

CITY OF PORTLAND, MAINE

PLANNING BOARD



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

AGENDA PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, September 10, 2019, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov.**

WORKSHOP - 4:30 PM

- i. Level III Site Plan and Subdivision; 130 Morning Street; Northeast Turner, LLC., Applicant. (estimated time 4:30 - 5:15 p.m.) The Planning Board will hold a workshop to consider a proposal to construct a 4-story, 9-unit residential building (with 1 of the 9 units being a workforce unit), a shared driveway for 7 parking spaces and 4 exterior parking spaces for neighboring properties. This is an infill lot currently utilized as a surface parking lot. The project is located within the R-6 zone and the Munjoy Hill Conservation Overlay District. The project is subject to review under Portland's site plan and subdivision standards.
- ii. Coastal Resiliency Overlay; City of Portland, Applicant. (estimated time 5:15 – 6:00 p.m.) The Planning Board will hold a workshop to consider a zoning text amendment for the adoption of a Coastal Resiliency Overlay. The Overlay would set forth additional standards, including alternative height calculations and resilient building requirements, for development in areas of the City of Portland projected to be affected by sea level rise and storm surge.
- iii. Level III Site Plan; 263 Cumberland Avenue; Downtown Lodging, LLC., Applicant. (estimated time 6:00 – 6:45 p.m.) The Planning Board will hold a workshop to consider a proposal for a five-story, 89-room lodging house with ground floor retail. The existing 20-room lodging house and associated parking lot will be demolished. The project is located in the B-2 zone and the proposal is subject to Portland's site plan standards.

EVENING WORKSHOP - 7:30 P.M.

- i. Map Amendment; 109 Harvard Street; Wescott & Payson II, LLC., Applicant. (estimated time 7:30 – 8:30 p.m.) The Planning Board will hold a workshop to consider a map amendment from R-3 to R-5 along an undeveloped portion of Harvard Street for lots 32 through 58 shown as part of the original subdivision plan for University Park. The area proposed area consists of 38 contiguous lots with approximately 3.4 acres and approximately 1,450 ft. of frontage on Harvard Street. The map amendment is subject to review and recommendation from the Planning Board to the City Council.

PUBLIC HEARING - 8:30 PM

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATION AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON AUGUST 13, 2019

Workshop and Public Hearing: All members were present.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON AUGUST 13, 2019

- i. Level III Subdivision and Site Plan; 55-59 St. Lawrence Street; St. Lawrence Development, LLC., Applicant. Mazer moved and Stanley seconded a motion to waive the Technical Manual standard requiring a parking aisle of 24 feet in width and limiting compact spaces to 20% of total parking supply. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to approve the conditional use for workforce housing with three (3) conditions of approval. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to approve the subdivision application with four (4) conditions of approval. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to approve the site plan application with five (5) conditions of approval. Vote: 6-0, Silk absent.
- ii. Level III Sit Plan and Subdivision Review; 73 Deering Street; Jason Vickery, Applicant. Mazer moved and Dundon seconded a motion to approve the subdivision application. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to approve the site plan application with three (3) conditions of approval. Vote: 6-0, Silk absent.
- iii. Level III Site Plan, Subdivision and Inclusionary Zoning; 66 State Street; Developers Collaborative, dba DC 66 State LLC., Applicant. Mazer moved and Stanley seconded a motion to waive the required driveway aisle width standard of 24 feet and allow 20 feet. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to waive the requirement limiting compact spaces to 20% of total parking supply. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to approve the conditional use for workforce housing with three (3) conditions of approval. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to approve the subdivision application with three (3) conditions of approval. Vote: 6-0, Silk absent. Mazer moved and Stanley seconded a motion to approve the site plan application with one (1) condition of approval. Vote: 6-0, Silk absent.
- iv. Level III Site Plan, Subdivision and Inclusionary Zoning; 132 Marginal Way; Port Property Management, Applicant. Mazer moved and Dundon seconded a motion to approve the subdivision application. Vote: 5-0, Silk absent and Stanley recused. Mazer moved and Dundon seconded a motion to approve the site plan application with one (1) condition of approval. Vote: 5-0, Silk absent and Stanley recused. Mazer moved and Dundon seconded a motion to approve the conditional use for workforce housing with two (2) conditions of approval. Vote: 5-0, Silk absent and Stanley recused.

NEW BUSINESS

- i. Hotel Inclusionary Zoning Conditional Use; 121 Middle Street; 123 LLC., Applicant. (estimated time 8:30 p.m.) The Planning Board will hold a public hearing on the Hotel Inclusionary Zoning (IZ) Conditional Use Application under Chapter 14 Land Use Code., Division 30 Affordable Housing, Section 14-484 for the proposed 10 guest-room hotel at 121 Middle Street. The Board will consider the proposed financial contribution to the Housing Trust Fund to meet the Hotel IZ requirements.

Memorandum
Planning and Urban Development Department
Planning Division



To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Christian Roadman, Planner
Date: September 6, 2019
Re: 130 Morning Street Residential Development
Project #: PL-000732-2019 CBL: 014 K007
Meeting: September 10, 2019



Site context of proposed development at 130 Morning Street (image: Pictometry)

I. INTRODUCTION / PROPOSED DEVELOPMENT

Northeast Turner, LLC seeks to build a nine-unit, four-story building at 130 Morning Street. The site is 7,400 square feet. The proposed use would replace an existing parking lot close to the intersection of Morning Street and Turner Street. The proposed project is located on Munjoy Hill where it slopes down towards the northeast. The neighborhood contains a variety of building types, primarily residential in nature, from single family homes to 21+ unit multifamily buildings. The project is located within the R-6 residential zone, as well as the Munjoy Hill Neighborhood Conservation District Overlay (MHNCD O).

As proposed, the project includes 11 parking spaces. However, only seven of these are intended for use by the proposed project. The remaining four, located outside to the west of the proposed building, are intended for use by neighboring properties (22 and 30 Turner Street). Several access easements facilitate this shared use. The remaining seven spaces are located within the proposed building envelope on the first floor. Several parking / driveway-related waiver requests from the Technical Manual transportation standards will be needed for the project to receive approval.

The proposed project takes advantage of a 10-foot height bonus (from 35' up to 45') under the MHNCDO for developments of three units or more that include at least one "workforce housing unit for rent." The unit intended to qualify as rental workforce housing is a one-bedroom unit located on the third floor. The City's Housing Programs Manager confirmed (**attachment 1**) that the proposed unit in question will qualify for the ten foot height bonus based on square footage and an understanding that it will be deed restricted for affordability for the longest term possible under state and federal law.

The September 10 workshop will be the project's first before the Planning Board. 169 notices of the meeting were sent to notify properties within 500' as well as the Planning Department's interested parties list. Legal advertisements ran on 8/31/2019 and 9/2/2019.

Applicant: Northeast Turner, LLC

Consultants: Acorn Engineering (engineer), Cornerstone Building & Restoration (architect)



Rendering of proposed development at 130 Morning Street (image: applicant)

II. REQUIRED REVIEWS

Waiver Requests	Applicable Standards
Driveway width: 10.15'	Technical Manual, <i>Section 1.7.2.3</i> requiring a driveway width of 20' for two-way driveways to 10+ space parking lots
Drive aisle width: 19.9'	Technical Manual, <i>Figure I-27 and I-29</i> requiring a drive aisle width of 24' for spaces at a ninety degree angle.
Percentage of compact spaces: 27%	Technical Manual, <i>Section 1.14</i> requiring a 20% maximum
Review	Applicable Standards
Site Plan	Section 14-526
Subdivision	Section 14-497

III. PROJECT DATA

Existing Zoning	R-6
Existing Use	Parking lot
Proposed Use	Nine-unit residential (eight condominiums, one workforce rental unit)
Bedroom Mix	1 Bedroom / Efficiency: One 1 Bedroom : Two 2 Bedroom: Four 3 Bedroom: Two
Parcel Size	7,412 sf.

	Existing	Proposed	Net Change
Building Footprint (sf.)	0	3,819	+3,819
Building Floor Area (sf.)	0	14,780	+14,780
Impervious Surface Area (sf.)	5,725	5,710	-15
Parking Spaces	12	11	-1
Bicycle Parking Spaces	0	10 (accessory building)	+10
Estimated Cost of Project	\$6,067,940		

IV. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

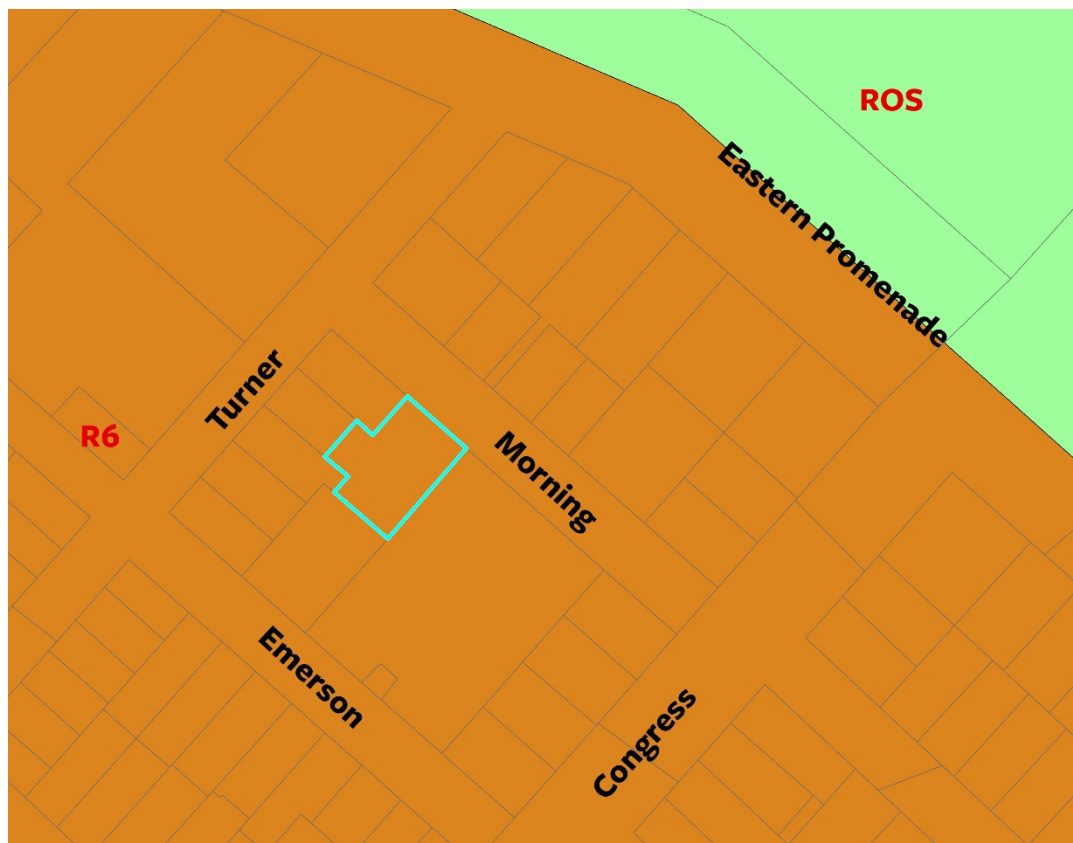
The Planning Department received four public comments (**attachments PC1 – PC4**) regarding this project, generally expressing concern with the size of the development and its interaction with surrounding properties.

The applicant team held a neighborhood meeting (**attachment V**) on July 29 2019, which was attended by 14 individuals. According to the applicant, attendees asked questions about a variety of items including ownership type (condominiums and one apartment) design, elevation, trees, construction schedule, and placement of HVAC systems and solar panels.

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

The applicant provided a quitclaim deed and easement and parking plan (**attachment C**) as evidence of right, title, and interest. The applicant cited completed and ongoing projects (**attachment H**) in the City of Portland by Acorn Engineering and Cornerstone Building & Restoration as evidence of technical capacity to complete the project.

VI. ZONING ANALYSIS



Zoning context of proposed development at 130 Morning Street

Multifamily residential dwellings are a permitted use of the R-6 residential zone.

The MHNCO requires that, in order for the proposed workforce apartment unit to qualify the project for a 45' height limit, the apartment cannot be less than 50% of the average size of the other units. The unit proposed as a workforce apartment, 3C, is designed at 567 sf. The average size of the other proposed units is 1,095 sf. Half of that area is 547.5 sf, so the proposed apartment is large enough as designed.

The proposed plan partially conforms to zoning requirements, with some potential required modifications. Rooftop appurtenances, including the parapet, appear to exceed the 45' required maximum height in provided elevations (attachment P15). An updated landscape plan is required and should be used to calculate the landscaped open space requirements. The applicant's current calculation of the open space requirement is unclear given a reference to further calculations on the site plan (attachment P5).

The proposed parking spaces exceed the required amount by more than 10%, but the excess spaces are provided for neighboring properties. The applicant proposes covered bicycle parking in an accessory structure to the rear of the principal building.

	Required	Proposed
Lot Size (sf.)	2000	7,412
Area Per Dwelling Unit (sf.)	725	823
Minimum Street Frontage	20'	69.9
Front Yard Minimum	5'	5'
Rear Yard	15' (principal), 5' (accessory)	15+ 5'

Side Yard	10'	10+'
Maximum Lot Coverage	60%	56%
Maximum Height	45'	45+'
Landscaped Open Space	20%	~21%
Off-Street Parking	6	11

VII. DEVELOPMENT REVIEW

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

The applicant submitted a draft recording plat requires revision to conform to the City of Portland's City Code (including appropriate stamps / signatures and specification of housing units). Additional review will be conducted by staff in the Department of Public Works.

A final plat will need to be revised to reflect any waivers and conditions of approval that relate to the subdivision plan. Any waivers granted must be recorded at the Registry of Deeds within two years of a Planning Board decision.

B. SUBDIVISION (Section 14-496)

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

- Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) 1), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)
The City's third-party civil engineering reviewer noted that the project does not meet thresholds requiring additional stormwater quantity or quality controls. The applicant provided an erosion and sedimentation control report (**attachment K**).
- Sufficient Water Available (Section 14-497 (a) 2 and 3)
The applicant provided an ability to serve letter from the Portland Water District (**attachment P**).
- Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)
NA
- Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)
The applicant provided an application for wastewater capacity confirmation (**attachment M**). Confirmation of such by the Department of Public Works will be required.
- Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat (Section 14-497 (a) 8)
NA
- Comprehensive Plan (Section 14-497 (a) 9)
Several local goals identified in the Housing section of the City's Comprehensive Plan are relevant to the proposed project, including the following:

"Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences, and

financial capabilities of all Portland residents.”

“Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.”

7. Adequate financial and technical capacity (Section 14-497 (a) 10)

The applicant provided a letter from a commercial banking officer at Camden National Bank (**attachment G**) expressing expectation that the applicant will be able to obtain adequate financing for the proposed project.

The applicant cited completed and ongoing projects (**attachment H**) within the City of Portland by Acorn Engineering and Cornerstone Building & Restoration as evidence of technical capacity to complete the project.

8. Will not adversely affect the quality or quantity of groundwater (Section 14-497 (a) 12)

Please see 1, above.

9. Is or is not in a flood-prone area (Section 14-497 (a) 13)

Per the existing conditions plan provided by the applicant (**attachment P3**) the proposed development is not in a flood-prone area.

10. All potential wetlands are identified (Section 14-497 (a) 14)

NA

11. Any river, stream or brook within or abutting the proposed subdivision are identified Section 14-497 (a) 15)

NA

B. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland’s site plan ordinance and applicable regulations. Staff comments are listed below.

a) Transportation Standards

Impact on Surrounding Street Systems and Access and Circulation; Access and Circulation; Public Transit Access; Parking; Transportation Demand Management

The applicant’s waiver table should be updated to address the required waivers cited above, per comments by the Department of Public Works reviewing engineer (**attachment 2**). Due to the timing of the proposed project’s review and resubmission, additional department of Public Works comments may be forthcoming.

While some previous initial transportation related concerns were addressed in a recent revision, the City’s third-party traffic engineering reviewer provided several follow-up comments (**attachment 3**), including the following:

The applicant has provided a vehicle turning template for one of the exterior spaces. The turning template graphic illustrates the far easternmost space is accessible although multiple maneuvers will be required. Similar turning template graphics shall be provided for all four parking spaces as requested

The applicant has provided vehicle turning templates for the interior parking spaces that are the most challenging from an accessibility perspective. As illustrated parking space accessibility seems reasonable.

The applicant should specify sight distance measurements (to both pedestrians on the sidewalk and vehicles on Morning Street) for vehicles exiting the site given the building location adjustment. The applicant should also consider changes to the 6-foot fence impacting sight lines to the south.

b) Environmental Quality Standards

Preservation of Significant Natural Features; Landscaping and Landscape Preservation; Water Quality, Storm Water Management and Erosion Control

The landscape plan provided (**attachment P6**) is out of date due to site plan revisions and should be resubmitted for review and approval by the City's arborist.

Because the proposed project includes nine units, it must account for nine street trees. Staff understand the applicant intends to pay into the City's street tree fund for six required trees (\$400 x 6 = \$2,400) and account for three trees on site.

The City's third-party civil engineering consultant reviewed the plans, and a previous round of comments were adequately addressed by the applicant. However, the most recent site plan raised questions regarding the proposed patio area adjacent to the building. The applicant should review and address the comments regarding this area (**attachment 4**).

c) Public Infrastructure and Community Safety Standards

As noted above, the applicant provided an ability to serve letter from the Portland Water District (**attachment P**). The applicant provided an application for wastewater capacity confirmation (**attachment M**). Confirmation of such by the Department of Public Works will be required.

The proposed plans were reviewed by the Fire Department (**attachment 5**). Planning staff seek additional confirmation from the Fire Department that the building provides adequate emergency department access given the narrow site driveway.

Due to the timing of the proposed project's review and resubmission, additional department of Public Works comments may be forthcoming.

d) Site Design Standards

While the applicant provided cut sheets for full cutoff lights (**attachment N**), a photometric plan is still required.

1. Zoning Related Design Standards

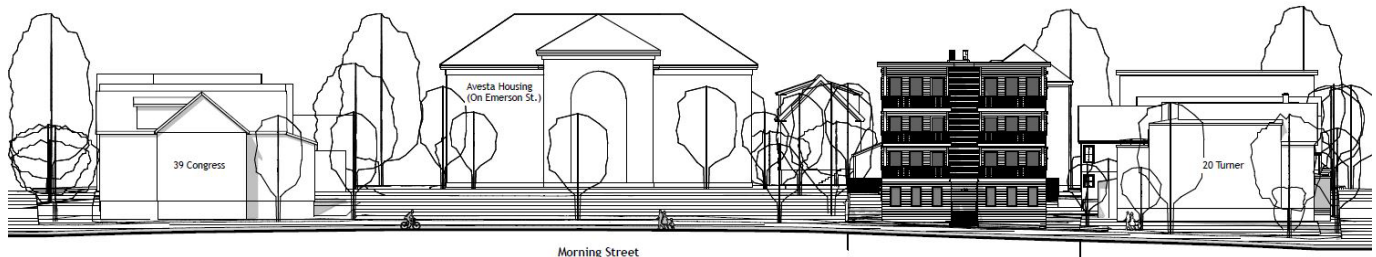
The City's urban designer provided a memo regarding this project (**attachment 6**) specifically calling attention to required updates, including the following items:

Fenestration: windows at the upper floors do not have a relationship to ground floor windows.

Façade composition: the elevator wall and stacked porches relate awkwardly.

Roof form / appurtenances: the rooftop mechanicals appear to now be positioned taller than the previous version.

The applicant should review this memo (attachment 6) and address the required unmet standards.



Morning Street section including proposed development (image: applicant)

VIII. NEXT STEPS

Staff seek Planning Board feedback on the current iteration of the proposal, and whether or not the project is ready to proceed to a public hearing. In the interim, revision and additional submissions (as detailed above) are required of the applicant.

XIII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Housing Programs Manager Review 9-6-2019
2. DPW Engineer Review 8-9-2019
3. Third-Party Traffic Engineer Review 9-4-2019
4. Third-Party Civil Engineer Review 9-4-2019
5. Energov Comment Report 9-6-2019
6. Urban Designer Review Memo 9-3-2019

PUBLIC COMMENT

- PC1. 7-30-2019
- PC2. 8-8-2019
- PC3. 9-3-2019
- PC4. 9-4-2019

APPLICANT'S SUBMITTALS

- A. Cover Letter
- B. Level III Site Plan Application & Checklist
- C. Right, Title, & Interest
- D. Zoning Assessment
- E. Easements
- F. Waivers
- G. Financial Capacity
- H. Technical Capacity
- I. Conformity with Land Use Ordinance

J. Stormwater Management Report
K. Erosion & Sedimentation Control Report
L. Fire Department Letter
M. Wastewater Capacity
N. Lighting
O. Architectural Design Narrative
P. Utilities
Q. Construction Management Report
R. Solid Waste Disposal
S. Parking Analysis
T. Code Information
U. Photographic Documentation of Neighborhood
V. Neighborhood Meeting Materials
W. Comment Response Letter
X. Design Architectural Response
Y. Turning Templates

PLANS

P1. Cover Sheet
P2. General Notes
P3. Existing Conditions
P4. Construction Management Plan
P5. Site Plan
P6. Landscape
P7. Utility Plan
P8. Grading & Drainage
P9. Site Details
P10. Landscaping Details
P11. Utility Details
P12. Drainage Details
P13. Erosion & Sedimentation Control Details
P14. Floor Plans
P15. Elevations
P16. Street Elevations
P17. Renderings
P18. Subdivision Plat

130 Morning Street

Victoria Volent <vvolent@portlandmaine.gov>

Fri, Sep 6, 2019 at 10:19 AM

To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian,

[130 Morning Street](#) has elected to create a project that triggers Section 14-140.5 (c), Munjoy Hill Neighborhood Conservation District, maximum height dimensional standards. As such, the applicant is required to:

include at least one "workforce housing unit for rent" or "workforce housing unit for sale", defined elsewhere in this ordinance. Workforce units shall be no smaller than 50% of the average size of the other units in the development, must meet the definition for such units and only be sold or rented to a household at or below the applicable income levels. These requirements shall be deed restricted for affordability for the longest term possible under state and federal law

Based on the materials submitted, the Workforce Unit (unit 3C- 567sf) is greater than 50% of the average size of the other units in the development and will be deed restricted for affordability for the longest term possible under state and federal law.

Thank you,

Victoria

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

Micheal Chestnutt

Thu, Sep 5, 1:39 PM (20 hours ago)

to me

Hi Victoria,

[130 Morning Street](#) is providing one Workforce unit due to our projects height of 45'-0" above average grade. The Munjoy Hill Neighborhood Conservation Districts dimensional standards state that the maximum height shall be 35' or 45' for developments of 3 units (we have 9) or more on lots over 2000 s.f. (we are 7,412 s.f.) that include at least one "workforce housing unit for rent or for sale". The unit shall be no smaller than 50% of the average size of all the other units and only shall be sold or rented to a household at or below the applicable income levels. These requirements shall be deed restricted for affordability for the longest term possible under state and federal law.

Workforce unit calculation:
380- First Floor Studio- 1A
964- Second Floor- 2a
967- Second Floor- 2b

967- Second Floor- 2c

1175- Third Floor- 3a

1153- Third Floor- 3b

1562- Fourth Floor- 4a

1549- Fourth Floor- 4b

$8,717 / 8 = 1,089.625 / 2 = 545$ s.f. Req'd

567 s.f. Proposed for Workforce- Ignore note in plan about 563 s.f. needed, that was an old note.

Please let me know if you need anything else,

Michael

130 Morning Street comments

Mike Tremblay <mtremblay@portlandmaine.gov>

Fri, Aug 9, 2019 at 9:54 AM

To: Christian Roadman <croadman@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Tom Errico <thomas.errico@tylin.com>

Christian,

Some comments for [130 Morning Street](#):

Bruce/Tom: I'm a bit worried about sight triangles for exiting vehicles, especially as it pertains to pedestrians (see comment in [red](#). Interested to hear your thoughts.

Site Plan

- The Applicant installed utility stubs, installed the proposed site driveway, and closed the previously existing site driveway in July 2019, ahead of the City's planned repaving of Morning Street in summer/fall 2019. Any changes to these installations required by site plan review, or proposed by the applicant, immediately proceeding or at any time following (up to 5 years) paving of Morning Street shall be subject to moratorium repair, as outlined in the [City's Rules and Regulations for Excavation Activity](#). DPW does not anticipate that any such changes will be required at this time, but this may change as the site plan approval process moves forward. Right-of-way work including sidewalk and streetscape improvements that do not affect curb placement or street excavations will still be required.

- The Applicant is utilizing adjacent properties for their exterior parking spaces, vehicle turnaround, and underground utility. The Applicant shows right, title, and interest to these parcels via easements in their documentation. All easements should be clearly shown in the site plan with a brief descriptor.

- The site driveway measures only 10.5 feet wide. The parking area it serves is 11 total spaces. The driveway width will require a waiver from the City's technical manual, section 1.7.2.3, as the minimum width for a 2-way driveway serving 10 or more parking spaces is 20 feet. The driveway is close to the minimum width for a driveway serving 9 or fewer spaces. The full driveway width shall stay clear of obstruction so that the effective width is not reduced below 10.0 feet.

The four exterior spaces are shown as serving neighboring properties. Specific properties should be identified, and pedestrian access route(s) should be identified. It is not recommended that the site driveway double as a pedestrian access route, given the steep slope (12%) and narrow width that will not allow a vehicle to drive past a pedestrian.

- The drive aisle serving the exterior parking spaces is 19.9 feet. This width will require a waiver of the City's technical manual, section 1.14. The effective drive aisle width serving spaces 3, 4 and 7 is only 21.84'. This should be labeled. The waiver for this drive aisle can be included under the same waiver as the exterior spaces. The standard width for a drive aisle serving perpendicular spaces is 90 degrees. *[It should be noted that, while this language isn't reflected in the technical manual, substandard drive aisles may cause the (standard size) parking spaces served by the drive aisle to be de facto compact spaces, since a 20-foot aisle serving 18-foot spaces is quite the same as a 23-foot aisle serving 15-foot spaces. 64% of spaces on site are served by drive aisles of less than 22 feet.]*

- Three of the 11 total spaces are compact spaces (excluding the four exterior spaces served by a substandard drive aisle). This represents a compact space ratio of 27%. This will require a waiver from the City's technical manual, Section 1.14.

- Please relabel the parking spaces 1-11, rather than using 1-4 twice.

- The site plan should clarify whether the interior parking spaces will be accessed via a garage door and, if so, the placement and width of this door. The current site plan appears to depict a door or opening that is the full width of the interior drive aisle (~24 feet). The size and placement of the garage door or opening may affect turning maneuvers into some of the interior spaces.

- Given the presumed request for a waiver for the outdoor spaces, turn templates are requested for each of these four spaces.

- Some of the interior parking spaces appear to be challenging to enter or exit based on placement and proximity to walls. Turn templates are requested for interior spaces 1, 4, 5, and 7.

- It appears the easiest way to access the accessible space (interior space #7) will be to back into this space; however, HP spaces should be accessible by pulling in or backing in. A space oriented like Space 7 should prioritize the ability to pull into the space, since the passenger's side is the side most likely to need the adjacent clear area. DPW suggests that the HP space be switched with the adjacent clear area, so that Space 7 is located adjacent to the stairwell and the clear area is located closer to the garage door; this will make it easier to pull into this space while continuing to facilitate backing into the space. We recognize that this may affect the layout of the solid waste storage area. Note that the HP space and clear zone are both wider than necessary (8 feet required), which may give additional "wiggle room". in terms of the placement of the HP space between the stairwell and garage door.
- Snow storage area is not specified.
- The site plan should delineate a 5-foot minimum, 2% maximum cross-slope sidewalk section running through the driveway. This is not clearly noted in the site plan or grading/drainage plan.
- The front of the building runs up to within 2 feet of the property line. It is unlikely that an exiting vehicle will be able to see an oncoming vehicle or pedestrian coming from the east until they are partially blocking the sidewalk. This represents a hazard to pedestrians.

Grading and Drainage Plan

- Field inlets are provided serving the back yard and easterly side yard, and a catch basin serves the exterior parking area. The Applicant should explore whether infiltration areas are possible in the back or side yard in order to improve groundwater recharge and reduce the burden on the storm sewer. DPW acknowledges that the grading of the site may make this difficult.

Utility Plan

- As noted above, utility stubs have been installed.
- Underground electric and telecommunications to be installed via an easement from an existing utility pole on Turner Street. No additional excavation on Morning Street is expected.

CM Plan

- Plan notes "Min. 4' sidewalk to remain clear and functional during construction *when feasible*. The Applicant should provide approximate durations during which keeping this sidewalk open may not be feasible (during sidewalk construction only? Or longer?)
- A temporary crosswalk and ADA ramps are shown just east of the project frontage for use when the sidewalk is closed. Note that parking should also be restricted within 10 feet of the temporary crosswalk while the crosswalk is painted on the roadway.
- Verify that the lone construction entrance for vehicles will be at the driveway shown. Note states "construction fence with access gate along property lines".
- Applicant shall verify that construction vehicles can turn into and out of the site without restrictions to street parking. Parking occupancy permits shall be sought if these movements cannot be made without heavy vehicles backing up to make 3-point turns into the driveway.

Thanks!
Mike

Mike Tremblay, P.E.
Senior Engineer
Engineering Division
Department of Public Works
City of Portland, ME
mtremblay@portlandmaine.gov
P. 207.874.8881 F. 207.874.8852



130 Morning Street - Updated Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Wed, Sep 4, 2019 at 5:50 PM

To: Christian Roadman <croadman@portlandmaine.gov>

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

Hi Christian – I have reviewed updated traffic information as it relates to vehicle accessibility comments from Mike Tremblay. My comments are provided below:

- The Applicant has provided a vehicle turning template for one of the exterior parking spaces. The turning template graphic illustrates the far easternmost space is accessible although multiple maneuvers will be required. Similar turning template graphics shall be provided for all four parking spaces as requested by Mike.
- The Applicant has provided vehicle turning templates for the interior parking spaces that are the most challenging from an accessibility perspective. As illustrated parking space accessibility seem reasonable. I would note that the Applicant has noted that the parking aisle width is 23.84' and nearly meets City standards.
- The Applicant has confirmed that the garage door will have an effective vehicle opening width of 24 feet. The turning template analysis was based upon this width.
- The Applicant should specify sight distance measurements (to both pedestrians on the sidewalk and vehicles on Morning Street) for vehicles exiting the site given the building location adjustment. The Applicant should also consider changes to the 6-foot fence impacting sight lines to the south.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
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130 Morning Street

Lauren Swett <lswett@woodardcurran.com>

Wed, Sep 4, 2019 at 11:50 AM

To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian,

I have reviewed the response to comments for [130 Morning Street](#), as well as the newly submitted plans. They have addressed all of my previous comments, but I have some questions on the proposed patio area adjacent to the building.

- The patio space is shown overlapping the existing wall – I'm assuming that it will be installed butting up against the wall, as well as butting up against the proposed building.
- The 115 and 116 contours are missing from this area on the plan. The building elevation shows a terraced approach to the space between the building and the property line. The grading should be clarified.
- I am assuming that the structure proposed just before the patio is a field inlet, and the curbing will be provided such that it prevents the upstream swale from draining across the patio. Please confirm drainage intent in the area.
- With the proposed curbing around the patio, does this pose any issues for access to the electric and gas meters located at the back of the building.

Any questions, let me know.

Thanks,

Lauren

Lauren Swett, P.E.*

Technical Manager

Woodard & Curran

[41 Hutchins Drive](#)

[Portland, Maine 04102](#)

Phone: (207)558-3763 (direct)

(207)219-3591 (cell)

(800)426-4262 (office)

Email: lswett@woodardcurran.com

*Licensed in Maine and Wisconsin

Commitment & Integrity Drive Results

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M.ASCE

Chair, Leader Training Committee

American Society of Civil Engineers

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



PLAN CORRECTIONS REPORT PL-000732-2019 FOR CITY OF PORTLAND

PLAN ADDRESS:	130 Morning Street Portland, ME 04101	PARCEL:	014 K007001
APPLICATION DATE:	06/21/2019	SQUARE FEET:	0.00
EXPIRATION DATE:		VALUATION:	\$0.00
		DESCRIPTION:	Existing parking lot to be redeveloped into a 4-story, 9 unit condominium with a shared driveway for 7 spaces within the proposed building and 4 exterior parking spaces for neighboring projects.

CONTACTS	Name	Company	Address
Agent/Representative	Will Savage	Acorn Engineering	158 Danforth Portland, ME 04104

Comments & Corrections Required

City Arborist	Jeff Tarling
Civil Engineering - Third Party Reviewer	Lauren Swett
DPW Document Review	Bill Scott
DPW Engineering	Mike Tremblay
DPW Water Resources Compliance	Benjamin Pearson
DPW Water Resources Engineering	Brad Roland
Fire	Robert Thompson

Comment(s)/ Recommendation(s):

The street address shall be verified the City of Portland E911 Addressing Officer.

The street address shall be attached to the front of the building and approved by the Fire Department.

Planning	Christian Roadman
Traffic - Third Party Reviewer	Tom Errico
Transportation/Planning	Bruce Hyman

Conditions Required

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 130 Morning Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, September 3, 2019

A design review according to the *City of Portland Design Manual* Standards was performed for the revised proposed new construction of a multi-family dwelling at 130 Morning Street. The review was performed by Caitlin Cameron, Urban Designer, Christian Roadman, Planner, and Deb Andrews, Historic Preservation Program Manager, all within the Department of Planning & Urban Development. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual).

Findings of the Design Review:

The revised proposal was responsive to the preliminary comments. There remain a few details of the proposed design that **do not pass** all of the criteria – please refer to comments below.

Summary of standards to address:

- Fenestration: The spacing/rhythm of solid to void was revised to better reflect the patterns of the neighborhood. However, the windows at the upper floors do not have a relationship to the ground floor windows.
Suggested Revision: Revise the height or size or composition of windows to create a cohesive relationship across the front façade.
- Façade Composition/Proportion: The elevator wall and stacked porches have an awkward relationship – the result is a lack of clearly defined hierarchy of planes and massing on the front façade.
Suggested Revision: Define the front façade plane more strongly by visually connecting the ground floor mass all the way to the roof line. Resolve the relationship of the elevator plane with the stacked porches.
- Roof Form/Appurtenances: The rooftop mechanicals appear to now be positioned taller than the previous version – please explain the revisions to the roofline and these elements.
Suggested Revision: Potentially change the roof line, raise a parapet to create a unified, integrated roof form that also conceals these rooftop appurtenances. Rooftop mechanicals are limited to 5' max above 45' height limit and must be screened per zoning.

Design Review Comments (*red text denotes principles or standards that are not met*):

Principle A Overall Context – **Partially Met** – see below.

- *A-1 Scale and Form*: The proposed building has a similar scale and massing to the double-triple building type found in the neighborhood – in this case, with an additional

- 4th floor. Double-triples can be found in the surrounding context including a four-story building within the same block. The scale and form of those buildings incorporate massing variation and articulation with pronounced and overhang cornice lines, bay windows, recessed entries with canopies, and/or stacked porches. Of these formal and scaling elements, the project employs a canopy at the entrance, a recessed entry, overhanging cornice, and stacked porches (although the relationship of the balconies to the front façade differs from the traditional massing). Staff find that the overall massing, proportion, and forms relate to the predominant patterns of the context.
- *A-2 Composition of Principal Facades:* The composition of the street-facing facades is consistent with context in terms of using symmetrical bays (typically two or three bays) that are oriented to the street. **The front façade includes multiple planes (porches, elevator shaft, ground floor living spaces) that have an atypical relationship compared with traditional façade composition. Resolve these awkward relationships in a way that clearly defines the front façade plane and uses details and relationships as found in the traditional context.** The rhythm, size, and proportion of windows is a contemporary exaggeration of the traditional design. **The use of two different window proportions from the ground floor and the upper floors is incongruous to the typical façade composition in the neighborhood which uses a consistent window type throughout the façade relying on special or accent windows in the case of circulation/functional spaces or features and spaces to be accentuated like bay windows.** To meet this standard, adjust the relationship of the fenestration and the balconies to the overall façade. The ground floor is high above the sidewalk level – **the foundation or water table should extend higher and the clapboard should subsequently begin at a higher level.** These revisions will balance the overall façade composition, emphasize the vertical proportion, and provide a more grounded base to the building of similar proportions to those found nearby.
 - *A-3 Relationship to the Street:* The building placement is consistent with the spacing of the residential fabric – slightly setback from sidewalk to allow for stoops and provide privacy.

Principle B Massing – Met – The proposed massing reflects and reinforces the massing and proportion of the double-triple multi-family building type – these buildings are characterized by a slightly wider façade proportion, symmetrical bay composition, and changes in massing, like the roof form and bays, to mitigate the scale and provide a pedestrian-friendly, visually interesting street presence. The design emphasizes the double-triple massing by creating a strong roof line and flat roof form, uses a symmetrical composition, provides massing variation with the stacked porches, and keeps a vertical proportion similar to that found in the context.

- *B-1 Massing:* The principal mass is reminiscent of a double triple-decker found in the context (simple rectilinear mass, simple roof form, façade variation). The overall massing is a regular box with vertical proportion and is varied with the stacked porches on the front façade. Staff find the overall massing to be harmonious with the context, **but the massing variations are not integrated into the overall massing and should be revised to create a stronger overall massing and integrated design.**
- *B-2 Roof Forms:* The proposed roof form is a flat roof with overhanging cornice. **To meet the standard, the rooftop appurtenances should be minimized, integrated, screened, or otherwise made recessive.**
- *B-4 Roof Pitch:* The roofs is a monopitch/ flat roof.

- *B-5 Façade Articulation:* The project employs three of the required articulation elements – covered entry, recessed entry, balconies.
- *B-6 Garages:* Not applicable.

Principle C Orientation to the Street – Met – The project is oriented to the street with a street-facing stoop (although door is side-facing).

- *C-1 Entrances:* The entry stoop is street-facing and emphasized with a canopy and recess.
- *C-2 Visual Privacy:* Visual privacy is adequately addressed; ground floor windows are higher than 48" above adjoining sidewalk grade; the ground floor is adequately raised above sidewalk grade appropriate for private residential buildings with living space on the ground floor (at least 24" is required by the standard).
- *C-3 Transition Spaces:* The project uses a canopy at the entrance, the building is set back with planted front yard buffer. The ground floor is elevated from the sidewalk grade.

Principle D Proportion and Scale – Met - The façade elements are proportionate and scaled to the overall building.

- *D-1 Windows:* The majority of windows are rectangular and have vertical proportion; window proportions and sizes have an overall proportional relationship to the building.
- *D-2 Fenestration:* The project appears to meet the 12% fenestration requirement; appropriately scaled windows are included on all sides of the building. The solid to void relationship is similar to that found in the context.
- *D-3 Porches:* The balconies included in this project are at least 48 sf and meet this standard.

Principle E Balance – Met – The building façade composition creates a sense of balance with good use of overall and local symmetry and articulation of façade materials.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment.
- *E-3 Symmetricality:* Primary window compositions are arranged symmetrically around discernable vertical axes.

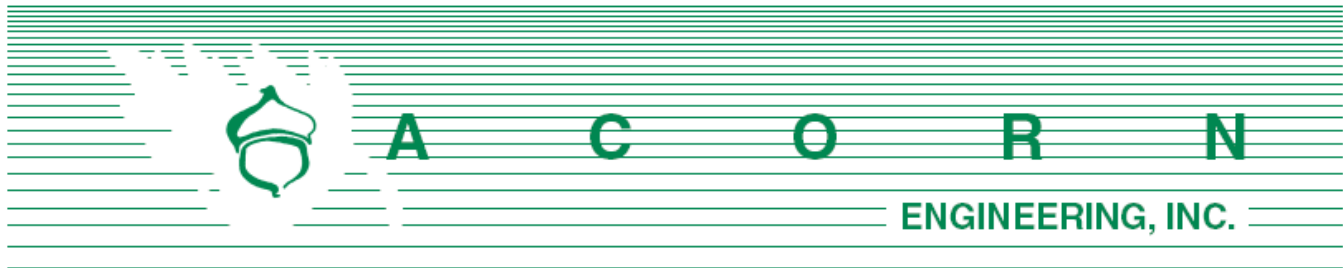
Principle F Articulation – Met – The façade has visual interest with high levels of articulation provided by stacked balconies, canopy, overhanging cornice.

- *F-1 Articulation:* Cornice and balcony details create shadow lines on front façade.
- *F-2 Window Types:* Two window types at street façade.
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good – material placement is logical and according to overall massing changes.
- *F-4 Delineation between Floors:* The floors are delineated by fenestration patterns, material change, balconies.
- *F-5 Porches, etc.:* The stacked balconies are a dominant architectural feature but are not visually integrated into the front façade composition. Railings and floor plates are used to provide articulation and shadow lines to the front façade and do not obscure.
- *F-6 Main Entries:* The main entry is emphasized with placement near the street, recessed, and the use of a canopy.

- *F-7 Articulation Elements:* The cornice is pronounced and has an overhang similar to those found in context multi-family buildings; the trim details are not clear; the façade offset is at least 12"; the cornice line was increased in scale to be in better proportion to whole facade.

Principle G Materials – Met– A predominant characteristic of this neighborhood is a limited and simple material palette and placement – typically fine-grain materials such as clapboard with occasional shingle or brick. The use of clapboard is appropriate for the context.

- *G-1 Materials:* The residential context is predominantly clapboards with occasional shingle or brick. The proposal primarily uses fiber cement clapboard with horizontal orientation with varying reveal widths. The watertable foundation is concrete.
- *G-2 Material and Façade Design:* The materials are appropriately placed according to their nature – concrete base, clapboard above. **The concrete watertable foundation should proportionately extend further up the elevation to reflect the elevated nature of the ground floor.**
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Two window types on street façade.
- *G-5 Patios and Plazas:* Not applicable.



Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

June 20, 2019

Subject: Level III Final Site Plan/Subdivision Application
130 Morning Street Redevelopment

To Whom It May Concern:

On behalf of Northeast Turner, LLC, we are pleased to submit the accompanying package of submission materials related to the proposed redevelopment at 130 Morning Street. The project proposes to construct a 4-story, 9-unit residential building on an infill lot which currently consists of a parking lot. The building design has effectively hidden the garage door and parking, allowing for the front façade to maintain living space and decks which will encourage interaction with the street. The project site is located within the City's R-6 Zoning District as well as the Munjoy Hill Conservation Overlay District. This application package is intended to meet the City's Submission Requirements as outlined in the Level III Site Plan Application procedures. The project anticipates developing one of the proposed nine units into a workforce unit.

We are pleased to submit this application which will increase the housing stock, repurpose the existing parking lot, improve the site's green space and stormwater management, and increase the aesthetics of the streetscape by establishing an inviting front façade, rebuilding the brick sidewalk, and planting street trees. The existing 24-foot curb cut would be closed and replaced with a smaller curb cut. The driveway location will allow for the project site to share a driveway with two neighboring properties (22 and 30 Turner Street) which satisfies a public policy goal of the City.

If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

Samuel J. Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.

William H. Savage, P.E.
Principal – 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: Level III Final Site Plan Application & Checklist
- Section C: Right, Title, Interest
- Section D: Zoning Assessment
- Section E: Easements
- Section F: Waivers
- 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: Fire Department 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
- Section T. Turner St. Zoning Information
- Section U. Photographic Documentation of Neighborhood

Drawings:

- Civil Site Plan Set, Dated 6/19/19
- Architectural Plan Set, Dated 6/19/19



Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST

Please submit each document as a separate PDF file.

Please confirm by electronically checking the boxes to the left

General Application Documents

Checklist	Items to be Provided
Yes NA Plan ☒ ☐ ☐	PROJECT DESCRIPTION Cover Letter with detailed project description
Yes NA Plan ☒ ☐ ☐	COMPLETED CHECKLIST – LEVEL III APPLICATION
Yes NA Plan ☒ ☐ ☐	RIGHT, TITLE AND INTEREST Deeds, leases, or purchase and sales agreements
Yes NA Plan ☐ ☒ ☐	EVIDENCE OF STATE OR FEDERAL APPROVALS, if applicable Permits or letters of non-jurisdiction, if applicable
Yes NA Plan ☒ ☐ ☐	ZONING ASSESSMENT Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes NA Plan ☒ ☐ ☐	EXISTING &/OR PROPOSED EASEMENTS OR COVENANTS, if applicable Evidence of existing easements and any proposed easements
Yes NA Plan ☒ ☐ ☐	WAIVER REQUESTS Written request for waiver describing request and reason. Waiver Table
Yes NA Plan ☒ ☐ ☐	FINANCIAL CAPABILITY Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes NA Plan ☒ ☐ ☐	TECHNICAL CAPABILITY Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.

Please submit each document as a separate PDF file.

TRANSPORTATION

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

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

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

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

Level II and Level III Site Plan Checklist	
Please upload the following drawings with the listed details into e-Plan as separate pdfs.	
✖ RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)	
Must be in compliance with Technical Manual, Section 13	
SITE PLAN(s) (stamped by Maine Licensed Engineer) including:	
✖ Existing Conditions	• Approximate location of structures on abutting property • Topography • Locate water courses • Delineate wetlands • Zone lines
✖ Proposed Site Plan	• Ground floor area, and grade elevations for all buildings
✖ Access, Circulation, and Parking	• Streets and intersections adjacent to site , any proposed geometric modifications • Location, dimensions and materials of all existing and proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines • Engineered specifications/cross-sections for proposed driveways, sidewalks & paved areas • Location and dimensions of proposed loading areas • Existing and proposed transit infrastructure with dimensions/ engineering specifications • Location of vehicle and bicycle parking with dimensions and engineering specifications
✖ Site Considerations	• Identify snow storage areas • Location of fire hydrants • Location of solid waste management facilities
✖ UTILITY PLAN including:	
	• Existing utilities on site and within public streets • Location, sizing, and directional flows of all existing and proposed utilities • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure

✕ GRADING and DRAINAGE PLAN including:
- Existing grades and drainage - Proposed grades - Proposed stormwater management meeting Technical Manual (Section 5) standards - Location and proposed alteration of a water course - Preservation or alteration of wetlands
✕ EROSION CONTROL
Must be in compliance with Technical Manual, Section 5
✕ LANDSCAPE PLAN including:
- Existing vegetation to be preserved and preservation measures - Proposed landscaping and buffers - Planting schedule
Δ RECORDING PLAT, if applicable
IF SUBDIVISION: Must be in compliance with requirements of Section 14-496 (b)
✕ ARCHITECTURAL PLANS & RENDERINGS including:
- Exterior building elevations, color renderings, illustrations of all sides - Location and dimensions of all existing & proposed HVAC & mechanical equipment, all proposed screening - Provide context drawings, if applicable (Design Manual, page 1) - Floor plans

Section C

Right, Title, Interest



Please find attached the deed showing the Applicant's Right, Title, Interest.

DLN: _____

QUITCLAIM WITH COVENANT DEED
(Maine Statutory Short Form)

GOOD MORNING TURNER, LLC, a Maine limited liability company, whose mailing address is 72 Pine Street, #16, Portland, Maine 04102, for consideration paid, GRANTS to **NORTH EAST MORNING, LLC**, a Maine limited liability company, whose mailing address is 100 Congress Street, Portland, Maine 04101, with QUITCLAIM COVENANTS, a certain lot or parcel of land, together with any buildings and improvements thereon, situated on Morning Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

See attached Exhibit A attached hereto

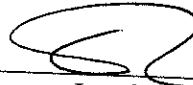
WITNESS our hands and seals this 14th day of February, 2019.

WITNESS:



Witness Michael R. Cook

GOOD MORNING TURNER, LLC



By Thomas Landry
Its Manager

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

February 14, 2019

Then personally appeared the above-named Thomas Landry and acknowledged the foregoing instrument to be his free act and deed in his stated capacity.

Before me,


Notary Public/Attorney at Law

Charles Katz-Leary, Esq

Print Name

Bar #4039

My commission expires:

EXHIBIT A

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

Beginning at a 5/8" rebar set with cap on the southerly side of Morning Street at the northeast corner of land now or formerly of Johnny Robinson as described in Book 14167, Page 67 of the Cumberland County Registry of Deeds, and being S48°-27'-17"E seventy five and zero hundredths 75.00 feet from the intersection of the east bound of Turner Street and the south bound of Morning Street;

- 1) Thence S48°-27'-17"E sixty nine and ninety three hundredths 69.93 feet along the southerly side of Morning Street to a 5/8" rebar found with cap at the northwest corner of land now or formerly of Avesta Munjoy Commons LP as described in deed recorded in said Registry in Book 27558, Page 185.
- 2) Thence S41°-28'-43"W ninety seven and sixty three hundredths 97.63 feet along the westerly sideline of said Avesta Munjoy Commons LP to a bolt found on a concrete wall at the northeast corner of land now or formerly of Emerson East Condominium as shown on Plat recorded in said Registry in Plan Book 216 Page 146.
- 3) Thence N48°-31'-02"W sixty two and ninety three hundredths 62.93 feet along the northerly sideline of said Emerson East Condominium to a 5/8" rebar set with cap on the easterly sideline of land of Good Morning Turner, LLC described therein as 26-30 Turner Street and recorded in said Registry in Book 34967 Page 245.
- 4) Thence N41°-28'-43"E eighteen and zero hundredths 18.00 feet along the easterly boundary of said 26-30 Turner Street lot to a 5/8" rebar set with cap at the northeast corner of said 26-30 Turner Street lot and being the southeast corner of the lot described as 20-24 Turner Street in said Book 34967 Page 245.
- 5) Thence N48°-31'-05"W twenty four and eighty four hundredths 24.84 feet along the northerly boundary of said 26-30 Turner Street lot to a 5/8" rebar set with cap.
- 6) Thence N41°-28'-43"E thirty nine and seventy two hundredths 39.72 feet across a portion of land of said 20-24 Turner Street lot to a 5/8" rebar set with cap on the south bounds of land of said Johnny Robinson.
- 7) Thence S48°-27'-17"E seventeen and eighty four hundredths 17.84 feet along the southerly boundary of said Johnny Robinson to a 5/8" rebar set with cap at the southeast corner of said Johnny Robinson.

- 8) Thence N41°-28'-43"E forty and zero hundredths 40.00 feet along the westerly boundary of said Johnny Robinson to the point of beginning.

Containing approximately 7,412 Square Feet (0.17 Acres).

Reference is made to a plan entitled "Boundary Survey For Good Morning Turner, LLC" for Land Located at 22, 30, & 30R Turner Street, 130 & 134 Morning Street, Portland, Maine, Owned by Good Morning Turner LLC, prepared R.W. Eaton Associates dated August 18, 2018 and recorded in the Cumberland County Registry of Deeds in Plan Book 219, Page 84.

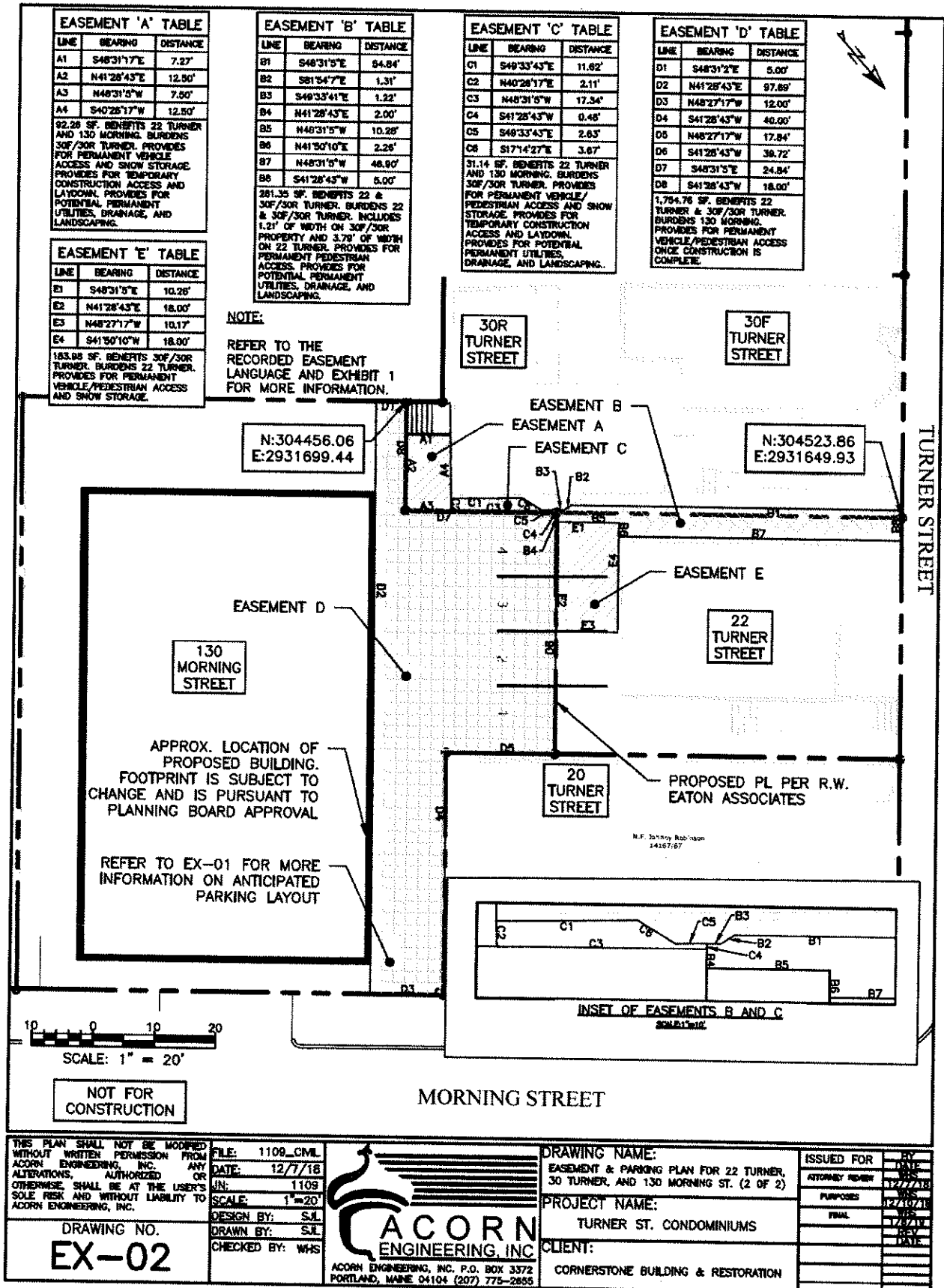
Being a portion of the premises conveyed to Good Morning Turner, LLC by Warranty Deed dated July 2, 2018 and recorded in the Cumberland County Registry of Deeds Book 34967, Page 245, including all of the 130-132 Morning Street parcel and a portion of the 22-24 Turner Street parcel described in said deed.

The above-described premises (the "Premises") is conveyed SUBJECT TO the following appurtenant easements:

1. An appurtenant exclusive easement for parking one noncommercial, compact vehicle in each of the two parking spaces identified as Space #3 and Space #4 on the Premises as shown on the Plan, as hereinafter defined, to benefit the adjacent parcel of land owned by Turner Gardens, LLC described in a deed from Grantor recorded of even date herewith (the "TG Parcel"), which is commonly known as 30 Turner Street, and an appurtenant exclusive easement for parking one noncommercial, compact vehicle in each of the two parking spaces identified as Space #1 and Space #2 on the Premises as shown on the Plan to benefit the adjacent remaining parcel of land retained by Grantor, which is commonly known as 22 Turner, and which is a portion of the property described in a deed to Grantor dated July 2, 2018 and recorded in the Cumberland County Registry of Deeds in Book 34967, Page 245 ("Grantor's Retained Land"), shown as "22 Turner Street" and "130 Morning Street" on a plan entitled "Easement & Parking Plan, 22 Turner, 30 Turner and 130 Morning Street" dated December 7, 2018, as revised through January 8, 2019, prepared by Acorn Engineering, Inc. (the "Plan"), which Plan is attached hereto as Schedule A-1 and incorporated herein. Grantee, its successors and assigns, shall have the right to temporarily relocate, limit or prohibit use of the parking spaces during periods of construction on the Premises; provided, however, that the right to prohibit the use of the parking spaces shall automatically terminate on January 1, 2021.

The above-described Premises are further conveyed SUBJECT TO and TOGETHER WITH the benefits, burdens, obligations, and covenants set forth in that certain deed for the TG Parcel dated of even date herewith and recorded in the Cumberland County Registry of Deeds concurrently herewith, excepting for the easement rights to the pedestrian walkway shown as Easement Area B on the Plan. Such benefits, burdens, obligations, and covenants shall include, but not be limited to, those indemnification obligations contained in said deed.

Schedule A-1



Section D

Zoning Assessment



ZONING ANALYSIS

Relevant Zone: R-6

All Projects:

	Required	Proposed
Lot Size	2,000 sf	7,412 sf
Area Per Dwelling Unit	725 sf	823 sf
Minimum Street Frontage	20'	69.93'
Front Yard Minimum	5'	1.75'
Front Yard Maximum	N/A	N/A
Rear Yard	10'	15.45'
Yard Right	5'	10.59'
Yard Left	5'	10.9'
Side Street Setback	N/A	N/A
Step Back	15' @ 35'	> 15'
Maximum Lot Coverage	60%	56%
Minimum Lot Coverage	N/A	N/A
Maximum Height	45'	< 45'
Open Space	20%	23%
Maximum Impervious Area	80%	77%
Pavement Setback	N/A	N/A
Floor Area Ratio	N/A	N/A
Off Street Parking Spaces		11
Loading Bays		
Other 1		
Other 2		
Other 3		

SPACE AND BULK STANDARDS		
ZONE: R6	REQUIRED	PROPOSED
MINIMUM LOT SIZE	2,000 SF	7,412 SF
MINIMUM STREET FRONTAGE	20'	69.93'
MINIMUM FRONT YARD SETBACK	1.75'	1.75'
MINIMUM SIDE YARD SETBACK	5'	10.5'
MINIMUM REAR YARD SETBACK	10'	15.45'
MAXIMUM LOT COVERAGE	60%	56%
MINIMUM LOT WIDTH	20'	63'
MAXIMUM BUILDING HEIGHT	45'	< 45'
MINIMUM LANDSCAPED OPEN AREA	20%	23%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 10	9
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 6 SPACES	11*
MINIMUM INTERNAL RESIDENT BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 3	> 3
*4 SPACES PROVIDED FOR NEIGHBORING PROPERTIES		
DECKS COUNTED AS BUILDING COVERAGE, BUT NOT AS IMPERVOUS AREA DUE TO THEIR PERMEABLE PROPERTIES		

E. Summary of Written Easements

Existing

There are multiple existing easements which were recently recorded at the Cumberland County Registry of Deeds (CCRD):

- Access easement: 30F/30R Turner to 22 Turner and 130 Morning (Easement A)
- Access and utility easement: mutual benefit and burden between 30F/30R and 22 Turner (Easement B)
- Access and utility easement: 30F/30R Turner to 22 Turner and 130 Morning (Easement C)
- Access easement: 130 Morning to 22, 30F, 30R Turner (Easement D)
- Access easement: 22 Turner to 30F/30R Turner (Easement E)

The primary purpose of the easements outlined above are to share infrastructure between three condominium owners on Turner Street and the future residential development at 130 Morning Street. Please refer to Document T for the attached recorded agreements and schematic exhibits for more information.

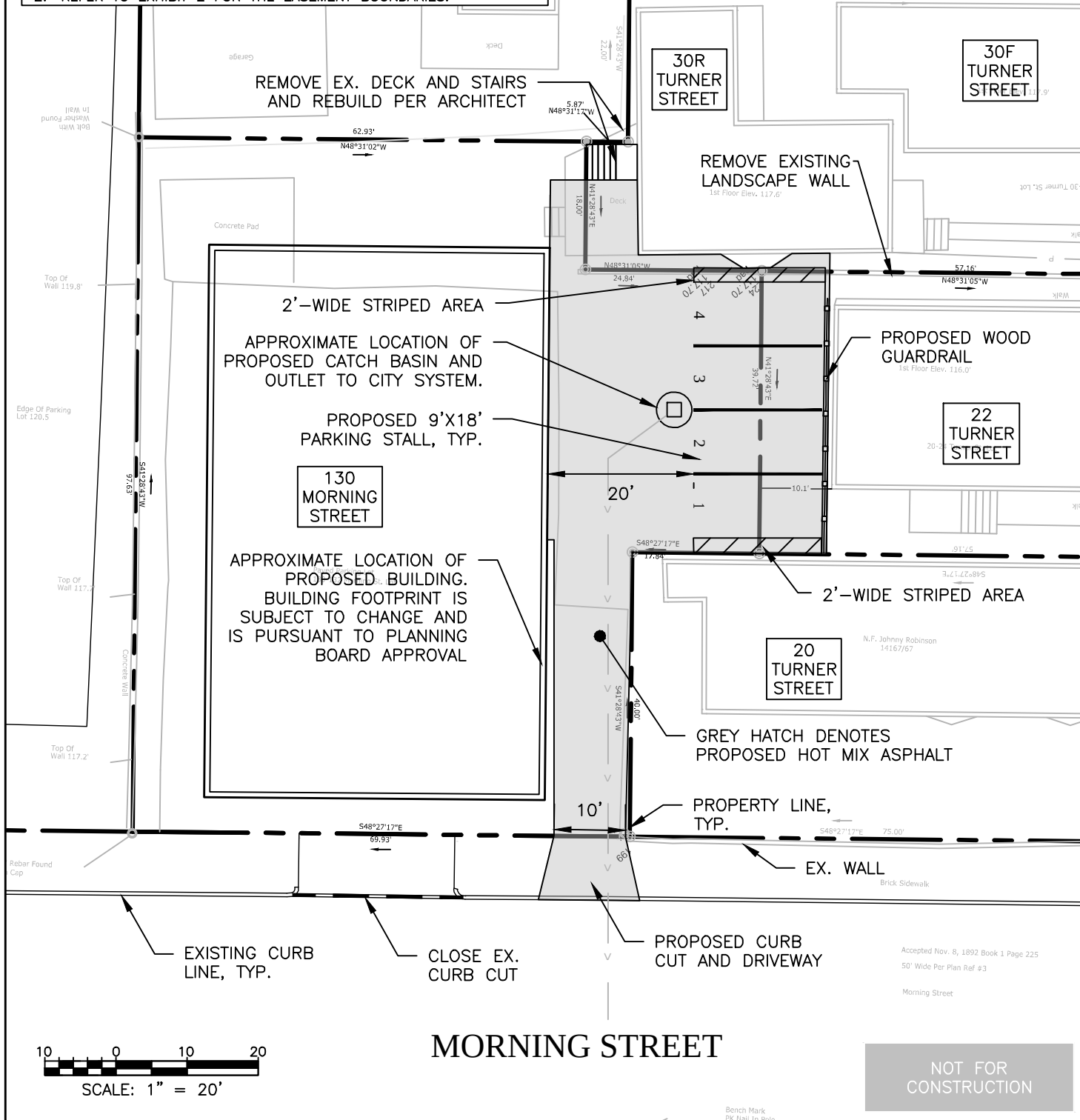
Proposed

There are no proposed easements.



NOTES:

1. THIS PLAN HAS BEEN PREPARED TO DEMONSTRATE THAT 4 SPACES FOR COMPACT VEHICLES WITH A MAXIMUM WHEELBASE OF 9.50' CAN BE ALLOCATED AS OFF-STREET PARKING FOR THE EXISTING 22 AND 30F/30R TURNER STREET PROPERTIES. THE PLAN IS PRELIMINARY BY NATURE AND THE PROPOSED PARKING LAYOUT AS WELL AS THE 130 MORNING STREET STRUCTURE FOOTPRINT AND LOCATION MAY BE ALTERED DUE TO PLANNING DEPARTMENT REQUIREMENTS. ADEQUATE ACCESS WITH A PAVED DRIVEWAY AS SHOWN SHALL BE PROVIDED FOR PARKING STALLS #1-4.
2. REFER TO EXHIBIT 2 FOR THE EASEMENT BOUNDARIES.



THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

DRAWING NO.
EX-01

FILE: 1109_CIVIL
DATE: 12/7/18
JN: 1109
SCALE: 1"=20'
DESIGN BY: SJL
DRAWN BY: SJL
CHECKED BY: WHS



DRAWING NAME:
OVERALL SITE & PARKING PLAN FOR 22 TURNER, 30 TURNER, AND 130 MORNING ST. (1 OF 2)

PROJECT NAME:
TURNER ST. CONDOMINIUMS

CLIENT:
CORNERSTONE BUILDING & RESTORATION

ISSUED FOR	BY
ATTORNEY REVIEW	DATE
UPDATES PER EASEMENT	11/28/18
FINAL	12/7/18
	1/8/19
	REV
	DATE

EASEMENT 'A' TABLE

LINE	BEARING	DISTANCE
A1	S48°31'17"E	7.27'
A2	N41°28'43"E	12.50'
A3	N48°31'5"W	7.50'
A4	S40°26'17"W	12.50'

92.26 SF. BENEFITS 22 TURNER AND 130 MORNING. BURDENS 30F/30R TURNER. PROVIDES FOR PERMANENT VEHICLE ACCESS AND SNOW STORAGE. PROVIDES FOR TEMPORARY CONSTRUCTION ACCESS AND LAYDOWN. PROVIDES FOR POTENTIAL PERMANENT UTILITIES, DRAINAGE, AND LANDSCAPING.

EASEMENT 'E' TABLE

LINE	BEARING	DISTANCE
E1	S48°31'5"E	10.28'
E2	N41°28'43"E	18.00'
E3	N48°27'17"W	10.17'
E4	S41°50'10"W	18.00'

183.98 SF. BENEFITS 30F/30R TURNER. BURDENS 22 TURNER. PROVIDES FOR PERMANENT VEHICLE/PEDESTRIAN ACCESS AND SNOW STORAGE.

EASEMENT 'B' TABLE

LINE	BEARING	DISTANCE
B1	S48°31'5"E	54.84'
B2	S81°54'7"E	1.31'
B3	S49°33'41"E	1.22'
B4	N41°28'43"E	2.00'
B5	N48°31'5"W	10.28'
B6	N41°50'10"E	2.26'
B7	N48°31'5"W	46.90'
B8	S41°28'43"W	5.00'

261.35 SF. BENEFITS 22 & 30F/30R TURNER. BURDENS 22 & 30F/30R TURNER. INCLUDES 1.21' OF WIDTH ON 30F/30R PROPERTY AND 3.79' OF WIDTH ON 22 TURNER. PROVIDES FOR PERMANENT PEDESTRIAN ACCESS. PROVIDES FOR POTENTIAL PERMANENT UTILITIES, DRAINAGE, AND LANDSCAPING.

EASEMENT 'C' TABLE

LINE	BEARING	DISTANCE
C1	S49°33'43"E	11.62'
C2	N40°26'17"E	2.11'
C3	N48°31'5"W	17.34'
C4	S41°28'43"W	0.46'
C5	S49°33'43"E	2.63'
C6	S17°14'27"E	3.67'

31.14 SF. BENEFITS 22 TURNER AND 130 MORNING. BURDENS 30F/30R TURNER. PROVIDES FOR PERMANENT VEHICLE/PEDESTRIAN ACCESS AND SNOW STORAGE. PROVIDES FOR TEMPORARY CONSTRUCTION ACCESS AND LAYDOWN. PROVIDES FOR POTENTIAL PERMANENT UTILITIES, DRAINAGE, AND LANDSCAPING..

EASEMENT 'D' TABLE

LINE	BEARING	DISTANCE
D1	S48°31'2"E	5.00'
D2	N41°28'43"E	97.69'
D3	N48°27'17"W	12.00'
D4	S41°28'43"W	40.00'
D5	N48°27'17"W	17.84'
D6	S41°28'43"W	39.72'
D7	S48°31'5"E	24.84'
D8	S41°28'43"W	18.00'

1,754.76 SF. BENEFITS 22 TURNER & 30F/30R TURNER. BURDENS 130 MORNING. PROVIDES FOR PERMANENT VEHICLE/PEDESTRIAN ACCESS ONCE CONSTRUCTION IS COMPLETE.

NOTE:

REFER TO THE RECORDED EASEMENT LANGUAGE AND EXHIBIT 1 FOR MORE INFORMATION.

N:304456.06
E:2931699.44

N:304523.86
E:2931649.93

EASEMENT D

130
MORNING
STREET

APPROX. LOCATION OF PROPOSED BUILDING. FOOTPRINT IS SUBJECT TO CHANGE AND IS PURSUANT TO PLANNING BOARD APPROVAL

REFER TO EX-01 FOR MORE INFORMATION ON ANTICIPATED PARKING LAYOUT

30R
TURNER
STREET

EASEMENT B
EASEMENT A
EASEMENT C

30F
TURNER
STREET

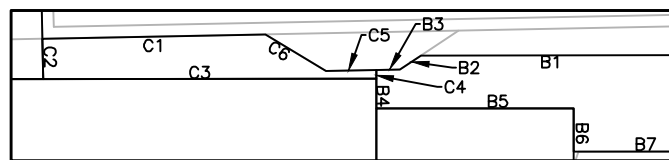
EASEMENT E

22
TURNER
STREET

20
TURNER
STREET

PROPOSED PL PER R.W.
EATON ASSOCIATES

N.F. Johnny Robinson
14167/67



INSET OF EASEMENTS B AND C

SCALE: 1"=10'



SCALE: 1" = 20'

NOT FOR
CONSTRUCTION

MORNING STREET

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

DRAWING NO.
EX-02

FILE: 1109_CIVIL
DATE: 12/7/18
JN: 1109
SCALE: 1"=20'
DESIGN BY: SJL
DRAWN BY: SJL
CHECKED BY: WHS



DRAWING NAME:
EASEMENT & PARKING PLAN FOR 22 TURNER,
30 TURNER, AND 130 MORNING ST. (2 OF 2)

PROJECT NAME:
TURNER ST. CONDOMINIUMS

CLIENT:
CORNERSTONE BUILDING & RESTORATION

ISSUED FOR	BY
ATTORNEY REVIEW	DATE 12/7/18 WHS
PURPOSES	DATE 12/10/18 WHS
FINAL	DATE 1/8/19 WHS
	REV. DATE

Section F

Request For Waivers



Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Technical Manual 1.7.2.3 Driveway Width	Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress	We are requesting to reduce the driveway width to approx. 10.9' given the low-use of the driveway and Morning Street.	The waiver is being sought so that the driveway is not a prominent part of the site. A 20' wide drive is unnecessary given the low turnover and low amount of spaces the lot serves.

G. Financial Capacity

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





June 20, 2019

Re: 9 Unit Condominium Development at 130 Morning Street

To Whom It May Concern:

On behalf of Camden National Bank ("Bank") I am pleased to provide this letter in support of North East Morning, LLC ("Developer") for the planned 9 unit condominium development at 130 Morning Street in Portland ("Project"). Based on our review of the financial elements of the Project, we believe that the applicant has the ability to get the financing needed to support a budgeted Project cost of \$6,067,940.

While this letter of support is not a commitment to lend, the Bank would welcome the opportunity to be a resource to the Developer for financing. This letter shall in no way obligate the bank, or the Developer, beyond the scope and intent of this letter.

Please feel free to contact me with questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Elliott Barry", with a stylized flourish extending from the end.

Elliott Barry, Senior Vice President
Commercial Banking Officer
207.344.6852
ebarry@camdennational.com



Section H - Technical Capacity

Acorn Engineering, Inc. and Cornerstone Building & Restoration have successfully permitted, engineered, and constructed a plethora of projects in Portland over the past several years. Some examples include:

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



A C O R N Engineering, Inc. • www.acorn-engineering.com
207-775-2655 • PO Box 3372 • Portland • Maine • 04104

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 14-526 as well as the City of Portland Technical Manual, Chapter 14 Standards for Local Site Location of Development Review.

OVERVIEW

The proposed 4-story, 9-unit residential multi-family 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.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is located at the corner of Morning and Turner Streets, which are both classified as local streets and currently support a low traffic volume. A negligible traffic increase along Morning Street is expected for this project due to the low turnover of the proposed land use.

2. Access and Circulation:

a. Site Access and Circulation:

This project conforms with the majority of design standards of Section 14-526 as demonstrated in the following narrative, with one minor dimensional variance of the driveway to reduce the site's impervious area.

- (i) The development will provide safe access and internal circulation for both pedestrians and vehicles as seen on the Site Plan.
- (ii) The proposed driveway has been located to provide ample site distance from oncoming traffic on Morning Street (one-way towards Turner St.). Additionally, the existing 23 foot curb cut will be closed and replaced with a 16 foot curb cut.
- (iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing:

- (i) There are no anticipated loading and servicing needs.

c. Sidewalks:

- (i) A brick sidewalk exists along Morning Street and will be rebuilt as part of the project.
- (ii) The existing sidewalk will be rebuilt along the project's frontage.
- (iii) The main entrance to the building will be located directly adjacent to the Morning Street sidewalk with a concrete walkway and stairs. Please refer to the Site Plan, Sheet C-10, for more information.



3. Public Transit Access:

- a. Not applicable.
- b. Not applicable.
- c. Not applicable.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The proposed project will provide 11 parking spaces which meets the requirement. 4 of these spaces will be provided for three neighboring condominiums.
- (ii) A parking study is not required.
- (iii) The amount of parking exceeds the minimum requirement by more than 10%. The proposed 11 spaces exceed the requirement by 5 spaces (6 required spaces). The reason for this parking count is to provide 7 parking spaces for the proposed 9-unit condominium and 4 spaces for the three neighboring condominiums at 22, 30F, and 30R Turner. Over the past few years, Munjoy Hill has seen an overall higher demand for on-street parking. Decreasing the demand for on-street parking will benefit the end users as well as the entire neighborhood. For more information, please refer to section S. Parking Analysis.
- (iv) The parking spaces and aisle dimensions are generally in conformance with the Technical Standards.
- (v) The exterior driveway and parking areas will be constructed with bituminous pavement which will drain water without eroding.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The site plan includes an interior bicycle storage room. This will allow for the minimum storage of 4 bicycles to be parked in a secure location. Additional indoor storage is available within the units themselves.

c. Motorcycles and Scooter Parking:

- (i) There are no areas designated for motorcycles or scooters at this time; however, adequate room exists for the storage of these motor vehicles within the parking area.

d. Snow Storage:

- (i) The snow storage area can be seen on the site plan near the rear of the parcel. In addition, the Owner may have snow removed from the site when necessary.
- (ii) The snow storage has not been located where it will adversely impact the functionality of any part of the site.

5. Transportation Demand Management (TDM):



- a. A TDM plan is not required for this project.
- b. A TDM plan is not required for this project.
- c. A TDM plan is not required for this project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. Not applicable.
- b. Not applicable.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There is not existing vegetation on the site
- (ii) There are no trees 10 inches DBH or greater identified by the Surveyor within the setbacks.
- (iii) It is not anticipated that the project will necessitate any tree protection.
- (iv) A waiver is not requested.
- (v) Not applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

- a. All solid waste will be indoors and out of site from the public way.
- b. The project has 69.9 linear feet of frontage along Morning Street; per requirement, it is a minimum of six shrubs or shrub alternatives per 45 feet of frontage are planted. The requirement is met through a combination of landscaping within the setbacks and internally within the site. Please refer to the Site Plan for more information.
- c. Not applicable.
- d. Not applicable.

(ii) Parking Lot Landscaping:

- a. Per Section 4.6 of the Portland Maine Technical Manual, 9 street trees are required (one per unit). Based on the property's frontage and the utilities – public and private, three shade trees are proposed to be planted within the sidewalk. The applicant will contribute to the City's Street Tree Fund in place of the six trees that will not be planted.
- b. There is no proposed area with greater than 40 parking spaces without interrupted pavement.
- c. Not applicable.



d. Not applicable.

e. Not applicable.

f. Not applicable.

(iii) Street Trees:

a. Street trees are to be provided every 30 to 45 feet along the street frontage. This ratio equates to a minimum of two trees. Three shade trees are proposed to be planted within the sidewalk, thus exceeding the requirement.

b. Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) The site drainage will not be directed to flow or pond onto adjacent lots. The drainage patterns will be built as such to intercept the roof runoff as well as the driveway runoff, with the addition of stormwater management practices to attenuate the flows.

(ii) Any stormwater that flows onto adjacent lots will not exceed the pre-development flows.

(iii) The runoff from the site into the City property will not increase from the pre-development condition.

(iv) Not applicable.

b. A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standards of MEDEP Chapter 500. Please refer to sections J and K, the Stormwater Management and Erosion & Sedimentation Control Plans, respectively, for more information.

c. The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.

d. Not applicable.

e. 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.

f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards

1. 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.
- 2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe and inviting public access.
 - b. Adequate emergency access has been provided. Access is available from Morning Street as well as the driveway.
 - c. A fire hydrant is located about 275' away near the intersection of Turner Street and the Eastern Promenade.
- 3. Availability and Adequate Capacity of Public Utilities:
 - a. Public utilities in the vicinity of the site have capacity to serve the project. Ability to Serve letters have been sent to the respective companies. Responses have been included in the submission and any remaining responses will be submitted upon receipt.
 - b. The electrical service will be wired underground.
 - c. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within Morning Street.
 - e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
 - f. Although not required, the project anticipates providing internal solid waste storage with private hauling of the waste.

(d) Site Design Standards

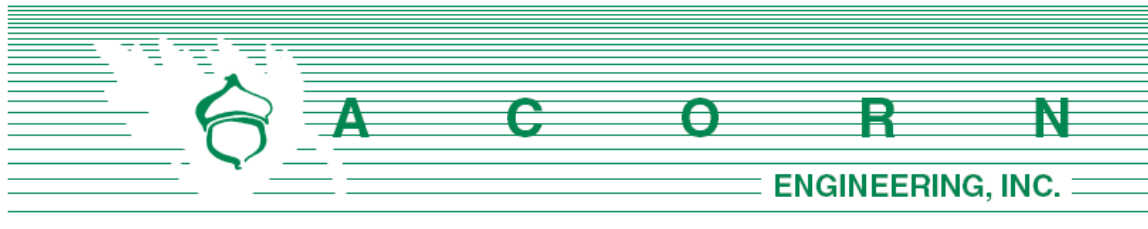
- 1. Massing, Ventilation and Wind Impact:
 - a. Not applicable.
 - b. Not applicable.
 - c. Not applicable.
- 2. Shadows:
 - a. The shadows created by the building will not influence public open spaces.
- 3. Snow and Ice Loading:
 - a. The structures will not distribute snow and ice onto adjacent properties.
- 4. View Corridors:
 - a. The project site is located outside the Downtown Vision View Corridor Protection Plan.
- 5. Historic Resources:



- a. The development is not located in a historic district, historic landscape district or City designated landmark.
 - b. The development is not located adjacent to designated landmarks, historic district, or historic landscape district.
 - c. There are no known archaeological resources on the site.
6. Exterior Lighting:
 - a. Site Lighting.
 - (i) Exterior lighting has been designed to meet the requirements of Section 12 of the Technical Manual. Cut sheets have been included with this submission – please let us know if a photometric plan is required.
 - (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.
 - (ii) No up-lighting is proposed.
 - c. Street Lighting.
 - (i) No new street lights are proposed.
7. Noise and Vibration:
 - a. The HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.
8. Signage and Wayfinding:
 - a. 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) The project is not located in a historic district or subject to Article IX.
 - (ii) Not applicable.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
9. Zoning Related Design Standards:
 - a. The project has been designed to meet the standards set forth in the R-6 zone. Please refer to the Site Plan for more information on the Space & Bulk Standards.







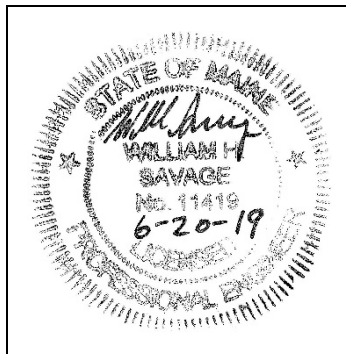
STORMWATER MANAGEMENT **REPORT**

Prepared For:

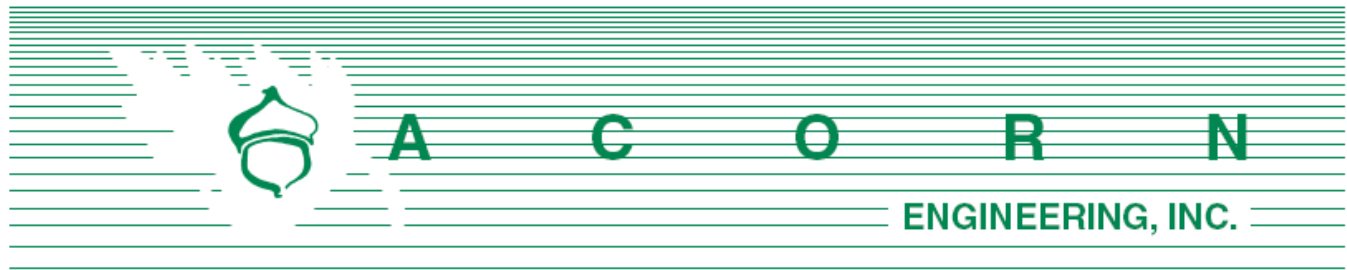
**Northeast Turner, LLC
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
P.O. Box 3372
Portland, Maine 04104**



June 2019



INTRODUCTION

Acorn Engineering, Inc., has been retained by Northeast Turner, LLC to provide civil engineering services for the proposed redevelopment of the lot located at 130 Morning Street in Portland, Maine. The project is a nine-unit urban infill redevelopment in Munjoy Hill with ground level parking.

A stormwater analysis has been prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level III Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

The proposed project is expected to decrease the impervious area by approximately 250 square-feet. Additionally, the proposed landscaping will help retain stormwater on site. These features will help reduce the overall runoff of stormwater into the street and thus reduce the demand on the City’s combined sewer/storm system.

EXISTING CONDITIONS

The proposed project site is located at 130 Morning Street adjacent to the corner lot (20 Turner) at the intersection of Morning St. and Turner St. A boundary plan has been prepared by R.W. Eaton Associates of Westbrook, Maine dated August 18, 2018.

Abutting Uses:

➤ North R-6 Zone	Multi Family Residential
➤ East R-6 Zone	Multi Family Residential
➤ South R-6 Zone	Multi Family Residential
➤ West R-6 Zone	Multi Family Residential

Over 80% of the site is comprised of pavement or rooftop. The average slope is relatively steep with grades dropping towards Morning Street at approximately 9-13% on the western side of the lot.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting, and existing impervious surfaces, a field inventory of significant natural feature was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream.

PROPOSED DEVELOPMENT

The proposed project is a four-story, nine-unit building, with four levels of living space and a combined first floor level with living space and parking. The building will be set into the slope, taking advantage of the grade change to accommodate nearly one parking space per unit while “hiding” the parking from the streetscape. The driveway will incline at an average grade of 10% along the western side of the building to match into the existing topography

The proposed project will decrease the site’s impervious area by approximately 250 square-feet. Therefore, stormwater management features for quality control that meets Maine DEP’s Chapter 500 General Standards have not been designed. Furthermore, features for quantity control are not required and have not been analyzed; however, the project is anticipated to meet Chapter 500 Flooding Standards by decreasing peak flows from the site.

Furthermore, the non-roof impervious area has remained well under 5,000 square-feet. Please refer to the attached exhibit which outlines the redeveloped pavement vs. the maintained pavement.

The landscaping plan includes generous plantings of trees, shrubs, and perennials. The re-vegetation strategy proposes native plants in which will complement the new structure while offering environmental benefits such as reducing the heat island effect, stormwater uptake and treatment, reduction of erosion, provide wildlife habitat, and screening in between properties.

The development will be served by the Portland Water District, underground power/cable/communications, natural gas and the municipal sewer system. Solid waste and recycling will be contracted through a private waste disposal and recycling provider. The project anticipates incorporating Maine DEP approved stormwater Best Management Practices (BMP) to meet the General and Flooding Standards.

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
Hinckley loamy sand	0.17	0.17

The soil “K” values for the soils, listed above, show a low susceptibility to erosion. The site’s susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for

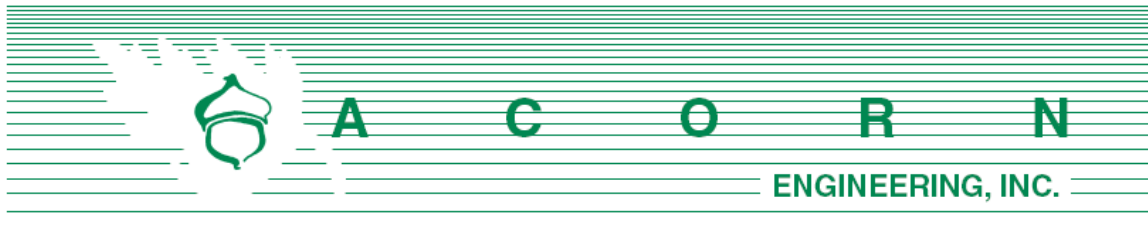


Cumberland County. Although soil “K” values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

Conclusion

The proposed redevelopment was designed to meet the requirements set forth in the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is anticipated to largely maintain existing drainage patterns while decreasing the overall volume and flowrate of stormwater runoff. The project will not cause flooding or erosion problems within the subject site, abutters’ sites, nor within the right-of-way.





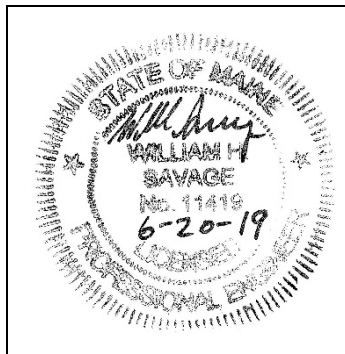
K. EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**Northeast Turner, LLC
Portland, ME 04101**

Prepared By:

**Acorn Engineering, Inc.
65 Hanover Street
Portland, Maine 04101**



June 2019

INTRODUCTION

Acorn Engineering, Inc. has been retained by Northeast Turner, LLC to provide civil engineering services for the proposed redevelopment of 130 Morning Street. The proposed project includes a four-story, nine-unit residential multi-family building with on-site parking.

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 proposed project site is located at 130 Morning Street. A boundary plan has been prepared by R.W. Eaton Associates of Westbrook, Maine dated August 18, 2018.

Abutting Uses:

➤ North R-6 Zone	Multi Family Residential
➤ East R-6 Zone	Multi Family Residential
➤ South R-6 Zone	Multi Family Residential
➤ West R-6 Zone	Multi Family Residential

A large portion of the site is occupied by an existing parking lot. The site is also comprised of a concrete pad and shed, with average grades of 10% dropping towards Morning Street. Approximately 84% of the site is impervious.

1.1 Existing 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
Hinckley Loamy Sand	0.17	0.17

The soil "K" values for the soils, listed above, show 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 soil "K" values for the soils show 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 critical areas that will require special attention during construction.

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**

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. 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.
 - 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 road ways.
- 2.1.2 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.
- 2.1.3 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.
- 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 Morning Street and Turner Street shall be swept 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.



- 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 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 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 4.1 of this report.

2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior 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 Erosion and Sedimentation Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion 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 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:

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 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, 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.

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.

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 by 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 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.

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 two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24-



hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall 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. 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.

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.

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. 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. Commence installation of drainage infrastructure.
4. Install all other erosion control devices as necessary throughout the remainder of this schedule.
5. Commence earthwork operations, associated with the roadway 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, 90% catch of grass has been obtained, or 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 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.

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.

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

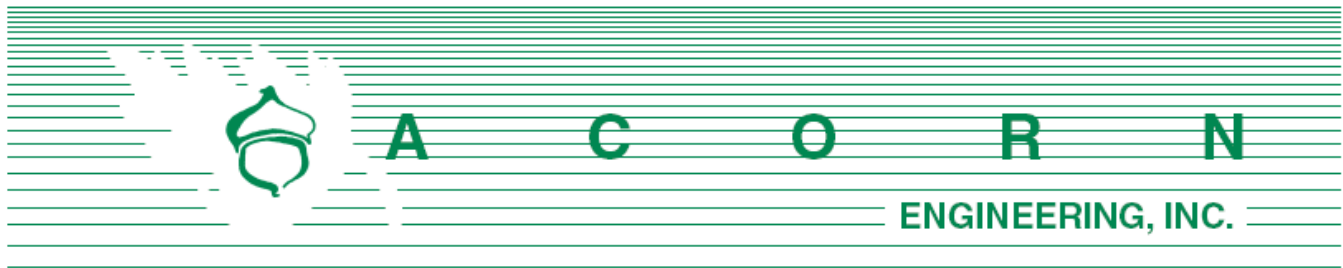
Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

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 Mike Thompson
City of Portland Fire Department
380 Congress St.
Portland, ME 04101

June 25, 2019

Subject: 130 Morning Street – Fire Department Checklist
Section L of Application

On behalf of Northeast Turner, LLC, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

Northeast Turner, LLC
72 Pine Street #16
Portland, ME 04102
207-775-9085

2. Name address, telephone number of architect

Michael Chestnutt, AIA of Cornerstone Restoration
100 Congress Street
Portland, Maine 04101
207-756-4153

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

NFPA: Apartments / IBC: R-2

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

Existing Building		
Total	N/A	sf

Proposed Building		
Garage	868	sf
1 st Floor	3,730	sf
2 nd Floor	3,955	sf
3 rd Floor	3,834	sf
4 th Floor	4,124	sf
Total	16,511	sf

5. Elevation of all structures

Based upon the average grade plane defined by the IBC, the proposed building height is just under 45'. This height is below the allowable 45 feet within the R-6 zone. Please refer to the building elevations provided by the Architect for additional information.

6. Proposed fire protection of all structures

The building will have a sprinkler system with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire designer which will be performed prior the request for a building permit.

7. Hydrant locations

An existing hydrant is located approximately 250 ft north of the property along Turner Street. 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 Morning Street. A 6" fire service line will extend from the domestic water main to the building fire suppression system. The building is expected to have internal sprinkler risers and a Fire Department pump connection on the street side of the building.

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

Access to the structure is provided directly on Morning Street. Additionally, there will be access to the property's driveway.

10. The Architect has provided a code summary (attached).

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 pavement street width is currently available:

- Morning Street: 32 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 feet of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.1, 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: As depicted on the site plan, the proposed building layout provides a minimum of two paved access points to the structure: from Morning Street directly and one from the driveway.

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 the public street for emergency vehicles.

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, namely Morning Street.

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

Response: The proposed site maintains the required clearance height of nine feet in all cases except for the first floor parking area.

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

Response: The elevators will be sized to accommodate an 80 x 24 stretcher, per the Architect's designs.

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 will work 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,

A handwritten signature in black ink, appearing to read "Will Savage".

William H. Savage, P.E.
Principal
Acorn Engineering, Inc.





130 MORNING STREET CODE SUMMARY

BUILDING AREA

Building Footprint:

R-2 Gross:

Parking Gross:

Building Gross:

IBC 2015 CODE OVERVIEW

Use & Occupancy: Mixed Use- R-2 (Apartments), S-2 Enclosed Parking Garage

Construction Type: VA

Sprinkler: Yes

NFPA 2009 CODE OVERVIEW

Use & Occupancy: Mixed Use- New Apartment Building, Storage- Enclosed Parking Garage

Construction: Type V

Sprinkler: Yes

IECC 2009 DETAILED CODE OVERVIEW- See Chapter 13 of IBC 2015 detailed code Overview

IBC 2015 DETAILED CODE OVERVIEW- Comply with all chapters in their entirety as applicable

Ch. 3. Use & Occupancy Classification

310.4. Residential Group R-2 (Apartments)

311.3. Low-Hazard Storage Group S-2 (Parking Garages, open or closed)

Ch. 4. Special Detailed Requirements Based on Use and Occupancy

406. Motor-Vehicle Related Occupancies

406.6 Enclosed Parking Garages

406.6.1. Height and Areas: See Sections 504, 506 and 507

406.6.2. Ventilation: A Mechanical Ventilation System shall be provided in Accordance with the International Mechanical Code

406.6.3 Automatic Sprinkler System: An Enclosed Parking Garage shall be Equipped with an Automatic Sprinkler System in Accordance with Section 903.2.10.

420.2 Separation Walls shall be constructed as fire partitions in accordance with section 708.

420.3 Horizontal Separation shall be constructed as Horizontal assemblies in accordance with section 711.

420.5 Automatic Sprinkler System Group R occupancies shall be equipped with an automatic sprinkler system in accordance with section 903.2.8. Quick response or residential automatic sprinklers shall be installed in accordance with section 903.3.2.

420.6 Fire Alarm systems and smoke alarms shall be provided in Group R occupancies in accordance with sections 907.2.6, 907.2.8, 907.2.9 and 907.2.10 respectively. Single or multiple station smoke alarms shall be provided in group r occupancies in accordance with section 907.2.11.

Ch. 5 General Building Height and Areas

Table 504.3 Building Height: R S13R VA 60'-0"

Table 504.4. Number of Stories:: R-2 S13R VA 4 Stories above Grade

Table 506.2 Building Area: R-2 S13R VA 12,000 s.f per floor

Section 507- N/A

Table 508.4. Mixed Use Occupancy- Required Separation of Occupancies R-2/ S-2- 1 hour

508.4.4.1. 1 hour Separation in Sprinklered Building by Fire Barriers (section 707) and/ or Horizontal Assemblies (section 711)

Ch. 6. Types of Construction

Table 601. Type VA, Primary Structural Frame- 1 hour

Bearing Walls Exterior- 1 hour

Bearing Walls Interior- 1 hour

Non-bearing Walls and Partitions, Exterior- TBD

Floor Construction and Associated Secondary Members- 1 hour

Roof Construction and Associated Secondary Members- 1 hour

Table 602. Fire Resistance Rating for Exterior Walls based on Fire Separation Distance

X less than 5'-0" - 1 hour

X greater than or equal to 5'-0" and Less than 10'-0" - 1 hour

X greater than or equal to 10'-0" and Less than 30'-0" - 1 hour, if greater than 10'-0" then rating is from interior only.

Ch.7. Fire and Smoke Protection Features

705.2.2. Projections (including Balconies) may be of any material.

705.5 Fire Resistance Rating of Exterior Walls with a Fire separation distance of less than or Equal to 10'-0" shall be Rated for Exposure to Fire from Both Sides. Proposed Distance equals 10'-2" Min.- Exterior Wall Rating= 1 hour from exterior side only.

Table 705.8. 10'-0" to less than 15'-0" Unprotected, Sprinklered- Max. Area of Exterior Wall Openings= 45% 15'-0" to less than 20'-0" Unprotected, Sprinklered- Max. Area of Exterior Wall Openings= 75%

707 Fire Barriers

707.3 Fire-Resistance Rating

707.3.1 Shaft Enclosures- Comply with Section 713.4.

707.3.2 Interior exit Stairway and ramp construction- Comply with section 1023.1.

707.3.3 Enclosures for Exit Access Stairways- Comply with section 713.4.

707.3.4 Exit Passageway- Comply with section 1024.3

707.3.5 Horizontal Exit- Comply with section 1026.1

707.3.7 Incidental Spaces- Comply with Table 509

707.3.9 Separated Occupancies- Comply with Table 508.4 based on the occupancies being separated. R/ S-2= 2 Hour

707.3.10 Fire Areas- Separating Fire Areas of different occupancies shall comply with Table 707.3.10. R/ S-2= 2 hours.

707.4 Exterior Walls- Where exterior walls serve as part of a required fire resistance-rated shaft of stairway enclosure or separation comply with section 705 for exterior walls.

707.5 Continuity- Fire barriers shall extend from the top of the foundation or floor/ceiling assembly below to the underside of the floor or roof sheathing, slab or deck above and shall be securely attached hereto.

Such fire barriers shall be continuous through concealed spaces, such as the space above suspended ceilings. Joints and voids at intersections shall comply with sections 707.8 and 707.9.

707.5.1 Supporting Construction- Supporting construction of fire barriers shall be protected to afford the required fire-resistance rating of the fire barrier supported. Hollow vertical spaces within the fire barrier shall be fireblocked the full height of the support structure in accordance with section 718.2 at every floor and at the roof.

707.7 Penetrations- Comply with section 714.

707.7.1 Prohibited Penetrations- Penetrations into exit access stairways, interior exit stairways and exit passageways shall be allowed only where permitted by section 1019, 1023.5 and 1024.6 respectively.

707.8 Joints comply with section 715.

707.9 Voids at intersections- All voids intersections of fire-resistance rated assemblies shall be filled with an approved material or system.

708 Fire Partitions

708.1 General

1. Separation Walls as required by section 420.2
2. Corridor walls as required by section 1020.1
3. Elevator Lobby separation as required by section 3006.2.

708.3 Fire-Resistance Rating Fire partitions shall have a fire -resistance rating of not less than 1 hour.

Exceptions: 1. Corridor walls permitted to have a ½ hour fire-resistance rating by Table 1020.1. Occupancy R, Occupant load load served by corridor with sprinkler system= 0.5 hours.

708.4 Continuity- Fire barriers shall extend from the top of the foundation or floor/ceiling assembly below to the underside of the floor or roof sheathing, slab or deck above and shall be securely attached hereto.

708.7 Penetrations- Comply with section 714.

708.8 Joints comply with section 715.

708.9 Ducts and air transfer openings- Penetrations in a fire partition by ducts and air transfer openings shall comply with section 717.

709 Smoke Barriers

709.3 Fire-Resistance Rating. A 1-hour fire-resistance rating is required for smoke barriers.

709.4 Continuity- Fire barriers shall extend from the top of the foundation or floor/ceiling assembly below to the underside of the floor or roof sheathing, slab or deck above and shall be securely attached hereto.

709.4.2 Smoke-Barrier walls enclosing Elevator Lobbies Comply with 3007.6.2- 1 hour rating required.

711 Floor and Roof Assemblies

711.2 Horizontal Assemblies

711.2.3 Supporting Construction- Match fire-resistance rating of horizontal assembly being supported.

711.2.4.1 Separating Mixed Occupancies- Comply with section 508.4 based on the occupancies being separated.

711.2.4.3 Dwelling Units and Sleeping Units- Horizontal assemblies serving as dwelling unit or sleeping unit separations shall not be less than 1-hour.

712 Vertical Openings

712.1.12 Exit Access Stairways and Ramps- Comply with section 1019.

713 Shaft Enclosures

713.4 Fire-Resistance Rating- Shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four or more stories.

713.5 Continuity- Shaft enclosures shall be constructed as fire barriers in accordance with section 707 or horizontal assemblies constructed in accordance with section 711 or both and shall have continuity in accordance with section 707.5 for fire barriers or section 711.2.2 for horizontal assemblies, as applicable

713.6 Exterior Walls- Comply with section 705.

713.8 Penetrations- Comply with section 714.

713.9 Joints- comply with section 715.

713.10 Ducts and air transfer openings- Penetrations in a fire partition by ducts and air transfer openings shall comply with section 717.

714 Penetrations

714.1 Scope- Comply with entire section 714 to protect through penetrations and membrane penetrations of horizontal assemblies and fire-resistance rated wall assemblies.

715 Fire Resistant Joint Systems

715.1 General- Comply with entire section 715.

716 Opening Protectives

716.5.3 Door Assemblies in Corridors and Smoke Barriers shall comply with entire section 716.

Table 716.5 Opening Fire Protection Assemblies

Type of Assembly- Enclosures for Shafts, interior exit stairways, Wall rating 2 hours, Min. Fire Door Rating- 1 ½ hour, Door Vision panel size= 100 sq. in. max.

Type of Assembly-Fire Partitions: Corridor Walls, Wall rating 0.5 hours, Min. Fire Door Rating- 1/3 hour, Door Vision panel size= max. Size tested.

Type of Assembly- Exterior Walls, Wall rating 1 hours, Min Fire Door Rating- 3/4 hour, Door Vision panel size= 100 sq. in. max.

Type of Assembly- Smoke Barrier, Wall rating 1 hour, Min Fire Door Rating- 1/3 hour, Door Vision panel size= max. Size tested.

716.5.9 Door Closing- Fire doors shall be latching and self-or automatic closing in accordance with this section.

717 Ducts and Air Transfer Openings- Comply with entire section 717

718 Concealed Spaces- Comply with entire section 718

718.2 Fireblocking- In combustible construction, fireblocking shall be installed to cut off concealed draft openings (both vertical and horizontal) and shall form an effective barrier between floors, between a top story and a roof or attic space, fireblocking shall be installed in the locations specified in sections 718.2.2 through 718.2.7

720 Thermal and Sound-Insulating Materials- Comply with entire section 720.

Ch.8. Interior Finishes- Comply with Entire Chapter

Ch.9. Fire Protection Systems - Comply with Entire Chapter

901 General

901.6.1 Automatic Sprinkler System- Automatic Sprinkler Systems shall be monitored by an approved supervising station.

901.6.2 Fire Alarm System- Fire Alarm Systems required by the provisions of section 907.2 and sections 907.2 and 907.9 of the International Fire Code shall be monitored by an approved supervising station in accordance with section 907.6.6.

903.2.8 Group R- An automatic sprinkler system installed in accordance with section 903.3 shall be installed throughout buildings with a Group R fire area

903.2.10 Group S-2 enclosed parking garages- An automatic sprinkler system shall be provided throughout buildings classified as enclosed parking garages in accordance with section 406.6 where either of the following conditions exists:

2. Where the enclosed parking garage is located beneath other groups.

903.3.1.2 NFPA 13R Sprinkler Systems- Allowed in Group R occupancies up to and including 4-stories in height and do not exceed 60 feet in height above the grade plane.

903.3.1.2.1 Balconies and Decks: Sprinkler protection shall be provided for Balconies, Decks and ground floor patios of Dwelling Units and Sleeping Units of Type V construction.

903.3.2 Quick Response and Residential sprinklers- Required in Dwelling units and sleeping units in R occupancies.

906 Portable Fire Extinguishers- Comply with entire section 906

907 Fire Alarm and Detection Systems- Comply with entire section 907

907.1.1 Construction Documents- Provide documents that meets all the requirements of this section.

907.1.2 Fire Alarm Shop Drawings- Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.

907.2.9 Group R-2 Fire Alarm systems and smoke alarms shall be installed in group R-2 occupancies as required in sections 907.2.9.1 through 907.2.9.3

907.2.9.1 Manual Fire Alarm System- Required where a dwelling unit or sleeping unit is located three or more stories above the lowest level of exit discharge.

907.2.11 Single and Multiple-station smoke alarms- Comply with UL 217 and install in accordance with section 907.2.11.2

907.2.11.2 Group R-2 Provide Single or Multiple-station smoke alarms at all the following locations:

1. On the ceiling or wall outside of each separate sleeping area in the immediate vicinity of the bedrooms
2. In each room used for sleeping purposes.
3. In each story within a dwelling unit.

907 2.11.3 Installation near cooking appliances

907.2.11.4 Installation near Bathrooms

912 Fire Department Connections- Fire Department Connections shall be installed in accordance with the NFPA standard applicable to the system design and shall comply with sections 912.2 through 912.6.

914 Emergency Responder Safety Features- Comply with entire section 914

915 Carbon Monoxide Detection- Comply with entire section 915

Ch.10. Means of Egress

1004 Occupant Load

Function of Space- Residential, Occupant Load Factor- 200 Gross Sq. Ft.

1006 Number of Exits and Exit access doorways

1006.3 Egress from stories or occupied roofs.

Table 1006.3.1 Minimum number of exits or access to exits per story,
Occupant load per story: 1-500, Minimum number of exits or access to
exits from story: 2.

1007 Exit or exit access doorway configuration- Comply with entire section 1007

1008 Means of egress illumination- Comply with entire section 1008

1010 Doors, Gates and Turnstiles- Comply with entire section 1010.

1011 Stairways- Comply with entire section 1011

1011.2 Width and Capacity-

Exception 1. Occupant load is 9,600 s.f./ 200 gross sq. ft.= 48, Width of
Stair = 36"

1011.3 Headroom- Minimum headroom clearance of 80 inches required.

1011.5 Stair Treads and risers- Maximum Riser height shall be 7" and minimum
riser height shall be 4", Minimum rectangular tread depth shall be 11" from riser
to nosing.

1011.6 Stairway landings- Width of landing shall be not less than the width of the
stairways served.

1011.11 Handrails- Required on both sides of stair and shall comply with section
1014

1013 Exit Signs- Comply with entire section 1013

1014 Handrails- Comply with entire section 1014

1015 Guards- Comply with entire section 1015

1017 Exit Access Travel Distance

Table 1017.2 Exit Access Travel Distance- Occupancy R, With Sprinkler
System= 250'-0" where building equipped throughout with an automatic sprinkler
system.

1020 Corridors

Table 1020.1 Corridor Fire-Resistance Rating- Occupancy: R, Occupant Load
Greater than 10, With Sprinkler System= 0.5 Hrs

Table 1020.2 Minimum Corridor Width- Occupancy: R, Min. Width w/ Occupant
load less than 50 (total= 48)= 36"

1022 Exits- Comply with entire section 1022

1023 Interior Exit Stairways and Ramps- Comply with entire section 1023

1030 Emergency Escape and Rescue- Comply with entire section 1030

Sleeping rooms below the fourth storey above grade plane shall have at least
one emergency escape and rescue opening in accordance with this section

Ch.11. Accessibility

1104 Accessible Entrances

1104.1 Site Arrival points- Accessible route impractical due to vertical difference between Entry elevation at sidewalk (110'-0") and Finish First floor level (113.2'). First Floor Level is set by Enclosed Parking area at rear of First floor and Exterior parking area utilizing the same driveway, but provides parking for 22 Turner Street and 30, 30R Turner Street.

1104.4 Multistory building and facilities

Exception1: An Accessible route is not required to stories that have an aggregate area of not more than 3,000 sq. ft. and are located above an accessible story.

1105 Accessible Entrances

1105.1 Parking Garage entrance from exterior and from within Garage to buildings Main entry shall be accessible.

1106 Parking and Passenger Loading Facilities

Table 1106.1 Accessible parking spaces

Total Parking Spaces- 1-25, Required minimum number of accessible spaces= 1

1107 Dwelling Units and Sleeping Units

1107.2 Design- Dwelling Units and Sleeping Units that are required to be accessible units, type A units shall comply with the applicable portions of chapter 10 of ICC A117.1

1107.3 Accessible spaces- Habitable spaces available to the general public or the accessible units shall be accessible.

1111 Signage- Comply with entire section 111.

Chapter 12 Interior Environment- Comply with entire Chapter 12

Chapter 13 Energy Efficiency

1301 General- Buildings shall be designed and constructed in accordance with the International Energy Conservation Code 2009.

IECC 2009

Chapter 3 General Requirements

301 Climate Zones

Table 301.1 Climate Zones, Main, Cumberland County, 6A

Chapter 5 Commercial Energy Efficiency- Comply with entire Chapter 5

501.1 Scope

Commercial buildings shall meet either the requirements of ANSI/ASHRAE/IESNA Standard 90.1, Energy Standard for Buildings, Except for Low Rise Residential Buildings, or the requirements contained in this chapter.

502 Building Envelope Requirements

502.1.1 Insulation and Fenestration criteria. The building thermal envelope shall meet the requirements of tables 502.2 (1) and 502.3 based on climate zone 6A.

Table 502.2 (1)- Building Envelope Requirements- Opaque Assemblies

Climate Zone- 6A

Roofs- Attic and Other- Group R, R-38

Walls Above Grade- Wood Framed and Other- Group R, R-13 + R-7.5 ci.

Walls Below Grade- Below Grade Wall- Group R, R-7.5 ci.

Floors- Joist/ Framing (Steel/ Wood)- Group R, R-30

Slab-on-Grade- Unheated Slabs- Group R, R-15 for 24" Below

Opaque Doors- Swinging, Roll-up or Sliding- Group R, U-0.50.

Table 502.3 Building Envelope Requirements: Fenestration

Vertical Fenestration (40% Maximum of above-grade wall)- Proposed = 25.7%

Climate Zone- 6A

Framing Materials other than metal- U-Factor = 0.35

SHGC all Frame types: PF less than 0.25= 0.40

NFPA 2009 DETAILED CODE OVERVIEW-Comply with all chapters in their entirety as applicable.

Chapter 6 Classification of Occupancy and Hazard of Contents

6.1 Classification of Occupancy

6.1.8.1.5 New Apartment Building

6.1.13 Storage- Enclosed Parking Garage

6.1.14.3 Separated Occupancies

Table 6.1.14.4.1 (b)- Apartment Buildings, Storage= 2 Hours, 1 hour allowable reduction where building is protected throughout by an approved automatic sprinkler system in accordance with 9.7.1.1 (1) and supervised in accordance with 9.7.2.

6.2 Hazard of Contents

6.2.2 Classification of Hazard of Contents

6.2.2.2 Low Hazards Contents

Chapter 7 Means of Egress

7.1.3.1 Exit Access Corridors- Corridors used as an exit access and serving an occupant load exceeding 30 shall be separated by walls having not less than a 1- Hour fire-resistance rating in accordance with Section 8.3

7.1.3.2 Exits- Comply with section 8.2 and the following: 2, Minimum 2-hour fire resistance rating where the exit connects four or more stories, unless one of the following conditions exists: (c) Minimum 1 hour enclosures in accordance w/ 30.2.2.1.2 shall be permitted as an alternative to the requirement of 7.1.3.2.1

7.2.2 Stairs

7.2.2.2.1.2 Minimum New Stair Width where the total occupant load of all stories served is less than 50, the minimum width clear of all obstructions, except obstructions 4 ½" at or below handrail height on each side, shall be 36".

Table 7.2.2.2.1.1 (a) New Stairs

Minimum Width- 36"

Max. Ht. of Risers- 7"

Minimum Ht. of Risers- 4"

Minimum Tread Depth- 11"

Minimum headroom- 6'-8"

Maximum ht. Between landings- 12 ft.

Landing- 7.2.1.4.3.1 Door Leaf Encroachment- During door swing, any door leaf in a means of egress shall leave not less than one-half of the required width of a landing unobstructed and shall project not more than 7" into the required width of the landing, when fully open.

7.2.2.4.4 Handrail Details- New handrails on stairs shall be not less than 34" and no more than 38" measured vertically from the leading edge of the tread.

7.2.2.5.4.1 Stairway Identification- New enclosed stairs three or more stories shall comply with A-M for signage.

7.2.2.5.4.3 Stairway Tread and Landing markings

7.2.12 Area of Refuge

7.2.13 Elevators

7.3.1.2 Occupant Load Factor, Use Apartment, 200 Sq. Ft- 9,600 s.f/ 200 sq. ft. per person = 48 total occupants

7.3.3 Egress Capacity

Table 7.3.3.1 Capacity Factor, Stairways, width per person - 0.3 inch width per person x 48 =14.4" width required. Level Components, width per person- 0.2 inch width person x 48 =9.6" width required.

7.3.4 Minimum Width- The minimum width of any means of egress shall be not less than 36".

7.4 Number of Means of Egress- Not less than 2 from any story

7.4.1.6 Elevator Landing and Lobby Exit Access- Each elevator landing and lobby shall have access to at least one exit.

7.5 Arrangement of Means of Egress

7.5.1.3.3 In buildings protected throughout by an approved , supervised automatic sprinkler system in accordance with section 9.7, the minimum separation distance between two exits or exit accesses, or exit discharges shall be not less than one-third the length of the maximum overall diagonal dimension of the building or area being served.

Chapter 8 Features of Fire Protection

Table 8.3.4.2 Minimum Fire Protection ratings for Opening Protectives

Elevator Hoistways - Walls= 2 hours, Fire Door Assemblies= 1 ½ hours,

Vertical Shafts (Stairways) - Walls= 2 hours, Fire Door Assemblies= 1 ½ hours.

Exit Access Corridors - Walls= 1 hour, Fire Door Assemblies= 1/3 hours, Fire Window Assemblies= ¾.

Smoke Barriers - Walls= 1 hour, Fire Door Assemblies= 1/3 hours, Fire Window Assemblies= ¾.

Chapter 9 Building Service and Fire Protection Equipment - Comply with entire Chapter 9

Chapter 10 Interior Finish, Contents and Furnishings- Comply with entire Chapter 10

Chapter 30 New Apartment Buildings- Comply with entire Chapter 30

30.2.2.12 Areas of Refuge- Areas of Refuge are not required in Buildings protected throughout by an approved supervised automatic sprinkler system in accordance with 30.3.5.

30.2.5 Arrangement of Means of Egress

30.2.5.3.2 No common path of travel shall exceed 50 ft. in Buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5.

30.2.6 Travel Distance to Exits

30.2.6.2 Travel Distance within a dwelling unit to a corridor shall not exceed 125 ft. in Buildings protected throughout by an approved supervised automatic sprinkler system.

30.2.6.3.2 In Buildings protected throughout by an approved automatic sprinkler system installed in accordance with 30.3.5, the travel distance from a dwelling unit entrance door to the nearest exit.

30.2.6.4 The travel distance, from areas other than those within living units, to the exit, shall not exceed 250'-0" in Buildings protected throughout by an approved supervised automatic sprinkler system.

30.2.8 Illumination of Means of Egress- Comply with section 7.8

30.2.9 Emergency Lighting- Comply with section 7.9.

30.3.2 Protection from Hazards

Table 30.2.3.1.1 Hazardous Area Protection

Storage Rooms outside of Dwelling Units- 1-hour and sprinklers.

Trash Collection Rooms- 1-hour and sprinklers.

30.3.3 Interior Finishes- Comply with entire section

30.3.4 Detection, Alarm and Communication Systems- Comply with entire section.

30.3.5 Extinguisher requirements- Comply with entire section

30.3.6 Corridors- Comply with entire section

30.3.6.2 Doors- Comply with entire section

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division
Department of Public Works
55 Portland Street
Portland, ME 04103

Date: 7/11/2019

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

Site Address: 130 Morning Street Portland, ME 04101

Chart Block Lot Number: 14 - K - 7

Proposed Use: Multi-Family Residential

Previous Use: Surface Parking

Existing Sanitary Flows: 0 GPD

Existing Process Flows: 0 GPD

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

10" Main in Morning Street, near road center line.

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

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

2. Please, Submit Contact Information.

City Planner's Name: Shukria Wiar Phone: 207-874-8719

Owner/Developer Name: Northeast Turner, LLC

Owner/Developer Address: 72 Pine Street #16 Portland, ME 04102

Phone: 207-775-9085 Fax: E-mail: mchestnutt@cornerstonebr.com

Engineering Consultant Name: Acorn Engineering

Engineering Consultant Address: 65 Hanover Portland, ME 04101

Phone: 207-317-1884 Fax: E-mail: wsavage@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: 1,440 GPD

Peaking Factor/ Peak Times: Diurnal

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

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: 0 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.

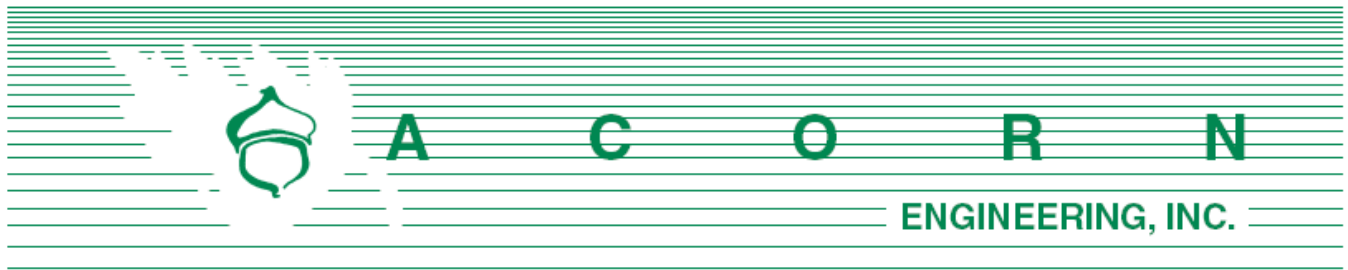
Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided, or attached, as a separate sheet.

M. Calculation of Wastewater Flowrate for 130 Morning Street Redevelopment

The proposed project will include the development of four stories with 9 residential units and on-site parking. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following daily flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Parking Lot	N/A	0	0	0
Total Gallons per Day (Existing)				0
Proposed Flow				
Residential Units	1-Bedroom	3	120	360
Residential Units	2-Bedroom	4	180	720
Residential Units	3-Bedroom	2	270	540
Total Gallons per Day (Proposed)				1,440
Net Change				+1,620 GPD
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				





N. Lighting

Please find attached the proposed cut sheets for building-mounted lighting. Please let us know if a photometric plan is required.



CALL US
855.251.3652
 Mon-Fri 6am-6pm PT
 Sat 7am-5pm PT

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Finish: Black



Black



Bronze



Brushed Aluminum



White

Light Option:

Dark Sky
Friendly

Dark Sky
Friendly



Up/Downlight

[ADD TO PROJECT](#)

Details

Straightforward lighting without the fuss. The Modern Forms Bloc LED Indoor/Outdoor Wall Sconce brings a bold outlook to illumination. Clean, straight-edged angles made from die-cast aluminum contrast with a silk-screened diffuser for a modern look. The Bloc LED Indoor/Outdoor Wall Sconce projects a balanced up and/or downlight that highlights the surface and makes it visually appealing. The Bloc LED Indoor/Outdoor Wall Sconce comes with a universal driver and is rated for use in closets.

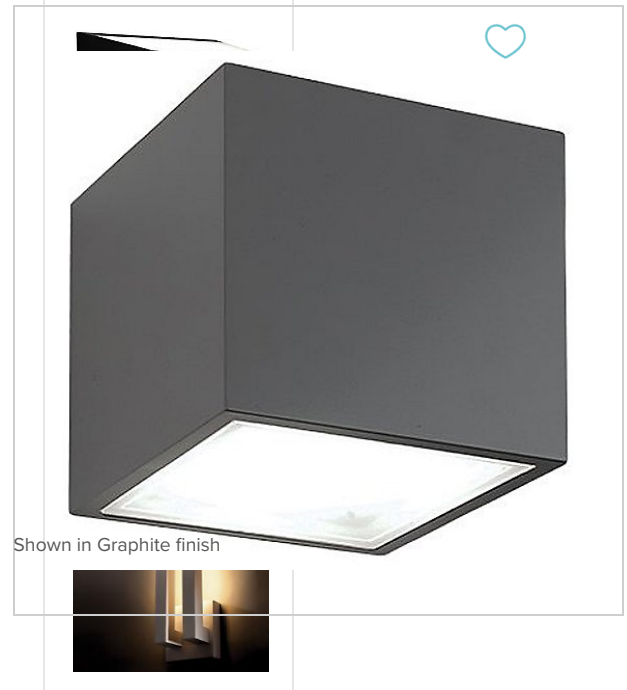
Founded in 2013 by parent-brand WAC Lighting, Modern Forms takes a cutting-edge, eco-friendly approach to luminaires and fans. Each product features the most efficient LED technology available, while fans specifically run on a sensor-less, silent DC motor that's controlled by an exclusive smartphone app. The materials used – including seeded crystals, Piastra glass, 24K gold leaf, and cast metals – are blended together by expert craftsmen who draw inspiration from the iconic minimalism of Mid-Century and Scandinavian design.

The Bloc LED Indoor/Outdoor Wall Sconce is available with the following:

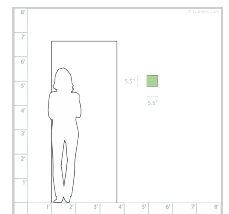
Details:

- Dark Sky Friendly: Downlight Option Only

SIMILAR ITEMS



Shown in Graphite finish



SEE SCALE DRAWING

- Mounts Upwards or Downwards
- Rated Life: 60000
- Designed in 2015
- Material: Die-Cast Aluminum
- Shade Material: Silk-Screened Glass
- Dimmable when used with ELV Dimmer dimmers(not included)
- Dimmer Range: 10%
- ADA compliant, Dark Sky compliant, Title 24 compliant
- Energy Star Qualified
- ETL Listed Wet
- Warranty: 5 Years Functional, 2 Years Finish
- Made In China

Options:

- **Finish:** Black, Bronze, Brushed Aluminum, White
- **Light Option:** Dark Sky Friendly, Up/Downlight

Lighting:

- Dark Sky Friendly Option: 16.5 Watt (1167 Lumens) 120 Volt/277 Volt Integrated LED: CRI: 90 Color Temp: 3000K Lifespan: 60000 hours
- Up/Downlight Option: 30.5 Watt (2334 Lumens) 120 Volt/277 Volt Integrated LED: CRI: 90 Color Temp: 3000K Lifespan: 60000 hours

Compare Brightness:**Dimensions:**

- **Fixture:** Width 5.5", Height 5.5", Depth 6"

Manufacturer IDs: view

California Residents: Prop 65 regulations

Need help with some of our terminology? Check out **Lumens' Lighting & Design Glossary**.

YOU MAY ALSO LIKE

Rubix Outdoor LED Up and Down Wall Sconce
By WAC Lighting

From: \$241.50



QB LED Wall Sconce
By Bruck Lighting

From: \$215.63



QB Outdoor LED Wall Sconce
By Bruck Lighting

From: \$236.25



Ledge Indoor/Outdoor LED Wall Sconce
By Modern Forms

From: \$209.00

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LOW-PRICE GUARANTEE	FREE SHIPPING	EASY RETURNS	EXPERT SERVICE
*Subject to credit approval. Minimum monthly payments required.			

PITCH SINGLE WALL SCONCE



An architectural profile reminiscent of beautifully classic roof lines delivers significant light output in this modern LED wall sconce suitable for both indoor and outdoor applications. The Pitch Single's die-cast metal body houses powerful LED light sources that create visual appeal as light cascades down along a wall.

High quality LM80-tested LEDs

for consistent long-life performance and color

Outstanding protection against the elements:

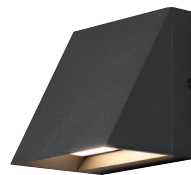
- Powder coat finishes
- Stainless Steel mounting hardware
- Impact-resistant, UV stabilized frosted acrylic lensing

Can be mounted for up lighting or down lighting

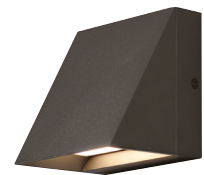
SPECIFICATIONS

DELIVERED LUMENS	823
WATTS	26.1
VOLTAGE	120V, 277V
DIMMING	ELV
LIGHT DISTRIBUTION	Symmetric
MOUNTING OPTIONS	Downlight or Uplight
CCT	2700K, 3000K
CRI	80+
COLOR BINNING	3 Step
BUG RATING	B1-U0-G0
DARK SKY	Compliant (Downlight)
WET LISTED	IP65
GENERAL LISTING	ETL
CALIFORNIA TITLE 24	Can be used to comply with CEC 2016 Title 24 Part 6 for outdoor use. Registration with CEC Appliance Database not required.
START TEMP	-30°C
FIELD SERVICEABLE LED	No
CONSTRUCTION	Aluminum
HARDWARE	Stainless Steel
FINISH	Powder Coat
LED LIFETIME	L70; 70,000 Hours
WARRANTY*	5 Years
WEIGHT	1.2 lbs.

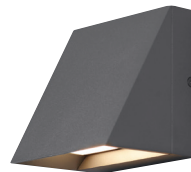
* Visit techlighting.com for specific warranty limitations and details.



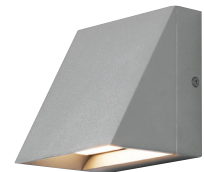
PITCH SINGLE
shown in black



PITCH SINGLE
shown in bronze



PITCH SINGLE
shown in charcoal

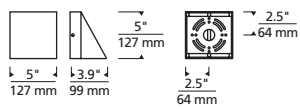


PITCH SINGLE
shown in silver

ORDERING INFORMATION

700WSPIT	SIZE	FINISH	LAMP
	S SINGLE	B BLACK	-LED827 LED 80 CRI, 2700K 120V
		Z BRONZE	-LED827277 LED 80 CRI, 2700K 277V
		H CHARCOAL	-LED830 LED 80 CRI, 3000K 120V
		I SILVER	-LED830277 LED 80 CRI, 3000K 277V

PITCH SINGLE WALL SCONCE



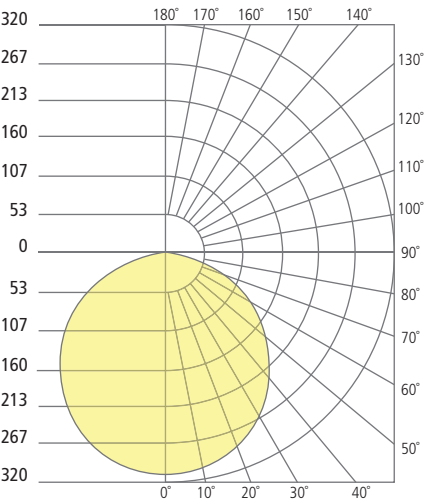
Pitch Single

PHOTOMETRICS*

*For latest photometrics, please visit www.techlighting.com/OUTDOOR

PITCH SINGLE

Total Lumen Output:	823
Total Power:	26.2
Luminaire Efficacy:	31.4
Color Temp:	3000K
CRI:	80+
BUG Rating:	B1-U0-G0



PROJECT INFO

FIXTURE TYPE & QUANTITY

JOB NAME & INFO

NOTES



GENERATION BRANDS
7400 Linder Avenue, Skokie, Illinois 60077
T 847.410.4400 F 847.410.4500



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O. Architectural Design Narrative

Please find attached the design narrative completed by Cornerstone Building & Restoration.





June 25, 2019

City of Portland
Historic Preservation Board
Planning and Development
389 Congress Street
Portland, ME 04101

RE: Level 3 Site Plan Review- Alternative Design Review Certificate submission for 130 Morning Street, Northeast Morning LLC.

To Whom it may concern:

Northeast Morning LLC is submitting the attached application and associated materials for review by the Historic Preservation Board and staff for the purpose of issuing a Certificate of Approval for the project to proceed under the Alternative Design Review process under the Munjoy Hill Neighborhood Conservation District overlay zone.

Existing Conditions-

The block of Morning street where the property is located on a one-way street between Congress and Turner streets. The Eastern Promenade is one block to the northeast and Emerson Street is one block to the southwest. The existing property is situated at the southwest side of Morning Street and one lot away from Turner Street. There is an existing surface level parking lot with no buildings on the property. The lot is sloped from front to rear with a low point at the front right of the property to a high point at the back left of the property.

Context-

The existing building context within the block of this property is sparse due to the lack of buildings facing Morning street on the proposed building site side. The majority of this side of Morning is a parking lot owned by Avesta housing, which serves Munjoy Commons apartments at 13 Emerson Street, in the renovated Emerson school. Munjoy Commons Apartments are within a three-story brick building w/ a fourth floor tucked into the tall hipped roof. This building is a dominate landmark to the left and uphill from the proposed building and is accessed from Emerson Street.

Across the street from the proposed property are several residences of varying sizes. Directly across the street consists of 3-4 story, single width residences with full height bay windows on one side of the front façade and a raised covered entry on the other side of the front façade (See sheet PD-2 for photos of 133-125 Morning St). Another property on the opposite side of the street and toward Congress street (See sheet PD-2 a photo of 119 Morning Street) consists of a double width triple decker multi-family residence, with a central entry that has a flat roof. The only 2- story residence is on the corner of Morning and Congress and faces Congress street (See sheet PD-2 for photo3 of 35 Congress). To complete this block's existing homes are

2- 2 ½ story residences that are the same side of the street as the proposed building. One is located at the corner of Congress and Morning Street and faces Congress street (39 Congress). The other is directly to the right of the proposed building site and is on the corner of Turner and Congress Streets (20 Turner)

The exterior materials typically used in the area are painted wood clapboards or shingles. The base of each building is usually a brick material and roofs are either gabled with the gable end facing the street or flat.

The existing building placement within the block of the proposed building in relationship to the street is typically from 1'-0" – 3'-0" from the sidewalk. See sheet DP-12.

The existing building context in a 2-block area has more variety in their heights, widths and front façade articulation than the block the project is within. Buildings range from 1 1/2-4 stories tall with bays, covered entries, ½ width to full width decks, central and offset entries and single and double width buildings. See sheets DP-1 through DP-12.

The predominate character-defining architectural features of the neighborhood are exposed brick bases below Clapboard or shingle siding w/ one to two bay windows facing the street (depending on building width), which extend vertically from the ground to the roof. Adjacent to or between the bays are typically raised entry porches that are either capped with a roof or the "porches" extend up through the building creating outdoor covered living spaces at each level. The sides of buildings are typically dotted with window opens that are usually aligned horizontally and vertically. There are typically 2-4+ different window sizes depending on the size of the home or apartment building and how custom the home was at the time it was built.

Proposed Building

The building will replace an existing surface parking lot and is on one of three contiguous properties that were purchased together in the summer of 2018. The intention was to join the three properties into one lot and remove the three existing homes on the two properties facing Turner Street in order to build a new multi-family housing building on the joined lot.

Tom Landry, is a representative of Northeast Morning LLC, the developer of the property. He is also the Owner of Benchmark Real Estate at 100 Congress Street and has had his business on Munjoy Hill for over 14 years. Tom is very active and dedicated to Munjoy Hill and was very active in the meetings regarding the moratorium this past summer. Due to the outcry from the Munjoy Hill community Mr. Landry decided not to pursue the removal of the three homes on Turner street in order to create a smaller scaled project.

The proposed multi-family building will be a beautiful building that will contribute to the diversity of Munjoy Hill's current housing options and it is our hope that the building will become a landmark and will last well over 100 years.

The proposed building is a 9-unit condominium, including one work force housing unit and will be 4- stories high. It is meant to compliment the existing immediate context and the 2-block surrounding area by creating a scale and massing that is similar in width and 1-story taller than the double triple decker building across the street, toward Congress Street (See sheet PD-2 a photo of 119 Morning Street). Also, the building design is meant to provide a different typology that respects the past and reinterprets the predominate character-defining architectural features of the neighborhood without directly copying those features. We are setting the proposed building at a 1'-9" setback from the front property line, which is more than half the average of the

building setbacks across the street and at the corner of Congress street and Morning Street (39 Congress Street), to be more in keeping with its immediate context (See sheet DP-12).

The front of the building is inspired by the double triple decker's in the area that are linked with a central entry (see DP-9 – DP-11). The center of the building is recessed to further accentuate the building as two distinct and separate sections creating two square bays at the first-floor level along the sidewalk. Above these bays on each side of the recessed entry are three levels of cantilevered covered decks that carry the bay concept up through the building and is "capped" by cantilevered roof sections to provide cover for the upper decks. This cantilevered "cap" at the front is a nod to the extreme overhangs that exist in the area. The "cap" along the sides is reduced to a more practical depth for the side walls, which each have a parapet to conceal a low slope roof that extends from front to back.

The first floor along the sidewalk is composed of a lobby, mail area, recycling area and other amenities at the right side with a studio apartment at the left side providing an active space adjacent to the sidewalk. The three upper floors are meant to introduce exterior living along, but above, the sidewalk to create an active street during the many months of beautiful weather.

The main façade behind the 6- 7'-0" deep decks consists of full width and 8'-0"-9'-0" high, triple, lift and slide glass doors to open the inside to the outside directly adjacent to the decks. Although the full width and tall glass doors are atypical for Portland it reinterprets the triple-window bay window to create outdoor living opportunities where people can experience the urban streetscape and the view of Casco Bay for as long as possible during the year (See sheets DP-10 & DP-11 for Neighborhood precedents of large decks/ Multi-height decks). Affectively the bay window with its almost 180-degree view of the surrounding area is replaced with a cantilevered squared-off deck "bay" and a large triple slider of glass to gain as much view as possible. The cantilevered decks were created to provide a clean, calm look and to emphasize the façade with horizontal elements instead of providing corner support columns, like so many other nearby buildings, which would accentuate the vertical. We felt the vertical columns at four stories high would feel overbearing and busy.

The lower portion of the building uses fiber-cement panels with open joints (3/16") and an exposed fastener system that creates a base below a more traditional, 8" to the weather, painted clapboard wall finish for the upper sections of the facades. The base is accentuated to help ground the building to the site as the exposed brick bases did in the past and give visual relief to a four-story façade on all sides. Cantilevered rear decks activate the rear façade and provide additional exterior living in a less public area of the site.

The remaining facades of the building are simple with aligned punched openings, similar to traditional buildings in the area, but the window openings have protruding trim to actively respond to the sun throughout the day.

The roof will have condensers for the HVAC system in the center (some condensers will be on the rear wall) and a PV panel Farm that will be owned by the condominium owners. Both roof top condensers and PV panels will be setback from the edge and will not be visible from the street.

The building will incorporate sustainable building practices, such as decreased thermal bridging of wall framing materials, provide airtight construction, install triple pane low-e windows, create balanced ventilation and decrease sizes of the mechanical systems due to the previous conditions. This includes a 30-40 R-Value for the exterior walls and R50-R70 Roof. Interior materials and finishes will have low or zero VOC's.

DESIGN PRINCIPLES AND STANDARDS

PRINCIPLE A: Overall Context

A building design shall contribute to and be compatible with the predominate character-defining architectural features of the neighborhood. Special attention shall be given to the existing building forms, existing facades and streetscape on both sides of the street within the block of the proposed property.

The new building contributes to and is compatible with the neighborhood by providing a welcoming central recessed entry flanked by two vertical articulated bay forms reminiscent of the double triple decker buildings in the immediate area. The upper three floors of these two forms have recessed facades behind large decks that provide seamless indoor/ outdoor living that was inspired by existing full width decks elsewhere on the Eastern Promenade (See sheets DP-10 & DP-11). The proposed building is only one block from the Promenade and is in a perfect location to introduce this sought-after precedent to Morning Street to take advantage of the locations views and more importantly to activate a streetscape that mostly has non-active front porches or stoops. Creating variety within this block, which lacks any buildings to the left side of the proposed building and lacks decks along the street side of the existing buildings is important to this or any street.

Standard A-1 Scale and Form: Height, Massing, Proportion of Principle Facade, Roof Shapes and scale of the architectural features of the structure.

The scale, form and proportion of the building use the zoning setback and height limits to help create the overall building form and scale and the principle facade is a reinterpretation of the predominate character-defining architectural features of the neighborhood and continues the tradition of a flat roof design on multi-family buildings.

Standard A-2 Composition of Principle Facade.

The principle façade is setback from the sidewalk to soften the effect of the first floor adjacent to the sidewalk. The central full height recessed entry with a covered entry porch creates two distinct bay portions of the building to help break-up what could have been a wide façade and welcomes anyone who wants to enter. Interrupting the width of the façade is typically done on existing double wide triple decker buildings through the use of vertical bay windows extending the full height of the building, This approach in conjunction with full width decks on other double wide buildings was the inspiration for the upper recessed cantilevered decks in the proposed project. Although this is unusual for the area, the cantilevered decks, help the composition by creating a relief in the front façade as it extends to four floors above the sidewalk. Also, the cantilevered decks eliminate corner columns, creating a cleaner look to the front of the building with less visual noise, while the more articulated guardrail system around each deck help relate these elements to the immediate neighborhood and create visual interest with their multiple component design.

Standard A-3 Relationship to the Street- See A-2 above

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

The building is composed of a double width building with 4-stories of living on the left side and a first-floor entry w/ owner amenities and 3- stories of living above the entry on the right side. The two side portions of the building opposite the central entry are delineated further to make a less imposing façade at the sidewalk. The two side portions of the building step back from the 2nd – 4th floors to provide a covered deck at each unit facing the street and allow for the street facade above the ground level to be setback helping diminish the overall volume. See sheets DP-10 and DP-11 for existing buildings with full and partial width decks on multiple levels. The living area walls adjacent to the decks on the 3-stories above grade are setback 7'-0" to provide an outdoor covered deck. The flat roof cantilevers out over the 4th floor decks and creates a "top" to the two volumes. These distinct volumes are accentuated by recessing the roof at the center area above the entry, interrupting the decks at the center and providing a recessed entry stair and entry porch area at the first floor and sidewalk. A thin porch roof keeps the entry covered and further designates the recess as the main entry.

Standard B-2 Roof Forms

The entire main roof is flat, which continues toward the street as a cantilever at the two areas above the 4th floor decks. The roof is notched out between the 4th floor decks to correspond to the recessed entry below and to help further separate the two sides of the building as discussed in B-1. Stormwater is captured by a continuous gutter and downspout system at the rear of the roof and connects to the on-site foundation drainage system.

Standard B-3 Main Roofs and Subsidiary Roofs-

See B-2 above. There are no subsidiary roofs, but we anticipate providing a PV panel farm on the roof to offset energy usage in the building. The panels have a 10-degree slope and are setback from all edges of the roof so they will not be seen from any side.

Standard B-4 Roof Pitch- Flat roof- ¼" per 12" pitch.

Standard B-5 Facade Articulation

The main façade along the street at the first-floor level has 3 windows per "side" within the façade that are centered on the three glass doors above creating a rhythm along the street. The recessed entry in the center of this façade has one door on the left side leading into the building lobby. The remaining three floors along the street are articulated with voids created by the cantilevered decks and roof while the street façade on these levels are recessed back 7'-0" and have a triple lift and slide door system that spans the entire width of the units interior living area and extends from the floor to 8'-0" or 9'-0" high. Surrounding three sides of the decks are metal guardrails that have a design that articulates individual pieces in a similar way as traditional guardrails. The tops of the guardrails are wood.

Standard B-6 Garages

The garage is on the first floor and accessed through a driveway on the right side of the building that extends to a side overhead door. There are eight spaces for parking inside. The driveway is also used by three residences on two lots (22 and 30, 30R) that are located on Turner Street. The driveway for 130 Morning street extends behind the 22 Turner street home and provides four spaces. Two spaces are deeded for use by 22 Turner Street and one space each is deeded to 30 and 30R Turner Street. The parking ordinance for 130 Morning street requires six spaces. The proposed driveway and combined covered and uncovered parking spaces is a net positive of six spaces that will keep an additional six cars off the streets (2-for the Condominium and 4 for 22 & 30/ 30R Turner Street).

PRINCIPLE C: Orientation on the Street

The building's facade 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

The recessed entry centered in the façade and the stairs ending at the sidewalk reinforces the public realm of the sidewalk.

Standard C-2 Visual Privacy

The solid walls at the first-floor level of the two main halves of the building with window sills that are 1'-0" off the floor creates visual privacy, without creating an unwelcome feel.

Standard C-3 Transitional Spaces

Setting the building off the sidewalk and providing landscaping within these areas and the recessed center entry creates a pleasant transitional space between the public and private realms of the sidewalk and the building.

PRINCIPLE D: Proportion and Scale

Building proportions must be harmonious and individual building elements shall be human scaled.

Standard D-1 Windows

Most windows are proportioned vertically to reflect the scale of the neighborhood on three sides of the building with several double width units in bedrooms or dining rooms to provide more light. The size of the units and placement reflect the type of use in the space behind the windows.

Standard D-2 Fenestration

The total fenestration along the principle façade is greater than 12% of the total façade square footage.

Standard D-3 Porches

The first-floor porch is set at a height similar to the other houses along the street and the porch roof is set at a height that is a reasonable scale for people entering and exiting the building.

PRINCIPLE E: Balance

Then building's 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 Heights: Alignment at Horizontal Datum

All windows and doors align at their horizontal datum on three sides, except the deck doors off the rear of the building which step down to a traditional door height.

Standard E-2 Window and Door Alignment: Majority of windows shall align vertically

The majority of windows and doors align vertically on all facades.

Standard E-3 Symmetricality

The window and deck door composition of the primary façade is arranged symmetrically around the overall building facades' centerline and the centerline of each "side".

PRINCIPLE F: Articulation

The design of the building is articulated to create a visually interesting and well composed residential facade

Standard F-1 Articulation

The articulation of the primary façade is accomplished with the use of a central vertical recess creating the main entry and breaking up the main façade by creating two "sides" of the building. Further articulation occurs at the base of the building, which on the first-floor street side produces a solid wall experience with punched openings to create some privacy and also some transparency along the sidewalk with eyes on the street provided at the left first floor side of the building. The bases material and detail are further articulated with medium sized panels in a running bond pattern with exposed fasteners and continues around the building on all sides to provide relief on the sides of the building, which are 4-stories high. The upper three stories on all sides has a wall material that is an, 8" to the weather, painted horizontal clapboard to relate to the existing street and the neighborhoods building materials. Windows and doors on the upper three floors are articulated with trim, but the trim protrudes out from the face of the building 2 ½" deeper than traditional trim achieving a constant play of shadows throughout the day.

Standard F-2 Window Types

There are four window types, which are arranged in different configurations that reflect their unique location within the building's interior.

Standard F-3 Visual Cohesion

Visual cohesion is mainly achieved through a simple overall rectangular form with an articulated primary façade with upper decks relieving the mass at the street side. The cantilevered roof over the two sides of the building complete each “side” and complete the overall composition of the primary façade.

Standard F-4 Delineation between floors

The delineation between floors is accomplished by the alignment of the multiple windows along each floor level and not through the addition of horizontal trim at the floor levels.

Standard F-5 Porches, etc.

Upper decks on the primary façade provides “eyes on the street” at all levels and activates the street at night.

Standard F-6 Main Entries

The main entry is used to call attention to and create an obvious entry into the building and is also used as an organizer for the primary façade.

Standard F-7 Not Used

Standard F-8 Articulation

1. The Flat roof “eaves” on three sides are 8'-6" at the front cantilever and 1'-3" at the sides.
2. Exterior trim dimensions are 1 ½" wide and protrude 2 ½" from the siding to create a continuous active shadow throughout the day. The narrow width is meant to diminish the profile around the opening to call less attention to the “frame”.
3. The recessed entry at the front is 7'-4".
4. The flat roof edge and cantilevered deck edges are pronounced at 1'-0" tall.

PRINCIPLE G: Balance

Building proportions must be harmonious and individual building elements shall be human scaled.

Standard G-1 Materials

The materials used reflect the existing neighborhood and are 8", to the weather, smart siding without corner boards. On the upper three floors. The first floor and base below will have a larger exposed fastener fiber cement panel rainscreen system with open joints. The base is meant to differentiate the lower portion of the building from the upper portion to help ground it to the site, breakup a 4-story façade at each side of the building and to reinterpret the brick bases used throughout the two-block area.

Standard G-2 Material and Facade Design

The façade materials are used to reduce the visual impact of the building instead of providing one material and color around the entire building. The single material and color for the three-story portion of the building works well but would be overbearing on a 4- story building.

Standard G-3 Chimneys- N/A

Standard G-4 Window Types

The majority of windows are of two types with additional sizes used sparingly to address the interior living environment.

Standard G-5 Patios and Plazas

The first-floor patio at the left side of the building will be used by the owners of the condominiums and potentially by the general public. The material will be either brick, stone paver or concrete.

Sincerely,
Michael Chestnutt, AIA, LEED AP
Senior Architect
Cornerstone Building & Restoration

P. Utilities

The proposed project will include installation of multiple utility services to the new building. The utility installations have been approved as an administrative authorization due to the City's Morning Street Overlay Project which will begin a moratorium. The approved utility summaries are as follows:

Water:

It is proposed to tap a 6" service line off the water main within Morning Street. The 6" line will serve as the sprinkler line with a 2" child connection for domestic services. There is no existing line to the site.

Sewer:

There is currently no sewer infrastructure on site. A new 6" lateral is proposed to accept the wastewater from each unit, the elevator sump, and the garage sewer after draining from the oil-water separator. The garage and elevator sump will be routed to meet with the wastewater lines from the living levels before being fed via gravity to the sewer main within Morning Street.

Stormwater:

There is currently no drainage infrastructure on site. The proposed stormwater measures include generous vegetation, foundation drains, and catch basins, and a field inlet. These systems will connect to a 6" storm drain line that ties in to the existing combined 10" sewer main within Morning Street. Please see the Stormwater Management Report for more information.

UGE/T/C:

The site is not currently served by any aerial or underground services. These services are proposed to be routed underground from the existing utility pole on Turner Street. The lines will be routed in between 22 Turner and 30 Turner. The Owner maintains ownership of both 22 Turner and 130 Morning and has a recorded easement showing rights for utility installation over the land of 22 Turner to benefit 130 Morning.

Gas:

There is currently no natural gas servicing the property. It is proposed to install a gas service off of the gas main within Morning Street as seen on the Utility Plan, Sheet C-20.

Ability to serve letters were sent out and approvals received in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Responses from the utility companies can be found attached to this section.





Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

June 3, 2019

Sam Lebel
Acorn Engineering
PO Box 3372
Portland, ME 04104

Re: 130 Morning Street, PO
Ability to Serve with PWD Water

Dear Mr. Lebel:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on May 15, 2019. Based on the information provided per plans dated May 30, 2019, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire service (parent) and 2-inch domestic service (child) with a 1.5-inch meter may be installed from the water main in Morning Street. The services should enter through the properties frontage on Morning Street at least 10-feet from any side property lines. An approved backflow prevention device must be installed on each service line directly after the meter/entrance to the building prior to service activation. Please note that only one meter and one bill will be associated to each domestic service line. This one master meter would be located in a common space that all tenants could gain access to if necessary.
- 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 make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

Existing Site Service

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



Water System Characteristics

According to District records, there is a 6-inch diameter ductile iron water main in Morning Street and a public fire hydrant located approximately 350 feet from the site. The most recent static pressure reading was 60 psi on June 8, 2018.

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

A handwritten signature in black ink, appearing to read 'Robert A. Bartels', written in a cursive style.

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

Q. Construction Management Plan

Project Address: 130 Morning Street

Project Description:

The proposed project includes the development of a 4-story building with 9 units of residential housing and on-site parking.

Project Team Summary:

Owner:	Northeast Turner, LLC
General Contractor:	Cornerstone Building & Restoration
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Cornerstone Building & Restoration
Structural Engineer:	Structural Integrity Consulting Engineers, Inc.

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 14-530 and 13-532 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.

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 contact information shall be posted on a sign on the construction fence along the Morning Street frontage. Additional signage necessary for communication shall be provided, but will be temporary and removed upon completion of the project. The contract information for the project personnel is:

Lance Baker
Cornerstone Building & Restoration
(207) 446-4406

GC and Subcontractor information will be posted along the Morning Street frontage once contracted.

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 of the 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.

Due to the limited space within the project parcel, deliveries will need to be stored in an alternate location or deliveries must be small enough to fit within the property. 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>	Fall 2019
<u>Project End Date:</u>	Fall 2020

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:
 - o Good Housekeeping
 - o On-site security
 - o Installation of new fire protection systems as construction progresses
 - o Preservation of existing systems during demolition
 - o Organization and training of an on-site fire brigade
 - o Development of a pre-fire plan with the local fire department
 - o Rapid communication
 - o Consideration of special hazards resulting from previous occupancies
 - o Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. 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 vehicle 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. This will apply to the new connections within Morning Street.

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 Morning 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 Morning 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 on Morning Street shall not be permissible. 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 – 330 CY Earthwork subcontractor(s) pit to project site.
 - Hot Mix Asphalt – 40 tons. Paving subcontractor(s) pit to project site.

L. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.

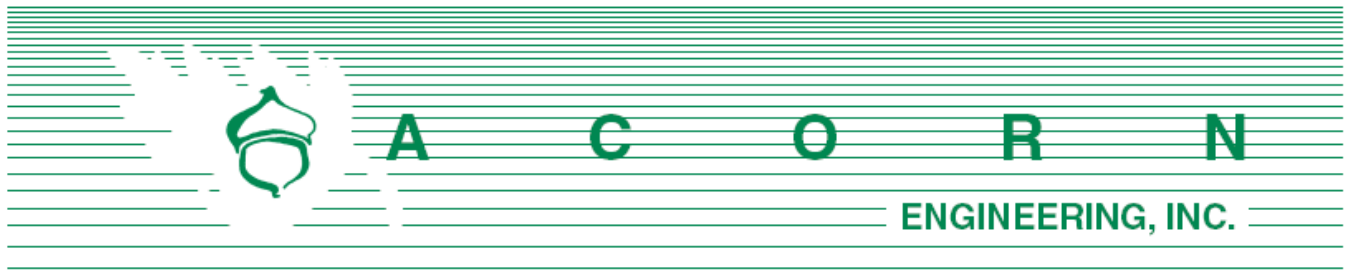


R. Solid Waste Disposal

The property management company or Owner shall be responsible for locating the solid waste and recyclable material to the space allocated for solid waste storage as noted on the Site Plan (C-10) and within the architectural plans.

The solid waste containers will be fully enclosed and screened from the public view.

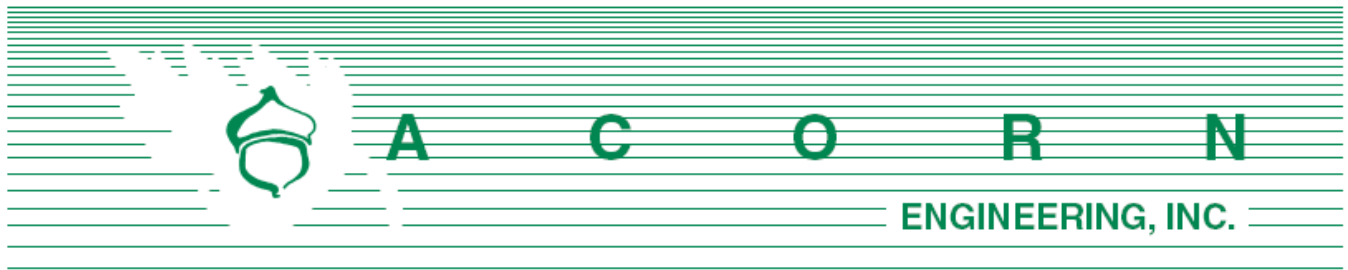




S. Parking Analysis

The proposed project at 130 Morning Street proposes to close the existing 24-foot curb cut, build nine residential units where a surface parking lot currently exists, and provide one low-profile driveway which provides access to two parking areas. This proposal accomplishes a public policy goal of the City in that the proposed driveway will allow off-street parking for the new development as well as existing neighboring properties.

The 11 parking spaces exceed the required 6 by more than 10%; however, only 7 of the parking spaces will be deeded to the proposed 9-unit condominium at 130 Morning Street, meaning only one additional space is proposed vs the requirement. We see this as an advantage for the neighborhood which is seeing an increase in development activity. The industry standard for condominium units is to provide a 1:1 ratio for parking, which is a common occurrence in the R-6. This project proposed a ratio of 0.78:1 spaces to units.



T. Turner St. Zoning Information

Please find attached the sketched provided by the architect



130 MORNING STREET CODE SUMMARY

BUILDING AREA

Building Footprint:

R-2 Gross:

Parking Gross:

Building Gross:

IBC 2015 CODE OVERVIEW

Use & Occupancy: Mixed Use- R-2 (Apartments), S-2 Enclosed Parking Garage

Construction Type: VA

Sprinkler: Yes

NFPA 2009 CODE OVERVIEW

Use & Occupancy: Mixed Use- New Apartment Building, Storage- Enclosed Parking Garage

Construction: Type V

Sprinkler: Yes

IECC 2009 DETAILED CODE OVERVIEW- See Chapter 13 of IBC 2015 detailed code Overview

IBC 2015 DETAILED CODE OVERVIEW- Comply with all chapters in their entirety as applicable

Ch. 3. Use & Occupancy Classification

310.4. Residential Group R-2 (Apartments)

311.3. Low-Hazard Storage Group S-2 (Parking Garages, open or closed)

Ch. 4. Special Detailed Requirements Based on Use and Occupancy

406. Motor-Vehicle Related Occupancies

406.6 Enclosed Parking Garages

406.6.1. Height and Areas: See Sections 504, 506 and 507

406.6.2. Ventilation: A Mechanical Ventilation System shall be provided in Accordance with the International Mechanical Code

406.6.3 Automatic Sprinkler System: An Enclosed Parking Garage shall be Equipped with an Automatic Sprinkler System in Accordance with Section 903.2.10.

420.2 Separation Walls shall be constructed as fire partitions in accordance with section 708.

420.3 Horizontal Separation shall be constructed as Horizontal assemblies in accordance with section 711.

420.5 Automatic Sprinkler System Group R occupancies shall be equipped with an automatic sprinkler system in accordance with section 903.2.8. Quick response or residential automatic sprinklers shall be installed in accordance with section 903.3.2.

420.6 Fire Alarm systems and smoke alarms shall be provided in Group R occupancies in accordance with sections 907.2.6, 907.2.8, 907.2.9 and 907.2.10 respectively. Single or multiple station smoke alarms shall be provided in group r occupancies in accordance with section 907.2.11.

Ch. 5 General Building Height and Areas

Table 504.3 Building Height: R S13R VA 60'-0"

Table 504.4. Number of Stories:: R-2 S13R VA 4 Stories above Grade

Table 506.2 Building Area: R-2 S13R VA 12,000 s.f per floor

Section 507- N/A

Table 508.4. Mixed Use Occupancy- Required Separation of Occupancies R-2/ S-2- 1 hour

508.4.4.1. 1 hour Separation in Sprinklered Building by Fire Barriers (section 707) and/ or Horizontal Assemblies (section 711)

Ch. 6. Types of Construction

Table 601. Type VA, Primary Structural Frame- 1 hour

Bearing Walls Exterior- 1 hour

Bearing Walls Interior- 1 hour

Non-bearing Walls and Partitions, Exterior- TBD

Floor Construction and Associated Secondary Members- 1 hour

Roof Construction and Associated Secondary Members- 1 hour

Table 602. Fire Resistance Rating for Exterior Walls based on Fire Separation Distance

X less than 5'-0" - 1 hour

X greater than or equal to 5'-0" and Less than 10'-0" - 1 hour

X greater than or equal to 10'-0" and Less than 30'-0" - 1 hour, if greater than 10'-0" then rating is from interior only.

Ch.7. Fire and Smoke Protection Features

705.2.2. Projections (including Balconies) may be of any material.

705.5 Fire Resistance Rating of Exterior Walls with a Fire separation distance of less than or Equal to 10'-0" shall be Rated for Exposure to Fire from Both Sides. Proposed Distance equals 10'-2" Min.- Exterior Wall Rating= 1 hour from exterior side only.

Table 705.8. 10'-0" to less than 15'-0" Unprotected, Sprinklered- Max. Area of Exterior Wall Openings= 45% 15'-0" to less than 20'-0" Unprotected, Sprinklered- Max. Area of Exterior Wall Openings= 75%

707 Fire Barriers

707.3 Fire-Resistance Rating

707.3.1 Shaft Enclosures- Comply with Section 713.4.

707.3.2 Interior exit Stairway and ramp construction- Comply with section 1023.1.

707.3.3 Enclosures for Exit Access Stairways- Comply with section 713.4.

707.3.4 Exit Passageway- Comply with section 1024.3

707.3.5 Horizontal Exit- Comply with section 1026.1

707.3.7 Incidental Spaces- Comply with Table 509

707.3.9 Separated Occupancies- Comply with Table 508.4 based on the occupancies being separated. R/ S-2= 2 Hour

707.3.10 Fire Areas- Separating Fire Areas of different occupancies shall comply with Table 707.3.10. R/ S-2= 2 hours.

707.4 Exterior Walls- Where exterior walls serve as part of a required fire resistance-rated shaft of stairway enclosure or separation comply with section 705 for exterior walls.

707.5 Continuity- Fire barriers shall extend from the top of the foundation or floor/ceiling assembly below to the underside of the floor or roof sheathing, slab or deck above and shall be securely attached hereto.

Such fire barriers shall be continuous through concealed spaces, such as the space above suspended ceilings. Joints and voids at intersections shall comply with sections 707.8 and 707.9.

707.5.1 Supporting Construction- Supporting construction of fire barriers shall be protected to afford the required fire-resistance rating of the fire barrier supported. Hollow vertical spaces within the fire barrier shall be fireblocked the full height of the support structure in accordance with section 718.2 at every floor and at the roof.

707.7 Penetrations- Comply with section 714.

707.7.1 Prohibited Penetrations- Penetrations into exit access stairways, interior exit stairways and exit passageways shall be allowed only where permitted by section 1019, 1023.5 and 1024.6 respectively.

707.8 Joints comply with section 715.

707.9 Voids at intersections- All voids intersections of fire-resistance rated assemblies shall be filled with an approved material or system.

708 Fire Partitions

708.1 General

1. Separation Walls as required by section 420.2
2. Corridor walls as required by section 1020.1
3. Elevator Lobby separation as required by section 3006.2.

708.3 Fire-Resistance Rating Fire partitions shall have a fire -resistance rating of not less than 1 hour.

Exceptions: 1. Corridor walls permitted to have a ½ hour fire-resistance rating by Table 1020.1. Occupancy R, Occupant load load served by corridor with sprinkler system= 0.5 hours.

708.4 Continuity- Fire barriers shall extend from the top of the foundation or floor/ceiling assembly below to the underside of the floor or roof sheathing, slab or deck above and shall be securely attached hereto.

708.7 Penetrations- Comply with section 714.

708.8 Joints comply with section 715.

708.9 Ducts and air transfer openings- Penetrations in a fire partition by ducts and air transfer openings shall comply with section 717.

709 Smoke Barriers

709.3 Fire-Resistance Rating. A 1-hour fire-resistance rating is required for smoke barriers.

709.4 Continuity- Fire barriers shall extend from the top of the foundation or floor/ceiling assembly below to the underside of the floor or roof sheathing, slab or deck above and shall be securely attached hereto.

709.4.2 Smoke-Barrier walls enclosing Elevator Lobbies Comply with 3007.6.2- 1 hour rating required.

711 Floor and Roof Assemblies

711.2 Horizontal Assemblies

711.2.3 Supporting Construction- Match fire-resistance rating of horizontal assembly being supported.

711.2.4.1 Separating Mixed Occupancies- Comply with section 508.4 based on the occupancies being separated.

711.2.4.3 Dwelling Units and Sleeping Units- Horizontal assemblies serving as dwelling unit or sleeping unit separations shall not be less than 1-hour.

712 Vertical Openings

712.1.12 Exit Access Stairways and Ramps- Comply with section 1019.

713 Shaft Enclosures

713.4 Fire-Resistance Rating- Shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four or more stories.

713.5 Continuity- Shaft enclosures shall be constructed as fire barriers in accordance with section 707 or horizontal assemblies constructed in accordance with section 711 or both and shall have continuity in accordance with section 707.5 for fire barriers or section 711.2.2 for horizontal assemblies, as applicable

713.6 Exterior Walls- Comply with section 705.

713.8 Penetrations- Comply with section 714.

713.9 Joints- comply with section 715.

713.10 Ducts and air transfer openings- Penetrations in a fire partition by ducts and air transfer openings shall comply with section 717.

714 Penetrations

714.1 Scope- Comply with entire section 714 to protect through penetrations and membrane penetrations of horizontal assemblies and fire-resistance rated wall assemblies.

715 Fire Resistant Joint Systems

715.1 General- Comply with entire section 715.

716 Opening Protectives

716.5.3 Door Assemblies in Corridors and Smoke Barriers shall comply with entire section 716.

Table 716.5 Opening Fire Protection Assemblies

Type of Assembly- Enclosures for Shafts, interior exit stairways, Wall rating 2 hours, Min. Fire Door Rating- 1 ½ hour, Door Vision panel size= 100 sq. in. max.

Type of Assembly-Fire Partitions: Corridor Walls, Wall rating 0.5 hours, Min. Fire Door Rating- 1/3 hour, Door Vision panel size= max. Size tested.

Type of Assembly- Exterior Walls, Wall rating 1 hours, Min Fire Door Rating- 3/4 hour, Door Vision panel size= 100 sq. in. max.

Type of Assembly- Smoke Barrier, Wall rating 1 hour, Min Fire Door Rating- 1/3 hour, Door Vision panel size= max. Size tested.

716.5.9 Door Closing- Fire doors shall be latching and self-or automatic closing in accordance with this section.

717 Ducts and Air Transfer Openings- Comply with entire section 717

718 Concealed Spaces- Comply with entire section 718

718.2 Fireblocking- In combustible construction, fireblocking shall be installed to cut off concealed draft openings (both vertical and horizontal) and shall form an effective barrier between floors, between a top story and a roof or attic space, fireblocking shall be installed in the locations specified in sections 718.2.2 through 718.2.7

720 Thermal and Sound-Insulating Materials- Comply with entire section 720.

Ch.8. Interior Finishes- Comply with Entire Chapter

Ch.9. Fire Protection Systems - Comply with Entire Chapter

901 General

901.6.1 Automatic Sprinkler System- Automatic Sprinkler Systems shall be monitored by an approved supervising station.

901.6.2 Fire Alarm System- Fire Alarm Systems required by the provisions of section 907.2 and sections 907.2 and 907.9 of the International Fire Code shall be monitored by an approved supervising station in accordance with section 907.6.6.

903.2.8 Group R- An automatic sprinkler system installed in accordance with section 903.3 shall be installed throughout buildings with a Group R fire area

903.2.10 Group S-2 enclosed parking garages- An automatic sprinkler system shall be provided throughout buildings classified as enclosed parking garages in accordance with section 406.6 where either of the following conditions exists:

2. Where the enclosed parking garage is located beneath other groups.

903.3.1.2 NFPA 13R Sprinkler Systems- Allowed in Group R occupancies up to and including 4-stories in height and do not exceed 60 feet in height above the grade plane.

903.3.1.2.1 Balconies and Decks: Sprinkler protection shall be provided for Balconies, Decks and ground floor patios of Dwelling Units and Sleeping Units of Type V construction.

903.3.2 Quick Response and Residential sprinklers- Required in Dwelling units and sleeping units in R occupancies.

906 Portable Fire Extinguishers- Comply with entire section 906

907 Fire Alarm and Detection Systems- Comply with entire section 907

907.1.1 Construction Documents- Provide documents that meets all the requirements of this section.

907.1.2 Fire Alarm Shop Drawings- Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.

907.2.9 Group R-2 Fire Alarm systems and smoke alarms shall be installed in group R-2 occupancies as required in sections 907.2.9.1 through 907.2.9.3

907.2.9.1 Manual Fire Alarm System- Required where a dwelling unit or sleeping unit is located three or more stories above the lowest level of exit discharge.

907.2.11 Single and Multiple-station smoke alarms- Comply with UL 217 and install in accordance with section 907.2.11.2

907.2.11.2 Group R-2 Provide Single or Multiple-station smoke alarms at all the following locations:

1. On the ceiling or wall outside of each separate sleeping area in the immediate vicinity of the bedrooms
2. In each room used for sleeping purposes.
3. In each story within a dwelling unit.

907.2.11.3 Installation near cooking appliances

907.2.11.4 Installation near Bathrooms

912 Fire Department Connections- Fire Department Connections shall be installed in accordance with the NFPA standard applicable to the system design and shall comply with sections 912.2 through 912.6.

914 Emergency Responder Safety Features- Comply with entire section 914

915 Carbon Monoxide Detection- Comply with entire section 915

Ch.10. Means of Egress

1004 Occupant Load

Function of Space- Residential, Occupant Load Factor- 200 Gross Sq. Ft.

1006 Number of Exits and Exit access doorways

1006.3 Egress from stories or occupied roofs.

Table 1006.3.1 Minimum number of exits or access to exits per story,
Occupant load per story: 1-500, Minimum number of exits or access to
exits from story: 2.

1007 Exit or exit access doorway configuration- Comply with entire section 1007

1008 Means of egress illumination- Comply with entire section 1008

1010 Doors, Gates and Turnstiles- Comply with entire section 1010.

1011 Stairways- Comply with entire section 1011

1011.2 Width and Capacity-

Exception 1. Occupant load is 9,600 s.f./ 200 gross sq. ft.= 48, Width of
Stair = 36"

1011.3 Headroom- Minimum headroom clearance of 80 inches required.

1011.5 Stair Treads and risers- Maximum Riser height shall be 7" and minimum
riser height shall be 4", Minimum rectangular tread depth shall be 11" from riser
to nosing.

1011.6 Stairway landings- Width of landing shall be not less than the width of the
stairways served.

1011.11 Handrails- Required on both sides of stair and shall comply with section
1014

1013 Exit Signs- Comply with entire section 1013

1014 Handrails- Comply with entire section 1014

1015 Guards- Comply with entire section 1015

1017 Exit Access Travel Distance

Table 1017.2 Exit Access Travel Distance- Occupancy R, With Sprinkler
System= 250'-0" where building equipped throughout with an automatic sprinkler
system.

1020 Corridors

Table 1020.1 Corridor Fire-Resistance Rating- Occupancy: R, Occupant Load
Greater than 10, With Sprinkler System= 0.5 Hrs

Table 1020.2 Minimum Corridor Width- Occupancy: R, Min. Width w/ Occupant
load less than 50 (total= 48)= 36"

1022 Exits- Comply with entire section 1022

1023 Interior Exit Stairways and Ramps- Comply with entire section 1023

1030 Emergency Escape and Rescue- Comply with entire section 1030

Sleeping rooms below the fourth storey above grade plane shall have at least
one emergency escape and rescue opening in accordance with this section

Ch.11. Accessibility

1104 Accessible Entrances

1104.1 Site Arrival points- Accessible route impractical due to vertical difference between Entry elevation at sidewalk (110'-0") and Finish First floor level (113.2'). First Floor Level is set by Enclosed Parking area at rear of First floor and Exterior parking area utilizing the same driveway, but provides parking for 22 Turner Street and 30, 30R Turner Street.

1104.4 Multistory building and facilities

Exception1: An Accessible route is not required to stories that have an aggregate area of not more than 3,000 sq. ft. and are located above an accessible story.

1105 Accessible Entrances

1105.1 Parking Garage entrance from exterior and from within Garage to buildings Main entry shall be accessible.

1106 Parking and Passenger Loading Facilities

Table 1106.1 Accessible parking spaces

Total Parking Spaces- 1-25, Required minimum number of accessible spaces= 1

1107 Dwelling Units and Sleeping Units

1107.2 Design- Dwelling Units and Sleeping Units that are required to be accessible units, type A units shall comply with the applicable portions of chapter 10 of ICC A117.1

1107.3 Accessible spaces- Habitable spaces available to the general public or the accessible units shall be accessible.

1111 Signage- Comply with entire section 111.

Chapter 12 Interior Environment- Comply with entire Chapter 12

Chapter 13 Energy Efficiency

1301 General- Buildings shall be designed and constructed in accordance with the International Energy Conservation Code 2009.

IECC 2009

Chapter 3 General Requirements

301 Climate Zones

Table 301.1 Climate Zones, Main, Cumberland County, 6A

Chapter 5 Commercial Energy Efficiency- Comply with entire Chapter 5

501.1 Scope

Commercial buildings shall meet either the requirements of ANSI/ASHRAE/IESNA Standard 90.1, Energy Standard for Buildings, Except for Low Rise Residential Buildings, or the requirements contained in this chapter.

502 Building Envelope Requirements

502.1.1 Insulation and Fenestration criteria. The building thermal envelope shall meet the requirements of tables 502.2 (1) and 502.3 based on climate zone 6A.

Table 502.2 (1)- Building Envelope Requirements- Opaque Assemblies

Climate Zone- 6A

Roofs- Attic and Other- Group R, R-38

Walls Above Grade- Wood Framed and Other- Group R, R-13 + R-7.5 ci.

Walls Below Grade- Below Grade Wall- Group R, R-7.5 ci.

Floors- Joist/ Framing (Steel/ Wood)- Group R, R-30

Slab-on-Grade- Unheated Slabs- Group R, R-15 for 24" Below

Opaque Doors- Swinging, Roll-up or Sliding- Group R, U-0.50.

Table 502.3 Building Envelope Requirements: Fenestration

Vertical Fenestration (40% Maximum of above-grade wall)- Proposed = 25.7%

Climate Zone- 6A

Framing Materials other than metal- U-Factor = 0.35

SHGC all Frame types: PF less than 0.25= 0.40

NFPA 2009 DETAILED CODE OVERVIEW-Comply with all chapters in their entirety as applicable.

Chapter 6 Classification of Occupancy and Hazard of Contents

6.1 Classification of Occupancy

6.1.8.1.5 New Apartment Building

6.1.13 Storage- Enclosed Parking Garage

6.1.14.3 Separated Occupancies

Table 6.1.14.4.1 (b)- Apartment Buildings, Storage= 2 Hours, 1 hour allowable reduction where building is protected throughout by an approved automatic sprinkler system in accordance with 9.7.1.1 (1) and supervised in accordance with 9.7.2.

6.2 Hazard of Contents

6.2.2 Classification of Hazard of Contents

6.2.2.2 Low Hazards Contents

Chapter 7 Means of Egress

7.1.3.1 Exit Access Corridors- Corridors used as an exit access and serving an occupant load exceeding 30 shall be separated by walls having not less than a 1- Hour fire-resistance rating in accordance with Section 8.3

7.1.3.2 Exits- Comply with section 8.2 and the following: 2, Minimum 2-hour fire resistance rating where the exit connects four or more stories, unless one of the following conditions exists: (c) Minimum 1 hour enclosures in accordance w/ 30.2.2.1.2 shall be permitted as an alternative to the requirement of 7.1.3.2.1

7.2.2 Stairs

7.2.2.2.1.2 Minimum New Stair Width where the total occupant load of all stories served is less than 50, the minimum width clear of all obstructions, except obstructions 4 ½" at or below handrail height on each side, shall be 36".

Table 7.2.2.2.1.1 (a) New Stairs

Minimum Width- 36"

Max. Ht. of Risers- 7"

Minimum Ht. of Risers- 4"

Minimum Tread Depth- 11"

Minimum headroom- 6'-8"

Maximum ht. Between landings- 12 ft.

Landing- 7.2.1.4.3.1 Door Leaf Encroachment- During door swing, any door leaf in a means of egress shall leave not less than one-half of the required width of a landing unobstructed and shall project not more than 7" into the required width of the landing, when fully open.

7.2.2.4.4 Handrail Details- New handrails on stairs shall be not less than 34" and no more than 38" measured vertically from the leading edge of the tread.

7.2.2.5.4.1 Stairway Identification- New enclosed stairs three or more stories shall comply with A-M for signage.

7.2.2.5.4.3 Stairway Tread and Landing markings

7.2.12 Area of Refuge

7.2.13 Elevators

7.3.1.2 Occupant Load Factor, Use Apartment, 200 Sq. Ft- 9,600 s.f/ 200 sq. ft. per person = 48 total occupants

7.3.3 Egress Capacity

Table 7.3.3.1 Capacity Factor, Stairways, width per person - 0.3 inch width per person x 48 =14.4" width required. Level Components, width per person- 0.2 inch width person x 48 =9.6" width required.

7.3.4 Minimum Width- The minimum width of any means of egress shall be not less than 36".

7.4 Number of Means of Egress- Not less than 2 from any story

7.4.1.6 Elevator Landing and Lobby Exit Access- Each elevator landing and lobby shall have access to at least one exit.

7.5 Arrangement of Means of Egress

7.5.1.3.3 In buildings protected throughout by an approved , supervised automatic sprinkler system in accordance with section 9.7, the minimum separation distance between two exits or exit accesses, or exit discharges shall be not less than one-third the length of the maximum overall diagonal dimension of the building or area being served.

Chapter 8 Features of Fire Protection

Table 8.3.4.2 Minimum Fire Protection ratings for Opening Protectives

Elevator Hoistways - Walls= 2 hours, Fire Door Assemblies= 1 ½ hours,

Vertical Shafts (Stairways) - Walls= 2 hours, Fire Door Assemblies= 1 ½ hours.

Exit Access Corridors - Walls= 1 hour, Fire Door Assemblies= 1/3 hours, Fire Window Assemblies= ¾.

Smoke Barriers - Walls= 1 hour, Fire Door Assemblies= 1/3 hours, Fire Window Assemblies= ¾.

Chapter 9 Building Service and Fire Protection Equipment - Comply with entire Chapter 9

Chapter 10 Interior Finish, Contents and Furnishings- Comply with entire Chapter 10

Chapter 30 New Apartment Buildings- Comply with entire Chapter 30

30.2.2.12 Areas of Refuge- Areas of Refuge are not required in Buildings protected throughout by an approved supervised automatic sprinkler system in accordance with 30.3.5.

30.2.5 Arrangement of Means of Egress

30.2.5.3.2 No common path of travel shall exceed 50 ft. in Buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5.

30.2.6 Travel Distance to Exits

30.2.6.2 Travel Distance within a dwelling unit to a corridor shall not exceed 125 ft. in Buildings protected throughout by an approved supervised automatic sprinkler system.

30.2.6.3.2 In Buildings protected throughout by an approved automatic sprinkler system installed in accordance with 30.3.5, the travel distance from a dwelling unit entrance door to the nearest exit.

30.2.6.4 The travel distance, from areas other than those within living units, to the exit, shall not exceed 250'-0" in Buildings protected throughout by an approved supervised automatic sprinkler system.

30.2.8 Illumination of Means of Egress- Comply with section 7.8

30.2.9 Emergency Lighting- Comply with section 7.9.

30.3.2 Protection from Hazards

Table 30.2.3.1.1 Hazardous Area Protection

Storage Rooms outside of Dwelling Units- 1-hour and sprinklers.

Trash Collection Rooms- 1-hour and sprinklers.

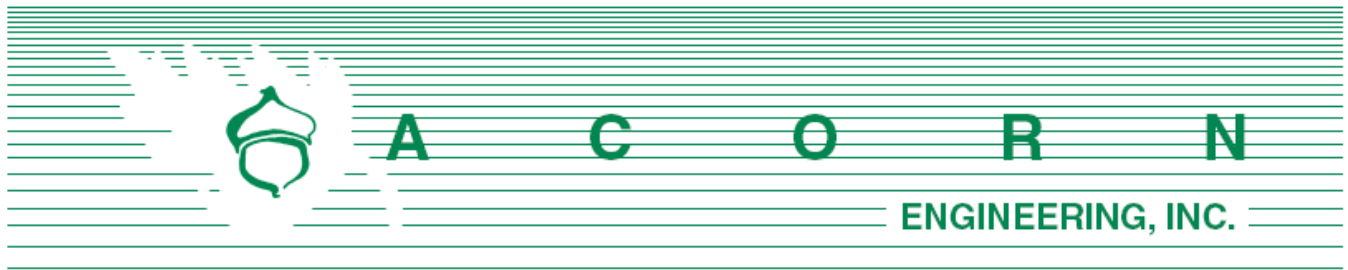
30.3.3 Interior Finishes- Comply with entire section

30.3.4 Detection, Alarm and Communication Systems- Comply with entire section.

30.3.5 Extinguisher requirements- Comply with entire section

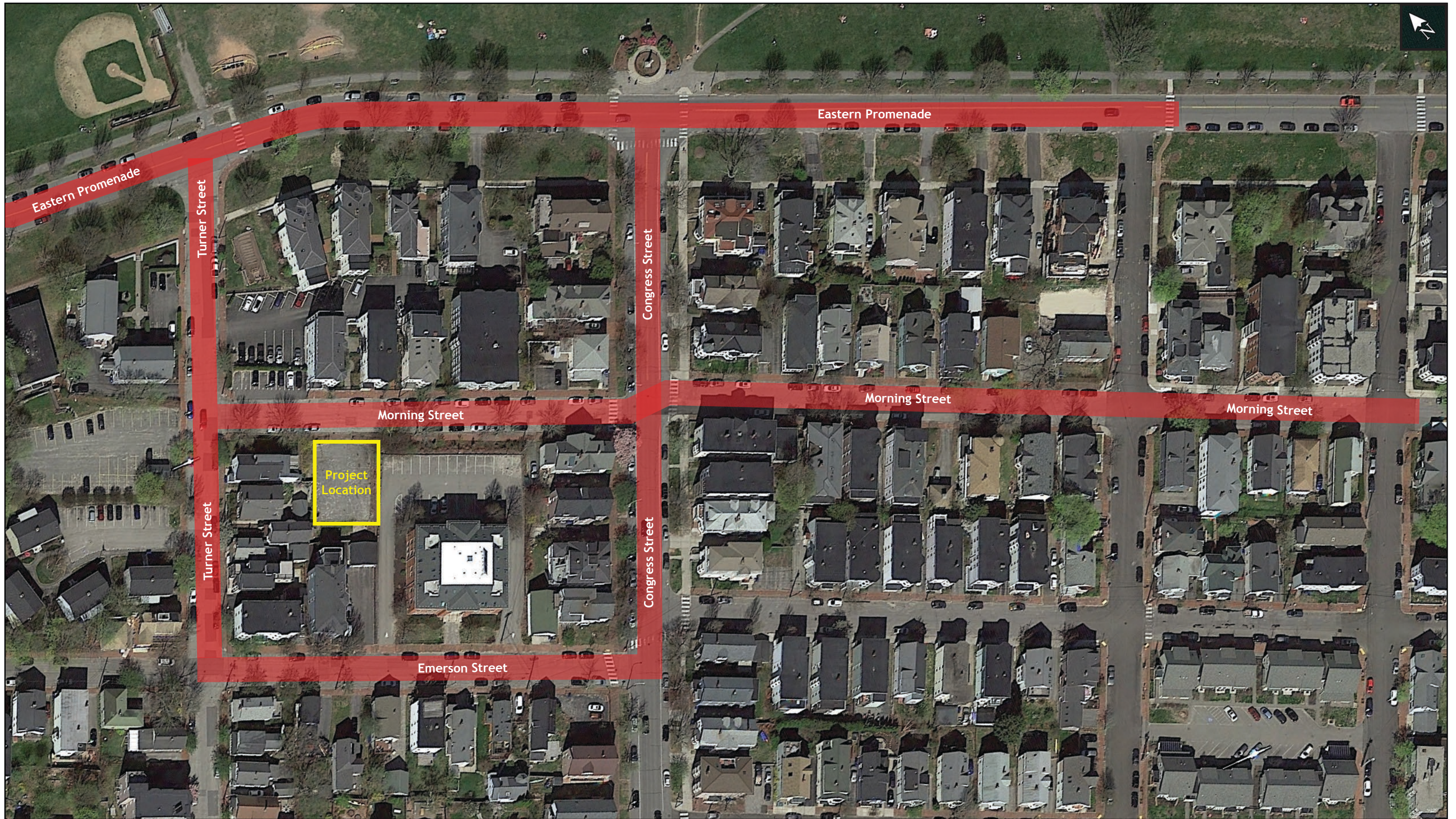
30.3.6 Corridors- Comply with entire section

30.3.6.2 Doors- Comply with entire section

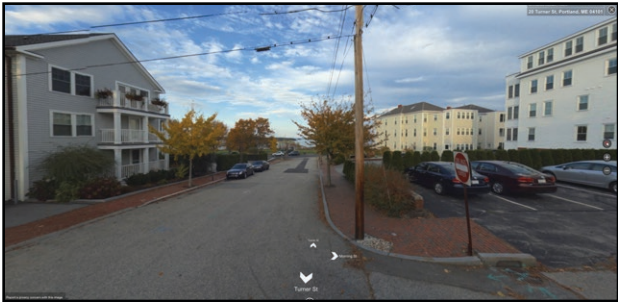


U. Photographic Documentation of Neighborhood

Please find attached photograchic documentation of the neighborhood.



Morning Street Looking Northeast



Turner Street



133 Morning Parking



133 Morning



129 Morning



125 Morning



119 Morning



35 Congress



Congress Street Looking West



34 Congress



95 Morning



93 Morning



89 Morning



83 Morning



81 Morning



79 Morning



79 Morning Parking



11 Moody



Moody Street

Morning Street Looking Northeast



63 Morning



55 Morning



49 Morning



Wilson Street



60 Morning



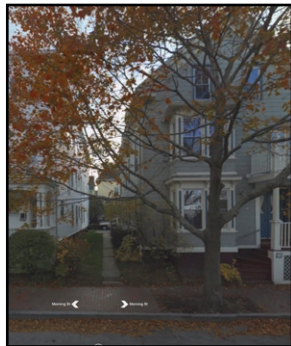
62 Morning



66 Morning



70 Morning



Moody Street



76 Morning



80 Morning



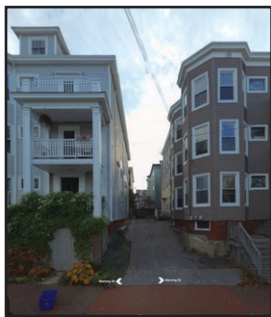
86 Morning



90 Morning



Morning Street Looking Southwest



94 Morning



96 Morning



102 Morning



Congress Street



39 Congress



130 Morning Lot



20 Turner



Turner Street

Turner Street Looking Southeast



Eastern Promenade



Morning Street



20 Turner



22 Turner



30 Turner



32 Turner



29 Emerson



Emerson Street

Turner Street Looking Northwest



Emerson Street



33 Turner



250 Eastern Promenade Development



250 Eastern Promenade Development



234 Eastern Promenade

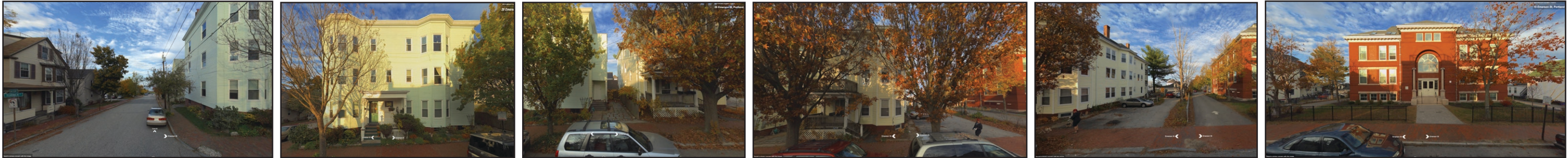


234 Eastern Promenade



Eastern Promenade

Emerson Street Looking Northeast



Turner Street 29 Emerson 23 Emerson 13 Emerson



51 Congress Congress Street

Emerson Street Looking Southwest

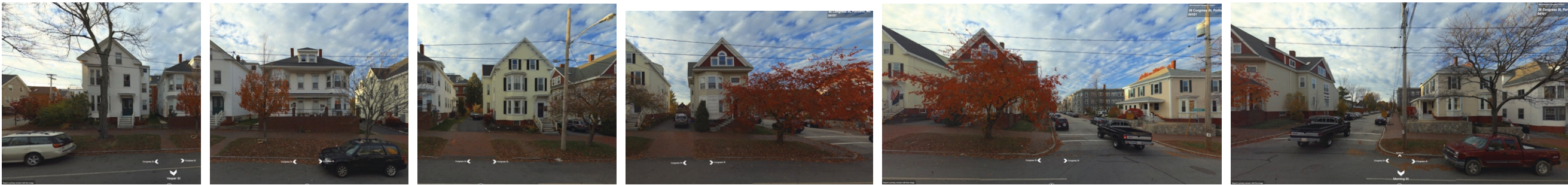


Congress Street 8 Emerson 10 Emerson 14 Emerson 16 Emerson

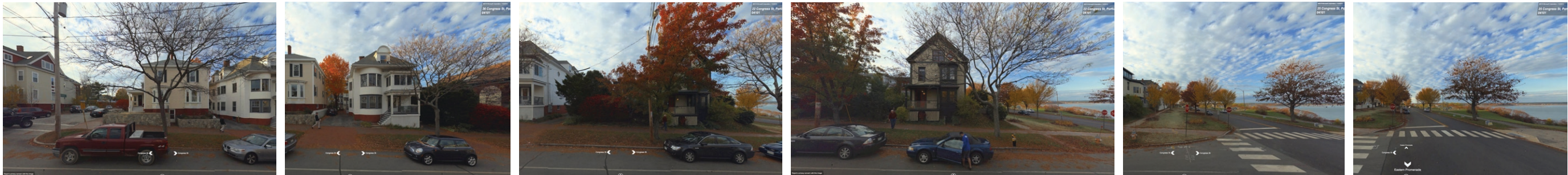


16 Emerson 20 Emerson 22 Emerson 24 Emerson 38 Turner Turner Street

Congress Street Looking Northeast



Emerson Street 51 Congress 45 Congress 43 Congress 39 Congress Morning Street 35 Congress



35 Congress 33 Congress 25 Congress Eastern Promenade

Congress Street Looking Southwest



Eastern Promenade 184 Eastern Prom 32 Congress 34 Congress Morning Street



Morning Street 102 Morning 44 Congress 46 Congress 48 Congress Vesper Street

Eastern Promenade Looking Northwest



150 E Prom Moody Street 152 E Prom 164 E Prom 166 E Prom 172 E Prom 176 E Prom 182 E Prom 184-188 E Prom 184-188 E Prom



184-188 E Prom Congress Street 25 Congress 25 Congress 208 E Prom 214 E Prom 218 E Prom 222 E Prom



222 E Prom Turner Street 246 E Prom 346 E Prom

Neighborhood Precedents



119 Morning



55 Morning



49 Morning



102 Morning



29 Emerson



13 Emerson

Neighborhood Precedents



152 Eastern Promenade



176 Eastern Promenade



184-188 Eastern Promenade



208 Eastern Promenade



214 Eastern Promenade



222 Eastern Promenade

Neighborhood Precedents



236 Eastern Promenade



270 Eastern Promenade



288 Eastern Promenade

Neighborhood Precedents



133 Morning



129 Morning



125 Morning



119 Morning



39 Congress



133 Morning



129 Morning



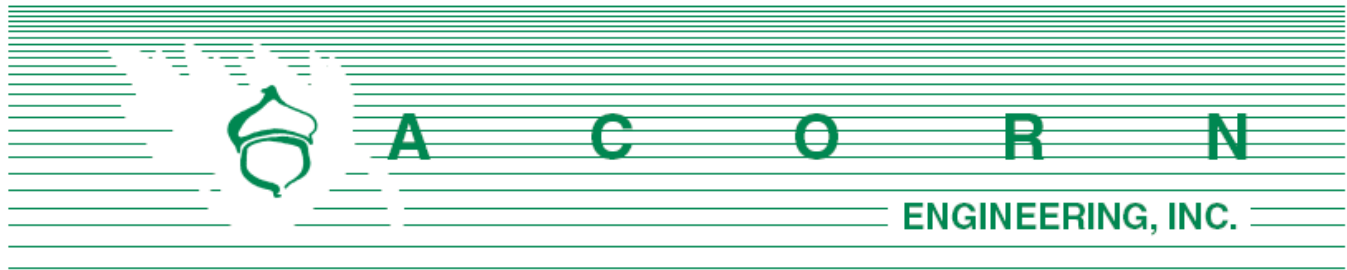
125 Morning



119 Morning



39 Congress (Southeast corner of Morning)



Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

August 1, 2019

Subject: Morning Street Development Neighborhood Meeting

I, Sam Lebel, hereby certify that a neighborhood meeting was held on July 29, 2019 at the Root Cellar located at 94 Washington Ave at 5:30 pm.

I also certify that on July 19, 2019, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.
2. Residents on the "interested parties" list.

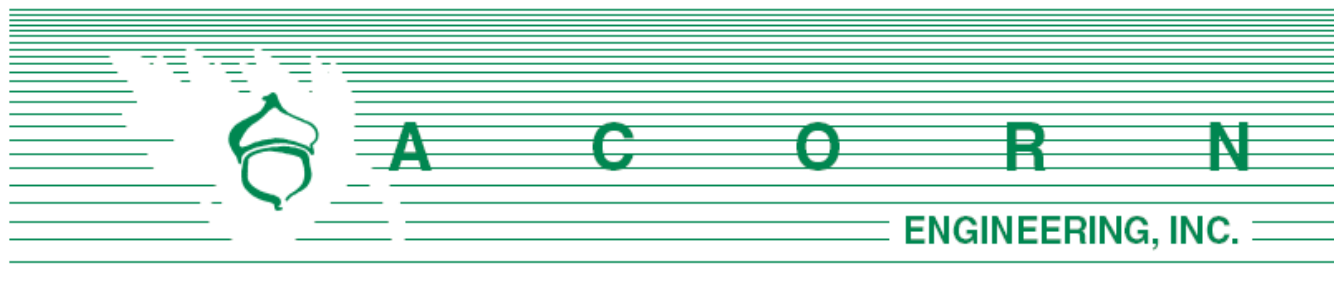
Sincerely,

Dated 8/1/19

Samuel Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Meeting Minutes
3. Sign In Sheet



July 19, 2019

Dear Neighbor:

On behalf of Northeast Turner, LLC, we are pleased to invite you to a neighborhood meeting to discuss our plans for the proposed project at 130 Morning Street within the R-6 zoning district and Munjoy Hill Conservation Overlay District. The project includes the redevelopment of an existing parking lot into a 4-story, 9-unit residential building with one workforce unit. A shared side vehicle entrance to the first-floor parking level will be implemented allowing for seven parking spaces with an additional four parking spaces for abutting properties. The street frontage along Morning will be improved by reducing the existing curb cut, rebuilding the sidewalk to City standards, planting three street trees, and providing an active frontage.

Meeting Location: The Root Cellar – 94 Washington Ave., Portland, ME 04101

Meeting Date: Monday, July 29, 2019

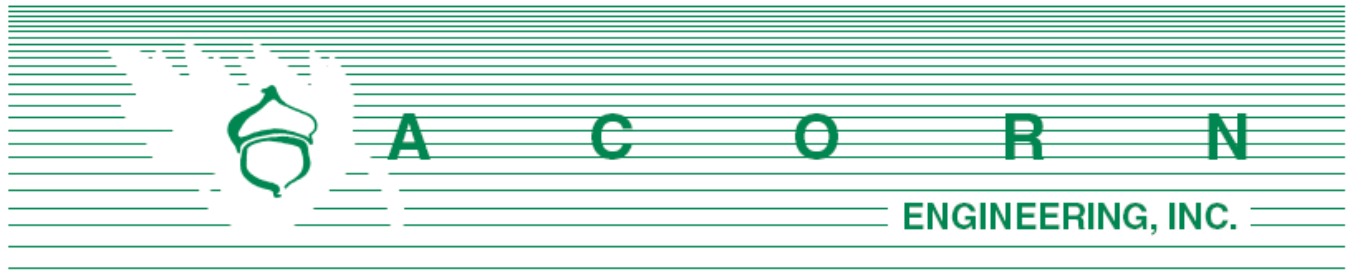
Meeting Time: 5:30 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an “interested parties list” be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions regarding the neighborhood meeting, please don’t hesitate to call me at 775-2655. We look forward to seeing you at the meeting.

Sincerely,

William H. Savage, P.E.
Acorn Engineering, Inc.



130 Morning Street Development Level III Site Plan/Subdivision Application

Neighborhood Meeting Minutes

July 29, 2019 / 5:30 pm

Root Cellar

94 Washington Ave Portland, ME 04101

Project Team Attendees:

Kara Wilbur (KW): Urban Designer & Planner/Presenter (Principle)

Sam Lebel (SL): Civil Engineer/Presenter (Acorn Engineering)

Tom Landry (TL): Developer/Presenter (Cornerstone)

Michael Chestnutt (MC): Architect/Presenter (Cornerstone)

Darel Bridges (DB): Architect (Cornerstone)

Meeting started at approximately 5:40 pm.

Presentation:

Kara Wilbur:

Introduction:

- Bio
- Share your name, home address, and how long you've lived in Portland when you ask a question.
- We are here to discuss 130 Morning Street, the 4-story 9-unit condo building
- We will discuss the proposed site plan, massing, and how it will fit into the neighborhood
- We will talk about the Architecture and design of the building.
- City zoning is an ongoing policy process at a higher, city level and should not be the focal point of tonight's discussions.

Tom Landry:

- Bio
- Overview of nearby properties along Turner and Morning Street.

- 130 Morning street is used as a parking lot, to our knowledge there has not been any significant building on this lot.
- As you can see nearby properties don't all have onsite parking.
- There will be additional meetings held for those interested in the property
- Overview of the design team

Sam Lebel:

- Neighborhood Meeting is a City requirement for a Level III Application. Next step is a Planning Board Workshop which you can be notified about on the City's News Flash website
- City planner for this project is Christian Roadman
- Introduced existing site conditions at 130 Morning Street
 - o The site is in the R-6 and Munjoy Hill Conservation Overlay District and is bounded by these districts on all sides.
 - o Overview of vicinity of site to existing street network and landmarks
 - o Existing site is currently a parking lot that slopes up to rear at approximately 10%.
 - o Based on the size of the parcel, 10 units are allowed.
- Introduced scope of proposed work
 - o The proposed site is a 4-story, 9-unit condominium with one-unit meeting workforce requirements.
 - o The height of building is below the maximum of 45' and the footprint conforms to the 10' side yard and 15' rear yard setbacks.
 - o The existing curb cut would be reduced in overall width and relocated to the right side of the lot.
 - o This project will have a shared driveway – a public policy goal of the City – where neighbors share infrastructure which means less impervious area and more active street frontages.
 - o We are providing 7 internal parking spaces for the new building and 4 external parking spaces for the adjacent properties.
 - o The left side of the site will feature a small patio with generous planting to buffer the site. The green space is currently over the required minimum of 20%
 - o Along the driveway we are proposing a curb and cedar fence in between the properties to help delineate the boundary.
 - o The brick sidewalk will be replaced to City standards and we anticipate planting 3 street trees as part of the project.
 - o Underground utilities have been pre-installed at this site so when Morning street is repaved -which is planned for later this year- no disturbances to the new pavement would need to occur.
 - o 2 field inlets, a catch basin, and roof drain system will effectively capture the majority of the stormwater runoff. Additional green space and better stormwater management on site will result in an improved condition compared to the existing site.
 - o Overall, a great opportunity to increase the City's housing stock in place of a surface parking lot.

Michael Chestnutt:

- Design Strategy from an architectural standpoint



- Design something of its time while being respectful of the neighborhood
 - We are not copying what is existing
- Six architectural features in the neighborhood
- Compared footprint sizes of all nearby structures
 - The scaling of the building
 - The orientation and massing of the structure
 - How the building sits on the ground
 - Exterior materials
 - The sides of the projects
 - The roof forms of the neighboring buildings
- Video of 3D rendering of building
 - Triple decks in the front of the building with a gap in the center above entrance
 - Below the 45' building height maximum
 - Top of the building is below the former school and adjacent structure on Emerson Street
 - Decks in the back of the structure as well
 - ADA access is inside the garage from the driveway. There is an elevator.
 - Studio apartment on first floor, along with parking.
 - Three apartments each on second and third floors
 - Two apartments on fourth floor.

Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting. Q or C denotes Question or Comment from the Public.

Q: Will you have a scale model?

MC: We'll have a video and 3d renderings.

Q: Will this be an apartment building or condos?

MC: Condominiums.

Q: How far do the decks project? Do they project over the sidewalk?

MC: The upper stories are set back so the decks do not protrude onto the sidewalk.

Q: What's the base elevation?

MC: Approximately elevation 109 at the sidewalk

SL: And approximately elevation 113 at the finished floor. Average grade is very close to the finished floor because the grades in the back are so high.

Q: Do you have decks in the back?



MC: Yes we do

Q: Are the trees shown existing or proposed

MC: Some are existing and some are proposed.

Q: Are there any trees being removed as part of the project?

MC: No.

Q: What will be on the first floor?

MC: This space will contain one apartment with parking.

Q: Where are the other units?

MC: There is one on the first floor, three units on the second and third floors, and two units on the fourth floor.

Q: What is the main visual impact?

MC: That would be in the back of the structure. There are decks in the back.

Q: Where will the heat pump units go?

MC: The heat pumps will go in the center of the roof. The roof is 48' wide. There will be room on each side so you will not be able to see them from the street. Unless your uphill, we cannot prevent that.

Q: Won't the solar panels and heat pumps add to the profile?

MC: It will be hard to see the heat pumps because they will be located centrally. The solar panels will not have much of a tilt so they will not notably add to the profile either.

C: We see all the HVAC units on these new buildings. Your slide is not an accurate representation.

MC: As you go up in elevation towards Emerson Street you will be able to see them from certain angles, but from lower angles, you will not see them.

C: We will see them from anywhere.

MC: Next meeting we can revisit this, and I can show that you will not see them from all locations.

Q: Can a screen even occur?

MC: We will investigate this; a screen may block solar panels.

C: The higher the structure the more view will be blocked.



MC: The city purposefully allowed the solar and HVAC units to be on top the building past the height limit of 45'.

DB: Here is a better representation of what the heat pumps will look like on top of the building.

Q: What about from the back view?

MC: We will place them the most efficiently we can to reduce obstruction.

MC: We have 84 solar panels up there. We don't necessarily want to put screening that's going to block the sun from the panels or even eliminate some of the solar panels.

C: The building could be greener. Older buildings are the most green because they don't have AC units.

Q: As someone who walks by in the morning, how does the noise from the HVAC units compare to the window units?

MC: The roof units will be quieter than traditional window units.

Q: When you talked about scoping, you never used a view to the south. Why did you use only certain examples of other buildings on the street and block? The city would not of approved the project if you combined lots and built a large building.

MC: We used examples of many buildings around the block and neighborhood.

Q: Does this video show any views from the back?

MC: The video does not.

C: The buildings on the front aren't impacted as much, we are behind the building and are the ones that are concerned.

Q: When will construction start?

TL: Likely the fall of 2019

Q: When will this be finished?

TL: Likely the summer of 2020

Q: How can we mitigate the noise of construction?

TL: The loud part will last about a month or so while all work is outside. Construction will be quieter once the shell is built and work moves inside.

DB: The siding is composite wood, with fiber cement at the base.

C: How is this design compatible with the nearby structures? This building doesn't seem

compatible.

MC: We are reinterpreting and playing off features from nearby structures.

C: Balconies are a good thing.

Meeting concluded at approximately 6:45 pm.

The abovementioned material is meant to represent discussions about the specific project. It is as interpreted and is not verbatim. Please note and relay any discrepancies or disputed information in the recorded minutes to the Applicant so that they can be reviewed, revised, and resubmitted as necessary.



SIGN-IN SHEET

Date: July 29, 2019
Location: The Root Cellar, 94 Washington Avenue
Meeting: Redevelopment of 130 Morning Street

Members of the Public in Attendance:

Name:

Email Address:

1. *James Bann* *RAEJA_976@msn.com*
2. _____
3. *SEE NEXT PAGE*
4. _____
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7. _____
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22. _____

SIGN-IN SHEET

Members of the Public in Attendance: (continued)

	Name:	Email Address:
2	27. Steven Cohen	SV Cohen @ msn.com
3	28. Shih Jia	-
4	29. Lisa Morris	
5	30. Betsy Elliman	betsyelliman@msn.com
6	31. Rae Barnes	raejim_976@msn.com
7	32. K. Hyde	
8	33. [unclear]	
9	34. Karen Harrison	karen.harrisonme@gmail.com
10	35. Johnny Robinson	johnrobinsonrr@gmail.com
11	36. Larry Greenwood	Sailing @ GWI, INC
12	37. STELLAN NEELAN	STELLAN@MAINE.KR.COM
13	38. KATE HOWE	KATEJHOWE@GMAIL.COM
14	39. Bm Elliman	telliman x@yahoo.com
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SIGN-IN SHEET

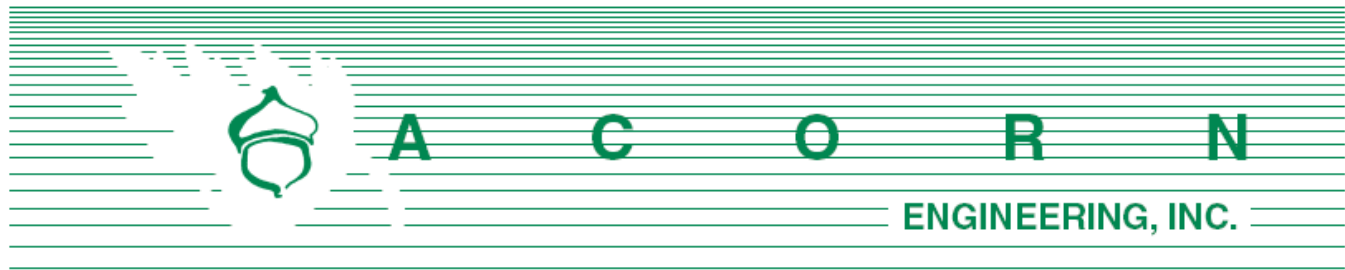
Date: July 29, 2019
Location: The Root Cellar, 94 Washington Avenue
Meeting: Redevelopment of 130 Morning Street

Developer and Consultant Team in Attendance:

Name:

Email Address:

1. SAM LEBEL (ACORN) sllebel@acorn-engineering.com
2. ERIN LARSON eLarson@benchmarkmaine.com
3. Darel Bridges darel.gabriel.bridges@me.com
4. Shannon Noyes shoyes@benchmarkmaine.com
5. Mary Morin mmorin@benchmarkmaine.com
6. Tom Landry tomlandry@benchmarkmaine.com
7. Kara Wilbur kara@principle.us
8. Michael Chestnut MCHESTNUT@CORNERSTONEBR.COM
9. _____
10. _____
11. _____
12. _____



Christian Roadman – City Planner
Planning Division, City of Portland
389 Congress Street
Portland, ME 04101

August 30, 2019

Subject: Comment Response Letter
130 Morning Street Redevelopment – Portland, Maine

On behalf of Northeast Turner, LLC we are pleased to respond to the comments that we've received thus far.

Planning

Comment – *The required 5' front yard zoning setback is not met. Please revise. (Staff confirmed with zoning that average front yard measurements across the street / down the road cannot be applied, and the 5' setback is the appropriate measure here).*

Response – The building design has been revised to accommodate a 5' front yard setback.

Comment – *Application documents specify that decks are not included in impervious surface calculations. Please clarify expected interaction between decks and pervious surfaces below (material, spacing, etc.)*

Response – The decks were included as building coverage, but not as impervious area. This is due to the conventional plank style decking which will allow water to permeate through the decks and into the pervious landscaping below.

Comment – *Site plan / detail should call out design / logistics / product used for interior bicycle storage.*

Response – Please refer to the revised Site Plan which now dedicates an accessory structure to bicycle storage.

Comment – *Per Technical Manual Section 12.6 please provide a photometric plan.*

Response – The photometric plan will be forthcoming.

Comment – *Workforce housing documentation / agreement should be coordinated with and reviewed by the housing program manager.*

Response – The Applicant is currently working on progressing these details with the housing

program manager.

Comment – *Please mark compact spaces on site plan.*

Response – The compact spaces have been labeled.

Comment – *Please clarify decision not to include a parapet screening on the southwest elevation. If PV panels are the reason, please investigate if low parapet could reduce exposure only insignificantly.*

Response – Please refer to the revised architectural drawings. The Architect has added a rear parapet to shield the PV panels and condensers on the roof from view from the far side of Emerson street at street level. See sheet R5.

Comment – *Per neighborhood meeting minutes and public comment, rendering(s) showing the context / visibility from farther up the Hill (Emerson Street) are requested.*

Response – A rendering from this perspective has been included within the application material and Planning Board presentation. See sheet SP3

Comment – *The driveway width crossing the sidewalk is larger than the driveway width next to the building. Is this intentional?*

Response – Due to the Morning St. paving project that occurred earlier this summer, the Applicant completed utility and curbing work prior to the moratorium. Because the project was still in its planning phases and it needed to account for unexpected changes, the driveway was built at 12' wide so as not to limit the driveway. At this time a driveway just over 10' is proposed.

Fire

Comment – *The street address shall be verified by the City of Portland E911 addressing officer.*

Response – Please let us know when this information is confirmed.

Comment – *The street address shall be attached to the front of the building and approved by the Fire Department.*

Response – The address will be presented on the front of the building.

Department of Public Works

Comment – *The Applicant installed utility stubs, installed the proposed site driveway, and closed the previously existing site driveway in July 2019, ahead of the City's planned repaving of Morning Street in summer/fall 2019. Any changes to these installations required by site plan review, or proposed by the applicant, immediately proceeding or at any time following (up to 5 years) paving of Morning Street shall be subject to moratorium repair, as outlined in the City's Rules and Regulations for Excavation Activity. DPW does not anticipate that any such changes will be required at this time, but this may change as the site plan approval process moves forward. Right-*



of-way work including sidewalk and streetscape improvements that do not affect curb placement or street excavations will still be required.

Response – No response.

Comment – *The Applicant is utilizing adjacent properties for their exterior parking spaces, vehicle turnaround, and underground utility. The Applicant shows right, title, and interest to these parcels via easements in their documentation. All easements should be clearly shown in the site plan with a brief descriptor.*

Response – These easements have been added to the site and subdivision plat.

Comment – *The site driveway measures only 10.5 feet wide. The parking area it serves is 11 total spaces. The driveway width will require a waiver from the City's technical manual, section 1.7.2.3, as the minimum width for a 2-way driveway serving 10 or more parking spaces is 20 feet. The driveway is close to the minimum width for a driveway serving 9 or fewer spaces. The full driveway width shall stay clear of obstruction so that the effective width is not reduced below 10.0 feet.*

Response – The driveway maintains over 10 feet of width.

Comment – *The four exterior spaces are shown as serving neighboring properties. Specific properties should be identified, and pedestrian access route(s) should be identified. It is not recommended that the site driveway double as a pedestrian access route, given the steep slope (12%) and narrow width that will not allow a vehicle to drive past a pedestrian.*

Response – There is pedestrian access provided directly from the Turner Street properties. Walkways and alleys run up each property to the parking area. It will not be necessary to use the proposed driveway for pedestrian use. A general note has been added to clarify the owners of each space.

Comment – *The drive aisle serving the exterior parking spaces is 19.9 feet. This width will require a waiver of the City's technical manual, section 1.14. The effective drive aisle width serving spaces 3, 4 and 7 is only 21.84'. This should be labeled. The waiver for this drive aisle can be included under the same waiver as the exterior spaces. The standard width for a drive aisle serving perpendicular spaces is 90 degrees. [It should be noted that, while this language isn't reflected in the technical manual, substandard drive aisles may cause the (standard size) parking spaces served by the drive aisle to be de facto compact spaces, since a 20-foot aisle serving 18-foot spaces is quite the same as a 23-foot aisle serving 15-foot spaces. 64% of spaces on site are served by drive aisles of less than 22 feet.]*

Response – The effective width of the internal drive aisle is 23.84', consistent for all spaces. Only four of the eleven spaces are served by a drive aisle less than 22 feet. The effective width for the internal is 41.84 feet and the effective width for the external is 37.9 feet.

Comment – *Three of the 11 total spaces are compact spaces (excluding the four exterior spaces served by a substandard drive aisle). This represents a compact space ratio of 27%. This will require a waiver from the City's technical manual, Section 1.14.*



Response – These spaces have been labeled on the site plan in addition to their dimensioning.

Comment – *Please relabel the parking spaces 1-11, rather than using 1-4 twice.*

Response – The Applicant would prefer to keep separate numbering systems due to the different condominium associations that have rights to the spaces.

Comment – *The site plan should clarify whether the interior parking spaces will be accessed via a garage door and, if so, the placement and width of this door. The current site plan appears to depict a door or opening that is the full width of the interior drive aisle (~24 feet). The size and placement of the garage door or opening may affect turning maneuvers into some of the interior spaces.*

Response – A dimension of 24 feet has been added to the Site Plan for the garage door.

Comment – *Given the presumed request for a waiver for the outdoor spaces, turn templates are requested for each of these four spaces.*

Response – Please find as part of this response letter, Document AA which demonstrates that the typical design vehicle can navigate these spaces.

Comment – *Some of the interior parking spaces appear to be challenging to enter or exit based on placement and proximity to walls. Turn templates are requested for interior spaces 1, 4, 5, and 7.*

Response – Please see Document AA.

Comment – *It appears the easiest way to access the accessible space (interior space #7) will be to back into this space; however, HP spaces should be accessible by pulling in or backing in. A space oriented like Space 7 should prioritize the ability to pull into the space, since the passenger's side is the side most likely to need the adjacent clear area. DPW suggests that the HP space be switched with the adjacent clear area, so that Space 7 is located adjacent to the stairwell and the clear area is located closer to the garage door; this will make it easier to pull into this space while continuing to facilitate backing into the space. We recognize that this may affect the layout of the solid waste storage area. Note that the HP space and clear zone are both wider than necessary (8 feet required), which may give additional "wiggle room" in terms of the placement of the HP space between the stairwell and garage door.*

Response – The ADA space and striped area have been switched per request.

Comment – *Snow storage area is not specified.*

Response – Given the site constraints, snow will likely need to be transported off site during substantial storms. The HOA or property manager will be responsible for this.

Comment – *The site plan should delineate a 5-foot minimum, 2% maximum cross-slope sidewalk section running through the driveway. This is not clearly noted in the site plan or grading/drainage plan.*

Response – In addition to the detail on C-40, spot grades on C-30 are shown to demonstrate the



max 2% cross slope. An additional note on C-10 has been added to reiterate this.

Comment – *The front of the building runs up to within 2 feet of the property line. It is unlikely that an exiting vehicle will be able to see an oncoming vehicle or pedestrian coming from the east until they are partially blocking the sidewalk. This represents a hazard to pedestrians.*

Response – The building has been moved back over three feet.

Grading and Drainage Plan

Comment – *Field inlets are provided serving the back yard and easterly side yard, and a catch basin serves the exterior parking area. The Applicant should explore whether infiltration areas are possible in the back or side yard in order to improve groundwater recharge and reduce the burden on the storm sewer. DPW acknowledges that the grading of the site may make this difficult.*

Response – Given the footprint of the proposed foundation and the grading challenges, infiltration is not proposed. Overall the stormwater management will be improving both from a quality and quantity perspective.

Utility Plan

Comment – *As noted above, utility stubs have been installed.*

Response – No response.

Comment – *Underground electric and telecommunications to be installed via an easement from an existing utility pole on Turner Street. No additional excavation on Morning Street is expected.*

Response – No response.

Construction Management Plan

Comment – *Plan notes "Min. 4' sidewalk to remain clear and functional during construction when feasible. The Applicant should provide approximate durations during which keeping this sidewalk open may not be feasible (during sidewalk construction only? Or longer?)*

Response – It's anticipated that a portion of the building construction will require the sidewalk detour. Durations would need to be provided by the builder and earthwork contractor once those companies are contracted with.

Comment – *A temporary crosswalk and ADA ramps are shown just east of the project frontage for use when the sidewalk is closed. Note that parking should also be restricted within 10 feet of the temporary crosswalk while the crosswalk is painted on the roadway.*

Response – This has been added to the crosswalk note on C-03.

Comment – *Verify that the lone construction entrance for vehicles will be at the driveway shown. Note states "construction fence with access gate along property lines".*



Response – This will be the sole construction entrance. The note has been clarified.

Comment – *Applicant shall verify that construction vehicles can turn into and out of the site without restrictions to street parking. Parking occupancy permits shall be sought if these movements cannot be made without heavy vehicles backing up to make 3-point turns into the driveway.*

Response – Given the one-way street and 16 foot curb cut, construction vehicles are able to make this maneuver without a 3 point turn. See Document AA.

Civil Engineering Peer Review

Comment – *The Applicant should clarify their electrical service. A capped stub from the adjacent property is shown, but the location of the service connection to the proposed building is not shown.*

Response – The connection area has been shown on C-20.

Comment – *I suggest the applicant evaluate the impact of sending site drainage into their foundation drain system. The field inlet to the east of the building will collect stormwater from that side of the building and is connected to the foundation drain pipe. The Applicant should verify that there will be adequate slope on the pipe to an outlet point and/or that there will be sufficient infiltration such that stormwater doesn't sit around the foundation.*

Response – The two field inlets to the left of the building are now being shown tying into the 6" solid storm drain given the building has moved back over three feet.

Comment – *Confirm the location of the connection of the roof drain at the western corner of the building. It is unclear where the connection to a main pipe is located; this may just be due to a line-type issue.*

Response – The roof leader line has been extended all the way to the 6" storm drain.

Comment – *The Applicant should verify that the 6-inch pipe from the site will be adequate to manage all of the site's stormwater. The slope of the stormdrain pipe connection into the City's sewer is relatively steep at 8%. The Applicant should also confirm that additional protection (i.e. clay dams, or scour protection) due to this slope and anticipated flow is not necessary at the connection to the existing 10-inch vitrified clay pipe.*

Response – The surface covers have been inputted to HydroCAD with a 5 minute time of concentration. The result is a 25 year storm peak flowrate that's lower than the capacity of a 6" pipe at 8%. Furthermore, Manning's equation results in a velocity of 8.7 feet per second which is below the industry standard maximum velocity of 12-15 feet per second. Therefore, capacity and scour are not anticipated to present an issue.

Comment – *I suggest adding a few more spot grades or flow arrows to the space in front of the garage entrance to ensure the area is graded away from the doorway.*



Response – Additional spot grades have been implemented to Sheet C-30.

Comment – *On the Construction management plan, it appears that the construction fence note is incorrectly pointing to the silt fence. Also, it appears that along the eastern and part of the western boundary, the construction fence will be installed off of the property. Please clarify if this is the case, show construction easements as required, and provide for restoration of those impacted off-site areas as necessary following construction.*

Response – The note and location of the fence have been clarified. There are no construction easements anticipated.

Please let us know if you have any additional questions or comments.

Sincerely,



William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Samuel J. Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.





August 30, 2019

City of Portland
Planning and Urban Development Department
Planning Division
389 Congress Street
Portland, ME 04101

RE: Level 3 Site Plan Review- City Design Review Responses for 130 Morning Street,
Northeast Morning LLC.

To Whom it may concern:

Below are Northeast Morning LLC's responses to the city's comments for the R-6 Small Infill
Design Review.

DESIGN PRINCIPLES AND STANDARDS

PRINCIPLE A: Overall Context- Partially Met

Standard A-1 Scale and Form

City- Modification necessary to relate stacked porches to overall massing and façade plane.

Northeast Morning LLC- A modification to relate the stacked porches to the overall massing and façade plane was incorporated into the revised design. Columns were added at two corners of each upper, previously, cantilevered Porch and Roof.

Standard A-2 Composition of Principle Facade.

City- Front Façade not well defined- Integrate porches physically and visually into overall composition to create stronger façade. Scale and proportion of the windows and the solid- to-void ratio of the front facade do not relate to the composition of the context.

Northeast Morning LLC - See response to A-1 above. The scale and proportion of the windows and the solid-to-void ratio of the front façade were revised to meet these recommendations.

Standard A-3 Relationship to the Street-

Northeast Morning LLC- Front Building setback was increased to 5'-0.

PRINCIPLE B: Massing- Met

Standard B-1 Massing

City- See A-1 and A-2 comments

Northeast Morning LLC - See A-1 and A-2 comments

Standard B-2 Roof Forms

City- Rooftop appurtenances should not add complexity to contextual form.

Northeast Morning LLC - Roof Edge cornices were thickened with a Parapet to help hide roof top PV panels and centrally located condenser appurtenances. See sheet R1-R5.

Standard B-3 Main Roofs and Subsidiary Roofs

Standard B-4 Roof Pitch

Standard B-5 Facade Articulation

Standard B-6 Garages

PRINCIPLE C: Orientation on the Street- Met

Standard C-1 Entrances

City- Entrance Canopy is undersized compared to scale of façade.

Northeast Morning LLC - Increased depth of entry canopy.

Standard C-2 Visual Privacy

Standard C-3 Transitional Spaces

PRINCIPLE D: Proportion and Scale- Partially Met

Standard D-1 Windows

City- Window proportions and sizes are not found in context.

Northeast Morning LLC - The scale and proportion of the windows and the solid-to-void ratio of the front façade were revised to meet these recommendations.

Standard D-2 Fenestration

City- Window proportions and sizes meet 12% of front façade. However, the ratio of solid to void on the front facade is different from the predominant patterns of the context – reduce the area of openings.

Northeast Morning LLC - The solid-to-void ratio of the front façade were revised to meet these recommendations.

Standard D-3 Porches

PRINCIPLE E: Balance- Met

Standard E-1 Window and Door Heights

Standard E-2 Window and Door Alignment

Standard E-3 Symmetricality

PRINCIPLE F: Articulation- Partially Met

Standard F-1 Articulation

Standard F-2 Window Types

Standard F-3 Visual Cohesion

City- The visual cohesion of the facade is disrupted by the material/color change at the ground floor.

Northeast Morning LLC – Façade Material at the base has been revised to a shiplap board with the same color as the upper clapboards.

Standard F-4 Delineation between floors

Standard F-5 Porches, etc.

City- The stacked balconies are a dominant architectural feature but are floating and not visually integrated into the front façade.

Northeast Morning LLC- A modification to relate the stacked porches to the overall massing and façade plane was incorporated into the revised design. Columns were added at two corners of each upper, previously, cantilevered Porch and Roof.

Standard F-6 Main Entries

City-

1. The canopy is undersized for the scale of the building
2. More should be done to highlight the entrance which is side facing.

Northeast Morning LLC –

1. Increased depth of entry canopy.

2. Front door location has not been modified- The recessed central entry with stairs and entry canopy extending from the building to the sidewalk highlights an entry sequence to the side door at the landing without the need for an entrance door that is more prominent from the street.

Standard F-7 Articulation

City- The cornice line is thin compared with the overall building proportion and could be increased in scale.

Northeast Morning LLC - Roof Edge cornices were thickened to be more in proportion with the building.

PRINCIPLE G: Balance- Partially Met

Standard G-1 Materials

City- Panel in this scale and placement is not typical for the neighborhood, nor is it typical to delineate the ground floor living space differently from the floors above. The use of panel as ground floor building material accentuates the lack of a strong front façade plane and visually divides the building horizontally. Staff suggest the ground floor material choice be adjusted to better meet the standard to be harmonious with the neighborhood palette – this could be shiplap or clapboard with a larger reveal, perhaps in the same color as the upper floors to tie the massing and overall building together in a way that is typical of vernacular residential architecture in this neighborhood.

Northeast Morning LLC – Façade Material at the base has been revised to a shiplap board with the same color as the upper clapboards. The horizontal band between the ground floor and upper floors now acts as a water table that creates a transition between the two materials.

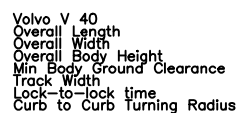
Standard G-2 Material and Facade Design

Standard G-3 Chimneys- N/A

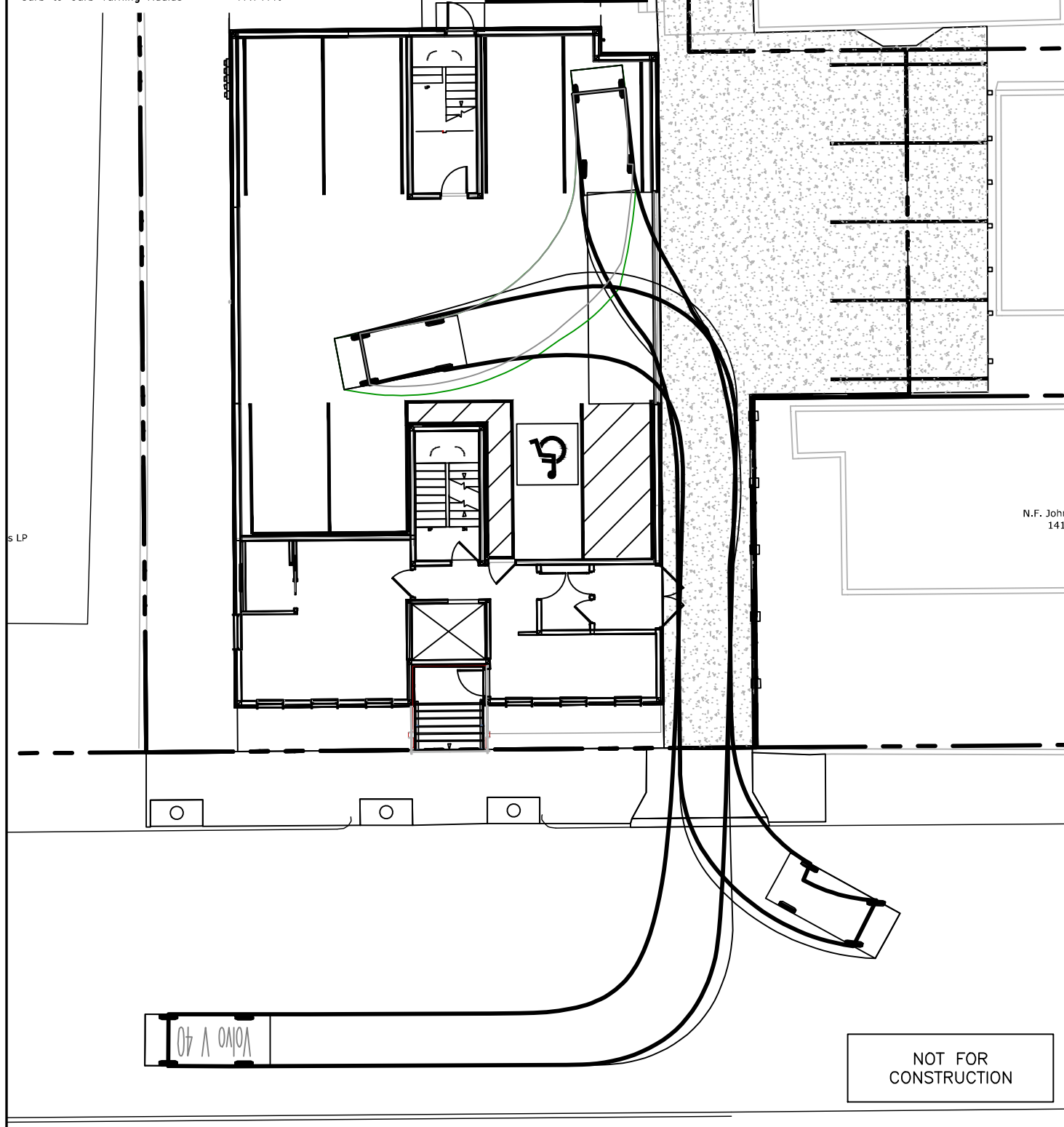
Standard G-4 Window Types

Standard G-5 Patios and Plazas

Sincerely,
Michael Chestnutt, AIA, LEED AP
Senior Architect
Cornerstone Building & Restoration



14.334ft
5.912ft
4.672ft
0.871ft
5.912ft
4.00s
17.717ft



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CONSTRUCTION

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DATE:	8/30/19
JN:	1109
SCALE:	AS NOTED
DESIGN BY:	SJL
DRAWN BY:	KRB
CHECKED BY:	WHS



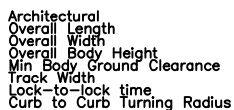
ACORN ENGINEERING, INC. P.O. BOX 3372
PORTLAND, MAINE 04104 (207) 775-2655

DRAWING NAME:
INTERNAL PARKING EXHIBIT - 1

PROJECT NAME:	130 MORNING ST. REDEVELOPMENT
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CLIENT:
NORTHEAST TURNER, LLC
72 PINE ST, PORTLAND, MAINE

ISSUED FOR	BY DATE
COMMENT RESPONSE	WHS 8/30/19
	REV. DATE



16.750ft
6.300ft
5.003ft
0.939ft
6.300ft
5.00s
20.000ft

LP

N.F. Johnson
1416

Architectural

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DESIGN BY:	SJL
DRAWN BY:	KRB
CHECKED BY:	WHS



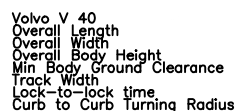
ACORN ENGINEERING, INC. P.O. BOX 3372
PORTLAND, MAINE 04104 (207) 775-2655

DRAWING NAME:
INTERNAL PARKING EXHIBIT - 2

PROJECT NAME:	130 MORNING ST. REDEVELOPMENT
---------------	----------------------------------

CLIENT:
NORTHEAST TURNER, LLC
72 PINE ST, PORTLAND, MAINE

ISSUED FOR	BY
COMMENT	DATE
RESPONSE	WHS
	8/30/19
	REV
	DATE



14.334ft
5.912ft
4.672ft
0.871ft
5.912ft
4.00s
17.717ft



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FILE:	1109_CIVIL
DATE:	8/30/19
JN:	1109
SCALE:	AS NOTED
DESIGN BY:	SJL
DRAWN BY:	KRB
CHECKED BY:	WHS



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PORTLAND, MAINE 04104 (207) 775-2655

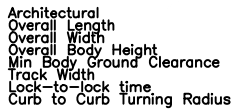
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INTERNAL PARKING EXHIBIT - 3

PROJECT NAME:	130 MORNING ST. REDEVELOPMENT
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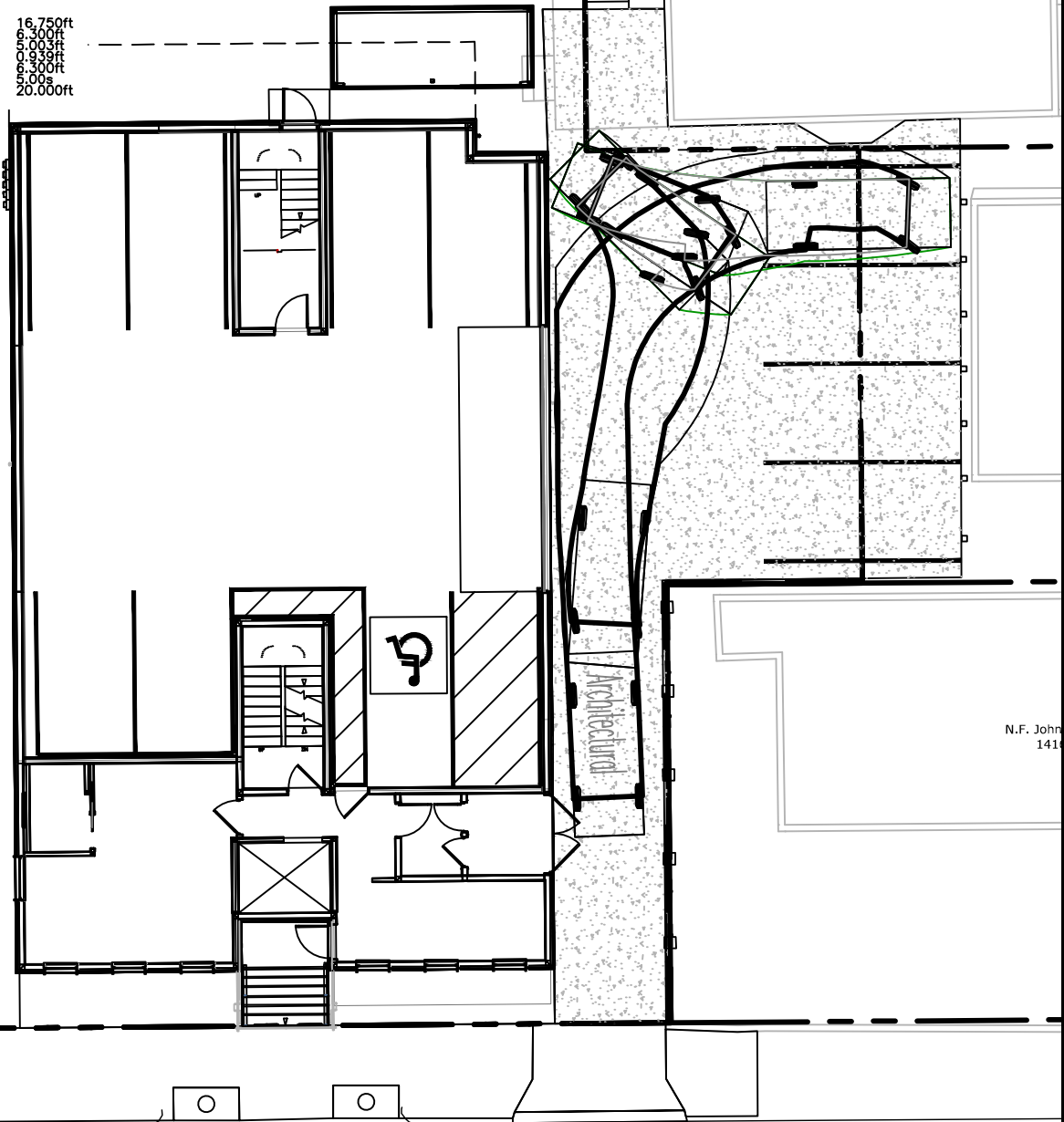
CLIENT:
NORTHEAST TURNER, LLC
72 PINE ST, PORTLAND, MAINE

ISSUED FOR	BY
COMMENT	DATE
RESPONSE	WHS
	8/30/19
	REV.
	DATE

DRAWING NO.
EX-3



16.750ft
6.300ft
5.003ft
0.939ft
6.300ft
5.00s
20.000ft

N.F. Johnson
1416

NOT FOR
CONSTRUCTION

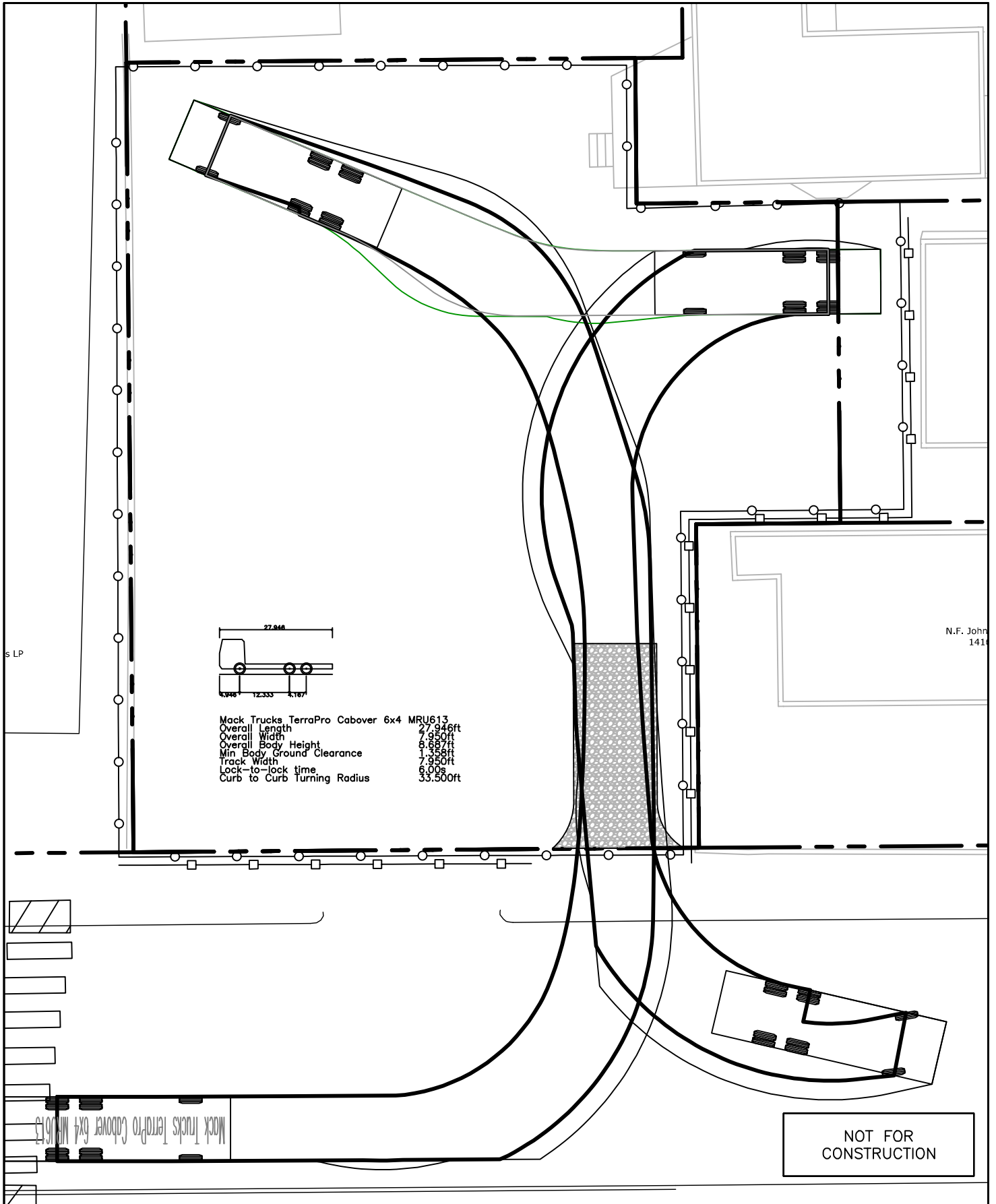
FILE:	1109_CIVIL
DATE:	8/30/19
JN:	1109
SCALE:	AS NOTED
DESIGN BY:	SJL
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CHECKED BY:	WHS

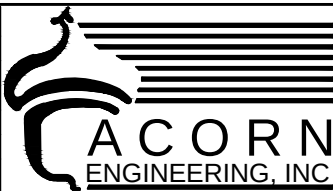


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PORTLAND, MAINE 04104 (207) 775-2655

CLIENT:
NORTHEAST TURNER, LLC
72 PINE ST, PORTLAND, MAINE

ISSUED FOR	BY
COMMENT	DATE
RESPONSE	WHS
	8/30/19
	REV
	DATE



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	DATE: 8/30/19			COMMENT RESPONSE	DATE
DRAWING NO. EX-5	JN: 1109	DESIGN BY: SJL DRAWN BY: KRB CHECKED BY: WHS	PROJECT NAME: 130 MORNING ST. REDEVELOPMENT		8/30/19
	SCALE: AS NOTED				REV. DATE
			CLIENT: NORTHEAST TURNER, LLC 72 PINE ST, PORTLAND, MAINE		

Concerns over 130 Morning St E-plan Documentation

Karen Snyder <karsny@yahoo.com>

Tue, Jul 30, 2019 at 10:22 AM

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

Hi Christian,

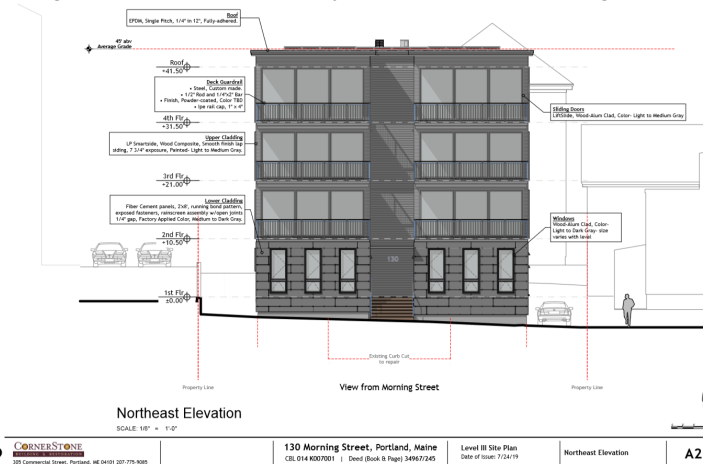
I am understanding you are the planner for 130 Morning St.

Yesterday, I attended the neighborhood meeting for 130 Morning st at the Root Cellar.

Several abutters on Emerson as well as Morning Street were questioning the below three documents since the presentation last night was incomplete due to the following missing documents.

- 1) The rendering of the streetscape of this building to the abutters on Morning St.
- 2) A rendering of what the building with all the appurtenances on the roof top from the street level from Morning and from Emerson St. since it will have 9 AC units and 84 panels. Per the Munjoy Hill Overland Ordinance, these appurtenances are to be shielded from view from street views whether from Morning or from Emerson.
- 3) A rendering of abutter Emerson Street buildings with this proposal in the background.

I also looked at the documents in E-plan and there is NOT one rendering of this building to the abutters on Emerson and Morning street. There is only a drawing, as shown below, where it is a standalone building. Therefore, how do you know this building complies with the neighborhood context and



streetscape if there is no documentation to prove such?

CORNERSTONE ARCHITECTS 100 Commercial Street, Portland, ME 04101 207-775-9005	130 Morning Street, Portland, Maine CBL 014-K007001 Deed (Book & Page) 3496/7245	Level III Site Plan Date of Issue: 7/24/19	Northeast Elevation	A2.1
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I would appreciate that you would ask the developer to provide the above documents.

Regards,
Karen Snyder
72 Waterville

Google Groups

Fwd: Plans for 130 Morning - it's too BIG!

Permitting and Inspections <buildinginspections@portlandmaine.gov>

Aug 8, 2019 12:41 PM

Posted in group: **Planning and Urban Development**

----- Forwarded message -----

From: **Sadhbh Neilan** <sneilan@maine.rr.com>

Date: Thu, Aug 8, 2019 at 12:35 PM

Subject: Plans for 130 Morning - it's too BIG!

To: Deb Andrews <dga@portlandmaine.gov>, Belinda S. Ray <bsr@portlandmaine.gov>

Cc: <permitting@portlandmaine.gov>, Ethan Strimling, Mayor <estrimling@portlandmaine.gov>, Belinda S. Ray <bsr@portlandmaine.gov>, Justin Costa <jcosta@portlandmaine.gov>, Nick Mavadones <nmm@portlandmaine.gov>, Jill Duson <jduson@portlandmaine.gov>, Pious Ali <pali@portlandmaine.gov>, Brian E. Batson <bbatson@portlandmaine.gov>, Spencer Thibodeau <sthibodeau@portlandmaine.gov>, Kimberly Cook <kcook@portlandmaine.gov>

I'm writing to strenuously object to the building proposed for 130 Morning, it is out of scale with the neighborhood and out of scale with the street. I beg those of you in authority to drive down Morning Street and imagine the street-scape with this huge 4 story, nine unit building jammed unto a small lot, bounded on two sides by the proposed Munjoy Hill Historic Preservation area.

Sadly, no effort at all has been made to ease or accommodate the fears of abutting neighbors. The proposed building will entirely block the light and views of the 3-unit immediately behind the site at 23 Emerson St.

Immediately opposite the site are buildings with roof lines no higher than 40', yet the proposed building will tower over them with a roof line at 49', a height which will be increased by the screening of heat pumps, solar arrays, and A/C units planned for the roof. The peace of this relatively quiet neighborhood will be hugely diminished by the noise of these machines. Further, the massive size of the building will block the light and the summer southern breezes for those neighbors.

The inadequate parking - 7 spaces for a 9-unit building - will only add to the congestion of the street.

People on Munjoy Hill are not opposed to development - as long as it is right-sized and aesthetic. Surely that is not too much to ask? This building should be limited to 3 stories, and the number of apartments reduced to 6. The developers will still make a fortune - why is this not the plan?

Sincerely,

Sive

--
 Sadhbh ("Sive") Neilan
 (207) 838-7719
 29 Emerson Street,
 Portland, ME 04101

--
 Certified Permit Technician

Permitting & Inspections Department
389 Congress St Portland, ME 04101
Room 315
Hours of Operation:
Mon-Wed 8am-4:30pm
Thurs & Fri 9am-4:30pm



Jennifer Munson <jmy@portlandmaine.gov>

Re: 130 Middle Street - no., 130 Morning st.

1 message

Ejkoch Gmail <ejkoch@gmail.com>

Tue, Sep 3, 2019 at 1:02 PM

To: jmy <jmy@portlandmaine.gov>

That's odd. I absolutely misspoke that letter was related to [130 Morning St.](#)

Thanks for pointing it out.

In a room full of skunks no one smells anything□□□

On Sep 3, 2019, at 12:13 PM, jmy <jmy@portlandmaine.gov> wrote:

Good Morning,

I wanted to clarify if you are referring to the [121 Middle Street](#) hotel project or not? You reference 130 Middle Street but we do not have an application for that address. Thanks.

Jennifer Munson, Office Manager

Department of Planning and Urban Development

City Hall, 4th Floor, 389 Congress Street, Portland ME 04101

(207) 874-8719

planning@portlandmaine.gov

www.portlandmaine.gov

Office Hours are Monday - Friday 8:00 a.m. - 4:30 p.m.

On Friday, August 30, 2019 at 9:58:01 AM UTC-4, EJ Koch wrote:

Planning Board members -

This project is too big for the space the developers are proposing to cram it into. As they explained it to us, developers are building out to the absolute limits of the "box" they feel they are entitled to build to. This is creating a spate of ugly, overlarge, and BOXY buildings all designed to maximize developer profit, rather than fit into the neighborhood. Please Require application of Portland's design standards, massing, and SCALE provisions. This is vastly out of scale for the neighborhood. There are a couple large buildings nearby - this is not a goo justification to cram another huge building into a space that does not properly fit it, either in terms of affect on neighbors, or design standards.

Thank you.

Erna Koch
[81 Vesper St.](#)
[Portland, ME 04101](#)

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.

PL-0007322019

james barnes <raejim_976@msn.com>

Sep 4, 2019 12:30 PM

Posted in group: **Planning Board**

I live at 23 Emerson St.#3 immediately south of this proposed project.

We very much object to the two top unit rear patios which are a complete invasion of privacy for my wife and myself. Both of those units have full front patios on Morning St, the back patios are within a stones throw of our living room. We can't believe the viability of the project would be harmed by removal of the extremely intrusive back patios which are right in our faces.

Please consider the impact of these units on our privacy.

James and Rae BARNES

Sent from my iPad

NORTHEAST TURNER, LLC
PORTLAND, MAINE

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

STRUCTURAL INTEGRITY CONSULTING ENGINEERS, INC.
PORTLAND, MAINE
CONTACT: AARON JONES, P.E.
(207) 774-4614

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
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
DIP	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
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
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
PROPOSED	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
SIM	SNOW AND ICE MELT
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC

NORTHEAST TURNER, LLC
772 PINE STREET #16 PORTLAND, MAINE 04102

PROJECT NAME:

CLIENT:



A C O R N
ENGINEERING, INC.

FILE: 1109_DETAILS

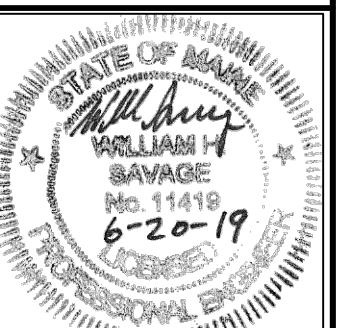
N:	1109.1
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CALE:	NTS
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DESIGNED BY: WHS

RAWN BY: EKK

HECKED 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 SERVING 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 AUTOCAD 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. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED EXISTING CONDITIONS SURVEY BY RW EATON ASSOCIATES, DATED 8/18/18.
8. SUBSURFACE DATA HAVE BEEN OBTAINED BY SUMMIT GEOENGINEERING SERVICES, INC. AND SHALL BE INCLUDED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ALSO REVIEW THE REPORT PRIOR TO SUBMITTING A BID.
9. 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 A SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
10. CONSTRUCTION MANAGEMENT PLAN NARRATIVE SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
11. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
12. 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.
13. 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 FOR STRUCTURES ON ADJACENT PROPERTIES. DOCUMENT WITH PHOTOGRAPHS AT A MINIMUM.
14. THE CONTRACTOR SHALL PROVIDE A GPS MODEL OF THE PROPERTY TO PROVIDE TO ACORN ENGINEERING.
15. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC. (ACORN), IF ANY.

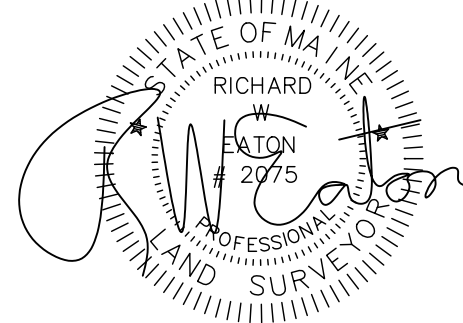
1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE GENERAL CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT 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 GENERAL 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 BACKFILL,, PROVIDE CURING OF CONCRETE FOR 28 DAYS OR AS DIRECTED BY MATERIALS TESTING ENGINEER.
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.

1. IF APPLICABLE ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS, AS WELL AS SITE DRAINAGE, SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. IF NOT APPLICABLE, THEN PROJECT ENGINEER WILL REVIEW.
3. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT.
4. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
5. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
6. 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.
7. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
8. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED 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.

1. 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 BEFORE 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

[illegible]

CERTIFICATION



RICHARD W. EATON P.L.S. # 2075

PLAN REFERENCE

- 1) Condominium Plat Emerson East Condominium Made For Emerson St LLC
By Owen Haskell, Dated April 1, 2016 and Recorded In Plan Book 216 Page 146
- 2) Portland Valuation Plan By William Goodwin Dated 1882 Number #14 Plan Book 5 Page 14
- 3) Street Line Sheets From Portland Engineering Office Dated Dec 1925 Number 137
Sept. 1925 Number 80
- 4) City Of Portland Maine, Turner Street Reconstruction As Built Dated 1-03-79
- 5) Morning Street Sewer Line Construction Plan Dated May 1896

Space & Bulk Standards:

Zone. R-6	Required
Minium Lot Size	2,000 S.F.
Minimum Frontage	20'
Minimum Yard Dimensions	
Front Yard	5'
	Or Avarage Depths of Adjacent Yards
Rear Yard	10'
Side Yard	5'
Dwelling Unit	725 Square Feet
Maximum Lot Coverage	60%
Minimun Lot Width	20'
Maximum Building Height	45'

General Notes:

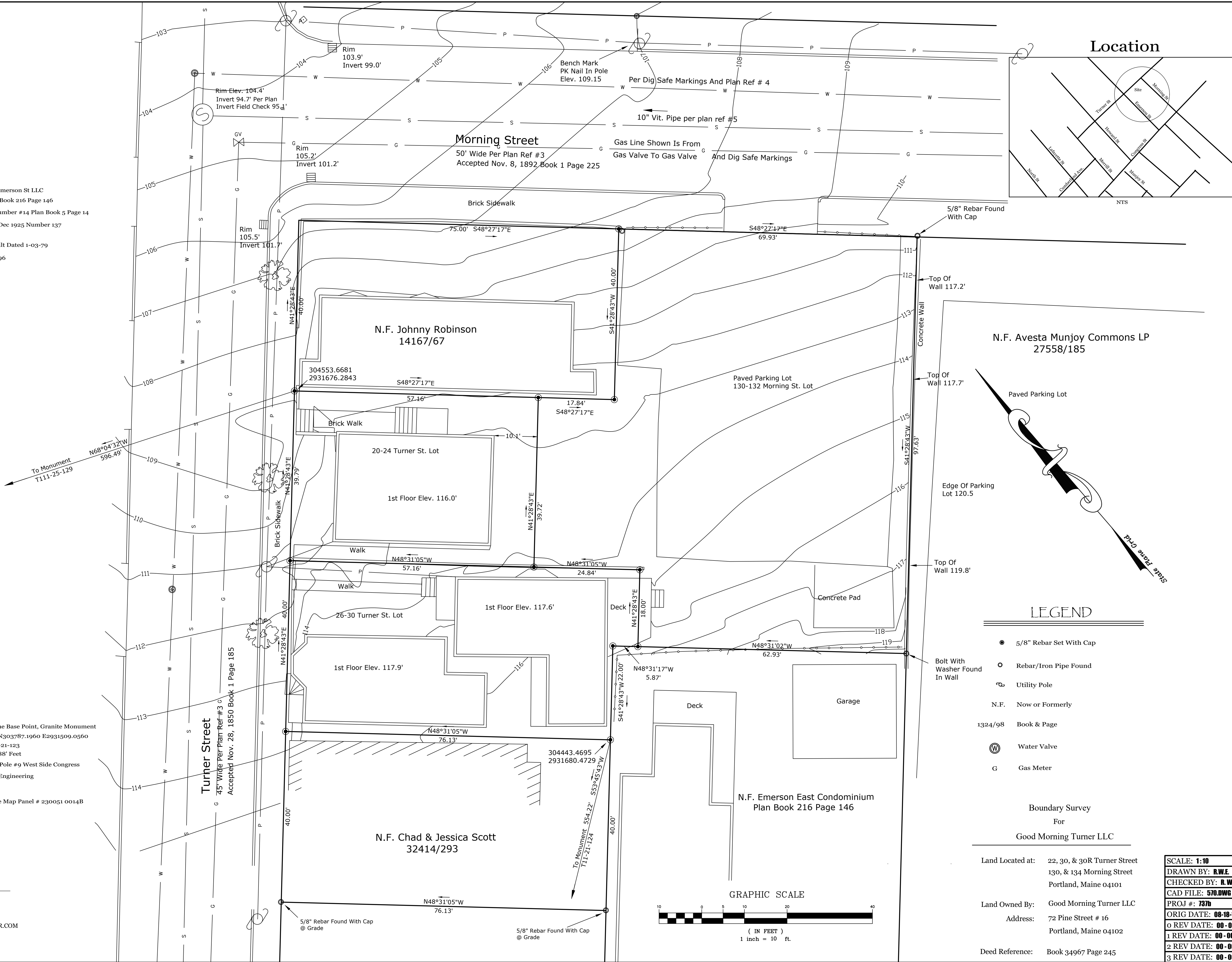
- 1) Area of Subject Parcels
20-24 Turner St. Lot 2,272 Square Feet or 0.05 Acres
26-30 Turner St. Lot 3,151 Square Feet or 0.07 Acres
130-132 Morning St Lot 7,412 Square Feet Or 0.17 Acres
- 2) Basis of Bearing, Maine State Plane NAD 1983 1802 West Zone Base Point, Granite Monument
With Bolt at Congress Street and Merrill Street T111-30-132, N303787.1960 E2931509.0560
Azimuth Point, Monument With DH on Washinton Ave. T111-21-123
N 304140.2327 E2930845.2163 Azimuth N61-59'-44"W 751.88' Feet
- 3) Vertical Datum is NGVD 1929 Benchmark is PK Nail on CMP Pole #9 West Side Congress
Elevation 139.79' Provided By City of Portland Public Works Engineering
- 4) Subject Tax Map 014 Block K Lot 003, 004, 013, & 007
- 5) Subject not in Special Flood Hazard Area per FEMA Flood Rate Map Panel # 230051 0014B
Dated July 17, 1986 Parcel in C Zone
- 6) Zone R-6

R. W. EATON ASSOCIATES
LAND SURVEYING & REAL ESTATE

58 PLEASANT STREET, WESTBROOK, MAINE 04092

PHONE: 207-854-2402 FAX: 856-7167 E-MAIL: RWEATON@MAINE.RR.COM

August 18th 2018



LEGEND

- 5/8" Rebar Set With Cap
- Rebar/Iron Pipe Found
- Utility Pole
- N.F. Now or Formerly
- 1324/98 Book & Page
- Water Valve
- Gas Meter

Boundary Survey
For
Good Morning Turner LLC

Land Located at: 22, 30, & 30R Turner Street
130, & 134 Morning Street
Portland, Maine 04101

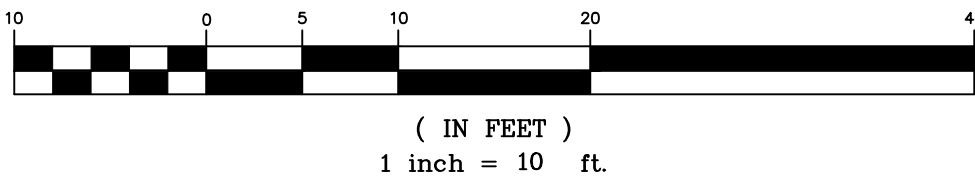
Land Owned By: Good Morning Turner LLC

Address: 72 Pine Street # 16
Portland, Maine 04102

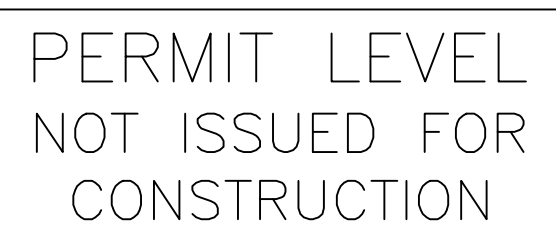
Deed Reference: Book 34967 Page 245

SCALE: 1:10
DRAWN BY: R.W.E.
CHECKED BY: R.W.E.
CAD FILE: 570.DWG
PROJ #: 737b
ORIG DATE: 08-18-18
0 REV DATE: 00-00-00
1 REV DATE: 00-00-00
2 REV DATE: 00-00-00
3 REV DATE: 00-00-00

GRAPHIC SCALE



2. EXISTING ASPHALT PAVEMENT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
3. ALL DISPOSAL OF DEMOLITION DEBRIS 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.
4. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED, ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO 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 POTENTIAL CONFLICT WITH APPROVED PLANS.
6. ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION.
7. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN.
8. FOR FURTHER PROTECTION, THE CONTRACTOR SHALL PROVIDE PHYSICAL PROTECTION AT EACH PROPERTY LOCATION.
9. CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRADIENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
10. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO EXISTING UTILITIES, HAZARDOUS WASTE WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS.
11. CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING OFF-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED. CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING THE APPROPRIATE PERMITS FROM THE CITY OF PORTLAND FOR CLOSURE OF STREETS AND SIDEWALKS.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ALONG CONSTRUCTION FENCE AND GATE.



DRAWING NO. C-03	DRAWING NO. C-03	CHECKED BY: WHS DRAWN BY: ZMS DESIGNED BY: SJL SCALE: 1"=10' JUN: 1109 FILE: 1109_CIVIL	 A C O R N ENGINEERING, INC.	THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE THE SOLE RESPONSIBILITY OF THE USER WITHOUT LIABILITY TO ACORN ENGINEERING, INC. 65 HANOVER ST, PORTLAND MAINE 04101 (207) 775-2655	CLIENT: NORTHEAST TURNER, LLC 72 PINE STREET #16 PORTLAND, MAINE 04102	PROJECT NAME: 130 MORNING ST. REDEVELOPMENT	DRAWING NAME: CONSTRUCTION MANAGEMENT PLAN	ISSUED FOR	BY DATE
								SITE PLAN	6/25/19

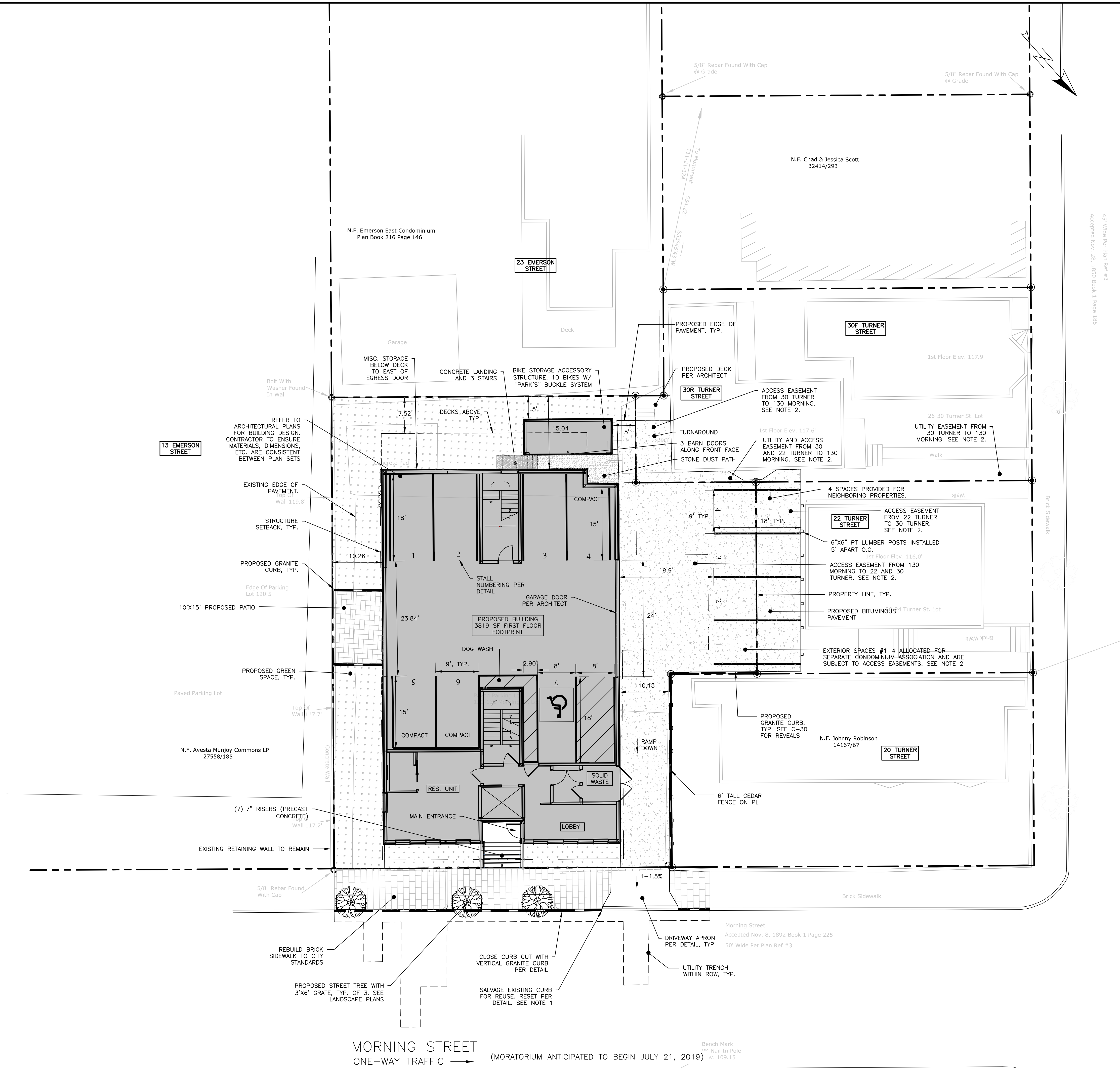
1. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
2. EASEMENTS BENEFITING 22 TURNER, 30 TURNER, AND 130 MORNING RECORDED AT CUMBERLAND COUNTY REGISTRY OF DEEDS BK 35463 PG 121.
3. EXISTING CONDITIONS PROVIDED BY R/W EASTON ASSOCIATES INC. ON A PLAN ENTITLED BOUNDARY SURVEY & TOPOGRAPHY MAP WITH EXISTING CONDITIONS DATED AUGUST 18, 2018.
4. REFER TO LANDSCAPE PLANS BY SOREN DENIRO DESIGN STUDIO.

SPACE AND BULK STANDARDS –130 MORNING STREET		
ZONE: R6	REQUIRED	PROPOSED
MINIMUM LOT SIZE	2,000 SF	7,412 SF
MINIMUM STREET FRONTAGE	20'	69.93'
MINIMUM FRONT YARD SETBACK	5'	5'
MINIMUM SIDE YARD SETBACK	5'	10.26'
MINIMUM REAR YARD SETBACK	15'	15'
MAXIMUM LOT COVERAGE	60%	56%
SIDE YARD STEPBACK	10'	10'
REAR YARD STEPBACK	7.5'	7.52'
ACCESSORY BUILDING REAR SETBACK	5'	5'
ACCESSORY BUILDING SIDE SETBACK	5'	5'
MINIMUM LOT WIDTH	20'	63'
MAXIMUM BUILDING HEIGHT	45'	< 45'
MINIMUM LANDSCAPED OPEN AREA	20%	23%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 10	9
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 6 SPACES	7
MINIMUM INTERNAL RESIDENT BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 3	> 3
*BASED UPON CONTEXTUAL OBSERVATIONS OF OTHER BUILDINGS ON THE STREET/BLOCK		
DECKS COUNTED AS BUILDING COVERAGE, BUT NOT AS IMPERVIOUS AREA DUE TO THEIR PERMEABLE PROPERTIES		

PARKING SUMMARY	
SIZE	# PARKING SPACES
9'X18'	8
9'X15'	3
TOTAL	11*

*4 DESIGNATED FOR ABUTTING PROPERTIES.

OPEN SPACE CALCS	
LOT	OPEN SPACE
22 TURNER	24%
30 TURNER	25%
SEE DOC. U FOR MORE INFORMATION	



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

[illegible]

DRAWING NAME:	SITE PLAN
PROJECT NAME:	130 MORNING ST. REDEVELOPMENT
CLIENT:	NORTHEAST TURNER, LLC 72 PINE STREET #16 PORTLAND, MAINE 041


A C O R N
ENGINEERING, INC.

ACORN ENGINEERING, INC.
 65 HANOVER ST. PORTLAND, MAINE 04101
 (207) 779-2655

THIS FLOW PATTERN MAY BE USED BY ANY PARTY PURSUANT TO AN ORDER FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, REPRODUCTIONS, OR REUSE OF THIS FLOW PATTERN WITHOUT THE WRITTEN PERMISSION OF ACORN ENGINEERING, INC. IS PROHIBITED. THE USER ASSUMES ALL LIABILITY FOR ANY DAMAGE, LOSS, OR INJURY THAT MAY BE CAUSED BY THE USE OF THIS FLOW PATTERN WITHOUT LIABILITY TO ACORN ENGINEERING, INC.'S SALE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1109_CIVIL
JN:	1109
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	WHS

DRAWING NO.
C-10

- GENERAL NOTES:
1. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS AS NECESSARY.
 2. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.
 3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
 4. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
 5. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
 6. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
 7. CONTRACTOR SHALL REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
 8. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
 9. SEE PERMANENT SEEDING TABLE ON SHEET C-47 FOR LAWN AREAS.

PLANT SCHEDULE				
ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE
TREES				
AP	ACER PALMATUM 'FIREGLOW'	FIREGLOW JAPANESE MAPLE	3	15 GAL.
JB	JUNIPERUS CHINENSIS 'BLUE POINT'	BLUE POINT JUNIPER	21	5'
SHRUBS				
CB	CORNUS BAILEYI SERICEA 'FARROW'	ARCTIC FIRE REDTWIG DOGWOOD	11	3 GAL.
PERENNIALS				
RH	RUDBECKIA HIRTA	BLACK EYED SUSAN	12	1 GAL.
SS	SALVIA SYLVESTRIS	SAGE 'MAY NIGHT'	12	1 GAL.



ISSUED FOR

BY

DATE

SITE PLAN

WHS

6/25/19

LANDSCAPE PLAN

PROJECT NAME:

130 MORNING ST. REDEVELOPMENT

CLIENT:

NORTHEAST TURNER, LLC

72 PINE STREET #16 PORTLAND, MAINE 04102

ACORN ENGINEERING, INC.

ENGINEERING, INC.

65 HANOVER ST. PORTLAND MAINE 04101

(207) 775-2655

FILE:

1109_CIVIL

JN:

1109

SCALE:

1"=10'

DESIGNED BY:

SJL

DRAWN BY:

ZMS

CHECKED BY:

WHS

STATE OF MAINE

WILLIAM H. SAVAGE

6-20-19

65 HANOVER ST. PORTLAND MAINE 04101

(207) 775-2655

DRAWING NO.

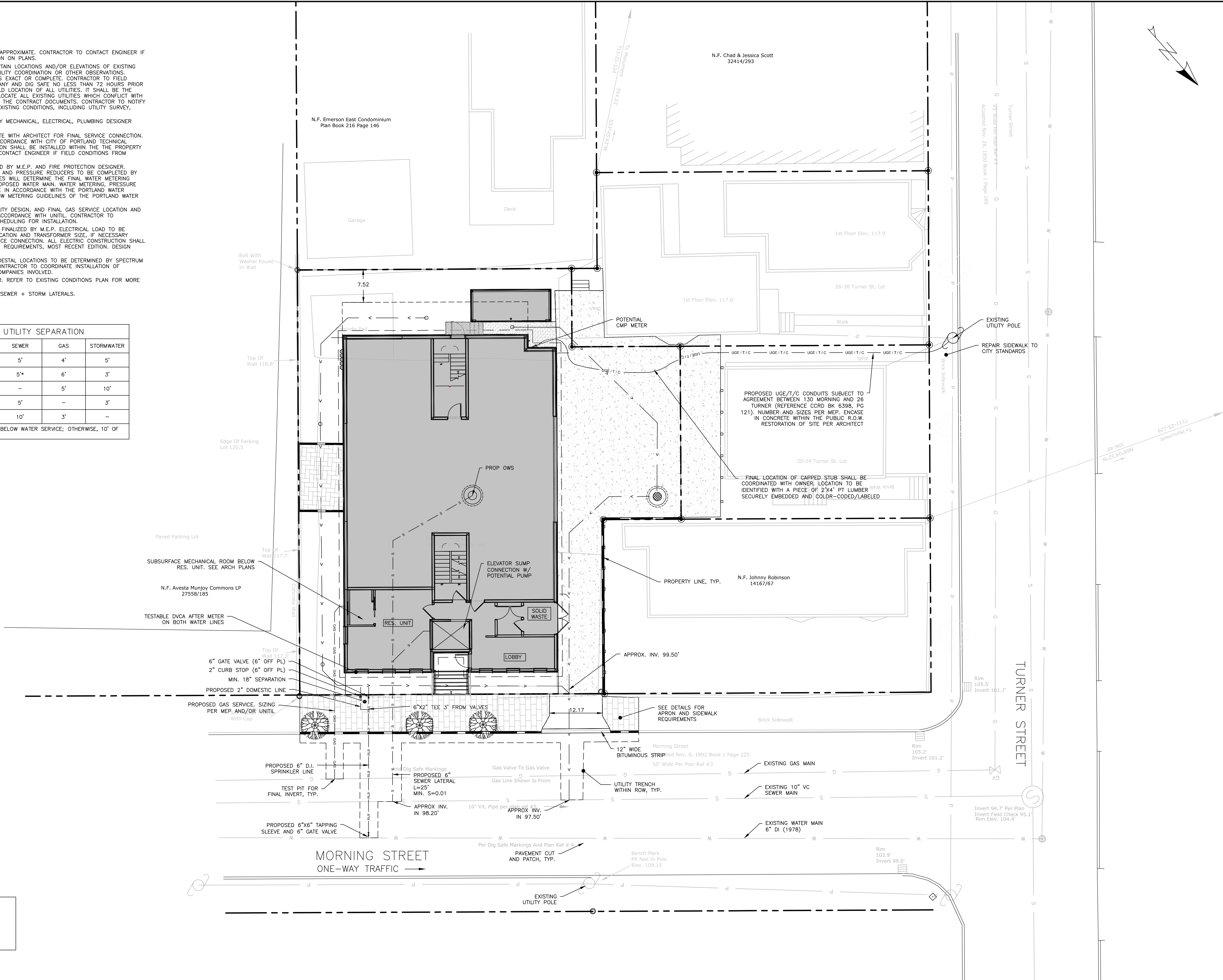
L-1

GENERAL NOTES:

1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY SURVEY, PRIOR TO ANY CHANGES.
3. METERING OF UTILITIES TO BE COMPLETED BY MECHANICAL, ELECTRICAL, PLUMBING DESIGNER (M.E.P.) UNLESS SPECIFIED OTHERWISE.
4. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF FIELD CONDITIONS FROM INVERT VARY FROM DESIGN.
5. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN, WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
6. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNITIL. CONTRACTOR TO COORDINATE WITH UNITIL AND NEUCO ON SCHEDULING FOR INSTALLATION.
7. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY, DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
8. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY SPECTRUM AND FAIRPOINT PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.
9. UTILITY INFORMATION PROVIDED BY SURVEYOR. REFER TO EXISTING CONDITIONS PLAN FOR MORE INFORMATION.
10. BACKFLOW VALVES SHALL BE INSTALLED ON SEWER + STORM LATERALS.

MINIMUM HORIZONTAL UTILITY SEPARATION					
UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	-	6'	5'	4'	5'
WATER	6'	-	5'	6'	3'
SEWER	5'	5'	-	5'	10'
GAS	4'	6'	5'	-	3'
STORMWATER	5'	3'	10'	3'	-

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10" OF HORIZONTAL SEPARATION MUST BE MAINTAINED.



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
STUB PLAN	WHS
COMMENT RESPONSE	WHS
PWD COMMENT	WHS
CONSTRUCTION	WHS
SITE PLAN	WHS

UTILITY PLAN	PROJECT NAME:	CLIENT:
130 MORNING ST. REDEVELOPMENT	NORTHEAST TURNER, LLC	72 PINE STREET #16 PORTLAND, MAINE 04102

ENGINEERING, INC.
ACORN ENGINEERING, INC.
65 HANOVER ST. PORTLAND MAINE 04101
(207) 775-2655

FILE:	1109_CIVIL
JN:	1109
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	WHS

DRAWING NO.
C-20

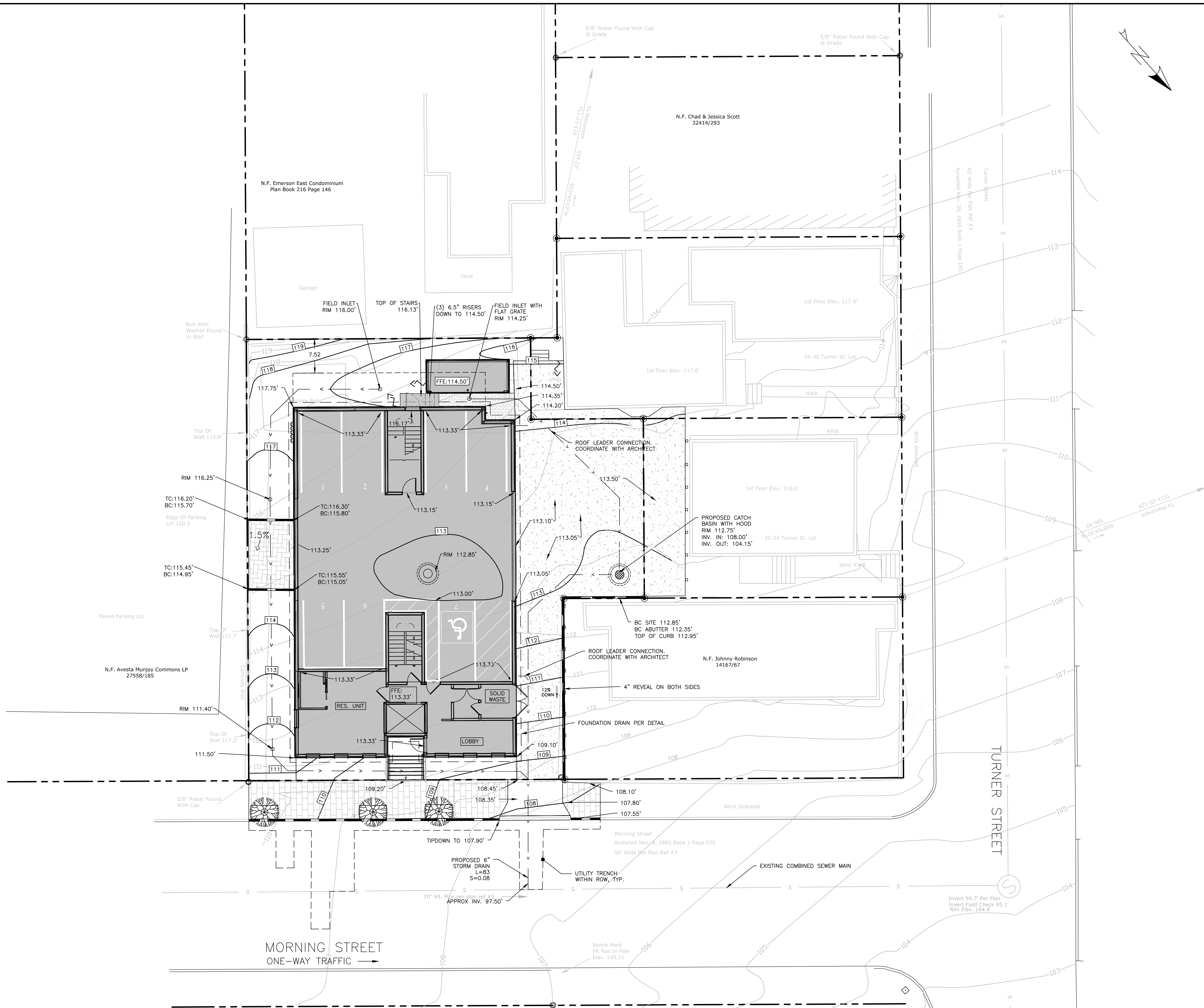
1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. ALL EXISTING AND PROPOSED DRAINAGE REQUIREMENTS, DESIGN OF ADDITIONAL TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES SHALL BE CONSTRUCTED UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. INSTANT BACKFLOW PREVENTION WITHIN PROPERTY ON ANY CONNECTION TO THE COMBINED SEWER.
5. COORDINATE ROOF LEADERS, GUTTERS, DOWNSPOUTS, ETC. WITH THE ARCHITECT.
6. ALL ELEVATIONS SHALL BE PROVIDED AT ALL 90-DEGREE BENDS IN FOUNDATION DRAIN.
7. ANY CURB PROPOSED WITH A REVEAL GREATER THAN 7" SHALL BE CONSTRUCTED WITH A GRANITE CUT OF 6"x24".
8. ANY GRADE SEPARATION GREATER THAN 12" SHALL BE ACHIEVED WITH A RETAINING WALL.
9. ANY SIGNIFICANT DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.

N:109.10'
E:111.50'
S:117.75'
W:114.20'

ELEVATION AT TOP OF ROOF APPURTENANCES: 158.00
BLDG HEIGHT: 44.86'



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

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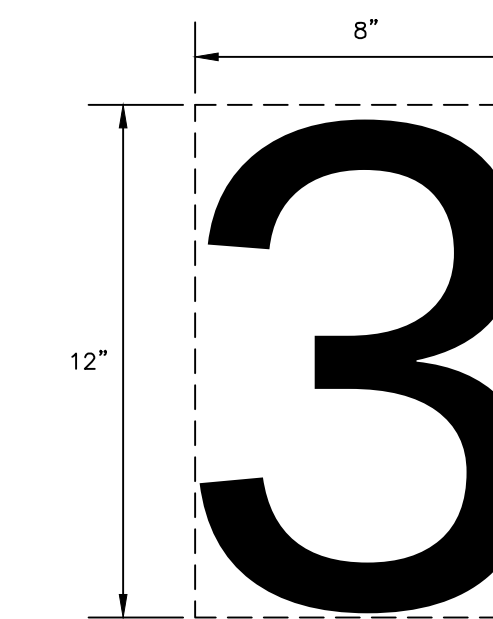
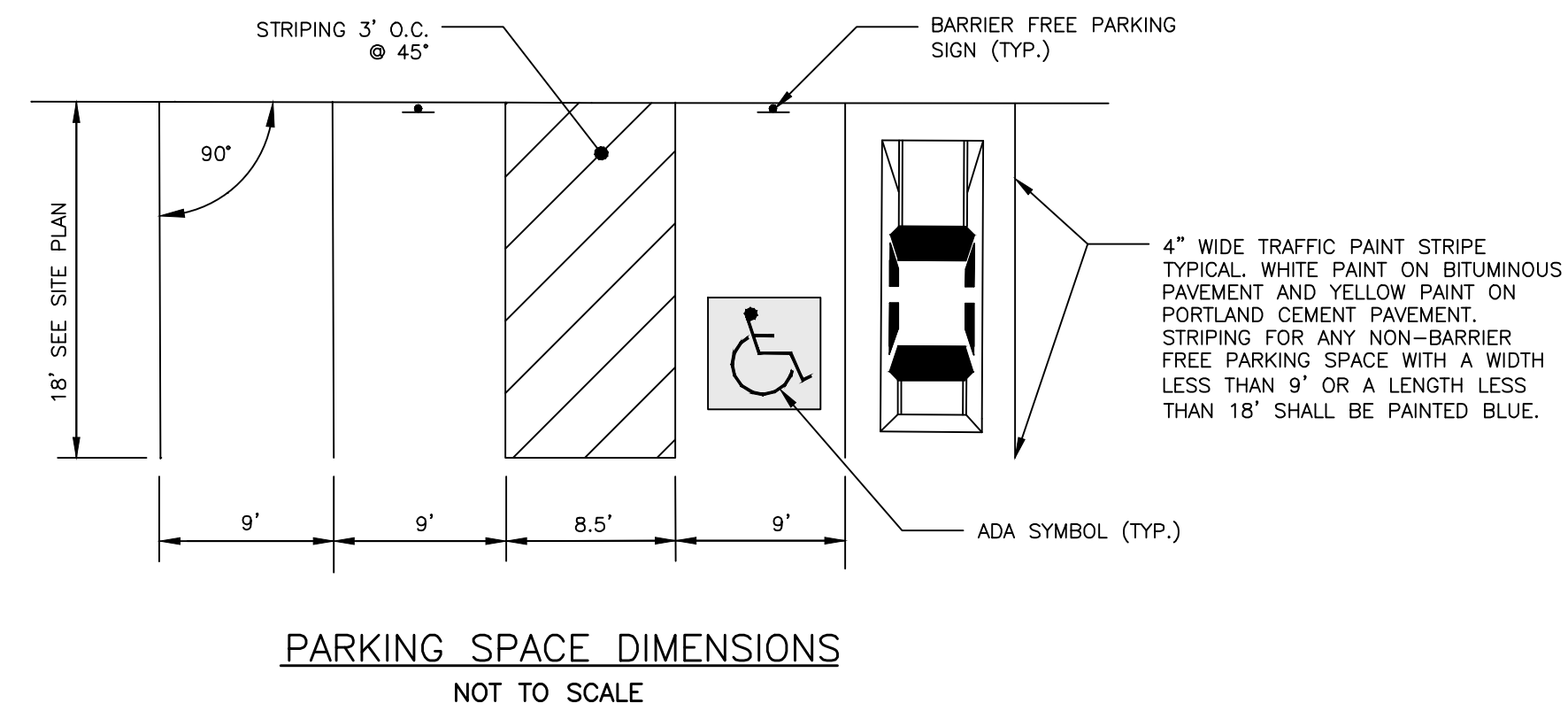
DRAWING NAME:	GRADING & DRAINAGE PLAN
PROJECT NAME:	130 MORNING ST. REDEVELOPMENT
CLIENT:	NORTHEAST TURNER, LLC 72 PINE STREET #16 PORTLAND, MAINE 04111


A C O R N
ENGINEERING, INC.

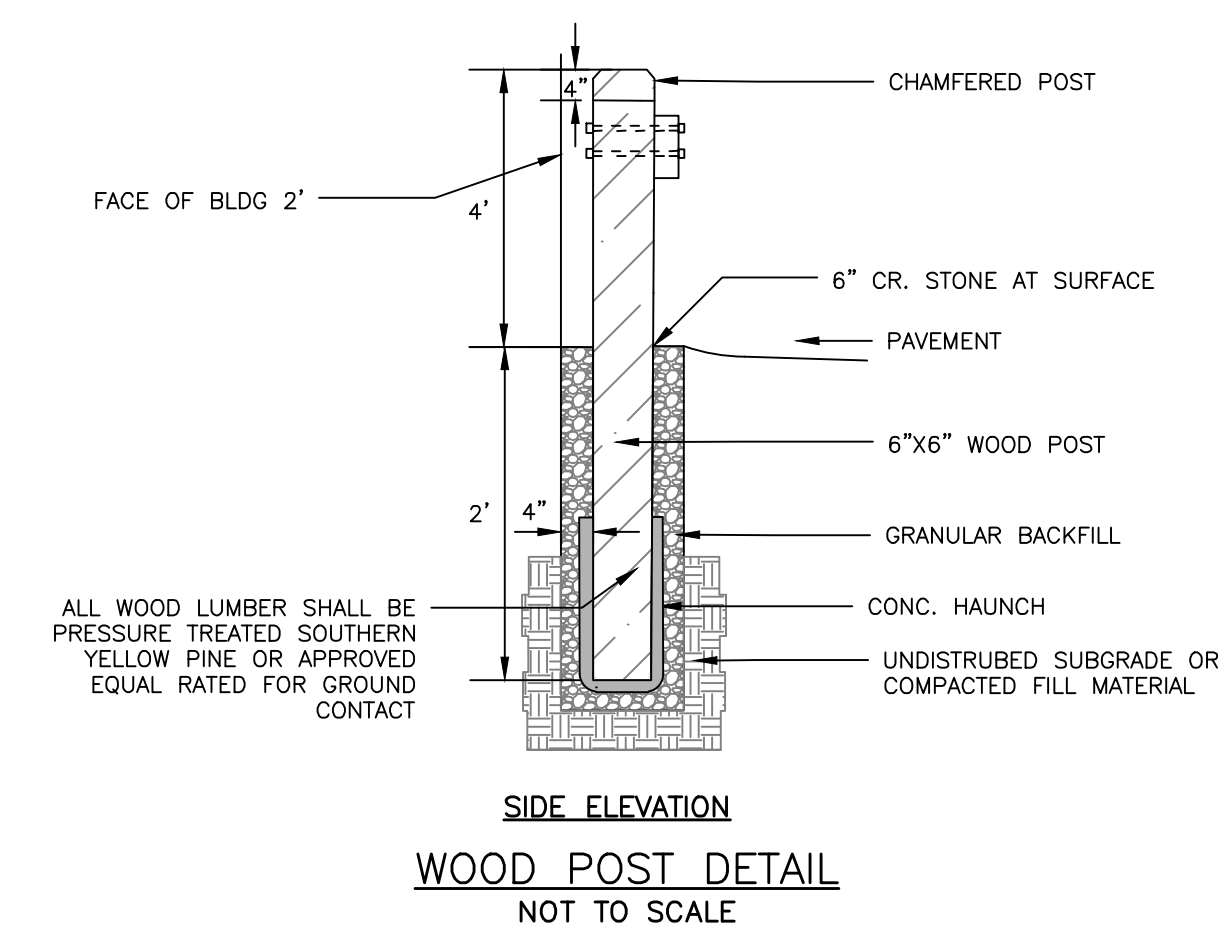
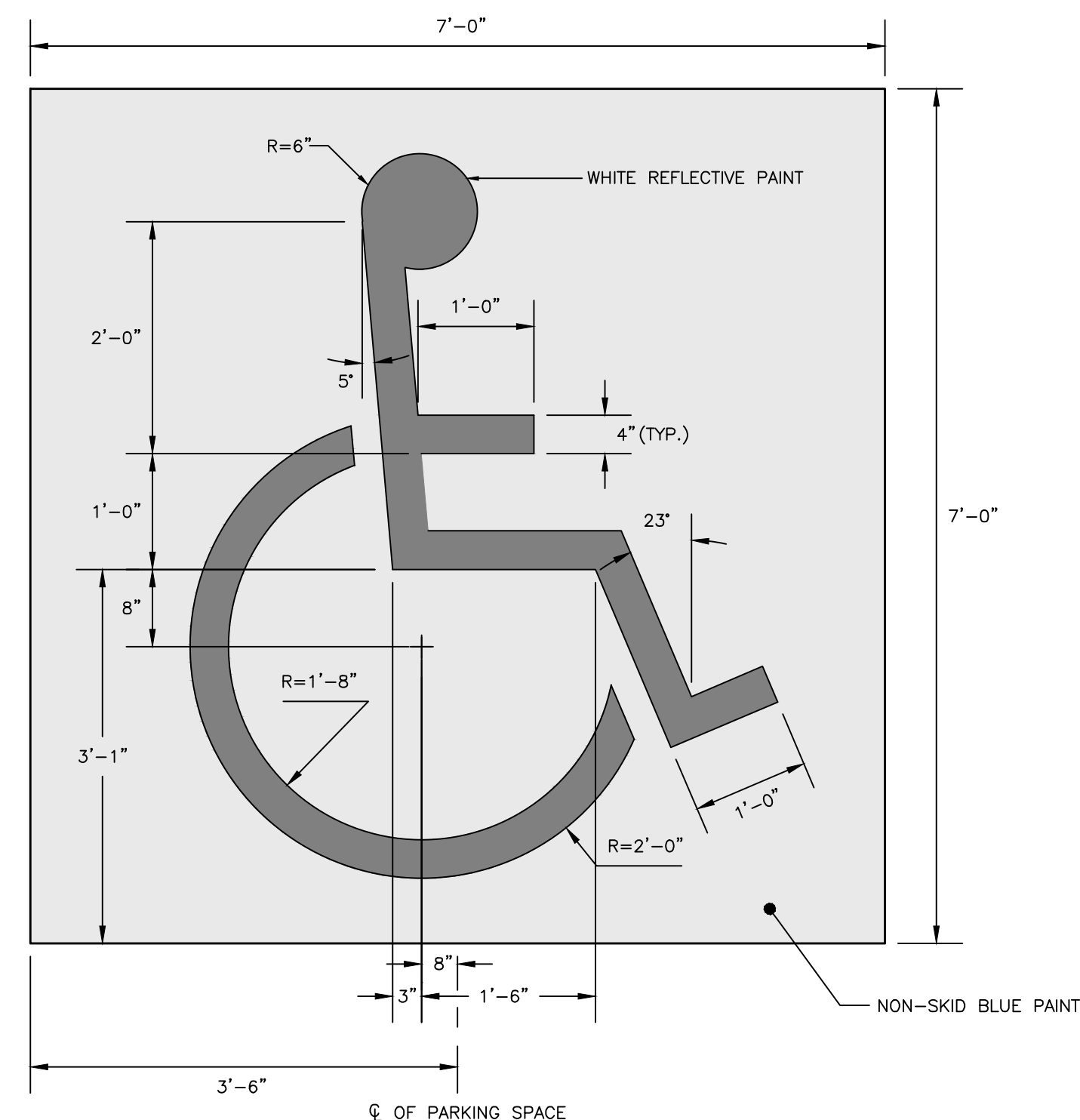
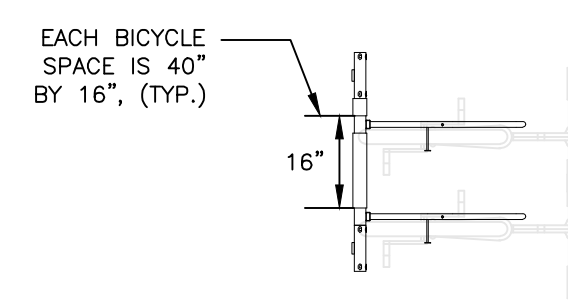
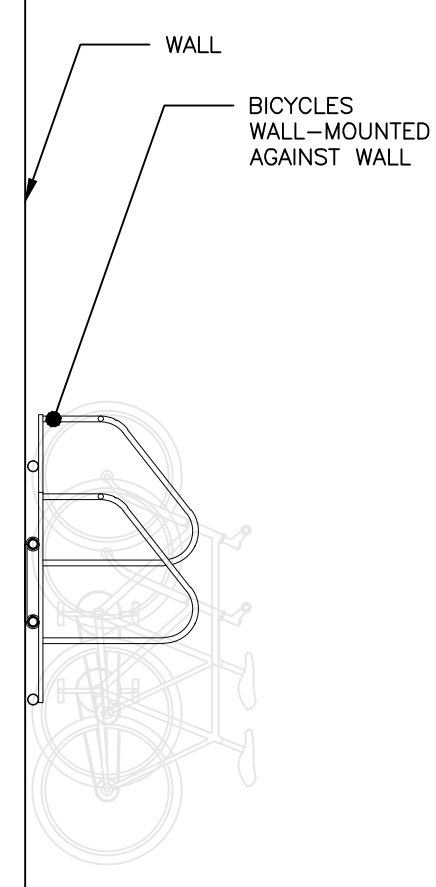
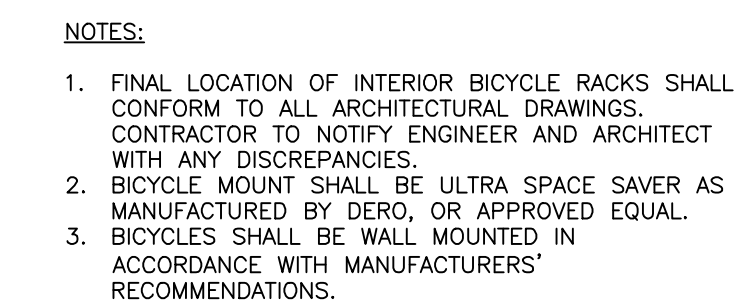
ACORN ENGINEERING, INC. 65 HANOVER ST., PORTLAND, MAINE 04101 (207) 775-2655	THIS PLAN SHALL NOT BE ASSIGNED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.
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FILE:	1109_CIVIL
JN:	1109
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	WHS

DRAWING NO.
C-30



- NOTES:
1. NUMBERS TO BE PAINTED AS THE SAME COLOR AS THE CORRESPONDING PARKING SPACE.
 2. BOTTOM OF NUMBER TO BE FLUSH WITH THE FRONT OF THE PARKING SPACE.



PERMIT LEVEL
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CONSTRUCTION

[illegible]

SITE DETAILS -2

130 MORNING ST. REDEVELOPMENT

NORTHEAST TURNER, LLC
72 PINE STREET #16 PORTLAND, MAINE 04102

100

.....

CLIENT:


ACORN ENGINEERING, INC. **A C O R N** **ENGINEERING, INC.**
 10000 S. 10TH AVE. SUITE 1000 10000 S. 10TH AVE. SUITE 1000 10000 S. 10TH AVE. SUITE 1000
 DENVER, CO 80231 DENVER, CO 80231 DENVER, CO 80231

FILE: 1109_DETAILS

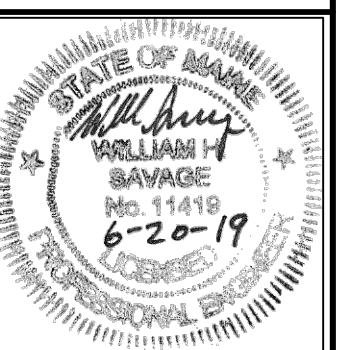
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CALE:	NTS
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DESIGNED BY: WHS

RAWN BY: EKK

HECKED BY: WHS



DRAWING NO.

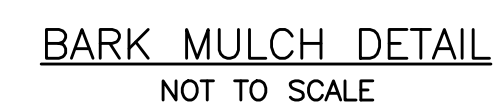
C-41

1. ALL PLANT SELECTION AND INSTALLATION WILL BE IN COMPLIANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
3. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
4. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
5. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING RED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM AND 5% NORTHEAST WILDFLOWER SEED MIXTURE BY WEIGHT TO THE LINKS BLEND.
6. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING, IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.
7. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDED AS NECESSARY.
8. NEW TREES TO BE INSTALLED WITH A SLOW RELEASE WATERING BAG.
9. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS FOR AT LEAST 30 DAYS FOLLOWING INSTALLATION FOLLOWING THIS PERIOD, THE LANDOWNER OR PROPERTY MANAGEMENT SHALL BE RESPONSIBLE FOR CONTINUED WATERING AND MAINTENANCE. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING FINAL INSTALLATION.
10. ALL PROPOSED PLANTS SHALL BE LOCATED AS SHOWN ON THE PLANS. CONTRACTOR TO NOTIFY ENGINEER WHEN PLANTINGS HAVE BEEN MOBILIZED ON SITE. ENGINEER TO INSPECT AND ACCEPT OR REJECT ANY SPECIMENS ON THE BASIS OF APPARENT HEALTH, HARDINESS, AND CONFORMANCE WITH THE PLANTING SCHEDULE. REJECTED SPECIMENS ARE TO BE RE-PLACED BY THE CONTRACTOR AT NO ADDED COST TO THE OWNER. ACCEPTANCE DOES NOT WAIVE THE REQUIRED ONE YEAR PLANTING WARRANTY.

BACKFILL THE HOLE WITH TOPSOIL TO A DEPTH NOT TO EXCEED 8" THEN WATER SUFFICIENTLY TO SETTLE TOPSOIL. REPEAT SOIL BACKFILL, WATER, DRAIN. TOPSOIL SHALL BE TAMPED UNDER EDGES OF THE BALLED PLANTS. BACKFILL TO FINISH GRADE AND CREATE AN EARTHEN SAUCER. SOAK PLANTS TWICE WITHIN THE FIRST TWENTY-FOUR HOURS OF PLANTING.



1. 16" EXPANDABLE TREE OPENING; .25" SLOT OPENINGS.
2. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
3. WHEN THE TREE GRATE IS INSTALLED IN A CONCRETE SIDEWALK A NOTCH MUST BE INSTALLED ALONG THE EDGE TO HOLD THE GRATE, WHEN INSTALLED IN A BRICK SIDEWALK IT REQUIRES A FRAME TO BE INSTALLED TO HOLD THE GRATE IN PLACE.

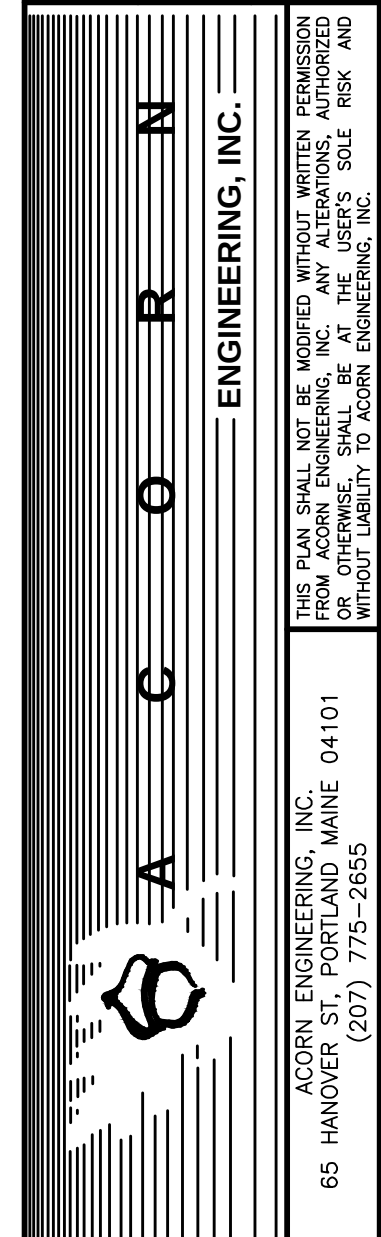


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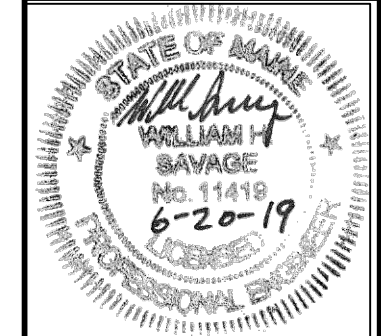
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NORTHEAST TURNER, LLC
72 PINE STREET #16 PORTLAND, MAINE 04101

CLIENT:

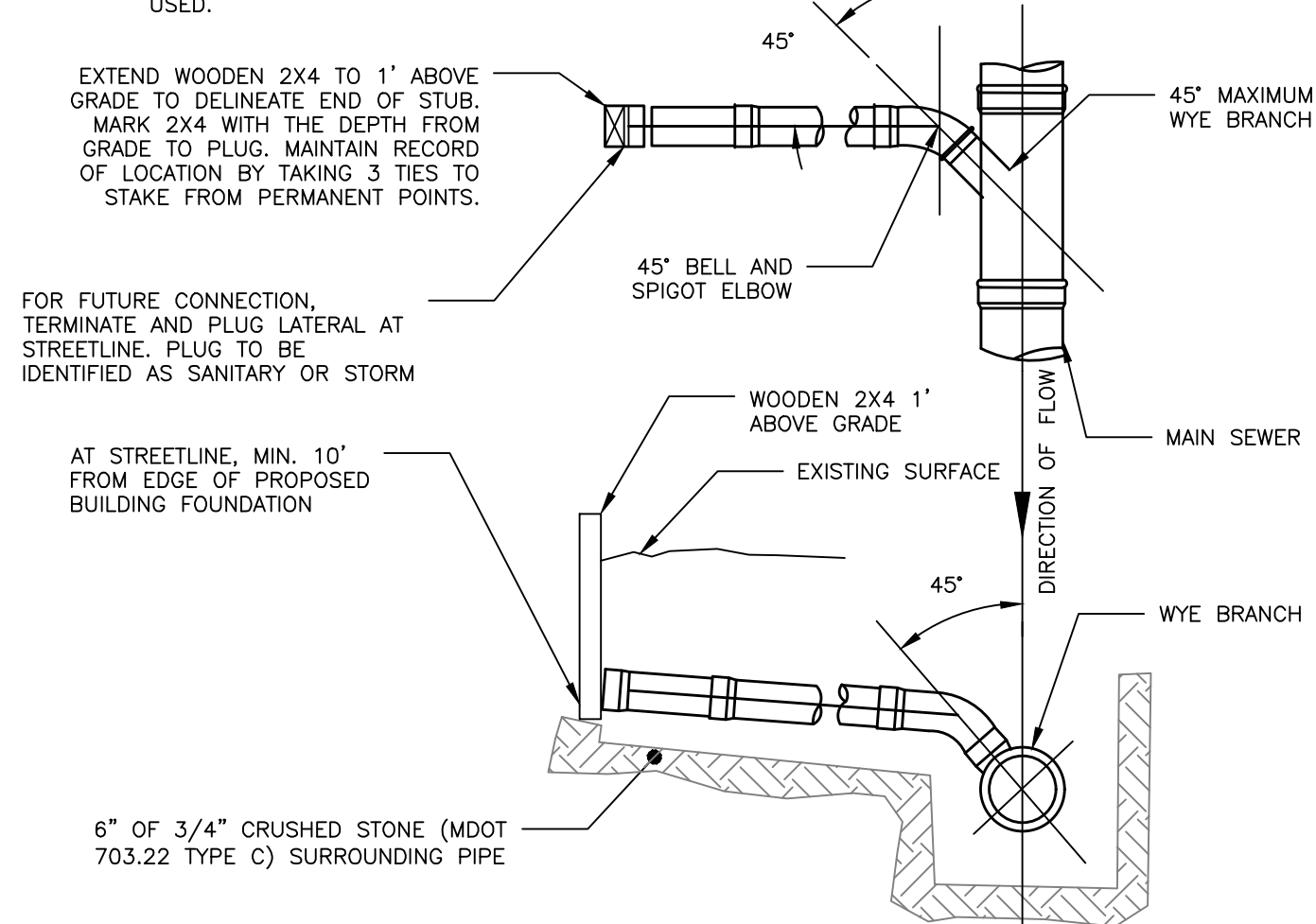


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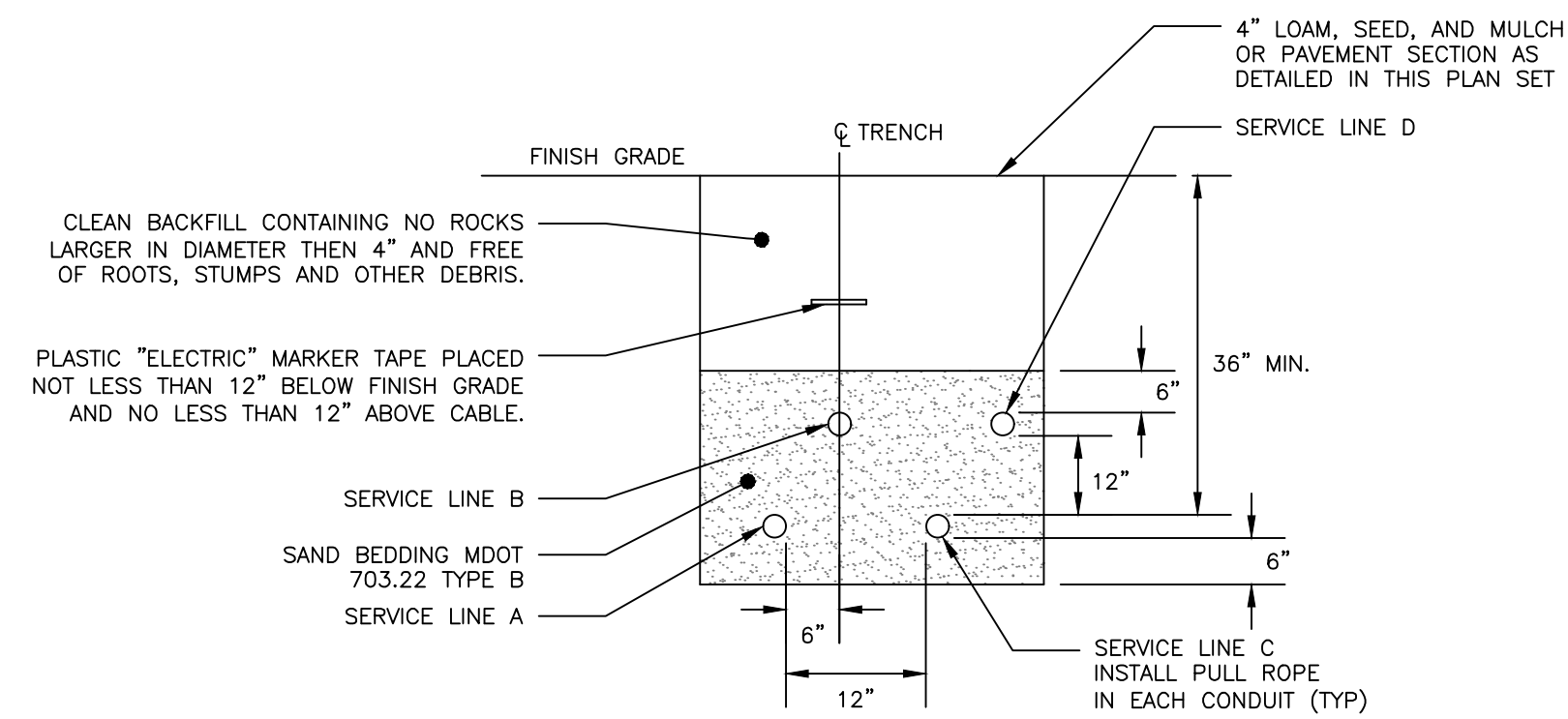
C-42

1. LOCATION WITH WARNING TAPE SHALL BE INSTALLED OVER CENTERLINE OF PIPE AT A MAXIMUM OF 24 INCHES BELOW FINISH GRADE.
2. SITE CONTRACTOR TO COORDINATE CONNECTION OF SEWER LATERAL TO HOUSEHOLD PLUMBING WITH ARCHITECTURAL CONTRACTOR
3. CONNECTION OF PROPOSED SEWER LATERAL TO HOUSEHOLD PLUMBING SHOULD INCORPORATE USE OF SIMILAR PIPE MATERIALS. IN THE CASE OF DISSIMILAR PIPES BEING USED, A FERNCO FLEXIBLE COUPLING SHALL BE USED.



SEWER AND STORM DRAIN TEE/WYE CONNECTION DETAIL

NOT TO SCALE



<u>CONDUIT TYPE</u>				
<u>SERVICE</u>	<u>CONDUIT SIZE</u>	<u>GRASS AND PAVED AREAS</u>	<u>UTILITY</u>	<u>REMARKS</u>
A	2-5"	SCHEDULE 40 PVC ELECTRICAL GRADE	PRIMARY POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	COMMUNICATION	-
C	2-4"	SCHEDULE 40 PVC ELECTRICAL GRADE	SPARE	IF REQUIRED
D	2-4"	SCHEDULE 40 PVC	CABLE	-

NOTES:

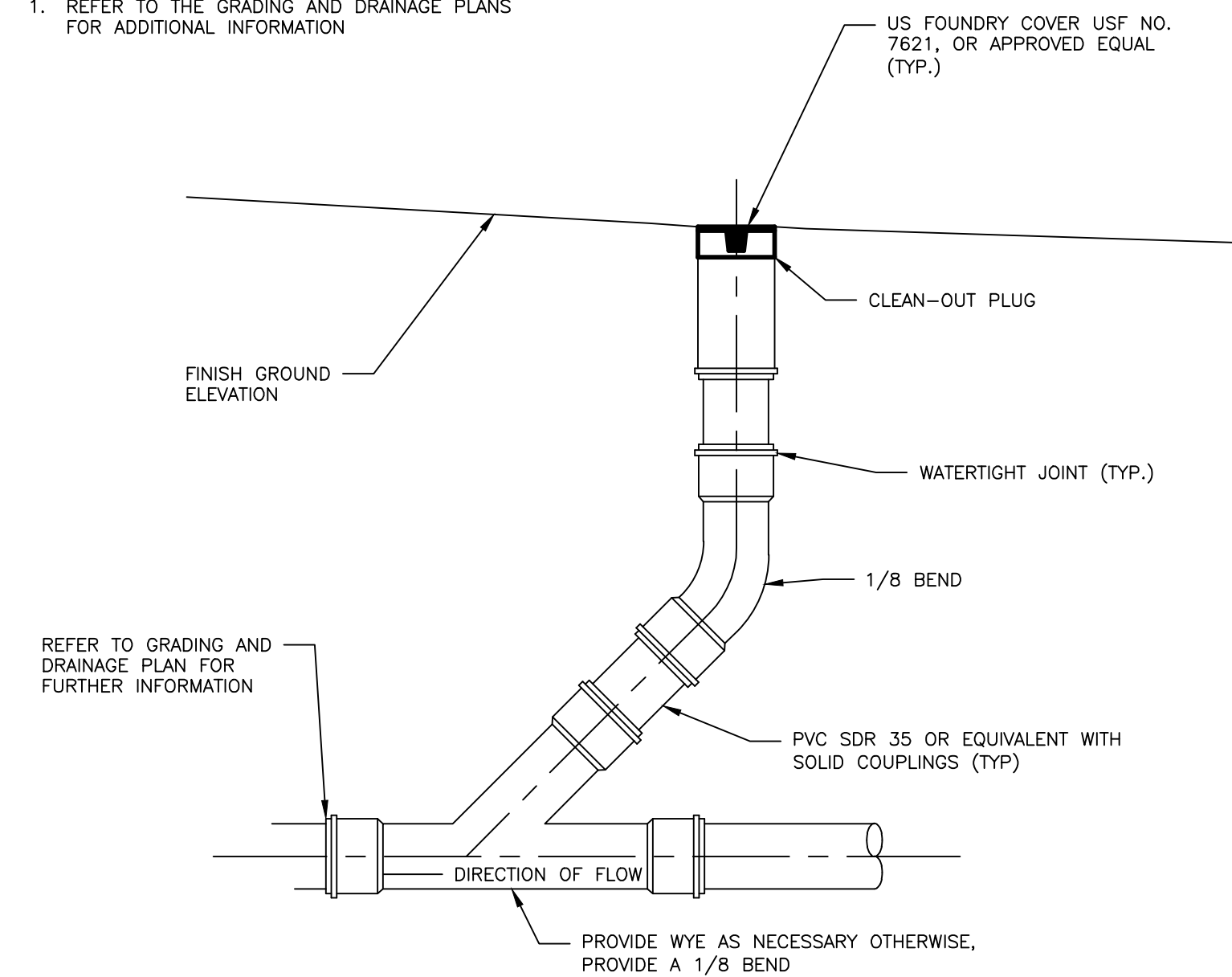
1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS.
2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.
3. CONDUITS WITHIN THE CITY RIGHT-OF-WAY SHALL BE ENCASED IN CONCRETE.

UTILITY TRENCH – PRIMARY AND SECONDARY POWER,
TELEPHONE, AND CABLE

NOT TO SCALE

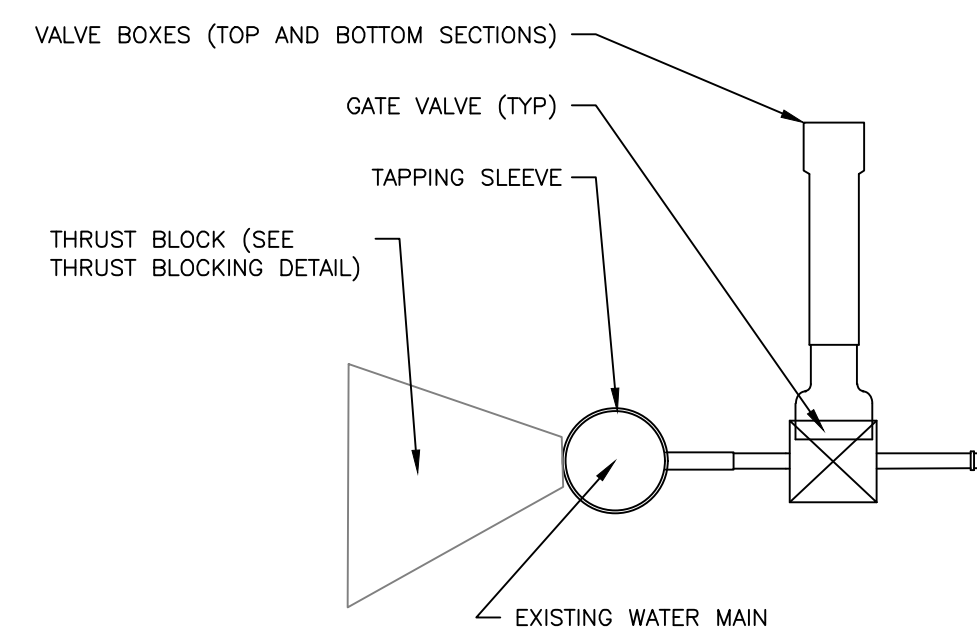
NOTES:

1. REFER TO THE GRADING AND DRAINAGE PLANS FOR ADDITIONAL INFORMATION



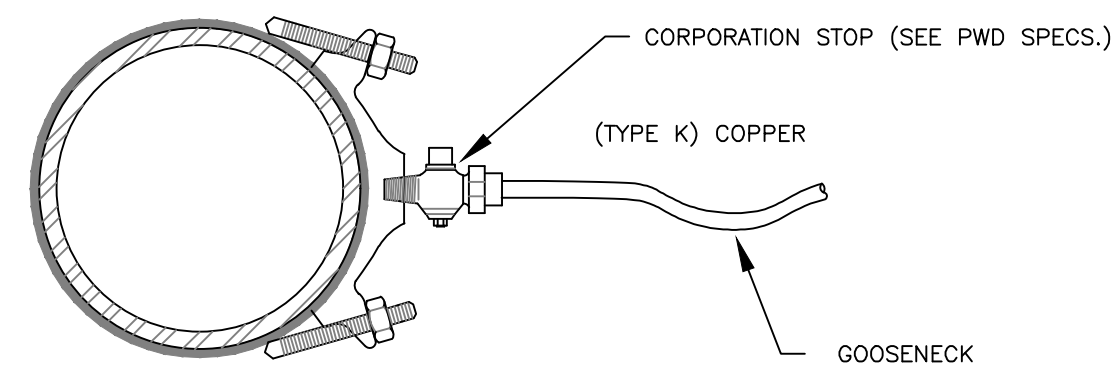
CLEANOUT DETAIL
NOT TO SCALE

NOT TO SCALE



TAPPING SLEEVE AND VALVE
NOT TO SCALE

NOT TO SCALE

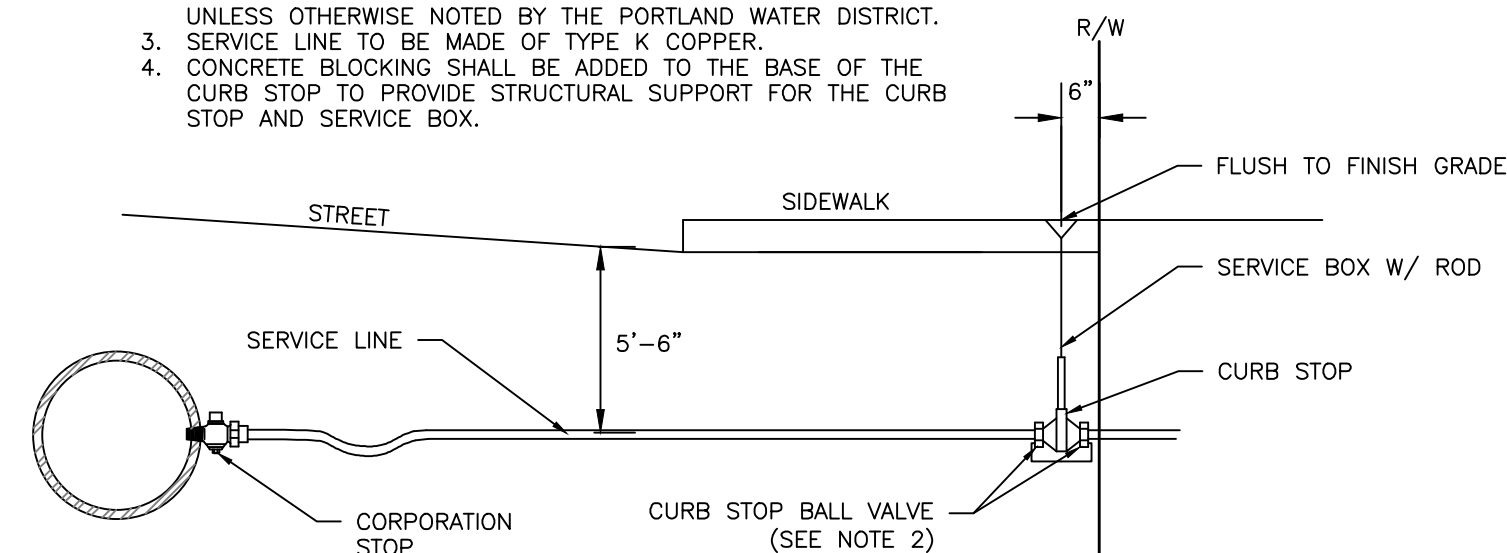


SERVICE SADDLE: 1-1/2" AND 2" C.C. THREAD

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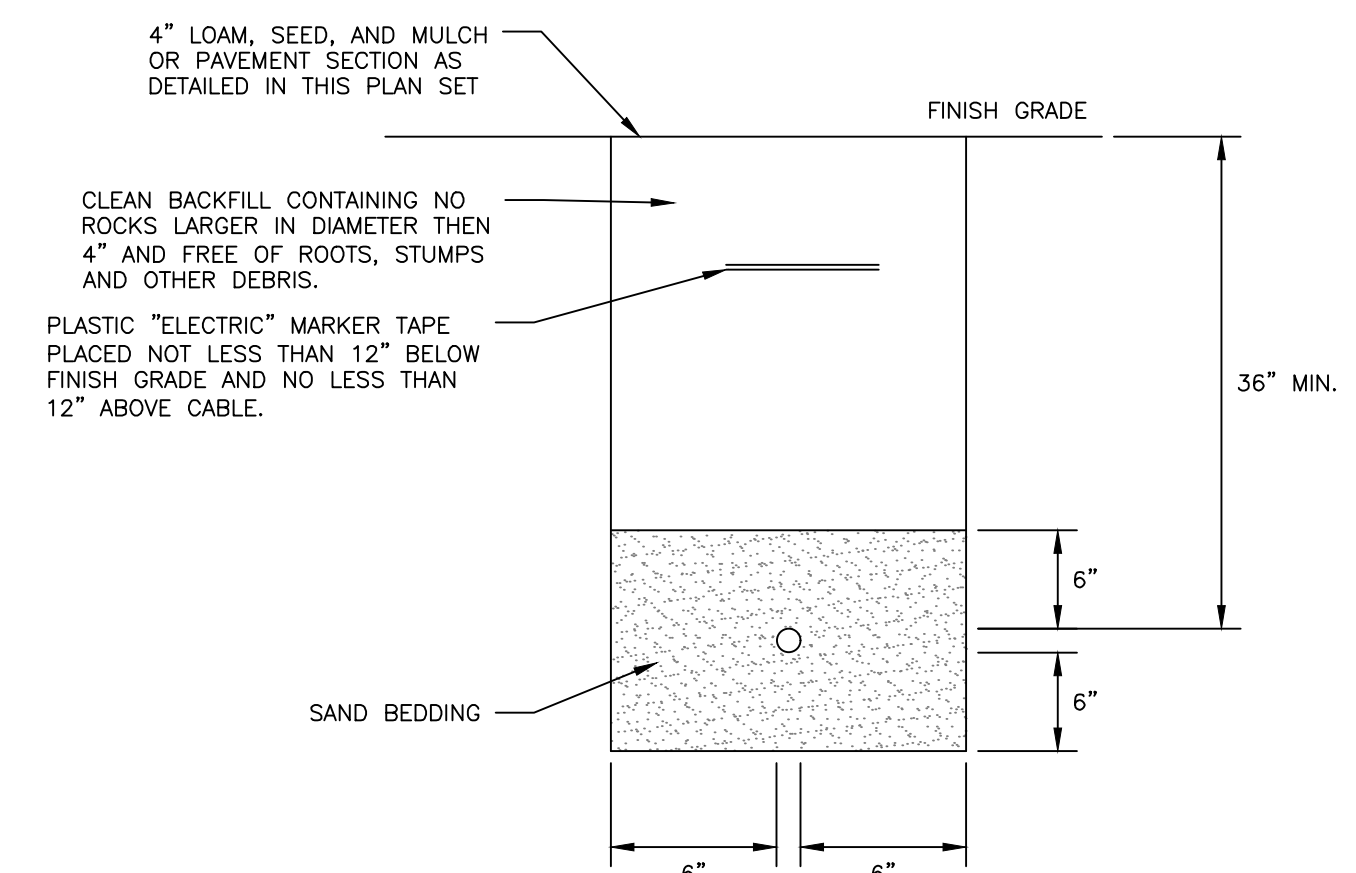
NOTES:

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.



TYPICAL SERVICE CONNECTION

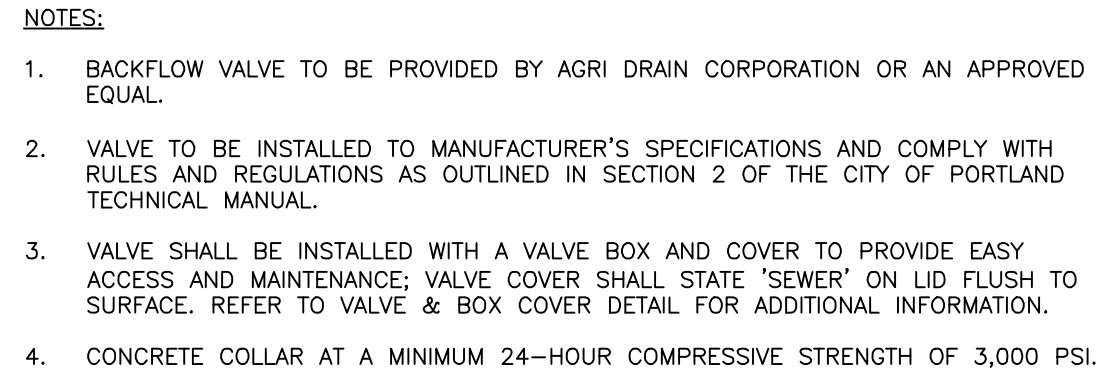
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SECONDARY ELECTRICAL TRENCH

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION



SEE CATCH BASIN FRAME AND GRATE DETAIL

PORTLAND CEMENT MORTAR (TYPE 2 CEMENT)

3" GAS VENT, OR VENTED MANHOLE

ALL PIPES TO HAVE A WATERTIGHT SEAL

INLET, SEE NOTE 5

3"

OIL CONTAINMENT

MIN 3'-0" SAND CONTAINMENT

3'-4"

2'-0"

ECCENTRIC CONE

8"

ADJUST TO GRADE WITH BRICK WITH A MIN. OF 3 COURSES AND A MAX. OF 8 COURSES (ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA).

OUTLET, SEE NOTE 5

2'-0"

3'-0"

5"

3'-0"

4'-0"

12" THICK 3/4" CRUSHED STONE BASE

COMPACTED SUBGRADE

NOTES:

1. VENT IN ACCORDANCE WITH THE PLUMBING CODE.
2. DESIGN LOAD FOR H-20 WHEEL LOAD.
3. OIL, SAND AND WATER SEPARATOR TO CONFORM TO CATCH BASIN DETAIL, EXCEPT AS EXPLICITLY IDENTIFIED IN THIS DETAIL.
4. PIPE OPENINGS CAST IN AS REQUIRED.
5. INLET AND OUTLET PIPE SHALL BE CONSTRUCTED OF MATERIALS SPECIFIED WITHIN CITY OF PORTLAND'S APPROVED SEWER PIPE MATERIALS. INLET AND OUTLET PIPE INVERT SHALL BE 3' SEPARATED UNLESS NOTED ON THE PLANS.
6. FOR CLARITY, SUMP DEPTH IS 5' BELOW OUTLET INVERT.
7. AN APPROVED EQUAL MAY BE SUBSTITUTED BY THE DESIGN ENGINEER.

PAVED AREAS

FINISH GRADE

12"

12"

4" LOAM, SEED AND MULCH

HMA SURFACE COURSE (NOTE 7)

HMA BASE COURSE (NOTE 7)

AGGREGATE BASE COURSE (NOTE 7)

AGGREGATE SUBBASE COURSE (NOTE 7)

SIDE OF TRENCH MAY BE SLOPED BACK IN UNPAVED AREAS ONLY

BACKFILL WITH EXCAVATED MATERIAL OR SELECT BACKFILL AS DIRECTED BY THE ENGINEER. MDOT 703.22 TYPE B UNDERDRAIN BACKFILL SHALL BE USED FOR PERFORATED UNDERDRAIN.

RIGID INSULATION WHERE INDICATED ON THE PLANS. THICKNESS PER NOTE 2.

PIPE SIZE AS NOTED ON THE PLANS

SELECT BACKFILL SEE TRENCH SCHEDULE OF MATERIALS

TRENCH WIDTH SHALL BE MAINTAINED TO TOP OF SPECIAL BACKFILL

1/2 O.D.+A"

1/2 O.D.+6"

*SEE PAVEMENT SCHEDULE FOR THICKNESS

4/3 I.D. PIPE + 1.5' (MIN. 3')

WIDTH

GRANULAR BEDDING SEE TRENCH SCHEDULE OF MATERIALS

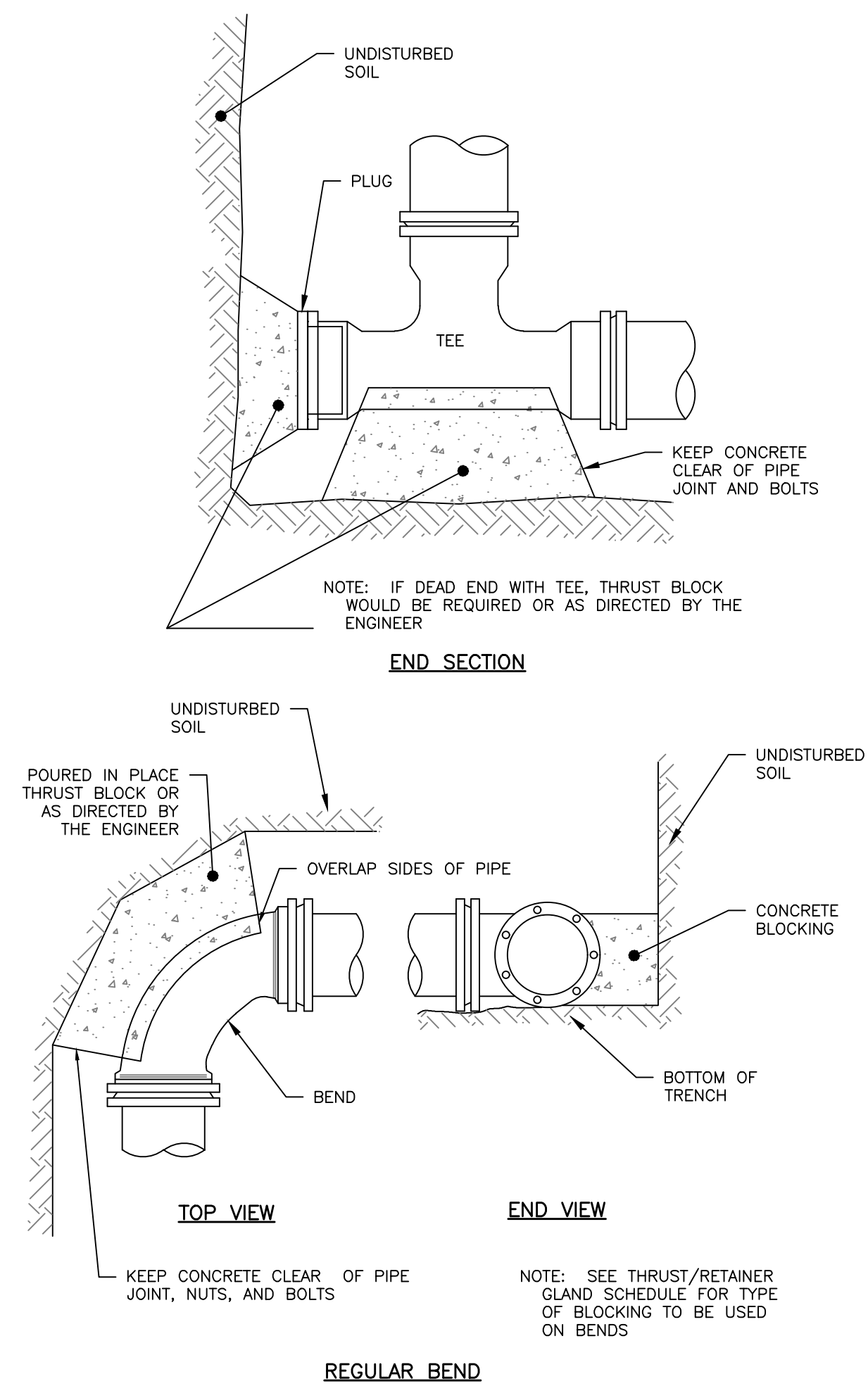
ALLOWABLE PIPE MATERIALS:

- REINFORCED CONCRETE PIPE (RCP) MIN. STRENGTH OF CLASS III
- PVC RING TYPE SEWER (SDR 35) OR EQUIVALENT, MIN PS-46 RATING
- PVC RING TYPE SEWER PIPE MEETING ASTM F 789
- DUCTILE IRON PIPE (DIP)
- ADS N-12 HP TRIPLE-WALL, MIN PS-46 RATING
- ADS SANITITE HP, MIN PS-46

SCHEDULE OF MATERIALS		
TYPE OF PIPE	GRANULAR BEDDING	SELECT BACKFILL
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC/HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
CMP	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

NOTES:

1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT ABOVE MINIMUM DEPTH.
3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SURGRADE.
4. MINIMUM COVER:
 - a. 2'-0" - STORM DRAIN
 - b. 3'-0" - SEWER
5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE
6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE LOCATED OUTSIDE OF THE CITY OF PORTLAND ROW.
7. THICKNESS AS NOTED BY SURFACE DETAILS



The diagram illustrates the cross-section of a trench installation, showing the relationship between the pipe, bedding, and surrounding backfill. Key dimensions and materials are labeled:

- PAVED AREAS** and **UNPAVED AREAS** are indicated at the top.
- FINISH GRADE** is shown on the left.
- 12"** and **6"** dimensions are shown for the bedding and backfill layers.
- 4" LOAM AND SEED** is indicated on the right.
- PIPE SIZE AS NOTED ON PLANS** is labeled for the pipe.
- 3/4" CRUSHED STONE OR SAND (MDOT 703.33 TYPE C)** is shown as the bedding layer.
- 3/4" CRUSHED STONE FOR PIPE BEDDING TO PIPE SPRINGLINE** is shown as the bedding layer.
- RIGID INSULATION IN LOCATIONS INDICATED ON PLAN. SEE NOTE 8 FOR THICKNESS.** is shown as the insulation layer.
- COMMON BACKFILL FROM TRENCH EXCAVATION (INCIDENTAL) OR GRANULAR BORROW (IF ORDERED)** is shown as the backfill layer.
- AGGREGATE SUBBASE COURSE, GRAVEL, TYPE "D"** is shown as the subbase layer.
- AGGREGATE BASE COURSE, CRUSHED, TYPE "B"** is shown as the base layer.
- HOT BITUMINOUS PAVEMENT GRADING "B"** is shown as the grading layer.
- HOT BITUMINOUS PAVEMENT GRADING "C"** is shown as the grading layer.

TRENCH WIDTH

PIPE DIAMETER (IN)	MAX. TRENCH WIDTH, A (FT)
4	4
6	4
8	4
10	4
12	5
15	5
18	5
21	5
24	6
27	6
30	6
36	6
42	7
48	7

A = 4' MIN.

[illegible]

PROJECT NAME:

NORTHEAST TURNER, LLC
72 PINE STREET #16 PORTLAND, MAINE 04102

CLIENT:

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATION, REVISION, OR MODIFICATION OF THIS PLAN SHALL BE THE SOLE RESPONSIBILITY OF ACORN ENGINEERING, INC.

FILE: 1109_DETAILS

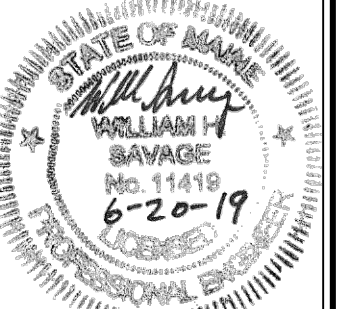
N:	1109.1
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CALE:	NTS
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DESIGNED BY: WHS

RAWN BY: EKK

HECKED BY: WHS



DRAWING NO.

C-44

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

1. CONTRACTOR RESPONSIBLE FOR THE INSTALLATION OF THE ROOF DRAIN, ADAPTER AND COVER, GUTTERS, AND DOWNSPOUTS, UNLESS OTHERWISE DIRECTED.
2. ALL PIPES SHALL BE OF UNIFORM SIZE.



1. INSTALL CATCH BASIN HOODS IN ALL CATCH BASINS WITH A 12" OR 15" OUTLET PIPE.
2. PREFERRED STYLE DESIGNED TO ELIMINATE CEMENTING OF THE TRAP.
3. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION REQUIREMENTS



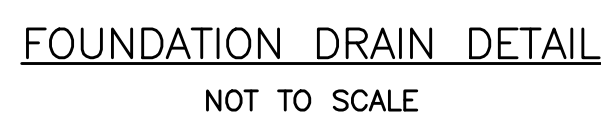
1. APPROVED CATCH BASIN FRAMES
 - 1.1. EAST JORDAN = 7375Z
 - 1.2. NEENAH = R-3248
 - 1.3. OR APPROVED EQUAL
2. APPROVED CATCH BASIN GRATES
 - 2.1. EAST JORDAN = 2440M
 - 2.2. NEENAH = R-3248
 - 2.3. OR APPROVED EQUAL



1. REFER TO THE GRADING & DRAINAGE PLAN FOR LAYOUT, ELEVATIONS OTHER DETAILS.



1. REFER TO THE BUILDING ARCHITECTS PLANS FOR THE BUILDING FOUNDATION, BACKFILL, ROOF DRAIN, SIDEWALK AND OTHER DETAILS.
2. PERFORATIONS IN UNDERDRAIN PIPE SHALL BE ORIENTED DOWN.
3. INSTALL STONE DRIP EDGE IN A LOCATIONS SUBJECT TO ROOF RUNOFF. WIDTH SHALL BE A MIN. 12" BEYOND THE PROJECTION OF THE ROOF EYE.
4. FOUNDATION WALL FOOTINGS SHALL BE CONSTRUCTED TO A MIN. DEPTH OF 4 FT BELOW ADJACENT FINISH GRADE. REFER TO STRUCTURAL ENGINEERS PLANS FOR ADDITIONAL INFORMATION AND MIN. REQUIREMENTS.



PLAN VIEW



OWS W/ CATCH BASIN FRAME & GRATE
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

[illegible]

DRAINAGE DETAILS -1

1130 MORNING ST. REDEVELOPMENT

NORTHEAST TURNER, LLC
72 PINE STREET #16 PORTLAND, MAINE 04102

DRAWING NAME:

PROJECT NAME:

CLIENT:

A C O R N
ENGINEERING, INC.

FILE: 1109 DETAILS

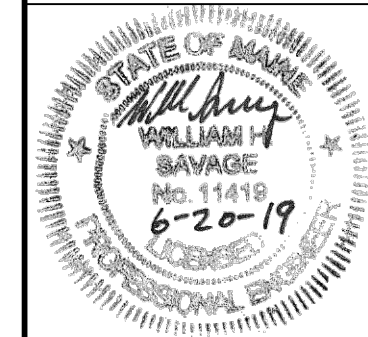
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SCALE: NTS

DESIGNED BY: WHS

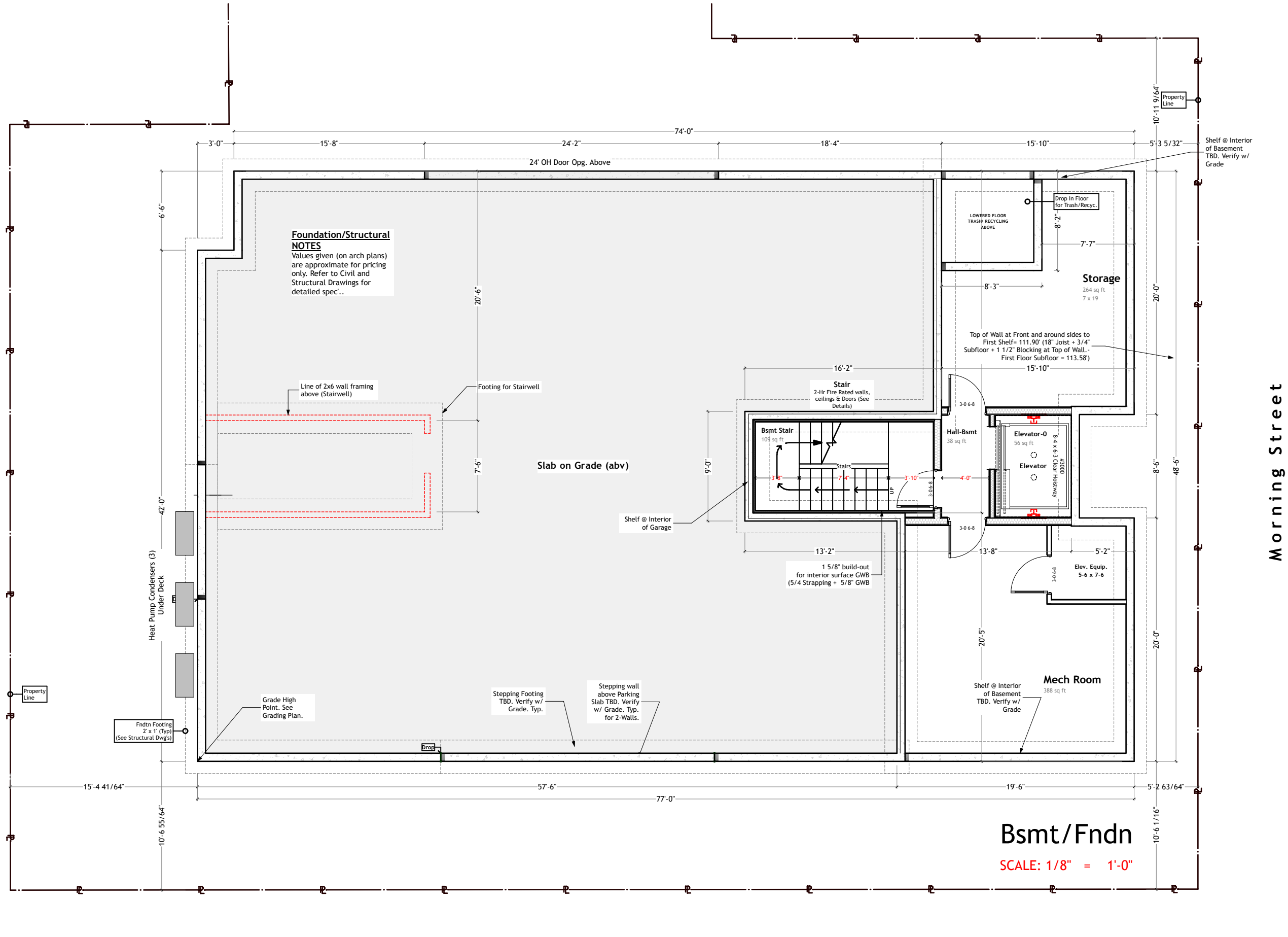
DRAWN BY: EKK

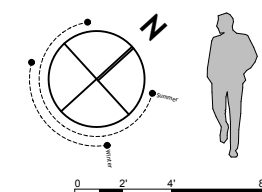
CHECKED BY: WHS

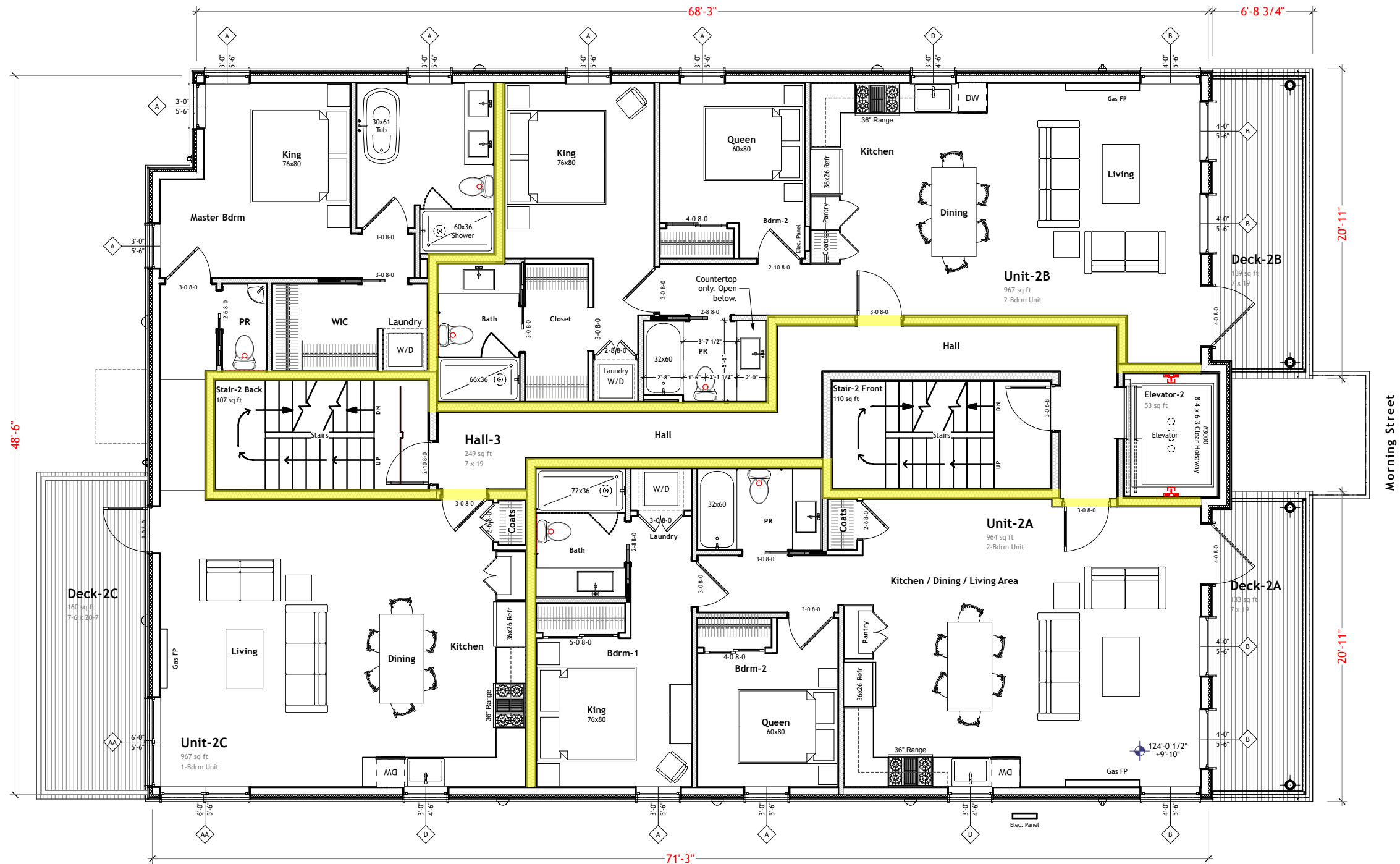


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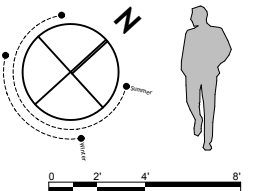


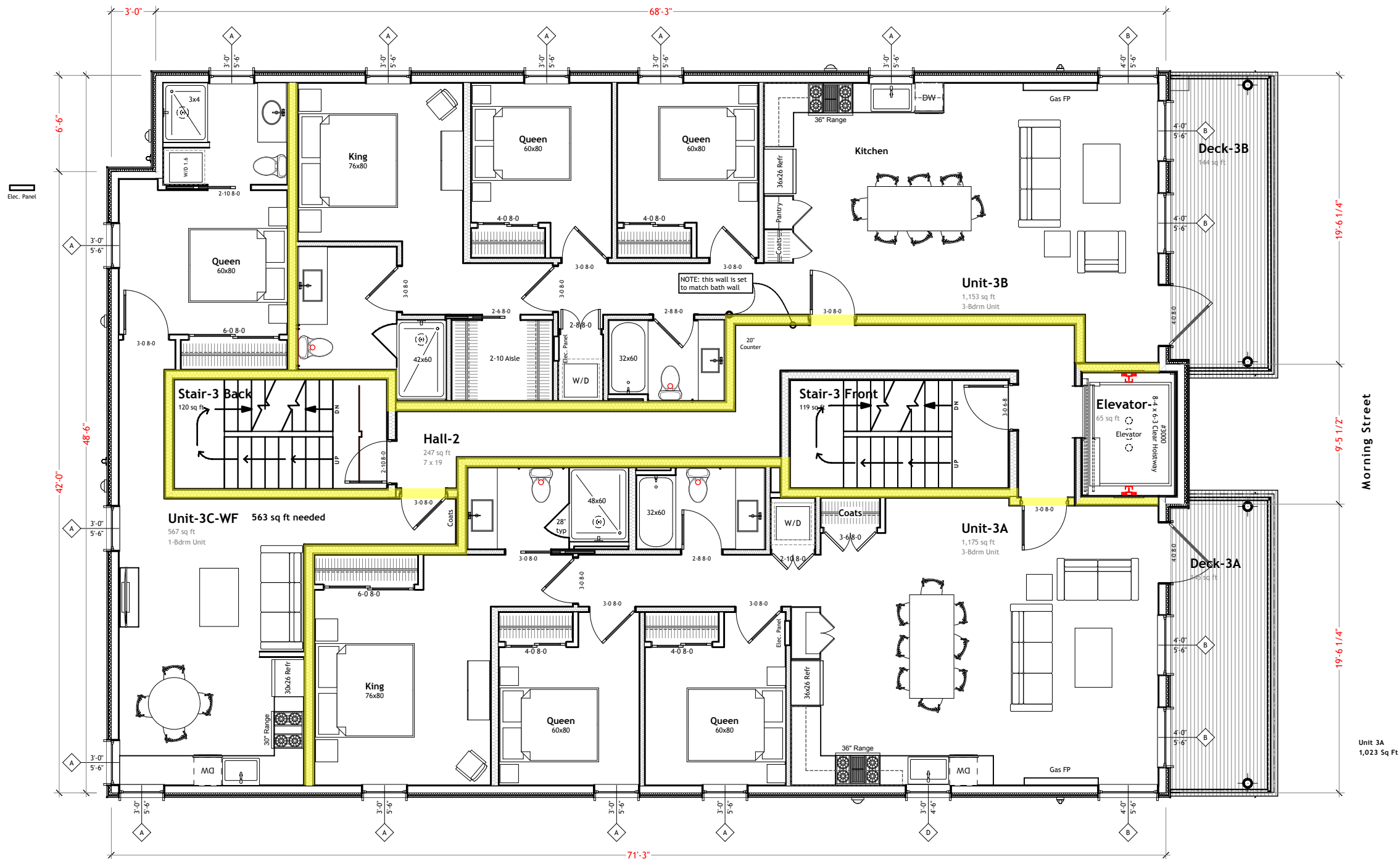




2nd Flr

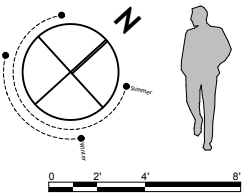
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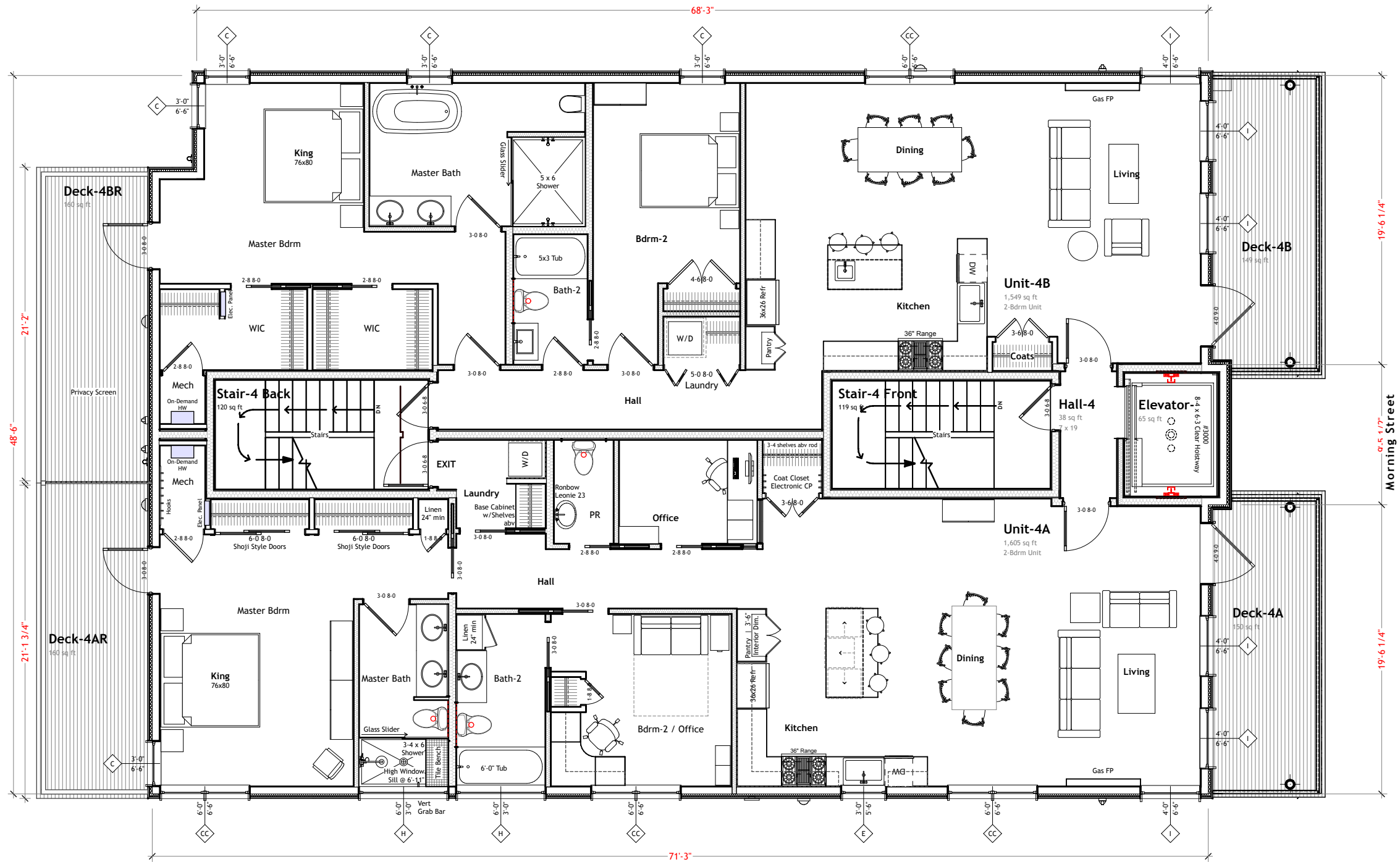




3rd Flr

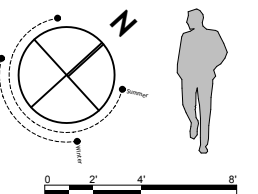
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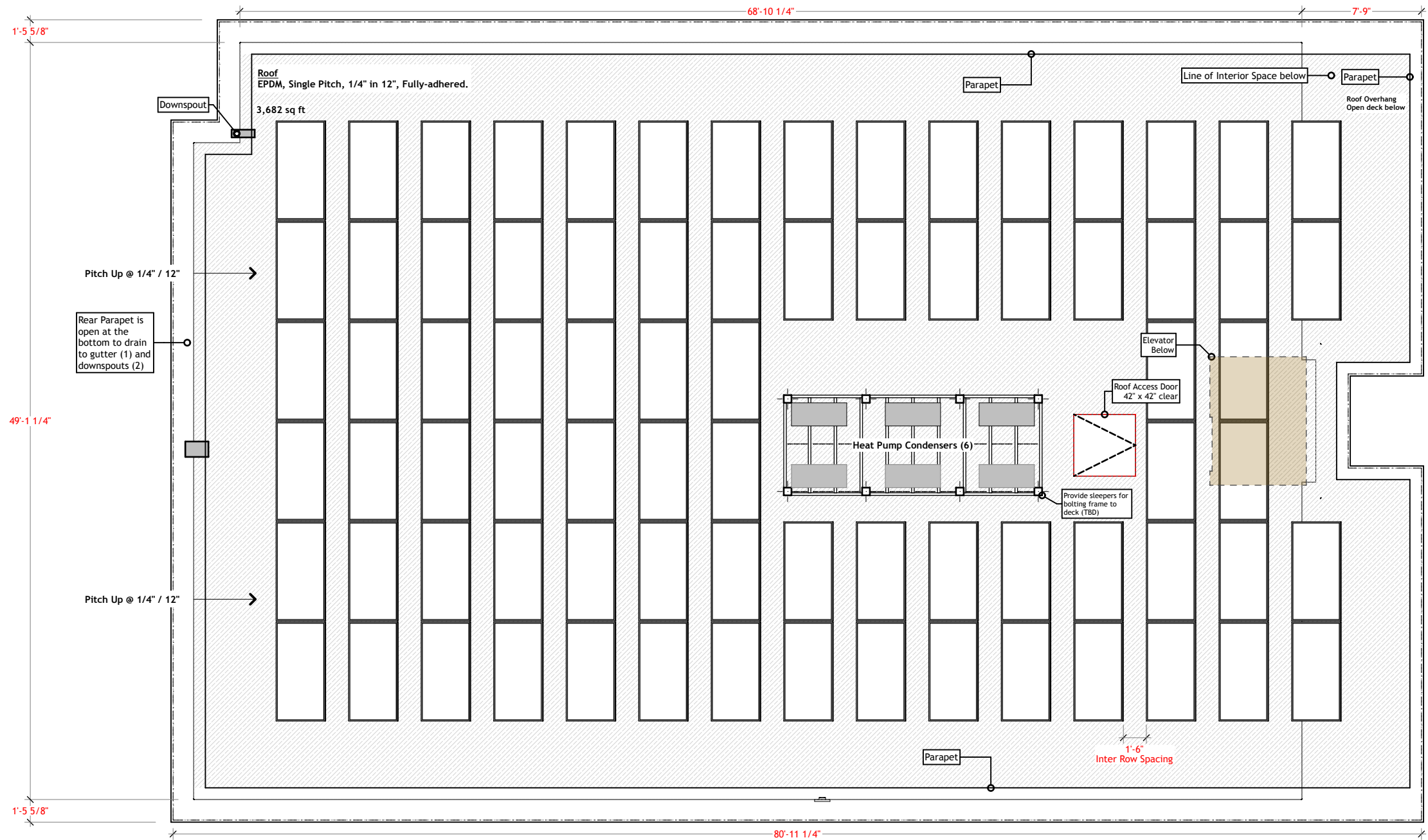




4th Flr

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



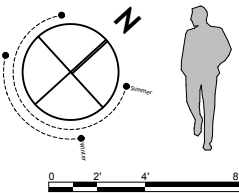


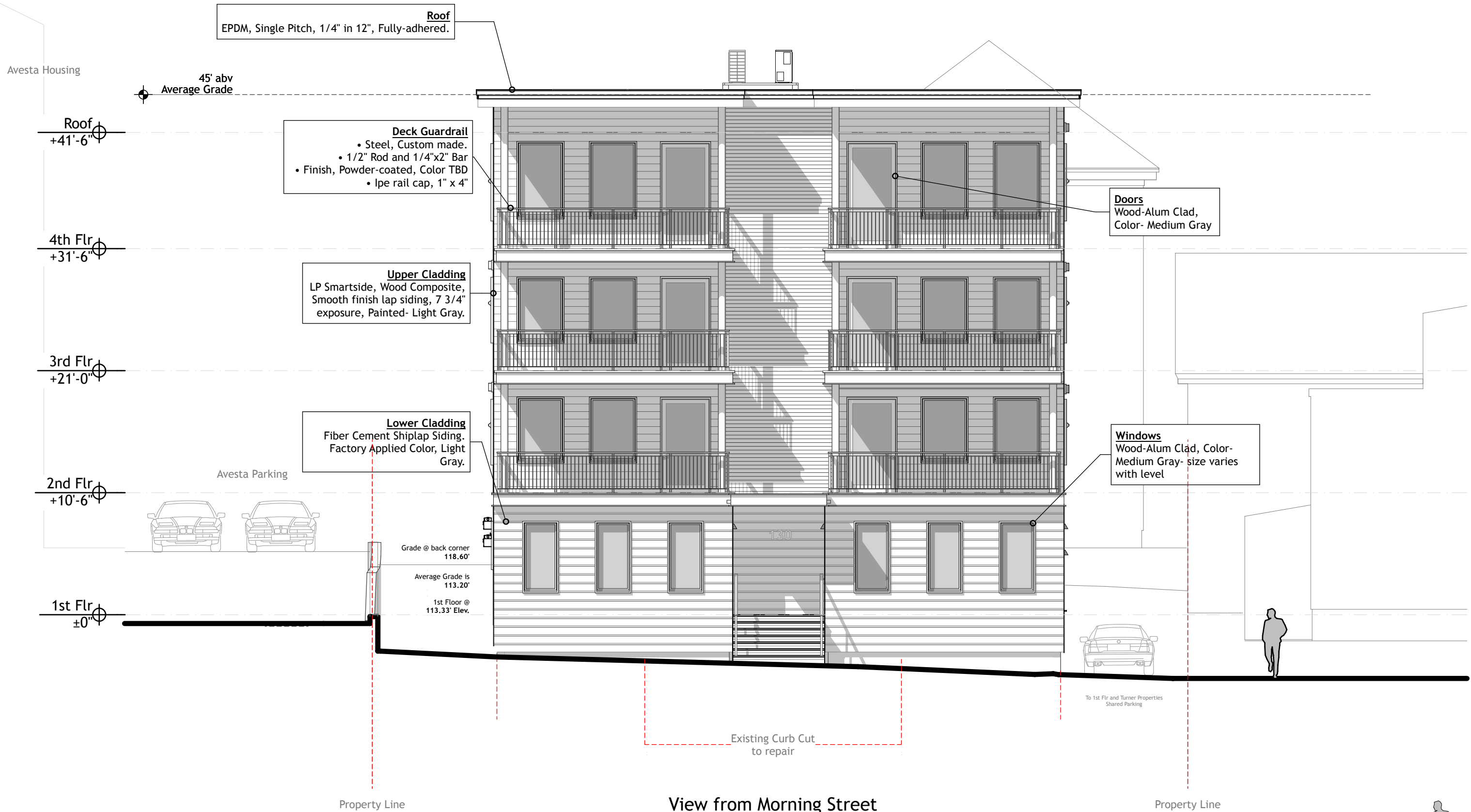
Solar PV Array
82 panels @ 370w
30.34 kW DC (60 Vikram 370 panels)
36,215 kWh / year

Roof Note:
PV Panels
Roof Hatch
"Provide walking pads from Roof hatch to condenser farm and between PV panels for servicing. Walking pad is to be EPDM Roof manufacturer recommended (1/4" rubber protection strip? adhesive applied?)

Roof

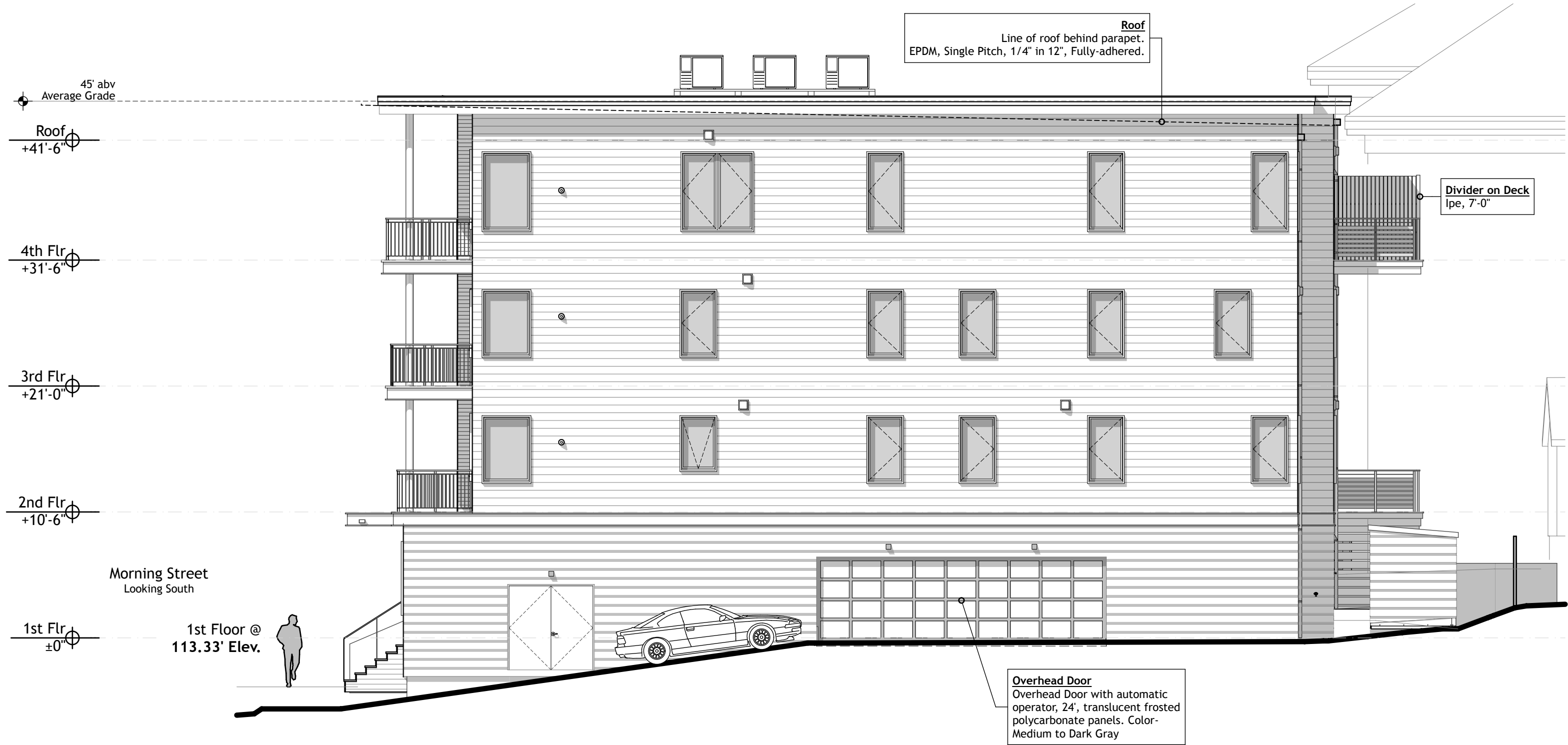
SCALE: 1/8" = 1'-0"





Northeast Elevation (E)

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



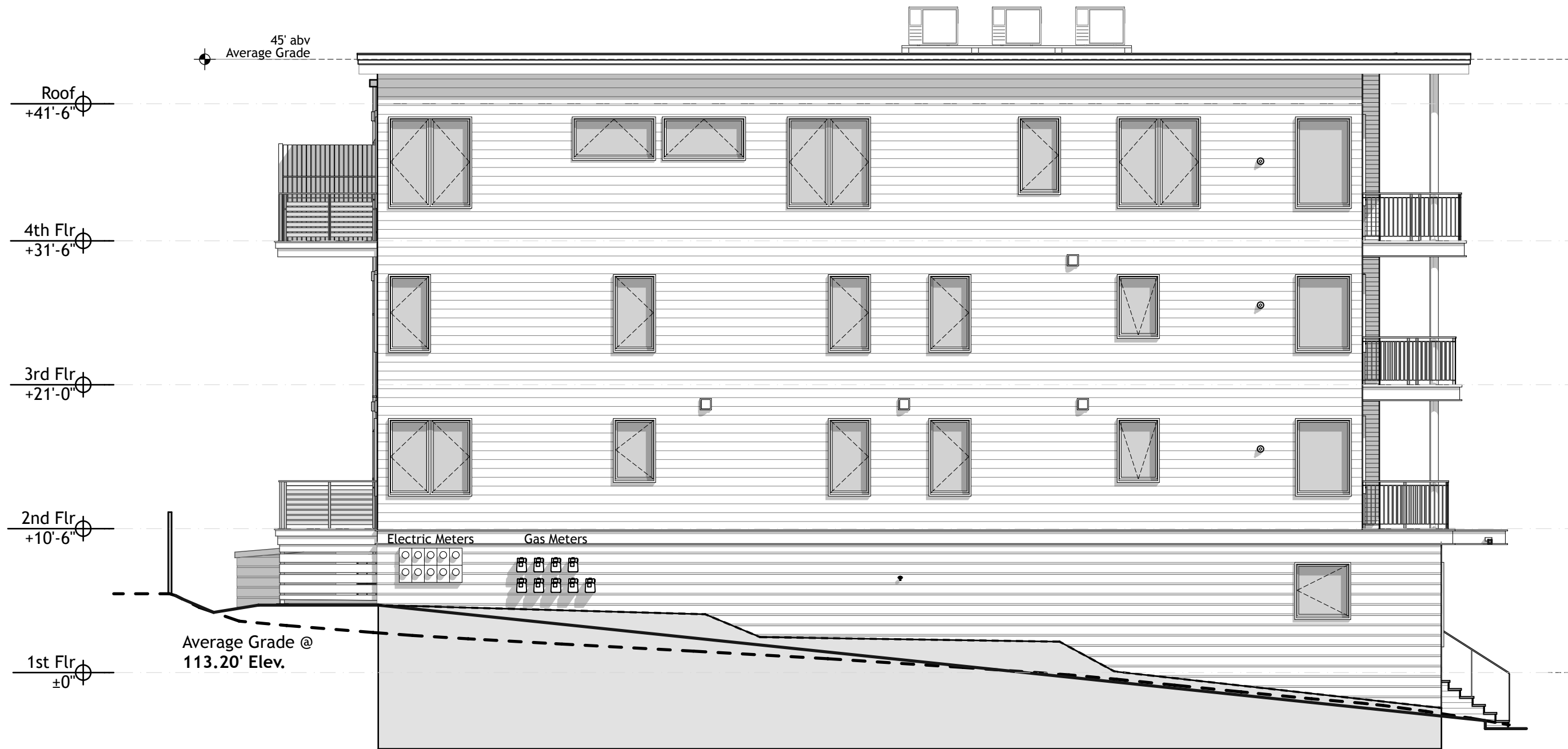
Northwest Elevation (N)

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



Southwest Elevation (W)

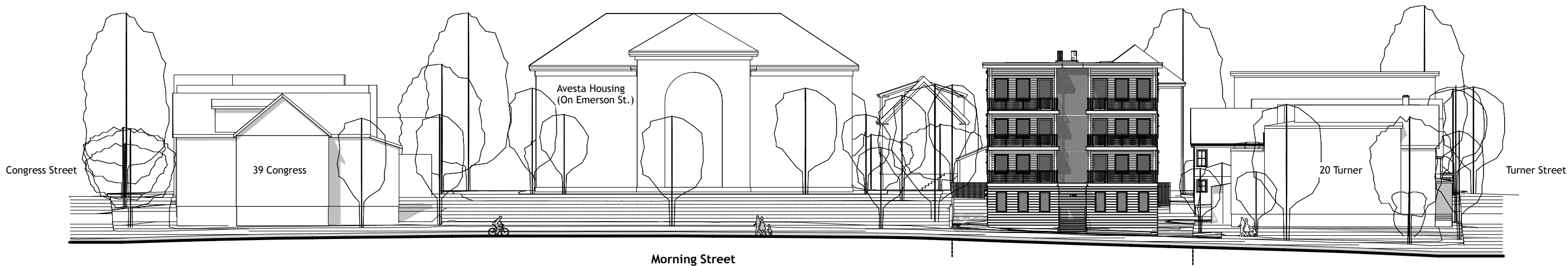
SCALE: 1/8" = 1'-0"



Rooftop equipment:
Solar PV panels, grid tie.
HVAC, Heat Pump Condensers

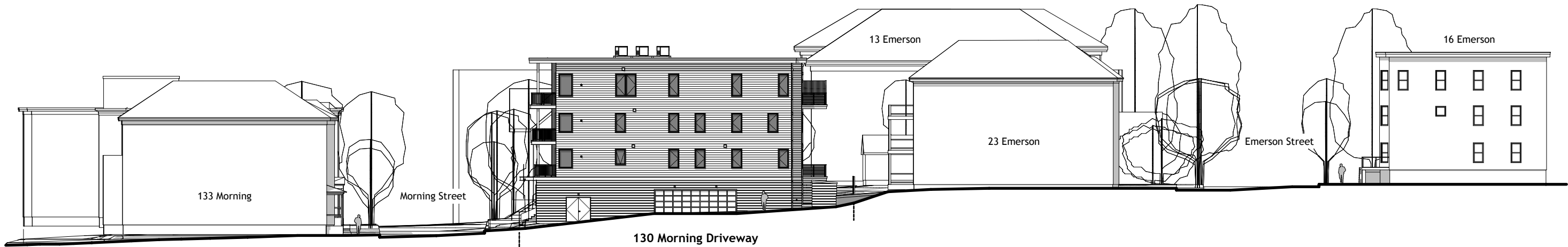
Southeast Elevation (S)

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



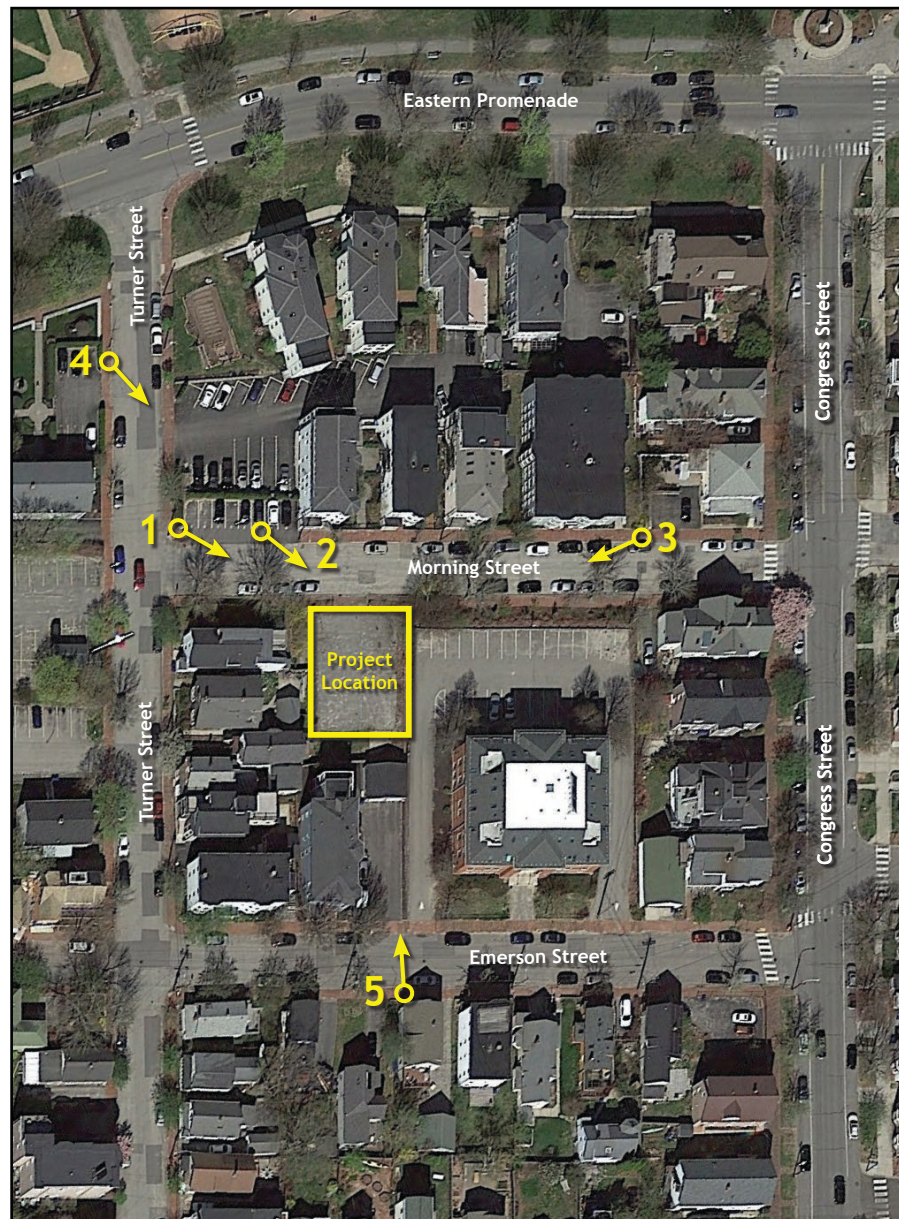
Morning Street Section

SCALE: 1" = 30'



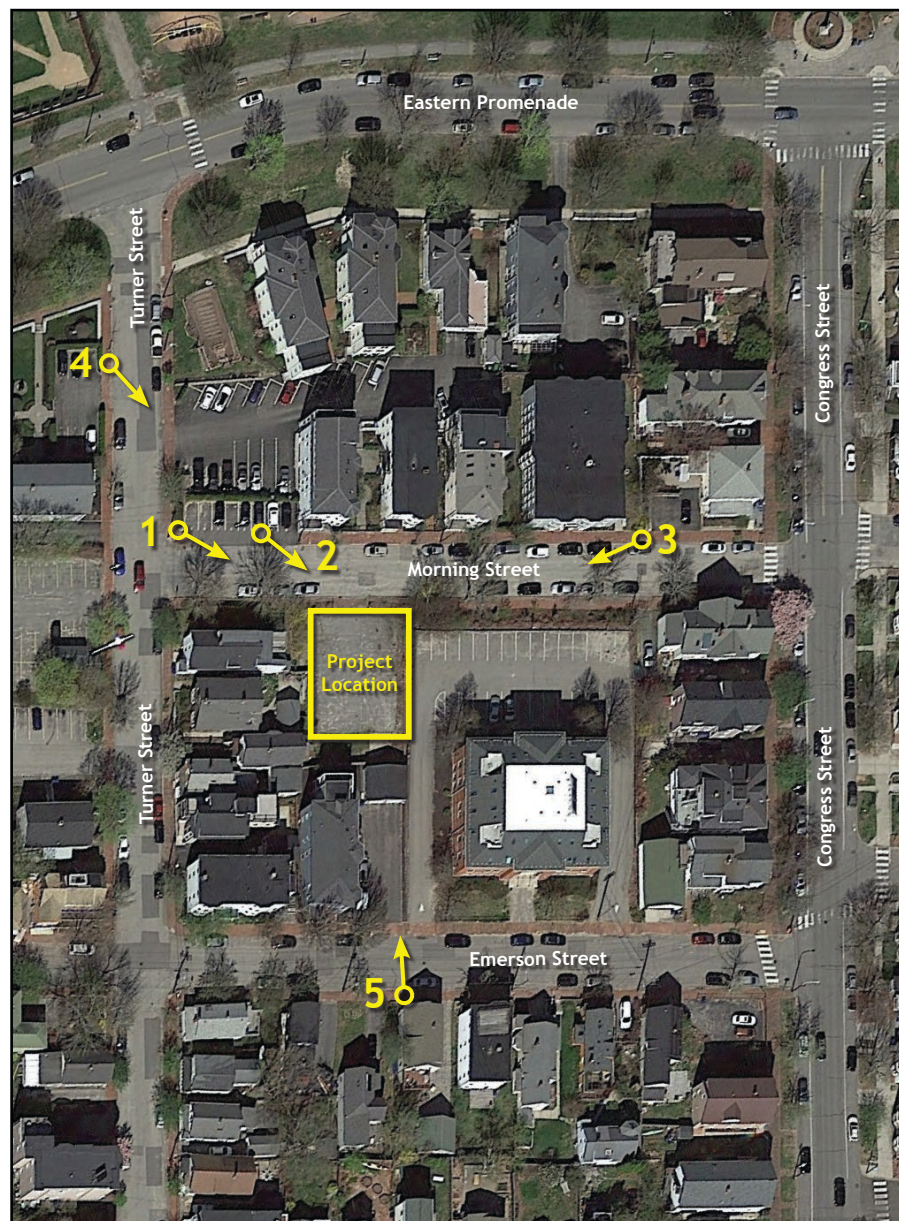
Driveway Section

SCALE: 1" = 30'



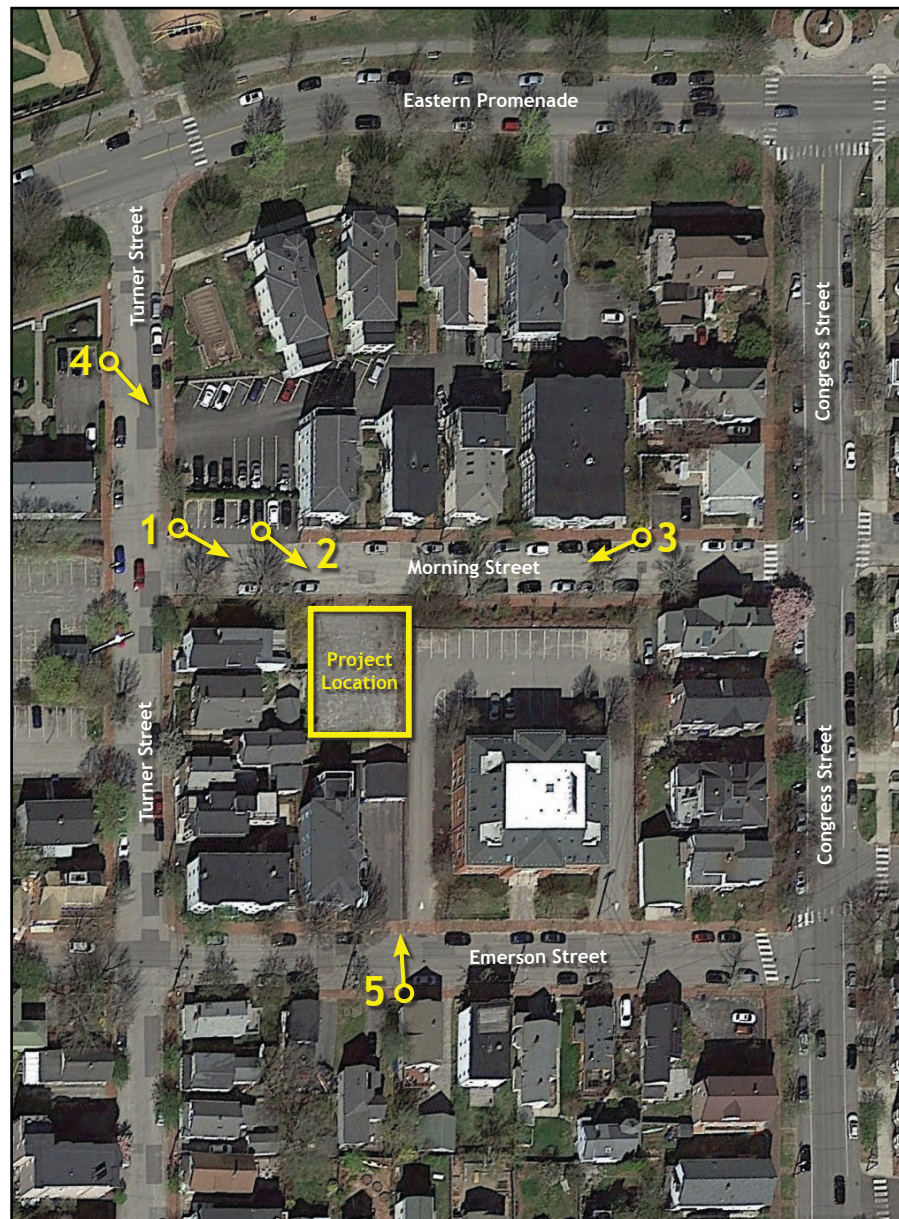
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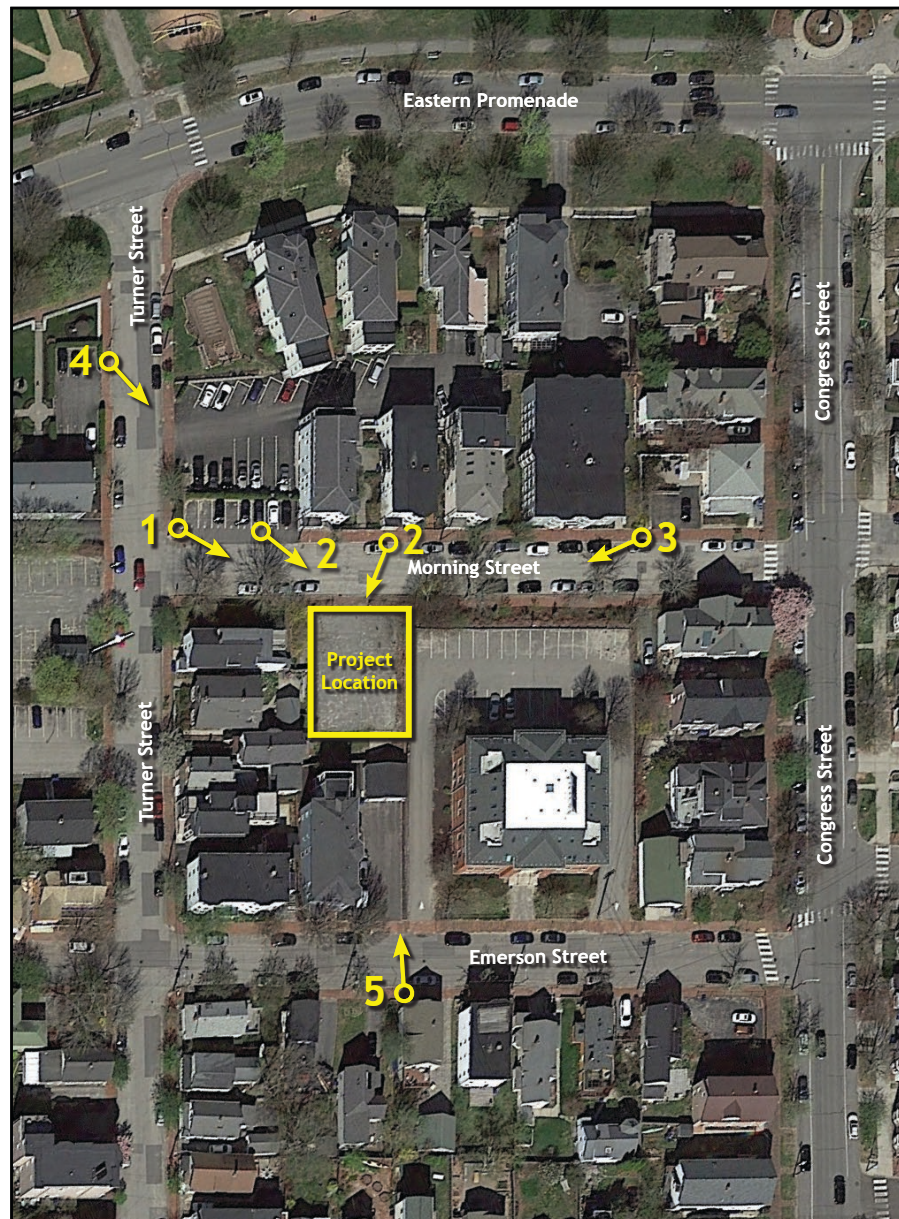
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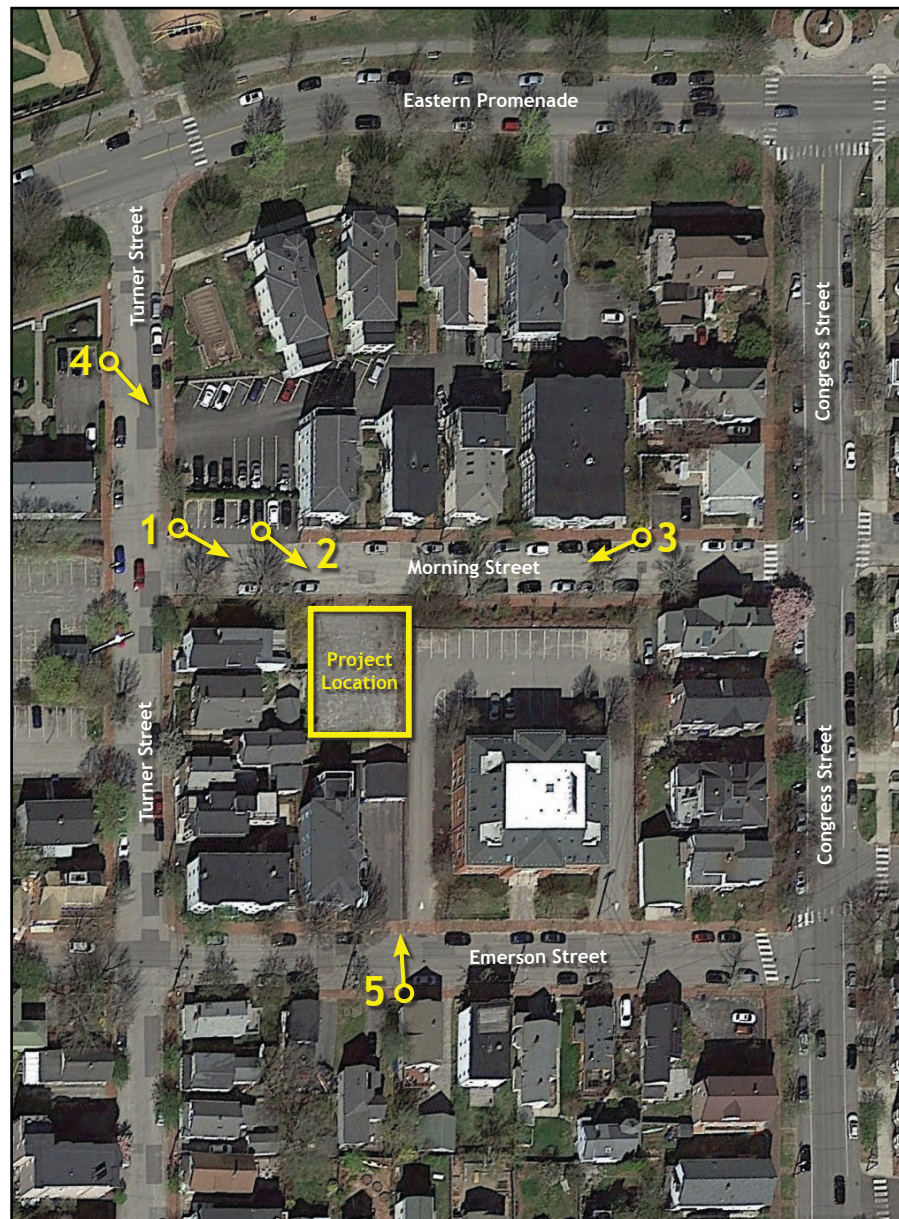
3





4





5





Google Earth

© 2018 Google

Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Image Landsat / Copernicus



[illegible]

Memorandum

Planning and Urban Development Department

Planning Division



To: Sean Dundon, Chair, and Members of the Portland Planning Board
From: Christine Grimando, Acting Director, Planning and Urban Development
Christian Roadman, Planner
Date: September 6, 2019
Re: Draft Coastal Resilience Overlay Zone
Meeting: September 10, 2019

Introduction

The City of Portland seeks to facilitate, with a zoning overlay, responsible and forward-thinking development in areas most likely to be impacted by rising sea levels and increased storm surges. While there is a range of predictions of climate change impacts, the probability of increased inundation and subsequent property damage is well documented. New buildings and renovations to existing buildings should be designed in anticipation of these threats to ensure minimal health, safety, and economic impacts from disruptive climatic events. Such design improves resilience at the site level, and its collective impact increases resilience for the City of Portland.

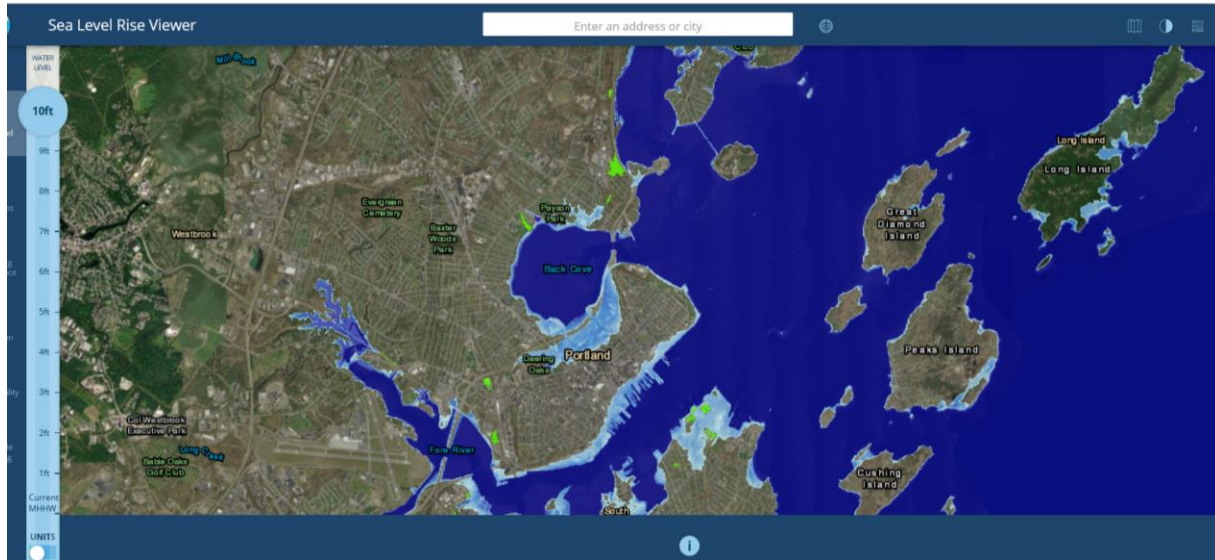
Resilience strategies generally aim to ensure that:

- critical systems are protected from weather events
- areas at risk of flooding prevent and/or recover quickly from inundation
- incompatible, vulnerable, and hazardous uses are not placed in such areas

The City of Portland's proposed Coastal Resilience Overlay (CRO) (**attachment 1**) allows for additional building height in the Overlay if it satisfies threshold resilience-related requirements.

Background

Numerous resources highlight the various vulnerabilities of coastal Portland to rising sea levels and extreme weather events. The *Municipal Climate Action Plan* of 2008 noted the imperative of reducing greenhouse gas emissions in order to minimize impacts on the local and global environments, stating that "even modest sea level changes may well be catastrophic." The Casco Bay Estuary Partnership's *Casco Bay Climate Change Vulnerability Report* (2017) highlighted risks of primary concern, including: "rising seas make waterfront facilities like piers and other commercial and recreational access points inoperable, or require expensive repairs and investment to maintain functionality, affecting marine industries and quality of life. [Visualization tools from the National Oceanic and Atmospheric Administration](#) (NOAA) show significant impacts to the Bayside neighborhood, Eastern, Central and Western Waterfronts and other coastal areas.



An online tool highlights Portland's vulnerability to sea level rise (image: NOAA)

Currently, the City of Portland is working with the City of South Portland on the [One Climate Future](#) project to develop a joint climate action and adaptation plan. The proposed climate resilience overlay compliments this effort by empowering individual property owners and developers to pursue resilience measures on private property, independent of but compatible with anticipated City investments. The draft overlay is presented in collaboration with the City's Sustainability Office, which participated in writing it. Portland Sustainability Coordinator Troy Moon provided a memorandum to the Planning Board in support of the overlay initiative (**attachment 2**).

Proposal Overview

The CRO introduces flexibility for developers seeking increased resilience, by converting height restrictions in feet to a maximum number of stories. Generally, this is intended to allow for the increase in height of lower floors (thereby protecting them from the impacts of flooding) and encourage thoughtful placement of building mechanicals without negatively impacting uses and floors above. As proposed, the ground level story limit is 18 ft. and the limit for any other story is 12.5 ft.

In order to qualify for the additional height that the CRO allows, proposed buildings must be at least 50% within the boundaries of the overlay, demonstrate that the extra height is used specifically to introduce resilience measures, and meet certain minimum sustainable development practices.

Planning and Sustainability staff are collaborating with the Department of Public Works to draft an appropriate overlay zone boundary. The boundary will be based on NOAA models ([link above](#)) assuming a water level rise of ten feet in combination with increased storm surges. The potentially devastating combinations of storm surge (especially in extreme weather events) on top of sea level rise support a conservative estimate to ensure and maximize community well-being despite risk uncertainty.

It is anticipated that there will be a need to reevaluate the overlay boundary periodically in future years, as conditions change and as sea level rise modeling methods change, and City staff from several departments are in discussion about the frequency of future updates once an Overlay is adopted, any of which would be

subject to Planning Board and City Council review and discussion as needed. City production of the initial boundary line will facilitate consistent and precise interpretation for site plans, surveys, and development review.

Discussion

As currently drafted, the proposed zoning overlay interacts with every floor of a proposed building. This is intended to allow maximum flexibility in achieving resilience goals within that building. However, most requirements specifically listed in the draft ordinance implicate the ground level and roof. The proposed ordinance could feasibly address only these areas through a maximum height increase that takes into account sea level rise combined with increased storm surge. However, the advantage of the height-to-stories conversion method proposed in the CRO draft has the benefit of the additional height combined with greater certainty on the total maximum stories, which can vary widely on sites with significant grade changes.

The proposed zoning overlay also marries resilience efforts with overall sustainable development through additional requirements. The ordinance includes sustainability and resilient design requirements, but offers a flexible menu of options to account for the requirements range of neighborhoods, scales of potential development, topographies, existing uses and possible future uses the overlay encompasses. These include green roof requirements, HVAC location requirements, and a standard that requires the suitability and resiliency of the building design be demonstrated by the applicant.

Comprehensive Plan

Three of the six themes comprising [Portland's Plan 2030](#) vision statement are directly implicated in climate change and resilience planning; specifically, that the City should be sustainable, secure, and equitable. This underscores the importance of adequately preparing for climate change in Portland and the appropriateness of encouraging private resilience initiatives through City measures. From the Comprehensive Plan:

Sustainable: “we will balance our historic fabric, sound infrastructure, and the best of new technology and design for the future”; “we will recognize our responsibility as a global citizen and that climate change will have significant impacts on our city by prioritizing a transition to a low-carbon economy and adapting to those climate changes we can no longer mitigate.”

Secure: “we will prepare for emergencies and ready for a changing climate.”

Equity: “we will incorporate the needs of all our residents in planning for our future.”



Coastal resilience planning aligns with several City of Portland policy goals (image: Portland's Plan 2030)

Next Steps

The proposed Coastal Resilience Overlay is presented in collaboration with Portland's Sustainability Office. As such, the draft amendment will also be considered by the Sustainability and Transportation Committee at their September 18 meeting. Planning Board feedback and discussion will inform an updated draft for that committee. A second draft will then be presented at a Planning Board public hearing. Assuming recommendation of adoption from both groups, it would then proceed to the City Council for review and adoption.

Attachments

1. Coastal Resilience Overlay Zone Draft 9-6-2019
2. Sustainability Office CRO Memo

DIVISION 32. Coastal Resilience Overlay District

Section 14-490. Coastal Resilience Overlay District

- (a) *Applicability:* This Coastal Resilience Overlay (CRO) provides standards for development in areas likely to be affected by sea level rise and storm surge. As documented in several studies, including the 2017 *Casco Bay Climate Change Vulnerability Report* (Casco Bay Estuary Partnership,) *Bayside Adapts* (City of Portland,) and the *Sea Level Rise Vulnerability Assessment* (Greater Portland Council of Governments,) the areas in this overlay are likely to see increased flooding that will affect base building elevations over the effective lifespan of buildings constructed today. Applications for new buildings in the CRO are eligible to calculate permitted height using the alternative height calculation method below, provided they meet all applicable requirements.
- (b) *Boundaries:* [Note: City of Portland staff are in the process of drafting a map layer of the proposed Coastal Resilience Overlay. The layer is based on National Oceanic and Atmospheric Administration's data assuming a combined 10 feet estimated impact of sea level rise and frequent storm surge and will follow the boundary shown here while allowing for integration with the City's GIS system: <https://coast.noaa.gov/slr/#/layer/slr/10/-7821746.552156862/5414942.297810043/12/satellite/none/0.8/2050/interHigh/midAccretion.>]
- (c) *Height Calculations in the CRO:* To allow design for future changes in water levels, buildings with a minimum of 50% of their footprint within the CRO and meeting the CRO requirements under Section 4 are eligible to measure the height of their building(s) in stories rather than feet. Permitted height regulations shall be converted to stories as follows:

Maximum Permitted Height	Equivalent Maximum Stories
≤18	1
19-24	2
25-34	3
35-44	4
45-54	5
55-64	6
65	7

The height of stories is limited to a maximum of 18' on the ground level and a maximum of 12.5' on each other floor.

- (d) *Requirements:* In order to calculate height according to the provisions of the CRO, applicants shall demonstrate that the proposal is utilizing the additional height allowance to plan for expected increases in sea level and storm surge through resilient and energy efficient building design. The application shall document how the building design is suitable to the site conditions and proposed use. Applications that calculate building height according to 3., above, shall meet the following minimum standards:
1. Demonstrate how the building design incorporates adaptation measures to future sea level rise and storm surges through such design elements as:
 - (a) elevation of first floor above highest adjacent grade
 - (b) building design that allows for future modification of the ground elevation

Date of Draft: September 6, 2019

- (c) incorporation of flood resistant materials
 - (d) incorporation of impact resistant roof and window designs
2. Locate and design electrical and HVAC equipment to be functional and undamaged by future water inundation
 3. Reduce potential stormwater impact on area flooding by providing a green roof on no less than 50% of all buildings with flat roofs, with documentation of resulting water quality and quantity treatment improvements, in addition to complying with all other stormwater management requirements. The 50% area calculation shall not include areas occupied by rooftop appurtenances.
- (e) In the event of conflict with Flood Plain Management standards, Flood Plain Management standards prevail.



CITY OF PORTLAND
Sustainability Office
Troy Moon
Sustainability Coordinator

To: Chair Dundon and Members of the Portland Planning Board
From: Troy Moon, Sustainability Coordinator
Re: Coastal Resilience Overlay
Date: September 9, 2019

The City of Portland has long recognized that parts of the city face a threat from rising sea levels caused by global climate change. The City Council directed staff to complete greenhouse gas inventories in 2001 and 2005 in order to understand how Portland's emissions contribute to climate change and to begin thinking about mitigation measures. In 2007, the Mayor's Sustainable Portland Task Force appointed by Mayor James Cohen and co-chaired by City Councilors Jill Dusen and Nathan Smith pointed out:

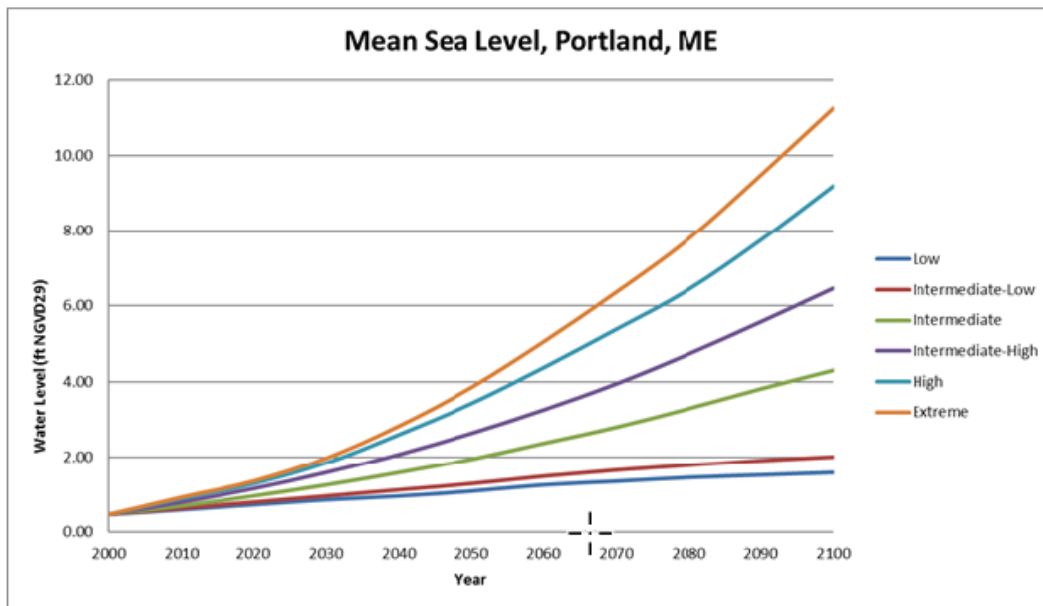
Projections suggest that climate change will result in flooding, infrastructure damage, stresses on already stressed fisheries, and a host of other impacts that we have only started to understand. Given that there are hundreds (or thousands) of Portland homes, parks, roads, and commercial properties that are barely elevated above current flood plain elevations, even modest sea level changes may well be catastrophic. (Final Report of the Mayor's Sustainable Portland Task Force, p.4)

Since that time, the City has participated in several projects to identify hazards created by sea level rise including collaborations with the Urban Land Institute, the Department of Homeland Security, and the Portland Society for Architecture. All have emphasized that low-lying parts of the City of Portland face increased flooding due to rising seas. In 2017, the City conducted Bayside Adapts, a neighborhood-scale resilience project focused on the most vulnerable neighborhood in the City. As part of the project, the City commissioned Woodard and Curran and their consulting partner, RPS ASA to evaluate the impacts of sea level rise on Portland and to recommend planning thresholds.¹

As part of their work, they modeled potential sea level rise scenarios based on data published by the National Oceanic and Atmospheric Administration (NOAA) in 2017. As shown, there is uncertainty about the level of sea level rise as shown in the graph below:

¹ Copies of the documents referenced here are available on the Sustainability Office website:
<http://www.portlandmaine.gov/2387/Climate-Action>

Figure 4-1: Predicted MSL elevations from 2000 to 2100 for Portland, Maine



Note: The predicted elevations in Figure 4-1 are in feet and relative to NGVD29 for all RSL rise scenarios.

The low and intermediate-low scenarios shown assume aggressive global action to curb carbon emissions. The higher scenarios assume slower adoption of climate mitigation measures and begin to account for sea level rise contributions from melting ice in the Arctic and Antarctic. These scenarios capture growing alarm in the scientific community about the pace and extent of climate change in general and sea level rise specifically.

Based on this, the consulting team suggested that the City of Portland commit to manage sea level rise based on the Intermediate scenario, which suggests 1.5 feet of sea level rise by 2050 and 3.8 feet of sea level rise by 2100. Given the level of uncertainty and growing cause for concern that the pace of sea level rise is accelerating, they suggest that the City should prepare to manage sea level rise of 3.4 feet by 2050 and 8.8 feet of sea level rise by 2100.

Year 2050		Year 2100	
	Rise in Sea Level		Rise in Sea Level
Commit to Manage	1.5 ft.	Commit to Manage	3.8 ft.
Prepare to Manage	3.4 ft.	Prepare to Manage	8.8 ft.
		Be Aware of	10.8 ft

Bayside Adapts, recommended planning thresholds for the extent of sea level rise in Portland. (Woodard and Curran. September. 2017)

As you know, the City of Portland and the City of South Portland are collaborating to develop a joint climate action and adaption plan for both cities. The final report, due next

June, will outline steps to mitigate the future impacts of climate change by reducing community wide greenhouse gas emissions 80% by 2050 as directed by the City Council. It will also describe steps the cities need to adapt to the impacts of climate change that we already anticipate. As demonstrated by the work done to date, Portland will face a serious threat from sea level rise.

For this reason, the Sustainability Office has been pleased to collaborate with our colleagues in the Department of Planning and Urban Development in proposing the Coastal Resilience Overlay District. This overlay would incentivize property owners and developers who wish to build in parts of the City that face increasing threat from flooding to make their buildings resilient to flooding. It would also require them to mitigate impacts of climate change by reducing their buildings carbon emissions by using energy efficiently and managing storm water effectively. We look forward to collaborating with them as well as the Planning Board and City Council to refine this concept.



Memorandum
Planning and Urban Development Department
Planning Division

To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Andrew Tufts, Planner
Date: September 6, 2019
Re: Redevelopment, 263 Cumberland Ave, Downtown Lodging, LLC
Project #: PL-000748-2019 CBL: 026 Foo8
Meeting: September 10, 2019



Figure 1: Parcel outline

I. INTRODUCTION

Downtown Lodging, LLC, has submitted a Level III Site Plan application for the development of a five-story, 89-unit lodging house with ground-floor retail at 263 Cumberland Avenue. The subject property is a 6981 square foot parcel located at the corner of Cumberland Ave and Stone Street. The immediate surrounding neighborhood is a mix of residential, commercial, and institutional uses and is zoned B-2 with an R-7 overlay.

A total of 134 notices were sent to property owners within 500 feet of the site and a legal notice ran in the August 31st & September 2nd 2019 editions of the Portland Press Herald.

Applicant: Downtown Lodging, LLC

Consultants:

- Will Savage, PE (Acorn Engineering, Inc)
- Ryan Senatore, AIA (Ryan Senatore Architecture)
- Randy Loubier, Surveyor (Owen Haskell Inc)

II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Request to remove one existing tree greater than 10 inches DBH within the setback area. <u>Staff Comments:</u> Pending.	Technical Manual, <i>Section 14-526. (a)2.a.iv Landscape Preservation</i> , requiring all development subject to zoning setbacks shall preserve a minimum of 30% of existing trees ten (10) inches DBH or greater within the setback area.
Request to position the driveway 28.25' from the intersection of projected right-of-way lines to the center of the driveway. <u>Staff Comments:</u> Pending.	Technical Manual, 1.7.2.7 Along local streets, driveways shall be thirty-five (35) feet from intersections.
<i>Review</i>	<i>Applicable Standards</i>
Site Plan	<i>Section 14-526</i>

III. PROJECT DATA

Existing Zoning	B-2 Zone & R-7 Overlay Zone
Existing Use	Lodging House, Surface Parking
Proposed Use	89 Lodging House Units, Retail Space
Bedroom Mix	Single Room Occupancy (all units)
Parcel Size	6,981 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	1,585 sf	5,132 sf	+ 3,547 sf
Building Floor Area	4,425 sf	32,576 sf	+ 28,151 sf
Impervious Surface Area	6,091 sf	5,661 sf	- 432 sf
Parking Spaces	9	2	- 7
Bicycle Parking Spaces	0	19	+ 19



Figure 2: Existing axonometric perspective

IV. BACKGROUND & EXISTING CONDITIONS

The proposed development is located on the western corner of Cumberland Ave and Stone Street in a transitional area between Portland's Downtown and Bayside neighborhoods. It is currently developed with an existing 3-story lodging house and adjacent surface parking area. The site is largely impervious due to the existing building and surface parking. The existing building currently serves as a 20-room lodging house. The site is bordered by multi-family housing to the north, A 29-unit lodging house to the west, Chestnut Street Lofts and Portland High School to the south, and an additional multi-family housing development to the east. There are also a variety of small retail establishments, along with Merrill Auditorium and City Hall within the vicinity. The existing sidewalk along the subject property's Cumberland Ave frontage is brick, while the existing sidewalk along Stone Street is concrete. There are two tree wells containing a total of two young street trees along Cumberland Ave.

Owen Haskell, Inc. completed a boundary and topographic survey of the site in February of 2018. There were no existing or proposed easements identified.



Figure 3: Conceptual rendering - Cumberland looking west

V. PROPOSED DEVELOPMENT

The proposed development is a new five-story, 32,576 sf building with 89 lodging house units. The proposed building would have one retail unit on the ground floor along the Cumberland Ave frontage and would have lodging house units on floors two through five. There is a basement at the back of the property with a two-car garage entrance located on Stone Street. The existing brick sidewalk along Cumberland Avenue will be replaced in-kind, and the applicant has requested that concrete be retained as the material for the sidewalk along Stone Street.

VI. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

The neighborhood meeting was held on August 19, 2019 at 5:30 pm at the Portland Public Library. There were approximately 10 members of the public in attendance.

Bill Simpson, developer and applicant, began the meeting with an introduction of the project. He was followed by Will Savage, of Acorn Engineering and Ryan Senatore, of Ryan Senatore Architects who provided a more technical presentation of the design and programming of the site. Comments received included inquiries regarding the design, function and management of the building. That correspondence may be found in this report's attachments.

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

The owner of the property is Downtown Lodging, LLC. The applicant has provided a copy of the warranty deed, recorded at the Cumberland County Registry of Deeds (Book 22285, Page 120), which demonstrates their right, title and interest in the property. **(Attachment B)**

As evidence to demonstrate sufficient financial and technical capacity, the applicant has provided a letter from Camden National Bank indicating that between the applicant's funds and bank financing, the applicant has sufficient financial capacity to complete the proposed project. Similarly, information has been provided on the development team demonstrating the capacity to design and construct the project. **(Attachment F)**

VIII. ZONING ANALYSIS

The property currently lies within the City of Portland B-2 zone and within the R-7 Overlay Zone. The following dimensional and parking requirements apply to the B-2 Zone:

B2 Zone Summary Dimensional and Parking Requirements Applied to 263 Cumberland Ave		
	Required	Proposed
Minimum Lot Size	None	6981 sf
Area Per Dwelling Unit	435 sf	N/A
Area Per Lodging House Rooming Unit	250 sf (128 units max)	89 units
Minimum Street Frontage	20' ft	151' ft
Front Yard Minimum	none	.15' ft
Rear Yard Minimum	10' ft	10.10' ft
Side Yard Minimum	None	N/A
Maximum Lot Coverage	None	73%
Maximum Height	55' ft	53.65' ft
Landscape Open Space	none	19%
Off-Street Parking	18	2

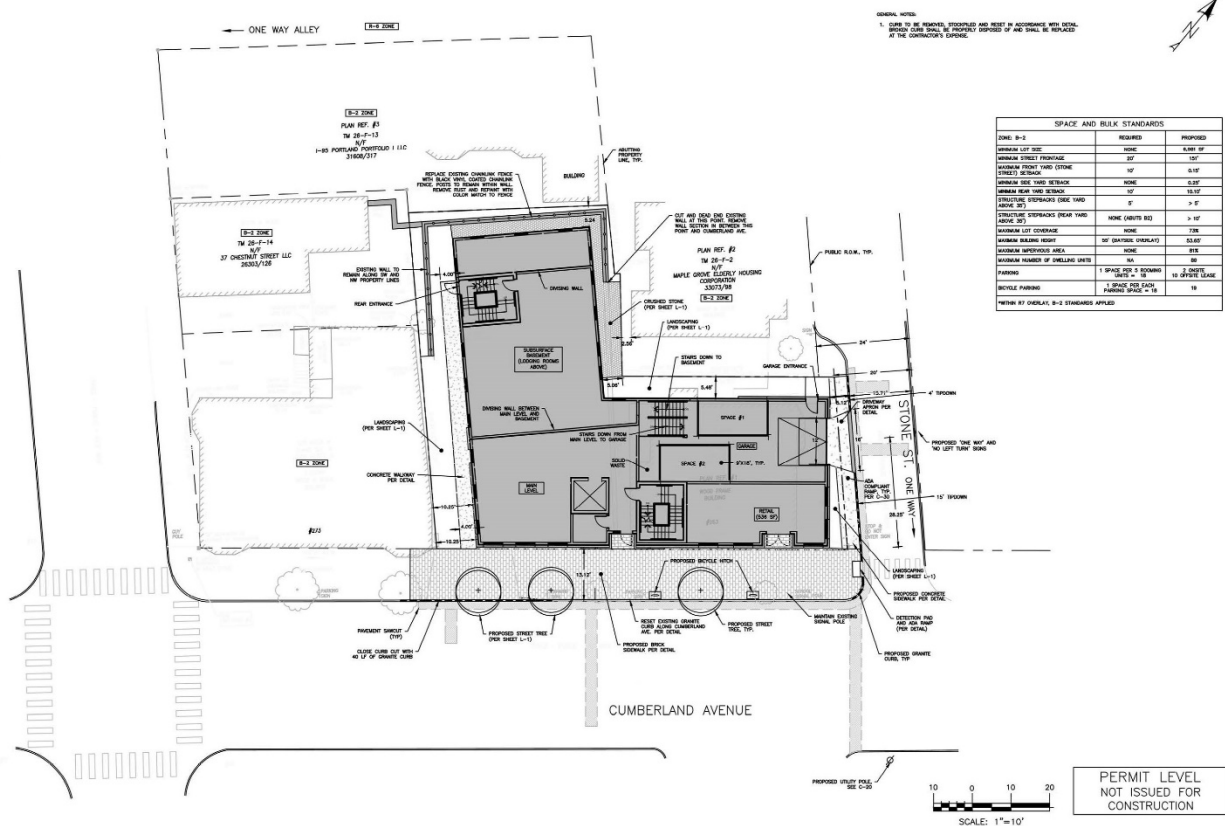


Figure 4: Proposed Site Plan

IX. DEVELOPMENT REVIEW

A. SITE PLAN REQUIREMENTS (Section 14-527)

Any waivers granted must be recorded at the Registry of Deeds within two years of a Planning Board decision.

B. SITE PLAN STANDARDS (Section 14-526)

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

1. Transportation Standards

a. Impact on Surrounding Street Systems and Access and Circulation

The site is located on Cumberland Ave, between Chestnut and Stone Streets. Cumberland Ave, classified as minor arterial, currently supports a significant amount of traffic. There is an anticipated decrease in traffic anticipated given the transformation of a parking lot into a lodging house. There are two proposed parking spaces on site with a number (to be determined) of off-site leased parking spaces at a nearby lot.

The proposed driveway has been located as far away from the Cumberland/Stone intersection as possible.

The following comment-response thread highlights ongoing discussions between the applicant and the review team:

Comment – *The CM plan shows an ADA-accessible sidewalk being maintained during construction. This is desirable. Confirm that the sidewalk will remain the existing length, as shown, or if part or all of the sidewalk will be needed to complete construction. For example, Stone Street has a narrow sidewalk in the vicinity of the property, and the building immediately abuts this sidewalk. In any case, temporary pedestrian walkways and/or detours will likely be needed during certain portions of construction (e.g. sidewalk construction) and a plan should be in place for these events. Maintaining pedestrian accessibility is extremely important in this location, given the proximity of Portland High School, Portland City Hall, the Boys and Girls Club, the Portland Family Shelter, and other destinations. Temporary walkways during sidewalk closures are strongly encouraged, and pedestrian detours should be avoided if at all possible. That said, vehicle maneuvers into the Merrill Auditorium loading dock must be accommodated.*

Response – *It is likely a portion of Stone Street will need to be closed temporarily for construction of the building. A pedestrian management plan will be considered and forthcoming; however, ultimately the General Contractor who has not yet been determined will be responsible for determining means and methods.*

Comment – *The Applicant should explore the possibility of redesigning the building and site plan such that a 5-foot sidewalk can be maintained on Stone Street. Narrowing the street to accommodate this sidewalk is not desirable to PFD*

Response – *The building has been decreased by 16” to facilitate a 5’ sidewalk on Stone Street.*

Comment – *The applicant should confirm that an accessible route exists to the off-site parking location being used to meet this project’s parking requirement.*

Response – *Ample sidewalks existing throughout the entire area. The likely off-site lease will occur on Oxford Street.*

Comment – *Given the proximity of the proposed building to the property line, DPW is skeptical that the CM plan shows the full extent of the impact to the ROW on Street. If Stone Street must be closed for any length of time, the Applicant must ensure that other users of Stone Street may access and egress other addresses on Stone Street safely and without excess maneuvers. If the sidewalk on Stone Street must be closed, a pedestrian detour plan must be developed and shown.*

Response – *A mid-block one-way street will provide a cut through to Chestnut, meaning there is an excellent opportunity for detouring with minimal local traffic in between the site and detour. The contractor will be required to submit a traffic control plan.*

b. Sidewalks

A brick sidewalk exists along Cumberland Ave which will be rebuilt as part of the project. A concrete sidewalk exists along Stone Street which will also be rebuilt as part of the project.

Mike Tremblay P.E., Senior Engineer, has provided a number of comments that are found in the attachments, and summarized below:

Comment – *The sidewalk on Stone Street needs to be rebuilt in brick, per the sidewalk material policy. This includes the ADA ramp crossing Stone Street. Additionally, the opposite curb ramp needs to be updated with a detectable warning panel, or rebuilt per ADA standards (in brick) if it does not meet ADA slope standards.*

Response – *The existing sidewalk network on Stone Street is primarily concrete, in particular the areas adjacent to the locus parcel. Additionally, given the northern orientation (lack of sun in the winter) and steep slope of the street/sidewalk, the greater friction of coefficient that a brushed concrete surface provides will result in a safer experience for pedestrians when compared to brick. Lastly, the curb ramp across the street does not appear to be within the purview of this project and therefore no modifications are proposed.*

c. Public Transit Access

There are five bus transfer stations within 500 ft of the site. Approximate 4-minute walk to the Metro Pulse Station, and a 6-minute walk to the Nickelodeon Cinemas for the South Portland bus.

The proposed project meets public transit requirements.

d. Parking

The proposed project will provide 2 parking spaces on site and will meet the remaining requirement of 16-spaces by entering into an off-site lease.

Mike Tremblay P.E., Senior Engineer, has provided a number of comments that are found in the attachments, and summarized below:

Comment – *The garage, as proposed, appears to have possible issues, including maneuvering out of Space 2 when a vehicle is parked in Space 1. Additionally, Space 1 appears to be obstructing the staircase, and Space 2 appears to obstruct the solid waste area. DPW suggests reducing the off-street parking supply to one space.*

Response – *The two spaces will be accessed by the same users. In addition to their familiarity, the turnover will be infrequent. Space #1 has been adjusted to provide space for the staircase users. Therefore, both spaces are proposed to remain. Please see the exhibit attached to this letter.*

e. Bicycle Parking

A total of 19 bicycle spaces are provided. The site plan includes an interior storage room which would provide a secure location for 15 bicycle parking spaces. Additionally, two bicycle hitches are proposed along Cumberland Ave.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation

A landscaping plan was submitted as part of the application. The plan shows a variety of trees, shrubs, and perennials, all listed in the City of Portland Recommended Tree List. Three street trees are to be provided along Cumberland Ave. The width of the existing sidewalk on Stone Street does not allow for any street trees to be planted.

c. Water Quality, Storm Water Management and Erosion Control

Lauren Swett has reviewed the applicants plans and project details, and offers the following comments (Attachment 1):

- a. The Applicant has provided erosion and sedimentation control details and a written plan in accordance with the Basic Standards. Erosion control features have been called out on the Construction Management Plan, sheet C-03.
- b. The Applicant is not increasing impervious surface, and is not required to provide any treatment or flooding control as required for the General and Flooding Standards.
- c. The Applicant is not increasing non-roof redeveloped impervious surface, and is not required to provide any treatment as required for the Redevelopment Standard.

3. Public Infrastructure and Community Safety Standards

a. Public Safety and Fire Prevention

Mike Thompson, Division Chief of the Fire Prevention and Community Outreach Division, has reviewed the submitted plans and found them to be acceptable, noting the following points (Attachment 1):

Comment – Any new building shall not affect the emergency escape capacity of an existing building. Please provide the distance between the proposed building and 263 Cumberland Ave at the point where the proposed retaining wall ends.

Response – The proposed building will not affect the emergency escape capacity of any existing buildings and conforms to all required setbacks. The distance between the proposed building and the existing building at 263 Cumberland Ave is approximately 12’ at the end of the existing retaining wall.

Comment – Plans should be submitted to the City of Portland Engineering Department for proper addressing by the E-911 Addressing Officer.

Response – Please let us know if the Planning Department is able to distribute the plans or if the Applicant should coordinate this.

***Comment** – The buildings street address shall be marked at the main entrance of the building.*

***Response** – The building address will be marked at the main building entrance.*

b. Availability and Adequate Capacity of Public Utilities

The project will be served by Central Maine Power, the Portland Water District, City Department of Public Works. Evidence of utility capacity is pending. The applicant is waiting on additional confirmation from Unitil on the gas location relative to distance from the street.

4. Site Design Standards

a. Snow and Ice Loading

Based upon the roof design, it is not anticipated that snow or ice loading will be a concern to pedestrians within the public right-of-way or on the applicant's property.

b. View Corridors

The proposed project is located within the Downtown View Corridor Protection Plan but does not impact the pre-development view of St. Patrick's Church. The site is located on the opposite side of Cumberland Ave as the historic landmark and is shorter in height than the existing Chestnut Street Lofts directly across the street from the site.

c. Historic Resources

The development is not located in a historic district, historic landscape district or City designated landmark. The development is adjacent to the Congress Street Historic District and is compatible with design aspects of existing buildings.

d. Exterior Lighting

The applicant has submitted a lighting and photometric plan. Exterior lighting has been designed to meet the requirements of Section 12 of the Technical Manual. Any lighting that may adversely impact the abutting residential properties will feature house-side shielding.

There are ongoing discussions between city staff regarding exterior lighting specifications.

e. Noise and Vibration

The HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.

f. 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.

263 CUMBERLAND AVENUE
PORTLAND, MAINE

MATERIAL FINISH SCHEDULE					
#	PROJECT	COLOR / FINISH	FINISH ACTUALLY	FINISH TYPE	FINISH TYPE
1	METAL SIDING	ALUMINUM CLAD	100	ALUMINUM	PRE-FINISHED METAL
2	CLADDING	100	100	PRE-FINISHED	100
3	CLADDING	100	100	PRE-FINISHED	100
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100	CLADDING	100	100	PRE-FINISHED	100

SEPTEMBER 4, 2019



Figure 5: Conceptual Elevation

g. Zoning Related Design Standards

The project has been designed to meet the standards set forth in the Two-Family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters Design Standards (Section (i) in the City of Portland Design Manual.

A design review has been conducted by the City's Urban Designer. The design review finds that a number of the principles and standards have not been met by the proposed design and the applicant will need to amend the plans accordingly. (ATTACHMENT 5)

h. Construction Management Plan

The applicant has submitted a construction management plan which is under review by staff.

XII. **NEXT STEPS**

1. Address staff comments
2. Address additional comments of the Planning Board
3. Prepare final plan submission, including subdivision and site plan submittal for review by the Planning Authority and Planning Board
4. Schedule Public Hearing

XIII. ATTACHMENTS
PLANNING BOARD REPORT ATTACHMENTS

1. Comment Response Letter
2. Driveway Detail Comments
3. Exterior Lighting Comments
4. Public Comment
5. Design Review Workshop

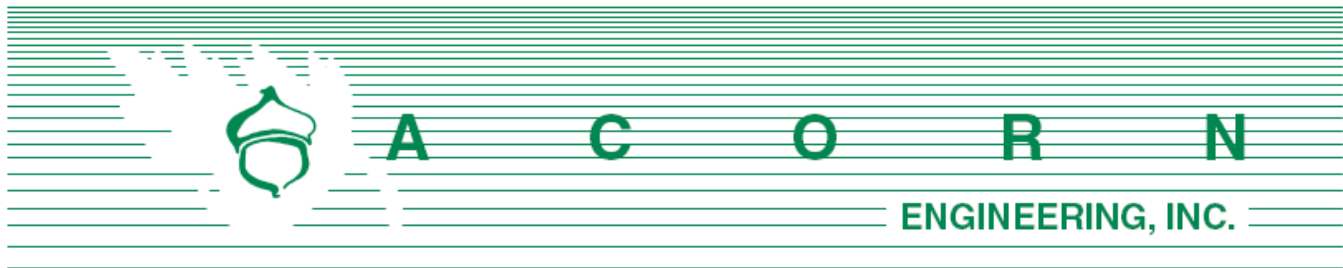
APPLICANT'S SUBMITTALS

- A. Cover Letter
- B. Level III Final Site Plan Application & Checklist
- C. Right, Title & Interest
- D. Zoning Assessment
- E. Easements
- F. Waiver Table
- G. Financial Capacity
- H. Technical Capacity
- I. Conformity with Land Use Ordinance
- J. Stormwater Management Report
- K. Erosion & Sedimentation Control Report
- L. Fire Department Letter
- M. Wastewater Capacity
- N. Lighting
- O. Architectural Design Narrative
- P. Utility Cover
- Q. Construction Management Plan
- R. Solid Waste Disposal
- S. Neighborhood Meeting
- T. Comment Response Letter

Plans

- Plan 1. Cover Sheet
- Plan 2. General Notes
- Plan 3. Existing Conditions Plan
- Plan 4. Construction Management Plan
- Plan 5. Site Plan
- Plan 6. Landscape Plan
- Plan 7. Utility Plan
- Plan 8. Grading & Drainage Plan
- Plan 9. Site Details – 1
- Plan 10. Site Details – 2
- Plan 11. Landscape Details
- Plan 12. Utility Details - 1
- Plan 13. Utility Details – 2
- Plan 14. Drainage Details
- Plan 15. Erosion & Sediment Control Notes
- Plan 16. Basement Floor Plan
- Plan 17. First Floor Plan
- Plan 18. Second-Fifth Floors Plan
- Plan 19. Roof Plan
- Plan 20. Exterior Elevation Plan
- Plan 21. Conceptual Rendering – Cumberland looking Northeast
- Plan 22. Conceptual Rendering – Cumberland looking North
- Plan 23. Conceptual Rendering – Cumberland looking West

Plan 24. Conceptual Rendering – Adjacent Parking Lot
Plan 25. Conceptual Rendering – Stone St looking South
Plan 26. Conceptual Section
Plan 27. Exterior Elevation Plan – 2
Plan 28. Exterior Elevation Plan – 3
Plan 29. Exterior Elevation Plan – 4



Andrew Tufts – City Planner
Planning Division, City of Portland
389 Congress Street
Portland, ME 04101

August 30, 2019

Subject: Comment Response Letter
263 Cumberland Avenue Redevelopment – Portland, Maine

On behalf of Downtown Lodging, LLC we are pleased to respond to the comments that we've received thus far.

Mike Tremblay, DPW

Comment – *On the driveway apron detail, a pedestrian path is shown, but width is omitted. DPW understands that the existing sidewalk is less than the City's minimum width of 5 feet. DPW strongly recommends that the Applicant make efforts to alter the proposed building footprint to allow for a continuous 5-foot minimum crosswalk. Not doing so will result in a sidewalk width that is not compliant with federal ADA standards as well as the City's standards.*

Response – The building has been reduced in width to accommodate a 5' sidewalk, a portion of which will be on the Applicant's parcel.

Comment – *The proposed width of the pedestrian path should be shown in the driveway apron detail.*

Response – The detail has been updated to show the width.

Comment – *The site plan appears to call for an ADA-compliant ramp south of the driveway, but additional detail is needed. DPW typically requires that pedestrian facilities remain at a consistent grade unless it is infeasible to cross a driveway without ramps, which appears to be the case on Stone Street. If a ramp is required, a corresponding ramp opposite the driveway is likely needed as well. These ramps should be designed and shown in the plans, rather than just referred to in a call-out. Additionally, assuming transition ramps are required, the driveway apron detail should be adjusted accordingly. We have provided a suggested detail to the Applicant's engineer in a separate correspondence.*

Response – The ramps have been further detailed on the plans and the driveway apron detail has been revised.

Comment – *The driveway detail shows 6-foot tipdowns; these tipdown lengths are dictated by the slope of adjacent sidewalk ramps. If 7" of reveal is present on Stone Street, a 7' ramp will be*

required to meet an 8.33% grade. Additional clarification of this detail is suggested.

Response – The slope of the street also plays a factor in the length of the tipdowns. The 7' tipdown for ADA ramps applies to streets that are relatively flat. The ramp lengths (and corresponding tipdown lengths) have been clarified on the plans. Note the northwest side of the driveway apron has a 4' tipdown/ramp at 6.3% which results in a flush condition between the landing for the garage swing door entrance and the top of the sidewalk ramp. The southeast side of the driveway apron has a 15' tipdown/ramp at 8.3% because the ramp is “chasing” the grade of the street.

Comment – *Any sidewalk, pedestrian walkway, curb ramp, or driveway constructed must meet all applicable ADA standards. Elements constructed out of compliance with ADA and City accessibility standards is subject to reconstruction at the Applicant's cost. Exceptions, including for the width of the sidewalk on Stone Street, must be expressly requested, with documented reasoning for technical infeasibility. DPW requests that any technical infeasibility request be accompanied by the MaineDOT Technical Infeasibility form. It should be noted that a noncompliant condition on the City ROW will not be accepted by the City until DPW is satisfied that all avenues to creating a compliant facility have been exhausted.*

Response – The proposed plans now meet all ADA regulations.

Comment – *Between the driveway and Cumberland Avenue, a small area between the proposed building and the public ROW is proposed as landscaping. DPW recommends making this sidewalk in order to meet City and Federal ADA standards for sidewalk width.*

Response – Now that the building has been modified to allow for a five foot sidewalk, this green space is proposed to remain. In addition to aesthetics, the green space will allow for a compliant transition from the Cumberland sidewalk ramp and the steep grade of Stone Street.

Comment – *The sidewalk on Stone Street needs to be rebuilt in brick, per the sidewalk material policy. This includes the ADA ramp crossing Stone Street. Additionally, the opposite curb ramp needs to be updated with an detectable warning panel, or rebuilt per ADA standards (in brick) if it does not meet ADA slope standards.*

Response – The existing sidewalk network on Stone Street is primarily concrete, in particular the areas adjacent to the locus parcel. Additionally, given the northern orientation (lack of sun in the winter) and steep slope of the street/sidewalk, the greater friction of coefficient that a brushed concrete surface provides will result in a safer experience for pedestrians when compared to brick. Lastly, the curb ramp across the street does not appear to be within the purview of this project and therefore no modifications are proposed.

Comment – *The driveway needs to be shown in the same material as Stone Street (brick). The brick orientation in the driveway should match the brick orientation of the sidewalk. Border courses are permitted.*

Response – Please see above. As noted, we are proposing a concrete surface.

Comment – *The site plan appears to show a closed curb cut on Cumberland Avenue. The site plan*



should include a callout of this closure, and that new brick will be installed there. New vertical granite curbs replacing the driveway and tipdowns should be called out as well.

Response – Please refer to Sheet C-10 which includes this callout.

Comment – *The site plan should call out areas where new brick sidewalk is proposed vs. where brick sidewalk is to be removed and reset. The existing sidewalk appears to be in good condition on Street View; however, this should be verified. All existing-to-remain, removed-and-reset, and new brick sidewalk shall meet ADA standards (at least 5 feet wide, cross slope of no more than 2%).*

Response – Due to the proximity of the building to the sidewalk as well as the utility construction, bicycle hitches, etc., we are proposing to replace the entire sidewalk as noted on Sheet C-10.

Comment – *The garage, as proposed, appears to have possible issues, including maneuvering out of Space 2 when a vehicle is parked in Space 1. Additionally, Space 1 appears to be obstructing the staircase, and Space 2 appears to obstruct the solid waste area. DPW suggests reducing the off-street parking supply to one space.*

Response – The two spaces will be accessed by the same users. In addition to their familiarity, the turnover will be infrequent. Space #1 has been adjusted to provide space for the staircase users. Therefore, both spaces are proposed to remain. Please see the exhibit attached to this letter.

Comment – *ONE WAY (R6-2) and NO LEFT TURN (R3-2) signs should be placed opposite the garage to ensure that motorists are aware that the roadway is one way and that northbound travel is not permitted.*

Response – These signs have been added to the Site Plan.

Comment – *Specify whether the existing street trees on Cumberland Avenue will remain. These should remain if at all possible. Confirm with Jeff Tarling regarding their condition. If remaining, the eastern bike hitch may be in conflict.*

Response – Per C-03, the existing street trees are proposed to be removed. Given how young the existing trees are and the benefits provided by the proposed reconstruction of the sidewalk, the addition of bicycle racks, and the one additional street tree that the frontage will gain, the removal of the two existing trees is warranted.

Comment – *Verify that the 6" storm pipe will be sufficient to handle the site's runoff.*

Response – The proposed storm drain has been upsized to an 8".

Comment – *The proposed utility pole opposite Cumberland Avenue is not acceptable. The pole location appears to be within the functional area of an ADA ramp. Additionally, the City is currently exploring options for expanding the utility and capacity of the existing loading dock for Merrill Auditorium, which would likely require removal of the proposed pole. An alternate design is required.*



Response – The proposed pole has been relocated 8' to the northeast to avoid being within the sidewalk ramp.

Comment – *The Applicant should explore the possibility of connecting their water service via Stone Avenue rather than Cumberland Avenue in order to avoid a trench that is almost as wide as the street.*

Response – Due to NFPA regulations, the sprinkler line is not permitted to run sub-slab prior to entering the utility room. Therefore, the water lines are proposed to remain as is.

Comment – *The CM plan shows an ADA-accessible sidewalk being maintained during construction. This is desirable. Confirm that the sidewalk will remain the existing length, as shown, or if part or all of the sidewalk will be needed to complete construction. For example, Stone Street has a narrow sidewalk in the vicinity of the property, and the building immediately abuts this sidewalk. In any case, temporary pedestrian walkways and/or detours will likely be needed during certain portions of construction (e.g. sidewalk construction) and a plan should be in place for these events. Maintaining pedestrian accessibility is extremely important in this location, given the proximity of Portland High School, Portland City Hall, the Boys and Girls Club, the Portland Family Shelter, and other destinations. Temporary walkways during sidewalk closures are strongly encouraged, and pedestrian detours should be avoided if at all possible. That said, vehicle maneuvers into the Merrill Auditorium loading dock must be accommodated.*

Response – It is likely a portion of Stone Street will need to be closed temporarily for construction of the building. A pedestrian management plan will be considered and forthcoming; however, ultimately the General Contractor who has not yet been determined will be responsible for determining means and methods.

Comment – *The Applicant should explore the possibility of redesigning the building and site plan such that a 5-foot sidewalk can be maintained on Stone Street. Narrowing the street to accommodate this sidewalk is not desirable to PFD*

Response – The building has been decreased by 16" to facilitate a 5' sidewalk on Stone Street.

Comment – *The applicant should confirm that an accessible route exists to the off-site parking location being used to meet this project's parking requirement.*

Response – Ample sidewalks existing throughout the entire area. The likely off-site lease will occur on Oxford Street.

Comment – *Given the proximity of the proposed building to the property line, DPW is skeptical that the CM plan shows the full extent of the impact to the ROW on Street. If Stone Street must be closed for any length of time, the Applicant must ensure that other users of Stone Street may access and egress other addresses on Stone Street safely and without excess maneuvers. If the sidewalk on Stone Street must be closed, a pedestrian detour plan must be developed and shown*

Response – A mid block one-way street will provide a cut through to Chestnut, meaning there is an excellent opportunity for detouring with minimal local traffic in between the site and detour. The contractor will be required to submit a traffic control plan.



Jeff Tarling, City Arborist

Comment – *Detail for the tree planting pit, typically rectangular 7'x4' depending on the sidewalk width. (The existing tree well on the left side is close)*

Response – A 7'x4' planting pit will be used for all three proposed street trees. See Landscaping Plan, L-1, and Landscaping Details, C-42 for the addition of this detail.

Comment – *The recommended tree type is Honeylocust, we like the upright 'Street Keeper' Honeylocust selection.*

Response – All proposed street trees have been revised to 'Street Keeper' Honeylocust.

Comment – *Not sure if this project contributes to the Planning Tree Fund or if there is a cost assessment for removing the existing tree.*

Response – We are not aware of any ordinance that requires a payment for removal of the existing tree within private property. The tree is primarily being removed due to the safety issues it poses.



Robert Thompson, Fire Department

Comment – *Any new building shall not affect the emergency escape capacity of an existing building. Please provide the distance between the proposed building and 273 Cumberland Ave at the point where the proposed retaining wall ends.*

Response – The proposed building will not affect the emergency escape capacity of any existing buildings and conforms to all required setbacks. The distance between the proposed building and the existing building at 273 Cumberland Ave is approximately 12' at the end of the existing retaining wall.

Comment – *Plans should be submitted to the City of Portland Engineering Department for proper addressing by the E-911 Addressing Officer.*

Response – Please let us know if the Planning Department is able to distribute the plans or if the Applicant should coordinate this.

Comment – *The buildings street address shall be marked at the main entrance of the building.*

Response – The building address will be marked at the main building entrance.



Lauren Swett

Comment – *The Applicant's project will be decreasing impervious surface and the redevelopment work will result in a reduction in non-roof impervious surface. No stormwater treatment or flooding control is required.*

Response – No response.

Comment – *The stormdrain connection from the site is a 6-inch pipe with minimal slope. Based on a rough Manning's calculation, it appears that the pipe capacity is roughly 0.5 cfs. Confirm that this capacity is adequate to manage all flow from the site, or provide a larger pipe.*

Response – The 6" storm drain has been upsized to an 8".

Comment – *The plans identify that there is an existing drain through the retaining wall with "outlet unknown". Please clarify if this drain is anticipated to collect any site drainage and if it discharges onto the neighboring property.*

Response – The pipe in question is not anticipated to collect water from the site. A new field inlet with stone swales will direct water the storm system.

Comment – *The plans identify locations of ramps at the driveway. It is suggested that spot grades be provided to identify the extent and slope of the ramps.*

Response – Additional spot grades and ramp details have been included on the plans.

Comment – *The Applicant is providing building lighting, and should provide a photometrics plan and address the current municipal street lighting standard. I've cc'ed Bruce, so he can weigh in on this. It appears that Decorative Light Peninsula Medium Street and/or Downtown Street standards will apply here*

Response – A photometric plan will be forthcoming. Please provide direction on desired lighting within the public right-of-way.

Comment – *The gas connection is shown far from the roadway. Confirm that this location will be acceptable for Unitil to provide maintenance of their meter.*

Response – Unitil has issued their approval letter and there is no anticipated concern with the meter location. An email has been sent to their project manager to confirm this.

Comment – *Winterberry is proposed at the western side of the building. Confirm that this will not be in conflict with the gas and stormdrain utilities provided in this area.*

Response – We have removed one winterberry shrub to ensure there are no conflicts.



Comment – *Creeping juniper is proposed for installation over the proposed stormdrain line on the site. Confirm that adequate access will be provided for maintenance of the stormdrain pipe, including the roof drain connection, that is within the proposed landscape area.*

Response – There are no concerns with the creeping juniper and its proximity to the storm drains or interference with the system.

Please let us know if you have any additional questions or comments.

Sincerely,



William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Samuel J. Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.



PLAN REF. #2
 TM 26-F-2
 N/F
 MAPLE GROVE ELDERLY HOUSING CORPORATION
 33073/98

WOOD & BRICK BUILDING

CHAIN LINK FENCE

SPACE #1

SPACE #2

UP

DN

STOP & DO NOT ENTER SIGN

PUBLIC - VARIOUS WIDTH

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 CL INV.=39.12

RIM=47.8
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56"E

54.80'

N50°29'00"E

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ISSUED FOR	BY
COMMENT	DATE WHS
	8/30/19
	REV. DATE

Driveway Detail: 263 Cumberland Ave - DevelReview

3 messages

Bruce Hyman <bhyman@portlandmaine.gov>

Wed, Sep 4, 2019 at 2:39 PM

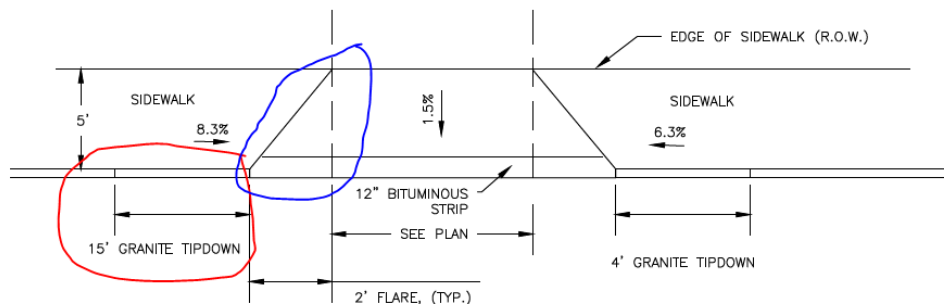
To: Jennifer Ladd <jwl@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Cc: Andrew Tufts <atufts@portlandmaine.gov>

Wanted to run this by both of you in Mike's absence. I have not seen a driveway detail like this (likely for good reason) but wanted to show you. Acorn Eng is showing a 15' & 4' tipdowns (due to grade, RED) for the ramping down of the sidewalk at the driveway AND flares (BLUE) at the driveway (which in my mind works against the ramping).

NOTES:

1. REFER TO GRADING, DRAINAGE AND EROSION CONTROL PLAN FOR SITE GRADING
2. REFER TO BRICK DRIVEWAY APRON WITH BITUMINOUS BASE DETAIL FOR APRON CROSS-SECTION
3. MATCH EXISTING GRADE AT R.O.W. LINE.
4. IF MATCHING THE EXISTING GRADE AT R.O.W. CAUSES APRON SLOPE TO EXCEED THE RECOMMENDED %, SIDEWALK TRANSITION AREA MAY BE ADDED, BUT SHALL NOT EXCEED 8.33%.
5. ALL MATERIALS SHALL COMPLY WITH CITY'S SIDEWALK AND DRIVEWAY MATERIAL POLICY.



DRIVEWAY APRON LAYOUT DETAIL

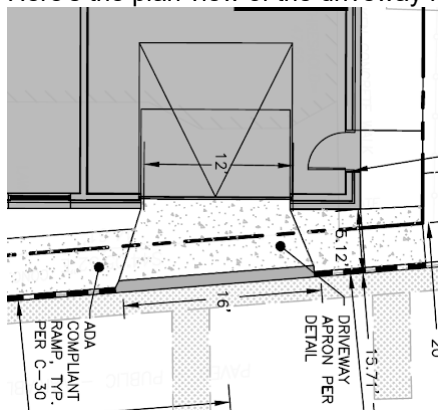
NOT TO SCALE

They added the width in the driveway detail in response to Mike T's comment:

Comment – The proposed width of the pedestrian path should be shown in the driveway apron detail.

Response – The detail has been updated to show the width.

Here's the plan view of the driveway from the Site Plan ([skewed] flares shown, but not the ramping down):



I just think the whole thing needs to be re-thought/drawn - what say you?

--

Bruce Hyman
Transportation Program Manager

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
<http://www.portlandmaine.gov>

Yes! Transportation's Good Here



Jeremiah Bartlett <jbartlett@portlandmaine.gov>
To: Bruce Hyman <bhyman@portlandmaine.gov>
Cc: Jennifer Ladd <jwl@portlandmaine.gov>, Andrew Tufts <atufts@portlandmaine.gov>

Wed, Sep 4, 2019 at 2:50 PM

Hi Bruce,

This is actually for the opening onto Stone Street, correct? I actually was just in ePlan looking at this and was scratching my head. I concur - this needs reworking. Based on the layout they have provided, I'm not at all sure how they plan to maintain an appropriate cross-slope across the opening to the garage.

Thanks,
Jeremiah

Jeremiah J. Bartlett, PE, PTOE, IMSA II
Transportation Systems Engineer
Department of Public Works
212 Canco Road, Suite B
Portland, Maine 04103
jbartlett@portlandmaine.gov
(207) 874-8891

[Quoted text hidden]

Bruce Hyman <bhyman@portlandmaine.gov>
To: Jeremiah Bartlett <jbartlett@portlandmaine.gov>
Cc: Jennifer Ladd <jwl@portlandmaine.gov>, Andrew Tufts <atufts@portlandmaine.gov>

Wed, Sep 4, 2019 at 3:01 PM

Yeah - I think they just get rid of the flares and ramp down to a driveway that will have a max 2% cross-slope. I am asking Andrew for Mike T's email that he says he sent them a detail separately. I think they just did a mash-up and added "5 ft" and called it good.

B

[Quoted text hidden]

A Tale of Two Fixtures --- Fwd: 263 Comment Response

3 messages

Bruce Hyman <bhyman@portlandmaine.gov>

Thu, Sep 5, 2019 at 10:01 AM

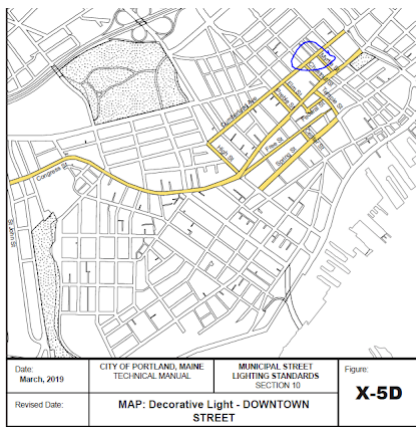
To: Andrew Tufts <atufts@portlandmaine.gov>, Caitlin Cameron <ccameron@portlandmaine.gov>

So for [263 Cumberland Avenue](#) we should specify what, if any, street lighting they should provide on Cumberland [and possibly on Stone St]. Of course there is a mish-mash of existing lighting in the vicinity.



The left image shows what's on Stone Street - three "Downtown Street" fixtures - not sure why they got there (but obv. as part of the approval of the big housing project). The right is Bayside Medium(?) on the opposite side of Cumberland at Chestnut Street.

Tech Manual specifies "Downtown Street" fixtures on Cumberland (what's currently on Stone).



I'd go with Downtown Street as spec'd in Manual.

Says for alternating sides 175'-225' spacing; for one/single side spacing is 90'-100'. Their frontage is approx. 100' on Cumberland so one fixture --> main question is placement and orientation [Tech Manual says oriented over sidewalk] along the frontage.

APPLICATION

Street lighting

Spacing:

One side: 90' - 100' on center

Alternating sides: 175' - 225' on center

Single-arm fixture placed in furnishing zone with luminaire oriented over sidewalk. Double-arm fixture placed with bracket arms parallel to sidewalk or in medians. If sidewalk space is limited, Planning Authority may approve lights within private property or attached to building.

I don't advocate for more of the Downtown Street on Stone at the corner with Cumberland.

Bruce

----- Forwarded message -----

From: **Lauren Swett** <lswett@woodardcurran.com>

Date: Thu, Sep 5, 2019 at 9:28 AM

Subject: RE: 263 Comment Response

To: Andrew Tufts <atufts@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, bnpearson@gmail.com <bnp@portlandmaine.gov>, Bradley Roland <brad@portlandmaine.gov>

Hi Andrew,

I've reviewed the response to comments for 263 Cumberland. They've requested additional guidance on lighting to include, and Bruce noted yesterday that he can help with that.

They are also waiting on additional confirmation from Unitil on the gas location relative to my comment on distance from the street.

Other than those last small follow-up items, they've addressed all of my comments.

Thanks,

Lauren

From: Andrew Tufts <atufts@portlandmaine.gov>

Sent: Wednesday, September 4, 2019 9:05 AM

To: Lauren Swett <lswett@woodardcurran.com>
Subject: Fwd: 263 Comment Response

----- Forwarded message -----

From: Sam Lebel <slebel@acorn-engineering.com>
Date: Fri, Aug 30, 2019 at 2:44 PM
Subject: RE: 263 Comment Response
To: Andrew Tufts <atufts@portlandmaine.gov>
Cc: William Savage <wsavage@acorn-engineering.com>

Andrew,

Please find attached the comment response letter. All revised material has been uploaded.

Let me know if you have any questions and have a great long weekend.

Sam

From: Andrew Tufts <atufts@portlandmaine.gov>
Sent: Tuesday, August 27, 2019 11:11 AM
To: Sam Lebel <slebel@acorn-engineering.com>
Subject: Re: 263 Comment Response

Thanks Sam,

Yes that all sounds good to me. I may be out of the office on Friday, but as long as I have something for next week we should be ok.

On Tue, Aug 27, 2019 at 11:00 AM Sam Lebel <slebel@acorn-engineering.com> wrote:

Morning Andrew,

Thank you for touching base. We were thinking if we could at least respond with a partial response letter which touched upon the hot topics (such as the building/sidewalk issue) that would suffice for the workshop. Let me know if you're on board with this and if a Friday 8/30 submission is reasonable.

Thanks,

Sam

From: Andrew Tufts <atufts@portlandmaine.gov>
Sent: Tuesday, August 27, 2019 9:23 AM
To: Sam Lebel <slebel@acorn-engineering.com>
Subject: 263 Comment Response

Hi Sam,

Do you have a sense of when you'll have the comment responses for 263 Cumberland? Next week will be a short week and I'll have to write the report for the workshop, so hoping we can get things in good shape this week.

Best,

Andrew

--

Andrew Tufts

Planner

Planning and Urban Development Department

[389 Congress Street 4th Floor](#)
Portland, ME 04101

atufts@portlandmaine.gov

(207) 874-8724

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.

--

Andrew Tufts

Planner

Planning and Urban Development Department

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Andrew Tufts

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--

Bruce Hyman
Transportation Program Manager

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
<http://www.portlandmaine.gov>

Yes! Transportation's Good Here



Caitlin Cameron <ccameron@portlandmaine.gov>
To: Bruce Hyman <bhyman@portlandmaine.gov>
Cc: Andrew Tufts <atufts@portlandmaine.gov>

Thu, Sep 5, 2019 at 10:42 AM

The Downtown fixture is the correct fixture for Cumberland Avenue. These would be the combo light - placed in the furnishing zone with the street light over the street and the ped lights parallel to the sidewalk (as with 409 Cumberland).

Stone Street is in the special lighting area for the Peninsula medium fixture. However, I think this street is too small to accommodate decorative fixtures and think it should rely on cobraheads.

Would we consider moving the downtown fixture that is on Stone as part of this project?

[Quoted text hidden]

--

Caitlin Cameron, AICP, Associate AIA, LEED AP
Urban Designer
Planning & Urban Development Department
[389 Congress Street](#)
[Portland, ME 04101](#)
phone: (207) 874-8901
email: ccameron@portlandmaine.gov

Bruce Hyman <bhyman@portlandmaine.gov>
To: Caitlin Cameron <ccameron@portlandmaine.gov>
Cc: Andrew Tufts <atufts@portlandmaine.gov>

Thu, Sep 5, 2019 at 10:50 AM

There are three of the Downtown non-Combo lights on Stone Street currently, likely a requirement of the Bayside Housing development I think by Richard Berman years ago, but not positive about the 'requirement' part. I'm not sure how the Bayside's ended up on Cumberland at Chestnut and the Downtown's on Stone St

Ah - I forgot about the Table spec'ing the Combo:

Congress Street: St. John to Franklin St	STREET/PED COMBO [Figure X-5F]	30' 0"
Cumberland Avenue: High to Franklin St		
Spring Street: High to Temple/Union St		
Free Street: Between High St and Temple St		
Forest Avenue: Congress to Cumberland Ave		
Center Street: Free to Spring St		
Temple Street: Congress to Spring/Middle St		

[Quoted text hidden]

263 Cumberland - rooming house

Avery Yale Kamila <avery.kamila@gmail.com>

Aug 12, 2019 10:50 AM

Posted in group: **Planning Board**

Dear Planning Board members,

My family and I live on Myrtle Street, near the existing rooming house, and I want to offer some comments about this project.

1. I'm in favor of density in downtown Portland, so I have no objection to the size or scale of this project.
 2. Rooming houses are a needed rental option, so this is a sensible project for Portland and this particular location.
 3. I'm thrilled to see the first floor will have retail space. That is needed and will be a benefit to the neighborhood.
 4. The existing building has not been well-maintained. Do we know if the new building will have on-site maintenance?
4. My one concern about this project stems from the fact that the rooming house currently on this site, and the one next door, house a high percentage of registered sex offenders. The buildings are right next to the Boys & Girls Club, Portland High, the Family Shelter and public housing where hundreds of children live, making this location an unsuitable place for such high risk individuals to live. Since the tenants in the existing rooming house will be displaced during construction, I would like to see a stipulation added to any approval that would restrict the owner from renting or re-renting to registered sex offenders.

Thank you for considering my comments and for your public service to our great city.

Sincerely,
Avery

Avery Yale Kamila
59 Myrtle St.
PO Box 4242
Portland, ME 04101
207-780-0915
avery.kamila@gmail.com

263 Cumberland Ave

Casey <caseyjgeaney@gmail.com>

Aug 25, 2019 1:10 PM

Posted in group: **Planning Board**

Andrew,

Thanks for taking my call the other day regarding the property noted above. I live very close to this proposed project and have quite a few concerns. I have owned a home on that end of West Bayside for several years and am quite surprised this is the direction the city is considering given the current state of our region of the city.

Our area of Portland has struggled with neglect, unsanitary conditions, trash, illegal drug use, public defecation, and most recently, a mobile meth lab.

I am a Pediatrician and a Pediatric Immunologist by training. I like living in a diverse area of the country and appreciate that the city considers racial and income diversity important. I have a neighbor who runs an alcoholic recovery halfway house across the street. He is a great neighbor. Unity Village is a block away and again, they are good neighbors.

However, Bayside should be a real neighborhood, a neighborhood that provides long term housing and is actually truly diverse and truly integrated in a city that is equally diverse and equally integrated. This area has been used as a site for transient shelter for far too long. It has been used almost exclusively for below market short term housing and rental properties. This is not diverse. And, using this neighborhood to a much greater extent than the rest of the city is more consistent with segregation than integration.

West Bayside deserves housing options that lead to home ownership, include a true mix of market rate and below market rate options, and promote integration across the entire city.

Consistent with my general concerns about our neighborhood, this project introduces a high volume of new short term residents along with almost no parking and a mix of inexpensive materials that do not actually complement or elevate this area. This area cannot handle this volume of residents. This area does not need more temporary residents. Bayside needs long term invested neighbors earning principal toward their life long investment in home ownership while working toward a better Portland.

A mixed use project that incorporates true diversity, encourages home ownership (including condominiums) without impacting already inadequate parking would be welcome.

Thanks for your time.

Casey J. Geaney, MD

Sent from my iPad



Planning and Urban Development Department Planning Division

Subject: Design Review – 263 Cumberland Ave

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, September 3, 2019

A design review was performed for the revised proposed new construction of a lodging house at 263 Cumberland Avenue. The review was performed by Caitlin Cameron, Urban Designer, Andrew Tufts, Planner, and Deb Andrews, Historic Preservation Program Manager, all within the Department of Planning & Urban Development. The project was reviewed against the *Two-Family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters* Design Standards (Section (i) in the City of Portland Design Manual). The project is within 100' of a historic district and includes an advisory review.

Findings of the Design Review:

The proposed design **does not pass** all of the zoning-related design standards – please refer to comments below.

Design Review Comments (*red text denotes principles or standards that are not met*):

1. *Exterior Design . . . shall be designed to complement and enhance the nearest residential neighborhood. The design of exterior facades shall provide positive visual interest by incorporating appropriate architectural elements.*

Not met – Staff determined that though the architectural character varies on Cumberland Avenue, there is an established residential character that this project should emulate, relate to, and knit into. The neighborhood plan for Bayside is a visionary document that seeks to create or transform the character of this neighborhood. Projects such as this one should contribute to that vision for the Cumberland Avenue streetscape - a coherent streetscape and one that shifts from an industrial use and character to a more integrated, urban, mixed-use neighborhood. Staff interpretation of this standard is that proposed projects should reinforce the streetscape and residential character rather than create anomalies; this incremental development is an opportunity to strengthen the streetscape of Cumberland Avenue which is often fragmented and with varying degrees of activity and engagement with the street.

In general, **this building does not have a residential character** – this is due to the material choices, the use of multiple materials and their placement, the color palette, the “marquee,” and the expression of the roofline.

Scale, Massing, Form: The scale and massing are compatible with the other residential buildings nearby and is appropriate given the transitional nature of Cumberland Avenue between downtown and Bayside. Residential buildings are characterized by simple forms and massing and flat roof lines.

The same windows are applied across the façade even though the uses change within the building – **the retail space should be differentiated from the lodging house use with strategies such as storefront fenestration, different material or façade treatments.**

Materials: **The material palette is not residential in character.** The use of multiple materials, “cold” commercial or industrial materials, and the horizontal placement give this building a commercial character. Though corrugated metal is used on two buildings nearby, this is not an appropriate choice for a vernacular, fabric building in a block with other residential buildings. The palette should be revised to be approachable, fine grain, simple, and relate to the character of the residential buildings within the neighborhood.

Articulation: The delineation of the ground floor from the upper floors is appropriate through the material change and the canopy detail. Staff suggest that a well-defined cornice line be integrated into the design.

If the applicant is interested in a stylistic character similar to Art Deco (which is not a contemporary architectural expression) – the type and placement of decorative detail is the important characteristic. A marquee-like feature is not appropriate for a residential building of any era. Instead, decorative features are added to accentuate structural systems, fenestration patterns, accentuate entrances. Residential entrances are more appropriately emphasized with tall entryways, material changes, canopies, elevated entrances, decorative glazing, enhanced detail and shapes such as carved archways.

Some relevant examples of residential fabric include the neighboring multi-family building (273 Cumberland Ave), and the recently renovated mixed-use building at Wilmot Street (221 Cumberland Avenue). Examples of residential buildings from the deco era should be referenced for the application of detail and articulation elements (37 Casco Street, 50 Forest Avenue, 182 High Street) In all these cases, a simple material palette is used with detail/decoration accentuating the building elements (entrances, structural systems, floor delineation).

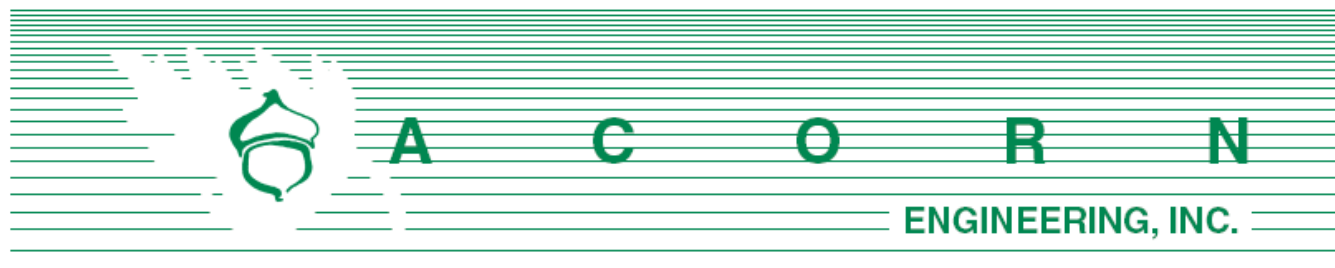
2. *The proposed development shall respect the existing relationship of buildings to public streets. New development shall be integrated with the existing city fabric and streetscape including building placement, landscaping, lawn areas, porch and entrance areas, fencing, and other streetscape elements;*

The building placement is consistent with buildings on Cumberland Avenue and maintains a consistent street wall appropriate for this downtown infill location.

The public realm interface includes street-facing entries, windows at pedestrian level, and a small canopy detail that brings scale, differentiation between the public spaces and residential spaces, and provides a sense of enclosure to pedestrians. The primary residential entrance is oriented to Cumberland Avenue and is directly accessible from that street.

Landscape or porch features would not be appropriate for this streetscape with a multi-family/lodging house building.

3. *Open space*
Not applicable
4. *Light and Air*
Adequately met
5. *Surface Parking*
Not applicable
6. *Lodging House conversion*
Not applicable



Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

July 1, 2019

Subject: Level III Final Site Plan/Subdivision Application
Redevelopment of 263 Cumberland Ave. Portland, ME

To Whom It May Concern:

On behalf of Downtown Lodging, LLC we are pleased to submit the accompanying package of submission materials related to the proposed mixed-use project at 263 Cumberland Ave. This submission package is intended to meet the City's requirements as outlined in the Level III Site Plan Application procedure. The proposal includes the construction of an 89-room lodging house with a small first floor retail component to activate the Cumberland Avenue frontage. To facilitate this urban infill redevelopment, the existing 20-room lodging house and associated surface parking lot will be demolished. The project site is located within the City's B-2 Zoning District and complies with the permitted uses within the zone.

We are pleased to submit this application which will significantly increase the City's available housing stock by providing a diverse option within the rental market. The project also seeks to activate the frontage along Cumberland Avenue by filling in the "street wall" gap and providing a ground level retail component. Additionally, two bicycle hitches and three street trees are proposed within the brick sidewalk that will be rebuilt as part of the project.

While 16 off-site leased parking spaces will be provided for tenant parking needs in accordance with the zoning ordinance, this project encourages the use of multimodal transportation given its central downtown location where there are many opportunities to walk to destinations or a METRO bus stop. Furthermore, the basement floor plan includes ample space for secure bicycle storage.

Downtown Lodging, LLC and 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 contact us within the next five (5) days.

Sincerely,

Samuel J. Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.

William H. Savage, P.E.
Principal
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: Level III Final 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: Fire Department Letter
- Section M: Wastewater Capacity
- Section N: Lighting
- Section O: Architectural Design Narrative
- Section P: Utility Cover
- Section Q: Construction Management Plan
- Section R: Solid Waste Disposal

Drawings:

- Civil Site Plan Set, Dated 6/28/2019
- Architectural Plan Set, Dated 6/25/2019



CITY OF PORTLAND
Planning & Urban Development Department

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

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

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

GENERAL APPLICATION DOCUMENTS

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

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

TRANSPORTATION

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

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

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

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

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

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

RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)

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

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

Existing Conditions

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

Proposed Site Plan

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

Access, Circulation, and Parking

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

Site Considerations

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

UTILITY PLAN including:

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

GRADING AND DRAINAGE PLAN including:

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

EROSION CONTROL

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

LANDSCAPE PLAN including:

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

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

C. Right, Title, and Interest

Please refer to the attached deed demonstrating the Applicant's Right, Title, Interest.



WARRANTY DEED

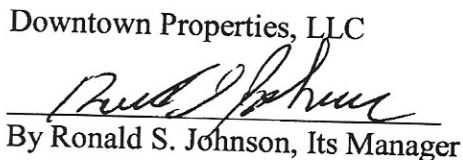
KNOW ALL PERSONS BY THESE PRESENTS, that, **DOWNTOWN PROPERTIES, LLC**, for consideration paid, grant to **DOWTOWN LODGING, LLC**, a Maine limited liability company, with a mailing address of P. O. Box 10250, Portland, Maine 04104, with WARRANTY COVENANTS, the premises situated on or about 263, 267 and 273 Cumberland Avenue, in the City of Portland, County of Cumberland and State of Maine, described on Exhibit A, attached hereto and made a part hereof.

Reference is made to the Deed from Merle W. Clarke to Downtown Properties, LLC, dated January 31, 2005 recorded in the Cumberland County Registry of Deeds at Book 25553, Page 120.

Reference is further made to the Deed from Clarke Properties, Inc. to Downtown Properties, LLC, dated January 31, 2005, recorded in the Cumberland County Registry of Deeds in Book 22285, Page 301.

IN WITNESS WHEREOF, the said Ronald S. Johnson, Manager of Downtown Properties, LLC has signed and sealed this instrument on November 24, 2015.


Witness

Downtown Properties, LLC

By Ronald S. Johnson, Its Manager

STATE OF MAINE
COUNTY OF CUMBERLAND

November 24, 2015

Then personally appeared Ronald S. Johnson, Manager of Downtown Properties, LLC and acknowledged the foregoing instrument to be his free act and deed in said capacity.

Before me,


Notary Public

Thomas Tenell
Attorney at Law

MAINE REAL ESTATE TAX PAID

Exhibit A

263 Cumberland Avenue

A certain lot or parcel of land, with the buildings thereon, situated in said Portland on the northwest corner of Cumberland Avenue and Stone Street, bounded and described as follows:

Beginning at a stone monument on said corner; thence along the northerly side line of Cumberland Avenue fifty-seven and thirty-eight one hundredths (57.38) feet to a division line between Elizabeth Harris and David B. Chase established November 8, 1859 and recorded in Cumberland County Registry of Deeds, Book 297, Page 260; thence northerly along said division line forty-four and five tenths (44.5) feet to an iron pipe set into the ground; thence in an easterly direction fifty-four and eight tenths (54.8) feet to the westerly side line of Stone Street; thence along the westerly side line of said Stone Street in southerly direction forty-four and sixty-one one-hundredths (44.61) feet to a stone monument and the point of beginning.

Reference is made to deed recorded in Book 3319, Page 8 and Abstract of Divorce Decree recorded in Book 4617, Page 254.

267 Cumberland Avenue

Also, another certain lot or parcel of land with the buildings thereon, situated in said Portland and bounded and described as follows:

Beginning on the northwesterly side of Cumberland Avenue at the southeasterly corner of land now or formerly owned by the heirs of Israel Waterhouse; thence northwesterly by said Waterhouse land sixty-nine and two tenths (69.2) feet to land formerly of one P. Callan; thence northeasterly by said Callan land thirty-four and eight tenths (34.8) feet; thence northerly by said Callan land seven and eighty-five hundredths (7.85) feet; thence northwesterly by said Callan land ten and five tenths (10.5) feet; thence northeasterly by said Callan land twelve and eight tenths (12.8) feet; thence southeasterly by the eaves of the shed on the premises hereby conveyed, seventeen and eight tenths (17.8) feet, thence northeasterly at right angles seventeen and one-half (17-1/2) inches; thence southeasterly parallel with the underpinning of the house and seventeen and five tenths (17.5) inches therefrom, seventy-one and one tenth (71.1) feet to Cumberland Avenue; thence southwesterly by Cumberland Avenue forty-eight (48) feet and two and one-half (2-1/2) inches to the place of beginning.

Also, another certain lot or parcel of land situated in said Portland, bounded and described as follows;

Beginning at the most westerly corner of land owned by Susan P. Capen and adjoining land now or formerly of W. H. Jerris; thence northeasterly by said Capen land thirty-four and eight tenths (34.8) feet; thence northerly by said Capen land seven and eighty-five hundredths (7.85) feet; thence

northwesterly by said Capen land ten and five tenths (10.5) feet to the corner of the buildings on said land formerly belonging to Susan P. Capen; thence southwesterly in a direct line as the fence now stands or formerly stood, forty and six tenths (40.6) feet to land formerly of said Jerris; thence southeasterly by said Jerris land seventeen and seven tenths (17.7) feet to the bounds first mentioned.

273 Cumberland Avenue

A certain lot or parcel of land with the buildings thereon, situated in said City of Portland, County of Cumberland, State of Maine on the northeasterly corner of Cumberland Avenue and Chestnut Street, bounded northerly by land formerly owned by William H. Jerris, now or formerly owned by Abbie M. Goodrich; easterly by land now or formerly owned or occupied by M. Harris; and extending on said Cumberland Avenue about sixty-one (61) feet to said Harris land; and on said Chestnut Street about fifty-six (56) feet to said Goodrich land, and containing thirty-five hundred thirteen (3,513) square feet, more or less.

Received
Recorded Register of Deeds
Nov 25, 2015 01:13:08P
Cumberland County
Nancy A. Lane

Section D

Zoning Assessment





ZONING ANALYSIS Relevant Zone(s) B-2

All Projects:

	Required	Proposed
Lot Size	None	6981 SF
Area Per Dwelling Unit	435 SF	N/A
Minimum Street Frontage	20'	151'
Front Yard Minimum	None	0.15'
Front Yard Maximum	10'	3.52'
Rear Yard	10'	10.10'
Yard Right	None	5.24'
Yard Left	None	0.25'
Side Street Setback	None	0.25'
Step Back	None	=setback
Maximum Lot Coverage	None	73%
Minimum Lot Coverage	None	73%
Maximum Height	55'	53.65'
Open Space	None	19%
Maximum Impervious Area	None	81%
Pavement Setback		
Floor Area Ratio		
Off Street Parking Spaces	18	2
Loading Bays	NA	
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

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

Affordable Housing Density Bonuses (if applicable)

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

E. Summary of Written Easements

There are no existing easements identified by Owen Haskell, Inc. on the Existing Conditions Plan.

There are no proposed changes.



Section F

Request for Waivers



Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Sec. 14-526. (a)2.a.iv Landscape Preservation	All development subject to zoning setbacks shall preserve a minimum of 30% of existing trees ten (10) inches DBH or greater within the setback area	We are requesting permission to remove the one (1) existing tree greater than 10 inches DBH within the setback area.	The existing tree currently poses a safety hazard and is in poor health. It also protrudes approximately 30' over the existing parking lot preventing construction of a building.
Technical Manual 1.7.2.7	Along local streets, driveways shall be thirty-five (35) feet from intersections	We are requesting permission to position the driveway 28.25' from the intersection of projected right-of-way- lines to the center of the driveway.	Stone St is a one way street with plenty of sight distance coming from Oxford St, and has low traffic volume. The driveway is located as far from the intersection as possible and only services 2 parking spaces.

G. Financial Capacity

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





April 26 2019

263 Cumberland Avenue
Portland, ME

Re: William Simpson – Proposed construction project at 263 Cumberland Avenue, Portland, ME

To Whom It May Concern:

Please accept this letter as a financial reference for William Simpson. Mr. Simpson and I have had a very successful relationship on prior development and real estate projects. All loan and deposit accounts related to his projects have been handled as agreed and I look forward to working with Mr. Simpson on future projects.

Based on my experience, William Simpson has the financial capacity and backing to handle the proposed project at 263 Cumberland Avenue in Portland, ME.

Please let me know if you need any additional information.

Sincerely,

Stephen J. Matteo, SVP

Camden National Bank

H. Technical Capacity

Acorn Engineering, Inc. and Cornerstone Building & Restoration have successfully permitted, engineered, and constructed a plethora of projects in Portland over the past several years. Some examples include:

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



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 14-526 as well as the City of Portland Technical Manual, Chapter 14 Standards for Local Site Location of Development Review.

OVERVIEW

The proposed 5-story building, consisting of a lodging house with small first floor retail unit has been designed to conform to City standards where possible. 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.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is located on Cumberland Avenue, between Chestnut and Stone Streets. Cumberland Ave, classified as minor arterial, currently supports a significant amount of traffic. There is an anticipated decrease in traffic anticipated given the transformation of a parking lot into a lodging house. There are two proposed parking spaces on site with a number (to be determined) of off-site leased parking spaces at a nearby lot

2. Access and Circulation:

a. Site Access and Circulation:

- (i) The development will provide safe access and internal circulation for both pedestrians and vehicles as seen on the Site Plan.
- (ii) The proposed driveway has been located as far away from the Cumberland/Stone intersection as possible.
- (iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing:

- (i) There are no anticipated loading and servicing needs.

c. Sidewalks:

- (i) A brick sidewalk exists along Cumberland Ave which will be rebuilt as part of the project. A concrete sidewalk exists along Stone Street which will also be rebuilt as part of the project.
- (ii) Not applicable.
- (iii) Both the main entrance to the building and the retail entrance will be off the Cumberland Ave sidewalk with a continuation of the brick walk. Pedestrian access to the rear of the site will be provided by a concrete sidewalk to the rear stairwell. Please refer to the Site Plan, Sheet C-10, for more information.



3. Public Transit Access:

- a. Although not required, the nearest transit shelter is less than ¼ mile away.
- b. Not applicable.
- c. Not applicable.
- d. Not applicable.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The proposed project will provide 2 parking spaces on site and will meet the remaining requirement by entering into an off-site lease.
- (ii) A parking study is not required.
- (iii) The proposed project does not exceed minimum parking requirements.
- (iv) The parking scenario is a unique situation which is not outlined in the Technical Manual; however, the parking has been proven functional through the use of a turning template program.
- (v) There is no proposed exterior parking.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The site plan includes an interior storage room which would provide a secure location for 15 bicycle parking spaces. Additionally, two bicycle hitches are proposed along Cumberland Ave.
- (ii) A waiver is not requested.

c. Motorcycles and Scooter Parking:

- (i) There are no areas designated for motorcycles or scooters at this time.

d. Snow Storage:

- (i) The proposed project layout will create minimal snow terrain; accumulation is limited to walks. The Owner may have snow removed from the site when necessary.
- (ii) The snow storage has not been located where it will adversely impact the functionality of any part of the site.

5. Transportation Demand Management (TDM):

- a. A TDM plan is not required for this project.
- b. A TDM plan is not required for this project.
- c. A TDM plan is not required for this project.



(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:
 - a. Not applicable.
 - b. Not applicable.
2. Landscaping and Landscaping Preservation:
 - a. Landscape Preservation.
 - (i) There is only one existing tree on site which is in poor condition.
 - (ii) There exists one (1) 20" DBH tree within the rear setback which is proposed to be removed due to the imposing safety concern from its greatly overhanging branches.
 - (iii) Not applicable.
 - (iv) The existing 20" DBH tree in the rear setback extends approximately 30' over the existing parking lot which poses a safety hazard and would also significantly compromise any further development if allowed to remain.
 - (v) Not applicable.
 - b. Site Landscaping.
 - (i) Landscaped Buffers:
 - a. All loading and dumpster locations will be screened from view.
 - b. The project has 150.71 linear feet of frontage along Stone Street and Cumberland Ave; it is required that a minimum of six shrubs or shrub alternatives per 45 feet of frontage are planted. The requirement is met through a combination of landscaping within the setbacks and internally within the site. Please refer to the Landscaping Plan for more information.
 - c. Not applicable.
 - d. Not applicable.
 - (ii) Parking Lot Landscaping:
 - a. Not applicable.
 - b. Not applicable.
 - c. Not applicable.
 - d. Not applicable.
 - e. Not applicable.



(iii) Street Trees:

- a. Street trees are to be provided every 30 to 45 feet along the street frontage. This ratio equates to a minimum of three trees. Three shade trees are proposed to be planted within the sidewalk on Cumberland Ave. The width of the existing sidewalk on Stone Street does not allow for any street trees to be planted.
- b. Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site drainage will not be directed to flow or pond onto adjacent lots. The drainage patterns will be altered to intercept the roof runoff as well as stormwater in between structures, with the addition of stormwater management practices to attenuate the flows.
 - (ii) Existing flows to adjacent properties will be decreased. Overall, there is a proposed reduction in impervious area and stormwater will be captured by drains and pipes to the separated stormwater system in Stone Street.
 - (iii) The runoff from the site into the City property will not increase from the pre-development condition.
 - (iv) Not applicable.
- b. A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standards of MEDEP Chapter 500. Please refer to sections J and K, the Stormwater Management and Erosion & Sedimentation Control Plans, respectively, for more information.
 - c. The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.
 - d. Not applicable.
 - e. 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.
 - f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards

1. 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.



2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting public access:
- b. Adequate emergency access has been provided. Access is available from Cumberland Ave as well as Stone Street (One Way).
- c. A fire hydrant is located across the street from the site on Cumberland Ave.

3. Availability and Adequate Capacity of Public Utilities:

- a. Public utilities in the vicinity of the site have capacity to serve the project. Ability to Serve letters have been sent to the respective companies. Responses have been included in the submission and any remaining responses will be submitted upon receipt.
- b. The electrical service will be wired underground.
- c. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
- d. The project will be served by connection to the public sewer system within Stone Street.
- e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
- f. The project anticipates providing internal solid waste storage with private hauling of the waste.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:

- a. Not applicable.
- b. Not applicable.
- c. Not applicable.

2. Shadows:

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

3. Snow and Ice Loading:

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

4. View Corridors:

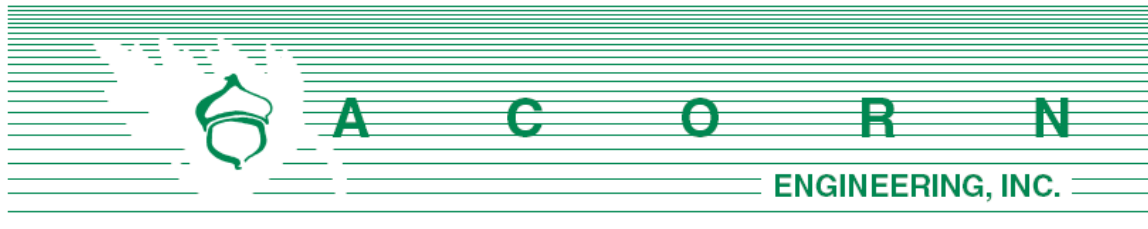
- a. The proposed project is located within the Downtown View Corridor Protection Plan but does not impact the pre-development view of St. Patrick's Church. The site is located on the opposite side of Cumberland Ave as the historic landmark and is shorter in height than the existing Chestnut Street Lofts directly across the street from the site.

5. Historic Resources:



- a. The development is not located in a historic district, historic landscape district or City designated landmark.
 - b. The development is adjacent to the Congress Street Historic District and is compatible with design aspects of existing buildings.
 - c. There are no known archaeological resources on the site.
6. Exterior Lighting:
- a. Site Lighting.
 - (i) Exterior lighting has been designed to meet the requirements of Section 12 of the Technical Manual. Please let us know if a photometric plan is required as part of this permit.
 - (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.
 - (ii) No up-lighting is proposed.
 - c. Street Lighting.
 - (i) No new street lights are proposed.
7. Noise and Vibration:
- a. The HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.
8. Signage and Wayfinding:
- a. 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) The project is not located in a historic district or subject to Article IX.
 - (ii) Not applicable.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
9. Zoning Related Design Standards:
- a. The project has been designed to meet the standards set forth in the B-2 zone. Please refer to the Site Plan for more information on the Space & Bulk Standards.





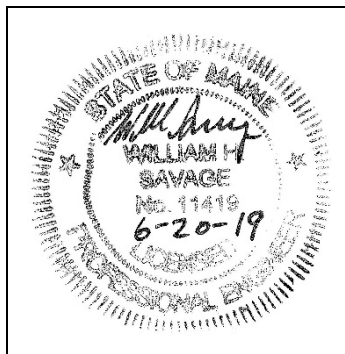
J. STORMWATER MANAGEMENT **REPORT**

Prepared For:

**Downtown Lodging, LLC
55 Washington Ave
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
65 Hanover Street
Portland, Maine 04101**



June 2019

INTRODUCTION

Acorn Engineering, Inc. has been retained by Downtown Lodging, LLC to provide civil engineering services for the proposed redevelopment of 263 Cumberland Ave. The proposed project includes a five-story, building consisting of an 89-room lodging house with a small first floor retail unit.

A stormwater analysis has been prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level III Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

The proposed project is expected to decrease the impervious area by approximately 432 square-feet. Additionally, the proposed landscaping will help retain stormwater on site. These features will help reduce the overall runoff of stormwater into the street and thus reduce the demand on the City's storm system.

EXISTING CONDITIONS

The proposed project site is located at the corner of Cumberland Ave and Stone Street. A boundary plan has been prepared by Owen Haskell, Inc. of Falmouth, Maine dated February 2, 2018.

Abutting Uses:

- | | |
|--------------------------------|---|
| ➤ North B-2 Zone (R-7 Overlay) | Multi Family Residential |
| ➤ East B-2 Zone | Multi Family Residential |
| ➤ South B-3 Zone | Governmental / Multi Family Residential |
| ➤ West B-2 Zone (R-7 Overlay) | Multi Family Residential |

Nearly 100% of the existing site is comprised of pavement or rooftop. The average slope is moderate with grades dropping away from Cumberland Ave at approximately 5% on the north-eastern side of the lot.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting, and existing impervious surfaces, a field inventory of significant natural feature was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream.

PROPOSED DEVELOPMENT

The proposed project is a five-story, 89 room lodging house, with 4 levels of dedicated living space and a combined first floor level with living space and a small retail unit, as well as basement and garage storage and parking, respectively.

The proposed project will decrease the site's impervious area by approximately 432 square-feet. Therefore, stormwater management features for quality control that meets Maine DEP's Chapter

500 General Standards have not been designed. Furthermore, features for quantity control are not required and have not been analyzed; however, the project is anticipated to exceed Chapter 500 Flooding Standards by decreasing peak flows from the site.

Furthermore, the non-roof impervious area has been reduced by over 4,000 square-feet, leaving only 315 square-feet of impervious area that is not roof. A series of inline field inlets, swales, and crushed stone surface will manage stormwater. The majority of the generated runoff will be from the roof which will be piped directly to the separated storm system through the use of a downspout.

The landscaping plan includes planting of trees, shrubs, and perennials. The re-vegetation strategy proposes native plants which will complement the new structure while offering environmental benefits such as reducing the heat island effect, stormwater uptake and treatment, reduction of erosion, provide wildlife habitat, and screening in between properties.

The development will be served by the Portland Water District, underground power/cable/communications, natural gas and the municipal sewer system. Solid waste and recycling will be contracted through a private waste disposal and recycling provider. The project anticipates incorporating Maine DEP approved stormwater Best Management Practices (BMP) to meet the General and Flooding Standards.

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
Hinckley loamy sand	0.17	0.17

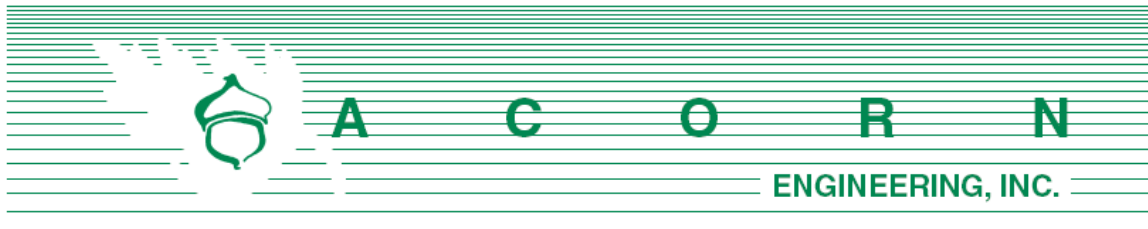
The soil “K” value for the soil, listed above, shows a low susceptibility to erosion. The site’s susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil “K” values for the soils show a low susceptibility to erosion, implementation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

Conclusion

The proposed redevelopment was designed to meet the requirements set forth in the City of Portland

Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is anticipated to largely maintain existing drainage patterns while decreasing the overall volume and flowrate of stormwater runoff. The project will not cause flooding or erosion problems within the subject site, abutters' sites, nor within the right-of-way.





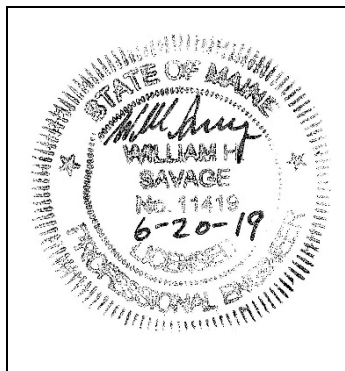
K. EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**Downtown Lodging, LLC
55 Washington Ave
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
65 Hanover Street
Portland, Maine 04101**



June 2019

INTRODUCTION

Acorn Engineering, Inc. has been retained by Downtown Lodging, LLC to provide civil engineering services for the proposed redevelopment of 263 Cumberland Ave. The proposed project includes a five-story, building consisting of an 89-room lodging house with a small first floor retail unit.

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 proposed project site is located at the corner of Cumberland Ave and Stone Street. A boundary plan has been prepared by Owen Haskell, Inc. of Falmouth, Maine dated February 2, 2018.

Abutting Uses:

- | | |
|--------------------------------|---|
| ➤ North B-2 Zone (R-7 Overlay) | Multi Family Residential |
| ➤ East B-2 Zone | Multi Family Residential |
| ➤ South B-3 Zone | Governmental / Multi Family Residential |
| ➤ West B-2 Zone (R-7 Overlay) | Multi Family Residential |

A large portion of the site is occupied by the existing structures and a paved driveway. The grades are relatively flat. Approximately 95% of the site is impervious.

1.1 Existing 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
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 soil "K" values for the soils show 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

Critical areas that would require special attention during construction include, but are not limited to, the drainage system within Cumberland Ave and Stone Street and slope stabilization located within the vicinity during earthwork and foundation construction.

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

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. 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.
 - 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 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.
- 2.1.3 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.
- 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 Cumberland Ave and Stone Street shall be swept 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.



- 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 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 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 4.1 of this report.

2.2.2 All stormwater devices shall be installed, and tributary areas stabilized prior 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 Erosion and Sedimentation Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion 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 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:

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 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, 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.

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.

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 by 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 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.

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 two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24-hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall 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. 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.

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.

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. 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. Commence installation of drainage infrastructure.
4. Install all other erosion control devices as necessary throughout the remainder of this schedule.
5. Commence earthwork operations, associated with the roadway 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, 90% catch of grass has been obtained, or 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 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.

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.

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.

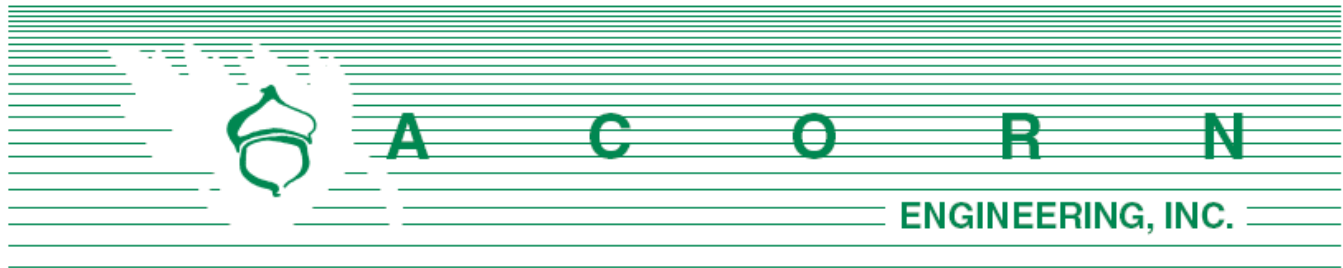
Recommendations

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 Thompson
 City of Portland Fire Department
 380 Congress St.
 Portland, ME 04101

June 28, 2019

Subject: 263 Cumberland Ave – Fire Department Checklist
 Section L of Application

On behalf of Downtown Lodging, LLC, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

Downtown Lodging, LLC
 55 Washington Ave
 Portland, ME 04101
 (207) 599-1440

2. Name address, telephone number of architect

Ryan Senatore Architecture
 500 Congress Street Floor 2
 Portland, Maine 04101
 207-650-6414

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

NFPA: Lodging and Rooming / IBC: R-3

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

Existing Building		
Total	Approx. 7,500	sf

Proposed Building		
1 st Floor	5,097	sf
2 nd Floor	5,097	sf
3 rd Floor	5,097	sf
4 th Floor	5,097	sf
5 th Floor	5,097	sf
Total	25,485	sf

5. Elevation of all structures

Based upon the average grade plane defined by the IBC, the proposed building height is just under 54'. This height is below the allowable 55 feet within the Bayside Overlay. Please refer to the building elevations provided by the Architect for additional information.

6. Proposed fire protection of all structures

The building will have a sprinkler system with additional protection per code. Fire flows and requirements for system storage or booster pumping are subject to the fire designer which will be performed prior the request for a building permit.

7. Hydrant locations

- a. An existing hydrant is located across the street from the site on Cumberland Ave. 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 Cumberland Ave. A 4" or 6" fire service line will extend from the domestic water main to the building fire suppression system. The building is expected to have internal sprinkler risers and a Fire Department pump connection on the street side of the building.

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

Access to the structure is provided directly on Cumberland Ave. Additionally, the site is accessible by a fire truck through Stone Street (One Way).

10. The Architect has provided a code summary (attached).

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

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

- Cumberland Ave: 38 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 feet of at least one exterior door. 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: As depicted on the site plan, the proposed building layout provides a minimum of two paved access points to the structure: from Hammond Street directly and one from Fox Street.

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 the public street for emergency vehicles.

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, namely Cumberland Ave.

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

Response: The proposed site maintains the required clearance height of nine feet in all cases except for the subsurface parking area.

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

Response: The elevators will be sized to accommodate an 80 x 24 stretcher, per the Architect's designs.

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 will work 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,

A handwritten signature in black ink, appearing to read "Will Savage".

William H. Savage, P.E.
Principal
Acorn Engineering, Inc.



Mixed Use Building - 263 Cumberland Avenue, Portland, Maine

IBC 2015

NFPA 101 2009

5 floors above grade

502.1

Sprinklers

NFPA 13

NFPA 13

Fire Alarm

Monitored Fire Alarm Required

Monitored Fire Alarm Required

Smoke and CO Detectors

Smoke and CO detectors required

Smoke and CO detectors required

Occupant Load

T 1004.1.1

7.3.1.2

Basement = 1513 sf S2 Storage (500 gsf/oc) = 4

Basement = 1513 sf S2 Storage (500 gsf/oc) = 4

Floor 1= 4,035 sf Residential (200 gsf/oc) = 21

Floor 1= 4,035 sf Residential (200 gsf/oc) = 21

Floor 1 = 555 sf Retail(30 gsf/oc) = 19

Floor 1 = 555 sf Retail(30 gsf/oc) = 19

Floor 2 = 4,840 sf Residential (200 gsf/oc) = 25

Floor 2 = 4,840 sf Residential (200 gsf/oc) = 25

Floor 3 = 4,840 sf Residential (200 gsf/oc) = 25

Floor 3 = 4,840 sf Residential (200 gsf/oc) = 25

Floor 4 = 4,840 sf Residential (200 gsf/oc) = 25

Floor 4 = 4,840 sf Residential (200 gsf/oc) = 25

Floor 5 = 4,840 sf Residential (200 gsf/oc) = 25

Floor 5 = 4,840 sf Residential (200 gsf/oc) = 25

Total Building Occupant Load = 144**Total Building Occupant Load = 144**

Use Group(s)

310.1

Apartments (R2)

30.1

Apartment Building

S2 - STORAGE

Mercantile

M - Retail

Storage -Ordinary Hazard

Podium Building

510.2

Type 1A below 3hr separation Type 5A above

Max Building height from grade plan for 5A type (70')

Constr. Type B and 1

T 503

1A - non-combustible protected

I (332) non-combustible protected

Constr. Type 2,3,4,5,6	T 503	5A - combustible protected		V (111) combustible protected
Building Height	T 504.3	Sprinkler NFPA13 = 70' max. For R, M, S uses		
Number of Stories	T 504.4	R2 = 4 Stories with sprinkler above podium		
		M = 4 Stories with sprinkler		
		S2 = 5 Stories with sprinkler		
Building Area	T 506.2	Sprinkler 13 = 36,000 sf max per floor		
Building Elements 1A	T 601	3 hr Structural Frame	30.1.6	Apartments -No Minimum Construction requirements
	T 602	3 hr Bearing Walls Exterior (sep. dist >= 10')	42.1.6	Storage - No Min requirements
	T 602	3 hr Bearing Walls Exterior (sep. dist <10')	37.1.6	Mercantile - No Min requirements
	T 601	3 hr Bearing Walls Interior		
	T 601	0 hr Non-Bearing Walls Interior		
	T 602	1 hr Non-Bearing Walls Exterior (sep. dist >= 10')		
	T 602	1 hr Non-Bearing Walls Exterior (sep. dist <10')		
	705.5	Exterior Wall with >10' sep. needs rating only from inside		
	T 601	2 hr Floor Construction (1hr between units)		
	T 601	1-1/2 hr Roof Construction		
Building Elements 5A	T 601	1 hr Structural Frame		
	T 602	1 hr Bearing Walls Exterior (sep. dist >= 10')		
	T 602	1 hr Bearing Walls Exterior (sep. dist <10')		
	T 601	1 hr Bearing Walls Interior		
	T 601	0 hr Non-Bearing Walls Interior		
	T 602	0 hr Non-Bearing Walls Exterior (sep. dist >= 30')		
	T 602	1 hr Non-Bearing Walls Exterior (sep. dist <30')		
	705.5	Exterior Wall with >10' sep. needs rating only from inside		
	T 601	1 hr Floor Construction (1hr between units)		
	T 601	1 hr Roof Construction		
Separations				
		M and S2 sprinkled = 1 hr	T6.1.14.4.1	Mercantile and Storage Ordinary with Sprinkler = 1hr
		S2 and R2 sprinkled = 1 hr		Mercantile and Apartments with Sprinkler = 1hr
		M and S2 sprinkled = 1 hr		

			708	2 hr Mechanical Shaft > 4 stories		
			1022.1	2 hr Stair Shaft > 4 stories		
			709.1	1 hr Between Dwelling Units	30.3.7.2	1/2 hr vertical and horizontal sep. between dwellings
			1018.1	1/2 hr Corridor	30.2.4.4.7	1 hr corridor
			508.2.5	1 hr Boiler Room	T 31.3.2.1.1	0 hr Boiler Room w/sprinklers
			508.2.5	1 hr Trash Room	T 31.3.2.1.1	0 hr Trash Room w/sprinklers
			508.2.5	1 hr Storage Room	T 31.3.2.1.1	1 hr Storage Room w/sprinklers
			508.2.5	1 hr Laundry Room	T 31.3.2.1.1	0 hr Laundry Room w/sprinklers
			715.4	90 minute Stairwell Doors (2hr shaft)		
			715.4	20 minute Apartment Entry Doors (1/2 hr corridor wall)	30.3.6.2.1	20 minute Apartment Entry Doors
Distances and Exits						
			1017.2	250' Travel Distance to exits with Sprinklers	30.2.6.2.3	200' Travel distance from apt. door to exit
			1006.2.1	125' Common Path of Travel for R use (75' for M and A)	30.2.5.3.2	50' Common Path of Travel
			1020.4	50' Dead End (20' in A use)	30.2.5.4	50' Dead End
					30.2.6.1.2	125' Travel Distance within Dwelling to Corridor
			403.6.2	Elevator as Means of Egress - required as building is over 4 stories		
				Generator required as Elevator is a MOE		
				Elevator Lobbies Required		
				Exterior Walls to meet NFPA 285 Fire Test		
Unprotected Openings			T 705.8	15% when exterior wall sep. dist. is 3'>5'		
			T 705.8	25% when exterior wall sep. dist. is 5'>10'		
			T 705.8	45% when exterior wall sep. dist. is 10'>15'		
			T 705.8	75% when exterior wall sep. dist. is 15'>20'		
			T 705.8	Unlimited when exterior wall sep. dist. is 25'>30'		
			T 705.8	Unlimited when exterior wall sep. dist. is >30'		
Parapets			705.11 (ex 6)	Parapets are NOT required when the wall is allowed 25% or more		
				Unprotected openings		

Egress Windows		1030.1	NOT Required at the building has two means of egress		
Egress Stairs		1009.1	Occ. Load >50 = 44" min width		
		1003.3	Handrails can protrude into stair 4.5" max	7.2.2.2.1.2	Handrails can protrude into stair 4.5" max
Sound		1207.2	STC > 50 at walls and floors/ceilings		
		1207.3	IIC > 50 at walls and floors/ceilings		
Energy IECC 2006		T 402.1.1	0.35 Fenestration U-Factor		
Zone 6			R-49 Ceiling		
Residential			R-20 or 13+5c Framed wall		
			R-30 Floor		
			R-19 or 15c Basement wall		
			R-10 to 4ft Slab		
UPC 2015		3,235 sf x 12940 residential / 200 = 65 = 33 males, 33 females			
		81 residents = 42 males, 42 females			
			Male fixtures= 3 toilets, 2 urinals, 3 lavs		
			Female fixtures = 3 toilets, 3 lavs		
			11 showers total		
Accessibility		Fair Housing Act Applies			
		All units are designed to meet the Fair Housing Act			
		Maine Human Rights Act Applies			
		All units are designed to meet the Maine Human Rights Act			
		Retail Spaces must meet ADA 2010			
		All common spaces and retail areas are designed to meet ADA 2010			
		The residential units do not need to meet ADA as the project has no Public Funding			

M. Calculation of Wastewater Flowrate for **263 Cumberland Ave Redevelopment**

The proposed project includes a five-story, approximately 25,000 sf building consisting of an 89-room lodging house with a small first floor retail unit and two parking spaces in the basement. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following daily flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Lodging House	20 rooms	20	180 + 30(20)	780
Apartment	1-Bedroom	1	120	120
Total Gallons per Day (Existing)				900
Proposed Flow				
Lodging House	89 rooms	89	180 + 40(89) *	3,740
Small-Retail Unit	2-Employees	1	325 + 12(2)	349
Total Gallons per Day (Proposed)				4,089
Net Change				+3,189 GPD
Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				
*Proposed lodging house flow as advised by City of Portland Public Works				

As seen above, the project anticipates an increase in daily flow of approximately 3,200 gallons.



CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division
Department of Public Works
55 Portland Street
Portland, ME 04103

Date: 7/12/19

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

Site Address: 263 Cumberland Avenue

Chart Block Lot Number: 26-F-8, 26-F-16

Proposed Use: 89-room lodging house with small first floor retail unit

Previous Use: 20-room lodging house

Existing Sanitary Flows: 900 GPD

Existing Process Flows: 0 GPD

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

The project proposes connecting to the existing 12" PVC
sewer main within Stone Street

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

X
X

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

2. Please, Submit Contact Information.

City Planner's Name: TBD Phone: 207.874.8719

Owner/Developer Name: Downtown Lodging, LLC.

Owner/Developer Address: 55 Washington Ave., Portland, ME 04101

Phone: 207.874.0700 Fax: _____ E-mail: classactspropertymanagement@yahoo.com

Engineering Consultant Name: Acorn Engineer, Inc.

Engineering Consultant Address: 65 Hanover St., Portland, ME 04101

Phone: 207.775.2655 Fax: _____ E-mail: wsavage@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: 4089 GPD

Peaking Factor/ Peak Times: Diurnal

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

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:	0
Size of External Grease Interceptor:	NA
Retention Time:	NA
Peaking Factor/ Peak Times:	NA

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

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.

N. Lighting

Please find attached the cut sheets for the proposed wall-mounted lighting. Please let us know if a photometric plan is required.





LSQ SERIES Lumasquare

Cat.#

Job

Type


HUBBELL
 Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:

The sleek Lumasquare luminaire represents the culmination of function and form with low profile housing design and lens featuring low luminance soft glow lens. This unique lens features high efficiency and ultimate visual comfort. Available in two housing sizes and four lumen outputs for a variety of applications including building perimeter/ security lighting, entrances, stairways, loading docks or canopies for schools, apartments or commercial buildings.

Construction:

Rugged die-cast aluminum housing with corrosion resistant powder coat finish both protects and provides architectural appearance. Heat dissipating fins provide superior thermal performance extending the life of the electronic components.

Electrical:

- 120-277V, 50/60Hz electronic drivers
- 347V and 480V available in larger LSQ2 housing
- 10KA surge protection included

LED(s) Optics, CCT:

- 3000K, 4000K and 5000K CCT nominal with 70 CRI
- Impact resistant acrylic diffuser
- low luminance soft glow lens provides blended non pixilated light for unprecedented visual comfort

Options/Controls

- Button photocontrol for dusk to dawn energy savings. Stock versions include 120V-277V PC with a cover which provides a choice to engage photocontrol or not. PC is installed in top hub.
- Occupancy sensor available for on/off and dimming control in larger LSQ1 and LSQ2 housing
- SiteSync™ wireless lighting control delivers flexible control strategies for reducing power consumption and minimizing maintenance costs while delivering the right light levels with a simple and affordable wireless solution. See ordering information or visit www.hubbellighting.com/sitesync for more details.
- Battery backup options available in larger LSQ2 housing rated for either 0° C or -30° C. Performance exceeds NEC requirement providing 1 fc minimum over 10'x10' at 11' mounting height
- Battery backup units consume 6 watts when charging a dead battery and 2 watts during maintenance charging. EH (units with a heater) consume up to an additional 8 watts when charging if the battery temp is lower than 10°C

Installation:

- Mounts to 4" junction box and includes a gasket to seal electrical connections
- Mounting plate and hook on fixture allow easy 4 step installation and wiring
- Four ½" threaded conduit hubs for surface conduit provided

Listings

- Listed to UL1598 for use in wet location, listed for -40C to 40C applications
- IDA approved with zero uplight for 3000K and warmer CCTs
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- IP65

Warranty:

Five year limited warranty (for more information visit: <http://www.hubbellighting.com/resources/warranty/>)

PRODUCT IMAGE(S)

LSQ1

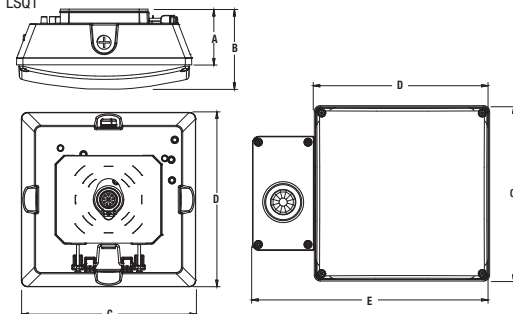


LSQ2



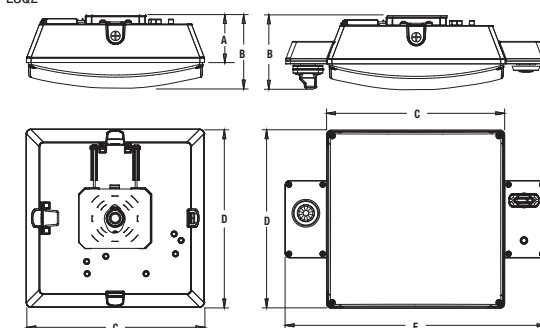
DIMENSIONS

LSQ1



A	B	C	D	E	Weight
3.0"	4.0"	10.0"	10.0"	13.5"	10 lbs.
76.2 mm	101.6 mm	254 mm	254 mm	343 mm	4.5 kg

LSQ2



A	B	C	D	E	Weight
4.0"	6.0"	14.8"	14.8"	21.9"	15.5 lbs.
101.6 mm	152.4 mm	375 mm	375 mm	556 mm	7.0 kg

CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only


HUBBELL
 Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

 © 2018 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: www.hubbelloutdoor.com • Printed in USA LSQ-SPEC AUGUST 7, 2018 10:13 AM

SHIPPING INFORMATION

Catalog Number	G.W.(kg)/CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LSQ1	10lbs (4.5 kg)	9.5 (24)	8.25 (21)	5.25 (13.32)	6
LSQ2	15.5lbs (7 kg)	14 (35.5)	11.5 (29.2)	8 (20.3)	2



ORDERING INFORMATION - Stock Versions

Catalog Number	Description
LSQ1-40-4K-PCU	40 watt, 4600 Lumen, 4000K, 70 CRI, 120-277V, Dark Bronze Textured, Photocell
LSQ1-40-4K-GYS-PCU	40 watt, 4600 Lumen, 4000K, 70 CRI, 120-277V, Gray Smooth, Photocell
LSQ2-70-4K-PCU	75 watt, 9300 Lumen, 4000K, 70 CRI, 120-277V, Dark Bronze Textured, Photocell
LSQ2-70-4K-GYS-PCU	75 watt, 9300 Lumen, 4000K, 70 CRI, 120-277V, Gray Smooth, Photocell

ORDERING INFORMATION – ORDERING EXAMPLE: LS01-25-4K7-UNV-DB-PCU

FAMILY	CCT/CRI	VOLTAGE	COLOR/FINISH	CONTROL OPTIONS	OPTIONS
LSQ1-25 Size 1, 25w / 3,000lm	3K7 3000K, 70CRI	UNV 120V-277V	DB Dark Bronze Textured	PCU Button Photocontrol (120-277V)	E¹ Battery Backup Unit (0°C)
LSQ1-40 Size 1, 40w / 4,500lm	4K7 4000K, 70CRI	120 120V	BL Black Textured	SCO² Sensor Control (On/Off)	EH¹ Battery Backup Unit (-30°C)
LSQ2-55 Size 2, 55w / 7,000lm	5K7 5000K, 70CRI	208 208V	WH White Textured	SCP^{2,3} Sensor Control, Programmable (Dim)	F[*] Fusing (voltage specific)
LSQ2-70 Size 2, 75w / 9,000lm		240 240V	GYS Gray Smooth	SWP^{1,2} SiteSync, Pre-Commission	2DR¹ Dual Drivers
		277 277V	PS Plat. Silver Smooth	SWPM^{1,2} SiteSync, Pre-Commission w/Motion Sensor	2PF^{1,4} Dual Power Feed
		UHV 347/480	GT Graphite Textured	SWF^{1,2} SiteSync, Field Commission	SPC Polycarbonate Vandal Shield
			CC Custom Color	SWFM^{1,2} SiteSync, Field Commission w/Motion Sensor	
			* Specify Finish	Specify MTG HT for SCO/SCP & SWPM	
				8F Up to 8ft mounting height	
				20F Up to 20ft mounting height	

¹ Available in LSQ2-55 and LSQ2-70 only

² Available in 120V-277V only

³ Must order minimum of one remote control (SCP-REMOTE) to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings (120-277V only)

⁴ Comes with Dual Driver (2DR) option

ACCESSORIES

SCP-REMOTE Remote control for SCP option. Order a minimum of one per project to program and control fixtures

SCP-PC: Polycarbonate Vandal Shield

PERFORMANCE DATA

Performance Data					5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 80 CRI)				
Catalog number	# of LEDs	Drive Current	System Watts	Distribution	Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G
LSQ1	176	43mA	24.3	V	3181	131	2	3	2	3170	131	2	3	2	3055	126	2	3	2
		65mA	38.1	V	4626	121	2	3	2	4610	121	2	3	2	4443	117	2	3	2
LSQ2	352	43mA	54.6	V	7246	133	2	3	2	7221	132	2	3	2	6959	127	2	3	2
		65mA	73.5	V	9431	128	2	3	2	9398	128	2	3	2	9057	123	2	3	2

1. Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

Catalog number	# of Drivers	Input Voltage	Current (Amps)	System Power
LSQ1-25	1	120	0.21	25.7
		277	0.09	
LSQ1-40		120	0.31	37.0
		277	0.13	
LSQ2-55	1	120	0.43	51.3
		277	0.19	
LSQ2-70		120	0.60	71.8
		277	0.26	

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	OPERATING HOURS					L70 (hours)
	0	25,000	TM-21-11 ¹	50,000	100,000	
25°C / 77°F	1.00	0.95	0.93	0.91	0.83	>185,000
40°C / 104°F	0.97	0.92	0.90	0.88	0.80	>170,000

1. Projected per IESNA TM-21-11 * (Nichia 219B, 700mA, 85°C Ts, 10,000hrs) Data references the extrapolated performance projections for the LC-N21U-5K base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0° C	32° F	1.03
10° C	50° F	1.02
20° C	68° F	1.01
25° C	77° F	1.00
30° C	86° F	0.99
40° C	104° F	0.97
50° C	122° F	0.96

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F)

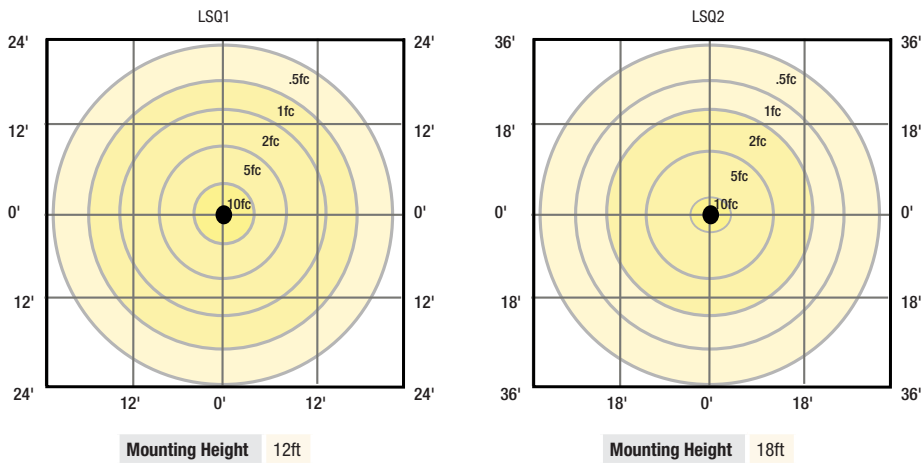


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**PERFORMANCE****INSTALLATION**

1 Mount plate to junction box.



2 Hang fixture on mounting plate with provided integral hook.



3 Complete wiring connections.



4 Two mounting screws close and secure fixture to the mounting bracket.


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Submitted by Swaney Lighting



Catalog Number:

LSQ-1-40-4K7-UNV-**

Notes: SPECIFY FINISH

Type:

CL

SLA18-40388

LNC
SERIES

Cat.#

Job

Type

HUBBELL
Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:

The compact LED LNC is designed for entry/perimeter illumination for safety, security and identity. Typical mounting height is up to 12 feet with 40ft fixture spacing (without acrylic diffuser) and 30ft spacing with acrylic diffuser installed. Photocontrol option is available to provide dusk-to-dawn control for additional energy savings.

Construction:

Decorative die-cast aluminum housing and door. Rugged design protects internal components and provides excellent thermal management for long life – 60,000 hours minimum LED life at L96 rating per IESNA TM-21-11. Powder paint finishes provide lasting appearance in outdoor environments.

Optics/Electrical

LED:

Drivers are 120-277V, 50/60Hz Type II, III and Type IV lenses provide wide lateral spread.

- LNC5L – 5 LEDs, Types II, III or IV available, see page 2 for electrical details
- LNC7L – 7 LEDs, Type II, III or IV available, see page 2 for electrical details
- LNC9L – 9 LEDs, Types II, III or IV available, see page 2 for electrical details
- 3000K - 80 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal
- Minimum operating temperature is -40°C/-40°F
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion

Lenses:

Full cut-off distribution; Ambient diffuser included, use for applications near entrances or locations where reduced brightness is desired.

Installation:

Quick mount adapter provides quick installation, designed for recessed box 4" square junction box.

Listings:

Listed and labeled to UL 1598 for wet locations, 25° C ambient environments. DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at: <http://www.designlights.org/>

- IES Progress Award Winner - 2012

Warranty:

Five year limited warranty. For more information visit: <http://www.hubbelloutdoor.com/resources/warranty/>

PRODUCT IMAGE(S)



LNC-5L



LNC-7L



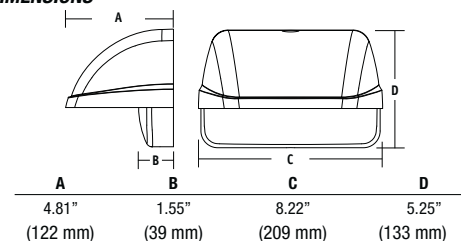
LNC-9L



With diffuser



DIMENSIONS



SHIPPING INFORMATION

Catalog Number	G.W(kg)/ CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC-5LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-7LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-9LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2

CERTIFICATIONS/LISTINGS



C US

LED Product Partner

Turtle Friendly

Turtle Friendly

*3000K and warmer CCTs only

ORDERING INFORMATION

ORDERING EXAMPLE: LNC-9LU-5K-3-1-PCU

LNC	-		-		-		-	
SERIES	NUMBER OF LEDS	VOLTAGE	CCT	IES DISTRIBUTION	FINISH	OPTIONS		
LNC LNC zero uplight	5L 5 LEDs	U 120V-277V	3K 3000K nominal, 70 CRI	2 Type II	1 Bronze	PCU Universal Button Photocell		
	7L 7 LEDs	1 120V	4K 4000K nominal, 70 CRI	3 Type III	2 Black			
	9L 9 LEDs	2 208V	5K 5000K nominal	4 Type IV	3 Gray			
		3 240V			4 White			
		4 277V			5 Platinum			
			AM ¹ Amber (590 μm available for "Turtle Friendly"/ observatory appli- cations, 350 mA (consult factory)		* Specify Finish			

¹ Amber LEDs only available on 7LU and 9LU configurations, 350 mA only

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LAREDO LNC-SPEC

AUGUST 30, 2017 4:47 PM

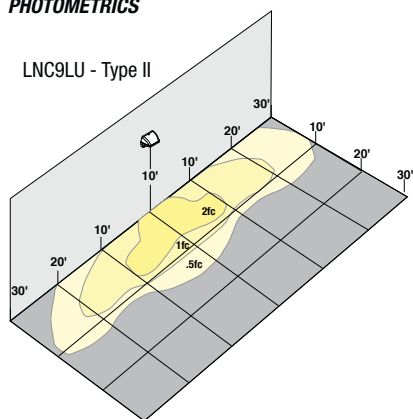


REPLACEMENT PART

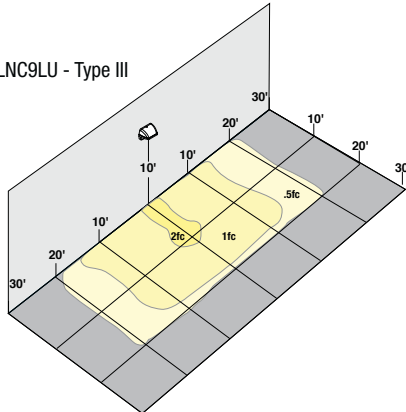
CATALOG NUMBER	DESCRIPTION
93039574	Frosted comfort shield, improved uniformity with only 5% reduction

PHOTOMETRICS

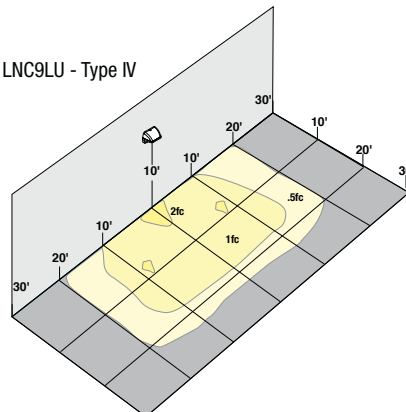
LNC9LU - Type II



LNC9LU - Type III



LNC9LU - Type IV



PERFORMANCE DATA

				5K (5000K nominal, 70 CRI)		4K (4000K nominal, 70 CRI)		3K (3000K nominal, 80 CRI)		AM (<580 nm wave-length)		
# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	LUMENS	LPW ⁱ	LUMENS	LPW ⁱ	LUMENS	LPW ⁱ	LUMENS	SYSTEM WATTS	LPW ⁱ
5	STD. (700mA) AM (350mA)	13W	2	1,150	88.5	1,052	81	883	68			
			3	1,132	87	1,077	83	833	64			
			4	1,146	88	1,053	81	849	65			
7		17W	2	1,515	89	1,369	80.5	1,272	75			
			3	1,500	88	1,539	90.5	1,392	82	268	6.6	59
			4	1,557	91.5	1,535	90	1,425	84			
9		22W	2	2,069	94	2,033	92	1,588	72			
			3	2,024	92	1,989	90	1,623	74			
			4	2,095	95	2,059	93.5	1,680	76	382	8.3	46

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application. Please consult IES files for BUG ratings.

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	OPERATING HOURS					L70 (hours)
	0	25,000	50,000	TM-21-11 ¹ L96 60,000	100,000	
25°C / 77°F	1.00	0.98	0.97	0.96	0.95	>791,000
40°C / 104°F	0.99	0.98	0.96	0.96	0.94	>635,000

1. Projected per IESNA TM-21-11 * (Nichia 219B, 700mA, 85°C Ts, 10,000hrs)
Data references the extrapolated performance projections for the LNC-12LU-5K base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE	LUMEN MULTIPLIER
0° C	1.02
10° C	1.01
20° C	1.00
25° C	1.00
30° C	1.00
40° C	0.99
50° C	0.98

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

ELECTRICAL DATA

# OF LEDS	DRIVE CURRENT (mA)	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (w)
5	1	STD. (700mA)	120	0.11	13
			277	0.05	13
7	1	STD. (700mA)	120	0.14	17
			277	0.07	17
9	1	STD. (700mA)	120	0.17	22
			277	0.09	22



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AUGUST 30, 2017 4:47 PM



LITEPAK SERIES LNC3

Cat.#

Job

Type


HUBBELL
Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:

The midsize LNC3 is designed for perimeter illumination for safety, security and identity. No uplight and lower glare lens option offer neighbor friendly lighting at typical mounting heights of 8-20'. Units have protective polyester finish for long lasting appearance. Ideal for schools, factories, hospitals, warehouses and retail applications. Energy efficient LEDs provide 70%+ energy savings with little to no maintenance when compared to traditional light sources.

Construction:

Die-cast aluminum housing protects components and provides an architectural appearance. Casting thermally conducts LED heat to optimize performance and long life. Powder paint finish provides durability in outdoor environments. Four 1/2" conduit entries (top, bottom, and sides) provided for surface conduit.

Electrical:

- 120-277, 347 and 480 voltage, 50/60Hz, 0-10V dimming drivers
- Electronic driver
- 10kA surge protection

LED(s) CCT:

- Ambient operating temperature -40°C to 40°C
- 3000K, 4000K and 5000K CCT nominal with 70 CRI
- Available in 2 or 24 LED configuration, see page 2 for electrical and photometric data

Lenses:

- Zero uplight distributions using individual acrylic LED optics provide IES type II, III and IV distributions
- CS - Frosted acrylic diffuser option for reduced glare
- CSU - Frosted acrylic diffuser for inverted "up" mounting applications (lens required)

Lumen Maintenance:

L89 at 60,000 hrs (Projected per IESNA TM-21-11), see table on page 2 for all values

Installation:

Quick-mount adapter with gasket seal provides easy installation to wall or to recessed junction box (4" square junction box). Fixture attaches by two Allen-head hidden fasteners for tamper resistance.

Designed for direct j-box mount or conduit feed on all four sides in single SKU.

Options/Controls:

- Button photocontrol for dusk to dawn energy savings
- 7-pin photo-receptacle available for twist lock photocell and controls by others
- Occupancy sensor options available for complete on/off and dimming control
- SiteSync pre-commissioned wireless controls (with or without sensor)
- In addition, LITEPAK can be specified with SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit www.hubbellighting.com/sitesync for more details.

Listings:

- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Listed to UL1598 and CSAC22.2#250.0-24 for wet locations
- IP65 Assembly • IDA Approved (3000K configurations)

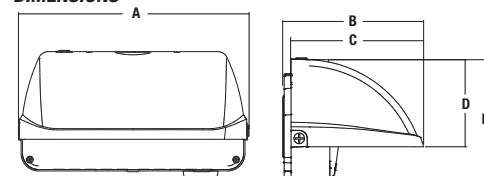
Warranty:

Five year limited warranty (for more information visit: <http://www.hubbelloutdoor.com/resources/warranty/>)

PRODUCT IMAGE(S)



DIMENSIONS



A	B	C	D	E	Weight / BBU
13"	10.5"	9.9"	5.8"	8.3"	18 lbs.
330.2 mm	266.7 mm	251 mm	147.3 mm	210.8 mm	8.2 kg

SHIPPING INFORMATION

Catalog Number	G.W.(kg)/CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC3-24L	18.0 (8.2)	15.8 (40)	11.0 (28)	13 (33)	1

CERTIFICATIONS/LISTINGS



C

US

*3000K and warmer CCTs only

ORDERING INFORMATION – ORDERING EXAMPLE: LNC3-24L-3K-105-2-1-DB-7PR-SCP

LNC3		-	-	-	-	-	-	-	-
FAMILY	NUMBER OF LEDS	CCT	DRIVE CURRENT	IES DISTRIBUTION	VOLTAGE	FINISH	CONTROL OPTIONS	OPTIONS	
LNC3 Medium Litepak Wallpack	24L 24LEDs	4K 4000K	035 350mA	2 Type II	U 120v-277v	DB Bronze	PCU Universal Button PC	F ¹	Fusing (must specify voltage per footnote)
		5K 5000K	050 500mA	3 Type III	2 120v ¹	BL Black	7PR ⁶ 7pin PCR	CS	Frosted acrylic diffuser
			075 750mA	4 Type IV	3 240v ¹	WH White	SCP ^{3,4} Program-mable occupancy sensor	CSU ²	Inverted/Up mounting frosted acrylic diffuser (required for up/inverted fixture installations, factory install only see page 3)
			105 1050mA		4 277v ¹	GR Gray	SWP ^{7,10} SiteSync pre-commissioned	E ^{1,5}	Integral battery backup rated for 0°
					5 480v ¹	PS Platinum		EH ^{1,5}	Integral battery backup with heater rated for -30°C
					F 347v ¹	CC Custom Color		2DR ⁹	Dual Drivers
						* Specify Finish	SWPM ^{4,7,8,10} SiteSync pre-commissioned w/ occupancy sensor		

¹ Must specify voltage (120 or 277V only for E/EH options)

² Factory Install Only. Not available with SCP or SWPM sensor/control options

³ Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only.

⁴ PCU option not applicable, included in sensor (BF = up to 8ft, 20F = up to 20ft)

⁵ 350mA, 500mA & 750mA versions only. Not available with F SWP or SWPM options.

⁶ Accepts standard 3, 5, and 7-Pin ANSI controls (by others). Not available with PCU, SWP or SWPM control options

⁷ Must specify group and zone information at time or order. See www.hubbellighting.com/products/sitesync for future details

⁸ Specify time delay; dimming level and mounting height

⁹ 750mA and 1050mA versions only, not available with 347/480V

¹⁰ 1050mA only, not available with 347V or 480V

STOCK ORDERING INFORMATION – 2L COB MODELS

CATALOG NUMBER	DESCRIPTION	DISTRIBUTION	WATTAGE	LUMENS	LPW	VOLTAGE	# OF DRIVERS @ DRIVE CURRENT	WEIGHTS LBS. (KGS)
LNC3-2L4K-075	2 LED - 60W Configuration, 4000K, Dark Bronze	Type IV	62.0	5,857	94.8	120-277	1 @ 750mA	16(7.3)
LNC3-2L4K-105	2 LED - 90W Configuration, 4000K, Dark Bronze		87.4	7,721	86.1		1 @ 1050mA	
LNC3-2L5K-105	2 LED - 90W Configuration, 5000K, Dark Bronze		87.4	7,288	82.0		1 @ 1050mA	
LNC3-2L4K-105-7PR	2 LED - 90W Configuration, 4000K, Dark Bronze, 7-Pin		87.4	7,721	86.1		1 @ 1050mA	
LNC3-2L4K-105-SCP	2 LED - 90W Configuration, 4000K, Dark Bronze, SCP		87.4	7,721	86.1		1 @ 1050mA	


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Submitted by Swaney Lighting 		Catalog Number: LNC3-24L4K-035-3-U-**-** Notes: SPECIFY FINISH	Type: WP-2 SLA18-40388
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Accessories and Services (Ordered Separately)

Catalog Number	Description
LNC3-CS	Frosted acrylic diffuser reduces surface brightness and glare with a roughly 20% lumen reduction
SCP-REMOTE	Remote Control for SCP/ F option. Order at least one per project to program and control the occupancy sensor
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
SW7PR*	SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ Available as a SiteSync retrofit solution for fixtures with an existing 7pin receptacle.

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXOFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE® Lighting Control

For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

SiteSync 7-Pin Module



SW7PR

- SiteSync Features in a new form
- Available as an accessory for new construction or retrofit applications (with existing 7-Pin receptacle)
- Available on all products that have a 7-Pin receptacle
- Does not interface with occupancy sensors



PERFORMANCE DATA

# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
24	350mA	28	E	671	-	-	-	-	657	-	-	-	-	591	-	-	-	-
			2	3,212	115	1	0	1	3,145	113	1	0	1	2,991	107	1	0	1
			3	3,160	113	1	0	1	3,094	111	1	0	1	2,944	106	1	0	1
			4	3,182	114	1	0	1	3,116	112	1	0	1	2,964	106	1	0	1
	500mA	41	2	4,143	101	1	0	2	4,057	99	1	0	2	3,858	94	1	0	2
			3	4,076	99	1	0	1	3,991	97	1	0	1	3,797	93	1	0	1
			4	4,104	100	1	0	1	4,019	98	1	0	1	3,823	93	1	0	1
			2	5,918	99	1	0	2	5,795	97	1	0	2	5,512	92	1	0	2
	750mA	60	3	5,823	97	1	0	2	5,702	95	1	0	2	5,424	90	1	0	2
			4	5,863	98	1	0	2	5,741	96	1	0	2	5,461	91	1	0	2
			2	7,630	92	2	0	2	7,472	90	2	0	2	7,107	86	2	0	2
			3	7,508	90	1	0	2	7,352	89	1	0	2	6,993	84	1	0	2
	1050mA	83	4	7,559	91	1	0	2	7,402	89	1	0	2	7,041	85	1	0	2

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

# OF LEDS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (w)
24	350mA	120	0.23	28
		277	0.10	28
		347	0.08	28
		480	0.06	28
	500mA	120	0.34	41
		277	0.15	41
		347	0.12	41
		480	0.09	41
	750mA	120	0.50	60
		277	0.22	60
		347	0.17	60
		480	0.13	60
	1050mA	120	0.69	83
		277	0.30	83
		347	0.24	83
		480	0.17	83

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	OPERATING HOURS					
	0	25,000	50,000	TM-21-11 ¹ L96 60,000	100,000	L70 (hours)
25°C / 77°F	1.00	0.97	0.94	0.93	0.89	>296,000
40°C / 104°F	1.00	0.95	0.91	0.89	0.83	>191,000

1. Projected per IESNA TM-21-11 * (Nichia 219C, 1050mA, 85°C, 10,000 hrs)
Data references the extrapolated performance projections for the LNC3-24L-105 base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0° C	32° F	1.02
10° C	50° F	1.01
20° C	68° F	1.00
25° C	77° F	1.00
30° C	86° F	1.00
40° C	104° F	0.99

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).



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CSU – INVERTED MOUNTING OPTION
(Requires Factory Installed lens option)


Inverted mounting capabilities for uplighting applications. Specially designed frosted acrylic diffuser option softens output, improves uniformity and protects LED lenses.

7PR-7-PIN RECEPTACLE
(Photocontrol and Wireless Controls by Others)


Standard NEMA 7-Pin receptacle for twist lock photocell or wireless controls (by others).

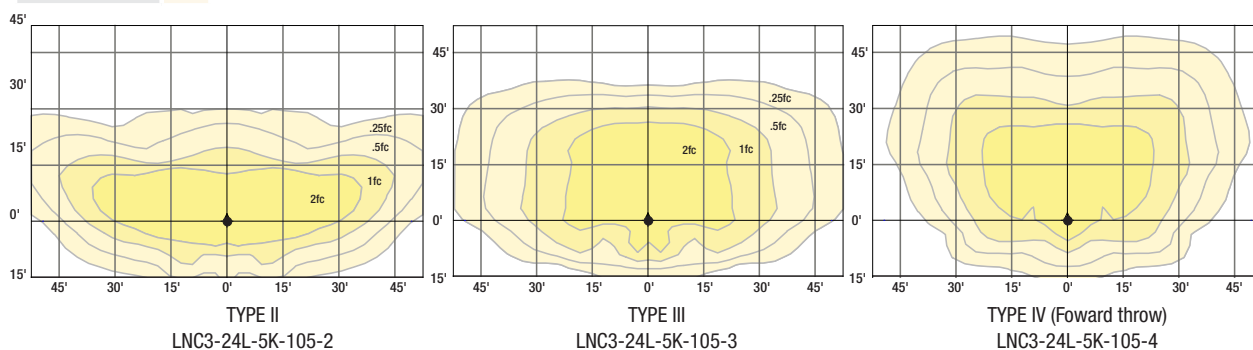
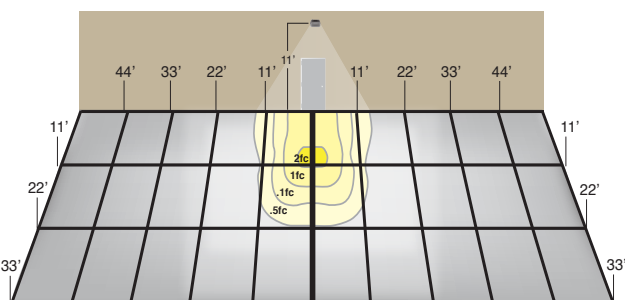
SCP - Programmable Occupancy Sensor


Sensor offers greater control and energy savings with SCP programmable sensor with adjustable delay and dimming levels (Factory default is 10%)

Visit: <http://www.hubbelllighting.com/solutions/controls/> for control application information

PHOTOMETRICS

Mounting Height 15ft


PHOTOMETRICS - BATTERY BACK UP


11' Mounting Height

Provides Life Safety Code average illuminance of 1.0 fc. Assumes open space with no obstructions and mounting height of 11'.

Diagrams for illustration purposes only, please consult factory for application layout.

Battery backup units consume 6 watts when charging a dead battery and 2 watts during maintenance charging.
EH (units with a heater) consume up to an additional 8 watts when charging if the battery temp is lower than 10°C

E & EH EMERGENCY BATTERY BACKUP


24 High Power LEDs generate up to 6,000 lumens in Normal Mode, and use 4 LEDs for up to 700 lumens in emergency.

SWP & SWPM - SiteSync™


SiteSync Lighting Control is available from our most popular brands in a broad range of award-winning product families.

Precommissioned SiteSync Ordering Information:

When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project locations Group information, and Operating schedules. For more detailed information please visit www.HubbellLighting.com/products/sitesync or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with occupancy sensor (SWPM) require the mounting height of the fixture selection of the lens.

Examples: LNC3-24L-4K-075-3-U-BL-SWP
LNC3-24L-4K-075-3-U-BL-SWPM-20F

SiteSync only
SiteSync with Motion Control



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O. Architectural Design Narrative

Please find attached the design narrative completed by Ryan Senatore Architecture.



June 25, 2019

Caitlin Cameron
Urban Designer
City of Portland Maine
389 Congress Street
Portland, Maine 04101

Re: 263 Cumberland - Design Narrative

The proposed building to be located at the corner of Cumberland Avenue and Stone Street consists of a ground floor retail use and 89 rooming units. The building is a 5 story structure along Cumberland Avenue with a basement to the back of the property

Prior to developing the building concept we spent much time walking the streets of the surrounding neighborhood, analyzing existing streetscapes, building massing, forms, materials and textures. The owner tasked us to design a building with a reference to Art Deco design while using contemporary materials.

The neighborhood is comprised of a diverse palate of Architectural forms, scales and density. Adjacent buildings are both gable roof forms and flat roof forms ranging from 3 stories to 8 stories in height.

We designed 263 Cumberland using color, massing and texture to scale the building and to create a facade rhythm proportionate with other buildings in the neighborhood. The building entry on Cumberland Avenue is defined by a vertical tower element with a metallic flush siding panel, the base of the building is masonry with a horizontal corrugated metal siding to contrast the flush panels. The window pattern is regular with flush siding panels between to contrast the corrugated siding.

Building Scale is important in this neighborhood, we have utilized color (as described above) as well as texture and massing to scale the building to fit in with its surroundings. We have used differing siding types on the facades to help scale the facades.

207-747-5159

senatorearchitecture.com

ryan@senatorearchitecture.com

500 Congress Street, Suite 2
Portland, Maine 04101



The siding materials proposed are factory finished metal panel siding, factory finished corrugated siding and brick, chosen for their crisp appearance and long term durability. The windows proposed are dark in color to compliment the siding colors and also further reinforce the crisp simplicity of the design. The roofing proposed is an EPDM roof membrane.

We look forward to discussing the project at the upcoming Planning Board workshop.

Sincerely,



Ryan Senatore, AIA LEED AP

Principal

207-747-5159

senatorearchitecture.com

ryan@senatorearchitecture.com

500 Congress Street, Suite 2
Portland, Maine 04101

P. Utilities

The proposed project will include installation of multiple utility services to the new building.

Water:

The existing domestic service line to the existing building will be retired in accordance with Portland Water District standards. A new 6" parent connection will tie into the main and will branch off to provide a sprinkler line and domestic line to the development.

Sewer:

The existing sewer lateral will be retired in accordance with the Department of Public Works. A new 6" pvc lateral will be installed to accept the wastewater from each unit, the elevator sump, and the garage sewer after draining from the oil-water separator. The proposed connection is within the separated sewer main in Stone Street.

Stormwater:

While the existing site is currently nearly 100% impervious, there is currently no drainage infrastructure on site. It is proposed to intercept the entirety of the new building's roof runoff and pipe it to the separated storm system. Remaining stormwater will be caught by vegetated and stone swales around the exterior of the building. Field inlets will capture water in these low spots and will be routed to the 6" outlet to Stone Street. Please see the Stormwater Management Report for more information.

UGE/T/C:

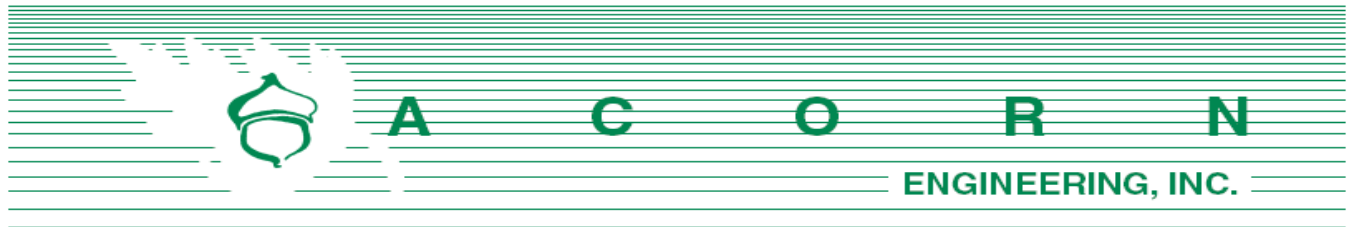
The existing building has underground services to the front right corner of the building on Stone Street. These services are proposed to be rerouted underground from utility pole #34 on the opposite side of Cumberland Ave. It is anticipated a pole-mounted transformer will be required as part of this project.

Gas:

There is currently a gas service tapped from the gas main on Cumberland Ave. It is proposed to retire the existing line and install a new gas service off of the gas main within Cumberland Ave as seen on the Utility Plan, Sheet C-20.

Ability to serve letters have been sent out to the respective utility companies on June 24, 2019 in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Responses from the utility companies can be found attached to this section.





Portland Water District
Attn: MEANS Department
225 Douglass Street
Portland, Maine 04104

June 24, 2019

Subject: 263 Cumberland Ave. Redevelopment
Re: Ability to Serve

To Whom It May Concern:

On behalf of Downtown Lodging, LLC, we are pleased to submit the following request for Portland Water District's (PWD) ability to serve the proposed development. The proposed project is located at 263 Cumberland Ave. (Chart, Book, Lots 26-F-8,16), within the B-2 Zoning District in Portland, Maine. The lot will be redeveloped into a five-story, 89-unit rooming house a small, first-floor retail unit. The existing multi-family structure will be demolished to facilitate the redevelopment.

According to the existing conditions survey, there is an existing service within the project limits located near the rear of the existing building on Stone St. It is proposed that the existing service be retired in accordance with PWD standards. A 6" sprinkler line and 4" domestic line are proposed to service the redevelopment with a parent-child connection. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, and assuming the units will be comprised of 89 one-bedroom units, and 1 small-retail unit, the project anticipates the following design flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Lodging House	1-Room	20	$180+30*(20)$	780
Apartment	1-Bedroom	1	120	120
Total Gallons per Day (Existing)				900
Proposed Flow				
Rooming House	1-Bedroom	89	$180+30*(89)$	2,850
Small-Retail Unit	2-Employees	2	$325+12*(2)$	349
Total Gallons per Day (Proposed)				3,199



Net Change	+2,299 GPD
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition	

The proposed project is anticipated to increase the net flow by approximately 2,300 gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Cumberland Ave and Stone St and confirmation of the location and size of the services to the existing property and the size and material of the water main within Cumberland Ave and Stone St.
2. Alternative connection locations from the property to the existing system.
3. PWD's proposed infrastructure improvements within the project vicinity.
4. Flow data for adjacent hydrant.
5. PWD's ability to serve the project.

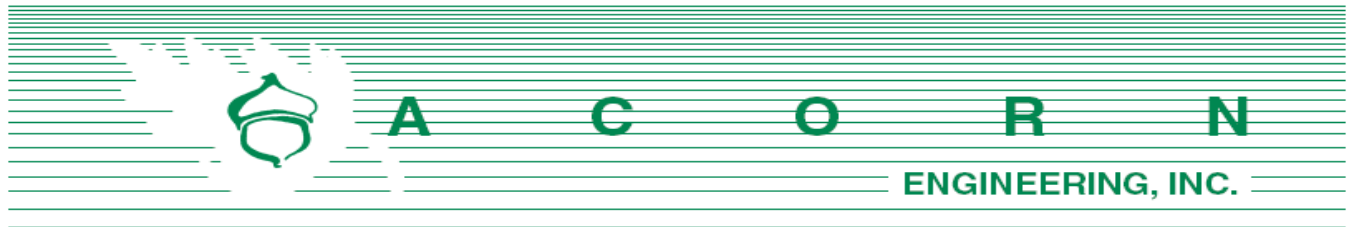
I have attached a fixture count, an existing conditions plan created by Owen Haskell, Inc., and the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,



Sam Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.





Central Maine Power Company
Attn: Mr. Paul DuPerre
162 Canco Road
Portland, Maine 04103

June 24, 2019

Subject: 263 Cumberland Ave. Redevelopment
Re: Ability to Serve

Dear Mr. DuPerre:

On behalf of Downtown Lodging, LLC, we are pleased to submit the following request for Central Maine Power's (CMP) ability to serve the proposed development. The proposed project is located at 263 Cumberland Ave. (Chart, Book, Lots 26-F-8,16), within the B-2 Zoning District in Portland, Maine. The lot will be redeveloped into a five-story, 89-unit rooming house with a small, first-floor retail unit. The existing multi-family structure will be demolished to facilitate the redevelopment.

It is proposed that the existing underground line be removed from its location on Stone St. and a new underground conduit be dropped from the existing 3-phase utility pole #34 on Cumberland Ave. The conduit will cross Cumberland Ave to the proposed building. Given the proposed loads, we anticipate a new pole-mounted transformer will be needed. As a note, there is one proposed elevator.

On behalf of the client, we are requesting the following information:

1. Any easements for overhead services currently crossing the proposed development.
2. Alternative connection locations from the development to the existing system.
3. CMP's proposed infrastructure improvements within the project vicinity.
4. CMP's ability to serve the project.
5. Access requirements to the CMP meters.

I have attached an existing conditions plan created by Owen Haskell, Inc. as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Sam Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.



A C O R N Engineering, Inc. • www.acorn-engineering.com
207-775-2655 • PO Box 3372 • Portland • Maine • 04104



June 28, 2019

Acorn Engineering, Inc.
C/O Mr. Sam Lebel, E.I.
PO Box 3372
Portland, Maine 04104

RE: 263 Cumberland, Portland, Maine

Dear Mr. Lebel,

This letter is to advise you Central Maine Power has sufficient three phase electrical capacity in the area to serve the subject project.

Once the project is accepted by the City of Portland, the owner will need to call our Customer Service Center at 1-800-565-3181 to sign up for a New Account and a SAP Work Request Order so we may provide an actual cost.

If you have any questions please feel free to call me at 629-1487.

Sincerely,

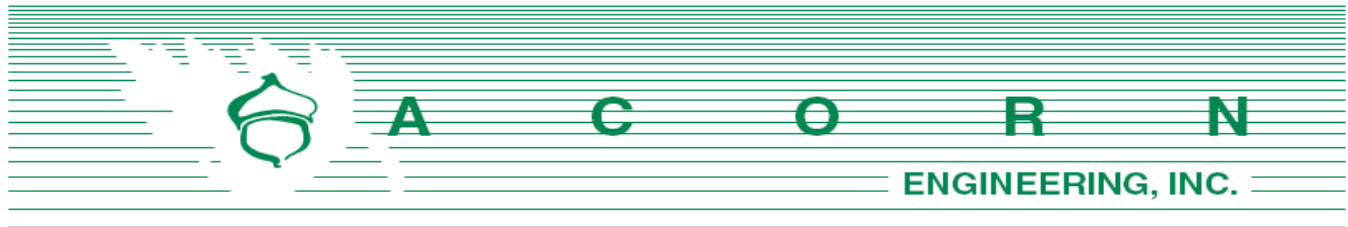
Paul DuPerre
Energy Service Specialist

162 Canco Road, Portland, ME 04103
Telephone 800.750.4000, Fax 207.791.1026
cmpco.com



An equal opportunity employer





Unitil Service Corp.
Attn: Bridget Harmon
376 Riverside Industrial Parkway
Portland, Maine 04103

June 24, 2019

Subject: 263 Cumberland Ave. Redevelopment
Re: Ability to Serve

Dear Ms. Harmon:

On behalf of Downtown Lodging, LLC, we are pleased to submit the following request for Unitil's ability to serve the proposed development. The proposed project is located at 263 Cumberland Ave. (Chart, Book, Lots 26-F-8,16), within the B-2 Zoning District in Portland, Maine. The lot will be redeveloped into a five-story, 89-unit rooming house with a small, first-floor retail unit. The existing multi-family structure will be demolished to facilitate the redevelopment.

It is proposed that the gas line currently serving the existing building be removed and a new service be installed from the existing gas main on Cumberland Ave to the proposed building's rear.

On behalf of the client, we are requesting the following information:

1. Any additional utility mapping such as gas lines within Cumberland Ave and Stone St.
2. A confirmation of an existing gas main within Cumberland Ave and Stone St, as well as the size of any gas lines and services in the vicinity.
3. Unitil's proposed infrastructure improvements within the project vicinity.
4. Unitil's ability to serve the project.

I have attached an existing conditions plan created by Owen Haskell, Inc. as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Sam Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.



ACORN Engineering, Inc. • www.acorn-engineering.com
207-775-2655 • PO Box 3372 • Portland • Maine • 04104



June 27, 2019

Sam Lebel
Project Engineer
Acorn Engineering, Inc.
Po Box 3372
Portland Maine 04104

Re: 263 Cumberland Ave Redevelopment

Dear Mr. Lebel:

Thank you for your interest in using natural gas for the above referenced project.

This is to confirm that natural gas can be made available from our distribution system to serve your proposed project.

Any improvements to the existing distribution system necessary to provide this service, as well as the design of the gas system in the project itself will be established as the overall design and scope of your project progresses. Please provide gas load requirements in order for the evaluation to be completed.

If you have any further questions or require additional information, please do not hesitate to contact me.

Sincerely,

Bridget L. Harmon

Business Development Representative

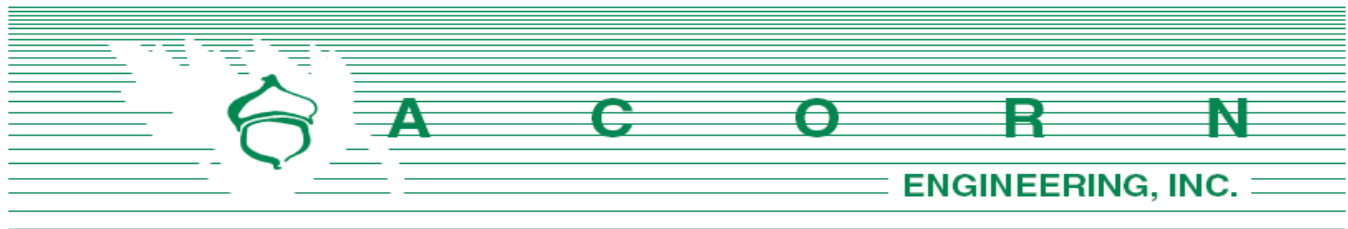
Unitil Corporation

Harmon@unitil.com

(O) 207-541-2536

ME GAS CUSTOMER ENERGY SOLUTIONS
376 Riverside Industrial Parkway
Portland, ME 04103

T 207-541-2508 www.unitil.com



Consolidated Communications
Attn: Mr. Patrick Morrison
5 Davis Farm Road
Portland, Maine 04103

June 17, 2019

Subject: 263 Cumberland Ave. Redevelopment
Re: Ability to Serve

Mr. Morrison:

On behalf of Downtown Lodging, LLC, we are pleased to submit the following request for Consolidated's ability to serve the proposed development. The proposed project is located at 263 Cumberland Ave. (Chart, Book, Lots 26-F-8,16), within the B-2 Zoning District in Portland, Maine. The lot will be redeveloped into a five-story, 89-unit rooming house with a small, first-floor retail unit. The existing multi-family structure will be demolished to facilitate the redevelopment.

It is proposed that the underground line currently serving the existing home be removed and new underground conduits be dropped from the existing utility pole #34 on Cumberland Ave. The conduit will cross Cumberland Ave to the proposed building.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Cumberland Ave and Stone St.
2. Any easements for overhead services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Consolidated's proposed infrastructure improvements within the project vicinity.
5. Consolidated's ability to serve the project.

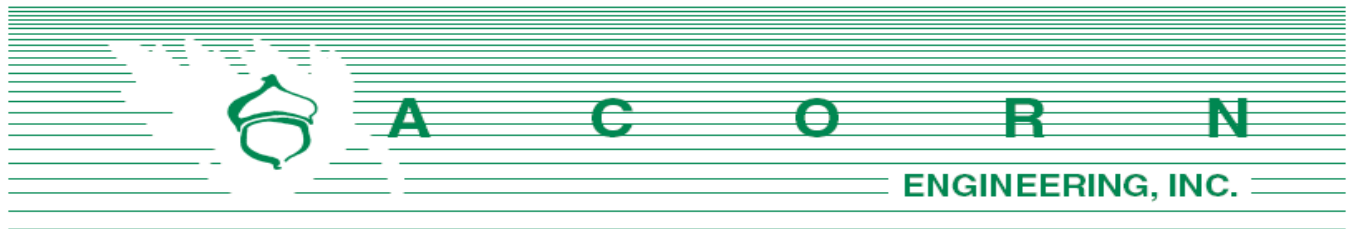
I have attached an existing conditions plan created by Owen Haskell, Inc. as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Sam Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.



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207-775-2655 • PO Box 3372 • Portland • Maine • 04104



Charter Communications
Attn: Mr. Mark Pelletier
118 Johnson Road
Portland, Maine 04102

June 17, 2019

Subject: 263 Cumberland Ave. Redevelopment
Re: Ability to Serve

Dear Mr. Pelletier:

On behalf of Downtown Lodging, LLC, we are pleased to submit the following request for Charter's ability to serve the proposed development. The proposed project is located at 263 Cumberland Ave. (Chart, Book, Lots 26-F-8,16), within the B-2 Zoning District in Portland, Maine. The lot will be redeveloped into a five-story, 89-unit rooming house with a small, first-floor retail unit. The existing multi-family structure will be demolished to facilitate the redevelopment.

It is proposed that the underground line currently serving the existing home be removed and new underground conduits be dropped from the existing utility pole #34 on Cumberland Ave. The conduit will cross Cumberland Ave to the proposed building.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Cumberland Ave and Stone St.
2. Any easements for overhead services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Charter's proposed infrastructure improvements within the project vicinity.
5. Charter's ability to serve the project.

I have attached an existing conditions plan created by Owen Haskell, Inc. as well as the proposed preliminary utility plan from our office to facilitate your review. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Sam Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.



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207-775-2655 • PO Box 3372 • Portland • Maine • 04104

Q. Construction Management Plan

Project Address: 263 Cumberland Ave.

Project Description:

The proposed project includes the development of a 5-story building consisting of an 89room lodging house with a small first floor retail unit.

Project Team Summary:

Owner:	Downtown Lodging, LLC
General Contractor:	TBD
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Ryan Senatore Architecture
Structural Engineer:	Structural Integrity Consulting Engineers, Inc.

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 14-530 and 13-532 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.

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 contact information shall be posted on a sign on the construction fence along the Cumberland Ave frontage. Additional signage necessary for communication shall be provided, but will be temporary and removed upon completion of the project. The contact information for the project personnel is:

Bill Simpson, Owner
Downton Lodging, LLC
(207) 599-1440

GC and Subcontractor information will be posted along the Cumberland Ave frontage once contracted.

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 of the 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.

Due to the limited space within the project parcel, deliveries will need to be stored in an alternate location or deliveries must be small enough to fit within the property. 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>	Summer 2020
<u>Project End Date:</u>	Spring 2021

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:
 - o Good Housekeeping
 - o On-site security
 - o Installation of new fire protection systems as construction progresses
 - o Preservation of existing systems during demolition
 - o Organization and training of an on-site fire brigade
 - o Development of a pre-fire plan with the local fire department
 - o Rapid communication
 - o Consideration of special hazards resulting from previous occupancies
 - o Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. 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 vehicle 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. This will apply to the new connections within Cumberland Ave and Stone Street.

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 Cumberland Ave and Stone 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 Cumberland Ave or Stone 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 on Cumberland Ave shall not be permissible. 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 – Approx. 157 CY. Earthwork subcontractor(s) pit to project site.
 - Hot Mix Asphalt – Approx. 10 tons. Paving subcontractor(s) pit to project site.

L. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.

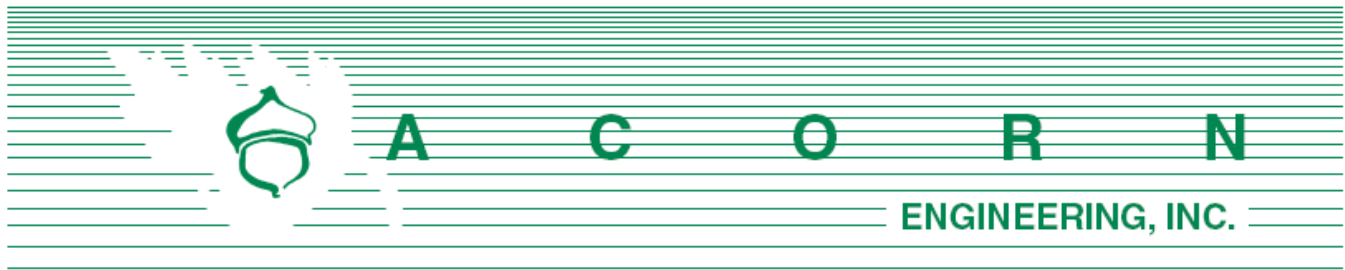


R. Solid Waste Disposal

The property management company or Owner shall be responsible for locating the solid waste and recyclable material to the space allocated for solid waste storage as noted on the Site Plan (C-10) and within the architectural plans.

The solid waste containers will be fully enclosed and screened from the public view.





Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

August 20, 2019

Subject: 263 Cumberland Ave Redevelopment Neighborhood Meeting

I, Kris Bears, hereby certify that a neighborhood meeting was held on August 19, 2019 at the Portland Public Library located at 5 Monument Square at 5:30 pm.

I also certify that on August 7, 2019, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.
2. Residents on the "interested parties" list.

Sincerely,

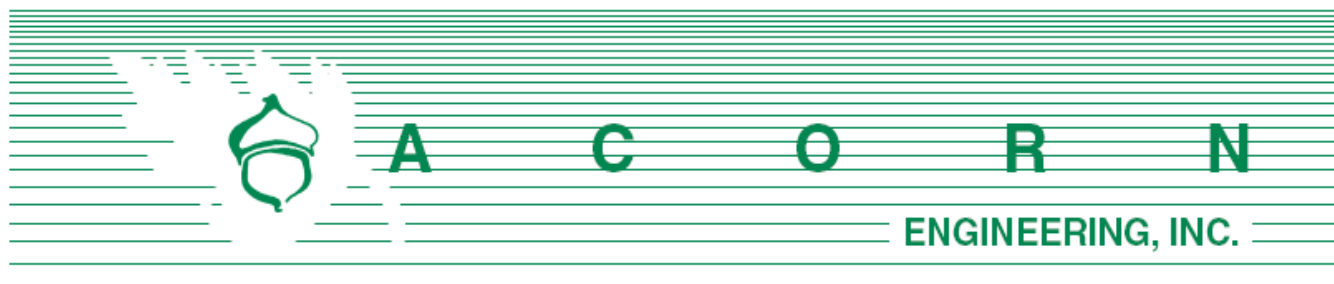
Dated 8/20/19

A handwritten signature in black ink, appearing to read "KRB", is written over a light blue horizontal line.

Kris Bears
Design Engineer
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Meeting Minutes
3. Sign In Sheet



August 7, 2019

Dear Neighbor:

On behalf of Downtown Lodging, LLC, we are pleased to invite you to a neighborhood meeting to discuss the proposed project at 263 Cumberland Avenue within the B-2 zoning district. The infill project includes the redevelopment of the existing 20-room lodging house and parking lot into an 89-room lodging house and a small first-floor retail space comprising a 5-story building. A partial basement is proposed with access off Stone Street. Overall, the site's street frontage along Cumberland will be improved by closing the existing curb cut, rebuilding the sidewalk to City standards, and planting three street trees.

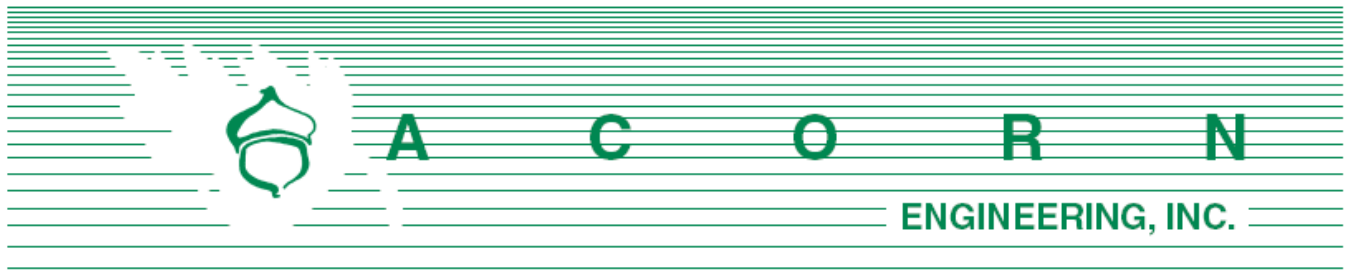
Meeting Location: Portland Public Library (Room 5), 5 Monument Square Portland, ME 04101

Meeting Date: Monday, August 19, 2019

Meeting Time: 5:30 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board. If you have any questions regarding the neighborhood meeting, please don't hesitate to call me at 207-775-2655. We look forward to seeing you at the meeting.

Sincerely,
William H. Savage, P.E.
Acorn Engineering, Inc.



263 Cumberland Ave Redevelopment Level III Site Plan/Subdivision Application

Neighborhood Meeting Minutes

August 19, 2019 / 5:30 pm

Portland Public Library

Project Team Attendees:

Bill Simpson (BS): Developer/Presenter – (Downtown Properties, LLC)
Steve Trask (ST): Building Manager – 263 Cumberland Avenue
Will Savage (WS): Civil Engineer/Presenter (Acorn Engineering)
Kris Bears (KB): Civil Engineer/Note Taker (Acorn Engineering)
Ryan Senatore (RS): Architect/Presenter (Ryan Senatore Architecture)

Meeting started at approximately 5:35 pm.

Presentation:

Will Savage:

- Neighborhood Meeting is a City requirement for a Level III Application.
- Sign In sheet is available for everyone which will become public record along with the meeting minutes

Bill Simpson:

- Developer and Applicant
- Based out of Portland
 - Has a variety of apartments and lodging house throughout the area
 - Current building at 263 Cumberland is at full occupancy and it would benefit the community to offer additional housing
 - This would be the first new construction lodging house in ownership
 - Owner's office would be on site, providing additional security during daytime hours
 - Nighttime security guard would monitor entry / exit of the site
 - Wants an Art Deco theme and better street wall activation
 - Hopes that patrons will include local college / university students

Will Savage:

- Proposed Project is at 263 Cumberland Avenue, within Portland's B-2 zone

- Existing building is a 20-unit lodging house with surface parking
- Surrounding uses include: Avesta Housing to the north, 29-unit lodging house to the west, Chestnut St Lofts and Portland High School to south, and Avesta Housing to the east.
- Existing site is graded to drain to the rear. Nearly the entire existing site is impervious.
- Proposed redevelopment would increase the city's housing stock
- Proposed building in place of the existing parking lot would activate street frontage
- Circulation is one-way from Stone St. into and out of the garage, which would provide 2 parking spaces and additional room for maintenance and storage.
- 16 additional leased parking spaces are proposed offsite to meet City's parking requirements.
- There are 5 bus transfer stations within 500 ft of the site. Approximate 4-minute walk to the Metro Pulse Station, 6-minute walk to the Nickelodeon for the South Portland Bus.
- Utilities have been designed to meet standards
- Power would be underground to the development.
- Proposed 6" fire water line and 2" domestic line. Entire building will be sprinkled.
- Sewer to connect within Stone St.
- Gas to the site from within Cumberland Ave.
- Reduce overall impervious of the site to 81% by identifying opportunities for landscaping around the building.
- Roof coverage and permeable soils will improve water quality.
- Perimeter field inlets will direct runoff into Stone St.

Ryan Senatore:

- Overview of Ground level
 - Recessed entry for sense of security
 - Garage for maintenance, trash, etc.
 - Storage in basement for additional building upkeep
- Overview of living spaces / upper floors
 - Focused on efficient use of space
 - Laundry and kitchens installed per floor
 - Floor plan to the 2nd-5th floors are the same
- Overview of elevations and exterior
 - Design is an interpretation of art deco theme with modern elements
 - Play with textures on the exterior to make it appealing and create a nice street scape environment
- Good views from within, nice lighting and pleasant environment
- Roof is reserved for heating / cooling apertures which will be hidden towards middle
- Despite entryway elevation change around the building, maintain ADA access from all points.

Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting. Q or C denotes Question or Comment from the Public.

Q: How many rooms will there be per bathroom?



RS: Bathroom quantity designed per 2015 Universal Plumbing Code. 5 toilet fixtures and 2 showers per floor.

Q: Is there no living space? No TV or communal tables?

BS: There is a larger first floor kitchen / living space as well as kitchens on all other floors. No TV's or couches to avoid arguments surrounding viewing.

Q: Why no living space?

RS: Kitchen's are intended to be communal.

BS: Social space will be directed to the kitchens, want to avoid folks hanging out in lobby space.

Q: If there is no common space, what is the square footage per person, total?

RS: We can calculate that.

Q: What are the bedroom sizes?

RS: Bedrooms and 9 ft x 15 ft.

BS: We will be doing murphy beds to provide space flexibility, and include a table / desk, fridge, and microwave in each room.

Q: Is the assumption that no one will have cars?

BS: For reference, the existing parking lot is not filled even though the units are.

WS: The city does not require as many spaces as a condominium or rental unit would.

C: What is the target market?

BS: We hope to attract students. I've spoken with Maine College of Art (MECA) about renting spaces for their students.

C: Sounds like it might be tight on space.

Q: Only 1 person per room?

BS: Yes

Q: Will there be gender segregation?

BS: No

Q: Will the bathrooms be unisex?

BS: Yes.



C: This market has been decimated in the past, but as the news reports, it's just coming back.

WS: There are several other developers in the area that are going back to Single Room Occupancy (SRO).

Q: What size rooms are being constructed elsewhere?

BS: In New York, 15 ft x ft 15, but with bunks and 2 people per room, which makes it tighter.

Q: What are general building costs?

WS: Approximately \$200 per square foot in Portland.

Q: Will there be air conditioning?

BS: Yes, it will be controlled per floor.

Q: Will there be a compressor? Will it be as loud as the existing on the Merrill Auditorium?

BS: We will be putting in new heat pumps. These should be quieter than the existing pumps on the Merrill Auditorium.

Q: It would be nice if these were shielded to be conscious of noise / visibility control.

RS: Heating units will be placed on the roof

Q: Will there be duct work running to each individual room? Or does heat just enter through doorway?

RS: Yes, duct work to each room.

Q: Are the only sinks in the bathroom?

BS: Yes.

Q: Is there going to be a cleaning fee?

BS: We plan to continue with the regular checks we currently have. Provide daily scheduled cleanings for general cleanliness / check for bed bugs and removal if necessary.

Q: Is the only entry and exit through the front of the building?

BS: The main door, yes. Try to contain who's coming in and contain places where people are smoking. Try to keep this to the space between the proposed building and the adjacent building. Fire exit located to the side.

C: Maybe provide benches in the alley (between 263 and 265 Cumberland). Something that will keep folks from sitting on the concrete wall like they currently do.



C: One of my biggest problems at the building that I own is health and general cleanliness.

BS: We hope to attract MECA students and capitalize and those looking for short term housing, after moving to Portland for example. We take applications for housing and do background checks on potential tenants.

C: Not so concerned about people, just interested about how they are encouraged to enter and exit.

C: I like that there is only one entrance, it provides surveillance of coming and going.

BS: I like to have control over entry and exit.

Q: How do you control who comes and goes?

BS: We have a sign in sheet, security, an a 'no visitors after 9pm' policy. Usually people will call if they have a neighbor that has visitors past the allowed hour.

Q: Any limitations on what kind of business will go in the retail space?

BS: I would like to have a coffee shop.

C: That's good. Be mindful of other local businesses.

BS: I would also like to have some food available in the lobby for 24-hour access for renters.

Q: Would a roof deck be a possibility? That would allow smoke from people smoking to go straight up.

BS: Elevator doesn't go to the roof.

RS: Roof just has heating equipment planned at the moment.

Q: Can people reserve the kitchens for social events? Birthdays for example.

BS: Currently at 263 Cumberland, people get together in kitchens for holiday dinners.

RS: If possible, yes.

WS: If that works for the developer, the first floor may have that as an option.

Q: What are rents like in these places?

BS: More or less the same as the existing, maybe \$800.

Q: Who lives there?

BS: General assistance workers, lots of people who work low paying jobs in portland.



Q: Do you plan to market to seasonal workers?

BS: Not necessarily, we don't do that much marketing because of high demand.

Q: Is there a waiting list?

BS: Yes, there is currently.

Q: Do you have an idea of a construction time frame?

BS: I have been told that construction would take about a year.. Most of it will just be on slab.

C: That's good. I am concerned about duration of construction because I work nearby.

Q: Is the basement for tenant storage?

BS: No, we will reserve that for building maintenance and storage space necessary for operations.

Q: If you ever go back to a different use, do you have to go back to the city.

WS: Yes, we would need to go before the city again.

Q: Who owns the neighboring property? Why not develop it all at once?

BS: I also own that space, I hope to clean it up at the same time. I just got a quote for new siding to go on that building.

C: I would really want to count the toilets if I were you, to make sure that they are sufficient for the number of rooms.

WS: There will likely be a workshop with the Planning Board in September prior to a final hearing. You all are invited to attend and submit comments to the planning department.

Meeting concluded at approximately 6:40 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,

Kris Bears
Design Engineer
Acorn Engineering, Inc.
kbears@acorn-engineering.com



Sign In Sheet

8/19/2019

Downtown Lodging - 263 Cumberland Ave
263 Cumberland Redevelopment

Members of the Public in Attendance:

NAME

1. Larry + Dory Hamm
2. Aurelia Scott + Bob Knug
3. DOUG + LISA SMITH
4. MICHAEL GUIGLI
5. George Rheault
6. Victoria Powers
7. Gary Tilton
8. ~~Steve Trask~~
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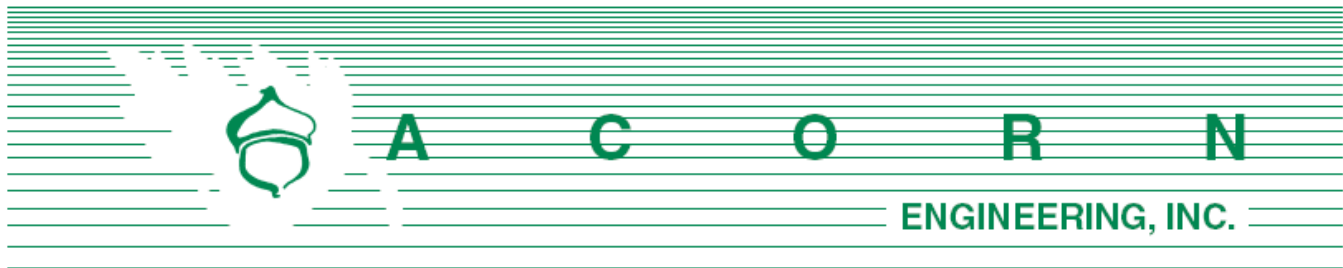
LDHAMM VA@gmail.com
mekacs2512@gmail.com
thesmiths@rustydogma.com
MPGUIGLI@GUIGLI.COM
> ~~powers~~ powers@tilton@gmail.com

Developer and Consultant Team in Attendance:

NAME

1. Will Savage - Acorn
2. Ryan Senatore - RSA
3. Bill Simpson - Owner
4. Steve Trask - Building Manager

E-MAIL



Andrew Tufts – City Planner
Planning Division, City of Portland
389 Congress Street
Portland, ME 04101

August 30, 2019

Subject: Comment Response Letter
263 Cumberland Avenue Redevelopment – Portland, Maine

On behalf of Downtown Lodging, LLC we are pleased to respond to the comments that we've received thus far.

Mike Tremblay, DPW

Comment – *On the driveway apron detail, a pedestrian path is shown, but width is omitted. DPW understands that the existing sidewalk is less than the City's minimum width of 5 feet. DPW strongly recommends that the Applicant make efforts to alter the proposed building footprint to allow for a continuous 5-foot minimum crosswalk. Not doing so will result in a sidewalk width that is not compliant with federal ADA standards as well as the City's standards.*

Response – The building has been reduced in width to accommodate a 5' sidewalk, a portion of which will be on the Applicant's parcel.

Comment – *The proposed width of the pedestrian path should be shown in the driveway apron detail.*

Response – The detail has been updated to show the width.

Comment – *The site plan appears to call for an ADA-compliant ramp south of the driveway, but additional detail is needed. DPW typically requires that pedestrian facilities remain at a consistent grade unless it is infeasible to cross a driveway without ramps, which appears to be the case on Stone Street. If a ramp is required, a corresponding ramp opposite the driveway is likely needed as well. These ramps should be designed and shown in the plans, rather than just referred to in a call-out. Additionally, assuming transition ramps are required, the driveway apron detail should be adjusted accordingly. We have provided a suggested detail to the Applicant's engineer in a separate correspondence.*

Response – The ramps have been further detailed on the plans and the driveway apron detail has been revised.

Comment – *The driveway detail shows 6-foot tipdowns; these tipdown lengths are dictated by the slope of adjacent sidewalk ramps. If 7" of reveal is present on Stone Street, a 7' ramp will be*

required to meet an 8.33% grade. Additional clarification of this detail is suggested.

Response – The slope of the street also plays a factor in the length of the tipdowns. The 7' tipdown for ADA ramps applies to streets that are relatively flat. The ramp lengths (and corresponding tipdown lengths) have been clarified on the plans. Note the northwest side of the driveway apron has a 4' tipdown/ramp at 6.3% which results in a flush condition between the landing for the garage swing door entrance and the top of the sidewalk ramp. The southeast side of the driveway apron has a 15' tipdown/ramp at 8.3% because the ramp is “chasing” the grade of the street.

Comment – *Any sidewalk, pedestrian walkway, curb ramp, or driveway constructed must meet all applicable ADA standards. Elements constructed out of compliance with ADA and City accessibility standards is subject to reconstruction at the Applicant's cost. Exceptions, including for the width of the sidewalk on Stone Street, must be expressly requested, with documented reasoning for technical infeasibility. DPW requests that any technical infeasibility request be accompanied by the MaineDOT Technical Infeasibility form. It should be noted that a noncompliant condition on the City ROW will not be accepted by the City until DPW is satisfied that all avenues to creating a compliant facility have been exhausted.*

Response – The proposed plans now meet all ADA regulations.

Comment – *Between the driveway and Cumberland Avenue, a small area between the proposed building and the public ROW is proposed as landscaping. DPW recommends making this sidewalk in order to meet City and Federal ADA standards for sidewalk width.*

Response – Now that the building has been modified to allow for a five foot sidewalk, this green space is proposed to remain. In addition to aesthetics, the green space will allow for a compliant transition from the Cumberland sidewalk ramp and the steep grade of Stone Street.

Comment – *The sidewalk on Stone Street needs to be rebuilt in brick, per the sidewalk material policy. This includes the ADA ramp crossing Stone Street. Additionally, the opposite curb ramp needs to be updated with an detectable warning panel, or rebuilt per ADA standards (in brick) if it does not meet ADA slope standards.*

Response – The existing sidewalk network on Stone Street is primarily concrete, in particular the areas adjacent to the locus parcel. Additionally, given the northern orientation (lack of sun in the winter) and steep slope of the street/sidewalk, the greater friction of coefficient that a brushed concrete surface provides will result in a safer experience for pedestrians when compared to brick. Lastly, the curb ramp across the street does not appear to be within the purview of this project and therefore no modifications are proposed.

Comment – *The driveway needs to be shown in the same material as Stone Street (brick). The brick orientation in the driveway should match the brick orientation of the sidewalk. Border courses are permitted.*

Response – Please see above. As noted, we are proposing a concrete surface.

Comment – *The site plan appears to show a closed curb cut on Cumberland Avenue. The site plan*



should include a callout of this closure, and that new brick will be installed there. New vertical granite curbs replacing the driveway and tipdowns should be called out as well.

Response – Please refer to Sheet C-10 which includes this callout.

Comment – *The site plan should call out areas where new brick sidewalk is proposed vs. where brick sidewalk is to be removed and reset. The existing sidewalk appears to be in good condition on Street View; however, this should be verified. All existing-to-remain, removed-and-reset, and new brick sidewalk shall meet ADA standards (at least 5 feet wide, cross slope of no more than 2%).*

Response – Due to the proximity of the building to the sidewalk as well as the utility construction, bicycle hitches, etc., we are proposing to replace the entire sidewalk as noted on Sheet C-10.

Comment – *The garage, as proposed, appears to have possible issues, including maneuvering out of Space 2 when a vehicle is parked in Space 1. Additionally, Space 1 appears to be obstructing the staircase, and Space 2 appears to obstruct the solid waste area. DPW suggests reducing the off-street parking supply to one space.*

Response – The two spaces will be accessed by the same users. In addition to their familiarity, the turnover will be infrequent. Space #1 has been adjusted to provide space for the staircase users. Therefore, both spaces are proposed to remain. Please see the exhibit attached to this letter.

Comment – *ONE WAY (R6-2) and NO LEFT TURN (R3-2) signs should be placed opposite the garage to ensure that motorists are aware that the roadway is one way and that northbound travel is not permitted.*

Response – These signs have been added to the Site Plan.

Comment – *Specify whether the existing street trees on Cumberland Avenue will remain. These should remain if at all possible. Confirm with Jeff Tarling regarding their condition. If remaining, the eastern bike hitch may be in conflict.*

Response – Per C-03, the existing street trees are proposed to be removed. Given how young the existing trees are and the benefits provided by the proposed reconstruction of the sidewalk, the addition of bicycle racks, and the one additional street tree that the frontage will gain, the removal of the two existing trees is warranted.

Comment – *Verify that the 6" storm pipe will be sufficient to handle the site's runoff.*

Response – The proposed storm drain has been upsized to an 8".

Comment – *The proposed utility pole opposite Cumberland Avenue is not acceptable. The pole location appears to be within the functional area of an ADA ramp. Additionally, the City is currently exploring options for expanding the utility and capacity of the existing loading dock for Merrill Auditorium, which would likely require removal of the proposed pole. An alternate design is required.*



Response – The proposed pole has been relocated 8' to the northeast to avoid being within the sidewalk ramp.

Comment – *The Applicant should explore the possibility of connecting their water service via Stone Avenue rather than Cumberland Avenue in order to avoid a trench that is almost as wide as the street.*

Response – Due to NFPA regulations, the sprinkler line is not permitted to run sub-slab prior to entering the utility room. Therefore, the water lines are proposed to remain as is.

Comment – *The CM plan shows an ADA-accessible sidewalk being maintained during construction. This is desirable. Confirm that the sidewalk will remain the existing length, as shown, or if part or all of the sidewalk will be needed to complete construction. For example, Stone Street has a narrow sidewalk in the vicinity of the property, and the building immediately abuts this sidewalk. In any case, temporary pedestrian walkways and/or detours will likely be needed during certain portions of construction (e.g. sidewalk construction) and a plan should be in place for these events. Maintaining pedestrian accessibility is extremely important in this location, given the proximity of Portland High School, Portland City Hall, the Boys and Girls Club, the Portland Family Shelter, and other destinations. Temporary walkways during sidewalk closures are strongly encouraged, and pedestrian detours should be avoided if at all possible. That said, vehicle maneuvers into the Merrill Auditorium loading dock must be accommodated.*

Response – It is likely a portion of Stone Street will need to be closed temporarily for construction of the building. A pedestrian management plan will be considered and forthcoming; however, ultimately the General Contractor who has not yet been determined will be responsible for determining means and methods.

Comment – *The Applicant should explore the possibility of redesigning the building and site plan such that a 5-foot sidewalk can be maintained on Stone Street. Narrowing the street to accommodate this sidewalk is not desirable to PFD*

Response – The building has been decreased by 16" to facilitate a 5' sidewalk on Stone Street.

Comment – *The applicant should confirm that an accessible route exists to the off-site parking location being used to meet this project's parking requirement.*

Response – Ample sidewalks existing throughout the entire area. The likely off-site lease will occur on Oxford Street.

Comment – *Given the proximity of the proposed building to the property line, DPW is skeptical that the CM plan shows the full extent of the impact to the ROW on Street. If Stone Street must be closed for any length of time, the Applicant must ensure that other users of Stone Street may access and egress other addresses on Stone Street safely and without excess maneuvers. If the sidewalk on Stone Street must be closed, a pedestrian detour plan must be developed and shown*

Response – A mid block one-way street will provide a cut through to Chestnut, meaning there is an excellent opportunity for detouring with minimal local traffic in between the site and detour. The contractor will be required to submit a traffic control plan.



Jeff Tarling, City Arborist

Comment – *Detail for the tree planting pit, typically rectangular 7'x4' depending on the sidewalk width. (The existing tree well on the left side is close)*

Response – A 7'x4' planting pit will be used for all three proposed street trees. See Landscaping Plan, L-1, and Landscaping Details, C-42 for the addition of this detail.

Comment – *The recommended tree type is Honeylocust, we like the upright 'Street Keeper' Honeylocust selection.*

Response – All proposed street trees have been revised to 'Street Keeper' Honeylocust.

Comment – *Not sure if this project contributes to the Planning Tree Fund or if there is a cost assessment for removing the existing tree.*

Response – We are not aware of any ordinance that requires a payment for removal of the existing tree within private property. The tree is primarily being removed due to the safety issues it poses.



Robert Thompson, Fire Department

Comment – *Any new building shall not affect the emergency escape capacity of an existing building. Please provide the distance between the proposed building and 273 Cumberland Ave at the point where the proposed retaining wall ends.*

Response – The proposed building will not affect the emergency escape capacity of any existing buildings and conforms to all required setbacks. The distance between the proposed building and the existing building at 273 Cumberland Ave is approximately 12' at the end of the existing retaining wall.

Comment – *Plans should be submitted to the City of Portland Engineering Department for proper addressing by the E-911 Addressing Officer.*

Response – Please let us know if the Planning Department is able to distribute the plans or if the Applicant should coordinate this.

Comment – *The buildings street address shall be marked at the main entrance of the building.*

Response – The building address will be marked at the main building entrance.



Lauren Swett

Comment – *The Applicant's project will be decreasing impervious surface and the redevelopment work will result in a reduction in non-roof impervious surface. No stormwater treatment or flooding control is required.*

Response – No response.

Comment – *The stormdrain connection from the site is a 6-inch pipe with minimal slope. Based on a rough Manning's calculation, it appears that the pipe capacity is roughly 0.5 cfs. Confirm that this capacity is adequate to manage all flow from the site, or provide a larger pipe.*

Response – The 6" storm drain has been upsized to an 8".

Comment – *The plans identify that there is an existing drain through the retaining wall with "outlet unknown". Please clarify if this drain is anticipated to collect any site drainage and if it discharges onto the neighboring property.*

Response – The pipe in question is not anticipated to collect water from the site. A new field inlet with stone swales will direct water the storm system.

Comment – *The plans identify locations of ramps at the driveway. It is suggested that spot grades be provided to identify the extent and slope of the ramps.*

Response – Additional spot grades and ramp details have been included on the plans.

Comment – *The Applicant is providing building lighting, and should provide a photometrics plan and address the current municipal street lighting standard. I've cc'ed Bruce, so he can weigh in on this. It appears that Decorative Light Peninsula Medium Street and/or Downtown Street standards will apply here*

Response – A photometric plan will be forthcoming. Please provide direction on desired lighting within the public right-of-way.

Comment – *The gas connection is shown far from the roadway. Confirm that this location will be acceptable for Unitil to provide maintenance of their meter.*

Response – Unitil has issued their approval letter and there is no anticipated concern with the meter location. An email has been sent to their project manager to confirm this.

Comment – *Winterberry is proposed at the western side of the building. Confirm that this will not be in conflict with the gas and stormdrain utilities provided in this area.*

Response – We have removed one winterberry shrub to ensure there are no conflicts.



Comment – *Creeping juniper is proposed for installation over the proposed stormdrain line on the site. Confirm that adequate access will be provided for maintenance of the stormdrain pipe, including the roof drain connection, that is within the proposed landscape area.*

Response – There are no concerns with the creeping juniper and its proximity to the storm drains or interference with the system.

Please let us know if you have any additional questions or comments.

Sincerely,



William H. Savage, P.E.
Principal - Project Manager
Acorn Engineering, Inc.



Samuel J. Lebel, E.I.
Project Engineer
Acorn Engineering, Inc.



PLAN REF. #2
 TM 26-F-2
 N/F
 MAPLE GROVE ELDERLY HOUSING CORPORATION
 33073/98

WOOD & BRICK BUILDING

CHAIN LINK FENCE

SPACE #1

SPACE #2

UP

DN

STOP & DO NOT ENTER SIGN

PUBLIC - VARIOUS WIDTH

RIM=44.7
 CL INV.=39.12

RIM=47.8
 8" INV
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ISSUED FOR	BY
COMMENT	DATE
	WHS
	8/30/19
	REV
	DATE

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, 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 SERVING 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 AUTOCAD FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD 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. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED "PLAN DEPICTING THE RESULTS OF A BOUNDARY SURVEY & EXISTING CONDITIONS SURVEY" (JOB NO. 2017-381P) BY OWEN HASKELL, INC. DATED 2/2/2018.
8. 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 A SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH 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. CONSTRUCTION MANAGEMENT PLAN BY ACORN ENGINEERING SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
11. 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.
12. 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 FOR ADJACENT STRUCTURES. A COPY OF THE SURVEY SHOULD BE PROVIDED TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.
13. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH ACORN ENGINEERING, IF ANY.

CIVIL SITE NOTES:

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP AND ERECTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE GENERAL CONTRACTOR PRIOR TO SUBMISSION FOR ENGINEER'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 THE ENGINEER 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 EXCEPTIONAL CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE GENERAL 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. CONCRETE SHALL ALSO BE CURED FOR 28 DAYS PRIOR TO BACKFILLING.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE.
12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
13. THE ENGINEER BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND OBSERVATION VISITS TO THE SITE DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.

SPECIAL INSPECTION NOTES:

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS, AS WELL AS SITE DRAINAGE, SHALL BE REVIEWED BY THE PROJECT ENGINEER.
2. NORMAL REVIEWS WILL BE CONDUCTED BY LOCAL BUILDING DEPARTMENT.
3. 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.
6. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINED ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
7. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
8. 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 I.B.C.

9. SPECIAL INSPECTION FIRM 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 REGISTERED 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 THE CIVIL ENGINEER 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 SHALL ENSURE THAT DRIVEWAYS AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND IN USE AT ALL TIMES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN - LEVEL III AND SUBDIVISION PERMIT 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.
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 OWNER. PRIOR TO THE CONTRACTOR PRICING THE WORK THE CONTRACTOR SHALL REQUEST 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 CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. NO ADDITIONAL PAYMENT FOR UNSUITABLE MATERIALS SHALL BE MADE.
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, DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

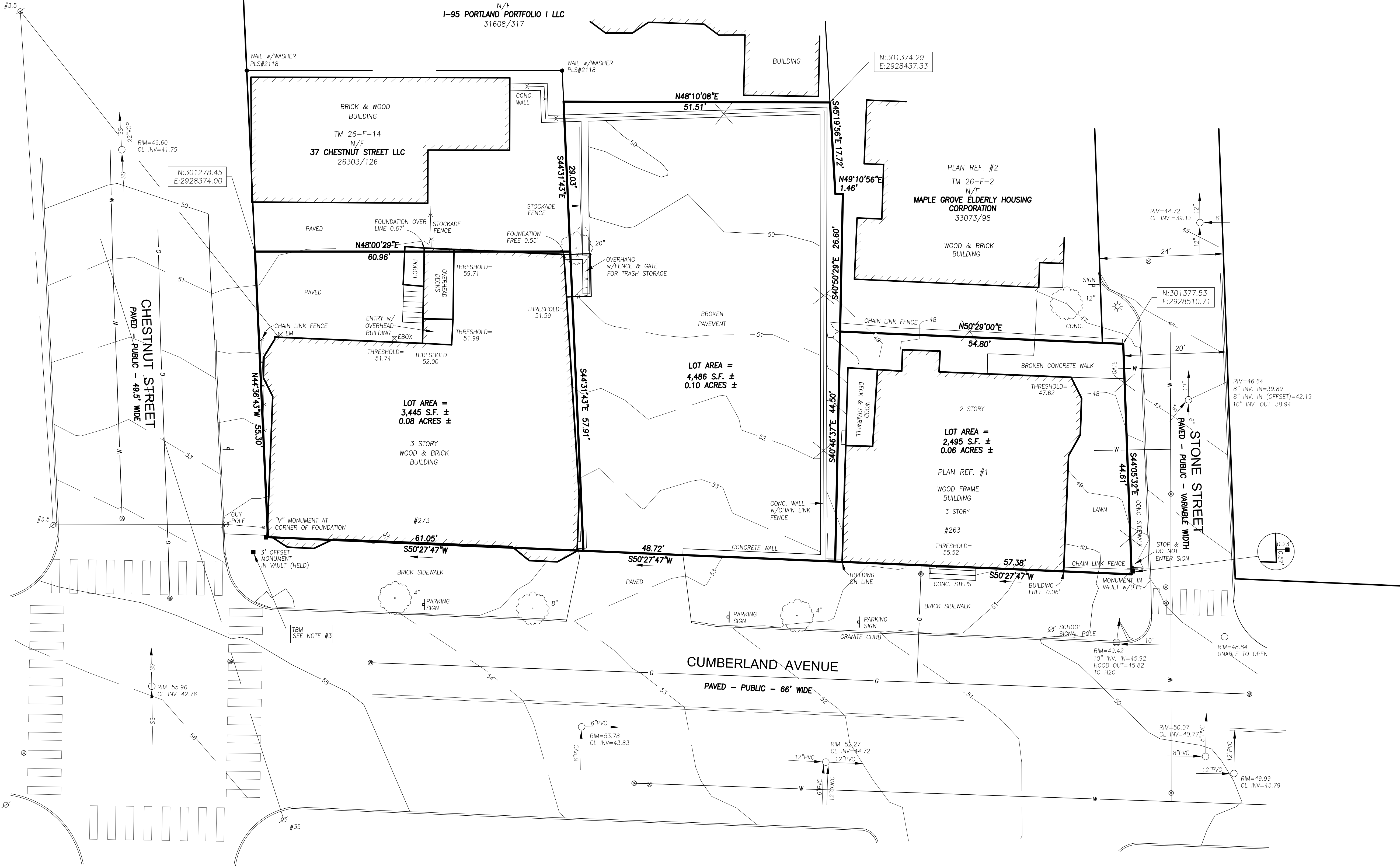
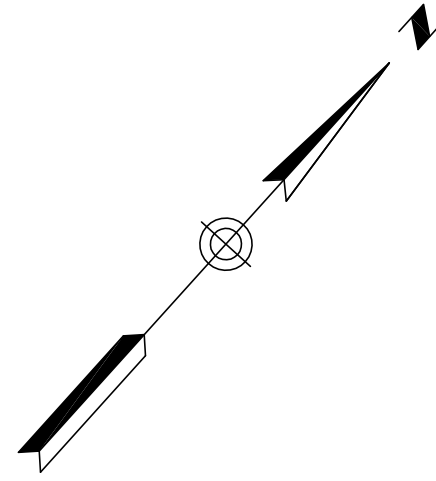
1. ALL ROUTINE MAINTENANCE ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
2. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT 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.
3. 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.
4. 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.
5. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
6. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

1. 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 THE CIVIL ENGINEER 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 BEFORE 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' OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.
6. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN ON SHEET C-44.

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.

3. THE CLIENT HAS NOT REQUESTED NOR HAS ACORN ENGINEERING COMPLETED A PHASE I – ENVIRONMENTAL SITE ASSESSMENT FOR THE PROPERTY.

[illegible]



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.



LOCATION MAP

N.T.S.

LEGEND

●	IRON PIPE OR ROD FOUND	—X—X—	FENCE
■	MONUMENT FOUND	—	CURB
○	UTILITY POLE	—OH—	OVERHEAD WIRES
○	MANHOLE	—W—	WATER LINE
⊗	ELECTRIC/GAS METER	—G—	GAS LINE
⊕	SIGN	—SD—	STORM DRAIN
⊖	CATCH BASIN	—SS—	SANITARY SEWER
⊙	HYDRANT	—50—	1' CONTOUR
⊗	WATER VALVE OR SHUTOFF	—	IRON PIPE OR ROD FOUND
⊙	DECIDUOUS TREE	—	N/F
		000/000	DEED BOOK / PAGE
		CONC.	CONCRETE

PLAN REFERENCES

- PROPERTY OF LOUISA M. MILLER CUMBERLAND AVE. AND STONE ST. DATED AUGUST 9, 1923. RECORDED IN DEED BOOK 1145, PAGE 236 & 237.
- STANDARD BOUNDARY SURVEY & SUBDIVISION PLAN UNITY VILLAGE AT BAYSIDE PORTLAND, MAINE MADE FOR BAYSIDE HOUSING L.L.C. BY TITCOMB ASSOCIATES DATED 7/10/00 RECORDED IN PLAN BOOK 200, PAGE 524.
- ALTA/ACSM LAND TITLE SURVEY OF 41-43 CHESTNUT STREET PROPERTY MADE FOR 1-95 PORTLAND PORTFOLIO I, LLC BY SEBAGO TECHNICS DATED 5/13/14 REVISED THROUGH 7/01/14.

GENERAL NOTES

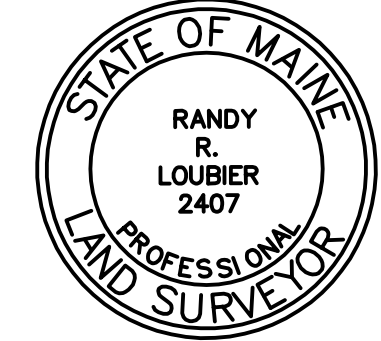
- OWNER OF RECORD: DOWNTOWN LODGING, LLC
TAX MAP 26 LOTS 8, 15 & 16
C.C.R.D. BOOK 32756 PAGE 336
- BEARINGS ARE BASED ON CITY CONTROL POINTS:
GRANITE MONUMENT 8"x8" WITH CAST IRON FRAME AND COVER AT THE NORTHERLY CORNER OF CUMBERLAND AND CEDAR ST.
T757-32-104
N 301059.622
E 2928195.663
COPPER BOLT IN GRANITE 3" O/S MONUMENT AT THE EASTERLY CORNER OF LANCASTER AND PREBLE ST.
T101-154-6
N 301242.665
E 2927339.445
- ELEVATIONS ARE BASED ON CITY DATUM. OFFICIAL CITY BENCHMARK USED:
CUMBERLAND AVE. AND CHESTNUT ST. N.E.C.
B.M. ON BRASS BOLT IN MON. ON 3 FT. OFFSET
ELEVATION = 54.35

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.

Randy R. Loubier
RANDY R. LOUBIER, PLS #2407

2/2/18
DATE

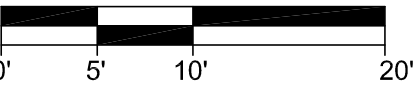


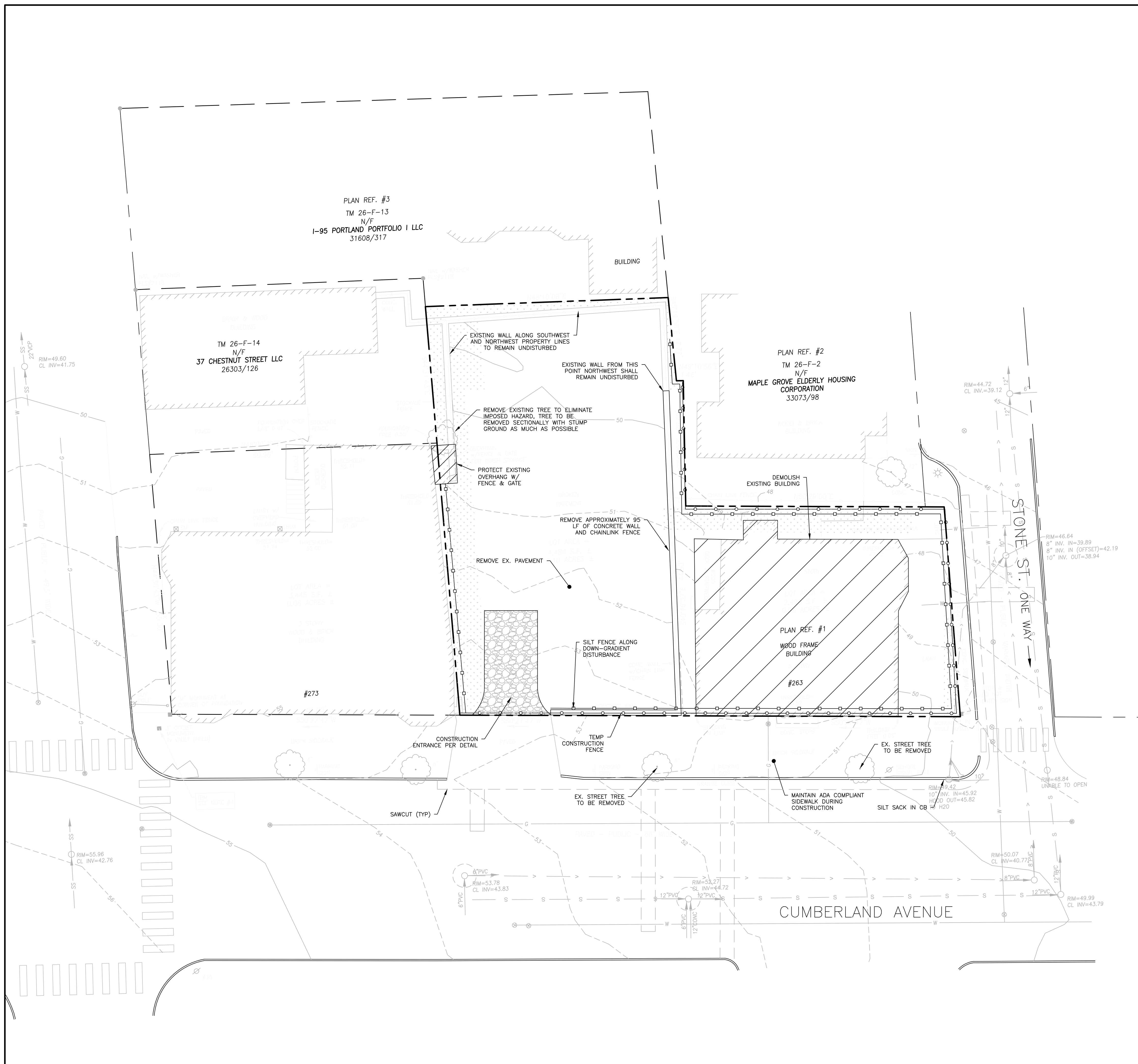
BOUNDARY & TOPOGRAPHIC SURVEY
AT
263-273 CUMBERLAND AVE., PORTLAND, MAINE
MADE FOR
WILLIAM SIMPSON
P.O. BOX 10250, PORTLAND, ME 04104

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105

DRAWN BY: RRL/JLW DATE: FEB. 2, 2018 JOB NO. 2017-381P
CHECKED BY: RRL SCALE: 1"=10' DRWG. NO. 1

SCALE: 1"=10'



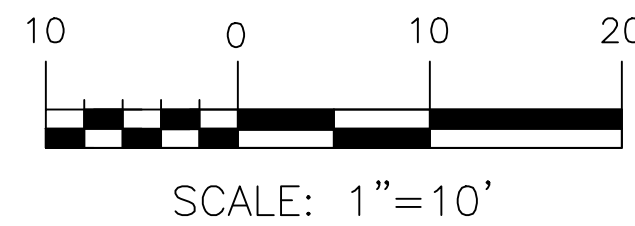
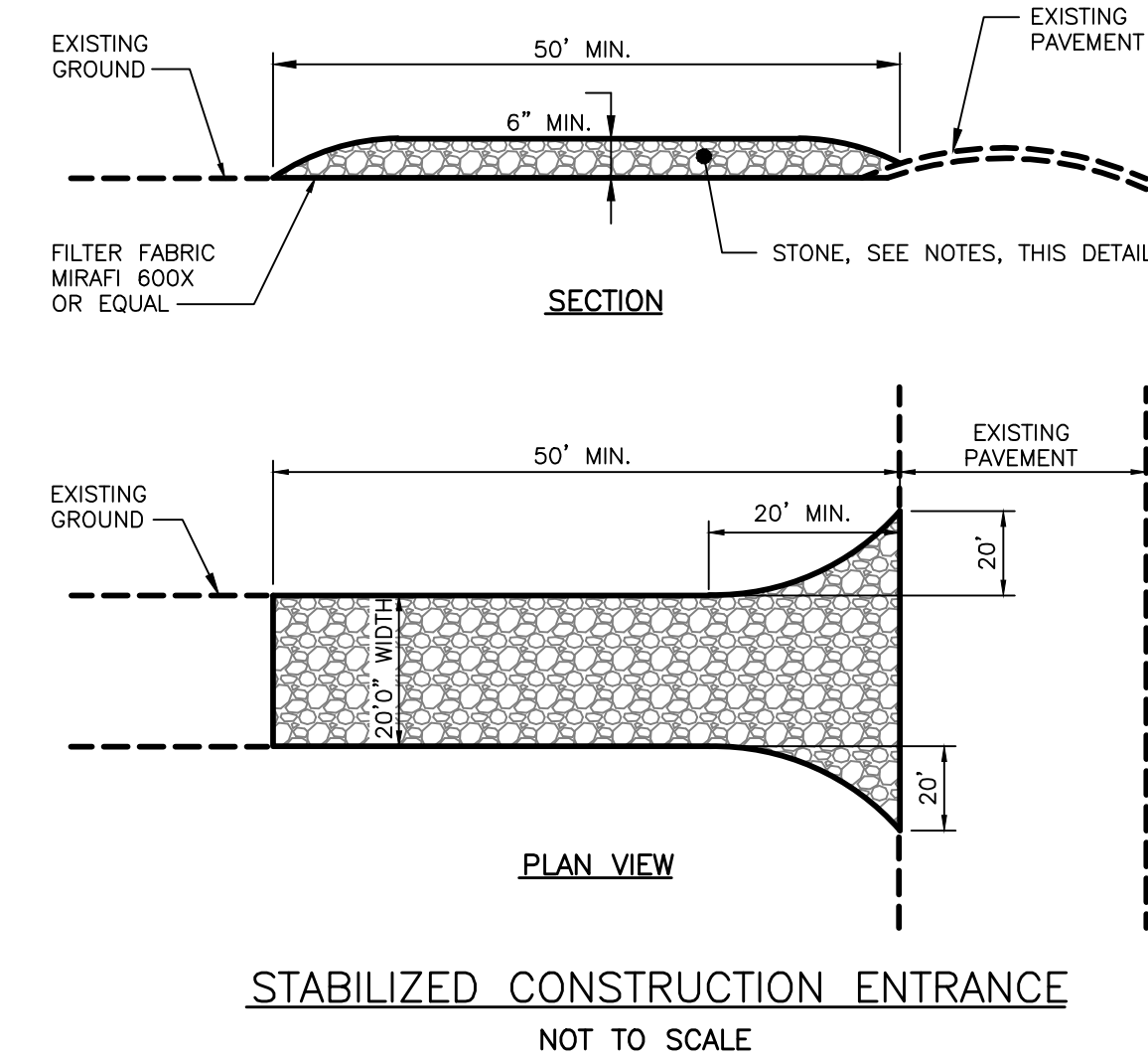


GENERAL NOTES:

1. EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. ALL DISPOSAL OF DEMOLITION DEBRIS 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 ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO 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 POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
5. ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION.
6. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES. DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES AND DO NOT NECESSARILY DEPICT THE PHYSICAL LOCATION.
7. CONTRACTOR SHALL PLACE CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRAIDENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
8. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT 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-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED. CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING THE APPROPRIATE PERMITS FROM THE CITY FOR CLOSING ANY ON-STREET PARKING SPACES DURING THE CONSTRUCTION PERIOD.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ALONG CONSTRUCTION FENCE AND GATE.

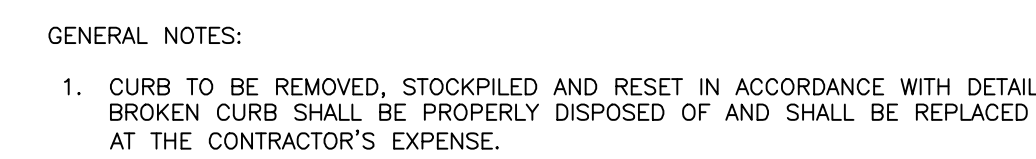
NOTES:

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



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
SITE PLAN	WHS
	6/26/19
CONSTRUCTION MANAGEMENT PLAN	
263 CUMBERLAND REDEVELOPMENT	
DOWNTOWN LODGING, LLC	
55 WASHINGTON AVE, PORTLAND, ME 04101	
DRAWING NO. C-03	



SPACE AND BULK STANDARDS		
ZONE: B-2	REQUIRED	PROPOSED
MINIMUM LOT SIZE	NONE	6,981 SF
MINIMUM STREET FRONTAGE	20'	151'
MAXIMUM FRONT YARD (STONE STREET) SETBACK	10'	0.15'
MINIMUM SIDE YARD SETBACK	NONE	0.25'
MINIMUM REAR YARD SETBACK	10'	10.10'
STRUCTURE STEPBACKS (SIDE YARD ABOVE 35')	5'	> 5'
STRUCTURE STEPBACKS (REAR YARD ABOVE 35')	NONE (ABUTS B2)	> 10'
MAXIMUM LOT COVERAGE	NONE	73%
MAXIMUM BUILDING HEIGHT	55' (BAYSIDE OVERLAY)	53.65'
MAXIMUM IMPERVIOUS AREA	NONE	81%
MAXIMUM NUMBER OF DWELLING UNITS	NA	89
PARKING	1 SPACE PER 5 ROOMING UNITS = 18	2 ONSITE 10 OFFSITE LEASE
BICYCLE PARKING	1 SPACE PER EACH PARKING SPACE = 18	19
*WITHIN R7 OVERLAY, B-2 STANDARDS APPLIED		

*WITHIN R7 OVERLAY, B-2 STANDARDS APPLIED

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

[illegible]

SITE PLAN

263 CUMBERLAND REDEVELOPMENT

DOWNTOWN LODGING, LLC
35 WASHINGTON AVE, PORTLAND, ME 04101

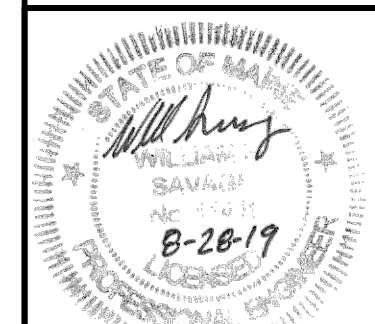
DRAWING NAME:

PROJECT NAME:

ENGINEERING, INC. =

ACORN ENGINEERING, INC.
65 HANOVER ST., PORTLAND MAINE 04101
(207) 775-2855

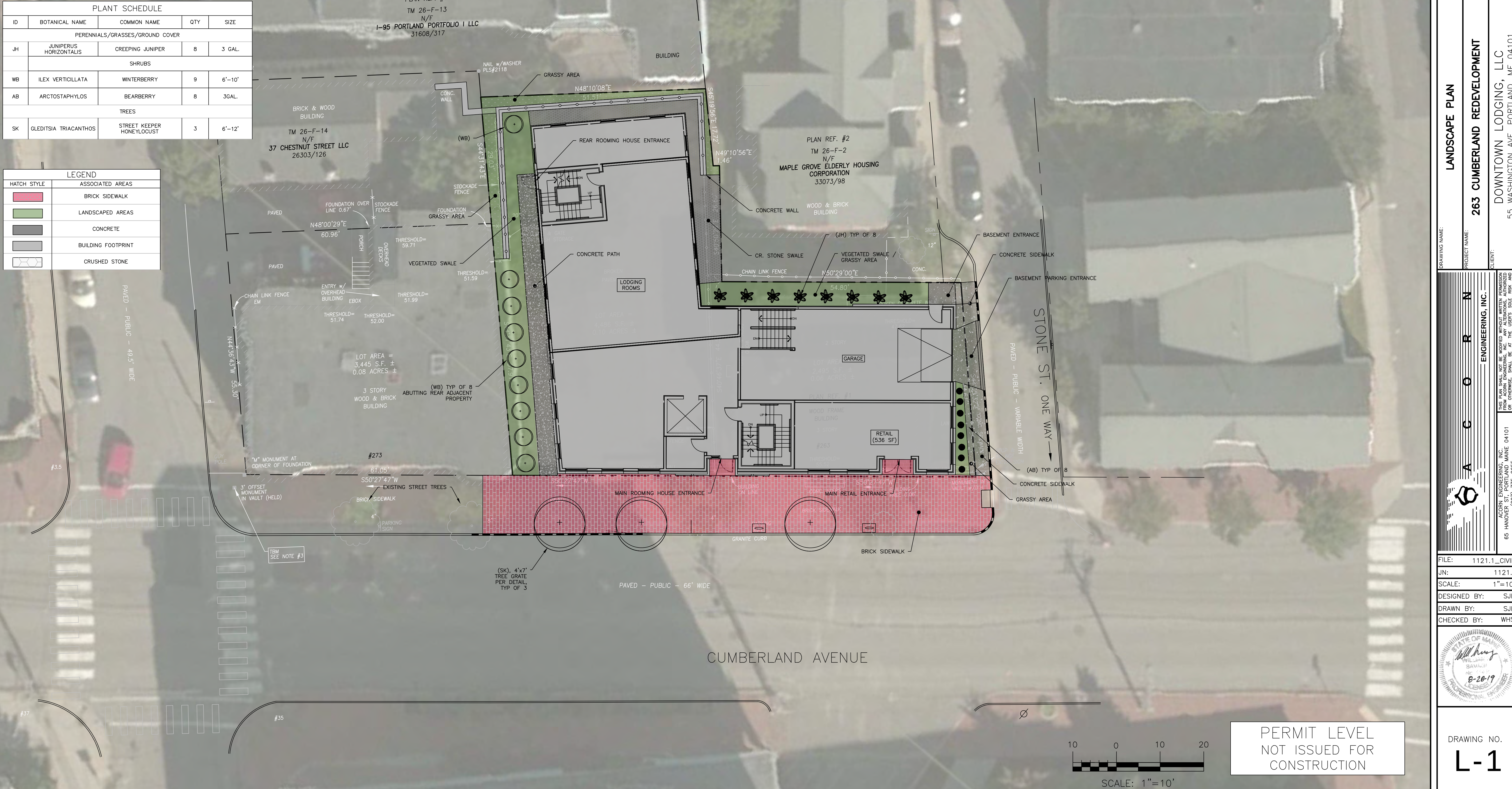
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JN:	1121.1
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS



DRAWING NO.
C-10

- | PLANT SCHEDULE | | | | |
|---------------------------------|---------------------------|------------------------------|-----|--------|
| ID | BOTANICAL NAME | COMMON NAME | QTY | SIZE |
| PERENNIALS/GRASSES/GROUND COVER | | | | |
| JH | JUNIPERUS
HORIZONTALIS | CREeping JUNIPER | 8 | 3 GAL. |
| | SHRUBS | | | |
| WB | ILEX VERTICILLATA | WINTERBERRY | 9 | 6"-10' |
| AB | ARCTOSTAPHYLOS | BEARBERRY | 8 | 3GAL. |
| TREES | | | | |
| SK | GLEDITSIA TRIACANTHOS | STREET KEEPER
HONEYLOCUST | 3 | 6"-12' |

LEGEND	
HATCH STYLE	ASSOCIATED AREAS
	BRICK SIDEWALK
	LANDSCAPED AREAS
	CONCRETE
	BUILDING FOOTPRINT
	CRUSHED STONE

[illegible]

DRAWING NAME:

LANDSCAPE PLAN

PROJECT NAME:

263 CUMBERLAND REDEVELOPMENT

CLIENT:

DOWNTOWN LODGING, LLC
55 WASHINGTON AVE, PORTLAND, ME 04101



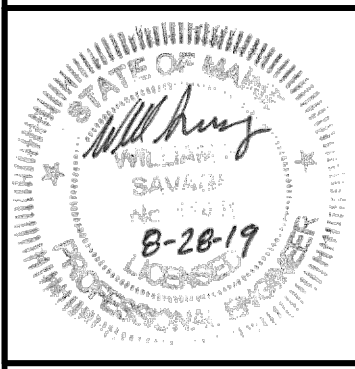
ACORN ENGINEERING, INC.
65 HANOVER ST. PORTLAND, MAINE 04101
(207) 775-2655

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A C O R N

ENGINEERING, INC.

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DRAWING NO.
L-1

[illegible]

UTILITY PLAN

263 CUMBERLAND REDEVELOPMENT

PROJECT NAME:

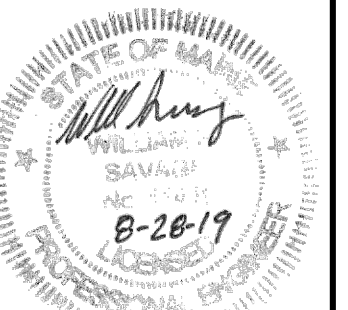
CLIENT:

DOWNTOWN LODGING, LLC

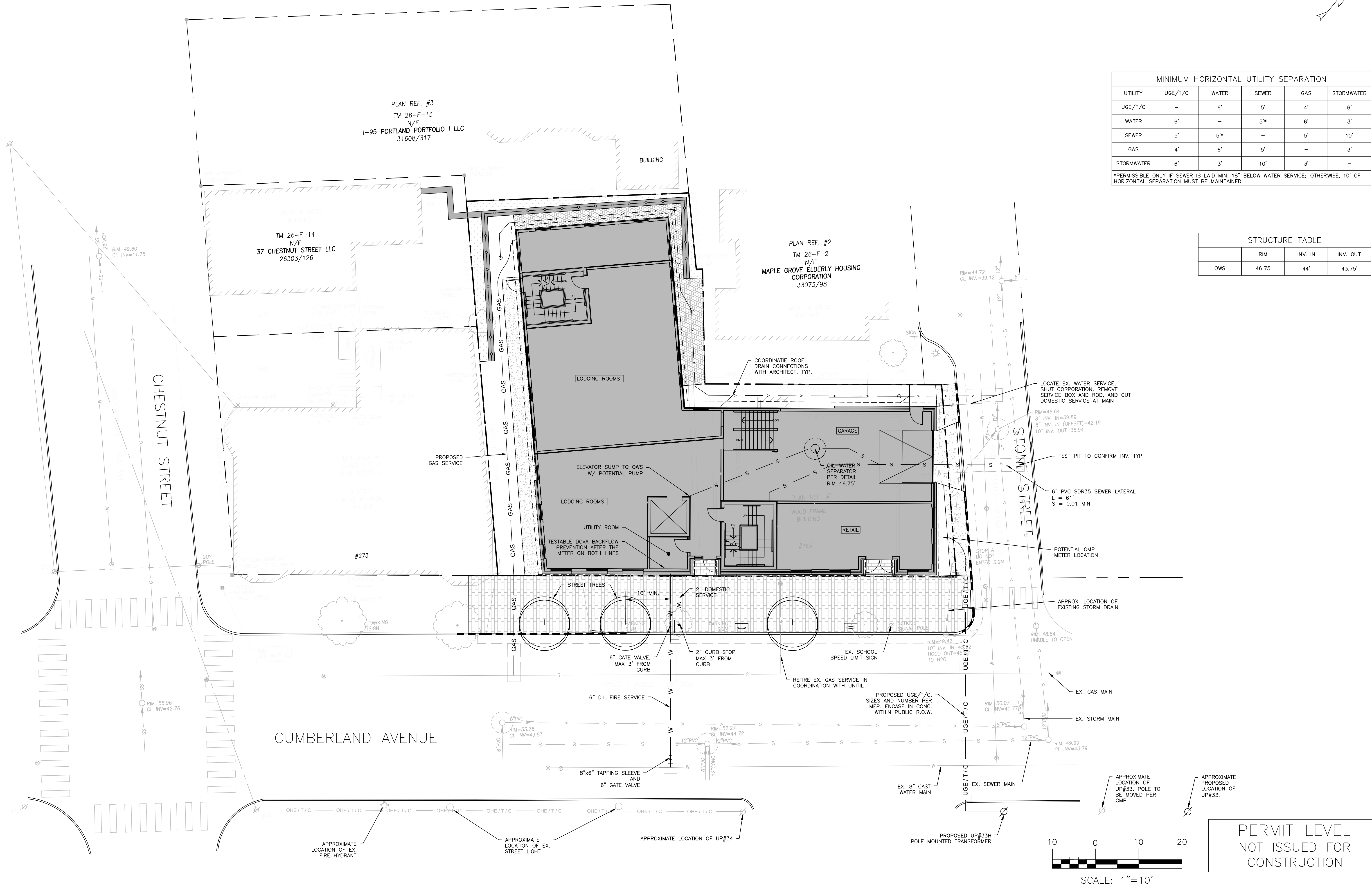
55 WASHINGTON AVE., PORTLAND, ME 04101

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DRAWING NO.
C-20

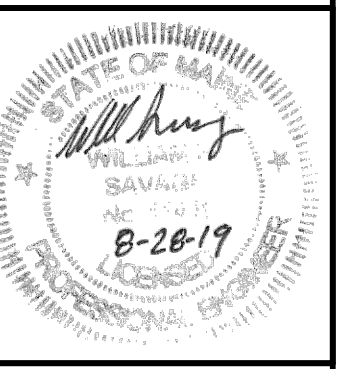


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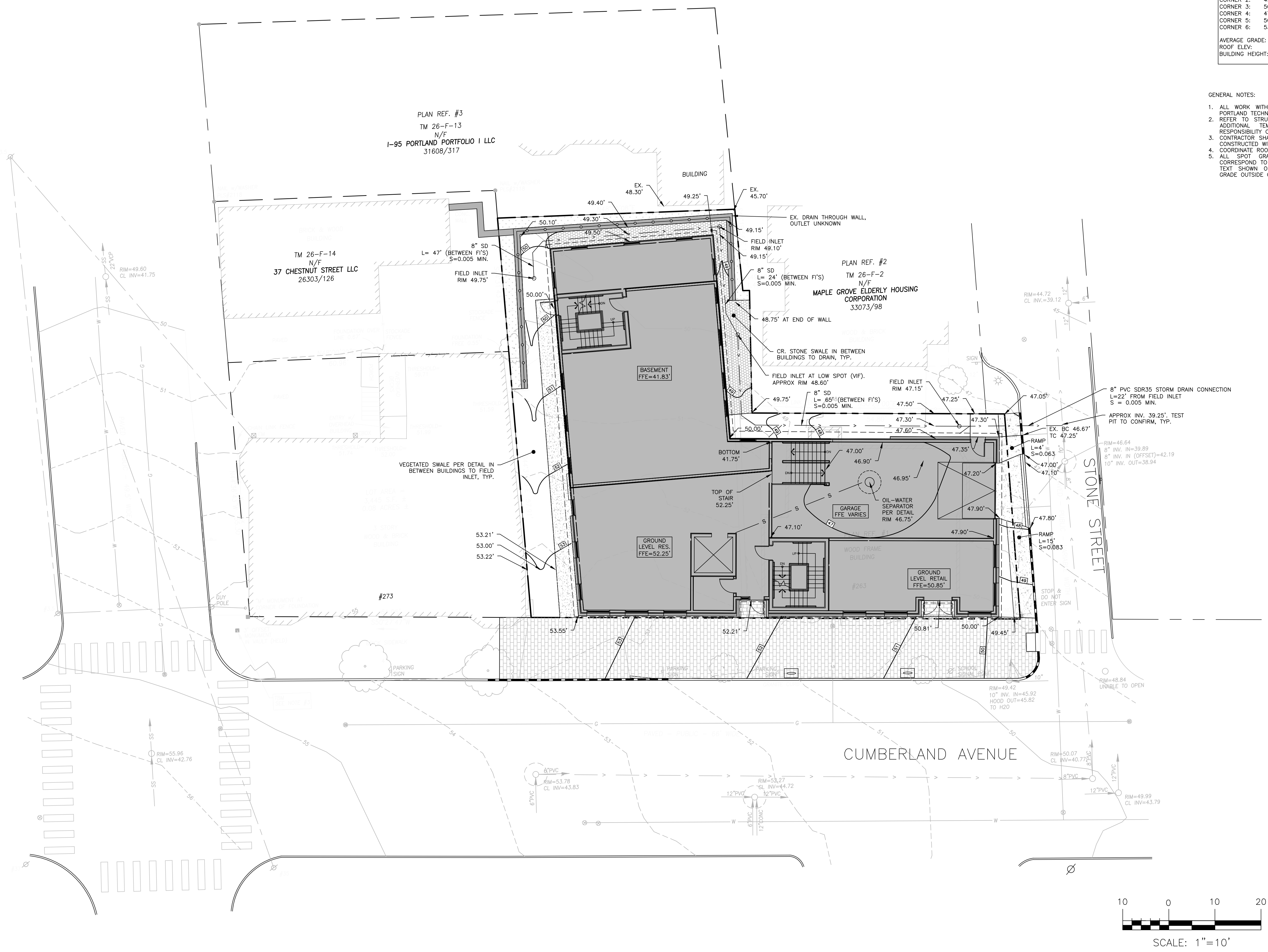
PROJECT NAME:	263 CUMBERLAND REDEVELOPMENT
CLIENT:	DOWNTOWN LODGING, LLC 55 WASHINGTON AVE, PORTLAND, ME 04101

	A C O R N									
	ENGINEERING, INC.									
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SCALE:	1"=10'
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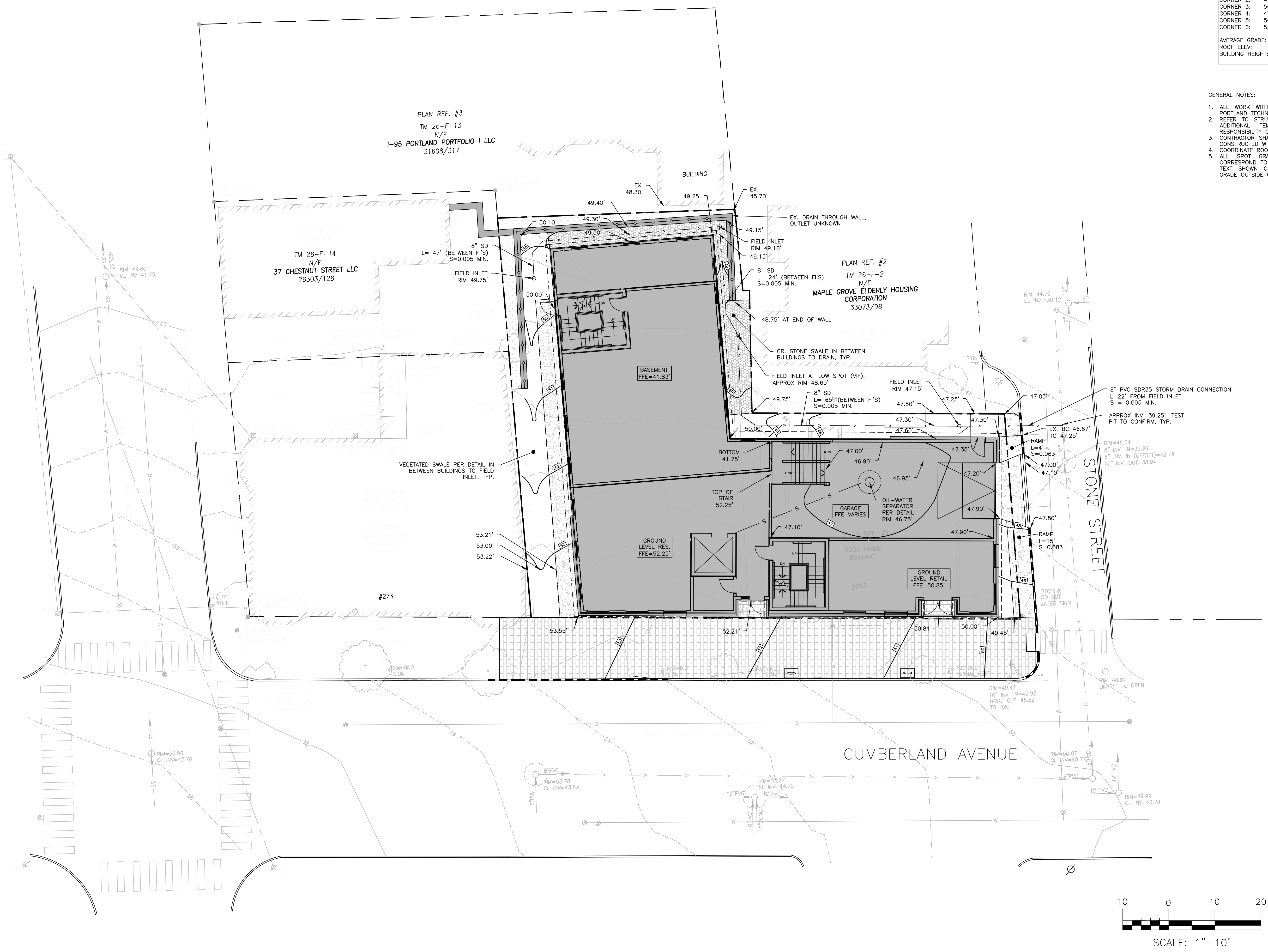


DRAWING NO.
C-30



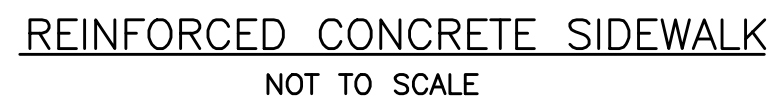
AVERAGE GRADE & BUILDING HEIGHT CALCULATIONS:	
CORNER 1:	50.00'
CORNER 2:	49.25'
CORNER 3:	50.00'
CORNER 4:	47.20'
CORNER 5:	50.10'
CORNER 6:	53.55'
AVERAGE GRADE:	50.02'
ROOF ELEV:	103.67'
BUILDING HEIGHT:	53.65'

- GENERAL NOTES:
1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. REFER TO STRUCTURAL PLANS FOR FOUNDATION REQUIREMENTS. DESIGN OF ADDITIONAL TEMPORARY RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT FOUNDATION DEANS AND UNDERDRAINS ARE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
4. COORDINATE ROUTE LEADERS WITH THE ARCHITECT.
5. ALL SPOT GRADES WITH THE TEXT INSIDE THE BUILDING FOOTPRINT ARE TO BE TO GARAGE LEVEL. SPOT GRADES WITH THE TEXT SHOWN OUTSIDE THE BUILDING FOOTPRINT REPRESENT THE FINISHED GRADE OUTSIDE OF THE BUILDING.

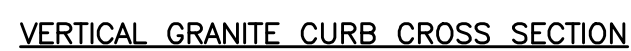


PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

1. AT A MINIMUM, TESTING SHALL CONSIST OF ENTRAINED AIR AND SLUMP TESTS ON SITE PRIOR TO POURING THE SIDEWALKS. ENTRAINED AIR TESTS SHALL BE DONE IN ACCORDANCE WITH ASHOTO T152. TEST FIRST TWO LOADS AND EVERY THIRD LOAD THEREAFTER.
2. WELDED WIRE FABRIC SHALL BE PLACED 2 INCHES ABOVE THE CRUSHED GRAVEL, AND 2 INCHES FROM ALL FINISHED EDGES, EXPANSION JOINTS AND CURBS. ALL FABRIC JOINTS SHALL BE OVERLAPPED A MINIMUM OF 1 FOOT AND BE PROPERLY TIED. IF THE CONTRACTOR ELECTS TO USE REBAR, ONLY 4-GAUGE WILL BE ACCEPTABLE. IF THE CONTRACTOR ELECTS TO USE PLAIN-WEAVE FIBER MESH, A SPECIFICATION SHEET MUST BE SUBMITTED AND PRE-APPROVED BY THE ENGINEER PRIOR TO ITS APPLICATION.
3. SLABS SHALL BE PLACED ADJACENT IN LENGTHS NOT TO EXCEED 30 FEET OR AS DIRECTED AND SHALL BE SEPARATED BY JOINTS. JOINTS SHALL BE OF PREFORMED EXPANSION OR CONTRACTION SLAB JOINT THICKNESS.
4. WHEN CONSTRUCTED ADJACENT TO AN EXISTING BUILDING, RETAINING WALL OR OTHER FIXED STRUCTURE, A 4 INCH THICK PREFORMED JOINT FILLER SHALL BE USED BETWEEN THE SLAB AND THE STRUCTURE.
5. THE SIDEWALK SURFACE SHALL BE SCORED INTO BLOCK UNITS NO GREATER THAN 40 SQUARE FEET AS DIRECTED. THE SCORING SHALL BE DONE SOON AFTER THE CURING OF THE SURFACE.
6. ANY MATCHING INTO EXISTING SIDEWALKS SHALL BE DONE IN SO WITH A CLEAN VERTICAL FACE CONNECTION.
7. THE SURFACE SHALL BE FINISHED TO PRODUCE A BROOMLIKE "BRUSHED" PATTERN. NO PLASTERING OF THE SURFACE WITH MORTAR WILL BE PERMITTED. THE FINISH SHALL RESULT IN A SURFACE OF UNIFORM TEXTURE AND COLOR. ALL OUTSIDE EDGES OF THE SLAB AND ALL JOINTS SHALL BE ROUNDED WITH A 4 INCH RADII EDGING TOOL.
8. CONCRETE SHALL BE CURED BY TOP AND BOTTOM SURFACES WITH A WATER SEAL AS MANUFACTURED BY E.A. THOMPSON CO., INC. OF MEMPHIS, TENNESSEE, BOILED LINED OIL, WHITE PIGMENTED CURING COMPOUND, OR BY OTHER APPROVED METHODS. CONCRETE SIDEWALK TO BE SEALED WITH CONSOLIDOLAC SALGARD WB OR APPROVED EQUIV. 28 DAYS AFTER PLACEMENT. FOLLOW MFG. INSTRUCTIONS FOR REMOVAL OF FOLIATION.
9. GENERAL CONTRACTOR TO COLLECT DELIVERY SLIPPS AND TRUCKS TO THE OWNER.
10. REFER TO CITY OF PORTLAND CONCRETE SPECIFICATIONS SECTION 608 FOR MORE INFORMATION.

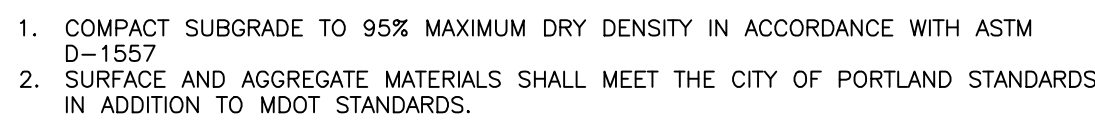


2. INSTALL BRICK FLUSH UP TO BUILDING, PAVEMENT, STAIRS, CONCRETE SURFACES, CURB OR LANDSCAPED AREAS.



1. CURB SHALL BE RESET IN ACCORDANCE WITH MDOT 609.08 WITH THE EXCEPTION OF CURB SPACING TO BE INSTALLED PER DETAIL.

NOT TO SCALE



NOT TO SCALE



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

SITE DETAILS – 1

DRAWING NAME:

PROJECT NAME:

263 CUMBERLAND REDEVELOPMENT

CLIENT:

DOWNTOWN LODGING, LLC
55 WASHINGTON AVE, PORTLAND, ME 04101


A C O R N
ENGINEERING, INC.

 ACORN ENGINEERING, INC.
 65 HANOVER ST., PORTLAND, MAINE 04101
 (207) 775-2655

 THIS PLAN SHALL NOT BE ASSIGNED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE THE SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1121.1_CIVIL
JN:	1121.1
SCALE:	NTS
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

DRAWING NO.

C-40

1. ALL PLANT SELECTION AND INSTALLATION WILL BE IN COMPLIANCE WILL THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
3. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
4. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
5. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING REED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM AND 5% NORTHEAST WILDFLOWER SEED MIXTURE BY WEIGHT TO THE LINKS BLEND.
6. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING. IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.
7. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDDED AS NECESSARY.
8. NEW TREES TO BE INSTALLED WITH A SLOW RELEASE WATERING BAG.
9. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS FOR AT LEAST 30 DAYS FOLLOWING INSTALLATION. FOLLOWING THIS PERIOD, THE LANDOWNER OR PROPERTY MANAGEMENT SHALL BE RESPONSIBLE FOR CONTINUED WATERING AND MAINTENANCE. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING FINAL INSTALLATION.
10. ALL PROPOSED PLANTS SHALL BE LOCATED AS SHOWN ON THE PLANS. CONTRACTOR TO NOTIFY ENGINEER WHEN PLANTINGS HAVE BEEN MOBILIZED ON SITE. ENGINEER TO INSPECT AND ACCEPT OR REJECT ANY SPECIMENS ON THE BASIS OF APPARENT HEALTH, HARDINESS, AND CONFORMANCE WITH THE PLANTING SCHEDULE. REJECTED SPECIMENS ARE TO BE REPLACED BY THE CONTRACTOR AT NO ADDED COST TO THE OWNER. ACCEPTANCE DOES NOT WAIVE THE REQUIRED ONE YEAR PLANTING WARRANTY.

1. DIG HOLE AT LEAST 2 TIMES THE DIAMETER OF THE ROOT BALL AND AS DEEP AS THE ROOT BALL (NO DEEPER). SET ROOT BALL CENTERED, WITH THE TOP AT DOWNHILL EDGE OF THE HOLE.

2. TOPSOIL BACKFILL SHALL BE NATURAL, FERTILE, FINE LOAMY SOIL POSSESSING THE FOLLOWING CHARACTERISTICS: THE CONTAINER MUST BE FULL OF TOPSOIL. SOIL SHALL CONTAIN NO LESS THAN 6% OR MORE THAN 20% ORGANIC MATTER. TOP SOIL SHALL HAVE A pH OF 6.0 TO 6.5 OR LESS THAN 6.5.

3. CONTAINER GROWN STOCK - REMOVE CONTAINER PROTECTING THE ROOT BALL. GENTLY COMB OUT THE ROOTS. PRUNE DAMAGED ROOTS.

4. WATER THE HOLE TO A DEPTH NOT TO EXCEED 8" THEN WATER SUFFICIENTLY TO SETTLE TOPSOIL. REPEAT SOIL BACKFILL, WATER, DRAIN. TOPSOIL SHALL BE TAMPED UNDER EDGES OF PLANTING HOLES. PLANTS SHALL BE PLANTED IN AN EARTHEN SAUCER. SOAK PLANTS TWICE IN THE FIRST TWENTY-FOUR HOURS OF PLANTING.



1. 16" EXPANDABLE TREE OPENING; .25" SLOT OPENINGS.
2. SIDEWALK MATERIAL PER PLAN.
3. WHEN INSTALLED IN A BRICK SIDEWALK, GRATE REQUIRES A FRAME TO BE INSTALLED TO HOLD GRATE IN PLACE.



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

[illegible]

LANDSCAPING DETAILS

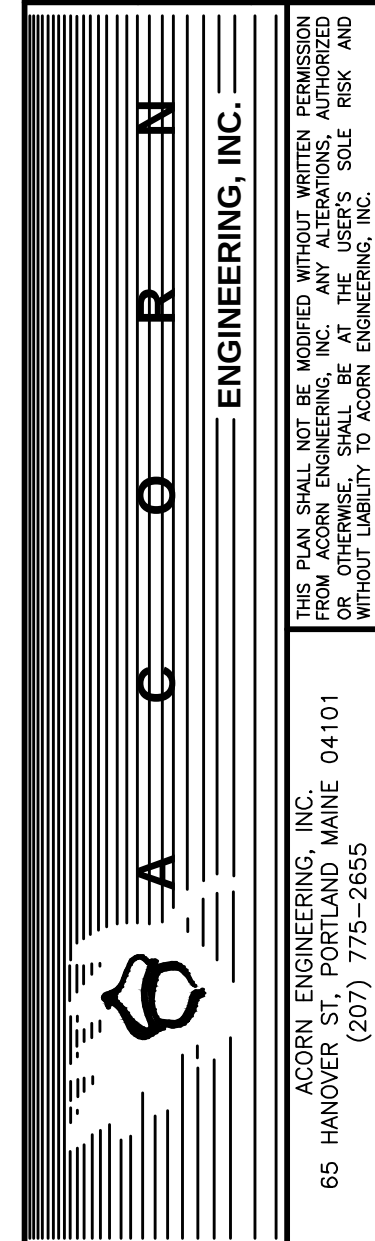
263 CUMBERLAND REDEVELOPMENT

DOWNTOWN LODGING, LLC
55 WASHINGTON AVE, PORTLAND, ME 04101

DRAWING NAME:

PROJECT NAME:

CLIENT:



FILE: 1121.1_CIVIL

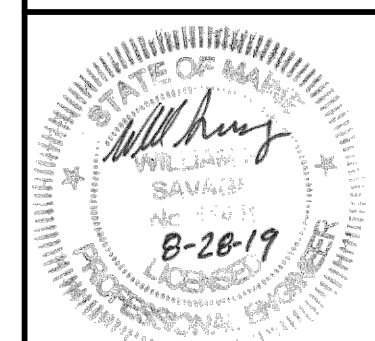
JN:	1121.1
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SCALE: NTS

DESIGNED BY: SJL

DRAWN BY: SJL

CHECKED BY: WHS



DRAWING NO.

C-42



NOTES:

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.
-
- The diagram illustrates a typical service connection. A horizontal line represents the 'SERVICE LINE' with a vertical dimension of '5'-6"'. It connects to a 'CORPORATION STOP' (a circular structure). The line then runs horizontally to a 'CURB STOP BALL VALVE (SEE NOTE 2)'. Above this valve is a 'SERVICE BOX W/ ROD'. To the right of the service box is a 'CURB STOP'. A vertical line labeled 'R/W' (Right of Way) is shown to the right of the curb stop. A dimension of '6"' is indicated between the curb stop and the R/W line. The top of the curb stop is labeled 'FLUSH TO FINISH GRADE'. A 'SIDEWALK' is shown above the service line.

Technical drawing of a drop style cover. The top view shows a circular cover with a central hole labeled "WATER". The outer diameter is 6". The side view shows a cross-section with a total height of 2". The top flange has a thickness of 1 1/2". The bottom flange has a thickness of 5/8". The width of the bottom flange is 7 1/4".

DROP STYLE COVER

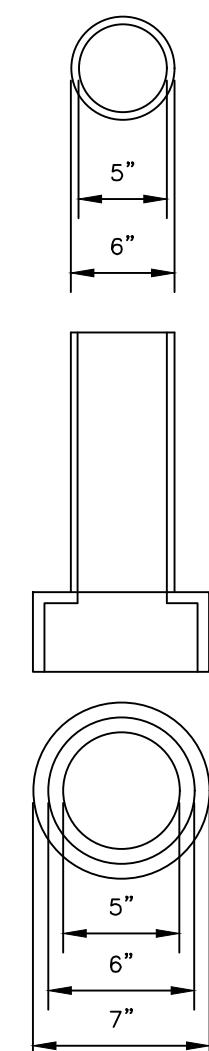
5 3/4"

NOTE: BELL
TYPE BASE WITH
BOTTOM LIP

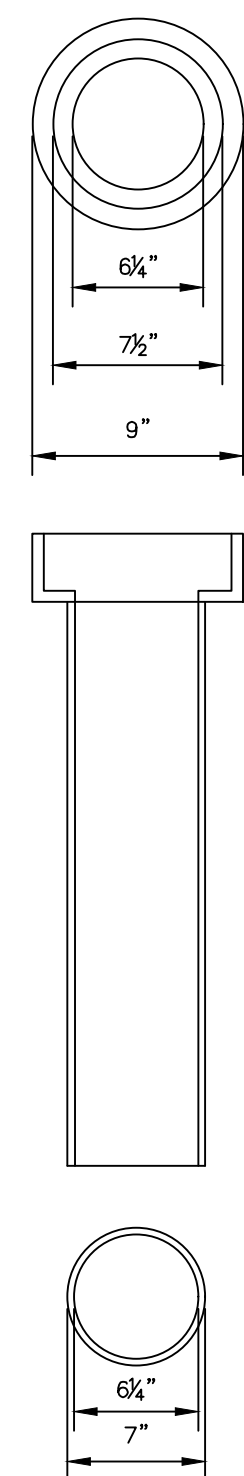
Top View Dimensions:
 Inner Diameter: 5"
 Outer Diameter: 5 1/4"

Side View Dimensions:
 Total Height: 10 1/4"
 Base Diameter: 8"

BASE SECTION NO. 645



INTERMEDIATE
SECTION NO.58

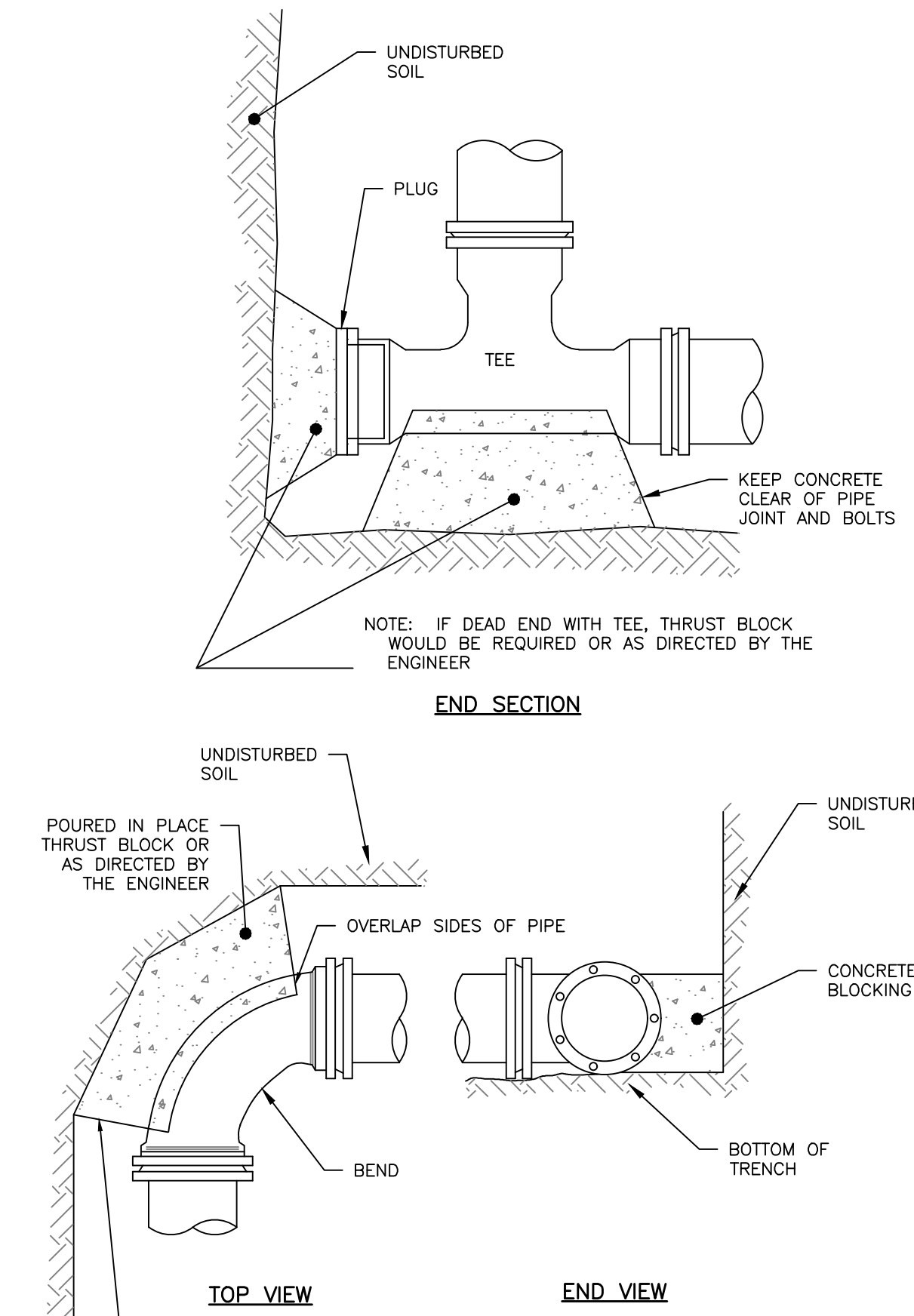


TOP SECTION
NO.56

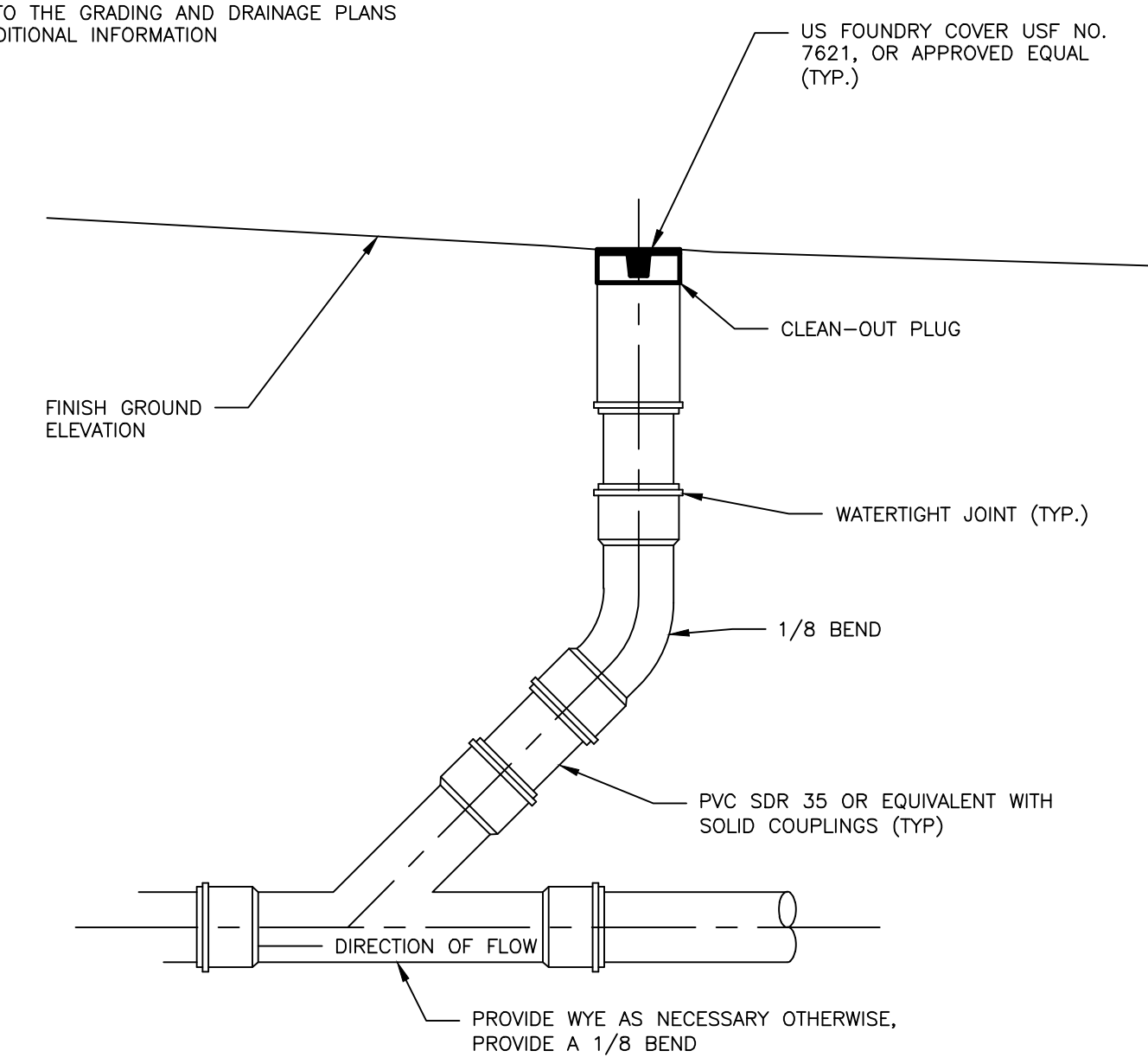
NOTES:

-
- US FOUNDRY COVER USF NO. 7621, OR APPROVED EQUAL (TYP.)
- CLEAN-OUT PLUG
- WATERTIGHT JOINT (TYP.)
- 1/8 BEND
- PVC SDR 35 OR EQUIVALENT WITH SOLID COUPLINGS (TYP.)
- DIRECTION OF FLOW
- PROVIDE WYE AS NECESSARY OTHERWISE, PROVIDE A 1/8 BEND

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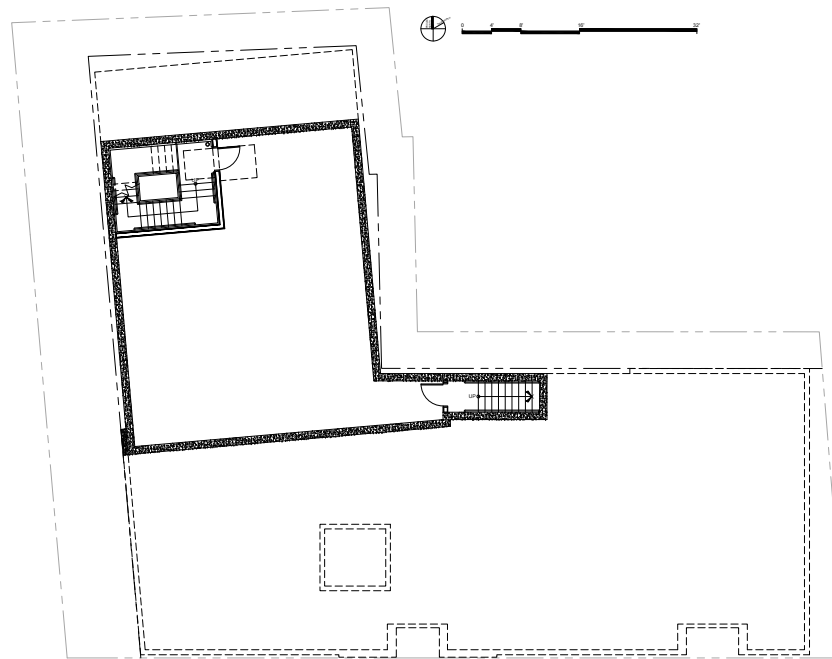
THRUST BLOCKING
NOT TO SCALE



CLEANOUT DETAIL
NOT TO SCALE

263 CUMBERLAND AVENUE
PORTLAND, MAINE

SEPTEMBER 4, 2019



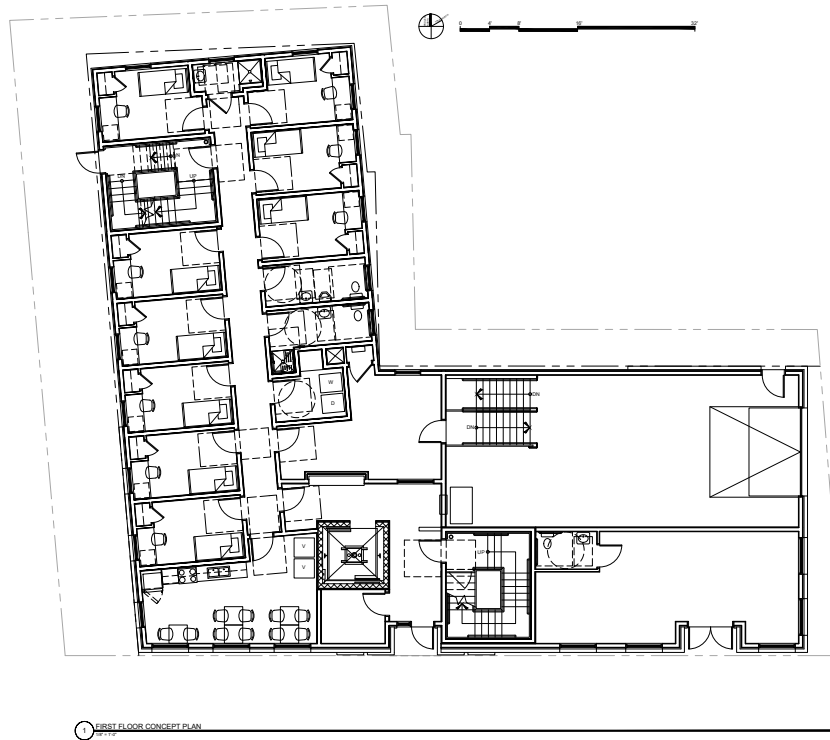
1 BASEMENT CONCEPT PLAN
10' x 10'

PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

263 CUMBERLAND AVENUE
PORTLAND, MAINE

SEPTEMBER 4, 2019

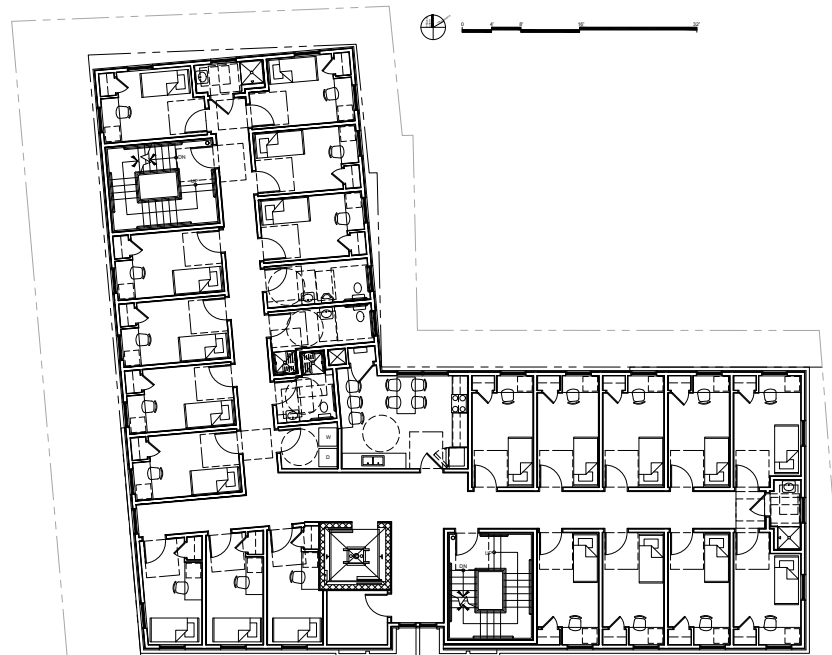


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RYAN SENATORE ARCHITECTURE

263 CUMBERLAND AVENUE
PORTLAND, MAINE

SEPTEMBER 4, 2019



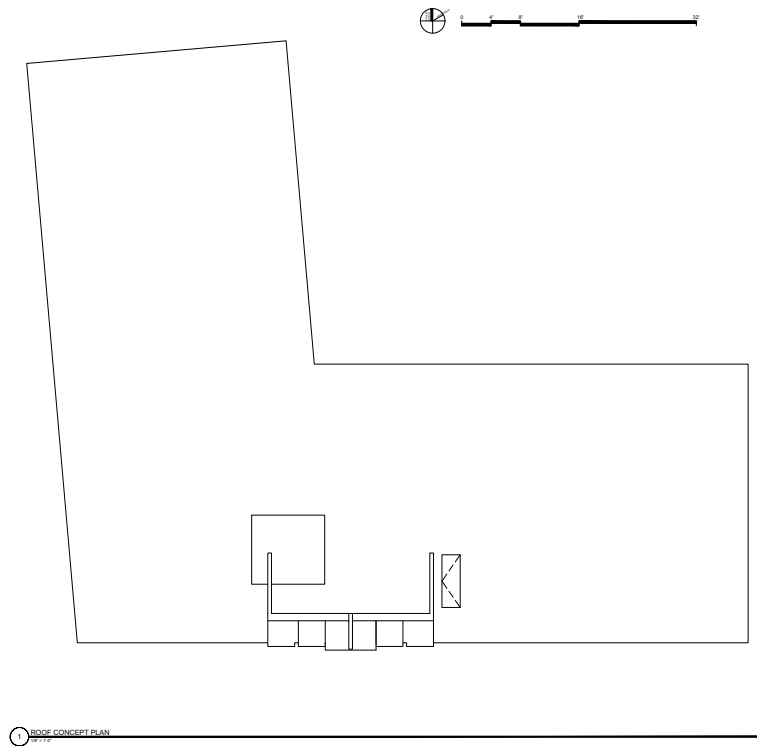
1 SECOND FLOOR CONCEPT PLAN (THIRD THRU FIFTH FLOOR PLANS SIMILAR)
10' x 11'

PROGRESS PRINT ONLY
Not for Construction

RYAN SENATORE ARCHITECTURE

263 CUMBERLAND AVENUE
PORTLAND, MAINE

SEPTEMBER 4, 2019



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RYAN SENATORE ARCHITECTURE

263 CUMBERLAND AVENUE
PORTLAND, MAINE

SEPTEMBER 4, 2019

MATERIAL FINISH SCHEDULE				
#	PRODUCT	COLOR / FINISH	MANUFACTURER	FINISH / SIZE
1	METAL SIDING	ENGLERT (SATE GREEN #1)	TBD	PRE-FINISHED METAL
2	HARDIE BOARD	TBD	TBD	PRE-FINISHED
3	WINDOW	TBD (LIGHT)	SHoTwinG LUMIN	TBD
4	EPF8 SIDING - MIPA	TBD (DARK)	SHoTwinG LUMIN	EPF8
5	EPF8 SIDING - MIPA	TBD (DARK)	SHoTwinG LUMIN	EPF8
6	ALUCOBOND SIDING	SUNSHINE SILVER METALLIC	ALUCOBOND	ALUMINUM COMPOSITE MATERIAL
7	BRICK	TBD	TBD	EXTERIOR PRE-CAST
8	PRE-CAST	TBD	TBD	EXTERIOR PRE-CAST
9	METAL TRIM	WHITE	TBD	METAL TRIM



263 CUMBERLAND AVENUE PORTLAND, MAINE

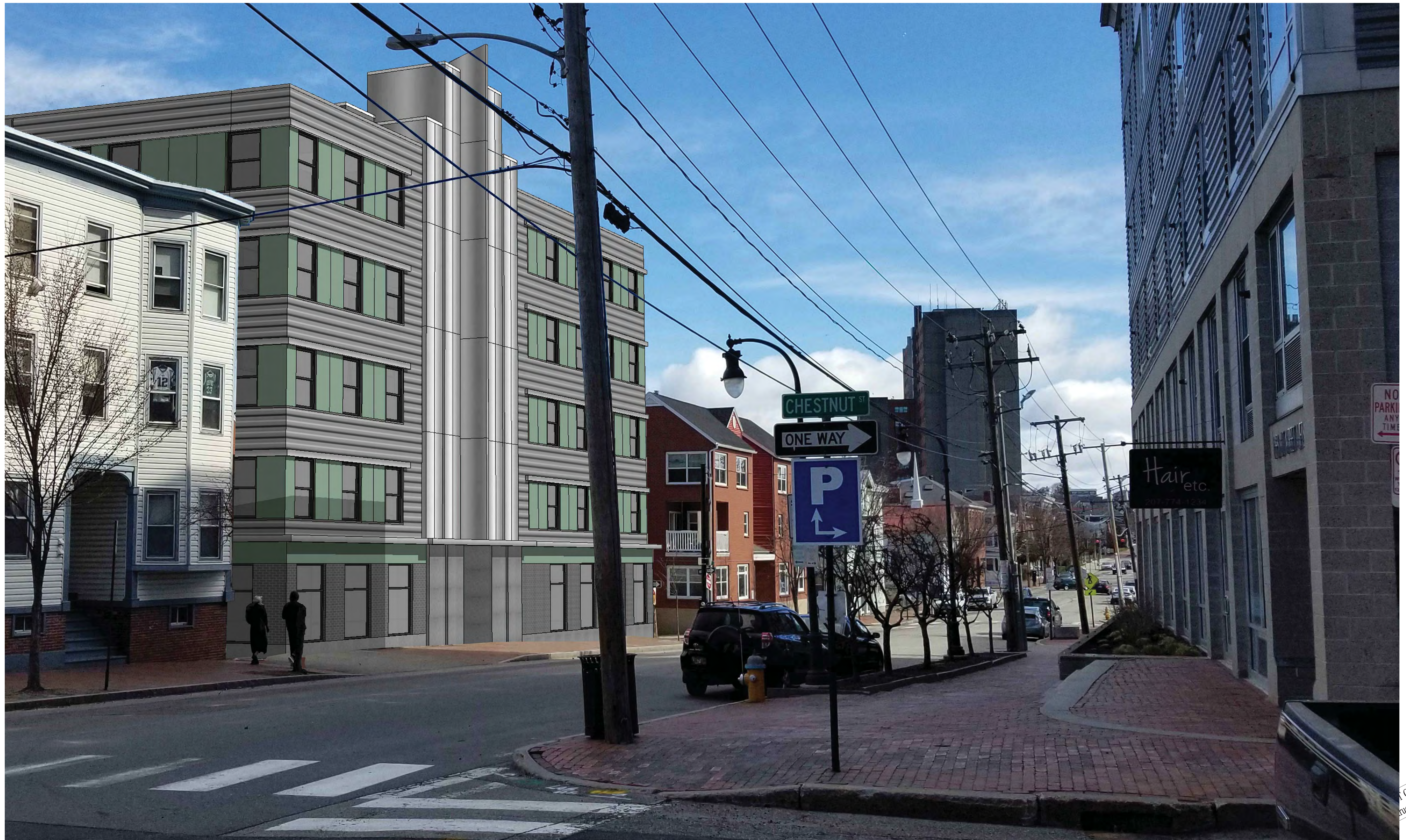
JUNE 25, 2019



1 VIEW LOOKING NORTH EAST ON CUMBERLAND AVE

263 CUMBERLAND AVENUE PORTLAND, MAINE

JUNE 25, 2019



1 VIEW LOOKING NORTH ON CUMBERLAND AVE

RYAN SENATORE ARCHITECTURE

263 CUMBERLAND AVENUE PORTLAND, MAINE

JUNE 25, 2019



1 VIEW LOOKING WEST ON CUMBERLAND AVE

263 CUMBERLAND AVENUE PORTLAND, MAINE

JUNE 25, 2019



1 VIEW LOOKING WEST FROM ADJACENT PARKING LOT

RYAN SENATORE ARCHITECTURE

263 CUMBERLAND AVENUE PORTLAND, MAINE

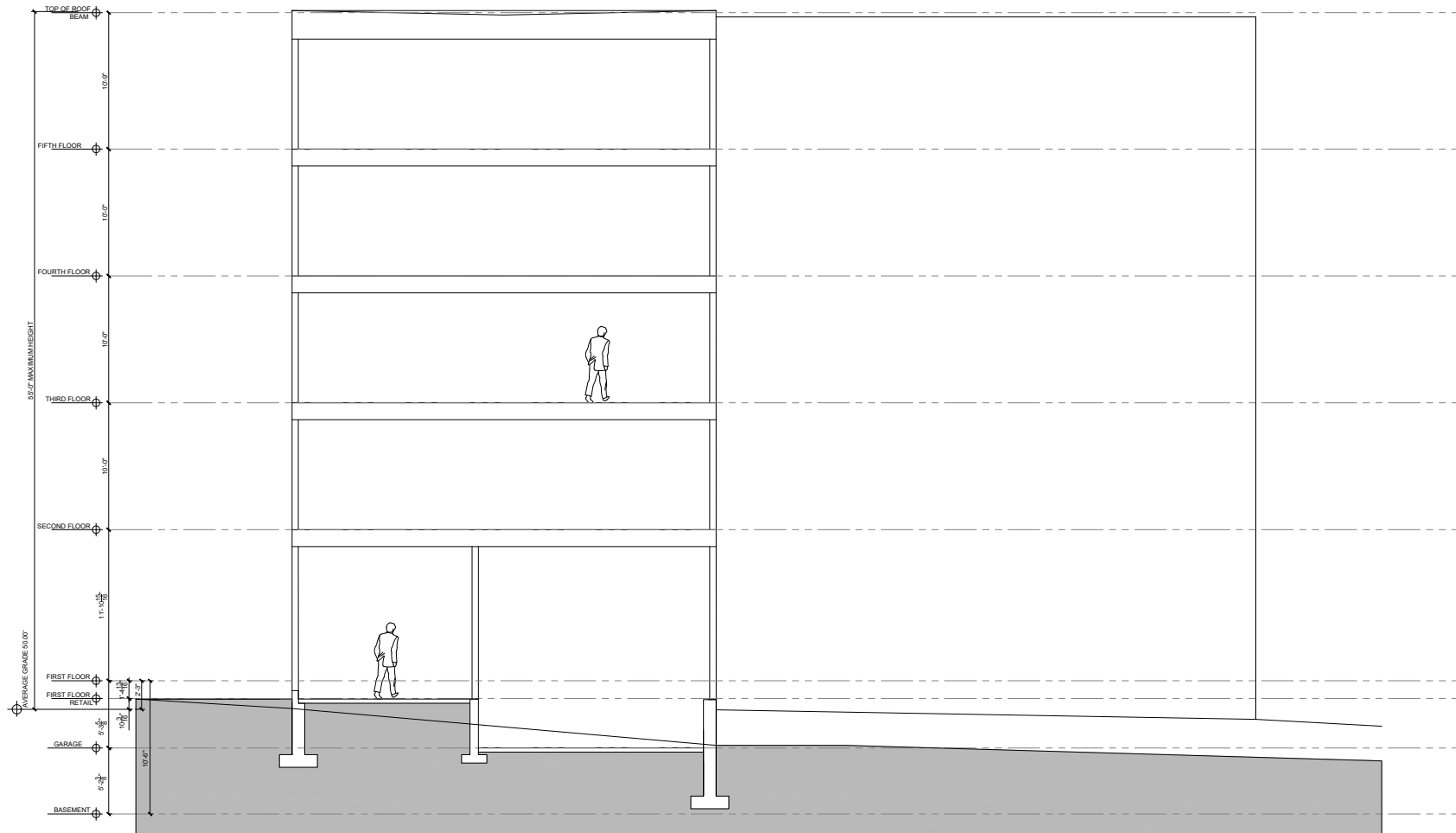
JUNE 25, 2019



1 VIEW LOOKING SOUTH ON STONE STREET

263 CUMBERLAND AVENUE PORTLAND, MAINE

SEPTEMBER 4, 2019



RYAN SENATORE ARCHITECTURE

SEPTEMBER 4, 2019

MATERIAL FINISH SCHEDULE					
#	PRODUCT	COLOR / FINISH	MANUFACTURER	FINISH / SIZE	MATERIAL TYPE
1	METAL SING	ENGLT (SLATE GRAY)	TBD	6" EXPOSURE - HIDDEN FASTENERS	PRE-FINISHED METAL
2	HARDIE BOARD	TBD	TBD	PRE-FINISHED	FIBER CEMENT PANEL
3	WINDOW	TBD	TBD	PRE-FINISHED	TBD
4	EFIS SING - NPFA 281 COMPLANT	TBD (S/GHT)	Bothram G/L, dallas	TBD	EFIS
5	EFIS SING - NPFA 281 COMPLANT	TBD (DARK)	Bothram G/L, dallas	TBD	EFIS
6	ALUCOBOND SING	SUNSHINE SILVER ANTI-GLARE	ALUCOBOND	SKU: AM002-0304	ALUMINUM COMPOSITE
7	BRICK	TBD	TBD	TBD	EXTERIOR BRICK
8	PRE-CAST	TBD	TBD	TBD	EXTERIOR PRE-CAST
9	METAL TRIM	WHITE	TBD	TBD	METAL TRIM



263 CUMBERLAND AVENUE
PORTLAND, MAINE

SEPTEMBER 4, 2019

MATERIAL FINISH SCHEDULE					
#	PRODUCT	COLOR / FINISH	MANUFACTURER	FINISH / SIZE	MATERIAL TYPE
1	METAL SIDING	ENCLER (SLATE GRAY)	TBD	8" EXPOSURE - HIDDEN FASTENERS	PRE-FINISHED METAL
2	HARDBOARD	TBD	TBD	PREFINISHED	FIBER CEMENT PANEL
3	WINDOW	TBD	TBD	PREFINISHED	TBD
4	EIFS SIDING - NFPA 285 COMPLIANT	TBD (LIGHT)	Sch Therm d Loxlan	TBD	EIFS
5	EIFS SIDING - NFPA 285 COMPLIANT	TBD (DARK)	Sch Therm d Loxlan	TBD	EIFS
6	ALUCOROND SIDING	SUNNYSIDE SILVER METALLO	ALUCOROND	SKU AB022-034	ALUMINUM COMPOSITE MATERIAL
7	BRICK	TBD	TBD	EXTERIOR BRICK	EXTERIOR BRICK
8	PRECAST	TBD	TBD	TBD	EXTERIOR PRE-CAST
9	METAL TRIM	WHITE	TBD	TBD	METAL TRIM



RYAN SENATORE ARCHITECTURE

3 NORTH EXTERIOR ELEVATION
10'-0" x 10'-0"

263 CUMBERLAND AVENUE
PORTLAND, MAINE

SEPTEMBER 4, 2019

MATERIAL FINISH SCHEDULE					
#	PRODUCT	COLOR / FINISH	MANUFACTURER	FINISH / SIZE	MATERIAL TYPE
1	METAL SIDING	ENGLE (SLATE GRAY)	TBD	6" EXPOSURE - HIDDEN FASTENERS	PRE-FINISHED METAL
2	HARDE BOARD	TBD	TBD	PRE-FINISHED	FIBER CEMENT PANEL
3	WINDOW	TBD	TBD	PRE-FINISHED	TBD
4	EPF8 SIDING - NFPA 285 COMPLIANT	TBD (LIGHT)	Sotherrn d Latham	TBD	EPF8
5	EPF8 SIDING - NFPA 285 COMPLIANT	TBD (DARK)	Sotherrn d Latham	TBD	EPF8
6	ALUCOROND SIDING METALLIC	SUNRISE SILVER	ALUCOROND	SKU: A8022-0304	ALUMINUM COMPOSITE MATERIAL
7	BRICK	TBD	TBD	TBD	EXTERIOR BRICK
8	PRE-CAST	TBD	TBD	TBD	EXTERIOR PRE-CAST
9	METAL TRIM	WHITE	TBD	TBD	METAL TRIM



Memorandum
Department of Planning and Urban Development
Planning Division



To: Sean Dundon, Chair and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: September 6, 2019
Re: Zoning Map Amendment from R-3 to R-5
Project: ZN-000716-2019 CBL: 438 Coo1001
Meeting Date: September 10, 2019

I. INTRODUCTION

Wescott and Payson LLC has requested a Planning Board workshop to consider proposed rezoning from R-3 to R-5 for an undeveloped tract on the south side of Harvard Street. The proposed Zoning Map Amendment would facilitate the

construction of approximately twenty (20) duplex structures for a total of forty (40) residential units on undeveloped portion of Harvard Street. The subject property was originally part of the Yale Street development

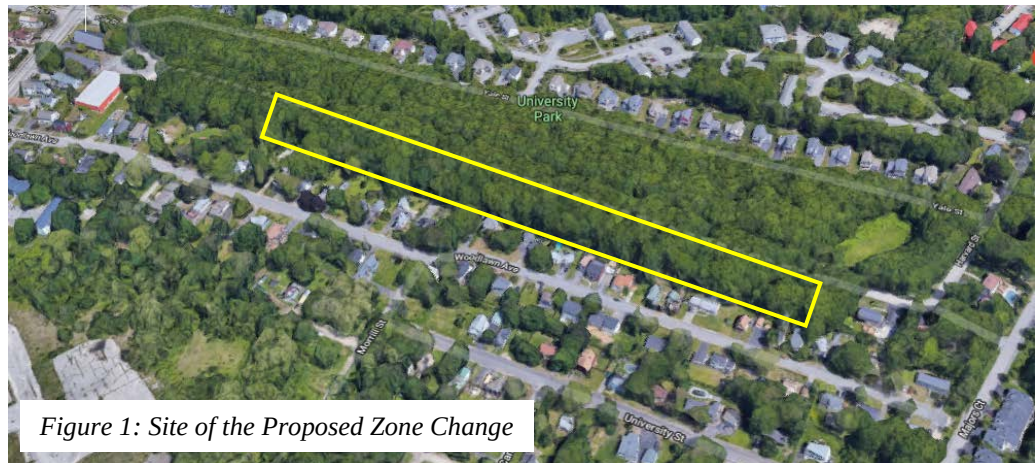


Figure 1: Site of the Proposed Zone Change

(Applications #2002-0121 and #2002-0215, approved January 14, 2003) and was excluded from that proposal due to wetlands and other issues.

Applicant and Property Owner: Wescott and Payson LLC
Consultant: Peter Biegel, Land Design Solutions

II. PROJECT DATA

Existing Zoning	Residential R-3
Proposed Zoning	Residential R-5
Existing Use	Vacant Lots
Proposed Use	20 Duplexes for a total of 40 residential units
Parcel Size	±3.4 acres (149,726 SF)

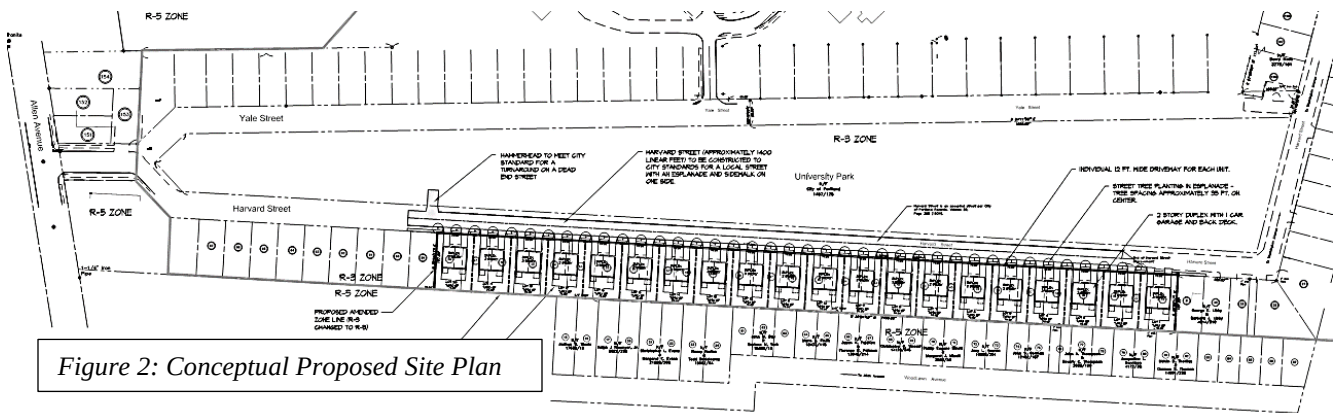
III. BACKGROUND & EXISTING CONDITIONS

The subject property consists of 26 former lots as set forth on the original plan of University Park, which was approved and recorded as a subdivision in 1937. The lots are contiguous and all have frontage on Harvard Street which was dedicated to the City of Portland at the time of the recording of University Park in 1937. The Planning Board approved in 2003 a thirty (30) unit planned residential unit development (PRUD) and 10 (ten) lot subdivision on Yale Street. The proposed tract of land on Harvard Street was excluded due to wetland on site.

The parcel is approximately 107 feet deep, with approximately 1450 of frontage on Harvard Street. The property is at present wooded with areas of wetlands at the eastern end. The total area of the parcel is approximately 3.4 acres. The adjacent properties fronting on Woodlawn Avenue are zoned R5, as are other streets to the south and west.

IV. PROPOSED DEVELOPMENT

The applicant's objective is to orient residential units so that they faced University Park and maintained the street character of the surrounding area. The two-story duplex structures will have a front porch and multiple gable roof design to add architectural interest to the Harvard Street façade. The design also includes a rear deck and one car garage all elements typical of a residential neighborhood. Each duplex would measure approximately 22-feet -wide by 40-feet-deep including a 12 foot by 20-foot garage giving each unit approximately 1,500 of living space and will have two driveways that serves the duplex. A street tree planting is proposed along Harvard Street.



Harvard Street is partially constructed and accepted by the City, with approximately 1,400 feet of the section adjacent to the property comprising a 50-foot-wide unimproved right-of-way. The applicant is required to construct the street to City standards which will include reconstructing the storm drain for the existing part of Harvard Street to Washington Avenue, new sidewalk and curbing, and new street lighting. The new storm drains would be extended as part of the improvement to Harvard Street adjacent to the subject property. In addition, City standards would require that Harvard Street link through to Yale Street at Allen Avenue.

Staff reviewed the project as a planned residential unit development (PRUD) and consideration of this proposal found that it could not meet the PRUD zoning requirements because the required parking spaces were proposed to be within the frontage setback. To meet the PRUD standards, grouped parking areas would have had to be inserted between the clusters of townhouses and set back into the site, with wider spacing of the driveways and more parking spaces.

V. ANALYSIS OF PROPOSED DEVELOPMENT

The applicant has submitted sketch plans that include a vicinity plan and concept plan for the layout, [Attachments Plan 1](#) and [Plan 2](#). The applicant would need to submit a separate Site Plan and Subdivision application for any specific proposal if the rezoning is approved. The proposed project will also be subject to the Inclusionary Zoning Ordinance, which requires a minimum of 10% of the project to be restricted for workforce households and that the number of bedrooms required under Section 14-487(e)3 be at least 10% of the total number of bedrooms made available as part of the project.

Each of the lots are 70 feet wide, with a 20-foot front yard setback, 12-foot side yard setbacks, and rear yards about 40 feet in length. New buildings would maintain the street orientation and the indicative design is configured with garages set back from the front façade. The typical building layout would meet the R-5 zone requirements but staff reserves final approval until details of the building layout are submitted at the site plan and

subdivision review stage. Below are some issues that have been flagged that will need to be addressed as part of the site plan and subdivision review.

Transportation and Traffic Issues

The proposal will need to address the need for connectivity between Harvard Street and Yale Street, provision for a hammerhead for the dead end of Harvard Street, and breaking up the block length to be less than 800 feet as per the Ordinance 14-498(g). Tom Errico, Consultant Traffic Engineer, has reviewed the proposed development for traffic and transportation impacts; the following are his comments:

I have reviewed the application materials for the above noted project as it relates to the traffic implication of the Zoning Map Amendment. It is my understanding that current zoning permits 20 single-family residential houses, while the Amendment would allow up to 40 residential duplex units. According to information from the Institute of Transportation Engineers (ITE), 40 residential duplex units will generate an additional 14 AM peak hour trips and an additional 20 PM peak hour trips as compared to a 20 single-family unit development. In general, this is not a significant increase in traffic loading to the area roadway system. A Traffic Movement Permit would not be required for either scenario. I would note that a traffic impact study would be required (for either scenario) that would assess the projects impact to the area street system and would include a safety evaluation and a cut-through traffic/neighborhood traffic management evaluation with possible mitigation improvements to be implemented by the Applicant.

These and other detailed requirements, such as providing buffers to the wetlands, may necessitate adjustments to the concept site and building layouts at the Site Plan Review stage.

Wetlands Issue

During consideration of the Yale Street development the issue of wetlands on this site was a major issue. The wetland areas will need to be delineated as part of the site plan and subdivision review. A temporary culvert was placed by the City near the end of the improved part of Harvard Street to reduce the icing in that area and this may have affected the wetland and it may be smaller in area now. Jeff Tarling, City Arborist, through discussions with the Parks Division, indicates that these wetlands constitute a vernal pool and will need to be preserved and assessed during spring conditions.

At this stage the importance of the wetlands is not clear and this would need to be reviewed at the Site Plan Review stage. A Tier 1 Permit from the MDEP is required to fill wetlands if more than 4300 SF cumulative in area; if it is assessed to be a vernal pool then it will need to be preserved and protected. This is not a material consideration in relation to the question of rezoning. Mike Tremblay, Senior Engineer with DPW and Lauren Swett, Civil Engineer/Third Party Reviewer with Woodard and Curran, has reviewed the conceptual site plans of the proposed development and offers the following comments in regard to stormwater on site:

Mike Tremblay, P.E., Senior Engineer

DPW would be most concerned about the removal of an untold number of trees and the addition of additional impervious area, both of which will significantly reduce the amount of stormwater that can be infiltrated in the area.

Lauren Swett, P.E., Civil Engineer/Third Party Reviewer

I agree with Mike on the stormwater piece. As I mentioned, the scale on the drawing is incorrect. I think it works out to be 1" = 80'. I was checking that to see what area thresholds they meet for stormwater permitting. If I've done my math correct, they are at about 5 acres of development right now with the lots and the road, and if they have to connect the road further that will add another 0.5 acres+/- . This will require at a minimum a Stormwater Permit (City's delegated review). I don't think they'll hit the 3 acres of impervious threshold, but if they did, that would kick them into SLOD. They may be close. They will have to meet Basic, General, and Flooding standards. There is no area called out for stormwater management,

so they'll have to account for that in their design. I'm also not sure of the topography out there, but with such tiny, tight lots right up to an existing row of lots we'll be looking carefully to make sure their design doesn't impact their neighbors on Woodlawn.

They will have to be careful where they send their stormwater. They are not directly in an urban impaired stream, but they are right in the middle between Fall Brook, Dole Brook, and Capisic Brook. If they are going to connect to a system that discharges directly to any of the three watersheds, they'll need to meet the urban impaired stream standards.

Portland Trails and Land Bank Commission

University Park Trail is an identified part of the Portland Trails system and a key link within that system. At present the trail is an informal trail that runs along the unimproved right of way for Harvard Street and loops through University Park. Discussions with Portland Trails have taken place and they wish to be consulted further regarding enhancement of the trail and/or the creation of a more formal trail through University Park. The city and Portland Trails will want to ensure any rerouting and enhancement is fully consistent with other objectives.

The subject property is also not on the priority parcels list of land on the Land Bank Commission's Plan. It is a private property and can be developed according to the permitted uses in the zone.

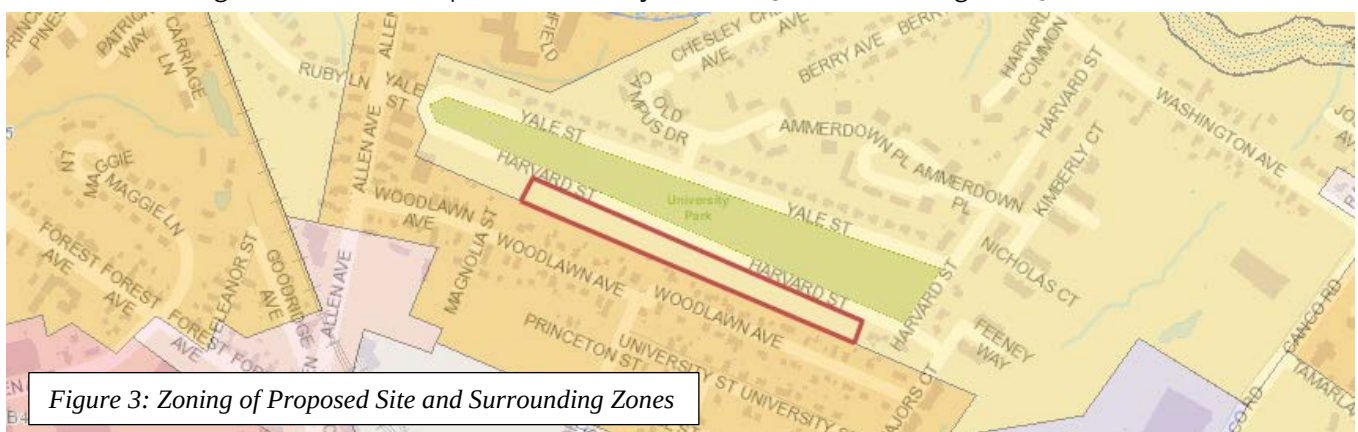
VI. PUBLIC COMMENT

Notices were sent to one hundred and eighty-six (186) residents and the interested citizen list. The notice also appeared in the Portland Press Herald on August 31 and September 2, 2019, as well as being posted on the City's web page. The applicant has held a neighborhood meeting on July 12, 2019.

There have been a number of public comments have been submitted to the Planning Division regarding this project: please see Attachments PC1 to PC25. A telephone call was received from Karen Hart of Yale Street who expressed general opposition to the project for the reason that there will be loss of green space and increased traffic burden on streets abutting nearby residences due to the potential addition of forty (40) new residential units.

VII. POLICY CONSIDERATIONS

The current zoning is shown in the map extract below: yellow is R-3 zone and orange is R-5 zone.



The following chart illustrates the comparison between the current R-3 zone and the proposed R-5 zone; the chart shows the purpose statements, permitted uses, and dimensional requirements of each zone. The subject property is currently zoned R-3, which allows a similar range of uses as the R-5 zone but does not allow duplex or multiplex development. Generally, the R-5 has more flexible dimensional requirements than the R-3 zone including minimum lot size and setback. The intent of the rezone is to provide the proposed project a medium density

residential development, which can be accomplished with the R-5 zone. Future development facilitated by this rezoning would provide more housing and is intended to blend in well with the surrounding neighborhood. The green spaces along University Park will be a buffer between new development and the existing neighborhood on Yale Street.

Dimension	R-3 Zone	R-5 Zone
Purpose Statements	To provide for medium-density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels. Such development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.	To provide appropriate areas of the city for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots; to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unit development on substantially sized parcels. Such PRUD development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.
Permitted Uses	Residential: Single family; PRUD; Handicapped family unit; Single-family, multiple-component manufactured housing; Single-family single-component manufactured housing; Other: Parks; Accessory uses; Home occupation; Municipal uses; Wind energy systems	Residential: Single and two family; Multiplex development; PRUD; Handicapped family unit; Single-family, multiple-component manufactured housing; Other: Parks; Accessory uses; Home occupation; Municipal uses; Special needs independent living units; Wind energy systems
Conditional Uses	Residential: Sheltered Care group homes; adding one accessory dwelling unit; Institutional: Schools; Long term and extended care facilities; intermediate care facilities; places of assembly; hospital; Other: off-street parking; utility substations; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.	Residential: Sheltered Care group homes; Institutional: Schools; places of assembly; hospital; Colleges, university, trade school; Other: off-street parking; utility substations; day care or home babysitting services; temporary wind anemometer towers; wind energy systems.

	R-3 Zone	R-5 Zone	PROPOSED
Minimum lot size	6,500 SF	Residential: 6,000 SF	±7,490 feet
Street Frontage	50 feet	50 feet	70 feet
Front Yard (Min)	25 feet	20 feet	20 feet
Rear Yard	25 feet	20 feet	20 feet
Side Yard	14 feet for 2-story building	14 feet for 2-story building	12 feet for 2-story
Structure Height	35 feet	35 feet	35 feet
Lot Coverage-Max	35 %	40%	40%
Parking	No off-street parking in min front yard setback; Two parking spaces for each dwelling unit.	Two parking spaces for each dwelling unit.	Two parking spaces for each dwelling unit.

While the applicant seeks to develop this parcel as duplex units if the proposed R-5 zoning is adopted by City Council, the applicant or a potential purchaser of the property would be able to develop it in other ways that meet the requirements summarized in the table above. As shown in the chart above, R-5 does allow multiplex but only at twice the land area per unit of a duplex. Therefore, the duplex or PRUD dwelling would represent the highest density type of development and that is shown in the indicative proposal. Both R-3 and R-5 zones will allow PRUD

development (with different standards for each zone) but the linear nature of this site and its frontage on a public street makes it less suitable for a PRUD development. The PRUD form of development includes the provision of open space; in this location the proximity of University Park across the road may already meet that need.

VIII. LAND USE POLICY

The applicant has submitted their analysis of the project's conformance with the Comprehensive Plan (refer to Attachment E). The staff has identified the following goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan. As stated, the purpose of the R-3 Residential Zone is:

To provide appropriate areas of the city for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots; to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unit development on substantially sized parcels. Such PRUD development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood.

The central vision of Portland's Plan 2030 is represented by the venn diagram demonstrating the integral interrelation of the community's core belief that Portland is equitable, sustainable, connected, dynamic, authentic and secure. The vision conveys the message of the City's need to balance many competing needs to assure the advance of the vision as a unified concept. In this instance, that the City's goals for job growth and transforming Portland through orderly growth and development be balanced with needs for connectivity of the street grid, sustainability of infrastructure and the ability to maintain that infrastructure, and security in the sense of public safety.



Housing: A Livable City

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

Local Goals:

- Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences and financial capabilities of all Portland households.
- Encourage additional contextually-appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Encourage quality, sustainable design in new housing development.

Goals from Future Strategies:

3. Remove Housing Barriers

- Evaluate whether current zoning allows for new development consistent with historic patterns of form, density and/or use, as well as whether it allows for priority growth areas.
- Identify priority growth areas.
- Allow for a range of housing models in City codes, whether small units, co-housing, or others that may suit changing needs and demographics.

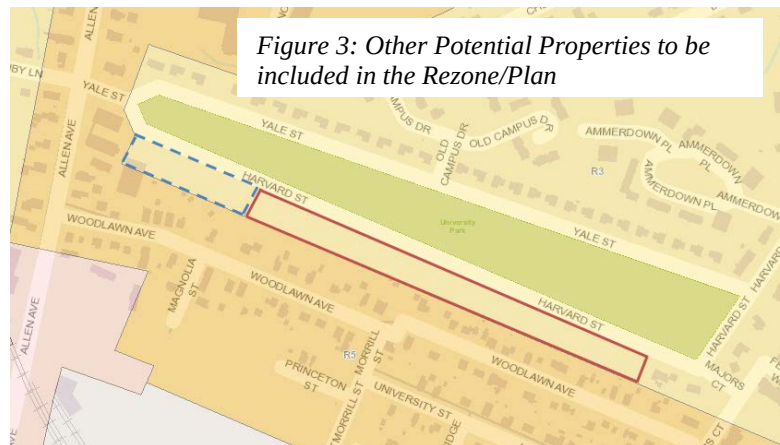
9. Adopt Affordable Housing

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

IX. CONSIDERATION OF LARGER MAP AMENDMENT AREA

Generally, when a Zoning Map Amendment is reviewed, the Planning Board examines the proposed boundaries comprehensively and considers other adjacent areas that may be appropriate candidates for a similar rezoning. This may result in the Board contemplating and noticing for a larger geographic area for the purposes of holding a public hearing, which can be reduced in scope when the Board formulates its recommendation to the City Council. Wescott and Payson LLC requested a zone change for their site only.

However, upon further consideration, the Board may wish to extend the rezoning area to include the additional lots abutting the parcel on Harvard Street, as well as the properties along the end of Harvard Street (the blue dotted line), see map.



X. NEXT STEPS

1. Address any additional information requested by the Planning Board.
2. Address and finalize any staff comments before the public hearing.
3. The request would then proceed to the City Council with the Planning Board's recommendation.

XI. ATTACHMENTS

PLANNING BOARD MEMO ATTACHMENTS

1. Traffic Review 08.30.2019 (Email from Tom Errico)
2. DPW Engineer 08.30.2019 (Email from Mike Tremley)
3. Civic Engineer 08.30.2019 (Email from Lauren Swett)

PUBLIC COMMENTS

- PC1 Jennifer Fischer 7-8-19
- PC2 Tim Fulwider 7-10-19
- PC3 Porter X 7-11-19
- PC4 Laura Stevens 7-11-19
- PC5 Nathan Miller 7-12-19
- PC6 Christopher Vermillon 7-12-19
- PC7 Kathleen Vance 7-13-19
- PC8 George Libby 7-16-19
- PC9 George Libby 7-17-19
- PC10 Karen Hart 7-26-19
- PC11 Olivia Barberi 8-5-19
- PC12 Linda McLoon 9-3-19
- PC13 Stephanie Brown 9-3-19
- PC14 Cherie Phillips 9-5-19
- PC15 Hope Gauer 9-5-19
- PC16 Heidi Will 9-5-19
- PC17 Lisa Brislin 9-5-19
- PC18 Eleanor Mann 9-5-19
- PC19 John Hughes 9-5-19

PC20 Helen Meehan Selleck 9-5-19
PC21 Neill Gemmel 9-5-19
PC22 Briana Thims 9-5-19
PC23 George Libby 9-5-19
PC24 Andrea Polonetsky 9-5-19
PC25 Phyllis Leeke 9-5-19
PC26 James and Beth Guy 9-5-19
PC27 Kellie Caron 9-5-19
PC28 Mia Blanche 9-5-19
PC29 Carrie Dickinson 9-5-19
PC30 Hala Ismail 9-5-19
PC31 Deborah Napier 9-5-19
PC32 Shannon Wong 9-5-19
PC33 Myke Johnson 9-5-19
PC34 Don and Miki Murray 9-6-19
PC35 Olga Higuera 9-6-19
PC36 David Bruenjes 9-6-19
PC37 Melissa Fraser 9-6-19
PC38 Alicia Greenwald 9-6-19

APPLICANT'S SUBMITTALS

- A. Cover Letter Project Narrative
- B. Zoning Map Amendment Application
- C. Right, Title, and Interest
- D. Analysis of Consistency with the Comprehensive Plan
- E. Neighborhood Meeting Packet
 - E1. Neighborhood Meeting Certification
 - E2. Neighborhood Meeting Invitation
 - E3. Neighborhood Meeting Attendance Sheet
 - E4. Neighborhood Meeting Minutes

PLANS

Plan 1 Proposed Map Amendment
Plan 2 Site Plan
Plan 3 Vicinity Map



Shukria Wiar <shukriaw@portlandmaine.gov>

Harvard Street - Map Amendment - Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Thu, Sep 5, 2019 at 8:52 AM

To: Shukria Wiar <SHUKRIAW@portlandmaine.gov>

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

Hi Shukria - I have reviewed the application materials for the above noted project as it relates to the traffic implication of the Zoning Map Amendment. It is my understanding that current zoning permits 20 single-family residential houses, while the Amendment would allow up to 40 residential duplex units. According to information from the Institute of Transportation Engineers (ITE), 40 residential duplex units will generate an additional 14 AM peak hour trips and an additional 20 PM peak hour trips as compared to a 20 single-family unit development. In general, this is not a significant increase in traffic loading to the area roadway system. A Traffic Movement Permit would not be required for either scenario. I would note that a traffic impact study would be required (for either scenario) that would assess the projects impact to the area street system and would include a safety evaluation and a cut-through traffic/neighborhood traffic management evaluation with possible mitigation improvements to be implemented by the Applicant.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International]
12 Northbrook Drive
Falmouth, ME 04105
+1.207.781.4721 main
+1.207.347.4354 direct
+1.207.400.0719 mobile
thomas.errico@tylin.com <mailto:thomas.errico@tylin.com>

Visit us online at www.tylin.com <http://www.tylin.com>

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TYLININTERNATIONAL  2K



Shukria Wiar <shukriaw@portlandmaine.gov>

109 Harvard Street Zone Change

Mike Tremblay <mtremblay@portlandmaine.gov>

Fri, Aug 30, 2019 at 9:19 AM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeff Tarling <jst@portlandmaine.gov>, Lauren Swett <lszett@woodardcurran.com>, Thomas Errico <thomas.errico@tylin.com>

Shukria,

DPW would be most concerned about the removal of an untold number of trees and addition of additional impervious area, both of which will significantly reduce the amount of stormwater that can be infiltrated in the area.

[Quoted text hidden]

--

Mike Tremblay, P.E.
Senior Engineer
Engineering Division
Department of Public Works
City of Portland, ME
mtremblay@portlandmaine.gov
P. 207.874.8881 F. 207.874.8852





Shukria Wiar <shukriaw@portlandmaine.gov>

109 Harvard Street Zone Change

Lauren Swett <lswett@woodardcurran.com>

Fri, Aug 30, 2019 at 11:38 AM

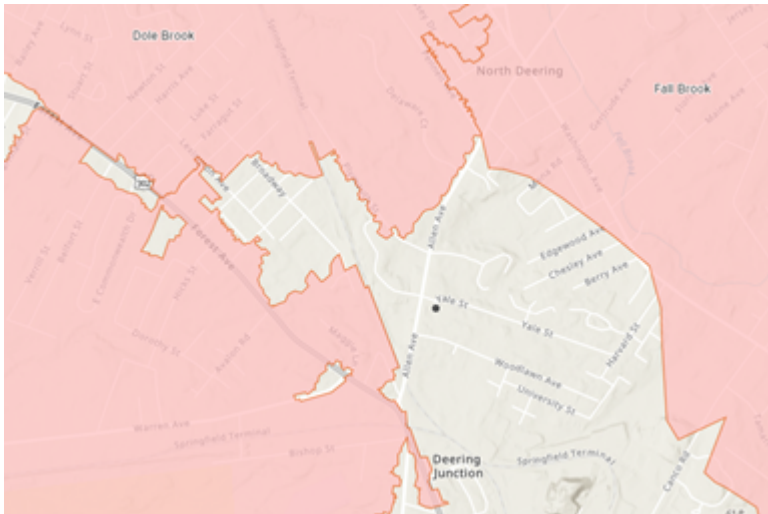
To: Mike Tremblay <mtremblay@portlandmaine.gov>, Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeff Tarling <jst@portlandmaine.gov>, Thomas Errico <thomas.errico@tylin.com>

Hi Shukria,

I agree with Mike on the stormwater piece. As I mentioned, the scale on the drawing is incorrect. I think it works out to be 1"=80'. I was checking that to see what area thresholds they meet for stormwater permitting. If I've done my math correct, they are at about 5 acres of development right now with the lots and the road, and if they have to connect the road further that will add another 0.5 acres+/- . This will require at a minimum a Stormwater Permit (City's delegated review). I don't think they'll hit the 3 acres of impervious threshold, but if they did, that would kick them into SLOD. They may be close. They will have to meet Basic, General, and Flooding standards. There is no area called out for stormwater management, so they'll have to account for that in their design. I'm also not sure of the topography out there, but with such tiny, tight lots right up to an existing row of lots we'll be looking carefully to make sure their design doesn't impact their neighbors on Woodlawn.

They will have to be careful where they send their stormwater. They are not directly in an urban impaired stream, but they are right in the middle between Fall Brook, Dole Brook, and Capisic Brook. If they are going to connect to a system that discharges directly to any of the three watersheds, they'll need to meet the urban impaired stream standards.



Thanks,

Lauren

[Quoted text hidden]

Mike Tremblay, P.E.

[Quoted text hidden]

[Quoted text hidden]

[Redacted signature]

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.

Land Design Solutions

Land Planning, Site Planning and Landscape Architecture

June 11, 2019

Ms. Barbara Barhydt
Portland Planning Department
Planning Division
389 Congress Street
Portland, ME 04101

**RE: Harvard Street (lots 435A015 to 438C040) –
Application for Map Amendment from R-3 to R-5**

Dear Barbara,

On behalf of Wescott & Payson II, LLC (Michael Payson) Land Design Solutions is submitting the attached application for a Map Amendment for land located on an undeveloped portion of Harvard Street. The land, 28 lots total is owned by Wescott & Payson II, LLC and currently zoned R-3. My client is requesting that the property be changed to an R-5 zone.

Property Description:

The property being proposed for the Map Amendment consists of lots 32 through 58 as shown on the original Plan of Lots at University Park, which was approved and recorded as a subdivision in 1937. The lots are contiguous and all have frontage on Harvard Street which was dedicated to the City of Portland at the time of the recording of University Park in 1937. The total area of the parcel is approximately 3.4 acres. The parcel is approximately 107' +/- feet deep, with approximately 1450' +/- of frontage on Harvard Street. The parcel is currently undeveloped and primarily wooded with a mixed growth of hardwoods and evergreens.

Harvard Street:

Harvard Street has been partially constructed and accepted by the City. The street currently dead ends in front of lot number 34 at the easterly end of our property. The remaining portion consists of a 50 ft. wide, unimproved right-of-way that extends to the intersection with Yale Street near Allen Avenue. Our proposed plan is to construct approximately 1,400 feet of street to the City of Portland's local street standard with a turnaround at the end point.

Zoning Analysis:

The property is currently zoned R-3. This area was originally zoned R-5 the same as the adjacent lots and then for reasons which are unclear was rezoned to R-3 in 1988. The ordinance describes the purpose of this zone as "to provide for medium density residential development characterized by single-family homes on individual lots and also to provide for planned residential unit developments on substantially sized parcels". The ordinance describes the proposed zone which is the R-5 Zone as "To provide appropriate

areas of the city for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots”. The proposed map amendment changing the property from an R-3 to an R-5 zone would allow Wescott & Payson II, LLC to construct approximately 20 duplex structures (40 units) based on a lot width requirement of 65 ft. for the R-5 zone. Each proposed lot would be approximately 70 feet wide by 107 feet deep. Each lot will have a total area of approximately 7,490 s.f. which exceeds the R-5 minimum requirement of 6,000 s.f. The proposed lots would meet the required front, rear and side setbacks as well as building height and lot coverage.

Zoning Comparison Table:

Description	R-3 Zone	R-5 Zone	Proposed Lots
Single Family	allowed	allowed	NA
Duplex	not allowed	allowed	Duplex
Lot Width	65 ft.	60 ft.	70 ft
Min. Street Frontage	50 ft.	50 ft.	70 ft.
Min. Front Yard	25 ft.	20 ft.	20 ft. min.
Min. Rear Yard	25 ft.	20 ft.	20 ft. min.
Min. Side Setback			
1 story	8 ft.	8 ft.	
1.5 story	8 ft.	8 ft.	
2 story	14 ft.	12 ft.	12 ft. min.
2.5 story	16 ft.	14 ft.	
Max. Lot Coverage	35%	40%	40% min.
Max. Structure Height	35 ft.	35 ft.	35 ft. max.
Min. Lot Size	6,500 s.f.	6,000 s.f.	7,490 +/-s.f.

The existing Woodlawn Ave R-5 neighborhood abuts the rear of our parcel and consists of a mix of dwelling units with a combination of both duplexes and single family homes, and one multi-family. Harvard Street and University Park abut the parcel in the front so the built environment that the Wescott & Payson II parcel is most closely tied to, and was originally zoned with is the abutting R-5 zone. We believe extending the R-5 Zone line to include the Wescott & Payson II lots as proposed and as previously zoned would be in keeping with the surrounding neighborhood, the original zoning intent and would allow much needed additional housing units while facilitating lower price points making them affordable to a broad range of residents.

Building Design (Duplex):

We are proposing attractive 2 story duplex structures with a front porch and multiple gable roof design to add architectural interest to the Harvard Street façade. The design also includes a rear deck and one car garage all elements typical of a residential neighborhood. A street tree planting is proposed along Harvard Street with attractive landscaping around the units. Each duplex would measure approximately 22 ft. wide by 40 ft. deep including a 12' by 20 ft. garage giving each unit approximately 1,500 of living space. All duplexes will front on Harvard Street meeting the required front, rear and side

setbacks. Each duplex will have their own 12 foot wide driveway with ample room to park a vehicle.

We met with City Planning Staff in February to discuss the Map Amendment and believe based on that conversation that this proposal is consistent with the City's comprehensive plan and housing initiatives. One of the development challenges for Harvard Street is the fact that University Park takes up one side of the street leaving the other developable side to bear the entire cost of the street construction. With cost estimates of \$1,000 per foot for street and infrastructure the economics for development are difficult which is why the added density (duplexes) provided by the R-5 Zone is so critical.

We have enclosed the following information as part of our application.

Attachments:

1. Analysis of Consistency with the Comprehensive Plan
2. Map Amendment Checklist
3. Right, Title and Interest (property deeds)

Plans:

1. Vicinity Map
2. Proposed Map Amendment (Portland Zoning Map)
3. Site Plan

Please do not hesitate to contact me with any questions or comments concerning the submitted plans and documentation, or should additional information be needed.

Sincerely,

A handwritten signature in black ink that reads "Peter B. Biegel". The signature is fluid and cursive, with the first name "Peter" and last name "Biegel" clearly legible.

Peter B. Biegel, RLA, LEED AP
Maine Licensed Landscape Architect
Land Design Solutions

CITY OF PORTLAND
Planning & Urban Development Department

MAP AMENDMENT SUBMISSION CHECKLIST Please submit each document as a separate PDF file Please confirm by electronically checking the boxes to the left	
GENERAL APPLICATION DOCUMENTS	
☒	Project Description Cover Letter with detailed project description
☒	Consistency with Comprehensive Plan Analysis of the consistency of the zone change request with the goals, policies and land use plan of Portland's Comprehensive Plan.
☒	Completed Checklist – Map Amendment Application (this document)
☒	Right, Title and Interest Deeds, leases, or purchase and sales agreements
PLANS	
☒	Vicinity Map
☒	Proposed Map Amendment (please use the Portland zoning map as a reference)
☒	Site Plan (if applicable) Provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries.

Lots 32 through 52

CORRECTIVE WARRANTY DEED

THOMAS REALTY ASSOCIATES, with a mailing address of 15830 Dawson Ridge Road, Tampa, Florida 33647 for consideration paid, grants to **WESCOTT & PAYSON II, LLC**, formerly Wescott & Payson II, a Maine general partnership, with a mailing address of 240 Harvard Street, Portland, Maine 04103, **with Warranty Covenants**, that certain lot or parcel of land situated in the City of Portland, County of Cumberland, State of Maine, described as follows:

SEE ATTACHED EXHIBIT A

Meaning and intending to correct a Warranty Deed given from Thomas Realty Associates to Wescott & Payson II and recorded in the Cumberland County Registry of Deeds in Book 17365, Page 293. This deed is to correct that portion of the premises described as Parcel 3 situated on Harvard Street in the City of Portland, County of Cumberland and State of Maine and being Lots Numbered 32-52, as shown on "Plan of Lots at University Park, Portland, Maine", recorded in the Cumberland County Registry of Deeds on October 6, 1937 in Plan Book 24, Page 26. Parcel 3 is a portion of the premises conveyed to Thomas Realty Associates from Thomas G. Fiorica and Jennie F. Fiorica by deed dated August 17, 1984 and recorded in the Cumberland County Registry of Deeds in Book 6538, Page 51. Also reference is made to these same premises conveyed to Thomas G. Fiorica and Jennie F. Fiorica from Campus Realty Co. by deed dated September 5, 1979 and recorded in the Cumberland County Registry of Deeds in Book 4488, Page 189.

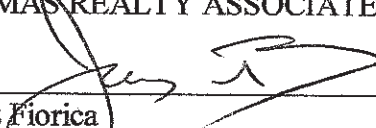
The prior description referenced the incorrect tax map and lot numbers.

Witness our hands and seal this 21 day of October, 2003.

Signed, Sealed and Delivered
in the presence of

Sharon Masters
Deanne H. Sullivan

THOMAS REALTY ASSOCIATES

By: 
James Fiorica
Its: Limited Partner

State of Florida

County of DALLAS BOROUGH

October 21, 2003

Then personally appeared the above named James Fiorica, in his capacity as Limited Partner for Thomas Realty Associates and acknowledged the foregoing instrument to be his free act and deed and the free act and deed of Thomas Realty Associates.



Dianne L. Sullivan
Commission #DD248652
Expires: Sep 26, 2007
Bonded Thru
Atlantic Bonding Co., Inc.

Dianne L. Sullivan

Notary Public/Attorney at Law

Dianne L. Sullivan

printed name of notary or attorney

EXHIBIT A

Certain lots or parcels of land situated on Harvard Street in the City of Portland, County of Cumberland State of Maine and being Lots Numbered 32-52, as shown on "Plan of Lots at University Park, Portland, Maine", recorded in the Cumberland County Registry of Deeds on October 6, 1937, in Plan Book 24, Page 26.

Being a portion of the premises conveyed to Thomas G. Fiorica, et al by the Campus Realty Co. by deed dated September 5, 1979 and recorded in the Cumberland County Registry of Deeds in Book 4488, Page 189.

Meaning and intending to convey property of Thomas Realty Associates, described in the Cumberland County Registry of Deeds in Book 6538, Page 49 and Book 6538, Page 51.

Also being a portion of the property described in deeds to Thomas G. Fiorica and Jennie Fiorica recorded in the Cumberland County Registry of Deeds in Book 10710, Page 141 and Book 10710, Page 147. Said property was conveyed by James V. Fiorica, Personal Representative of the Estate of Thomas G. Fiorica and James V. Fiorica, Personal Representative for the Estate of Jennie Fiorica to Thomas Realty Associates by deed recorded in the Cumberland County Registry of Deeds in Book 17365, Page 287 and in Book 17365, Page 288.

Received
Recorded Register of Deeds
Nov 04:2003 12:54:06P
Cumberland County
John B. O'Brien

Lots 53 & 54

(SPACE ABOVE RESERVED FOR RECORDING INFORMATION)

WARRANTY DEED

DLN: 1001940048558

Nancy Krekorian Thurber, of Falmouth, County of Cumberland and State of Maine and Pamela Krekorian Burnell, of Portland, County of Cumberland and State of Maine, for consideration paid, grants to Wescott & Payson, II, LLC, a Maine limited liability company with a principal place of business in Falmouth, County of Cumberland and State of Maine and a mailing address of 50 Thornhurst Road, Falmouth, Maine 04105, the land located in the City of Portland, County of Cumberland and State of Maine, described as follows:

Certain lots or parcels of land situated in the City of Portland, County of Cumberland and State of Maine, and being Lots Numbered 53 and 54 shown on Plan of Stevens Terrace Subdivision, drawn by Charles W. Fenn, C.E., and recorded in Cumberland County Registry of Deeds in Plan Book 11, Page 49.

This conveyance is made subject to all utility easements which serve the premises, zoning and building restrictions, other rights, easements, covenants, conditions and restrictions of record affecting the premises, and real estate taxes assessed but not yet due, which Grantee by acceptance hereof assumes and agrees to pay.

Meaning and intending to describe the same premises described in those two certain deeds to the herein Grantors, both dated December 24, 2013 and recorded in the Cumberland County Registry of Deeds in Book 31252, Pages 76 and 77.

MAINE REAL ESTATE TAX PAID

Received
Recorded Register of Deeds
Jan 17, 2019 09:22:19A
Cumberland County
Nancy A. Lane

WITNESS my hand this 15 day of January, 2019.

Witness

Kathleen L. Griffith

Nancy Krekorian Thurber
Nancy Krekorian Thurber

STATE OF MAINE
COUNTY OF CUMBERLAND

January 15, 2019

Personally appeared the above named Nancy Krekorian Thurber and acknowledged the foregoing instrument to be her free act and deed.

Before me,

SEAL

Kathleen L. Griffith
Notary Public/~~Attorney-at-Law~~

WITNESS my hand this 15th day of January, 2019.

KATHLEEN L. GRIFFITH
Notary Public, Maine
My Commission Expires November 26, 2020

Witness

[Signature]

Pamela Krekorian Burnell
Pamela Krekorian Burnell

STATE OF MAINE
COUNTY OF CUMBERLAND

January 15, 2019

Personally appeared the above named Pamela Krekorian Burnell and acknowledged the foregoing instrument to be her free act and deed.

SEAL

Before me,

Kathleen L. Griffith
Notary Public/~~Attorney-at-Law~~

After recording return to:

KATHLEEN L. GRIFFITH
Notary Public, Maine
My Commission Expires November 26, 2020

Lambert Coffin

attorneys at law

Paul S. Bulger
pbulger@lambertcoffin.com

January 3, 2006

Michael H. Payson
50 Thornhurst Road
Falmouth, ME 04105

RE: Estate of Esther O. Jenson / Wescott & Payson II, LLC
Our File No. 5208-2

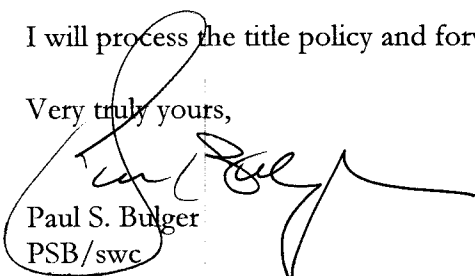
Dear Mike:

Enclosed are the original three deeds for and relating to the acquisition of Lots 55, 56, 57, and 58 Stevens Terrace, Cumberland County Registry of Deeds Plan Book 11, Page 49.

These documents were recorded in Book 23521, Page 173, 175 and 176, respectively. Please store these documents with your other materials for the Crosby and Hayde transaction recently closed.

I will process the title policy and forward that to you shortly.

Very truly yours,


Paul S. Bulger
PSB/swc
Enclosures

Lots 55 through 58

WARRANTY DEED

MARILYN C. CROSBY and CAROL E. HAYDE, with a mailing address of 60 Narragansett Street, Gorham, Maine 04038, for consideration paid, grant to **WESCOTT & PAYSON II, LLC**, with a mailing address of c/o 31 Old Campus Drive, Portland, Maine 04103, a certain lot or parcel of land bounded and described as follows:

A certain lot or parcel of land located on Harvard Street in the City of Portland, County of Cumberland and State of Maine, and being lots numbered 55, 56, 57 and 58 on Plan of Stevens Terrace recorded in Cumberland County Registry of Deeds in Plan Book 11, Page 49; also shown on City of Portland Assessors Plan number 435-A-15 to 18; containing nineteen thousand nine hundred sixty (19,960) square feet of land, more or less.

Said premises were owned by Sine J. Kerr at her decease on June 9, 1941 and were devised by her to Ole Jensen. See Cumberland Probate Docket No. 33139. Said Ole Jensen died May 11, 1947 and devised said premises to Alfrida E. Jensen. See Cumberland Probate Docket No. 40333. Said Alfrida E. Jensen died February 22, 1948 and devised said premises to Robert E. Jensen, Charles Russell Jensen and Theodore C. Jensen, the late husband of Esther O. Jensen. See Cumberland Probate Docket No. 41268.

IN WITNESS WHEREOF, the said Marilyn C. Crosby and Carol E. Hayde have caused this instrument to be signed on the 28th day of November, 2005.

Marilyn C. Crosby
Marilyn C. Crosby

Carol E. Hayde
~~Carol E. Hayde~~

STATE OF MAINE
COUNTY OF CUMBERLAND

November 28th, 2005

Personally appeared the above-named Marilyn C. Crosby and acknowledged the foregoing instrument to be her free act and deed.

Before me,

[Signature]
Notary Public/Attorney-at-Law
Print Name:

WARRANTY DEED

MARILYN C. CROSBY and CAROL E. HAYDE, with a mailing address of 60 Narragansett Street, Gorham, Maine 04038, for consideration paid, grant to **WESCOTT & PAYSON II, LLC**, with a mailing address of c/o 31 Old Campus Drive, Portland, Maine 04103, a certain lot or parcel of land bounded and described as follows:

A certain lot or parcel of land located on Harvard Street in the City of Portland, County of Cumberland and State of Maine, and being lots numbered 55, 56, 57 and 58 on Plan of Stevens Terrace recorded in Cumberland County Registry of Deeds in Plan Book 11, Page 49; also shown on City of Portland Assessors Plan number 435-A-15 to 18; containing nineteen thousand nine hundred sixty (19,960) square feet of land, more or less.

Said premises were owned by Sine J. Kerr at her decease on June 9, 1941 and were devised by her to Ole Jensen. See Cumberland Probate Docket No. 33139. Said Ole Jensen died May 11, 1947 and devised said premises to Alfrida E. Jensen. See Cumberland Probate Docket No. 40333. Said Alfrida E. Jensen died February 22, 1948 and devised said premises to Robert E. Jensen, Charles Russell Jensen and Theodore C. Jensen, the late husband of Esther O. Jensen. See Cumberland Probate Docket No. 41268.

IN WITNESS WHEREOF, the said Marilyn C. Crosby and Carol E. Hayde have caused this instrument to be signed on the 25th day of November, 2005.

~~Marilyn C. Crosby~~

Carol E. Hayde
Carol E. Hayde

~~STATE OF MAINE~~

~~COUNTY OF CUMBERLAND~~

~~November 25, 2005~~

~~Personally appeared the above named Marilyn C. Crosby and acknowledged the foregoing instrument to be her free act and deed.~~

~~Before me,~~

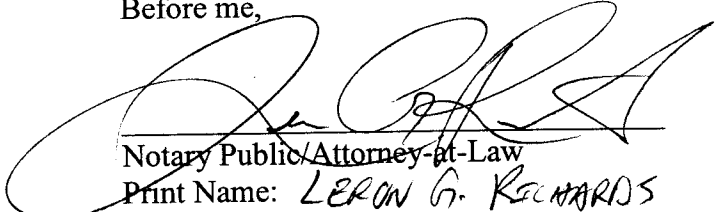
~~Notary Public/Attorney at Law~~
~~Print Name~~

STATE OF TENNESSEE
COUNTY OF HAMILTON

November 25th, 2005

Personally appeared the above-named Carol E. Hayde and acknowledged the foregoing instrument to be her free act and deed.

Before me,



Notary Public/Attorney-at-Law
Print Name: LERON G. RICHARDS

6/21/08

Received
Recorded Register of Deeds
Dec 21, 2005 02:20:54P
Cumberland County
John B OBrien

Land Design Solutions

Land Planning, Site Planning and Landscape Architecture

Attachment #1

Consistency with Comprehensive Plan Analysis

We have reviewed the 2017 City Council approved Comprehensive Plan “Portland’s Plan 2030” and believe that our Map Amendment request to rezone the lots in question from R-3 to R-5 is consistent with the Plan. Specifically with the Policies and Goals outlined in the section titled “A Livable City (Policy Guide: Housing)”.

The opening paragraph of this section states *“While Portland has welcomed much needed housing construction in recent years, both the lack of sufficient housing supply and the affordability of that housing for a healthy socio-economic cross section of the population remain urgent challenges”*. The introduction goes on to say that the City Council’s Housing Committee engaged in a “robust” public process to identify housing issues and develop creative solutions, and identified two main themes; housing insecurity and lack of sufficient and suitable housing supply. The last paragraph in this section’s introduction states that *“The City will continue to examine and approve substantive policy changes to accommodate those seeking the benefits of City life, and recognize that the City’s vitality rests on the availability of diverse, secure housing options for existing residents, new arrivals, and all stages of life”*. The City is working hard to increase the supply of housing for its existing residents and for those who would like to move to Portland. We believe our proposed Map Amendment which will allow approximately 40 additional units of reasonably priced housing on the market is in line with this housing policy.

The second section of the Policy Guide” Housing is titled “Recent & Ongoing Initiatives” which states that *“Over the past several years, the City has amended its zoning ordinance to allow greater residential density in various zones, expand the applicability of an existing 25% density bonus, increase allowable heights etc.”* all to allow more residential development. We believe the expansion of the R-5 zone abutting the lots in question to encompass them is in line with this Policy Guide statement.

The last page of this section lists the State of Maine Goal which is *“To encourage and promote affordable decent, housing opportunities for all Maine citizens”* and the City of Portland’s Goals, three of which we believe relate directly to our proposed Map Amendment. These three goals are; *“Increase preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland Residents”* and *“Encourage quality, sustainable design in new housing”*. We believe that the proposed Map Amendment which would relocate the R-5 zone line from the lots abutting the rear of the lots owned by Wescott & Payson II to encompass their 28 lots, which would allow the construction of Harvard Street and it’s infrastructure, and approximately 20 duplexes (40 units) of new energy efficient housing, constructed using modern construction materials is very much in line with the City’s goals.

The closing paragraph of HOUSING Appendix states that *“This plan supports the concept that those who work in Portland should be able to live here as well, and that, over the next decade, the city should aspire to accommodate 75% of the current daytime population, or approximately 72,000 people. Assuming an average household size of 2.08, this translates into a total of 2,557 new housing units over the next 10 years”*. We believe a Map Amendment which provides for the construction of 1,450 linear feet of city street and utilities, and approximately 40 well built, energy efficient dwelling units is in line with this plan.

The entire Policy Guide on Housing is about the addition of more housing units. We are proposing a Map Amendment which will allow duplexes to be constructed on these lots making it economically feasible to construct Harvard Street and its associated infrastructure. Without the ability to increase the density from single family to duplexes it is not economically feasible for us to construct Harvard Street and develop these existing lots with much needed housing.

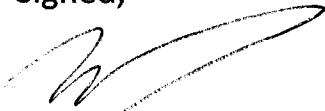
Neighborhood Meeting Certification

I, Michael Payson, hereby certify that a neighborhood meeting was held on July 12, 2019 at 31 Old Campus Drive in Portland, Maine at 6:00pm for the proposed project at 109 Harvard Street.

I also certify that on June 26, 2019 invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a subdivision within an industrial zone or industrial zone change.
2. Residents on the "Interested parties" list.

Signed,



Michael Payson

Wescott & Payson II

July 15, 2019

Neighborhood Meeting Invitation

**Wescott & Payson II
c/o Apex Management
31 Old Campus Drive
Portland, ME 04103
(207) 797-4380**

June 26, 2019

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a map amendment to expand the R5 zone to include the land at 109 Harvard Street, including lots identified on the tax maps as 435-A015 to 438-C040, which is currently in the R3 zone.

Meeting Location: Apex Management Office Building, 31 Old Campus Drive, Portland, ME
Meeting Date: Friday July 12, 2019
Meeting Time: 6:00pm

(The City code requires that property owners within 500 feet of the proposed map amendment and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call 207-797-4380

**Wescott & Payson, II
06/26/2019**

Note:

Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plan was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

Neighborhood Meeting Sign-in Sheet

July 12, 2019

31 Old Campus Dr., Portland

Members of Public
in Attendance

Email

Rhys Russell rhysruss@gmail.com
Glenn Holland Pastor Glenn@theHollandsFaith
Cleaner Mann

Stephen Labbe - SteveLab59@maine.rr.com

David Spector david01@nsrusa.org

Shannon O'Connor shannon.oconnor@maine.maine.edu

Jennifer Fischer jenfischer01@gmail.com

Norman Janson njanson22@gmail.com

John Day jmday@maine.rr.com

Darlene Day darla1109@yahoo.com

Karen Hart khart1@maine.rr.com

Robyn Bailey

Bill Bailey wmb2419@yahoo.com

Laura Stevens laurastevens@maine.rr.com

Rachel Flehinger rachel@advertising.com

Susan Baxter baxtergsusan@msn.com

Jonah Broom

Members of

Public in attendance

list

BOB KROU

270 HARVARD ST
PORTLAND, ME 04103

207 200-0045

Urfan Nadirov

86 Vale St. Portland, 04103

Stephen & Elizabeth Gray
36 Majors Court, Portland

Kristina MacCormick
38 Majors St. Portland

Caitlin & Will Hopkins
256 Harvard St. Portland, ME

John Gorman
147 WOODLAWN AVE

JIM HARRIS
134 WOODLAWN AVE

Michael LeComte
1115 Washington Ave

Shannon + Geoff Green
166 Yale ST
Portland, ME

Andy & Hester Mishkin
44 YALE ST.
Portland, ME 04103

Jaime Parker
Portland Trails
jaime@trails.org

Jane Mallant
605 Stevens Ave
Portland 04103

Matt Dechane
50 University
Portland 04103

Sean Ellsworth & Lee Reeve
2161 Harvard St.
Portland ME 04103

Vilma Adame
Yale St.
04103

Ralph + Susan Neumyer rneumyer@yahoo.com

DAVID R. BUCHANAN 201 HARVARD ST

Richard + Sharon Henry 33 Nicholas CT. Portland 04103

Jue + Glenn Krall 33 Kimberly CT PTH - SKROLL@me.com

Kevin + Jennifer Bardwell 137 Woodlawn Ave Kevin@bwellhealth.com

Jennifer Long 73@yahoo.com

Holly Mitchell 154 Yale St hsmitchell@kvr.com

MARY + BRENDAN McVEIGH 30 YALE ST bmcveigh@maine.rr.com

Tim Fulwider + Sara Brodie 117 Woodlawn Ave t.mfulwider@gmail.com

Nicholas Wall 116 Woodlawn Ave NicholasWall2012@gmail.com

Olivia Barberi 116 Woodlawn Ave olivianb7@gmail.com

Alex Wall 116 Woodlawn Ave alexdanielwall@gmail.com

George LIBBY 185 HARVARD ST george@lauramarrprinting.com

Beth Payson 185 Harvard St. betha@lauramarrprinting.com

Joseph Lauhinaitis

Kristen Blais

kblais14@yahoo.com

Brooke Griffin (122 Woodlawn Av.)

Meghan Gillin 15 Cornell St corliesgradyc@gmail.com

Todd Dadaleones 92 Woodlawn Ave. Portland, Maine 04103

Wincy Norton 92 Woodlawn Av Portland 04103

Laura Labbe teran 78 @hotmail.com

Elizabeth Rose save.university.park.trail@gmail

Ryan C. NORFLEET " "

Kathy Kroll KBKroll@me.com

Bob Kroll BobKroll@earthlink.net

TODD HENRY HAYESHENRY@GMAIL.COM

Developer and Consultant Team's Attendance:

Mike Payson (Developer)

mpayson4@gmail.com

Peter Biegele (Site plans)

pbiegele.landdesignstudio.com

Harvard Street Map Amendment
Neighborhood Meeting Minutes

July 12, 2019

Meeting was called to order at 5:59pm

Mike Payson, representing the developer, introduced himself and Peter Biegel from Land Design Solutions.

Mr. Payson acknowledged the larger number of attendees than expected and standing room only, and told attendees he and Mr. Biegel would remain as long as needed to allow everybody, especially those standing in back, to review the exhibits and ask any questions.

Peter Biegel of Land Design Solutions presented a short overview of the project, referring to his exhibits showing the development area and concept elevations for duplex townhomes. He explained that the developer's land was not part of University Park, but an existing approved subdivision, and that the park was protected and would not be developed.

Residents asked whether homes would be rented or sold. Mr. Payson indicated the developer planned to sell, not rent, the new homes. Residents commented/questioned whether people would pay \$350k sales price for condos in that area

Resident asked about vernal pool on Harvard Street. Mr. Biegel indicated that would be addressed in planning board review

Resident asked about finances and why R5. Mr. Payson explained homes would only be on one side of street unlike most developments, city street would likely cost over \$1000 per foot, and the R5 density would make those economics work

Resident pointed out similar request was rejected by council in 2006 and asked why developer expected it would be approved now. Mr. Payson explained that in 2006 the planning board unanimously recommended in favor of the zone change, he did not know why the council rejected the planning board's recommendation, but hoped the new council would see the benefits of the project

Resident asked if developer would create a website to provide all the information and improve transparency. Another resident indicated the city has a website to do that, and offered to show the resident how to use it. Mr. Payson indicated he would not create a separate website for that purpose, but would assist in providing information if needed if the residents wanted to create a website

Residents asked whether they would receive notices of future meetings. Other residents and Peter Biegel explained the postcards would be sent per the planning process, and if people were not on the abutter list they should contact the city to be placed on the interested party list.

Residents asked if the developer would sell or give the land to the owners or Portland Trails instead of developing. Mr. Payson stated he would entertain proposals but that was not currently being considered

Residents expressed concerns about parking, removing dead trees, keeping healthy trees, blasting, buffering, and location of the turnaround on park property. Broad discussion ensued on these topics among residents. Peter Biegel and other residents explained these issues would be addressed in the planning and site plan review process, and all these things would have to be approved by the planning board

A resident asked about green building. Mr. Payson explained many energy efficiency features are part of the basic building and many are required by codes. Extra green features would be included at the option of buyers.

A resident asked if the developer had considered an alternate development plan with a different road design. Mr. Payson and Mr. Beigel explained that due to shape of the land, it would be difficult to configure the road differently and do a PRUD-style development.

Residents engaged in a broad discussion encouraging each other to get involved and suggesting ways to do so.

A resident asked about the proposed timing. Mr. Payson and Mr. Biegel explained there are a number of processes including the map amendment, site plan review, and affordable housing review that would take many months. Further, that it was unlikely the project could receive approvals before 6-9 months, and with bidding

and infrastructure it could be as long as 2 years before homes were built and sold – but the timing depends on the City process.

A resident asked about water and sewer capacity. Another resident stated that would not be a problem. Mr. Biegel explained it would be addressed as part of the site plan review process.

A resident asked for updated city email address since the one on the city's proposed for had retired. Another resident said the updated address was on the post cards.

A pastor of a local church in attendance offered space for future neighborhood meetings.

Mr. Payson adjourned the meeting at 7:04pm, and told attendees that he and Mr. Biegel would remain to answer any questions



Michael Payson 7/15/19

Proposed Harvard Street Development

Jennifer fischer <jenfischer01@gmail.com>

Jul 8, 2019 6:56 AM

Posted in group: **Planning Board**

Planning Board- City of Portland

Re: Proposed Zoning change and development by Wescott & Payson

Plan # ZN-000716-2019

We are residents on Kimberly Court and are considered an "interested party" to the proposal to rezone and develop Harvard Street. We are quite opposed to this effort and want to make our concerns known. If the Planning Board lends it approval to this then it would be done with full awareness of the issues. We urge you to consider the interests of existing residents, in this proposed zoning change, over additional income for the developers.

The Comprehensive Housing Plan aims to provide affordable housing. But it also cites a commitment to regulate growth, respect the integrity, quality and character of existing neighborhoods.

As a matter of history- this same rezoning request and proposal was put before the City Council in 2006 and soundly defeated. The issues raised then are still the same now- only exacerbated due to the subsequent development of Yale Street. Documents that were put before the City Council, in 2006, are available if you need to review them.

While we are supportive of the Planning Boards goals to provide affordable housing in the City of Portland: we ask that the Board take a good look at the number of apartment buildings, duplexes and multi-family homes within a 1 mile radius of this area. The number of apartments and developments are many and at least two are targeted to lower income families. All within a mile of this area. Point being made here is that this area of N Deering has made an ample contribution toward the goal of affordable housing already. This area has had to adjust to the **33** apartment units of Yale Court, the **33** units of the Radcliffe Glen condominiums and the **84** apartments of the Woodwinds. All these empty out into either Yale or Harvard. Streets that cannot support additional traffic. Again, this neighborhood has done its share and that needs to be considered in balancing any decisions for the future.

As a point of fact Wescott & Payson were aware that the land, in question, was zoned R3 when they completed their purchase. This is not a zoning change requested to reinstate its original designation.

Although Woodlawn may be zoned R5; the **vast majority** of dwellings are single family. Thus putting up 20 duplexes- as proposed- would not be in keeping with the overall look and feel of the neighborhood.

A change in zoning from R3 to R5 has rarely been granted. It was noted, in 2006, that the only approval for such request was for a single lot on Seeley Street which was already adjacent to an R5 zone. And again this specific request was denied in 2006.

Our overwhelming concern is with the **safety issues** of rezoning and development. The safety issues are multiple and significant:

- Harvard Street has no sidewalks. The proposal would have the additional traffic all emptying out onto Harvard. This is an older street and the absence of sidewalks is already a hazard as many residents of the apartments, on Harvard Street and Yale, walk down Harvard to the bus stop on Washington Ave. Any additional traffic would create more of a hazard.
- The school bus stops are currently on Harvard and a second one at the intersection of Yale and Allen. Presently the school bus that picks up on Harvard must drive to the end of Harvard and execute a three point turn to reverse direction: right where this proposed development would funnel **all their traffic**. The swell of traffic at that spot on Harvard will create greater dangers to the children at this bus stop and create more difficulties for the driver to execute the turnaround. The school bus stop on Allen and Yale is a bit precarious as the waiting area is already too small for the number of children to safely wait to board the bus. As a result there are multiple cars, vans and SUVs parked along the end of Yale filled with the children awaiting the bus. It is already very difficult to approach that

intersection safely during the morning hours due to both the parked cars (many illegally parked) and the crowd of energetic children. Lets not add more traffic and children to that area!

- There are only two means of egress from Harvard. Yale and Harvard itself. The intersection of Harvard and Washington is already quite hazardous. During peak hours it is nearly impossible and quite dangerous to execute a left onto Washington. Even executing a right turn may require quite a long wait. There is a city bus stop right at that intersection and frequently a lot of pedestrian activity which creates safety issues as well especially in the absence of sidewalks and the absence of a traffic light. Clearly that intersection cannot handle the increased traffic from 20 duplexes.
- The intersection of Yale and Allen is also quite busy and nearly impossible to safely execute a left turn most times of the day. There is no traffic light there. That intersection cannot handle the additional traffic from 20 duplexes.
- The development of Yale street has already exacerbated the traffic issues. The proposal shows Harvard remaining a dead end street- thus any vehicle must enter or exit via Harvard to Yale or Harvard to Washington. There is a concern about emergency vehicle access on such a long dead end street such as that being proposed.
- Snow removal is a real concern. The proposed units do not leave room for adequate snow removal. This is already a problem on Yale street causing many – including school children- to walk on the roadways to avoid the large snow banks. There just simply is not enough open space to put the snow.

We trust that the Planning Board will inquire about plans for water drainage. Currently the land in question has a lot of standing water and the piping etc. on Harvard St is quite old and has not yet been replaced/upgraded by the City.

There is a proposed turnaround at the dead end of Harvard. Isn't that land held by the City? Are they proposing that the City sell them this land? Why can't the turnaround be built on the land already owned by Wescott & Payson?

Lastly, I would encourage the Planning Board to look at the City maps and see all the existing multi family /apartments already erected near this area. The population density is at its max. Any further development, as proposed, or rezoning to R5 will **devalue our property significantly**. This area will quickly become less appealing to residents due to the above mentioned safety concerns and negative impact to the neighborhood. Indeed Wescott & Payson are doing nothing to improve the neighborhood and will only devalue the properties of existing residents. Something the Planning Board should think long and hard about.

Thank you for your time and attention to this issue.

Sincerely

Jennifer Fischer

Norman Janson

Google Groups

Fwd: University Park rezoning

Tim Fulwider <timfulwider@gmail.com>

Jul 10, 2019 5:30 PM

Posted in group: **Planning and Urban Development**

----- Forwarded message -----

From: **Tim Fulwider** <timfulwider@gmail.com>

Date: Wed, Jul 10, 2019, 5:28 PM

Subject: University Park rezoning

To: <bab@portlandmaine.gov>

To whom it may concern:

I strongly oppose the proposal to rezone the land at 109 Harvard Street, otherwise known as University Park. I recently purchased my first home in the neighborhood adjacent to University Park partly because of the green space in the area. I immediately began using the park regularly and I hope to walk through those woods for many years to come. I often see many other people using the trail to exercise, walk their dog or just enjoy nature.

Please do not rezone the land at 109 Harvard Street. The land, in it's present state, is too important to the community to be altered in any way.

Sincerely,

Tim Fulwider
117 Woodlawn Ave

Google Groups

Fwd: University Park re-zoning

Jeff Levine <jlevine@portlandmaine.gov>

Jul 12, 2019 8:29 AM

Posted in group: **Planning and Urban Development**

For the file for the Harvard Ave rezoning.

Jeff Levine, AICP
Director
Planning & Urban Development Department
389 Congress Street 4th Floor
Portland, Maine 04101
Phone (207)874-8720
Fax (207)756-8258
<http://www.portlandmaine.gov/planning>
@portlandplan

----- Forwarded message -----

From: **Porter X** <cmporter74@hotmail.com>
Date: Thu, Jul 11, 2019 at 4:25 PM
Subject: University Park re-zoning
To: jlevine@portlandmaine.gov <jlevine@portlandmaine.gov>

Dear Mr. Levine,
As a resident who lives next to University Park, I am opposed to Apex Management's proposal to re-zone the park to allow construction.
Please lend your voice in opposition to this. The loss of a park in our city would be detrimental to our way of life.
Thank you,
Christopher Porter
Yale Street, Portland

Harvard Street development

laurastevens@gwi.net <laurastevens@gwi.net>

Jul 11, 2019 9:17 PM

Posted in group: **Planning Board**

Recently, it's come to my attention, via a letter distributed from a developer and a postcard from the city, that a green space attached to University Park is being threatened. Currently, the space is zoned R-3 for single-family homes. This zoning matches the character of the surrounding area on Harvard St and Yale St. However, the developer wants to change the zoning to R-5 to allow the construction of duplexes, increasing the density of the housing in the area. This proposal has a number of negative effects.

First, while I understand that the city is motivated to increase the housing options in the city, as a resident living on Yale St, I want to maintain the character of my neighborhood. Yale St and the already developed part of Harvard St are all single-family residences. In order to maintain the property values for these single-family residences, which are already impacted by surrounding townhomes, apartments, and condominiums, keeping the zoning R-3 on Harvard St would be advantageous.

Second, instead of developing the entire length of Harvard St, connecting it at the west end to Allen Ave, the developer plans on creating a cul-de-sac. The result would increase the traffic in our residential neighborhood, as the residents of the new duplexes would be forced to use Yale St to access Allen Ave and the existing part of Harvard St to access Washington Ave. Traffic on these streets is already high and at high speed. Despite the "Not a Through Street" signs, many people use our streets as a cut-through. In fact, during the recent construction on Washington Ave, Harvard St and Yale St were used by the construction company as a detour, exposing our neighborhood as a cut-through to untold numbers of new drivers.

Third, as it is currently undeveloped and is adjacent to University Park, this area is used by many as a green space. This green space is highly valued and appreciated. This space is vital for the quality of recreational life, our ecosystem, and the general aesthetic. The Harvard Street Path is utilized not only by residents, but by many others, including families, athletes, dog owners, cyclists, and Portland Trails enthusiasts.

I respectfully request that you work to deny this zoning change. Ideally, the developer would see the value of keeping the space green and will not develop the lots. Perhaps, the area might even be donated to Portland Trails. If not, please ensure the area is kept a single-family residence neighborhood and please require the street to be completed the entire way through to Allen Ave, as to not negatively affect traffic in the neighborhood.

Please join me in opposition to this dense development. Thank you for helping to maintain the quality of life in my neighborhood.

Laura Stevens

144 Yale St

Citizen Comments on 109 Harvard St. - New Development Review Project-Plan Number ZN-000716-2019

Nathan Miller <nmlilleruw@msn.com>

Jul 12, 2019 12:37 PM

Posted in group: **Planning Board**

To whom it may concern,

I am writing to offer my support for the proposed zoning changes that would allow the development of duplex housing units at the proposed 109 Harvard St project. I find it particularly odd that this development would have been previously allowed, but that the zoning was changed from R-3 to R-5 in the 1980's. When you look at many of the surrounding residential buildings on adjacent streets you see many multifamily buildings that would not be allowed to be constructed under the current zoning. It seems to me that multi-family housing is VERY MUCH in line with the character of the neighborhood.

While I understand that the neighbors on Woodlawn Ave have enjoyed having a de-facto extension of University Park while these lots have sat undeveloped, I find their concerns about removal of greenspace in the area to be unfounded. University Park will still exist, there is easy access to the preserve behind Casco Bay High School and the walking/biking trail that runs parallel to the railroad tracks from Morrills Corner to Riverside Industrial Parkway, the Old City Landfill area is relatively close, and there are numerous "pocket" green areas tucked into surrounding developed areas.

I would appreciate the city considering further expansion of multifamily zoning in this area, though I realize that's not within the scope of what's being requested as part of this project. Morrills Corner should be considered a key area for up-zoning and encouraging density as we strive for providing more housing units in general and particularly affordable and non-luxury units.

Thank you for your consideration,

Nathan Miller
79 Fessenden St
Portland

comments on proposed rezoning at 109 Harvard St

Christopher Vermilion <chris@verm.me>

Jul 12, 2019 2:55 PM

Posted in group: **Planning Board**

Hi,

I'm writing in support of proposed zoning changes to allow multi-family housing next to University Park (per today's PPH article <https://www.pressherald.com/?p=3108477>).

Portland desperately needs more housing, and this land is **already** zoned for housing, just not multi-family. I don't think it makes sense to block affordable housing so that neighbors can have a de facto park across the street rather than merely the actual University Park a block away.

Morrill's Corner seems ripe for transit improvements and densification; this seems like exactly the kind of development that makes sense nearby.

Cheers,

Christopher Vermilion
88 Lane Ave
Portland, ME 04103

Google Groups

Zoning Change In Vicinity of 109 Harvard Street

Maplewood Dance Center <themaple@maine.rr.com>

Jul 13, 2019 2:56 PM

Posted in group: **Planning Board**

To All Planning Board Members & Department Members:

RE: Wescott & Payson II, LLC Zoning Map Application for Vicinity of 109 Harvard Street

I wanted to call your attention to a Neighborhood meeting that was held by Wescott & Payson II, LLC on Friday, July 12, 2019.

The facility where the meeting was held, Apex Management Office 31 Old Campus Drive, was not large enough to accommodate everyone that wanted to attend.

As a result, MANY were forced to stand outside the facility and others, like myself, left in frustration. There also was insufficient parking at that location.

I hereby request that you NOT ALLOW this to count as one of the developer's required Neighborhood Meetings.

I also request that all future neighborhood meetings be held in a public facility that can accommodate ALL interested parties and allow for sufficient parking.

Respectfully yours,

Kathleen Vance

Joan A. Vance

Harvard Street re-zone

george@lauramarrprinting.com <george@lauramarrprinting.com>

Jul 16, 2019 8:42 AM

Posted in group: **Planning Board**

Hello, I have lived at 185 Harvard Street for the last 44 years and abut the new proposal for 40 families and possible 80 cars packed into 1450 feet of frontage. And only one way out to create, well you know how much of a mess that would create. Next to me is about 200 feet of vernal pool and it should be acknowledged wet area. I am against this proposal as are all my neighbors. This is a beautiful green area that should be used by all Portlanders and has been for years. Please do not let them change the zoning to allow twice as many homes. Thank you

George Libby

185 Harvard Street

FW: Harvard Street re-zone

george@lauramarrprinting.com <george@lauramarrprinting.com>

Jul 17, 2019 8:10 AM

Posted in group: **Planning Board**

From: george@lauramarrprinting.com <george@lauramarrprinting.com>

Sent: Tuesday, July 16, 2019 8:27 AM

To: 'planningboard@portlandmaine.gov' <planningboard@portlandmaine.gov>

Cc: 'shukriaw@portlandmaine.gov' <shukriaw@portlandmaine.gov>

Subject: Harvard Street re-zone

Hello, I have lived at 185 Harvard Street for the last 44 years and abut the new proposal for 40 families and possible 80 cars packed into 1450 feet of frontage. And only one way out to create, well you know how much of a mess that would create. Next to me is about 200 feet of vernal pool and it should be acknowledged wet area. I am against this proposal as are all my neighbors. This is a beautiful green area that should be used by all Portlanders and has been for years. Please do not let them change the zoning to allow twice as many homes. Thank you

George Libby

185 Harvard Street

109 Harvard St Zone Change

khart@leblancyoung.com <khart@leblancyoung.com>

Jul 26, 2019 10:59 AM

Posted in group: **Planning Board**

Dear Planning Board Member:

My name is Karen Hart and I live on Yale St in Portland. I am writing to urge you to vote against Wescott Payson II LLC's Harvard Street zone change request.

I know there are many concerns in the neighborhood about the loss of green space and the potential damage to the existing homes due to all of the blasting that will need to be done to build in the area. Those are both legitimate concerns as green space in our neighborhood is precious and regularly used by the community and long term damage from blasting is not always apparent at the time of the building.

I am also very concerned about the traffic and the impact this potential development will have on our residential area. Harvard and Yale Streets have both become cut through streets for people wishing to avoid the lights at Washington Avenue and Allen Avenue. In fact, the problem has grown to the point where I routinely see delivery trucks and 18-wheelers cutting through. If you change the zone from R-3 to R-5, they plan to build 20 duplexes at the end of Harvard St and sell them as condos and leave it as a dead end. This will add to the traffic on both Yale and Harvard by a possible 80 plus cars to an already saturated area. If they were to leave them as single family homes that could be cut in half. Although this is not ideal, it may be manageable.

I realize housing in Portland is important but to what end? Development should be thoughtful and should be mindful to keep residential neighborhoods just that - residential neighborhoods. A zone change on Harvard Street will change my neighborhood drastically (and not in a good way). Changes like this will be causing families with children and those that want the existing quality of life we now have in our neighborhood (with quiet streets and access to green space) to consider moving to other towns. We want children to be able to safely play outside without the potential of being hurt by a speeding car, delivery trucks, or 18-wheeler barreling down a once-quiet residential. And, yes, we already have speed bumps - they have done little to nothing to slow things down.

Again, I ask that you turn down the zone change request.

Thank you

Karen Hart

150 Yale St

Portland, ME

207-797-4026

Karen M. Hart, CPA, MST

LeBlanc & Young

P.O. Box 7950

Portland, ME 04112-7950

Phone: (207) 772-2800

Fax: (207) 772-2822

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Rezoning for proposed neighborhood development

Olivia Barberi <olivianb7@gmail.com>

Aug 5, 2019 10:29 AM

Posted in group: **Planning Board**

Dear Portland Planning Board members,

I am concerned about the proposed rezoning for the housing development adjacent to University Park in Portland. As a new resident to Portland, living in a neighborhood near to this park, I am saddened by this threat to the city's limited green space as I frequently use and see other see walkers, runners, and biking commuters enjoying this park. If this area was developed, it would significantly change the way that this park is currently utilized by community members. Importantly, the destruction of the tree cover bordering this public pathway would entirely alter the feeling of green space that it currently provides. As an environmental scientist, I have studied and seen firsthand the ecological benefits of woodland patches within cities and urge you to consider the biological and community value green space has to Portland.

Additionally, as a resident of this neighborhood, I am concerned about this development as my neighbors here have seen a lot of development in the past years and they express that this is forced, unnecessary, and extrusive growth. We are especially concerned about the threat of blasting and associated impacts it may have on our homes and foundations. Please consider the negative impacts of creating a new dead-end road in this area, which would not only add additional traffic to the surrounding roads but also create a proposed turn around in the park space. I attended the neighborhood meeting held by the developer and want to report a clear uneasiness felt by my neighbors that is associated with the developer's reasoning for the rezoning. We do not believe that the construction of duplexes, housing that would double the number of people, is an appropriate fit for this space.

Thank you for your time.

Sincerely,
Olivia Barberi
Woodlawn Ave, Portland, ME

Google Groups

Zoning change application by Westcott & Payson II at 109 Harvard Street

Linda McLoon <lsmcloon@gmail.com>

Sep 3, 2019 12:00 AM

Posted in group: **Planning Board**

28 Kimberly Court
Portland, Maine 04103
September 3, 2019

Planning Board
City of Portland, Maine

Dear members of the Portland Planning Board:

The application for a change in zoning at 109 Harvard Street by Westcott & Payson II, LLC should be denied for the following reasons:

1. There are no sidewalks on Harvard Street, and many people who live in the area walk to the bus stop close to the entrance to Harvard Street. A large increase in traffic on Harvard street would make it dangerous for walkers going to the bus stop or walking for other reasons;
2. At certain times of the day, there currently is a long line of cars waiting to exit Harvard Street onto busy Washington Avenue or to exit York Street onto busy Allen Avenue. This problem would only be exacerbated by a large number of new residents, making these intersections dangerous and unsafe;
3. University Park, the narrow strip of parkland that is enjoyed by many residents, would be under extreme pressure from the large influx of duplexes going up beside it if the zoning were to change;
4. A vernal pool exists adjacent to the lots in question, which would be adversely affected by the developers' building plan;
5. Any blasting due to ledge in the area would likely have negative impact on nearby homes;
6. Residents fear that once a zone change is approved, the current property owners could conceivably split from their announced plan to build duplexes and instead put up apartment buildings;
7. The presence of a number of nearby multi-family units, which include Northfield, Yale Court, The Woodwinds, and Radcliffe Glen condominiums, already makes this area one of the most densely populated areas in the city, and Portland needs to strike some balance to consider the concerns of single-family homeowners;
8. The projected sale price the developers are considering for the proposed duplexes does not qualify them as low-cost housing;
9. The approval of this zone change would be inconsistent with the city's Comprehensive Housing Plan, which stresses the need to protect neighborhood stability while ensuring the integrity and economic value of Portland's neighborhoods. The city shouldn't attempt to increase available housing at the expense of our neighborhood.

I hope you will carefully consider the above points before coming to a decision on the zoning change application.

Sincerely yours,
Linda McLoon
28 Kimberly Court, Portland, ME 04103

Google Groups

RE: PL-000716-2019 – Opposing the development of University Park and Harvard Trail, Portland, ME

Stephanie Brown <heysteph6320@yahoo.com>

Sep 3, 2019 2:57 PM

Posted in group: **Planning Board**

Dear Ladies and Gentlemen of the Planning Board:

I am writing regarding the project for consideration set forth to the City of Portland Maine Planning Board by Wescott & Payson II, LLC. The applicant, Wescott & Payson II, LLC., proposes a map amendment from R-3 to R-5 along an undeveloped portion of Harvard Street. I highly oppose the development of this green space in the Northeast Deering community.

This community is flanked by some of the busiest streets in Portland; Washington Avenue, Allen Avenue and Forest Avenue. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities. Here are some main reasons why we need to keep trees in our urban environments:

Air Quality -- Planting trees remains one of the most cost-effective ways of drawing carbon dioxide from the atmosphere.

Visual Appeal – few things can compare with the aesthetic impact that trees offer the urban setting.

Health and well-being -- Trees have also been proven to have a positive impact on skin cancer, asthma, hypertension, and other stress related illness by filtering out polluted air, reducing smog formation, providing shade from solar radiation, and providing an attractive, calming setting for recreation.

Trees also form an effective sound absorbing barrier to help reduce unwanted urban noise pollution.

The biodiversity of trees in providing natural habitats for birds, squirrels, and other fauna are considered to some as incalculable.

Cost Savings – According to the United States Forest Service, for every \$1 spent on trees, a return of \$2.70 in benefits is received.

Managing Stormwater – For every 5% of tree cover in a community, stormwater runoff is reduced by 2%.

Property Values --Independent studies have shown a consistent 5-15% increase in property values on tree lined streets, proving that trees increase commercial and residential real estate values.

Another reason for opposing this multi-unit housing development is the traffic congestion in the area. As I mentioned previously in my letter, busy streets flank this community. The traffic is so completely backed-up from Morrill's Corner, down Allen Avenue and Forest Avenue, that I cannot make a left-hand turn onto Allen Avenue to get to work in the mornings.

Please do not approve this map amendment and recommend it to the City Council. There are so many people in the community and beyond that enjoy that green space each and every day, hikers, runners, bikers alike.

Stephanie Brown
32 University Street
Portland, ME 04103

PL-000716-2019

Cherie Phillips <cherie.mkp@gmail.com>

Sep 5, 2019 8:52 AM

Posted in group: **Planning Board**

Dear Planning Board,

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Cherie Phillips
Portland, ME

Google Groups

Northeast Deering Community

Hope Gauer <hgauerr@gmail.com>

Sep 5, 2019 9:00 AM

Posted in group: **Planning Board**

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Hope Gauer

Sent from Mail for Windows 10

PL-000716-2019

Heidi Will <hwill64@gmail.com>
Posted in group: **Planning Board**

Sep 5, 2019 9:00 AM

Dear Portland Leaders,

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Sincerely,

Heidi Will

Google Groups

PL-000716-2019

Brislin, Lisa <Lisa.Brislin@ampf.com>

Sep 5, 2019 9:35 AM

Posted in group: **Planning Board**

Dear Concerned,

I am writing you to let you know that I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Thank you!

Lisa

P.S. When you have the right financial advisor, life can be [brilliant](#). If there is anyone you care about who might benefit from a second opinion, I would be happy to help.



Lisa Brislin, AAMS®

Associate Financial Advisor

with the practice of John Hughes, CFP®, ChFC®, Private Wealth Advisor

A private wealth advisory practice of Ameriprise Financial Services, Inc.

.....
Ameriprise Financial Services, Inc.
5 Ward Street
Scarborough, ME 04074

O: 207.883.4434 x 106 | F: 207.883.3440

Support staff contact information is available on [my website](#)



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Sept. 10 Workshop: Harvard Street R3 to R5 Map Amendment

E M <emann@maine.rr.com>

Sep 5, 2019 10:31 AM

Posted in group: **Planning Board**

To: City of Portland Planning Board
Fr: Eleanor Mann
33 Woodlawn Avenue
RE: Harvard Street R3 to R5 Map Amendment

I am writing to express my strong opposition to this rezoning.

Mr. Payson acquired the lots in question individually, over time, at prices that reflected their inaccessibility. He bought them with the full knowledge of what could and could not be built on them.

At the developer's required neighborhood meeting on 7/12/19, a neighbor pointed out that a similar request for a zone change from R3 to R5 for the land in question had been voted down by City Council in 2005. Mr Payson confirmed this.

There was no compelling reason for a zone change then, and there is no compelling reason for a zone change now. Development of these lots would mean the loss of the Harvard Street Path, which has served as an important green space for the abutting neighborhoods. University Park, right next to the proposed development, would be compromised. Doubling density on the lots in question would increase the impact on the abutting park and serve no purpose other than to increase the developer's profits.

Before the recession of 2008, there was a demand for more housing in Portland. For many years after the recession of 2008, houses and condos languished on the market. This rapid development/slowed development cycle has been repeated more than once in Portland and will, inevitably, repeat itself again.

In our current phase of rapid development, residents of Portland need to be able to rely on the enforcement of zoning regulations. Zoning has no significance if it can be changed at will upon the request of a developer. Please recommend that the developer's request for a change from R3 to R5 be denied.

Google Groups

Housing Development opposition PL-000716-2019

Hughes, John X <john.x.hughes@ampf.com>
 Posted in group: **Planning Board**

Sep 5, 2019 12:48 PM

Thank you for your consideration.

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Best Regards,



P.S. Using our Confident Retirement® approach, I collaborate with my clients to help them plan for a brilliant future. Please share the 3-Minute Confident Retirement® check with anyone you care about who has retirement questions.

John Hughes, CFP®, ChFC®, RICP®
 Private Wealth Advisor

An Ameriprise Private Wealth Advisory Practice

Ameriprise Financial Services, Inc.
 5 Ward Street
 Scarborough, ME 04074

O: 207.883.4434 | F: 207.883.3440

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PL-000716-2019

Helen Meehan-Selleck <helenmeehan@hotmail.com>

Sep 5, 2019 1:11 PM

Posted in group: **Planning Board**

I live on University St and wish to voice my opposition to this multi unit duplex development proposed for Northeast Derring community. This development will affect University Park and Harvard St trails (part of the Portland Trail system) and greatly impact the green space available in this city. Aside from the recreation value the amount of traffic it will create for the area would greatly impact not only the neighborhood but the flow of traffic to Allen Ave and Washington Ave. Presently it is almost impossible to get out of these side streets without this mega development. I certainly hope the planning board gives these issues lots of consideration. Thank You for allowing me to voice my objection.

Helen Meehan-Selleck
45 University St
Portland Me 04103

PL-000716-2019

Neill Gemmel <ngemmel@gmail.com>

Sep 5, 2019 1:48 PM

Posted in group: **Planning Board**

Please consider this

"I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our neighborhood."

Google Groups

PL-000716-2019

briana <bri04074@yahoo.com>

Sep 5, 2019 1:53 PM

Posted in group: **Planning Board**

My name is Briana and I am a neighbor of the University Park. I live on university street. I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

For further questions please don't hesitate to call or email me in reply. This is a topic I hold a strong opinion on, this is our neighborhood too.

Briana Thims
207-776-4958
bri04074@yahoo.com

Sent from Yahoo Mail on Android

HARVARD STREET

george@lauramarrprinting.com <george@lauramarrprinting.com>

Sep 5, 2019 2:08 PM

Posted in group: **Planning Board**

Harvard Street, 1100 feet of frontage on a dead end street. 44 duplex units, possibly 88 vehicles, one way in and one way out. Come on planning board this makes no sense. I live at 185 Harvard which abuts this proposal and it will ruin the green space and the neighborhood. It will create way too much traffic. Do what is right please.

George Libby

185 Harvard Street

Proposed housing development

Andrea Polonetsky <andreapolonetsky@gmail.com>

Sep 5, 2019 2:15 PM

Posted in group: **Planning Board**

Hi!

I just bought a house in Portland and have been enjoying the city's green spaces with my husband and four young children! We heard about a proposed housing development in the Northeast Deering community that would affect the University Park and Harvard Street Trail. I am writing to express my concern about allowing this and other green spaces to be developed. Once they're gone they're gone, forever. Please keep this a space for the community to share for generations to come. Not to mention all of the wildlife that would be displaced.

Thank you for your thoughtful consideration!

Andrea Polonetsky
69 Montrose Ave, Portland

Sent from my iPhone

Don't compromise our trails and woods. PL-000716-2019

Phyllis Leeke <phyllisleeeke@gmail.com>

Sep 5, 2019 2:51 PM

Posted in group: **Planning Board**

"I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities."

SUBJECT LINE: PL-000716-2019

Google Groups

PL 000716-201 9

Beth Guy <jguy1@maine.rr.com>

Sep 5, 2019 4:58 PM

Posted in group: **Planning Board**

To members of the Planning Board:

We strongly the housing development proposed for the Northeast Deering community because it affects the University Park and Harvard Street Trails. This development would greatly reduce the green space in this area and would diminish the "clean air" benefits that trees provide for our Forest City. Further, the destruction of the trails would take away recreational and exercise opportunities within the city. Please oppose this project on these grounds.

Thank you.

James and Beth Guy
15 Martin Rd.
Portland ME 04013

Feedback- PL-000716-2019

K Caron <stilleight@yahoo.com>

Sep 5, 2019 5:11 PM

Posted in group: **Planning Board**

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

It is incredibly important for my kids to be able to walk home from school via interspersed Portland Trails. Green spaces are why I pay the crazy Portland taxes.

Thanks- Kellie Caron
89 Dorset Street

Re: Open space in Portland

MiaBlanche1@maine.rr.com <MiaBlanche1@maine.rr.com>

Sep 5, 2019 5:30 PM

Posted in group: **Planning Board**

I believe that the developer who wants to build on this property deserves to do so. If the community is against it maybe they should purchase it.

From: "Nextdoor North Central Deering"
To: miablanche1@maine.rr.com
Cc:
Sent: Thursday September 5 2019 4:17:09PM
Subject: Re: Open space in Portland

**3 more replies to "Open space in Portland"**[View all replies](#)**M** **Mike Cempa**, North Portland

Is there a site plan? I'd like to know more. I'm torn between the need for green space and the need for affordable housing.

**Thank** **Private message****D** **DAVID SELLECK**, North Back Cove

Matt Dechaine University Park Rd will still be there but the development will back up to it. They need a zoning change to do this complex. I have concerns about open space but bigger concerns on how you route all this traffic out of a neighborhood that... [See more](#)

**Thank** **Private message**[View 1 more reply](#)

 [Turn off notifications for this post](#)

This message is intended for miablanch1@maine.rr.com. [Unsubscribe here](#). Nextdoor, 875 Stevenson Street, Suite 700, San Francisco, CA 94103



Google Groups

PL-000716-2019

Carrie Dickinson <carrie423pg@gmail.com>

Sep 5, 2019 6:34 PM

Posted in group: **Planning Board**

"I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities."

Google Groups

PL-000716-2019

Hala Ismail <ihala66@gmail.com>

Sep 5, 2019 6:39 PM

Posted in group: **Planning Board**

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Sent from my iPhone

Google Groups

Deborah <deborahnapi@gmail.com>

Sep 5, 2019 7:11 PM

Posted in group: **Planning Board**

Attention: Planning Board, City of Portland

I wanted to state that I am opposed to the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities. I do understand the limited available housing in the Portland area, but we also need to preserve our green space, parks and trails. I mean, look at all the beautiful farm land that is being totally destroyed by the new housing development on Stroudwater St. The is enough, enough? PLEASE!

Deborah Napier
111 Cobb Ave.
Portland, ME. 04102

PL-000716-2019

Shannon Wong <shannonmwong@hotmail.com>

Sep 5, 2019 8:17 PM

Posted in group: **Planning Board**

To Whom it May Concern,

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Sincerely,
Shannon Wong

PL-000716-2019

Myke Johnson <mykejohnson@maine.rr.com>

Sep 5, 2019 9:19 PM

Posted in group: **Planning Board**

Dear members of the planning board:

I oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities. During this time of dealing with climate catastrophe, we should be preserving trees, and in fact, adding to the green space in our Forest City.

From what I have been able to learn, this development will also not add affordable housing to our city.

Sincerely,

Myke Johnson

67 Birchwood Drive, Portland, 04102

Google Groups

Housing Development in University Woods Park

Donald Murray <donmurr825@gmail.com>

Sep 6, 2019 7:51 AM

Posted in group: **Planning Board**

Dear Board Members,

We strongly object to the proposed residential development incursion into our neighborhood park. We value the small but important green space, University Park, we have nearby in North Deering. Please reject the land use proposal before you that would destroy our park.

Thank you for your consideration of our need.

Sincerely,

Don and Miki Murray

Don & Miki Murray
30 Majors Ct.
Portland, ME 04103
H: 207-899-4195

Google Groups

University Park

Olga Higuera <olhiguera@yahoo.com>

Sep 6, 2019 8:25 AM

Posted in group: **Planning Board**

We need all the green space oxygen cleaning possible.

Olga

32 Nicholas Ct

Sent from my iPhone

PL-000716-2019

David Bruenjes <davidmbrienjes@gmail.com>

Sep 6, 2019 8:27 AM

Posted in group: **Planning Board**

Hi, I'm writing to say that I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities. I value the Portland Trails system immensely.

Regards, David Bruenjes

PL-000716-2019

Fraser, Melissa <Melissa.Fraser@ampf.com>

Sep 6, 2019 8:51 AM

Posted in group: **Planning Board**

Hello,

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Thank you,

Melissa

P.S. When you have the right financial advisor, life can be [brilliant](#). If there is anyone you care about who might benefit from a second opinion, we would be happy to help.

**Melissa Fraser**

Administrative Assistant

An Ameriprise Private Wealth Advisory Practice

.....
Ameriprise Financial Services, Inc.
5 Ward Street
Scarborough, ME 04074

O: 207.883.4434 x 105 | F: 207.883.3440



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SUBJECT LINE: PL-000716-2019

Alicia Greenwald <lishgre3@maine.rr.com>

Sep 6, 2019 11:05 AM

Posted in group: **Planning Board**

"I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities."

Alicia "Lish" Greenwald www.Facebook.com/thatssewlish/

Handmade unique items made with L♥VE

PL-000716-2019

Elizabeth Davidson <davidson.elizabeth.a@gmail.com>

Sep 6, 2019 12:55 PM

Posted in group: **Planning Board**

To whom it may concern:

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Please, please do not compromise Portland's natural beauty by irreversibly destroying this portion of our city.

Elizabeth Davidson
126 Summit St.
Portland

PL-000716-2019

MH <mhandlin@maine.rr.com>

Sep 6, 2019 1:05 PM

Posted in group: **Planning Board**

M
As a 26 year tax payer and passionate trail walker and biker, I am against the proposed housing development that affects University Park and Harvard Street Trail. This project threatens to reduce the green space in this area, compromising the psychological benefits of nature and destroying mature urban trees that improve air quality in our city.

Margaret Handlin
Mackworth St Resident

PL-000716-2019

MaryTeresa Beyer <beyermaryteresa@gmail.com>

Sep 6, 2019 1:58 PM

Posted in group: **Planning Board**

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Mary Teresa

PL-000716-2019

Nicole Robitaille <nicolecrobitaille@gmail.com>

Sep 6, 2019 2:15 PM

Posted in group: **Planning Board**

Hi there,

I am writing to speak out against the proposed housing development in North Deering, near University Park and Harvard St Trail. I live very close on Ruby Lane and walk my dog in this area. This is already a densely packed area of North Deering with difficult traffic backing up from Morrills corner. Moreover, changing the zoning to build duplex's would significantly change the character of the neighborhood. I hope you consider my opinion during this vote.

Best,
Nicole Castonguay
86 Ruby Ln, Portland, ME 04103

PL-000716-2019

Jessica Antonez <jessicaantonez@gmail.com>

Sep 6, 2019 11:36 AM

Posted in group: **Planning Board**

I strongly oppose the housing development proposed for the Northeast Deering community that effects University Park and Harvard Street Trail. This development would greatly reduce the green space in this area, compromising the immense value and benefits that mature urban trees offer our cities.

Thanks,
Jessica Antonez

PL-000716-2019

Dibbie Appleton <dib@maine.rr.com>

Sep 6, 2019 3:09 PM

Posted in group: **Planning Board**

PLEASE DO NOT give a green light to to the development plan for Northeast Deering. We need our green spaces, we don't need another development! Please don't grant the zoning change.

Isabelle S. Appleton
98 Hersey Street
04103

PL-000716-2019

Ryan Stitham <ryanstitham@me.com>

Sep 6, 2019 3:24 PM

Posted in group: **Planning Board**

For the love of, well, Portland... I strongly urge all who read or hear this to do whatever they can within reason to oppose the housing development in the Northeast Deering that would sacrifice two of our beloved trails and reduce the city's green space. We should think tremendously long and hard before giving these up... They're a lot more precious and far harder to replace or relocate than the next housing development.

Best,
Ryan Stitham

Sent from my iPhone

PL-000716-2019

Heidi Shingleton <heidi.shingleton@gmail.com>

Sep 6, 2019 3:20 PM

Posted in group: **Planning Board**

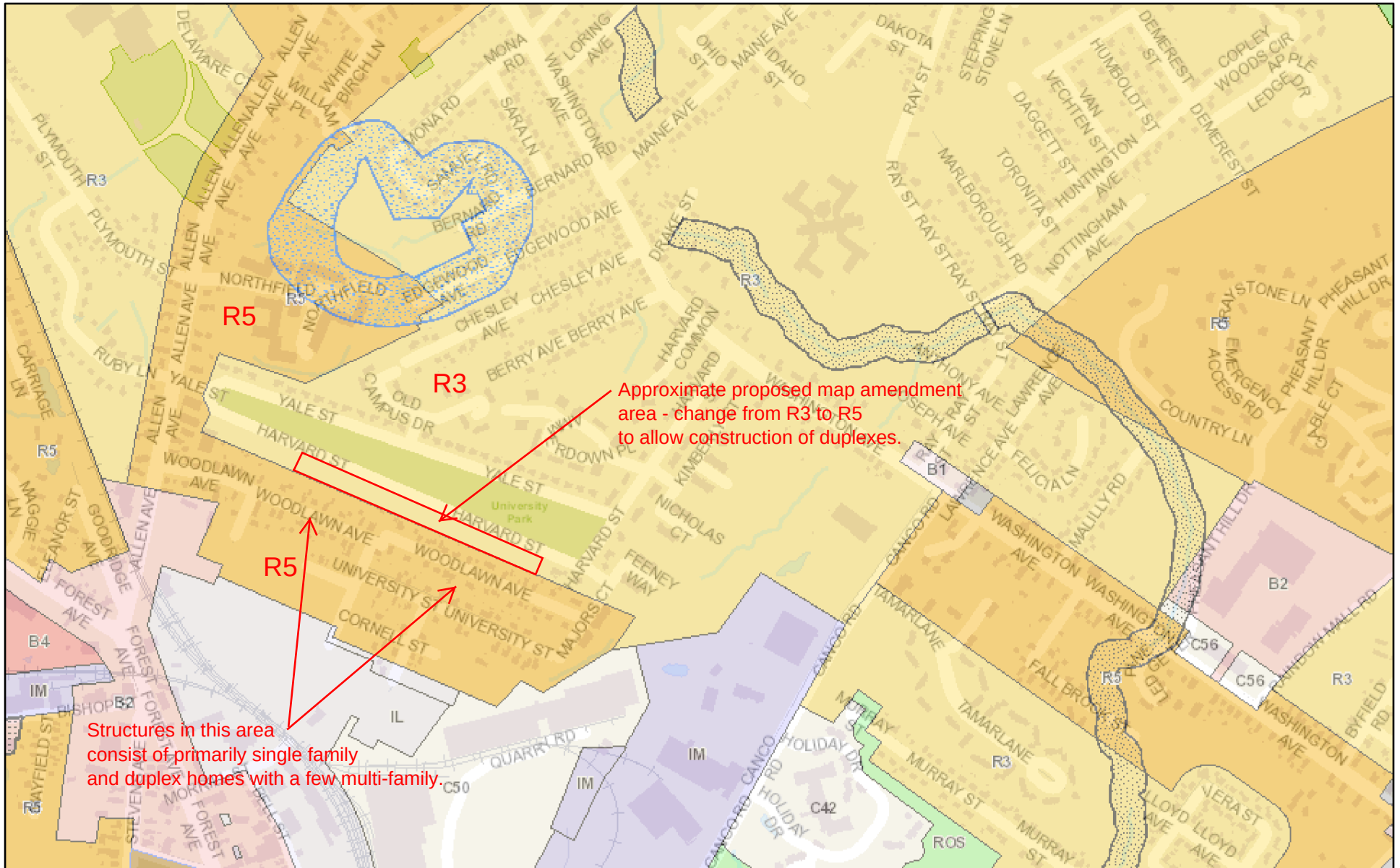
Hello,

I'm writing to document my opposition to the proposed housing development for the Northeast Deering community - University Park & Harvard Street. This development would reduce green space, and access for those of us who walk and enjoy the little escapes to nature despite living in a city.

Green space should be your priority.

Thank You,
Heidi Shingleton

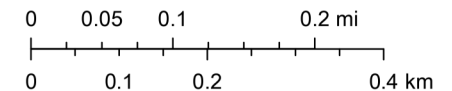
Context Zoning Map



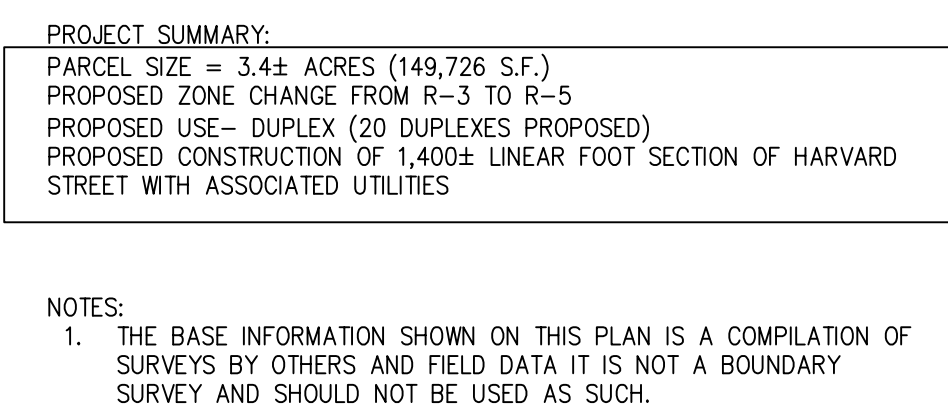
3/28/2019, 8:24:05 AM

Zoning	IR-3 Island Residential	R1 Residential	R4 Residential	R6 Residential
IR-1 Island Residential	I-B Island Business	R2 Residential	R5 Residential	R-6A Residential
IR-2 Island Residential	I-TS Island Transfer Station	R3 Residential	R-5A Residential	

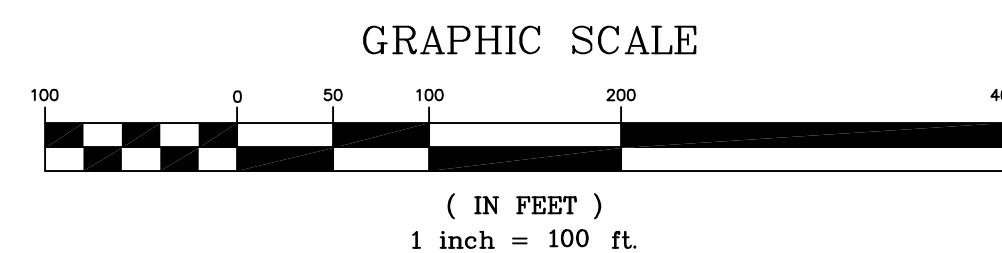
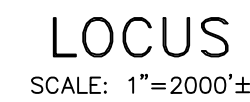
1:8,577

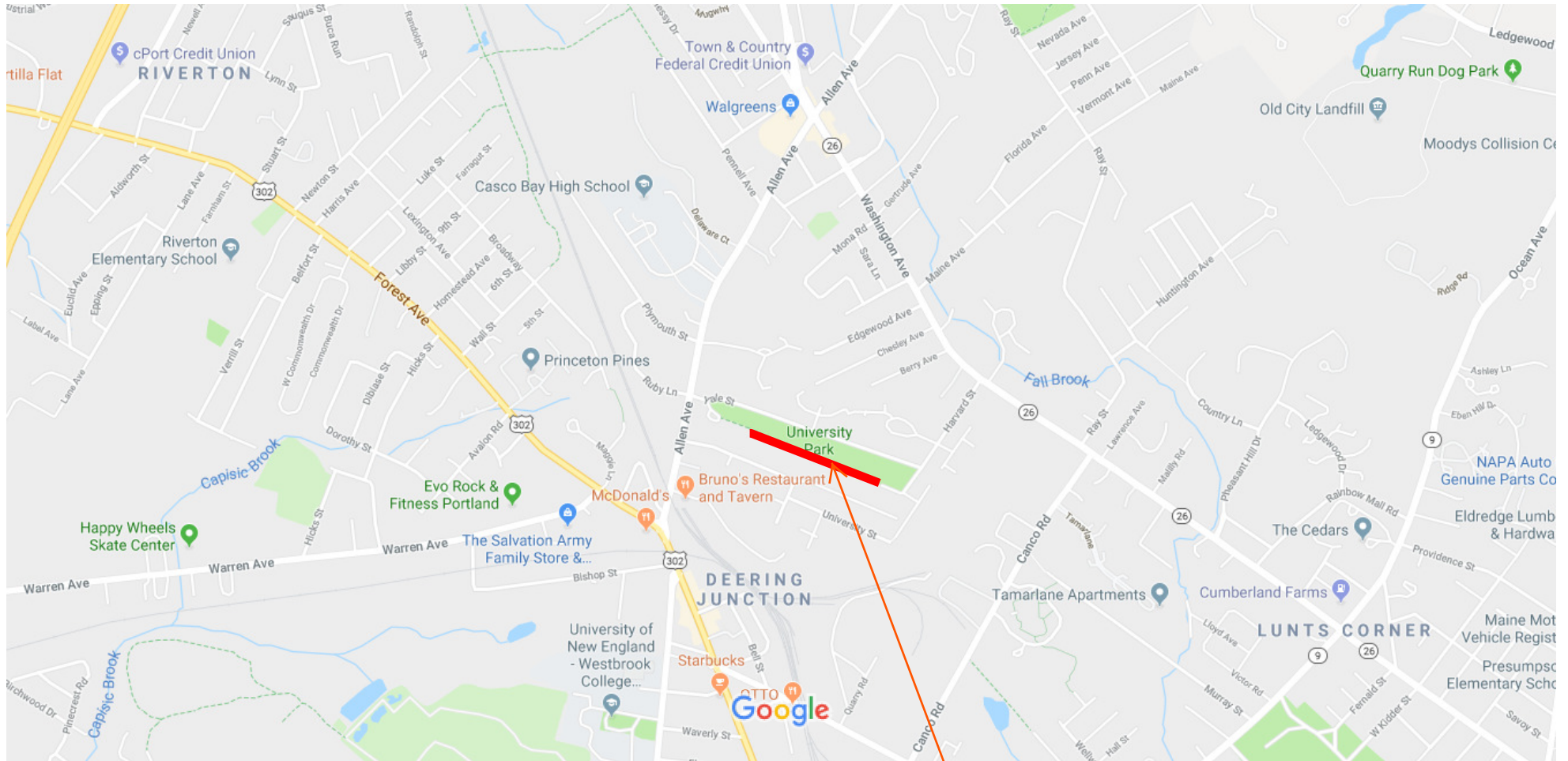


City of Portland, DPS



Description	R-3 Zone	R-5 Zone	R-5 Proposed
Single Family	allowed	allowed	NA
Duplex	not allowed	allowed	Duplex Allowed
Lot Width	65 ft.	60 ft.	70 ft.
Min. Street Frontage	50 ft.	50 ft.Min.	70 ft.
Front Yard	25 ft.	20 ft.Min.	20 ft.
Rear Yard	25 ft.	20 ft.Min.	20 ft.
Side Setback			
1 story	8 ft.	8 ft.	NA
1.5 story	8 ft.	8 ft.	NA
2 story	14 ft.	12 ft.	12 ft.
2.5 story	6 ft.	14 ft.	NA
Max. Lot Coverage	35%	40%	27%±
Max. Structure Height	35 ft.	35 ft.	35 ft. max.
Min. Lot Size	6,500 s.f.	6,000 s.f.	7,490 s.f.

[illegible]



Map data ©2019 1000 ft

Proposed Map Amendment Area



CITY OF PORTLAND

Planning & Urban Development Department Housing and
Community Development Division

To: Sean Dundon, Chair and the Portland Planning Board

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

Date: September 6, 2019

Subject: 121 Middle Street: 2nd Floor – Inclusionary Zoning for Hotel Projects Conditional Use

The development located at 121 Middle Street proposes the creation of 10 guest rooms for rent. The proposed conversion of the second-floor space from business use (offices) to hotel use is under 10,000 sf, thus the change of use does not trigger a site plan review. Only the Hotel Project Inclusionary Zoning Conditional Use is before the Board for a public hearing and decision.

All hotel project consisting of ten (10) or more guest rooms for rent are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Sections 14-487 and 14-488.1 of the Zoning Ordinance.

Division 30, Section 14-488.1, Inclusionary Zoning for Hotel Projects, requires the creation of at least one unit of low-income housing for rent in the City of Portland for every 28 rooms in the hotel project. The low-income units must meet the standards outlined in Section 14-487 and in the implementing regulations governing low income units. The number of hotel rooms used to calculate the required units shall be rounded up to the nearest increment of 28 rooms.

Based on the requirements outlined in Section 14-488. 1, the development is required to provide a minimum of one low-income housing unit or pay a fee-in-lieu of \$3,806 per hotel guest room. The Applicant has elected to provide the fee-in-lieu of \$38,060. The Applicant's payment of the fee-in-lieu will satisfy the minimum requirements set forth in Section 14-487 and 14-488.1

Staff recommends the Board Approve this hotel project inclusionary zoning conditional use on the condition that the Applicant remit a payment of \$38,060 to the City before a Certificate of Occupancy may be issued.

Sincerely,

Victoria Volent
Housing Program Manager



CITY OF PORTLAND

Planning & Urban Development Department Housing and
Community Development Division

PROPOSED MOTION

Hotel Inclusionary Zoning Conditional Use

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the memo from the Housing Program Manager for the public hearing on September 10, 2019 for application #CU-000573-2019 (121 Middle Street) relevant to Portland's Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board **[finds/does not find]** the proposed conditional use for the hotel projects inclusionary zoning meets the standards of Section 14-488(1) with the following condition, to be met prior to issuance of a Certificate of Occupancy:

1. A financial contribution of \$38,060 shall be paid into the City's Housing Trust Fund as a fee-in-lieu to satisfy the hotel projects inclusionary zoning requirement for the creation of ten (10) guest rooms for rent. In the event that the guest room count changes, the contribution to be collected shall be recalculated and confirmed by the Housing Program Manager prior to contribution of the fee-in-lieu.