoning Use Review (Article 6)				
Use Permissions (Sec. 6.5.6)				
Proposed Use	Permitted, Conditional or Accessory Use	Zone	Use Std	
Multi-family dwellings	Permitted	R-6	6.5.6(G)	
Zoning Dimensional Review (Article 7)				
Dimensional Standards (Table 7-A)				
Standard	Requirement 1	Requirement 2	Proposed	Finding
Lot Area	2,000 sq. ft.	n/a	4,650 sq. ft.	Met
Lot Area per Dwelling Unit	725 sq. ft.	n/a	775 sq. ft.	Met
Min. Street Frontage	20'	n/a	64'	Met
Front Setback	5', or average depth of adjacent front yards	n/a	5.2'	Met
Rear Setback	10'	n/a	12.7'	Met
Side Setback	5'	n/a	9.0'	Met
Stepbacks	Side: 10' Rear: 15'	n/a	Side: # Rear: #	Not provided.
Structure Height	45'	n/a	44.8'	Met
Lot Coverage	60%	n/a	60%	Met
Landscaped open space ratio	20%	n/a	26%	See below.
Width of garage opening on front façade	9' or 40%*	n/a	12'	Met

Staff has still found the figures to be inconsistent on the plans (between Sheet C-4.0 and Sheet A1.01). Please confirm the figures and revise the plan(s) and the table text within the EnerGov application accordingly. While we need the plans to be consistent, in either iteration, they are meeting the minimum zoning requirements.

Staff also requests the following details/clarification:

- Please provide the square footage of the open space areas, and show how the landscaped open space is calculated.
- It is unclear if the proposed building is meeting the rear stepback of 15'. The site plan (Sheet C-4.0) is showing the rear setback as 12.7'. The first-floor plan (Sheet A1.01) is showing the rear setback as 15' 3 1/8".

Subject: 90 Atlantic Street
Zone: R-6
Date of Review: July 24, 2024
Reviewer(s): Sean King (Urban Designer), Evan Schueckler (Historic Preservation Project Manager), Natasha Kypfer (Senior Planner)
Project ID: PL-002600-2023

I. INTRODUCTION

The project was reviewed against the R-6 Residential Zone Standards (Appendix 7 of the Design Manual).

SMALL RESIDENTIAL LOT DEVELOPMENT LOCATED IN THE R-6 ZONE

(1) **STANDARDS.** Small residential lot development located in the R-6 zone on lots of ten thousand (10,000) square feet or less shall provide a high degree of architectural quality and compatibility with the surrounding neighborhood as demonstrated by compliance with the principles and standards of the R-6 Infill Development Principles and Standards, promulgated by the Planning Board and contained in Appendix 7 of this manual. Any proposal required to obtain a certificate of appropriateness under Portland's historic preservation ordinance is exempt from the R-6 design review standard.

II. DESIGN REVIEW COMMENTS: **bold** text denotes recent updates met, **red** text denotes standards not met to require resubmission.

PRINCIPLE A - Overall Context - A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

STANDARD A-1 - Scale and Form – Met

The proposed building is located on a corner lot in the Munjoy Hill neighborhood that include a mix of residential building types ranging from single-family and multi-family of various heights between one to four stories within a two-block radius of the site. Staff finds the proposed four-story, multi-family building is compatible with the predominant character-defining architectural features of the neighborhood. Predominant character-defining features includes buildings located within close proximity to the street composed of architectural features that face the street with articulated entries, bay window projections, clear alignment of fenestration patterns and an organization of exterior material. The Applicant has resubmitted plans with greater articulation of the main pedestrian entry at Atlantic Street, revisions to the exterior material composition, fixed windows and an integrated garage door at the ground level that reduce expansive, unarticulated façade. Staff finds the building design relates to the scale and form found in residential buildings within a two-block radius to meet this design standard.

STANDARD A-2 - Composition of Principal Facades – Not Met

The composition of building facades within a two-block radius of the site includes predominant features that include but not limited material articulation at the ground level, a rhythmic fenestrations pattern, multi-storied projecting bay windows, and recessed balconies integrated into the facades. Staff finds the

resubmitted plans are compatible with the predominant features of the neighborhood to meet this design standard.

STANDARD A-3 - Relationship to Street – Met

The building placement is consistent with the spacing and rhythm of the residential fabric found within the block of the site. As a corner lot, the building is located within close proximity to Atlantic Street and Monument Street with direct pedestrian access to the main entry from the public sidewalk. The Applicant has resubmitted plans that provide ground level activation with fenestrations and a masonry base that Staff finds to responds to surrounding multi-family buildings.

PRINCIPLE B - Massing – The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape and volume.

STANDARD B-1 - Massing - Met

The proposed building is a four-story structure with a variety of façade articulation (ie multi-stories bay projections and recessed balconies at Monument Street) to minimize the building's scale that Staff finds is harmonious with the multi-family structures found within a two-block radius of the site.

STANDARD B-2 - Roof Forms – Met

The predominant roof form for smaller-scale residential buildings is gabled and multi-family structures with variations of traditional roof types that include flat roof forms. Staff finds the proposed flat roof form with pronounced cornice to be compatible with the surrounding architectural forms found within a two-block radius of the site to meet this design standard.

STANDARD B-3 - Main Roofs and Subsidiary Roofs – Met

The proposed building's main roof form is flat, along with subsidiary roof lines at the termination of bay projections and recessed balconies at the Monument Street facing façade that Staff finds is compatible with the surrounding context to meet this design standard.

STANDARD B-4 - Roof Pitch – Not Applicable

The proposed building's flat roof form has no pitch to not require this design standard.

STANDARD B-5 - Façade Articulation – Met

The proposed building design incorporates a variety of façade articulations through projecting bay windows that span multiple levels arranged symmetrically and a recessed primary building entry that Staff finds appropriate to meet this design standard.

STANDARD B-6 - Garages – Met

The proposed building design integrates a garage into the Monument Street elevation with three stories of dwelling units above and the garage door does not exceed the 40% width of the façade to meet this design standard.

PRINCIPLE C - Orientation to the Street – The building façade shall reinforce a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.

STANDARD C-1 – Entrances – Not Met

The proposed building design includes a recessed main entry with large glass panels that face Atlantic Street. Staff finds the location below the multi-storied façade projection is appropriate in relationship to the proposed building program and recommends that the Applicant update the rendering and window schedule to reflect the proposed “White oak and glass entry door and windows” shown on the Atlantic Street elevation.

STANDARD C-2 - Visual Privacy – Not applicable

The proposed visual privacy of occupants at the ground level is not applicable.

STANDARD C-3 - Transition Spaces – Met

The proposed development plan proposes a curbed planted area setback from the property frontage as an appropriate transition space to meet this design standard.

PRINCIPLE D - Proportion and Scale – Building proportions must be harmonious and individual building elements shall be human scaled.

STANDARD D-1 – Windows – Met

The majority of windows are vertically and horizontally proportioned throughout the proposed building to meet this design standard.

STANDARD D-2 – Fenestration – Met

Windows and doorways meet at least 12% area of the fenestration of the total façade area to meet this design standard.

STANDARD D-3 – Porches – Not Applicable

The proposed building does not currently include attached porches to the front facade.

PRINCIPLE E – Balance – The building façade elements must create a sense of balance by employing local or overall symmetry and by appropriate alignment of building forms, features and elements.

STANDARD E-1 - Window and Door Height - Met

The proposed building aligns the window heights that Staff finds appropriate to create a common horizontal datum throughout floor levels at the street facing facades to meet this design standard.

STANDARD E-2 - Window and Door Alignment - Met

Staff finds the majority of windows stack to express a vertical alignment to meet this design standard.

STANDARD E-3 – Symmetricality - Met

Staff finds the primary window composition is arranged symmetrically to meet this design standard.

PRINCIPLE F – Articulation – The design of the building is articulated to create a visually interesting and well composed residential façade.

STANDARD F-1 – Articulation - Met

Surface articulation visible from the public right of way includes dimensional trim (minimum width of 4”), window reveals, and a pronounced cornice that Staff finds appropriate to meet this design standard.

STANDARD F-2 - Window Types – Met

The proposed building design includes vertically-oriented double hung metal clad windows throughout the street-facing facades and fixed metal clad windows at the ground level and stairwell to provide an appropriate fenestration pattern that Staff finds to meet this design standard.

STANDARD F-3- Visual Cohesion – Met

The proposed building façade includes an arrangement of masonry at the ground level and clapboard siding at the upper floors that Staff finds is appropriate to meet this design standard.

STANDARD F-4- Delineation Between Floors – Not Met

The proposed building design delineates between floors through the alignment of windows for the facades that face the street. **Staff recommends an appropriate termination (e.g. belt course or other horizontal element) at the exterior material change between the first level brick and second floor clapboard siding.**

STANDARD F-5 - Porches, etc. – Met

The proposed building design integrates recessed balconies on the upper floors that face Monument Street. Staff finds the proposed materials that include black powder coated metal railing, and composite wood decking as a soffit is an appropriate articulation and requests that the Applicant update the renderings to reflect the Monument Street elevation.

STANDARD F-6 - Main Entries –Not Met

The proposed building design includes a recessed main entry with large glass panels that face Atlantic Street. Staff finds the location below the multi-storied façade projection is appropriate in relationship to the proposed building program **and recommends that the Applicant update the rendering and window schedule to reflect the proposed “White oak and glass entry door and windows” shown on the Atlantic Street elevation.**

STANDARD F-8 - Articulation - Met

The proposed building design includes articulation on all facades facing and adjacent to the street:

- Not applicable, flat roof forms do not include eaves or rakes to require this design standard, however Staff finds the soffit above the recessed balconies to be an appropriate articulation.
- Staff observes exterior façade trim at windows, door and corner board at a minimum of 4 inches.
- Staff observes offsets in building faces or roof forms with a minimum of 12 inches.
- Staff observes that pronounced and decorative cornice is appropriate.

Principle G - Materials – Building facades shall utilize appropriate building materials that are harmonious with the character defining materials and architectural features of the neighborhood.

STANDARD G-1 – Materials - Met

The proposed building exterior materials include a composition of thin brick below a composite lap siding with vertical trim along with composite cornice and metal railings at the recessed balconies that Staff finds is appropriate with the surrounding context to meet this design standard.

STANDARD G-2 - Material and Façade Design – Not Met

The proposed building design includes a building base with a thin brick in a charcoal grey tone at the ground-level that terminates below the proposed LP Smart Siding. Staff recommends a termination of the brick veneer from the upper levels where the material changes (e.g. belt course or other horizontal element along the street facing facades where no building projection is shown). In addition, Staff observes some material inconsistencies between the proposed elevations and renderings where banding is proposed below the balcony railings facing Monument Street. Staff recommends a consistent banding trim that is appropriate to the building's design.



Figure 1 – Design standard comments to Applicant's resubmitted rendering

STANDARD G-3 – Chimneys – Not Applicable

No chimneys are proposed, this design standard does not apply.

STANDARD G-4 - Window Types – Met

The proposed building design includes vertically-oriented double hung metal clad windows throughout the street-facing facades and fixed metal clad windows at the ground level and stairwell to provide an appropriate fenestration pattern that Staff finds to meet this design standard.

STANDARD G-5 - Patios and Plazas – Met

The proposed building design includes an entry patio that is flush with the primary front entrance at Atlantic Street that Staff finds appropriate to meet this design standard.

III. HISTORIC PRESERVATION ADVISORY REVIEW

Article 14.6.4.E-2, states that developments within 100 feet of a historic district shall be generally compatible with the major character-defining elements of the portions of the historic districts in the immediate vicinity of the proposed development. This requirement is informally referred to as the Historic Preservation Advisory Review. In conducting this advisory review, a member of the Historic Preservation staff participates in the design review with the Urban Designer and Assigned Planner.

Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation reports, which can be found here:

<https://www.portlandmaine.gov/665/Historic-Districts>.

For the purposes of this provision, “compatible” design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time. Historic Preservation staff has provided a written analysis of the proposed development’s immediate context, identifying the major character-defining elements and any established building patterns that characterize the context.

The Munjoy Hill Historic District:



Figure 2 – Map of the Munjoy Hill Historic District showing the site of proposed development with a star.

Munjoy Hill has a long history of development and features highly varied architectural expressions across buildings. Many buildings also feature historical alterations, creating varied and dynamic layers of history.

Regardless, there are several unifying features within the district. Construction is primarily of wood frame over masonry foundations, with only a handful of primarily brick structures. Buildings are typically free-standing, but constructed densely, with tight driveways and side yards. Front yards are typically shallow. Buildings range in height from one-and-a-half to four stories in height with most structures being two-and-a-half to three stories. Structures typically have a unified character, but projecting bay windows, front stoops, or entry porches are often used to create variety along the sidewalk. The majority of structures feature entrances on the front façade with a small stoop, though a number of buildings use covered porches to access side entrances instead. Windows are predominantly vertically oriented with regular placement on front facades and more variation on the sides.



Natasha Kypfer <nkypfer@portlandmaine.gov>

90 Atlantic, Check-in

Sean King <sking@portlandmaine.gov>
To: Natasha Kypfer <nkypfer@portlandmaine.gov>

Fri, Aug 9, 2024 at 9:31 AM

Hi Natasha,

I acknowledge that all of the changes satisfy the design comments shared from the design review memo dated July 24, 2024. Is it appropriate to prepare a revised design memo to attach to the planning board packet today?

Alternatively, please feel free to attach this email response as an attachment for the Planning Board.

Please let me know and have a good day as you finalize this app.

Thank you, Sean

Sean King, PLA
Urban Designer
[389 Congress Street, 4th Floor](#)
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov
(he/him/his)



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November 2, 2023

Project #23-056

City of Portland
 Planning & Urban Development
 389 Congress Street
 Portland, ME 04101

Major Site Plan Application **90 Atlantic Street, Portland, Maine**

1 DEVELOPMENT DESCRIPTION

1.1 OVERVIEW

Atlantic Street Properties, LLC intend to construct a 4-story, 6-unit residential building on a 4,650 square foot parcel located at 90 Atlantic Street in Portland's R-6 Zone. The project site is depicted on the City of Portland's Parcel map as 16-D-8. An existing 2-1/2 story, 4-unit residential building currently occupies the site and will be demolished prior to construction of the new building.

1.2 EXISTING CONDITIONS

The project site is located on the western corner of Atlantic and Monument Streets in Portland's East End neighborhood. Underground utilities in Atlantic and Monument Streets include water, gas, and combined sewer. The area is served by overhead electrical and telecom services.

Street Name	Description	On-street Parking	Sidewalk
Atlantic Street	Approximately 32' wide paved public way. Two-way traffic.	Both sides	Brick sidewalk with granite curb, both sides
Monument Street	Approximately 30' wide paved public way. Two-way traffic.	Both sides	Brick sidewalk with granite curb, both sides

Residential buildings surround the site. A paved area located within an easement on the west side of the site is used by the residents of 94 Atlantic Street for parking. The site has frontage on Atlantic and Monument Streets.

The site is relatively flat. Stormwater runoff flows from the site into Atlantic and Monument Streets, and enters the combined sewer system via existing catch basins.

1.3 PROPOSED DEVELOPMENT

The development program includes the following components:

1.3.1 ON-SITE

A new four-story building with a footprint of 2,788 square feet will be constructed on the site. The first floor of the building includes a utility room, lobby, trash room, and a parking garage containing four parking spaces accessed from Monument Street. Three additional surface parking spaces are located on the site for a total of eight parking spaces, two are accessed from Atlantic Street, and one from Monument Street.

The multi-unit building will have one street facing entrance from the Atlantic Street sidewalk, one entrance from inside the parking garage to lobby, and a third entrance behind the surface parking spaces accessed from Atlantic Street. Each unit will have a privately accessed deck off the side of the building facing Monument Street.

1.4.2 OFF-SITE IMPROVEMENTS

The Atlantic Street sidewalk along the parcel frontage will be reconstructed, including a driveway apron. Pavement repair in Atlantic Street will also be necessary to install new utilities. Sections of the sites Monument Street sidewalk frontage will be reconstructed, and two driveway aprons shall be installed.

1.5 TRAFFIC

The minimal amount of traffic that will be generated by the project is not expected to have a significant effect on the surrounding street network.

1.6 PARKING

1 Space/dwelling unit is required for the R-6 Zone, with the first 3 units exempt. The project includes 7 parking spaces (7 spaces/ 6 dwelling units). Accessed by the 2 entrances onto Monument Street and 1 entrance on Atlantic Street.

1.7 UTILITIES AND STORMWATER

The proposed project will include the installation of new utility services to the proposed building. All new utility services will be provided from the existing utilities available within Atlantic Street. The proposed locations of the new utility services are shown on the Utility Plan (Sheet C-6.0).

Runoff from the proposed building roof will be directed to 6" drain and connected to the City's combined storm drain/sewer in Atlantic Street. Overland flow will follow existing conditions toward catch basins on Atlantic and Monument Street.

1.8 ATTACHMENTS

Attachment 1-A – Building Elevation Views & Renderings

2 RIGHT, TITLE and INTEREST

2.1 OVERVIEW

The applicant and owner is Atlantic Street, LLC by deed recorded in the Cumberland County Registry of Deeds in book 32772 page 230. A copy of the property deed is attached in attachment 2-A.

2.2 ATTACHMENTS

Attachment 2-A – Property Deed

ATTACHMENT 2-A

Title, Right, or Interest Documentation

WARRANTY DEED

KNOW ALL PERSONS BY THESE PRESENTS, that I, **Daniel Galli**, of 1024 Washington Avenue, Portland, Maine 04103, for consideration paid, grant to **Atlantic Street Properties, LLC**, a Maine limited liability company with a principal place of business in Portland, Maine, having a mailing address of P.O. Box 62, Portland, Maine 04112, with **WARRANTY COVENANTS**, the land in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

A certain lot or parcel of land, with any improvements thereon, situated on the southwesterly sideline of Atlantic Street and the northerly sideline of Monument Street, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at the intersection of the northerly side of Monument Street and the southwesterly side of Atlantic Street;

Thence, North 40° 26' 24" West along the southwesterly line of Atlantic Street, a distance of sixty-four and 37/100 (64.37) feet;

Thence, South 49° 33' 36" West, a distance of seventy (70) feet along land now or formerly of Edward Walsh and Karen Walsh, being Lot B on plan entitled Atlantic Street Apartments, 94 Atlantic Street, Portland, Maine prepared for Edward Walsh and Karen Walsh by Owen Haskell, Inc., dated September 22, 2003 ("Plan") and recorded in the Cumberland County Registry of Deeds in Plan Book 205, Page 622, to land now or formerly of Robert S. Morrow and Mary V. Morrow;

Thence, South 40° 26' 24" East along said Morrow land, a distance of sixty-eight and 48/100 (68.48) feet to the northerly sideline of Monument Street;

Thence, North 46° 12' 25" East along the northerly line of Monument Street, a distance of seventy and 12/100 (70.12) feet to the point of beginning.

Meaning and intending to convey Lot A as shown on the above referenced Plan.

Subject to an easement for parking and snow storage for the benefit of Lot B as shown on said Plan of Atlantic Street Apartments described as follows:

Beginning at a point on the westerly sideline of Atlantic Street at the northeasterly corner of Lot A;

Thence, South 49° 33' 36" West along the northerly line of said Lot A, a distance of seventy and 00/100 (70.00) feet to the westerly line of said Lot A;

Thence, South 40° 26' 24" east along the westerly line of said Lot A, a distance of 11 and 00/100 (11.00) feet;

Thence, North 49° 33' 36" East across said Lot A, a distance of forty-seven and 50/100 (47.50) feet;

Thence, North 40° 26' 24" West along the westerly sideline of Atlantic Street, a distance of one and 00/100 (1.00) foot to the point of beginning.

Being the same premises conveyed to Daniel Galli by Warranty Deed from Atlantic Street Development, LLC, dated November 9, 2015 and recorded in the York County Registry of Deeds in Book 32737, Page 251.

IN WITNESS WHEREOF, Daniel Galli has set his hand and seals on this 2nd day of December, 2015.

Witness

Daniel Galli

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

December 2, 2015

Then personally appeared before me the above named Daniel Galli, and acknowledged the foregoing instrument to be his free act and deed.

Notary Public

Notary Name:

Commission Expiration:

Received
Recorded Register of Deeds
Dec 03, 2015 03:06:02P
Cumberland County
Nancy A. Lane

3 STATE AND FEDERAL PERMITS

The development is subject to Major Site Plan approval by the City of Portland and Building Permit(s) are also required. No additional State or Federal Permits are required.

4 LAND ORDINANCE REVIEW

4.1 OVERVIEW

The property currently lies within the City of Portland R-6 Zone. The following Space and Bulk requirements apply to the R-6 Zone:

R-6 Zone Summary Dimensional and Parking Requirements Applied to 90 Atlantic Street		
Zoning Requirements	R-6	Provided
Minimum Lot Size	2,000 sf	4,650 sf
Minimum Street Frontage	20 ft	64.4 ft
Front Yard	5 ft, or avg.	5.5 ft
Minimum Side Yard	5 ft	10.12 ft
Minimum Rear Yard	10 ft	12.39 ft
Maximum Lot Coverage	60%	60%
Maximum Structure Height	45 ft	44.83 ft
Step Back	15 ft rear, 10 ft side	15.1 ft rear, 10 ft side
Parking	2 spaces	7 spaces

4.2 SHORELAND ZONING

The site is not located within the Shoreland Zoning District.

5 EASEMENTS OR OTHER BURDENS

5.1 OVERVIEW

Terradyn Consultants, Inc. completed a boundary and topographic survey of the site in May of 2023. A parking and snow storage easement over the western parcel boundary and is described in book 32772 page 230.

6 NATURAL FEATURES

6.1 OVERVIEW

The development site contains an existing 2-1/2 story wood frame building and does not contain any significant natural features including wetlands, vernal pools or other protected resources or wildlife habitats.

7 STORMWATER MANAGEMENT

The following information is provided in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14.6.2.D.

7.1 OVERVIEW

The existing project site contains a 2-1/2 story wood frame apartment building, a paved driveway accessing Atlantic Street, and lawn around the building with some landscape plantings. Development of the project site will result in the creation of approximately 1,105 square feet of new impervious area. The project is a Major Site Plan, and a redevelopment project of less than 5,000 sf of non-roof impervious area, so it is required to meet the Basic Standard but not the General and Flooding Standards of the MDEP Chapter 500 Rules for Stormwater Management.

Post development stormwater runoff will generally follow existing patterns. Stormwater runoff from the proposed building will be directed toward the combined sewer system within Atlantic Street. Parking areas and landscaping will flow overland into the combined storm drain system in Atlantic Street, and Monument Street

The project is not expected to cause ponding, flooding, or erosion problems on or downstream of the site. The relatively small amount of runoff entering the city's storm drain network is not expected to overburden the system.

8 CONSISTENCY WITH CITY MASTER PLANS

8.1 OVERVIEW

Our office is not aware of any applicable Master Plans created for the project site.

9 UTILITIES

9.1 OVERVIEW

The proposed project will involve installation of new utility services to the proposed building. All new utility services will be provided from the franchise utilities available within Atlantic Street. The proposed locations of the new utility services are shown on the Utility Plan (Sheet C-6.0).

9.2 WATER SUPPLY

The proposed project will receive its water supply from the Portland Water District's (PWD) public water supply system. Separate fire and domestic services will be installed to the building from PWD's existing main in Atlantic Street.

9.3 WASTEWATER DISPOSAL

The proposed project will be connected to the Portland Water District's and City of Portland's wastewater collection and conveyance systems.

9.5 STORMWATER MANAGEMENT

The proposed project will have a roof drain pipe connection to the Atlantic Street combined sewer network. Overland flow from the remainder of the site will flow into catch basins within Monument and Atlantic Street similar to the sites existing condition.

9.4 ELECTRICITY SUPPLY

CMP currently maintains overhead utilities in the area. Electric utilities for the proposed building are expected to be installed underground from a utility pole on the northern side of Atlantic Street.

9.5 NATURAL GAS SUPPLY

Atlantic Street contains a natural gas line, the existing service will be discontinued, a new service will be installed to the proposed building.

10 FIRE SAFETY

10.1 OVERVIEW

The applicant and project team will provide the Portland Fire Department with the information required in the PFD Site Review Checklist, as well as a basic review of NFPA 1 and City of Portland Technical Standards related to public safety.

The project site will be accessed from Atlantic Street and Monument Street. There is one nearby fire hydrant; located along the sites Monument Street Frontage.

The front side of the proposed building will be fully accessible from Atlantic Street, one side will be fully accessible from Monument Street. The western and southern sides of the building will be accessible from the proposed surface parking. The proposed building will be fully sprinkled in compliance with all applicable codes.

11 CONFORMITY WITH APPLICABLE DESIGN STANDARDS

11.1 OVERVIEW

This project conforms to all applicable Site Plan Review Standards of Section 14.6 of the city's Land Use Ordinance as described in the following narrative.

14.6.1 Transportation Standards

A. Impact on Surrounding Street Systems:

The project will not have a significant impact on the surrounding street system. Vehicles will access the site and parking area from Atlantic and Monument Streets. The estimated number of new vehicle trips generated by the project is insignificant compared to existing trips on surrounding streets.

B. Access and Circulation:

1. In General

- a. Vehicular access will be at the proposed driveway from Monument Street where vehicles will enter into the grage beneath the building. Surface parking will be accessed from Monument and Atlantic Street. Pedestrian access is directly from the Atlantic Street sidewalk at an entry brick walkway along the northern side of the building.
- b. A walkway connects the front door to the Atlantic Street sidewalk.
- c. Points of access and egress have been designed to avoid conflicts with turning movements and traffic flows.
- d. The only vehicular access to the site is for the 7 residential parking spaces so stacking is not applicable.

2. Loading and Servicing

The development is not expected to be served by delivery or other service vehicles. It is a residential use.

3. Curb and Sidewalks.

- a. The existing Atlantic and Monument Street sidewalks along the site frontage will be reconstructed with brick and granite curb as part of this project.
- b. The reconstructed sidewalk will meet the design standards of the Technical Manual.
- c. NA
- d. NA

C. Public Transit Access:

Metro Bus Route 1 runs along Congress Street, the closest bus stop is 0.1 miles away from the site at Congress and North Street. The project does not meet the minimum threshold to require a new transit facility.

D. Parking:

1. Vehicular Parking:

- a. The project requires 3 parking space per R-6 Zone requirements. 7 parking spaces are proposed.
- b. A parking study is not required for this project.
- c. The project includes 7 parking spaces per 6 residential units. Street parking is available on both Atlantic and Monument Streets.
- d. The proposed parking space meets the dimensional standard as detailed in the street design standard of the technical manual. The proposed on-site parking will be constructed of bituminous pavement.

2. Bicycle Parking Spaces:

- a. Bicycle parking spaces are located on a bike rack inside of the garage of the building.

3. Snow Storage:

- a. Snow will be removed from the surface parking area and stored beyond the parking areas on the project site.
- b. Snow storage does not encroach on parking or pedestrian area.

4. Electric Vehicle (EV) Charging:

- a. No EV charging will be installed unless a future unit resident requests the addition of EV charging.

E. Transportation Demand Management (TDM):

A TDM plan is not required for this project.

14.6.2 Environmental Quality Standards

A. Preservation of Significant Natural Features:

1. Preserve and protect significant natural features
 - a. No endangered or threatened plants have been identified on the project site.
 - b. No habitat for endangered or species have been identified on the project site.
 - c. No waterfowl and wading bird habitat is located on the project site.
 - d. NA
 - e. No wetlands, watercourses, SVPs or floodplains are located on the project site.
2. NA
3. NA

B. Landscape Preservation:

1. The existing 12" Ginkgo Tree along the sites Monument Street frontage is expected to be preserved, as well as the 3" oak along the southwest boundary at the rear of the site.
2. The majority of the site was previously developed and contains lawn areas.
3. There are no trees larger than 10 inches DBH within the site setbacks.
4. Waiver: All trees proposing to be removed are less than 6 inches DBH and do not require a waiver.
5. No street trees are proposed.

C. Site Landscaping

1. Landscaping will be located in the setback area between the ROW and the building. The areas behind the building will be seeded with an appropriate mix and allowed to grow with mowing.
2. Buffers
 - a. NA
 - b. NA
 - c. NA
3. Parking and vehicle display lot landscaping
 - a. Four of the parking spaces are located under the building and screened by the building. Three parking spaces are surface parking. No landscaped islands are proposed.
 - b. NA
 - c. NA
4. Street Trees
 - a. There is one existing small street tree that will be removed within the Atlantic Street sidewalk. One larger street tree located within the Monument Street sidewalk will be protected.
 - b. NA

D. Water Quality, Stormwater Management and Erosion Control:

1. Stormwater:

The existing project site contains a 2-1/2 story wood frame apartment building, a paved driveway accessing Atlantic Street, and lawn around the building with some landscape plantings. Development of the project site will

result in the creation of approximately 1,105 square feet of impervious area. The project is a Major Site Plan, and a redevelopment project of less than 5,000 sf of non-roof impervious area, so it is required to meet the Basic Standard but not the General and Flooding Standards of the MDEP Chapter 500 Rules for Stormwater Management.

Post development stormwater runoff will generally follow existing patterns. Stormwater runoff from the proposed building will be directed toward the combined sewer system within Atlantic Street. Parking areas and landscaping will flow overland into the combined storm drain system in Atlantic Street, and Monument Street.

- a. The project will not result in flooding of adjacent lots. Runoff volumes and rates will not increase significantly onto adjacent lots.
 - b. Volumes and rates of stormwater runoff into the Atlantic and Monument Street right of ways are expected be similar to existing conditions. The project will not create ponding, flooding, or other drainage problems within Atlantic and Monument Street or the abutting parcels.
 - c. Volumes and rates of stormwater runoff into the city's storm drain network are expected to be similar to existing volumes and rates. The project will not create problems downstream or exceed the capacity of the system.
2. The stormwater management system was designed to meet the requirements of the Technical Manual.
 3. The development is not expected to pose a risk to groundwater contamination during or post-construction.

14.6.3 Public Infrastructure and Community Safety Standards.

A. Consistency with City Master Plans:

1. The project has been designed to be consistent with the City of Portland Land Use Ordinance and off-premises infrastructure.
2. Not applicable.

B. Public Safety and Fire Prevention:

1. The site has been designed to promote safety and security for the residents. Site lighting will provide added security. Access to the building will be through the front, side, and garage entrance with appropriate access controls for a multi-family residential building.
2. Emergency vehicle access will be via Atlantic and Monument Streets.

C. Public Utilities:

1. The project will be served by new water and sewer utilities.
2. Overhead electrical and telecommunications utilities exist along Atlantic Street. The proposed building will be served by an underground connection to a pole on Atlantic Street.
3. All new utility infrastructure will meet the provisions of the Technical Manual.
4. The proposed building will be connected to the public sewer system within Atlantic Street.
5. NA

14.6.4 Site Design Standards

A. Massing, Ventilation and Wind Impact:

1. The bulk, location and height of the proposed building will not result in adverse impacts to abutting properties.
2. The bulk, location and height of the proposed building will not substantially reduce the value or utility of adjacent structures.
3. The HVAC equipment will be located on the high roof and exhaust away from adjacent residential properties.

B. Shadows:

The project is not expected to cause shadows on publicly available open space, or have an adverse effect on vegetation as a result of shadows cast from the proposed building.

C. Snow and Ice Loading:

Accumulated snow and ice will not fall onto adjacent properties or public ways.

D. View Corridors:

The project site is not located inside of any protected view corridors.

E. Historic Resources:

1. The development is not located within a historic district.
2. Not applicable.
3. There are no known archaeological resources on the site.

F. Exterior Lighting:

1. Site Lighting

- a. Exterior site lighting will be provided by building mounted lights along the exterior. The light fixtures are full cutoff.
- b. The photometric plan in the project plan set shows how the exterior site lighting meets the standards of the Technical Manual.

2. Architectural and Specialty Lighting: NA – there is no architectural or specialty lighting or up-lighting proposed.
3. Street Lighting: an existing cobra head style street light is located on the utility pole directly across from the project site at the far corner of Atlantic and Monument Street. No street lighting is proposed.

G. Noise and Vibration:

Noise levels are expected to meet the permitted levels for the R-6 Zone.

HVAC and Mechanical Equipment: All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), and similar equipment shall meet applicable state and federal emissions requirements and shall be located on the high roof, away from abutting residential properties. No emergency generator is proposed for this project.

H. Signage and Wayfinding:

Not Applicable.

I. Design Standards:

1. Developments of certain types and/or proposed in certain zones, as specified below, are subject to the design standards of the City of Portland Design Manual:
 - a. NA
 - b. NA
 - c. NA
 - d. NA
 - e. Residential developments shall integrate with and respect the character of the surrounding residential developments – the proposed Atlantic Street building integrates with the surrounding buildings in terms of architectural form, landscaping and open space, façade materials, roof pitch, massing, and height.

12 VERIFICATION OF PROPOSED HVAC EQUIPMENT

12.1 OVERVIEW

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment shall meet applicable state and federal emissions requirements and shall be located on the high roof, away from abutting residential properties.



207.926.5111
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www.terradynconsultants.com

May 21, 2024

Project #23-56

City of Portland
Planning Division
389 Congress Street
Portland, ME 04101

Stormwater Report
90 Atlantic Street, Portland, Maine

The following Stormwater Report has been prepared for the 90 Atlantic Street 4 story, 6-unit residential building to evaluate stormwater runoff for the proposed site layout.

Existing Conditions

The project site is located on the western corner of Atlantic and Monument Streets in Portland's East End neighborhood. An existing 2-1/2 story, 4-unit residential building currently occupies the site and will be demolished prior to construction of the new building. The site is currently accessed by a curb cut on Atlantic Street, sharing a paved driveway with the abutting residential building also owned by the applicant. The site surrounding the building is grassed and landscaped with several trees and shrubs along the building perimeter.

The parcel is located in Portland's R-6 Zone.

Stormwater generally sheds off the building roof, and travels overland into the combined sewer system within Atlantic and Monument Streets.

The pre-development HydroCAD model includes one (1) subcatchment and one (1) study point.

Study Point SP1 – Study Point 1 is the combined sewer system within Atlantic and Monument Streets.

The Pre-development HydroCAD model is attached in Attachment 2.

Proposed Development

A new four-story building with a footprint of 2,788 square feet will be constructed on the site. The first floor of the building includes a utility room, lobby, trash room, and a parking garage containing four parking spaces accessed from Monument Street. Three additional surface parking spaces are located on the site for a total of eight parking spaces, two are accessed from Atlantic Street, and one from Monument Street.

The Department of Public Works (DPW) will require on-site storage detention volume equal to 1" of rainfall x the proposed impervious area within the projects disturbance limits, the project is anticipated to create 3,440 sf of impervious area within the site limits, requiring 287 cf of storage. An R-Tank stormwater detention system is proposed under the pavement area to the west of the building, this system will detain stormwater from the roof, before being discharged to a drainage manhole and into the combined system within Atlantic Street. Stormwater from the R-Tank System will be controlled with an orifice to a maximum of 0.1 cfs until the design storage is reached.

The surface driveways will be graded similarly to existing conditions, directing stormwater toward Atlantic and Monument Streets.

The project will result in an increased impervious area of approximately 871 s.f. and will not require a stormwater permit through MDEP.

The proposed post-development HydroCAD model includes one (1) subcatchment and one (1) study point. The study points remain the same from the pre-development model. A Watershed Map showing sub-watershed boundaries, time of concentration, and Study Points is provided in Attachment 1. The Post-development HydroCAD model is attached in Attachment 3.

Peak Flow Analysis

The results of the pre-development and post-development models were analyzed at the defined Study Point described above. The direct comparison of the pre-development and post-development conditions at the Study Point are as follows:

Peak Runoff Flow Rates Comparison		
Storm Event	Pre-Development (cfs)	Post-Development (cfs)
Study Point SP1		
2-Year	0.10	0.07
10-Year	0.23	0.12
25-Year	0.35	0.17

The peak rates of runoff at Study Point 1 are expected to decrease slightly in the 2, 10 & 25-year storm events. Stormwater leaving the site will continue to flow into the storm system on Atlantic and Monument Streets.

Summary

Based on the results of this evaluation, the proposed stormwater design is not expected to cause flooding, erosion, or other significant adverse effects downstream of the site.

If you have any questions or require additional information, please contact me at 207-632-9010 or mtw@terradyconsultants.com.

Sincerely,
TERRADYN CONSULTANTS, LLC

A handwritten signature in black ink that reads "Michael E. WWT". The signature is written in a cursive, slightly stylized font.

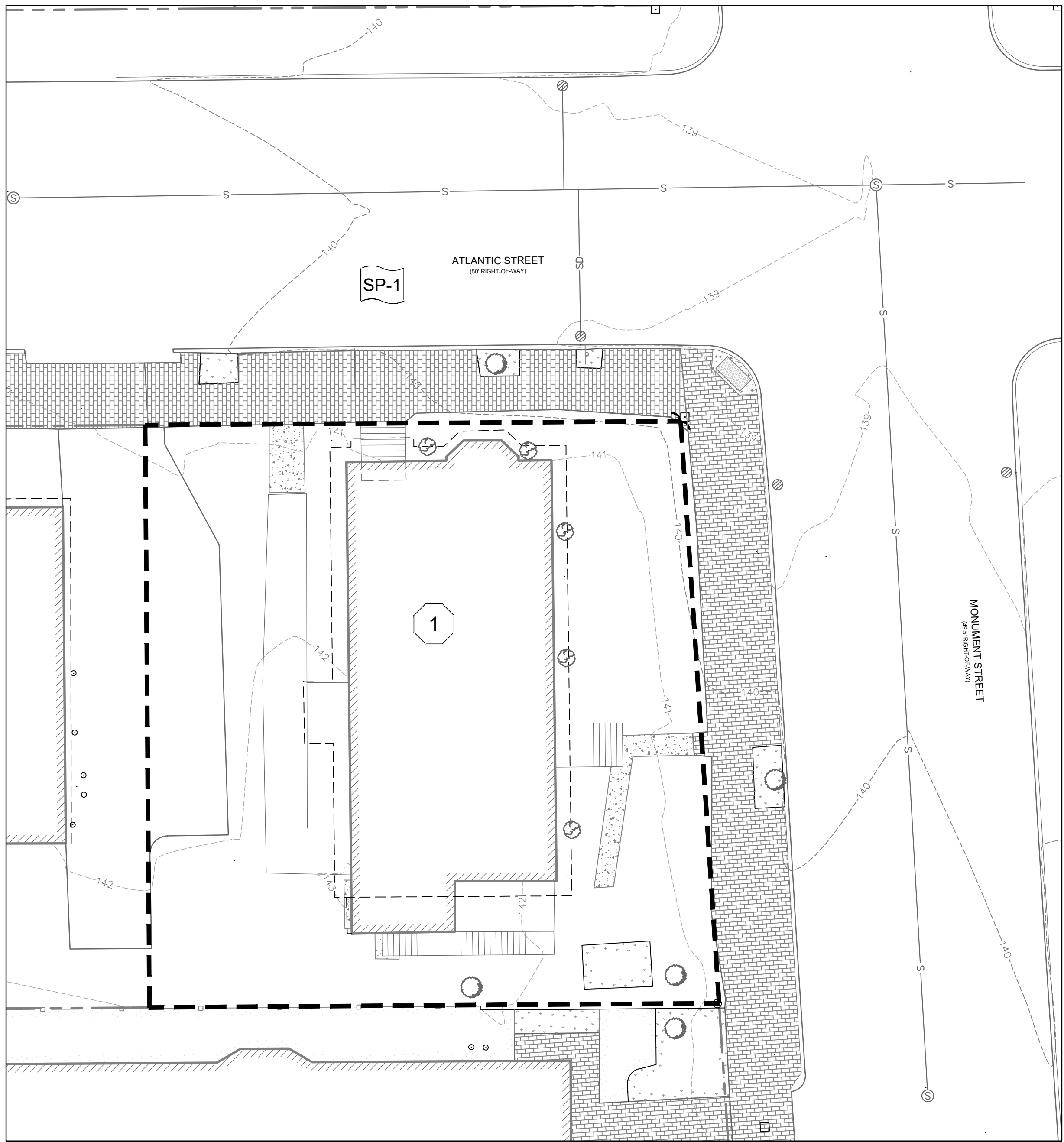
Michael Tadema-Wielandt, P.E.
Vice President

Attachments:

- 1-Stormwater Plan
- 2-HydroCAD Pre-Development Model
- 3-HydroCAD Post-Development Model
- 4-R-Tank Brochure
- 5-Stormwater Maintenance Agreement

Attachment 1

Stormwater Plan



Site plan of the proposed building at the intersection of Atlantic Street and Monument Street. The plan shows a rectangular building with a brick facade, a central entrance, and a large parking area. The building is labeled '11' and the parking area is labeled '10'. The plan includes details for the building's footprint, parking spaces, and surrounding streets. A north arrow is located in the upper right corner. The plan also shows the existing building footprint and the proposed building footprint. The proposed building footprint is shown with a dashed line. The existing building footprint is shown with a solid line. The plan includes a scale bar and a north arrow. The plan is titled 'PROPOSED BUILDING' and 'EXISTING BUILDING'.

WATERSHED LEGEND

PRE/POST DEVELOPMENT	
	WATERSHED BOUNDARY
	SUBCATCHMENT
	STUDY POINT
	POND

- STATE OF MAINE
★ GRIFFIN J. WOOD ★
No. 16654
Griffin J. Wood
LICENSED
PROFESSIONAL ENGINEER
DATE: 5/20/2024

2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS			
1	1/1/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND			
NO.	DATE	REVISIONS			

ADDRESS:
41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE:
(207) 926-5111

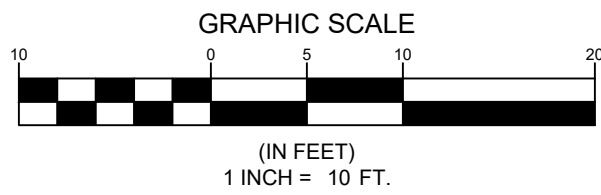
WEB SITE:
www.terradyntconsultants.com

urveying | Geomatics
g | Environmental Permitting



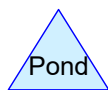
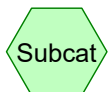
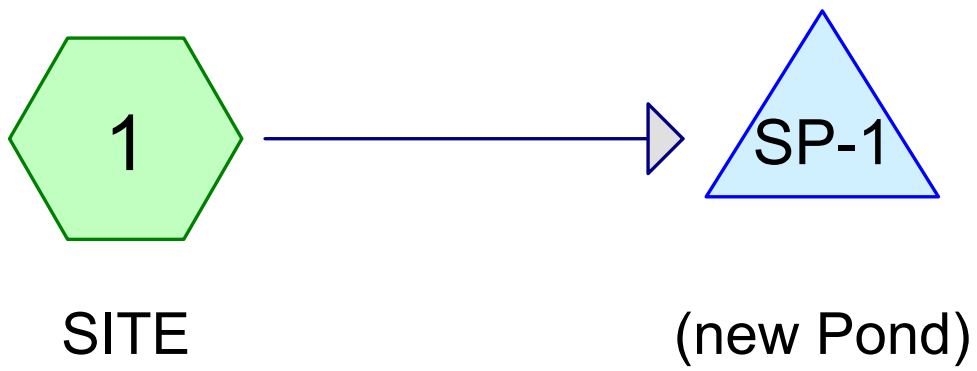
PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT:	90 ATLANTIC STREET 90 ATLANTIC STREET, PORTLAND MAINE
DATE:	7/12/2023
SCALE:	1" = 10'
JOB NO:	23-056
SHEET:	WS-1.0
SHEET TITLE:	PRE & POST DEVELOPMENT WATERSHED MAPS
CLIENT:	ATLANTIC STREET PROPERTIES, LLC 147 DEERWOOD DR. PORTLAND, ME 04103



Attachment 2

Pre-Development HydroCAD



PRE

Prepared by Terradyn Consultants

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.048	39	>75% Grass cover, Good, HSG A (1)
0.059	98	SITE IMP (1)
0.107	72	TOTAL AREA

PRE*Type III 24-hr 2-YR Rainfall=3.10"*

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Page 3

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: SITE

Runoff Area=4,650 sf 55.25% Impervious Runoff Depth>0.79"

Tc=5.0 min CN=72 Runoff=0.10 cfs 0.007 af

Pond SP-1: (new Pond)

Inflow=0.10 cfs 0.007 af

Primary=0.10 cfs 0.007 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.007 af Average Runoff Depth = 0.79"
44.75% Pervious = 0.048 ac 55.25% Impervious = 0.059 ac

PRE

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Type III 24-hr 2-YR Rainfall=3.10"

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Page 4

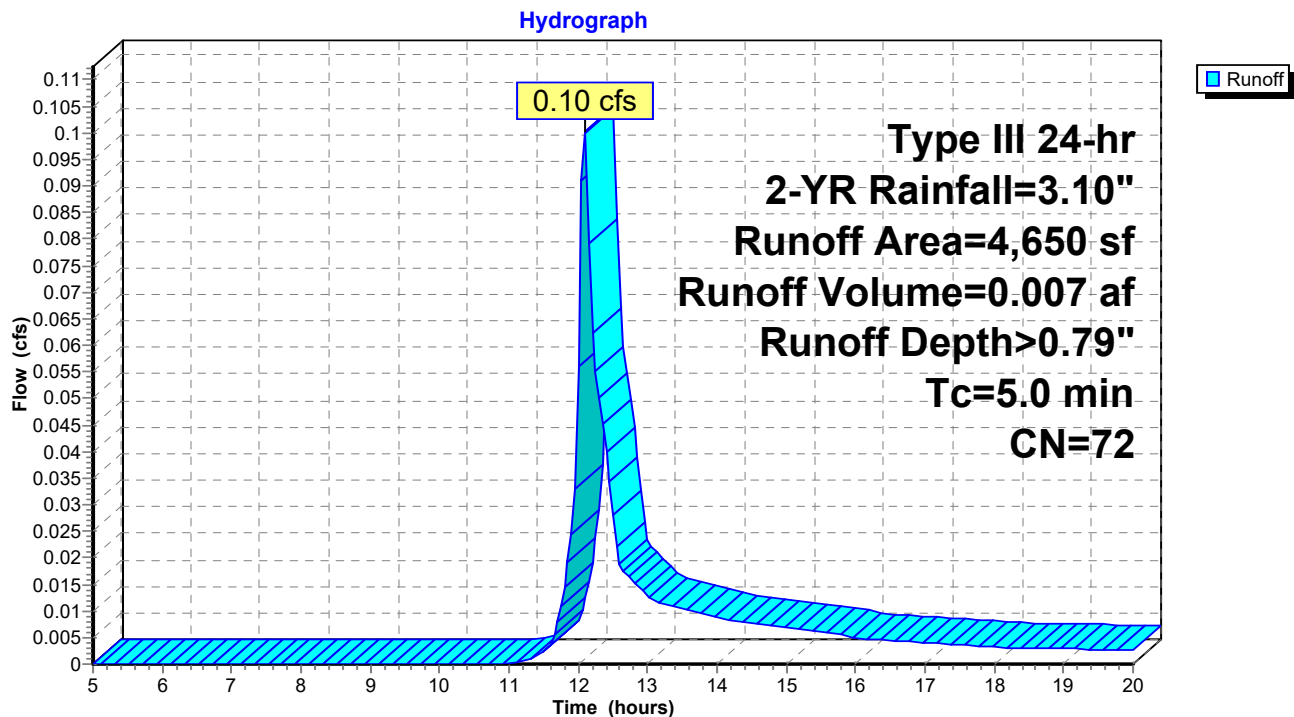
Summary for Subcatchment 1: SITE

Runoff = 0.10 cfs @ 12.09 hrs, Volume= 0.007 af, Depth> 0.79"
Routed to Pond SP-1 : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-YR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,569	98	SITE IMP
	2,081	39	>75% Grass cover, Good, HSG A
	4,650	72	Weighted Average
	2,081		44.75% Pervious Area
	2,569		55.25% Impervious Area

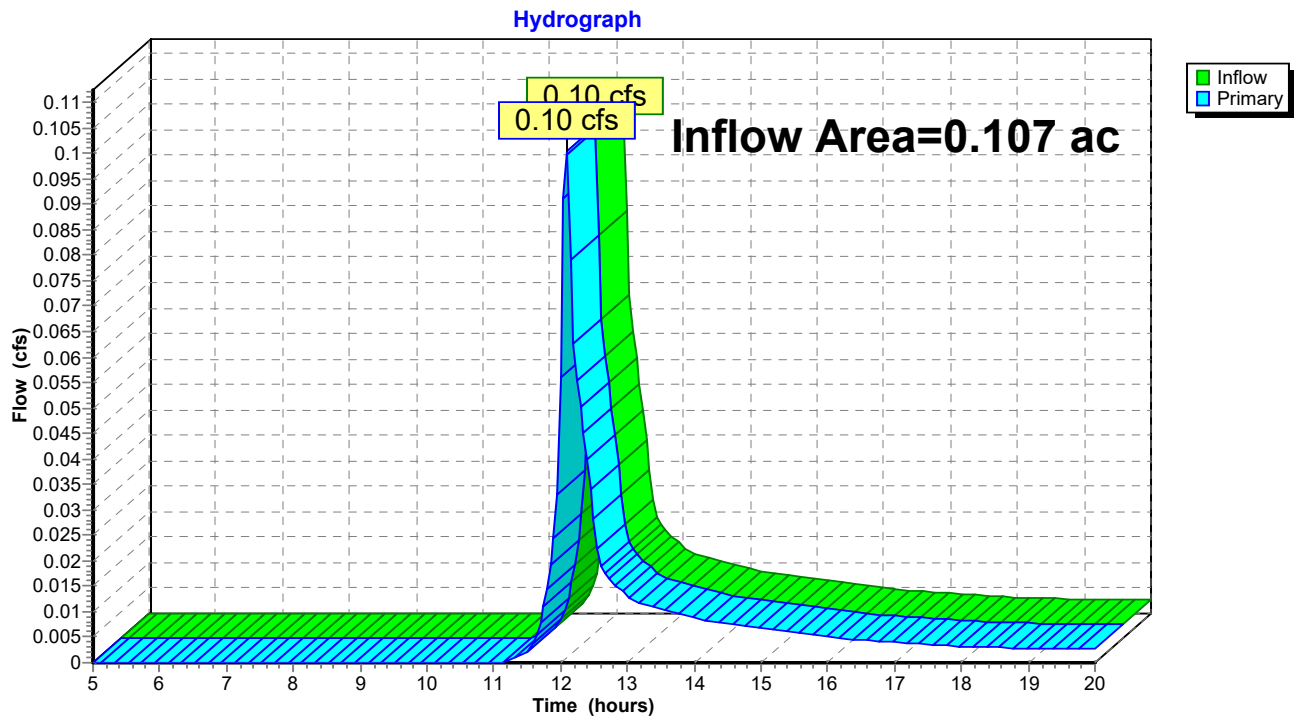
Tc	Length	Slope	Velocity	Capacity	Description
(min)	(feet)	(ft/ft)	(ft/sec)	(cfs)	
5.0					Direct Entry, MIN

Subcatchment 1: SITE

Summary for Pond SP-1: (new Pond)

Inflow Area = 0.107 ac, 55.25% Impervious, Inflow Depth > 0.79" for 2-YR event
Inflow = 0.10 cfs @ 12.09 hrs, Volume= 0.007 af
Primary = 0.10 cfs @ 12.09 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Pond SP-1: (new Pond)

PRE*Type III 24-hr 10-YR Rainfall=4.60"*

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Page 1

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: SITE

Runoff Area=4,650 sf 55.25% Impervious Runoff Depth>1.75"

Tc=5.0 min CN=72 Runoff=0.23 cfs 0.016 af

Pond SP-1: (new Pond)

Inflow=0.23 cfs 0.016 af

Primary=0.23 cfs 0.016 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.016 af Average Runoff Depth = 1.75"
44.75% Pervious = 0.048 ac 55.25% Impervious = 0.059 ac

PRE*Type III 24-hr 25-YR Rainfall=5.80"*

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: SITE

Runoff Area=4,650 sf 55.25% Impervious Runoff Depth>2.63"

Tc=5.0 min CN=72 Runoff=0.35 cfs 0.023 af

Pond SP-1: (new Pond)

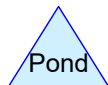
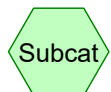
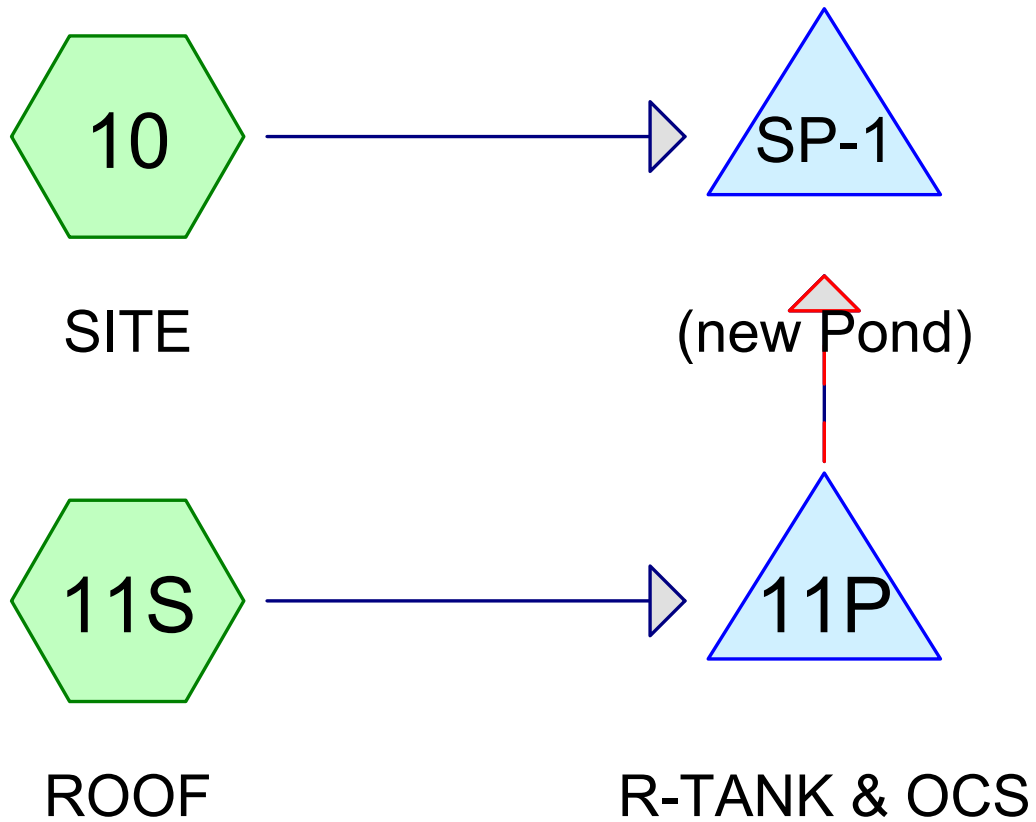
Inflow=0.35 cfs 0.023 af

Primary=0.35 cfs 0.023 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.023 af Average Runoff Depth = 2.63"
44.75% Pervious = 0.048 ac 55.25% Impervious = 0.059 ac

Attachment 3

Post-Development HydroCAD



POST

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.028	39	>75% Grass cover, Good, HSG A (10)
0.062	98	ROOF (11S)
0.016	98	SITE IMP (10)
0.107	83	TOTAL AREA

POST

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Type III 24-hr 2-YR Rainfall=3.10"

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Page 3

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment10: SITE

Runoff Area=1,928 sf 37.24% Impervious Runoff Depth>0.35"
Tc=5.0 min CN=61 Runoff=0.01 cfs 0.001 af

Subcatchment11S: ROOF

Runoff Area=2,722 sf 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.19 cfs 0.014 af

Pond 11P: R-TANK & OCS

Peak Elev=134.39' Storage=0.004 af Inflow=0.19 cfs 0.014 af
Primary=0.06 cfs 0.013 af Secondary=0.00 cfs 0.000 af Outflow=0.06 cfs 0.013 af

Pond SP-1: (new Pond)

Inflow=0.07 cfs 0.014 af
Primary=0.07 cfs 0.014 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.015 af Average Runoff Depth = 1.72"
26.02% Pervious = 0.028 ac 73.98% Impervious = 0.079 ac

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Type III 24-hr 2-YR Rainfall=3.10"

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Summary for Subcatchment 10: SITE

Runoff = 0.01 cfs @ 12.12 hrs, Volume= 0.001 af, Depth> 0.35"
 Routed to Pond SP-1 : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 2-YR Rainfall=3.10"

	Area (sf)	CN	Description
*	718	98	SITE IMP
	1,210	39	>75% Grass cover, Good, HSG A
	1,928	61	Weighted Average
	1,210		62.76% Pervious Area
	718		37.24% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, MIN

Summary for Subcatchment 11S: ROOF

Runoff = 0.19 cfs @ 12.07 hrs, Volume= 0.014 af, Depth> 2.68"
 Routed to Pond 11P : R-TANK & OCS

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 2-YR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,722	98	ROOF
	2,722		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, MIN

Summary for Pond 11P: R-TANK & OCS

Inflow Area = 0.062 ac, 100.00% Impervious, Inflow Depth > 2.68" for 2-YR event
 Inflow = 0.19 cfs @ 12.07 hrs, Volume= 0.014 af
 Outflow = 0.06 cfs @ 12.35 hrs, Volume= 0.013 af, Atten= 67%, Lag= 16.5 min
 Primary = 0.06 cfs @ 12.35 hrs, Volume= 0.013 af
 Routed to Pond SP-1 : (new Pond)
 Secondary = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af
 Routed to Pond SP-1 : (new Pond)

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 134.39' @ 12.35 hrs Surf.Area= 0.005 ac Storage= 0.004 af

Plug-Flow detention time= 69.4 min calculated for 0.013 af (93% of inflow)
 Center-of-Mass det. time= 43.7 min (781.9 - 738.1)

POST

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Type III 24-hr 2-YR Rainfall=3.10"

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Volume	Invert	Avail.Storage	Storage Description
#1A	132.85'	0.008 af	6.62'W x 32.15'L x 5.45'H Field A 0.027 af Overall - 0.007 af Embedded = 0.020 af x 40.0% Voids
#2A	133.10'	0.007 af	ACF R-Tank HD 3 x 24 Inside #1 Inside= 15.7"W x 50.4"H => 5.24 sf x 2.35'L = 12.3 cf Outside= 15.7"W x 50.4"H => 5.51 sf x 2.35'L = 12.9 cf 24 Chambers in 2 Rows
		0.015 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	133.20'	6.0" Round Culvert L= 34.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 133.20' / 133.20' S= 0.0000 ' S= 0.0000 ' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.20 sf
#2	Device 1	133.20'	1.5" Vert. Orifice/Grate C= 0.600 Limited to weir flow at low heads
#3	Secondary	137.30'	6.0" Round Culvert L= 6.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 137.30' / 137.20' S= 0.0167 ' S= 0.0167 ' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.20 sf

Primary OutFlow Max=0.06 cfs @ 12.35 hrs HW=134.39' (Free Discharge)↑ **1=Culvert** (Passes 0.06 cfs of 0.61 cfs potential flow)↑ **2=Orifice/Grate** (Orifice Controls 0.06 cfs @ 5.12 fps)**Secondary OutFlow** Max=0.00 cfs @ 5.00 hrs HW=132.85' (Free Discharge)↑ **3=Culvert** (Controls 0.00 cfs)**Summary for Pond SP-1: (new Pond)**

Inflow Area = 0.107 ac, 73.98% Impervious, Inflow Depth > 1.61" for 2-YR event
Inflow = 0.07 cfs @ 12.28 hrs, Volume= 0.014 af
Primary = 0.07 cfs @ 12.28 hrs, Volume= 0.014 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

POST

Prepared by Terradyn Consultants

HydroCAD® 10.10-6a s/n 12055 © 2020 HydroCAD Software Solutions LLC

Type III 24-hr 10-YR Rainfall=4.60"

Printed 7/10/2024

Page 1

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment10: SITE

Runoff Area=1,928 sf 37.24% Impervious Runoff Depth>1.02"
Tc=5.0 min CN=61 Runoff=0.05 cfs 0.004 af

Subcatchment11S: ROOF

Runoff Area=2,722 sf 100.00% Impervious Runoff Depth>4.05"
Tc=5.0 min CN=98 Runoff=0.28 cfs 0.021 af

Pond 11P: R-TANK & OCS

Peak Elev=135.17' Storage=0.006 af Inflow=0.28 cfs 0.021 af
Primary=0.08 cfs 0.020 af Secondary=0.00 cfs 0.000 af Outflow=0.08 cfs 0.020 af

Pond SP-1: (new Pond)

Inflow=0.12 cfs 0.024 af
Primary=0.12 cfs 0.024 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.025 af Average Runoff Depth = 2.80"
26.02% Pervious = 0.028 ac 73.98% Impervious = 0.079 ac

POST

Prepared by Terradyn Consultants

HydroCAD® 10.10-6a s/n 12055 © 2020 HydroCAD Software Solutions LLC

Type III 24-hr 25-YR Rainfall=5.80"

Printed 7/10/2024

Page 2

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment10: SITE

Runoff Area=1,928 sf 37.24% Impervious Runoff Depth>1.71"
Tc=5.0 min CN=61 Runoff=0.09 cfs 0.006 af

Subcatchment11S: ROOF

Runoff Area=2,722 sf 100.00% Impervious Runoff Depth>5.15"
Tc=5.0 min CN=98 Runoff=0.36 cfs 0.027 af

Pond 11P: R-TANK & OCS

Peak Elev=135.84' Storage=0.008 af Inflow=0.36 cfs 0.027 af
Primary=0.09 cfs 0.026 af Secondary=0.00 cfs 0.000 af Outflow=0.09 cfs 0.026 af

Pond SP-1: (new Pond)

Inflow=0.17 cfs 0.032 af
Primary=0.17 cfs 0.032 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.033 af Average Runoff Depth = 3.72"
26.02% Pervious = 0.028 ac 73.98% Impervious = 0.079 ac

Attachment 4

Maintenance Agreement

STORMWATER DRAINAGE SYSTEM MAINTENANCE AGREEMENT

For SITE PLANS (THAT ARE NOT SUBDIVISIONS)

IN CONSIDERATION OF the site plan approval granted by the Planning Board/Planning Authority of the City of Portland to the proposed _____ (*name of development and project number*), and the associated Grading, Drainage & Erosion Control Plan (*insert correct name of plan*) (Exhibit A) submitted by _____, prepared by _____ (*engineer/agent*) of _____ (address) dated _____, and pursuant to a condition thereof, _____ (*name of owner*) a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of _____, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the _____ (*details of the system such as underdrained subsurface sand filter BMP system, rain gardens, storm drain pipes, underdrain pipes, catch basins*), (hereinafter collectively referred to as the “stormwater system”), as shown on the _____ Plan in Exhibit A and in strict compliance with the approved Stormwater Maintenance and Inspection Agreement (*insert correct name of document*) prepared for the Owner by _____ (copy attached at Exhibit B) and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession 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 and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system 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 also not be construed to allow any change or deviation from the requirements of the site plan most recently and formally approved by the Planning Board/Planning Authority of the City of Portland.

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 record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any Condominium Association or management company, and 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 and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. 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 lienied 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 the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both 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 the 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 lienied it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2014.

(*name of company*)

(*representative of owner, name and title*)

STATE OF MAINE
CUMBERLAND, ss.

Date: _____

Personally appeared the above-named _____ (*name and title*), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

Notary Public/Attorney at Law

Print name: _____

Exhibit A: Approved Grading and Drainage Plan (*name of the plan showing the Stormwater System in detail*)

Exhibit B: Approved Stormwater Maintenance and Inspection Agreement

Attachment 5

R-Tank Brochure

R-TANK[®] **STORMWATER** **STORAGE** **SYSTEM**





STORMWATER MANAGEMENT

IS YOUR STORMWATER SYSTEM TAKING UP TOO MUCH SPACE?

R-Tank can reduce your underground stormwater storage system footprint, avoiding nearby utility conflicts, freeing up space for future expansion and overcoming construction phase challenges.

DOES YOUR PROJECT REQUIRE A UNIQUE SOLUTION DUE TO DEPTH OR TRAFFIC LOADS?

R-Tank provides system height options from 2 inches to over 7 feet tall. It also accommodates HS-20 and HS-25 loading with cover depths as little as 6" and as deep as 16'.



R-Tank solves tough stormwater problems by adapting to the needs of your site—whether you are designing a project with shallow ground water or deep cover conditions.

R-TANK

BENEFITS

HIGH CAPACITY

- 95% void internal area (LD, HD, SD, UD)
- 90% void internal area (XD)

STRENGTH

- Supports traffic loading
- Module options for HS-20 and HS-25 rating with cover depths from 6" to 16'

DESIGN AND CONSTRUCTION VERSATILITY

- Modules can be combined into various shapes to use space efficiently and effectively
- Module heights vary from 2" to 7'

INCREASED INFILTRATION AND EXFILTRATION

- 90% open area on face of modules
- Increases groundwater recharge, reducing post-construction discharge volumes

EASY TO TRANSPORT

- Can be supplied preassembled or unassembled to reduce delivery costs

LIGHTWEIGHT AND QUICK TO INSTALL

- Installed by hand; no cranes required
- Reduces site access delays

RECYCLED CONTENT

- Manufactured with post industrial grade recycled polypropylene

PRODUCTS

R-TANK **LD**

- Light-duty module (30 psi)
- Ideal for applications in green space
- Not rated for vehicular traffic
- 12" minimum cover
- 36" maximum cover
- Four internal plates

R-TANK **HD**

- Heavy-duty module (33.4 psi)
- 20" minimum cover
- 84" maximum cover
- Five internal plates
- Standard module for traffic applications



R-TANK **SD**

- Super-duty module (42.9 psi)
- Higher safety factors for shallow traffic applications and deeper cover
- 18" minimum cover
- 120" maximum cover



R-TANK **UD**

- Ultra-duty module (134.2 psi)
- Traffic loads with 12" of cover
- Available from 14" to 66" tall
- Ideal for high water table sites



R-TANK **XD**

- Extreme-duty module (320 psi)
- Traffic loads with 6" cover
- 16.5' maximum cover
- Available from 2" to 10' tall



DESIGN CONSIDERATIONS

Many factors will influence the design of the R-Tank system. While this list is not intended to be all-inclusive, the following design considerations are worth highlighting:

1. PRE-TREATMENT

Removing pollutants from runoff before they enter an underground detention system is the smart way to design and build a system. Trash Guard Plus® is a great tool for this. Be sure the system you select will remove heavy sediments, gross pollutants (trash) and biodegradable debris.

2. BACKFILL MATERIALS

Backfill materials should be angular stone (<1.5" in diameter) or soil (GW, GP SW or SP per the Unified Soil Classification System). Material must be free from lumps, debris and sharp objects that could cut the geotextile. See the R-Tank narrative specification for additional information.

3. RUNOFF REDUCTION

Most designs incorporate an outlet to drain the system at a controlled rate and/or an overflow to prevent flooding in extreme events. Any infiltration that can be achieved on the site should also be taken advantage of. Consider raising the invert of your outlet or creating a sump to capture and infiltrate the water quality volume whenever possible.

4. WATER TABLE

While installing R-Tank below the water table is manageable, a stable base must be created to support the system. Ground water can be allowed to enter and drain from the system, or a liner can be used to prevent ground water from entering the system if measures are taken to prevent the system from floating.

5. CONSTRUCTION LOADS

Construction loads are often the heaviest loads the system will experience. Care must be taken during backfilling and compaction, and post-installation construction traffic should be routed around the system.

6. LATERAL LOADS

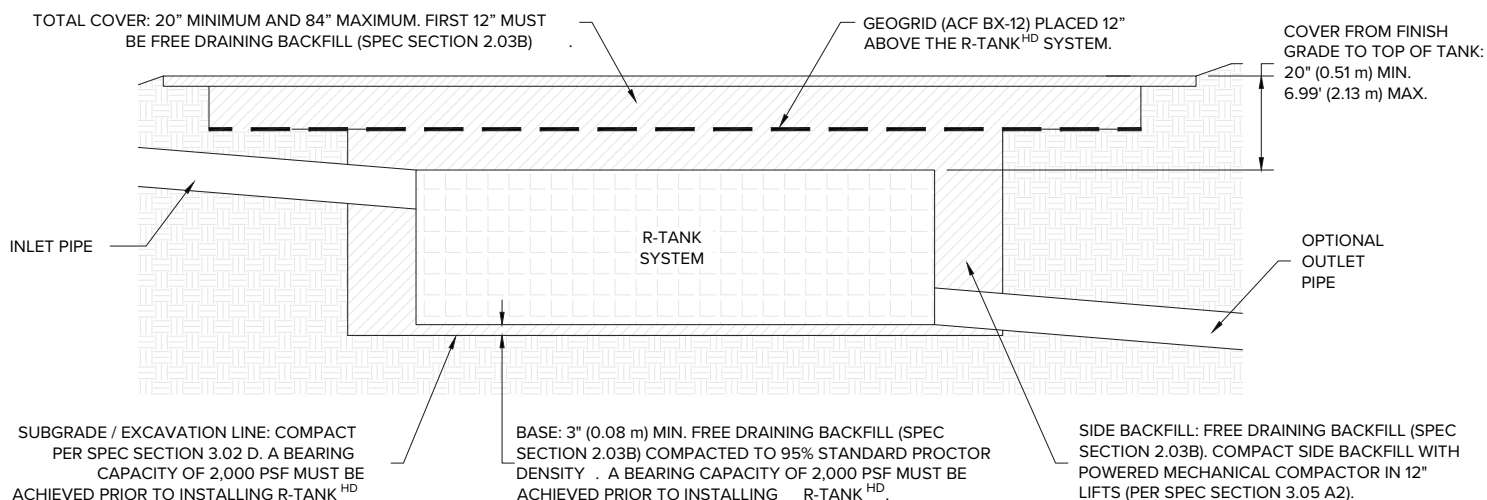
As systems get deeper, the loads acting on the sides of the tank increase. While vertical loads often control the design, lateral loads should also be considered.

7. R-TANK MODULES

Selecting the right module for your application is critical. See page 3 and the specs on the back of this brochure for details. Our team is also here to help!

8. LOAD MODELING

A safety factor of >1.75 is required when designing an R-Tank System using the AASHTO LRFD Bridge Design Specifications. It is also necessary to run your own loading model with site specific requirements.



CREATIVE GREEN STORMWATER INFRASTRUCTURE APPLICATIONS



R-TANK UNDER PERMEABLE AND POROUS SURFACES

For projects with shallow depth restrictions and high ground water table elevations, R-Tank can be strategically deployed beneath permeable and porous surfaces. The high void space of the modules allows designers to maximize the volume stored at shallow depths and converts the permeable/porous surface into an “inlet” to the storage below. Ferguson offers a selection of “alternative surfaces” that can be paired with the R-Tank.



R-TANK IN LINEAR GREEN STREETSCAPES

Based on its space efficiency and modular versatility, the R-Tank is a popular option for storage of stormwater in urban linear street applications. Beyond the void efficiency, the system layout can be easily adjusted to work around unexpected utility conflicts and other site features. Green Infrastructure programs in Philadelphia, Pittsburgh, New York City, and Salt Lake City are just a few examples of where R-Tank has been adopted in this application.



UNDER BIORETENTION FOR ENHANCED STORAGE

In many green stormwater practices, R-Tank can offer an “enhanced” storage zone providing 95% void space vs. the typical 40% void space of stone. Throughout the country, engineers have utilized this approach to maximize capacity and reduce the depth of excavation of the storage layer in rain gardens, bioretention and curblane vegetated stormwater practices.



COMBINED WITH INNOVATIVE MEDIA

Ferguson offers a series of innovative stormwater filtration media to provide water quality treatment. The R-Tank can be used in these systems as a space-efficient high-performance underdrain with the option to expand over larger footprints for infiltration or detention. R-Tank can also be used to house media in certain applications and systems.



INNOVATIVE APPLICATIONS (FLOOD MITIGATION, RE-USE, ETC.)

The R-Tank is a popular choice under playgrounds and sports fields. The high void space and the ability to work around light pole bases, equipment footings and foundations allows municipalities to maximize storage when developing or redeveloping these community gems. The system can also be lined and combined with pump equipment for irrigation and other re-use applications.

MAINTENANCE

DESIGNING AN R-TANK SYSTEM WITH LONGEVITY & MAINTENANCE IN MIND IS A THREE-STEP PROCESS:

1. PRE-TREAT

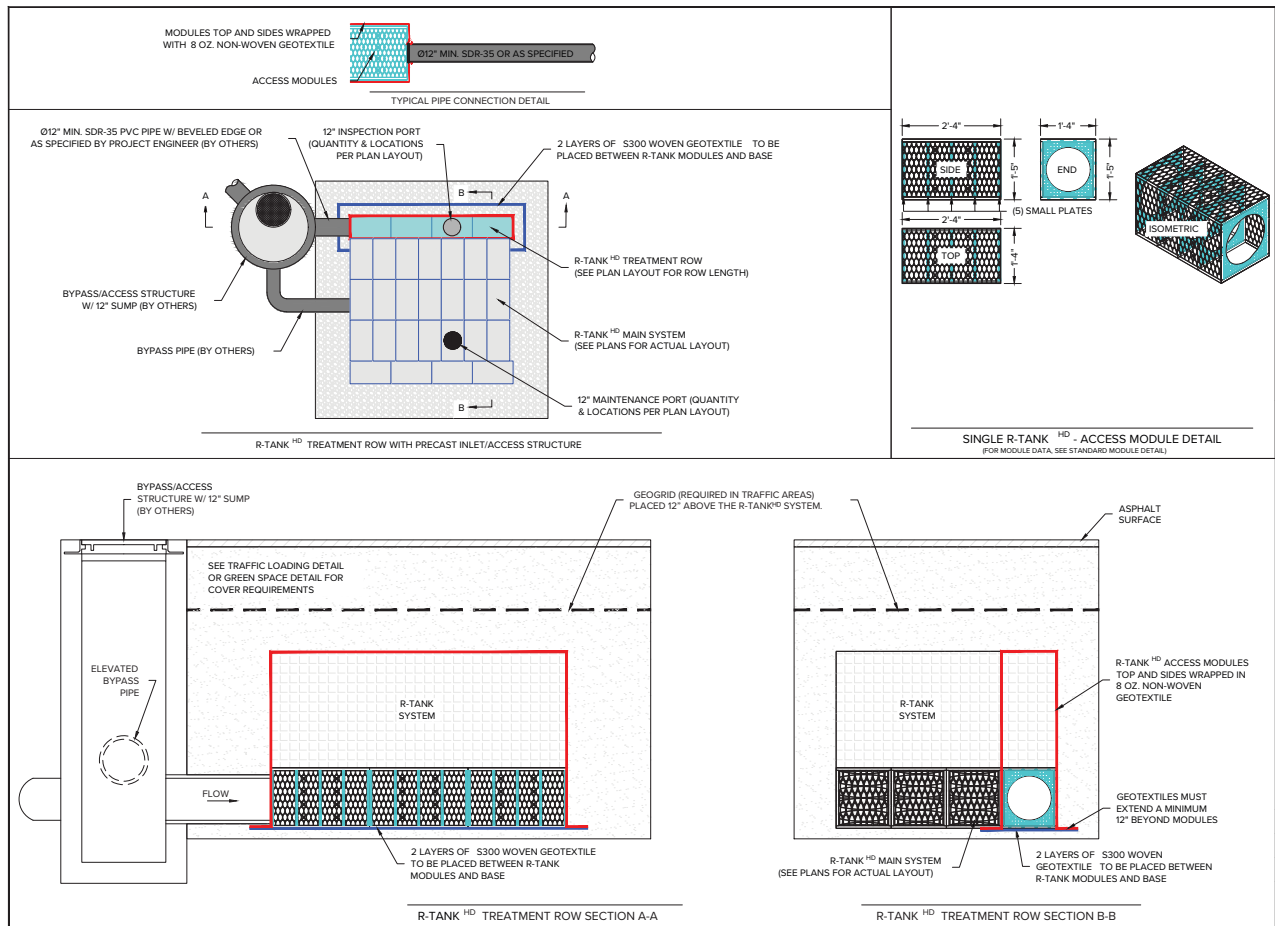
Keep debris out of the system using decentralized filters and screens. Ferguson offers a complete range of options from perforated screen devices to high flow geotextile bag and cartridge based filter drain inserts.

2. ISOLATE

Trap solid pollutants inside the treatment row (see treatment row drawing below) where they can be easily removed using the access modules (available in LD, HD, and UD only). These modules are wrapped in geotextile to retain solids and are fully accessible by conventional jet-vac systems to remove captured pollutants.

3. PROTECT

Ensure a long system life by including maintenance ports to remove any pollutants that evade the pre-treatment system and treatment row. Maintenance ports should be specified within 10' of inlet and outlet connections, and roughly 50' on center.



PRE-TREATMENT DEVICES

From simple trash and debris screens to filters for targeted pollutants, Ferguson offers a complete selection of decentralized pre-treatment devices.



TRASHGUARD PLUS



FABCO STORMBASIN



FABCO STORMRING

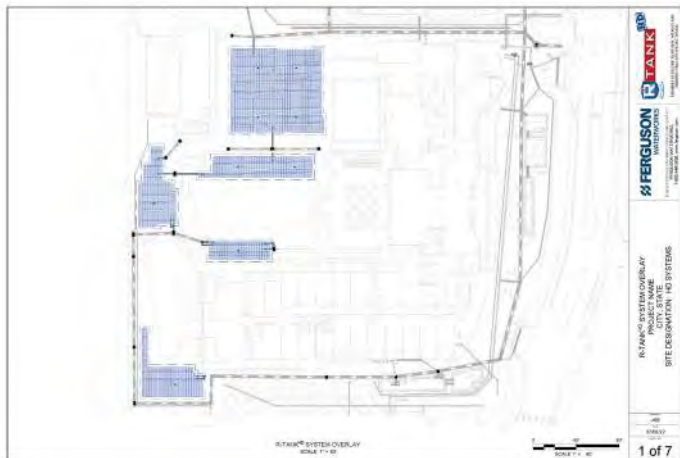


FABCO STORMSACK

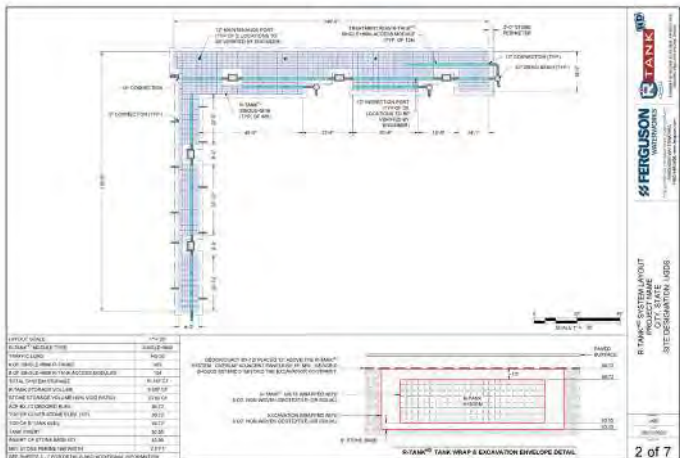


SUPPORT SERVICES AND TANK SELECTION

Our regional engineers and designers are well versed in local regulations, innovative urban green street applications and can help develop site-specific solutions using one or a combination of our products. Our team produces high-quality custom layouts and details to support your permitting and construction efforts. From AutoCAD to HydroCAD, we have a variety of design tools to help you move through the permitting process efficiently.



SAMPLE R-TANK SYSTEM OVERLAY



SAMPLE R-TANK SYSTEM LAYOUT



R-TANK SD INSTALLATION



R-TANK WITHIN BUILDING FOOTPRINT

SELECTING THE RIGHT R-Tank MODULE					
Cover Depth (inches)*	LD	HD	SD	UD	XD
Min. 6"	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	HS-20
12"	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	HS-20**	HS-20
14"	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	HS-20	HS-20
18"	Green Space - No Traffic	Green Space - No Traffic	HS-20	HS-20	HS-20
20"	Green Space - No Traffic	HS-20	HS-20	HS-20	HS-20
24"	Green Space - No Traffic	HS-20	HS-20	HS-20	HS-20
36"	Green Space - No Traffic	HS-20	HS-20	HS-20	HS-20
48"		HS-20	HS-20	HS-20	HS-20
60"		HS-20	HS-20	HS-20	HS-20
72"		HS-20	HS-20		HS-20
84"			HS-20		HS-20
120"			HS-20		HS-20
160"					HS-20
Max. 200"					HS-20

HS-20 designation based on AASHTO LRFD Bridge Design Specification for single lane traffic.

*Cover depth is measured from top of module to finished grade or top of pavement.

**The UD module requires STONE backfill (not soil) on sides at this depth.

R-TANK SPECIFICATIONS



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in/ft)	Volume (cf)	Capacity (cf)	Weight* (lbs)
Mini	15.75	28.15	9.45"/0.79'	2.42	2.30	10.1/10.9
Single (1)	15.75	28.15	17.32"/1.44'	4.44	4.22	15.7/17.3
Single + Mini (1.5)	15.75	28.15	25.98"/2.17'	6.67	6.33	23.6/25.9
Double (2)	15.75	28.15	33.86"/2.82'	8.69	8.25	29.1/32.3
Double + Mini (2.5)	15.75	28.15	42.52"/3.54'	10.91	10.36	37.0/41.0
Triple (3)	15.75	28.15	50.39"/4.20'	12.93	12.28	42.5/47.4
Triple + Mini (3.5)	15.75	28.15	59.06"/4.92'	15.15	14.39	50.4/56.0
Quad (4)	15.75	28.15	66.93"/5.58'	17.17	16.31	55.9/62.4
Quad + Mini (4.5)	15.75	28.15	75.59"/6.30'	19.39	18.42	63.8/71.0
Pent (5)	15.75	28.15	83.46"/6.96'	21.41	20.34	69.3/77.4

*Weights shown are for LD/HD modules.



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in/ft)	Volume (cf)	Capacity (cf)	Weight (lbs)
Single (1)	15.75	28.15	9.45"/0.79'	2.42	2.30	10.95
Double (2)	15.75	28.15	18.12"/1.51'	4.64	4.41	19.58
Triple (3)	15.75	28.15	26.79"/2.23'	6.86	6.52	28.21
Quad (4)	15.75	28.15	35.46"/2.96'	9.08	8.63	36.84
Pent (5)	15.75	28.15	44.13"/3.68'	11.30	10.74	45.47
Hex (6)	15.75	28.15	52.80"/4.40'	13.52	12.84	54.10
Septa (7)	15.75	28.15	61.47"/5.12'	15.74	14.95	62.73
Octo (8)	15.75	28.15	70.14"/5.85'	17.96	17.06	71.36
Nono (9)	15.75	28.15	78.81"/6.57'	20.18	19.17	79.99
Decka (10)	15.75	28.15	87.48"/7.29'	22.40	21.28	88.62



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in/ft)	Volume (cf)	Capacity (cf)	Weight (lbs)
Single (1)	23.62	23.62	14.17"/1.18'	4.57	4.35	21.2
Double (2)	23.62	23.62	27.17"/2.26'	8.77	8.33	39.0
Triple (3)	23.62	23.62	40.16"/3.35'	12.97	12.32	56.8
Quad (4)	23.62	23.62	53.15"/4.43'	17.16	16.30	74.6
Pent (5)	23.62	23.62	66.14"/5.5'	21.35	20.29	92.4



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in)	Volume (cf)	Capacity (cf)	Weight (lbs)
Single (1)	19.68	23.62	1.97	0.53	0.48	4
Double (2)	19.68	23.62	3.94	1.06	0.95	8
Triple (3)	19.68	23.62	5.91	1.59	1.43	12
Quad (4)	19.68	23.62	7.87	2.12	1.91	16
Pent (5)	19.68	23.62	9.84	2.65	2.38	20

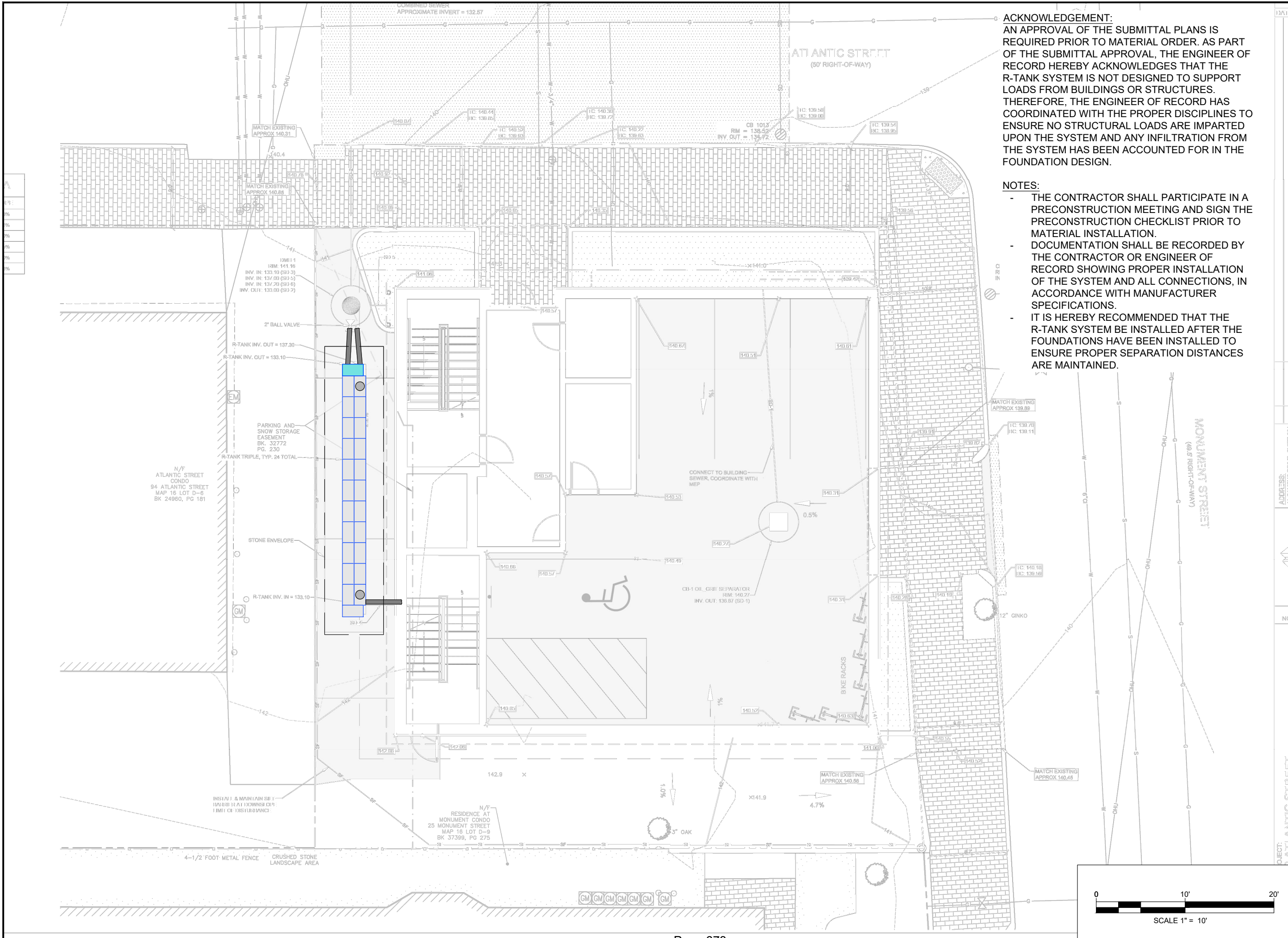
Note: XD modules may be stacked up to 10' tall (60 layers).

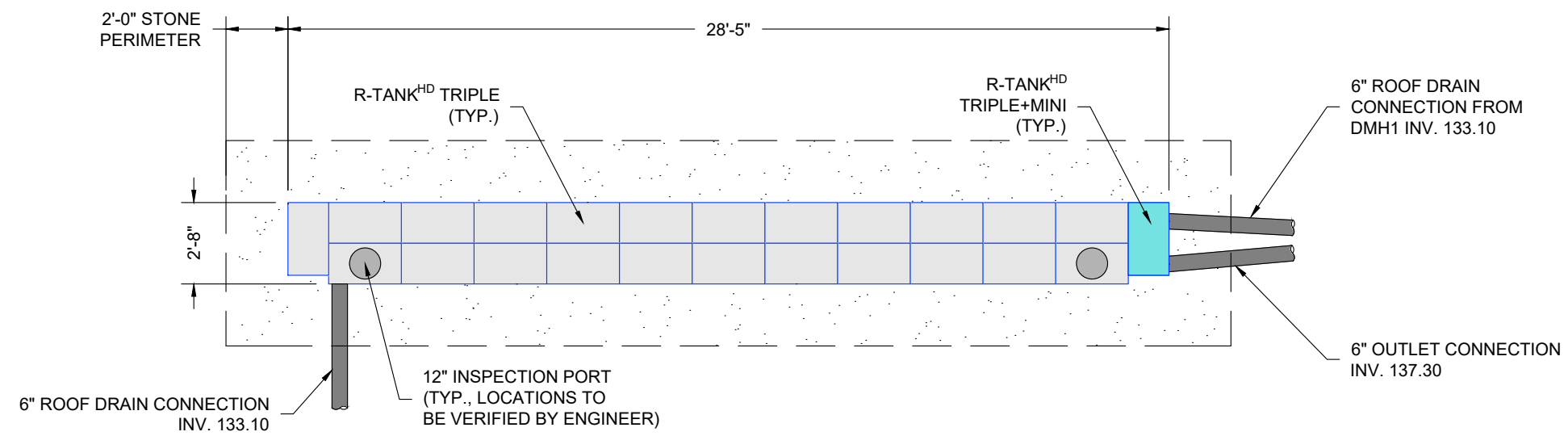
SPECIFICATIONS

Item	Description	Value	Value	Value	Value	Value
Void Area	Volume available for water storage	95%	95%	95%	95%	90%
Surface Area Void	% of exterior available for infiltration	90%	90%	90%	90%	90%
Compressive Strength	ASTM D 2412/ASTM F 2318	30.0 psi	33.4 psi	42.9 psi	134.2 psi	320 psi
Unit Weight	Weight of plastic per cubic foot of tank	3.29 lbs/cf	3.62 lbs/cf	3.96 lbs/cf	4.33 lbs/cf	7.55 lbs/cf
Rib Thickness	Thickness of load-bearing members	0.18"	0.18"	0.18"	-	-
Service Temperature	Safe temperature range for use	-14–167° F	-14–167° F	-14–167° F	-14–167° F	-14–167° F
Recycled Content	Use of recycled polypropylene	100%	100%	100%	100%	100%
Minimum Cover	Cover required for HS-20 loading	Not traffic rated	20"	18"	12"–14"	6"
	Cover required for HS-25 loading	Not traffic rated	24"	18"	15"–17"	6"
Maximum Cover	Maximum allowable cover depth	36"	6.99'	9.99'	5.0'	16.7'

Contact your local sales associate:

Call **866-684-9177** or visit **FERGUSONGSS.COM** to get started.





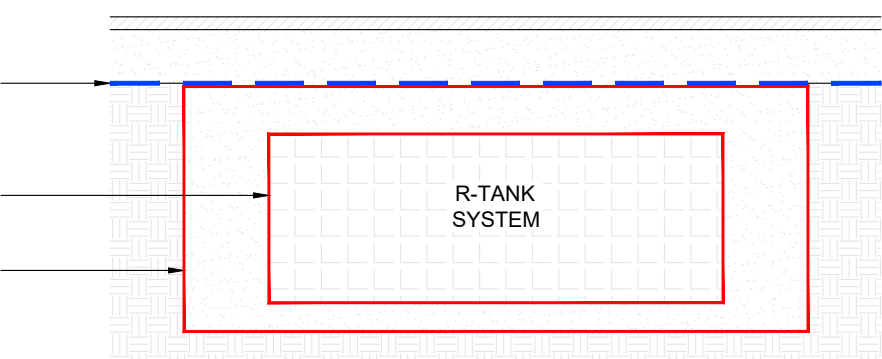
R-TANK QUANTITIES	
R-TANK ^{HD} PRIMARY MODULE TYPE	TRIPLE
R-TANK ^{HD} SECONDARY MODULE TYPE	TRIPLE+MINI
TRAFFIC LOAD	HS-20
# OF TRIPLE R-TANKS	23
# OF TRIPLE+MINI R-TANKS	1
TOTAL SYSTEM STORAGE	641 CF
R-TANK STORAGE VOLUME	297 CF
STONE STORAGE VOLUME (40% VOID RATIO)	344 CF
STONE BED FOOTPRINT	215 SF
STONE QUANTITY	32 CY
N080 NON-WOVEN GEOTEXTILE TANK WRAP	53 SY
N080 NON-WOVEN GEOTEXTILE EXCAVATION WRAP	117 SY
ACF BX-12 GEOGRID	62 SY
12" INSPECTION PORTS	2
GEOTEXTILE PIPE BOOTS (8")	3
STORMRING CPS (6")	1
NOTE: STONE QUANTITY INCLUDES 12" OF COVER AND 3" OF BASE.	
NOTE: GEOTEXTILE / LINER QUANTITIES INCLUDE A 15% WASTE FACTOR.	
SEE SHEETS 3 - 6 FOR DETAILS AND ADDITIONAL INFORMATION	

GRAPHIC SCALE			
R-TANK ELEVATIONS			
DESCRIPTION		(TRIPLE TRIPLE+MINI)	
BASE INV.		132.85	
TANK INV.		133.10	
TOP OF TANK		(137.30 138.02)	
GEOGRID		(138.30 139.02)	
MIN. ALLOW. FINAL GRADE		(138.97 139.69)	
MAX. ALLOW. FINAL GRADE		(144.29 145.01)	

GEOGRID (ACF BX-12) PLACED 12" ABOVE THE R-TANK^{HD} SYSTEM. OVERLAP ADJACENT PANELS BY 18" MIN. GEOGRID SHOULD EXTEND 3' BEYOND THE EXCAVATION FOOTPRINT.

R-TANK^{HD} UNITS WRAPPED WITH N080 NON-WOVEN GEOTEXTILE (OR EQUAL)

EXCAVATION WRAPPED WITH N080 NON-WOVEN GEOTEXTILE (OR EQUAL)



R-TANK^{HD} TANK WRAP & EXCAVATION ENVELOPE DETAIL



FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusonss.com



ENGINEER OF RECORD TO REVIEW, APPROVE AND
ENDORSE FINAL SITE SPECIFIC DESIGN.

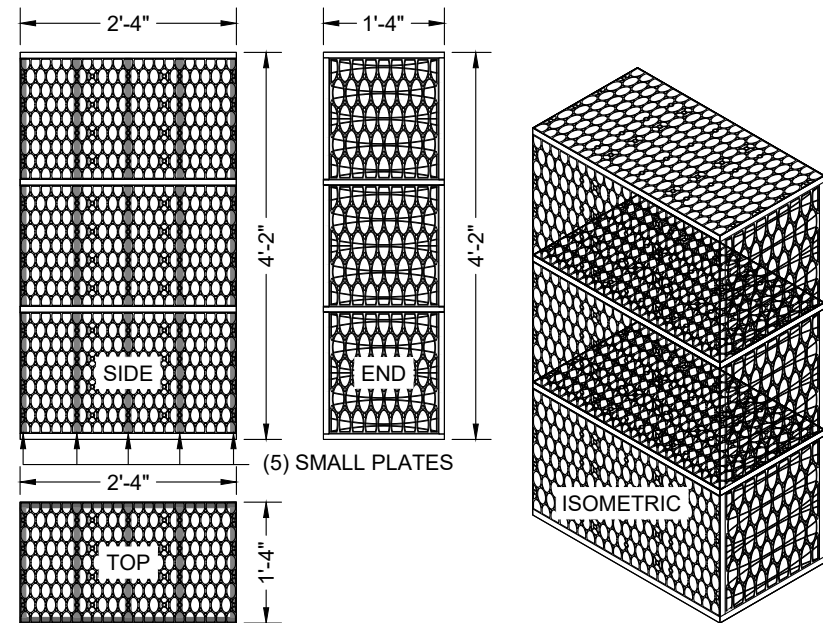
R-TANK^{HD} SYSTEM LAYOUT
90 ATLANTIC STREET
PORTLAND, ME

SCALE
1" = 5'

DRAWN BY
BMK

DATE
05/30/2024

SHEET NO.
2 of 6



MODULE DATA

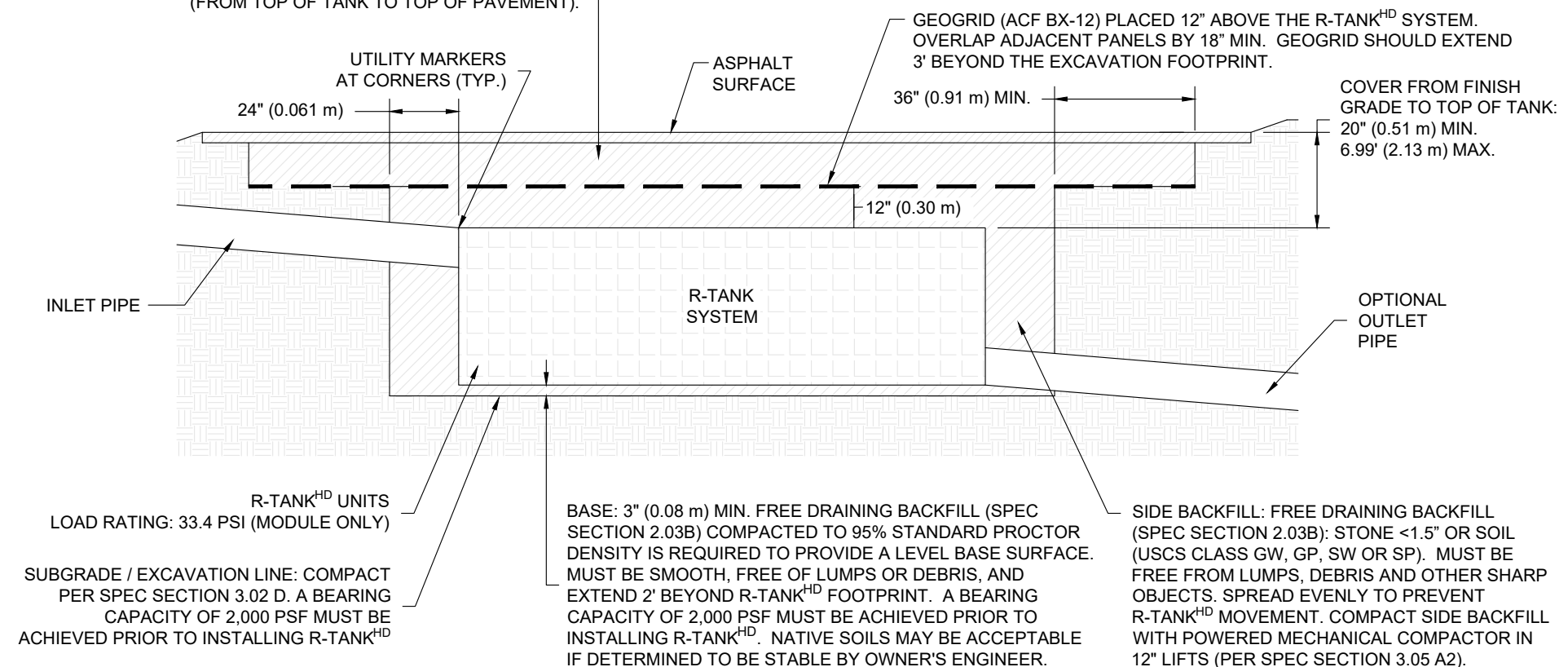
GEOMETRY:	LOAD RATING:
LENGTH = 28.15 IN. (715 MM)	33.4 PSI, (MODULE ONLY)
WIDTH = 15.75 IN. (400 MM)	HS20/HS25 - SEE SPEC FOR COVER REQUIREMENTS
HEIGHT = 50.39 IN. (1280 MM)	MATERIAL:
TANK VOLUME = 12.93 CF	100% RECYCLED POLYPROPYLENE
STORAGE VOLUME = 12.28 CF	SMALL PLATES REQUIRED:
VOID INTERNAL VOLUME: 95%	5/SEGMENT, 15/MODULE
VOID SURFACE AREA: 90%	

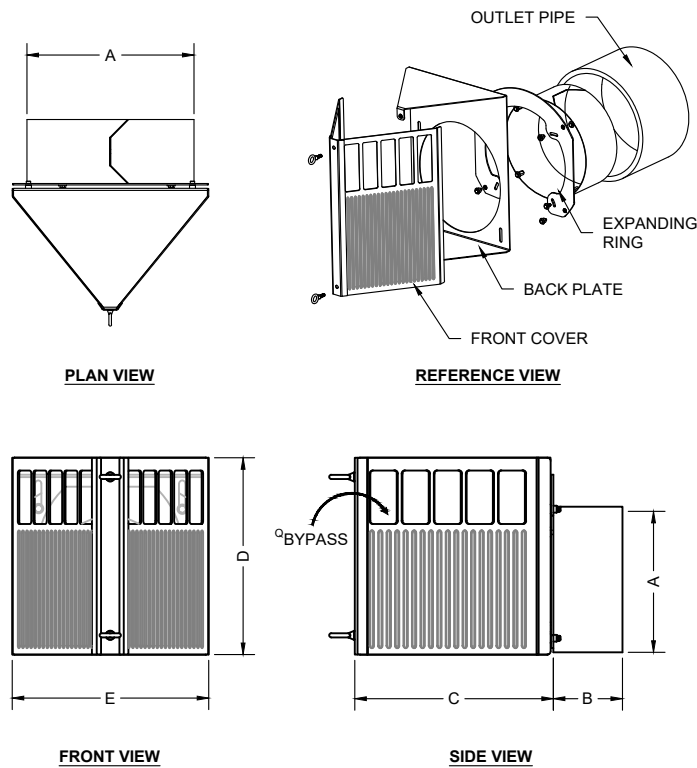
TRIPLE R-TANK^{HD} - MODULE DETAIL

TOTAL COVER: 20" MINIMUM AND 84" MAXIMUM. FIRST 12" MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B): STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C): STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT <10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4. A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANKTM SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 7'. CONTACT FERGUSON WATERWORKS IF MORE THAN 7' OR LESS THAN 20" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).

NOTES:

1. INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF HL-93 LOADING PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
2. PRE-TREATMENT STRUCTURES NOT SHOWN.
3. FOR INFILTRATION APPLICATIONS, UNCOMPACTED FREE DRAINING BACKFILL (SPEC SECTION 2.03A) TO PROVIDE A LEVEL BASE. SURFACE MUST BE SMOOTH, FREE OF LUMPS OR DEBRIS, AND EXTEND 2' BEYOND R-TANK^{HD} FOOTPRINT.
4. FOR INSTALLATIONS IN LANDSCAPED AREAS, THE INSTALLATION OF TREES IS PROHIBITED ABOVE THE R-TANK UNITS. PLEASE CONTACT YOUR LOCAL FERGUSON WATERWORKS REPRESENTATIVE FOR MORE INFORMATION.



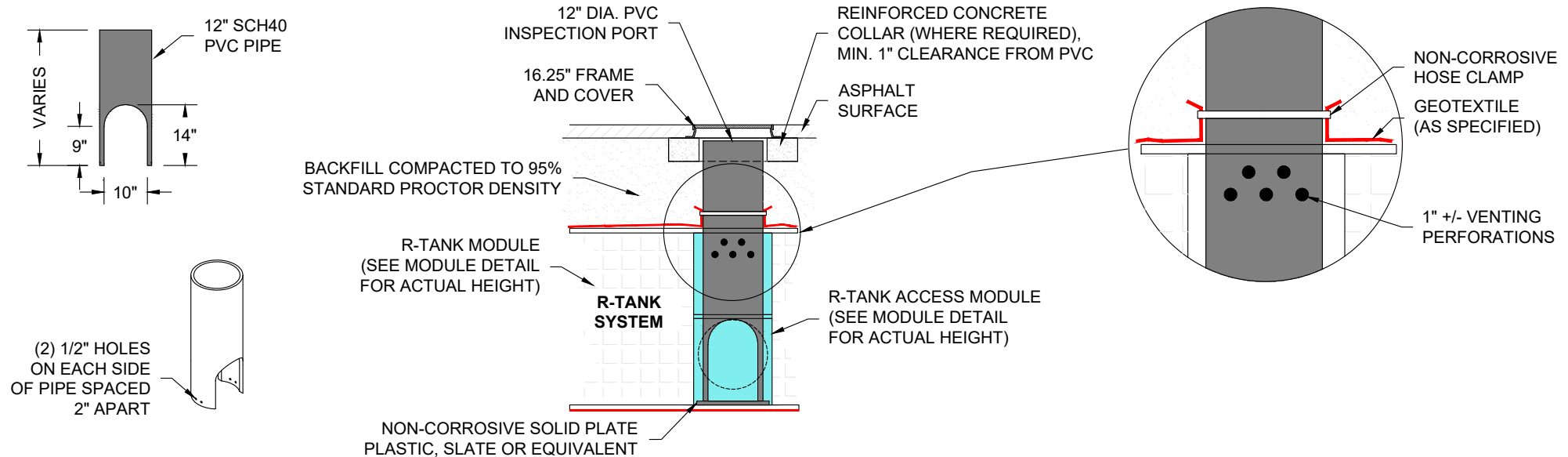


PART NUMBER	NOMINAL PIPE DIA.	EXPANDING COLLAR DIA. (A)		STUB LENGTH (B)	CPS DEPTH (C)	CPS HEIGHT (D)	CPS WIDTH (E)
		MIN.	MAX.				
SCA6-1	6"	5.63"	6.50"	6.00"	10.00"	10.13"	10.13"
SCA8-1	8"	7.50"	8.50"	6.00"	13.00"	11.88"	11.38"
SCA10-1	10"	9.50"	10.50"	8.00"	13.50"	13.50"	13.25"
SCA12-1	12"	11.38"	12.63"	8.00"	15.50"	15.38"	15.38"
SCA15-1	15"	14.25"	15.50"	8.00"	15.50"	21.38"	18.38"
SCA18-1	18"	17.38"	18.63"	8.00"	15.75"	28.00"	21.38"
SCA24-1	24"	23.25"	24.50"	9.00"	17.00"	40.00"	28.38"

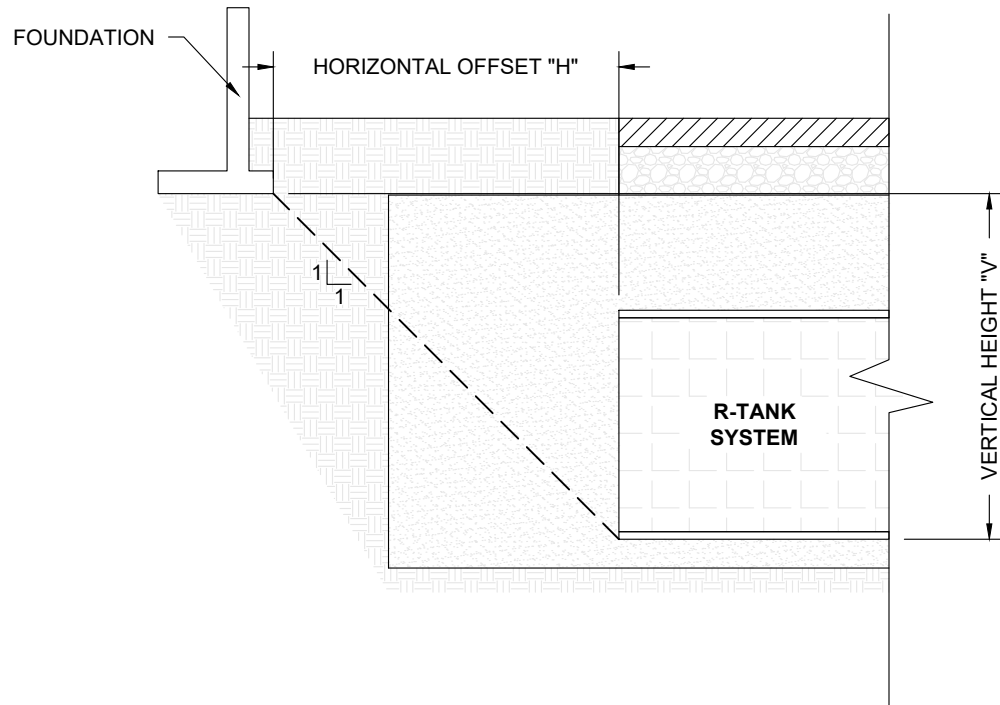
STORMRING CPS PRETREATMENT DETAIL

NOTES

1. THE INSPECTION PORT IS USED IN THE ACCESS MODULE TO INSPECT THE LEVEL OF SEDIMENT ACCUMULATION.
2. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH AS NEEDED.
3. R-TANK^{HD}, R-TANK^{SD}, R-TANK^{UD} AND R-TANK^{XD} MAY BE USED IN TRAFFIC APPLICATIONS.
4. SEE TRAFFIC LOADING DETAIL FOR MINIMUM & MAXIMUM COVER REQUIREMENTS.
5. IF INSPECTION PORT IS LOCATED IN A NON-TRAFFIC AREA, A PLASTIC CAP CAN BE USED IN LIEU OF A FRAME AND COVER WITH CONCRETE COLLAR.



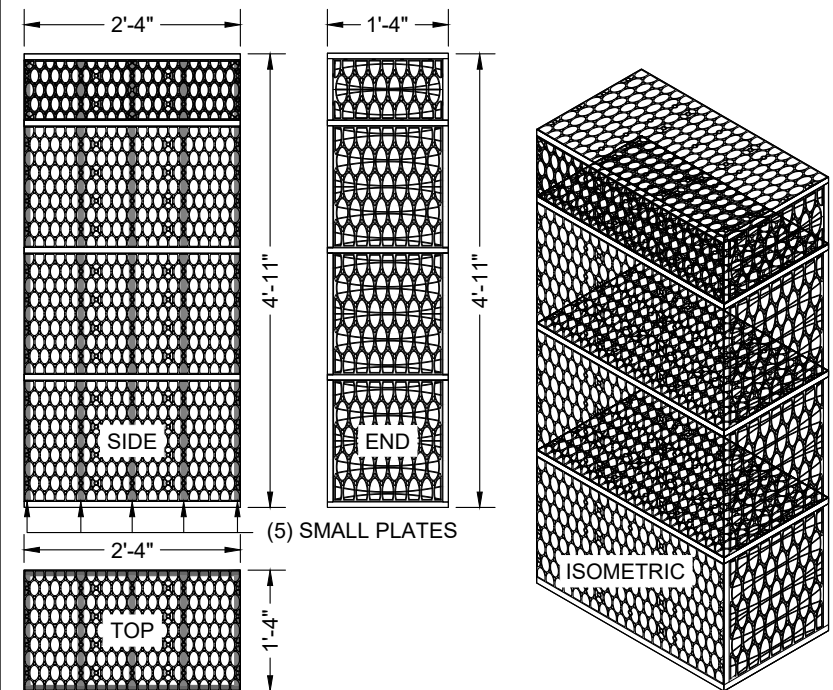
R-TANK TYPICAL VEHICULAR LOAD RATED INSPECTION PORT



R-TANK IS NOT DESIGNED TO SUPPORT STRUCTURAL LOADS ASSOCIATED WITH BUILDINGS, RETAINING WALLS OR OTHER STRUCTURES.

- THE CIVIL ENGINEER AND STRUCTURAL ENGINEER SHALL REVIEW ALL DOCUMENTATION AND DESIGNS TO ENSURE NO STRUCTURAL LOADS ARE APPLIED BY THE STRUCTURE ON THE R-TANK UNITS. IT IS RECOMMENDED THAT ALL R-TANK UNITS BE INSTALLED ABOVE THE ELEVATION OF ANY SUBSURFACE STRUCTURAL ELEMENTS SUCH AS FOOTERS. IF THIS CANNOT BE ACHIEVED, IT RECOMMENDED THAT A MINIMUM 1:1 ZONE OF INFLUENCE, SITE SPECIFIC SOILS MAY REQUIRE GREATER SEPARATION DISTANCE, BE MAINTAINED BETWEEN THE STRUCTURAL ELEMENT AND THE UNITS.
- THE STRUCTURAL ENGINEER AND GEOTECHNICAL ENGINEER SHALL REVIEW ALL DOCUMENTATION AND DESIGNS TO ENSURE PROPER STABILITY OF STRUCTURAL ELEMENTS DURING SATURATED SOIL CONDITIONS POTENTIALLY CAUSED BY THE PROXIMITY OF INFILTRATION FACILITIES TO THE STRUCTURAL ELEMENTS.

R-TANK - MINIMUM OFFSET DETAIL



MODULE DATA

GEOMETRY:	LOAD RATING:
LENGTH = 28.15 IN. (715 MM)	33.4 PSI, (MODULE ONLY)
WIDTH = 15.75 IN. (400 MM)	HS20/HS25 - SEE SPEC FOR COVER REQUIREMENTS
HEIGHT = 59.06 IN. (1500 MM)	MATERIAL:
TANK VOLUME = 15.15 CF	100% RECYCLED POLYPROPYLENE
STORAGE VOLUME = 14.40 CF	SMALL PLATES REQUIRED:
VOID INTERNAL VOLUME: 95%	5/SEGMENT, 20/MODULE
VOID SURFACE AREA: 90%	

TRIPLE + MINI R-TANK^{HD} - MODULE DETAIL



FERGUSON
WATERWORKS

FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusonss.com

R-TANK^{HD} SYSTEM DETAILS
90 ATLANTIC STREET
PORTLAND, ME

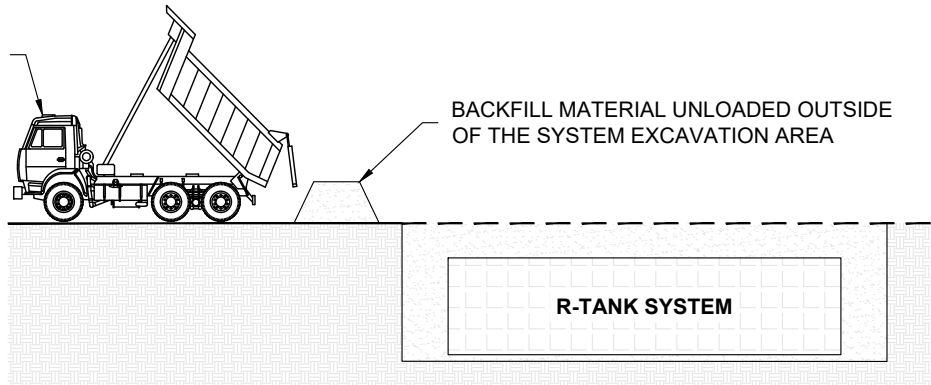
SCALE
NTS

DRAWN BY
BMK

DATE
05/30/2024

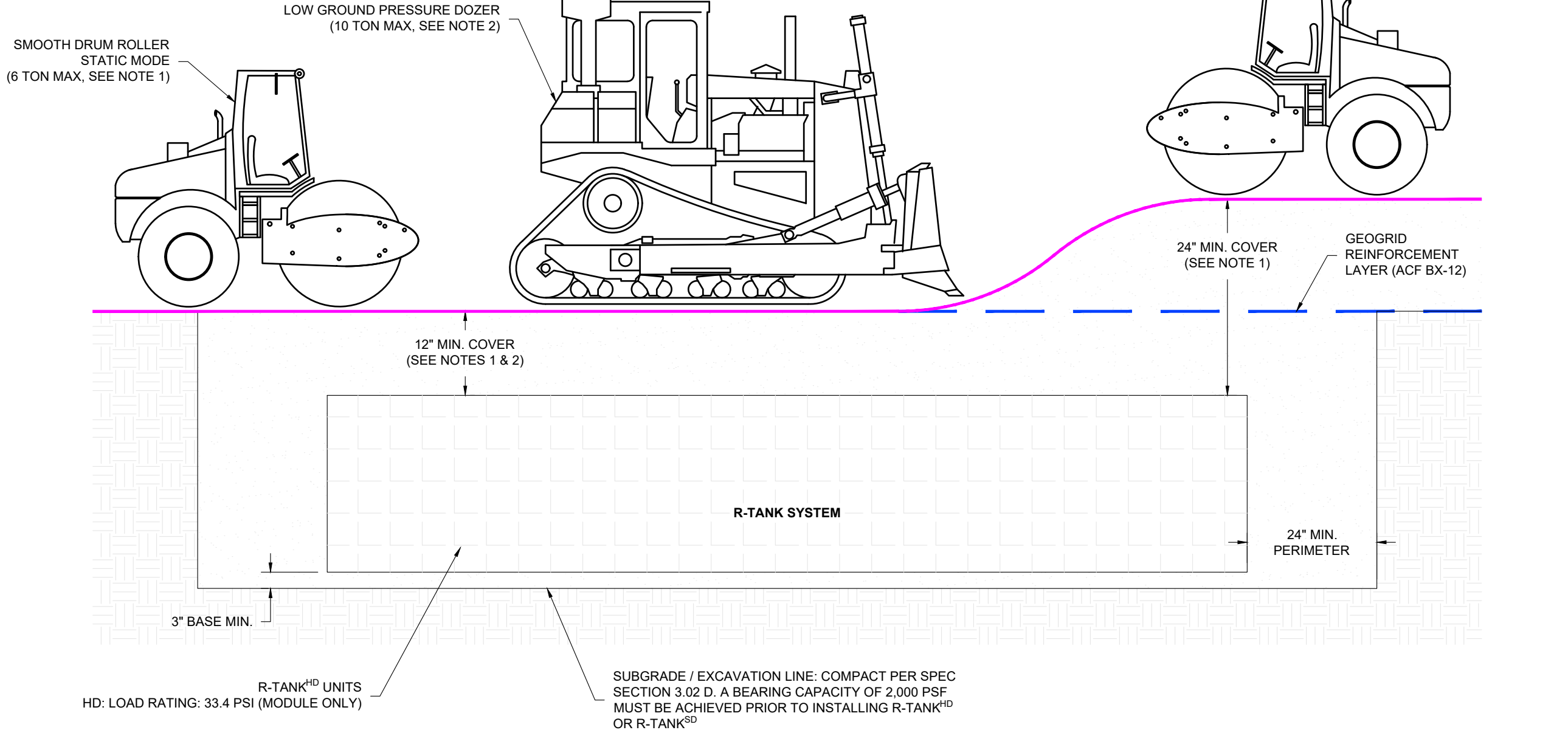
SHEET NO.

DUMP TRUCKS AND PANS SHALL NOT OPERATE OVER THE SYSTEM EXCAVATION AREA



DUMP TRUCK DETAIL (SEE NOTE 3)

- NOTES:
1. FOLLOWING PLACEMENT OF SIDE BACKFILL, A UNIFORM 12" LIFT OF THE FREELY DRAINING MATERIAL (SPEC SECTION 2.03 B1) SHALL BE PLACED OVER THE R-TANK AND LIGHTLY COMPACTED USING A WALK-BEHIND TRENCH ROLLER. ALTERNATELY, A ROLLER (MAXIMUM GROSS VEHICLE WEIGHT OF 6 TONS) MAY BE USED. ROLLER MUST REMAIN IN STATIC MODE UNTIL A MINIMUM OF 24" OF COVER HAS BEEN PLACED OVER THE MODULES. SHEEP FOOT ROLLERS SHOULD NOT BE USED. **SPEC SECTION 3.05 A5**
 2. ONLY LOW PRESSURE TIRE OR TRACK VEHICLES (LESS THAN 7 PSI AND OPERATING WEIGHT OF LESS THAN 20,000 LBS) SHALL BE OPERATED OVER THE R-TANK SYSTEM DURING CONSTRUCTION. **SPEC SECTION 3.05 A5**
 3. DUMP TRUCKS AND PANS SHALL NOT BE OPERATED WITHIN THE R-TANK SYSTEM AT ANY TIME. WHERE NECESSARY, THE HEAVY EQUIPMENT SHOULD UNLOAD IN AN AREA ADJACENT TO THE R-TANK SYSTEM AND THE MATERIAL SHOULD BE MOVED OVER THE SYSTEM WITH TRACKED EQUIPMENT. **SPEC SECTION 3.05 A5**
 4. ENSURE THAT ALL UNRELATED CONSTRUCTION TRAFFIC IS KEPT AWAY FROM THE LIMITS OF EXCAVATION UNTIL THE PROJECT IS COMPLETE AND FINAL SURFACE MATERIALS ARE IN PLACE. NO NON-INSTALLATION RELATED LOADING SHOULD BE ALLOWED OVER THE R-TANK SYSTEM UNTIL THE FINAL DESIGN SECTION HAS BEEN CONSTRUCTED (INCLUDING PAVEMENT). **SPEC SECTION 3.05 B**
 5. SEE R-TANK INSTALLATION GUIDE OR CONTACT YOUR LOCAL FERGUSON REPRESENTATIVE FOR ADDITIONAL INFORMATION.



CONSTRUCTION EQUIPMENT COVER DETAIL - VEHICULAR TRAFFIC



ENGINEER OF RECORD TO REVIEW, APPROVE AND ENDORSE FINAL SITE SPECIFIC DESIGN.



FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusonss.com

R-TANK^{HD} CONSTRUCTION EQUIPMENT
COVER DETAIL
90 ATLANTIC STREET
PORTLAND, ME

SCALE
NTS

DRAWN BY
BMK

DATE
05/30/2024

SHEET NO.

5 of 6

R-TANK SPECIFICATION

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings, technical specification and general provisions of the Contract as modified herein apply to this section.

1.02 DESCRIPTION OF WORK INCLUDED

- A. Provide excavation and base preparation per geotechnical engineer's recommendations and/or as shown on the design drawings, to provide adequate support for project design loads and safety from excavation sidewall collapse. Excavations shall be in accordance with the owner's and OSHA requirements.
- B. Provide and install R-TankHD/, R-TankHD/, R-TankSD/, or R-TankUD/ system (hereafter called R-Tank) and all related products including fill materials, geotextiles, geogrids, inlet and outlet pipe with connections per the manufacturer's installation guidelines provided in this section.
- C. Provide and construct the cover of the R-Tank system including; stone backfill, structural fill cover, and pavement section as specified.
- D. Protect R-Tank system from construction traffic after installation until completion of all construction activity in the installation area.

1.03 QUALITY CONTROL

- A. All materials shall be manufactured in ISO certified facilities.
- B. Installation Contractor shall demonstrate the following experience:
1. A minimum of three R-Tank or equivalent projects completed within 2 years; and,
2. A minimum of 25,000 cubic feet of storage volume completed within 2 years.
3. Contractor experience requirement may be waived if the manufacturer's representative provides on-site training and review during construction.
- C. Installation Personnel: Performed only by skilled workers with satisfactory record of performance on bulk earthworks, pipe, chamber, or pond/landfill construction projects of comparable size and quality.
- D. Contractor must have manufacturer's representative available for site review if requested by Owner.

1.04 SUBMITTALS

- A. Submit proposed R-Tank layout drawings. Drawings shall include typical section details as well as the required base elevation of stone and tanks, minimum cover requirements and tank configuration.
- B. Submit manufacturer's product data, including compressive strength and unit weight.
- C. Submit manufacturer's installation instructions.
- D. Submit R-Tank sample for review. Reviewed and accepted samples will be returned to the Contractor.
- E. Submit material certificates for geotextile, geogrid, base course and backfill materials.
- F. Submit required experience and personnel requirements as specified in Section 1.03.
- G. Any proposed equal alternative product substitution to this specification must be submitted for review and approved prior to bid opening. Review package should include third party reviewed performance data that meets or exceeds criteria in Table 2.01 B.

1.05 DELIVERY, STORAGE, AND HANDLING

- A. Protect R-Tank and other materials from damage during delivery, and store UV sensitive materials under tarp to protect from sunlight when time from delivery to installation exceeds two weeks. Storage of materials should be on smooth surfaces, free from dirt, mud and debris.
- B. Handling is to be performed with equipment appropriate to the materials and site conditions, and may include hand, handcart, forklifts, extension lifts, etc.
- C. Cold weather:
1. Care must be taken when handling plastics when air temperature is 40 degrees or below as plastic becomes brittle.
2. Do not use frozen materials or materials mixed or coated with ice or frost.
3. Do not build on frozen ground or wet, saturated or muddy subgrade.

1.06 PREINSTALLATION CONFERENCE.

- A. Prior to the start of the installation, a preinstallation conference shall occur with the representatives from the design team, the general contractor, the excavation contractor, the R-Tank installation contractor, and the manufacturer's representative.

1.07 PROJECT CONDITIONS

- A. Coordinate installation for the R-Tank system with other on-site activities to eliminate all non-installation related construction traffic over the completed R-Tank system. No loads heavier than the design loads shall be allowed over the system, and in no case shall loads higher than a standard AASHTO HS20 (or HS25, depending on design criteria) load be allowed on the system at any time.
- B. Protect adjacent work from damage during R-Tank system installation.
- C. All pre-treatment systems to remove debris and heavy sediments must be in place and functional prior to operation of the R-Tank system. Additional pretreatment measures may be needed if unit is operational during construction due to increased sediment loads.
- D. Contractor is responsible for any damage to the system during construction.

PART 2 - PRODUCTS

2.01 R-TANK UNITS

- A. R-Tank - Injection molded plastic tank plates assembled to form a 95% void modular structure of predesigned height (custom for each project).
- B. R-Tank units shall meet the following Physical & Chemical Characteristics:

PROPERTY	DESCRIPTION	R-Tank ^{HD} VALUE	R-Tank ^{SD} VALUE	R-Tank ^{UD} VALUE	R-Tank ^{HD} VALUE
Void Area	Volume available for water storage	95%	95%	95%	95%
Surface Void Area	Percentage of exterior available for infiltration	90%	90%	90%	90%
Vertical Compressive Strength	ASTM D 2412 / ASTM F 2418	30.0 psi	33.4 psi	42.9 psi	134.2 psi
Lateral Compressive Strength	ASTM D 2412 / ASTM F 2418	20.0 psi	22.4 psi	28.9 psi	N/A
HS-20 Minimum Cover	Cover required to support HS-20 loads	N/A	20"	18"	12" (STONE BACKFILL)
HS-25 Minimum Cover	Cover required to support HS-25 loads	N/A	24"	19"	15" (STONE BACKFILL)
Maximum Cover	Maximum allowable cover depth	3 feet	< 7 feet	< 10 feet	5 feet
Unit Weight	Weight of plastic per cubic foot of tank	3.29 lbs / cf	3.62 lbs/cf	3.96 lbs / cf	4.33 lbs / cf
Rib Thickness	Thickness of load-bearing members	0.18 inches	0.18 inches	0.18 inches	N/A
Service Temperature	Safe temperature range for use	-14 – 167° F	-14 – 167° F	-14 – 167° F	-14 – 167° F

- C. Supplier: Ferguson Waterworks 2831 Cardwell Road Richmond, VA 23234 (T): 800-448-3636; (F): 804-743-7779 www.ferguson.com

2.02 GEOSYNTHETICS

- A. Geotextile. A geotextile envelope is required to prevent backfill material from entering the R-Tank modules.
1. Standard Application: The standard geotextile shall be an 8 oz per square yard nonwoven geotextile (ACF N080 or equivalent).
2. Infiltration Applications: When water must infiltrate/exfiltrate through the geotextile as a function of the system design, a woven monofilament (ACF M200 or equivalent) shall be used.
- B. Geogrid. For installations subject to traffic loads and/or when required by project plans, install geogrid (ACF BX12 or equivalent) to reinforce backfill above the R-Tank system. Geogrid is not always required for R-TankUD/ installations, and is often not required for non-traffic load applications.

2.03 BACKFILL & COVER MATERIALS

- A. Bedding Materials: Stone (angular and smaller than 1.5" in diameter) or soil (GW, GP, SW, or SP as classified by the Unified Soil Classification System) shall be used below the R-Tank system (3" minimum). Material must be free from lumps, debris, and any sharp objects that could cut the geotextile. Material shall be within 3 percent of the optimum moisture content as determined by ASTM D698 at the time of installation. For infiltration applications bedding material shall be free draining.
- B. Side and Top Backfill: Material must be free from lumps, debris and any sharp objects that could cut the geotextile. Material shall be within 3 percent of the optimum moisture content as determined by ASTM D698 at the time of installation.
1. Traffic Applications - Free draining material shall be used adjacent to (24" minimum) and above (for the first 12") the R-Tank system.
- a. For HD, and SD modules, backfill materials shall be free draining stone (angular and smaller than 1.5" in diameter) or soil (GW, GP, SW, or SP as classified by the Unified Soil Classification System).
- b. For UD modules with less than 14" of top cover, backfill materials shall be free draining stone (angular and smaller than 1.5" in diameter). The use of soil backfill on the sides and top of the UD module is not permitted unless the modules are installed outside of traffic areas or with cover depths of 14" or more. Top backfill material (from top of module to bottom of pavement base or 12" maximum) must be consistent with side backfill.
2. Non-Traffic / Green Space Applications - For all R-Tank modules installed in green spaces and not subjected to vehicular loads, backfill materials may either follow the guidelines for Traffic Applications above, or the top backfill layer (12" minimum) may consist of AASHTO #57 stone blended with 30-40% (by volume) topsoil to aid in establishing vegetation.
- C. Additional Cover Materials: Structural Fill shall consist of granular materials meeting the gradational requirements of SM, SP, SW, GM, GP or GW as classified by the Unified Soil Classification System. Structural fill shall have a maximum of 25 percent passing the No. 200 sieve, shall have a maximum clay content of 10 percent and a maximum Plasticity Index of 4. Material shall be within 3 percent of the optimum moisture content as determined by ASTM D698 at the time of installation.

2.04 OTHER MATERIALS

- A. Utility Marker: Install metallic tape at corners of R-Tank system to mark the area for future utility detection.

PART 3 - EXECUTION

3.01 ASSEMBLY OF R-TANK UNITS

- A. Assembly of modules shall be performed in accordance with the R-Tank Installation Manual, Section 2.

3.02 LAYOUT AND EXCAVATION

- A. Installer shall stake out, excavate, and prepare the subgrade area to the required plan grades and dimensions, ensuring that the excavation is at least 2 feet greater than R-Tank dimensions in each direction allowing for installation of geotextile filter fabric, R-Tank modules, and free draining backfill materials.
- B. All excavations must be prepared with OSHA approved excavated sides and sufficient working space.
- C. Protect partially completed installation against damage from other construction traffic by establishing a perimeter with high visibility construction tape, fencing, barricades, or other means until construction is complete.
- D. Base of the excavation shall be uniform, level, and free of lumps or debris and soft or yielding subgrade areas. A minimum 2,000 pounds per square foot bearing capacity is required.
1. Standard Applications: Compact subgrade to a minimum of 95% of Standard Proctor (ASTM D698) density or as required by the Owner's engineer.
2. Infiltration Applications: Subgrade shall be prepared in accordance with the contract documents. Compaction of subgrade should not be performed in infiltration applications.
- E. Unsuitable Soils or Conditions: All questions about the base of the excavation shall be directed to the owner's engineer, who will approve the subgrade conditions prior to placement of stone. The owner's engineer shall determine the required bearing capacity of the R-Tank subgrade; however in no case shall a bearing capacity of less than 2,000 pounds per square foot be provided.
1. If unsuitable soils are encountered at the subgrade, or if the subgrade is pumping or appears excessively soft, repair the area in accordance with contract documents and/or as directed by the owner's engineer.
2. If indications of the water table are observed during excavation, the engineer shall be contacted to provide recommendations.
3. Do not start installation of the R-Tank system until unsatisfactory subgrade conditions are corrected and the subgrade conditions are accepted by the owner's engineer.

3.03 PREPARATION OF BASE

- A. Place a thin layer (3" unless otherwise specified) of bedding material (Section 2.03 A), over the subgrade to establish a level working platform for the R-Tank modules. Level to within 1/8" (+/- 1/4") or as shown on the plans. Native subgrade soils or other materials may be used if determined to meet the requirements of 2.03 A and are accepted by the owner's engineer.
1. Standard Applications: Static roll or otherwise compact bedding materials until they are firm and unyielding.
2. Infiltration Applications: Bedding materials shall be prepared in accordance with the contract documents.
- B. Outline the footprint of the R-Tank system on the excavation floor using spray paint or chalk line to ensure a 2' perimeter is available around the R-Tank system for proper installation and compaction of backfill.

3.04 INSTALLATION OF THE R-TANKS

- A. Where a geotextile wrap is specified on the stone base, cut strips to length and install in excavation, removing wrinkles so material lays flat. Overlap geotextile a minimum 12" or as recommended by manufacturer. Use tape, special adhesives, sandbags or other ballast to secure overlaps. As geotextiles can be damaged by extreme heat, smoking is not permissible on/near the geotextile, and tools using a flame to tack the overlaps, such as propane torches, are prohibited.
- B. Where an impervious liner (for containment) is specified, install the liner per manufacturer's recommendations and the contract documents. The R-Tank units shall be separated from impervious liner by a non-woven geotextile fabric installed accordance with Section 3.04A.
- C. Install R-Tank modules by placing side by side, in accordance with the design drawings. No lateral connections are required. It is advisable to use a string line to form square corners and straight edges along the perimeter of the R-Tank system. The modules are to be oriented as per the design drawing with required depth as shown on plans.
1. For LD, HD, and SD installations, the large side plate of the tank should be placed on the perimeter of the system. This will typically require that the two ends of the tank area will have a row of tanks placed perpendicular to all other tanks. If this is not shown in the construction drawings, it is a simple field adjustment that will have minimal effect on the overall system footprint. Refer to R-Tank Installation Guide for more details
2. For UD installations, there is no perpendicular end row required.
- D. Wrap the R-Tank top and sides in specified geotextile. Cut strips of geotextile so that it will cover the sides and top, encapsulating the entire system to prevent backfill entry into the system. Overlap geotextile 12" or as recommended by manufacturer. Take great care to avoid damage to geotextile (and, if specified, impervious liner) during placement.
- E. Identify locations of inlet, outlet and any other penetrations of the geotextile (and optional liner). These connections should be installed flush (buted up to the R-Tank) and the geotextile fabric shall be cut to enable hydraulic continuity between the connections and the R-Tank units. These connections shall be secured using pipe boots with stainless steel pipe clamps. Support pipe in trenches during backfill operations to prevent pipe from settling and damaging the geotextile, impervious liner (if specified) or pipe. Connecting pipes at 90 degree angles facilitates construction, unless otherwise specified. Ensure end of pipe is installed snug against R-Tank system.
- F. Install Inspection and Maintenance Ports in locations noted on plans. At a minimum one maintenance port shall be installed within 10' of each inlet & outlet connection, and with a maximum spacing of one maintenance port for every 2,500 square feet. Install all ports as noted in the R-Tank Installation Guide.
- G. If required, install ventilation pipes and vents as specified on drawings to provide ventilation for proper hydraulic performance. The number of pipes and vents will depend on the size of the system. Vents are often installed using a 90 degree elbow with PVC pipe into a landscaped area with "U" bend or venting bollard to inhibit the ingress of debris. A ground level concrete or steel cover can be used.

3.05 BACKFILLING OF THE R-TANK UNITS

- A. Backfill and fill with recommended materials as follows:
1. Place freely draining backfill materials (Section 2.03 B) around the perimeter in lifts with a maximum thickness of 12". Each lift shall be placed around the entire perimeter such that each lift is no more than 24" higher than the side backfill along any other location on the perimeter of the R-Tank system. No fill shall be placed over top of tanks until the side backfill has been completed.
2. Each lift shall be compacted at the specified moisture content to a minimum of 95% of the Standard Proctor Density until no further densification is observed (for self-compacting stone materials). The side lifts must be compacted with walk behind compaction equipment. Even when "self-compacting" backfill materials are selected, a walk behind vibratory compactor must be used.
3. Take care to ensure that the compaction process does not allow the machinery to come into contact with the modules due to the potential for damage to the geotextile and R-Tank units.
4. No compaction equipment is permissible to operate directly on the R-Tank modules.
5. Top Backfill: Only low pressure track vehicles shall be operated over the R-Tank system during construction. Dump Trucks and Pans shall not be operated within the R-Tank system footprint at any time. Heavy equipment should unload in an area adjacent to the R-Tank system and the material should be moved over the system using tracked equipment with an operating weight of less than 10 tons.
- a. Typical Applications: Install a 12" (or as shown on plans) lift of freely draining material (Section 2.03 B) over the R-Tank Units, maintaining 12" between equipment tracks and R-Tank System. Lightly compacted using a walk-behind trench roller. Alternately, a roller (maximum gross vehicle weight of 6 tons) may be used. Roller must remain in static mode until a minimum of 24" of cover has been placed over the modules. Sheep foot rollers should not be used.
- b. Shallow Applications (< 18" total cover): Install top backfill in accordance with plans.
6. If required, install a geogrid as shown on plans. Geogrid shall extend a minimum of 3 feet beyond the limits of the excavation wall.
7. Following placement and compaction of the initial cover, subsequent lifts of structural fill (Section 2.03 C) shall be placed at the specified moisture content and compacted to a minimum of 95% of the Standard Proctor Density and shall cover the entire footprint of the R-Tank system. During placement of fill above the system, unless otherwise specified, a uniform elevation of fill shall be maintained to within 12" across the footprint of the R-Tank system. Do not exceed maximum cover depths listed in Table 2.01 B.
8. Place additional layers of geotextile and/or geogrid at elevations as specified in the design details. Each layer of geosynthetic reinforcement placed above the R-Tank system shall extend a minimum of 3 feet beyond the limits of the excavation wall.
- B. Ensure that all unrelated construction traffic is kept away from the limits of excavation until the project is complete and final surface materials are in place. No non-installation related loading should be allowed over the R-Tank system until the final design section has been constructed (including pavement).
- C. Place surfacing materials, such as groundcovers (no large trees), or paving materials over the structure with care to avoid displacement of cover fill and damage to surrounding areas.
- D. Backfill depth over R-Tank system must be within the limitations shown in the table in Section 2.01 B. If the total backfill depth does not comply with this table, contact engineer or manufacturer's representative for assistance.

3.06 MAINTENANCE REQUIREMENTS

- A. A routine maintenance effort is required to ensure proper performance of the R-Tank system. The Maintenance program should be focused on pretreatment systems. Ensuring these structures are clean and functioning properly will reduce the risk of contamination of the R-Tank system and stormwater released from the site. Pre-treatment systems shall be inspected yearly, or as directed by the regulatory agency and by the manufacturer (for proprietary systems). Maintain as needed using acceptable practices or following manufacturer's guidelines (for proprietary systems).
- B. All inlet pipes and Inspection and/or Maintenance Ports in the R-Tank system will need to be inspected for accumulation of sediments at least quarterly through the first year of operation and at least yearly thereafter.
- C. If sediment has accumulated to the level noted in the R-Tank Maintenance Guide or beyond a level acceptable to the Owner's engineer, the R-Tank system should be flushed.
- D. All inspection and maintenance activities should be performed in accordance with the R-Tank Operation, Inspection & Maintenance Manual.



ENGINEER OF RECORD TO REVIEW, APPROVE AND ENDORSE FINAL SITE SPECIFIC DESIGN.



FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusonss.com

R-TANK^{HD} SPECIFICATION
90 ATLANTIC STREET
PORTLAND, ME

SCALE
NTS

DRAWN BY
BMK

DATE
05/30/2024

SHEET NO.

6 of 6



207.926.5111
 info@terradynconsultants.com
 www.terradynconsultants.com

August 9, 2024

Project #23-56

City of Portland
 Planning Division
 389 Congress Street
 Portland, ME 04101

Stormwater Report 90 Atlantic Street, Portland, Maine

The following Stormwater Report has been prepared for the 90 Atlantic Street 4 story, 6-unit residential building to evaluate stormwater runoff for the proposed site layout.

Existing Conditions

The project site is located on the western corner of Atlantic and Monument Streets in Portland's East End neighborhood. An existing 2-1/2 story, 4-unit residential building currently occupies the site and will be demolished prior to construction of the new building. The site is currently accessed by a curb cut on Atlantic Street, sharing a paved driveway with the abutting residential building also owned by the applicant. The site surrounding the building is grassed and landscaped with several trees and shrubs along the building perimeter.

The parcel is located in Portland's R-6 Zone.

Stormwater generally sheds off the building roof, and travels overland into the combined sewer system within Atlantic and Monument Streets.

The pre-development HydroCAD model includes one (1) subcatchment and one (1) study point.

Study Point SP1 – Study Point 1 is the combined sewer system within Atlantic and Monument Streets.

The Pre-development HydroCAD model is attached in Attachment 2.

Proposed Development

A new four-story building with a footprint of 2,700 square feet will be constructed on the site. The first floor of the building includes a utility room, lobby, trash room, and a parking garage containing four parking spaces accessed from Monument Street. Three additional surface parking spaces are located on the site for a total of eight parking spaces, two are accessed from Atlantic Street, and one from Monument Street.

The Department of Public Works (DPW) will require on-site storage detention volume equal to 1" of rainfall x the proposed impervious area within the projects disturbance limits, the project is anticipated to create 3,450 sf of impervious area within the site limits, requiring 287 cf of storage. An R-Tank stormwater detention system is proposed under the pavement area to the west of the building, this system will detain stormwater from the roof, before being discharged to a drainage manhole and into the combined system within Atlantic Street. Stormwater from the R-Tank System will be controlled with an orifice to a maximum of 0.1 cfs until the design storage is reached.

The surface driveways will be graded similarly to existing conditions, directing stormwater toward Atlantic and Monument Streets.

The project will result in an increased impervious area of approximately 881 s.f. and will not require a stormwater permit through MDEP.

The proposed post-development HydroCAD model includes one (1) subcatchment and one (1) study point. The study points remain the same from the pre-development model. A Watershed Map showing sub-watershed boundaries, time of concentration, and Study Points is provided in Attachment 1. The Post-development HydroCAD model is attached in Attachment 3.

Peak Flow Analysis

The results of the pre-development and post-development models were analyzed at the defined Study Point described above. The direct comparison of the pre-development and post-development conditions at the Study Point are as follows:

Peak Runoff Flow Rates Comparison		
Storm Event	Pre-Development (cfs)	Post-Development (cfs)
Study Point SP1		
2-Year	0.10	0.07
10-Year	0.23	0.12
25-Year	0.35	0.17

The peak rates of runoff at Study Point 1 are expected to decrease slightly in the 2, 10 & 25-year storm events. Stormwater leaving the site will continue to flow into the storm system on Atlantic and Monument Streets.

Summary

Based on the results of this evaluation, the proposed stormwater design is not expected to cause flooding, erosion, or other significant adverse effects downstream of the site.

If you have any questions or require additional information, please contact me at 207-632-9010 or mtw@terradyconsultants.com.

Sincerely,
TERRADYN CONSULTANTS, LLC

A handwritten signature in black ink that reads "Michael E. WWT". The signature is written in a cursive, slightly stylized font.

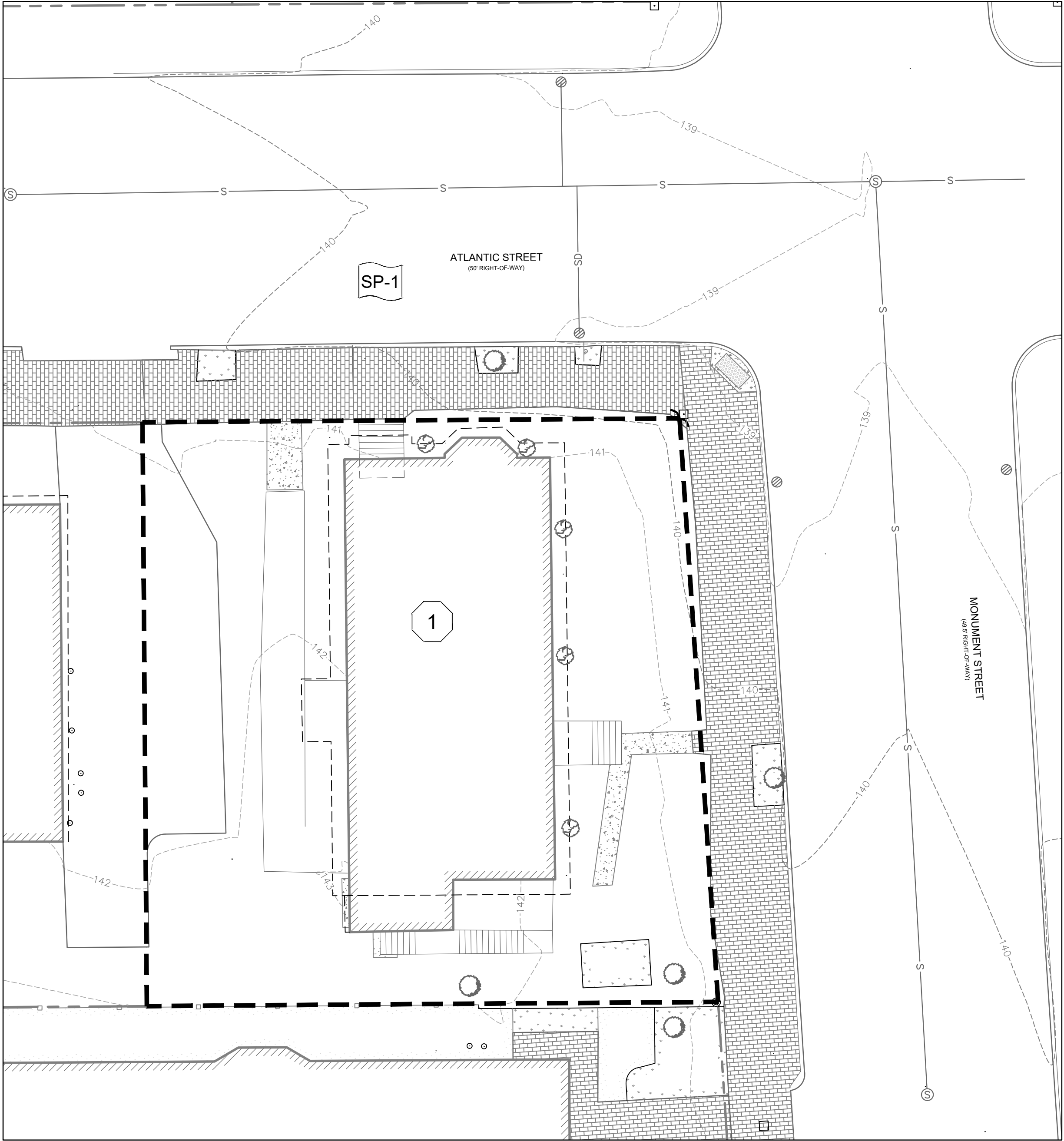
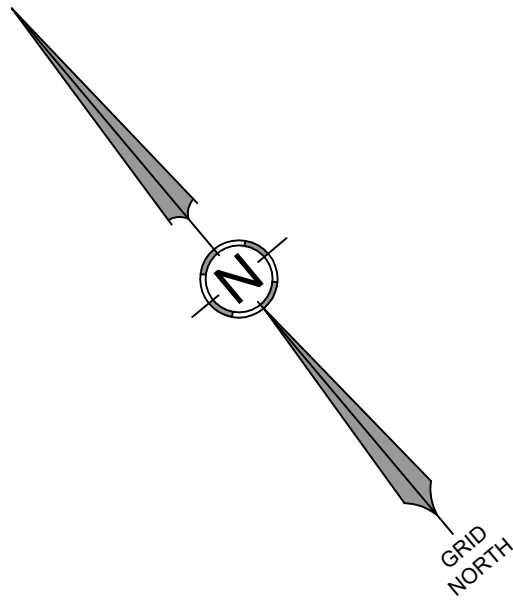
Michael Tadema-Wielandt, P.E.
Vice President

Attachments:

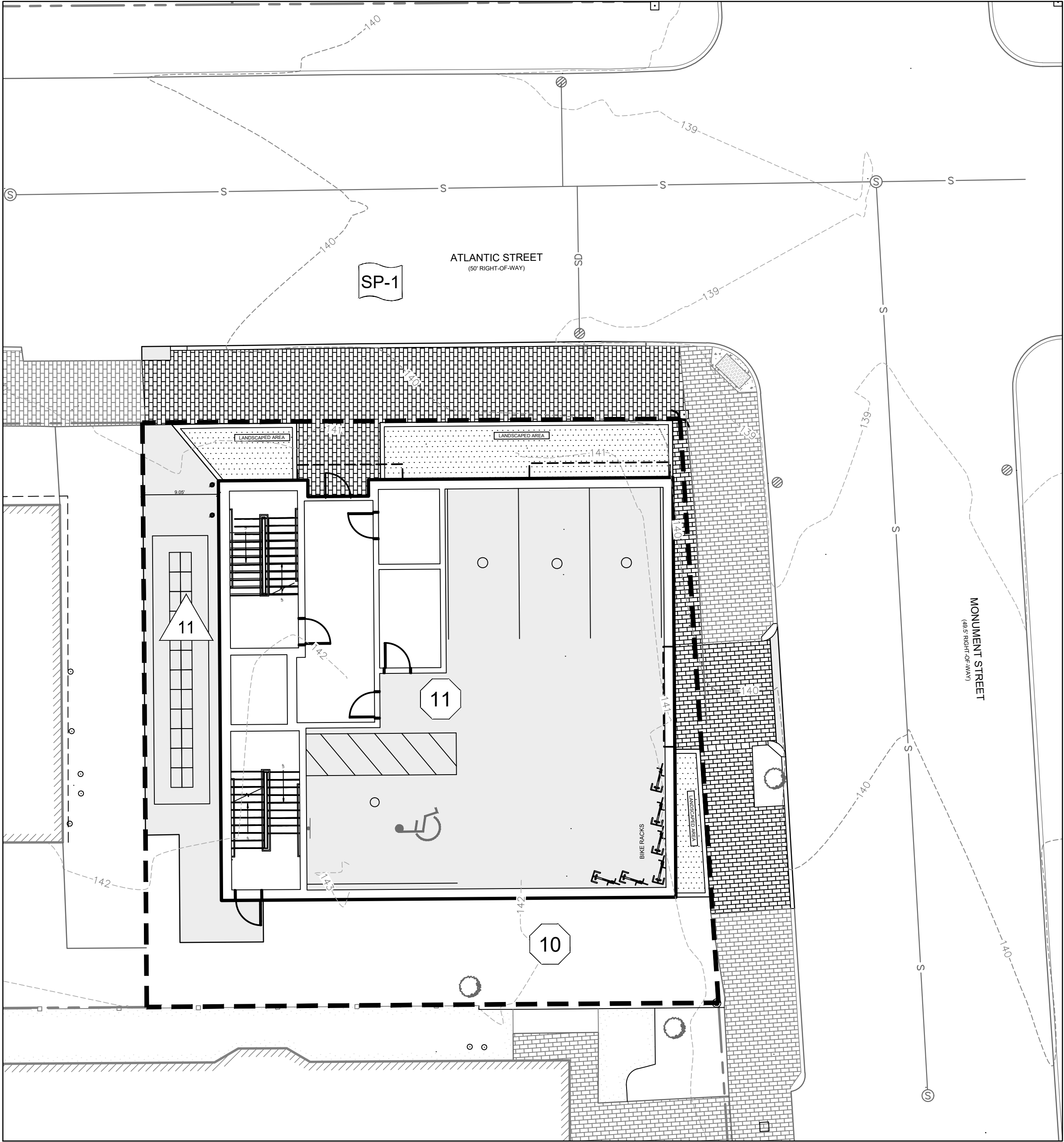
- 1-Stormwater Plan
- 2-HydroCAD Pre-Development Model
- 3-HydroCAD Post-Development Model
- 4-R-Tank Brochure
- 5-Stormwater Maintenance Agreement
- 6-Stormwater Inspection & Maintenance Manual

Attachment 1

Stormwater Plan



PRE-DEVELOPMENT WATERSHED MAP



POST-DEVELOPMENT WATERSHED MAP

WATERSHED LEGEND

PRE/POST DEVELOPMENT

000

000

000

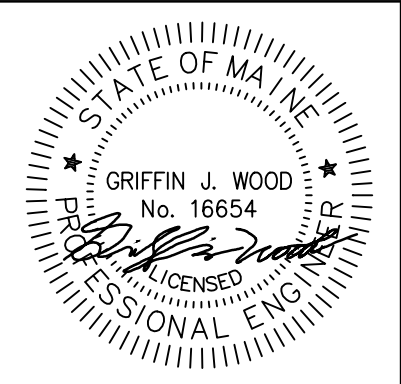
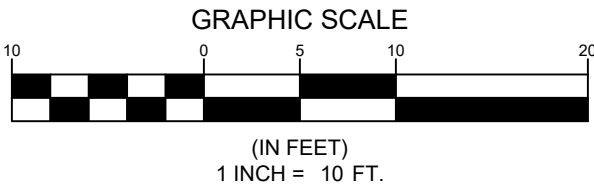
WATERSHED BOUNDARY

SUBCATCHMENT

STUDY POINT

POND

- NOTES:
- SOILS WITHIN THE WATERSHED AREAS ARE MAPPED AS HINCKLEY LOAMY SAND (HSG A) BY THE NRCS MEDIUM INTENSITY SOIL SURVEY .
 - STUDY POINT 1 IS THE COMBINED SEWER SYSTEM WITHIN MONUMENT AND ATLANTIC STREETS.
 - TIME OF CONCENTRATION FOR PREDEVELOPMENT AND POSTDEVELOPMENT IS ESTIMATED TO BE 5 MINUTES.



DATE: 5/20/2024

NO.	DATE	REVISIONS
1	11/1/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

ADDRESS:
41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE:
(207) 926-5111

WEB SITE:
www.terradynconsultants.com

TERRADYN
CONSULTANTS, LLC

Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT:
90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

SHEET TITLE:
PRE & POST DEVELOPMENT WATERSHED MAPS

CLIENT:
ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR
PORTLAND, ME 04103

DATE:
7/12/2023

SCALE:
1" = 10'

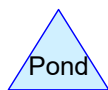
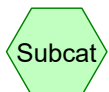
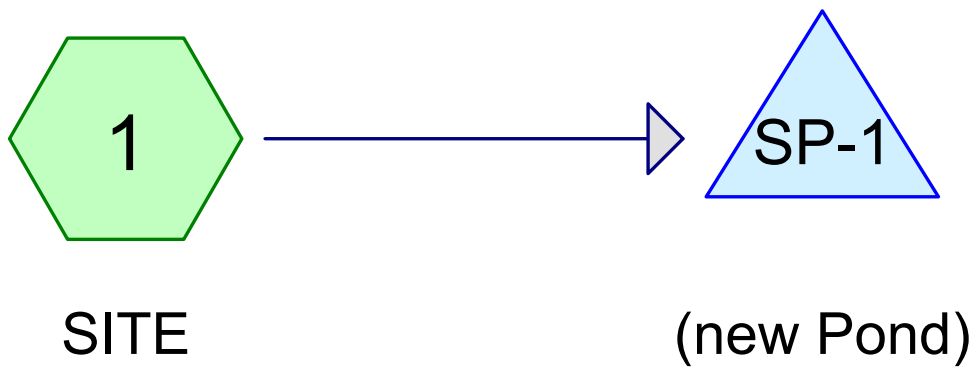
JOB NO:
23-056

SHEET:
WS-1.0

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Attachment 2

Pre-Development HydroCAD



PRE

Prepared by Terradyn Consultants

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.048	39	>75% Grass cover, Good, HSG A (1)
0.059	98	SITE IMP (1)
0.107	72	TOTAL AREA

PRE*Type III 24-hr 2-YR Rainfall=3.10"*

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Printed 11/28/2023

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Page 3

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: SITE

Runoff Area=4,650 sf 55.25% Impervious Runoff Depth>0.79"

Tc=5.0 min CN=72 Runoff=0.10 cfs 0.007 af

Pond SP-1: (new Pond)

Inflow=0.10 cfs 0.007 af

Primary=0.10 cfs 0.007 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.007 af Average Runoff Depth = 0.79"
44.75% Pervious = 0.048 ac 55.25% Impervious = 0.059 ac

PRE

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Type III 24-hr 2-YR Rainfall=3.10"

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Page 4

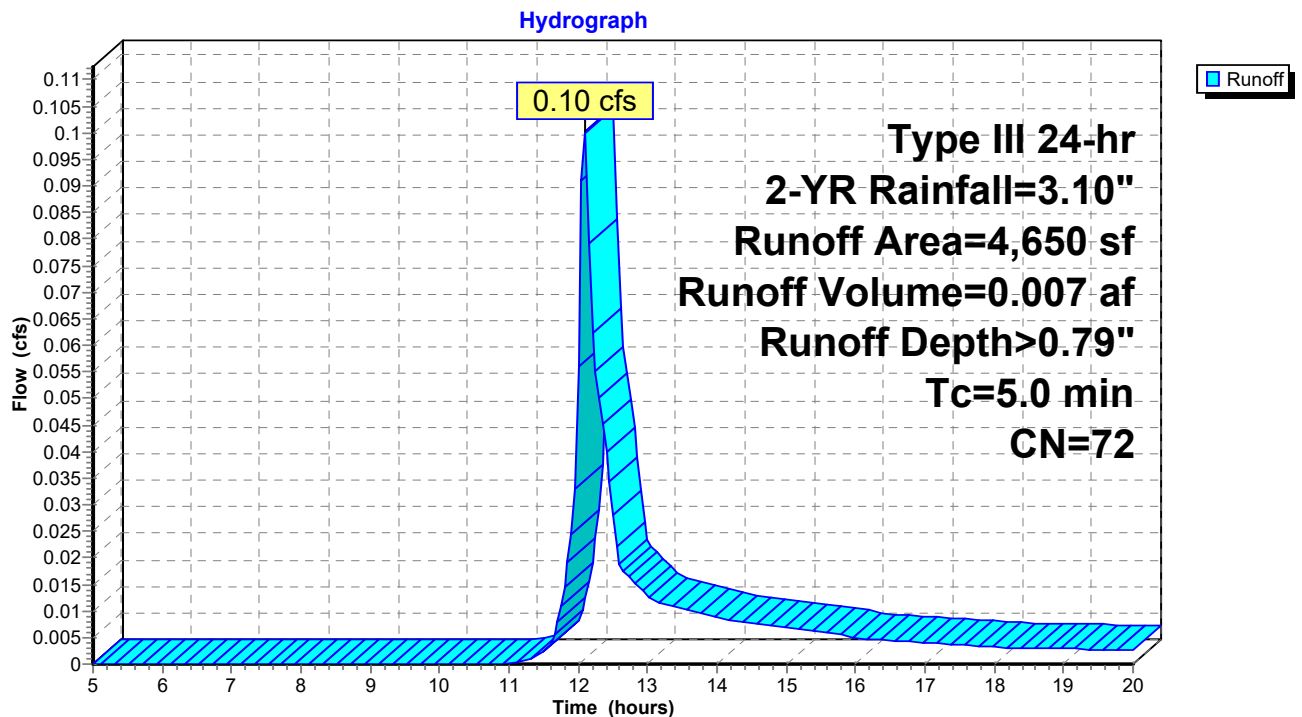
Summary for Subcatchment 1: SITE

Runoff = 0.10 cfs @ 12.09 hrs, Volume= 0.007 af, Depth> 0.79"
Routed to Pond SP-1 : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-YR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,569	98	SITE IMP
	2,081	39	>75% Grass cover, Good, HSG A
	4,650	72	Weighted Average
	2,081		44.75% Pervious Area
	2,569		55.25% Impervious Area

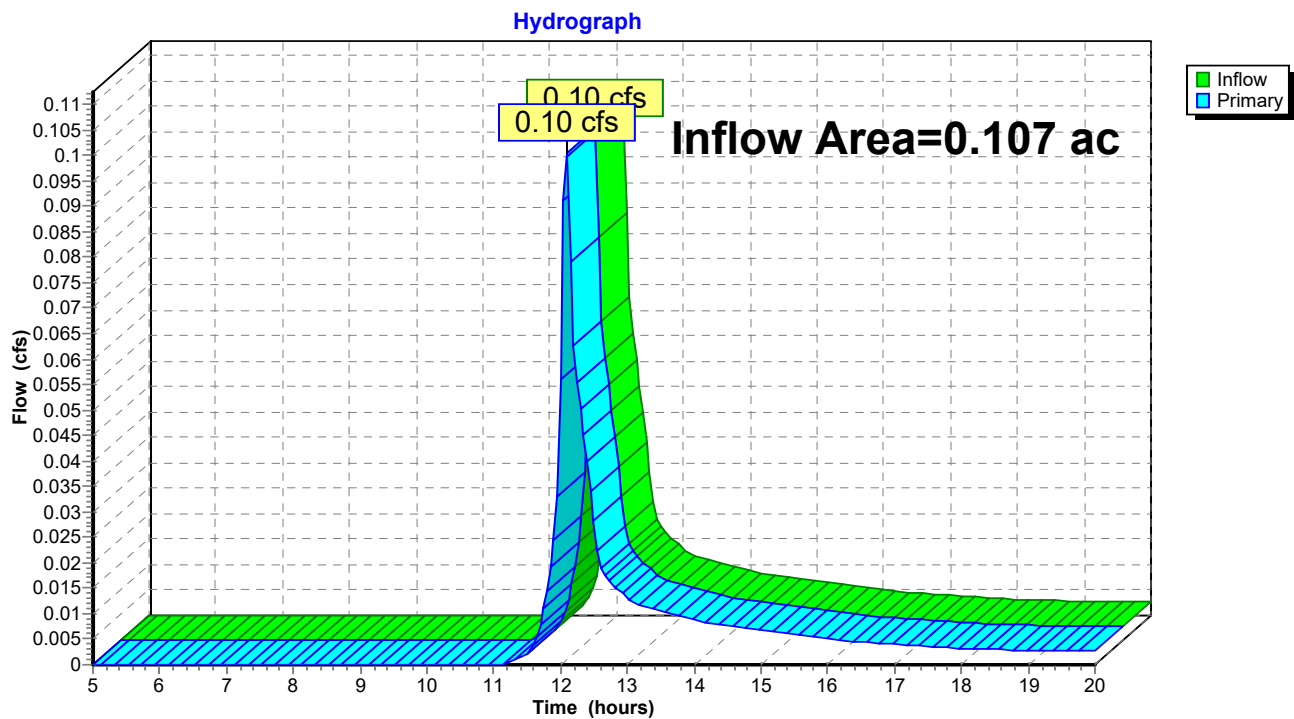
Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, MIN

Subcatchment 1: SITE

Summary for Pond SP-1: (new Pond)

Inflow Area = 0.107 ac, 55.25% Impervious, Inflow Depth > 0.79" for 2-YR event
Inflow = 0.10 cfs @ 12.09 hrs, Volume= 0.007 af
Primary = 0.10 cfs @ 12.09 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Pond SP-1: (new Pond)

PRE*Type III 24-hr 10-YR Rainfall=4.60"*

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Page 1

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: SITE

Runoff Area=4,650 sf 55.25% Impervious Runoff Depth>1.75"

Tc=5.0 min CN=72 Runoff=0.23 cfs 0.016 af

Pond SP-1: (new Pond)

Inflow=0.23 cfs 0.016 af

Primary=0.23 cfs 0.016 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.016 af Average Runoff Depth = 1.75"
44.75% Pervious = 0.048 ac 55.25% Impervious = 0.059 ac

PRE*Type III 24-hr 25-YR Rainfall=5.80"*

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Page 2

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1: SITE

Runoff Area=4,650 sf 55.25% Impervious Runoff Depth>2.63"

Tc=5.0 min CN=72 Runoff=0.35 cfs 0.023 af

Pond SP-1: (new Pond)

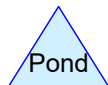
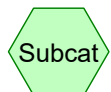
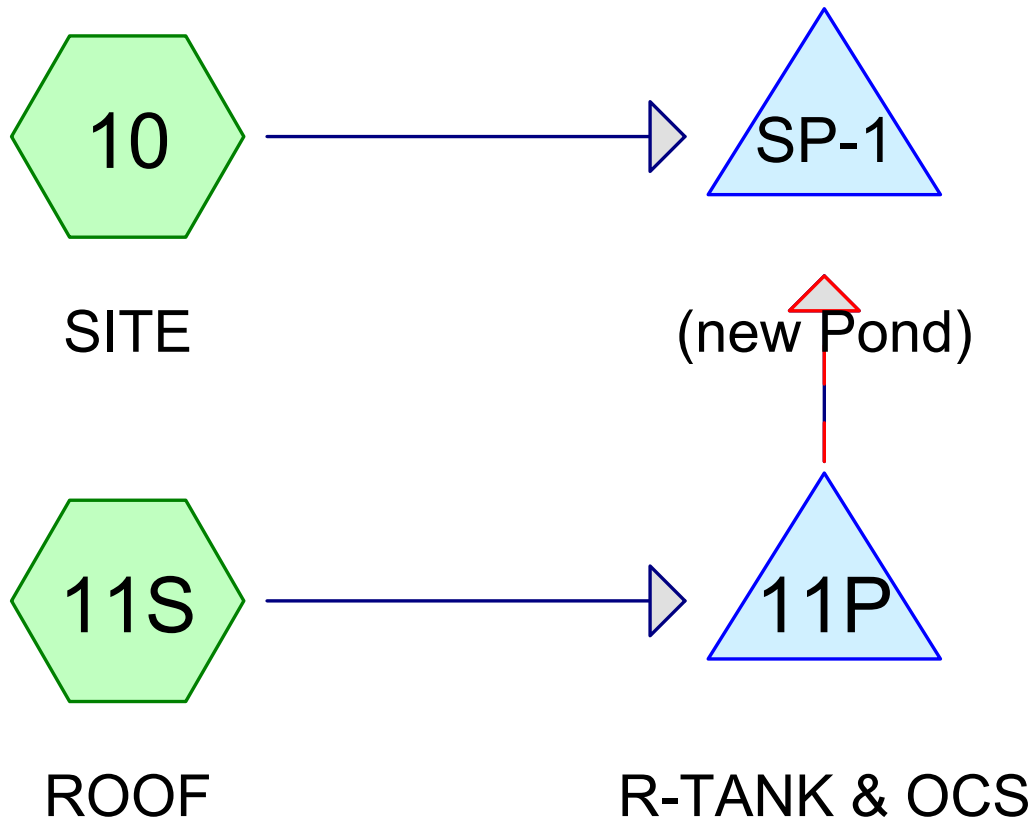
Inflow=0.35 cfs 0.023 af

Primary=0.35 cfs 0.023 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.023 af Average Runoff Depth = 2.63"
44.75% Pervious = 0.048 ac 55.25% Impervious = 0.059 ac

Attachment 3

Post-Development HydroCAD



POST

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.028	39	>75% Grass cover, Good, HSG A (10)
0.062	98	ROOF (11S)
0.016	98	SITE IMP (10)
0.107	83	TOTAL AREA

POST

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Type III 24-hr 2-YR Rainfall=3.10"

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Page 3

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment10: SITE

Runoff Area=1,928 sf 37.24% Impervious Runoff Depth>0.35"
Tc=5.0 min CN=61 Runoff=0.01 cfs 0.001 af

Subcatchment11S: ROOF

Runoff Area=2,722 sf 100.00% Impervious Runoff Depth>2.68"
Tc=5.0 min CN=98 Runoff=0.19 cfs 0.014 af

Pond 11P: R-TANK & OCS

Peak Elev=134.39' Storage=0.004 af Inflow=0.19 cfs 0.014 af
Primary=0.06 cfs 0.013 af Secondary=0.00 cfs 0.000 af Outflow=0.06 cfs 0.013 af

Pond SP-1: (new Pond)

Inflow=0.07 cfs 0.014 af
Primary=0.07 cfs 0.014 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.015 af Average Runoff Depth = 1.72"
26.02% Pervious = 0.028 ac 73.98% Impervious = 0.079 ac

POST

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Type III 24-hr 2-YR Rainfall=3.10"

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Page 4

Summary for Subcatchment 10: SITE

Runoff = 0.01 cfs @ 12.12 hrs, Volume= 0.001 af, Depth> 0.35"
 Routed to Pond SP-1 : (new Pond)

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 2-YR Rainfall=3.10"

	Area (sf)	CN	Description
*	718	98	SITE IMP
	1,210	39	>75% Grass cover, Good, HSG A
	1,928	61	Weighted Average
	1,210		62.76% Pervious Area
	718		37.24% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, MIN

Summary for Subcatchment 11S: ROOF

Runoff = 0.19 cfs @ 12.07 hrs, Volume= 0.014 af, Depth> 2.68"
 Routed to Pond 11P : R-TANK & OCS

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type III 24-hr 2-YR Rainfall=3.10"

	Area (sf)	CN	Description
*	2,722	98	ROOF
	2,722		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, MIN

Summary for Pond 11P: R-TANK & OCS

Inflow Area = 0.062 ac, 100.00% Impervious, Inflow Depth > 2.68" for 2-YR event
 Inflow = 0.19 cfs @ 12.07 hrs, Volume= 0.014 af
 Outflow = 0.06 cfs @ 12.35 hrs, Volume= 0.013 af, Atten= 67%, Lag= 16.5 min
 Primary = 0.06 cfs @ 12.35 hrs, Volume= 0.013 af
 Routed to Pond SP-1 : (new Pond)
 Secondary = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af
 Routed to Pond SP-1 : (new Pond)

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Peak Elev= 134.39' @ 12.35 hrs Surf.Area= 0.005 ac Storage= 0.004 af

Plug-Flow detention time= 69.4 min calculated for 0.013 af (93% of inflow)
 Center-of-Mass det. time= 43.7 min (781.9 - 738.1)

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Type III 24-hr 2-YR Rainfall=3.10"

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Page 5

Volume	Invert	Avail.Storage	Storage Description
#1A	132.85'	0.008 af	6.62'W x 32.15'L x 5.45'H Field A 0.027 af Overall - 0.007 af Embedded = 0.020 af x 40.0% Voids
#2A	133.10'	0.007 af	ACF R-Tank HD 3 x 24 Inside #1 Inside= 15.7"W x 50.4"H => 5.24 sf x 2.35'L = 12.3 cf Outside= 15.7"W x 50.4"H => 5.51 sf x 2.35'L = 12.9 cf 24 Chambers in 2 Rows
		0.015 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	133.20'	6.0" Round Culvert L= 34.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 133.20' / 133.20' S= 0.0000 ' S= 0.0000 ' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.20 sf
#2	Device 1	133.20'	1.5" Vert. Orifice/Grate C= 0.600 Limited to weir flow at low heads
#3	Secondary	137.30'	6.0" Round Culvert L= 6.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 137.30' / 137.20' S= 0.0167 ' S= 0.0167 ' Cc= 0.900 n= 0.010 PVC, smooth interior, Flow Area= 0.20 sf

Primary OutFlow Max=0.06 cfs @ 12.35 hrs HW=134.39' (Free Discharge)↑ **1=Culvert** (Passes 0.06 cfs of 0.61 cfs potential flow)↑ **2=Orifice/Grate** (Orifice Controls 0.06 cfs @ 5.12 fps)**Secondary OutFlow** Max=0.00 cfs @ 5.00 hrs HW=132.85' (Free Discharge)↑ **3=Culvert** (Controls 0.00 cfs)**Summary for Pond SP-1: (new Pond)**

Inflow Area = 0.107 ac, 73.98% Impervious, Inflow Depth > 1.61" for 2-YR event
 Inflow = 0.07 cfs @ 12.28 hrs, Volume= 0.014 af
 Primary = 0.07 cfs @ 12.28 hrs, Volume= 0.014 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

POST

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Type III 24-hr 10-YR Rainfall=4.60"

Printed 7/10/2024

Page 1

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment10: SITE

Runoff Area=1,928 sf 37.24% Impervious Runoff Depth>1.02"
Tc=5.0 min CN=61 Runoff=0.05 cfs 0.004 af

Subcatchment11S: ROOF

Runoff Area=2,722 sf 100.00% Impervious Runoff Depth>4.05"
Tc=5.0 min CN=98 Runoff=0.28 cfs 0.021 af

Pond 11P: R-TANK & OCS

Peak Elev=135.17' Storage=0.006 af Inflow=0.28 cfs 0.021 af
Primary=0.08 cfs 0.020 af Secondary=0.00 cfs 0.000 af Outflow=0.08 cfs 0.020 af

Pond SP-1: (new Pond)

Inflow=0.12 cfs 0.024 af
Primary=0.12 cfs 0.024 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.025 af Average Runoff Depth = 2.80"
26.02% Pervious = 0.028 ac 73.98% Impervious = 0.079 ac

POST

Prepared by Terradyn Consultants

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Type III 24-hr 25-YR Rainfall=5.80"

Printed 7/10/2024

Page 2

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment10: SITE

Runoff Area=1,928 sf 37.24% Impervious Runoff Depth>1.71"
Tc=5.0 min CN=61 Runoff=0.09 cfs 0.006 af

Subcatchment11S: ROOF

Runoff Area=2,722 sf 100.00% Impervious Runoff Depth>5.15"
Tc=5.0 min CN=98 Runoff=0.36 cfs 0.027 af

Pond 11P: R-TANK & OCS

Peak Elev=135.84' Storage=0.008 af Inflow=0.36 cfs 0.027 af
Primary=0.09 cfs 0.026 af Secondary=0.00 cfs 0.000 af Outflow=0.09 cfs 0.026 af

Pond SP-1: (new Pond)

Inflow=0.17 cfs 0.032 af
Primary=0.17 cfs 0.032 af

Total Runoff Area = 0.107 ac Runoff Volume = 0.033 af Average Runoff Depth = 3.72"
26.02% Pervious = 0.028 ac 73.98% Impervious = 0.079 ac

Attachment 4

Maintenance Agreement

STORMWATER DRAINAGE SYSTEM MAINTENANCE AGREEMENT

For SITE PLANS (THAT ARE NOT SUBDIVISIONS)

IN CONSIDERATION OF the site plan approval granted by the Planning Board/Planning Authority of the City of Portland to the proposed _____ (*name of development and project number*), and the associated Grading, Drainage & Erosion Control Plan (*insert correct name of plan*) (Exhibit A) submitted by _____, prepared by _____ (*engineer/agent*) of _____ (address) dated _____, and pursuant to a condition thereof, _____ (*name of owner*) a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of _____, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the _____ (*details of the system such as underdrained subsurface sand filter BMP system, rain gardens, storm drain pipes, underdrain pipes, catch basins*), (hereinafter collectively referred to as the “stormwater system”), as shown on the _____ Plan in Exhibit A and in strict compliance with the approved Stormwater Maintenance and Inspection Agreement (*insert correct name of document*) prepared for the Owner by _____ (copy attached at Exhibit B) and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession 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 and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system 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 also not be construed to allow any change or deviation from the requirements of the site plan most recently and formally approved by the Planning Board/Planning Authority of the City of Portland.

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 record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any Condominium Association or management company, and 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 and the successor or assign will obtain and forward to the City's Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release "Owner" is any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. 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 lienied 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 the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both 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 the 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 lienied it or create a cause of action against the City.

Dated at Portland, Maine this _____ day of _____, 2014.

(name of company)

(representative of owner, name and title)

STATE OF MAINE
CUMBERLAND, ss.

Date: _____

Personally appeared the above-named _____ (name and title), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

Notary Public/Attorney at Law

Print name: _____

Exhibit A: Approved Grading and Drainage Plan (name of the plan showing the Stormwater System in detail)

Exhibit B: Approved Stormwater Maintenance and Inspection Agreement

Attachment 5

R-Tank Brochure

R-TANK[®] **STORMWATER** **STORAGE** **SYSTEM**





STORMWATER MANAGEMENT

IS YOUR STORMWATER SYSTEM TAKING UP TOO MUCH SPACE?

R-Tank can reduce your underground stormwater storage system footprint, avoiding nearby utility conflicts, freeing up space for future expansion and overcoming construction phase challenges.

DOES YOUR PROJECT REQUIRE A UNIQUE SOLUTION DUE TO DEPTH OR TRAFFIC LOADS?

R-Tank provides system height options from 2 inches to over 7 feet tall. It also accommodates HS-20 and HS-25 loading with cover depths as little as 6" and as deep as 16'.



R-Tank solves tough stormwater problems by adapting to the needs of your site—whether you are designing a project with shallow ground water or deep cover conditions.

R-TANK

BENEFITS

HIGH CAPACITY

- 95% void internal area (LD, HD, SD, UD)
- 90% void internal area (XD)

STRENGTH

- Supports traffic loading
- Module options for HS-20 and HS-25 rating with cover depths from 6" to 16'

DESIGN AND CONSTRUCTION VERSATILITY

- Modules can be combined into various shapes to use space efficiently and effectively
- Module heights vary from 2" to 7'

INCREASED INFILTRATION AND EXFILTRATION

- 90% open area on face of modules
- Increases groundwater recharge, reducing post-construction discharge volumes

EASY TO TRANSPORT

- Can be supplied preassembled or unassembled to reduce delivery costs

LIGHTWEIGHT AND QUICK TO INSTALL

- Installed by hand; no cranes required
- Reduces site access delays

RECYCLED CONTENT

- Manufactured with post industrial grade recycled polypropylene

PRODUCTS

R-TANK **LD**

- Light-duty module (30 psi)
- Ideal for applications in green space
- Not rated for vehicular traffic
- 12" minimum cover
- 36" maximum cover
- Four internal plates

R-TANK **HD**

- Heavy-duty module (33.4 psi)
- 20" minimum cover
- 84" maximum cover
- Five internal plates
- Standard module for traffic applications



R-TANK **SD**

- Super-duty module (42.9 psi)
- Higher safety factors for shallow traffic applications and deeper cover
- 18" minimum cover
- 120" maximum cover



R-TANK **UD**

- Ultra-duty module (134.2 psi)
- Traffic loads with 12" of cover
- Available from 14" to 66" tall
- Ideal for high water table sites



R-TANK **XD**

- Extreme-duty module (320 psi)
- Traffic loads with 6" cover
- 16.5' maximum cover
- Available from 2" to 10' tall



DESIGN CONSIDERATIONS

Many factors will influence the design of the R-Tank system. While this list is not intended to be all-inclusive, the following design considerations are worth highlighting:

1. PRE-TREATMENT

Removing pollutants from runoff before they enter an underground detention system is the smart way to design and build a system. Trash Guard Plus® is a great tool for this. Be sure the system you select will remove heavy sediments, gross pollutants (trash) and biodegradable debris.

2. BACKFILL MATERIALS

Backfill materials should be angular stone (<1.5" in diameter) or soil (GW, GP SW or SP per the Unified Soil Classification System). Material must be free from lumps, debris and sharp objects that could cut the geotextile. See the R-Tank narrative specification for additional information.

3. RUNOFF REDUCTION

Most designs incorporate an outlet to drain the system at a controlled rate and/or an overflow to prevent flooding in extreme events. Any infiltration that can be achieved on the site should also be taken advantage of. Consider raising the invert of your outlet or creating a sump to capture and infiltrate the water quality volume whenever possible.

4. WATER TABLE

While installing R-Tank below the water table is manageable, a stable base must be created to support the system. Ground water can be allowed to enter and drain from the system, or a liner can be used to prevent ground water from entering the system if measures are taken to prevent the system from floating.

5. CONSTRUCTION LOADS

Construction loads are often the heaviest loads the system will experience. Care must be taken during backfilling and compaction, and post-installation construction traffic should be routed around the system.

6. LATERAL LOADS

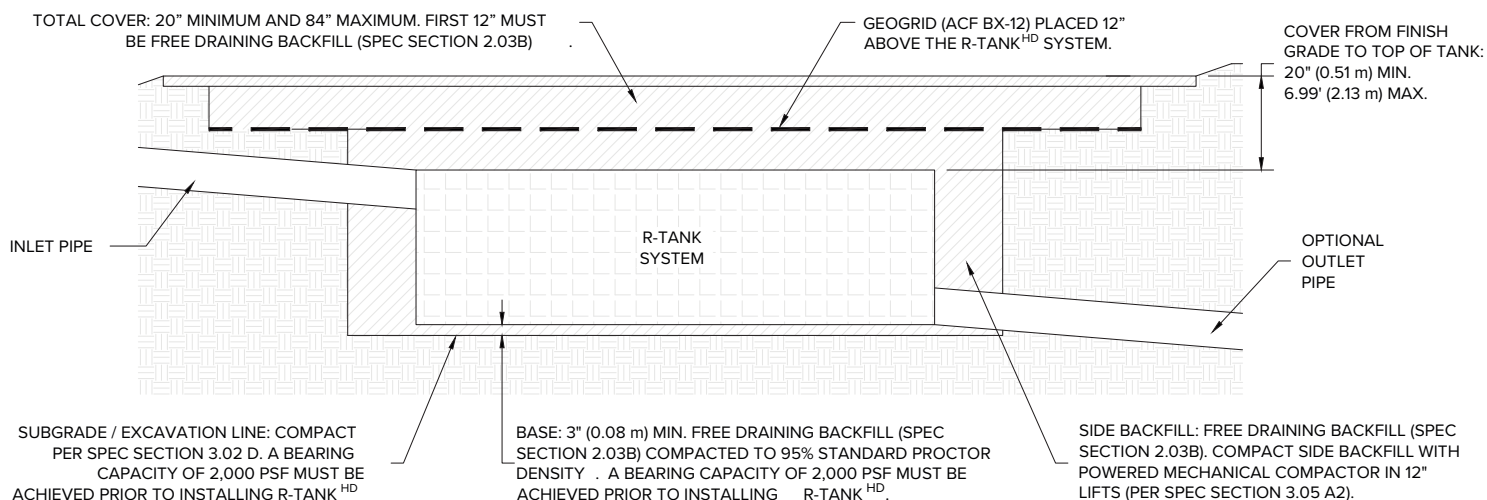
As systems get deeper, the loads acting on the sides of the tank increase. While vertical loads often control the design, lateral loads should also be considered.

7. R-TANK MODULES

Selecting the right module for your application is critical. See page 3 and the specs on the back of this brochure for details. Our team is also here to help!

8. LOAD MODELING

A safety factor of >1.75 is required when designing an R-Tank System using the AASHTO LRFD Bridge Design Specifications. It is also necessary to run your own loading model with site specific requirements.



CREATIVE GREEN STORMWATER INFRASTRUCTURE APPLICATIONS



R-TANK UNDER PERMEABLE AND POROUS SURFACES

For projects with shallow depth restrictions and high ground water table elevations, R-Tank can be strategically deployed beneath permeable and porous surfaces. The high void space of the modules allows designers to maximize the volume stored at shallow depths and converts the permeable/porous surface into an “inlet” to the storage below. Ferguson offers a selection of “alternative surfaces” that can be paired with the R-Tank.



R-TANK IN LINEAR GREEN STREETSCAPES

Based on its space efficiency and modular versatility, the R-Tank is a popular option for storage of stormwater in urban linear street applications. Beyond the void efficiency, the system layout can be easily adjusted to work around unexpected utility conflicts and other site features. Green Infrastructure programs in Philadelphia, Pittsburgh, New York City, and Salt Lake City are just a few examples of where R-Tank has been adopted in this application.



UNDER BIORETENTION FOR ENHANCED STORAGE

In many green stormwater practices, R-Tank can offer an “enhanced” storage zone providing 95% void space vs. the typical 40% void space of stone. Throughout the country, engineers have utilized this approach to maximize capacity and reduce the depth of excavation of the storage layer in rain gardens, bioretention and curblane vegetated stormwater practices.



COMBINED WITH INNOVATIVE MEDIA

Ferguson offers a series of innovative stormwater filtration media to provide water quality treatment. The R-Tank can be used in these systems as a space-efficient high-performance underdrain with the option to expand over larger footprints for infiltration or detention. R-Tank can also be used to house media in certain applications and systems.



INNOVATIVE APPLICATIONS (FLOOD MITIGATION, RE-USE, ETC.)

The R-Tank is a popular choice under playgrounds and sports fields. The high void space and the ability to work around light pole bases, equipment footings and foundations allows municipalities to maximize storage when developing or redeveloping these community gems. The system can also be lined and combined with pump equipment for irrigation and other re-use applications.

MAINTENANCE

DESIGNING AN R-TANK SYSTEM WITH LONGEVITY & MAINTENANCE IN MIND IS A THREE-STEP PROCESS:

1. PRE-TREAT

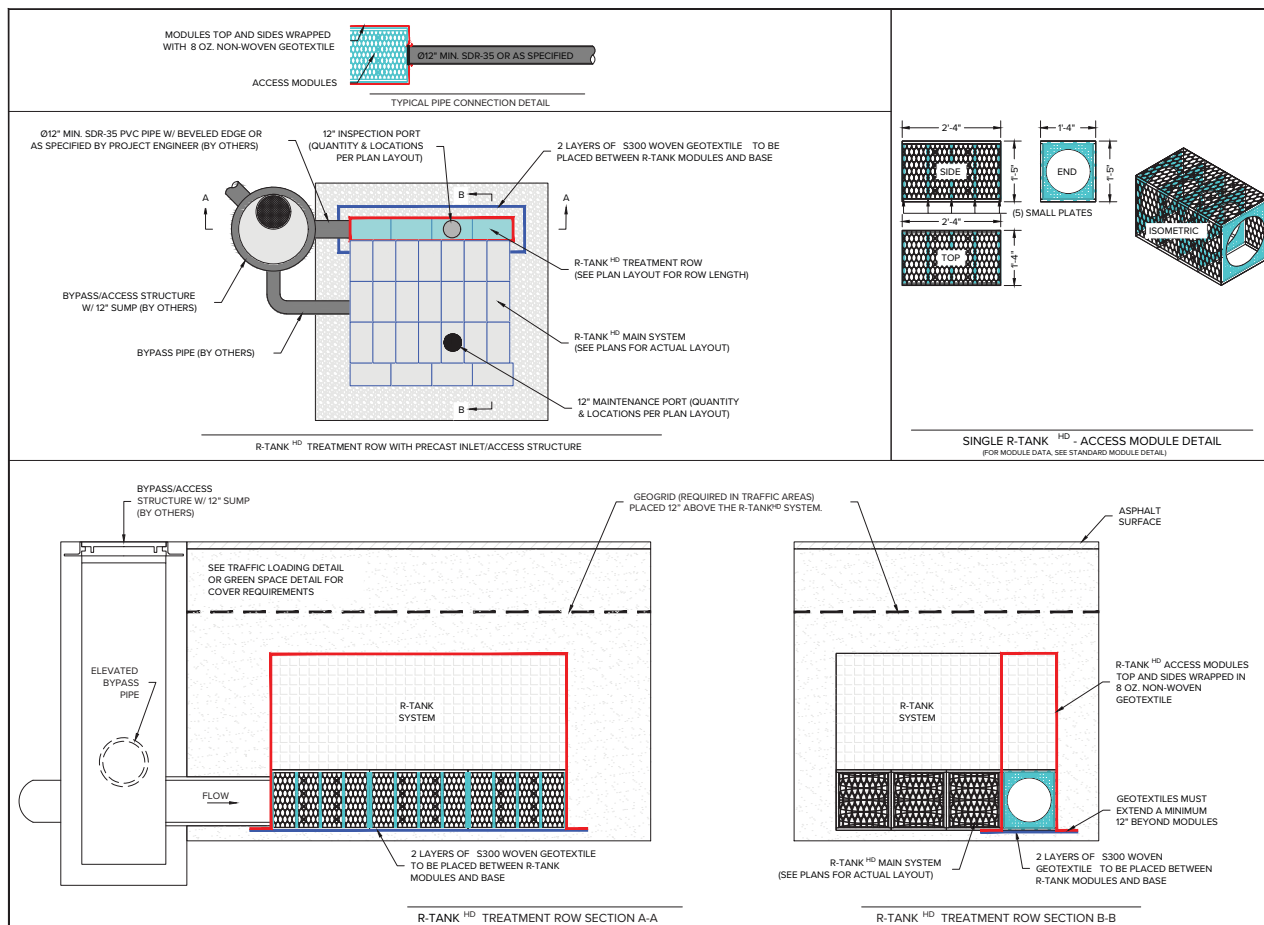
Keep debris out of the system using decentralized filters and screens. Ferguson offers a complete range of options from perforated screen devices to high flow geotextile bag and cartridge based filter drain inserts.

2. ISOLATE

Trap solid pollutants inside the treatment row (see treatment row drawing below) where they can be easily removed using the access modules (available in LD, HD, and UD only). These modules are wrapped in geotextile to retain solids and are fully accessible by conventional jet-vac systems to remove captured pollutants.

3. PROTECT

Ensure a long system life by including maintenance ports to remove any pollutants that evade the pre-treatment system and treatment row. Maintenance ports should be specified within 10' of inlet and outlet connections, and roughly 50' on center.



PRE-TREATMENT DEVICES

From simple trash and debris screens to filters for targeted pollutants, Ferguson offers a complete selection of decentralized pre-treatment devices.



TRASHGUARD PLUS



FABCO STORMBASIN



FABCO STORMRING

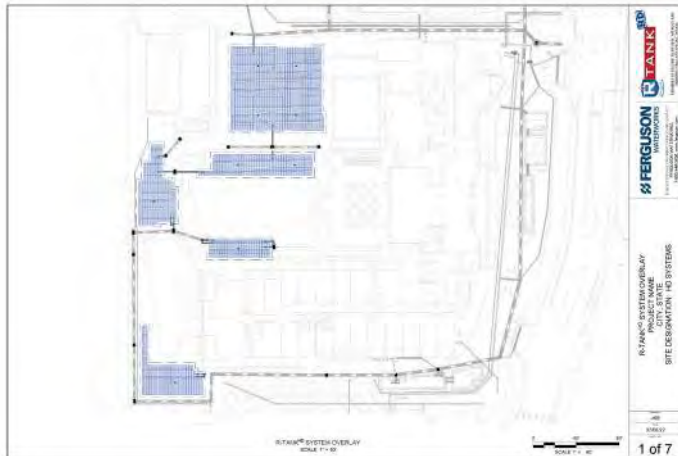


FABCO STORMSACK

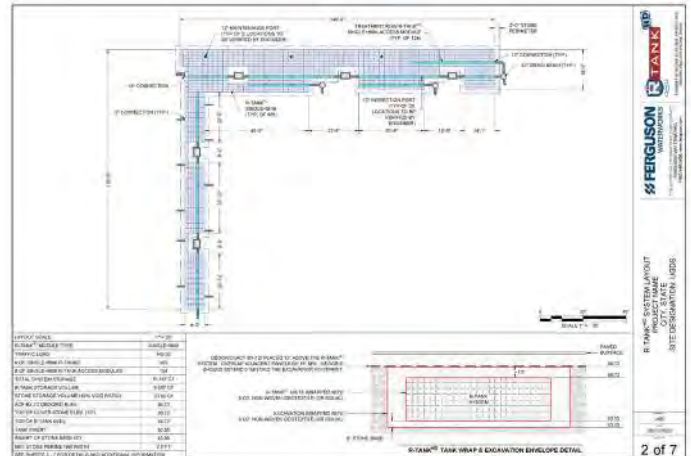


SUPPORT SERVICES AND TANK SELECTION

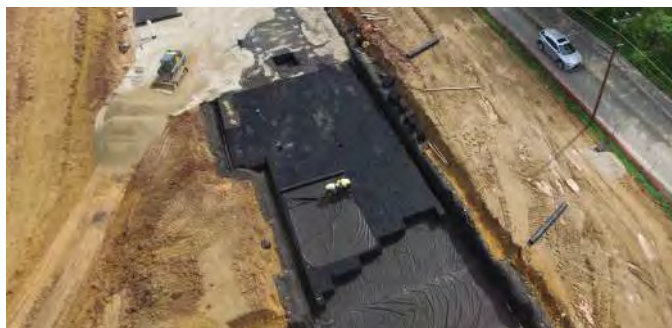
Our regional engineers and designers are well versed in local regulations, innovative urban green street applications and can help develop site-specific solutions using one or a combination of our products. Our team produces high-quality custom layouts and details to support your permitting and construction efforts. From AutoCAD to HydroCAD, we have a variety of design tools to help you move through the permitting process efficiently.



SAMPLE R-TANK SYSTEM OVERLAY



SAMPLE R-TANK SYSTEM LAYOUT



R-TANK SD INSTALLATION



R-TANK WITHIN BUILDING FOOTPRINT

SELECTING THE RIGHT R-Tank MODULE

Cover Depth
(inches)*

LD

HD

SD

UD

XD

Cover Depth (inches)*	LD	HD	SD	UD	XD
Min. 6"	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	HS-20
12"	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	HS-20**	HS-20
14"	Green Space - No Traffic	Green Space - No Traffic	Green Space - No Traffic	HS-20	HS-20
18"	Green Space - No Traffic	Green Space - No Traffic	HS-20	HS-20	HS-20
20"	Green Space - No Traffic	HS-20	HS-20	HS-20	HS-20
24"	Green Space - No Traffic	HS-20	HS-20	HS-20	HS-20
36"	Green Space - No Traffic	HS-20	HS-20	HS-20	HS-20
48"		HS-20	HS-20	HS-20	HS-20
60"		HS-20	HS-20	HS-20	HS-20
72"		HS-20	HS-20		HS-20
84"			HS-20		HS-20
120"			HS-20		HS-20
160"					HS-20
Max. 200"					HS-20

HS-20 designation based on AASHTO LRFD Bridge Design Specification for single lane traffic.

*Cover depth is measured from top of module to finished grade or top of pavement.

**The UD module requires STONE backfill (not soil) on sides at this depth.

R-TANK SPECIFICATIONS



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in/ft)	Volume (cf)	Capacity (cf)	Weight* (lbs)
Mini	15.75	28.15	9.45"/0.79'	2.42	2.30	10.1/10.9
Single (1)	15.75	28.15	17.32"/1.44'	4.44	4.22	15.7/17.3
Single + Mini (1.5)	15.75	28.15	25.98"/2.17'	6.67	6.33	23.6/25.9
Double (2)	15.75	28.15	33.86"/2.82'	8.69	8.25	29.1/32.3
Double + Mini (2.5)	15.75	28.15	42.52"/3.54'	10.91	10.36	37.0/41.0
Triple (3)	15.75	28.15	50.39"/4.20'	12.93	12.28	42.5/47.4
Triple + Mini (3.5)	15.75	28.15	59.06"/4.92'	15.15	14.39	50.4/56.0
Quad (4)	15.75	28.15	66.93"/5.58'	17.17	16.31	55.9/62.4
Quad + Mini (4.5)	15.75	28.15	75.59"/6.30'	19.39	18.42	63.8/71.0
Pent (5)	15.75	28.15	83.46"/6.96'	21.41	20.34	69.3/77.4

*Weights shown are for LD/HD modules.



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in/ft)	Volume (cf)	Capacity (cf)	Weight (lbs)
Single (1)	15.75	28.15	9.45"/0.79'	2.42	2.30	10.95
Double (2)	15.75	28.15	18.12"/1.51'	4.64	4.41	19.58
Triple (3)	15.75	28.15	26.79"/2.23'	6.86	6.52	28.21
Quad (4)	15.75	28.15	35.46"/2.96'	9.08	8.63	36.84
Pent (5)	15.75	28.15	44.13"/3.68'	11.30	10.74	45.47
Hex (6)	15.75	28.15	52.80"/4.40'	13.52	12.84	54.10
Septa (7)	15.75	28.15	61.47"/5.12'	15.74	14.95	62.73
Octo (8)	15.75	28.15	70.14"/5.85'	17.96	17.06	71.36
Nono (9)	15.75	28.15	78.81"/6.57'	20.18	19.17	79.99
Decka (10)	15.75	28.15	87.48"/7.29'	22.40	21.28	88.62



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in/ft)	Volume (cf)	Capacity (cf)	Weight (lbs)
Single (1)	23.62	23.62	14.17"/1.18'	4.57	4.35	21.2
Double (2)	23.62	23.62	27.17"/2.26'	8.77	8.33	39.0
Triple (3)	23.62	23.62	40.16"/3.35'	12.97	12.32	56.8
Quad (4)	23.62	23.62	53.15"/4.43'	17.16	16.30	74.6
Pent (5)	23.62	23.62	66.14"/5.5'	21.35	20.29	92.4



DIMENSIONS & CAPACITY

Module (Segments)	Width (in)	Length (in)	Height (in)	Volume (cf)	Capacity (cf)	Weight (lbs)
Single (1)	19.68	23.62	1.97	0.53	0.48	4
Double (2)	19.68	23.62	3.94	1.06	0.95	8
Triple (3)	19.68	23.62	5.91	1.59	1.43	12
Quad (4)	19.68	23.62	7.87	2.12	1.91	16
Pent (5)	19.68	23.62	9.84	2.65	2.38	20

Note: XD modules may be stacked up to 10' tall (60 layers).

SPECIFICATIONS

Item	Description	Value	Value	Value	Value	Value
Void Area	Volume available for water storage	95%	95%	95%	95%	90%
Surface Area Void	% of exterior available for infiltration	90%	90%	90%	90%	90%
Compressive Strength	ASTM D 2412/ASTM F 2318	30.0 psi	33.4 psi	42.9 psi	134.2 psi	320 psi
Unit Weight	Weight of plastic per cubic foot of tank	3.29 lbs/cf	3.62 lbs/cf	3.96 lbs/cf	4.33 lbs/cf	7.55 lbs/cf
Rib Thickness	Thickness of load-bearing members	0.18"	0.18"	0.18"	-	-
Service Temperature	Safe temperature range for use	-14–167° F	-14–167° F	-14–167° F	-14–167° F	-14–167° F
Recycled Content	Use of recycled polypropylene	100%	100%	100%	100%	100%
Minimum Cover	Cover required for HS-20 loading	Not traffic rated	20"	18"	12"–14"	6"
	Cover required for HS-25 loading	Not traffic rated	24"	18"	15"–17"	6"
Maximum Cover	Maximum allowable cover depth	36"	6.99'	9.99'	5.0'	16.7'

Contact your local sales associate:

Call **866-684-9177** or visit **FERGUSONGSS.COM** to get started.

Attachment 6

Stormwater Inspection & Maintenance Manual

INSPECTION & MAINTENANCE PLAN OF STORMWATER MANAGEMENT FACILITIES

FOR:

**90 Atlantic Street
PORTLAND, MAINE**

Project Owner/Developer: **Atlantic Street Properties, LLC**
147 Deepwood Drive
Portland, ME 04103

Responsible Party: **Atlantic Street Properties, LLC**
147 Deepwood Drive
Portland, ME 04103

Prepared By: Terradyn Consultants, LLC
565 Congress Street, Suite 201
Portland, ME 04101
(207) 926-5111

List of Stormwater Measures:
Stormwater Channels & Culverts
Roadways & Parking Surfaces
R-Tank System

Introduction:
Regular inspection and maintenance of the entire stormwater management system is crucial to the long-term effectiveness of the system. The owner is responsible for regular inspection and maintenance of all stormwater management structures, the establishment of any contract services required to implement the program, and keeping records and a maintenance log book of inspection and maintenance activities. At a minimum, the inspection and maintenance activities outlined herein should be performed at the recommended intervals.

Inspection & Maintenance Tasks:
Inspections should be performed by qualified erosion control professional. NOTE: The following are excerpts from the Maine Department of Environmental Protection's *Stormwater Management for Maine, Volume III BMPs Technical Design Manual*, dated January 2006.

STORMWATER CHANNELS & CULVERTS:

1. Mowing: Grass should not be trimmed extremely short, as this will reduce the filtering effect of the swale (MPCA, 1989). The cut vegetation should be removed to prevent the decaying organic litter from adding pollutants to the discharge from the swale. The mowed height of the grass should be 2-4 inches taller than the maximum flow depth of the design water quality storm. A minimum mow height of 6 inches is generally recommended (Galli, 1993).

2. Routine Maintenance and Inspection: The vegetated areas and stormwater channels for failures following heavy rainfall and repair as necessary for newly formed channels or gullies, reseeding/ sodding of bare spots, removal of trash, leaves and/or accumulated sediments, the control of woody or other undesirable vegetation and to check the condition and integrity of the check dams. Inspect culverts in the spring, in late fall, and after heavy rains to remove any obstructions to flow; remove accumulated sediments and debris at the inlet, at the outlet, and within the conduit; and repair any erosion damage at the culvert's inlet and outlet.

4. Erosion: It is important to install erosion and sediment control measures to stabilize this area as soon as possible and to retain any organic matter in the bottom of the trench.

5. Fertilization: Routine fertilization and/or use of pesticides is strongly discouraged. If complete re-seeding is necessary, half the original recommended rate of fertilizer should be applied with a full rate of seed.

6. Sediment Removal: The level of sediment deposition in the channel should be monitored regularly, and removed from grassed channels before permanent damage is done to the grassed vegetation, or if infiltration times are longer than 12 hours. Sediment should be removed from riprap channels when it reduces the capacity of the channel.

ROADWAYS & PARKING SURFACES:

Paved surfaces shall be swept or vacuumed at least twice annually in the spring to remove all winter sand and periodically during the year on an as-needed basis to minimize the transport of sediment during rainfall events.

R-TANK

See attached R-tank Operation, Inspection & Maintenance documents from ACF Environmental.

General Maintenance Requirements for Subsurface Sand Filters include:

- A legal agreement between the owner and an approved maintenance operator should identify the responsible inspector, all inspection and maintenance tasks, and all financial obligations.
- A legal contract with a 5 year time period should establish maintenance responsibilities and the cost to cover long-term inspection and maintenance needs.
- Pre-treatment Device: Cleaning of the pretreatment device should be performed at least twice per year, in the fall and spring, or if clogging or excessive sediment is observed.
- Drainage: The filter should be draining within 48 hours following a one-inch storm or greater. The provide ball valve shall be adjusted to achieve this drain down time.

Stormwater Management Facilities Inspection & Maintenance Log

90 Atlantic Street, Portland, ME

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R-TANK OPERATION, INSPECTION & MAINTENANCE

Operation

Your ACF R-Tank System has been designed to function in conjunction with the engineered drainage system on your site, the existing municipal infrastructure, and/or the existing soils and geography of the receiving watershed. Unless your site included certain unique and rare features, the operation of your R-Tank System will be driven by naturally occurring systems and will function autonomously. However, upholding a proper schedule of Inspection & Maintenance is critical to ensuring continued functionality and optimum performance of the system.

Inspection

Both the R-Tank and all stormwater pre-treatment features incorporated into your site must be inspected regularly. Inspection frequency for your system must be determined based on the contributing drainage area, but should never exceed one year between inspections (six months during the first year of operation).

Inspections may be required more frequently for pre-treatment systems. You should refer to the manufacturer requirements for the proper inspection schedule.

With the right equipment your inspection and measurements can be accomplished from the surface without physically entering any confined spaces. If your inspection does require confined space entry, you **MUST** follow all local/regional requirements as well as OSHA standards.

R-Tank Systems may incorporate Inspection Ports, Maintenance Ports, and/or adjoining manholes. Each of these features are easily accessed by removing the lid at the surface. With the cover removed, a visual inspection can be performed to identify sediment deposits within the structure. Using a flashlight, ALL access points should be examined to complete a thorough inspection.

Inspection Ports

Usually located centrally in the R-Tank System, these perforated columns are designed to give the user a base-line sediment depth across the system floor.

Maintenance Ports

Usually located near the inlet and outlet connections, you'll likely find deeper deposits of heavier sediments when compared to the Inspection Ports.

Manholes

Most systems will include at least two manholes - one at the inlet and another at the outlet. There may be more than one location where stormwater enters the system, which would result in additional manholes to inspect.

Bear in mind that these manholes often include a sump below the invert of the pipe connecting to the R-Tank. These sumps are designed to capture sediment before it reaches the R-Tank, and they should be kept clean to ensure they function properly. However, existence of sediment in the sump does **NOT** necessarily mean sediment has accumulated in the R-Tank.

After inspecting the bottom of the structure, use a mirror on a pole (or some other device) to check for sediment or debris in the pipe connecting to the R-Tank.

R-TANK OPERATION INSPECTION & MAINTENANCE

If sediment or debris is observed in any of these structures, you should determine the depth of the material. This is typically accomplished with a stadia rod, but you should determine the best way to obtain the measurement.

All observations and measurements should be recorded on an Inspection Log kept on file. We've included a form you can use at the end of this guideline.

Maintenance

The R-Tank System should be back-flushed once sediment accumulation has reached 6" or 15% of the total system height. Use the chart below as a guideline to determine the point at which maintenance is required on your system.

R-Tank Unit	Height	Max Sediment Dept
Mini	9.5"	1.5"
Single	17"	3"
Double	34"	5"
Triple	50"	6"
Quad	67"	6"
Pent	84"	6"

Before any maintenance is performed on your system, be sure to plug the outlet pipe to prevent contamination of the adjacent systems.

To back-flush the R-Tank, water is pumped into the system through the Maintenance Ports as rapidly as possible. Water should be pumped into ALL Maintenance Ports. The turbulent action of the water moving through the R-Tank will suspend sediments which may then be pumped out.

If your system includes an Outlet Structure, this will be the ideal location to pump contaminated water out of the system. However, removal of back-flush water may be accomplished through the Maintenance Ports, as well.

For systems with large footprints that would require extensive volumes of water to properly flush the system, you should consider performing your maintenance within 24 hours of a rain event. Stormwater entering the system will aid in the suspension of sediments and reduce the volume of water required to properly flush the system.

Once removed, sediment-laden water may be captured for disposal or pumped through a Dirtbag™ (if permitted by the locality).



2831 Cardwell Road
Richmond, Virginia, 23234
800.448.3636
FAX 804.743.7779
acfenvironmental.com

Step-By-Step Inspection & Maintenance Routine

1) Inspection

- a. Inspection Port
 - i. Remove Cap
 - ii. Use flashlight to detect sediment deposits
 - iii. If present, measure sediment depth with stadia rod
 - iv. Record results on Maintenance Log
 - v. Replace Cap
- b. Maintenance Port/s
 - i. Remove Cap
 - ii. Use flashlight to detect sediment deposits
 - iii. If present, measure sediment depth with stadia rod
 - iv. Record results on Maintenance Log
 - v. Replace Cap
 - vi. Repeat for ALL Maintenance Ports
- c. Adjacent Manholes
 - i. Remove Cover
 - ii. Use flashlight to detect sediment deposits
 - iii. If present, measure sediment depth with stadia rod, accounting for depth of sump (if present)
 - iv. Inspect pipes connecting to R-Tank
 - v. Record results on Maintenance Log
 - vi. Replace Cover
 - vii. Repeat for ALL Manholes that connect to the R-Tank

2) Maintenance

- a. Plug system outlet to prevent discharge of back-flush water
- b. Determine best location to pump out back-flush water
- c. Remove Cap from Maintenance Port
- d. Pump water as rapidly as possible (without over-topping port) into system until at least 1" of water covers system bottom
- e. Replace Cap
- f. Repeat at ALL Maintenance Ports
- g. Pump out back-flush water to complete back-flushing
- h. Vacuum all adjacent structures and any other structures or stormwater pre-treatment systems that require attention
- i. Sediment-laden water may be captured for disposal or pumped through a Dirtbag™.
- j. Replace any remaining Caps or Covers
- k. Record the back-flushing event in your Maintenance Log with any relevant specifics

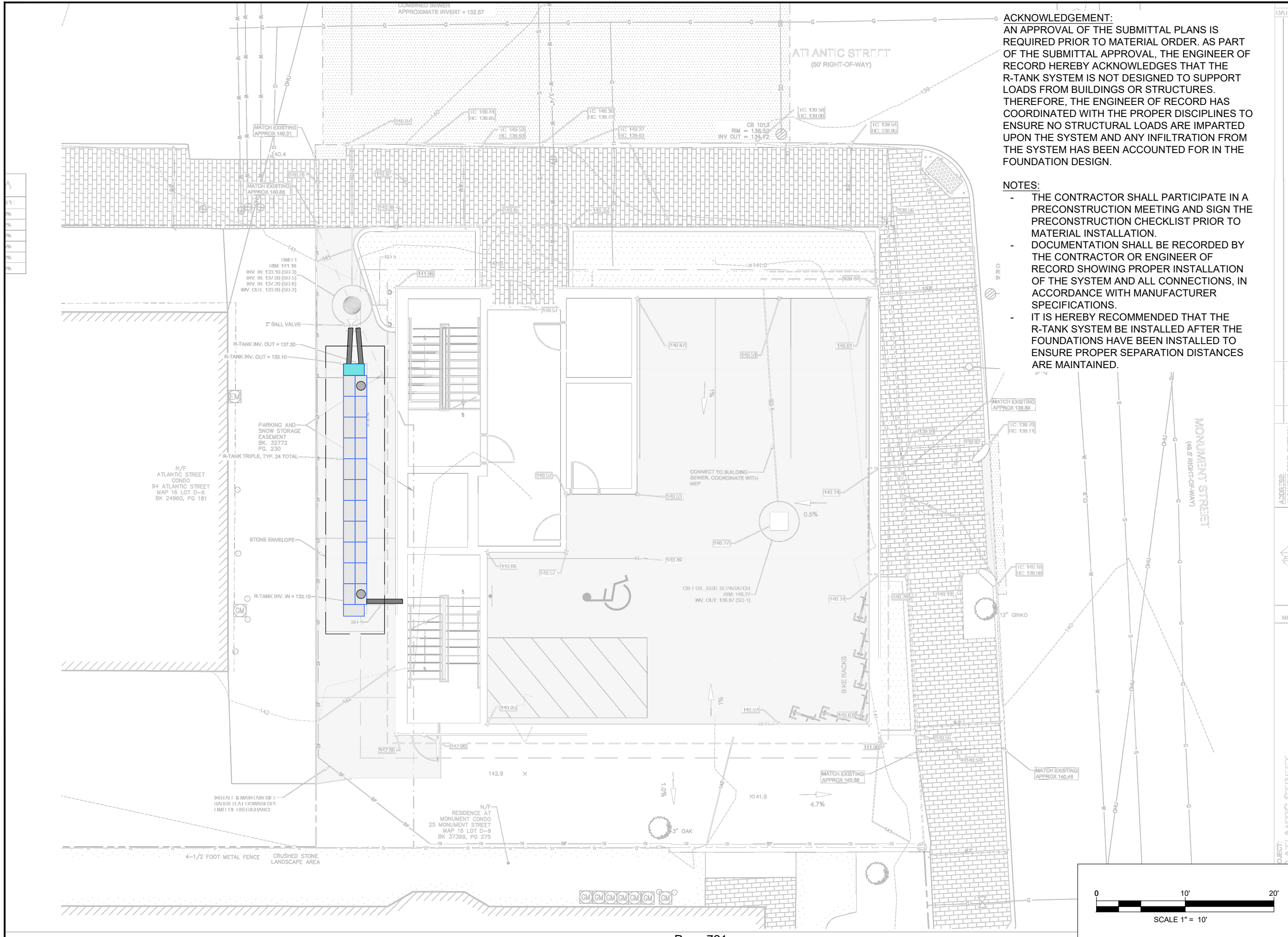


**Company Responsible
for Maintenance:**

Contact: _____

Phone Number: _____

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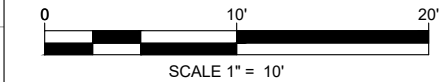


ACKNOWLEDGEMENT:
AN APPROVAL OF THE SUBMITTAL PLANS IS REQUIRED PRIOR TO MATERIAL ORDER. AS PART OF THE SUBMITTAL APPROVAL, THE ENGINEER OF RECORD HEREBY ACKNOWLEDGES THAT THE R-TANK SYSTEM IS NOT DESIGNED TO SUPPORT LOADS FROM BUILDINGS OR STRUCTURES. THEREFORE, THE ENGINEER OF RECORD HAS COORDINATED WITH THE PROPER DISCIPLINES TO ENSURE NO STRUCTURAL LOADS ARE IMPARTED UPON THE SYSTEM AND ANY INFILTRATION FROM THE SYSTEM HAS BEEN ACCOUNTED FOR IN THE FOUNDATION DESIGN.

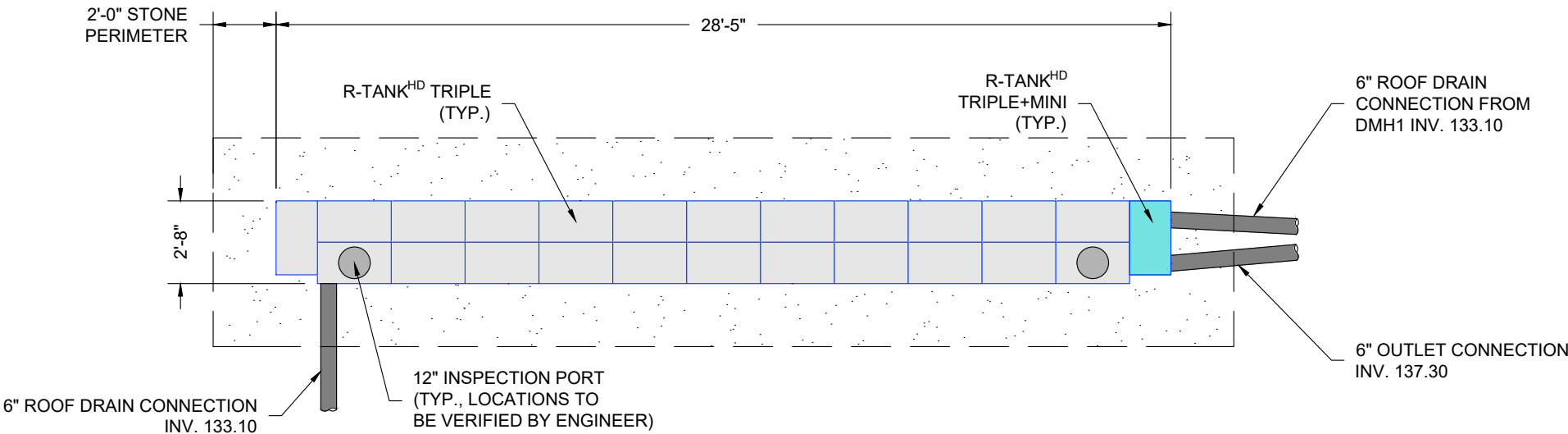
- NOTES:**
- THE CONTRACTOR SHALL PARTICIPATE IN A PRECONSTRUCTION MEETING AND SIGN THE PRECONSTRUCTION CHECKLIST PRIOR TO MATERIAL INSTALLATION.
 - DOCUMENTATION SHALL BE RECORDED BY THE CONTRACTOR OR ENGINEER OF RECORD SHOWING PROPER INSTALLATION OF THE SYSTEM AND ALL CONNECTIONS, IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.
 - IT IS HEREBY RECOMMENDED THAT THE R-TANK SYSTEM BE INSTALLED AFTER THE FOUNDATIONS HAVE BEEN INSTALLED TO ENSURE PROPER SEPARATION DISTANCES ARE MAINTAINED.

FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusonss.com

R-TANK^{HD} SYSTEM OVERLAY
90 ATLANTIC STREET
PORTLAND, ME



SCALE 1" = 10'
DRAWN BY BMK
DATE 05/30/2024
SHEET NO. 1 of 6



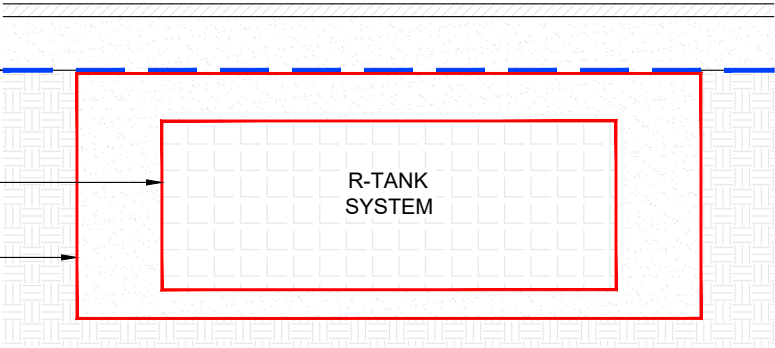
R-TANK QUANTITIES	
R-TANK ^{HD} PRIMARY MODULE TYPE	TRIPLE
R-TANK ^{HD} SECONDARY MODULE TYPE	TRIPLE+MINI
TRAFFIC LOAD	HS-20
# OF TRIPLE R-TANKS	23
# OF TRIPLE+MINI R-TANKS	1
TOTAL SYSTEM STORAGE	641 CF
R-TANK STORAGE VOLUME	297 CF
STONE STORAGE VOLUME (40% VOID RATIO)	344 CF
STONE BED FOOTPRINT	215 SF
STONE QUANTITY	32 CY
N080 NON-WOVEN GEOTEXTILE TANK WRAP	53 SY
N080 NON-WOVEN GEOTEXTILE EXCAVATION WRAP	117 SY
ACF BX-12 GEOGRID	62 SY
12" INSPECTION PORTS	2
GEOTEXTILE PIPE BOOTS (8")	3
STORMRING CPS (6")	1
NOTE: STONE QUANTITY INCLUDES 12" OF COVER AND 3" OF BASE.	
NOTE: GEOTEXTILE / LINER QUANTITIES INCLUDE A 15% WASTE FACTOR.	
SEE SHEETS 3 - 6 FOR DETAILS AND ADDITIONAL INFORMATION	

GRAPHIC SCALE			
R-TANK ELEVATIONS			
DESCRIPTION		(TRIPLE TRIPLE+MINI)	
BASE INV.		132.85	
TANK INV.		133.10	
TOP OF TANK		(137.30 138.02)	
GEOGRID		(138.30 139.02)	
MIN. ALLOW. FINAL GRADE		(138.97 139.69)	
MAX. ALLOW. FINAL GRADE		(144.29 145.01)	

GEOGRID (ACF BX-12) PLACED 12" ABOVE THE R-TANK^{HD} SYSTEM. OVERLAP ADJACENT PANELS BY 18" MIN. GEOGRID SHOULD EXTEND 3' BEYOND THE EXCAVATION FOOTPRINT.

R-TANK^{HD} UNITS WRAPPED WITH N080 NON-WOVEN GEOTEXTILE (OR EQUAL)

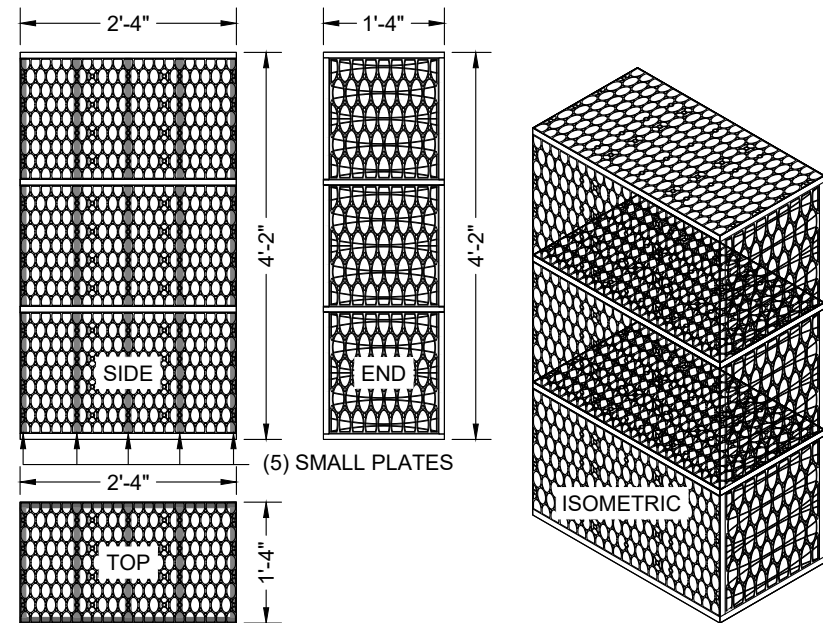
EXCAVATION WRAPPED WITH N080 NON-WOVEN GEOTEXTILE (OR EQUAL)



R-TANK^{HD} TANK WRAP & EXCAVATION ENVELOPE DETAIL

R-TANK^{HD} SYSTEM LAYOUT
90 ATLANTIC STREET
PORTLAND, ME

SCALE
1" = 5'
DRAWN BY
BMK
DATE
05/30/2024
SHEET NO.



MODULE DATA

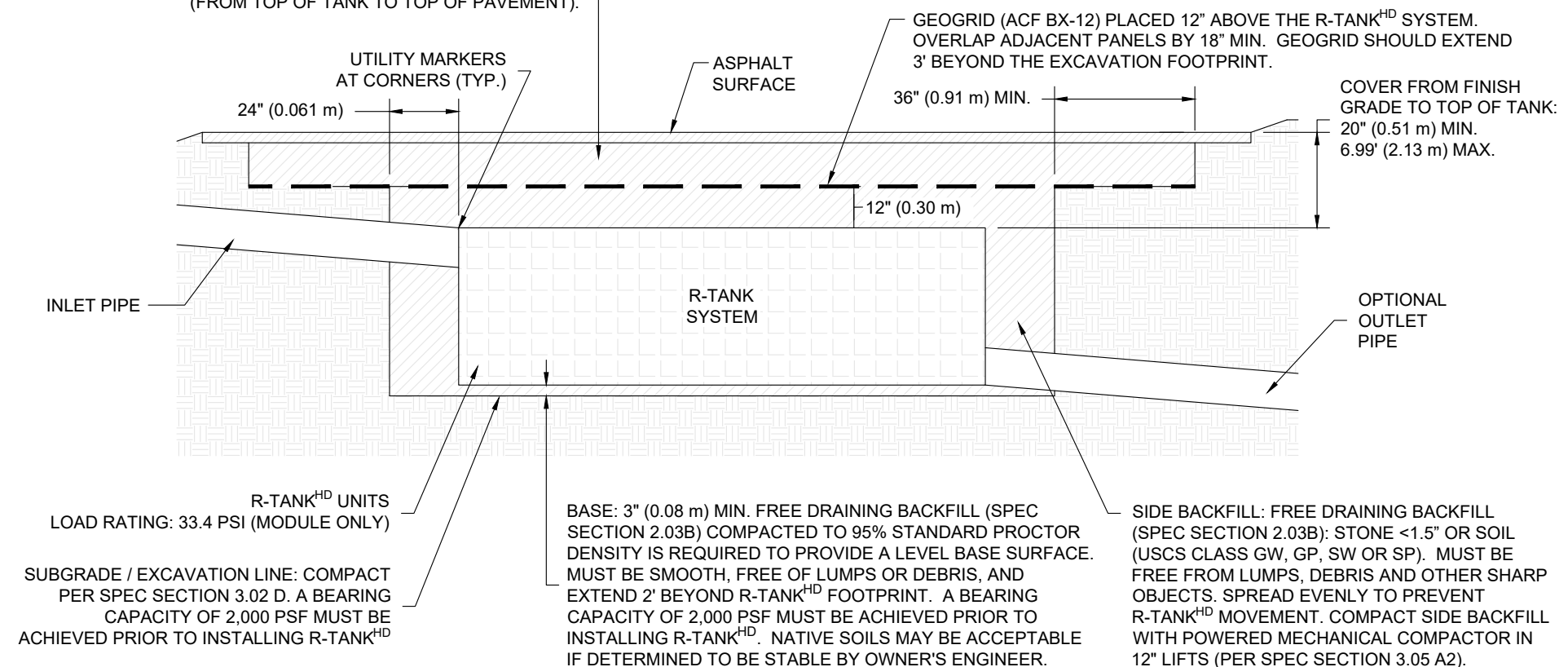
GEOMETRY:	LOAD RATING:
LENGTH = 28.15 IN. (715 MM)	33.4 PSI, (MODULE ONLY)
WIDTH = 15.75 IN. (400 MM)	HS20/HS25 - SEE SPEC FOR COVER REQUIREMENTS
HEIGHT = 50.39 IN. (1280 MM)	MATERIAL:
TANK VOLUME = 12.93 CF	100% RECYCLED POLYPROPYLENE
STORAGE VOLUME = 12.28 CF	SMALL PLATES REQUIRED:
VOID INTERNAL VOLUME: 95%	5/SEGMENT, 15/MODULE
VOID SURFACE AREA: 90%	

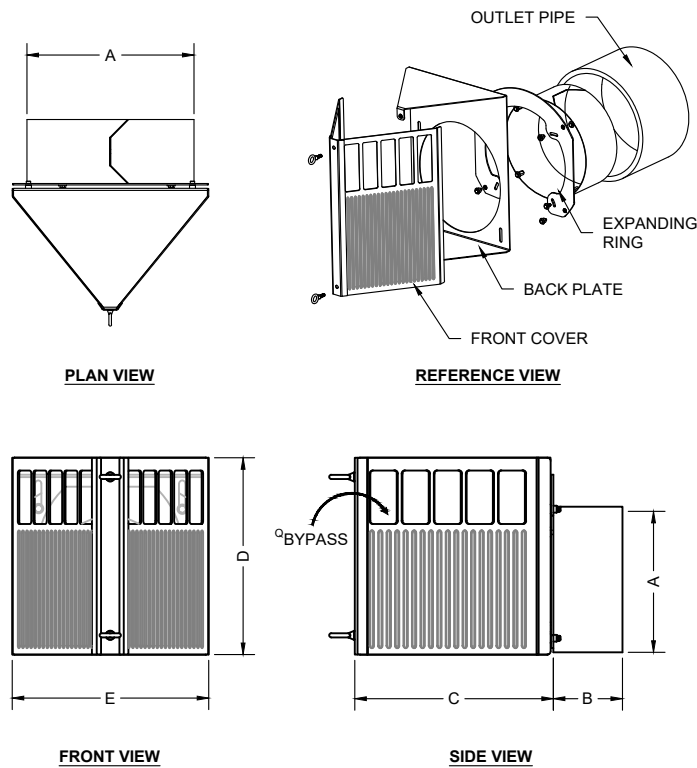
TRIPLE R-TANK^{HD} - MODULE DETAIL

TOTAL COVER: 20" MINIMUM AND 84" MAXIMUM. FIRST 12" MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B): STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C): STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT <10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4. A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANKTM SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 7'. CONTACT FERGUSON WATERWORKS IF MORE THAN 7' OR LESS THAN 20" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).

NOTES:

1. INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF HL-93 LOADING PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
2. PRE-TREATMENT STRUCTURES NOT SHOWN.
3. FOR INFILTRATION APPLICATIONS, UNCOMPACTED FREE DRAINING BACKFILL (SPEC SECTION 2.03A) TO PROVIDE A LEVEL BASE. SURFACE MUST BE SMOOTH, FREE OF LUMPS OR DEBRIS, AND EXTEND 2' BEYOND R-TANK^{HD} FOOTPRINT.
4. FOR INSTALLATIONS IN LANDSCAPED AREAS, THE INSTALLATION OF TREES IS PROHIBITED ABOVE THE R-TANK UNITS. PLEASE CONTACT YOUR LOCAL FERGUSON WATERWORKS REPRESENTATIVE FOR MORE INFORMATION.



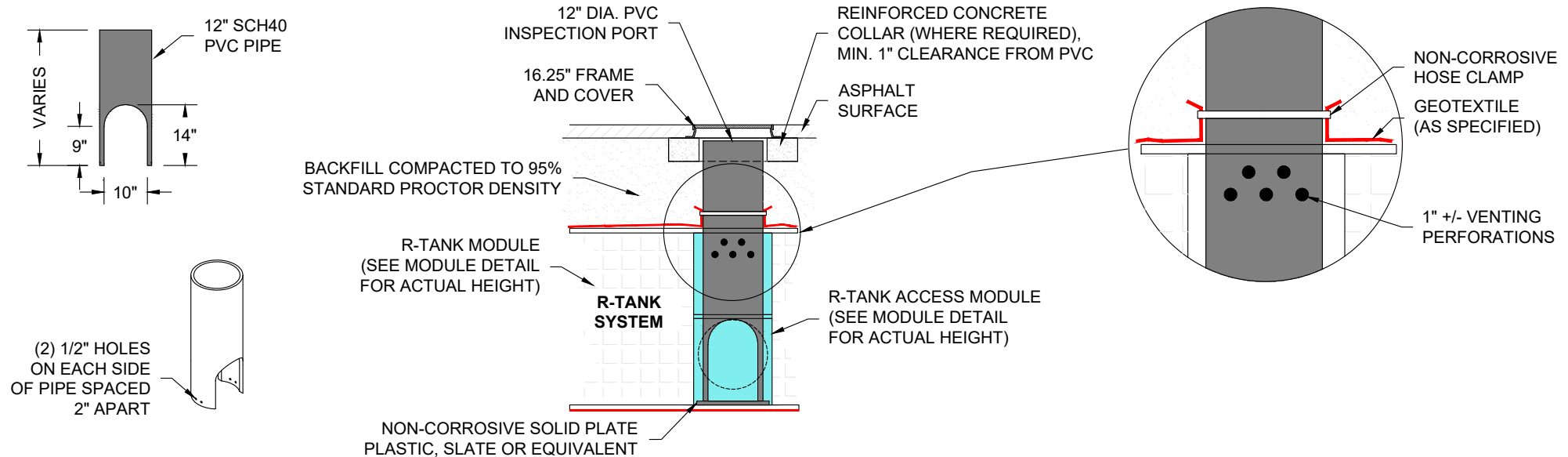


PART NUMBER	NOMINAL PIPE DIA.	EXPANDING COLLAR DIA. (A)		STUB LENGTH (B)	CPS DEPTH (C)	CPS HEIGHT (D)	CPS WIDTH (E)
		MIN.	MAX.				
SCA6-1	6"	5.63"	6.50"	6.00"	10.00"	10.13"	10.13"
SCA8-1	8"	7.50"	8.50"	6.00"	13.00"	11.88"	11.38"
SCA10-1	10"	9.50"	10.50"	8.00"	13.50"	13.50"	13.25"
SCA12-1	12"	11.38"	12.63"	8.00"	15.50"	15.38"	15.38"
SCA15-1	15"	14.25"	15.50"	8.00"	15.50"	21.38"	18.38"
SCA18-1	18"	17.38"	18.63"	8.00"	15.75"	28.00"	21.38"
SCA24-1	24"	23.25"	24.50"	9.00"	17.00"	40.00"	28.38"

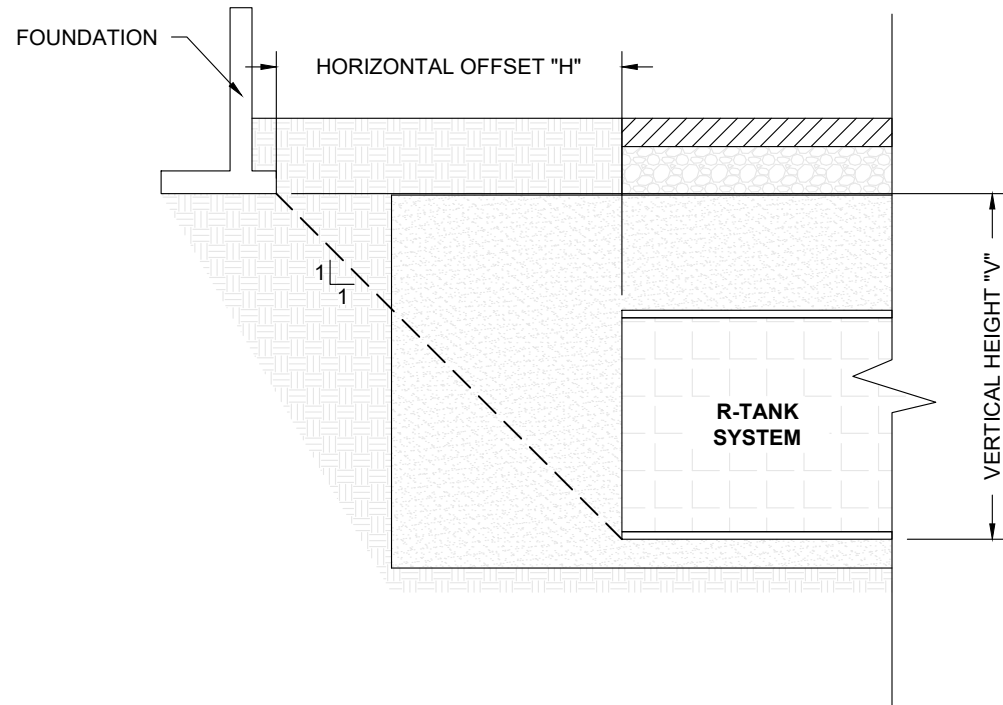
STORMRING CPS PRETREATMENT DETAIL

NOTES

1. THE INSPECTION PORT IS USED IN THE ACCESS MODULE TO INSPECT THE LEVEL OF SEDIMENT ACCUMULATION.
2. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH AS NEEDED.
3. R-TANK^{HD}, R-TANK^{SD}, R-TANK^{UD} AND R-TANK^{XD} MAY BE USED IN TRAFFIC APPLICATIONS.
4. SEE TRAFFIC LOADING DETAIL FOR MINIMUM & MAXIMUM COVER REQUIREMENTS.
5. IF INSPECTION PORT IS LOCATED IN A NON-TRAFFIC AREA, A PLASTIC CAP CAN BE USED IN LIEU OF A FRAME AND COVER WITH CONCRETE COLLAR.

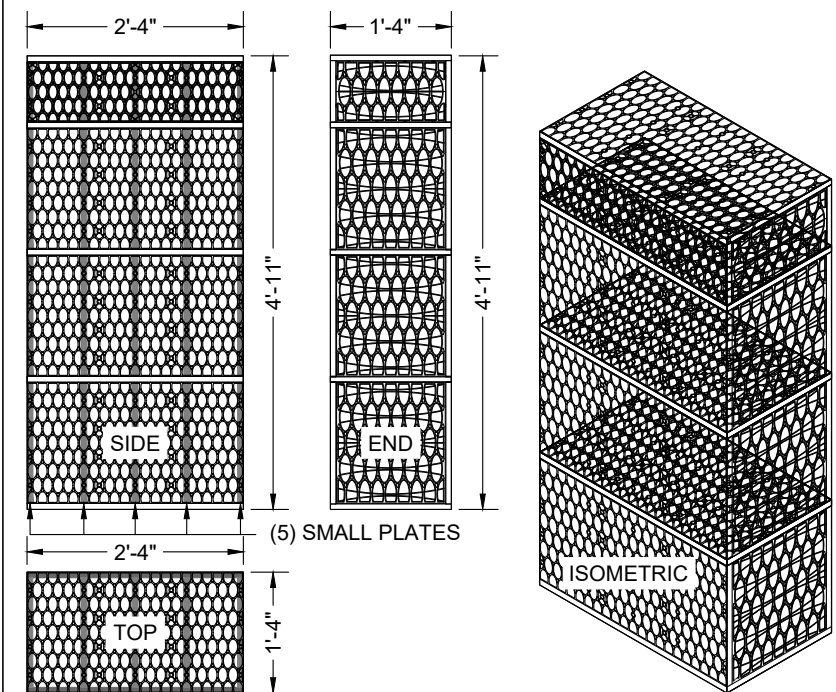


R-TANK TYPICAL VEHICULAR LOAD RATED INSPECTION PORT



- R-TANK IS NOT DESIGNED TO SUPPORT STRUCTURAL LOADS ASSOCIATED WITH BUILDINGS, RETAINING WALLS OR OTHER STRUCTURES.
- THE CIVIL ENGINEER AND STRUCTURAL ENGINEER SHALL REVIEW ALL DOCUMENTATION AND DESIGNS TO ENSURE NO STRUCTURAL LOADS ARE APPLIED BY THE STRUCTURE ON THE R-TANK UNITS. IT IS RECOMMENDED THAT ALL R-TANK UNITS BE INSTALLED ABOVE THE ELEVATION OF ANY SUBSURFACE STRUCTURAL ELEMENTS SUCH AS FOOTERS. IF THIS CANNOT BE ACHIEVED, IT RECOMMENDED THAT A MINIMUM 1:1 ZONE OF INFLUENCE, SITE SPECIFIC SOILS MAY REQUIRE GREATER SEPARATION DISTANCE, BE MAINTAINED BETWEEN THE STRUCTURAL ELEMENT AND THE UNITS.
 - THE STRUCTURAL ENGINEER AND GEOTECHNICAL ENGINEER SHALL REVIEW ALL DOCUMENTATION AND DESIGNS TO ENSURE PROPER STABILITY OF STRUCTURAL ELEMENTS DURING SATURATED SOIL CONDITIONS POTENTIALLY CAUSED BY THE PROXIMITY OF INFILTRATION FACILITIES TO THE STRUCTURAL ELEMENTS.

R-TANK - MINIMUM OFFSET DETAIL



MODULE DATA

GEOMETRY: LENGTH = 28.15 IN. (715 MM) WIDTH = 15.75 IN. (400 MM) HEIGHT = 59.06 IN. (1500 MM) TANK VOLUME = 15.15 CF STORAGE VOLUME = 14.40 CF VOID INTERNAL VOLUME: 95% VOID SURFACE AREA: 90%	LOAD RATING: 33.4 PSI, (MODULE ONLY) HS20/HS25 - SEE SPEC FOR COVER REQUIREMENTS MATERIAL: 100% RECYCLED POLYPROPYLENE SMALL PLATES REQUIRED: 5/SEGMENT, 20/MODULE
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TRIPLE + MINI R-TANK^{HD} - MODULE DETAIL



FERGUSON
WATERWORKS

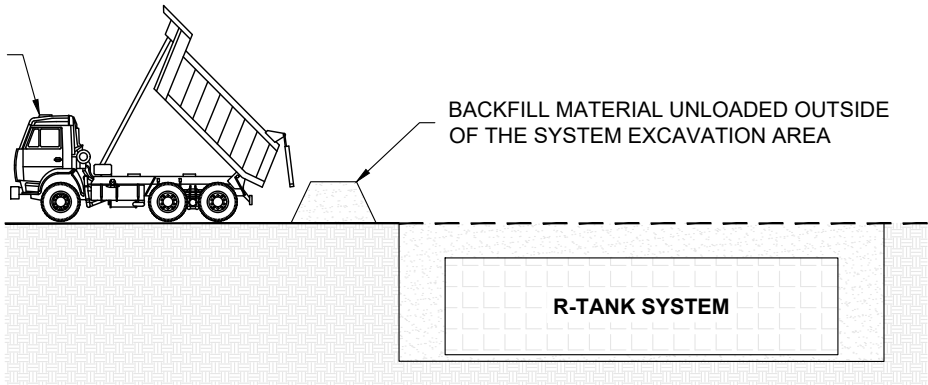
FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusonss.com

R-TANK^{HD} SYSTEM DETAILS
90 ATLANTIC STREET
PORTLAND, ME

SCALE
NTS
DRAWN BY
BMK
DATE
05/30/2024
SHEET NO.

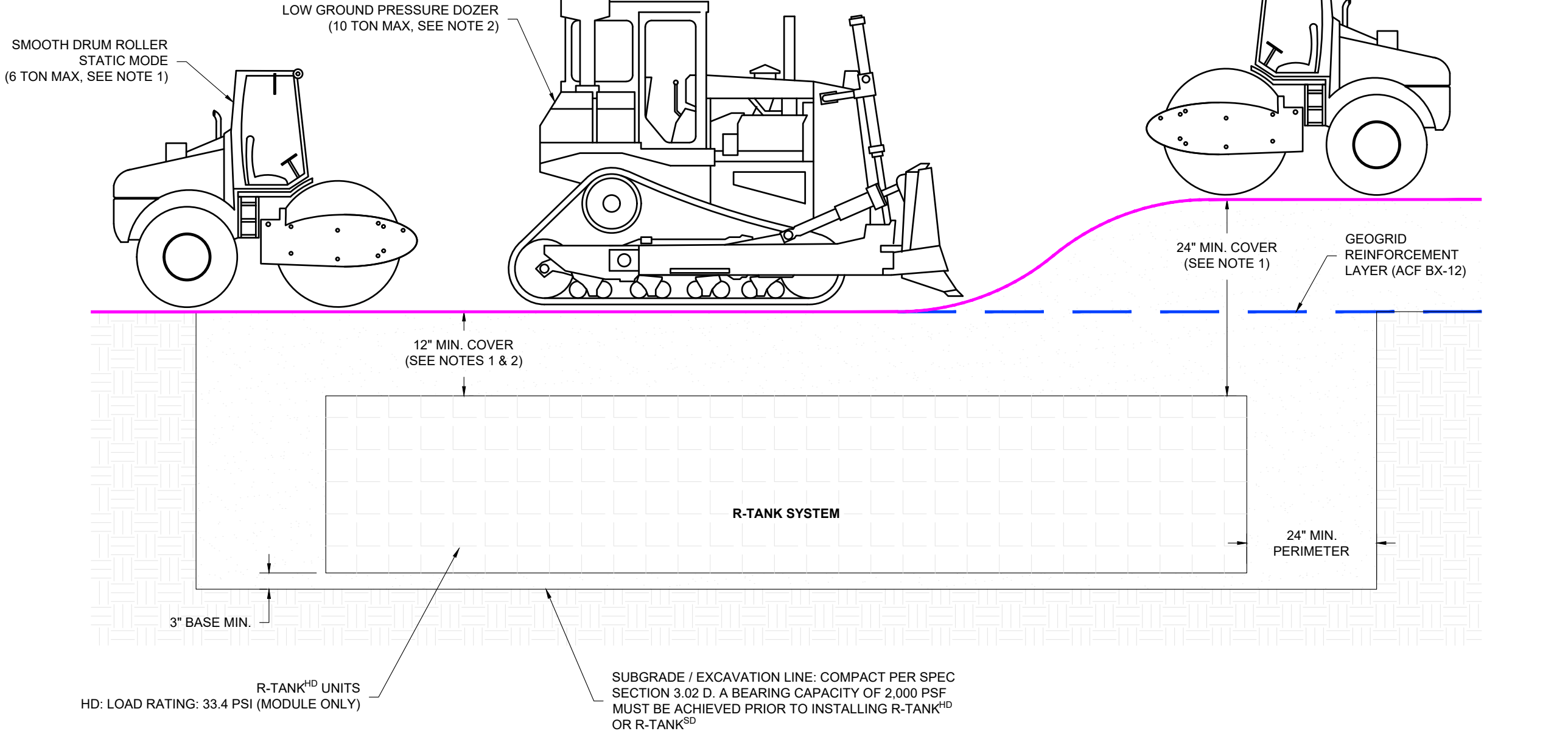
4 of 6

DUMP TRUCKS AND PANS SHALL NOT OPERATE OVER THE SYSTEM EXCAVATION AREA



DUMP TRUCK DETAIL (SEE NOTE 3)

- NOTES:
1. FOLLOWING PLACEMENT OF SIDE BACKFILL, A UNIFORM 12" LIFT OF THE FREELY DRAINING MATERIAL (SPEC SECTION 2.03 B1) SHALL BE PLACED OVER THE R-TANK AND LIGHTLY COMPACTED USING A WALK-BEHIND TRENCH ROLLER. ALTERNATELY, A ROLLER (MAXIMUM GROSS VEHICLE WEIGHT OF 6 TONS) MAY BE USED. ROLLER MUST REMAIN IN STATIC MODE UNTIL A MINIMUM OF 24" OF COVER HAS BEEN PLACED OVER THE MODULES. SHEEP FOOT ROLLERS SHOULD NOT BE USED. **SPEC SECTION 3.05 A5**
 2. ONLY LOW PRESSURE TIRE OR TRACK VEHICLES (LESS THAN 7 PSI AND OPERATING WEIGHT OF LESS THAN 20,000 LBS) SHALL BE OPERATED OVER THE R-TANK SYSTEM DURING CONSTRUCTION. **SPEC SECTION 3.05 A5**
 3. DUMP TRUCKS AND PANS SHALL NOT BE OPERATED WITHIN THE R-TANK SYSTEM AT ANY TIME. WHERE NECESSARY, THE HEAVY EQUIPMENT SHOULD UNLOAD IN AN AREA ADJACENT TO THE R-TANK SYSTEM AND THE MATERIAL SHOULD BE MOVED OVER THE SYSTEM WITH TRACKED EQUIPMENT. **SPEC SECTION 3.05 A5**
 4. ENSURE THAT ALL UNRELATED CONSTRUCTION TRAFFIC IS KEPT AWAY FROM THE LIMITS OF EXCAVATION UNTIL THE PROJECT IS COMPLETE AND FINAL SURFACE MATERIALS ARE IN PLACE. NO NON-INSTALLATION RELATED LOADING SHOULD BE ALLOWED OVER THE R-TANK SYSTEM UNTIL THE FINAL DESIGN SECTION HAS BEEN CONSTRUCTED (INCLUDING PAVEMENT). **SPEC SECTION 3.05 B**
 5. SEE R-TANK INSTALLATION GUIDE OR CONTACT YOUR LOCAL FERGUSON REPRESENTATIVE FOR ADDITIONAL INFORMATION.



CONSTRUCTION EQUIPMENT COVER DETAIL - VEHICULAR TRAFFIC



FERGUSON
WATERWORKS

FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusonss.com

R-TANK^{HD} CONSTRUCTION EQUIPMENT
COVER DETAIL
90 ATLANTIC STREET
PORTLAND, ME

SCALE
NTS
DRAWN BY
BMK
DATE
05/30/2024
SHEET NO.

5 of 6

R-TANK SPECIFICATION

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings, technical specification and general provisions of the Contract as modified herein apply to this section.

1.02 DESCRIPTION OF WORK INCLUDED

- A. Provide excavation and base preparation per geotechnical engineer's recommendations and/or as shown on the design drawings, to provide adequate support for project design loads and safety from excavation sidewall collapse. Excavations shall be in accordance with the owner's and OSHA requirements.
- B. Provide and install R-TankLD/, R-TankHD/, R-TankSD/, or R-TankU/D/ system (hereafter called R-Tank) and all related products including fill materials, geotextiles, geogrids, inlet and outlet pipe with connections per the manufacturer's installation guidelines provided in this section.
- C. Provide and construct the cover of the R-Tank system including; stone backfill, structural fill cover, and pavement section as specified.
- D. Protect R-Tank system from construction traffic after installation until completion of all construction activity in the installation area.

1.03 QUALITY CONTROL

- A. All materials shall be manufactured in ISO certified facilities.
- B. Installation Contractor shall demonstrate the following experience:
1. A minimum of three R-Tank or equivalent projects completed within 2 years; and,
2. A minimum of 25,000 cubic feet of storage volume completed within 2 years.
3. Contractor experience requirement may be waived if the manufacturer's representative provides on-site training and review during construction.
- C. Installation Personnel: Performed only by skilled workers with satisfactory record of performance on bulk earthworks, pipe, chamber, or pond/landfill construction projects of comparable size and quality.
- D. Contractor must have manufacturer's representative available for site review if requested by Owner.

1.04 SUBMITTALS

- A. Submit proposed R-Tank layout drawings. Drawings shall include typical section details as well as the required base elevation of stone and tanks, minimum cover requirements and tank configuration.
- B. Submit manufacturer's product data, including compressive strength and unit weight.
- C. Submit manufacturer's installation instructions.
- D. Submit R-Tank sample for review. Reviewed and accepted samples will be returned to the Contractor.
- E. Submit material certificates for geotextile, geogrid, base course and backfill materials.
- F. Submit required experience and personnel requirements as specified in Section 1.03.
- G. Any proposed equal alternative product substitution to this specification must be submitted for review and approved prior to bid opening. Review package should include third party reviewed performance data that meets or exceeds criteria in Table 2.01 B.

1.05 DELIVERY, STORAGE, AND HANDLING

- A. Protect R-Tank and other materials from damage during delivery, and store UV sensitive materials under tarp to protect from sunlight when time from delivery to installation exceeds two weeks. Storage of materials should be on smooth surfaces, free from dirt, mud and debris.
- B. Handling is to be performed with equipment appropriate to the materials and site conditions, and may include hand, handcart, forklifts, extension lifts, etc.
- C. Cold weather:
1. Care must be taken when handling plastics when air temperature is 40 degrees or below as plastic becomes brittle.
2. Do not use frozen materials or materials mixed or coated with ice or frost.
3. Do not build on frozen ground or wet, saturated or muddy subgrade.

1.06 PREINSTALLATION CONFERENCE.

- A. Prior to the start of the installation, a preinstallation conference shall occur with the representatives from the design team, the general contractor, the excavation contractor, the R-Tank installation contractor, and the manufacturer's representative.

1.07 PROJECT CONDITIONS

- A. Coordinate installation for the R-Tank system with other on-site activities to eliminate all non-installation related construction traffic over the completed R-Tank system. No loads heavier than the design loads shall be allowed over the system, and in no case shall loads higher than a standard AASHTO HS20 (or HS25, depending on design criteria) load be allowed on the system at any time.
- B. Protect adjacent work from damage during R-Tank system installation.
- C. All pre-treatment systems to remove debris and heavy sediments must be in place and functional prior to operation of the R-Tank system. Additional pretreatment measures may be needed if unit is operational during construction due to increased sediment loads.
- D. Contractor is responsible for any damage to the system during construction.

PART 2 - PRODUCTS

2.01 R-TANK UNITS

- A. R-Tank - Injection molded plastic tank plates assembled to form a 95% void modular structure of predesigned height (custom for each project).
- B. R-Tank units shall meet the following Physical & Chemical Characteristics:

PROPERTY	DESCRIPTION	R-Tank ^{LD} VALUE	R-Tank ^{HD} VALUE	R-Tank ^{SD} VALUE	R-Tank ^{UD} VALUE
Void Area	Volume available for water storage	95%	95%	95%	95%
Surface Void Area	Percentage of exterior available for infiltration	90%	90%	90%	90%
Vertical Compressive Strength	ASTM D 2412 / ASTM F 2418	30.0 psi	33.4 psi	42.9 psi	134.2 psi
Lateral Compressive Strength	ASTM D 2412 / ASTM F 2418	20.0 psi	22.4 psi	28.9 psi	N/A
HS-20 Minimum Cover	Cover required to support HS-20 loads	N/A	20"	18"	12" (STONE BACKFILL)
HS-25 Minimum Cover	Cover required to support HS-25 loads	N/A	24"	19"	15" (STONE BACKFILL)
Maximum Cover	Maximum allowable cover depth	3 feet	< 7 feet	< 10 feet	5 feet
Unit Weight	Weight of plastic per cubic foot of tank	3.29 lbs / cf	3.62 lbs/cf	3.96 lbs / cf	4.33 lbs / cf
Rib Thickness	Thickness of load-bearing members	0.18 inches	0.18 inches	0.18 inches	N/A
Service Temperature	Safe temperature range for use	-14 – 167° F	-14 – 167° F	-14 – 167° F	-14 – 167° F

- C. Supplier: Ferguson Waterworks 2831 Cardwell Road Richmond, VA 23234 (T): 800-448-3636; (F): 804-743-7779 www.ferguson.com

2.02 GEOSYNTHETICS

- A. Geotextile. A geotextile envelope is required to prevent backfill material from entering the R-Tank modules.
1. Standard Application: The standard geotextile shall be an 8 oz per square yard nonwoven geotextile (ACF N080 or equivalent).
2. Infiltration Applications: When water must infiltrate/exfiltrate through the geotextile as a function of the system design, a woven monofilament (ACF M200 or equivalent) shall be used.
- B. Geogrid. For installations subject to traffic loads and/or when required by project plans, install geogrid (ACF BX12 or equivalent) to reinforce backfill above the R-Tank system. Geogrid is not always required for R-TankUD/ installations, and is often not required for non-traffic load applications.

2.03 BACKFILL & COVER MATERIALS

- A. Bedding Materials: Stone (angular and smaller than 1.5" in diameter) or soil (GW, GP, SW, or SP as classified by the Unified Soil Classification System) shall be used below the R-Tank system (3" minimum). Material must be free from lumps, debris, and any sharp objects that could cut the geotextile. Material shall be within 3 percent of the optimum moisture content as determined by ASTM D698 at the time of installation. For infiltration applications bedding material shall be free draining.
- B. Side and Top Backfill: Material must be free from lumps, debris and any sharp objects that could cut the geotextile. Material shall be within 3 percent of the optimum moisture content as determined by ASTM D698 at the time of installation.
1. Traffic Applications - Free draining material shall be used adjacent to (24" minimum) and above (for the first 12") the R-Tank system.
- a. For HD, and SD modules, backfill materials shall be free draining stone (angular and smaller than 1.5" in diameter) or soil (GW, GP, SW, or SP as classified by the Unified Soil Classification System).
- b. For UD modules with less than 14" of top cover, backfill materials shall be free draining stone (angular and smaller than 1.5" in diameter). The use of soil backfill on the sides and top of the UD module is not permitted unless the modules are installed outside of traffic areas or with cover depths of 14" or more. Top backfill material (from top of module to bottom of pavement base or 12" maximum) must be consistent with side backfill.
2. Non-Traffic / Green Space Applications - For all R-Tank modules installed in green spaces and not subjected to vehicular loads, backfill materials may either follow the guidelines for Traffic Applications above, or the top backfill layer (12" minimum) may consist of AASHTO #57 stone blended with 30-40% (by volume) topsoil to aid in establishing vegetation.
- C. Additional Cover Materials: Structural Fill shall consist of granular materials meeting the gradational requirements of SM, SP, SW, GM, GP or GW as classified by the Unified Soil Classification System. Structural fill shall have a maximum of 25 percent passing the No. 200 sieve, shall have a maximum clay content of 10 percent and a maximum Plasticity Index of 4. Material shall be within 3 percent of the optimum moisture content as determined by ASTM D698 at the time of installation.

2.04 OTHER MATERIALS

- A. Utility Marker: Install metallic tape at corners of R-Tank system to mark the area for future utility detection.

PART 3 - EXECUTION

3.01 ASSEMBLY OF R-TANK UNITS

- A. Assembly of modules shall be performed in accordance with the R-Tank Installation Manual, Section 2.

3.02 LAYOUT AND EXCAVATION

- A. Installer shall stake out, excavate, and prepare the subgrade area to the required plan grades and dimensions, ensuring that the excavation is at least 2 feet greater than R-Tank dimensions in each direction allowing for installation of geotextile filter fabric, R-Tank modules, and free draining backfill materials.
- B. All excavations must be prepared with OSHA approved excavated sides and sufficient working space.
- C. Protect partially completed installation against damage from other construction traffic by establishing a perimeter with high visibility construction tape, fencing, barricades, or other means until construction is complete.
- D. Base of the excavation shall be uniform, level, and free of lumps or debris and soft or yielding subgrade areas. A minimum 2,000 pounds per square foot bearing capacity is required.
1. Standard Applications: Compact subgrade to a minimum of 95% of Standard Proctor (ASTM D698) density or as required by the Owner's engineer.
2. Infiltration Applications: Subgrade shall be prepared in accordance with the contract documents. Compaction of subgrade should not be performed in infiltration applications.
- E. Unsuitable Soils or Conditions: All questions about the base of the excavation shall be directed to the owner's engineer, who will approve the subgrade conditions prior to placement of stone. The owner's engineer shall determine the required bearing capacity of the R-Tank subgrade; however in no case shall a bearing capacity of less than 2,000 pounds per square foot be provided.
1. If unsuitable soils are encountered at the subgrade, or if the subgrade is pumping or appears excessively soft, repair the area in accordance with contract documents and/or as directed by the owner's engineer.
2. If indications of the water table are observed during excavation, the engineer shall be contacted to provide recommendations.
3. Do not start installation of the R-Tank system until unsatisfactory subgrade conditions are corrected and the subgrade conditions are accepted by the owner's engineer.

3.03 PREPARATION OF BASE

- A. Place a thin layer (3" unless otherwise specified) of bedding material (Section 2.03 A), over the subgrade to establish a level working platform for the R-Tank modules. Level to within ½" (+/- ¼") or as shown on the plans. Native subgrade soils or other materials may be used if determined to meet the requirements of 2.03 A and are accepted by the owner's engineer.
1. Standard Applications: Static roll or otherwise compact bedding materials until they are firm and unyielding.
2. Infiltration Applications: Bedding materials shall be prepared in accordance with the contract documents.
- B. Outline the footprint of the R-Tank system on the excavation floor using spray paint or chalk line to ensure a 2' perimeter is available around the R-Tank system for proper installation and compaction of backfill.

3.04 INSTALLATION OF THE R-TANKS

- A. Where a geotextile wrap is specified on the stone base, cut strips to length and install in excavation, removing wrinkles so material lays flat. Overlap geotextile a minimum 12" or as recommended by manufacturer. Use tape, special adhesives, sandbags or other ballast to secure overlaps. As geotextiles can be damaged by extreme heat, smoking is not permissible on/near the geotextile, and tools using a flame to tack the overlaps, such as propane torches, are prohibited.
- B. Where an impervious liner (for containment) is specified, install the liner per manufacturer's recommendations and the contract documents. The R-Tank units shall be separated from impervious liner by a non-woven geotextile fabric installed accordance with Section 3.04A.
- C. Install R-Tank modules by placing side by side, in accordance with the design drawings. No lateral connections are required. It is advisable to use a string line to form square corners and straight edges along the perimeter of the R-Tank system. The modules are to be oriented as per the design drawing with required depth as shown on plans.
1. For LD, HD, and SD installations, the large side plate of the tank should be placed on the perimeter of the system. This will typically require that the two ends of the tank area will have a row of tanks placed perpendicular to all other tanks. If this is not shown in the construction drawings, it is a simple field adjustment that will have minimal effect on the overall system footprint. Refer to R-Tank Installation Guide for more details
2. For UD installations, there is no perpendicular end row required.
- D. Wrap the R-Tank top and sides in specified geotextile. Cut strips of geotextile so that it will cover the sides and top, encapsulating the entire system to prevent backfill entry into the system. Overlap geotextile 12" or as recommended by manufacturer. Take great care to avoid damage to geotextile (and, if specified, impervious liner) during placement.
- E. Identify locations of inlet, outlet and any other penetrations of the geotextile (and optional liner). These connections should be installed flush (buted up to the R-Tank) and the geotextile fabric shall be cut to enable hydraulic continuity between the connections and the R-Tank units. These connections shall be secured using pipe boots with stainless steel pipe clamps. Support pipe in trenches during backfill operations to prevent pipe from settling and damaging the geotextile, impervious liner (if specified) or pipe. Connecting pipes at 90 degree angles facilitates construction, unless otherwise specified. Ensure end of pipe is installed snug against R-Tank system.
- F. Install Inspection and Maintenance Ports in locations noted on plans. At a minimum one maintenance port shall be installed within 10' of each inlet & outlet connection, and with a maximum spacing of one maintenance port for every 2,500 square feet. Install all ports as noted in the R-Tank Installation Guide.
- G. If required, install ventilation pipes and vents as specified on drawings to provide ventilation for proper hydraulic performance. The number of pipes and vents will depend on the size of the system. Vents are often installed using a 90 degree elbow with PVC pipe into a landscaped area with "U" bend or venting bollard to inhibit the ingress of debris. A ground level concrete or steel cover can be used.

3.05 BACKFILLING OF THE R-TANK UNITS

- A. Backfill and fill with recommended materials as follows:
1. Place freely draining backfill materials (Section 2.03 B) around the perimeter in lifts with a maximum thickness of 12". Each lift shall be placed around the entire perimeter such that each lift is no more than 24" higher than the side backfill along any other location on the perimeter of the R-Tank system. No fill shall be placed over top of tanks until the side backfill has been completed.
2. Each lift shall be compacted at the specified moisture content to a minimum of 95% of the Standard Proctor Density until no further densification is observed (for self-compacting stone materials). The side lifts must be compacted with walk behind compaction equipment. Even when "self-compacting" backfill materials are selected, a walk behind vibratory compactor must be used.
3. Take care to ensure that the compaction process does not allow the machinery to come into contact with the modules due to the potential for damage to the geotextile and R-Tank units.
4. No compaction equipment is permissible to operate directly on the R-Tank modules.
5. Top Backfill: Only low pressure track vehicles shall be operated over the R-Tank system during construction. Dump Trucks and Pans shall not be operated within the R-Tank system footprint at any time. Heavy equipment should unload in an area adjacent to the R-Tank system and the material should be moved over the system using tracked equipment with an operating weight of less than 10 tons.
- a. Typical Applications: Install a 12" (or as shown on plans) lift of freely draining material (Section 2.03 B) over the R-Tank Units, maintaining 12" between equipment tracks and R-Tank System. Lightly compacted using a walk-behind trench roller. Alternately, a roller (maximum gross vehicle weight of 6 tons) may be used. Roller must remain in static mode until a minimum of 24" of cover has been placed over the modules. Sheep foot rollers should not be used.
- b. Shallow Applications (< 18" total cover): Install top backfill in accordance with plans.
6. If required, install a geogrid as shown on plans. Geogrid shall extend a minimum of 3 feet beyond the limits of the excavation wall.
7. Following placement and compaction of the initial cover, subsequent lifts of structural fill (Section 2.03 C) shall be placed at the specified moisture content and compacted to a minimum of 95% of the Standard Proctor Density and shall cover the entire footprint of the R-Tank system. During placement of fill above the system, unless otherwise specified, a uniform elevation of fill shall be maintained to within 12" across the footprint of the R-Tank system. Do not exceed maximum cover depths listed in Table 2.01 B.
8. Place additional layers of geotextile and/or geogrid at elevations as specified in the design details. Each layer of geosynthetic reinforcement placed above the R-Tank system shall extend a minimum of 3 feet beyond the limits of the excavation wall.
- B. Ensure that all unrelated construction traffic is kept away from the limits of excavation until the project is complete and final surface materials are in place. No non-installation related loading should be allowed over the R-Tank system until the final design section has been constructed (including pavement).
- C. Place surfacing materials, such as groundcovers (no large trees), or paving materials over the structure with care to avoid displacement of cover fill and damage to surrounding areas.
- D. Backfill depth over R-Tank system must be within the limitations shown in the table in Section 2.01 B. If the total backfill depth does not comply with this table, contact engineer or manufacturer's representative for assistance.

3.06 MAINTENANCE REQUIREMENTS

- A. A routine maintenance effort is required to ensure proper performance of the R-Tank system. The Maintenance program should be focused on pretreatment systems. Ensuring these structures are clean and functioning properly will reduce the risk of contamination of the R-Tank system and stormwater released from the site. Pre-treatment systems shall be inspected yearly, or as directed by the regulatory agency and by the manufacturer (for proprietary systems). Maintain as needed using acceptable practices or following manufacturer's guidelines (for proprietary systems).
- B. All inlet pipes and Inspection and/or Maintenance Ports in the R-Tank system will need to be inspected for accumulation of sediments at least quarterly through the first year of operation and at least yearly thereafter.
- C. If sediment has accumulated to the level noted in the R-Tank Maintenance Guide or beyond a level acceptable to the Owner's engineer, the R-Tank system should be flushed.
- D. All inspection and maintenance activities should be performed in accordance with the R-Tank Operation, Inspection & Maintenance Manual.



ENGINEER OF RECORD TO REVIEW, APPROVE AND ENDORSE FINAL SITE SPECIFIC DESIGN.



FOR ADDITIONAL INFORMATION PLEASE CONTACT:
FERGUSON WATERWORKS,
1-800-448-3636, www.fergusongss.com

R-TANK^{HD} SPECIFICATION
90 ATLANTIC STREET
PORTLAND, ME

SCALE
NTS

DRAWN BY
BMK

DATE
05/30/2024

SHEET NO.

6 of 6



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

November 27, 2023

Griffin Wood, P.E.
Terradyn Consultants, LLC
565 Congress Street, Suite 201
Portland, ME 04101

Re: 90 Atlantic Street, PO
Ability to Serve with PWD Water

Dear Mr. Wood:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on June 7, 2023. Based on the information provided per plans dated November 27, 2023, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed and is valid for eighteen (18) months after the date of issue. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 4-inch fire service and 2-inch domestic water service, with a 1-inch meter, may be installed from the water main in Atlantic Street. The services should enter through the property's frontage on Atlantic Street at least 10-feet from any side property lines.
- The Portland Water District does not have record of any other existing infrastructure in public roads and recommends a survey and test pitting be performed by the development team prior to construction. Any conflicts that arise during construction are at the risk of the developer and may result in job shutdown until new plans are submitted by the developer and reviewed and approved by PWD.
- An approved backflow prevention device (testable double check on fire service and non-testable dual check on domestic service) must be installed on each service line directly after the meter and before the sprinkler riser prior to service activation. Please refer to the PWD website for more information on cross-connection control policies.
- The Portland Water District acknowledges all occupants of a multi-unit building as customers of the District. As such, all tenants of the building must be able to access the water meter. The method of access to the meter by the tenants is at the discretion of the owner of the building, provided that the tenants can freely access the meter in accordance with the Portland Water District Terms & Conditions.
- Our records show that the property is currently served with a 3/4-inch domestic water service and 5/8-inch meter. The service will need to be retired per PWD standards which includes shutting and cutting the service line at the water main and removing the box and rod at street line.
- The Portland Water District does not manage sewer collection in this area.

Prior to construction, the owner or contractor will need to complete a Service Application and pay all necessary fees for each proposed service. When the project is ready for construction, an Application for each service can be requested by contacting the MEANS Group at MEANS@pwd.org or 207-774-5961 ext. 3199. Once a completed Application has been submitted with payment, please allow seven (7) days for processing.

Existing Site Service

According to District records, the project site does currently have existing water service. A 3/4-inch diameter copper domestic service line provides water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 6-inch diameter cast iron water main in Atlantic Street and a public fire hydrant located adjacent to the site. The estimated static pressure in the area is 55 psi.

Public Fire Protection

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

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project.

Private Fire Protection Water Needs

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

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

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

Sincerely,
Portland Water District



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

**OBSIDIAN FINANCIAL SERVICES
2351 W EAU GALLIE BLVD SUITE 2
MELBOURNE, FL 32935
PHONE: 833-450-2338**

July 07, 2023

RE: Edward Walsh
90 Atlantic Street
Portland, ME 04101

To Whom It May Concern:

This letter is to inform you that Edward Walsh has financing approved for the construction of 90 Atlantic Street in Portland, ME 04101.

The approval is subject to the following:

1. Satisfactory Title
2. Satisfactory Appraisal
3. Continued Creditworthiness
4. Approved plans/permits from the city of Portland.

If you have any questions, please let me know.

Sincerely,
Steve Thomes
NMLS ID # 259301
Obsidian Financial Services
2351 W Eau Gallie Blvd Suite 2
Melbourne, FL 32935
Office: 833-450-2338
Cell: 207-749-8746
Email: stevethomes@yahoo.com



207.926.5111
 info@terradyconsultants.com
 www.terradyconsultants.com

Project #23-56

TECHNICAL CAPABILITY

**90 ATLANTIC STREET
 PORTLAND, MAINE**

TECHNICAL CAPABILITY

Atlantic Street Properties, LLC is the applicant for the proposed 90 Atlantic Street Development and has assembled a team of qualified consultants to assist with the design and permitting of the project.

The applicant, **Atlantic Street Properties, LLC**, is a Portland based development group that emphasizes smart growth & innovative design.

Terradyn Consultants, LLC has been retained to prepare subdivision plans and lead the entitlement process with local, state, and federal regulators. Terradyn Consultants is a Civil Engineering and Land Surveying firm founded in 2005 and provides civil engineering, land surveying, land planning, stormwater management design, and environmental permitting services to developers, contractors and municipalities in the areas of commercial, residential and industrial development. The principal owners have previously been involved in the successful design and permitting of many projects of similar size and scope. More information on Terradyn Consultants can be found on the website: www.terradyconsultants.com.

The following consultants have also provided information used in preparing the design drawings and application materials.

Terradyn Consultants, LLC 95 Main Street, 2 nd floor Auburn, ME 04210	Survey
Invivid Architecture 631 Stevens Avenue, Suite 200 Portland, ME 04103	Architect
Anthony Muench, RLA 94 Commercial Street Portland, ME 04101	Landscape Architect

Pineland
 41 Campus Drive, Suite 301
 New Gloucester, ME 04260

Portland
 565 Congress Street, Suite 201
 Portland, ME 04101

Auburn
 95 Main Street, 2nd Floor
 Auburn, ME 04210

CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN GENERAL DOCUMENT AND DRAWINGS CHECKLIST Please submit each document as a separate PDF file. Please confirm by electronically checking the boxes in the left-hand column. ** PLEASE FILL OUT AND UPLOAD THE ZONING ASSESSMENT TABLE AND WAIVER TABLE SEPARATELY AS NOTED BELOW ** At the time of application submission, please contact the Department of Public Works regarding E-911 addressing for your project.		
GENERAL APPLICATION DOCUMENTS		
☒	NA	Project Description Cover letter with detailed project description
☒	NA	Completed Checklist (this document)
☒	NA	Evidence of Right, Title, and Interest Deeds, leases, or purchase and sales agreements
Yes	☒	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
☒	NA	Zoning Assessment (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
☒	NA	Site Plan Standards Assessment (see Section 14.6 of the land use code) Summary of project compliance with site plan standards of the land use code
☒	NA	Summary of Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
Yes	☒	Waiver Requests (see Waiver Table) Written request for waiver describing request and compliance with applicable waiver standards
☒	NA	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
☒	NA	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

MAJOR 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	Impact on Surrounding Street Systems (14-14.6.1(A)) Describe incremental volume of traffic impacts and mitigation measures. If needed
Yes	NA	Access and Circulation (14-14.6.1(B)) Identify and describe the following: - Site access and internal circulation, including ADA access - Drive-up features, if applicable - Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes	NA	Public Transit (14-14.6.1(C)), if applicable Identify and describe the following: Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
Yes	NA	Off-Street Parking (14-14.6.1(D)), if applicable Identify and describe the following: - Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code - Curb cut separation and parking layout (Technical Manual, Section 1) - Construction details for bicycle racks - Management plan for snow storage and removal
Yes	NA	Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL		
Yes	NA	Preservation of Significant Natural Features (14-14.6.2(A)), if applicable Identify and describe the following: • High and moderate value waterfowl and wading habitat • Aquifers (for Casco Bay Islands) • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
Yes	NA	Landscape Preservation (14-14.6.2(B)) Identify and describe the following: • Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) • Measures to protect existing vegetation during construction
Yes	NA	Site Landscaping and Buffers (14-14.6.2(C)) Identify and describe the following: • Overall landscaping approach and consistency with standards • The use of screening and buffering of service areas and between non-residential and residential uses • Existing Heritage or Feature Trees on site and measures to preserve • Compliance with street tree requirements
Yes	NA	Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D)) Identify and describe the following: • Erosion and sedimentation control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable • Subsurface sanitary sewage disposal and groundwater protection measures

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY		
Yes	NA	Consistency with City Master Plans (14-14.6.3(A)) Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes	NA	Public Safety and Fire Prevention (14-14.6.3(B)) Identify and describe the following: - Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) - Emergency vehicle access - Consistency with public safety standards (Technical Manual, Section 3)
Yes	NA	Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9) Identify and describe the following: - Electrical services, including providing underground services - Existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections
SITE DESIGN		
Yes	NA	Massing, Ventilations and Wind Impact (14-14.6.4(A)) Identify and describe the following: - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable - Bulk, location, or height impacts on adjoining structures
Yes	NA	Shadows (14-14.6.4(B)), if applicable Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes	NA	Snow and Ice Loading (14-14.6.4(C)) Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes	NA	View Corridors (14-14.6.4(D)), if applicable Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes	NA	Historic Resources (14-14.6.4(E)), if applicable Identify and describe the following: - The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district - Compliance with standards for preservation and documentation of archaeological resources

Yes	NA	Exterior Lighting (14-14.6.4(F)) Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12
Yes	NA	Noise and Vibration (14-14.6.4(G)) Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code
Yes	NA	Signage and Wayfinding (14-14.6.4(H)), if applicable - Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs - Provide drawings of all commercial and directional signage on site
Yes	NA	Zone-Related Design Standards (14-14.6.4(I)) Address any applicable design review standards by zone, including compliance with Design Manual

MAJOR SITE PLAN DRAWINGS CHECKLIST

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

All drawings must be submitted in a 24 x 36 sheet size.

BOUNDARY SURVEY (stamped by a Maine Licensed Surveyor and drawn as per Technical Manual Sec. 13)

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

All sheets – Include a title block with project title and the following information:

- Project street address
- Name and address of property owner & applicant
- Licensed design professional, incl firm that produced plans
- North arrow
- Date of preparation and revision history block
- Tax parcel (chart, block, and lot) number

Existing Conditions Plan with the following:

- Existing structures, with distance from primary building façade(s) to the property line
- Approximate location of structures on abutting properties
- All streets and intersections adjacent to the site
- Existing driveways, pedestrian ways, and bicycle infrastructure, including dimensions and materials
- Existing public transit infrastructure
- Existing vehicle & bicycle parking areas
- Existing utilities on site and within adjacent rights-of-way
- Existing grades (two-foot contours preferred)
- Location of water courses, wetlands, and vegetation, or other significant natural features
- Existing soil conditions and location of test pits and borings
- Zoning boundary lines, including overlays
- Location of all existing easements and rights-of-way

Proposed Site Plan with the following:

- Proposed structures, including distance from primary building façade(s) to property lines
- Ground floor area, and finished floor elevations for all buildings
- Any proposed geometric modifications to streets and intersections adjacent to site
- Location, dimensions and materials of all 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, including turning templates
- Proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications
- Location of all snow storage areas
- Exterior lighting (please see Technical Manual Sec. 12 for photometrics requirements)

• Location of fire hydrants • Location of solid waste management receptacles • Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable • Location of proposed easements and rights-of-way, including dimensions • Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed
UTILITY PLAN including:
• Proposed electrical infrastructure • Location, sizing and directional flows of all proposed sewer and stormwater infrastructure • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure
GRADING AND DRAINAGE PLAN including:
• Proposed grades • Proposed stormwater management measures meeting Technical Manual (Section 5) standards • Any proposed alteration of a watercourse or wetlands • Any groundwater protection measures • Proposed buffers and preservation measures for wetlands or significant natural features
LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping, screening, and street trees, including caliper widths for trees • Planting schedule, including street trees
ARCHITECTURAL PLANS AND RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Axonometric and street-level views for structures greater than three stories in height • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans
CONSTRUCTION MANAGEMENT PLAN including:
• Specifics on traffic control, sidewalk sheds, and pedestrian rerouting • Include a drawing and written narrative
OTHER
• Details and cross-sections, as necessary

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.
Number of driveways	1.5.1 No more than (1) driveway shall be permitted	We are requesting second driveway to access the site.	There is an existing shared driveway between the two existing buildings of common ownership, continuing use allows for shared snow storage and 1 parking space per unit.

Department of Public Works

Mike Murray

Director



Date: June 14, 2024

Re: Wastewater Capacity Authorization

Address: 90 Atlantic Street

Applicant: Atlantic Street Properties, LLC

Planner: Natasha Kypfer

Estimate of Anticipated Wastewater Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow to Remain				
Residential Units	Provided by consultant	4		-720
Proposed flow				
Multiple Family Dwelling Units	2-Bedroom	6	180	1080
Net Change				+ 360
*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 stormwater management is noted on your plans, the system will be reviewed under the planning process and the following statements still need to be made: storm drainage and sanitary sewer flows in this project area drain to the City's combined sewer system. Lack of wet weather capacity results in frequent system wide combined sewer overflows. City wide mitigation of combined sewer overflows is required as part of the City's CSO consent decree administered by the EPA and Maine DEP.

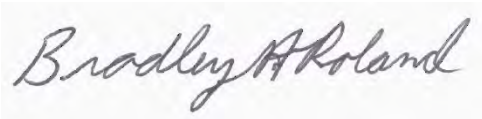
Section 2.2.3 of the City's Technical Manual requires DPW Water Resources approval when rain water is being proposed to discharge into a sewer which conveys sanitary waste. Prior to authorizing a new stormwater connection into the combined sewer, DPW will require that the applicant provide an on-site stormwater detention volume equal to the greater of: 1" of rainfall

over the entire project redeveloped area being proposed on the parcel, or the projected average 24 hour daily sanitary sewer flow being added to the combined sewer system by the project.

You are also reminded that new connections into the combined sewer system shall be equipped with backflow prevention in accordance with Section 2.6.10 of the City's Technical Manual.

If the City can be of further assistance, please contact me at 207-874-8840 or brad@portlandmaine.gov

Sincerely,

A handwritten signature in dark ink, reading "Bradley A. Roland". The signature is written in a cursive, flowing style. The first name "Bradley" is written in a larger, more prominent script, followed by "A." and "Roland". The signature is set against a light gray rectangular background.

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



ZONING ANALYSIS Relevant Zone(s) R6

All Projects:

	Required	Proposed
Lot Size	2,000 SF	4,650 SF
Area Per Dwelling Unit	725 SF	775 SF
Minimum Street Frontage	20 FT	64 FT
Front Yard Minimum	5 FT	5.5 FT
Front Yard Maximum	-	-
Rear Yard	10 FT	12.39 FT
Yard Right	0 FT	0.2 FT
Yard Left	5 FT	10.12 FT
Side Street Setback	0 FT	0.2 FT
Step Back	10 FT / 15 FT	10 FT / 15 FT
Maximum Lot Coverage	60%	60%
Minimum Lot Coverage	-	-
Maximum Height	45 FT	44.83 FT
Open Space	20%	20%
Maximum Impervious Area	-	-
Pavement Setback	-	-
Floor Area Ratio	-	-
Off Street Parking Spaces	2	7
Loading Bays	N/A	
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):			

January 16, 2024

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a new 6-unit Condo Building with 1st floor enclosed surface parking, located at 90 Atlantic Street Portland, ME 04101.

Meeting Location: Residence Inn – Great Diamond Room – 145 Fore St, Portland, ME 04101

Meeting Date: Tuesday February 6th, 2024

Meeting Time: 5:30pm EST

(The Land Use Code requires that neighboring property owners and residents on an “interest parties list” be invited to participate in this neighborhood meeting. A sign-in sheet will be circulated, and a record of the meeting will be taken. Both the sign-in sheet and record will be submitted to the Planning Board.)

If you have any questions, please call 207-939-7602.

Signed,

A handwritten signature in black ink, appearing to be 'V. Stanley', with a stylized, sweeping flourish extending to the right.

Virginie Stanley – Invivid Architecture

Jan 16, 2024

I, Virginie Stanley, hereby certify that a neighborhood meeting was held on Tuesday, February 7, 5:30pm at the at : Residence Inn – Great Diamond Room – 145 Fore St, Portland, ME 04101 for the proposed project located at 90 Atlantic Portland, ME 04101.

I also that on January 27, no 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 (1,000 feet for subdivisions within an industrial zone or industrial zone changes).
2. Residents on the “interested es” list.

Signed,

A handwritten signature in black ink, appearing to read 'V. Stanley', with a long, sweeping horizontal stroke extending to the right.

Virginie Stanley – Invivid Architecture

February 7, 2024

Attachments

1. Copy of notice Sent
2. Sign-in sheet
3. Record of feedback

Neighborhood Meeting Feedback - 90 Atlantic Street

Residence Inn – Great Diamond Room

145 Fore St, Portland, ME 04101

Tuesday, February 6th, 2024

5:30pm EST

Attendees:

Ed Walsch – Owner

Virginie Stanley - Architect

Brent Adler

Liv Chase

Maggy Wolf

Joan Leitzer

Ken Spier

Feedback:

1. Brent Adler:

- Asked about the construction management plan and street closings during construction.
- Inquired about the number of parking spaces to be temporarily taken during construction and the duration of the impact.
- Suggested using water during the demolition of the existing building.

2. Maggy Wolf:

- Raised the issue of a parking space being taken to provide access to the garage.
- Mentioned concerns about the building design, describing it as a "cookie cutter design."

3. Joan Leitzer:

- Inquired about the duration of the construction process.

4. Liv Chase:

- Asked about the activities planned for the roof and inquired about the possibility of having a roof penthouse.
- Asked about the number of parking spaces in the parking garage
- Asked about the demo and construction start date
- Complimented the overall design of the building.

Additional Notes:

- The concerns raised by Brent Adler regarding construction management, street closings, and parking spaces were noted and will be addressed at a future date by the GC's construction management plan and construction schedule.
- Maggy Wolf's feedback on the design and the impact on parking was acknowledged, and residents were assured that their concerns would be considered in the ongoing planning process.
- Joan Leitzer's question about the duration of construction was answered by 12-18 months
- Liv Chase's positive feedback on the building design was appreciated, and information on what was planned for the roof deck was shared

We want to thank all attendees for their valuable feedback and active participation in shaping the community dialogue around the development at 90 Atlantic Street.

2/6/2024

Residence Inn - Portland Maine

90 Atlantic Street - Portland Maine

[illegible]

Page 747



207.926.5111
 info@terradyndynconsultants.com
 www.terradyndynconsultants.com

May 21, 2024

Project #2056

Planning Division, City of Portland
 389 Congress Street, 4th Floor
 Portland, ME 04101

Response to Comments 90 Atlantic Street

Dear: City of Portland Planning Division

Terradyn Consultants, LLC is pleased to submit this response to comments letter for the Major Site Plan Application for the proposed development of 90 Atlantic Street. The owner and applicant is Atlantic Street Properties, LLC. We received Site Plan Review comments from City Staff dated 1/17/23 and have prepared responses. Comments are re-iterated in italics with responses below for clarity.

Site Plan Review Comments

Planning:

The provided First Floor Plan (Sheet A1.01) is incongruent with the Site Plan (Sheet C-4.0) in terms of the parking layout, please update accordingly.

Response: The Site Plan has been updated, and now shows 4 parking spaces within the building and 2 surface parking spaces along the shared drive on Atlantic Street.

Per the Technical Manual Section 1 Table 1.5.1, no more than one driveway shall be permitted for projects serving <10 residential unit, therefore three driveways are not allowed. Based on the project location, we would suggest a single driveway accessing the building parking area only. Further, we note that the proposed driveway on Atlantic St. and the single space driveway on Monument St. do not meet City driveway spacing standards. The applicant shall redesign the proposed parking and eliminate 2 of the three proposed driveways, or submit a waiver request.

Response: The southeast Monument Street entrance is the primary vehicular entrance to the proposed building. The southern Monument Street curb cut has been

eliminated. The northern curb cut on Atlantic Street is an existing condition and is shared parking for the abutting building owned by the same entity. A waiver has been requested for the Atlantic Street entrance where there is an existing curb cut, this access would maintain an existing snow storage easement with the abutting building of common ownership.

The applicant has provided vehicle turning graphics, however, the turning analysis should be updated to reflect vehicles occupying all parking spaces which will restrict the area to be used for circulation. The applicant should formally request waivers from City standards for parking stall size and aisle width.

Response: Sheet C-10.0 has been updated to include vehicles occupying all parking spaces. The minimum stall size is 18 feet long and 8.5 feet wide in low turnover spots. The minimum drive aisle width is 24 feet for standard right angle parking, the proposed parking lot aisles vary from 25 to 29 feet depending on orientation.

The applicant shall update all proposed details (Site, Sewer, Stormwater, Landscape, details) to meet the requirements of the approved Technical Manual update. At a minimum, please replace the vertical granite curb, brick driveway apron with bituminous base, and brick sidewalk with bituminous base. CAD files can be obtained upon request.

Response: The proposed details have been updated

Is the tree well along Monument Street existing or proposed? A 5' min clear space along the walking path between any elevated objects must be maintained within the City ROW. Revise the proposed planter so that a distance no less than 5' is maintained between elevated structures. Further, consider moving the proposed tree well away from the existing stormwater inlet.

Response: The tree well along Monument Street was proposed, it has been removed on this revision due to limitations including 5' min clear space between elevated objects, and the existing stormwater inlet.

The applicant shall confirm that all existing pedestrian ramps leading to and from the property are compliant per the Technical Manual Section one. The applicant shall submit the results and any item not in compliance shall be reconstructed.

Response: The tree well along Monument Street was proposed, it has been removed on this revision due to limitations including 5' min clear space between elevated objects, and the existing stormwater inlet.

Improvements and existing conditions in the ROW shall be dimensioned on the plan view sheets. For example: ROW, street, lanes, sidewalk, esplanade, driveways (and other

improvements) widths should be shown, including at locations where a width changes. Update the plans to reflect these changes.

Response: The plans have been updated to include additional dimensions including existing and proposed conditions.

The limited spot grades provided do not allow staff to confirm that the proposed sidewalks are compliant (i.e. meet the min. cross slope and running slope). The applicant shall update the plans to provide spot grades and slopes at grade breaks for the proposed sidewalks, driveways (egress locations, steps), and at the end of the limits of the proposed improvements for the property.

Response: Additional spot grades have been added to C-5.0.

Per the Technical Manual Standard 1.14, new structured and surface parking lots of five or more spaces shall include energized electrical outlets or installed chargers capable of providing Level 2 EV charging or higher to 20% of parking spaces, and an additional 50% of spaces must be made EV-ready; please revise your plans accordingly.

Response: One level 2 EV charger serving 2 spaces is shown on the plan, a note has been added to sheet C-6.0 noting the requirement for additional spaces to be made EV-Ready.

*The existing 12" Ginkgo on Monument St needs to be preserved throughout the construction process. The canopy extends beyond the sidewalk and has a larger footprint than the approximate demarcation on the existing condition plan. Please detail tree protection measures to be implemented during construction, including: Size and location of tree protection zone including fence type. Explicit details on construction methods to be followed within the biologically sensitive areas of the tree (critical root zone) to minimize disturbance to tree. Critical root zone for the Ginkgo would be a circle with radius equal to 1.25 feet for every inch of DBH ($1.25 * 12 \text{ in DBH} = 15 \text{ ft radius}$).*

Response: The existing 12" Ginkgo on Monument will be preserved to the greatest practical extent. Additional tree protection notes have been added to sheet C-3.1.

Design standards dictate the proposed garage entrance be placed on the Atlantic St frontage instead of Monument St. The Atlantic St location is preferred as the driveway cut for the proposed Monument St entrance encroaches heavily into the structural root zone of the existing 12" Ginkgo street tree jeopardizing it's preservation. The existing 3" Ginkgo and tree well can be removed in order to accommodate the proposed garage entrance.

Pending final layout and number of proposed driveway entrances to be installed, additional tree wells should be planned along the road frontages per the spacing requirements stipulated in the Technical Manual Section 4.

The available road frontages do not allow for the number of tree wells to be installed that would satisfy the street tree requirements for the number of residential units proposed, the difference can be made up by: A financial contribution to the Tree Fund in the amount of \$400 per required tree that is not planted/installed, or: The financial contribution can be reduced by the value of infrastructure upgrades implemented for the tree wells that can be installed. Cost of structural soil installation around installed tree wells (for example).

Response: The architect has previously sent a narrative providing an explanation of the need for the garage entrance to be placed on Monument Street due to setbacks and parking requirements.

The previously proposed tree well was removed due to the required distance between elevated objects, and proximity to the existing catch basin. Tree wells do not fit along the sites other frontages due to proximity to on street parking and the proposed building maintaining an accessible sidewalk. A financial contribution to the Tree Fund is anticipated where sufficient trees cannot be installed along the sites frontage.

As part of their erosion and sedimentation control (as shown on the Construction Management Plan) they should call out temporary catch basin inlet protection for the catch basin structures located in Atlantic and Monument Street, there are some that are in close proximity to the utility and sidewalk work.

The plans do not show a foundation drain; please make sure to account for where that will connect into the proposed storm drain system.

Section 2.2.3 of the Technical Manual requires DPW Water Resources approval when stormwater is being proposed to discharge into a sewer which conveys sanitary waste. Prior to authorizing a new stormwater connection into the combined sewer in Atlantic Street, DPW will require that the applicant provide an on-site stormwater detention volume equal to the greater of: 1" of rainfall x the proposed impervious area within the project's disturbance limits or the projected average 24- hour daily sanitary sewer flow being added to the combined sewer system by the project.

Stormwater discharge rates into the combined sewer system must be controlled to a maximum flow rate of 0.1 CFS per acre of watershed drainage area draining through the system until the design storage capacity is reached. Once the design storage is maximized, excess flow rates can be directed to the combined sewer through the use of a flow control structure or device.

Response: Temporary catch basin inlet protection is included on sheet C-3.0 Existing Conditions & Demolition Plan. A foundation drain is shown on the grading & drainage plan. On site stormwater detention has been added to detain stormwater in accordance with DPW requirements, more information is found in the updated SW Report.

Please provide the ability to serve letter, as received from each of the utility companies.

The Applicant will be required to provide confirmation of ability to serve for the proposed water services. Staff notes: based on past experience with Portland Water Service, unless the existing service is intended to remain active, they will require that it be abandoned at the main. This is within the area the applicants are planning to repave, so trenching at that location should not be an issue.

All of the building utilities are existing underneath the planned landscaped area that will include trees; please ensure that adequate separation will exist for root systems over the utility services.

Standard City of Portland Sewer Connection Details located in the Technical Manual Section 2 should be added to the plan set to depict the required connections into the Atlantic Street combined sewer.

Response: An ability to serve letter from PWD is attached with this response, a letter from DPW is expected in the near future verifying sewer capacity. The standard City of Portland Sewer connection detail has been added to the plan set.

Conclusion:

We believe that this response to comments and the revised civil plans satisfy the questions and comments raised by City staff. We look forward to continuing to work with the Planning Staff and Planning Board on this project. Please contact me at (207) 632-9010 or mtw@terradyconsultants.com if you have questions or require additional information.

Sincerely,
TERRADYN CONSULTANTS, LLC



Michael Tadema-Wielandt, P.E.
Vice President



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 info@terradynconsultants.com
 www.terradynconsultants.com

July 10, 2024

Project #23-056

Natasha Kypfer, Senior Planner
 City of Portland
 389 Congress Street
 Portland, Maine 04101

**Subject: 90 Atlantic Street
 Response to Peer Review Comments**

Dear Natasha:

Our office received review comments for the above referenced project from you, dated June 3, 2024. We have reviewed the comments and have prepared the following responses. For clarity, each comment is repeated, followed by our response.

Site Plan Review Standards (Sec. 14.6)

Transportation Standards (Sec. 14.6.1)

Impact on Surrounding Street Systems: The applicant proposes to redevelop the lot at the project site, 90 Atlantic Street, where presently a 2 ½ story, four-unit residential building sits. The current structure is anticipated to be demolished and a four-story, six-unit residential building is proposed in its place, with the ground floor serving as covered garage with four parking spaces (three standard and one ADA-compliant), lobby, and utility space, with two living units proposed on each floor. Aside from the internal garage, two additional surface parking spaces are to be located on site; the tandem-style spaces are accessed from Atlantic St., resulting in 6 total spots provided. According to the applicant, the minimal amount of traffic that will be generated by the project is not expected to have a significant effect on the surrounding street network.

Comment: No action required.

Access and Circulation: The proposed project would not be expected to create safety or mobility problems in the vicinity of the project, along Atlantic St. and Monument St. The applicant explains the Atlantic St. sidewalk along the parcel's frontage is proposed to be entirely reconstructed, including a new driveway apron, as well sections along the Monument St. sidewalk frontage will be also be reconstructed, and the new driveway apron to be installed. This project proposes a total of two curb cuts in order to serve the redeveloped residential use of 6 units. A waiver has been requested for the Atlantic Street entrance, where there is an existing curb cut and wherein a tandem parking scheme is proposed.

Comment: For the driveway on Atlantic Street, please provide information on how spaces will be managed such that vehicles are not blocked. How will the proposed spaces be managed with vehicles parked for 94 Atlantic Street? An access easement should be provided. The width of the shared driveway should be dimensioned, and it should be noted if a waiver is required.

Response: The driveway width has been dimensioned on sheet C-4.0.,

Comment: Update C-5.0 - Callout Finished Floor Elevation

Response: Finish floor has been added to sheet C-5.0

Comment: Update C-4.0 - Callout protection of Monument

Response: Monument protection callout has been added to sheet C-4.0.

Comment: C-4.0 - ADA ramp appears to be non-compliant per the Technical Manual; replace ramp and sidewalk

Response: The ADA ramp has been replaced per the technical manual.

Comment: Include standard detail for ADA ramp

Response: Standard detail has been added to the plan set.

Comment: C-9.0 - Details must meet the design requirements of the Technical Manual

Response: Details have been added per the Technical Manual.

Public Transit Access: The development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street. No additional upgrades are required by the applicant.

Comment: No action is required.

Parking: Per Article 19, Table 19-A, multi-family development is required to provide one off-street parking space per dwelling unit. Further; per Table 19-B, transit proximate development and uses do not require off-street parking within ¼ mile of fixed route transit service. This development is located on Atlantic Street, adjacent to Congress Street, upon which METRO bus service routes are operated, including a bus stop for Route 1 at Congress St. and North St. which is within 0.1 miles of 90 Atlantic Street, meaning that off-street parking is not required for this project.

However, the applicants are proposing to provide 6 off-street parking spaces, providing one space for each residential unit, including one ADA complaint space. The applicant indicates one Level 2 EV charger will serve 2 spaces, while the remaining spaces will be made EV-ready. Bicycle parking spaces are provided in the form of bicycle racks located inside the garage, totaling 4 bicycle parking spaces provided per the table on Sheet C-1.1.

Comment: No action is required.

Environmental Quality Standards (Sec. 14.6.2)

Preservation of Significant Natural Features: The site disturbance for this project does not include disruption of any significant natural features nor are known endangered species or plants noted as existing on the site; the parcel is already developed, with a 2 ½ story, four-unit residential building.

Comment: No action is required.

Landscape Preservation: The site is currently minimally vegetated; however, the applicant proposes maintaining the existing 12" Ginko tree along Monument Street, and has included extensive tree protection notes on Sheet C-3.1.

Comment: Please acknowledge that the existing 12" Ginko on Monument Street needs to be preserved throughout the construction process.

Response: The 12" Ginko on Monument Street will be preserved to the greatest extent possible.

Site Landscaping and Buffers: The applicant states the landscaping will be located in the setback area between the ROW and the proposed new structure, and that the areas behind the building will be seeded with an appropriate mix, allowed to grow and be managed with seasonal mowing. Further, the narrative states that no street trees are proposed and the one existing small street tree along the Atlantic St. frontage will be removed, with the Ginko tree on Monument St. frontage to be protected. Being that this project is in the R-6 Residential zone, a minimum of 20% landscaped open space is required. However, with the revisions from round 1, the applicant indicates: *The previously proposed tree well was removed due to the required distance between elevated objects, and proximity to the existing catch basin. Tree wells do not fit along the site's other frontages due to proximity to on street parking and the proposed building maintaining an accessible sidewalk. A financial contribution to the Tree Fund is anticipated where sufficient trees cannot be installed along the site's frontage.*

Comment: Please acknowledge: as the available road frontages do not allow for the number of tree wells to be installed that would satisfy the street tree requirements for the number of residential units proposed, the difference can be made up by:

- A financial contribution to the Tree Fund in the amount of \$400 per required tree that is not planted/installed, or:
- The financial contribution can be reduced by the value of infrastructure upgrades implemented for the tree wells that can be installed.

- Cost of structural soil installation around installed tree wells (for example).

Response: The applicant acknowledges that there will be a requirement to contribute to the Tree Fund where the street tree requirements cannot be met.

Water Quality, Stormwater Management: The applicant has provided a Stormwater Report detailing how the project will result in an increased impervious area of approximately 992 sq. ft., and therefore does not trigger local stormwater review under the DEP General or Flooding standards. Per the report's summary, based on the results of the evaluation, the proposed stormwater design is not expected to cause flooding, erosion, or other significant adverse effects downstream of the site.

Comment: Staff has noted some inconsistency between what is shown on the plan and what is included in the stormwater modeling. Additional detail is needed to construct what is being proposed per the design.

- The HydroCAD model includes a 15" outlet pipe from the R-tank system. All of the pipes shown on the grading and drainage plan are 6". The model should be consistent with what is proposed on the plans.
- The HydroCAD model includes a 1.5" vertical orifice and a 6' wide weir for bypass. These components of the system have not been shown on the plans. The elevations for these features are similar to the outlet inverts provided from the R-tank system on the grading plan, but the details do not show an orifice or weir. The plan also shows a 2" ball valve for the outlet of the R-Tank. The model should be consistent with what is proposed for construction.

Response: The hydrocad model has been revised to show a 6" outlet pipe from the R-Tanks, and a 6" overflow set at the top of the water quality volume. MDEP recommends a drain down time of a storage volume between 48 and 24 hours, the ball valve should be adjusted as necessary to allow for this. Setting the valve slightly larger than the orifice will allow for the correct drain down time in the event water is retained beyond the 48 hour time period.

Comment: There are inconsistencies with noted erosion control measures on the plans. The Construction Management Plan includes sediment barrier. In response to prior comments, a callout for providing temporary inlet protection in catch basins was provided on the Existing Conditions and Demolition Plan. The plans should be consistent in where they call out all erosion and sedimentation control measures on a plan.

Response: Erosion control measures have been updated to show consistency with notes on the plans.

Comment: The proposed six-inch sewer lateral is currently being shown as being too close to the City's existing catch basin near the Atlantic/Monument intersection. The sewer lateral should be shifted to provide a minimum 4' clearance between the lateral and the catch basin structure wall.

Response: The 6" sewer lateral has been moved to provide greater than 4' of minimum clearance from the catch basin.

Comment: Further clarity should be added to the grading plan to show proposed access locations for the R-tank system and how the system is intended to function. Based on the project details it appears a maintenance row will be provided within the system but the configuration doesn't match up with what is being shown on the grading plan. It would be advisable at a minimum to provide access between the proposed roof drain leader and storage system to allow for future inspection and maintenance at the upstream end of the system.

Response: Access ports have been added to the plans, per the manufacturers specifications.

Comment: A detail of DMH-1 should be provided in the plan set.

Response: A drainage manhole detail has been added to the plan set. DMH-1 is no longer an outlet control structure with an internal weir and as a result could be downsized.

Public Infrastructure and Community Safety Standards (sec. 14.6.3)

Consistency with City Master Plans: The proposed redevelopment of the subject property is a permitted use within the R-6 zone, and complies with applicable zoning as established under the City's comprehensive plan, Portland's Plan 2030, and there are no other Master Plans that this application would be subject to.

Comment: No action is required.

Public Safety and Fire Prevention: The project site is accessible from both frontages along Atlantic Street and Monument Street for the purposes of emergency vehicle access. Further, the western and southern sides of the building will be accessible from the proposed surface parking areas. The applicant indicates the proposed structure will be fully sprinkled, and that access to the building will be provided via the front, side, and garage entrances with appropriate access controls for a multi-family residential building.

Comment: No action is required.

Site Design Standards (Sec. 14.6.4)

Massing, Ventilation and Wind Impact: This project includes a moderate change in bulk and height (massing) by going from a 2 ½ story building to a larger, four-story structure. The proposed massing is fairly simple with all elevations continuing to the full height along the same plane, broken up by six balconies proposed along the Monument Street frontage, or southeasterly elevation. Further, the HVAC equipment is proposed to be located on the roof,

with the applicant's noting the equipment will exhaust away from the adjacent residential properties.

Comment: No action is required.

Shadow: Per the Technical Manual Sec. 11, a preliminary shadow analysis is required for all applicable site plan applications that include new structures (or additions to structures) greater than 45' tall. As the proposed structure does not exceed 45', this standard does not apply and this redevelopment is exempt.

Comment: No action is required.

Snow and Ice Loading: A parking and snow storage easement is indicated within the submittal, along the shared property line abutting the residential neighbors at 94 Atlantic Street, northwesterly. The applicant notes snow will be removed from the surface parking area and stored beyond the parking area on the site.

Comment: No action is required.

View Corridors: Per the City's design standards, the massing, location, and height of development shall not substantially obstruct public view corridors. The property is not located within an established view corridor; therefore, this standard is not applicable.

Comment: No action is required.

Historic Resources: The subject property is just outside (within 100') of the Munjoy Hill Historic District, therefore Historic Preservation staff will provide design review within an advisory capacity.

Comment: No action is required.

Exterior Lighting: All development must adhere to the site lighting standards provided for in the Technical Manual, Section 12, for: site lighting, architectural and specialty lighting, and street lighting. This project proposes site lighting, with 14 wall-mounted individual LED wall luminaire fixtures proposed in total along the four structure planes, with appropriate shielding; the photometric plan is provided with the submission. Further, with regard to street lighting, as the applicant details: an existing cobra-head style street light is located on a utility pole directly across from the project site (at the far corner of Atlantic St. and Monument St.), no other street lighting is proposed.

Comment: No action is required.

Noise and Vibration: In the City, all HVAC, AHU, emergency generators, and similar equipment are required to meet applicable state and federal emissions requirements and are further required to be located and/or screened in such a manner as to mitigate noise and vibration impacts. This project proposes to locate said equipment atop the building, on the roof.

Comment: No action is required.

Signage and Wayfinding: Any signage associated with the redevelopment of this project will be required to be reviewed by the Permitting and Inspections Department separately, with a sign permit.

Comment: No action is required.

Design Standards: Per the LUC Section 14.6.4.I, all residential development in the R-6 zone shall integrate with and respect the character of surrounding residential development in terms of architectural form, landscaping and open space, façade materials, roof pitch, massing and height.

Zoning Use Review (Article 6)

Use Permissions (Sec. 6.5.6)

Multi-family Dwellings: Permitted

- Comment: Staff also requests the following details/clarification:
- Please provide the square footage of the open space areas, and show how the landscaped open space is calculated.
 - It is unclear if the proposed building is meeting the rear setback of 15'. The site plan (Sheet C-4.0) is showing the rear setback as 12.7'. The first-floor plan (Sheet A1.01) is showing the rear setback as 15' 3 1/8".

Response: Open space area additional information has been added to the plans. The Civil plan set has been updated to meet the rear setback requirement of 15'.

We trust that the above responses and attached materials address the comments. Please contact me directly with additional questions or concerns.

Sincerely,
TERRADYN CONSULTANTS LLC



Griffin Wood, P.E.
Project Engineer

cc.



August 7, 2024

SUGGESTED LEGAL DESCRIPTION
 Use of this description requires legal review

52 s.f. Easement

Exhibit A

Atlantic Street Properties, LLC of Portland, County of Cumberland, State of Maine for consideration paid grant to the City of Portland, County of Cumberland, State of Maine.

A certain Pedestrian access easement for ingress and egress located and described as follows:

Beginning at the intersection of the southwesterly sideline of Atlantic Street and the northwesterly sideline of Monument Street at the westerly corner of a 9" x 9" granite monument found 2" below grade;

- 1) Thence S 36° 13' 27" W along the northwesterly sideline of Monument Street a distance of 39.41 feet;
- 2) Thence N 50° 24' 52" W a distance of 2.28 feet;
- 3) Thence N 39° 35' 32" E a distance of 35.49 feet;
- 4) Thence N 05° 28' 07" W a distance of 5.45 feet to the southwesterly sideline of said Atlantic Street;
- 5) Thence S 50° 24' 52" E along the southwesterly sideline of said Atlantic Street a distance of 3.83 feet to the **Point of Beginning** of said pedestrian access easement.

The above-described easement encompasses 52 s.f. The bearings referred to above are referenced to Grid North, Maine State Plane Coordinate System, West Zone 1802-NAD83 and based on a plan entitled "Existing Conditions/Topographic Survey" prepared for Ed Walsh by Terradyn Consultants. dated May 22, 2023.



This Easement Description was prepared based on a plan entitled "Site Plan - 90 Atlantic Street," prepared for Atlantic Street Properties, LLC by Terradyn Consultants, LLC dated July 12, 2023.

The land burdened by the easement is a portion of the land conveyed from Daniel Galli to Atlantic Street Properties by a deed dated December 2, 2015 and recorded in the Cumberland County Registry of Deeds in Book 32772, Page 230.

Use of this description requires understanding of the following:

1. This description was prepared without benefit of an attorney's title search; therefore, the user of this description shall satisfy themselves that the grantor of the parcel described in this Suggested Parcel Description is record owner, with good and marketable title thereto, free and clear of all encumbrances, with any exception or restrictions that are mutually agreed to by all parties involved. The user of this description shall consult with legal counsel to verify wording contained within this Suggested Parcel Description and to provide all references to easements, restrictions, or covenants of record affecting the described parcel to protect grantor/grantee interests.
2. The user of this description shall consult with legal counsel to verify wording contained within this Suggested Parcel Description and to provide all references to easements, restrictions, or covenants of record affecting the described parcel to protect grantor/grantee interests.

August 7, 2024

SUGGESTED LEGAL DESCRIPTION

Use of this description requires legal review

630 s.f. Easement

Exhibit A

Atlantic Street Condo of Portland, County of Cumberland, State of Maine for consideration paid grant to Atlantic Street Properties, LLC, of Portland, County of Cumberland, State of Maine.

A certain 9-foot-wide access easement for ingress and egress located and described as follows:

Beginning on the southwesterly sideline of Atlantic Street at the easterly corner of land now or formerly of Atlantic Street Condo by a deed dated March 29, 2007 and recorded in the Cumberland County Registry of Deeds in Book 24960, Page 181;

- 1) Thence S 39°34'38" W along the southeasterly sideline of land of said Atlantic Street Condo a distance of 70.01 to the northeasterly sideline of land now or formerly of Residence at Monument Condo by a deed dated October 26, 2020 and recorded in said Registry of Deeds in Book 37399, Page 275;
- 2) Thence S 50°25'22" E along the northeasterly sideline of land of said Residence at Monument Condo a distance of 9.00 feet;
- 3) Thence N 39°34'38" E a distance of 70.01 feet to the southwesterly sideline of said Atlantic Street;
- 4) Thence N 50°24'52" W along the southwesterly sideline of said Atlantic Street a distance of 9.00 feet to the **Point of Beginning** of said 9' wide access easement.

The above-described easement encompasses 630 s.f.

The bearings referred to above are referenced Grid North, Maine State Plane Coordinate System, West Zone 1802-NAD83 and based on a plan entitled "Existing Conditions/Topographic Survey" prepared for Ed Walsh by Terradyn Consultants. dated May 22, 2023.



This Easement Description was prepared based on a plan entitled "Site Plan - 90 Atlantic Street," prepared for Atlantic Street Properties, LLC by Terradyn Consultants, LLC dated July 12, 2023.

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2. The user of this description shall consult with legal counsel to verify wording contained within this Suggested Parcel Description and to provide all references to easements, restrictions, or covenants of record affecting the described parcel to protect grantor/grantee interests.



1. The purpose of this plan is to depict the results of an Existing Conditions/Topographic Survey of the subject parcel.
2. All Book and Page numbers refer to the Cumberland County Registry of Deeds, unless otherwise noted.
3. The record owner of the subject parcel was Atlantic Street Properties LLC by a deed dated Dec. 2, 2015 and recorded in Book 32772, Page 230.
4. The subject parcel is shown on the City of Portland Tax Map 16 as Lot D-8 and is located in the R6 Residential District.
5. Space and bulk standards for the R6 Residential District as of the date of this plan are as follows:

Min. Lot Size:	2,000 sq ft
Min. Frontage:	50 ft
Min. Front Setback:	5 ft
Min. Side Setback:	5 ft
Min. Rear Setback:	10 ft
Max. Building Height:	45 ft
Max. Building Coverage:	60%
Min. Open Space:	20%

6. Total area of the subject parcel is 4,650 sq ft (11 acres).
7. Boundary information shown hereon is based solely upon Plan Ref 8.A.
8. **Plan References:**
 - A. "Atlantic Street Apartments" dated September 22, 2003, prepared for Edward and Karen Walsh by Owen Haskell, Inc. and recorded in Plan Book 205, Page 622.
 - B. "ALTA/NPSL Land Title Survey - 25 Monument Street" dated January 13, 2017, prepared for Monument Partners, LLC by Owen Haskell, Inc. and being previously unrecorded.
9. Plan orientation is Grid North, Maine State Plane Coordinate System, West Zone 1802-NAD83. Elevations depicted hereon are NGVD29, based on dual-frequency GPS observations, which approximates City Datum.
10. Atlantic Street is 50' wide and Monument Street is 49.5' wide as referenced in a plan provided by the Engineering Department of Public Works Volume 2, Page 118, dated November 1925.
11. The subject parcel is located within Zone C, Areas of Minimal Flood Hazard, as delineated on the Flood Insurance Rate Map for the City of Portland, Cumberland County, Community+Panel Number 2300510014B, having an Effective Date of July 17, 1986.
12. Underground utilities depicted hereon were marked by ProMark Utility Locating, Inc. on May 22, 2023, and may not necessarily represent all present utilities within the subject parcels. Owners, contractors, and/or designers need to contact Dig-Safe Systems, Inc. (call 811) and field verify existing utilities prior to digging or breaking ground.

A circular seal for the State of Maine Professional Land Surveyor. The outer ring contains the text "STATE OF MAINE" at the top and "PROFESSIONAL LAND SURVEYOR" at the bottom, separated by two stars. The center of the seal contains the name "NICHOLAS RACIOPPI" and the number "No. 2621".[illegible]

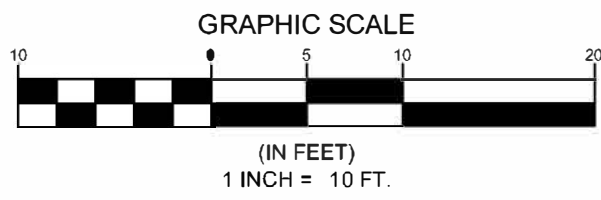
 TERRADYN CONSULTANTS, LLC	ADDRESS: 41 CAMPUS DRIVE, SUITE 301 NEW GLOUCESTER, ME 04260 PHONE: (207) 926-5111 WEB SITE: www.terradynconsultants.com
---	---

PROJECT: WALSH PROJECT 90 ATLANTIC STREET PORTLAND MAINE	
SHEET TITLE: EXISTING CONDITIONS/TOPOGRAPHIC SURVEY	
DATE: MAY 22, 2023	FOR RECORD OWNER
SCALE: 1"= 10'	ED WALSH
JOB NO.: 23-056	CLIENT ADDRESS
SHEET:	CLIENT ADDRESS 2
1 OF 1	

Sheet Size: 24" X 36"

STATE OF MAINE, Cumberland County, SS
REGISTRY OF DEEDS

Received _____
At ____ h ____ m ____ M and recorded in
Plan Book _____, Page _____
Attest _____
Registrar



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

Consultant:

Revisions:

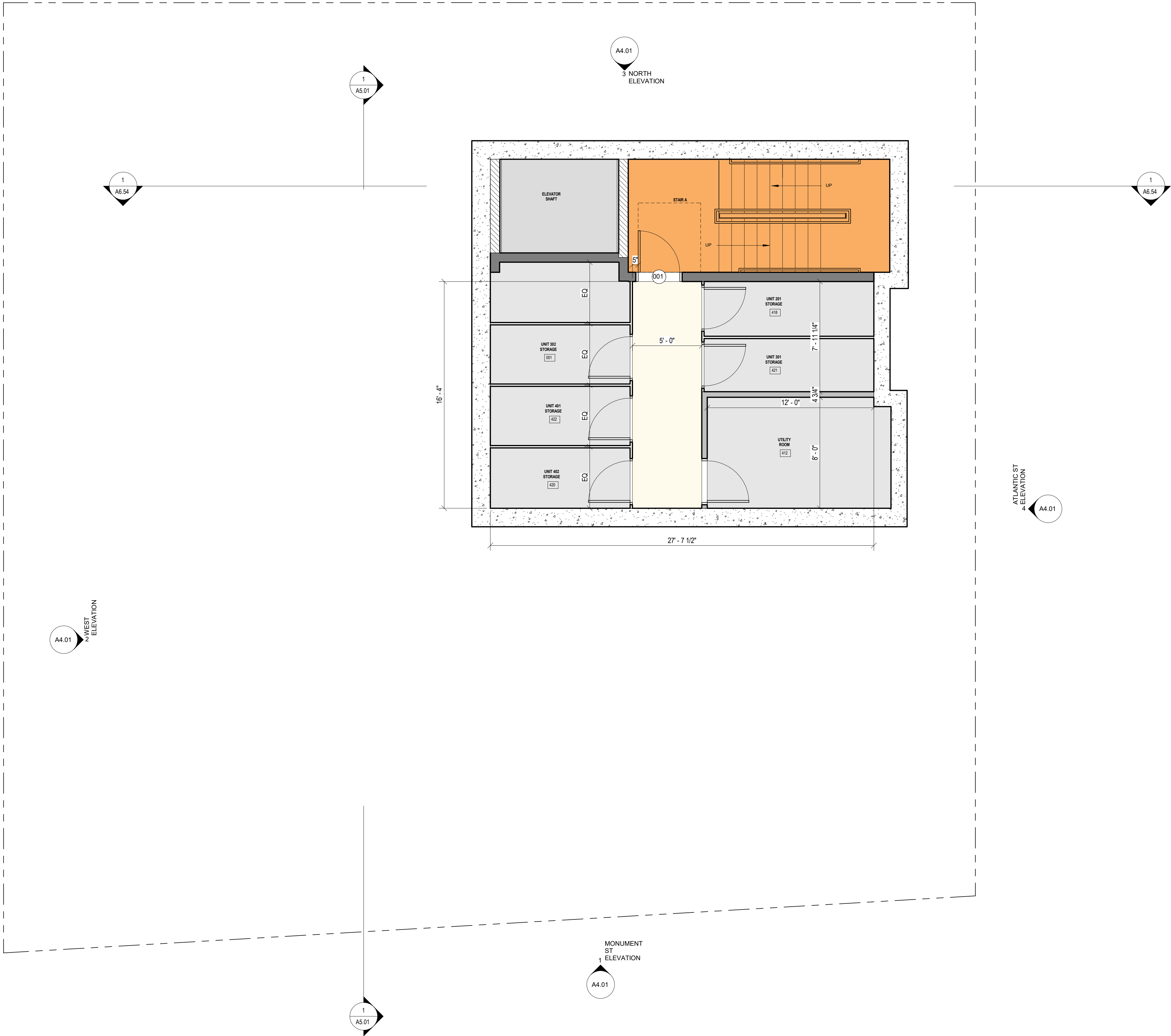
Key Plan:

BASEMENT PLAN

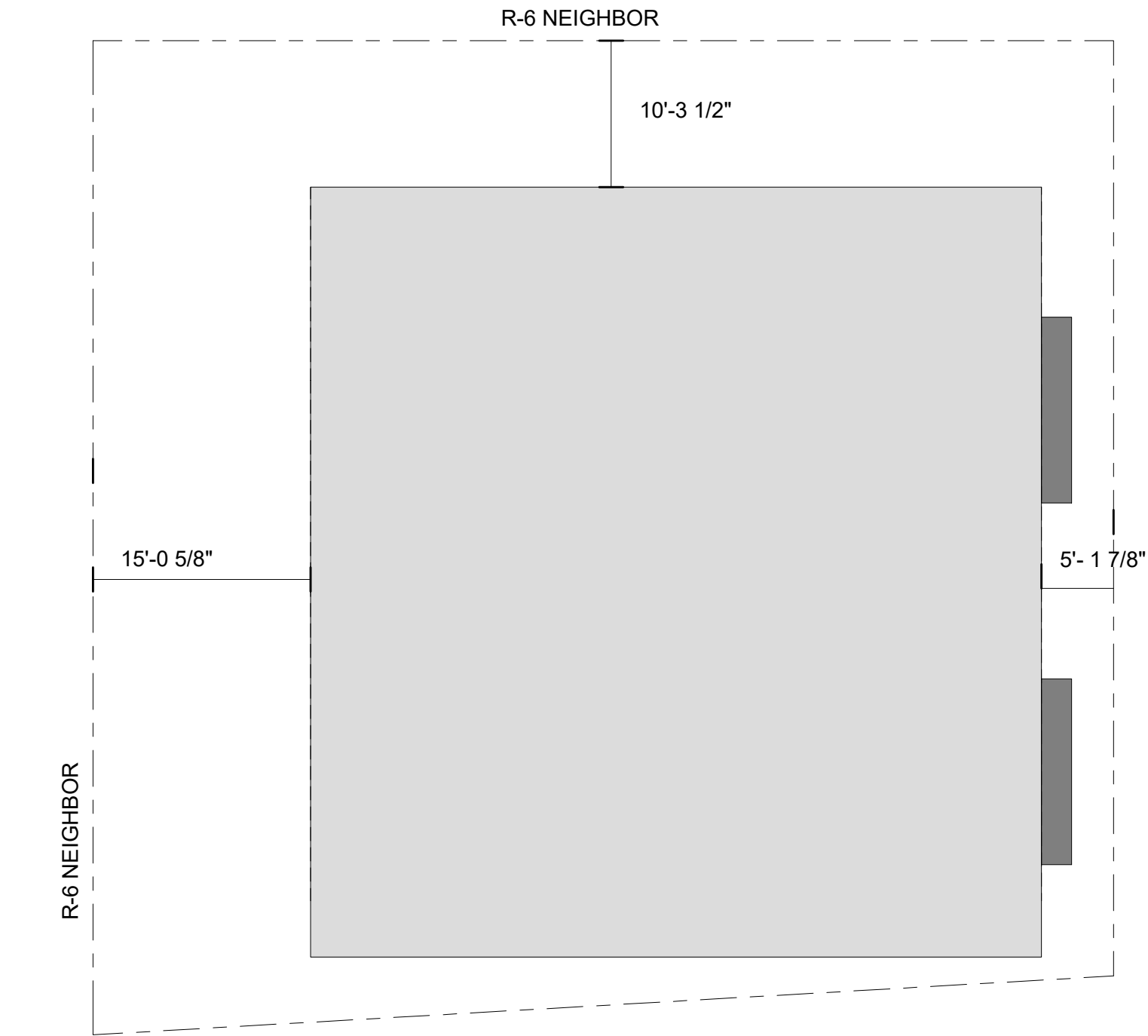
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1/4" = 1'-0"

JUNE 10, 2024

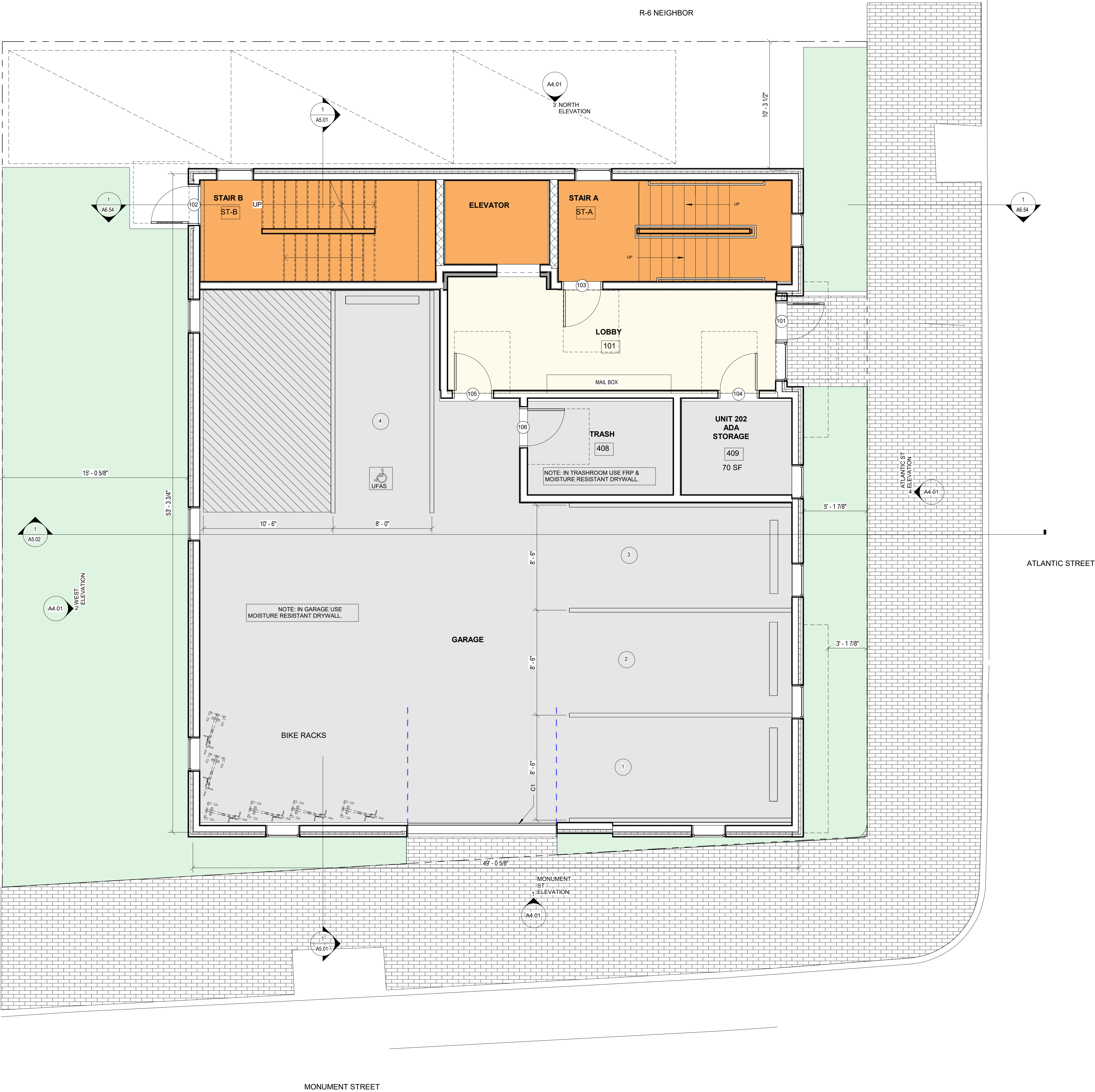
A1.00



- **Zoning R6**
- Land Area: **4,650 SF**
- Lot area per dwelling unit (min) 725 SF – 4,706 / 725 = **6 units allowed**
- Front setback: 5 ft min (**5'-1" Provide**)
- Rear setback: 10 ft (**10'-9 1/8" Provide**)
- Detached accessory rear setback: 5 ft (No detached accessory included at this time)
- Side setback: 5 ft (cumulative side yard 10 ft)
- On side street: None (or depth of front yard directly abutting the lot) (**5'-5 5/8" Provide**)
- Stepbacks: 10 ft min. from side property and 15 feet from rear property (above 35 ft. when property line abuts a residential zone.
- **Stepbacks: Side: 10'-0 1/2"; Rear: 15'-1"**
- **Setback: Side: 10'-0 1/2"; Rear: 10'-9 1/8"**
- Structure Height: 45 feet (detached accessory: 18 ft) (**44'-10" Provide**)
- Lot coverage: 60% (Lot size: 4,706SF 60%= 2,823SF) **Building Footprint: 2,783**
- Width of garage opening on front façade: 9 ft or 40% of the front façade, whichever is greater, and in no more than 20 ft. (20% of None Building Area (2,783SF) = 376 SF required) (**9' Provide**),
- Landscaped open space ratio 20% of 2,823SF= Min. 565 SF required (**Landscape 645 SF Provide**)



Building Setback, Stepback Diagram



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

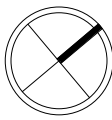
Consultant:

Revisions:

Key Plan:

FIRST FLOOR PLAN

Scale:
1/4" = 1'-0"



JUNE 10, 2024

A1.01

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

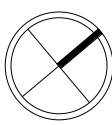
Consultant:

Revisions:

Key Plan:

SECOND FLOOR PLAN

Scale:
1/4" = 1'-0"



JUNE 10, 2024

A1.02





Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

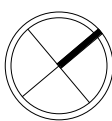
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Revisions:

Key Plan:

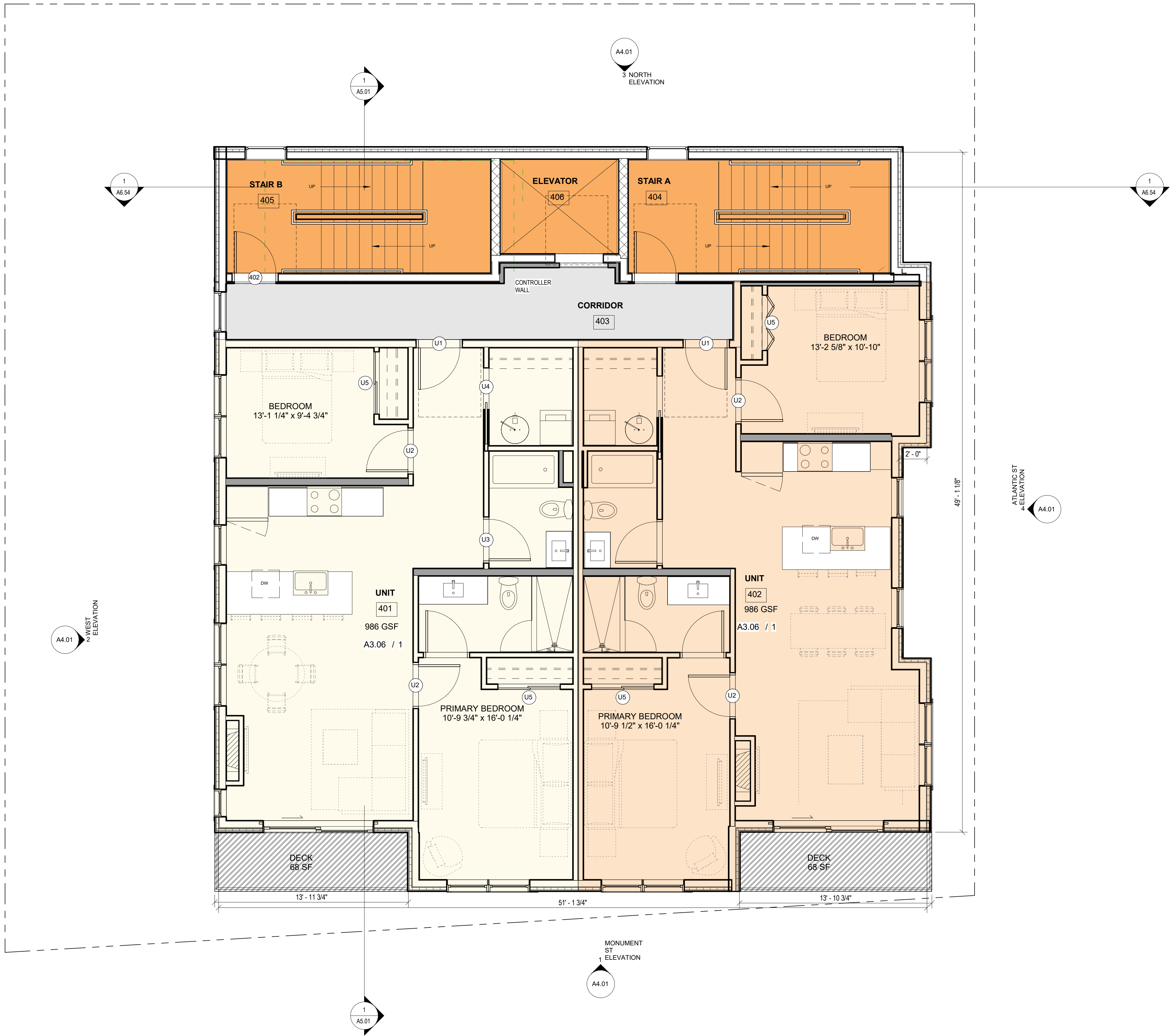
FOURTH FLOOR PLAN

Scale:
1/4" = 1'-0"



JUNE 10, 2024

A1.04



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

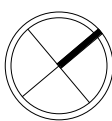
Consultant:

Revisions:

Key Plan:

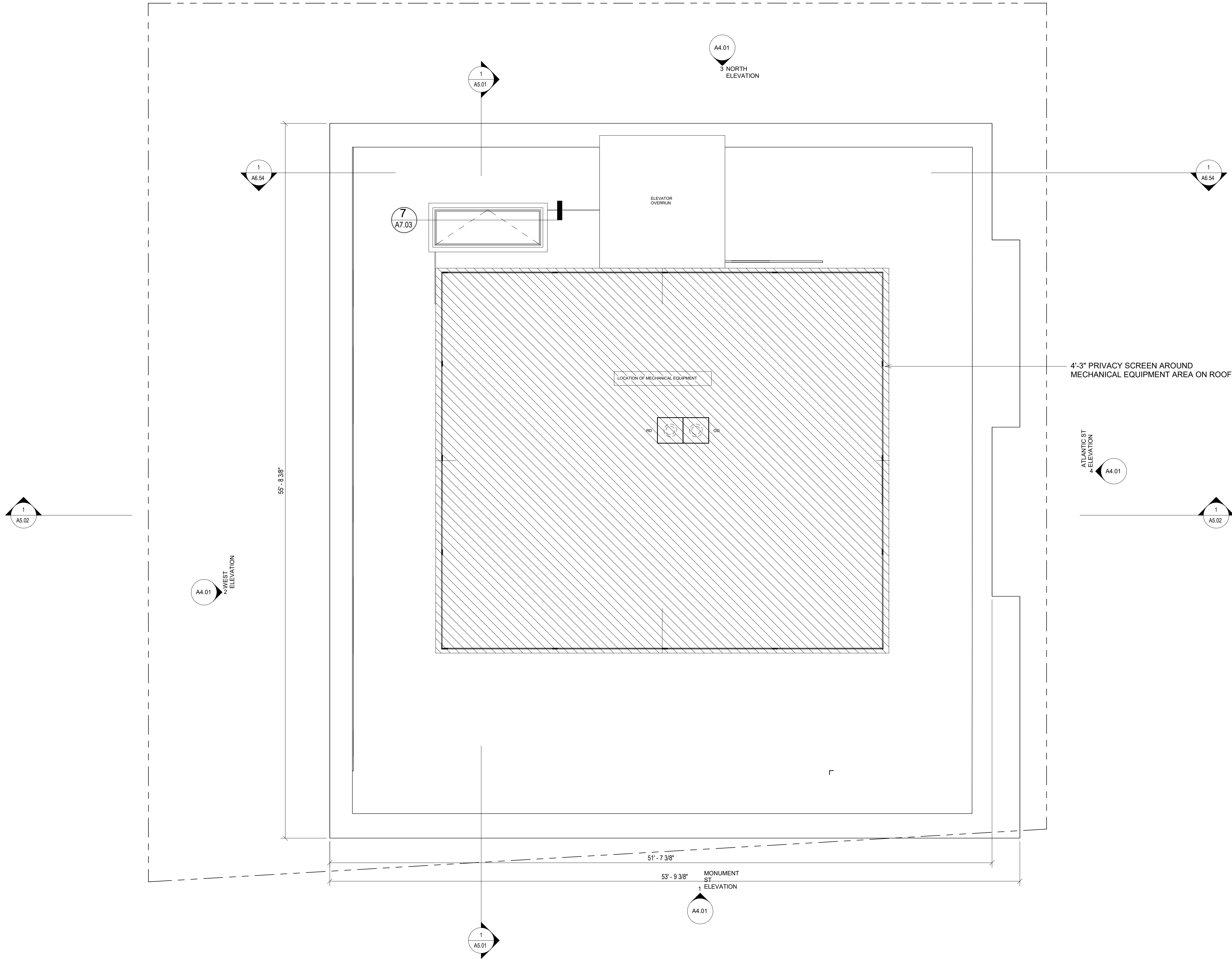
ROOF PLAN

Scale:
1/4" = 1'-0"



JUNE 10, 2024

A1.05



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

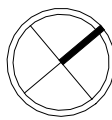
Consultant:

Revisions:

Key Plan:

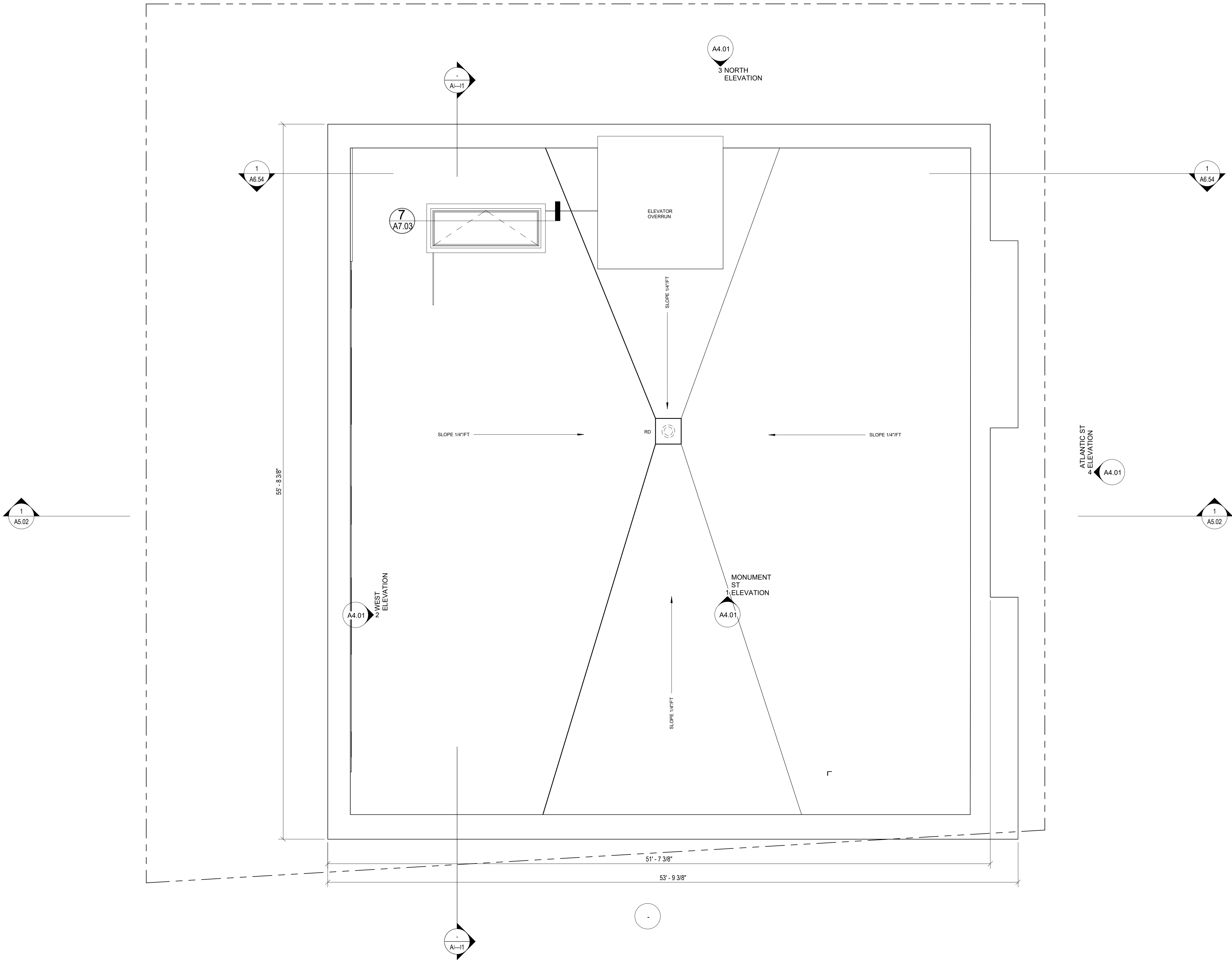
ROOF DRAINAGE PLAN

Scale:
1/4" = 1'-0"



NOVEMBER 3, 2023

A1.06



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

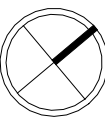
Consultant:

Revisions:

Key Plan:

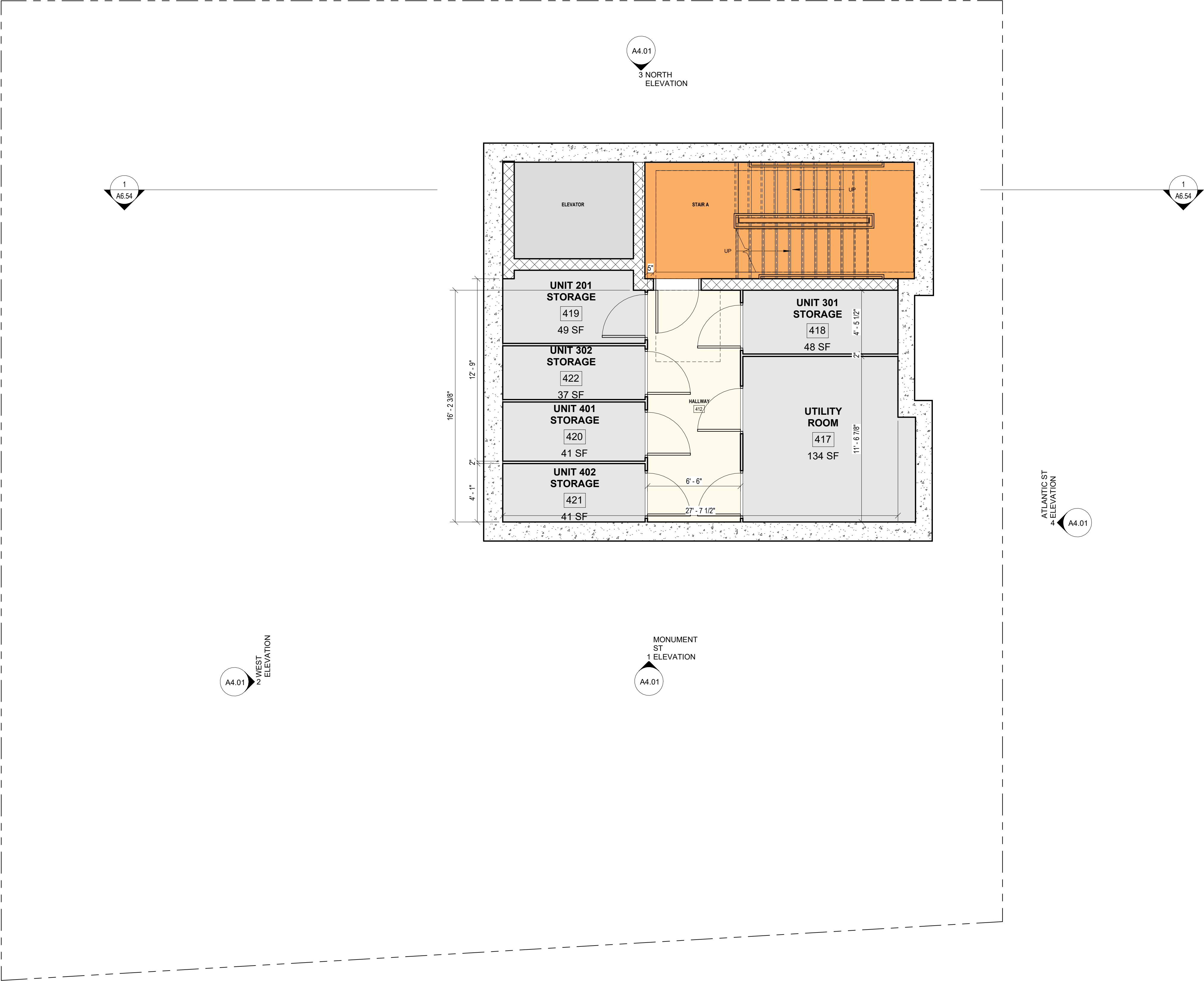
BASEMENT PLAN

Scale:
1/4" = 1'-0"



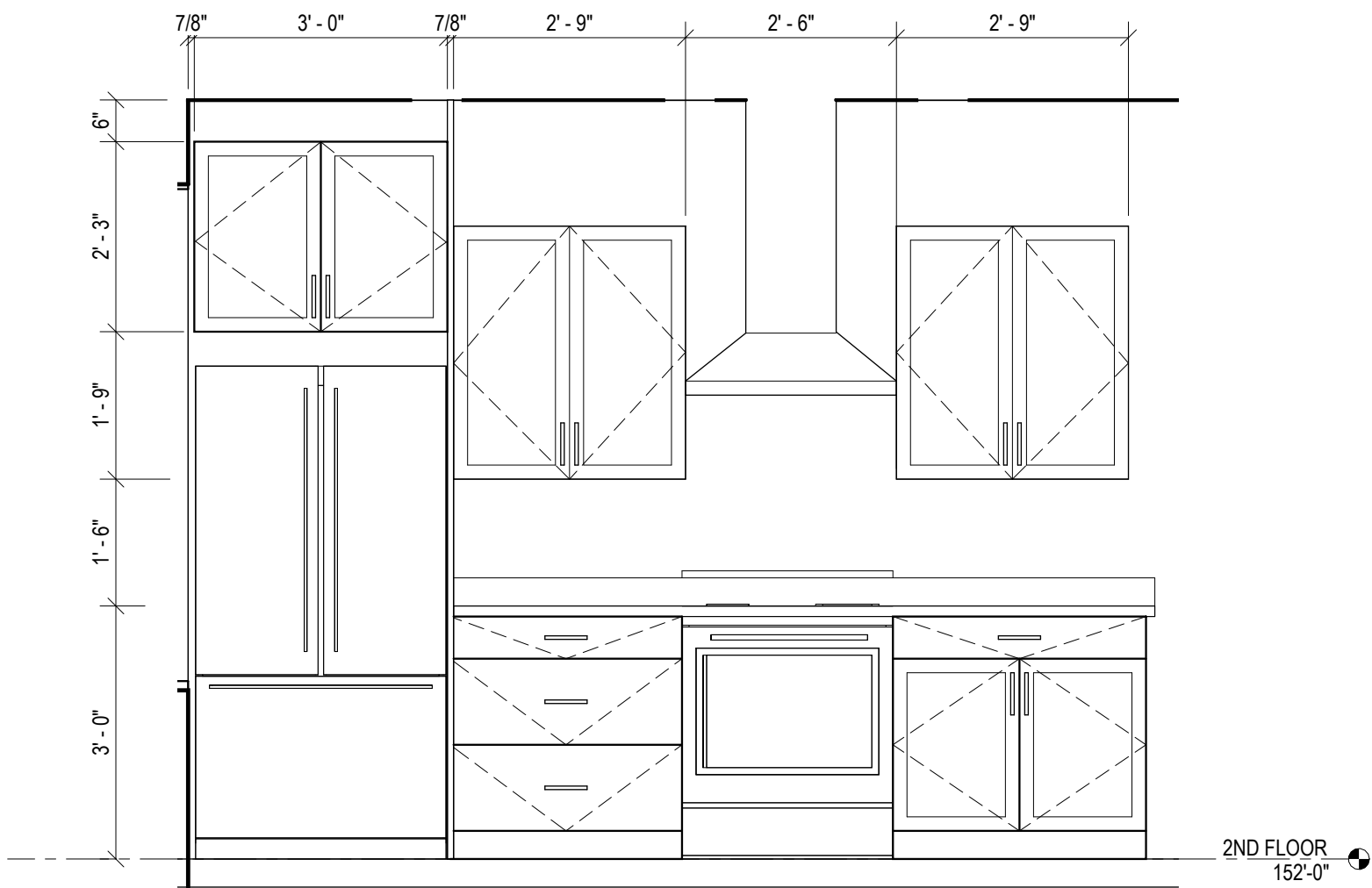
NOVEMBER 3, 2023

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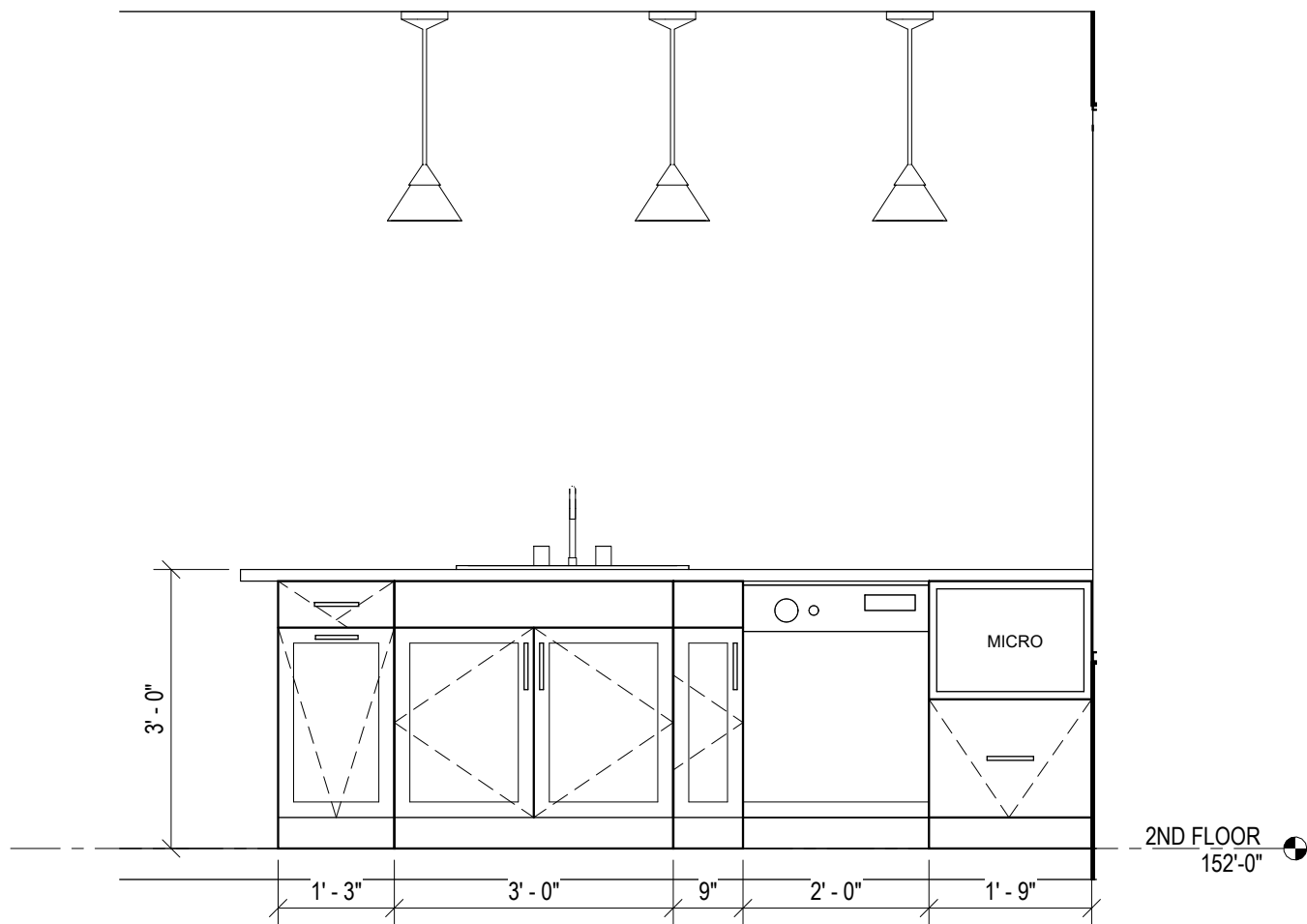


GENERAL NOTE:

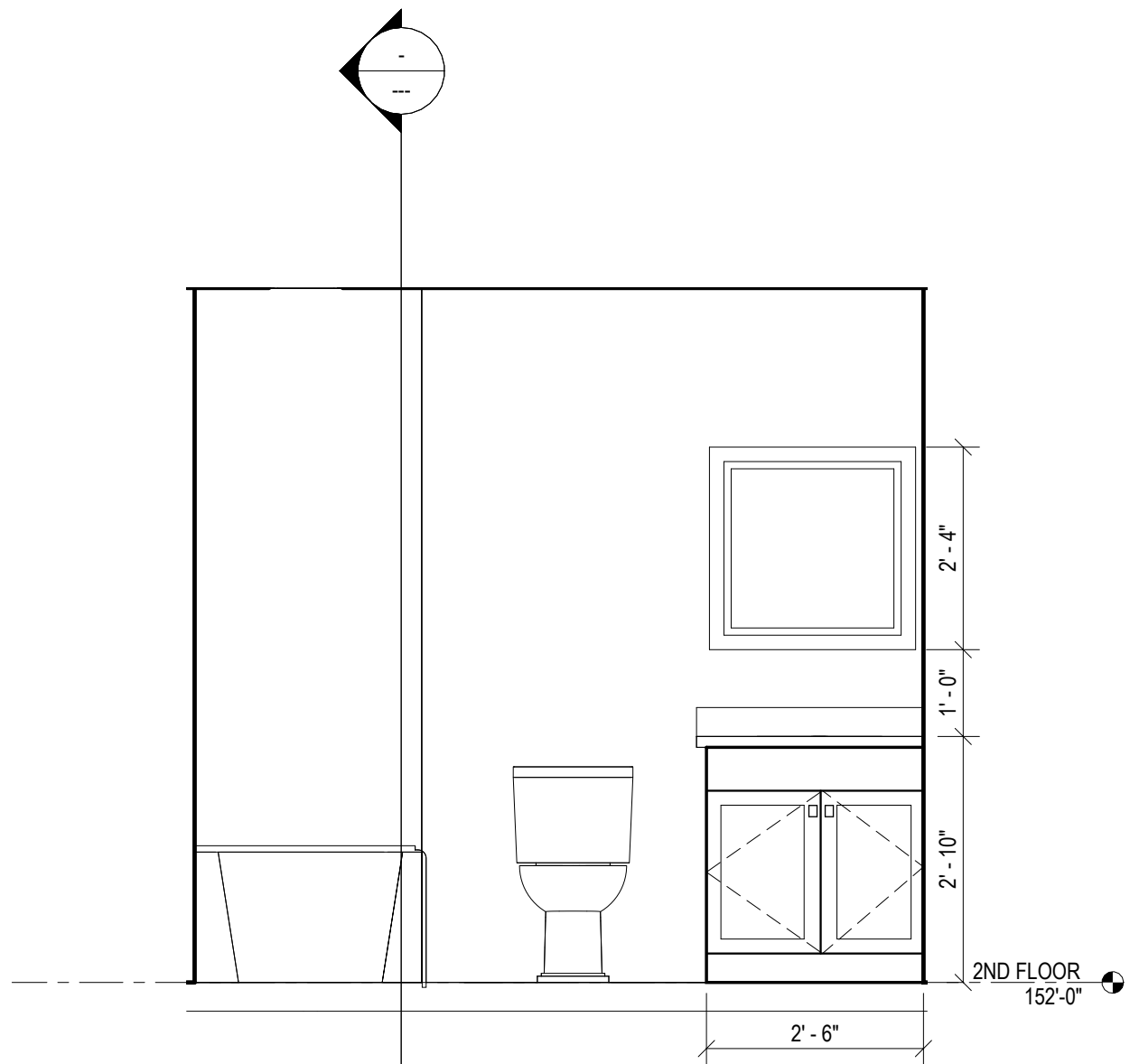
- 1. ARCHITECTURAL CEILING PLANS DO NOT SHOW ALL PROJECT LIGHTS. SEE LIFE SAFETY PLANS FOR LIFE SAFETY FIXTURES AND ELECTRICAL PLANS FOR ADDITIONAL FIXTURES.
- 2. LIGHTS OR CEILING ELEMENTS NOT DIMENSIONED AND GRAPHICALLY SHOWN AS CENTERED IN A SPACE OR CENTERED ON A WALL OR ELEMENT ARE TO BE LOCATED CENTERED IN THAT SPACE OR ON THAT ELEMENT.
- 3. PROVIDE FULL LENGTH UNDERCOUNTER LIGHTS FOR ALL PROJECT UPPERS
- 4. CENTER VANITY SCONCES ABOVE VANITIES U.N.O.
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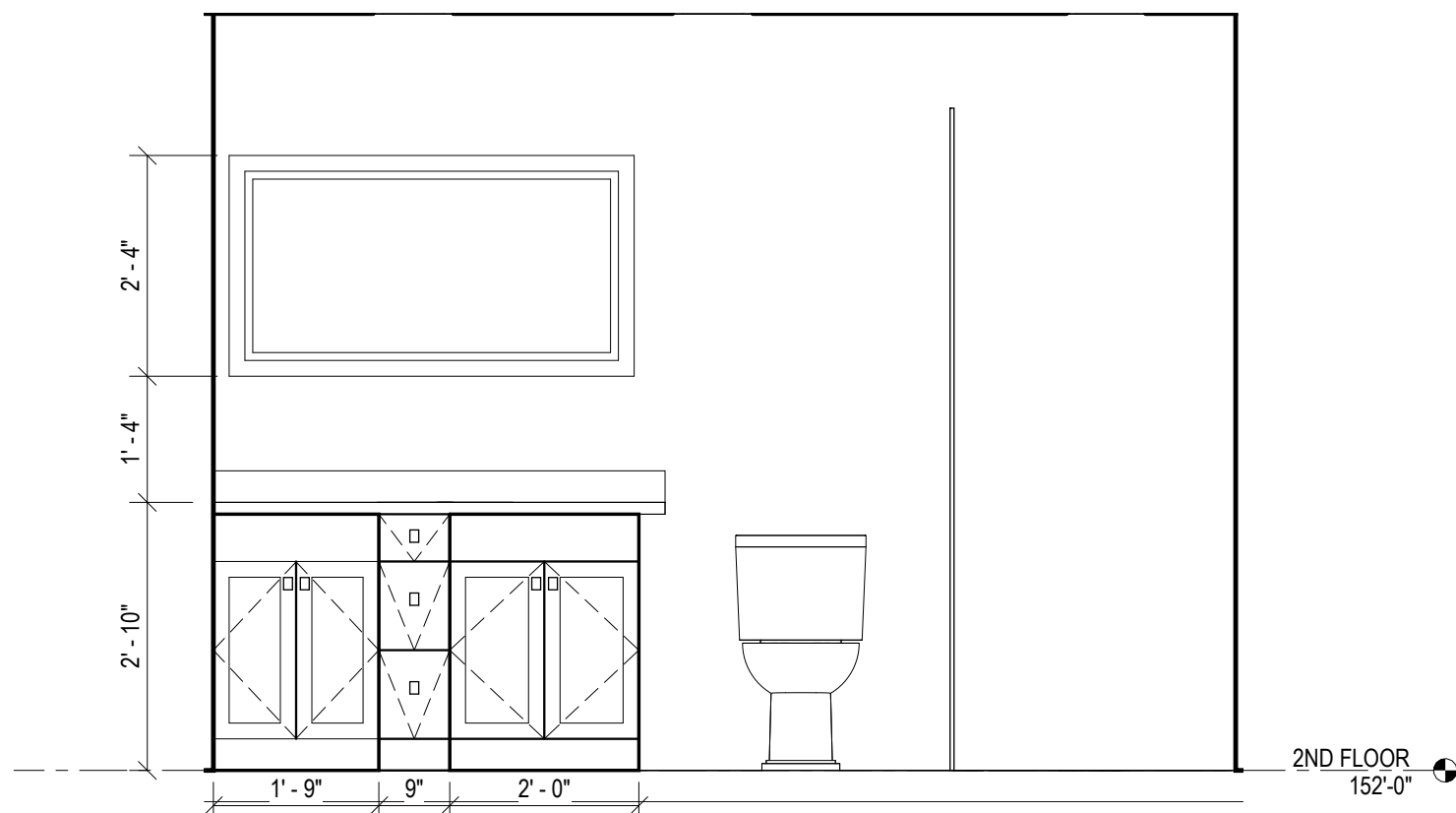
5 UNIT 201 KITCHEN ELEVATION
1/2" = 1'-0"



6 UNIT 201 ISLAND ELEVATION
1/2" = 1'-0"



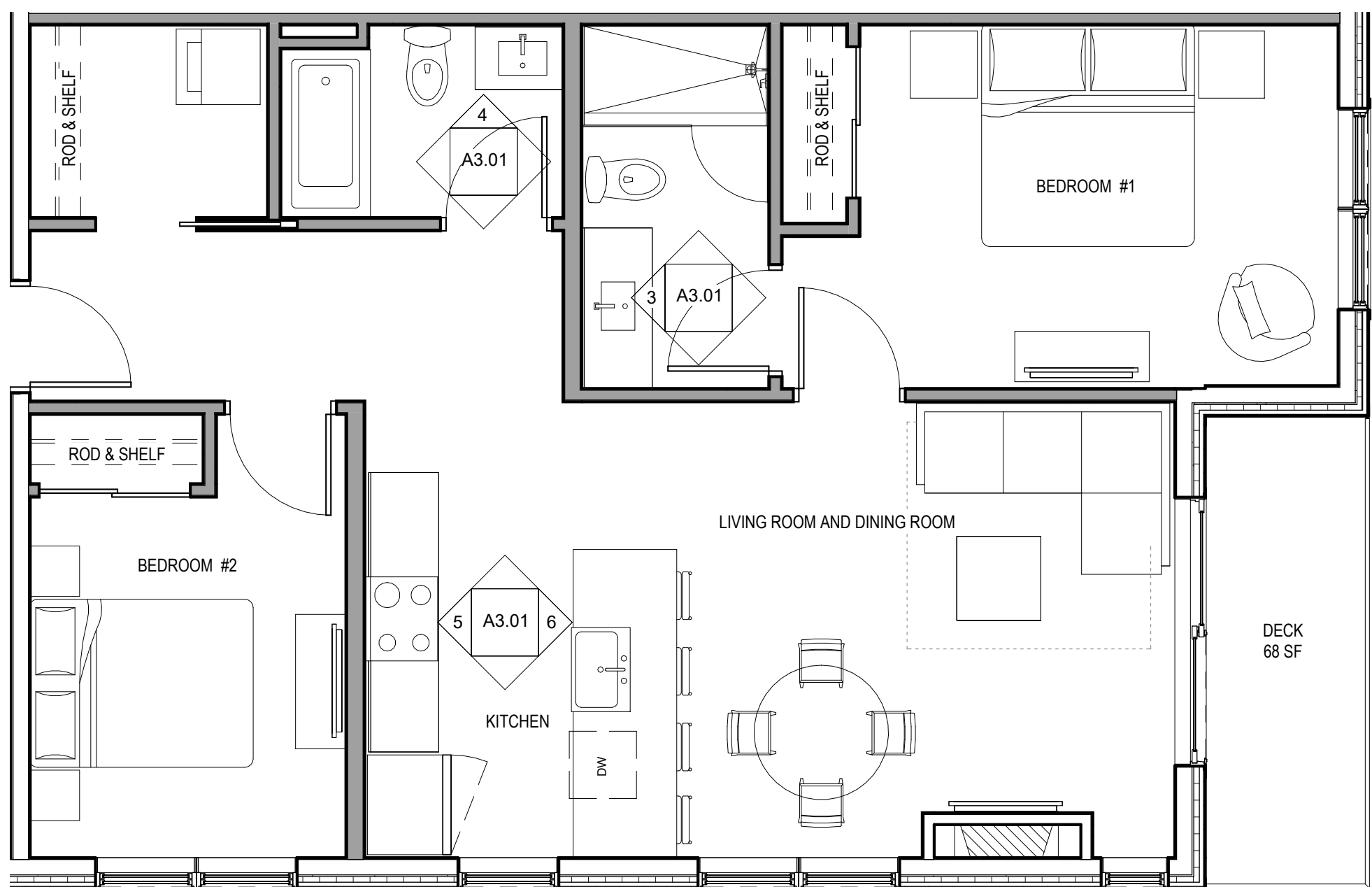
4 UNIT 201 VANITY 2 ELEVATION
1/2" = 1'-0"



3 UNIT 201 VANITY ELEVATION
1/2" = 1'-0"



2 UNIT 201 RCP
1/4" = 1'-0"



1 UNIT 201
1/4" = 1'-0"

Project:
90 ATLANTIC STREET

PORTLAND, MAINE
Owner/Client:

EDWARD WALSH

Consultant:

Revisions:

Key Plan:

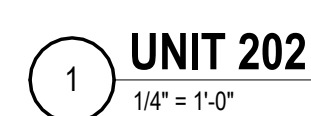
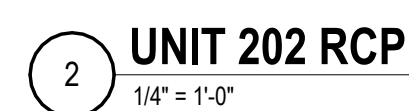
**ENLARGED UNIT 201
PLANS**

Scale:
As indicated

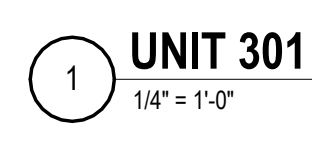
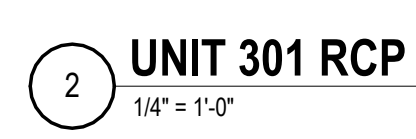
09/13/2023

A3.01

1. ARCHITECTURAL CEILING PLANS DO NOT SHOW ALL PROJECT LIGHTS. SEE LIFE SAFETY PLANS FOR LIFE SAFETY FIXTURES AND ELECTRICAL PLANS FOR ADDITIONAL FIXTURES.
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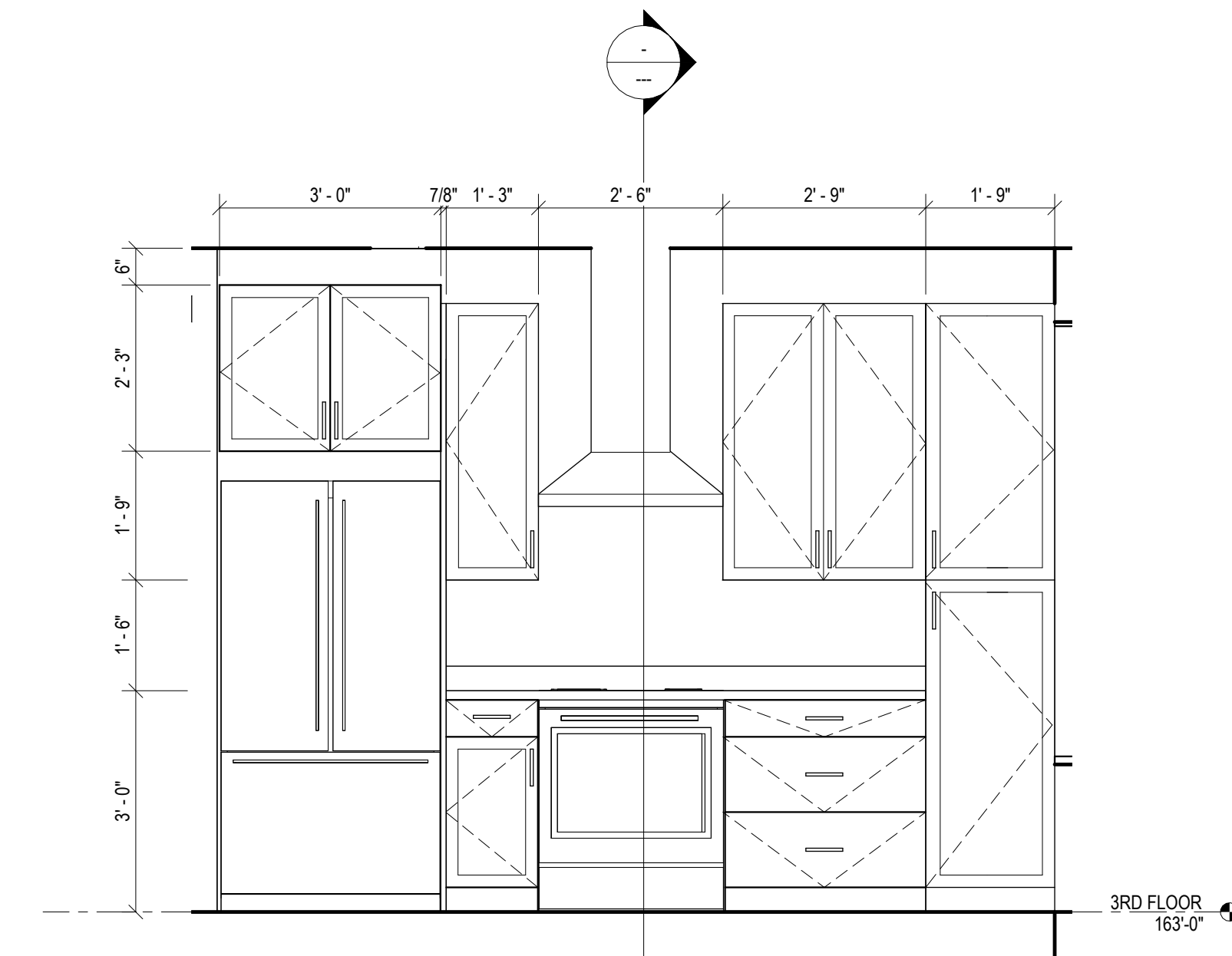
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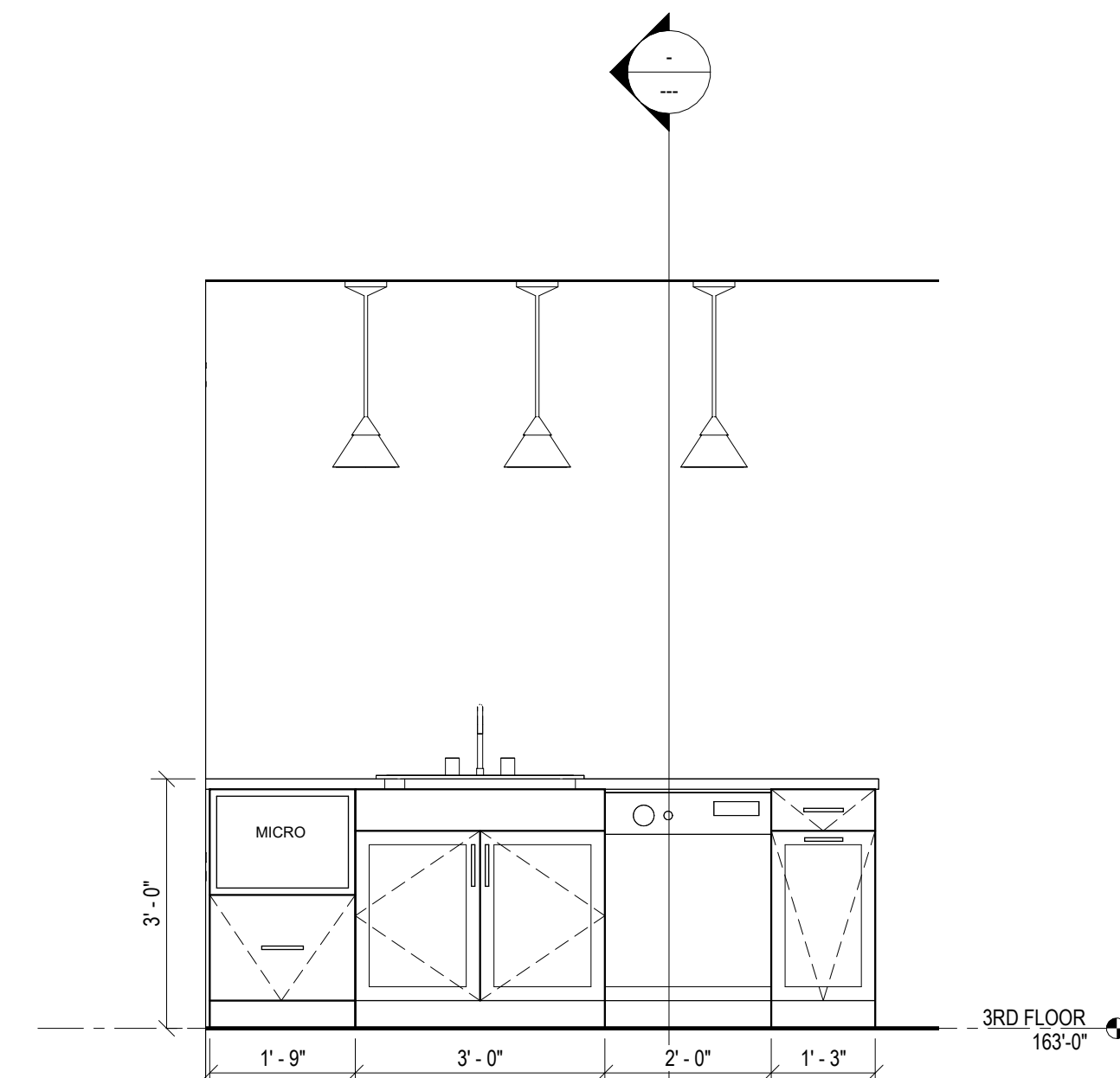
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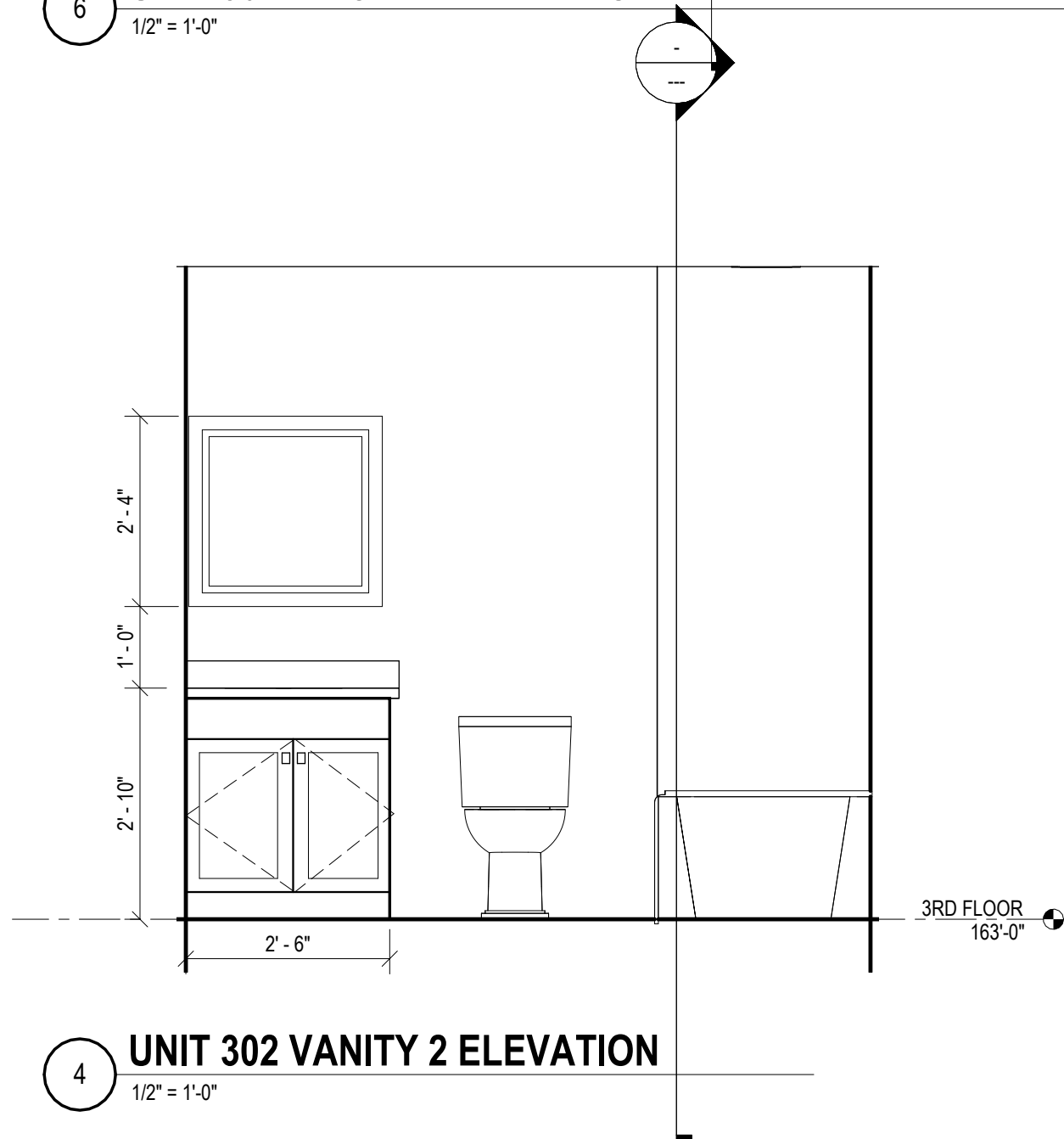
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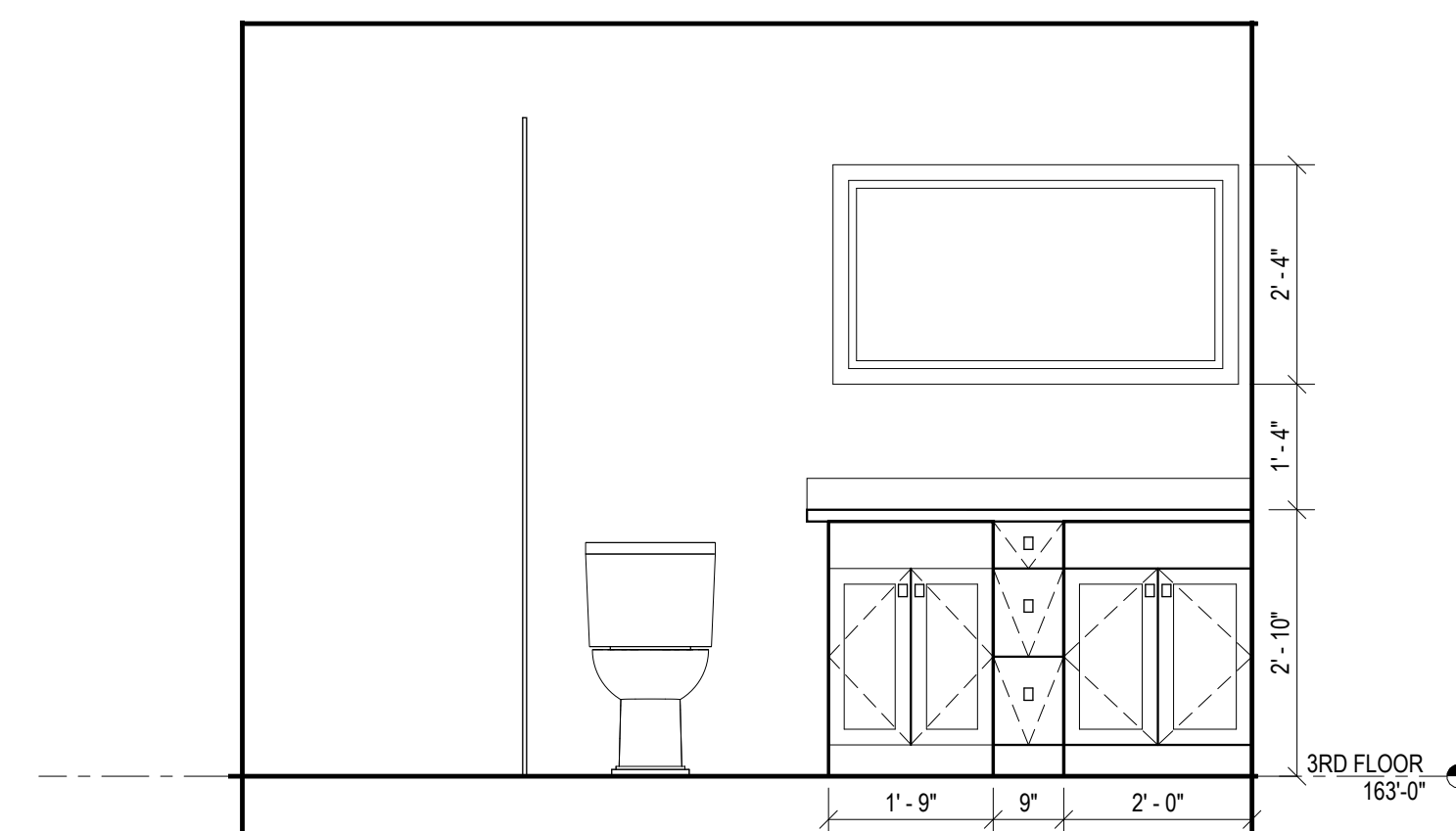
6 UNIT 302 KITCHEN ELEVATION
1/2" = 1'-0"



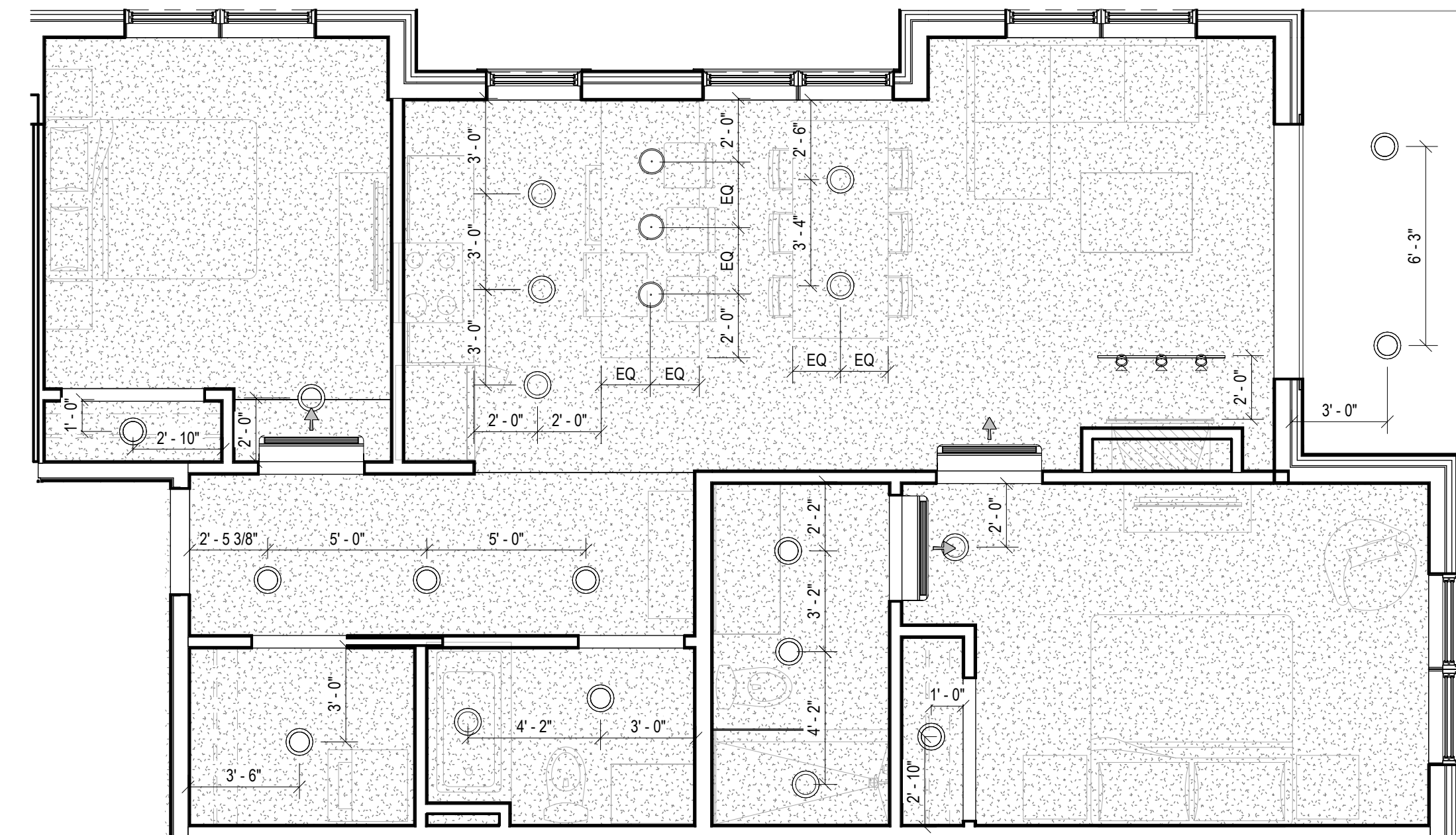
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1/2" = 1'-0"



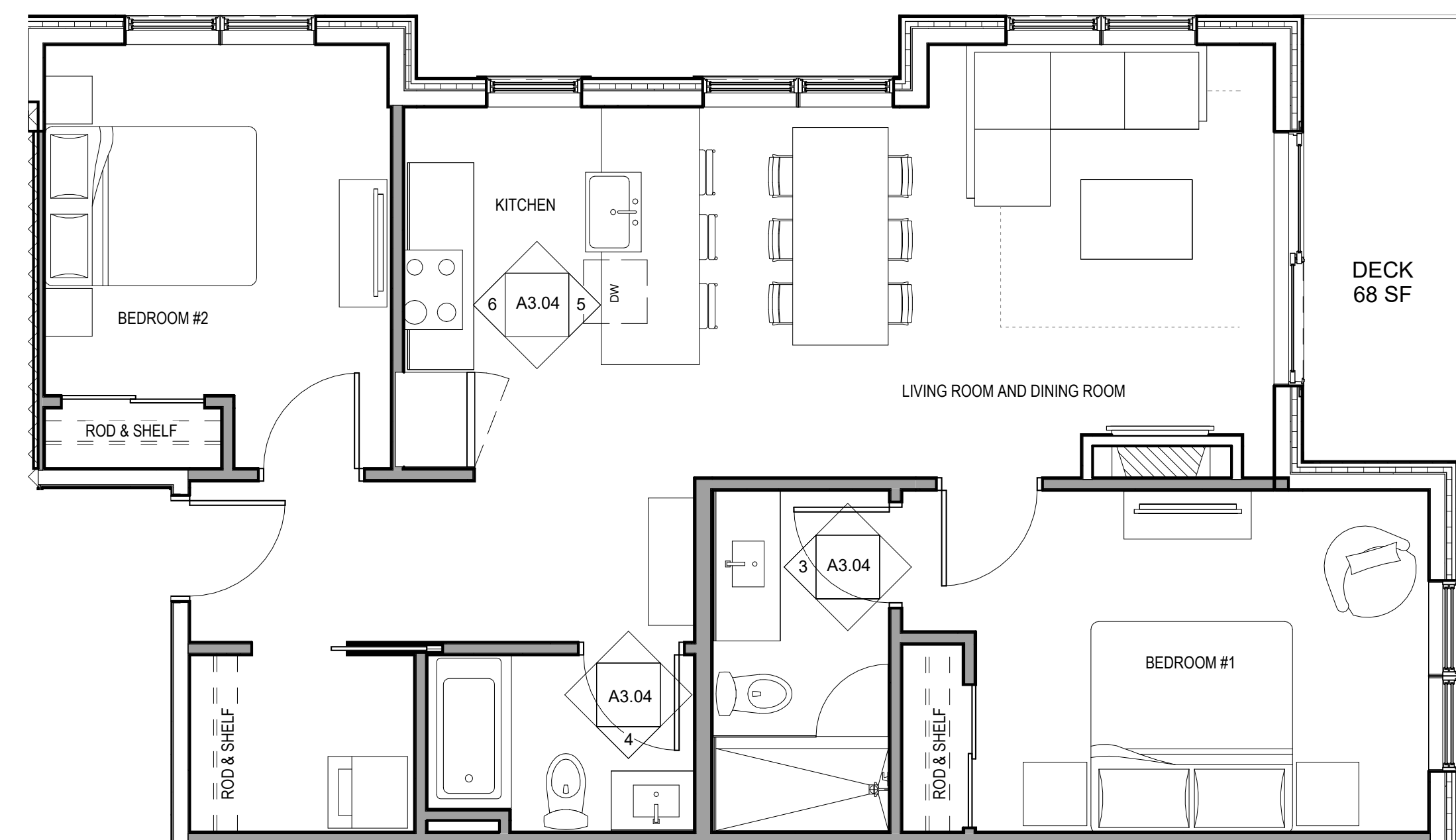
4 UNIT 302 VANITY 2 ELEVATION
1/2" = 1'-0"



3 UNIT 302 VANITY ELEVATION



2 UNIT 302 RCP
1/4" = 1'-0"



1 UNIT 302
1/4" = 1'-0"

631 Stevens Ave Ste #200
Portland, ME 04103
207 - 939 - 7602

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

Consultant:

Revisions:

Key Plan:

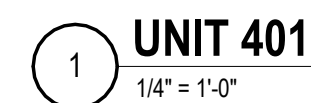
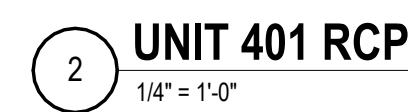
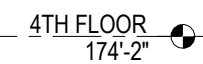
ENLARGED UNIT 302
PLANS

Scale:
As indicated

09/13/2023

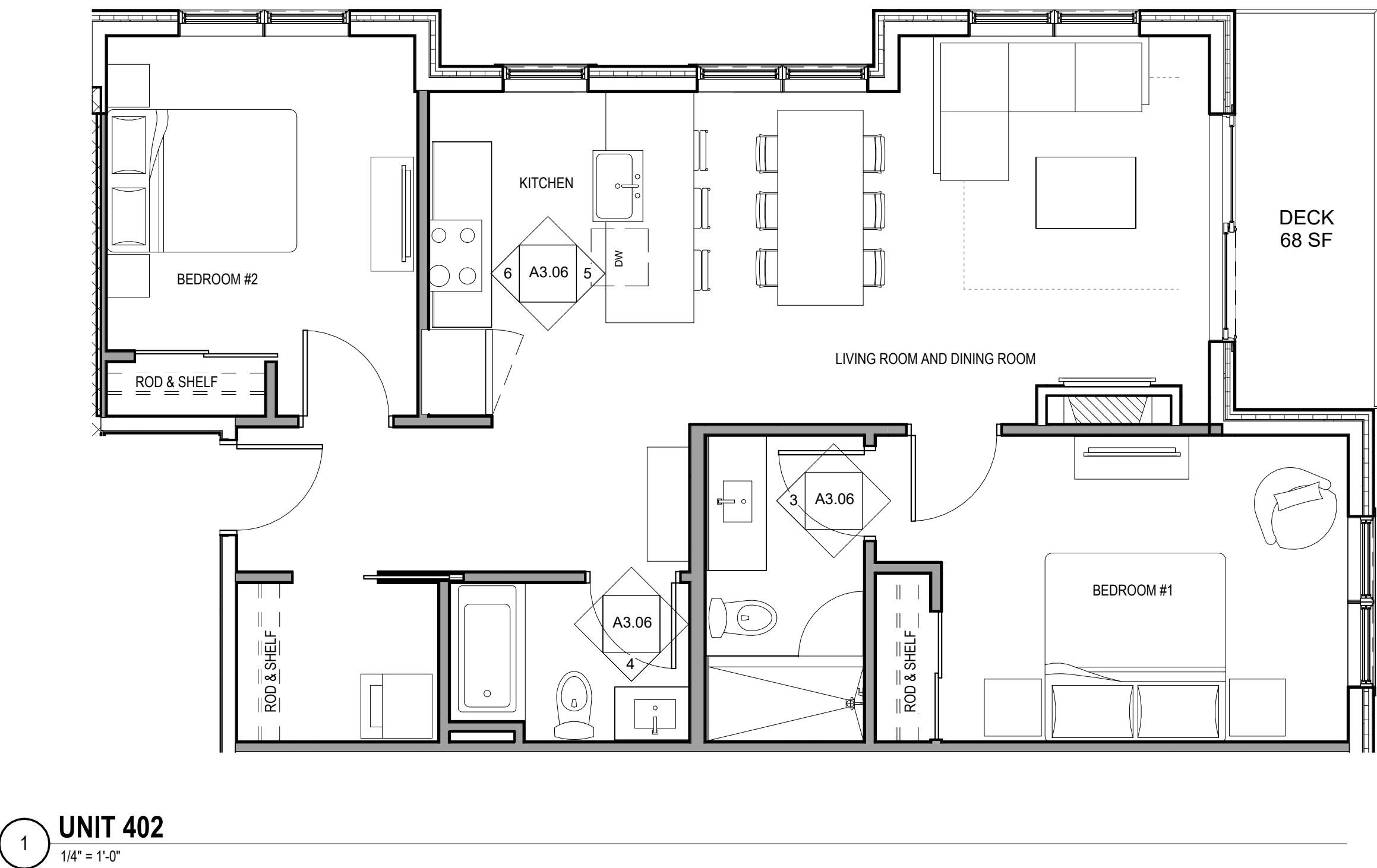
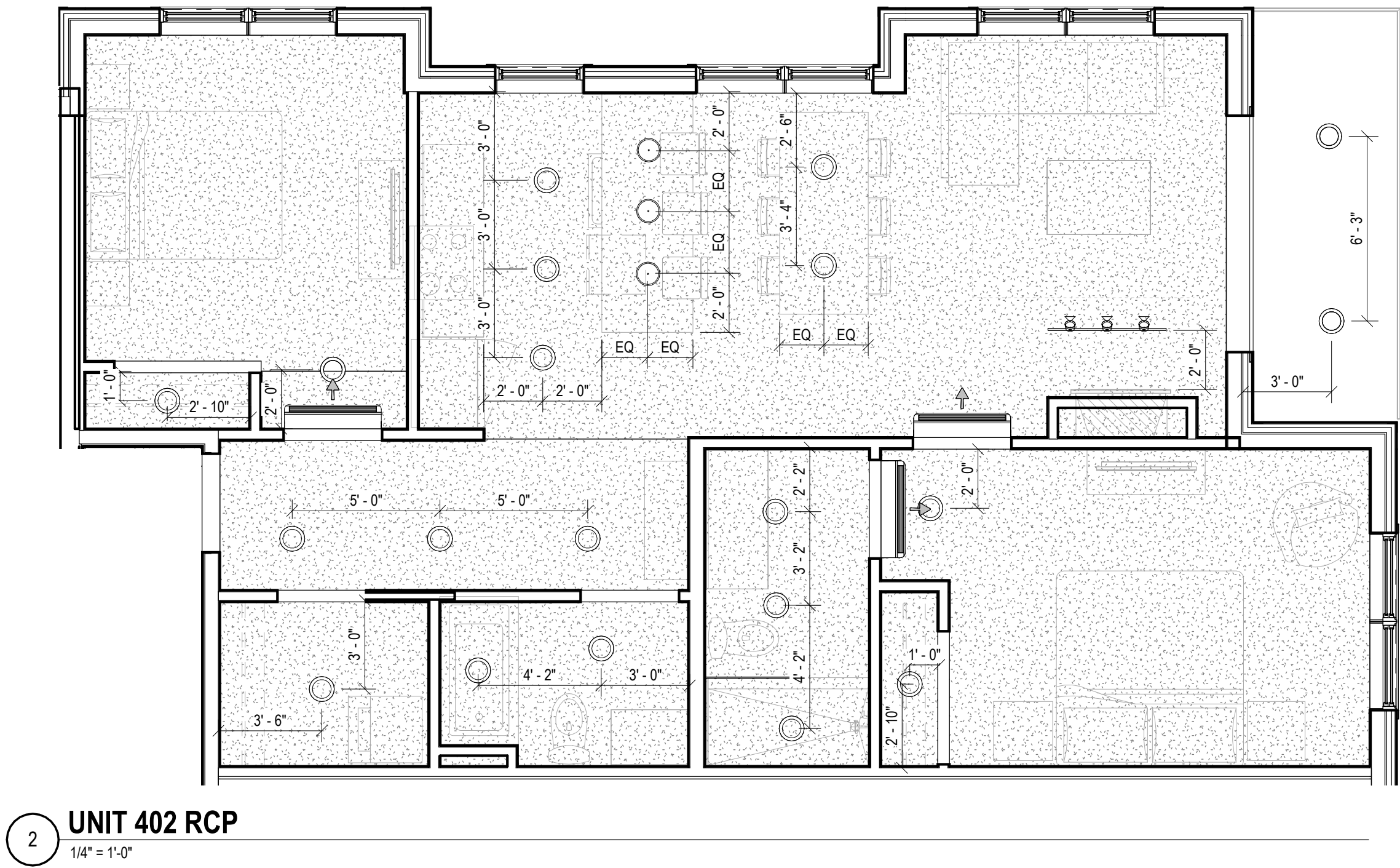
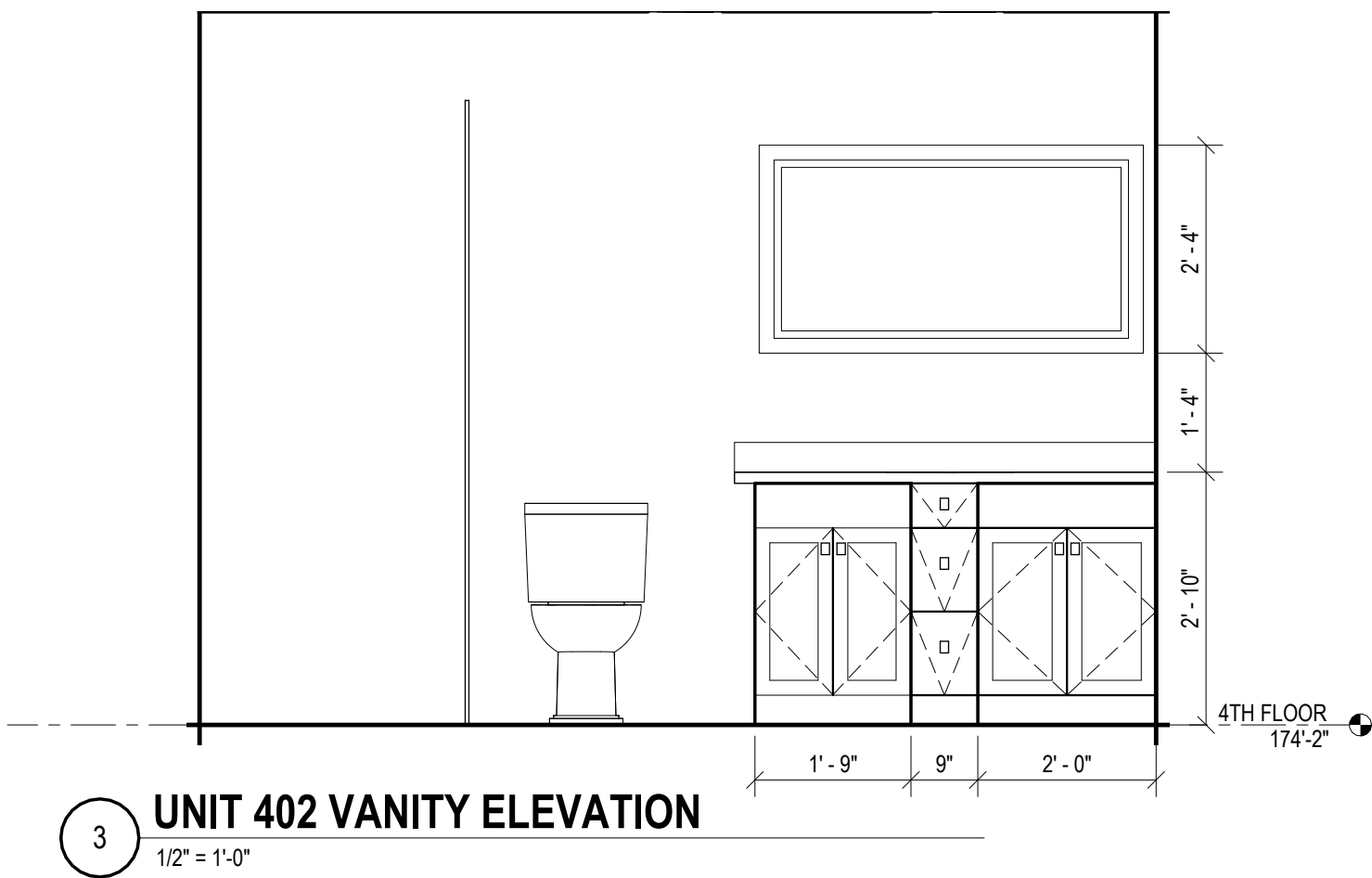
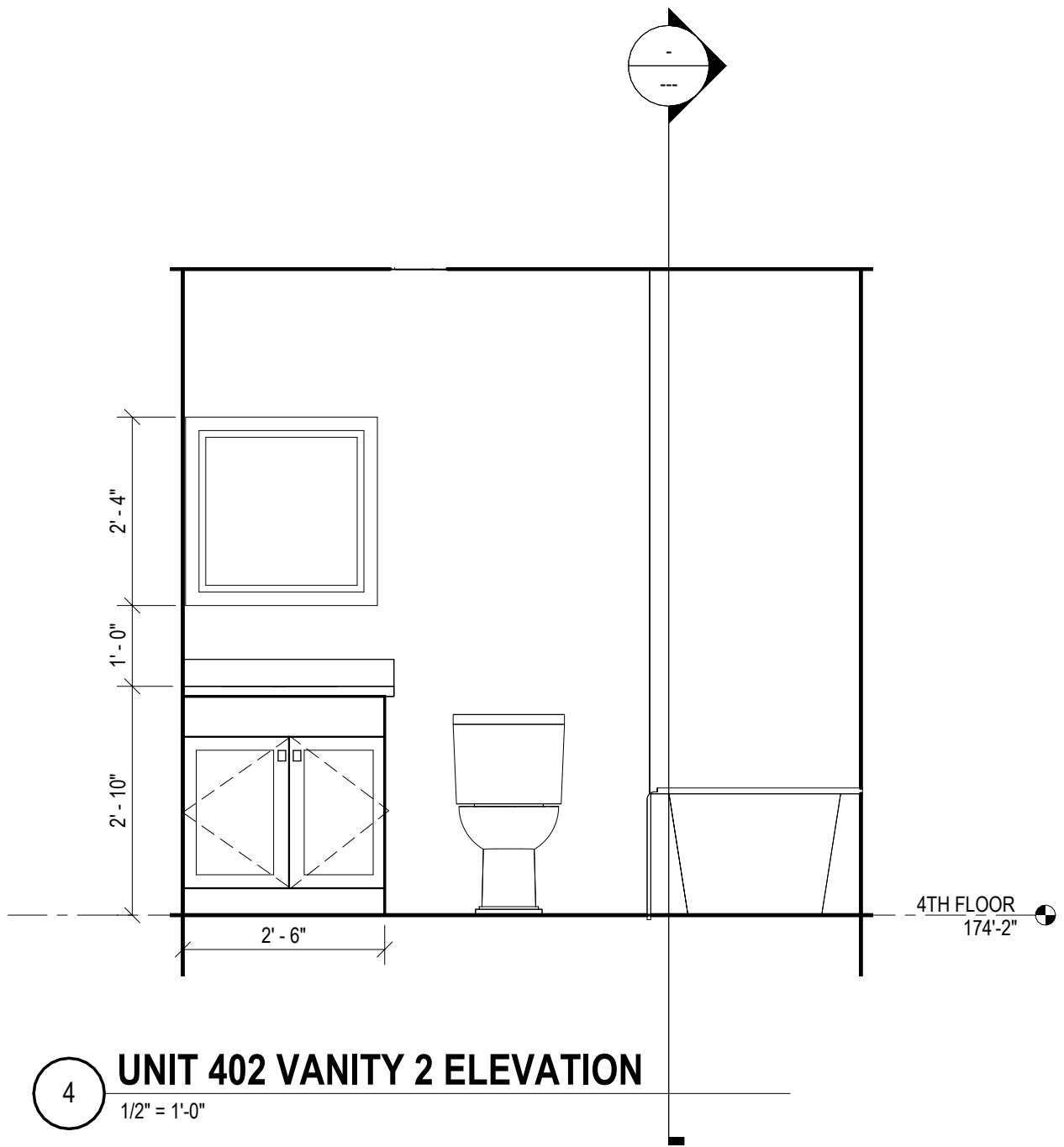
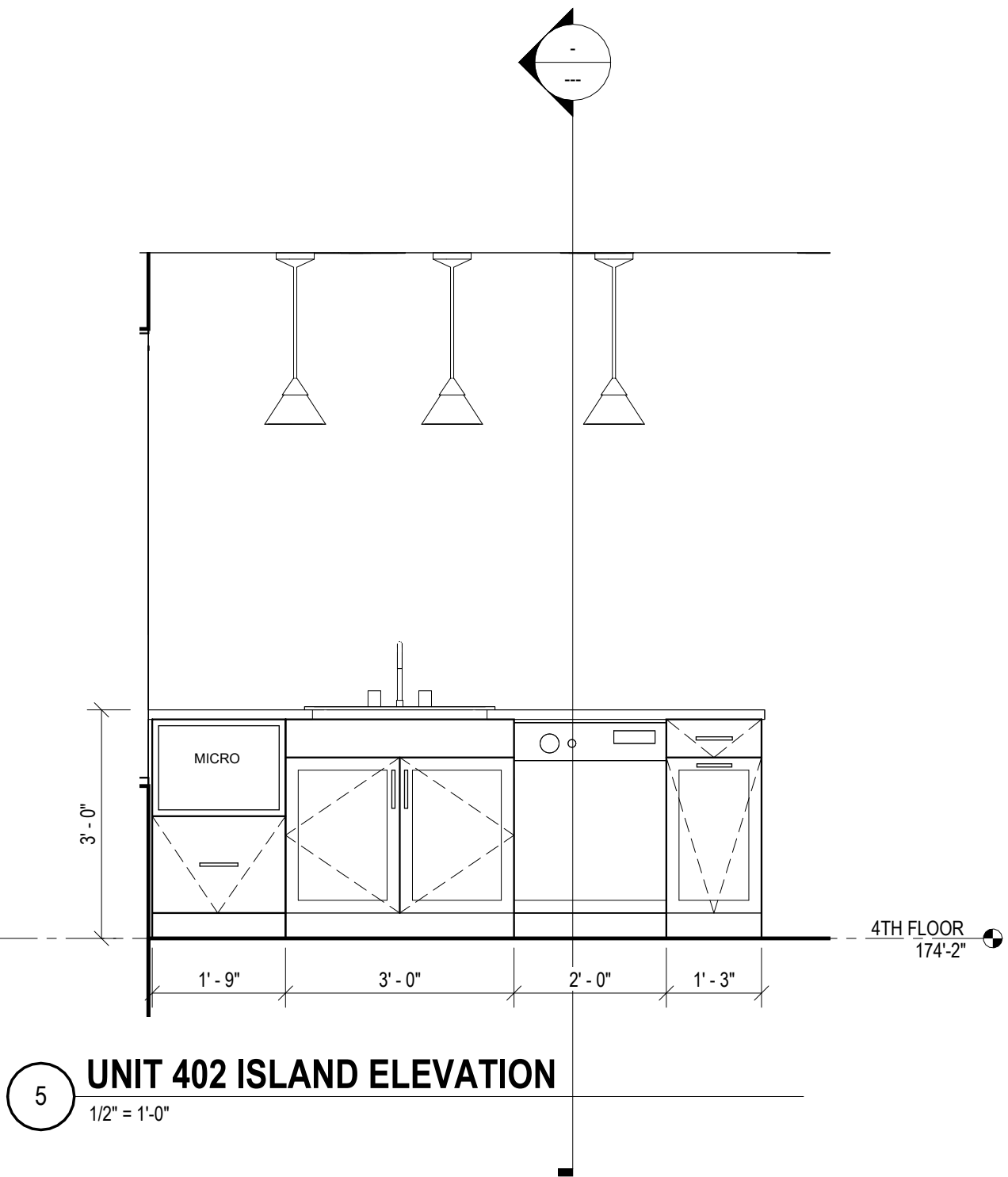
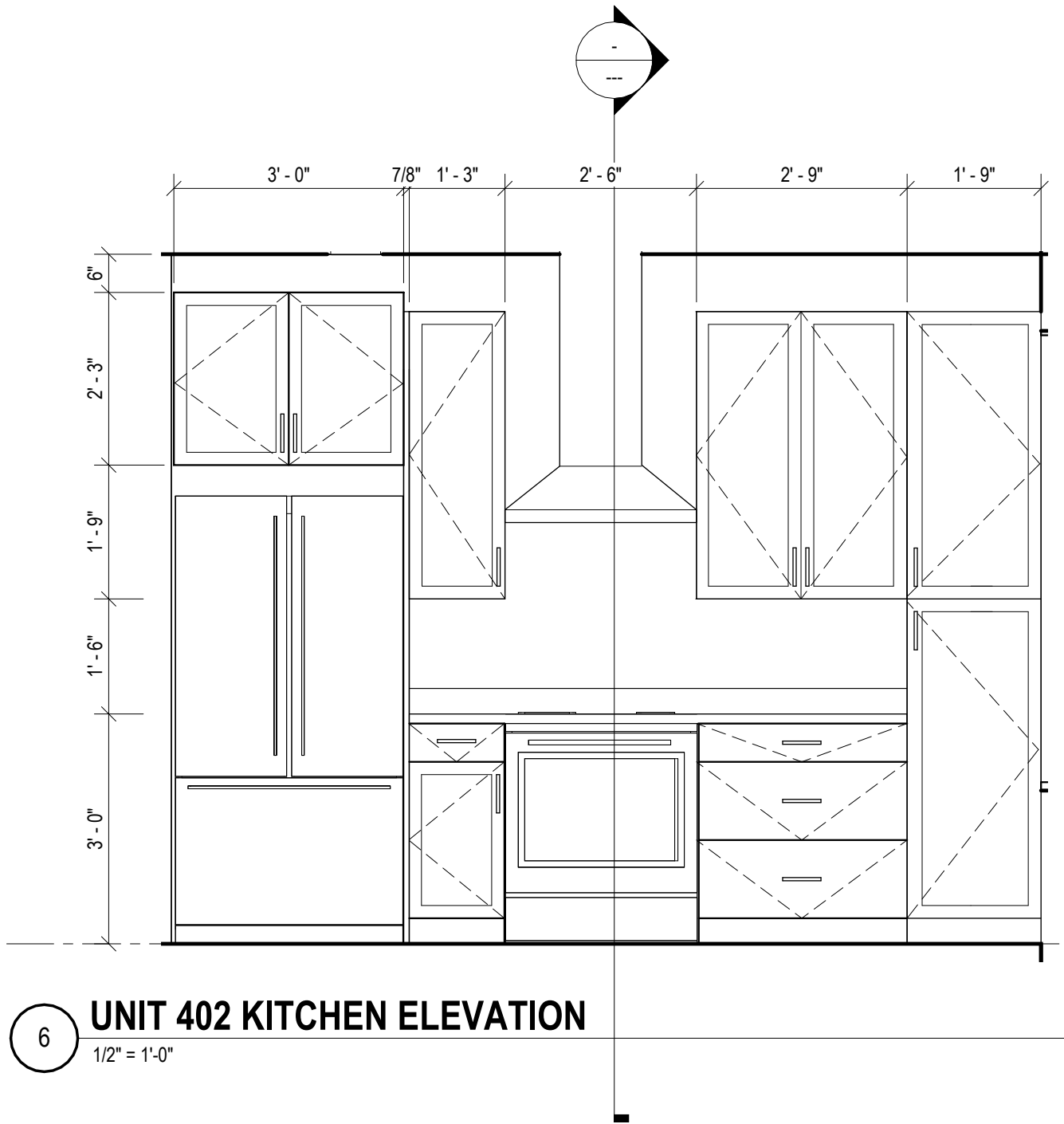
A3.04

1. ARCHITECTURAL CEILING PLANS DO NOT SHOW ALL PROJECT LIGHTS. SEE LIFE SAFETY PLANS FOR LIFE SAFETY FIXTURES AND ELECTRICAL PLANS FOR ADDITIONAL FIXTURES.
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GENERAL NOTE:

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Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

Consultant:

Revisions:

Key Plan:

EXTERIOR ELEVATIONS

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

JUNE 10, 2024

A4.01

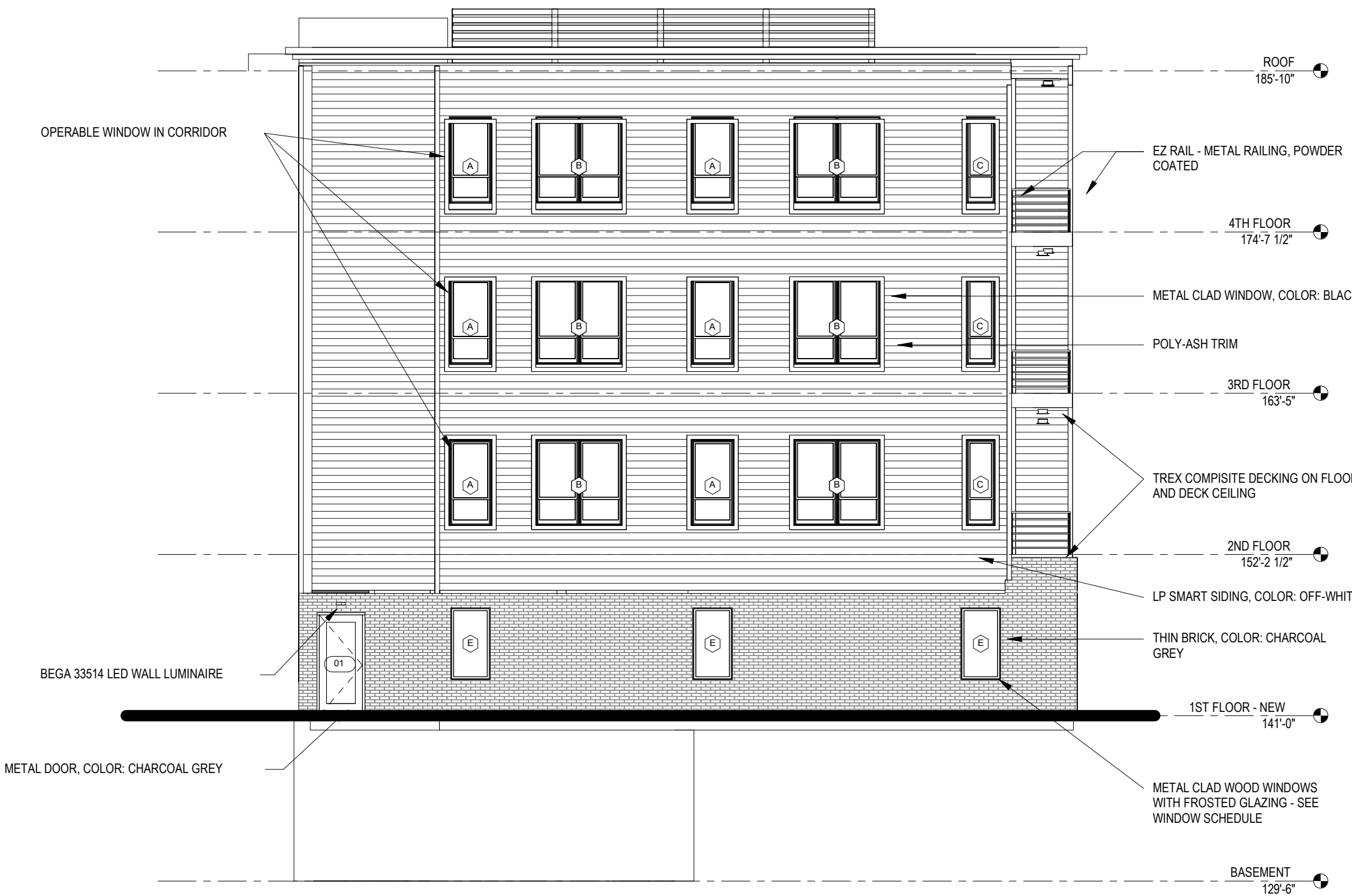
GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION: GRADE TAKEN AT THE FOUR (4) BUILDING CORNERS DIVIDED BY FOUR (4) -
NW 142.5' + NE 141.0' + SE 141.0' + SW 141.0' = 565.5' / 4 = 141 3/8"
2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 44' - 19 5/8"



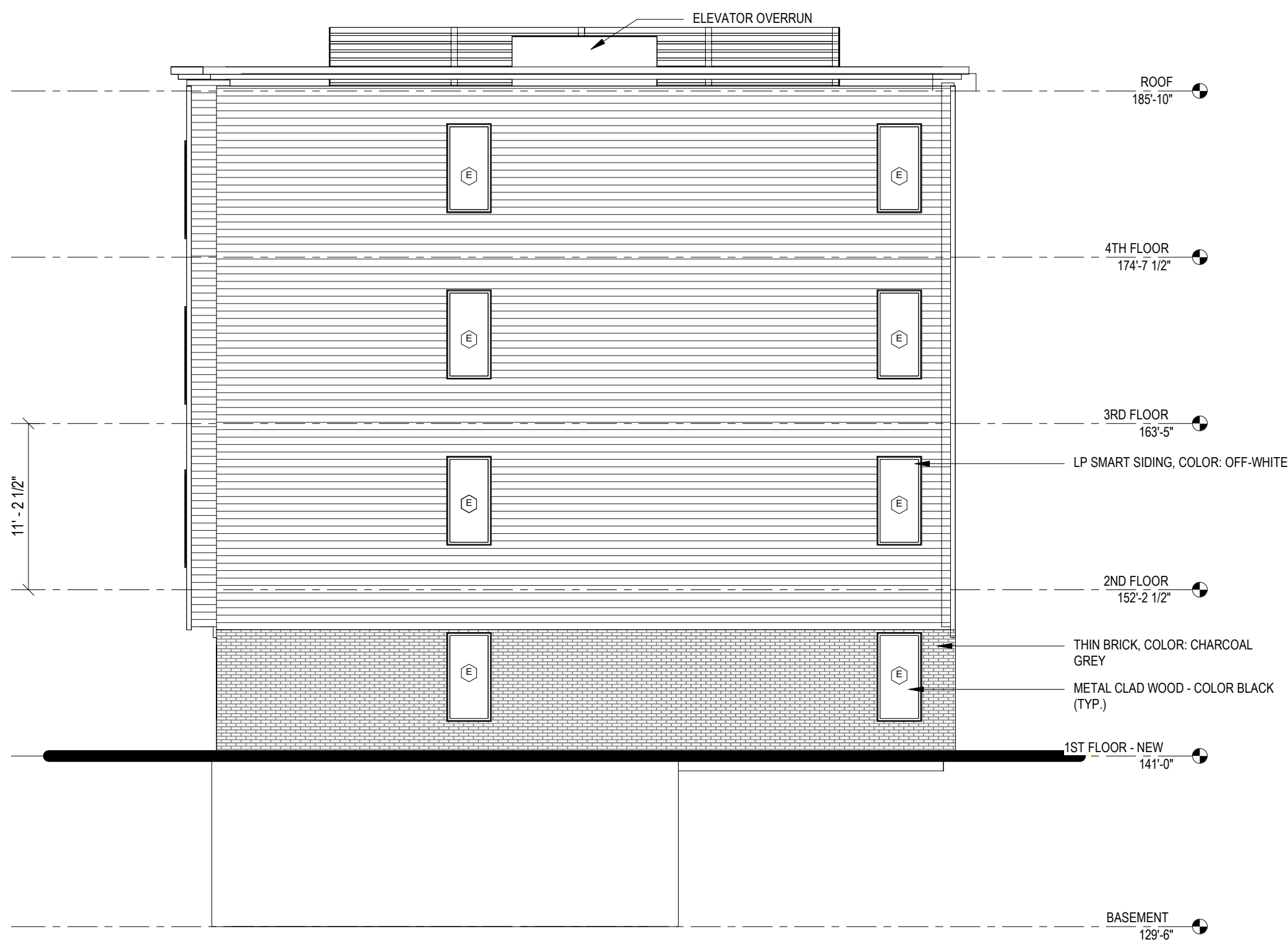
1 | MONUMENT ST ELEVATION

1/8" = 1'-0"



2 | WEST ELEVATION

1/8" = 1'-0"



3 | NORTH ELEVATION

1/8" = 1'-0"



4 | ATLANTIC ST ELEVATION

1/8" = 1'-0"

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

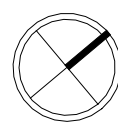
Consultant:

Revisions:

Key Plan:

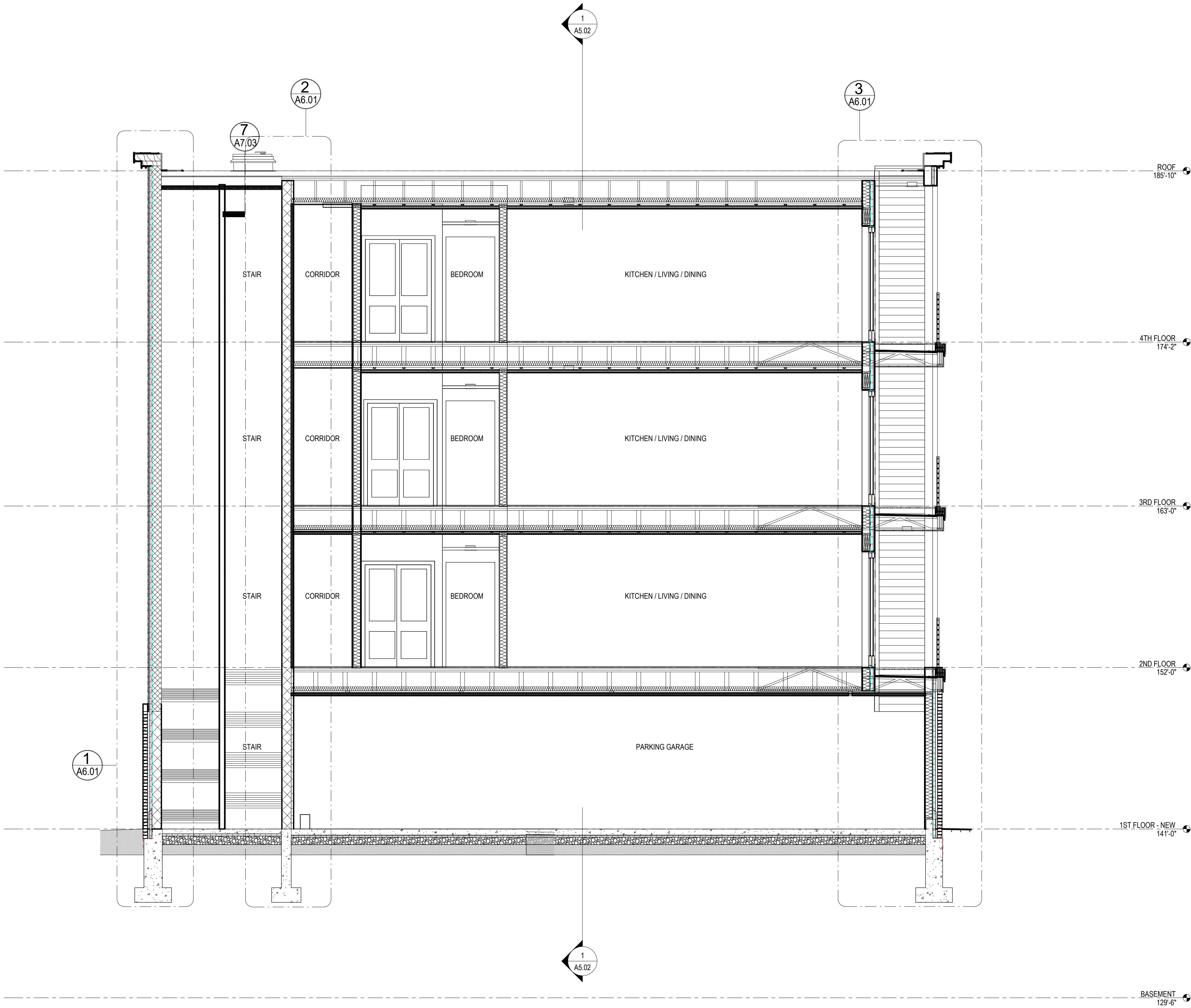
BUILDING SECTIONS

Scale:
1/4" = 1'-0"



NOVEMBER 3, 2023

A5.01



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

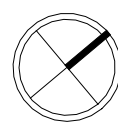
Consultant:

Revisions:

Key Plan:

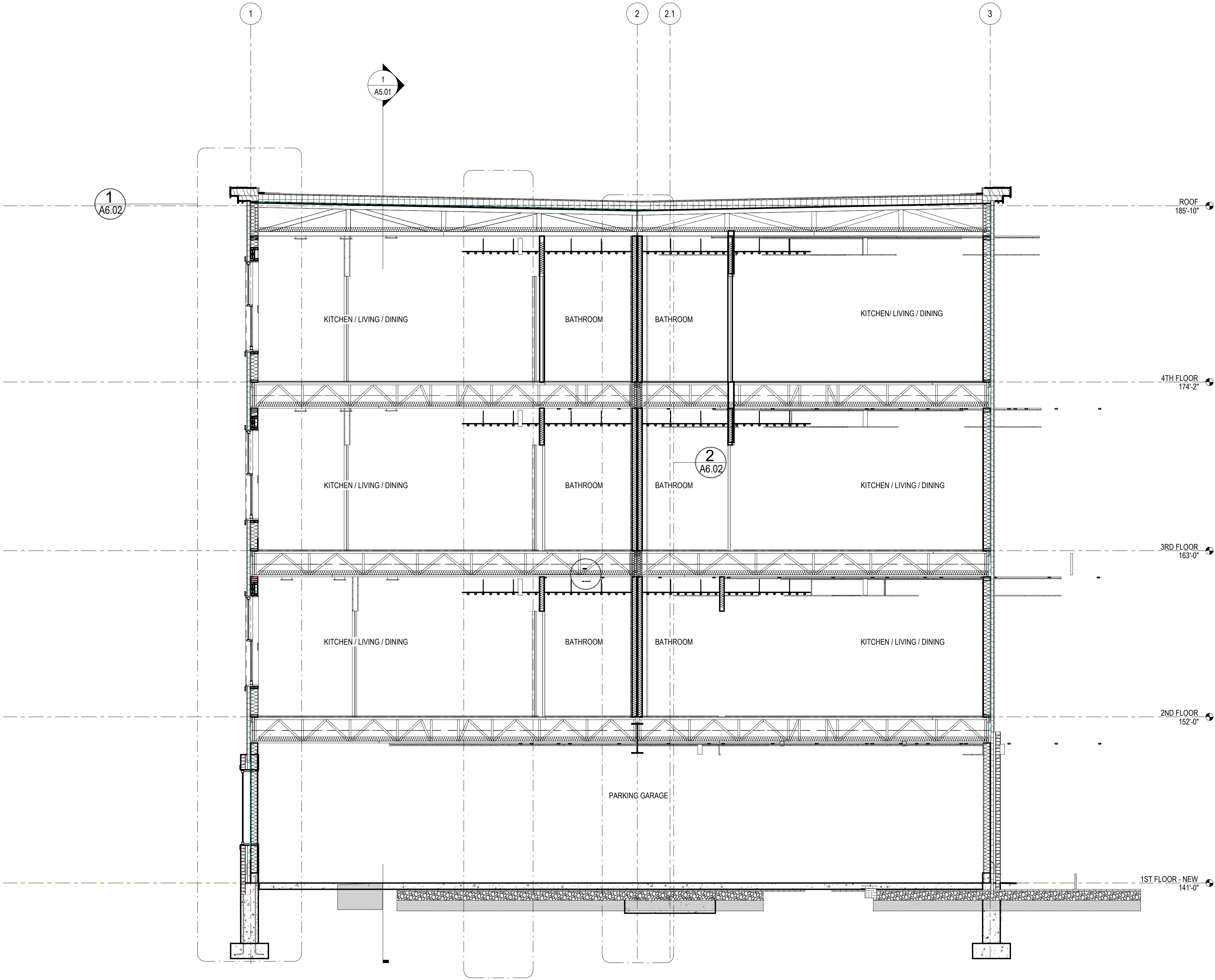
BUILDING SECTIONS

Scale:
1/4" = 1'-0"



NOVEMBER 3, 2023

A5.02



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

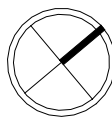
Consultant:

Revisions:

Key Plan:

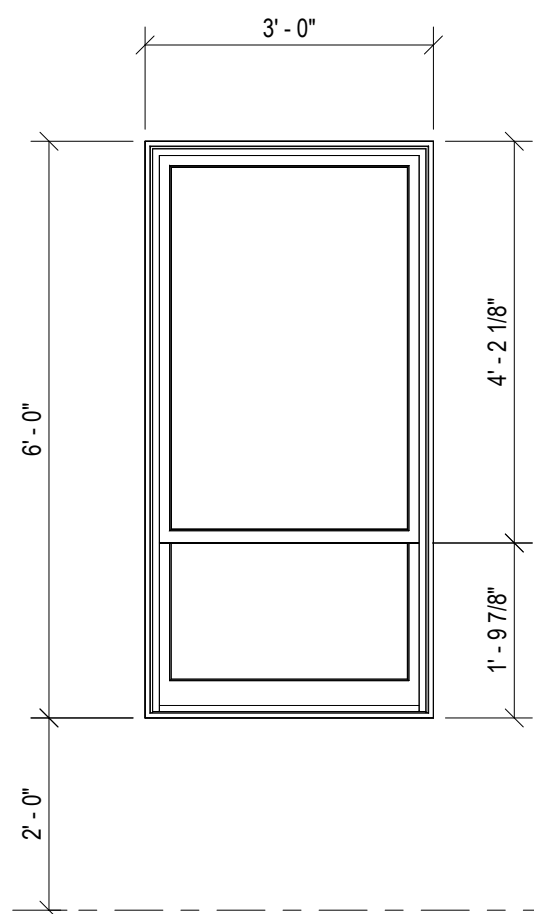
WINDOW SCHEDULE

Scale:
1/2" = 1'-0"

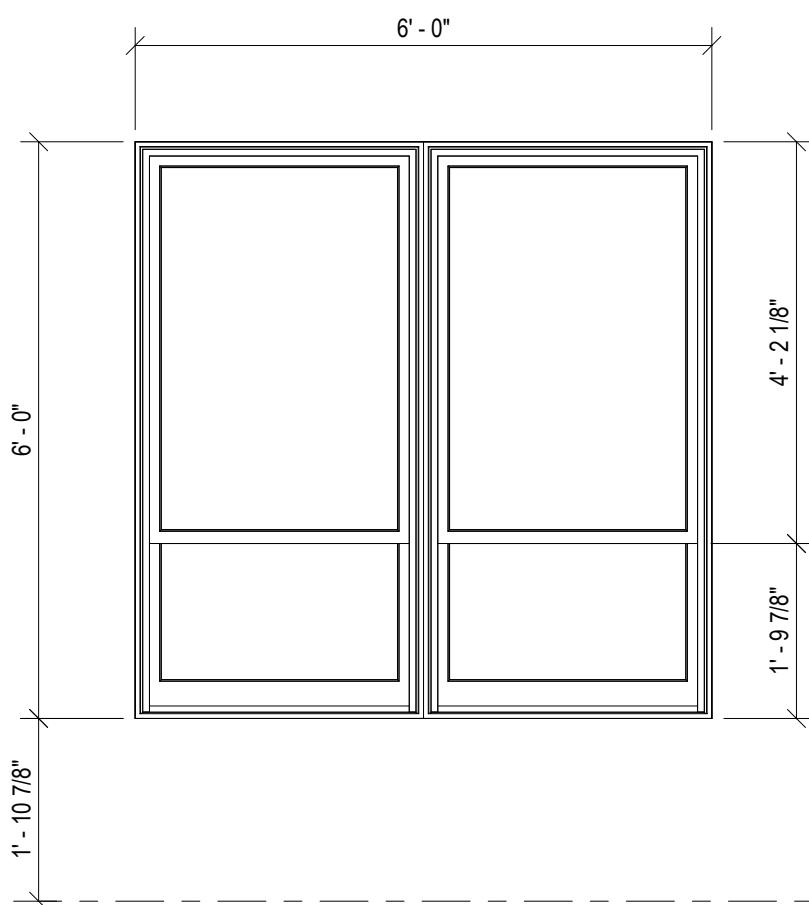


09/13/2023

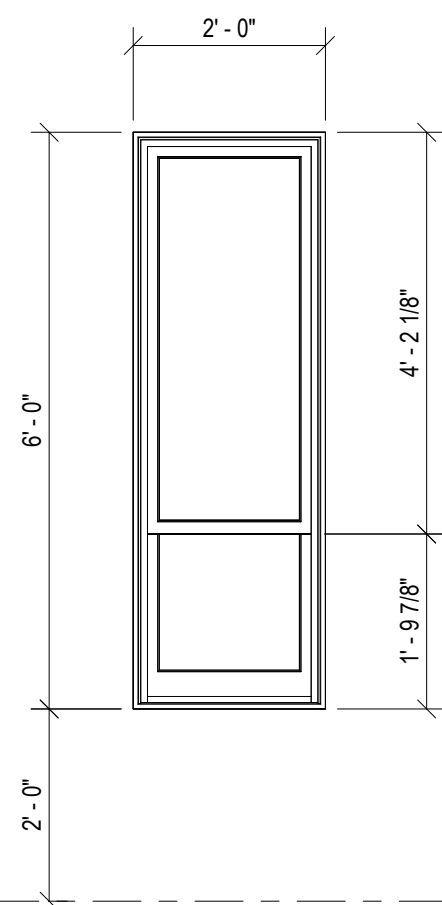
A8.02



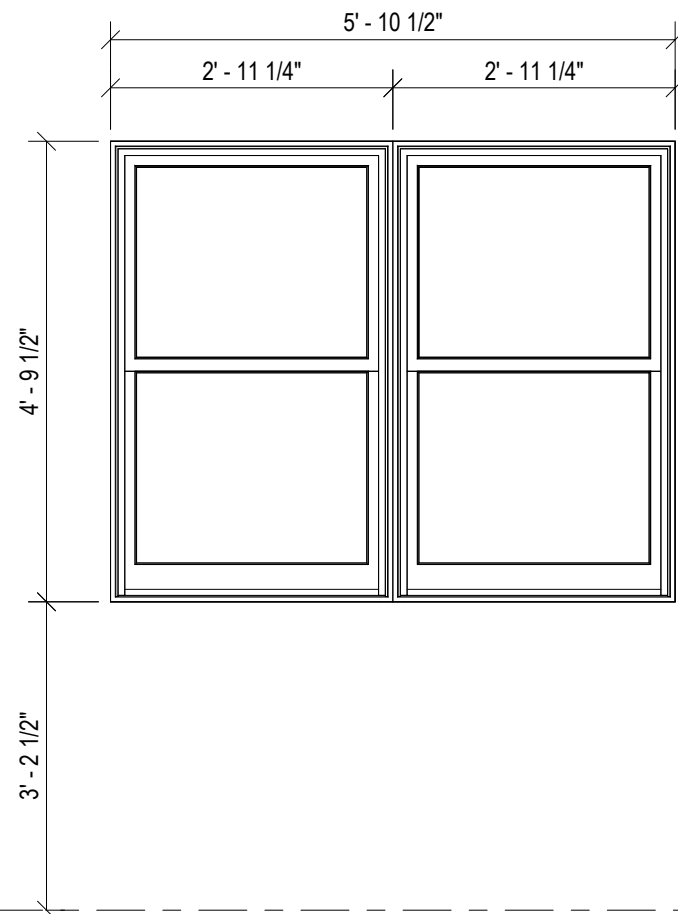
A
DOUBLE HUNG METAL CLAD WINDOW,
EX COLOR: BLACK
IN COLOR: WHITE



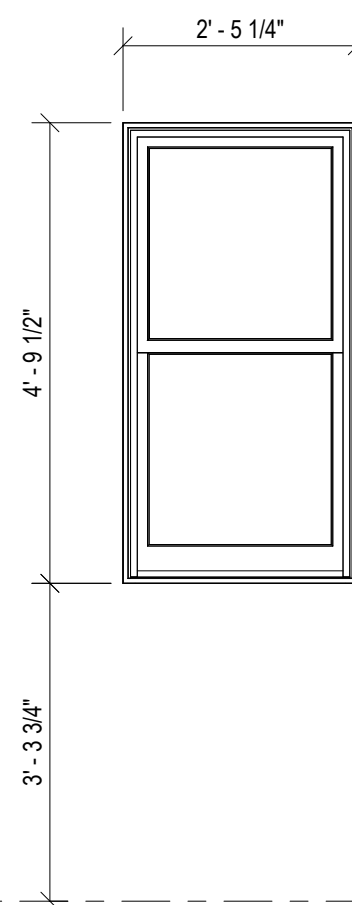
B
DOUBLE HUNG METAL CLAD WINDOW,
EX COLOR: BLACK
IN COLOR: WHITE



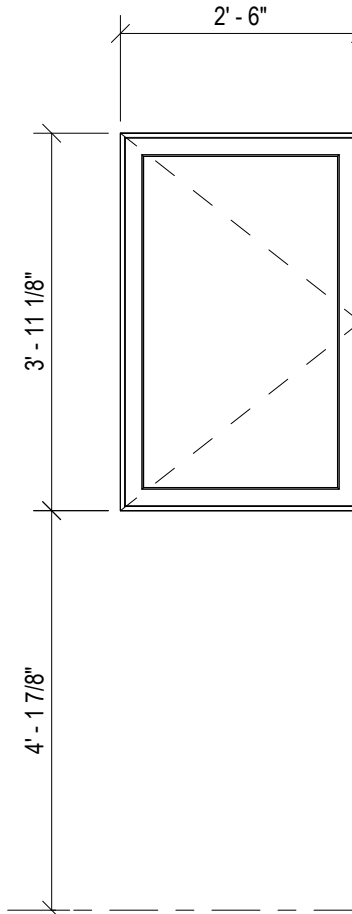
C
DOUBLE HUNG METAL CLAD WINDOW,
EX COLOR: BLACK
IN COLOR: WHITE



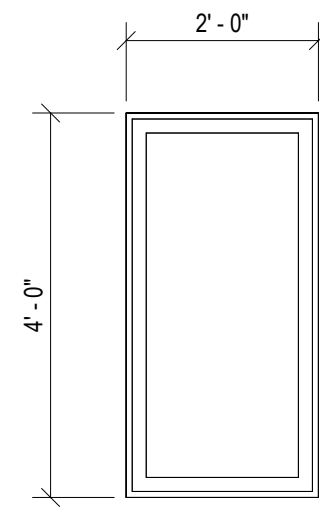
D
DOUBLE HUNG METAL CLAD WINDOW,
EX COLOR: BLACK
IN COLOR: WHITE



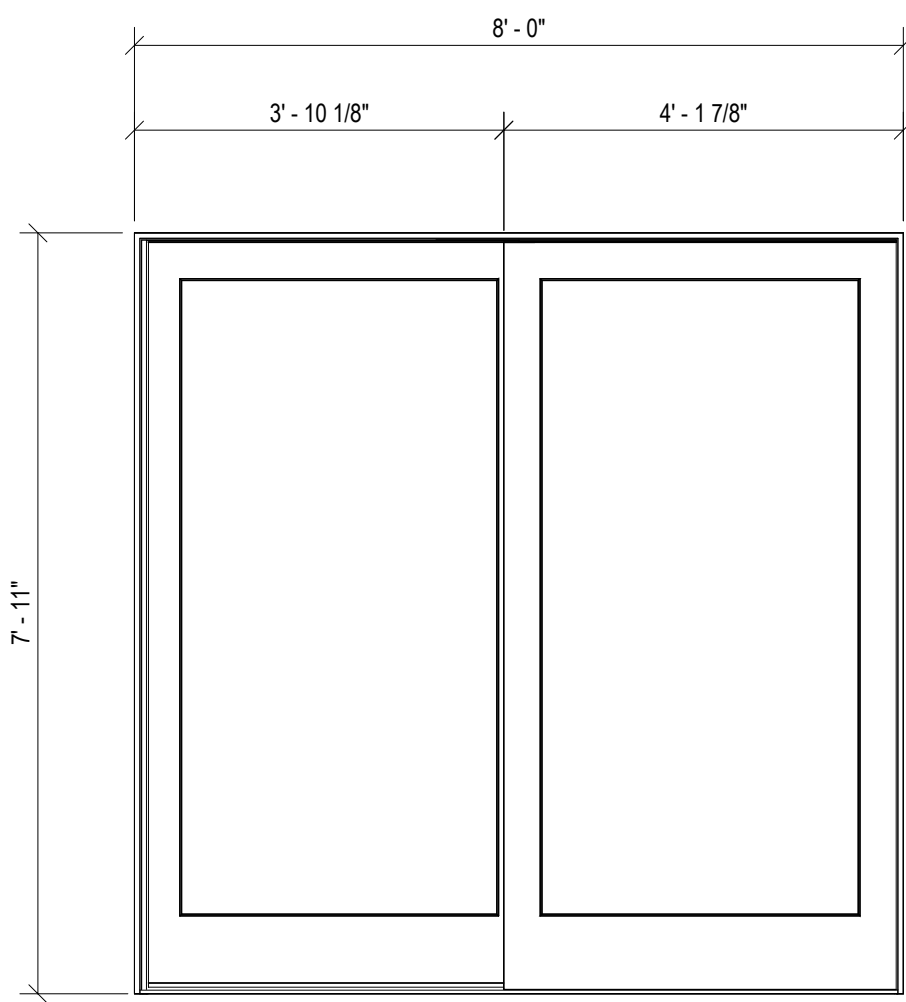
E
DOUBLE HUNG METAL CLAD WINDOW,
EX COLOR: BLACK
IN COLOR: WHITE



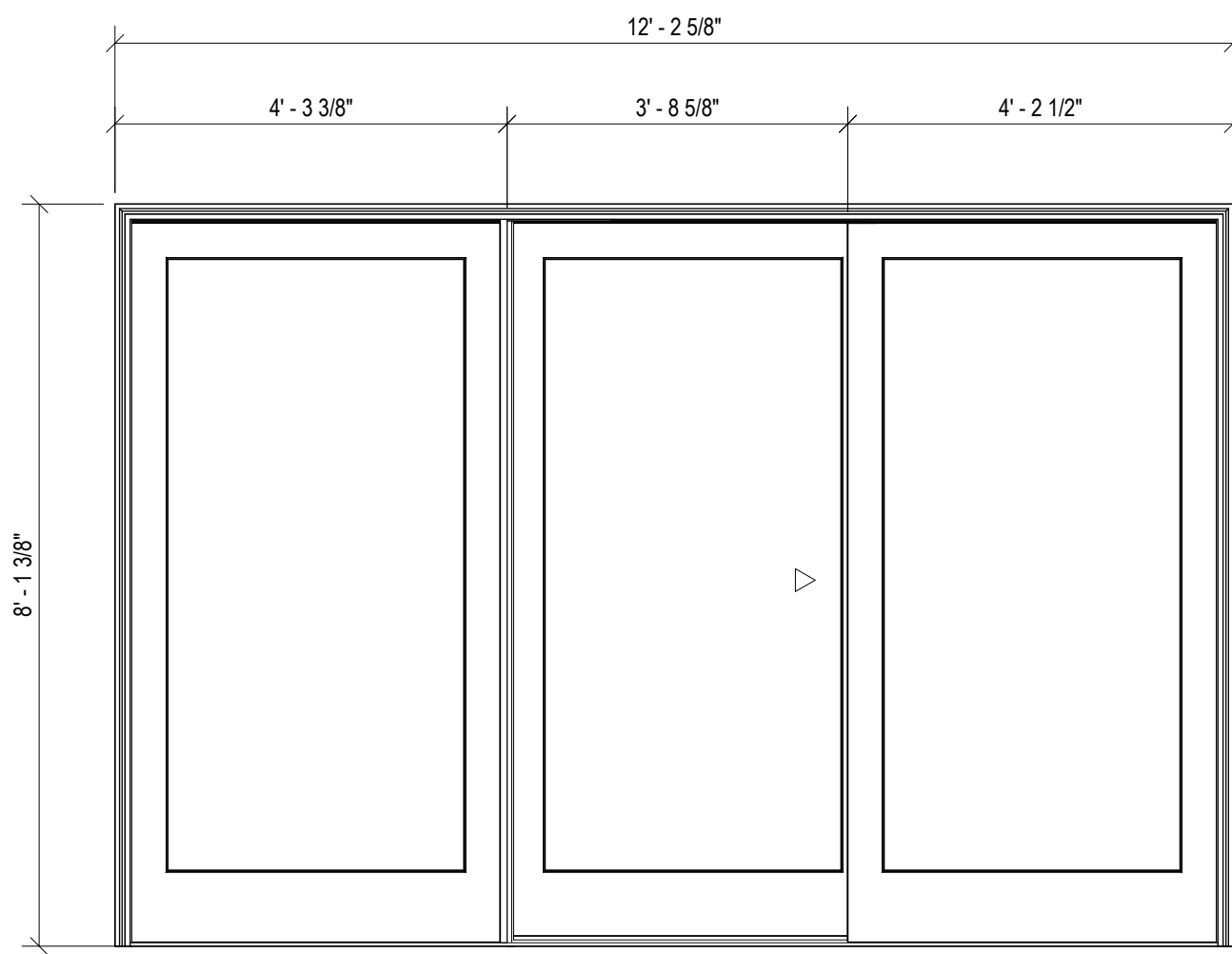
F
CASEMENT METAL CLAD WINDOW,
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IN COLOR: WHITE



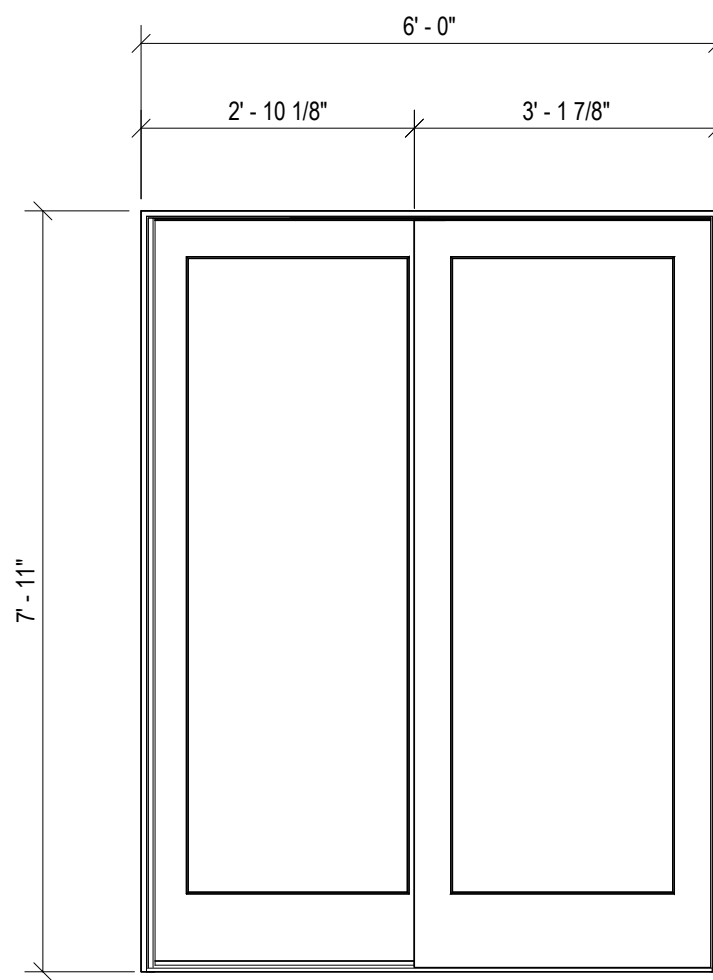
G
FIXED METAL CLAD WINDOW,
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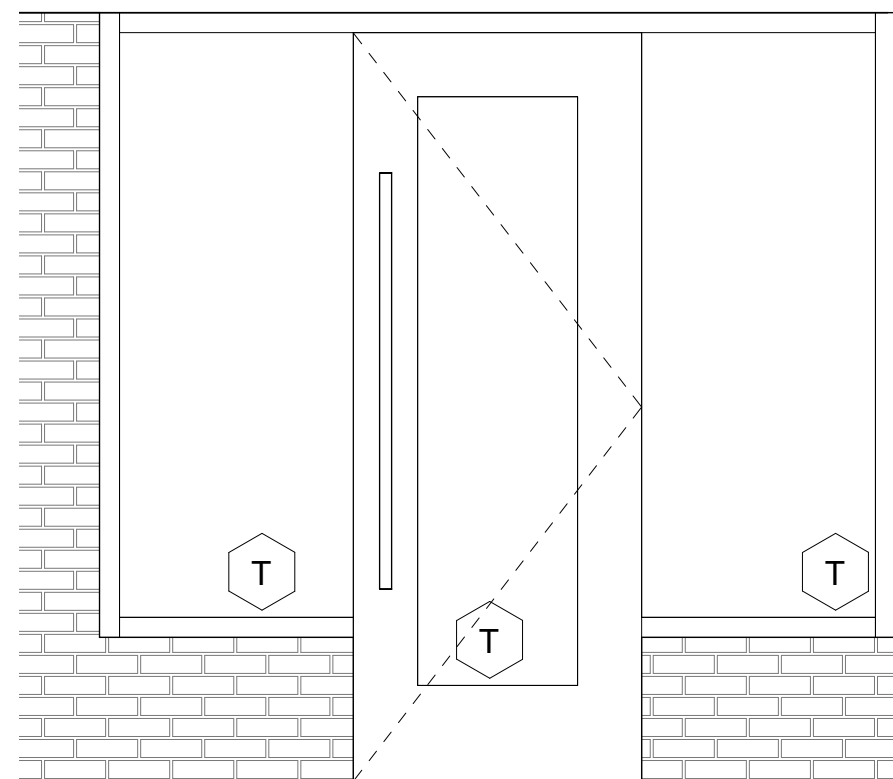
SD 1
METAL CLAD SLIDING DOOR,
COLOR: BLACK



SD 2
METAL CLAD SLIDING DOOR,
COLOR: BLACK



SD 3
METAL CLAD SLIDING DOOR,
COLOR: BLACK



SD 4
METAL CLAD DOOR,
COLOR: BLACK

ATLANTIC STREET PROPERTIES, LLC
147 DEEPWOOD DR
PORTLAND, MAINE 04103

CITY OF PORTLAND TAX ASSESSOR'S MAP, BLOCK, & LOT NUMBERS			
<u>MAP</u>	<u>BLOCK</u>	<u>LOT</u>	<u>ZONING DISTRICT</u>
16	D	8	R-6

C-1.0	COVER SHEET
C-1.1	GENERAL NOTES & LEGEND
1	BOUNDARY & TOPOGRAPHIC SURVEY
C-2.0	RECORDING PLAT - IN PROGRESS
C-3.0	EXISTING CONDITIONS & DEMOLITION PLAN
C-3.1	CONSTRUCTION MANAGEMENT PLAN
C-4.0	SITE LAYOUT PLAN
C-5.0	GRADING & DRAINAGE PLAN
C-6.0	SITE UTILITY PLAN
C-7.0	PHOTOMETRIC LIGHTING PLAN
C-8.0	LANDSCAPING PLAN
C-9.0	SITE & UTILITY DETAILS
C-9.1	EROSION CONTROL DETAILS
C-9.2	DRAINAGE DETAILS
C-10.0	TURNING TEMPLATES

8/8/2024

[illegible][illegible]

PHONE:
(207) 926-5111

WEB SITE:
www.terradynconsultants.com

Surveying | Geomatics
Environmental Permitting



PERMIT DRAWING
NOT FOR CONSTRUCTION

100 ATLANTIC STREET, PORTLAND, ME 04103 147 DEEPWOOD DR PORTLAND, ME 04103	CLIENT: ATLANTIC STREET PROPERTIES, LLC
SHEET TITLE: COVER SHEET	

DATE:	7/12/2023
FILE:	AS NOTED
NO:	23-056
ET:	010

C-1.0

TYPE OF PERMIT	GOVERNING BODY	STATUS
MAJOR SITE PLAN	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL, 389 CONGRESS STREET PORTLAND, ME 04101 TEL. 207.874.8722	SUBMITTED 11/1/2023
BUILDING PERMIT	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL, 389 CONGRESS STREET PORTLAND, ME 04101 TEL. 207.874.8900	TO BE SUBMITTED BY BUILDING CONTRACTOR
UTILITY / STREET OPENING	CITY OF PORTLAND PUBLIC SERVICES DIVISION 55 PORTLAND STREET PORTLAND, ME 04101 TEL. 207.874.8801	TO BE FILED BY SITE CONTRACTOR

SEWER/STORM
CITY OF PORTLAND
DEPARTMENT OF PUBLIC WORKS
212 CANCO ROAD
PORTLAND, MAINE 04103
207.874.8801

WATER
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104
207.774.5961

ELECTRIC
CENTRAL MAINE POWER COMPANY
162 CANCO ROAD
PORTLAND, ME 04103
(207) 842-2367

TELEPHONE
CONSOLIDATED COMMUNICATIONS
58 WESTMINSTER STREET
LEWISTON, MAINE 04240
(207) 782-2249

NATURAL GAS
UNITIL
376 RIVERSIDE INDUSTRIAL PARKWAY
PORTLAND, MAINE 04103
888.301.7700

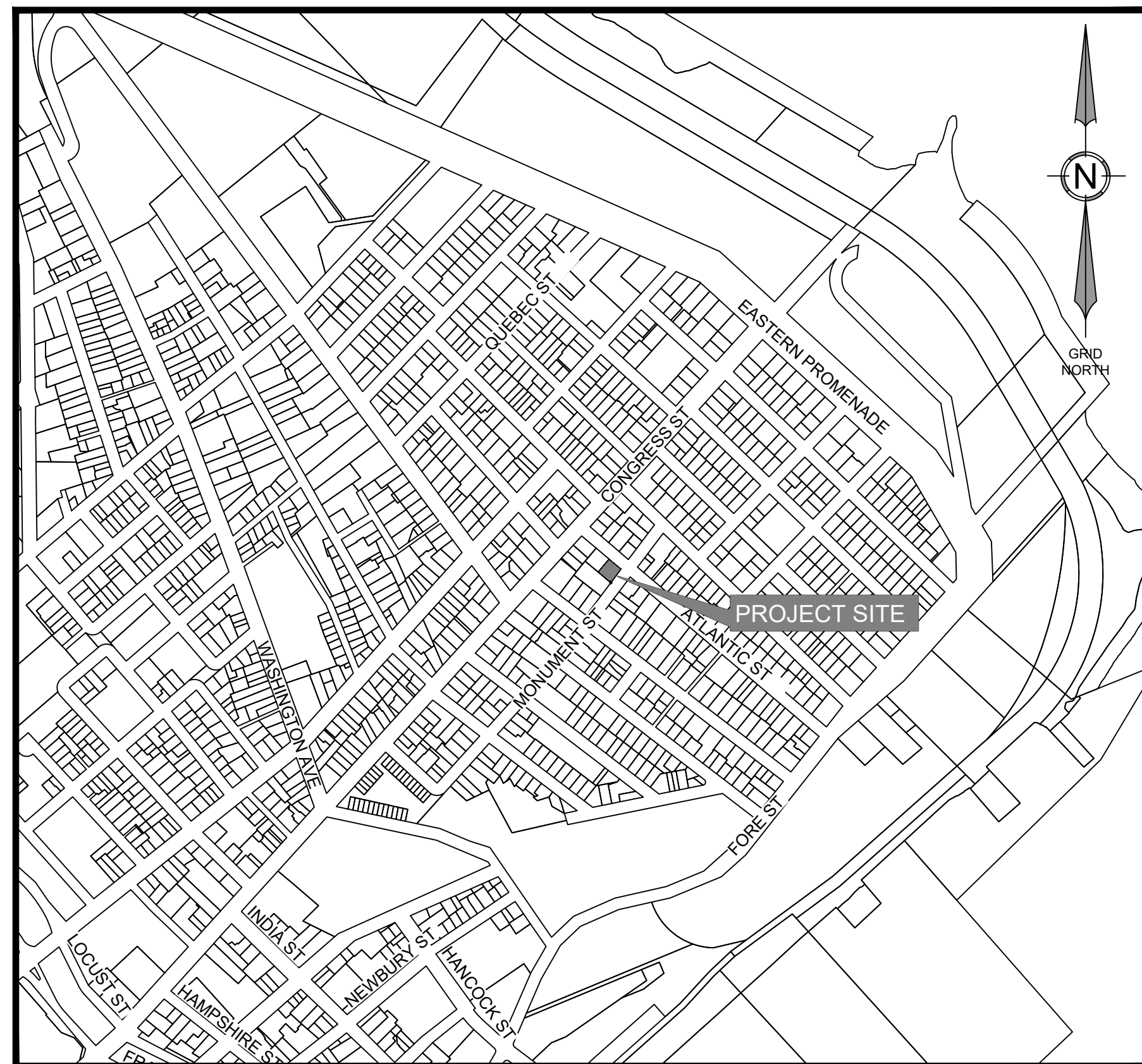
DIG SAFE SYSTEM, INC.
TEL. 1-888-DIG-SAFE (344-7233)
WWW.DIGSAFE.COM

CIVIL ENGINEER:
TERRADYN CONSULTANTS, LLC
565 CONGRESS STREET, SUITE 201
PORTLAND, MAINE 04101
207.926.5111
CONTACT: GRIFFIN WOOD, P.E.

ARCHITECT:
INVIVID ARCHITECTURE
631 STEVENS AVENUE, STE #200
PORTLAND, ME 04103
207.939.7602
CONTACT: VIRGINIE STANLEY

SURVEYOR:
TERRADYN CONSULTANTS, LLC
95 MAIN STREET, 2ND FLOOR
AUBURN, MAINE 04210
207.200.1678
NICHOLAS RACIOPPI, PLS

LANDSCAPE ARCHITECT:
ANTHONY MUENCH, RLA
94 COMMERCIAL STREET
PORTLAND, MAINE 04101
207.761.6621



SCALE: 1"=500

GENERAL NOTES:

1.

THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF ALL REGULATIONS ADMINISTERED BY THE LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
2.

THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXITS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS.
3.

ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
4.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-888-DIGSAFE). IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT NO EXTRA EXPENSE TO THE OWNER.
5.

MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
6.

ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
7.

ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO PROJECT CONTRACT SPECIFICATIONS, AND THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS, WHICHEVER IS MORE STRINGENT.
8.

TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY TERRADYN CONSULTANTS, LLC. ELEVATIONS ARE BASED ON CITY DATUM.
9.

FEMA MAP COMMUNITY PANEL NUMBER 230051 0014 B. THE SITE IS LOCATED IN A C ZONE.
10.

THE PROPERTY SHOWN ON THIS PLAN MAY BE DEVELOPED AND USED ONLY AS DEPICTED ON THE APPROVED PLAN. ALL ELEMENTS AND FEATURES OF THE PLANS AND INFORMATION WHICH APPEARS IN THE RECORD OF THE PLANNING BOARD PROCEEDINGS ARE CONDITIONS OF THE APPROVAL. NO CHANGE FROM THE CONDITIONS OF APPROVALS IS PERMITTED UNLESS AN AMENDED PLAN IS FIRST SUBMITTED TO AND APPROVED BY THE PLANNING AUTHORITY.
11.

ALL SIGNAGE SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
12.

ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS: GRANITE CURB SHALL MEET THE REQUIREMENTS OF MaineDOT SPECIFICATIONS 609.03 AND CITY OF PORTLAND TECHNICAL STANDARDS.
13.

ALL DIMENSIONING UNLESS OTHERWISE NOTED IS TO THE FACE OF CURB OR FACE OF BUILDING.
14.

THE FACILITY IS SERVICED BY PUBLIC WATER, SEWER, AND UNDERGROUND POWER. THE PROJECT INCLUDES UPDATES TO THE POWER SERVICE INCLUDING THE INSTALLATION OF NEW UNDERGROUND SYSTEM. SEE SITE ELECTRICAL PLANS FOR DETAILS.
15.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE CITY OF PORTLAND PUBLIC WORKS INSPECTION SERVICES DIVISION (874-8300 EXT. 8838), CODE ENFORCEMENT OFFICE AND DEVELOPMENT REVIEW COORDINATOR IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. A PRE-CONSTRUCTION MEETING MAY BE REQUIRED TO INCLUDE THE PUBLIC WORKS AUTHORITY OR DEVELOPMENT REVIEW COORDINATOR.
16.

AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE.
17.

WARNING SIGNS, MARKERS, BARRICADES OR FLAGMEN MUST BE EMPLOYED ON ADJACENT STREETS AS NECESSARY. THE CONTRACTOR SHALL COORDINATE AND SEEK APPROVAL FROM THE PUBLIC SERVICE DIVISION FOR THE PLACEMENT/PARKING OF EQUIPMENT WITHIN THE PUBLIC RIGHT OF WAY.
18.

CONSTRUCTION DEBRIS SHALL BE CONTAINERIZED AND DISPOSED OF IN ACCORDANCE WITH THE CITY OF PORTLAND'S SOLID WASTE ORDINANCE CHAPTER 12. ALL DEMOLITION MATERIAL FROM THE PROJECT SITES SHALL BE TAKEN TO THE RIVERSIDE RECYCLING FACILITY OR AS OTHERWISE DIRECTED PENDING THE RESULTS OF A HAZARDOUS BUILDING MATERIALS SURVEY AS AUTHORIZED AND COORDINATED BY THE OWNER. ALL SALVAGED MATERIAL WITHIN THE PUBLIC R.O.W.(SIDEWALKS, BRICKS, GRANITE CURB) NOT REUSED SHALL BE DISPOSED OF AS DIRECTED BY THE PORTLAND PUBLIC SERVICES DEPARTMENT AT NO EXTRA COST TO THE OWNER.
19.

ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE.
20.

PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROPERLY PROTECTED AT ALL TIMES DURING CONSTRUCTION TO INSURE INTEGRITY. IF DISTURBED THEY SHALL BE REPLACED BY A SURVEYOR REGISTERED IN THE STATE OF MAINE AT THE CONTRACTOR'S EXPENSE.
21.

THE OWNER SHALL BE RESPONSIBLE TO COORDINATE THE PERFORMANCE OF A HAZARDOUS MATERIALS INSPECTION OF THE PROPERTY.
22.

A STREET OPENING PERMIT MUST BE OBTAINED FROM THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT PRIOR TO BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED IN CONFORMANCE TO THE CITY'S RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN PUBLIC RIGHT OF WAYS.
23.

CONTRACTOR MUST MAINTAIN THROUGH TRAFFIC ON ADJACENT STREETS AT ALL TIMES.
24.

SITE WORK FOR BUILDING SHALL INCLUDE GRADING THE BUILDING PAD AREA (DEFINED AS THE BUILDING FOOTPRINT PLUS 5'-0" BEYOND THE EXTERIOR WALL) TO A GRADE 18" BELOW THE GROUND FLOOR FINISH ELEVATION. WORK SHALL INCLUDE EXCAVATION (INCLUDING ROCK REMOVAL AND EXISTING FOUNDATION DEMOLITION) AND BACKFILL OF ALL FOOTINGS AND FOUNDATIONS, INSTALLATION OF PERIMETER FOUNDATION DRAINS, EXCAVATION AND BACKFILL OF ALL UNDERSLAB UTILITIES AND PLACEMENT OF ALL AGGREGATES BELOW THE FLOOR SLAB AND ADJACENT FOUNDATION WALLS IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS. (SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL DETAILS PERTAINING TO ANY BUILDING RELATED FOUNDATION WORK).
25.

RECORD DRAWINGS MUST INCLUDE ALL BURIED UTILITIES INCLUDING, BUT NOT LIMITED TO, BENDS, APPURTENANCES, AND OTHER FEATURES, TO BE LOCATED IN THE FIELD BY GIS AND RECORDED AS AN AS-BUILT PLAN BY THE CONTRACTOR AT THE END OF THE PROJECT. THIS PLAN SHALL ALSO BE PROVIDED TO THE OWNER.
26.

THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL DRAWINGS PREPARED BY INVIVID ARCHITECTURE FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXIT PORCHES, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE POINTS.
27.

ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.

28.

CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITIES IN THE AREA OF PROPOSED EXCAVATION OR BLASTING AT LEAST THREE (3) BUT NOT MORE THAN (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A.

GRADING AND DRAINAGE NOTES:

1.

ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF n = 0.013 OR LESS. UNLESS A SPECIFIC PIPE MATERIAL IS CALLED FOR ON THE CONTRACT DRAWINGS. PVC PIPING SHALL NOT BE USED IN AREAS OF EXPOSED SUNLIGHT.
2.

SLOPE PROTECTION IS TO BE PROVIDED PER THE DESIGN PLANS AND MAY INCLUDE RIPRAP, SOD OR MULCH.
3.

THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING EARTHWORK OPERATIONS TO INSURE THAT DISTURBANCE TO ANY STEEP SLOPE AREAS ARE MINIMIZED TO THE EXTENT PRACTICABLE.
4.

ALL PAVING WITHIN THE PUBLIC R.O.W. SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF PORTLAND RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC R.O.W.
5.

NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
6.

THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
7.

CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES AND PHYSICAL FEATURES THAT ARE OUTSIDE THE SCOPE OF WORK. THE CONTRACTOR SHALL MAINTAIN SITE STABILITY DURING CONSTRUCTION TO AVOID EROSION AND SEDIMENT TRANSPORT. CONTRACTOR SHALL RESTORE ALL AREAS TO A FINAL STABILIZED CONDITION AS DIRECTED BY DESIGN DRAWINGS.
8.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ENGINEER.
9.

EXTERIOR GRADES AROUND PROPOSED STRUCTURE SHALL BE COORDINATED WITH FINAL BUILDING PLANS AND PROVIDE FOR ALL ACCESS OPENINGS.

CONSTRUCTION MANAGEMENT NOTES:

1.

ALL CONSTRUCTION SHALL COMPLY WITH 2009 NFPA 1 CHAPTER 16 SAFE GUARDS DURING BUILDING CONSTRUCTION, ALTERATION AND DEMOLITION OPERATIONS.
2.

ANY CUTTING AND WELDING WORK PERFORMED ONSITE SHALL REQUIRE A "HOT WORK" PERMIT FROM THE PORTLAND FIRE DEPARTMENT.
3.

THE GENERAL CONTRACTOR SHALL POST EMERGENCY CONTACT INFORMATION ON THE PROJECT SITE PROPERTY DURING CONSTRUCTION IN THE EVENT OF AN AFTER HOURS EMERGENCY. THIS CONTACT INFORMATION SHALL ALSO BE PROVIDED TO THE PORTLAND FIRE DEPARTMENT.
4.

IF THE SITE IS SECURED BY TEMPORARY OR PERMANENT FENCING WITH LOCKED GATES, THEN THE APPLICANT OR ASSIGNED REPRESENTATIVE SHALL PURCHASE A KNOX PADLOCK FROM THE PORTLAND FIRE DEPARTMENT TO ALLOW ACCESS BY THE PORTLAND FIRE DEPARTMENT.
5.

STREETS SHALL MAINTAIN A 20' WIDTH FOR FIRE DEPARTMENT ACCESS AT ALL TIMES.
6.

FIRE HYDRANTS SHALL NOT BE BLOCKED OR ENCLOSED BY FENCING. A 3' CLEARANCE SHALL BE MAINTAINED AT ALL TIMES AROUND FIRE HYDRANTS.

TREE PROTECTION NOTES:

1.

EXISTING TREES TO BE PRESERVED ARE SHOWN ON THE EXISTING CONDITIONS AND DEMOLITION PLAN.
2.

FENCING OR OTHER PROTECTIVE BARRIERS AND SIGNAGE SHALL BE ERECTED OUTSIDE THE DRIPLINE OF INDIVIDUAL, GROUPINGS OF OR PERIMETER TREES TO BE PRESERVED.
3.

NO STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
4.

AREAS OF TREES OR OTHER VEGETATION TO BE PRESERVED SHALL NOT BE USED FOR TEMPORARY STORMWATER RUNOFF STORAGE DURING CONSTRUCTION.
5.

ROOT BARRIER SHALL BE USED BETWEEN NEW UTILITY TRENCHES AND EXISTING LARGE TREES.
6.

THE CONTRACTOR IS ENCOURAGED TO USE AIR SPADE EXCAVATION TECHNIQUES IN COORDINATION WITH A CERTIFIED ARBORIST FOR TRENCHING OR EXCAVATION WITHIN THE TREE PROTECTION AREAS TO MINIMIZE DAMAGE TO FEEDER ROOTS AND STRUCTURAL ROOT AREAS.
7.

PROTECTIVE BARRIERS AND SIGNAGE SHALL REMAIN IN PLACE UNTIL COMPLETION OF THE PROJECT.

UTILITY NOTES:

1.

ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED BETWEEN THE SITE WORK CONTRACTOR AND DIVISION 22/26 CONTRACTOR(S). THE SITE WORK CONTRACTOR SHALL BE RESPONSIBLE TO EXTEND ALL PROPOSED UTILITIES TO WITHIN FIVE (5) FEET OF THE BUILDING TO A LOCATION COORDINATED WITH THE MECHANICAL AND ELECTRICAL SUBCONTRACTORS. THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITIES WITHIN FIVE (5) FEET AND INSIDE THE BUILDING OR UNDER SLAB.
2.

THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER, THE TELECOMMUNICATIONS SERVICE WITH CONSOLIDATED COMMUNICATIONS, AND THE CABLE SERVICE WITH SPECTRUM. ALL WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS OR UTILITY COMPANY STANDARDS, WHICHEVER IS MORE STRINGENT.
3.

ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE AT NO ADDITIONAL EXPENSE TO THE OWNER.
4.

ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
5.

THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
6.

THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL. AT NO EXTRA EXPENSE TO THE OWNER.
7.

A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. A 12 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
8.

THE CONTRACTOR SHALL PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER, AND AFFECTED BUSINESSES.
9.

CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY ELECTRICAL SERVICES IN CONDUIT TO SITE LIGHTING, COMPLYING WITH APPLICABLE CODES. COORDINATE WITH OWNER, SITE ELECTRICAL, ARCHITECTURAL AND CMP PLANS.
10.

ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT. ALL SANITARY SERVICES AND APPURTENANCES TO BE ABANDONED SHALL BE PROPERLY RECORDED WITH PORTLAND PUBLIC WORKS ENGINEERING DEPARTMENT. A DIGITAL VIDEOTAPE SHALL BE MADE OF SANITARY SEWER SYSTEMS TO BE UTILIZED PRIOR TO CONSTRUCTION. UPSTREAM PIPES INTENDED FOR ABANDONMENT SHALL BE INSPECTED TO VERIFY THAT THEY NO LONGER SERVE OTHER FACILITIES.
11.

THE PORTION OF THE 4" WATER SERVICE WITHIN THE RIGHT OF WAY SHALL BE DUCTILE IRON WITH RESTRAINED JOINTS IN ACCORDANCE WITH PORTLAND WATER DISTRICT STANDARDS.
12.

THE 2" WATER SERVICE SHALL BE TYPE K COPPER TUBING.

PERMITTING NOTES:

1.

THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.

LEGEND

	EXISTING PROPERTY LINE
	PROJECT SITE BOUNDARY
	SETBACK LINE
	PROPOSED EASEMENT
	EXISTING MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	PROPOSED CONTOUR
	EXISTING STORMDRAIN
	PROPOSED STORMDRAIN
	EXISTING SANITARY SEWER
	PROPOSED SANITARY SEWER
	EXISTING WATER LINE
	PROPOSED WATER LINE
	EXISTING GAS
	PROPOSED GAS
	EXISTING OVERHEAD ELECTRIC & TELEPHONE
	EXISTING UNDERGROUND ELECTRIC
	PROPOSED UNDERGROUND ELECTRIC
	EXISTING UNDERGROUND TELEPHONE
	PROPOSED UNDERGROUND TELEPHONE & CABLE TV
	EXISTING EDGE OF PAVEMENT
	PROPOSED EDGE OF PAVEMENT
	EXISTING EDGE OF GRAVEL
	PROPOSED EDGE OF GRAVEL
	EXISTING CURB
	PROPOSED CURB
	PROPOSED DECORATIVE METAL FENCE
	PROPOSED PRIVACY FENCE
	SILT FENCE
	TEST PIT
	EXISTING VALVE
	PROPOSED VALVE
	EXISTING HYDRANT
	EXISTING LIGHT POLE
	PROPOSED BUILDING LIGHT
	EXISTING UTILITY POLE
	EXISTING CATCH BASIN
	PROPOSED CATCH BASIN
	EXISTING DRAIN MANHOLE
	PROPOSED DRAIN MANHOLE
	EXISTING SEWER MANHOLE
	EXISTING SPOT GRADE
	PROPOSED SPOT GRADE
	SURVEY CONTROL POINT
	EXISTING MONUMENT
	EXISTING IRON PIPE
	EXISTING SIGN
	PROPOSED SIGN
	EXISTING BUILDING
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED PAVEMENT
	PROPOSED BRICK

STATE OF MAINE

GRiffin J. WOOD

No. 16654

Professional Engineer

DATE: 8/8/2024

REVISIOnS

1

2

3

4

NO

1

2

3

4

REVISIONS

1

2

3

4

NO

1

2

3

4

ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE: (207) 926-5111

WEB SITE: www.terradynconsultants.com

TERRADYN

CONSULTANTS, LLC

Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

SHEET TITLE: GENERAL NOTES & LEGEND

CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR
PORTLAND, ME 04103

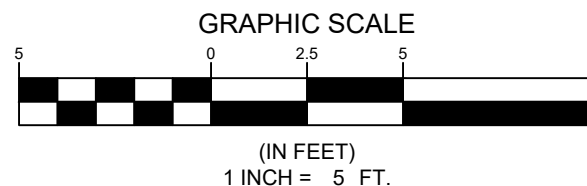
DATE: 7/12/2023

SCALE: AS NOTED

JOB NO: 23-056

SHEET: C-1.1

Page 784



1. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIM OR HERSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HERSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

2. ALL EXISTING PAVEMENT, UTILITIES AND BUILDINGS TO BE DEMOLISHED AS DELINEATED AND REMOVED FROM SITE IN ACCORDANCE WITH ALL APPLICABLE CITY OF PORTLAND AND STATE OF MAINE REGULATIONS.

3. ALL DEMOLITION AND WRECKAGE FROM PROJECT SITE TO BE
DISPOSED OF AT AN APPROPRIATE LICENSED DISPOSAL SITE.

4. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.

5. CONTRACTOR SHALL BE AWARE THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE TOWN OR CITY WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES, AS WELL AS USG PUBLIC WORKS SYSTEMS.

6. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.

7. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY DURING DEMOLITION PHASE TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY.

8. REQUIRED EROSION CONTROL MEASURES MUST REMAIN INTACT THROUGHOUT DEMOLITION AND CONSTRUCTION. FAILURE TO INSTALL, OR PROPERLY MAINTAIN THESE BARRICADES WILL RESULT IN ENFORCEMENT ACTION. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES" (THE "BMP"), THE MAINE STATE AND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2004 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.

9. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.

10. TEST PITS SHALL BE CONDUCTED AT THE OUTSET OF CONSTRUCTION.

11. PRIOR TO ABANDONING ANY STORM WATER OR SANITARY SEWER LATERAL, THE APPLICANT SHALL ACQUIRE A PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS. THE APPLICANT SHALL PROVIDE A 48 HOUR NOTICE TO THE PUBLIC WORKS DISPATCH STATING THE DATE AND LOCATION OF THE WORK. ONCE THE WORK IS SCHEDULED, THE PUBLIC WORKS RESOURCES DIVISION WILL MOBILIZE TO THE SITE AND ALLOW ONE HOUR TO ASSIST THE APPLICANT TO PLUG THE LATERAL IN THE FOLLOWING MANNER. THE LOCATION OF THE LATERAL TO BE PLUGGED SHALL BE TELEVIEWED BY THE APPLICANT AND WITNESSED BY WATER RESOURCES STAFF ON SITE. THE APPLICANT SHALL EXCAVATE OR OTHER MEANS PLUG THE LATERAL AT THE POINT WHERE THE LATERAL CONNECTS TO THE STORM SEWER MAIN. THE LATERAL AT CITY STREET. THE LATERAL MUST BE FILLED WITH PUMPED GROUT STARTING AT THE PLUG AND FILLING OUT TO THE POINTS OF EXCAVATION.

DATE: 8/8/2024

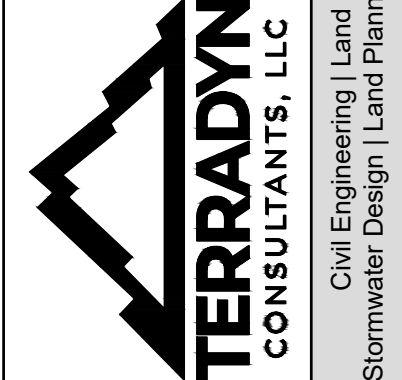
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ADDRESS:
411 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE:
(207) 926-5111

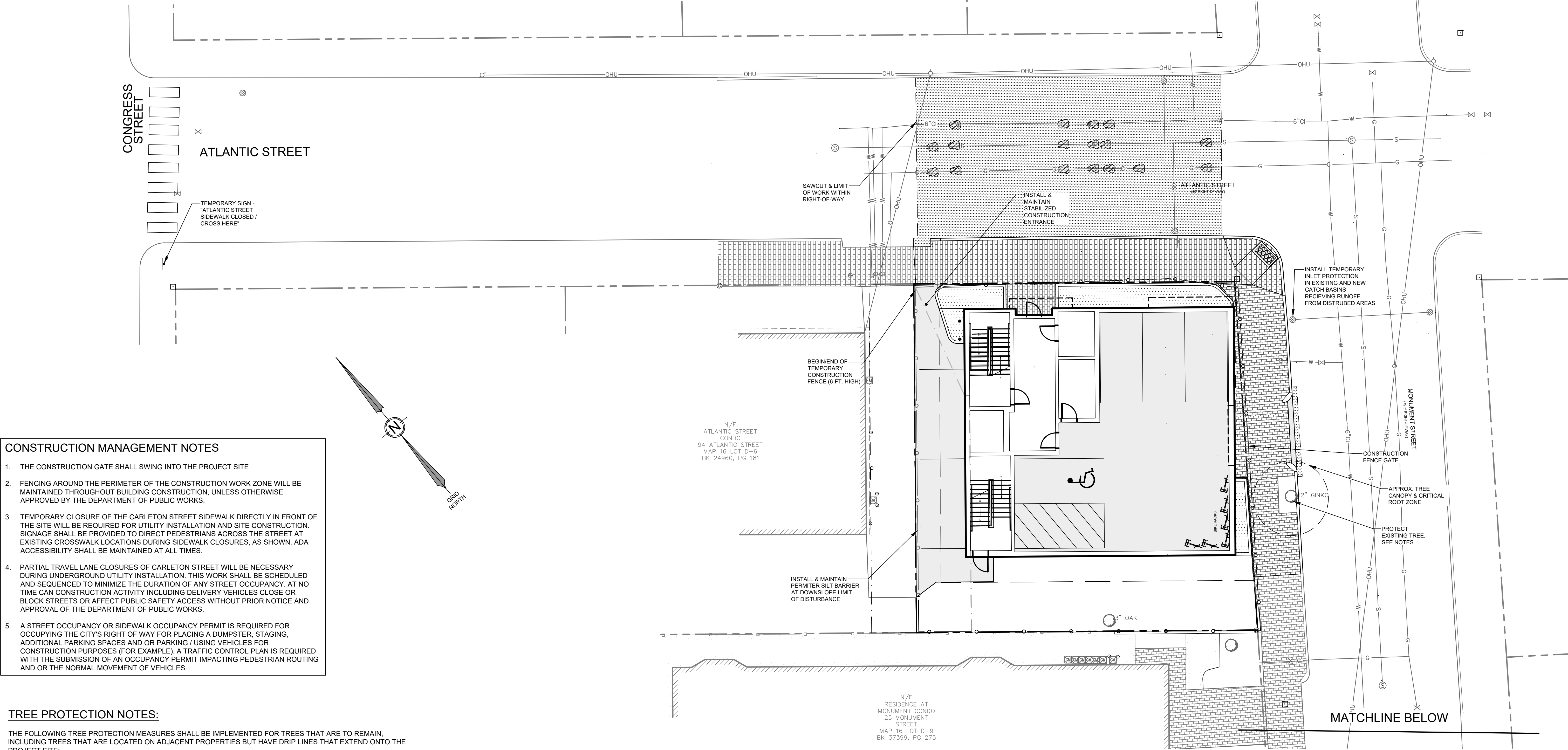
WEB SITE:
www.terradynconsultants.com

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| Environmental Permitting



PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT:	90 ATLANTIC STREET 90 ATLANTIC STREET, PORTLAND MAINE
DATE:	7/12/2023
SCALE:	1" = 5'
JOB NO:	23-056
SHEET:	
SHEET TITLE:	EXISTING CONDITIONS & DEMOLITION PLAN
CLIENT:	ATLANTIC STREET PROPERTIES, LLC 147 DEERWOOD DR PORTLAND, ME 04103



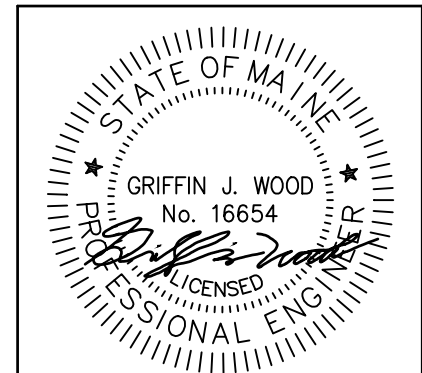
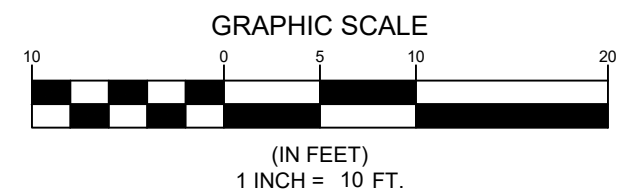
CONSTRUCTION MANAGEMENT NOTES

1. THE CONSTRUCTION GATE SHALL SWING INTO THE PROJECT SITE
2. FENCING AROUND THE PERIMETER OF THE CONSTRUCTION WORK ZONE WILL BE MAINTAINED THROUGHOUT BUILDING CONSTRUCTION, UNLESS OTHERWISE APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
3. TEMPORARY CLOSURE OF THE CARLETON STREET SIDEWALK DIRECTLY IN FRONT OF THE SITE WILL BE REQUIRED FOR UTILITY INSTALLATION AND SITE CONSTRUCTION. SIGNAGE SHALL BE PROVIDED TO DIRECT PEDESTRIANS ACROSS THE STREET AT EXISTING CROSSWALK LOCATIONS DURING SIDEWALK CLOSURES, AS SHOWN. ADA ACCESSIBILITY SHALL BE MAINTAINED AT ALL TIMES.
4. PARTIAL TRAVEL LANE CLOSURES OF CARLETON STREET WILL BE NECESSARY DURING UNDERGROUND UTILITY INSTALLATION. THIS WORK SHALL BE SCHEDULED AND SEQUENCED TO MINIMIZE THE DURATION OF ANY STREET OCCUPANCY. AT NO TIME CAN CONSTRUCTION ACTIVITY INCLUDING DELIVERY VEHICLES CLOSE OR BLOCK STREETS OR AFFECT PUBLIC SAFETY ACCESS WITHOUT PRIOR NOTICE AND APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.
5. A STREET OCCUPANCY OR SIDEWALK OCCUPANCY PERMIT IS REQUIRED FOR OCCUPYING THE CITY'S RIGHT OF WAY FOR PLACING A DUMPSTER, STAGING, ADDITIONAL PARKING SPACES AND OR PARKING / USING VEHICLES FOR CONSTRUCTION PURPOSES (FOR EXAMPLE). A TRAFFIC CONTROL PLAN IS REQUIRED WITH THE SUBMISSION OF AN OCCUPANCY PERMIT IMPACTING PEDESTRIAN ROUTING AND OR THE NORMAL MOVEMENT OF VEHICLES.

TREE PROTECTION NOTES:

THE FOLLOWING TREE PROTECTION MEASURES SHALL BE IMPLEMENTED FOR TREES THAT ARE TO REMAIN, INCLUDING TREES THAT ARE LOCATED ON ADJACENT PROPERTIES BUT HAVE DRIP LINES THAT EXTEND ONTO THE PROJECT SITE:

1. FENCING OR OTHER PROTECTIVE BARRIERS AND SIGNAGE SHALL BE ERECTED OUTSIDE THE DRIP LINE OF INDIVIDUAL, GROUPINGS OF, OR PERIMETER TREES TO BE PRESERVED. SIGNS SHOULD CLEARLY IDENTIFY "TREE PROTECTION ZONE" OR "LIMIT OF WORK ZONE". PROTECTIVE BARRIERS AND SIGNAGE SHALL REMAIN IN PLACE UNTIL COMPLETION OF THE PROJECT.
2. NO CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE STORED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
3. AREAS OF TREES OR OTHER VEGETATION TO BE PRESERVED SHALL NOT BE USED FOR TEMPORARY STORMWATER RUNOFF STORAGE DURING CONSTRUCTION.
4. DO NOT USE MECHANIZED EXCAVATION EQUIPMENT (EXCAVATOR OR BACK HOE) TO EXCAVATE UTILITY TRENCHES WITHIN TREE PROTECTION ZONES.
5. USE ALTERNATIVE CONSTRUCTION TECHNIQUES FOR TRENCH EXCAVATION WITHIN TREE PROTECTION ZONES, INCLUDING HAND OR AIR EXCAVATION (AIR SPADE).
6. MINIMIZE CHANGES TO THE ELEVATION OF THE NATURAL SOIL WITHIN THE DRIP LINE OF TREES.
7. DO NOT CLEAN EQUIPMENT WITHIN ROOT PROTECTION ZONES OR WHERE RUNOFF WILL DRAIN TO ROOT PROTECTION ZONES
8. AVOID THE FOLLOWING WITHIN TREE PROTECTION ZONES:
 - SOIL COMPACTION / POLLUTION
 - ROOT REMOVAL AND WOUNDS
 - DISRUPTION OF MYCORRHIZAE AND OTHER BENEFICIAL SOIL ORGANISMS
 - TRUNK AND BUTT WOUNDS
 - BRANCH WOUNDS AND LEAF INJURY
 - UNWARRANTED TREE REMOVAL
11. RETAIN A QUALIFIED ARBORIST TO PERFORM TREE MAINTENANCE AND REQUIRED LIMB AND ROOT PRUNING.



DATE: 8/8/2024

REVISIONS	DATE	REVISIONS
1	11/1/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
3	7/10/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
4	8/8/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

NO	DATE	REVISIONS
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ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE: (207) 926-5111

WEB SITE: www.terradynconsultants.com

TERRADYN CONSULTANTS, LLC

Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
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PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

SHEET TITLE: CONSTRUCTION MANAGEMENT PLAN

CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR.
PORTLAND, ME 04103

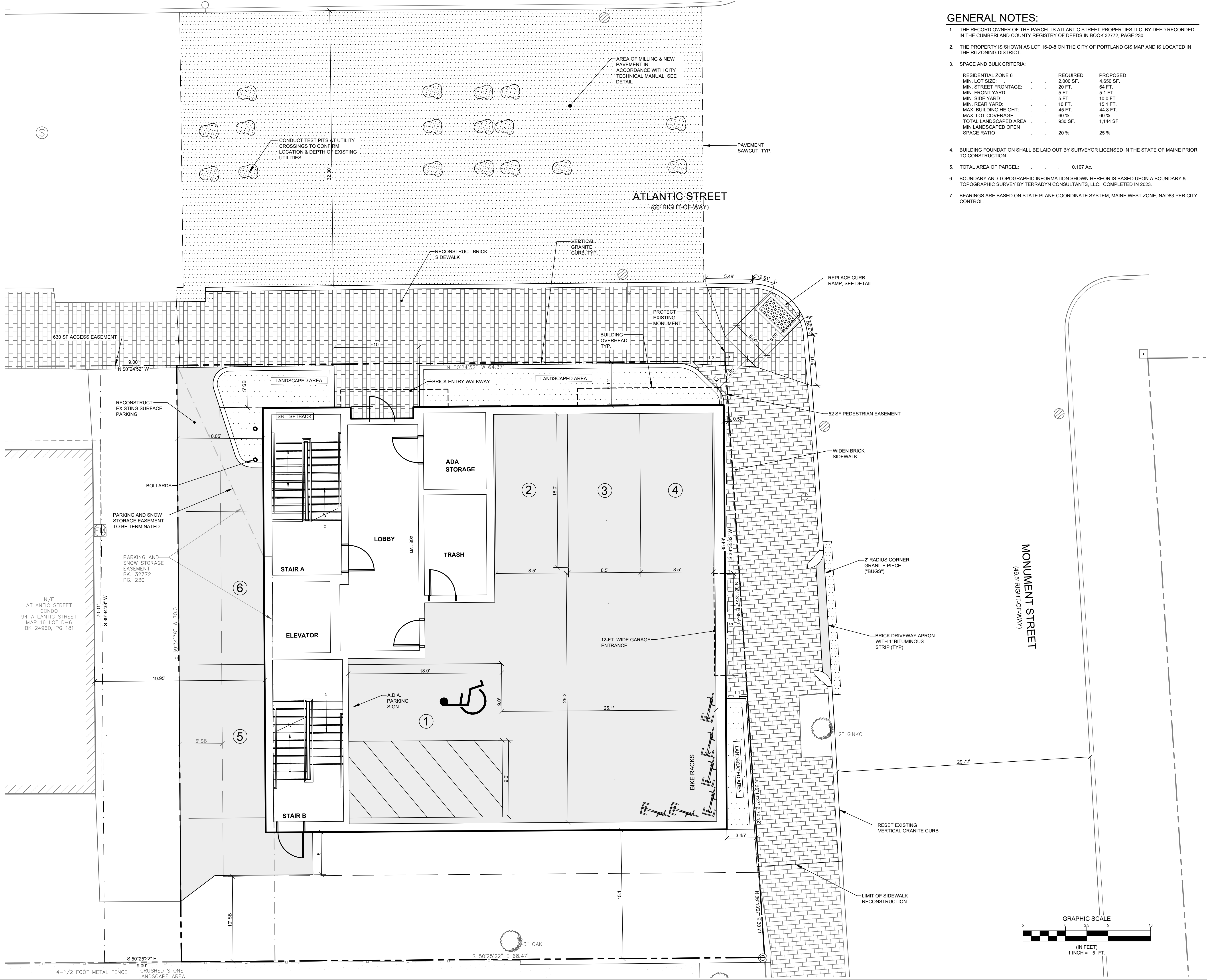
DATE: 7/12/2023

SCALE: 1" = 10'

JOB NO: 23-056

SHEET: C-3.1

EASEMENT LINE TABLE		
LINE	DIRECTION	DISTANCE
L1	S 50°24'52" E	2.28'
L2	S 5°28'07" E	5.45'
L3	N 50°24'52" W	3.83'



- GENERAL NOTES:**
- THE RECORD OWNER OF THE PARCEL IS ATLANTIC STREET PROPERTIES LLC, BY DEED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 32772, PAGE 230.
 - THE PROPERTY IS SHOWN AS LOT 16-D-8 ON THE CITY OF PORTLAND GIS MAP AND IS LOCATED IN THE R6 ZONING DISTRICT.
 - SPACE AND BULK CRITERIA:

RESIDENTIAL ZONE 6	REQUIRED	PROPOSED
MIN. LOT SIZE:	2,000 SF.	4,650 SF.
MIN. STREET FRONTAGE:	20 FT.	64 FT.
MIN. FRONT YARD:	5 FT.	5.1 FT.
MIN. SIDE YARD:	5 FT.	10.0 FT.
MIN. REAR YARD:	10 FT.	15.1 FT.
MAX. BUILDING HEIGHT:	45 FT.	44.8 FT.
MAX. LOT COVERAGE:	60 %	60 %
TOTAL LANDSCAPED AREA:	930 SF.	1,144 SF.
MIN. LANDSCAPED OPEN SPACE RATIO:	20 %	25 %
 - BUILDING FOUNDATION SHALL BE LAID OUT BY SURVEYOR LICENSED IN THE STATE OF MAINE PRIOR TO CONSTRUCTION.
 - TOTAL AREA OF PARCEL: 0.107 Ac.
 - BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A BOUNDARY & TOPOGRAPHIC SURVEY BY TERRADYN CONSULTANTS, LLC., COMPLETED IN 2023.
 - BEARINGS ARE BASED ON STATE PLANE COORDINATE SYSTEM, MAINE WEST ZONE, NAD83 PER CITY CONTROL.

STATE OF MAINE

GRiffin J. WOOD

No. 16654

REGISTERED PROFESSIONAL ENGINEER

DATE: 8/8/2024

NO.	DATE	REVISIONS
4	8/8/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
3	7/10/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
1	11/1/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
NO.		

ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE: (207) 926-5111

WEB SITE: www.terradyndesign.com

PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR
PORTLAND, ME 04103

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

SHEET TITLE: SITE PLAN

DATE: 7/12/2023

SCALE: 1" = 5'

JOB NO: 23-056

SHEET: C-4.0

TERRADYN CONSULTANTS, LLC

Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

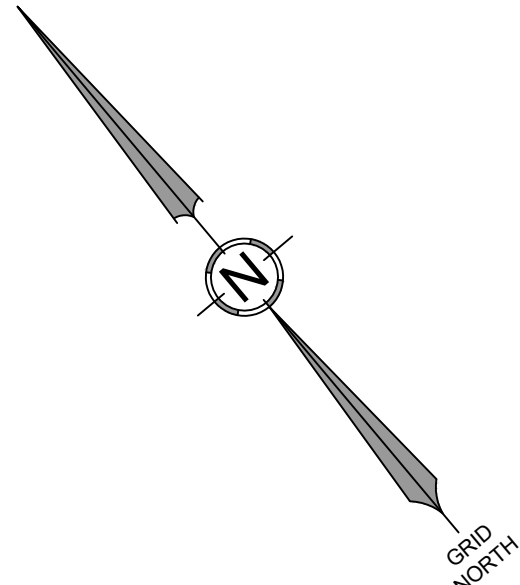
SHEET TITLE: SITE PLAN

DATE: 7/12/2023

SCALE: 1" = 5'

JOB NO: 23-056

SHEET: C-4.0

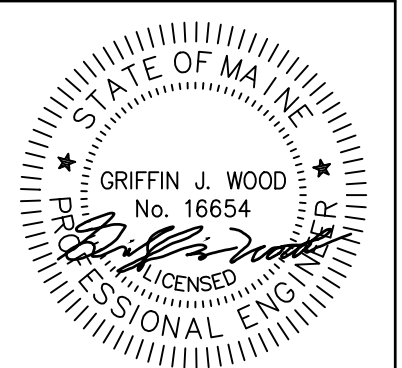
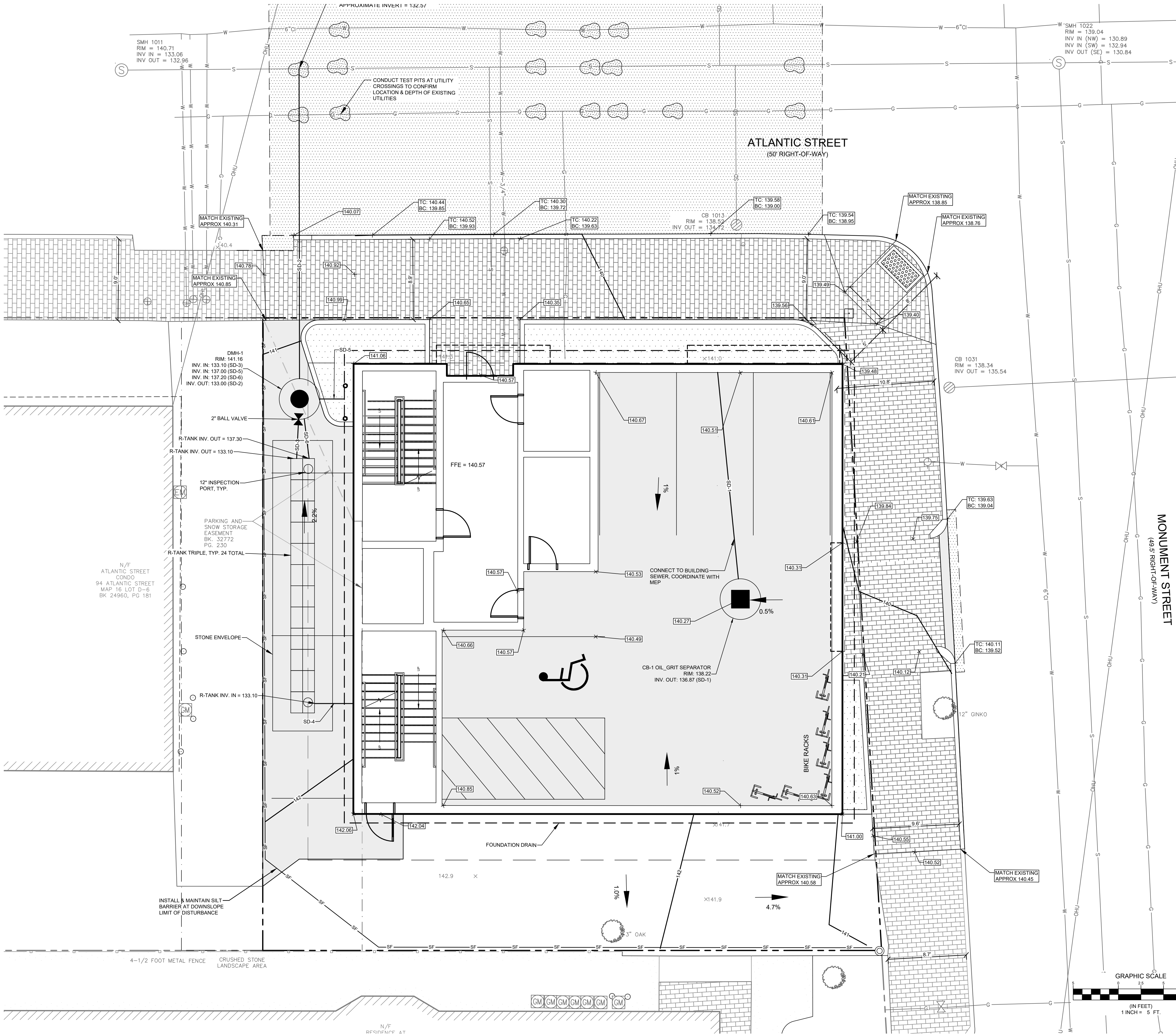


NOTES:

1. SIDEWALK CROSS SLOPE MUST BE < 2 %.

STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-1	6"	23'	3.74%
SD-2	6"	35'	1.24%
SD-3	6"	5'	0.00%
SD-4	6"	4'	2.33%
SD-5	6"	3'	0.00%
SD-6	6"	5'	2.13%



DATE: 8/8/2024

NO.	DATE	REVISIONS
1	11/1/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
3	7/10/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
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NEW GLOUCESTER, ME 04260
PHONE: (207) 926-5111
WEB SITE: www.terradynconsultants.com

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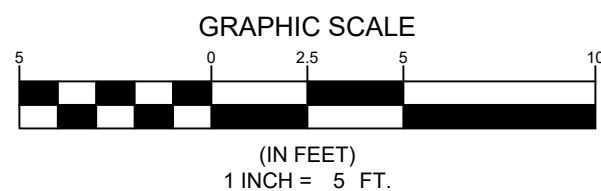
PERMIT DRAWING
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PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

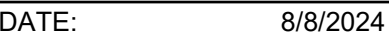
SHEET TITLE: GRADING, DRAINAGE & EROSION CONTROL PLAN

CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR
PORTLAND, ME 04103

DATE: 7/12/2023
SCALE: 1" = 5'
JOB NO: 23-056
SHEET: C-5.0



1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (DIAL 811) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
2. WATER SERVICE SHALL BE INSTALLED IN ACCORDANCE WITH ALL REQUIREMENTS OF PORTLAND WATER DISTRICT.
3. SEWER SERVICE SHALL BE INSTALLED IN ACCORDANCE WITH ALL REQUIREMENTS OF THE CITY OF PORTLAND.
4. ELECTRICAL SERVICE SHALL BE COORDINATED WITH CENTRAL MAINE POWER CO.
5. 50 PERCENT OF PARKING SPACES NOT BEING SERVED BY THE PROPOSED LEVEL 2 EV CHARGER SHALL BE MADE EV-READY.



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| Environmental Permitting



CLIENT: ATLANTIC STREET PROPERTIES, LLC

LED wall luminaire - directed light

Application

As an individual luminaire with low mounting heights, it can be used for marking danger areas or in rows for illuminating corridors and passageways. With high mounting heights it can be used as a wall luminaire next to doors or for lighting small wall areas.

Materials

Luminaire housing constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Matte safety glass
High temperature silicone gasket
Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
Protection class IP64
Weight: 1.1 lbs

Electrical

Operating voltage

120-277V AC

Minimum start temperature

-30° C

LED module wattage

3.0W

System wattage

5.5W

Controllability

0-10V dimmable

Color rendering index

Ra > 90

Luminaire lumens

204 lumens (3000K)

Lifetime at Ta = 15° C

>500,000 h (L70)

Lifetime at Ta = 40° C

250,000 h (L70)

LED color temperature

☐ 4000K - Product number + **K4**

☐ 3500K - Product number + **K35**

☐ 3000K - Product number + **K3** (**EXPRESS**)

☐ 2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors

☐ Black (BLK)

☐ White (WHT)

☐ RAL:

☐ Bronze (BRZ)

☐ Silver (SLV)

☐ OUS:

LED wall luminaire - directed light

LED	A	B	C	Replaced wiring box
33514	3.0W	2 1/4	7 1/2	2 1/2

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com

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Updated 08/2018

LED semi-recessed ceiling downlight - partially frosted crystal glass

Application

LED semi-recessed ceiling luminaire with partially frosted crystal glass and symmetrical wide beam light distribution designed for downlighting atriums, passages and other interior and exterior locations.

Materials

Luminaire housing constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Stainless steel trim ring
Partially frosted crystal glass
Reflector made of pure anodized aluminum
High temperature silicone gasket
Stainless steel screw clamps
Galvanized steel rough in ceiling pan with through wiring box

NRTL listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 2.6 lbs

Electrical

Operating voltage

120-277V AC

Minimum start temperature

-30° C

LED module wattage

12.7 W

System wattage

15.5W

Controllability

0-10V dimming down to 0.1%

Color rendering index

Ra > 85

Luminaire lumens

802 lumens (3000K)

Lifetime at Ta = 15° C

450,000 h (L70)

Lifetime at Ta = 35° C

300,000 h (L70)

LED color temperature

☐ 4000K - Product number + **K4**

☐ 3500K - Product number + **K35**

☐ 3000K - Product number + **K3**

☐ 2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

#4 brushed stainless steel.
Custom colors are not available.
Stainless steel requires regular cleaning and maintenance, much like household appliances to maintain its luster and prevent tarnishing or the appearance of rust like stains.

LED semi-recessed ceiling downlight - partially frosted crystal glass

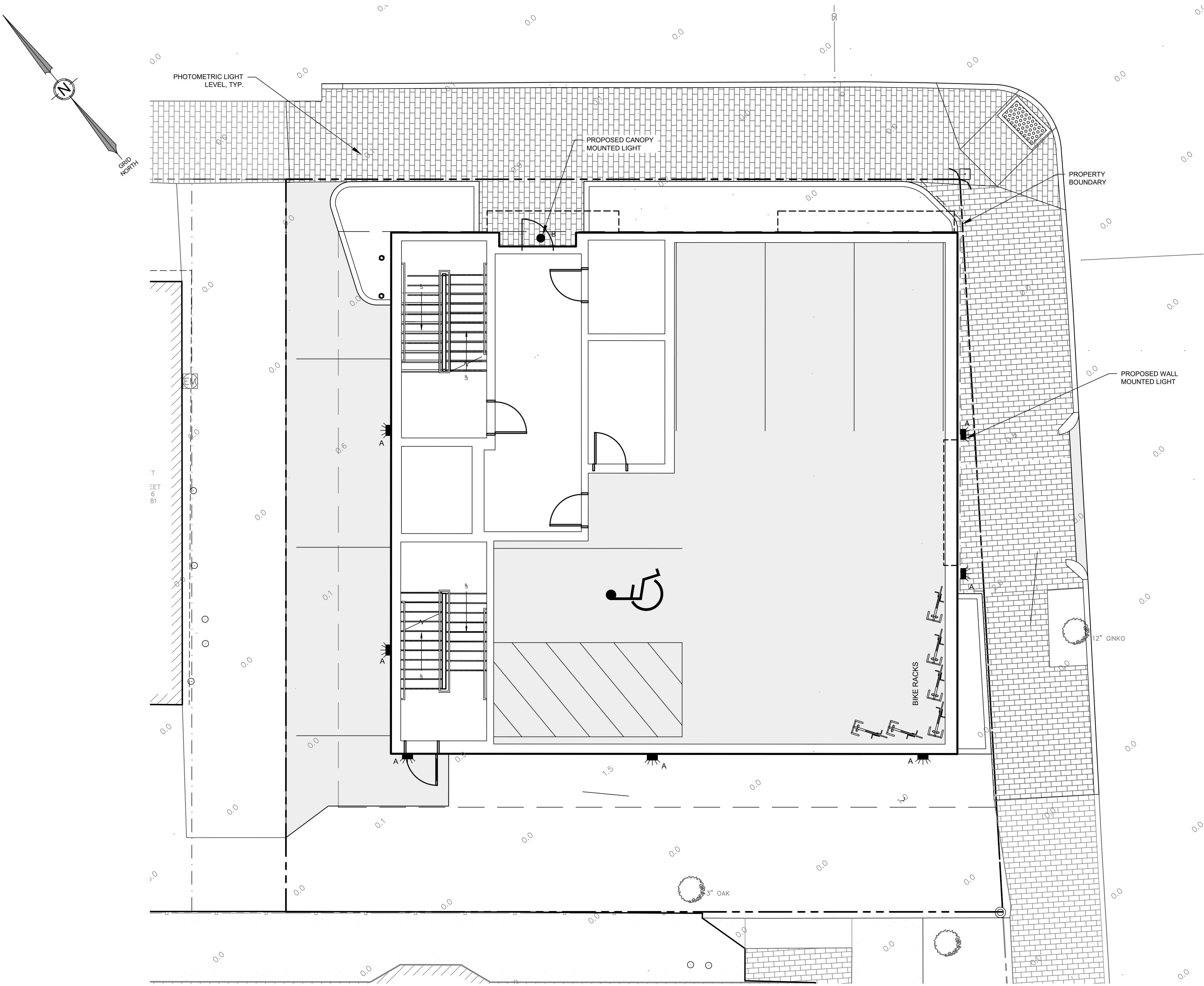
LED	A	B	C
55943	12.7W	6	2 1/4

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com

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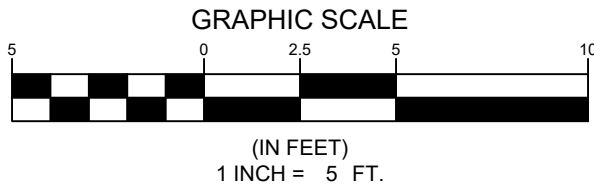
Updated 07/2018



PORTLAND LIGHTING STANDARDS		
STANDARD	REQUIRED VALUE	PROVIDED VALUE
MAX ILLUMINATION	5.0 FC	1.9 FC
MINIMUM ILLUMINATION	0.2 FC	0.74 FC
AVERAGE ILLUMINATION	1.25 FC	1.0 FC

LIGHT FIXTURE TABLE												
LABEL	LIGHT FIXTURE	MANUFACTURER	MANUFACTURERS ID	LUMENS	WATTAGE	FULL CUT OFF	NUMBER OF LIGHTS	MOUNTING HEIGHT	MOUNTING LOCATION	TIMING DEVICE	PROPOSED HOURS	PROPERTY LINE OFFSET
A	WALL LUMINAIRE	BEGA	33514_BEGA	204	6	YES	7	6'	WALL	TIMER	DUSK TO DAWN	5'
B	CEILING DOWNLIGHT	BEGA	55943_BEGA	802	16	YES	1	9'	CEILING	TIMER	DUSK TO DAWN	7'

- NOTES:
1. LIGHTING PLAN PREPARED USING DESIGN MASTER PHOTOMETRICS SOFTWARE
 2. DEPRECIATION FACTOR FOR LED IS 0.90
 3. ONLY PROPOSED LIGHTS ARE MODELED



STATE OF MAINE

GRiffin J. WOOD

No. 16654

Professional Engineer

DATE: 8/8/2024

REVISOR

DATE

REVISIONS

1	11/7/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
3	7/10/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
4	8/8/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

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WEB SITE: www.terradynconsultants.com

Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: 90 ATLANTIC STREET, PORTLAND MAINE
SHEET TITLE: PHOTOMETRIC PLAN
CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR
PORTLAND, ME 04103

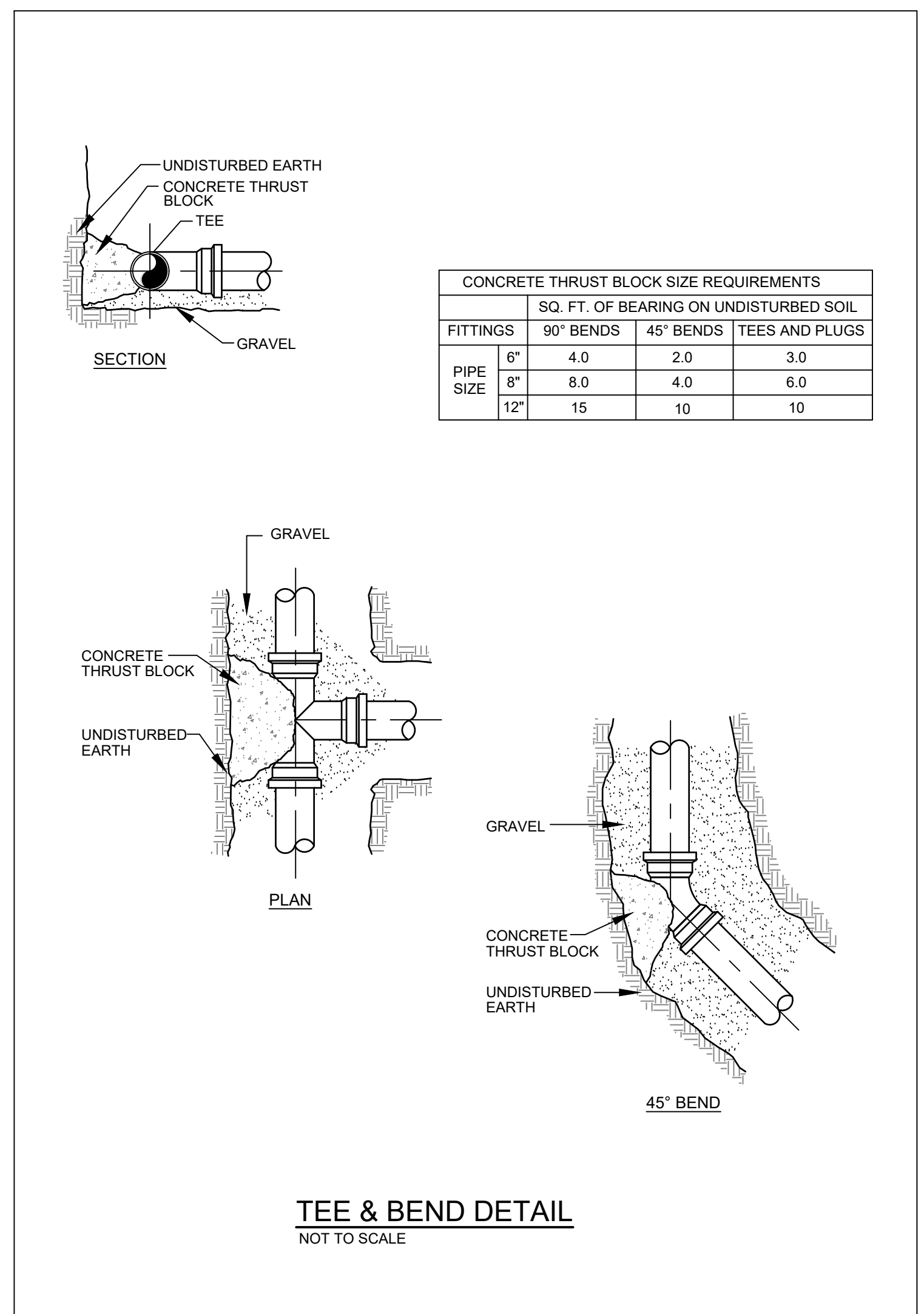
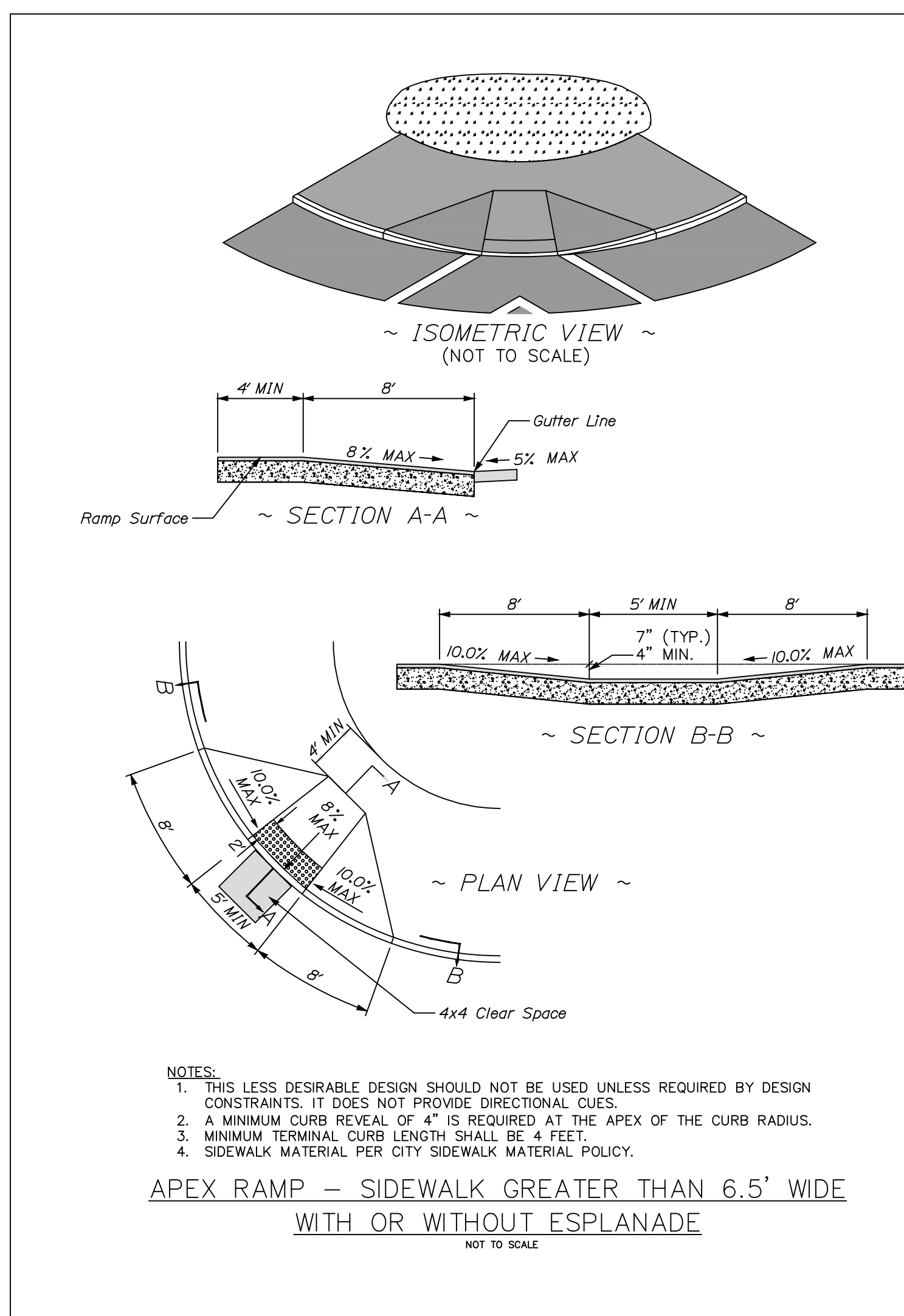
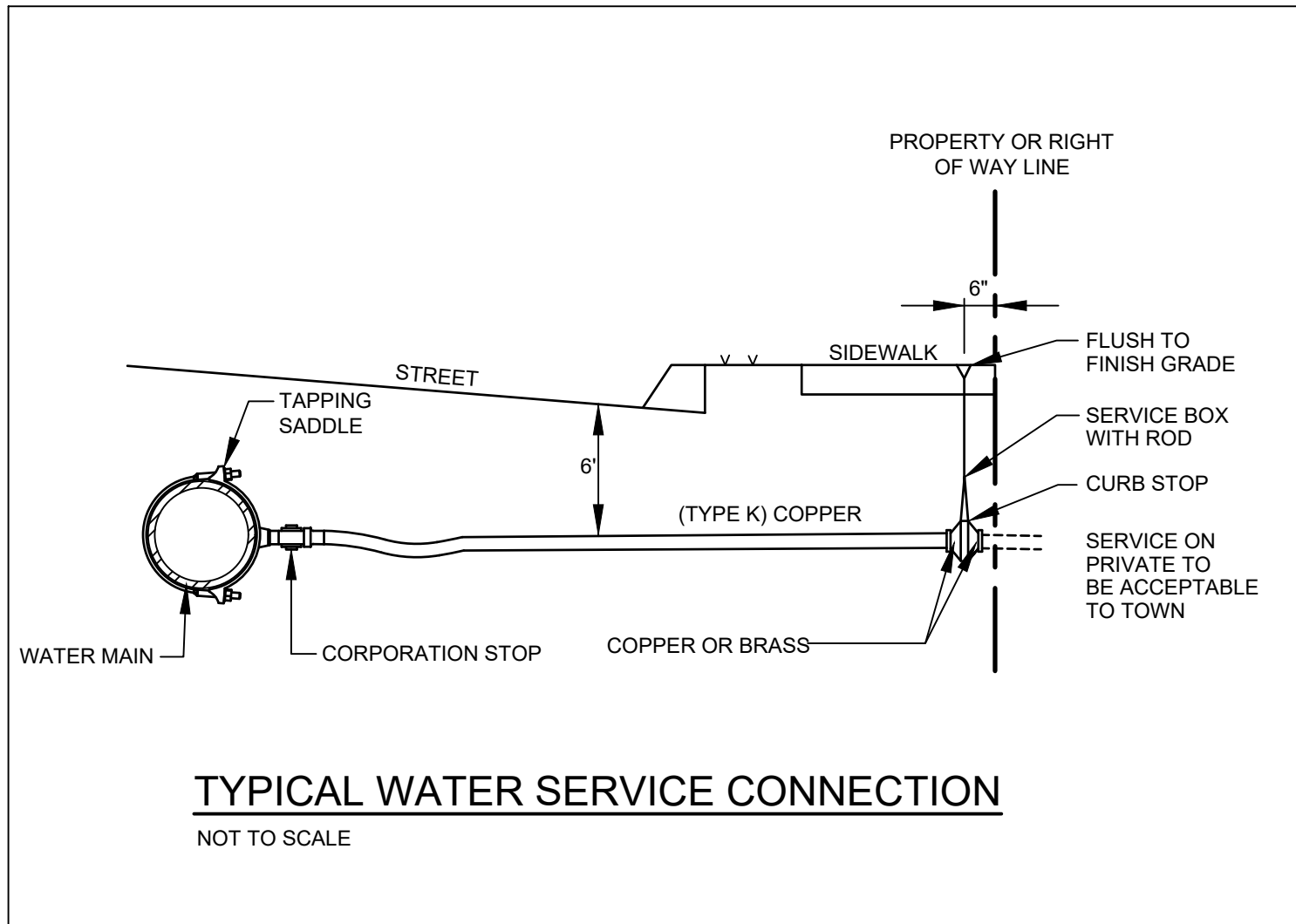
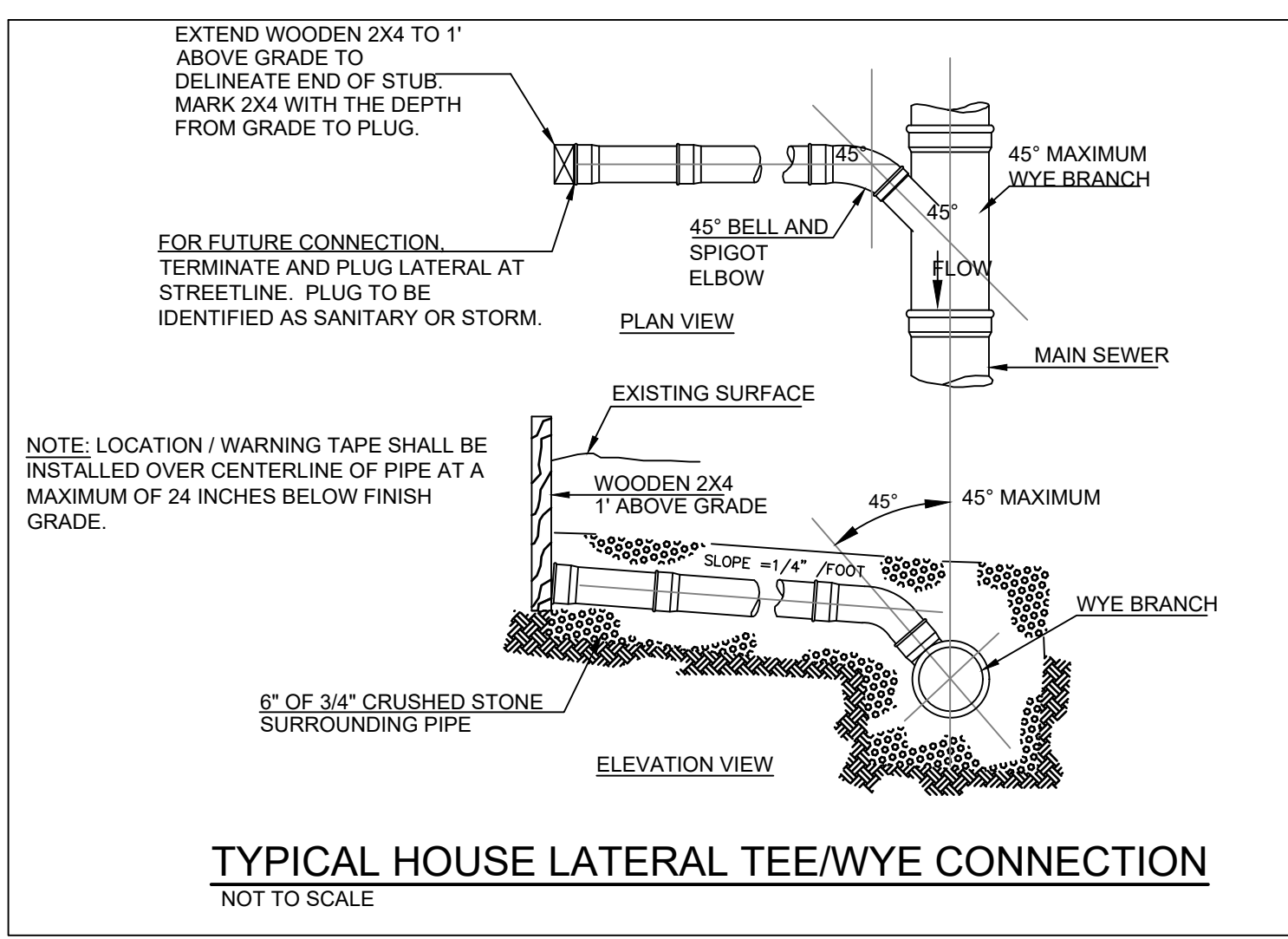
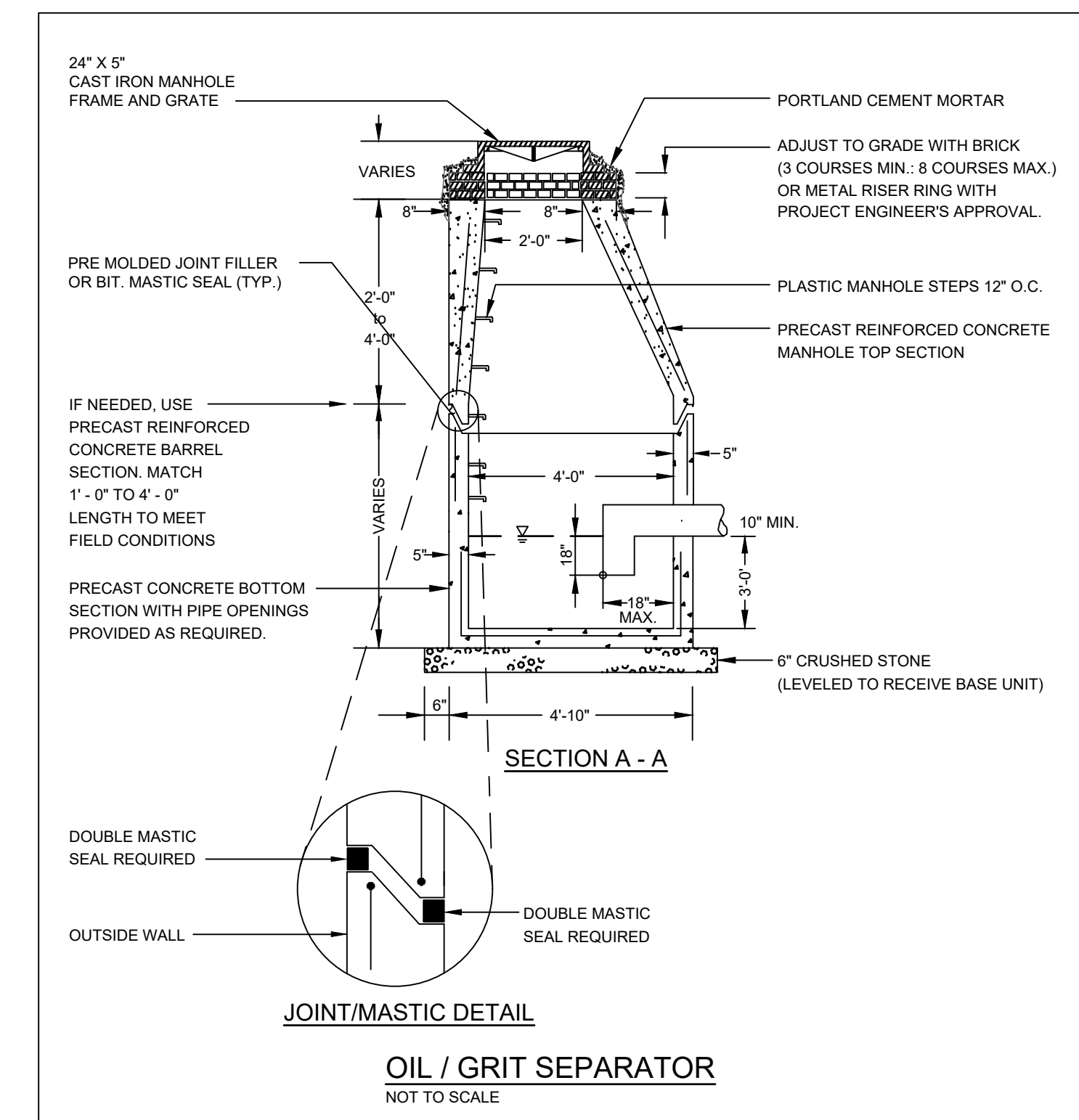
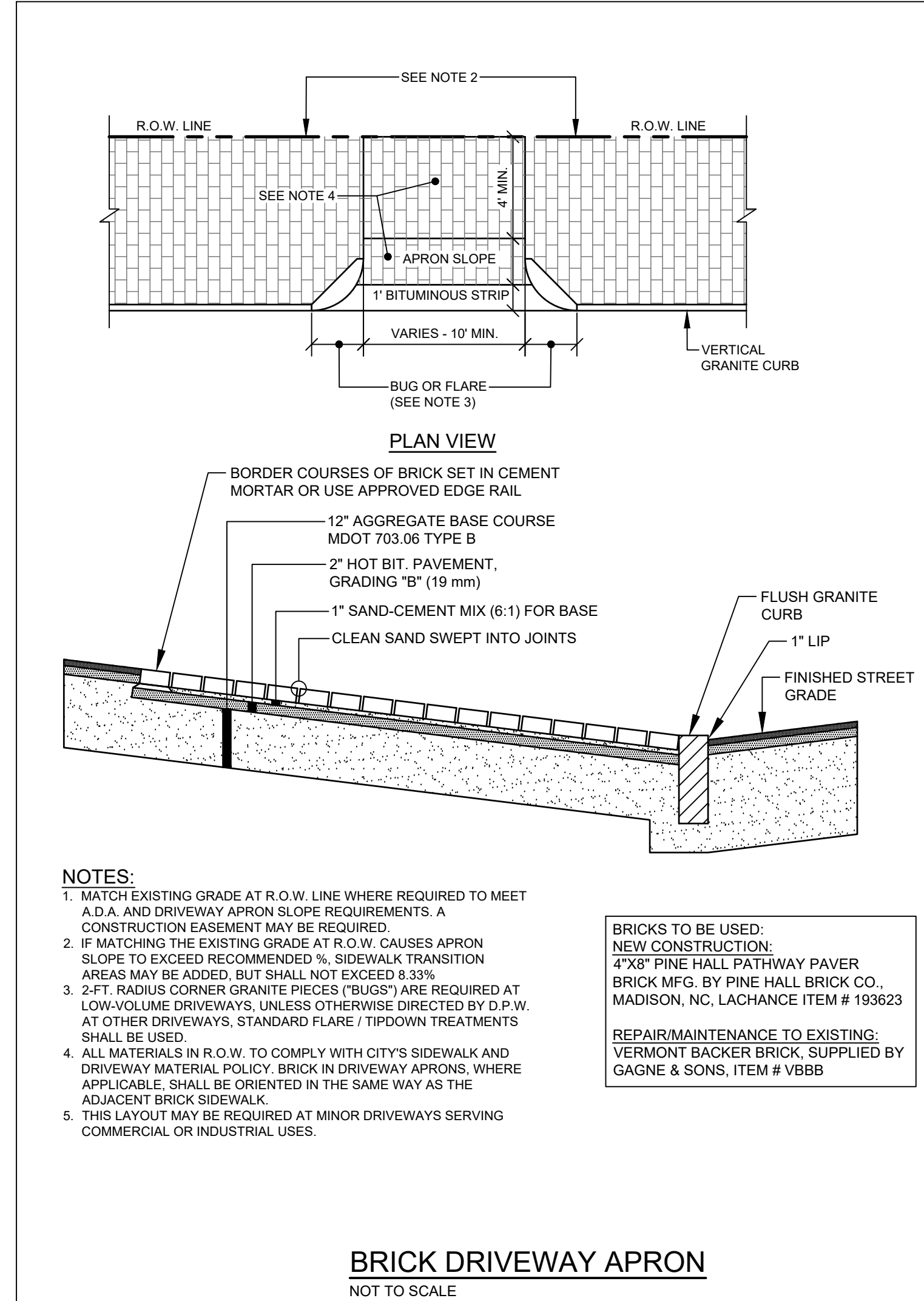
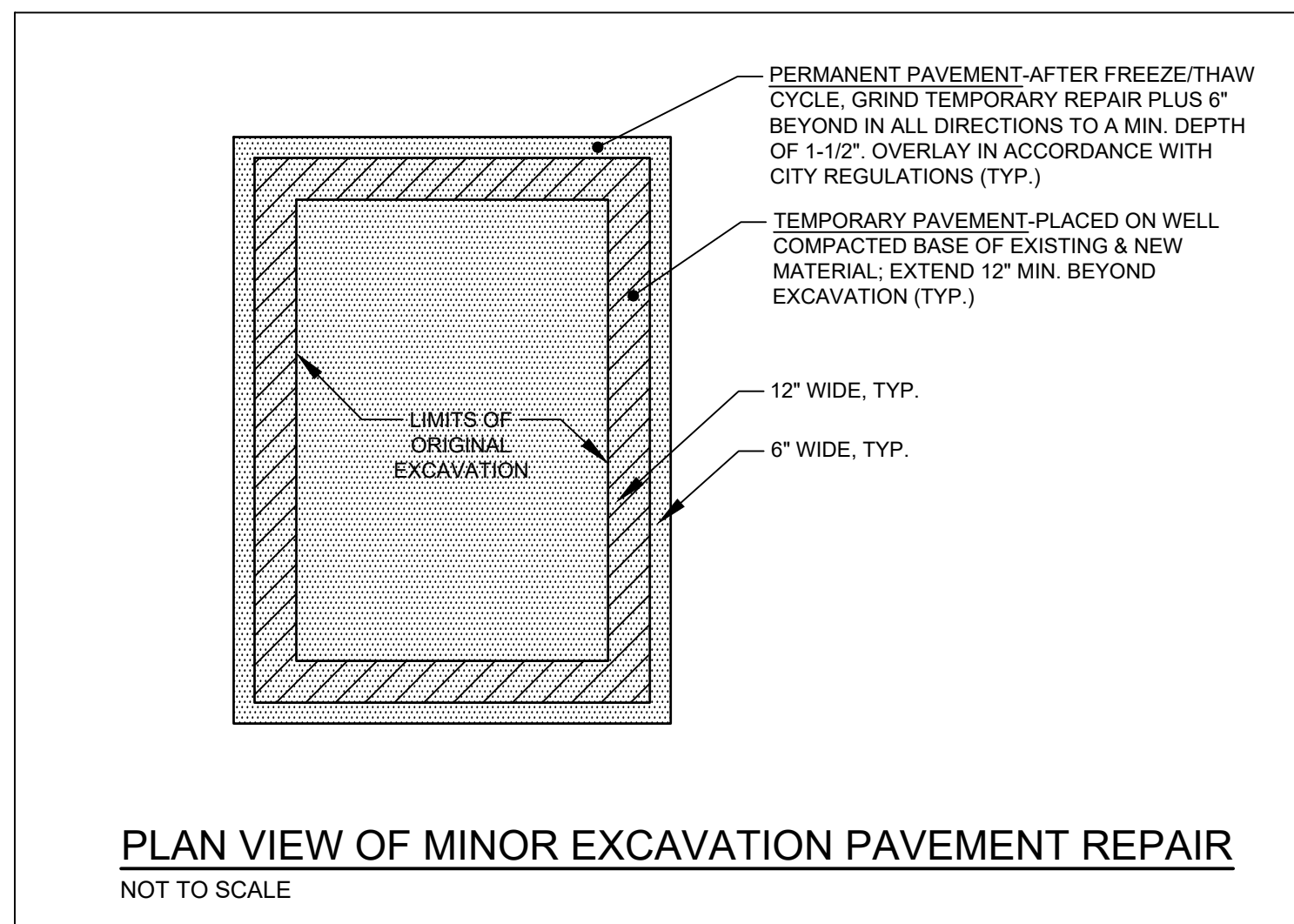
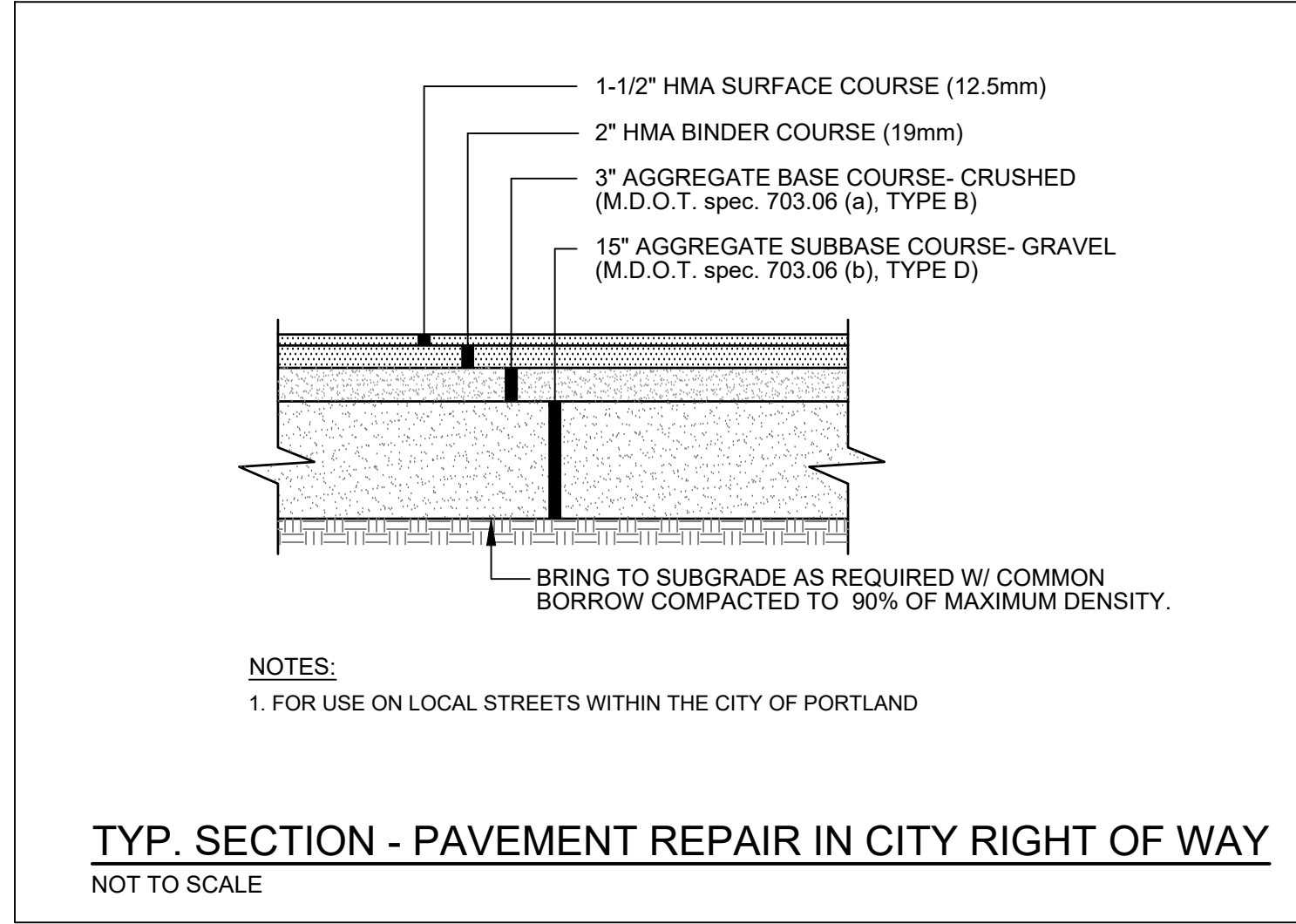
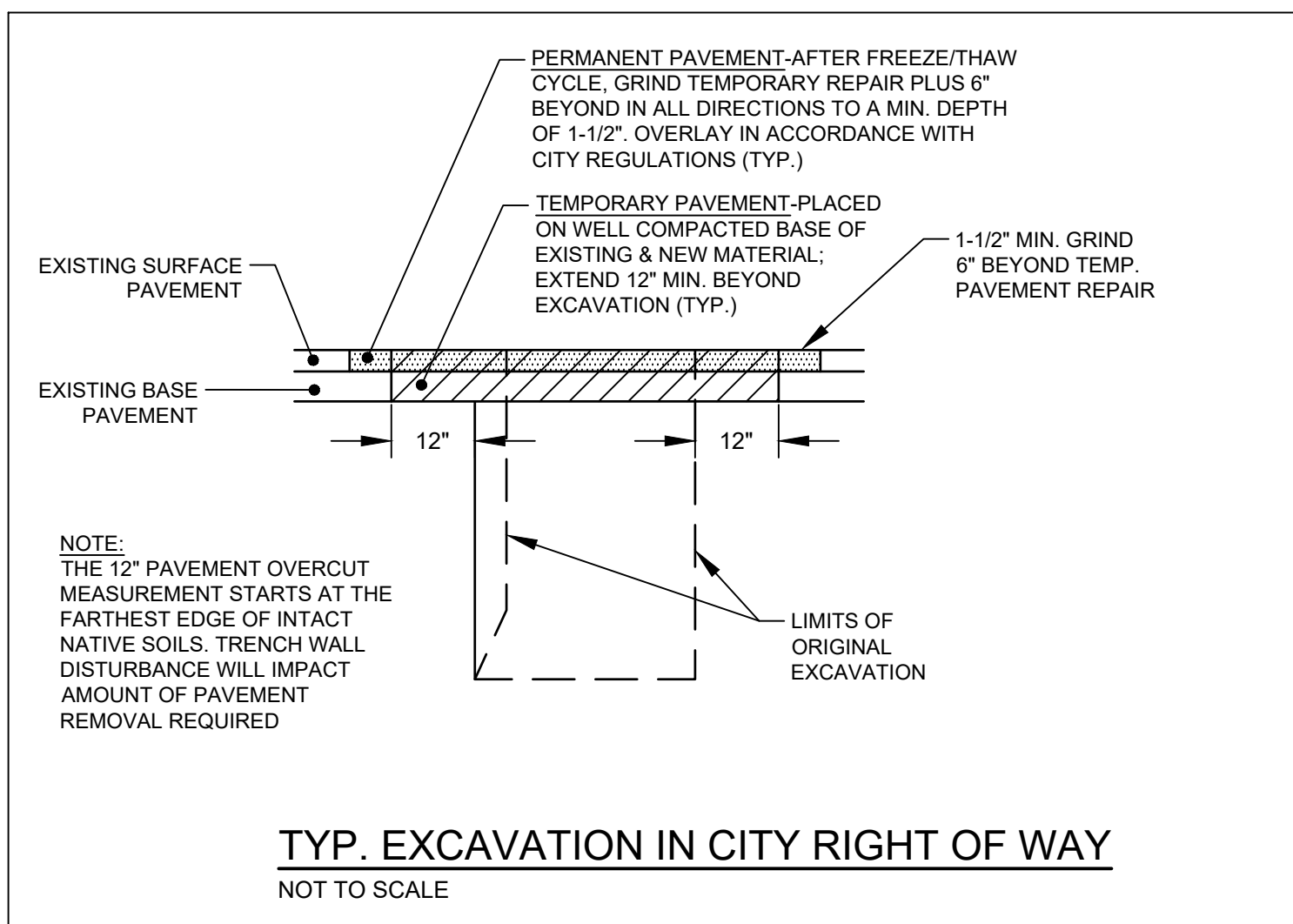
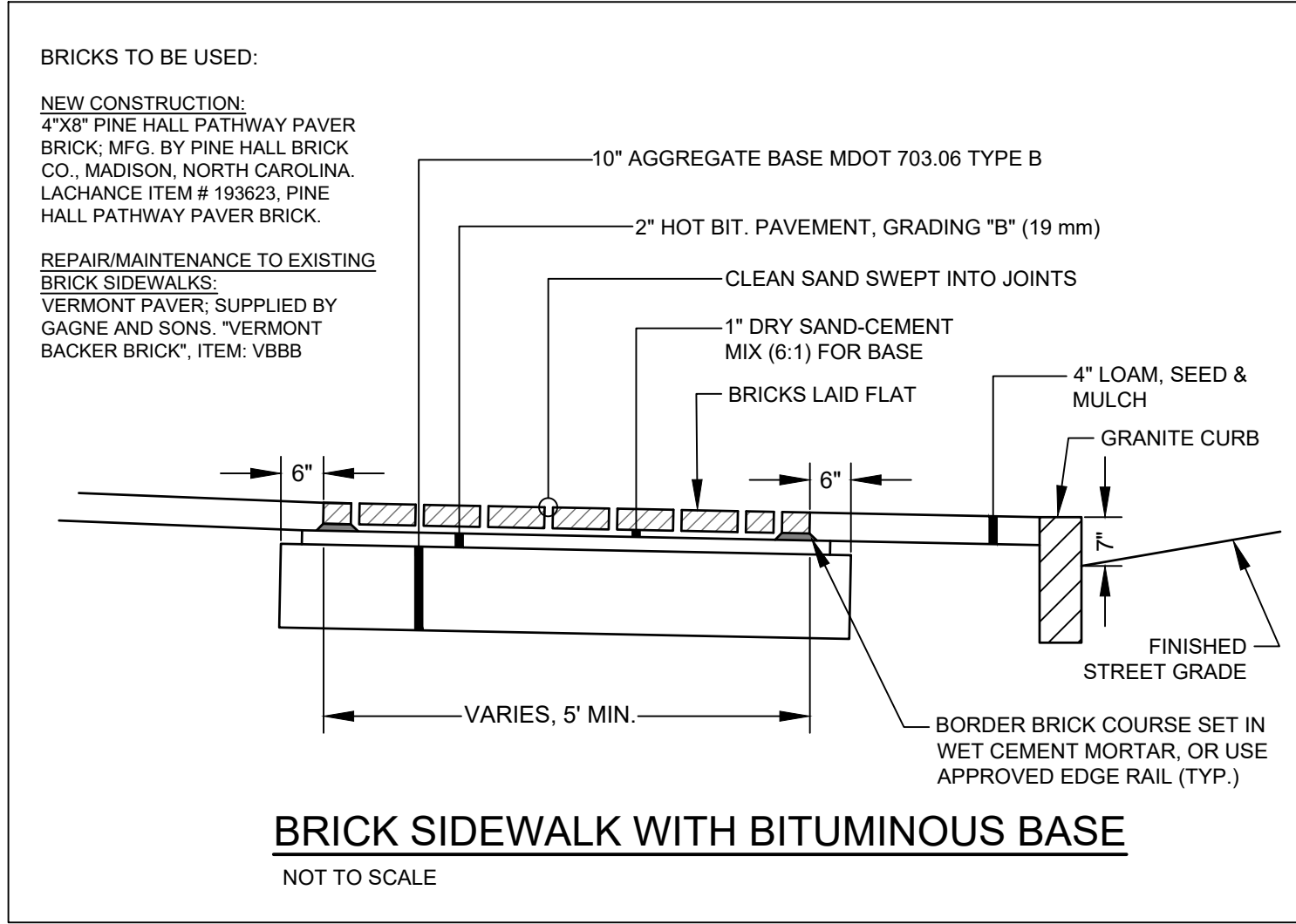
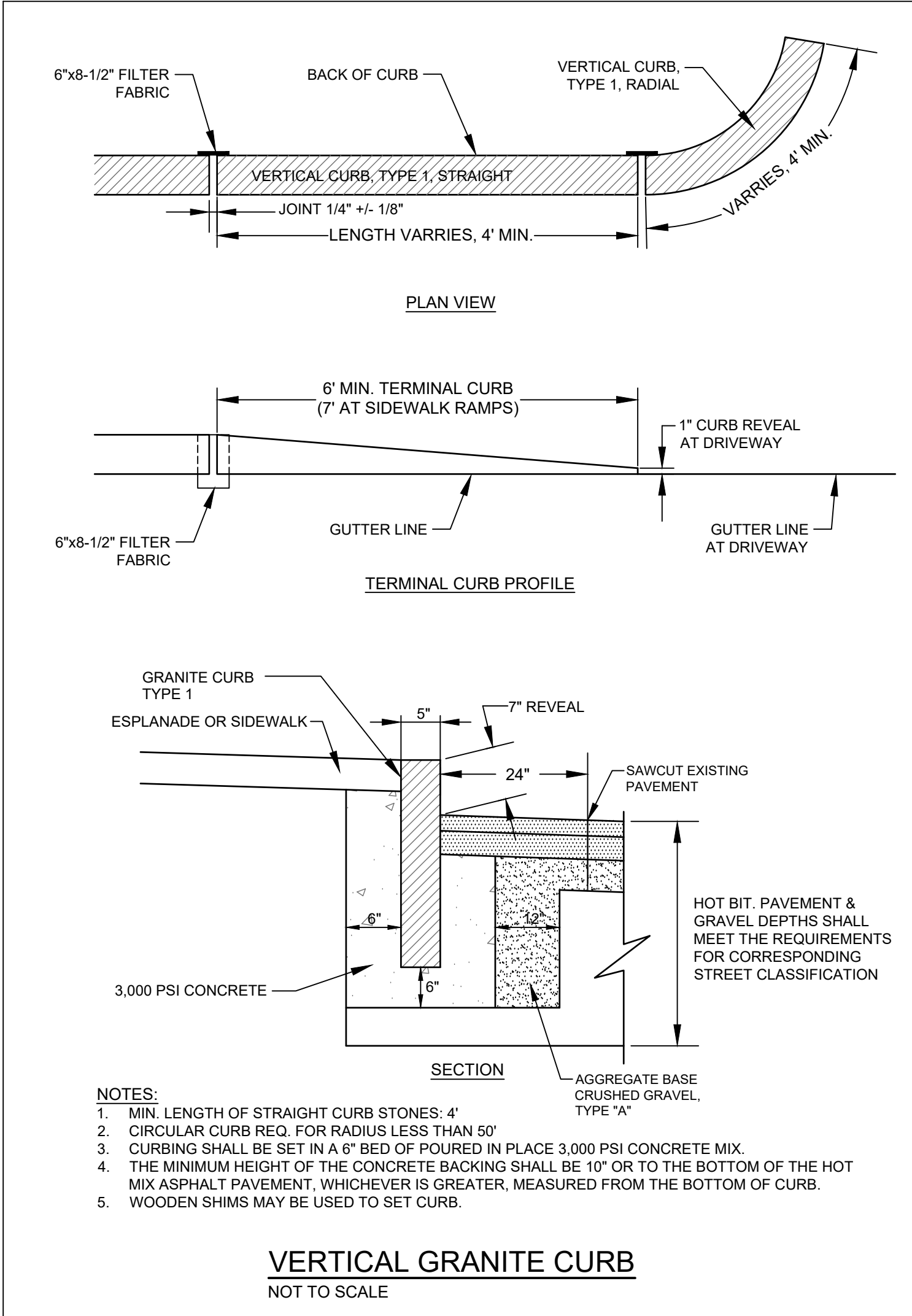
DATE: 7/12/2023

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JOB NO: 23-056

SHEET: C-7.0

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STATE OF MAINE

GRiffin J. WOOD

No. 16654

REGISTERED PROFESSIONAL ENGINEER

DATE: 8/8/2024

PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

SHEET TITLE: SITE & UTILITY DETAILS

CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR.
PORTLAND, ME 04103

DATE: 7/12/2023

SCALE: N.T.S.

JOB NO: 23-056

SHEET: C-9.0

ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE: (207) 926-5111

WEB SITE: www.terradynconsultants.com

Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

REVISOR

DATE

REVISIONS

NO

1

11/1/2023

SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND

2

5/20/2024

REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

3

7/10/2024

REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

4

8/8/2024

REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

PERMIT DRAWING

NOT FOR CONSTRUCTION

EROSION AND SEDIMENT CONTROL PLAN

PRE-CONSTRUCTION PHASE
A PERSON WHO CONDUCTS, OR CAUSES TO BE CONDUCTED, AN ACTIVITY THAT INVOLVES FILLING, DISPLACING OR EXPOSING SOIL OR OTHER EARTHEN MATERIALS SHALL TAKE MEASURES TO PREVENT UNREASONABLE EROSION OF SOIL OR SEDIMENT BEYOND THE PROJECT SITE OR INTO A PROTECTED NATURAL RESOURCE AS DEFINED IN 38 MRSA § 480-B. EROSION CONTROL MEASURES MUST BE IN PLACE BEFORE THE ACTIVITY BEGINS. MEASURES MUST REMAIN IN PLACE AND FUNCTIONAL UNTIL THE SITE IS PERMANENTLY STABILIZED. ADEQUATE AND TIMELY TEMPORARY AND PERMANENT STABILIZATION MEASURES MUST BE TAKEN. THE SITE MUST BE MAINTAINED TO PREVENT UNREASONABLE EROSION AND SEDIMENTATION. MINIMIZE DISTURBED AREAS AND PROTECT NATURAL DOWNGRADIENT BUFFER AREAS TO THE EXTENT PRACTICABLE.

BMP CONSTRUCTION PHASE
A. SEDIMENT BARRIERS. PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, PROPERLY INSTALL SEDIMENT BARRIERS AT THE EDGE OF ANY DOWNGRADIENT DISTURBED AREA AND ADJACENT TO ANY DRAINAGE CHANNELS WITHIN THE PROPOSED DISTURBED AREA. MAINTAIN THE SEDIMENT BARRIERS UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.

B. CONSTRUCTION ENTRANCE: PRIOR TO ANY CLEARING OR GRUBBING, A CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED AT THE INTERSECTION WITH THE PROPOSED ACCESS DRIVE AND THE EXISTING ROADWAY TO AVOID TRACKING OF MUD, DUST AND DEBRIS FROM THE SITE.

C. RIPRAP: SINCE RIPRAP IS USED WHERE EROSION POTENTIAL IS HIGH, CONSTRUCTION MUST BE SEQUENCED SO THAT THE RIPRAP IS PUT IN PLACE WITH THE MINIMUM DELAY. DISTURBANCE OF AREAS WHERE RIPRAP IS TO BE PLACED SHOULD BE UNDERTAKEN ONLY WHEN FINAL PREPARATION AND PLACEMENT OF THE RIPRAP CAN FOLLOW IMMEDIATELY BEHIND THE INITIAL DISTURBANCE. WHERE RIPRAP IS USED FOR OUTLET PROTECTION, THE RIPRAP SHOULD BE PLACED BEFORE OR IN CONJUNCTION WITH THE CONSTRUCTION OF THE PIPE OR CHANNEL SO THAT IT IS IN PLACE WHEN THE PIPE OR CHANNEL BEGINS TO OPERATE. MAINTAIN TEMPORARY RIPRAP, SUCH AS TEMPORARY CHECK DAMS UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.

D. TEMPORARY STABILIZATION. STABILIZE WITH TEMPORARY SEEDING, MULCH, OR OTHER NON-ERODABLE COVER ANY EXPOSED SOILS THAT WILL REMAIN UNWORKED FOR MORE THAN 14 DAYS EXCEPT. STABILIZE AREAS WITHIN 100 FEET OF A WETLAND OR WATERBODY WITHIN 7 DAYS OR PRIOR TO A PREDICTED STORM EVENT, WHICHEVER COMES FIRST. IF HAY OR STRAW MULCH IS USED, THE APPLICATION RATE MUST BE 2 BALES (70-90 POUNDS) PER 1000 SF OR 1.5 TO 2 TONS (90-100 BALES) PER ACRE TO COVER 75 TO 90% OF THE GROUND SURFACE. HAY MULCH MUST BE KEPT MOIST OR ANCHORED TO PREVENT WIND BLOWING. AN EROSION CONTROL BLANKET OR MAT SHALL BE USED AT THE BASE OF GRASSED WATERWAYS, STEEP SLOPES (15% OR GREATER) AND ON ANY DISTURBED SOIL WITHIN 100 FEET OF LAKES, STREAMS AND WETLANDS. GRADING SHALL BE PLANNED SO AS TO MINIMIZE THE LENGTH OF TIME BETWEEN INITIAL SOIL EXPOSURE AND FINAL GRADING. ON LARGE PROJECTS THIS SHOULD BE ACCOMPLISHED BY PHASING THE OPERATION AND COMPLETING THE FIRST PHASE UP TO FINAL GRADING AND SEEDING BEFORE STARTING THE SECOND PHASE, AND SO ON.

E. VEGETATED WATERWAY. UPON FINAL GRADING, THE DISTURBED AREAS SHALL BE IMMEDIATELY SEEDED TO PERMANENT VEGETATION AND MULCHED AND WILL NOT BE USED AS OUTLETS UNTIL A DENSE, VIGOROUS VEGETATIVE COVER HAS BEEN OBTAINED. ONCE SOIL IS EXPOSED FOR WATERWAY CONSTRUCTION, IT SHOULD BE IMMEDIATELY SHAPED, GRADED AND STABILIZED. VEGETATED WATERWAYS NEED TO BE STABILIZED EARLY DURING THE GROWING SEASON (PRIOR TO SEPTEMBER 15) IF FINAL SEEDING OF WATERWAYS IS DELAYED PAST SEPTEMBER 15. EMERGENCY PROVISIONS SUCH AS SOD OR RIPRAP MAY BE REQUIRED TO STABILIZE THE CHANNEL. WATERWAYS SHOULD BE FULLY STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM.

PERMANENT STABILIZATION DEFINED
A. SEEDED AREAS. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS AN 90% COVER OF THE DISTURBED AREA WITH MATURE, HEALTHY PLANTS WITH NO EVIDENCE OF WASHING OR RILLING OF THE TOPSOIL.

B. SODDED AREAS. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THE COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE-OFF.

C. PERMANENT MULCH. FOR MULCHED AREAS, PERMANENT MULCHING MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL. EROSION CONTROL MIX MAY BE USED AS MULCH FOR PERMANENT STABILIZATION ACCORDING TO THE APPROVED APPLICATION RATES AND LIMITATIONS.

D. RIPRAP. FOR AREAS STABILIZED WITH RIPRAP, PERMANENT STABILIZATION MEANS THAT SLOPES STABILIZED WITH RIPRAP HAVE AN APPROPRIATE BACKING OF A WELL-GRADED GRAVEL OR APPROVED GEOTEXTILE TO PREVENT SOIL MOVEMENT FROM BEHIND THE RIPRAP. STONE MUST BE SIZED APPROPRIATELY. IT IS RECOMMENDED THAT ANGULAR STONE BE USED.

E. AGRICULTURAL USE. FOR CONSTRUCTION PROJECTS ON LAND USED FOR AGRICULTURAL PURPOSES (E.G., PIPELINES ACROSS CROP LAND), PERMANENT STABILIZATION MAY BE ACCOMPLISHED BY RETURNING THE DISTURBED LAND TO AGRICULTURAL USE.

F. PAVED AREAS. FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE COMPACTED GRAVEL SUBBASE IS COMPLETED.

G. DITCHES, CHANNELS, AND SWALES. FOR OPEN CHANNELS, PERMANENT STABILIZATION MEANS THE CHANNEL IS STABILIZED WITH MATURE VEGETATION AT LEAST THREE INCHES IN HEIGHT, WITH WELL-GRADED RIPRAP, OR WITH ANOTHER NON-EROSIVE LINING CAPABLE OF WITHSTANDING THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHOUT RELIANCE ON CHECK DAMS TO SLOW FLOW. THERE MUST BE NO EVIDENCE OF SLUMPING OF THE LINING, UNDERCUTTING OF THE BANKS, OR DOWN-CUTTING OF THE CHANNEL.

GENERAL CONSTRUCTION PHASE
THE FOLLOWING EROSION CONTROL MEASURES SHALL BE FOLLOWED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION OF THIS PROJECT:

A. ALL TOPSOIL SHALL BE COLLECTED, STOCKPILED, SEEDED WITH RYE AT 3 POUNDS/1,000 SF AND MULCHED, AND REUSED AS REQUIRED. SILT FENCING SHALL BE PLACED DOWN GRADIENT FROM THE STOCKPILED LOAM. STOCKPILE TO BE LOCATED BY DESIGNATION OF THE OWNER AND INSPECTING ENGINEER.

B. THE INSPECTING ENGINEER AT HIS/HER DISCRETION, MAY REQUIRE ADDITIONAL EROSION CONTROL MEASURES AND/OR SUPPLEMENTAL VEGETATIVE PROVISIONS TO MAINTAIN STABILITY OF EARTHWORKS AND FINISH GRADED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ANY SUPPLEMENTAL MEASURES AS DIRECTED BY THE INSPECTING ENGINEER. FAILURE TO COMPLY WITH THE ENGINEER'S DIRECTIONS WILL RESULT IN DISCONTINUATION OF CONSTRUCTION ACTIVITIES.

C. EROSION CONTROL MESH SHALL BE APPLIED IN ACCORDANCE WITH THE PLANS OVER ALL FINISH SEEDED AREAS AS SPECIFIED ON THE DESIGN PLANS.

D. ALL GRADED OR DISTURBED AREAS INCLUDING SLOPES SHALL BE PROTECTED DURING CLEARING AND CONSTRUCTION IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENT CONTROL PLAN UNTIL THEY ARE ADEQUATELY STABILIZED.

E. ALL EROSION, AND SEDIMENT CONTROL PRACTICES AND MEASURES SHALL BE CONSTRUCTED, APPLIED AND MAINTAINED IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

F. AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS OR OTHER OBJECTIONABLE MATERIALS.

G. AREAS SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 3 INCHES PRIOR TO PLACEMENT OF TOPSOIL.

H. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES AND CONDUITS, ETC., SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES.

I. ALL FILLS SHALL BE PLACED AND COMPACTED IN LAYERS NOT TO EXCEED 8 INCHES IN THICKNESS.

J. EXCEPT FOR APPROVED LANDFILLS OR NON-STRUCTURAL FILLS, FILL MATERIAL SHALL BE FREE OF BRUSH, RUBBISH, ROCKS, LOGS, STUMPS, BUILDING DEBRIS AND OTHER OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY LIFTS.

K. FROZEN MATERIAL OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED INTO FILL SLOPES OR STRUCTURAL FILLS.

L. FILL SHALL NOT BE PLACED ON A FROZEN FOUNDATION.

M. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED APPROPRIATELY.

N. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING FINISHED GRADING.

O. REMOVE ANY TEMPORARY CONTROL MEASURES, SUCH AS SILT FENCE, WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED. REMOVE ANY ACCUMULATED SEDIMENTS AND STABILIZE.

PERMANENT VEGETATION
PERMANENT VEGETATIVE COVER SHOULD BE ESTABLISHED ON DISTURBED AREAS WHERE PERMANENT, LONG LIVED, VEGETATIVE COVER IS NEEDED TO STABILIZE THE SOIL, TO REDUCE DAMAGES FROM SEDIMENT AND RUNOFF, AND TO ENHANCE THE ENVIRONMENT.

SEEDBED PREPARATION
A. GRADE AS FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION AND ANCHORING, AND MAINTENANCE.

B. APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TESTS SUCH AS THOSE OFFERED BY THE UNIVERSITY OF MAINE SOIL TESTING LABORATORY. SOIL SAMPLE MAILERS ARE AVAILABLE FROM THE LOCAL COOPERATIVE EXTENSION SERVICE OFFICE. IF SOIL TESTING IS NOT FEASIBLE ON SMALL OR VARIABLE SITES, OR WHERE TIMING IS CRITICAL, FERTILIZER MAY BE APPLIED AT THE RATE OF 800 POUNDS PER ACRE OR 18.4 POUNDS PER 1,000 SQUARE FEET USING 10-20-20 (N-P2O5-K2O) OR EQUIVALENT, APPLY GROUND LIMESTONE (EQUIVALENT TO 50% CALCIUM PLUS MAGNESIUM OXIDE) AT A RATE OF 3 TONS PER ACRE (138 LB. PER 1,000 SQ. FT).

C. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING TOOTH HARROW OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A REASONABLY UNIFORM, FINE SEEDBED IS PREPARED. ALL BUT CLAY OR SILTY SOILS AND COARSE SANDS SHOULD BE ROLLED TO FIRM THE SEEDBED WHERE FEASIBLE. D. REMOVE FROM THE SURFACE ALL STONES 2 INCHES OR LARGER IN ANY DIMENSION. REMOVE ALL OTHER DEBRIS, SUCH AS WIRE, CABLE, TREE ROOTS, CONCRETE, CLOUDS, LUMPS OR OTHER UNSUITABLE MATERIAL.

E. INSPECT SEEDBED JUST BEFORE SEEDING. IF TRAFFIC HAS LEFT THE SOIL COMPACTED; THE AREA MUST BE TILLED AND FIRMED AS ABOVE.

F. PERMANENT SEEDING SHOULD BE MADE 45 DAYS PRIOR TO THE FIRST KILLING FROST OR AS A DORMANT SEEDING WITH MULCH AFTER THE FIRST KILLING FROST AND BEFORE SNOWFALL. WHEN GROWN VETCH IS SEEDED IN LATER SUMMER, AT LEAST 35% OF THE SEED SHOULD BE HARD SEED UNSCARIFIED. IF SEEDING CANNOT BE DONE WITHIN THE SEEDING DATES, MULCH ACCORDING TO THE TEMPORARY MULCHING BMP AND OVERWINTER STABILIZATION AND CONSTRUCTION TO PROTECT THE SITE AND DELAY SEEDING UNTIL THE NEXT RECOMMENDED SEEDING PERIOD.

G. FOLLOWING SEED BED PREPARATION, SWALE AREAS, FILL AREAS AND BACK SLOPES SHALL BE SEEDED AT A RATE OF 3 LBS./1,000 S.F. WITH A MIXTURE OF 35% CREEPING RED H. FESCUE, 6% RED TOP, 24% KENTUCKY BLUEGRASS, 10% PERENNIAL RYEGRASS, 20% ANNUAL RYEGRASS AND 5% WHITE DUTCH CLOVER.

I. AREAS WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED SHALL BE MULCHED IMMEDIATELY FOLLOWING SEEDING.

J. AREAS WHICH CANNOT BE SEEDED WITHIN THE GROWING SEASON SHALL BE MULCHED FOR OVER-WINTER PROTECTION AND THE AREA SHOULD BE SEEDED AT THE BEGINNING OF THE GROWING SEASON.

WINTER CONSTRUCTION PHASE
IF AN AREA IS NOT STABILIZED WITH TEMPORARY OR PERMANENT MEASURES BY NOVEMBER 15, THEN THE SITE MUST BE PROTECTED WITH ADDITIONAL STABILIZATION MEASURES.

A. PERMANENT STABILIZATION CONSISTS OF AT LEAST 90% VEGETATION, PAVEMENT/GRAVEL BASE OR RIPRAP.

B. DO NOT EXPOSE SLOPES OR LEAVE SLOPES EXPOSED OVER THE WINTER OR FOR ANY OTHER EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY PROTECTED WITH MULCH.

C. APPLY HAY MULCH AT TWICE THE STANDARD RATE (150 LBS. PER 1,000 SF). THE MULCH MUST BE THICK ENOUGH SUCH THAT THE GROUND SURFACE WILL NOT BE VISIBLE AND MUST BE ANCHORED.

D. USE MULCH AND MULCH NETTING OR AN EROSION CONTROL MULCH BLANKET OR ALL SLOPES GREATER THAN 8 % OR OTHER AREAS EXPOSED TO DIRECT WIND.

E. INSTALL AN EROSION CONTROL BLANKET IN ALL DRAINAGEWAYS (BOTTOM AND SIDES) WITH A SLOPE GREATER THAN 3 %.

F. SEE THE VEGETATION MEASURES FOR MORE INFORMATION ON SEEDING DATES AND TYPES.

G. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SO THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME.

H. AN AREA WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE MUST BE PROTECTED WITH A DOUBLE ROW OF SEDIMENT BARRIER.

I. TEMPORARY MULCH MUST BE APPLIED WITHIN 7 DAYS OF SOIL EXPOSURE OR PRIOR TO ANY STORM EVENT, BUT AFTER EVERY WORKDAY IN AREAS WITHIN 100 FEET FROM A PROTECTED NATURAL RESOURCE.

J. AREAS THAT HAVE BEEN BROUGHT TO FINAL GRADE MUST BE PERMANENTLY MULCHED THAT SAME DAY.

K. IF SNOWFALL IS GREATER THAN 1 INCH (FRESH OR CUMULATIVE), THE SNOW SHALL BE REMOVED FROM THE AREAS DUE TO BE SEEDED AND MULCHED.

L. LOAM SHALL BE FREE OF FROZEN CLUMPS BEFORE IT IS APPLIED.

M. ALL VEGETATED DITCH LINES THAT HAVE NOT BEEN STABILIZED BY NOVEMBER 1, OR WILL BE WORKED DURING THE WINTER CONSTRUCTION PERIOD, MUST BE STABILIZED WITH AN APPROPRIATE STONE LINING BACKED BY AN APPROPRIATE GRAVEL BED OR GEOTEXTILE UNLESS SPECIFICALLY RELEASED FROM THIS STANDARD BY THE DEPARTMENT.

MAINTENANCE AND INSPECTION PHASE

A. MINIMUM EROSION CONTROL MEASURES WILL NEED TO BE IMPLEMENTED AND THE APPLICANT WILL BE RESPONSIBLE TO MAINTAIN ALL COMPONENTS OF THE EROSION CONTROL PLAN UNTIL THE SITE IS FULLY STABILIZED. HOWEVER, BASED ON SITE AND WEATHER CONDITIONS DURING CONSTRUCTION, ADDITIONAL EROSION CONTROL MEASURES MAY NEED TO BE IMPLEMENTED. ALL AREAS OF INSTABILITY AND EROSION MUST BE REPAIRED IMMEDIATELY DURING CONSTRUCTION AND NEED TO BE MAINTAINED UNTIL THE SITE IS FULLY STABILIZED OR VEGETATION IS ESTABLISHED. A CONSTRUCTION LOG MUST BE MAINTAINED FOR THE EROSION AND SEDIMENTATION CONTROL INSPECTIONS AND MAINTENANCE

B. A LOG (REPORT) MUST BE KEPT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF THE PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, AND MAJOR OBSERVATIONS RELATING TO OPERATION OF EROSION AND SEDIMENTATION CONTROLS AND POLLUTION PREVENTION MEASURES. MAJOR OBSERVATIONS MUST INCLUDE: BMPS THAT NEED TO BE MAINTAINED; LOCATION(S) OF BMPS THAT FAILED TO OPERATE AS DESIGNED OR PROVED INADEQUATE FOR A PARTICULAR LOCATION; AND LOCATION(S) WHERE ADDITIONAL BMPS ARE NEEDED THAT DID NOT EXIST AT THE TIME OF INSPECTION. FOLLOW-UP TO CORRECT DEFICIENCIES OR ENHANCE CONTROLS MUST ALSO BE INDICATED IN THE LOG AND DATED, INCLUDING WHAT ACTION WAS TAKEN AND WHEN.

DEWATERING
A DEWATERING PLAN IS NEEDED TO ADDRESS EXCAVATION DE-WATERING FOLLOWING HEAVY RAINFALL EVENTS OR WHERE THE EXCAVATION MAY INTERCEPT THE GROUNDWATER TABLE DURING CONSTRUCTION. THE COLLECTED WATER NEEDS TREATMENT AND A DISCHARGE POINT THAT WILL NOT CAUSE DOWNGRADIENT EROSION AND OFFSITE SEDIMENTATION OR WITHIN A RESOURCE. PLEASE FOLLOW THE DETAILS OF SUCH A PLAN.

HOUSEKEEPING

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

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

2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.

3. FUGITIVE SEDIMENT AND DUST. ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

4. DEBRIS AND OTHER MATERIALS. MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

NOTE: TO PREVENT THESE MATERIALS FROM BECOMING A SOURCE OF POLLUTANTS, CONSTRUCTION AND POST-CONSTRUCTION ACTIVITIES RELATED TO A PROJECT MAY BE REQUIRED TO COMPLY WITH APPLICABLE PROVISION OF RULES RELATED TO SOLID, UNIVERSAL, AND HAZARDOUS WASTE, INCLUDING, BUT NOT LIMITED TO, THE MAINE SOLID WASTE AND HAZARDOUS WASTE MANAGEMENT RULES; MAINE HAZARDOUS WASTE MANAGEMENT RULES; MAINE OIL CONVEYANCE AND STORAGE RULES; AND MAINE PESTICIDE REQUIREMENTS.

5. EXCAVATION DE-WATERING. EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE ENGINEER AND OWNER.

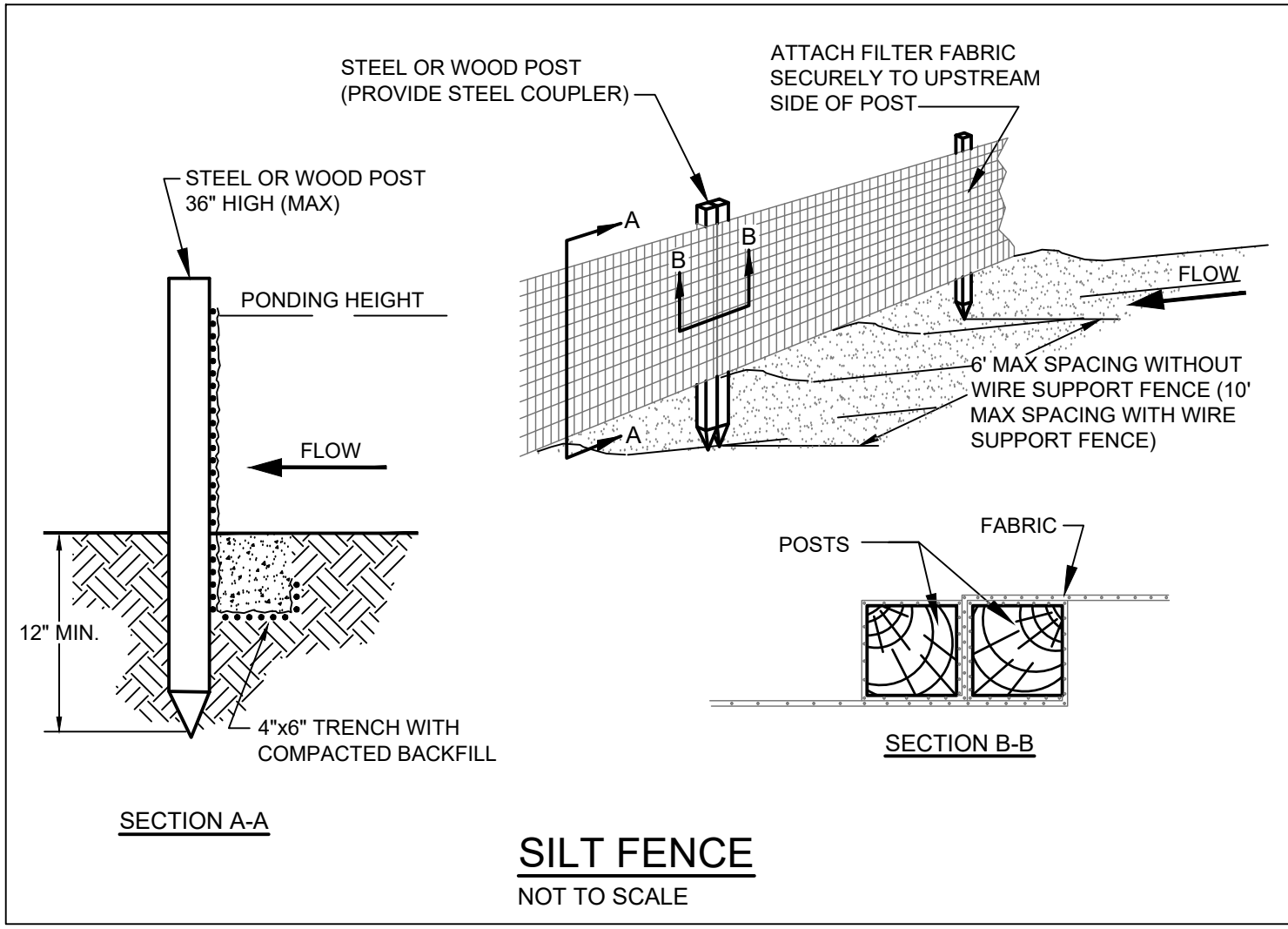
NOTE: DEWATERING CONTROLS ARE DISCUSSED IN THE "MAINE EROSION AND SEDIMENT CONTROL BMPS, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION."

6. AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:

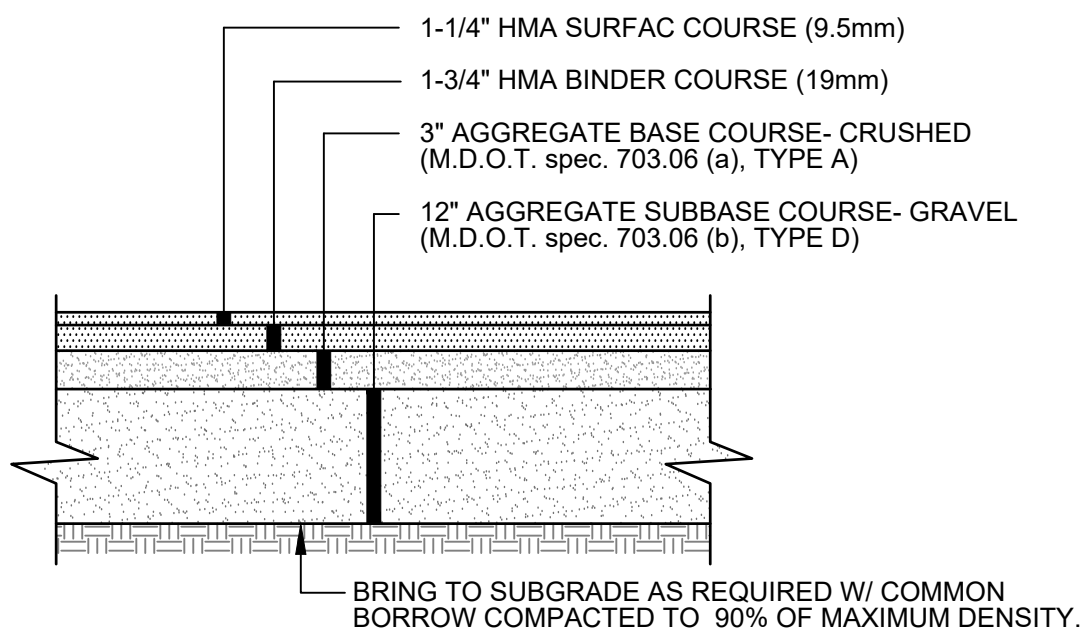
- (a) DISCHARGES FROM FIREFIGHTING ACTIVITY;
- (b) FIRE HYDRANT FLUSHINGS;
- (c) VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- (d) DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND SECTION 3 ABOVE;
- (e) ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- (f) PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
- (g) UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- (h) UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- (i) FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- (j) UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN SECTION 5 ABOVE);
- (k) POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS; AND
- (l) LANDSCAPE IRRIGATION.

7. UNAUTHORIZED NON-STORMWATER DISCHARGES. THE FOLLOWING NON-STORMWATER DISCHARGES ARE PROHIBITED:

- (a) WASTEWATER FROM THE WASHOUT OR CLEANOUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;
- (b) FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE;
- (c) SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING; AND
- (d) TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE.

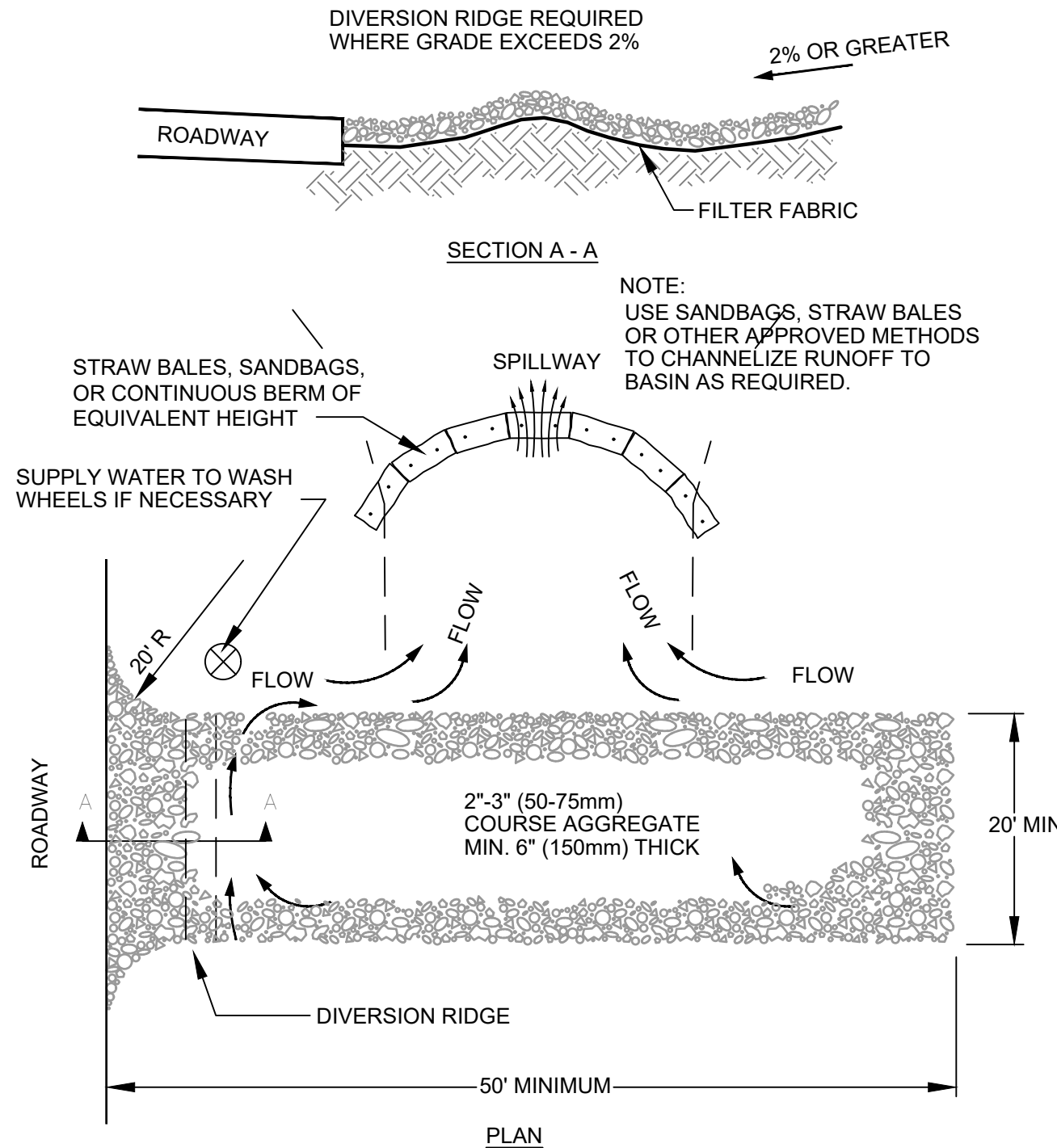


SILT FENCE
NOT TO SCALE



NOTES:
1. MDOT TYPE D AGGREGATE GRADATION SHALL BE MODIFIED FOR A MAXIMUM 4" STONE AND LIMIT #200 SIEVE TO 5% PASSING.

TYP. ONSITE PAVEMENT SECTION
NOT TO SCALE

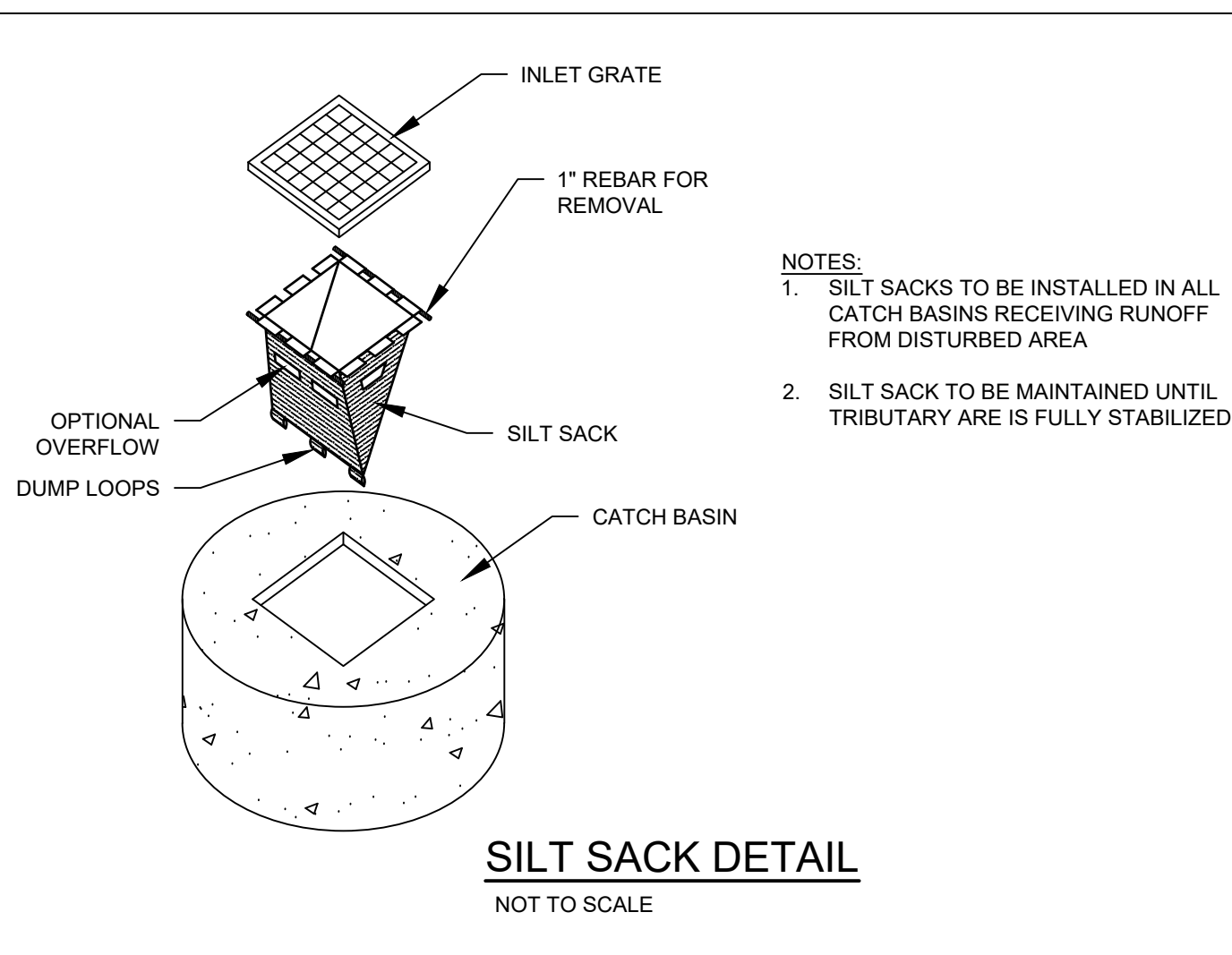


NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.

2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.

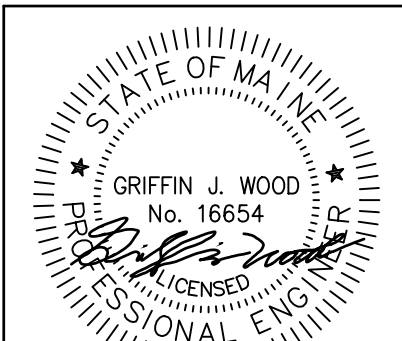
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



NOTES:
1. SILT SACKS TO BE INSTALLED IN ALL CATCH BASINS RECEIVING RUNOFF FROM DISTURBED AREA
2. SILT SACK TO BE MAINTAINED UNTIL TRIBUTARY AREA IS FULLY STABILIZED

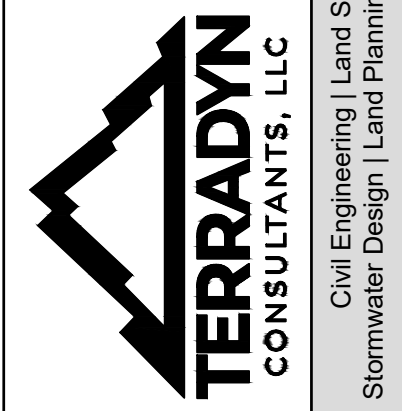
SILT SACK DETAIL
NOT TO SCALE



DATE: 8/8/2024

REVISIONS	DATE	REVISIONS
1	11/1/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
3	7/10/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
4	8/8/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

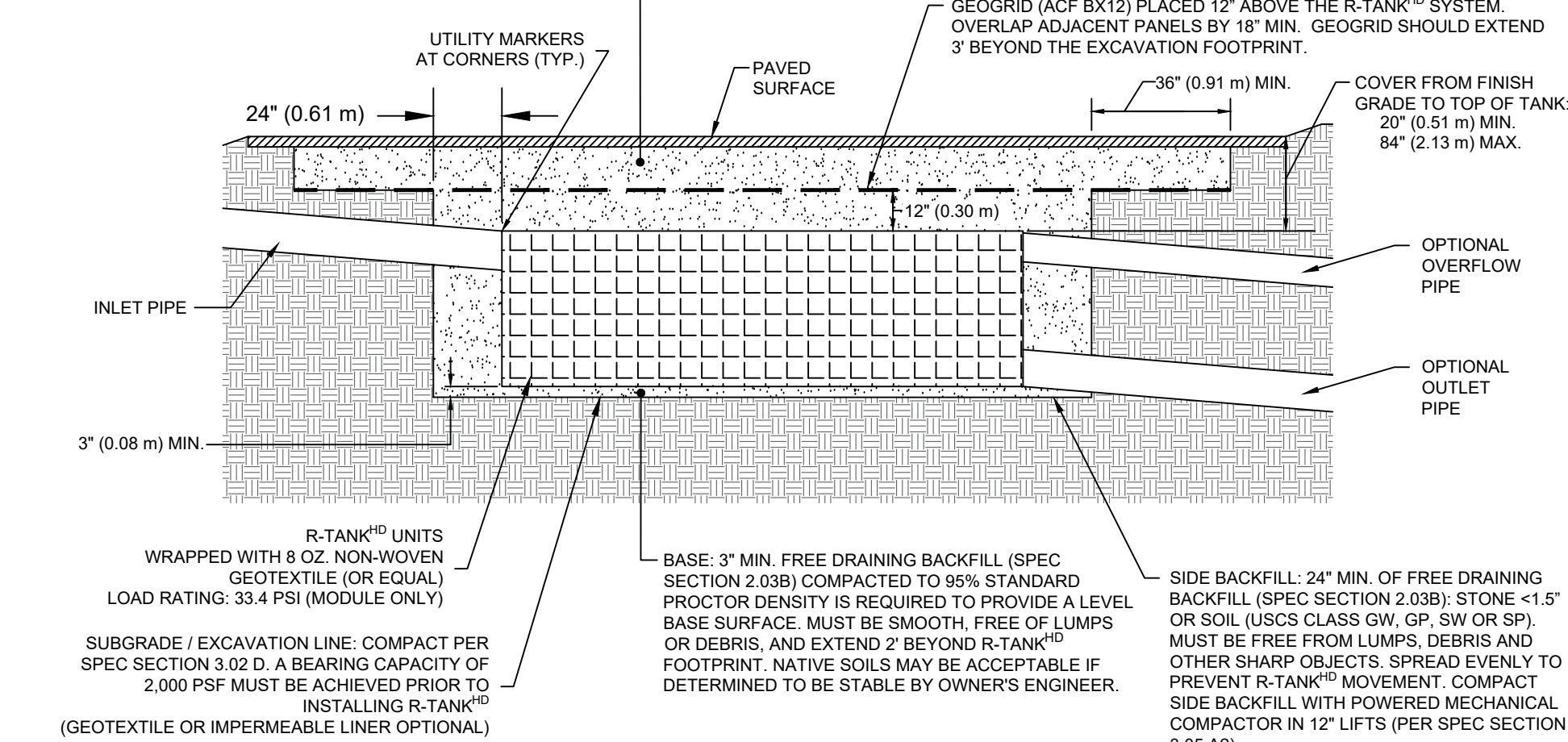
ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLoucester, ME 04260
PHONE: (207) 926-5111
WEB SITE: www.terradynconsultants.com



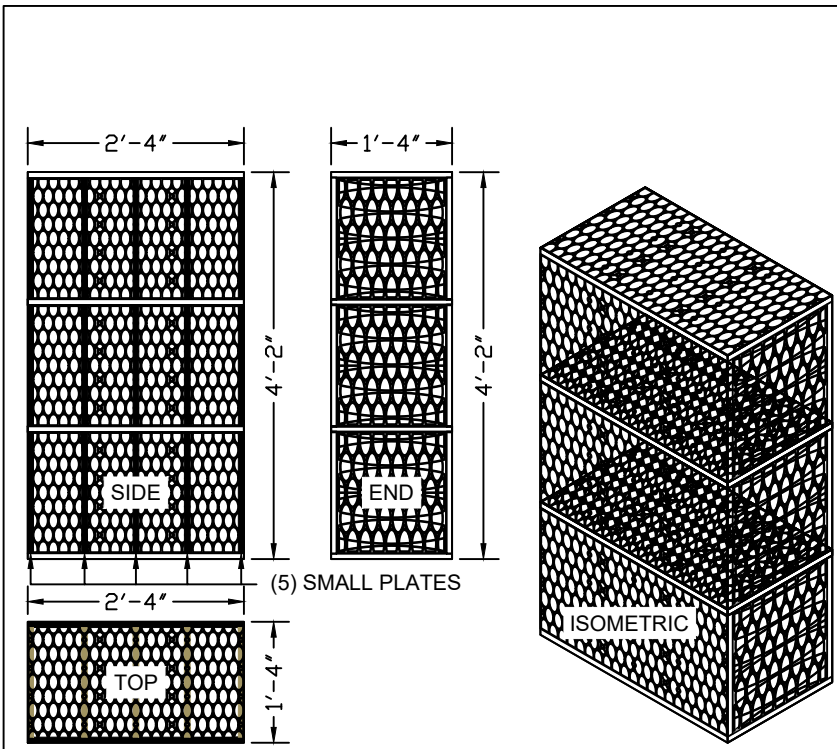
PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: 90 ATLANTIC STREET 90 ATLANTIC STREET, PORTLAND MAINE	SHEET TITLE: SITE, EROSION CONTROL NOTES & DETAILS	CLIENT: ATLANTIC STREET PROPERTIES, LLC 147 DEERWOOD DR PORTLAND, ME 04103
DATE: 7/12/2023	SCALE: N.T.S.	JOB NO: 23-056
SHEET: C-9.1		

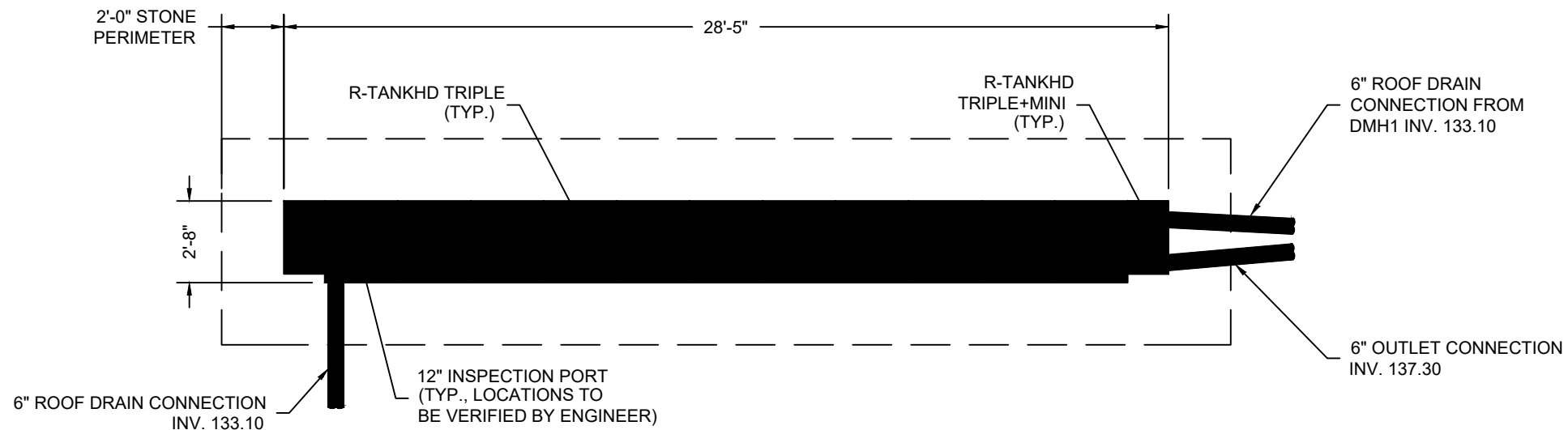
TOTAL COVER: 20" MINIMUM AND 84" MAXIMUM. FIRST 12" MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B). STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C). STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT<10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4. A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 7". CONTACT FERGUSON WATERWORKS IF MORE THAN 7" OR LESS THAN 20" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).



- NOTES:
- FOR COMPLETE MODULE DATA, SEE APPROPRIATE R-TANK[®] MODULE SHEET.
 - INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF HL-93 LOADING PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, CUSTOMARY U.S. UNITS, 7TH EDITION, 2014 WITH 2015 AND 2016 INTERIM REVISIONS.
 - PRE-TREATMENT STRUCTURES NOT SHOWN.
 - FOR INFILTRATION APPLICATIONS, GEOTEXTILE ENVELOPING R-TANK SHALL BE ACF M200 (PER SPEC SECTION 2.02A) AND BASE SHALL BE 4" MIN. UNCOMPACTED FREE DRAINING BACKFILL (SPEC SECTION 2.03A) TO PROVIDE A LEVEL BASE. SURFACE MUST BE SMOOTH, FREE OF LUMPS OR DEBRIS, AND EXTEND 2' BEYOND R-TANK[®] FOOTPRINT.



MODULE DATA	
GEOMETRY: LENGTH = 28.15 IN. (715 MM) WIDTH = 15.75 IN. (400 MM) HEIGHT = 50.39 IN. (1280 MM) TANK VOLUME = 12.93 CF STORAGE VOLUME = 12.28 CF VOID INTERNAL VOLUME: 95% VOID SURFACE AREA: 90%	LOAD RATING: 33.4 PSI. (MODULE ONLY) HS20/HS25 - SEE SPEC FOR COVER REQUIREMENTS MATERIAL: 100% RECYCLED POLYPROPYLENE 5/SEGMENT, 15/MODULE



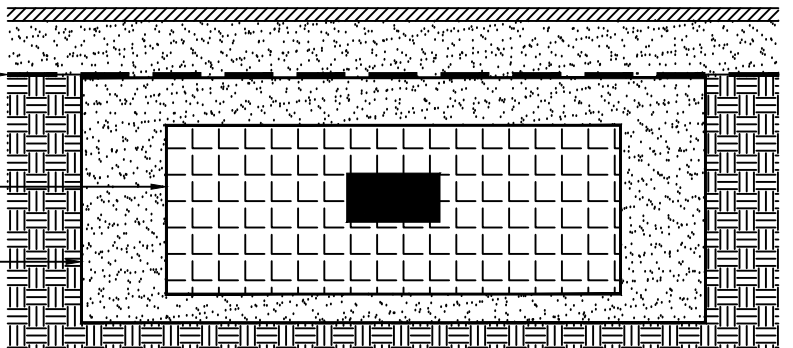
R-TANKHD PRIMARY MODULE TYPE	TRIPLE	
R-TANKHD SECONDARY MODULE TYPE	TRIPLE-MINI	
TRAFFIC LOAD	HS-20	
# OF TRIPLE R-TANKS	23	
# OF TRIPLE-MINI R-TANKS	1	
TOTAL SYSTEM STORAGE	641 CF	
R-TANK STORAGE VOLUME	297 CF	
STONE STORAGE VOLUME (40% VOID RATIO)	344 CF	
STONE BED FOOTPRINT	215 SF	
STONE QUANTITY	32 CY	
N080 NON-WOVEN GEOTEXTILE TANK WRAP	53 SY	
N080 NON-WOVEN GEOTEXTILE EXCAVATION WRAP	117 SY	
ACF BX-12 GEOGRID	62 SY	
12" INSPECTION PORTS	2	DESCRIPTION (TRIPLE TRIPLE-MINI)
GEOTEXTILE PIPE ROOTS (8")	3	BASE INV. 132.85
STORMING OPS (8")	1	TANK INV. 133.10
NOTE: STONE QUANTITY INCLUDES 12" OF COVER AND 3" OF BASE.		TOP OF TANK (137.30 138.00)
NOTE: GEOTEXTILE / LINER QUANTITIES INCLUDE A 15% WASTE FACTOR.		GEOGRID (136.30 139.00)
SEE SHEETS 3 - 6 FOR DETAILS AND ADDITIONAL INFORMATION		MIN. ALLOW. FINAL GRADE (138.97 139.60)
		MAX. ALLOW. FINAL GRADE (144.29 145.01)

0 5' 10'

SCALE 1" = 5'

GEOGRID (ACF BX-12) PLACED 12" ABOVE THE R-TANKHD SYSTEM. OVERLAP ADJACENT PANELS BY 18" MIN. GEOGRID SHOULD EXTEND 3' BEYOND THE EXCAVATION FOOTPRINT.

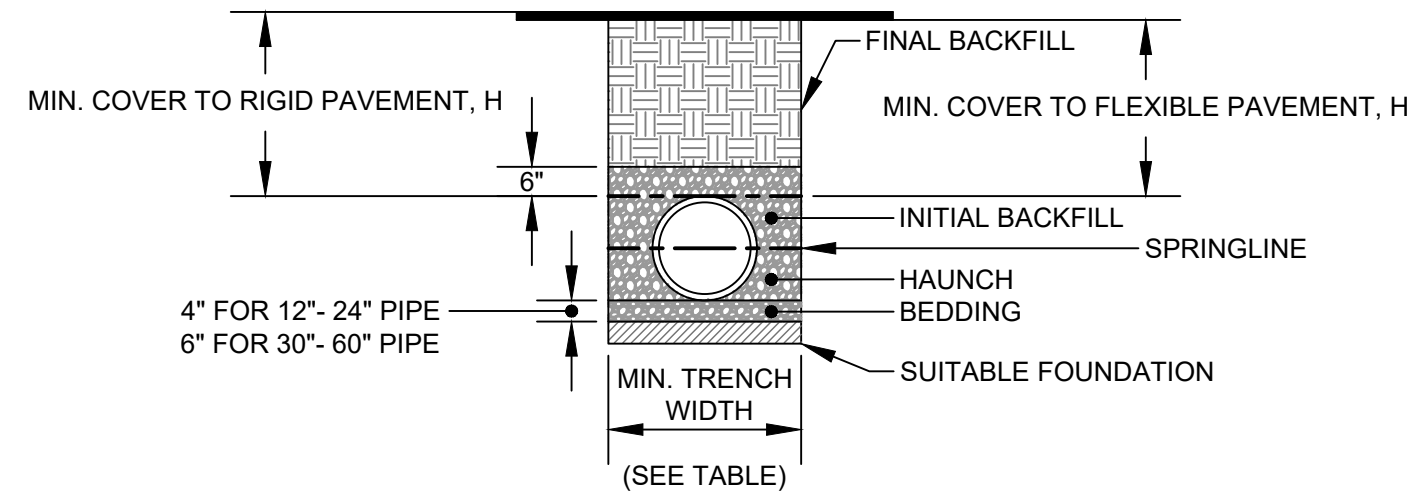
R-TANKHD UNITS WRAPPED WITH N080 NON-WOVEN GEOTEXTILE (OR EQUAL)
EXCAVATION WRAPPED WITH N080 NON-WOVEN GEOTEXTILE (OR EQUAL)



R-TANKHD TANK WRAP & EXCAVATION ENVELOPE DETAIL

R-TANK^{HD} & HS-20 LOADS - TYPICAL SECTION VIEW

NOT TO SCALE



NOTES:

- ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321. "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS", LATEST EDITION.
- MEASURES SHOULD BE TAKEN TO PREVENT MIGRATION OF NATIVE PINES INTO BACKFILL MATERIAL, WHEN REQUIRED.
- FOUNDATION:** WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER. AS AN ALTERNATIVE AND AT THE DISCRETION OF THE DESIGN ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A GEOTEXTILE MATERIAL.
- BEDDING:** SUITABLE MATERIAL SHALL BE CLASS I, II OR III. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER, UNLESS OTHERWISE NOTED BY THE ENGINEER. MINIMUM BEDDING THICKNESS SHALL BE 4" (100mm) FOR 4"-24" (100mm-600mm); 6" (150mm) FOR 30"-60" (750mm-900mm).
- INITIAL BACKFILL:** SUITABLE MATERIAL SHALL BE CLASS I, II OR III IN THE PIPE ZONE EXTENDING NOT LESS THAN 6" ABOVE CROWN OF PIPE. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.
- MINIMUM COVER:** MINIMUM COVER, H, IN NON-TRAFFIC APPLICATIONS (GRASS OR LANDSCAPE AREAS) IS 12" FROM THE TOP OF PIPE TO GROUND SURFACE. ADDITIONAL COVER MAY BE REQUIRED TO PREVENT FLOATATION. FOR TRAFFIC APPLICATIONS, MINIMUM COVER, H, IS 12" UP TO 48" DIAMETER PIPE AND 24" OF COVER FOR 54"-60" DIAMETER PIPE. MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TO TOP OF RIGID PAVEMENT.

RECOMMENDED MINIMUM TRENCH WIDTHS		
PIPE DIAM.	MIN.	TRENCH WIDTH
4"	21"	
6"	23"	
8"	26"	
10"	28"	
12"	30"	
15"	34"	
18"	39"	
24"	48"	
30"	56"	
36"	64"	
42"	72"	
48"	80"	
54"	88"	
60"	96"	

MINIMUM RECOMMENDED COVER BASED ON VEHICLE LOADING CONDITIONS

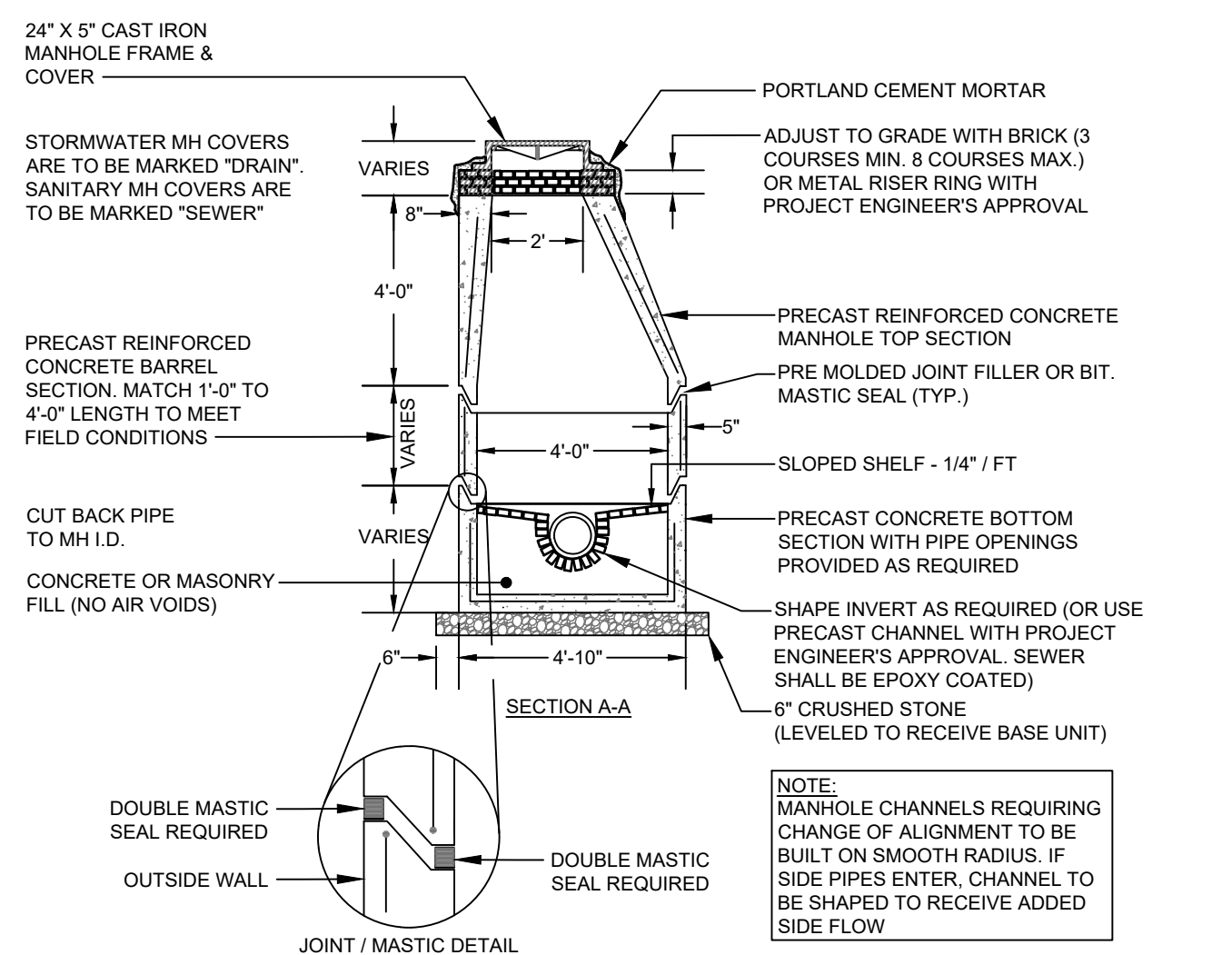
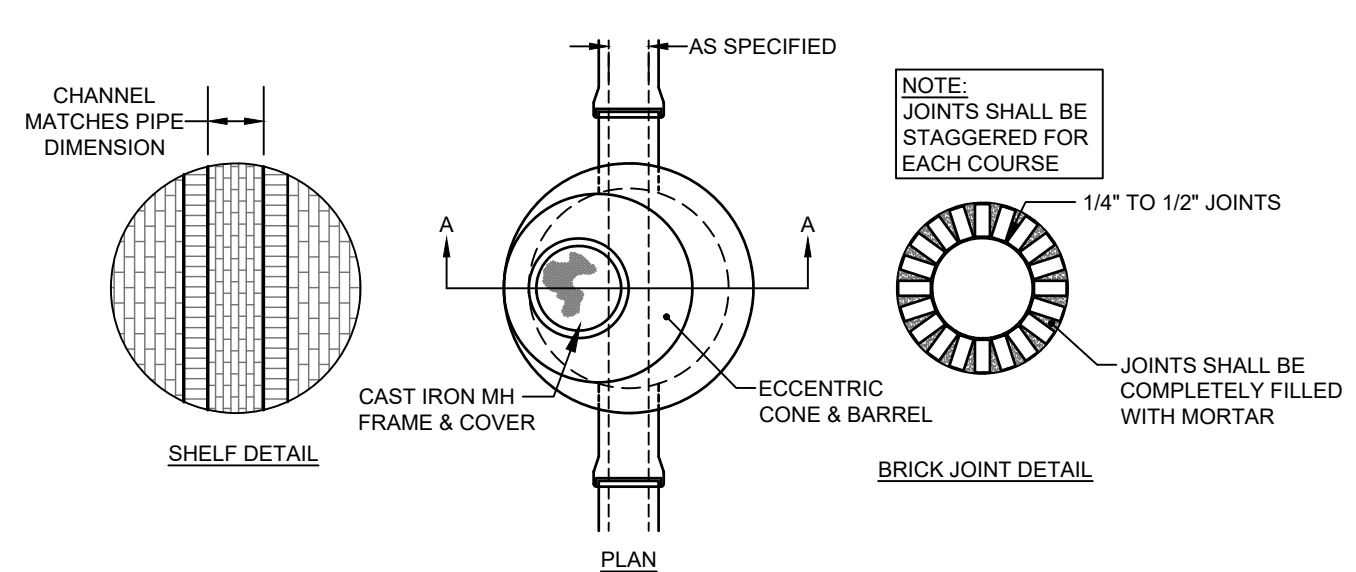
SURFACE LIVE LOADING CONDITION		
PIPE DIAM.	H-25	HEAVY CONSTRUCTION (75T AXLE LOAD) *
12" - 48"	12"	48"
54" - 60"	24"	60"

* VEHICLES IN EXCESS OF 75T MAY REQUIRE ADDITIONAL COVER

7. INSULATION: RIGID INSULATION SHALL BE PROVIDED FOR PIPES WITH LESS THAN 4" OF COVER IN ACCORDANCE WITH THE FOLLOWING TABLE:		
COVER OVER PIPE	INSULATION THICKNESS	
12" - 24"	3"	
24" - 36"	2"	
36" - 48"	1"	
48"+	NONE	

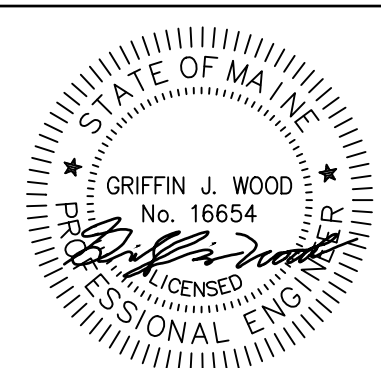
TYPICAL TRENCH DETAIL

NOT TO SCALE



4" DIAMETER PRECAST CONCRETE MANHOLE

NOT TO SCALE



DATE: 8/8/2024

REVISIONS	DATE	REVISIONS
1	11/1/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
3	7/10/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
4	8/8/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS

SCALE	1" = 5'
DRAWN BY	BMK
DATE	05/30/2024
SHEET NO.	2 of 6

ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE: (207) 926-5111

WEB SITE: www.terradynconsultants.com

Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

TERRADYN CONSULTANTS, LLC

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

SHEET TITLE: UTILITY & DRAINAGE DETAILS

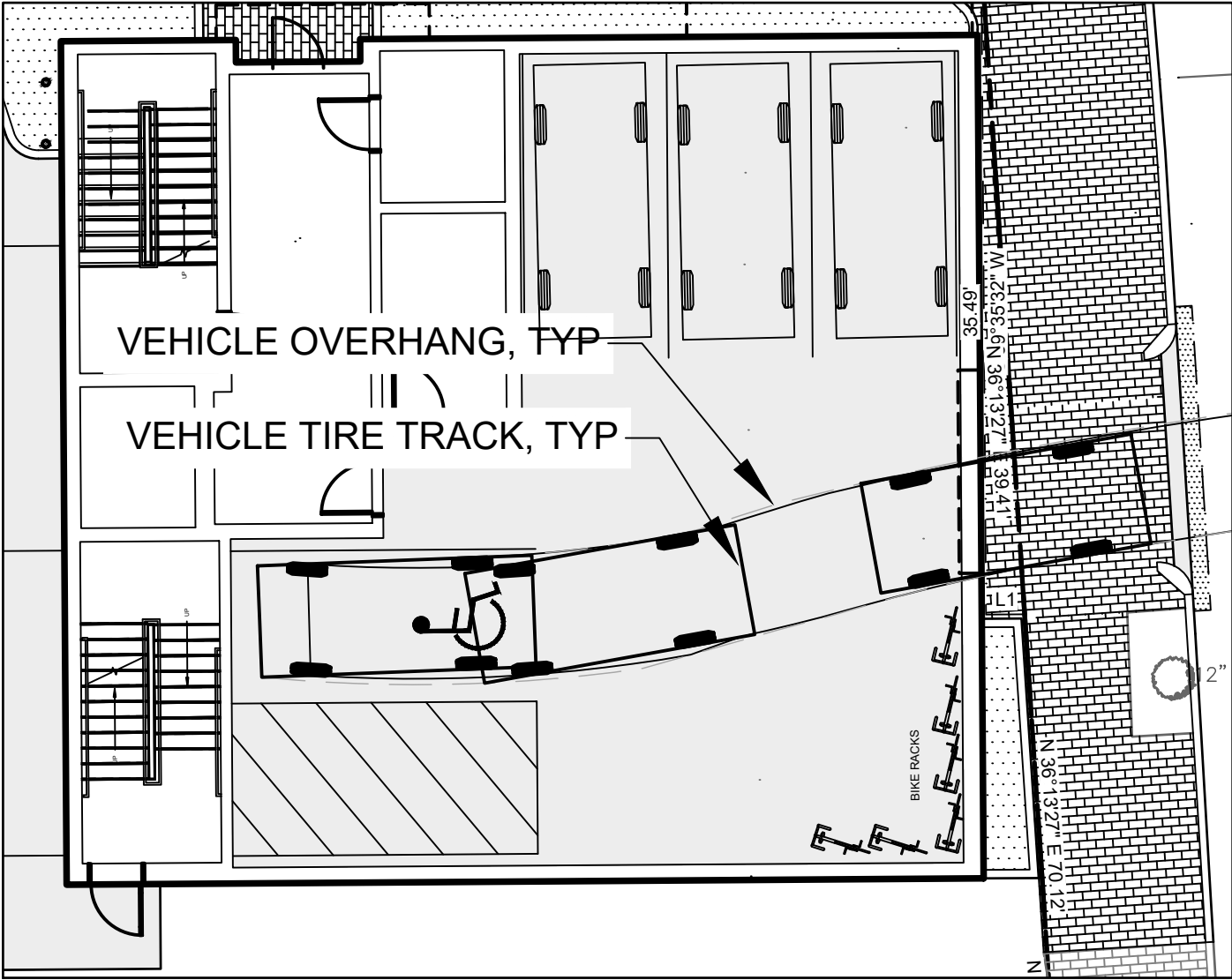
CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR
PORTLAND, ME 04103

DATE: 7/12/2023

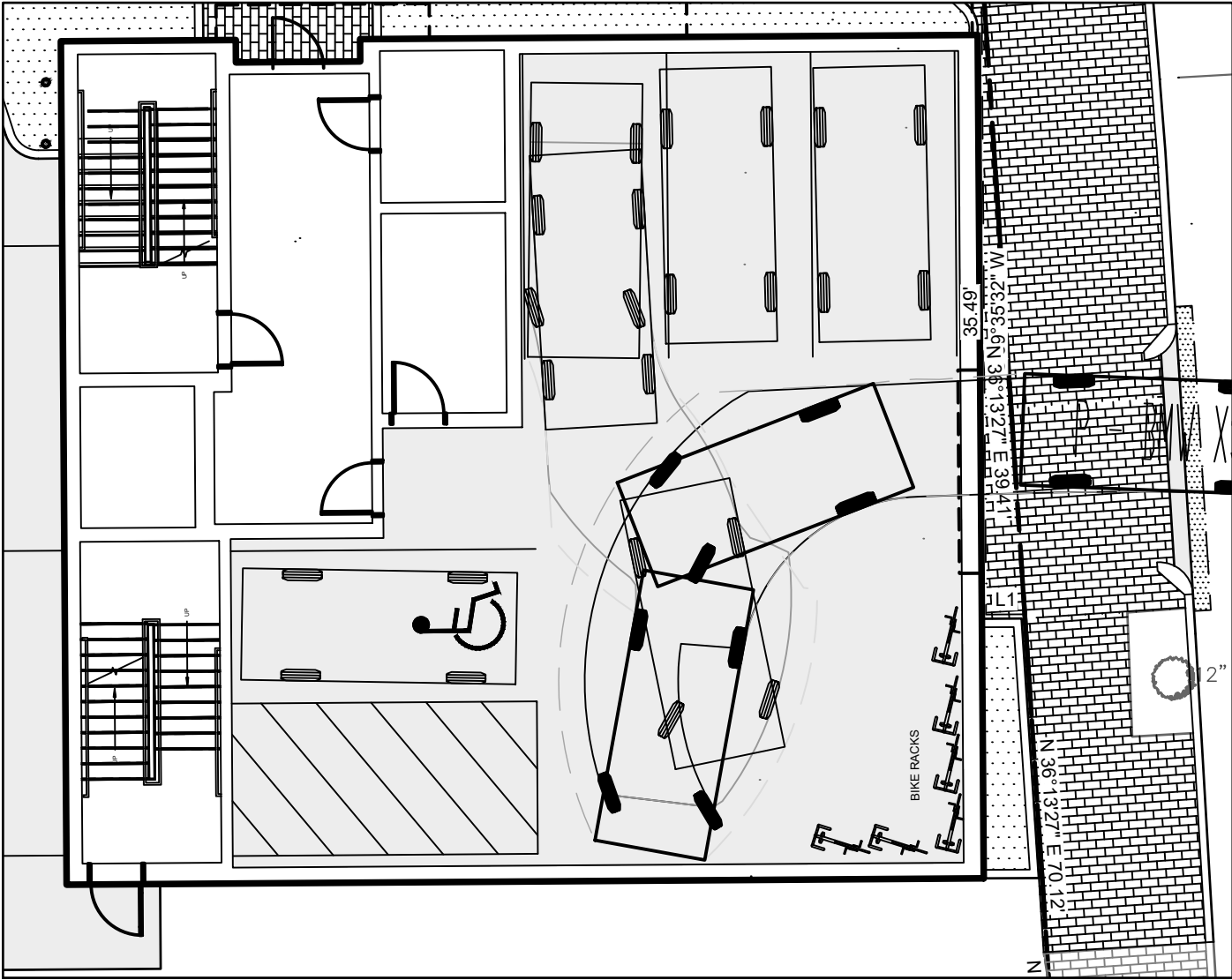
SCALE: N.T.S.

JOB NO: 23-056

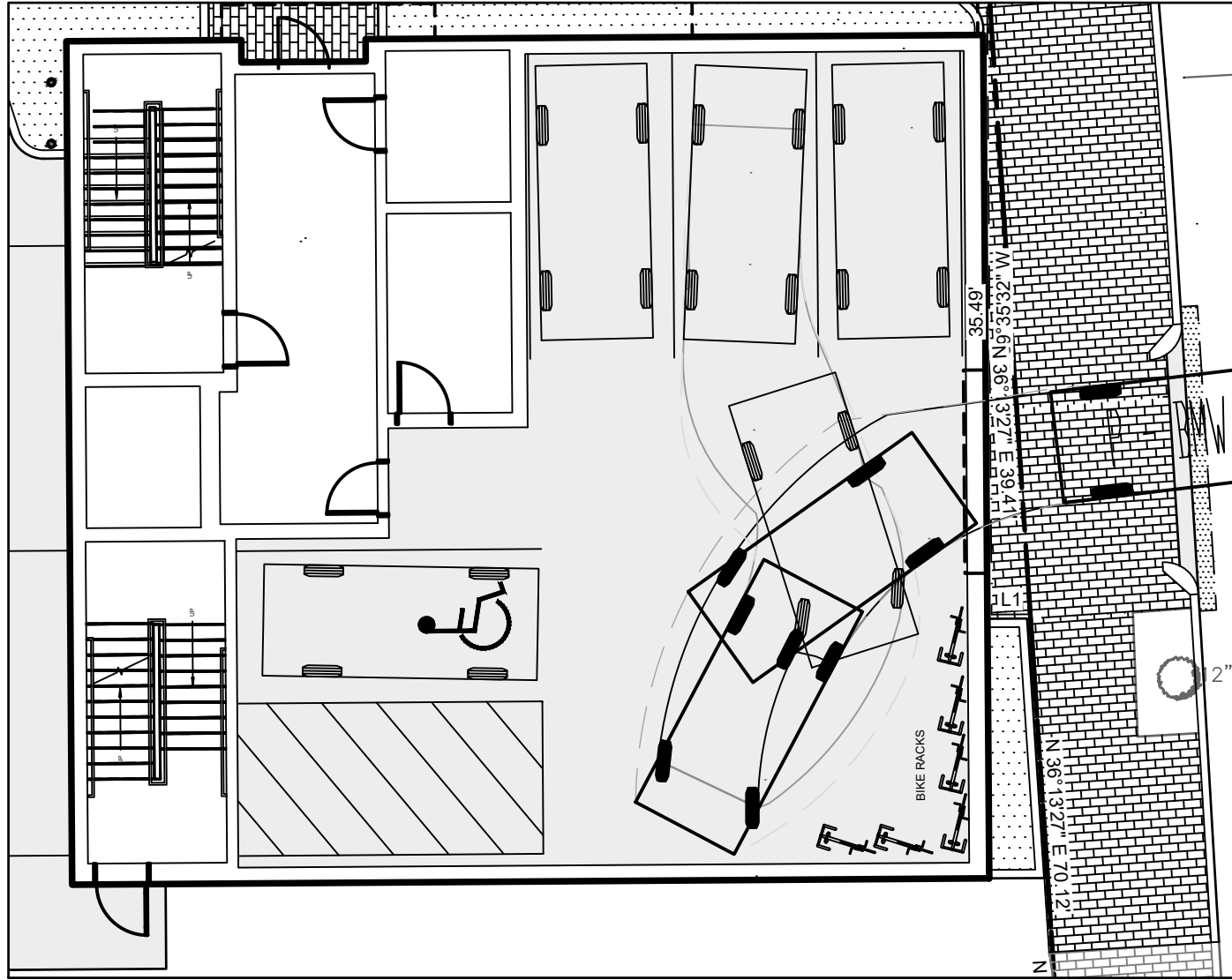
SHEET: C-9.2



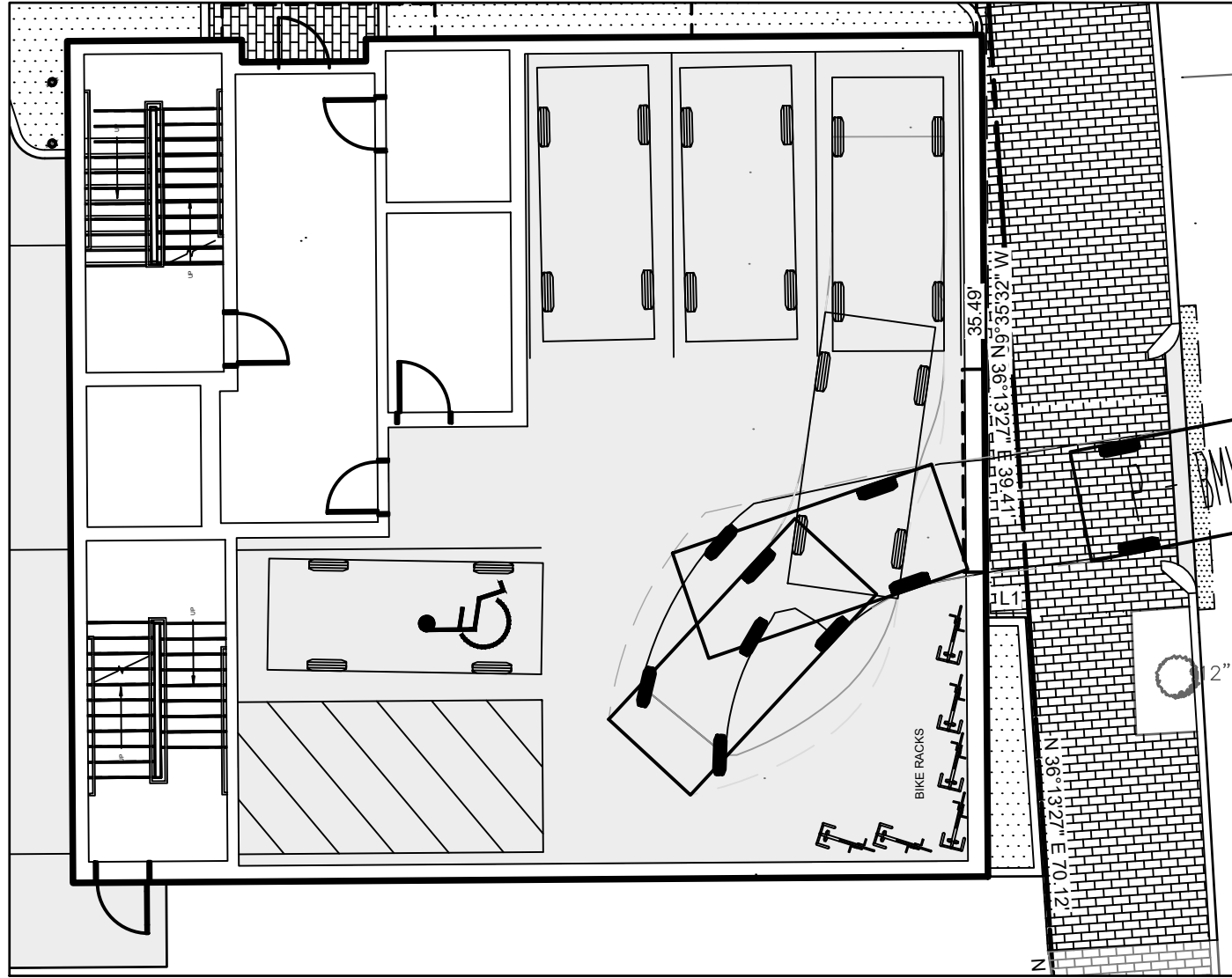
VEHICLE ENTERING SPOT 1



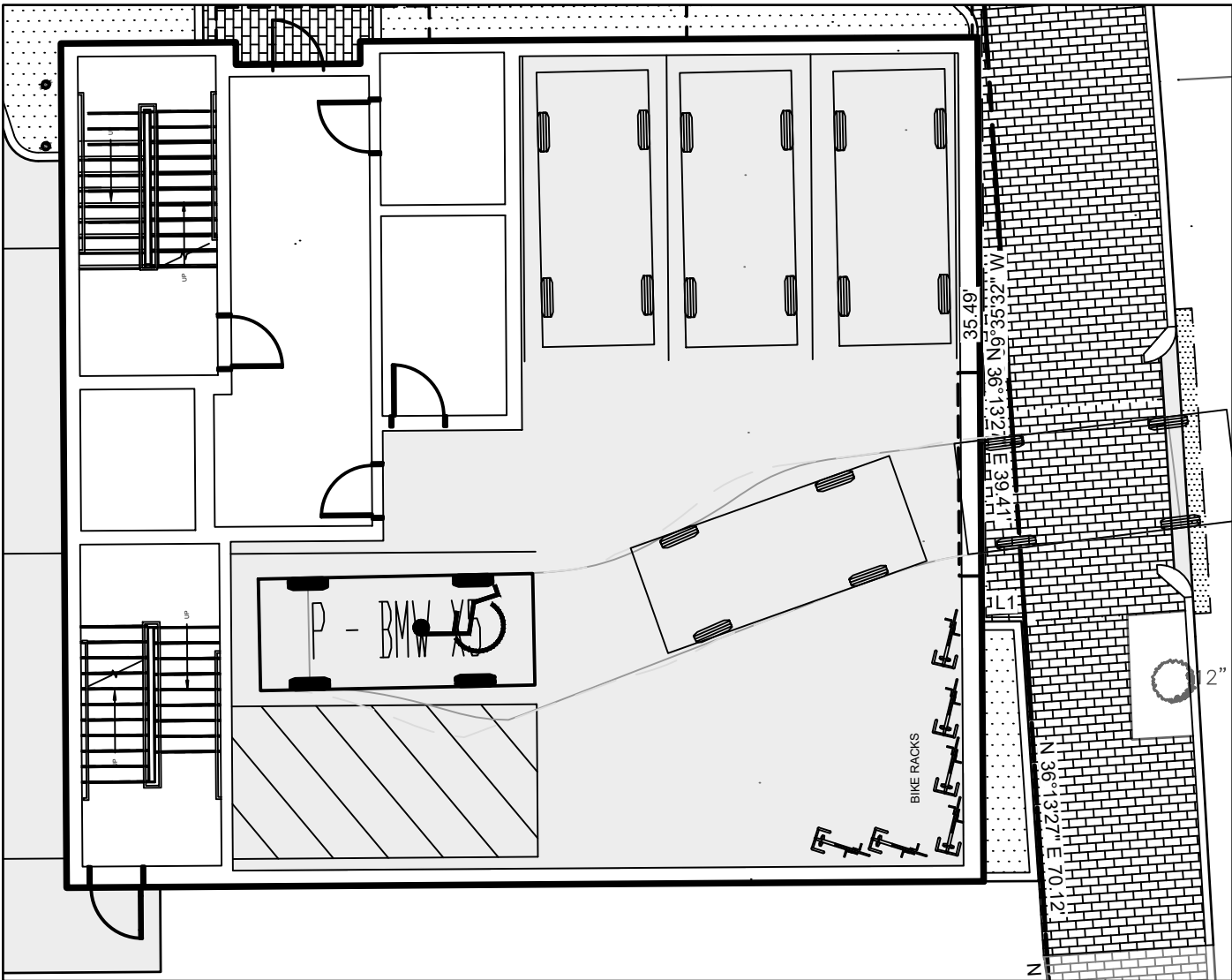
VEHICLE ENTERING SPOT 2



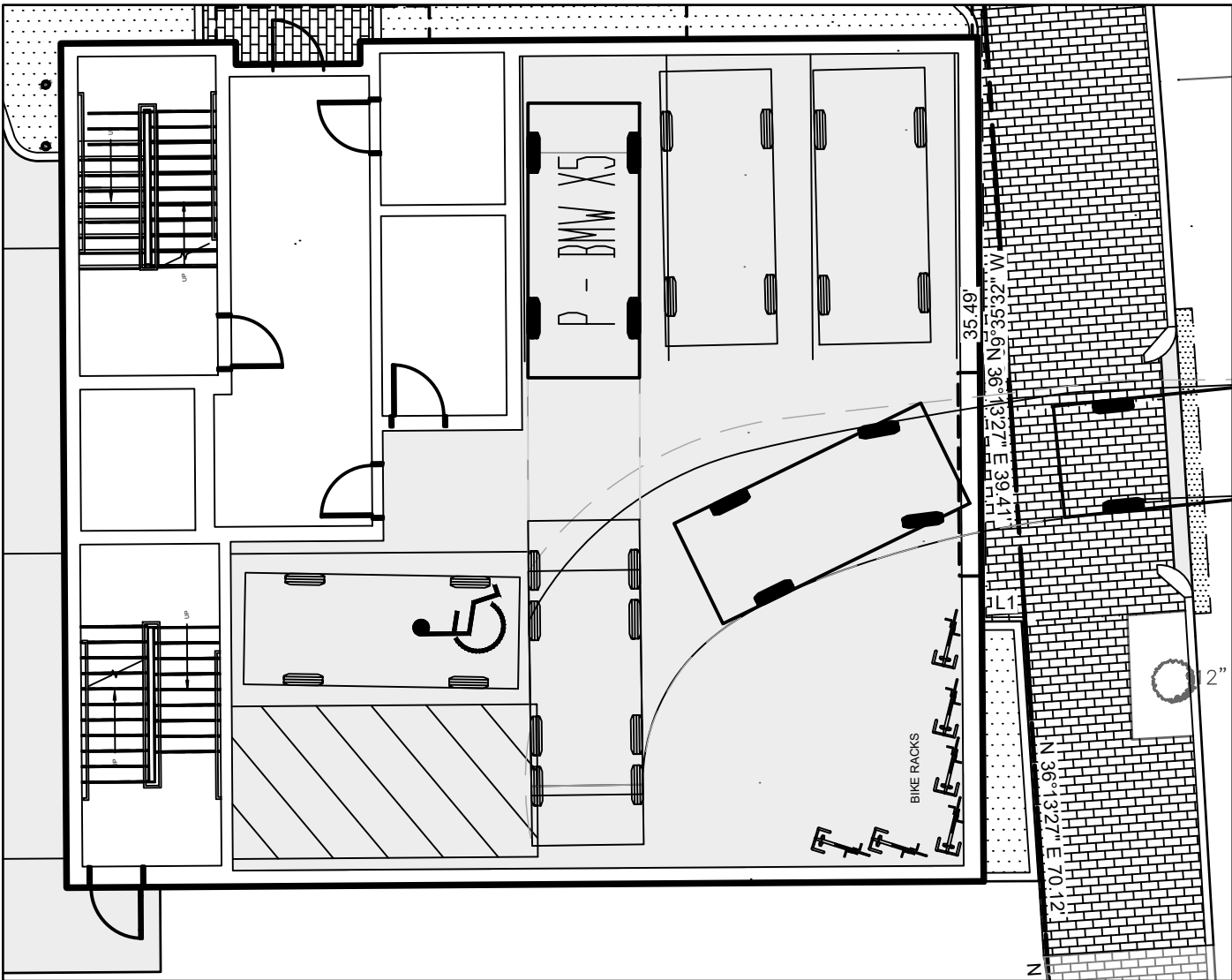
VEHICLE ENTERING SPOT 3



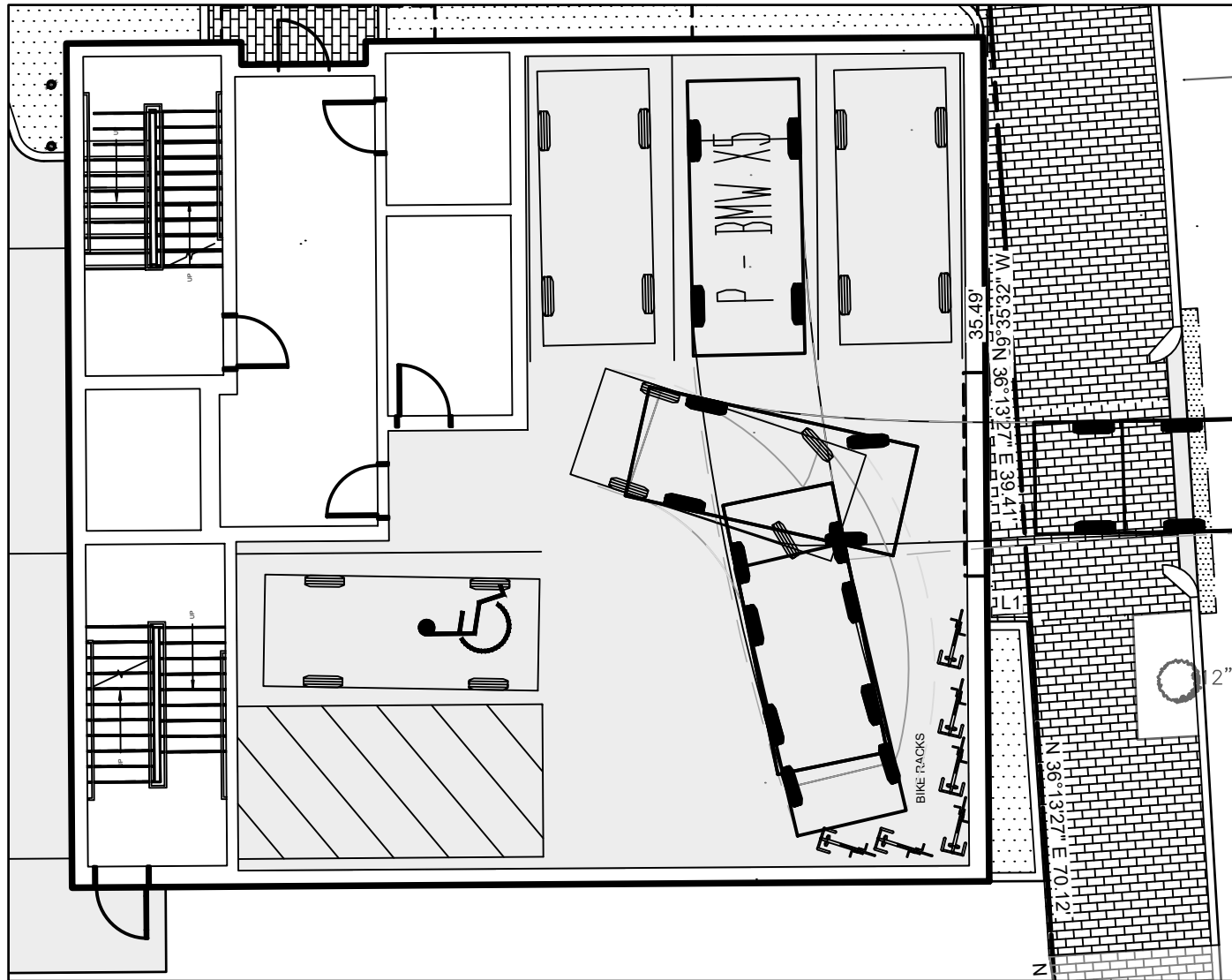
VEHICLE ENTERING SPOT 4



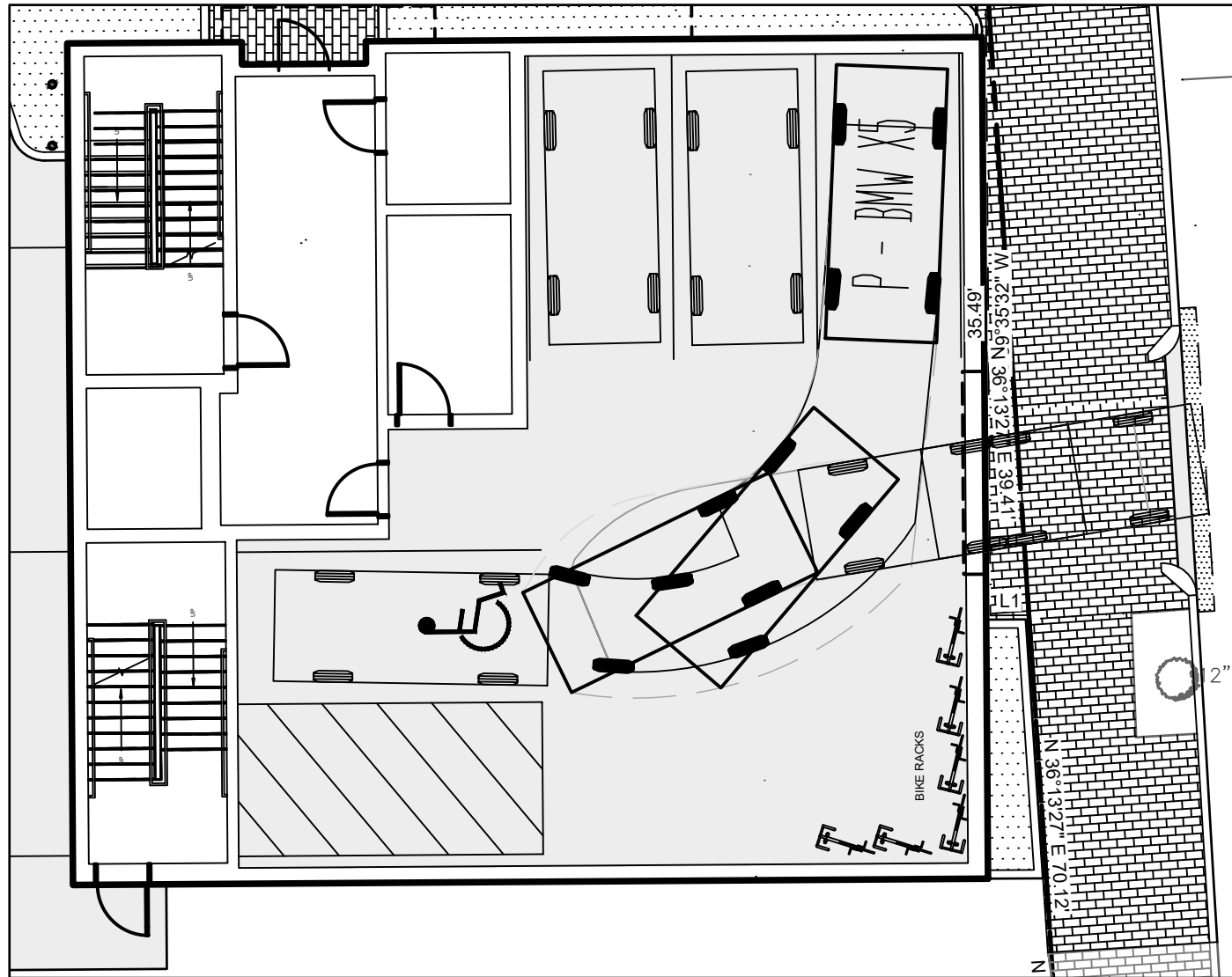
VEHICLE EXITING SPOT 1



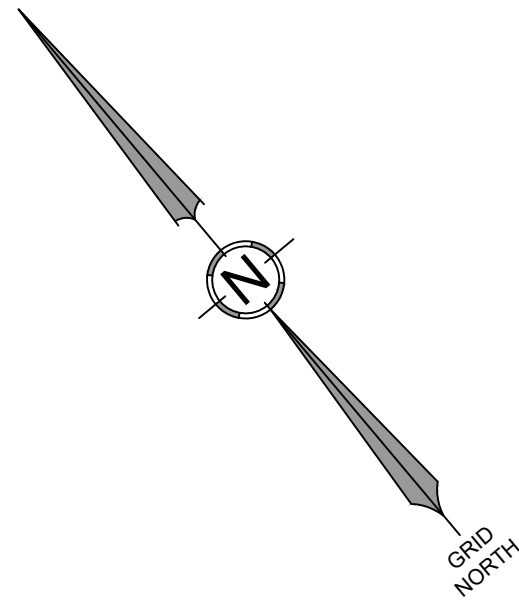
VEHICLE EXITING SPOT 2



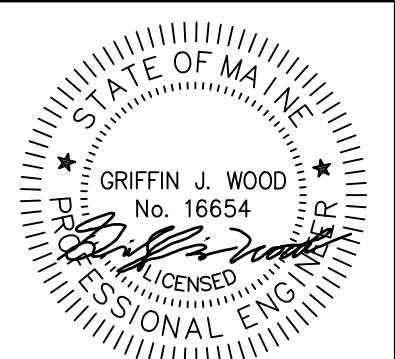
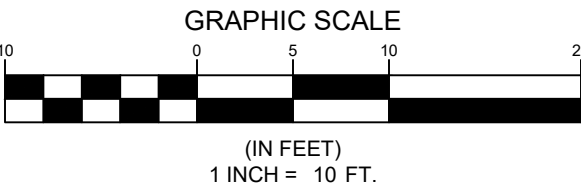
VEHICLE EXITING SPOT 3



VEHICLE EXITING SPOT 4



- VEHICLE MOVEMENT NOTES:
1. VEHICLE MOVEMENTS SHOW HOW A VEHICLE MAY ENTER OR EXIT PARKING SPACES.
 2. VEHICLE PATHS DEVELOPED USING VEHICLE TRACKING SWEEP PATH ANALYSIS SOFTWARE BY AUTODESK.
 3. VEHICLE PARAMETERS:
TOTAL LENGTH: 15.3'
TOTAL WIDTH: 6.21'
WHEEL BASE: 9.25'
TRACK: 5.3'
FRONT OVERHANG: 2.94'
REAR OVERHANG: 3.11'
STEERING LOCK ANGLE: 34.5°



DATE: 8/8/2024

NO.	DATE	REVISIONS
4	8/8/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
3	7/10/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
2	5/20/2024	REVISED BASED ON CITY OF PORTLAND REVIEW COMMENTS
1	11/7/2023	SUBMITTED MAJOR SITE PLAN TO CITY OF PORTLAND
NO.	DATE	REVISIONS

ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE: (207) 926-5111

WEB SITE: www.terradynconsultants.com

TERRADYN CONSULTANTS, LLC
Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: 90 ATLANTIC STREET
90 ATLANTIC STREET, PORTLAND MAINE

SHEET TITLE: TURNING TEMPLATE

CLIENT: ATLANTIC STREET PROPERTIES, LLC
147 DEERWOOD DR
PORTLAND, ME 04103

DATE: 7/12/2023

SCALE: 1" = 10'

JOB NO: 23-056

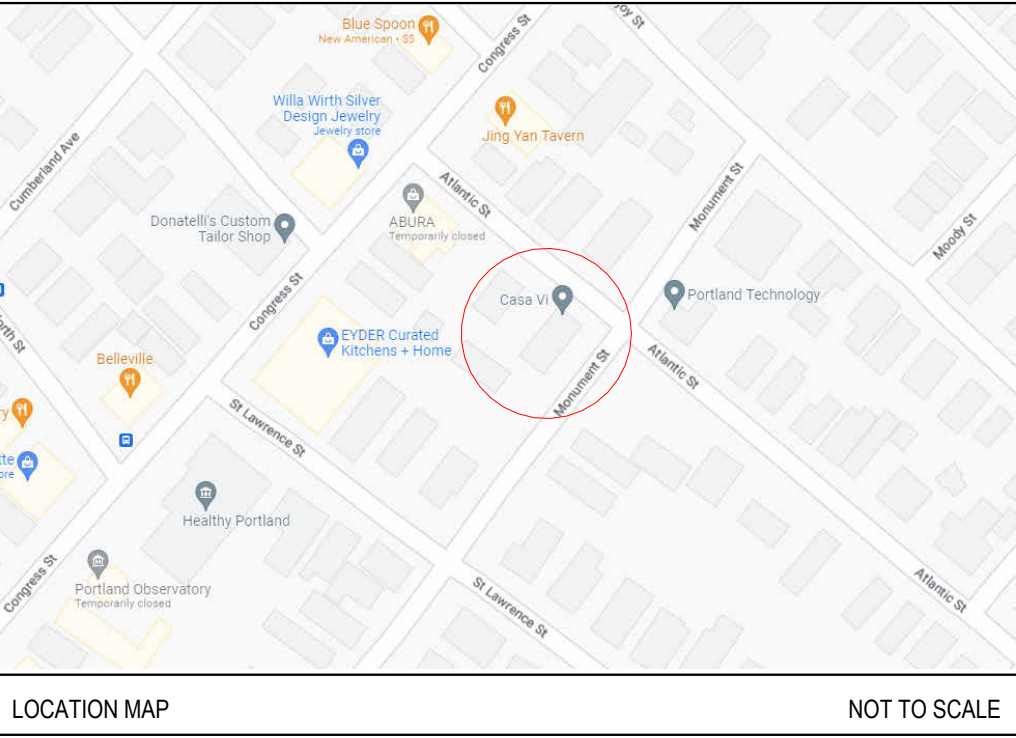
SHEET: C-10.0

90 ATLANTIC STREET

90 ATLANTIC ST, PORTLAND, MAINE

DATE OF ISSUE

SUBMISSION - DATE



LEGEND:

BUILDING SECTION	
WALL SECTION	
SECTION DETAIL	
PLAN DETAIL	
WALL TYPE	
FLOOR TYPE	

BUILDING TOTALS - GROSS SF

FIRST FLOOR:	2775 SF
SECOND FLOOR:	2642 SF
THIRD FLOOR:	2642 SF
FOURTH FLOOR:	2642 SF
TOTAL:	10,701 SF
SECOND FLOOR:	2 UNITS
THIRD FLOOR:	2 UNITS
FOURTH FLOOR:	2 UNITS
TOTAL:	6 UNITS

architecture
invid
631 Stevens Ave Ste #200
Portland, ME 04103
207 - 939 - 7602

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

Consultant:

Revisions:

Key Plan:

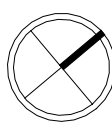
DRAWING LIST

GENERAL	
G0.02	AXON VIEWS
ARCHITECTURAL DRAWINGS	
A1.01	FIRST FLOOR PLAN
A1.02	SECOND FLOOR PLAN
A1.03	THIRD FLOOR PLAN
A1.04	FOURTH FLOOR PLAN
A1.05	ROOF PLAN
A3.01	ENLARGED UNIT 201 PLANS
A3.02	ENLARGED UNIT 202 PLANS
A3.03	ENLARGED UNIT 301 PLANS
A3.04	ENLARGED UNIT 302 PLANS
A3.05	ENLARGED UNIT 401 PLANS
A3.06	ENLARGED UNIT 402 PLANS
A4.01	EXTERIOR ELEVATIONS
A8.02	WINDOW SCHEDULE

Client: EDWARD WALSH	Civil Engineer: Terradyn Consultants LLC 565 Congress Street, Suite 201 Portland, ME 04101 207.632.9010	Structural Engineer: M2 Structural Engineering, P.C. 23 Thornbury Way Windham, ME 04062 207.892.0983	Architect: Invid Architecture 631 Stevens Ave, Ste #200 Portland, ME 04103 207.939.7602	Mechanical Engineer: -	Electrical Engineer: -	Surveyor: -	Geotechnical Engineer: -	Landscape Architect: -
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COVER PAGE

Scale:
As indicated



09/13/2023

G0.01

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

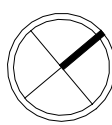
Consultant:

Revisions:

Key Plan:

AXON VIEWS

Scale:



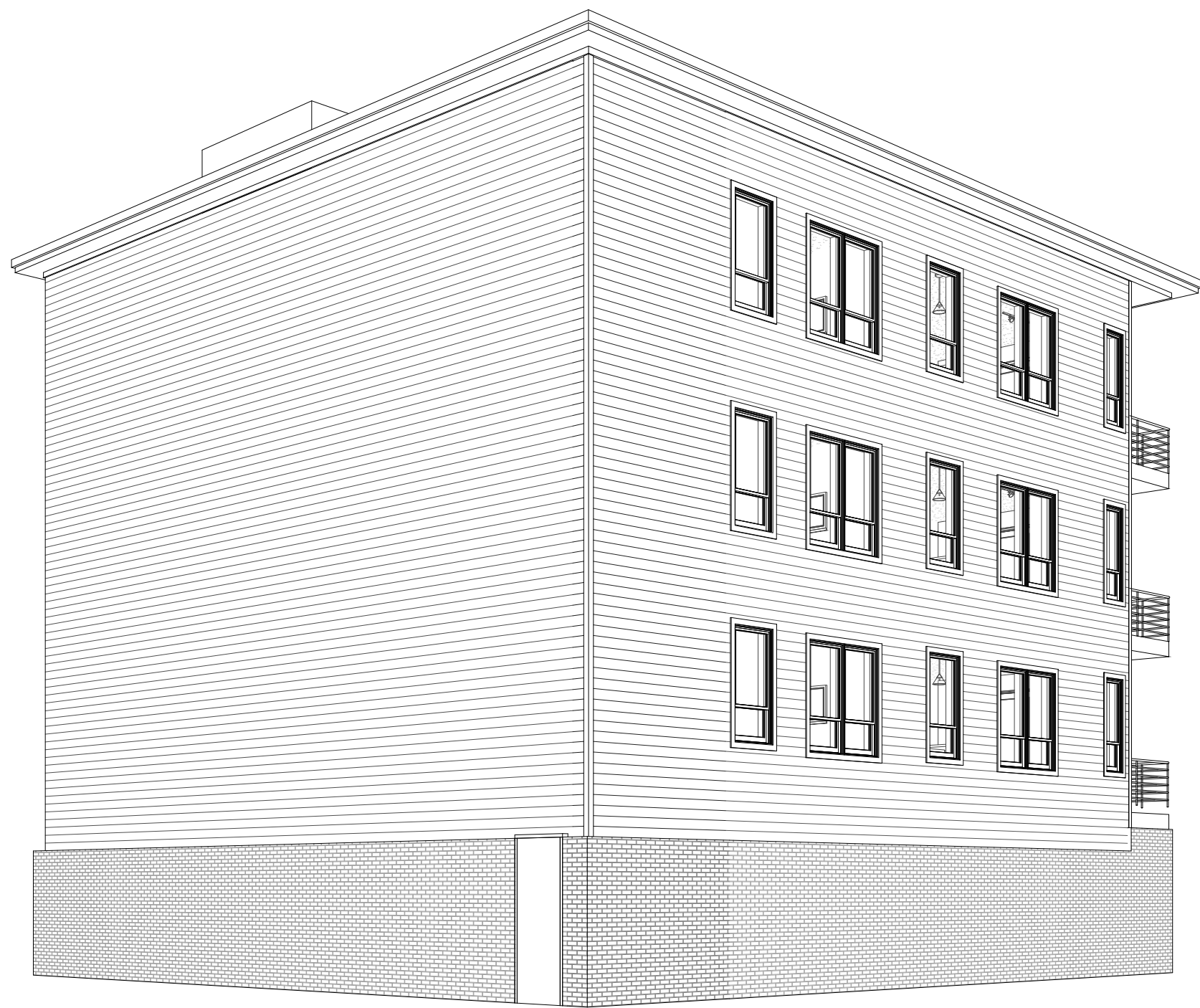
09/13/2023



1 3D View 1A



2 3D View 2A



3 3D View 3A



4 3D View 4A









Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

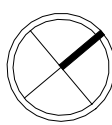
Consultant:

Revisions:

Key Plan:

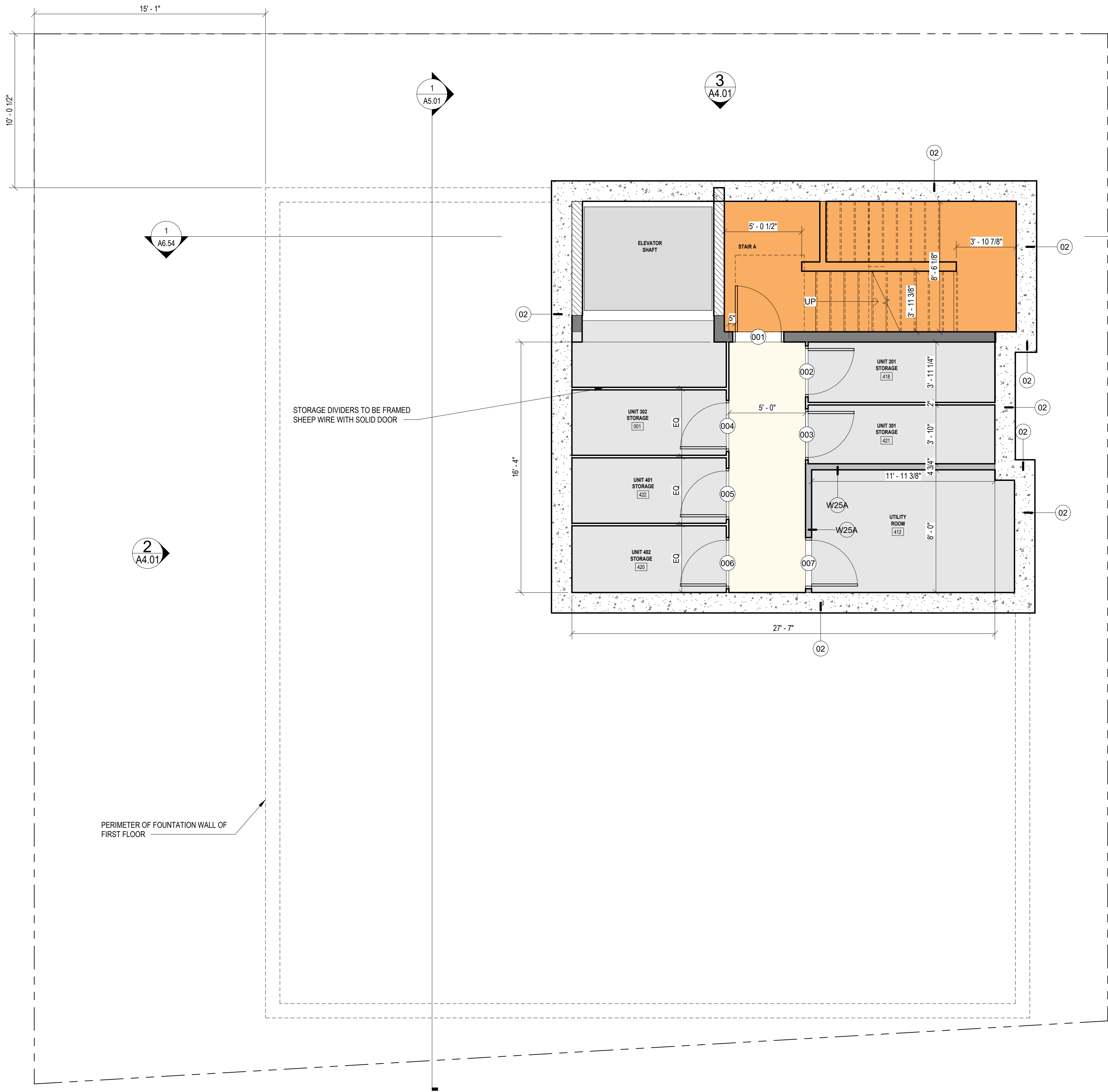
BASEMENT PLAN

Scale:
1/4" = 1'-0"



AUGUST 8, 2024

A1.00



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

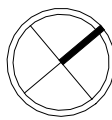
Consultant:

Revisions:

Key Plan:

FIRST FLOOR PLAN

Scale:
1/4" = 1'-0"



AUGUST 8, 2024

A1.01

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

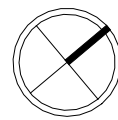
Consultant:

Revisions:

Key Plan:

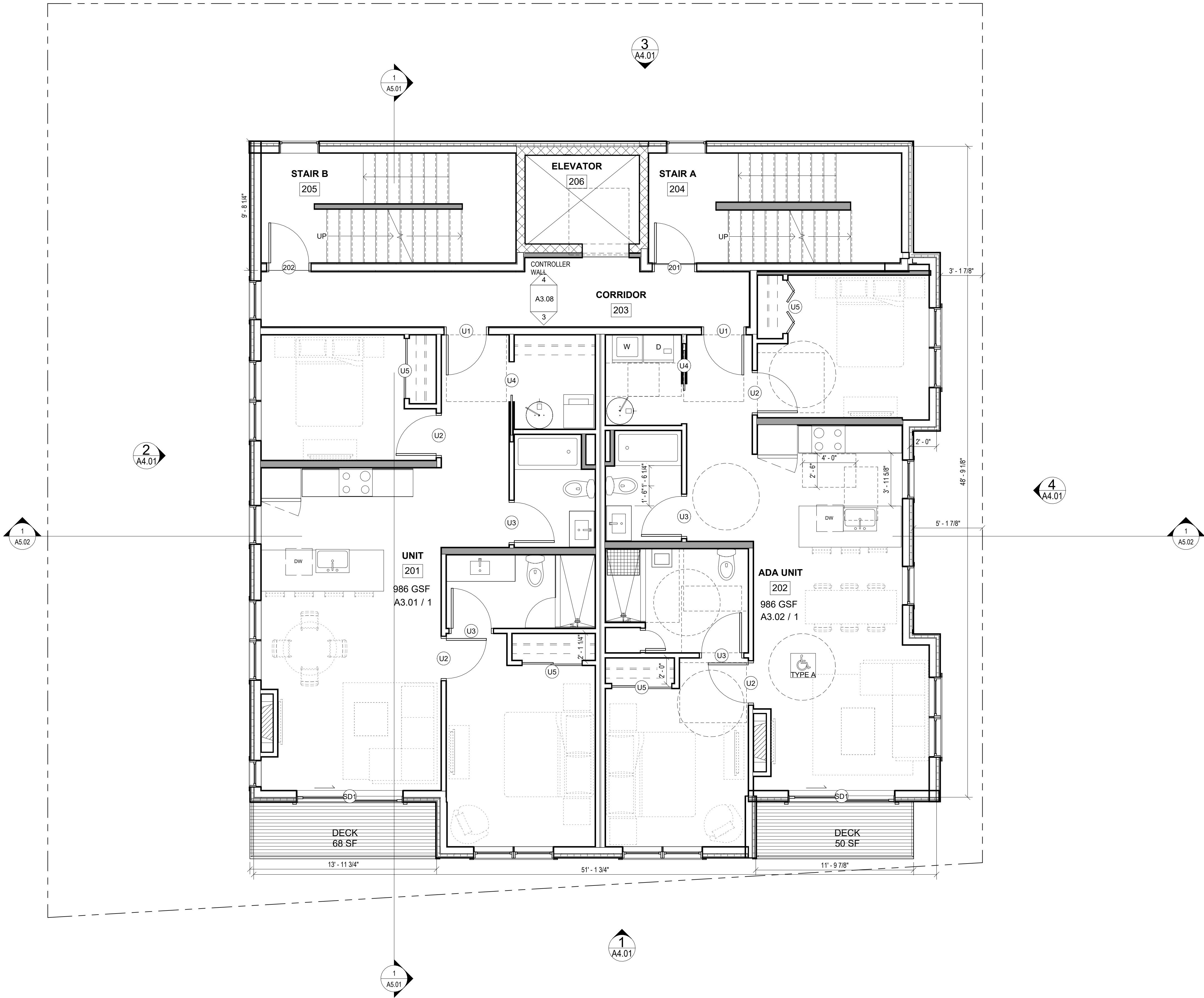
SECOND FLOOR PLAN

Scale:
1/4" = 1'-0"



AUGUST 8, 2024

A1.02



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

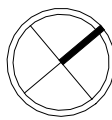
Consultant:

Revisions:

Key Plan:

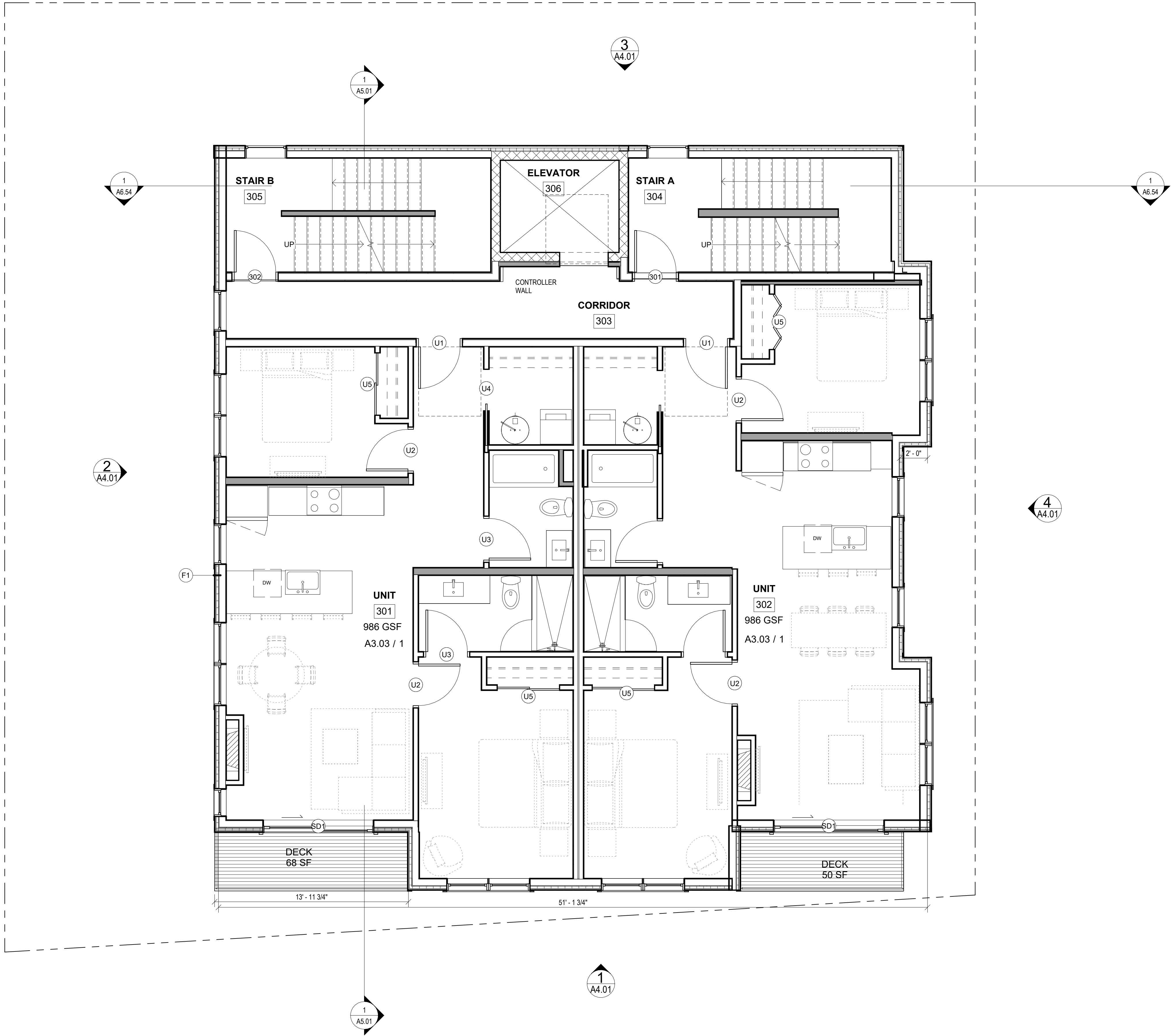
THIRD FLOOR PLAN

Scale:
1/4" = 1'-0"



AUGUST 8, 2024

A1.03



Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

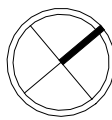
Consultant:

Revisions:

Key Plan:

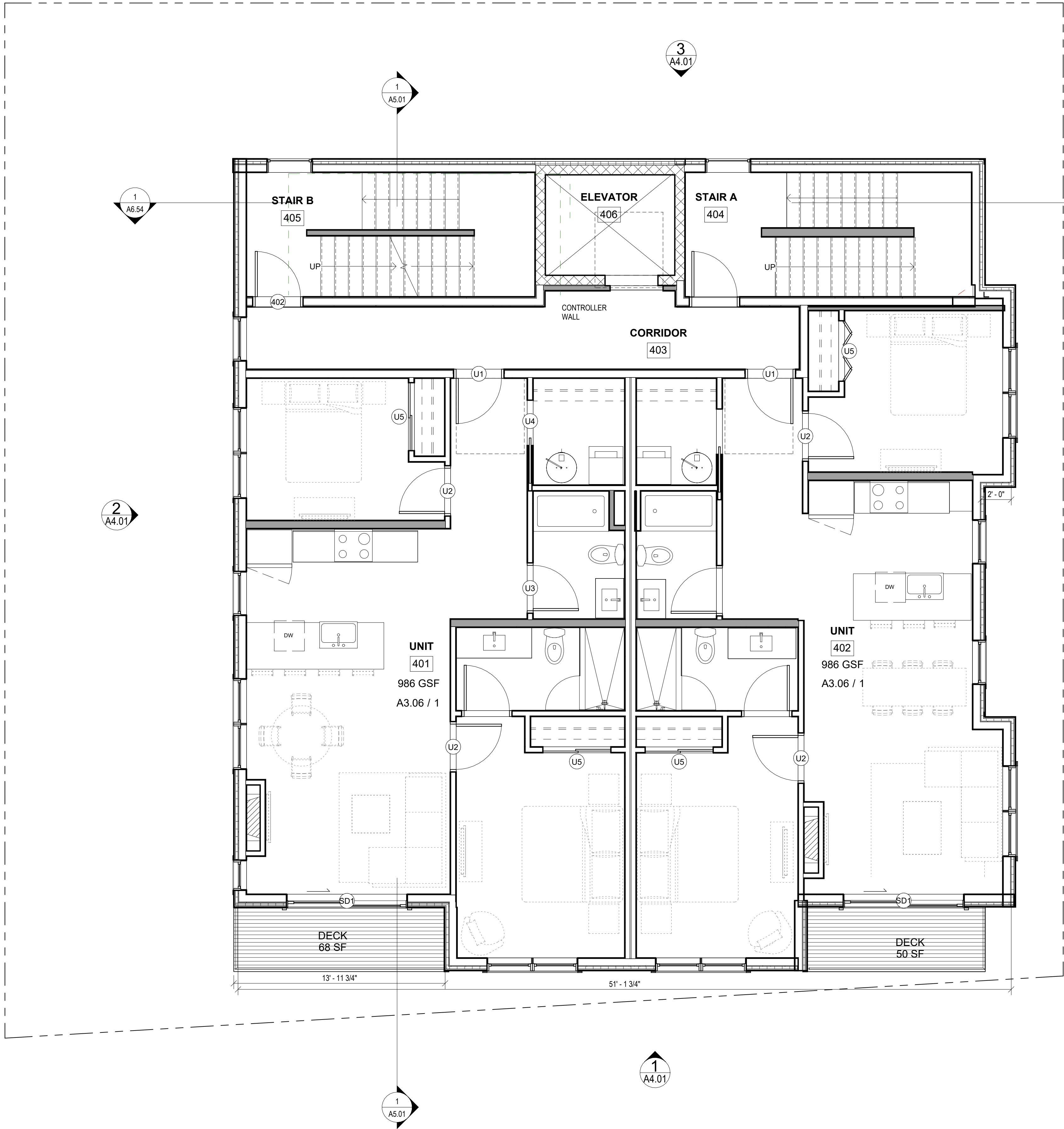
FOURTH FLOOR PLAN

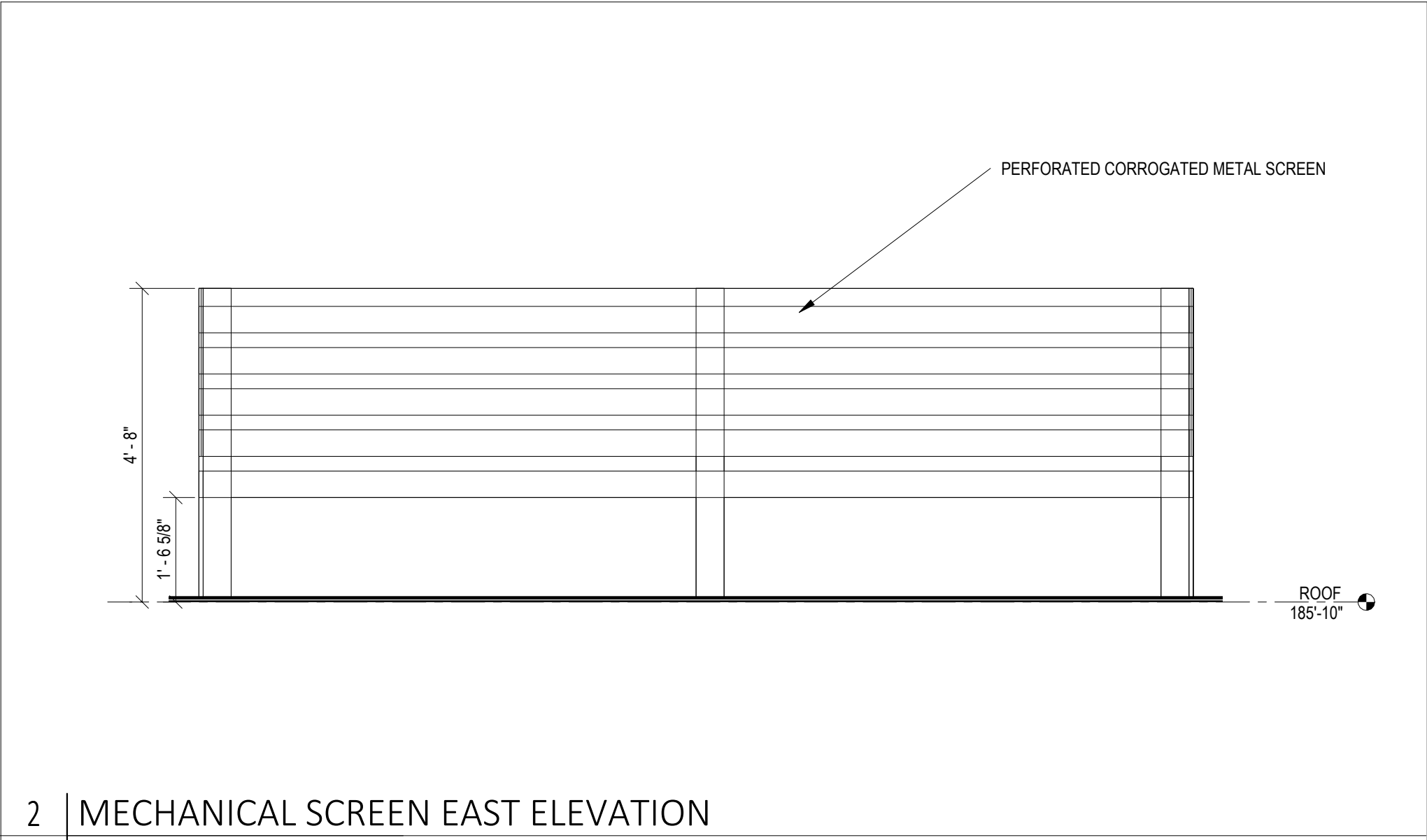
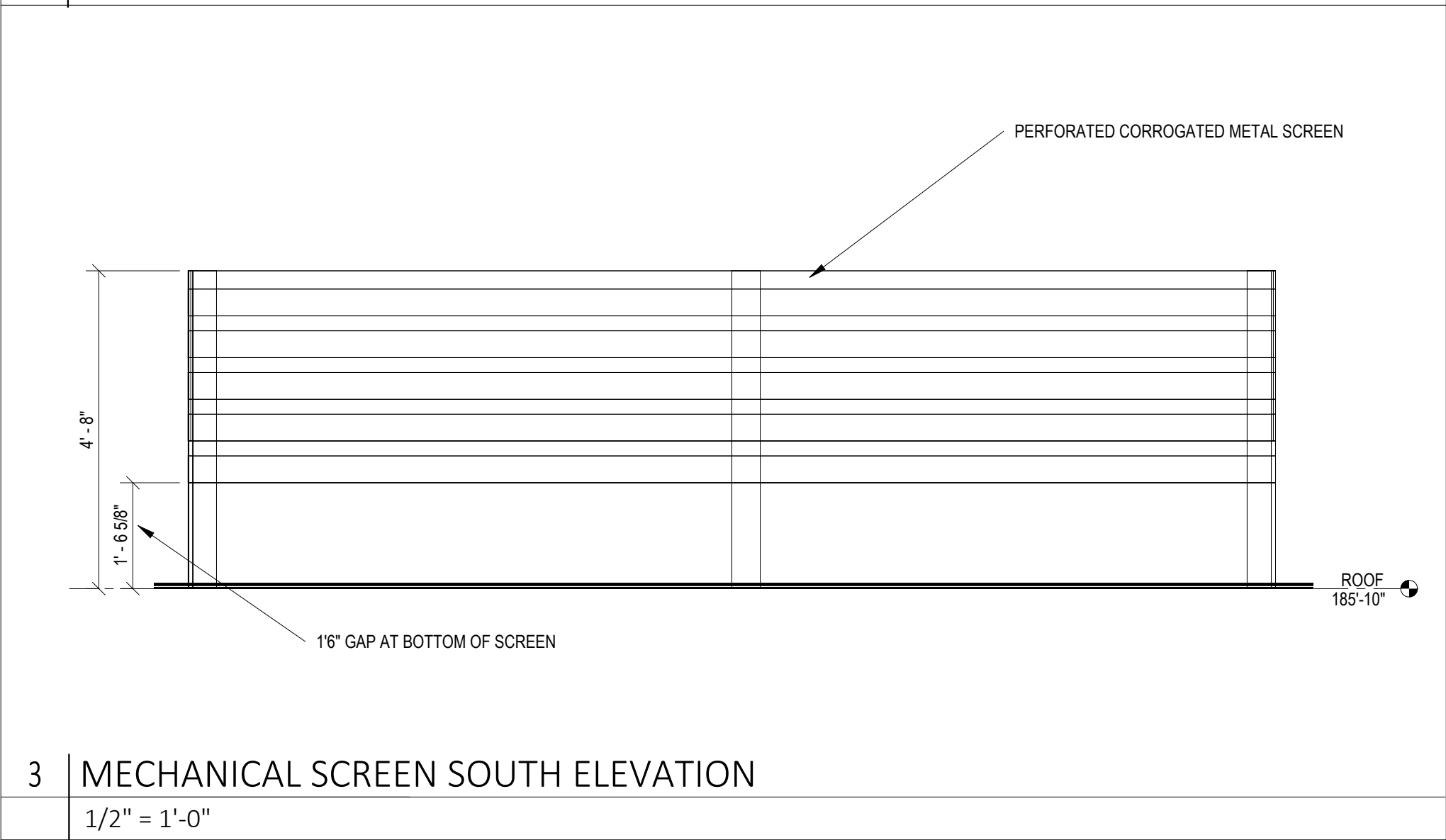
Scale:
1/4" = 1'-0"



AUGUST 8, 2024

A1.04




$$1/2'' = 1'-0''$$

$$1/2'' = 1'-0''$$
$$1/4'' = 1'-0''$$

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Cliet:

EDWARD WALSH

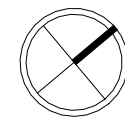
Consultant:

Revisions:

Key Plan:

EXTERIOR ELEVATIONS

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

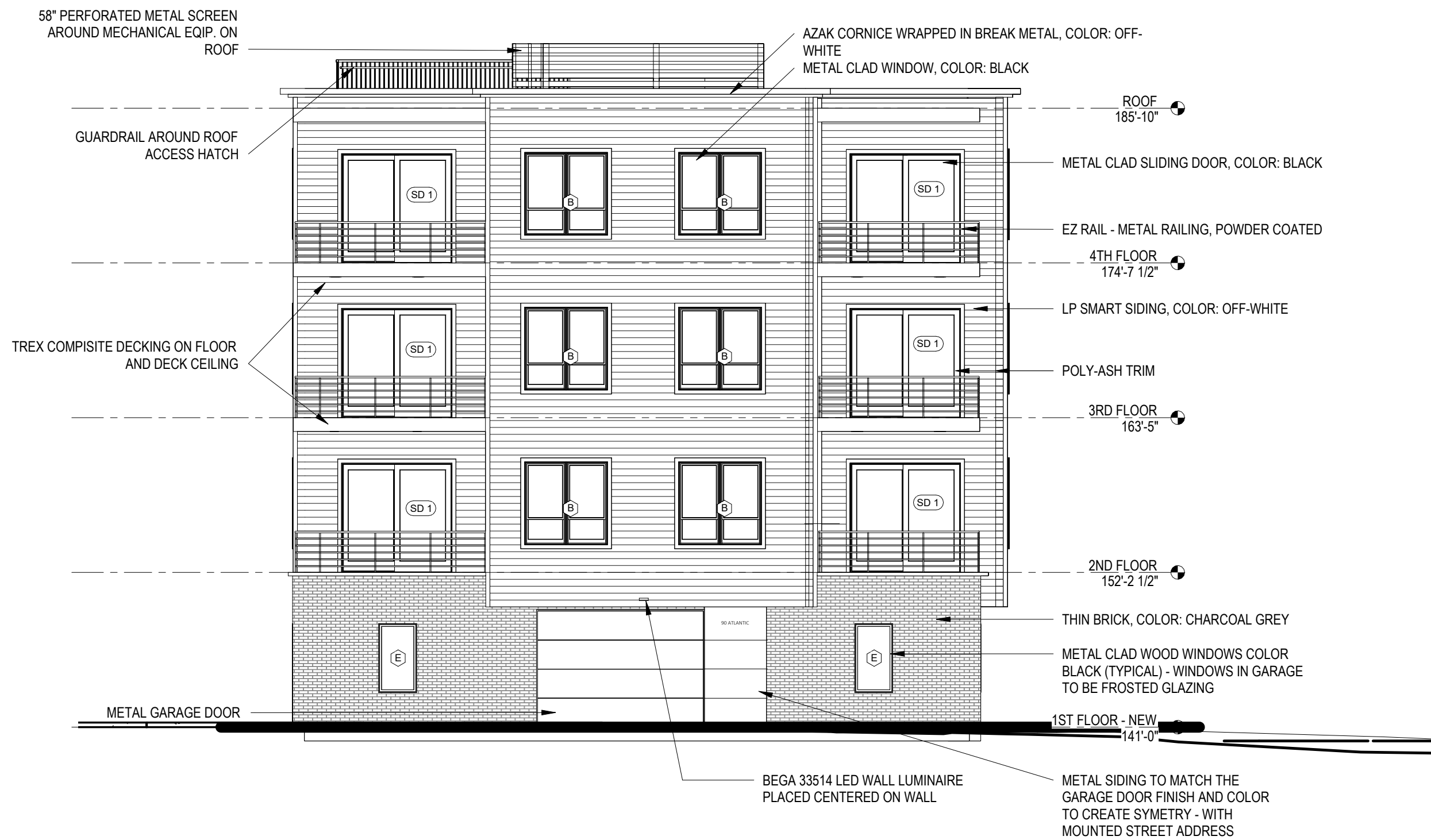


AUGUST 8, 2024

A4.01

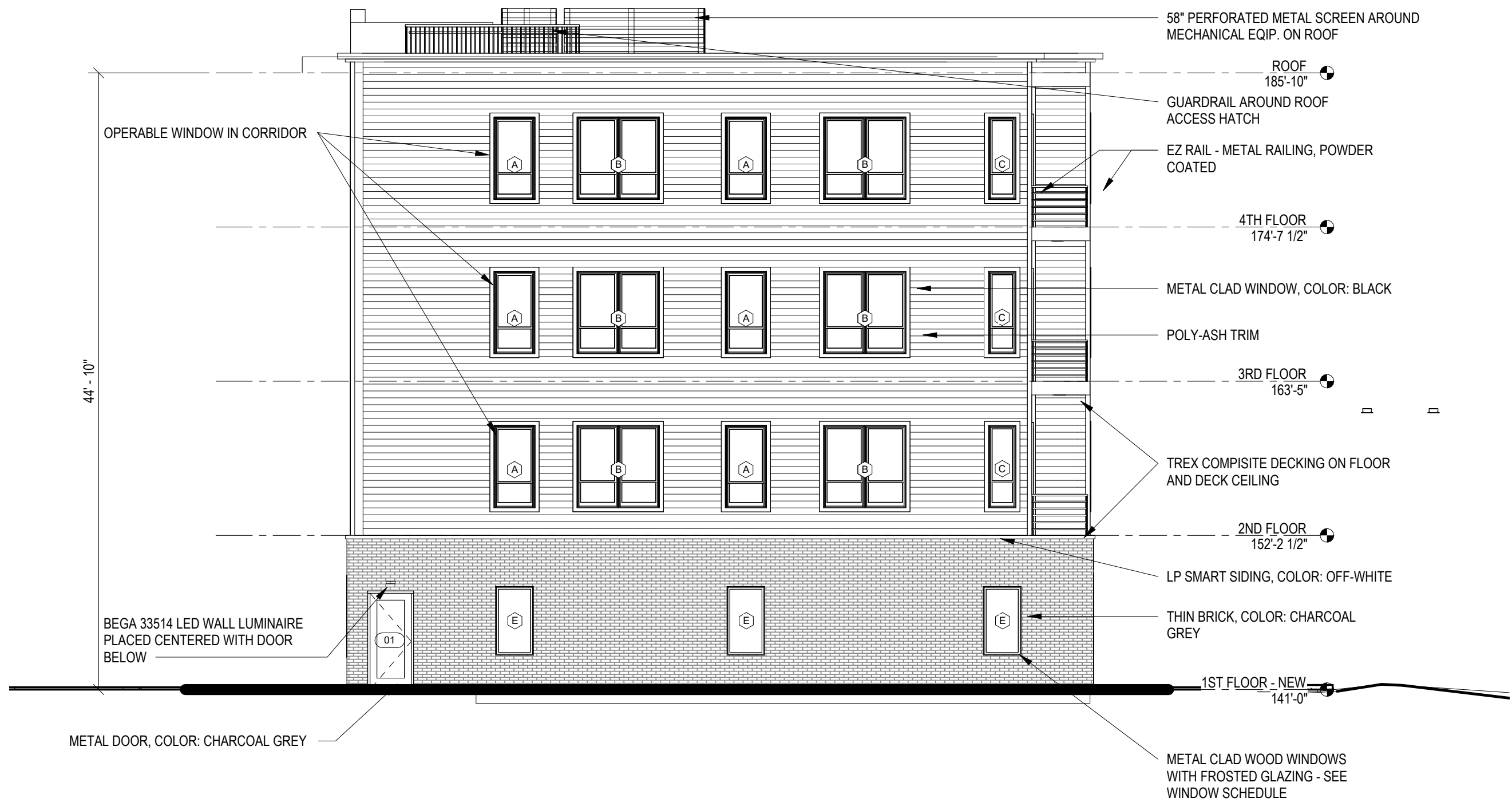
GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION: GRADE TAKEN AT THE FOUR (4) BUILDING CORNERS DIVIDED BY FOUR (4) -
NW 142.5' + NE 141.0' + SE 141.0' + SW 141.0' = 565.5' / 4 = 141 3/8"
2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 44' - 10"



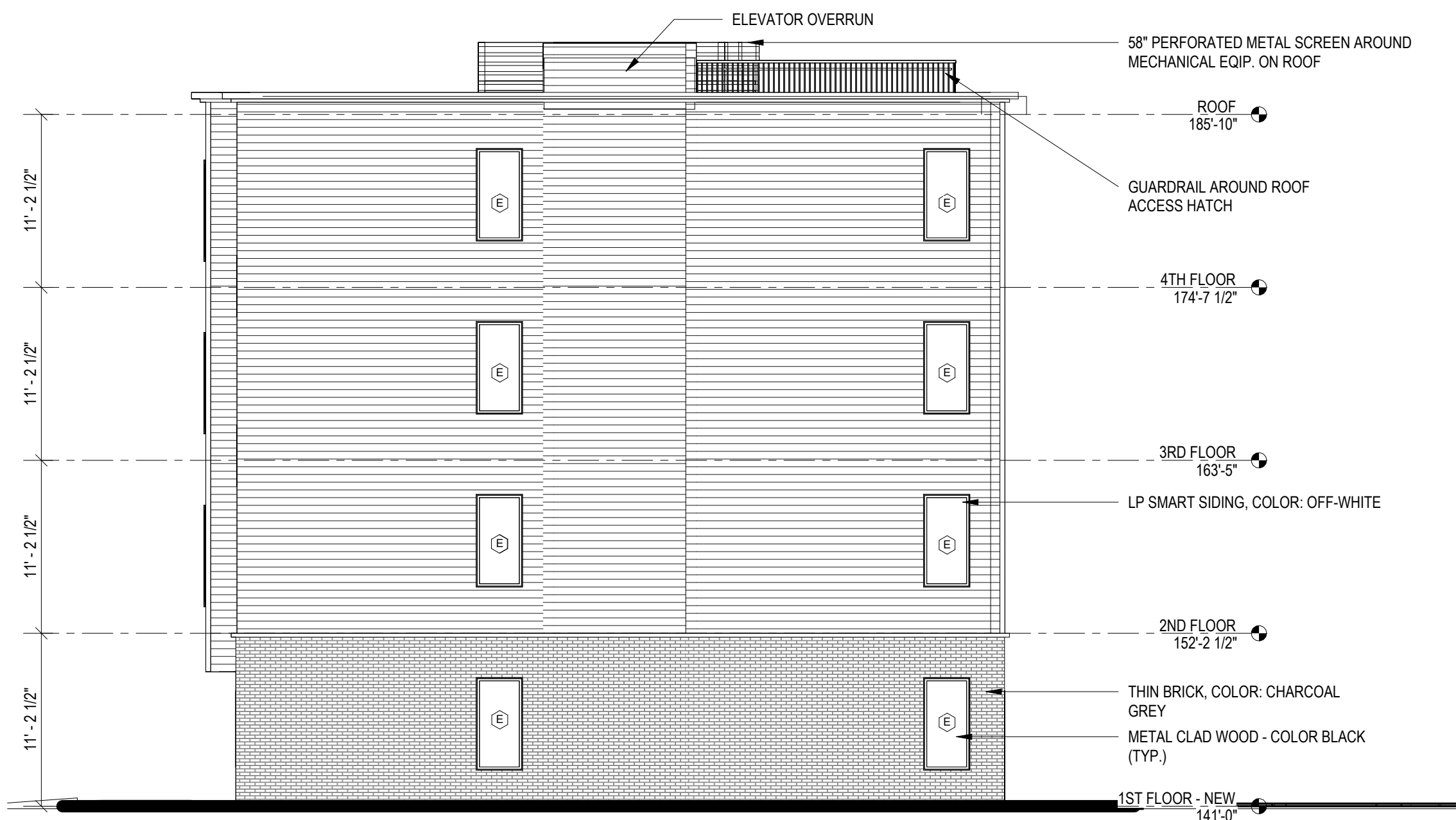
1 | MONUMENT ST ELEVATION

1/8" = 1'-0"



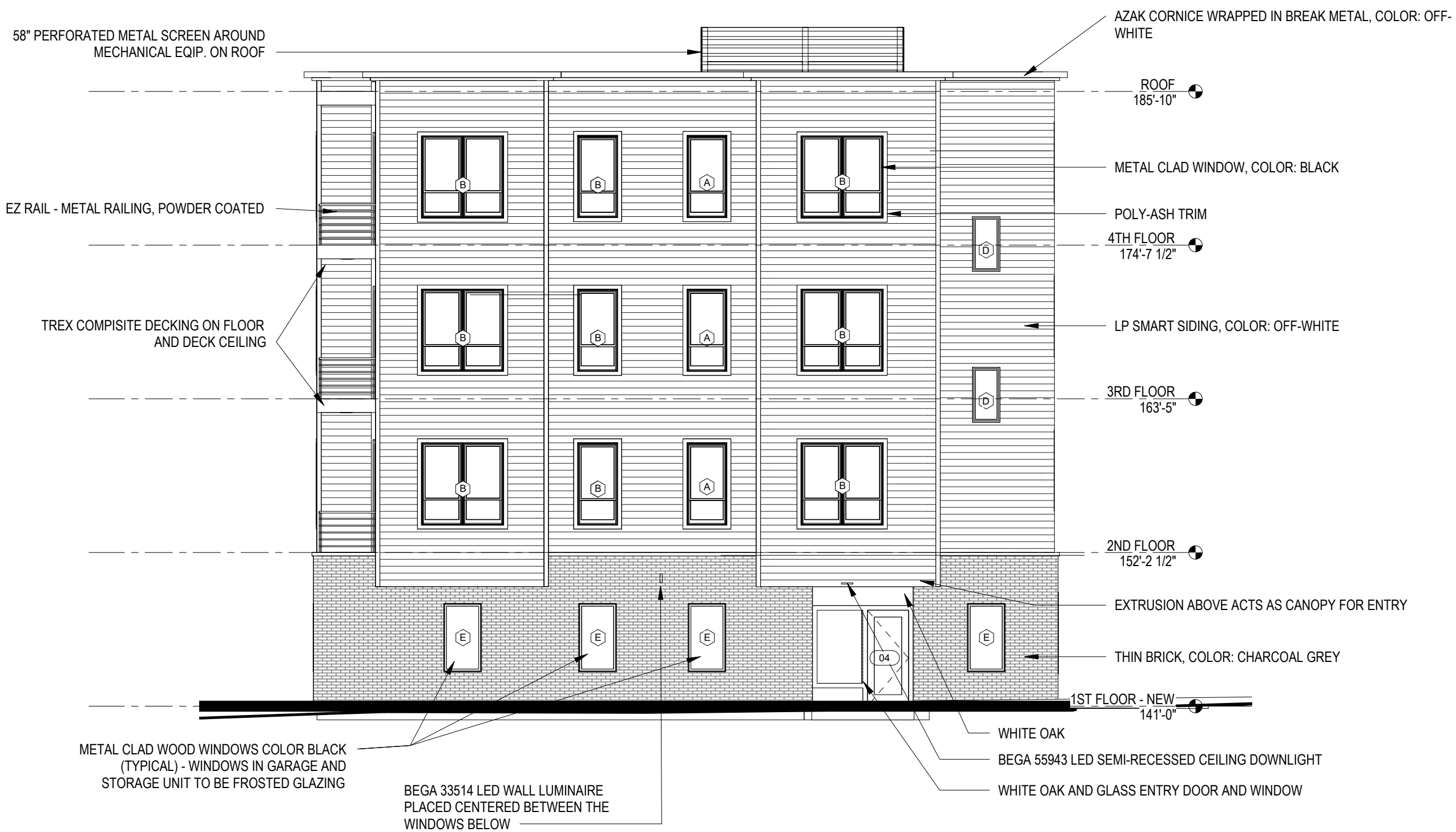
2 | WEST ELEVATION

1/8" = 1'-0"



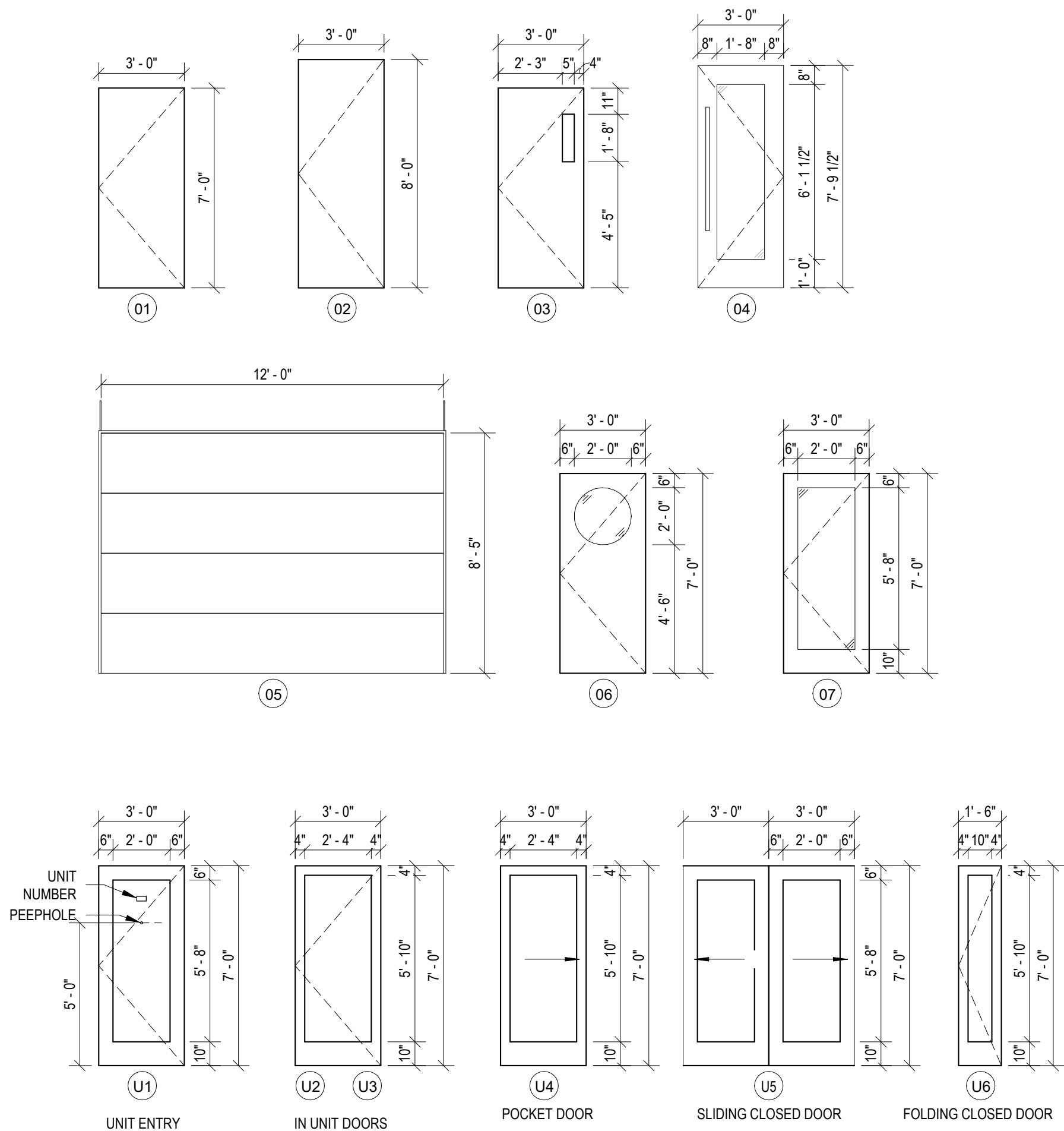
3 | NORTH ELEVATION

1/8" = 1'-0"



4 | ATLANTIC ST ELEVATION

1/8" = 1'-0"



SEE **A8.01 WINDOW SCHEDULE (BELOW)** FOR UNIT EXTERIOR SLIDING PATIO DOORS
SEE **A8.01 (BELOW)** FOR CURTAIN WALL SCHEDULE

NOTES

- ALL RATED DOORS TO HAVE CLOSERS, SMOKE SEALS, AND DOOR SWEEPS
- ALL EXTERIOR DOORS TO HAVE CLOSERS, WEATHERSTRIPPING, AND DOOR SWEEPS
- ALL DOORS ARE TO BE PAINT-GRADE, U.N.O.
- ALL UNIT ENTRY DOORS TO HAVE SPRING HINGES IN LIEU OF CLOSERS
- MOUNT UNIT NUMBERS DIRECTLY TO DOOR FLUSH TO SURFACE, O.C. OF DOOR WIDTH, 8" O.C. ABOVE PEEP HOLE

NOTES

- MAIN LOBBY ENTRY TO BE FULL LIGHT OAK DOOR, PAINTED WHITE
- WINDOW GLAZING BESIDE ENTRY DOOR WITH 3" TRIM SURROUNDING

PUBLIC AREA DOOR SCHEDULE

DOOR No.	LOCATION	SIZE			DOOR LEAF			DOOR FRAME		THRESHOLD	LABEL	OPERATION	SWEEP	CLOSER	REMARKS
		WIDTH	HEIGHT	THICKNESS	TYPE	MATERIAL	FINISH	MATERIAL	FINISH						
BASEMENT															
001	STAIR A	3'-0"	7'-0"	1 3/4"	03	WALNUT	STAIN	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET
002	UNIT 201 STORAGE	3'-0"	7'-0"	1 3/4"	01	SHEEP WIRE		HM	PAINTED			STOREROOM			
003	UNIT 301 STORAGE	3'-0"	7'-0"	1 3/4"	01	SHEEP WIRE		HM				STOREROOM			
004	UNIT 302 STORAGE	3'-0"	7'-0"	1 3/4"	01	SHEEP WIRE		HM				STOREROOM			
005	UNIT 401 STORAGE	3'-0"	7'-0"	1 3/4"	01	SHEEP WIRE		HM				STOREROOM			
006	UNIT 402 STORAGE	3'-0"	7'-0"	1 3/4"	01	SHEEP WIRE		HM				STOREROOM			
007	UTILITY ROOM	3'-0"	7'-0"	1 3/4"	01	HM	PAINTED	HM	PAINTED	ALUM		STOREROOM			
1ST FLOOR - NEW															
101	LOBBY	3'-0"	7'-0"	1 3/4"	04	OAK/GLASS	PAINTED	WOOD	PAINTED	ALUM	90 MIN.	PASSAGE			
102	STAIR B	3'-0"	7'-0"	1 3/4"	04	HM/GLASS	PAINTED	HM	PAINTED	ALUM	90 MIN.	PASSAGE			SMOKE GASKET
103	STAIR A	3'-0"	7'-0"	1 3/4"	03	WALNUT	STAIN	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET
104	UNIT 202 ADA STORAGE	3'-0"	7'-0"	1 3/4"	01	MASONITE	PAINTED	HM	PAINTED	ALUM		PASSAGE			
105	LOBBY	3'-0"	7'-0"	1 3/4"	07	HM/GLASS	PAINTED	HM	PAINTED	ALUM		PASSAGE			
106	TRASH	3'-0"	7'-0"	1 3/4"	01	HM	PAINTED	HM	PAINTED	ALUM		PASSAGE			
108	GARAGE	12'-0"	8'-5"	1 1/2"	05	HM	PAINTED	HM	PAINTED	ALUM		PASSAGE			
2ND FLOOR															
201	STAIR A	3'-0"	7'-0"	1 3/4"	03	HM/GLASS	PAINTED	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET
202	STAIR B	3'-0"	7'-0"	1 3/4"	03	HM/GLASS	PAINTED	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET
3RD FLOOR															
301	STAIR A	3'-0"	7'-0"	1 3/4"	03	HM/GLASS	PAINTED	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET
302	STAIR B	3'-0"	7'-0"	1 3/4"	03	HM/GLASS	PAINTED	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET
4TH FLOOR															
121	STAIR A	3'-0"	7'-0"	1 3/4"	03	HM/GLASS	PAINTED	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET
402	STAIR B	3'-0"	7'-0"	1 3/4"	03	HM/GLASS	PAINTED	HM	PAINTED	ALUM	90 MIN.	PASSAGE	Yes	Yes	SMOKE GASKET

UNIT DOOR SCHEDULE

DOOR LEAF TYPE	Count	SIZE			DOOR LEAF			THRESHOLD	Hardware	LABEL	OPERATION	SWEEP	CLOSER	REMARKS
		WIDTH	HEIGHT	THICKNESS	MATERIAL	FINISH								
U1	6	3'-0"	7'-0"	1 3/4"	MASONITE	PAINTED		WOOD			ENTRY			
U2	13	3'-0"	7'-0"	1 3/4"	MASONITE	PAINTED		WOOD			PRIVACY			
U3	11	3'-0"	7'-0"	1 3/4"	MASONITE	PAINTED		WOOD			PRIVACY			
U4	6	3'-0"	7'-0"	1 3/8"	MASONITE	PAINTED		WOOD			PASSAGE			
U5	9	4'-6"	7'-0"	1 3/8"	MASONITE	PAINTED		WOOD			PASSAGE			
U6	1	1'-6"	7'-0"	1 3/4"	MASONITE	PAINTED		WOOD			PASSAGE			
USD1	6	8'-0"	7'-11"	1 3/4"	HM/GLASS	PAINTED		WOOD			ENTRY			

Project:

90 ATLANTIC STREET

PORTLAND, MAINE

Owner/Client:

EDWARD WALSH

Consultant:

Revisions:

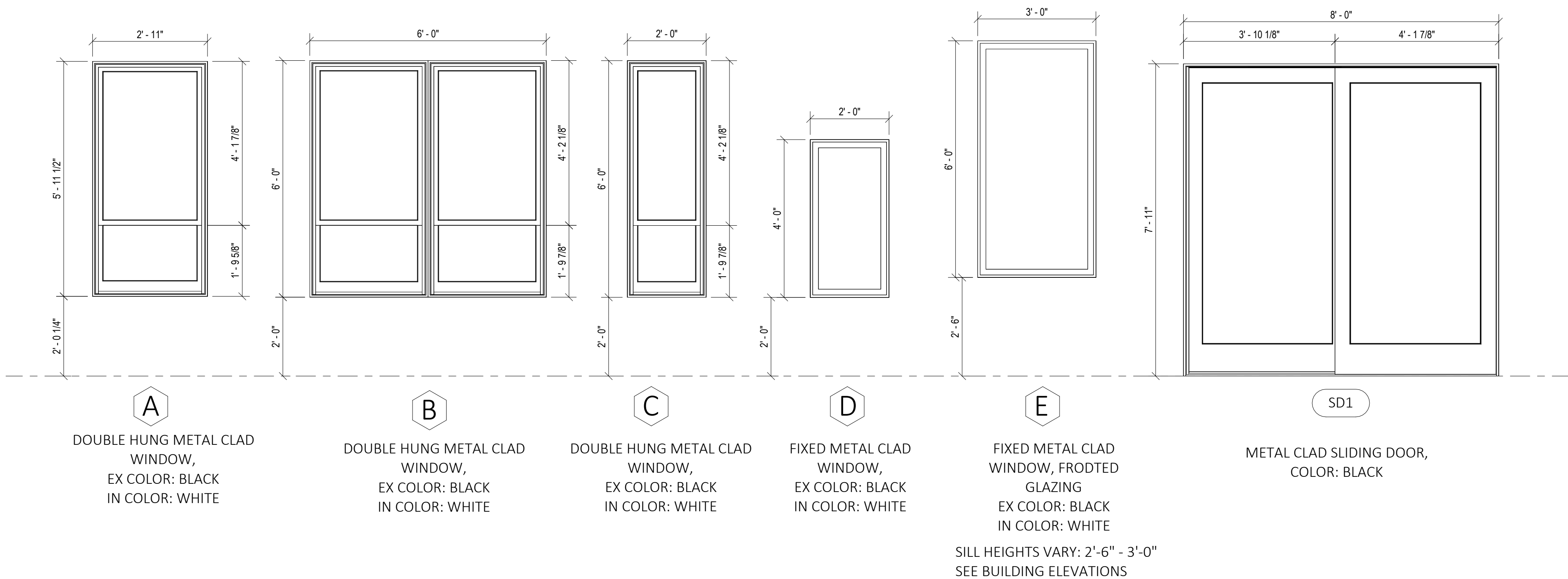
Key Plan:

DOOR & WINDOW
SCHEDULE

Scale:
As indicated

AUGUST 8, 2024

A8.01



PLANNING BOARD

Brandon Mazer, Chair
Justin Barker, Vice Chair
Maggie Stanley
Marpheen Chann
Sean Murphy
David Silk
Austin Smith

August 13, 2024

Edward Walsh
Atlantic Street Properties, LLC
P.O. Box 62
Portland, ME 04112

Griffin Wood
Terradyn Consultants, LLC
565 Congress Street, Suite 201
Portland, ME 04101

Project Name: Major Site Plan
Project ID: PL-002600-2023
Address: 90 Atlantic Street
CBL: 016 D008001
Applicant: Atlantic Street Properties, LLC
Planner: Natasha Kypfer

Dear Ed Walsh and Griffin Wood:

On August 13, 2024, the Planning Board approved a major site plan project at 90 Atlantic Street to allow for the demolition of an existing 2 ½ -story, four-unit residential building, and the construction of a four-story, six-unit residential building. The property is located within the R-6 Residential zone. Based on the information provided to the Board in the application, plans, reports, through testimony and other information submitted by the applicant, the Planning Board **[adopts/does not adopt]** the findings, conclusions and recommendations contained in the Planning Board Report for the public hearing on August 13, 2024, which is attached hereto and incorporated herein by reference. Based upon those findings, conclusions and recommendations, the Planning Board found that the application met all relevant standards and voted **[vote count]** to approve the application with the following conditions as presented below.

A. WAIVERS

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 August 13, 2024 for application PL-002600-2023 at 90 Atlantic Street relevant to the Site Plan Standards of the Land Use Code and the City of Portland's Technical Manual, and other regulations, and the testimony presented at the Planning Board hearing:

1. Number of Driveways
The Planning Board **[finds/does not find]** based upon the City's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard Section 15.1.A, which requires no more than one (1) driveway shall be permitted for a minor driveway (serving <10 residential spaces), 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 Section 15.1.A, in order to allow an additional driveway due to the second curb cut being along an existing shared driveway, and between two parcels of common ownership.

B. 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 August 13, 2024 for application PL-002600-2023 at 90 Atlantic Street 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:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall have the two proposed easements reviewed and accepted (as detailed in Attachment Y), to the satisfaction of the Department of Public Works and Corporation Council.
2. The applicant shall provide draft condominium documents, for review by the Planning Authority and Corporation Council.

C. PLANNING BOARD DECISION

On the basis of the findings, conclusions, and recommendations contained in the Planning Board report for the public hearing on August 13, 2024 related to application PL-002600-2023 for 90 Atlantic Street, which is attached to the draft approval letter and incorporated therein, the Planning Board [**adopts/does not adopt**] the approval letter as drafted as the Planning Board's decision for application PL-002600-2023, and authorizes the Planning Board Chair to sign the approval letter as drafted.

The approval is based on the submitted plans and findings related to site plan review as contained in the Planning Board report dated August 13, 2024 for application PL-002600-2023 which is attached.

Standard Procedures

Note: The following standard procedures and requirements apply to all approved site plans:

1. Site Plan Expiration The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval or within a time period up to three (3) years from the approval date as agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the one (1) year expiration date.
2. Separate Building Permits Are Required This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.
3. Performance Guarantee and Inspection Fees A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department and Public Works Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plans.
4. Construction Management Plans The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.
5. Preconstruction Meeting Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical

aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

6. Department of Public Works Permits If work or obstructions will occur within the public right-of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
7. Develop Site According to Plan The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.
8. Stormwater Management The owner/operator of an approved stormwater management system, and all assigns shall comply with the conditions of Chapter 32, Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements.

A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Final copies shall be submitted to both the Department of Planning and Urban Development and the Department of Public Works.

9. Third Party Inspections For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval.

The inspector will submit weekly written reports to the Stormwater Coordinator(s) in the Water Resources Division of Public Works. Reports must include: project ID, project address, the date(s) and time(s) of inspection(s), site photographs of areas under construction, and the date(s) and approximate duration(s) of any rainfall events. The report will identify and describe any erosion problems or discharge of pollutants and what actions will be taken to address these issues and repair any damage to other properties or natural resources, actions to eliminate the erosion source, and actions to prevent future sediment discharges from the area.

10. Defect Guarantee A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
11. As-Built Final Plans Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department, on a CD or DVD, in AutoCAD format (.dwg), release AutoCAD 2005 or greater. Please provide one hard copy of the mylar.

12. Mylar Copies Mylar copies of the as-built drawings for the public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.
13. Impact Fees New development or changes of use that result in net new residential dwelling units, non-residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit <https://www.portlandmaine.gov/2409/Impact-Fees>

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at drc@portlandmaine.gov or (207)874-8901. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Natasha Kypfer at (207) 874-8725 or via email at nkypfer@portlandmaine.gov.

Sincerely,

Brandon Mazer, Planning Board Chair

Attachments:

1. Planning Board Report
2. Portland City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet