

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, November 12, 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 (THERE WILL BE NO WORKSHOP PORTION OF THIS MEETING)

AFTERNOON PUBLIC HEARING - 4:30 PM

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATION AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON NOVEMBER 7, 2019**
Workshop: Dundon, Mazer, Stanley, Eaton, Silk and Smith present; Dunfey absent.
4. **REPORTS OF DECISIONS AT THE MEETING HELD ON NOVEMBER 7, 2019**
 - i. There were no public hearing items to report on.
5. **NEW BUSINESS**
 - i. Level III Site Plan and Subdivision; 47 Boyd Street; Portland Housing Development Corporation, Applicant. (estimated time 4:30 - 5:15 p.m.) The Planning Board will hold a public hearing on a proposal for the renovation of an existing structure to increase the number of dwelling units from nine units to twelve units. The subject property is a 7,153 square foot parcel zoned R-6 and is within an R-7 overlay. The proposal is subject to review under the City's Site Plan and Subdivision standards.
6. **BREAK FOR DINNER - MEETING RESUMES AT 6:30 P.M.**
7. **EVENING PUBLIC HEARING - 6:30 PM**
 - i. Zoning Map Amendment; 631 Stevens Avenue; Developers Collaborative, Applicant. (estimated time 6:30 - 7:15 p.m.) The Planning Board will hold a public hearing to consider the rezoning of approximately 138,760 square feet of land from an R-5 residential zone to a B-1 neighborhood business zone. The property is the former site of the Maine Girls Academy. The map amendment is subject to review and recommendation from the Planning Board to the City Council.

- ii. Level III Site Plan and Subdivision; 30 Mellen Street; Shalom House, Inc., Applicant.
(estimated time 7:15 p.m.) The Planning Board will hold a public hearing to consider a proposal for the renovation of two existing buildings into ten dwelling units and twelve lodging rooms. The subject property is a 22,733 square foot parcel split between R-6 and B-2b zones. The proposal is subject to review under the City's Site Plan and Subdivision standards.

PLANNING BOARD REPORT PORTLAND, MAINE



12-Unit Affordable Housing Development
47 Boyd Street
Level III Site Plan and Subdivision Application

Submitted to: Portland Planning Board Date: November 8, 2019 Public Hearing Date: November 12, 2019	Prepared by: Caitlin Cameron, Urban Designer CBL: 022-I003 Project #: PL-000801-2019
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I. INTRODUCTION

The Portland Housing Development Corporation has submitted a final Level III Site Plan and Subdivision application for the renovation of an existing three-story, 9-unit building to become a 12-unit affordable housing project at 47 Boyd Street. The subject property has an underlying R-6 zoning designation and is within the R-7 Compact Urban Residential Overlay Zone. This proposal is not subject to the City's Inclusionary Zoning ordinance.



Figure 1: Development Site in Current Context with Boyd Street Community Garden

The required neighborhood meeting was held on October 16, 2019 at 81 Oxford Street where there was one attendee. The discussion included parking, landscaping, side entrance and interior reconfiguration. The attendee spoke in favor of the proposed changes. No public comment was received.

This Public Hearing was noticed to 65 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on November 2 & 4, 2019.

Applicant: Portland Housing Development Corporation

Agent and Engineer: Pat Carroll, Carroll Associates

Architect: Ben Walter, CWS Architects

II. REQUIRED REVIEWS AND REQUESTED WAIVERS:

Applicant's Proposal	Applicable Standards
Renovated structure of 12 dwelling units (3 new)	Subdivision Review
Multifamily building of 8,025 sq ft	Level III Site Plan Review and R-7 Design Review
Waiver Request: To reduce driveway aisle width from 24 feet to 22 feet.	Figure I-27 Standard Parking Spaces
Staff Recommendation: Given low parking turnover and site conditions, the DPW Senior Engineer supports a waiver from City standards.	

Waiver Request: To reduce the driveway width to 12 feet wide. Staff Recommendation: Given low parking turnover and site conditions, the DPW Senior Engineer supports a waiver from City standards.	1.7.2.3 Minimum driveway width (two-way): Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, with a preferred width of 24 feet.
Waiver Request: Flooding Standard Staff Recommendation: Because of the proposed lot coverage and existing topography, staff agree it is infeasible to provide stormwater storage/detention on the surface and would result in financial hardship to provide underground storage.	DEP Chapter 500 Stormwater Management - 5.F. Flooding standard
Waiver Request: Light Trespass exceeds 0.1 fc limit (0.2 fc) Staff Recommendation: The amount of light trespass is minimal (0.2 fc in two locations on the neighboring Bayside Anchor property). This is a minimal amount and is in exchange for providing adequate lighting of the path and bike racks – staff support the waiver.	Site Lighting Standard Section 12.3.4 Light Trespass Illumination Levels, Maximum 0.1 fc

III. PROJECT DATA

Existing Zoning	R-6 Residential/R-7 Compact Urban Residential Overlay			
Existing Use	Three-story, 9-unit building			
Proposed Use	12 residential units, 3 parking spaces			
Proposed Unit Mix	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom
	0	6	6	0
Parcel Size	7,210 SF			

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	2,675 SF	2,675 SF	0 SF
Building Floor Area	8,025 SF	8,025 SF	0 SF
Impervious Surface Area	2,705 SF	5,590 SF	+2,885 SF
Parking Spaces (on site)	0	3	+3
Bicycle Parking Spaces	0	4	+4
Estimated Cost of Project	unknown		

IV. EXISTING CONDITIONS

This proposal utilizes an existing residential building on Boyd Street, parallel to Franklin Street and near the Boyd Street Community Gardens, Bayside Anchor building, Kennedy Park and Fox Field, Portland Housing Authority office building, the new development at 58 Boyd Street, and the existing multi-family development. The existing, three-story building was built in 1915 and is the last remaining building in this vicinity not destroyed by the creation of the Franklin Arterial.

47 Boyd Street currently contains nine (9) units within the single, three-story building – the mix being three (3) one-bedroom units and six (6) two-bedroom units. The building is in fair-to-poor condition and all major systems are nearing the end of their useful life. There is currently no parking on-site.



Figure 2 Historic photograph of the property in 1924

V. PROPOSED DEVELOPMENT

The proposal will renovate and rehabilitate the existing building, adding three more residential units for a total of twelve (12) rental residential units including two ADA units. The proposed scope of work will include, but is not limited to: reinforcing structural systems, upgrading mechanical systems, replacing the roof, reconfiguring the interior stairwell and circulation, adding three (3) new units, creating two (2) fully accessible units, creating an accessible route into a new side entrance, renovating interiors and finishes, remediating lead-based paint, and supplying three (3) off-street parking spaces at the building rear. No changes to the building footprint or height are proposed.

In terms of unit affordability, the applicant will place affordability restrictions on nine (9) of the units. These units will be affordable to residents earning at or below 80% AMI and for no less than 20 years. The affordable units will be distributed among the one- and two-bedroom units.

The site currently has no off-street parking. Vehicular access to the site is proposed from Boyd Street where a new curb cut and driveway will provide both ingress and egress. Parking for three (3) vehicles is provided on-site to meet the one-to-one parking requirement and are designed to be ADA accessible but are not required to be permanently designated as such. The existing sidewalks, which run along the property's Boyd Street frontage will be replaced with a brick sidewalk which is too narrow to include street trees – equivalent trees will be provided in the side yards of the project and will account for the required three (3) trees.

The project will meet the City's Green Building Code, a requirement for projects seeking City funds. The sustainable features will include passive solar design, airtightness and insulation, low-flow water fixtures, and energy-saving appliances, fixtures, and equipment.

This site will be served by a new stormwater management system, composed of a rain garden feature to be located next to the proposed parking lot. This garden will provide quality treatment for the entire parking area, as well as the building roof area. Once treated, stormwater will be direct to a sewer system located beneath Boyd Street. Existing underground electrical and communications service will be used and the building will connect into existing water and wastewater lines located beneath Boyd Street.

Additional site improvements include site landscaping along the perimeter of the proposed building, within the front yard with a raised curb, trees within the side yards, the installation of four (4) bollard lights at the side path, and building mounted light fixtures.

VI. PUBLIC COMMENT

The Planning Division has received no written comment for this project. The neighborhood meeting for this project was held on October 16, 2019 at 81 Oxford Street. The meeting was attended by one (1) individual. The neighborhood meeting minutes indicate that the discussion included parking, landscaping, side entrance and interior reconfiguration. The attendee spoke in favor of the proposed changes. The minutes for this meeting are attached (*Attachment O*).

VII. RIGHT, TITLE & INTEREST

The applicant has provided the deed to the property which demonstrates that at present the Portland Housing Development Corporation owns the property (*Attachment C*). The Site Plan application includes site work – grading, landscape, and ADA path – that cross the property line and indicate an easement agreement with the neighboring Bayside Anchor property for these improvements in order to provide ADA access to the building at 47 Boyd. Evidence has been provided that Bayside Anchor/Avesta are amenable to these improvement (*Attachment D*), however, the easement has not been created and is a condition of approval that the applicant provide evidence that it has the approval and ability to make these site improvements on the neighboring properties.

VIII. FINANCIAL & TECHNICAL CAPACITY

The applicant indicates they intend to work with Bangor Savings Bank; PHDC purchased the property in 2013 with a mortgage through Bangor Savings Bank. The letter supplied does not indicate that it has secured the financing to complete this project – PHDC intends to refinance this mortgage for construction loan, and pay off soft costs and fund reserves. Additional funding sources are anticipated to include City of Portland Housing Trust Fund, Lead Safe Housing funds, Affordable Housing Program funds from the Federal Home Loan Bank of Boston (*Attachment H*).

IX. STAFF REVIEW

A. ZONING ASSESSMENT

The proposed development is located within an underlying R-6 zone and within the R-7 Compact Residential Overlay Zone. The R-7 overlay is intended to encourage and accommodate compact residential development within appropriate locations on Portland's peninsula, and contains standards to foster infill development. For example, this district does not contain minimum lot size or minimum frontage requirements, allow for minimal building setbacks and permit up to 100% lot coverage. The R-7 overlay has a reduced lot area per dwelling unit requirement when compared with the R-6 zone, requiring 435 square feet of land area per unit as opposed to 725 square feet for the R-6, and also permits building heights of up to 50 feet as opposed to 45 feet.

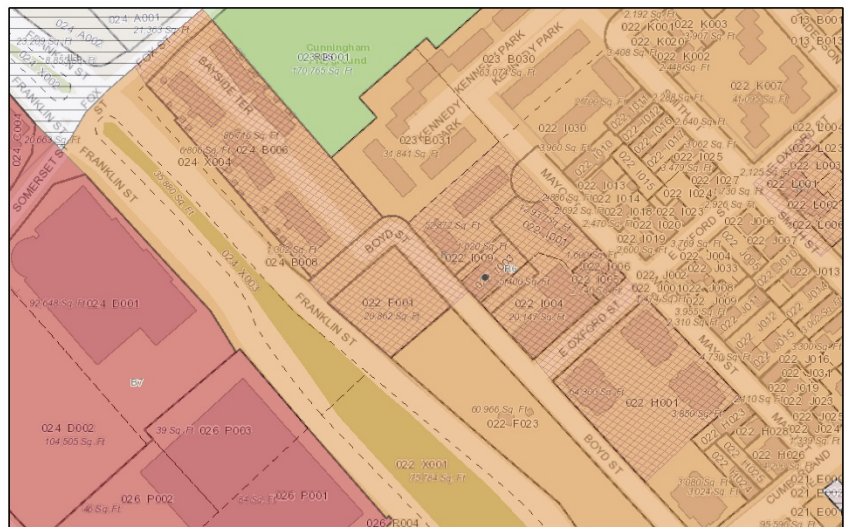


Figure 3: Project Zoning Map

In part to mitigate development intensity, the R-7 zone also contains a series of design standards intended to foster a pedestrian-oriented environment that contributes to the attractiveness and comfortability of Portland's neighborhoods. These design standards take into consideration building articulation, the

orientation of principal and secondary building entrances and contextual harmony. The design review for this project is discussed in greater detail below.

The applicant has submitted a Zoning Analysis (*Attachments E,F*) in which it is stated that the project meets the dimensional standards for the R-7, including building height and unit density, through the project could use bonus mechanisms found in Division 30, Affordable Housing, of the City's Land Use Code. The R-7 district permits a maximum of sixteen (16) residential units in this location, the project proposes twelve (12). Building height of up to 50' is allowed, the project will remain at the existing 35'6". The project also stays well within the requirements for lot coverage and open space. One side yard is legally non-conforming at 4.5' (5' required). Since no expansion or addition is proposed, this legal non-conformity may remain as an existing condition.

Three (3) parking spaces are required and are being provided on-site.

Staff have reviewed the applicant's zoning analysis and consider that the proposed development meets all dimensional requirements of the R-7 District.

B. INCLUSIONARY ZONING CONDITIONAL USE

The Housing Program Manager has determined the proposed project at 47 Boyd Street is not subject to Inclusionary Zoning Conditional Use. The project does not trigger the Inclusionary Zoning requirements – although the project will include twelve (12) units in total, nine (9) of those are pre-existing; the three (3) additional units being created are below the ten (10) unit threshold.

C. SUBDIVISION STANDARDS

14-496 - Subdivision Plat Requirements

Review of the recording plat and final subdivision plan have been made a condition of approval subject to review by the Planning Authority and the Department of Public Works.

14-497 - General Requirements (a) Review Criteria

Water, Air Pollution and Soil Erosion

An Erosion Control Plan has been submitted which is acceptable. An environmental site assessment was conducted by Credere Associates and no environmental issues exist.

Traffic

The applicant has submitted a Traffic Assessment (*Attachment K*) and staff find the impacts to be minimal.

Parking

The applicant has indicated that there will be three (3) on-site parking spaces which will meet the parking requirement for this development. The applicant has also indicated that some parking demand will likely be met through existing on-street parking and parking found elsewhere on PHA properties.

Sanitary Sewer/Soils

The application has been reviewed by the consulting civil engineer (*Attachment 2*) and is acceptable. Wastewater Capacity letter has been provided (*Attachment M*).

Storm water

The applicant proposes to manage stormwater impacts by collecting and treating the stormwater in a rain garden proposed adjacent to the parking lot (*Attachment P3*). The applicant is seeking a waiver from the Stormwater Flooding requirement – the cost of providing the stormwater storage would be significant for the scale of this project. The consulting civil engineer supports the waiver request.

Scenic Beauty and Street Trees

The Landscape Plan indicates that nine (9) new trees are being provided for this development with additional landscaping being provided around the perimeter of the proposed building and within the proposed parking area.

Comprehensive Plan

The project is consistent with both the state and local Housing Goals and Policies of the Comprehensive Plan and specifically is supportive of the following 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*

Electrical Service

The Subdivision ordinance requires electrical service to be underground which is being met with this proposal.

D. SITE PLAN STANDARDS

14-526 - Site Plan Standards

Traffic - Access, Circulation, Loading and Servicing

Staff have not identified any concerns with the proposed site layout as it related to access, circulation, loading and servicing. The applicant requests two waivers seeking a drive aisle width reduction. The waiver request was review and recommended by the DPW Senior Engineer.

Sidewalks

The applicant is proposing to reconstruct the sidewalk in brick along Boyd Street where impacted by the proposal. The proposed sidewalk width varies from 4'8" to 5' in width. Due to the narrowness of the sidewalk, street trees and bike racks are provided on the private property.

Public Transit Access

This project is not located along a transit route. The nearest transit shelter is 0.20 miles from this development, located at the Franklin Towers. The site plan ordinance requires that transit shelters be located no more than 0.25 miles away, thus no new shelters are required.

Parking

Division 20, Off-Street Parking Standards, requires a total of one (1) parking space per residential unit for developments on-peninsula. Three new residential units are being created - this development is required under zoning to provide three (3) parking spaces.

The applicant is proposing three (3) on-site parking spaces. All three spaces are ADA accessible but are not required to be permanently designated as such according to the DPW Senior Engineer.

For parking areas of 4 or fewer spaces, ADA spaces do not need to be marked as such. The required number of ADA spaces (in terms of space size, level landing area, etc.) still applies, but they just don't need to be marked specifically as handicap spaces. This way, a disproportionate number of spaces onsite are not reserved.

See below from this website: <https://adata.org/factsheet/parking>

Bicycle Parking

The proposals includes two exterior bicycle racks accommodating four (4) bicycle spaces which meets city standards for bicycle parking as listed under Section 14-526(a)(4)(b), which requires that two (2) bicycle parking spaces be provided for every five (5) residential units for a total of four (4) bicycle spaces. The applicant was not able to provide interior bicycle parking.

Snow Storage

Snow storage areas are clearly indicated on the site plan adjacent to the stormwater treatment system and in the side yard. However, the consulting civil engineer raises concern over the compaction and potential damage to the proposed trees (*Attachment 2*):

My only remaining comment is that they continue to show snow storage along the northwest edge of the property, in the area where they are proposing to install 5 trees. They will need to provide a lot of protection around those trees (initial specified size is 2") or really manage placement of snow in between to ensure they survive.

The Planning Board may wish to consider a condition around this situation to protect the trees.

Transportation Demand Management

Not applicable

Landscape Preservation / Site Landscaping and Screening

The project site includes trees in the side yards, understory plantings surrounding the building, and a rain garden adjacent to the parking area. **No screening has been proposed for the surface parking area – though this site is adjacent to residential uses, the surface parking area is minimal and will have limited impact. If the Planning Board is concerned regarding parking impact on the neighboring properties, a condition of approval requiring screening could be proposed.**

Street Trees

The applicant is providing nine (9) trees on-site which meets the required three (3) street trees. The applicant has revised the tree species selection based on staff comment from City Arborist Jeff Tarling (10/02/19):

Overall the landscape plan looks good, they may want to consider using an upright cultivar of Red Maple, like "Bowhall" or "Armstrong", "Red Sunset" Maples tend to be quite round / oval in shape.

Water quality, Stormwater Management and Erosion Control

See discussion under Subdivision Review above.

Public Safety

The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime. The project uses ground floor living spaces, multiple entries, and site lighting to address this standard.

Fire Prevention

The Fire Department has reviewed the final plans submitted for this project and has some concerns regarding the trash enclosure. The applicant will need to revise the drawings to move the trash enclosure at least 10' away from the building, enclose the trash storage within the building, or provide fire suppressant coverage for the trash enclosure area (*Attachment 1*). A condition of approval has been created to address this item.

Public Utilities

Mike Tremblay, Senior Engineer with the Department of Public Works, has reviewed the proposed utility connections for this project and finds them to be acceptable. Utility capacity letters were provided (*Attachment M*).

Massing, Ventilation and Wind Impact

As an existing building, no new impacts will be created.

Shadows

As an existing building, no new impacts will be created.

Historic Resources

This site is not located within a historic district and is not known to contain historic or archaeological resources.

Exterior Lighting including Street Lighting

The applicant has submitted light specifications for building light fixtures at the entrances as well as path bollards. Street lighting is required on one side of the street in this district and is being provided on the other side through existing cobraheads and new decorative fixtures as part of the 58 Boyd Street project. Therefore, new decorative fixtures are not proposed here. The photometric plan submitted as part of this application demonstrates acceptable light trespass as permitted under Section 12 of the Technical Manual except in the case of the bollard lights where the foot-candles exceed the limit by .1fc in two locations. Staff support the waiver request for this minimal light trespass.

Noise and Vibration

The applicant has confirmed that mechanical equipment will be located within the basement.

X. DESIGN STANDARDS**R-7 Zone Design Principles and Standards**

Very few exterior changes are proposed for the building. The project meets the standards of the R-7 zone for residential buildings. The building is visually interesting, includes massing variation, context appropriate materials, and the new, side-facing entrance is indicated at the street with a path, canopy, and bollards. Refer to the design review comments from the Urban Designer regarding the proposed elevations and renderings below (*Attachment 4*):

- a) Existing bays and stoop face the street – being revised to include windows.*
- b) Entrances to the ground floor units directly accessible from the street. A side entry to the upper units is side-facing in order to be ADA accessible.*
- c) The residential character of the building is being preserved and enhanced in an appropriate way.*
- d) This is an existing building that include bays, front stoops, overhanging cornice line to provide variation and articulation.*
- e) The project includes street-facing entries with stoops to engage the street. There is ample fenestration but set above the view of passersby for privacy.*

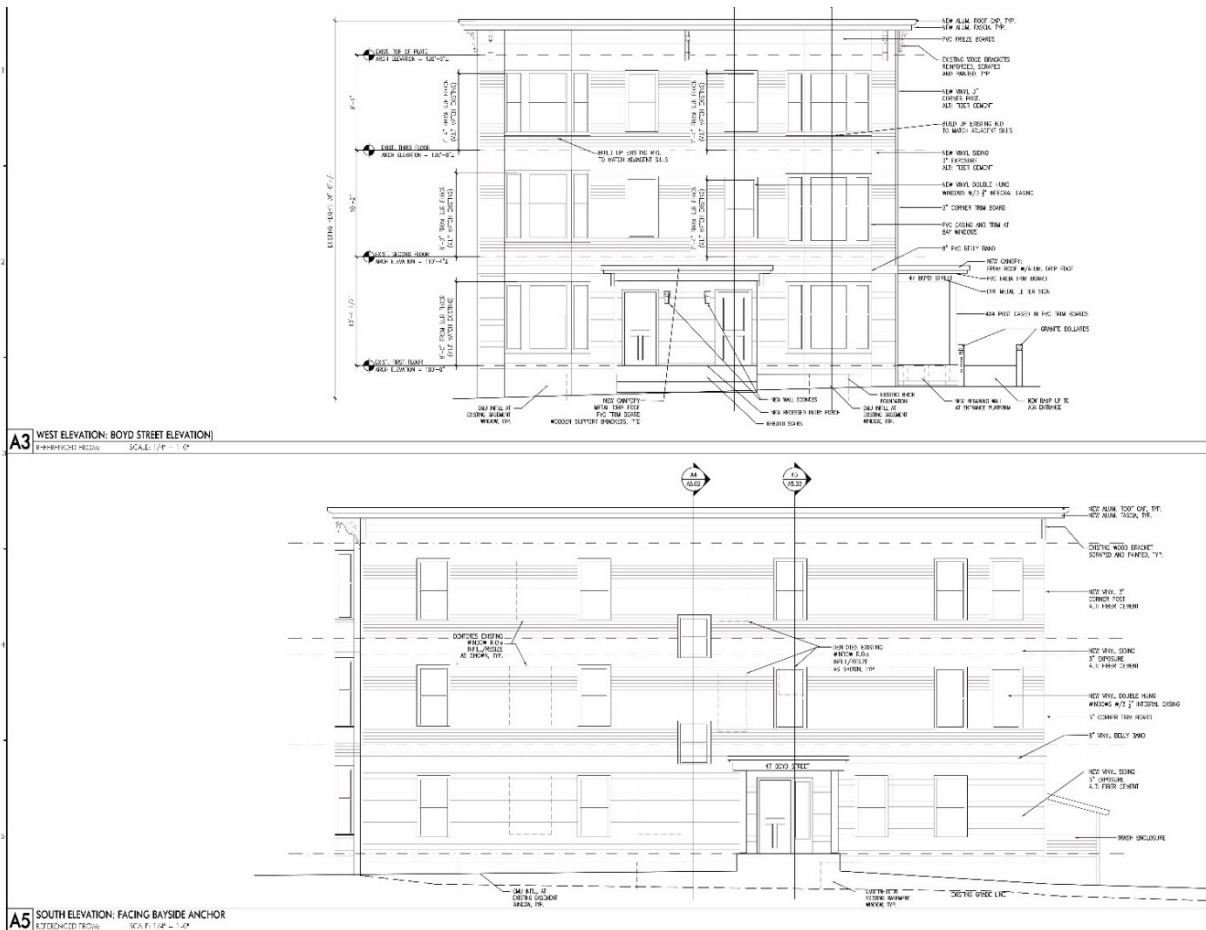


Figure 4 Front and Side elevations

XIV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the planning board report for the public hearing on November 12, 2019 for application 2017-217 relevant to Portland's site plan ordinance and subdivision ordinance and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board **[finds/does not find]**, based upon the consulting civil engineer's review (*Attachment 3*), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard, (Section 1.14) which requires that aisle width for right-angle parking be 24 feet per Figure I-27. The Planning Board **[waives/does not waive]** the Technical Manual Standard (Section 1.14) to allow an aisle width measuring 22 feet within the proposed surface parking lot; and
2. The Planning Board **[finds/does not find]**, based upon the consulting civil engineer's review (*Attachment 3*), that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual standard, (Section 1.7.2.3) which requires that driveway width for right-angle parking be 24 feet per Figure I-27. The Planning Board **[waives/does not waive]** the Technical Manual Standard (Section 1.14) to allow a driveway width measuring 12 feet at the curb; and

3. The Planning Board [**finds/does not find**], based upon the consulting civil engineer's review (*Attachment 2*), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual Stormwater Management - 5.F. Flooding standard. The Planning Board [**waives/does not waive**] the Technical Manual Standard to exempt the project from providing stormwater storage.
4. The Planning Board [**finds/does not find**], based upon the consulting senior engineer's review (*Attachment 3*), that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual Site Lighting Standard Section 12.3.4 Light Trespass Illumination Levels, Maximum 0.1 fc. The Planning Board [**waives/does not waive**] the Technical Manual Standard to allow light trespass up to .2 fc.

B. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on November 12, 2019 for application PL-000801-2019 relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan [**is/is not**] in conformance with the subdivision standards of the Land Use code, subject to the following conditions of approval, which must be met prior to the signing of the plat:

1. A final subdivision plan and recording plat shall be reviewed and approved by the Department of Public Works and the Planning Authority.

C. SITE PLAN

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on November 12, 2019 for application PL-000801-2019 relevant to the site plan regulations; and the testimony presented at the planning board hearing, the Planning Board finds that the plan [**is/is not**] in conformance with the site plan standards of the Land Use code, subject to the following conditions of approval that must be met prior to the application for a building permit, unless otherwise stated:

1. The applicant shall provide a revised construction management plan for review and approval by Department of Public Works and Planning staff; and
2. The applicant shall provide evidence of an easement or other legal agreement allowing for the site improvements that extend beyond the property boundary as shown in the approved Site Plan and Landscape Plan; and
3. The applicant shall revise and resubmit the Site Plan per staff comment regarding the trash enclosure; and
4. The applicant shall provide a stormwater maintenance agreement for the stormwater drainage system, which shall be submitted, signed, and recorded prior to the issuance of a building permit with a copy to the Department of Public Works.

ATTACHMENTS:**Attachments to Memorandum**

1. Fire Review Comments
2. Civil Review Comments
3. DPW Review Comments
4. Design Review Comments

Applicant's Submittal

- A. Cover Letter
- B. Application
- C. Right, Title & Interest
- D. Easement Letter
- E. Zoning Opinion
- F. Zoning Table
- G. Waiver Requests
- H. Financial Capacity
- I. Technical Capacity
- J. Construction Management
- K. Traffic Evaluation
- L. Stormwater Report
- M. Utility Capacity Letters
- N. Site Lighting Cut Sheets
- O. Neighborhood Meeting I

Plans

- P1. Survey
- P2. Subdivision Plan
- P3. Utility, Stormwater, and Grading Plan
- P4. Utility Details
- P5. Civil Details I
- P6. Site Layout Plan
- P7. Landscape Plan
- P8. Site Details I
- P9. Site Details II
- P10. Photometric Plan
- P11. Construction Management Plan
- P12. Basement Plan
- P13. First Floor Plan
- P14. Second Floor Plan
- P15. Third Floor Plan
- P16. Building Elevations I
- P17. Building Elevations II



Caitlin Cameron <ccameron@portlandmaine.gov>

47 Boyd - revised submission

Robert (Mike) Thompson <rmt@portlandmaine.gov>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Thu, Nov 7, 2019 at 7:30 AM

Hi Caitlin,

From a site plan perspective - I approve. Maggie Stanley contacted me and, working with Jason Grant, we've assisted with the separation requirements for the trash enclosure.

The only thing that raised an eyebrow for me, and Jason, was the small size of the enclosure for so many dwelling units. I believe they're planning on individual containers for each unit. This is a bit in the weeds and not in my lane, but I thought you should know about it.

Thanks,
Mike

[Quoted text hidden]

--

Robert M. Thompson
Division Fire Chief
Portland Fire Department
(207) 874-8400
rmt@portlandmaine.gov



Caitlin Cameron <ccameron@portlandmaine.gov>

47 Boyd Street

1 message

Lauren Swett <lswett@woodardcurran.com>

Thu, Nov 7, 2019 at 5:47 AM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Hi Caitlin,

I have reviewed the latest materials for 47 Boyd Street. My only remaining comment is that they continue to show snow storage along the northwest edge of the property, in the area where they are proposing to install 5 trees. They will need to provide a lot of protection around those trees (initial specified size is 2") or really manage placement of snow in between to ensure they survive.

If you have any other questions, let me know.

Thanks,

Lauren

Lauren Swett, P.E.*

Technical Manager

Woodard & Curran

[41 Hutchins Drive](#)[Portland, Maine 04102](#)

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Chair, Leader Training Committee

American Society of Civil Engineers

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



Caitlin Cameron <ccameron@portlandmaine.gov>

47 Boyd - review

Mike Tremblay <mtremblay@portlandmaine.gov>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Wed, Oct 30, 2019 at 9:36 AM

Caitlin,

My comments have been addressed in the re-submittal.

I will need to review a CM plan drawing, which I don't believe has been provided.

-Mike

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



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Caitlin Cameron <ccameron@portlandmaine.gov>

47 Boyd - review

Mike Tremblay <mtremblay@portlandmaine.gov>

Wed, Oct 30, 2019 at 9:42 AM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

In addition, the Applicant should know that, for parking areas of 4 or fewer spaces, ADA spaces do not need to be marked as such. The required number of ADA spaces (in terms of space size, level landing area, etc.) still applies, but they just don't need to be marked specifically as handicap spaces. This way, a disproportionate number of spaces onsite are not reserved. See below from this website: <https://adata.org/factsheet/parking>

Exceptions

- Small parking lots of four or fewer spaces must have accessible spaces, but those spaces do not need a sign and anyone, with or without a disability, can park in the accessible space. This is intended so very small entities do not have to reserve 25% to 100% of their available parking for individuals with disabilities.
- Residential facilities where parking spaces are assigned to specific dwelling units are also not required to post signs at accessible spaces.

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



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Planning and Urban Development Department Planning Division

Subject: R-7 Compact Urban Residential Design Review – 47 Boyd Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Wednesday, October 30, 2019

A design review according to the *R-7 Compact Urban Residential Overlay Zone* was performed for the revised proposed renovation of a multi-family building at 47 Boyd Street. The review was performed by Caitlin Cameron, Urban Designer within the Department of Planning & Urban Development. The project was reviewed against the *R-7 Zone Design Standards* (Section).

Findings of the Design Review:

The proposed design passes 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*):

- a) *Porches and bays should face the street.*
 - a. Met – Existing bays and stoop face the street – being revised to include windows
- b) *Primary ground floor residential entries to multi-family buildings must orient to street, not to interior blocks or parking lots. Secondary and upper-floor entries from the interior of a block are acceptable.*
 - a. Met – Entrances to the ground floor units directly accessible from the street. A side entry to the upper units is side-facing in order to be ADA accessible path.
- c) *The design approach shall provide an architecture that will be a visible and permanent expression of the character of the neighborhood.*
 - a. Met – this building is existing and one of the few remaining residential buildings to survive the Franklin Arterial changes to the neighborhood. The residential character of the building is being preserved and enhanced in an appropriate way.
- d) *The façade shall be varied and articulated to provide visual interest to pedestrians*
 - a. Met – this is an existing building that includes bays, front stoops, overhanging cornice line to provide variation and articulation.
- e) *Reinforce the public realm of the public open space, sidewalks and streets through appropriately scaled entries, porches, fenestration, landscaping, and architectural detailing.*
 - a. Met – The project includes street-facing entries with stoops to engage the street. There is ample fenestration but set above the view of passersby for privacy.
- f) *Provide visual and acoustical privacy between units.*
 - a. Met
- g) *Maximize natural light and ventilation within units.*
 - a. Met

August 12, 2019

Mr. Matthew Grooms, Senior Planner
City of Portland
347 Congress Street, 4th Floor
Portland, ME 04101

RE 47 Boyd Street- Level III Site Plan and Subdivision Review

Dear Matt,

On behalf of the Portland Housing Development Corporation (PHDC), we are pleased to submit this application for Level III Site Plan and Subdivision Review to the City of Portland. This project represents the third project undertaken by PHDC on Boyd Street, and we are excited to present the renovation of this building and addition of three sorely needed rental units to the East Bayside Neighborhood. A description of the project follows below:

Overview of Development Proposal

Portland Housing Development Corporation (PHDC) will rehabilitate 47 Boyd Street, an existing three-story multifamily building in the East Bayside neighborhood. Built in 1915, 47 Boyd Street is the only remaining structure along Boyd Street not demolished during Franklin Arterial construction and the Urban Renewal era. Rehabilitating 47 Boyd Street and restoring it to like-new condition will represent a significant step in the process to reestablish the historical neighborhood fabric that existed in East Bayside before Urban Renewal. This project will fulfill the City's strategic planning goals by improving housing stock quality and increasing the supply of affordable, accessible rental housing in Portland.

The building is currently in fair-to-poor condition and all major systems are nearing the end of their useful life. The proposed scope of work will include, but is not limited to: reinforcing structural systems, upgrading mechanical systems, replacing the roof, reconfiguring the interior stairwell and circulation, adding three (3) new units, creating two (2) fully accessible units, creating an accessible route into a new side entrance, renovating unit interiors and finishes, remediating lead-based paint, and supplying three (3) off-street parking spaces at the building rear. No changes to building footprint or height is proposed.

Unit Mix

47 Boyd Street currently contains nine (9) units within a single, three-story building. It is comprised of three (3) one-bedroom units and six (6) two-bedroom units.

PHDC proposes to increase the total number of units at 47 Boyd Street by to 12 units. Following rehabilitation, the unit mix would be six (6) one-bedroom units and six (6) two-bedroom units. All new units will be accommodated within the existing building dimensions. No change in building footprint or height is proposed.

Affordability

There are currently no affordable units at 47 Boyd Street. All existing units are unrestricted.

PHDC commits to placing affordability restrictions on nine (9) units at 47 Boyd Street. These rental units will be affordable to low-income households earning at or below 80% of area median income (AMI), as defined by the U.S. Department of Housing and Urban Development (HUD) and the City of Portland Division 30 regulations. These low-income units will remain affordable for no less than 20 years. Low-income housing units will be evenly distributed between one-bedroom and two-bedroom units.

PHDC anticipates securing 47 Boyd Street funding from some or all of the following programs: City of Portland HOME; City of Portland Housing Trust Fund; Federal Home Loan Bank of Boston Affordable Housing Program (AHP), Project Based Vouchers (PBV). Each of these programs carries affordability requirements that exceed PHDC's proposed affordability restriction on nine (9) units. Subject to an award of funding, it is possible that more than nine (9) units at 47 Boyd Street are income-restricted to low-income households; some affordable units are further restricted to serve very low-income households earning at or below 50% of AMI; and/or the affordability period for low-income housing units will exceed PHDC's proposal.

Accessibility

Two (2) units will be reconfigured to serve persons with a physical disability. Accessible units will be constructed to meet Section 504 of the Rehabilitation Act and ADA Accessibility Guidelines (ADAAG). One (1) unit will be designed with audio/visual communication features to serve residents who are hearing and/or sight impaired.

The existing entrances at the building's front and rear are significantly above grade and do not readily permit a compliant accessible route. A new pedestrian walkway through the Bayside Anchor parcel into a new side entrance is the most feasible approach to achieving an accessible route into 47 Boyd Street. The walkway will connect a new side entrance to the building with Boyd Street and rear off-street parking. PHDC, as co-owner of the General Partner of Bayside Anchor Apartments, LP, is currently seeking easement approval from the investor and lenders.

Impact on Surrounding Neighborhood and Design Compatibility

47 Boyd Street is an existing three-story building located within an existing residential neighborhood with a mix of owner-occupied and rental housing. It is surrounded on by numerous properties owned by Portland Housing:

- To the north is Portland Housing multifamily properties, Kennedy Park and Bayside East.
- To the east is a Portland Housing multifamily property, Bayside Anchor.
- To the South is a city-owned parcel utilized as community gardens.
- To the west is the future site of a Portland Housing multifamily development, 58 Boyd Street, and a Portland Housing multifamily property, Kennedy Park.

47 Boyd Street is the sole building on Boyd Street remaining from the pre-urban renewal phase. Its architectural design and articulated façade are consistent with the style and type of construction historically found in East Bayside and other residential neighborhoods on Portland's peninsula. Its existing use as multifamily rental is deemed appropriate for, and compatible with, the site. The proposed increase in units – to a total of 12 units from the current nine (9) units – emulates the character and density of the surrounding, mid-rise multifamily properties.

The design approach to 47 Boyd Street rehabilitation maintains a front entrance. Following rehabilitation,

two (2) ground-floor units will have access to their units through the front entrance. The other 10 units will access a central stairwell through a new side entrance facing Bayside Anchor. This approach was deemed most feasible to maximize usable living space inside apartments and achieve an accessible route into the building given the site's challenging grade issues. We believe the dual entrances at the front and side of 47 Boyd are in keeping with the intent of the R-6 and R-7 design standards.

Rehabilitating 47 Boyd Street and restoring it to like-new condition represents a significant step in the process of restoring the neighborhood fabric that existed in East Bayside before urban renewal. The renovated units are designed to serve the needs of residents, with a focus on accessibility, affordability and tenant health.

Parking

47 Boyd Street does not currently have any off-street parking spaces.

During rehabilitation, Portland Housing proposes adding three (3) off-street parking spaces in the rear. Two (2) of these spaces will be accessible.

Our plan to add three (3) off-street parking spaces and three (3) new units provides a 1:1 ratio of new parking spaces to new units, per the requirements in Chapter 14, Division 20 of the City Code.

Financial Feasibility

The financial projections included herein have been developed directly with our design and property management team. An operating expense budget was determined by analyzing historical property expenses and projecting operating efficiencies gained post-renovation. The operating budget is consistent with developer experience. The development budget was developed based off active, local projects. The hard costs and soft costs of development are based on both the specifics of the conceptual plans as well as experience with comparable developments in Portland.

See Financial Capacity letter for additional details on project financing.

Applicant Ability and Project Readiness

The development team assembled for 47 Boyd Street features many of the most experienced and capable players in affordable housing in Portland and Maine.

- Developer – PHDC is the development subsidiary of Portland Housing Authority (PHA). Jay Waterman, PHDC's Director of Development, brings over 15 years of multifamily development experience, including six (6) years of experience as Avesta Housing's Director of Development and another six (6) years as a leader in green building construction while at Thornton Tomasetti, an NY-based international engineering and green building consulting firm. Jay has developed multiple affordable multifamily communities in the Bayside neighborhood, including Pearl Place Phase I, Bayside Anchor, and the forthcoming 58 Boyd Street. Tyler Plante, PHDC's Development Officer, specializes in the rehabilitation of affordable, multifamily projects and brings five years of housing development experience to bolster PHDC's capacity.
- Management Agent – Portland Housing Authority (PHA) currently manages 47 Boyd Street and will continue to manage post-rehab. With 75 years of management experience, PHA is Portland's largest landlord with a portfolio of over 1,000 units of affordable homes.

- Architect – CWS Architects is the premier architectural firm in the Portland area working on the design of multifamily buildings. They designed the first ever multi-family *Passive House* project in the State of Maine and will use this knowledge to design 58 Boyd Street Apartments to the same standard.

Subconsultants to CWS include Carroll Associates Landscape Architects, Ransom Civil Engineering and Owen Haskell.

47 Boyd Street is well positioned to move from planning and design into production upon receipt of planning board approval and funding approval. PHDC, as co-owner of the General Partner of Bayside Anchor Apartments, LP, is currently seeking investor and lender approval for the pedestrian walkway through Bayside Anchor. Pending approval Bangor Savings refinancing, as well as City funds and/or AHP subsidy, will be ready for construction in the Fall of 2019.

Environmental Issues

A Phase I Environmental Site Assessment was completed by Credere Associates on 5/17/19. This report determined that no environmental issues exist.

58 Boyd Street Apartments' design will meet the City's Green Building Code. The team's design professionals, CWS Architects, are leaders in the *Passive House* ultra-low-energy building movement. CWS designed Community Housing of Maine's the first Passive House building in Maine, which opened in 2016. 47 Boyd Street design will employ green building features by promoting passive solar design, airtightness and insulation, low-flow water fixtures, and energy-saving appliances, fixtures and equipment. These features will encourage lower utility usage, lower tenant utility bills and lower environmental impact for greater sustainability during property operations.

We are excited about this project and welcome the opportunity to work closely with City Staff and the Planning Board during its review and approval. Please do not hesitate to contact me if you have any questions or need additional information.

With Regards,
CARROLL ASSOCIATES



Patrick Carroll, Principal

CC: Jay Waterman, PHDC
Tyler Plante, PHDC
Ben Walter, CWS Architects
John Mahoney, Ransom Consulting

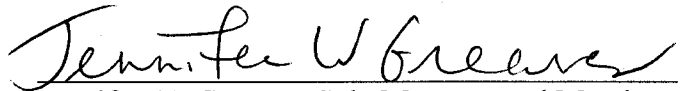
Warranty Deed

MOONSTONE PROPERTIES LLC, also known as Moonstone Properties, LLC, a Maine limited liability company with a mailing address of 661 Allen Avenue, Portland, ME 04103, for consideration paid, grants to **Portland Housing Development Corporation**, a Maine Corporation with a mailing address of 14 Baxter Boulevard, Portland, ME 04101, with **WARRANTY COVENANTS**, a certain parcel situated in the City of Portland, in the County of Cumberland, and State of Maine, bounded and described as follows, to wit:

See Attached Exhibit A

Meaning and intending to describe the same premises conveyed by Quitclaim Deed Without Covenant from Synergy Properties, LLC to Moonstone Properties, LLC dated and recorded November 15, 2012 in the Cumberland County Registry of Deeds in Book 30131, Page 245.

In Witness Whereof, the said Jennifer W. Greaves, in her capacity as Sole Manager and Member of Moonstone Properties LLC, has set forth her hand this 12th day of March, 2013.



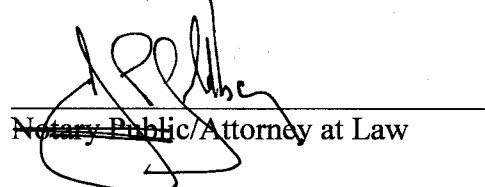
Jennifer W. Greaves, Sole Manager and Member
Moonstone Properties LLC
Duly Authorized Thereunto

STATE OF MAINE
CUMBERLAND, ss.

March 12, 2013

Then personally appeared the above-named Jennifer W. Greaves, in her capacity as sole member and manager of Moonstone Properties LLC and acknowledged the foregoing instrument to be her free act and deed and the free act and deed of Moonstone Properties LLC.

Before me,



Notary Public/Attorney at Law

JONATHAN L. GOLDBERG

MAINE REAL ESTATE TAX PAID

EXHIBIT A

47-49 Boyd Street, Portland, ME

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

Beginning at a point on the easterly side of Boyd Street, said point being situated one hundred thirty-five and fifty-eight hundredths (135.58) feet northerly from the intersection of said line of Boyd Street with the northerly line of Oxford Street; thence easterly by a line parallel to Lancaster Street one hundred eight (108) feet to Boyd line, so-called; thence northerly by said Boyd line fifty (50) feet, more or less, to a point; thence westerly by a line parallel to Lancaster Street one hundred eight (108) feet to Boyd Street; thence by said Boyd Street to the point begun at.

Also another certain lot or parcel of land with the buildings thereon, situated in said Portland, and bounded and described as follows:

Beginning at a stake in the northeasterly sideline of Boyd Street nineteen (19) feet from the house on Boyd Street formerly owned by Samuel H. Colesworthy and Joseph C. Colesworthy; thence running southeasterly along the said sideline of Boyd Street thirty (30) feet to land formerly of Samuel H. Colesworthy, being the northwesterly corner of the first parcel above; thence northeasterly along said first parcel above, formerly of said Colesworthy; thence by said Colesworthy land northwesterly thirty (30) feet to the other land formerly of said Colesworthy; thence sixty (60) feet to the point of beginning. Excepting and reserving however, that portion of said parcel conveyed by Cumberland Savings and Loan Association to Florence S. F. Hooper by deed dated June 23, 1943, and recorded in the Cumberland County Registry of Deeds in Book 1720, Page 96.

Also another certain lot or parcel of land, situated in the rear of Boyd Street in said Portland, bounded and described as follows:

Beginning at the northeasterly corner of a lot of land conveyed by Cumberland Savings and Loan Association to Florence S. F. Hooper by deed dated June 23, 1943, at a point on the division line between the northeasterly sideline of said Association's land and the southwesterly sideline of said Hooper's land; thence northeasterly on a prolongation of the southeasterly side of the premises conveyed by said Association to said Hooper by the aforementioned deed forty-eight (48) feet, more or less, to the northeasterly sideline of land of said Hooper; thence southeasterly along the northeasterly sideline of said Hooper's land fifteen (15) feet to a point in the southeasterly sideline of said Hooper's land; thence southwesterly along the last named bound forty-eight (48) feet, more or less, to the division line between the northeasterly sideline of said Association's land and the southwesterly sideline of said Hooper's land; thence northwesterly along said last named division line fifteen (15) feet, more or less, to the point of beginning.

Received
Recorded Register of Deeds
Mar 12, 2013 03:35:55P
Cumberland County
Pamela E. Lovley

MEMORANDUM OF PURCHASE AGREEMENT

THIS MEMORANDUM OF PURCHASE AGREEMENT is made and entered into as of the 31st day of May 2019, by and between **PORTLAND HOUSING DEVELOPMENT CORPORATION**, a Maine nonprofit corporation having a mailing address of 14 Baxter Boulevard, Portland, Maine 04101 ("PHDC"), and **47-49 BOYD STREET, LLC**, a Maine limited liability company having a mailing address of 14 Baxter Boulevard, Portland, Maine 04103 ("Boyd Street LLC"), in connection with the property located at 47-49 Boyd Street, Portland, Maine (the "Property").

1. Purchase Agreement. PHDC, as seller, and Boyd Street LLC, as buyer, have agreed that upon receipt of subdivision approval and any other approvals from the City of Portland Planning Board to convert the existing building from a 9-unit apartment building to a 12-unit apartment building, and approval of financing to complete the rehabilitation into a 12-unit building, PHDC will convey the Property to Boyd Street LLC, being a single member limited liability company whose sole member is PHDC. The conveyance to Boyd Street LLC shall be without consideration, and shall include all of PHDC's right, title and interest in any permits or approvals obtained for said rehabilitation. In connection with the purchase, Boyd Street LLC shall assume all obligations with respect to the ownership, operation, leasing or rehabilitation of the Property, including taxes, utilities and the like and shall assume all residential leases at the Property. The conveyance shall occur on or before June 30, 2020, at the time of the closing on the financing for the rehabilitation project. At closing, PHDC will convey the Property to Boyd Street LLC by Quitclaim Deed with Covenant.
2. It is understood that the purpose of this Memorandum is to document the understanding between the parties concerning the purchase of the Property.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Purchase Agreement as of the day and year first above written.

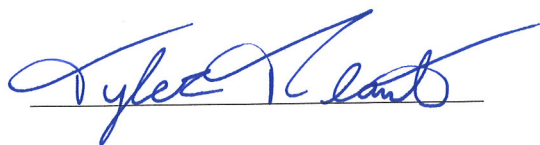
Witness:



PORTLAND HOUSING DEVELOPMENT CORPORATION

By: 
Mark B. Adelson
Its: President

Witness:



47-49 BOYD STREET, LLC
By: Portland Housing Development Corporation
Its: Manager

By: 
Mark B. Adelson
Its: President

June 27, 2019

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

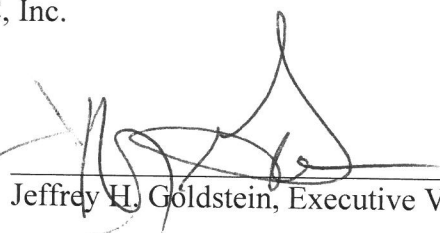
Re: Bayside Anchor Apartments, LP – pedestrian easement

Dear Mr. Waterman:

BCCC, Inc., (“Special Limited Partner”) has approved your request to execute the Easement Deed for Bayside Anchor Apartments, LP.

BCCC, Inc.

By:



Jeffrey H. Goldstein, Executive Vice President

Drummond

ATTORNEYS AT LAW

Gary D. Vogel
Admitted in ME

207.253.0518
gvogel@dwmlaw.com

84 Marginal Way, Suite 600
Portland, Maine 04101-2480
207.772.1941 Main
207.772.3627 Fax

May 30, 2019

Mary P. Davis, Division Director
Housing and Community Development Division
Planning & Urban Development Department
City of Portland
389 Congress St., Room 312
Portland, ME 04101

RE: 47-49 Boyd Street – Zoning Opinion for existing and proposed use of property

Dear Ms. Davis:

Drummond Woodsum represents Portland Housing Development Corporation (“PHDC”), a Maine nonprofit corporation that is tax exempt under Internal Revenue Code section 501(c)(4), current owner of the property at 47-49 Boyd Street in Portland Maine (the “Property”). We also represent 47-49 Boyd Street, LLC (the “LLC”), a single member limited liability company that is wholly owned by PHDC and which has an agreement to acquire the Property from PHDC.

The Property is currently used as a 9 unit apartment building. The LLC proposes to convert the Property to a 12-unit apartment building, within the footprint of the existing building. Drummond Woodsum has been asked to provide an opinion addressing the zoning and land use requirements associated with the current and proposed use of the property. We have reviewed the applicable zoning regulations of the City of Portland in connection with the Planning Board approval required for the addition of the three units and associated site work as described below.

Current Zoning and Proposed Use

The 47 Boyd Street property is currently in the R6 zone, overlaid with the R7 zone. Twelve units are permitted as of right under the zoning ordinance in the R7 zone. In regard to residential density, the R7 zone requires 435 square feet per unit. For 12 units, 5,220 square feet would be needed. The current site has 7,020 square feet and therefore 12 units may lawfully be located upon the Property.

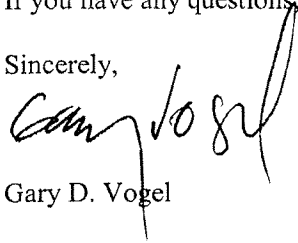
Required Approvals for addition of 3 Units at the Property

The three additional units being added will be achieved by reconfiguring the units, and no additions to the building will be made. The only exterior improvements being made are the addition of a walkway and handicap-access ramp. Under current law, Subdivision approval will be required for the increase of the units from 9 units to 12 units, and the addition of 3 dwelling units to increase the number of units to 12 units will require Level III Site Plan approval by the Portland Planning Board as required by the terms of Section 14-523(f) of the Portland Code of Ordinances. A building permit will be required in connection with the alterations and improvements proposed to increase the number of units at the Property to 12.

May 16, 2019
Page 2

If you have any questions, please contact me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary D. Vogel". The signature is stylized with a large, sweeping "G" and a long, thin vertical stroke extending downwards from the end.

Gary D. Vogel

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

47 BOYD ST

ZONING ANALYSIS Relevant Zone(s) R-7

All Projects:

	Required	Proposed
Lot Size	0	7210
Area Per Dwelling Unit	435	601
Minimum Street Frontage	0	65
Front Yard Minimum	0	7"
Front Yard Maximum	0	3.25
Rear Yard	5	41.7
Yard Right	5	4.5 (exist)
Yard Left	5	19.3na
Side Street Setback	na	na
Step Back	na	na
Maximum Lot Coverage	100%	37%
Minimum Lot Coverage	na	na
Maximum Height	50	35'-6"
Open Space	0	1056 sf
Maximum Impervious Area	na	73%
Pavement Setback	na	na
Floor Area Ratio	na	na
Off Street Parking Spaces	3	3
Loading Bays	0	0
Other 1	na	na
Other 2	na	na
Other 3	na	na

Planned Residential Unit Developments (PRUD) Requirements NA

	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	2.5 x base		12
Height	25	75	35.5
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):			

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Minimum Driveway Width	1.7.2.3. Minimum driveway width (two-way): Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, with a preferred width of 24 feet .	Reduce Driveway Width to 12 feet wide	Minimum volume of traffic, allows landscape zone at building and property line.
Minimum Parking Lot Aisle Width	Portland Technical Manual Figure I-27 Standard parking Spaces	Reduce Parking Lot aisle width to 22 ft.	Reduction of aisle width allows greater separation between parking and buildings, increases open space, and not anticipated to impact maneuverability due to low number of spaces
Minimum and Maximum Light Trespass at Property Line	Site Lighting Standards Section 12.3 General Standards 12.3.4 Light Trespass Illumination Levels. Maximum 0.1 fc	Exceed light trespass where proposed walkway is on adjacent property.	Access and Grading easement has been secured to allow this walkway. It is the main accessible route into the building and needs to be well lit.

Financing Capacity

The purpose of this letter is to self-certify that Portland Housing Development Corporation (PHDC), an affiliate of the Portland Housing Authority (PHA), has the financial capacity to develop the 47 Boyd Street affordable housing renovation project.

Pre-Development

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

Construction Financing

PHDC has successfully secured construction loan financing on previous multifamily projects, including Bayside Anchor and 58 Boyd Street. We do not anticipate issues securing financing for the duration of the 47 Boyd Street construction period.

Permanent Financing

PHDC financed the acquisition of 47 Boyd Street in 2013 with a Bangor Savings mortgage. We intend to apply to refinance this mortgage to take out the construction loan, pay off soft costs and fund reserves, as needed. The renovation of the property, as well as the addition of three (3) new units at 47 Boyd Street, enables the property to support additional permanent market-rate financing. PHDC has long-term working relationship with Bangor Savings. As a result, we do not anticipate issues securing a senior loan for this project.

Funds from the City of Portland are expected to be utilized for 47 Boyd Street. PHDC applied for Lead Safe Housing funds on March 14, 2019. This application is pending with the Housing and Community Development department. PHDC also intends to apply to the City in their upcoming Affordable Housing Development Fund application round. The renovation of 47 Boyd Street will address multiple housing needs identified in the City's Comprehensive Plan (Portland's Plan 2030) by creating safe and quality rental housing that is affordable for the growing share of low-income and housing-burdened Portland residents.

Finally, PHDC anticipates securing Affordable Housing Program (AHP) funds from the Federal Home Loan Bank of Boston. PHDC will apply for AHP subsidy during the upcoming funding round in July 2019. PHDC has been previously awarded \$1.25M of AHP subsidy and \$6.3M in AHP financing for 58 Boyd Street and Front Street Apartments. From this experience, we expect 47 Boyd Street project to score well on the AHP application and receive an award.

Operating Subsidy

PHDC intends to apply for the upcoming competitive application round for PHA Project Based Vouchers (PBV). PHDC seeks a commitment for seven (7) PBVs for 47 Boyd Street.

Technical Capacity

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

47 Boyd Street, LLC**Applicant/Owner**

14 Baxter Blvd., Portland, ME 04101
207-221-8028
Contact: Tyler Plante

Portland Housing Development Corporation**Developer**

14 Baxter Blvd., Portland, ME 04101
207-221-8028
Contact: Tyler Plante

Portland Housing Authority**Management Agent**

14 Baxter Blvd., Portland, ME 04101
207-221-8002
Contact: Trevor Nugent

CWS Architects**Architect**

264 US Route One, Suite 100 2A, Scarborough, ME 04074
207-774-4441
Contact: Ben Walter

Carroll Associates**Landscape Architect**

217 Commercial Street, Suite 200, Portland, ME 04101
207-772-1552
Contact: Pat Carroll

Ransom Consulting Engineers**Civil Engineer**

400 Commercial Street, Suite 404, Portland, ME 04101
207-772-2891
Contact: John Mahoney

Owen Haskell, Inc.**Surveyor**

390 US Route One, Unit 10, Falmouth, ME 04105

207-774-0424

Contact: Randy Loubier

Drummond Woodsum

Attorney

84 Marginal Way, Suite 600, Portland, ME 04101

207-253-0518

Contact: Gary Vogel

**Construction Management Plan
Portland Housing Development Corporation
47 Boyd Street Re-Development**

A detailed construction management site plan will be prepared and submitted to City Staff for review once a contractor has been selected for the project. It is requested that this item be a Condition of Approval and submitted for City review prior to the issuance of a building permit or in advance of site work approval. The CMP will address the following Standards and Requirements:

The Front Street Redevelopment Construction Management Plan shall depict the overall planning, coordination, and control of a construction site, including phases as applicable, from beginning to completion. The City's goal for a construction management plan is to support a safe construction site and protect the public safety, accessibility (including preserving accessible pedestrian, bicycle, and vehicular modes of transport throughout the city), and welfare during construction. In addition, the construction management plan shall minimize construction impacts in their duration and magnitude to the surrounding area and develop an effective communication process for resolving concerns and conflicts.

The Construction Management Plan will be submitted by the approved General Contractor prior to issuance of a Building Permit as a Condition of Approval of the Site Plan Review and it shall address the construction logistics for a project. The Construction Management Plan shall include the following submissions: 1) a construction management site plan, 2) a construction schedule (time frame); and 3) a written narrative addressing the categories below.

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that Portland Housing Development Corporation, and its contractor has identified to minimize impacts from the construction, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding building and communities.

B. Development Review of Construction Management Plan

Portland Housing Development Corporation and its contractor shall submit a construction management plan that provides a comprehensive logistics and safety program for the construction project, which will be reviewed and approved as part of the site plan review process. The plan minimizing impacts to areas surrounding the building/construction site will be primary considerations in the process. The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, Portland Housing Development Corporation and its contractor shall meet all of the requirements contained in Section 14-530. Development review fees and post approval

requirements and 14-532. General requirements and enforcement of Portland's Land Use Code. Other permits, as applicable, include:

1. **Street Opening and Street Occupancy Permits:** Construction activities in the public right-of-way are controlled by Chapter 25 and sewer and stormwater system connections are controlled by Chapters 24 and 32 of the Land Use Code. All required permits shall be obtained through the Department of Public Works and the requests shall conform with the approved construction management plan.
2. **Blasting:** 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.

D. Construction Administration and Communication

Portland Housing Development Corporation and its contractor will work diligently to implement a communication strategy as outlined below. The communication strategy is intended to ensure that all construction operations are performed in accordance with all agreements, ordinances and special permits applicable to this project. The Construction Manager 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.

The final construction management plan shall provide for the following:

1. Contact Person and contact information for the Front Street Housing Redevelopment, LP and its contractor and who is available 24 hours.
2. Construction Signage posted on the site with Contact Information for Contractor.
3. Describe any additional communication strategies.
4. All construction site signage is temporary and shall be removed at project completion.

E. Construction Schedule

1. The Contractor shall submit a schedule or time line for the construction project, including any Phasing.
2. Hours of Construction. Construction on the Front Street Redevelopment Project is proposed to occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit (Attachment 1) and Section 25-129. Noise, dust and debris (Attachment 2).
3. Extended Hours or Night Work: Pursuant to Section 17-18, this section not apply to emergency utility work or "Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority." The Front Street Redevelopment Project is not anticipating any extended hours or note work at this time.

4. Material Deliveries: The Construction Management Plan shall provide a Schedule and designated location for delivery of all materials and boxed goods.

F. Security & Public Safety

1. The Construction Management Plan will depict all proposed fencing or other barriers and access gates (with knox locking devices) with the intent of separating pedestrian and vehicle circulation from the construction site.
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. An overall construction of demolition fire safety program shall be developed and submitted as part of the Construction Management Plan. Essential items to be emphasized will include the following:
 - Good Housekeeping
 - On-site security
 - Installation of new fire protection systems as construction progresses
 - Preservation of existing systems during demolition
 - Organization and training of an on-site fire brigade
 - Development of a pre-fire plan with the local fire department
 - Rapid communication
 - Consideration of special hazards resulting from previous occupancies
 - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. Any proposed temporary security lighting shall be shown on CMP 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 is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.
2. Sewer and Stormwater: Sewer and stormwater water system connections are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations

for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual.

3. Traffic Control Plans: Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. Projects that will occur along arterial and or collector streets are required to submit a satisfactory 'maintenance of traffic' (MOT) plan prior to any site plan, subdivision, or street opening permit approval. MOT plans may be required for projects that have impacts on local streets.

Maintenance of Traffic (MOT) plans shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, applicants may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. 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 are an obstruction to bicycles or pedestrians.
- In extreme situations, flaggers may be required.
- Police detail is required at lighted intersections and may be requested by the City's transportation engineer or his designee.

All existing modes of travel in 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 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 shall be maintained.

Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

The final Construction Management Plan will address maintaining the site in a safe condition and will include the following:

1. Regular trash and debris removal
2. Street cleaning and damage controls
3. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris (Attachment 2).
4. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code (Attachment 1) and Section 25-129 on Noise, dust and debris Attachment 2).
5. Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.
6. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.
 - 1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
 - 2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
 - 3) Clear all walks & ramps with the work zone
 - 4) Sand or Salt as needed
 - 5) Clear all basin or drainage to help snow melt
 - 6) This would include Monday-Friday Sat/Sunday/Holidays

I. Erosion Control and Preservation of Trees

1. Portland Housing Development Corporation's selected contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan 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 significant storm events, and maintain any installed temporary or permanent stormwater management systems in 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 or the U.S. Environmental Protection Agency upon request.
2. Portland Housing Development Corporation's selected contractor shall maintain all tree and landscaping preservation measures as depicted on the landscaping plan within the area of construction.
3. The storage of materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Construction Management Plan shall depict location of the material staging areas, the location on onsite temporary construction trailers, the location on onsite truck delivery holding areas, the location onsite truck washing stations, masonry

mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. An open storage area shall be shown on the plan.

2. **Delivery Truck Holding Areas On-Site:** The delivery holding area shall be shown on the plan and shall not be blocked during construction. 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 the 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.
3. **Delivery Truck Holding Areas Off-Site:** In the event that adequate on-site area for holding of trucks is not available, an off-site marshaling area will be utilized for trucking. The designated off-site location will be identified in the construction management plan.

K. Parking During Construction

1. **Construction Parking:** Adequate parking for construction workers shall be provided on site or arrangements for off-street parking at an off-site location shall be provided. The parking arrangements shall be included in the construction management plan.
2. **Parking:** Where existing facilities are remaining in operation during construction, the construction management plan shall identify how the parking for employees and others shall be managed.
3. **Truck Routes and Volumes:** The Construction Management Plan shall address the designated truck routes and expected truck volumes.

L. Special Measures as Necessary

For construction work that will take place over a long period (e.g. 12 months or more), involve major demolition/deep excavation/ piling and/or special construction techniques, or are located near sensitive uses e.g. medical care facilities, schools), the Construction Management Plan should provide details and demonstrate that all appropriate special measures have been taken to avoid, minimize, or possibly compensate for potential impacts. This may include taking baseline measurements before construction, such as arranging to photograph the foundations of nearby properties upon consent of the owners, in order to assess any future impacts of vibration, noise, etc.

Traffic Assessment
47 Boyd Street – Portland, Maine
JN 3606

Date: July 23, 2019
Subject: Traffic Assessment
47 Boyd Street – Portland, Maine
To: Jay Waterman, Portland Housing Authority
From: Randy Dunton / Emily Leighton, Gorrill Palmer

Gorrill Palmer (GP) has been retained by Portland Housing Authority (PHA) to prepare this assessment of traffic impacts due to the proposed redevelopment of 47 Boyd Street in Portland, Maine. It is our understanding that the proposed redevelopment will consist of razing the existing building containing nine residential units and replacing it with a three story building containing 12 residential units, for an increase of three residential units. Additionally, three off-street parking spaces are proposed to be added to the site, two of which are proposed to be handicap spaces to accompany two handicap accessible units. The following summarizes the traffic assessment for the proposed redevelopment.

Trip Generation

The trip generation for the currently proposed site has been calculated based on the Institute of Transportation Engineers' (ITE) publication, *Trip Generation*, Ninth Edition, Land Use Code (LUC) 220 – Apartment. The trip generation for the proposed site has been based on 12 residential units and is summarized as follows:

Weekday:	80 trip ends
AM Peak Hour:	6 trip ends
PM Peak Hour:	7 trip ends

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



Trip Generation Credit

Since existing apartment units are being razed and they have been occupied within the last 10 years, a credit can be applied to the proposed site trip generation. The credit has been calculated based on 9 residential units. The following summarizes the ITE trip generation for the credit:

Weekday:	60 trip ends
AM Peak Hour:	5 trip ends
PM Peak Hour:	6 trip ends

Net Trip Generation

The net trip generation for the proposed redevelopment is calculated by subtracting the credit from the proposed site trip generation, and is summarized in the following table:

Net Trip Generation Summary

	AM Peak Hour Adj St	PM Peak Hour Adj St	AM Peak Hour Gen	PM Peak Hour Gen
Proposed Trip Generation	6	7	7	8
Trip Generation Credit	5	6	5	6
Net Trip Generation	1	1	2	2

As shown in the table, the net trip generation for the site is forecast to be 2 trip ends during the AM peak hour of the generator and 2 trip ends during the PM peak hour of the generator. This level of trip generation does not require a MaineDOT Traffic Movement Permit since it is less than the 99 trip end threshold during a peak hour. Additionally, this level of trip generation is not forecast to have a significant impact on the adjacent roadway network.

Parking Demand

The proposed project is adding a net total of three residential units. The nine original dwelling units are grandfathered in the City requirements, and do not require off-street parking. The City parking demand requirements are applicable to the three additional residential units. The estimated parking demand has been calculated for the three additional residential units.

To estimate the parking demand for the proposed project, GP consulted two sources; a parking use inventory of the existing East Bayside PHA properties, and other relevant parking studies GP has completed. These are summarized as follows:



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

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

Parking Survey Results within East Bayside PHA Properties

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

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

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

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

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

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



Unoccupied parking within 300 feet of 58 Boyd Street:

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

Unoccupied parking within 500 feet of 58 Boyd Street:

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

Based on the existing parking demand around the proposed site, there appears to be excess parking availability.

Other Relevant Parking Studies

In addition to the East Bayside parking evaluation, GP reviewed data from other projects that were on file to compare parking ratios for this project. That additional review is summarized below:

Island View Apartments in Portland, Maine

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

Previous Parking Occupancy Study

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

In addition, GP referenced the parking supply for Franklin Towers and Oak Street Lofts. Franklin Towers has 200 units and, based on aerial data, a parking supply of 58 spaces. Oak Street Lofts has 37 units and 16 parking spaces, although it should be noted that half of the spaces (eight) are for motorcycles. For the purposes of this assessment it is assumed that the peak demand at both



of these facilities is at 100% occupancy. The following table summarizes the calculated parking demand for each facility based on the occupancy counts:

Parking Demand Studies Summary

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

*Assumes 100% occupancy at Oak Street Lofts

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

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

Recommended Parking Ratio

Based on the level of demand at the above referenced studies, it is the opinion of GP that an appropriate parking demand rate for the proposed 47 Boyd Street project as well as the existing PHA “Bayside Campus” properties is 0.75 spaces per unit. This is consistent with the parking rate used for the recent 58 Boyd Street project, as well as the Front Street redevelopment project. A parking demand ratio of 0.75 spaces per unit for three units yields a parking demand of 2.25 spaces.

Parking Supply vs. Parking Demand

The project is proposed to add three parking spaces to the site, which is equal to the estimated parking demand of approximately 3 spaces. The supply of three spaces is equivalent to one space per additional unit, which meets City Ordinance requirements.

Crash History

GP obtained the crash data from MaineDOT for the period of 2016-2018, the most recent period available at the time this study was prepared (attached). In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to classify as an HCL.



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

Based on a review of the crash report from MaineDOT, there is one HCL in the immediate vicinity of the site; Boyd Street from Oxford Street to Cumberland Avenue, which had a CRF of 10.80 and experienced 8 collisions. GP obtained a collision diagram from MaineDOT to further investigate. The following summarizes the HCL in more detail:

Boyd Street from Oxford Street to Cumberland Avenue

Based on a review of the collision diagram, no clear correctable crash patterns have been identified. It should be noted that six of the eight collisions involved vehicles parked on the street, but there were no clear patterns in; location, reason for the collision, or contributing factors. The additional traffic from the proposed redevelopment is not forecast to exacerbate this location.

Site Evaluation

The three site parking spaces are proposed to be accessed via an existing curb cut onto Boyd Street located on the northwesterly side of the building. The curb cut currently accesses a dumpster. Based on a field visit, vehicles exiting the curb cut looking left and right have adequate sight distance (assuming 25 mph), if no on-street vehicles are parked along the edge of the roadway. However, as is often the case in a downtown area, parked vehicles block available sight distance. If the City wishes to improve sight distance, parked vehicles along that side of the street would need to be removed. Given the dead-end design of Boyd Street and the fact that the parked vehicles along Boyd Street appear to serve as traffic calming, we do not recommend removal of the on-street parking at this time.

Conclusions

The following is a summary of the conclusions.

1. The proposed redevelopment of 47 Boyd Street is forecast to add 2 trip ends during the AM peak hour of the generator and 2 trip ends during the PM peak hour of the generator. This level of trip generation does not require a MaineDOT Traffic Movement Permit and is not forecast to have a significant impact on the adjacent roadway network.



2. The forecast parking demand for the three additional apartment units is forecast to be 3 spaces. The parking supply is proposed to be 3 spaces, which is equal to the parking demand.
3. Based on a review of the MaineDOT crash data, there is one high crash location in the vicinity of the site; Boyd Street from Oxford Street to Cumberland Avenue. Due to the low trip generation of the proposed project, the redevelopment is not forecast to significantly impact this location.

JN:3606
Project Description:47 Boyd Street Redevelopment
Project Location:Portland, Maine
Date:7/11/2019

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

Apartment
Land Use Code (LUC) 220

Proposed
Dwelling Units:12

Average Rate								
Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.65 (X)	88	80	50%	50%	40	40	N/A
AM Peak Hour of Adj. Street Traffic	T = 0.51 (X)	78	6	20%	80%	1	5	N/A
PM Peak Hour of Adj. Street Traffic	T = 0.62 (X)	90	7	65%	35%	5	2	N/A
AM Peak Hour of Generator	T = 0.55 (X)	83	7	30%	70%	2	5	N/A
PM Peak Hour of Generator	T = 0.67 (X)	85	8	60%	40%	5	3	N/A
Saturday	T = 6.39 (X)	15	77	50%	50%	39	38	N/A
Saturday Peak Hour of Gen.	T = 0.52 (X)	14	6	**	50%	3	3	N/A

* Percentages rounded to nearest 5%
** Not Available (Assumption)

Fitted Curve Equation								
Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.06 (X) + 123.56	88	196	50%	50%	98	98	0.87
AM Peak Hour of Adj. Street Traffic	T = 0.49 (X) + 3.73	78	10	20%	80%	2	8	0.83
PM Peak Hour of Adj. Street Traffic	T = 0.55 (X) + 17.65	90	24	65%	35%	16	8	0.77
AM Peak Hour of Generator	T = 0.54 (X) + 2.45	83	9	30%	70%	3	6	0.82
PM Peak Hour of Generator	T = 0.60 (X) + 14.91	85	22	60%	40%	13	9	0.80
Saturday	T = 7.85 (X) - 256.19	15	-162	50%	50%	-81	-81	0.85
Saturday Peak Hour of Gen.	T = 0.41 (X) + 19.23	14	24	**	50%	12	12	0.56

* Percentages rounded to nearest 5%
** Not Available (Assumption)

JN: 3606
Project Description: 47 Boyd Street Redevelopment
Project Location: Portland, Maine
Date: 7/11/2019

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

Apartment
Land Use Code (LUC) 220

Existing
Dwelling Units: 9

Average Rate

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.65 (X)	88	60	50%	50%	30	30	N/A
AM Peak Hour of Adj. Street Traffic	T = 0.51 (X)	78	5	20%	80%	1	4	N/A
PM Peak Hour of Adj. Street Traffic	T = 0.62 (X)	90	6	65%	35%	4	2	N/A
AM Peak Hour of Generator	T = 0.55 (X)	83	5	30%	70%	2	3	N/A
PM Peak Hour of Generator	T = 0.67 (X)	85	6	60%	40%	4	2	N/A
Saturday	T = 6.39 (X)	15	58	50%	50%	29	29	N/A
Saturday Peak Hour of Gen.	T = 0.52 (X)	14	5	**	50%	3	2	N/A

* Percentages rounded to nearest 5%

** Not Available (Assumption)

Fitted Curve Equation

Time Period	ITE Trip Rate	Sample Size	Trip Ends	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 6.06 (X) + 123.56	88	178	50%	50%	89	89	0.87
AM Peak Hour of Adj. Street Traffic	T = 0.49 (X) + 3.73	78	8	20%	80%	2	6	0.83
PM Peak Hour of Adj. Street Traffic	T = 0.55 (X) + 17.65	90	23	65%	35%	15	8	0.77
AM Peak Hour of Generator	T = 0.54 (X) + 2.45	83	7	30%	70%	2	5	0.82
PM Peak Hour of Generator	T = 0.60 (X) + 14.91	85	20	60%	40%	12	8	0.80
Saturday	T = 7.85 (X) - 256.19	15	-186	50%	50%	-93	-93	0.85
Saturday Peak Hour of Gen.	T = 0.41 (X) + 19.23	14	23	**	50%	11	12	0.56

* Percentages rounded to nearest 5%

** Not Available (Assumption)

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I

☐ Section Detail

☒ Crash Summary II

☐ 1320 Public

☐ 1320 Private

☐ 1320 Summary

REPORT DESCRIPTION

Washington/Cumberland/Fox

REPORT PARAMETERS

Year 2016, Start Month 1 through Year 2018 End Month: 12

Route: 0026X	Start Node: 19042 End Node: 18879	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node
Route: 0561238	Start Node: 18986 End Node: 19042	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0560293	Start Node: 18521 End Node: 18960	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560667	Start Node: 18961 End Node: 18521	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☒ Exclude Last Node
Route: 0001A	Start Node: 63224 End Node: 18521	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 001AS	Start Node: 18521 End Node: 18520	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560804	Start Node: 18942 End Node: 18946	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560540	Start Node: 18943 End Node: 18945	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560847	Start Node: 18929 End Node: 19463	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560257	Start Node: 18930 End Node: 18944	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560470	Start Node: 18931	Start Offset: 0	☒ Exclude First Node

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I

☐ Section Detail

☒ Crash Summary II

☐ 1320 Public

☐ 1320 Private

☐ 1320 Summary

REPORT DESCRIPTION

Washington/Cumberland/Fox

REPORT PARAMETERS

Year 2016, Start Month 1 through Year 2018 End Month: 12

	End Node: 18941	End Offset: 0	☒ Exclude Last Node
Route: 0560333	Start Node: 18933 End Node: 18938	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560509	Start Node: 18939 End Node: 18940	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560235	Start Node: 18933 End Node: 19464	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560561	Start Node: 18933 End Node: 18936	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560139	Start Node: 18934 End Node: 18937	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560235	Start Node: 19464 End Node: 18920	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560069	Start Node: 18919 End Node: 18921	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☐ Exclude Last Node
Route: 0560493	Start Node: 18922 End Node: 18923	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560493	Start Node: 18923 End Node: 18924	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560834	Start Node: 18918 End Node: 18924	Start Offset: 0 End Offset: 0	☐ Exclude First Node ☐ Exclude Last Node

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Washington/Cumberland/Fox

REPORT PARAMETERS

Year 2016, Start Month 1 through Year 2018 End Month: 12

Route: 0560666	Start Node: 18916 End Node: 18918	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560234	Start Node: 18917 End Node: 18932	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node
Route: 0560666	Start Node: 18915 End Node: 18916	Start Offset: 0 End Offset: 0	☒ Exclude First Node ☒ Exclude Last Node

Crash Summary I

Nodes													
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury Crashes			Percent Annual M		Crash Rate	Critical Rate	CRF
						A	B	C	PD	Injury	Ent-Veh		
18936	0026X - 0.10	Int of E OXFORD ST EXT, WASHINGTON AV	2	0	0	0	0	0	0	0.0	3.448	0.00 Statewide Crash Rate: 0.15	0.41 0.15
18941	0026X - 0.19	Int of MADISON ST WASHINGTON AV	2	2	0	0	0	0	2	0.0	4.151	0.16 Statewide Crash Rate: 0.15	0.39 0.15
18960	0026X - 0.27	Int of FOX ST WASHINGTON AV	2	4	0	0	0	1	3	25.0	4.896	0.27 Statewide Crash Rate: 0.15	0.38 0.15
18875	0026X - 0.17	Int of MARION ST, WASHINGTON AV	2	0	0	0	0	0	0	0.0	4.225	0.00 Statewide Crash Rate: 0.15	0.39 0.15
18940	0026X - 0.15	Int of MONROE ST WASHINGTON AV	2	1	0	0	0	0	1	0.0	3.847	0.09 Statewide Crash Rate: 0.15	0.40 0.15
19042	0026X - 0	Int of CUMBERLAND AV WASHINGTON AV	9	12	0	0	0	0	12	0.0	4.505	0.89 Statewide Crash Rate: 0.73	1.29 0.73
18879	0026X - 0.28	Int of WALNUT ST, WASHINGTON AV	2	2	0	0	1	0	1	50.0	4.545	0.15 Statewide Crash Rate: 0.15	0.38 0.15
18986	0561238 - 0.73	Int of CUMBERLAND AV WILMOT ST	2	2	0	0	0	0	2	0.0	2.901	0.23 Statewide Crash Rate: 0.15	0.43 0.15
72048	0561238 - 0.76	Int of CUMBERLAND AV RD INV 3210555	2	0	0	0	0	0	0	0.0	2.242	0.00 Statewide Crash Rate: 0.15	0.46 0.15
18520	0561238 - 0.77	Int of CUMBERLAND AV FRANKLIN ST	9	18	0	0	0	5	13	27.8	6.480	0.93 Statewide Crash Rate: 0.73	1.20 0.73
63224	0561238 - 0.80	Int of CUMBERLAND AV FRANKLIN ST	9	13	0	0	0	3	10	23.1	6.566	0.66 Statewide Crash Rate: 0.73	1.20 0.73
18919	0561238 - 0.84	Int of BOYD ST CUMBERLAND AV	2	4	0	0	0	2	2	50.0	2.748	0.49 Statewide Crash Rate: 0.15	0.44 0.15
18910	0561238 - 0.87	Int of CUMBERLAND AV, LOCUST ST	2	1	0	0	0	0	1	0.0	2.681	0.12 Statewide Crash Rate: 0.15	0.44 0.15
18922	0561238 - 0.89	Int of CUMBERLAND AV MAYO ST	2	4	0	0	0	1	3	25.0	2.526	0.53 Statewide Crash Rate: 0.15	0.45 0.15
18915	0561238 - 0.94	Int of CUMBERLAND AV, SMITH ST	2	1	0	0	0	0	1	0.0	2.583	0.13 Statewide Crash Rate: 0.15	0.44 0.15
19463	0561238 - 0.98	Int of ANDERSON ST CUMBERLAND AV	2	1	0	0	0	0	1	0.0	2.431	0.14 Statewide Crash Rate: 0.15	0.45 0.15
18912	0561238 - 0.99	Int of CUMBERLAND AV, MONTGOMERY ST	2	1	0	0	0	0	1	0.0	2.059	0.16 Statewide Crash Rate: 0.15	0.47 0.15
18937	0561238 - 1.01	Int of CLEEVE ST CUMBERLAND AV	2	0	0	0	0	0	0	0.0	2.091	0.00 Statewide Crash Rate: 0.15	0.47 0.15
18953	0560293 - 0.06	0509373 POR,N.BOYD,FOX ST.	2	1	0	0	0	1	0	100.0	2.305	0.14 Statewide Crash Rate: 0.15	0.46 0.15
18952	0560293 - 0.16	0509372 POR,FOX,DIAMOND ST.	2	2	0	0	0	0	2	0.0	2.400	0.28 Statewide Crash Rate: 0.15	0.45 0.15
18929	0560293 - 0.21	0509349 POR,ANDERSON,FOX ST.	2	7	0	0	0	0	7	0.0	2.908	0.80 Statewide Crash Rate: 0.15	0.43 0.15
19466	0560293 - 0.25	0509888 POR,FOX STREET,COVE STREET	2	0	0	0	0	0	0	0.0	2.255	0.00 Statewide Crash Rate: 0.15	0.46 0.15

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18945	0560293 - 0.26	0509365 POR,FOX,N.GREENLEAF ST.	2	0	0	0	0	0	0	0.0	2.034	0.00	0.47	0.00
A18948	0560293 - 0.30	0509368 POR,FOX,HAMMOND ST.	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
P18946	0560293 - 0.31	0509366 POR,FOX,WINTHROP ST.	2	1	0	1	0	0	0	100.0	1.741	0.19	0.49	0.00
18961	0560667 - 0.26	Int of FOX ST SOMERSET ST	2	0	0	0	0	0	0	0.0	3.028	0.00	0.43	0.00
18521	0001A - 12.43	Int of FOX ST FRANKLIN ST	9	29	0	1	1	6	21	27.6	11.347	0.85	1.09	0.00
18944	0560804 - 0.04	0509364 POR,WINTHROP,EVERETT ST.	2	0	0	0	0	0	0	0.0	0.083	0.00	0.14	0.00
18930	0560847 - 0.54	0509350 POR,ANDERSON,EVERETT ST.	2	0	0	0	0	0	0	0.0	0.715	0.00	0.60	0.00
18931	0560847 - 0.57	0509351 POR,ANDERSON,MADISON ST.	2	1	0	0	0	0	1	0.0	0.723	0.46	0.60	0.00
18932	0560847 - 0.60	0509352 POR,E.LANCASTER,ANDERSON ST.	2	0	0	0	0	0	0	0.0	0.669	0.00	0.61	0.00
19464	0560847 - 0.66	0509886 POR,ANDERSON ST,E.OXFORD STR.	2	1	0	0	0	0	1	0.0	0.742	0.45	0.59	0.00
18943	0560257 - 0.05	0509363 POR,EVERETT,N.GREENLEAF ST.	2	0	0	0	0	0	0	0.0	0.094	0.00	0.25	0.00
18938	0560470 - 0.06	0509358 POR,GREENLEAF,MADISON ST.	2	0	0	0	0	0	0	0.0	0.245	0.00	0.63	0.00
18942	0560470 - 0.11	0509362 POR,WINTHROP,MADISON ST.	2	0	0	0	0	0	0	0.0	0.206	0.00	0.61	0.00
18939	0560333 - 0.05	0509359 POR,MONROE,GREENLEAF ST.	2	1	0	0	0	0	1	0.0	0.234	1.42	0.63	2.26
18934	0560235 - 0.01	0509354 POR,CLEEVE,E.OXFORD ST.	2	0	0	0	0	0	0	0.0	0.330	0.00	0.65	0.00
18916	0560235 - 0.09	0509336 POR,SMITH,E.OXFORD ST.	2	0	0	0	0	0	0	0.0	0.351	0.00	0.65	0.00
18923	0560235 - 0.14	Int of E OXFORD ST MAYO ST	2	1	0	0	0	1	0	100.0	0.147	2.27	0.52	4.38
18920	0560069 - 0.08	0509340 POR,BOYD,E.OXFORD ST.	2	2	0	0	0	0	2	0.0	0.191	3.49	0.60	5.86
18921	0560069 - 0.15	0509341 POR,LANCASTER 1,BOYD ST.	2	0	0	0	0	0	0	0.0	0.076	0.00	0.05	0.00
18918	0560834 - 0	Int of KENNEDY PARK SMITH ST	2	0	0	0	0	0	0	0.0	0.074	0.00	0.01	0.00
18924	0560834 - 0.04	Non Int KENNEDY PARK	2	0	0	0	0	0	0	0.0	0.057	0.00	-0.37	0.00
18917	0560666 - 0.21	0509337 POR,SMITH,E.LANCASTER ST	2	0	0	0	0	0	0	0.0	0.214	0.00	0.62	0.00

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury Crashes			Percent Annual M Injury		Crash Rate	Critical Rate	CRF	
						A	B	C	PD	Ent-Veh				
Study Years:	3.00			112	0	2	2	20	88	21.4	98.094	0.38	0.40	0.94
		NODE TOTALS:												

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	Injury Crashes	C	PD	Percent Injury	Annual HVM	Crash Rate	Critical Rate	CRF
18936	19042	3117968	0 - 0.10	0026X - 0	0.10	2	10	0	0	1	1	8	20.0	0.00328	1016.97	547.58	1.86
Int of E OXFORD ST EXT, WASHINGTON AV ST RTE 26																	
18936	18940	3120759	0 - 0.05	0026X - 0.10	0.05	2	5	0	0	1	0	4	20.0	0.00169	985.37	649.70	1.52
Int of E OXFORD ST EXT, WASHINGTON AV ST RTE 26																	
18875	18940	3106823	0 - 0.02	0026X - 0.15	0.02	2	0	0	0	0	0	0	0.0	0.00084	0.00	772.55	0.00
Int of MARION ST, WASHINGTON AV ST RTE 26																	
18875	18941	3131701	0 - 0.02	0026X - 0.17	0.02	2	1	0	0	0	0	1	0.0	0.00083	399.74	774.00	0.00
Int of MARION ST, WASHINGTON AV ST RTE 26																	
18941	18960	3124003	0 - 0.08	0026X - 0.19	0.08	2	7	0	0	0	1	6	14.3	0.00314	742.65	553.56	1.34
Int of MADISON ST, WASHINGTON AV ST RTE 26																	
18879	18960	3123723	0 - 0.01	0026X - 0.27	0.01	2	1	0	0	0	1	0	100.0	0.00044	753.56	879.66	0.00
Int of WALNUT ST, WASHINGTON AV ST RTE 26																	
72048	18986	4338619	0 - 0.03	0561238 - 0.73	0.03	2	0	0	0	0	0	0	0.0	0.00073	0.00	678.42	0.00
Int of CUMBERLAND AV, RD INV 3210555 RD INV 05 61238																	
18520	72048	4338618	0 - 0.01	0561238 - 0.76	0.01	2	0	0	0	0	0	0	0.0	0.00020	0.00	742.18	0.00
Int of CUMBERLAND AV, FRANKLIN ST RD INV 05 61238																	
18520	63224	3118814	0 - 0.03	0561238 - 0.77	0.03	2	0	0	0	0	0	0	0.0	0.00101	0.00	738.77	0.00
Int of CUMBERLAND AV, FRANKLIN ST RD INV 05 61238																	
63224	18919	3115972	0 - 0.04	0561238 - 0.80	0.04	2	2	0	0	0	0	2	0.0	0.00109	614.15	726.75	0.00
Int of CUMBERLAND AV, FRANKLIN ST RD INV 05 61238																	
18910	18919	3129300	0 - 0.03	0561238 - 0.84	0.03	2	3	0	0	0	0	2	0.0	0.00078	1279.59	785.58	1.63
Int of CUMBERLAND AV, LOCUST ST RD INV 05 61238																	
18910	18922	3118713	0 - 0.02	0561238 - 0.87	0.02	2	1	0	0	0	0	1	0.0	0.00050	664.47	860.78	0.00
Int of CUMBERLAND AV, LOCUST ST RD INV 05 61238																	
18915	18922	3117967	0 - 0.05	0561238 - 0.89	0.05	2	5	0	0	0	0	5	0.0	0.00122	1366.31	706.04	1.94
Int of CUMBERLAND AV, SMITH ST RD INV 05 61238																	
18915	19463	3131702	0 - 0.04	0561238 - 0.94	0.04	2	3	0	0	1	0	1	50.0	0.00098	1025.19	745.89	1.37
Int of CUMBERLAND AV, SMITH ST RD INV 05 61238																	
18912	19463	194577	0 - 0.01	0561238 - 0.98	0.01	2	0	0	0	0	0	0	0.0	0.00021	0.00	932.34	0.00
Int of CUMBERLAND AV, MONTGOMERY ST RD INV 05 61238																	
18912	18937	3130202	0 - 0.02	0561238 - 0.99	0.02	2	2	0	0	0	0	2	0.0	0.00040	1656.83	892.66	1.86
Int of CUMBERLAND AV, MONTGOMERY ST RD INV 05 61238																	
18937	19042	3131703	0 - 0.03	0561238 - 1.01	0.03	2	1	0	0	0	1	0	100.0	0.00060	557.64	832.25	0.00
Int of CLEEVE ST, CUMBERLAND AV RD INV 05 61238																	
18521	18953	194034	0 - 0.06	0560293 - 0	0.06	2	0	0	0	0	0	0	0.0	0.00136	0.00	1093.19	0.00
Int of FOX ST, FRANKLIN ST RD INV 05 60293																	
18952	18953	194637	0 - 0.10	0560293 - 0.06	0.10	2	2	0	0	0	1	1	50.0	0.00223	299.18	964.29	0.00
0509372 POR,FOX,DIAMOND ST. RD INV 05 60293																	
18929	18952	194603	0 - 0.05	0560293 - 0.16	0.05	2	0	0	0	0	0	0	0.0	0.00107	0.00	1162.95	0.00
0509349 POR,ANDERSON,FOX ST. RD INV 05 60293																	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R		Injury Crashes			Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
					Length	Total Crashes	K	A	B						C
18929 0509349	19466	194604	0 - 0.04	0560293 - 0.21 RD INV 05 60293	0.04	2	0	0	0	0.0	0.00089	0.00	1221.71 Statewide Crash Rate: 405.02	0.00	
18945 0509365	19466	194628	0 - 0.01	0560293 - 0.25 RD INV 05 60293	0.01	2	0	0	0	0.0	0.00022	0.00	1665.71 Statewide Crash Rate: 405.02	0.00	
18945 0509365	18948	194627	0 - 0.04	0560293 - 0.26 RD INV 05 60293	0.04	2	1	0	0	1	0.0	0.00072	462.45 Statewide Crash Rate: 405.02	1288.64	0.00
18946 0509366	18948	194629	0 - 0.01	0560293 - 0.30 RD INV 05 60293	0.01	2	0	0	0	0	0.0	0.00018	0.00	1713.21 Statewide Crash Rate: 405.02	0.00
18946 0509366	18960	194630	0 - 0.05	0560293 - 0.31 RD INV 05 60293	0.05	2	9	0	0	8	0.0	0.00072	4164.77 Statewide Crash Rate: 405.02	1288.86	3.23
18521 Int of FOX ST	18961	4210760	0 - 0.04	0560667 - 0.26 RD INV 05 60667	0.04	2	0	0	0	0	0.0	0.00057	0.00	1366.05 Statewide Crash Rate: 405.02	0.00
63224 Int of CUMBERLAND AV	18521	3115975	0 - 0.25	0001A - 12.18 US 1A	0.25	2	3	0	0	3	0.0	0.01018	98.26 Statewide Crash Rate: 216.34	416.80	0.00
18520 Int of CUMBERLAND AV	18521	3106672	0 - 0.24	001AS - 1.59 US 1AS	0.24	2	3	0	0	2	33.3	0.00904	110.57 Statewide Crash Rate: 216.34	427.94	0.00
18942 0509362	18944	194623	0 - 0.04	0560804 - 0 RD INV 05 60804	0.04	2	1	0	0	0	0.0	0.00003	10472.96 Statewide Crash Rate: 405.02	473.95	22.10
18944 0509364	18946	194626	0 - 0.03	0560804 - 0.04 RD INV 05 60804	0.03	2	0	0	0	0	0.0	0.00001	0.00	-3195.96 Statewide Crash Rate: 405.02	0.00
18943 0509363	18945	194625	0 - 0.03	0560540 - 0 RD INV 05 60540	0.03	2	1	0	0	0	0.0	0.00002	16021.79 Statewide Crash Rate: 405.02	-1043.82	0.00
18929 0509349	18930	194602	0 - 0.04	0560847 - 0.50 RD INV 05 60847	0.04	2	1	0	0	1	0.0	0.00028	1173.23 Statewide Crash Rate: 405.02	1594.13	0.00
18930 0509350	18931	194605	0 - 0.03	0560847 - 0.54 RD INV 05 60847	0.03	2	0	0	0	0	0.0	0.00019	0.00	1697.23 Statewide Crash Rate: 405.02	0.00
18931 0509351	18932	194607	0 - 0.03	0560847 - 0.57 RD INV 05 60847	0.03	2	1	0	0	1	0.0	0.00019	1757.59 Statewide Crash Rate: 405.02	1699.64	1.03
18932 0509352	19464	194609	0 - 0.06	0560847 - 0.60 RD INV 05 60847	0.06	2	2	0	0	2	0.0	0.00034	1981.86 Statewide Crash Rate: 405.02	1541.50	1.29
19463 Int of ANDERSON ST	19464	195146	0 - 0.09	0560847 - 0.66 RD INV 05 60847	0.09	2	11	0	0	10	0.0	0.00029	12814.98 Statewide Crash Rate: 405.02	1592.01	8.05
18930 0509350	18943	194606	0 - 0.05	0560257 - 0 RD INV 05 60257	0.05	2	0	0	0	0	0.0	0.00004	0.00	977.60 Statewide Crash Rate: 405.02	0.00
18943 0509363	18944	194624	0 - 0.05	0560257 - 0.05 RD INV 05 60257	0.05	2	1	0	0	1	0.0	0.00002	17732.85 Statewide Crash Rate: 405.02	-1557.84	0.00
18931 0509351	18938	194608	0 - 0.06	0560470 - 0 RD INV 05 60470	0.06	2	1	0	0	0	0.0	0.00010	3184.25 Statewide Crash Rate: 405.02	1738.31	1.83
18938 0509358	18942	194619	0 - 0.05	0560470 - 0.06 RD INV 05 60470	0.05	2	1	0	0	1	0.0	0.00006	5218.53 Statewide Crash Rate: 405.02	1540.81	3.39

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury Percent	Annual HVM	Crash Rate	Critical Rate	CRF
18941	18942	194621	0 - 0.02	0560470 - 0.11	0.02	2	0	0	0	0	0	0.0	0.00004	0.00	1018.60	0.00
Int of MADISON ST, WASHINGTON AV RD INV 05 60470																
18933	18939	194612	0 - 0.05	0560333 - 0	0.05	2	4	0	1	0	2	33.3	0.00009	15511.54	1694.43	9.15
0509353 POR,E,OXFORD,GREENLEAF ST. RD INV 05 60333																
18938	18939	194618	0 - 0.03	0560333 - 0.05	0.03	2	0	0	0	0	0	0.0	0.00006	0.00	1435.32	0.00
0509358 POR, GREENLEAF, MADISON ST. RD INV 05 60333																
18939	18940	194620	0 - 0.06	0560509 - 0	0.06	2	1	0	0	0	1	0.0	0.00007	5124.81	1553.89	3.30
0509359 POR, MONROE, GREENLEAF ST. RD INV 05 60509																
18933	18934	194610	0 - 0.01	0560235 - 0	0.01	2	0	0	0	0	0	0.0	0.00002	0.00	-1172.25	0.00
0509353 POR,E,OXFORD, GREENLEAF ST. RD INV 05 60235																
18934	19464	194614	0 - 0.06	0560235 - 0.01	0.06	2	5	0	0	0	4	0.0	0.00017	9909.31	1722.01	5.75
0509354 POR, CLEEVE, E, OXFORD ST. RD INV 05 60235																
18933	18936	194611	0 - 0.04	0560561 - 0	0.04	2	3	0	0	0	2	0.0	0.00009	10619.09	1719.55	6.18
0509353 POR,E,OXFORD, GREENLEAF ST. RD INV 05 60561																
18934	18937	194613	0 - 0.08	0560139 - 0	0.08	2	3	0	1	0	2	33.3	0.00014	7061.15	1743.30	4.05
0509354 POR, CLEEVE, E, OXFORD ST. RD INV 05 60139																
18916	19464	194585	0 - 0.02	0560235 - 0.07	0.02	2	1	0	0	0	1	0.0	0.00007	5124.81	1553.89	3.30
0509336 POR, SMITH, E, OXFORD ST. RD INV 05 60235																
18916	18923	194584	0 - 0.05	0560235 - 0.09	0.05	2	0	0	0	0	0	0.0	0.00003	0.00	497.38	0.00
0509336 POR, SMITH, E, OXFORD ST. RD INV 05 60235																
18920	18923	194591	0 - 0.05	0560235 - 0.14	0.05	2	2	0	0	0	2	0.0	0.00003	25545.23	-122.28	0.00
0509340 POR, BOYD, E, OXFORD ST. RD INV 05 60235																
18919	18920	194589	0 - 0.08	0560069 - 0	0.08	2	8	0	0	1	0	16.7	0.00014	18829.73	1743.30	10.80
Int of BOYD ST, CUMBERLAND AV RD INV 05 60069																
18920	18921	194590	0 - 0.07	0560069 - 0.08	0.07	2	7	0	0	0	5	0.0	0.00011	21795.75	1741.00	12.52
0509340 POR, BOYD, E, OXFORD ST. RD INV 05 60069																
18922	18923	194592	0 - 0.08	0560493 - 0	0.08	2	6	0	0	0	6	0.0	0.00008	23865.21	1685.83	14.16
Int of CUMBERLAND AV, MAYO ST RD INV 05 60493																
18923	18924	194593	0 - 0.08	0560493 - 0.08	0.08	2	3	0	0	1	0	50.0	0.00006	17209.33	1463.30	11.76
Int of E OXFORD ST, MAYO ST RD INV 05 60493																
18918	18924	194588	0 - 0.04	0560834 - 0	0.04	2	0	0	0	0	0	0.0	0.00002	0.00	-2444.16	0.00
Int of KENNEDY PARK, SMITH ST RD INV 05 60834																
18916	18917	194583	0 - 0.07	0560666 - 0.14	0.07	2	1	0	0	0	1	0.0	0.00012	2684.43	1748.83	1.53
0509336 POR, SMITH, E, OXFORD ST. RD INV 05 60666																
18917	18918	194586	0 - 0.01	0560666 - 0.21	0.01	2	0	0	0	0	0	0.0	0.00001	0.00	-6026.74	0.00
0509337 POR, SMITH, E, LANCASTER ST RD INV 05 60666																
18917	18932	194587	0 - 0.04	0560234 - 0	0.04	2	2	0	0	1	1	50.0	0.00006	11530.83	1458.71	7.90
0509337 POR, SMITH, E, LANCASTER ST RD INV 05 60234																
18915	18916	194580	0 - 0.08	0560666 - 0.06	0.08	2	0	0	0	0	0	0.0	0.00011	0.00	1741.69	0.00
Int of CUMBERLAND AV, SMITH ST RD INV 05 60666																

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
								A	B	C	PD					
Study Years:		3.00														
Section Totals:					3.06	125	0	1	7	6	96	11.2	0.04823	863.99	364.29	2.37
Grand Totals:					3.06	237	0	3	9	26	184	16.0	0.04823	1638.13	492.99	3.32

Portland

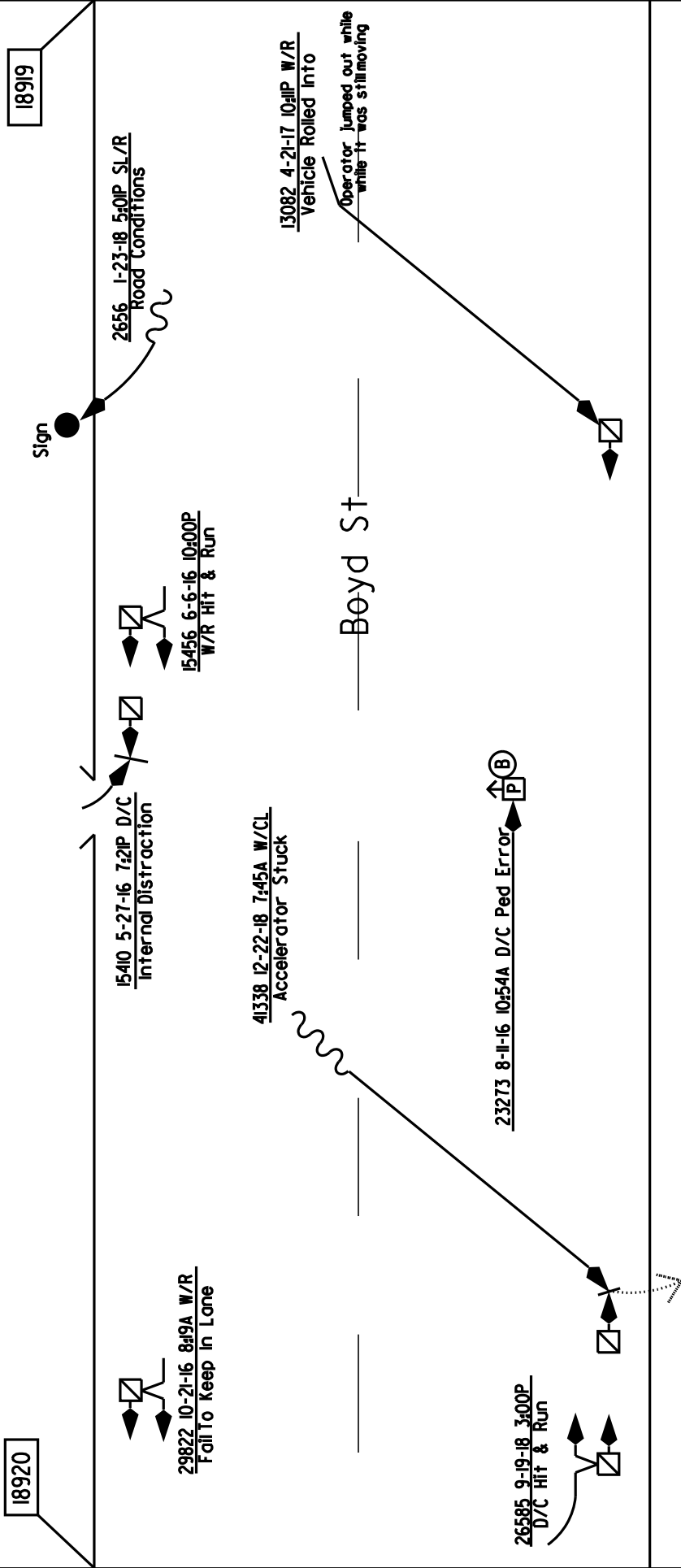
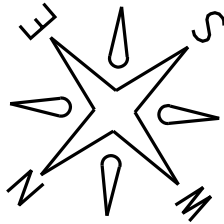
Link: 18919-18920

Element: 194589

Study Period: 2016-2018

of Crashes: 8 / CRF: 10.80

Prepared by Office of Safety (MP 7/15/19)



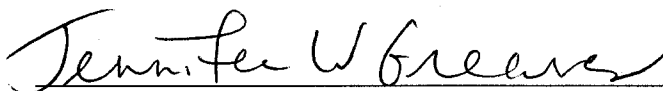
Warranty Deed

MOONSTONE PROPERTIES LLC, also known as Moonstone Properties, LLC, a Maine limited liability company with a mailing address of 661 Allen Avenue, Portland, ME 04103, for consideration paid, grants to **Portland Housing Development Corporation**, a Maine Corporation with a mailing address of 14 Baxter Boulevard, Portland, ME 04101, with **WARRANTY COVENANTS**, a certain parcel situated in the City of Portland, in the County of Cumberland, and State of Maine, bounded and described as follows, to wit:

See Attached Exhibit A

Meaning and intending to describe the same premises conveyed by Quitclaim Deed Without Covenant from Synergy Properties, LLC to Moonstone Properties, LLC dated and recorded November 15, 2012 in the Cumberland County Registry of Deeds in Book 30131, Page 245.

In Witness Whereof, the said Jennifer W. Greaves, in her capacity as Sole Manager and Member of Moonstone Properties LLC, has set forth her hand this 12th day of March, 2013.



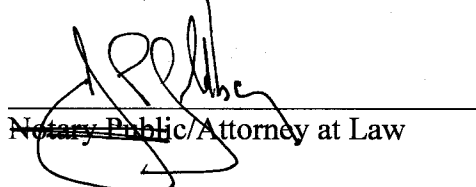
Jennifer W. Greaves, Sole Manager and Member
Moonstone Properties LLC
Duly Authorized Thereunto

STATE OF MAINE
CUMBERLAND, ss.

March 12, 2013

Then personally appeared the above-named Jennifer W. Greaves, in her capacity as sole member and manager of Moonstone Properties LLC and acknowledged the foregoing instrument to be her free act and deed and the free act and deed of Moonstone Properties LLC.

Before me,


Notary Public/Attorney at Law

JONATHAN L. GOLDBERG

MAINE REAL ESTATE TAX PAID

EXHIBIT A

47-49 Boyd Street, Portland, ME

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

Beginning at a point on the easterly side of Boyd Street, said point being situated one hundred thirty-five and fifty-eight hundredths (135.58) feet northerly from the intersection of said line of Boyd Street with the northerly line of Oxford Street; thence easterly by a line parallel to Lancaster Street one hundred eight (108) feet to Boyd line, so-called; thence northerly by said Boyd line fifty (50) feet, more or less, to a point; thence westerly by a line parallel to Lancaster Street one hundred eight (108) feet to Boyd Street; thence by said Boyd Street to the point begun at.

Also another certain lot or parcel of land with the buildings thereon, situated in said Portland, and bounded and described as follows:

Beginning at a stake in the northeasterly sideline of Boyd Street nineteen (19) feet from the house on Boyd Street formerly owned by Samuel H. Colesworthy and Joseph C. Colesworthy; thence running southeasterly along the said sideline of Boyd Street thirty (30) feet to land formerly of Samuel H. Colesworthy, being the northwesterly corner of the first parcel above; thence northeasterly along said first parcel above, formerly of said Colesworthy; thence by said Colesworthy land northwesterly thirty (30) feet to the other land formerly of said Colesworthy; thence sixty (60) feet to the point of beginning. Excepting and reserving however, that portion of said parcel conveyed by Cumberland Savings and Loan Association to Florence S. F. Hooper by deed dated June 23, 1943, and recorded in the Cumberland County Registry of Deeds in Book 1720, Page 96.

Also another certain lot or parcel of land, situated in the rear of Boyd Street in said Portland, bounded and described as follows:

Beginning at the northeasterly corner of a lot of land conveyed by Cumberland Savings and Loan Association to Florence S. F. Hooper by deed dated June 23, 1943, at a point on the division line between the northeasterly sideline of said Association's land and the southwesterly sideline of said Hooper's land; thence northeasterly on a prolongation of the southeasterly side of the premises conveyed by said Association to said Hooper by the aforementioned deed forty-eight (48) feet, more or less, to the northeasterly sideline of land of said Hooper; thence southeasterly along the northeasterly sideline of said Hooper's land fifteen (15) feet to a point in the southeasterly sideline of said Hooper's land; thence southwesterly along the last named bound forty-eight (48) feet, more or less, to the division line between the northeasterly sideline of said Association's land and the southwesterly sideline of said Hooper's land; thence northwesterly along said last named division line fifteen (15) feet, more or less, to the point of beginning.

Received
Recorded Register of Deeds
Mar 12, 2013 03:35:55P
Cumberland County
Pamela E. Lovley



August 12, 2019

Mr. Matthew Grooms, Senior Planner
City of Portland
347 Congress Street, 4th Floor
Portland, ME 04101

RE 47 Boyd Street- Level III Site Plan and Subdivision Review

Dear Matt,

On behalf of the Portland Housing Development Corporation (PHDC), we are pleased to submit this application for Level III Site Plan and Subdivision Review to the City of Portland. This project represents the third project undertaken by PHDC on Boyd Street, and we are excited to present the renovation of this building and addition of three sorely needed rental units to the East Bayside Neighborhood. A description of the project follows below:

Overview of Development Proposal

Portland Housing Development Corporation (PHDC) will rehabilitate 47 Boyd Street, an existing three-story multifamily building in the East Bayside neighborhood. Built in 1915, 47 Boyd Street is the only remaining structure along Boyd Street not demolished during Franklin Arterial construction and the Urban Renewal era. Rehabilitating 47 Boyd Street and restoring it to like-new condition will represent a significant step in the process to reestablish the historical neighborhood fabric that existed in East Bayside before Urban Renewal. This project will fulfill the City's strategic planning goals by improving housing stock quality and increasing the supply of affordable, accessible rental housing in Portland.

The building is currently in fair-to-poor condition and all major systems are nearing the end of their useful life. The proposed scope of work will include, but is not limited to: reinforcing structural systems, upgrading mechanical systems, replacing the roof, reconfiguring the interior stairwell and circulation, adding three (3) new units, creating two (2) fully accessible units, creating an accessible route into a new side entrance, renovating unit interiors and finishes, remediating lead-based paint, and supplying three (3) off-street parking spaces at the building rear. No changes to building footprint or height is proposed.

Unit Mix

47 Boyd Street currently contains nine (9) units within a single, three-story building. It is comprised of three (3) one-bedroom units and six (6) two-bedroom units.

PHDC proposes to increase the total number of units at 47 Boyd Street by to 12 units. Following rehabilitation, the unit mix would be six (6) one-bedroom units and six (6) two-bedroom units. All new units will be accommodated within the existing building dimensions. No change in building footprint or height is proposed.

Affordability

There are currently no affordable units at 47 Boyd Street. All existing units are unrestricted.

PHDC commits to placing affordability restrictions on nine (9) units at 47 Boyd Street. These rental units will be affordable to low-income households earning at or below 80% of area median income (AMI), as defined by the U.S. Department of Housing and Urban Development (HUD) and the City of Portland Division 30 regulations. These low-income units will remain affordable for no less than 20 years. Low-income housing units will be evenly distributed between one-bedroom and two-bedroom units.

PHDC anticipates securing 47 Boyd Street funding from some or all of the following programs: City of Portland HOME; City of Portland Housing Trust Fund; Federal Home Loan Bank of Boston Affordable Housing Program (AHP), Project Based Vouchers (PBV). Each of these programs carries affordability requirements that exceed PHDC's proposed affordability restriction on nine (9) units. Subject to an award of funding, it is possible that more than nine (9) units at 47 Boyd Street are income-restricted to low-income households; some affordable units are further restricted to serve very low-income households earning at or below 50% of AMI; and/or the affordability period for low-income housing units will exceed PHDC's proposal.

Accessibility

Two (2) units will be reconfigured to serve persons with a physical disability. Accessible units will be constructed to meet Section 504 of the Rehabilitation Act and ADA Accessibility Guidelines (ADAAG). One (1) unit will be designed with audio/visual communication features to serve residents who are hearing and/or sight impaired.

The existing entrances at the building's front and rear are significantly above grade and do not readily permit a compliant accessible route. A new pedestrian walkway through the Bayside Anchor parcel into a new side entrance is the most feasible approach to achieving an accessible route into 47 Boyd Street. The walkway will connect a new side entrance to the building with Boyd Street and rear off-street parking. PHDC, as co-owner of the General Partner of Bayside Anchor Apartments, LP, is currently seeking easement approval from the investor and lenders.

Impact on Surrounding Neighborhood and Design Compatibility

47 Boyd Street is an existing three-story building located within an existing residential neighborhood with a mix of owner-occupied and rental housing. It is surrounded on by numerous properties owned by Portland Housing:

- To the north is Portland Housing multifamily properties, Kennedy Park and Bayside East.
- To the east is a Portland Housing multifamily property, Bayside Anchor.
- To the South is a city-owned parcel utilized as community gardens.
- To the west is the future site of a Portland Housing multifamily development, 58 Boyd Street, and a Portland Housing multifamily property, Kennedy Park.

47 Boyd Street is the sole building on Boyd Street remaining from the pre-urban renewal phase. Its architectural design and articulated façade are consistent with the style and type of construction historically found in East Bayside and other residential neighborhoods on Portland's peninsula. Its existing use as multifamily rental is deemed appropriate for, and compatible with, the site. The proposed increase in units – to a total of 12 units from the current nine (9) units – emulates the character and density of the surrounding, mid-rise multifamily properties.

The design approach to 47 Boyd Street rehabilitation maintains a front entrance. Following rehabilitation,

two (2) ground-floor units will have access to their units through the front entrance. The other 10 units will access a central stairwell through a new side entrance facing Bayside Anchor. This approach was deemed most feasible to maximize usable living space inside apartments and achieve an accessible route into the building given the site's challenging grade issues. We believe the dual entrances at the front and side of 47 Boyd are in keeping with the intent of the R-6 and R-7 design standards.

Rehabilitating 47 Boyd Street and restoring it to like-new condition represents a significant step in the process of restoring the neighborhood fabric that existed in East Bayside before urban renewal. The renovated units are designed to serve the needs of residents, with a focus on accessibility, affordability and tenant health.

Parking

47 Boyd Street does not currently have any off-street parking spaces.

During rehabilitation, Portland Housing proposes adding three (3) off-street parking spaces in the rear. Two (2) of these spaces will be accessible.

Our plan to add three (3) off-street parking spaces and three (3) new units provides a 1:1 ratio of new parking spaces to new units, per the requirements in Chapter 14, Division 20 of the City Code.

Financial Feasibility

The financial projections included herein have been developed directly with our design and property management team. An operating expense budget was determined by analyzing historical property expenses and projecting operating efficiencies gained post-renovation. The operating budget is consistent with developer experience. The development budget was developed based off active, local projects. The hard costs and soft costs of development are based on both the specifics of the conceptual plans as well as experience with comparable developments in Portland.

See Financial Capacity letter for additional details on project financing.

Applicant Ability and Project Readiness

The development team assembled for 47 Boyd Street features many of the most experienced and capable players in affordable housing in Portland and Maine.

- Developer – PHDC is the development subsidiary of Portland Housing Authority (PHA). Jay Waterman, PHDC's Director of Development, brings over 15 years of multifamily development experience, including six (6) years of experience as Avesta Housing's Director of Development and another six (6) years as a leader in green building construction while at Thornton Tomasetti, an NY-based international engineering and green building consulting firm. Jay has developed multiple affordable multifamily communities in the Bayside neighborhood, including Pearl Place Phase I, Bayside Anchor, and the forthcoming 58 Boyd Street. Tyler Plante, PHDC's Development Officer, specializes in the rehabilitation of affordable, multifamily projects and brings five years of housing development experience to bolster PHDC's capacity.
- Management Agent – Portland Housing Authority (PHA) currently manages 47 Boyd Street and will continue to manage post-rehab. With 75 years of management experience, PHA is Portland's largest landlord with a portfolio of over 1,000 units of affordable homes.

- Architect – CWS Architects is the premier architectural firm in the Portland area working on the design of multifamily buildings. They designed the first ever multi-family *Passive House* project in the State of Maine and will use this knowledge to design 58 Boyd Street Apartments to the same standard.

Subconsultants to CWS include Carroll Associates Landscape Architects, Ransom Civil Engineering and Owen Haskell.

47 Boyd Street is well positioned to move from planning and design into production upon receipt of planning board approval and funding approval. PHDC, as co-owner of the General Partner of Bayside Anchor Apartments, LP, is currently seeking investor and lender approval for the pedestrian walkway through Bayside Anchor. Pending approval Bangor Savings refinancing, as well as City funds and/or AHP subsidy, will be ready for construction in the Fall of 2019.

Environmental Issues

A Phase I Environmental Site Assessment was completed by Credere Associates on 5/17/19. This report determined that no environmental issues exist.

58 Boyd Street Apartments' design will meet the City's Green Building Code. The team's design professionals, CWS Architects, are leaders in the *Passive House* ultra-low-energy building movement. CWS designed Community Housing of Maine's the first Passive House building in Maine, which opened in 2016. 47 Boyd Street design will employ green building features by promoting passive solar design, airtightness and insulation, low-flow water fixtures, and energy-saving appliances, fixtures and equipment. These features will encourage lower utility usage, lower tenant utility bills and lower environmental impact for greater sustainability during property operations.

We are excited about this project and welcome the opportunity to work closely with City Staff and the Planning Board during its review and approval. Please do not hesitate to contact me if you have any questions or need additional information.

With Regards,
CARROLL ASSOCIATES



Patrick Carroll, Principal

CC: Jay Waterman, PHDC
Tyler Plante, PHDC
Ben Walter, CWS Architects
John Mahoney, Ransom Consulting

Financing Capacity

The purpose of this letter is to self-certify that Portland Housing Development Corporation (PHDC), an affiliate of the Portland Housing Authority (PHA), has the financial capacity to develop the 47 Boyd Street affordable housing renovation project.

Pre-Development

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

Construction Financing

PHDC has successfully secured construction loan financing on previous multifamily projects, including Bayside Anchor and 58 Boyd Street. We do not anticipate issues securing financing for the duration of the 47 Boyd Street construction period.

Permanent Financing

PHDC financed the acquisition of 47 Boyd Street in 2013 with a Bangor Savings mortgage. We intend to apply to refinance this mortgage to take out the construction loan, pay off soft costs and fund reserves, as needed. The renovation of the property, as well as the addition of three (3) new units at 47 Boyd Street, enables the property to support additional permanent market-rate financing. PHDC has long-term working relationship with Bangor Savings. As a result, we do not anticipate issues securing a senior loan for this project.

Funds from the City of Portland are expected to be utilized for 47 Boyd Street. PHDC applied for Lead Safe Housing funds on March 14, 2019. This application is pending with the Housing and Community Development department. PHDC also intends to apply to the City in their upcoming Affordable Housing Development Fund application round. The renovation of 47 Boyd Street will address multiple housing needs identified in the City's Comprehensive Plan (Portland's Plan 2030) by creating safe and quality rental housing that is affordable for the growing share of low-income and housing-burdened Portland residents.

Finally, PHDC anticipates securing Affordable Housing Program (AHP) funds from the Federal Home Loan Bank of Boston. PHDC will apply for AHP subsidy during the upcoming funding round in July 2019. PHDC has been previously awarded \$1.25M of AHP subsidy and \$6.3M in AHP financing for 58 Boyd Street and Front Street Apartments. From this experience, we expect 47 Boyd Street project to score well on the AHP application and receive an award.

Operating Subsidy

PHDC intends to apply for the upcoming competitive application round for PHA Project Based Vouchers (PBV). PHDC seeks a commitment for seven (7) PBVs for 47 Boyd Street.

CITY OF PORTLAND
Planning & Urban Development Department

47 BOYD ST

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

Technical Capacity

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

47 Boyd Street, LLC**Applicant/Owner**

14 Baxter Blvd., Portland, ME 04101
207-221-8028
Contact: Tyler Plante

Portland Housing Development Corporation**Developer**

14 Baxter Blvd., Portland, ME 04101
207-221-8028
Contact: Tyler Plante

Portland Housing Authority**Management Agent**

14 Baxter Blvd., Portland, ME 04101
207-221-8002
Contact: Trevor Nugent

CWS Architects**Architect**

264 US Route One, Suite 100 2A, Scarborough, ME 04074
207-774-4441
Contact: Ben Walter

Carroll Associates**Landscape Architect**

217 Commercial Street, Suite 200, Portland, ME 04101
207-772-1552
Contact: Pat Carroll

Ransom Consulting Engineers**Civil Engineer**

400 Commercial Street, Suite 404, Portland, ME 04101
207-772-2891
Contact: John Mahoney

Owen Haskell, Inc.**Surveyor**

390 US Route One, Unit 10, Falmouth, ME 04105

207-774-0424

Contact: Randy Loubier

Drummond Woodsum

Attorney

84 Marginal Way, Suite 600, Portland, ME 04101

207-253-0518

Contact: Gary Vogel

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Minimum Driveway Width	1.7.2.3. Minimum driveway width (two-way): Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, with a preferred width of 24 feet .	Reduce Driveway Width to 12 feet wide	Minimum volume of traffic, allows landscape zone at building and property line.
Minimum Parking Lot Aisle Width	Portland Technical Manual Figure I-27 Standard parking Spaces	Reduce Parking Lot aisle width to 22 ft.	Reduction of aisle width allows greater separation between parking and buildings, increases open space, and not anticipated to impact maneuverability due to low number of spaces
Minimum and Maximum Light Trespass at Property Line	Site Lighting Standards Section 12.3 General Standards 12.3.4 Light Trespass Illumination Levels. Maximum 0.1 fc	Exceed light trespass where proposed walkway is on adjacent property.	Access and Grading easement has been secured to allow this walkway. It is the main accessible route into the building and needs to be well lit.



ZONING ANALYSIS Relevant Zone(s) R-7

All Projects:

	Required	Proposed
Lot Size	0	7210
Area Per Dwelling Unit	435	601
Minimum Street Frontage	0	65
Front Yard Minimum	0	7"
Front Yard Maximum	0	3.25
Rear Yard	5	41.7
Yard Right	5	4.5 (exist)
Yard Left	5	19.3na
Side Street Setback	na	na
Step Back	na	na
Maximum Lot Coverage	100%	37%
Minimum Lot Coverage	na	na
Maximum Height	50	35'-6"
Open Space	0	1056 sf
Maximum Impervious Area	na	73%
Pavement Setback	na	na
Floor Area Ratio	na	na
Off Street Parking Spaces	3	3
Loading Bays	0	0
Other 1	na	na
Other 2	na	na
Other 3	na	na

Planned Residential Unit Developments (PRUD) Requirements NA

	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	2.5 x base		12
Height	25	75	35.5
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):			



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47 Boyd Street Stormwater Management Narrative

Date: August 9, 2019
To: City of Portland
From: Amber Ferland, P.E.
Peer Review: John Mahoney, P.E.
Location: 47 Boyd Street, Portland, Maine

Existing Conditions:

The site is a 7,210 SF (0.17 acre) lot on Boyd Street to the northwest of East Oxford Street. The site is currently occupied by a 2,675 square-foot three-story building along with associated walkways, while much of the site is lawn area.

The site drains from south to north to an existing swale at the northern corner of the site. The swale drains to the adjacent property to a low area bounded by a closed contour as shown in Attachment A which overflows to an existing perforated sewer manhole lid and drains to a 44" combined sewer line which flows to the treatment plant at Casco Bay.

Based on the Cumberland County USDA soil survey data, the existing soil on this site is Deerfield loamy fine sand (DeB) hydrological group B (well drained).

Proposed Development:

The applicant, Portland Housing Development Corporation, proposes to construct a driveway and parking area with 3 parking stalls, walkways and landscaped areas. The proposed development will increase the site's impervious area from 2,775 square feet to 5,271 square feet. Additionally, the proposed grading of the site will remove some contributing area from the swale to the north of the property and will drain towards the Boyd Street right-of-way.

Stormwater Management – Basic Standards:

Erosion and sedimentation control measures are described on Sheet SW-1. Good housekeeping practices shall be in accordance with Maine DEP Best Management Practices. A post construction stormwater management plan and a stormwater BMP inspection and maintenance log are included with this submission.

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Stormwater Management - Quality:

Stormwater treatment is not required for this site according to the City of Portland Technical Manual Section 5. Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management. The redevelopment area is less than 5,000 square feet.

The proposed sidewalk to the east of the existing building is proposed to drain towards the adjacent Bayside Anchor property. Please see Attachment 4 for the Bayside Anchor project grading, drainage and post-development stormwater plans. The sidewalk proposed in the Bayside Anchor plans was not constructed. The 47 Boyd Street plan proposes to construct a shorter sidewalk than originally designed for on the Bayside Anchor site.

Although treatment is not required, a Rain Garden is located at the rear of the proposed parking lot. The entire parking lot, as well as the building roof area, will drain into the rain garden. Stormwater treatment will be accomplished as stormwater infiltrates through the filter media. The Rain Garden will be 75 square feet. According to the model, the 1" storm is contained and treated within the Rain Garden and doesn't overtop the spillway.

Stormwater Management - Quantity:

While some stormwater storage is proposed, the applicant is requesting a waiver from the flooding standard for the following reasons.

- Because of the proposed lot coverage and existing topography, it will not be feasible to provide stormwater storage/detention on the surface. Therefore, meeting the flooding standard would require installing a substantial volume of underground storage, which would result in a financial hardship to providing the affordable housing that is proposed.
- The stormwater runoff drains to a low area on the Bayside Anchor campus where stormwater has been observed to infiltrate which likely provides some detention.

Hydraulic Analysis:

Stormwater runoff calculations for quantity were made using the HydroCAD 10.0 computer program, which is based on the Soil Conservation Service's TR-20 methodology. Runoff hydrographs are generated based on a standard Type III 24 hour storm.

Runoff Curve numbers were determined based on land coverage and hydro-geological group. A minimum time of concentration (Tc) of 6 minutes was set in the HydroCAD model.

Peak runoff flow rates and runoff volumes are provided at Study Point 1; which is the 44" combined sewer line at the intersection of Lancaster Street and Mayo Street. The peak flows listed below consider *only* the runoff from the area contained within the site's property boundary.

Three storm events were modeled as follows (rainfall data extracted by the Maine DEP from the Northeast Regional Climate Center Extreme Precipitation Tables).

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1. 2-year frequency flood event: 3.1” rainfall
2. 10-year frequency flood event: 4.6” rainfall
3. 25-year frequency flood event: 5.8” rainfall

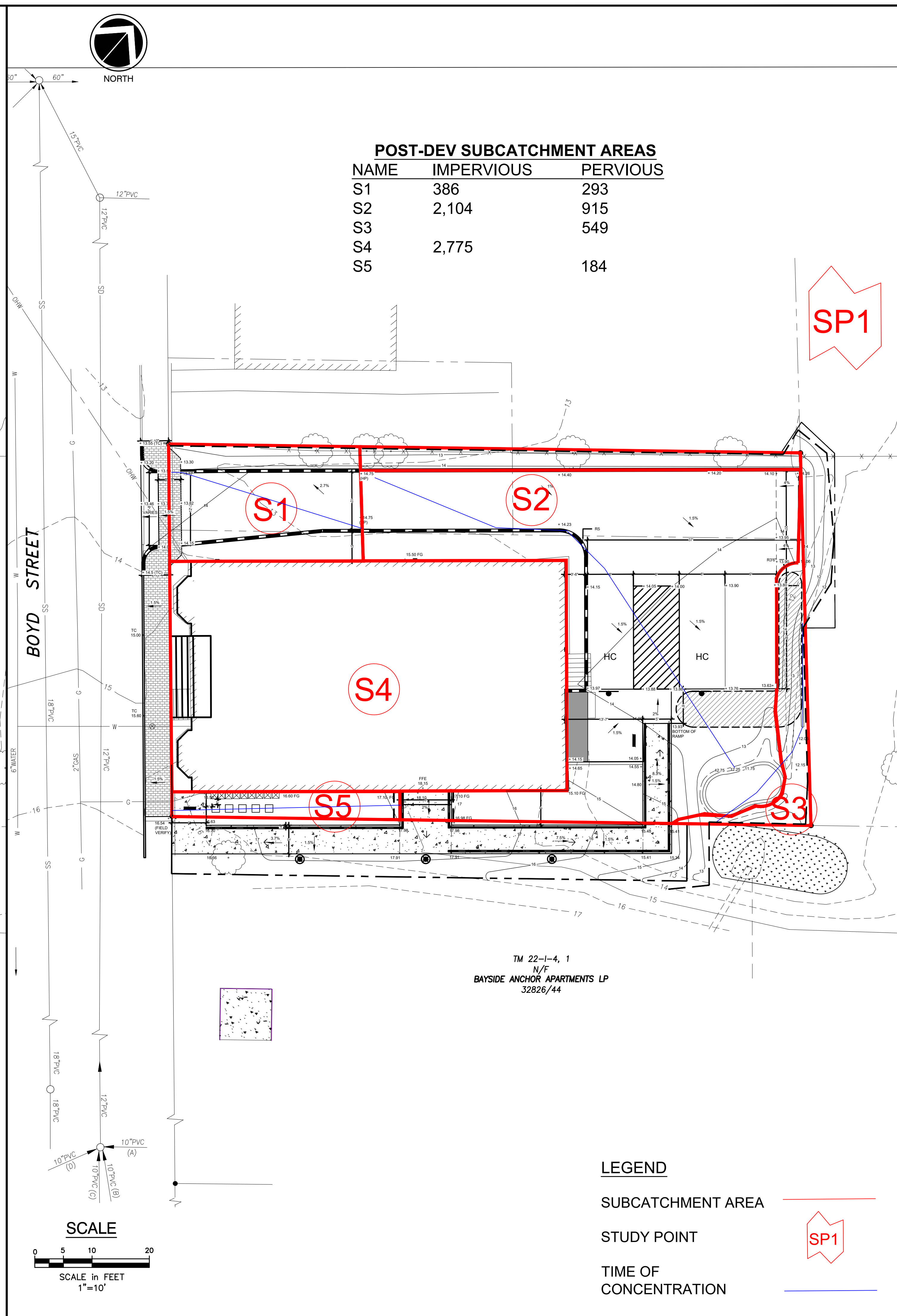
Storm Event	PRE-Development Peak Runoff RATES cubic feet per second (CFS)
	Study Point 1
2 Year Frequency Storm	0.16
10 Year Frequency Storm	0.34
25 Year Frequency Storm	0.50

Storm Event	POST-Development Peak Runoff RATES cubic feet per second (CFS)
	Study Point 1
2 Year Frequency Storm	0.37
10 Year Frequency Storm	0.61
25 Year Frequency Storm	0.81

Attachments:

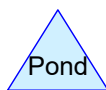
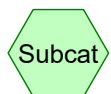
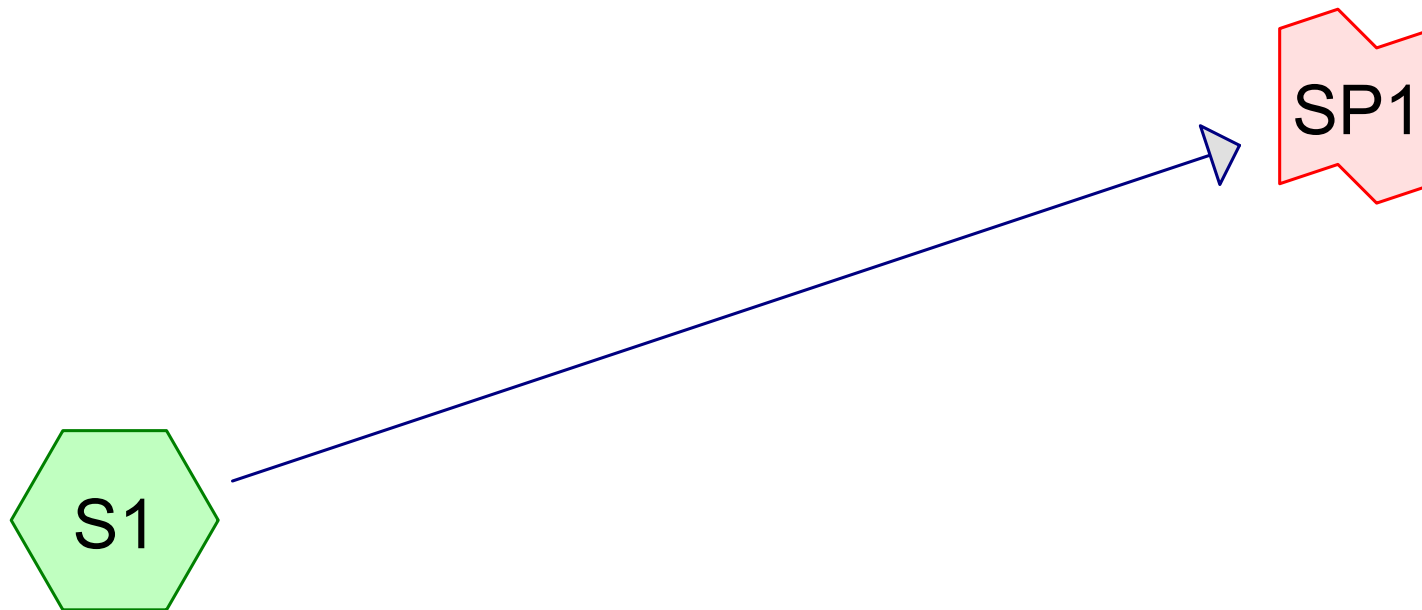
- Attachment 1: Stormwater Watershed Plan
Attachment 2: Pre-Development HydroCAD Data
Attachment 3: Post-Development HydroCAD Data
Attachment 4: Bayside Anchor Plans
Attachment 5: Stormwater BMP Inspection & Maintenance Log
Attachment 6: Post-Construction Stormwater Compliance Requirements
Attachment 7: Stormwater Maintenance Agreement

Attachment 1:
Stormwater Watershed Plan



Sheet 1 of 1

Attachment 2:
Pre-Development HydroCAD Data



Routing Diagram for 191.06066 PRE
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.102	61	>75% Grass cover, Good, HSG B (S1)
0.064	98	Roofs, HSG B (S1)
0.166	75	TOTAL AREA

191.06066 PRE*Type III 24-hr 2-YR Rainfall=3.10"*

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1:

Runoff Area=7,210 sf 38.49% Impervious Runoff Depth=1.03"

Flow Length=135' Slope=0.0400 '/' Tc=11.4 min CN=75 Runoff=0.16 cfs 0.014 af

Link SP1:

Inflow=0.16 cfs 0.014 af

Primary=0.16 cfs 0.014 af

Total Runoff Area = 0.166 ac Runoff Volume = 0.014 af Average Runoff Depth = 1.03"
61.51% Pervious = 0.102 ac 38.49% Impervious = 0.064 ac

191.06066 PRE*Type III 24-hr 10-YR Rainfall=4.60"*

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1:

Runoff Area=7,210 sf 38.49% Impervious Runoff Depth=2.13"

Flow Length=135' Slope=0.0400 '/' Tc=11.4 min CN=75 Runoff=0.34 cfs 0.029 af

Link SP1:

Inflow=0.34 cfs 0.029 af

Primary=0.34 cfs 0.029 af

Total Runoff Area = 0.166 ac Runoff Volume = 0.029 af Average Runoff Depth = 2.13"
61.51% Pervious = 0.102 ac 38.49% Impervious = 0.064 ac

191.06066 PRE*Type III 24-hr 25-YR Rainfall=5.80"*

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1:

Runoff Area=7,210 sf 38.49% Impervious Runoff Depth=3.11"

Flow Length=135' Slope=0.0400 '/' Tc=11.4 min CN=75 Runoff=0.50 cfs 0.043 af

Link SP1:

Inflow=0.50 cfs 0.043 af

Primary=0.50 cfs 0.043 af

Total Runoff Area = 0.166 ac Runoff Volume = 0.043 af Average Runoff Depth = 3.11"
61.51% Pervious = 0.102 ac 38.49% Impervious = 0.064 ac

Summary for Subcatchment S1:

Runoff = 0.50 cfs @ 12.16 hrs, Volume= 0.043 af, Depth= 3.11"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
2,775	98	Roofs, HSG B
4,435	61	>75% Grass cover, Good, HSG B
7,210	75	Weighted Average
4,435		61.51% Pervious Area
2,775		38.49% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.0	100	0.0400	0.15		Sheet Flow, A-B
					Grass: Dense n= 0.240 P2= 3.10"
0.4	35	0.0400	1.40		Shallow Concentrated Flow, B-C
					Short Grass Pasture Kv= 7.0 fps
11.4	135	Total			

Summary for Link SP1:

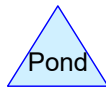
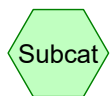
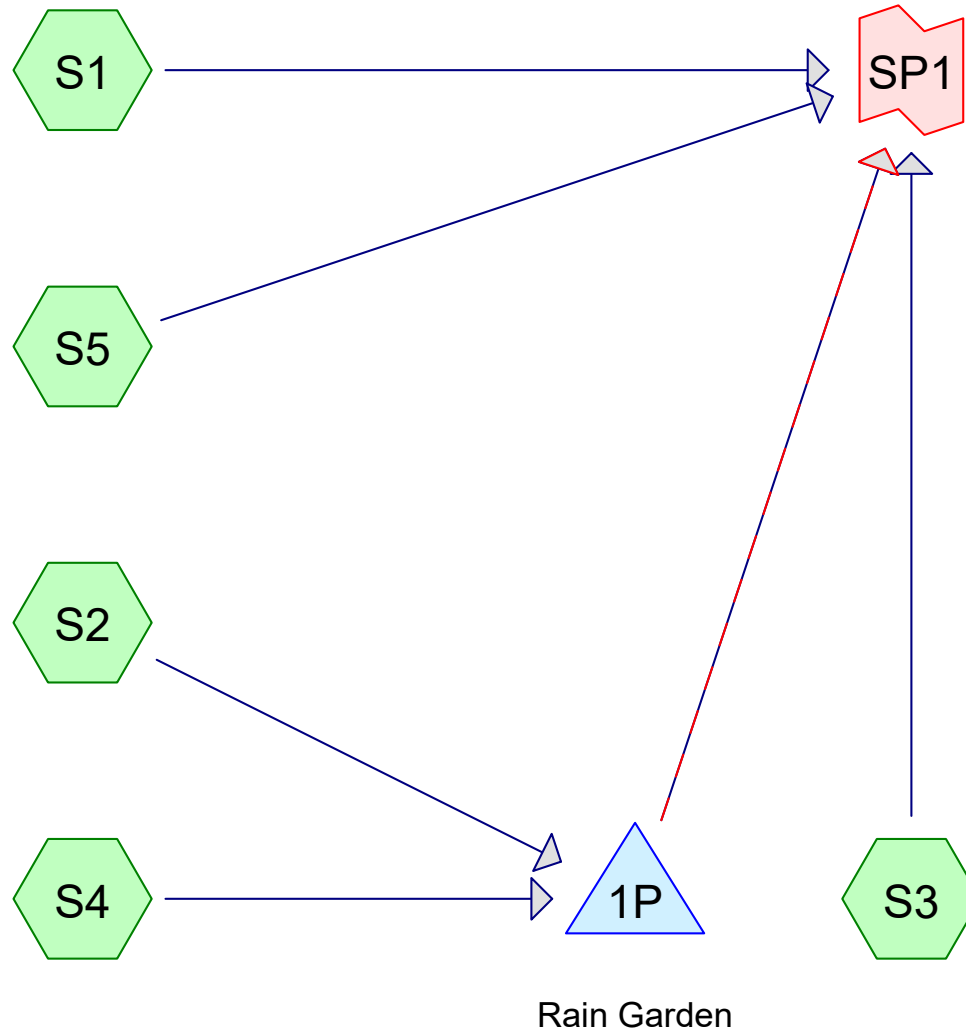
Inflow Area = 0.166 ac, 38.49% Impervious, Inflow Depth = 3.11" for 25-YR event

Inflow = 0.50 cfs @ 12.16 hrs, Volume= 0.043 af

Primary = 0.50 cfs @ 12.16 hrs, Volume= 0.043 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Attachment 3:
Post-Development HydroCAD Data



Routing Diagram for 191.06066 POST
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.045	61	>75% Grass cover, Good, HSG B (S1, S2, S3, S5)
0.057	98	Paved parking, HSG B (S1, S2)
0.064	98	Roofs, HSG B (S4)
0.165	88	TOTAL AREA

191.06066 POST*Type III 24-hr 2-YR Rainfall=3.10"*

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1: Runoff Area=679 sf 56.85% Impervious Runoff Depth=1.46"
Tc=6.0 min CN=82 Runoff=0.03 cfs 0.002 af

Subcatchment S2: Runoff Area=3,019 sf 69.69% Impervious Runoff Depth=1.83"
Tc=6.0 min CN=87 Runoff=0.15 cfs 0.011 af

Subcatchment S3: Runoff Area=549 sf 0.00% Impervious Runoff Depth=0.40"
Tc=6.0 min CN=61 Runoff=0.00 cfs 0.000 af

Subcatchment S4: Runoff Area=2,775 sf 100.00% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=0.19 cfs 0.015 af

Subcatchment S5: Runoff Area=184 sf 0.00% Impervious Runoff Depth=0.40"
Tc=6.0 min CN=61 Runoff=0.00 cfs 0.000 af

Pond 1P: Rain Garden Peak Elev=12.35' Storage=111 cf Inflow=0.34 cfs 0.026 af
Primary=0.01 cfs 0.010 af Secondary=0.33 cfs 0.016 af Outflow=0.34 cfs 0.026 af

Link SP1: Inflow=0.37 cfs 0.028 af
Primary=0.37 cfs 0.028 af

Total Runoff Area = 0.165 ac Runoff Volume = 0.028 af Average Runoff Depth = 2.05"
26.94% Pervious = 0.045 ac 73.06% Impervious = 0.121 ac

191.06066 POST*Type III 24-hr 10-YR Rainfall=4.60"*

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1: Runoff Area=679 sf 56.85% Impervious Runoff Depth=2.72"
Tc=6.0 min CN=82 Runoff=0.05 cfs 0.004 af

Subcatchment S2: Runoff Area=3,019 sf 69.69% Impervious Runoff Depth=3.19"
Tc=6.0 min CN=87 Runoff=0.26 cfs 0.018 af

Subcatchment S3: Runoff Area=549 sf 0.00% Impervious Runoff Depth=1.14"
Tc=6.0 min CN=61 Runoff=0.01 cfs 0.001 af

Subcatchment S4: Runoff Area=2,775 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=0.29 cfs 0.023 af

Subcatchment S5: Runoff Area=184 sf 0.00% Impervious Runoff Depth=1.14"
Tc=6.0 min CN=61 Runoff=0.00 cfs 0.000 af

Pond 1P: Rain Garden Peak Elev=12.39' Storage=114 cf Inflow=0.54 cfs 0.042 af
Primary=0.01 cfs 0.011 af Secondary=0.54 cfs 0.031 af Outflow=0.54 cfs 0.042 af

Link SP1: Inflow=0.61 cfs 0.047 af
Primary=0.61 cfs 0.047 af

Total Runoff Area = 0.165 ac Runoff Volume = 0.047 af Average Runoff Depth = 3.39"
26.94% Pervious = 0.045 ac 73.06% Impervious = 0.121 ac

191.06066 POST*Type III 24-hr 25-YR Rainfall=5.80"*

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Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment S1: Runoff Area=679 sf 56.85% Impervious Runoff Depth=3.80"
Tc=6.0 min CN=82 Runoff=0.07 cfs 0.005 af

Subcatchment S2: Runoff Area=3,019 sf 69.69% Impervious Runoff Depth=4.33"
Tc=6.0 min CN=87 Runoff=0.34 cfs 0.025 af

Subcatchment S3: Runoff Area=549 sf 0.00% Impervious Runoff Depth=1.87"
Tc=6.0 min CN=61 Runoff=0.03 cfs 0.002 af

Subcatchment S4: Runoff Area=2,775 sf 100.00% Impervious Runoff Depth=5.56"
Tc=6.0 min CN=98 Runoff=0.36 cfs 0.030 af

Subcatchment S5: Runoff Area=184 sf 0.00% Impervious Runoff Depth=1.87"
Tc=6.0 min CN=61 Runoff=0.01 cfs 0.001 af

Pond 1P: Rain Garden Peak Elev=12.41' Storage=117 cf Inflow=0.70 cfs 0.055 af
Primary=0.01 cfs 0.012 af Secondary=0.70 cfs 0.043 af Outflow=0.70 cfs 0.055 af

Link SP1: Inflow=0.81 cfs 0.062 af
Primary=0.81 cfs 0.062 af

Total Runoff Area = 0.165 ac Runoff Volume = 0.062 af Average Runoff Depth = 4.50"
26.94% Pervious = 0.045 ac 73.06% Impervious = 0.121 ac

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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Subcatchment S1:

Runoff = 0.07 cfs @ 12.09 hrs, Volume= 0.005 af, Depth= 3.80"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
386	98	Paved parking, HSG B
293	61	>75% Grass cover, Good, HSG B
679	82	Weighted Average
293		43.15% Pervious Area
386		56.85% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment S2:

Runoff = 0.34 cfs @ 12.09 hrs, Volume= 0.025 af, Depth= 4.33"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
2,104	98	Paved parking, HSG B
915	61	>75% Grass cover, Good, HSG B
3,019	87	Weighted Average
915		30.31% Pervious Area
2,104		69.69% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment S3:

Runoff = 0.03 cfs @ 12.10 hrs, Volume= 0.002 af, Depth= 1.87"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
549	61	>75% Grass cover, Good, HSG B
549		100.00% Pervious Area

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Type III 24-hr 25-YR Rainfall=5.80"

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment S4:

Runoff = 0.36 cfs @ 12.08 hrs, Volume= 0.030 af, Depth= 5.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
2,775	98	Roofs, HSG B
2,775		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Subcatchment S5:

Runoff = 0.01 cfs @ 12.10 hrs, Volume= 0.001 af, Depth= 1.87"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
184	61	>75% Grass cover, Good, HSG B
184		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Summary for Pond 1P: Rain Garden

Inflow Area = 0.133 ac, 84.21% Impervious, Inflow Depth = 4.92" for 25-YR event
 Inflow = 0.70 cfs @ 12.08 hrs, Volume= 0.055 af
 Outflow = 0.70 cfs @ 12.09 hrs, Volume= 0.055 af, Atten= 0%, Lag= 0.3 min
 Primary = 0.01 cfs @ 12.09 hrs, Volume= 0.012 af
 Secondary = 0.70 cfs @ 12.09 hrs, Volume= 0.043 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Peak Elev= 12.41' @ 12.09 hrs Surf.Area= 106 sf Storage= 117 cf
 Flood Elev= 13.00' Surf.Area= 120 sf Storage= 155 cf

Plug-Flow detention time= 49.2 min calculated for 0.055 af (100% of inflow)
 Center-of-Mass det. time= 49.0 min (817.7 - 768.7)

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Type III 24-hr 25-YR Rainfall=5.80"

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Volume	Invert	Avail.Storage	Storage Description	
#1	8.67'	155 cf	Custom Stage Data (Prismatic) Listed below (Recalc)	
Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
8.67	75	0.0	0	0
8.68	75	30.0	0	0
9.99	75	30.0	29	30
10.00	75	20.0	0	30
11.74	75	20.0	26	56
11.75	75	100.0	1	57
12.25	100	100.0	44	100
12.75	120	100.0	55	155

Device	Routing	Invert	Outlet Devices
#1	Primary	8.67'	8.0" Round Culvert L= 50.0' CPP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 8.67' / 8.40' S= 0.0054 ' S= 0.0054 ' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.35 sf
#2	Device 1	8.67'	2.410 in/hr Infiltration over Surface area
#3	Secondary	12.25'	4.0' long x 1.0' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 Coef. (English) 2.69 2.72 2.75 2.85 2.98 3.08 3.20 3.28 3.31 3.30 3.31 3.32

Primary OutFlow Max=0.01 cfs @ 12.09 hrs HW=12.41' TW=0.00' (Dynamic Tailwater)↑ **1=Culvert** (Passes 0.01 cfs of 2.45 cfs potential flow)↑ **2=Infiltration** (Exfiltration Controls 0.01 cfs)**Secondary OutFlow** Max=0.70 cfs @ 12.09 hrs HW=12.41' TW=0.00' (Dynamic Tailwater)↑ **3=Broad-Crested Rectangular Weir** (Weir Controls 0.70 cfs @ 1.08 fps)**Summary for Link SP1:**

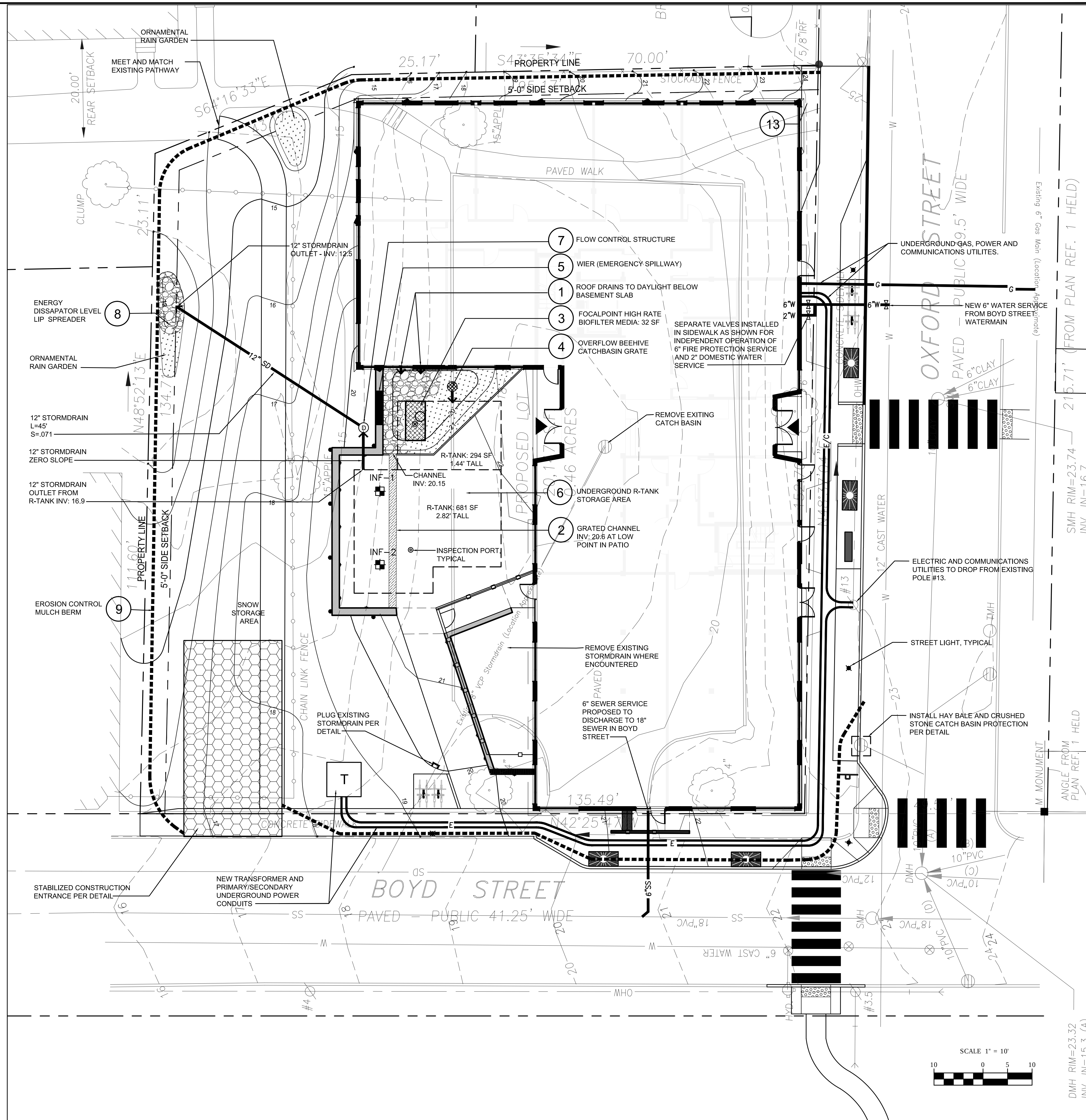
Inflow Area = 0.165 ac, 73.06% Impervious, Inflow Depth = 4.50" for 25-YR event
 Inflow = 0.81 cfs @ 12.09 hrs, Volume= 0.062 af
 Primary = 0.81 cfs @ 12.09 hrs, Volume= 0.062 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Attachment 4:
Bayside Anchor Plans

3. ROOF DRAINS DAYLIGHT (EL: 20.0) JUST BENEATH THE BUILDING SLAB AND DISCHARGE TO AN ENERGY DISSIPATION AREA CONSISTING OF LARGE NATURAL STONES. STONES WILL BE INDIVIDUALLY PLACED TO DIRECT SPLASHING OR SPRAY AWAY FROM WALKING SURFACES.
2. THE MAJORITY OF THE PATIO AREA WILL DRAIN TO A GRATED CHANNEL THAT CONVEYS RUNOFF FROM A LOW POINT IN THE PATIO (EL: 21.2) TO THE SAME ENERGY DISSIPATION AREA. THIS CHANNEL IS NECESSARY BECAUSE, IN ORDER TO MAKE THE PATIO AND BUILDING DOORS ACCESSIBLE TO ALL, MUCH OF THE PATIO SURFACE NEEDED TO BE GRADED *AWAY* FROM THE RAIN GARDEN. THIS GRATED CHANNEL IS MODELED AFTER THE CHANNEL RECENTLY INSTALLED BENEATH THE SIDEWALK IN THE COMMERCIAL STREET RIGHT-OF-WAY AS PART THE MARRIOTT COURTYARD HOTEL CONSTRUCTION BUT WILL BE SMALLER IN SCALE.
CHANNEL INVERT AT LOW POINT IN PATIO: 20.6
CHANNEL INVERT AT DISCHARGE POINT: 20.15
MAINTAIN 2% SLOPE ALONG CHANNEL
3. BOTH THE ROOF AND PATIO WATER WILL DRAIN INTO A RAIN GARDEN AND PERCOLATE THROUGH THE FocalPoint HIGH RATE BOILFILTER MEDIA (SURFACE EL: 20.0) .
4. DURING LARGER RAIN EVENTS WATER WILL OVERFLOW INTO A HARCO OVERFLOW DRAIN WITH A BEE HIVE GRATE. THE HARCO DRAIN WILL HAVE AN INSERT DESIGNED TO REMOVE TRASH AND FLOATABLES BEFORE THESE MATERIALS GET INTO THE R-TANKS.
RIM ELEVATION: EL: 20.5
12" INV OUT: 16.95
5. DURING EXTREME WEATHER EVENTS, OR IF THE CATCH BASIN GRATE WERE TO CLOG, WATER WILL FLOW OVER A WEIR (EL: 21.0) THAT IS FLUSH WITH THE ADJACENT GRASS AREA THEN FLOW OVER THE LOWLAND PORTION OF THE SITE AND EXIT THE PROPERTY IN THE LOCATION OF THE EXISTING SURFACE DISCHARGE. SOD SHALL BE INSTALLED ON THE GRASS AREA IMMEDIATELY ADJACENT TO THE WEIR .
6. AFTER FILTERING THROUGH THE FOCAL POINT MEDIA RUNOFF WILL FLOW INTO AN UNDERGROUND R-TANK STORAGE AREA (CONCEPTUAL LOCATION SHOWN AS DASHED LINE) . WATER FROM THE CATCH BASIN WILL FLOW INTO THIS SAME R-TANK STORAGE AREA WHERE IT WILL BE DETAINED THEN RELEASED SLOWLY TO KEEP RUNOFF FLOW RATES FROM THE SITE BELOW PREDEVELOPMENT CONDITIONS.
7. WATER WILL DISCHARGE FROM THE R-TANKS INTO A FLOW CONTROL STRUCTURE WITH A SERIES OF ORIFICES TO SLOWLY RELEASE THE STORMWATER RUNOFF, SEE DETAIL.
RIM: 20.7
12" INV IN: 16.9
12" INV OUT: 15.7
8. DISCHARGE FROM THE FLOW CONTROL STRUCTURE WILL OUTLET INTO A LEVEL LIP SPREADER (EL: 12.5) THAT SLOWS AND DISPERSES THE RUNOFF BEFORE IT LEAVES THE SITE IN THE SAME LOCATION AS THE EXISTING SURFACE DISCHARGE.
9. INSTALL EROSION AND SEDIMENTATION CONTROL MULCH BERM ALONG ALL DOWN GRADIENT BOUNDARIES OF THE SITE. BEFORE ANY SOIL DISTURBANCE, CONTRACTOR SHALL CONTACT THE CIVIL ENGINEER (JOHN MAHONEY: 831-6155 john.mahoney@ransomenu.com) TO INSPECT THE ESC MEASURES. IT IS RECOGNIZED THAT THE SPECIFIC GEOMETRY OF THE BERM WILL BE ADJUSTED TO MINIMIZE SOIL DISTURBANCE BASED ON SITE CONDITIONS AND CONSTRUCTION SEQUENCING. THE MULCH BERM IS DESIGNED TO HANDLE DISBURSED SURFACE WATER FLOW ONLY AND NOT CONCENTRATED FLOWS. THESE TOPICS CAN BE DISCUSSED DURING THE INSPECTION.

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
2. AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED. CONTRACTOR SHALL AVOID THESE AREAS AND PRESERVE ALL EXISTING VEGETATION AS NOTED.
3. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. ANY DISCREPANCIES OR CONFLICTS SHALL BE IMMEDIATELY REPORTED TO THE ARCHITECT.
4. ALL UTILITY INSTALLATIONS SHALL MEET THE REQUIREMENTS OF THE TOWN OF FREEPORT, AS WELL AS ANY OTHER LOCAL, STATE, AND FEDERAL REQUIREMENTS.
5. SITE CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS.
6. ALL PROPOSED SLOPES GREATER THAN 3:1 SHALL HAVE AN EROSION MAT INSTALLED OVER FINISH GRADES TO PROTECT SEEDED SLOPES FROM EROSION. AT CONTRACTOR'S OPTION, SLOPES MAY BE SEEDED AS AN APPROPRIATE SUBSTITUTION TO SEED, AND MAT.
7. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE GUIDELINES ESTABLISHED IN THE BEST MANAGEMENT PRACTICES, AND MAINTAINED THROUGHOUT CONSTRUCTION OF THIS PROJECT.
8. ALL AREAS DISTURBED BY CONSTRUCTION NOT TO BE PAVED OR OTHERWISE TREATED SHALL BE LOAMED AND SEEDED ACCORDING TO THE PROJECT SPECIFICATIONS. EXISTING LAWN AREAS WHICH ARE DISTURBED SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.

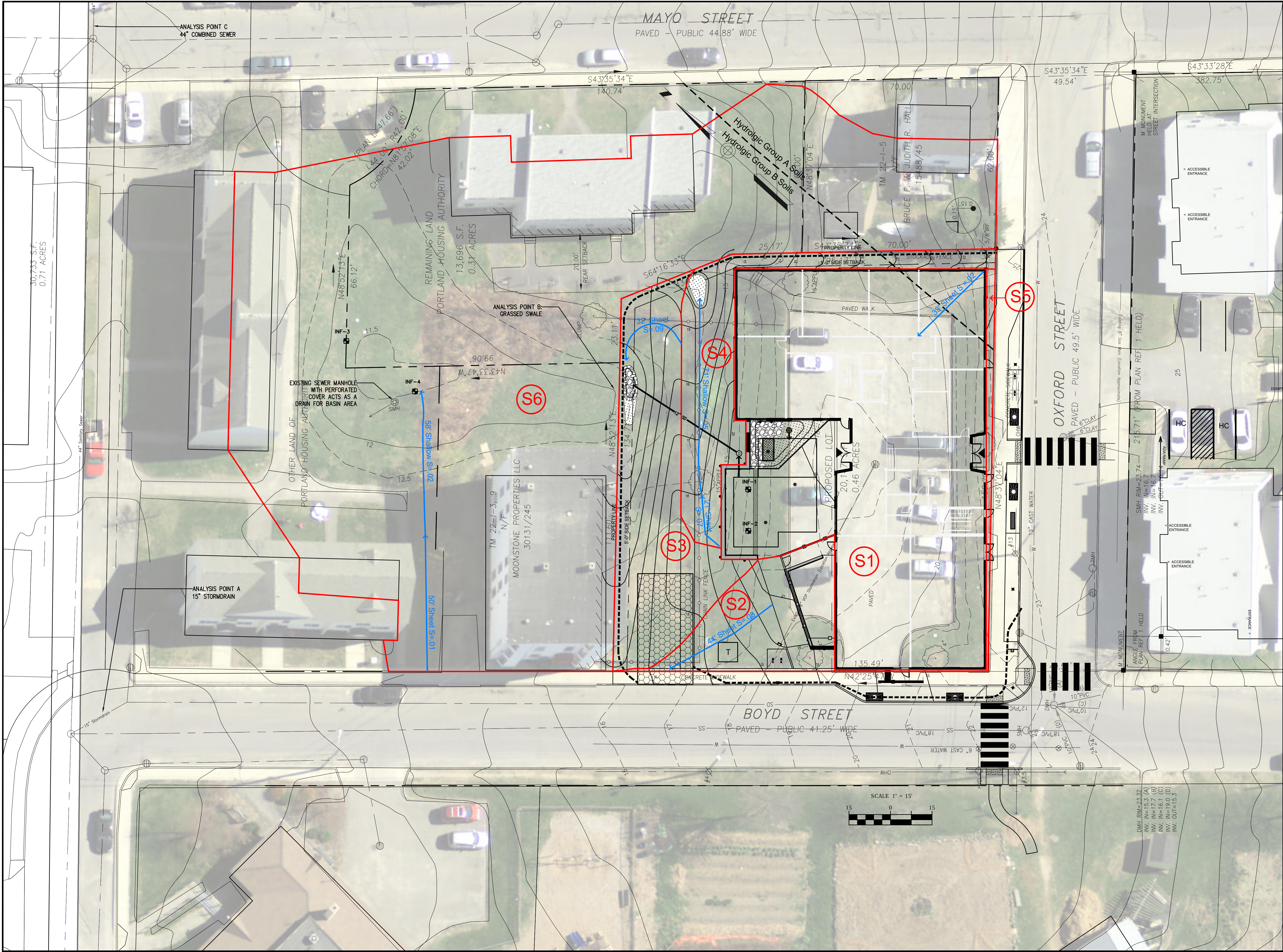


ISSUED FOR PERMITTING ONLY

Drainage & Utility Plan

A	City Permitting	7-1-14
No.	Revision/Issue	Date
Design by: JIM		Checked by: SJB
Drawn by: JIM		Approved by: SJB
Project: 131.06132		
Sheet No:		

C1



Project:

Bayside Anchor

81 East Oxford Street
Portland, Maine

Prepared for:

Portland Housing
Development Corporation
14 Baxter Boulevard
Portland, Maine

KAPLAN THOMPSON
ARCHITECTS

424 fore st., portland, me 04101
207-842-2888 fax: 842-2828
jesse@kaplanthompson.com

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

BECKER

STRUCTURAL ENGINEERS

75 YORK ST.
PORTLAND, ME 04101
P: 207.879.1838
F: 207.879.1822

RANSOM

Consulting, Inc.

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

PORTLAND HOUSING
MAINE DEVELOPMENT CORPORATION

14 BAXTER BLVD
PORTLAND, ME 04101
P: 207.773.4753
F: 207.774.6471

STATE OF MAINE

John Mahoney #12340

REGISTERED PROFESSIONAL ENGINEER

Post Development
Hydrology

A	City of Portland Permitting	7-1-14
No.	Revision/Issue	Date
Design by:	JIM	Checked by: SUB
Drawn by:	JIM	Approved by: SUB
Project:	131.06132	
Sheet No:	C6	Sheet 1 of ---

Attachment 5:
Stormwater BMP Inspection & Maintenance Log

47 Boyd Street: Stormwater BMP Inspection Log

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

A. General Information

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

Project Name:	47 Boyd Street Apartments	Inspection Date:	
Parcel Map, Block and Lot:	MAP 22, BLK I, LOT 3 & 9	Current Weather:	
BMP Owner:	Portland Housing Authority	Date / Amount Last Precip:	
Owner Mailing Address:	14 Baxter Boulevard Portland, Maine	3PI Company:	
Owner Phone #:	207-773-4753	3PI Mailing Address:	
Owner Email:	tplante@porthouse.org	Inspector Name:	
		Inspector Phone #:	
		Inspector Email:	

B. Inspection Report Attachments

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

BMP Type	Number BMPs at site
Vegetated Areas	-
Parking Lot	1
Storm Drain Structures	3
Rain Garden	1
Roof Drain Outlet	1
Other (describe)	

C. Inspection Results

FAIL**

☐

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

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

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

PASS

☐

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

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

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

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

Signature: _____

Date: _____

Owner: Portland Housing Authority	Operator:
Location & Parcel Id: MAP 22, BLK I, LOT 3 & 9	Inspector:
	Date:
General Information	Observations
Inspection duration (hours)	
Days since last precipitation	
Quantity of last precipitation (in)	
Type of inspection	
Storm event	
Current weather	
Photos taken	☐ Yes ☐ No ☐ NA
Nearby natural resources	☐ Yes ☐ No ☐ NA
Copy of ESC plan	☐ Yes ☐ No ☐ NA
MEDEP Permit # (if applicable)	
General info notes	
Vegetated Areas	Observations
Condition of slopes and embankment is good	☐ Yes ☐ No ☐ NA
No bare areas (< 90% covered) with sparse growth	☐ Yes ☐ No ☐ NA
Armored areas have no rill erosion or the flow diverted to onsite areas can withstand concentrated flows	☐ Yes ☐ No ☐ NA
Vegetated area notes	
Parking Lot	Observations
Accumulated winter sand has been cleared	☐ Yes ☐ No ☐ NA
Pavement swept to help remove sediment	☐ Yes ☐ No ☐ NA
No stormwater is impeded by accumulations of material	☐ Yes ☐ No ☐ NA
Parking lot notes:	
Stormdrain Structures (Require inspection TWICE per year)	Observations
Accumulated sediments from inflow channels, pipes and sumps between basins have been removed and legally disposed of.	☐ Yes ☐ No ☐ NA
Floating debris and floating oils have been removed.	☐ Yes ☐ No ☐ NA
Debris and Sediment Removed From Harco Stormsack	☐ Yes ☐ No ☐ NA
Stormdrain Structure system notes	

Rain Garden	Observations
Bark Mulch Layer Removed Replaced Annually	☐ Yes ☐ No ☐ NA
Accumulated sediments and debris (trash) within the surrounding ponding (rain garden) area have been removed and legally disposed of	☐ Yes ☐ No ☐ NA
Water level observed in cleanout to ensure that the infiltration area is draining adequately and excessive sediment has not built up.	☐ Yes ☐ No ☐ NA
Eroded areas have been repaired.	☐ Yes ☐ No ☐ NA
Rain Garden notes	
Roof Drain Outlet	Observations
Accumulated sediments and debris have been removed and legally disposed of.	☐ Yes ☐ No ☐ NA
Condition of outlet is good	☐ Yes ☐ No ☐ NA
Roof Drain Outlet notes	
Other Comments	
Corrective action needed	Observations
<i>If corrective action in needed, please explain detail</i>	☐ Yes ☐ No ☐ NA
Verbal notification provided to responsible party	
Verbal notification contact	☐ Yes ☐ No
Follow up required	
<i>Final comment notes</i>	☐ Yes ☐ No

Photos (*use additional pages as needed*)

Review Notes

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

Attachment 6:
Post-Construction Stormwater Compliance Requirements

47 Boyd Street: Post-Construction Stormwater Compliance Requirements

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

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

Attachment 7:
Stormwater Maintenance Agreement

47 Boyd Street, Portland, Maine

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

IN CONSIDERATION OF the site plan and subdivision approval granted by the Planning Board of the City of Portland to a plan entitled **47 Boyd Street: SW-1 Stormwater Watershed Plan** prepared for **Portland Housing Development Corporation,** by **Ransom Consulting, Inc.** dated **August 9, 2019** recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page _____ (the “Plan”) and pursuant to a condition thereof, **Portland Housing Development Corporation** (owner) having a mailing address of **14 Baxter Boulevard, Portland, ME 04101,** the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the stormwater drainage system, as shown on said plan, including but not limited to the **rain garden** in strict compliance with the Maintenance of Facilities as described in **47 Boyd Street Stormwater Management Narrative and the 47 Boyd Street Stormwater Inspection and Maintenance Log** (Stormwater Management Plan) dated **August 9, 2019** and Chapter 32 of the Portland City Code. Owner of the subject premises further agrees to keep a Stormwater Maintenance Log that will be made available for inspection by the City of Portland upon reasonable notice and request.

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

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

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

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

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

By: _____
Its: _____

STATE OF MAINE
CUMBERLAND, ss.

Date: _____

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

Before me,

Notary Public/Attorney at Law

Print name: _____



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

Date: September 26, 2019

Re: Wastewater Capacity Authorization

Address: 47 Boyd Street

Applicant: Portland Housing Authority

Planner: Caitlin Cameron

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing flow to be removed				
Multiple Family Dwelling Units	1-Bedroom	3	120	(360)
Multiple Family Dwelling Units	2-Bedroom	6	180	(1080)
Proposed flow				
Multiple Family Dwelling Units	1-Bedroom	7	120	840
Multiple Family Dwelling Units	2-Bedroom	5	180	900
Net Change				+ 300
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

Comments:

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

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

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

Sincerely,

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

Tyler Plante

From: Cough, Jamie <Jamie.Cough@cmpco.com>
Sent: Thursday, May 16, 2019 7:12 AM
To: Tyler Plante
Subject: CMP Ability to Serve Request and Three Phase Service Process for Proposed 47 Boyd Street Portland Development
Attachments: Easement_Information_Worksheet.doc; Standard Easement Sample.pdf; 2July 2018 EDET.XLSX

5/15/2019

Tyler Plante
Development Officer
Portland Housing Authority
Portland Housing Development Corporation
14 Baxter Blvd., Portland, Maine 04101

Sent via email to: Tyler Plante <tplante@porthouse.org>

**RE: Proposed 47 Boyd Street Portland Development Project
Request for Ability to Serve Letter**

Project Description:

The proposed development includes a renovation of the 9 apartment Building upgrade at 47 Boyd Street in Portland.

CMP has the ability to serve the proposed project in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Handbook of Standard Requirements. If you have any questions on the process, or need help in completion of the documents, **please contact me at 207-629-1489**.

Here is our typical process for getting your three phase or CT rated single phase service installed. If you have any questions, please let me know. The underlined links will redirect you to the appropriate site for additional information. If this is a single phase service with all self-contained metering, the process is simplified, but still begins with a call to CMP.

Service Milestones for Three Phase Services and CT Rated Single Phase Services. Please refer to CMP Installation Checklists for other installations.

- Call 1-800-565-3181 to establish a new account (if needed) and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete the attached EDET (excel file) using load information. . Please complete this and email back to me.
- Submit the easement information worksheet. Please complete this form and either email or fax back to me.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)

- Field planner design appointment to cost out job and develop CMP Invoice. The invoice is typically generated 5-6 weeks after the design appointment. This expires after 90 days from the invoice date.
- CMP submits invoice to the customer for payment (typically via email). Payment received from customer.
- Easements (based on easement information worksheet) sent out, signed and originals returned to CMP.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer or materials delivery, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

Please complete the attached forms (the specific instructions are on each form) and email them back to me at your earliest convenience.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements: [CMP Handbook of Standard Requirements](#)

You will be responsible for installing the customer connections, conduits, and metering in accordance with the CMP Handbook of Standard Requirements. The transformer will be sized based on your submitted load sheets.

Your deposit amount will be typically based on an estimated two month bill, calculated from your completed load sheet unless otherwise determined by CMP.

Metering:

All metering (including locations) must be preapproved by CMP.

Chapter 324 Interconnections:

Please be advised that if you plan to install solar/wind/hydro generation, you must complete an application under the MPUC mandated Chapter 324 Interconnection Standards. If you go to Chapter 324 Interconnection Standards and follow the instructions for the Small Generator Interconnection Procedures, CMP can do this work in parallel to your service request that will be handled by me. If your project is under 660 KW you will be able to have a Customer Net Energy Billing contract. Information concerning Customer Net Energy Billing can be accessed thru the Chapter 324 website or by clicking here: Net Energy Billing

Reallocation/Line Extensions:

Recently, changes were made to the three-phase construction policy, which require CMP to reallocate construction costs paid by customers. If applicable, those projects identified as “developments” do not qualify for reallocation of funds. Please see this document at our website for details about the reallocation conditions. Any reallocation charges will be specifically denoted on your invoice. The website address for this is: PolyphaseLineExtension.

This line extension will be part of Central Maine Power’s distribution system. In the event the property served under this Agreement is sold or otherwise conveyed, all rights and obligations of the Agreement shall stay with the property. Please note that if you rent or lease this property to another and you want to receive the reimbursement payments, you must make special arrangements with the Central Maine Power Company. Otherwise, any reimbursement payments will be sent to the “Customer” taking service at the service location.

Electricity Supplier Information:

Central Maine Power Company (CMP) will provide your facility with electric delivery service. If you don't already have a provider, you will need to make arrangements with a competitive electricity provider in order to receive electricity supply for your facility. In the event you fail to choose a competitive electricity provider, you will receive Standard Offer service arranged by the Maine Public Utilities Commission. If you wish to be served by a competitive electricity provider immediately upon establishment of delivery service, you must arrange for this service directly through your chosen competitive electricity provider, who must enroll your account no later than 5 PM on the business day prior initiation of delivery service by CMP. An up-to-date list of competitive suppliers can be found at the:

- 1) Maine Public Utilities Commission (MPUC) web site- [Maine PUC](#)
- 2) By calling the MPUC at (207) 287-3831

Attachments:

Excel Load Sheet (EDET)
Easement Worksheet and Sample Standard Easement

Regards,

Jamie

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-842-2367 office



=====

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May 20, 2019

Tyler Plante
Portland Housing Authority
14 Baxter Blvd, Portland Maine

Re: 47 Boyd Street, Portland Maine

Dear Mr. Plante:

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 contact Bridget L. Harmon or at Harmon@unitil.com.

Sincerely,
Bridget L. Harmon
Business Development Representative
Unitil Corporation
(o) 207-541-2536

ME GAS CUSTOMER ENERGY SOLUTIONS
376 Riverside Industrial Parkway
Portland, ME 04103

T 207-541-2508 www.unitil.com



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

August 19, 2019

Amber Ferland, P.E.
RANSOM CONSULTING, INC.
400 Commercial Street, Suite 404
Portland, ME 04101

Re: 47 Boyd Street, PO
Ability to Serve with PWD Water

Dear Ms. Ferland:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on August 9, 2019. Based on the information provided per plans dated August 19, 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 1.5-inch domestic service with a 1-inch meter may be installed from the water main in Boyd Street. The service should enter through the properties frontage on Boyd Street at least 10-feet from any side property lines. 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. An approved backflow prevention device must be installed on the service line directly after the meter prior to service activation.
- A new 6-inch fire service may be installed from the water main in Boyd Street. The service should enter through the properties frontage on Boyd Street at least 10-feet from any side property lines. An approved backflow prevention device must be installed on the service line directly after the service enters the building prior to service activation.
- The existing building is currently served with a 1-inch domestic water service; the size of this service is undersized for the proposed use. This service must be terminated by shutting the corporation valve and cutting the pipe from the water main.
- 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 currently have existing water service. A 1-inch diameter copper domestic service line provides water service to the site. Please refer to the “Conditions of Service” section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is a 6-inch diameter cast iron water main in Boyd Street and a public fire hydrant located approximately 150 feet from the site. The most recent static pressure reading was 102 psi on April 3, 2019.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

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

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

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

Sincerely,
Portland Water District



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

JOB _____

TYPE _____

NOTES _____

APPROVALS _____

FEATURES

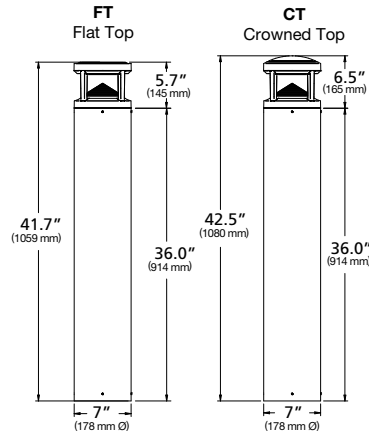
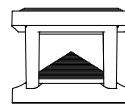
- Traditional or Performance Optics
- Bluetooth enabled RGBW accent
- Integral NEMA 3R Enclosure
- Dual receptacle power panel
- PA System capability
- IP66 optical system

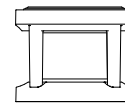
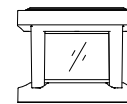
CERTIFICATIONS

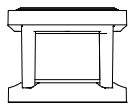
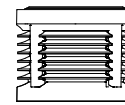
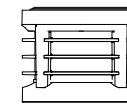
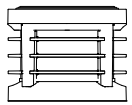

IK10

NU configurations in 3000K and warmer CCTs only

SPECIFICATIONS


UO

NU
 No Up-light

OPTICS
 Clear Lens

CH
 Horizontal Lens

CL
 Vertical Lens

Diffuse Lens

DL
 Vertical Lens

LV
 Louver

GC
 Grille

GD
 Grille

ORDERING CODE

Model	Top	Optics	Distribution	Light Engine
PA7R Pavilion 7" Ø Round	FT Flat Top CT ¹ Crowned Top	NU No Up-light CH Clear Horizontal Lens CL ² Clear Vertical Lens DL ^{2,3} Diffuse Vertical Lens LV Louvers GC Grille with clear vertical lens GD ³ Grille with diffuse vertical lens	1 Type I 2 Type II 3 Type III 3HS Type III + House side shield 4 Type IV 5 Type V	12L-010-5K7 14W (1000 nominal lm), 5000K, 70 CRI 12L-010-4K7 14W (1000 nominal lm), 4000K, 70 CRI 12L-010-3K7 14W (1000 nominal lm), 3000K, 70 CRI 12L-010-AMB 14W, Amber 560 nm Monochromatic 12L-020-5K7 22W (2000 nominal lm), 5000K, 70 CRI 12L-020-4K7 22W (2000 nominal lm), 4000K, 70 CRI 12L-020-3K7 22W (2000 nominal lm), 3000K, 70 CRI 12L-020-AMB 22W, Amber 560 nm Monochromatic
Body	Fixture Finish	Controls	Voltage	Options
24A 24" OAH, Aluminum 42A 42" OAH, Aluminum 42BR-C 42" OAH, Brown Concrete 42NG-C 42" OAH, Natural Gray Concrete 42A-ROP 42" OAH, Aluminum + Dual Receptacle Outlet Panel and Cover 42A-ROP-L 42" OAH, Aluminum + Dual Receptacle Outlet Panel and Locking Cover 42A-2GEB 42" OAH, Aluminum + Integral Recessed 2 Gang Electrical Box 42A-SG3 42" OAH, Aluminum + Speaker Grille Enclosure for 3" Ø speaker	BL Black DB Dark Bronze LG Light Gray GT Graphite PS Platinum Silver TT Titanium WH White RAL RAL Color CC Custom Color*	SWP ^{1,5} SiteSync pre-commission MW ⁴ Motion sensing (50% dim, 100% output upon detection) SiteSync Accessories† SWUSB SiteSync Software on USB SWTAB SiteSync Windows® Tablet SWBRG SiteSync Wireless Bridge Node	UNV 120-277V 120 ⁶ 120V 277 ⁶ 208-277V 347 ⁶ 347V 480 ⁶ 480V	EM ⁷ Battery Backup LR ⁸ Luminous Accent SF ⁹ Single Fuse DF ⁹ Double Fuse

†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 location, 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.

Examples:
 PA7R/FT/NU3/12L-020-3K7/42A/TT/SWP/UNV/LR

- Adds .6 / 15mm to OAH (over all height).
- CL and DL configurations shall be IK04
- Only Available with 1 Type I or 5 Type V distributions only.
- 24" Ø typical coverage area, not Available with CH.
- Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for more details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node.
- Dedicated input voltage, required for MW Motions sensing.
- 20°C min starting temperature, 90+ minute run time, output equivalent to 12L-010-#K7
- Adds +5 watts and 1" / 254mm to overall height.
- SF for 120, 277 and 347 input voltage, DF for 208, 240 and 480 input voltage.

Microsoft, Encarta, MSN, and Windows are either registered trademarks or trademarks of Microsoft Corporation in the United States and/or other countries.

Kim Lighting reserves the right to change specifications without notice.

LUMINAIRE PERFORMANCE

LED #	Nominal Lumen Package	Nominal Wattage	Lens Options	Distribution	3000K					4000K					5000K				
					Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w
						B	U	G			B	U	G			B	U	G	
12L	1,000	14	NU UO Optics	1	749	0	0	0	54	815	0	0	0	59	835	0	0	0	60
				2	860	0	0	0	62	936	0	0	0	67	958	0	0	0	69
				3	809	0	0	0	58	881	0	0	0	63	902	0	0	0	65
				3HS	684	0	0	0	49	744	0	0	0	53	762	0	0	0	55
				4	977	0	0	0	70	1063	0	0	0	76	1089	0	0	0	78
				5	908	1	0	0	65	988	1	0	0	71	1011	1	0	0	73
			CH Clear Horizontal Lens	1	1184	0	3	1	85	1288	0	3	1	92	1319	0	3	1	95
				2	1139	0	3	1	82	1239	0	3	1	89	1269	0	3	1	91
				3	1094	0	3	1	79	1190	0	3	1	85	1219	0	3	1	87
				3HS	960	0	3	1	69	1045	0	3	1	75	1070	0	3	1	77
				4	1152	0	3	1	83	1254	0	3	1	90	1284	0	3	1	92
				5	1225	1	3	1	88	1333	1	3	1	96	1365	1	3	1	98
			CL Clear Vertical Lens	1	1146	0	3	1	82	1247	0	3	1	90	1277	0	3	1	92
				2	1228	0	3	1	88	1336	1	3	1	96	1368	1	3	1	98
				3	1276	0	3	1	92	1389	1	3	1	100	1422	1	3	1	102
				3HS	1030	0	3	1	74	1121	0	3	1	80	1148	0	3	1	82
				4	1272	0	3	1	91	1384	0	3	1	99	1417	0	3	1	102
				5	1305	1	3	1	94	1420	1	3	1	102	1454	1	3	1	104
			DL Diffused Vertical Lens	1	1086	0	3	1	78	1182	0	3	1	85	1210	0	3	1	87
				5	1141	1	3	1	82	1241	1	3	1	89	1271	1	3	1	91
			LV External Louvers	1	489	0	3	1	35	533	0	3	1	38	545	0	3	1	39
				2	534	0	3	1	38	581	0	3	1	42	595	0	3	1	43
				3	550	0	3	1	40	599	0	3	1	43	613	0	3	1	44
				3HS	397	0	3	1	29	432	0	3	1	31	442	0	3	1	32
				4	577	0	3	1	41	628	0	3	1	45	643	0	3	1	46
				5	583	1	3	1	42	634	1	3	1	46	649	1	3	1	47
			GC Grille with Clear Lens	1	843	0	3	1	61	917	0	3	1	66	939	0	3	1	67
				2	829	0	3	1	60	903	0	3	1	65	924	0	3	1	66
				3	831	0	3	1	60	905	0	3	1	65	926	0	3	1	67
				3HS	694	0	3	1	50	755	0	3	1	54	773	0	3	1	56
				4	901	0	3	1	65	980	0	3	1	70	1004	0	3	1	72
				5	842	1	3	1	60	916	1	3	1	66	938	1	3	1	67
			GD Grille with Diffused Lens		728	0	3	1	52	792	0	3	1	57	811	0	3	1	58
					782	1	3	1	56	851	1	3	1	61	872	1	3	1	63

Kim Lighting reserves the right to change specifications without notice.

LUMINAIRE PERFORMANCE

LED #	Nominal Lumen Package	Nominal Wattage	Lens Options	Distribution	3000K					4000K					5000K				
					Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w	Lumen	BUG Rating			lm/w
						B	U	G			B	U	G			B	U	G	
12L	2,000	22	NU UO Optics	1	1044	0	0	0	48	1136	0	0	0	52	1164	0	0	0	54
				2	1199	0	0	0	55	1305	0	0	0	60	1336	0	0	0	62
				3	1128	0	0	1	52	1228	0	0	1	57	1257	0	0	1	58
				3HS	953	0	0	0	44	1037	0	0	0	48	1062	0	0	1	49
				4	1362	0	0	0	63	1482	0	0	1	68	1518	0	0	1	70
				5	1265	1	0	0	58	1377	1	0	0	63	1410	1	0	0	65
			CH Clear Horizontal Lens	1	1778	0	3	1	82	1935	0	3	1	89	1981	0	3	1	91
				2	1711	1	3	1	79	1862	1	3	1	86	1906	1	3	1	88
				3	1643	1	3	1	76	1788	1	3	1	82	1831	1	3	1	84
				3HS	1443	0	3	1	66	1570	0	3	1	72	1608	0	3	1	74
				4	1731	0	3	1	80	1884	0	3	1	87	1929	0	3	1	89
				5	1841	1	3	1	85	2003	1	3	1	92	2051	1	3	1	95
			CL Clear Vertical Lens	1	1852	0	4	1	85	2016	1	4	1	93	2064	1	4	1	95
				2	1984	1	3	1	91	2159	1	3	1	99	2211	1	3	1	102
				3	2062	1	3	1	95	2244	1	3	1	103	2298	1	3	1	106
				3HS	1665	0	3	1	77	1811	0	3	1	83	1855	0	3	1	85
				4	2055	0	3	1	95	2236	1	3	1	103	2290	1	3	1	106
				5	2109	1	3	1	97	2295	1	3	1	106	2350	1	3	1	108
			DL Diffused Vertical Lens	1	1639	1	3	2	76	1783	1	3	2	82	1826	1	3	2	84
				5	1721	1	3	2	79	1873	1	3	2	86	1918	1	3	2	88
			LV External Louvers	1	746	0	3	1	34	811	1	3	1	37	831	1	3	1	38
				2	814	1	3	1	37	885	1	3	1	41	907	1	3	1	42
				3	838	1	3	1	39	912	1	3	1	42	934	1	3	1	43
				3HS	605	0	3	1	28	658	0	3	1	30	674	0	3	1	31
				4	879	0	3	1	41	956	1	3	1	44	979	1	3	1	45
				5	888	1	3	1	41	966	1	3	1	45	989	1	3	1	46
			GC Grille with Clear Lens	1	1038	0	3	1	48	1130	0	3	1	52	1157	0	3	1	53
				2	1021	0	3	1	47	1111	1	3	1	51	1138	1	3	1	52
				3	1024	0	3	1	47	1114	1	3	1	51	1141	1	3	1	53
				3HS	854	0	3	1	39	930	0	3	1	43	952	0	3	1	44
				4	1109	0	3	1	51	1207	0	3	1	56	1236	0	3	1	57
				5	1037	1	3	1	48	1128	1	3	1	52	1155	1	3	1	53
			GD Grille with Diffused Lens		1036	0	3	1	48	1127	1	3	2	52	1154	1	3	2	53
					953	1	3	1	44	1037	1	3	1	48	1062	1	3	1	49

Kim Lighting reserves the right to change specifications without notice.

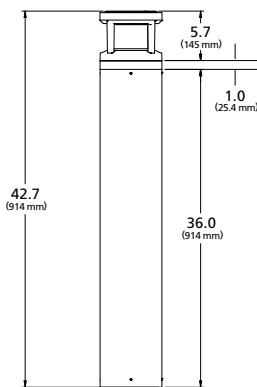
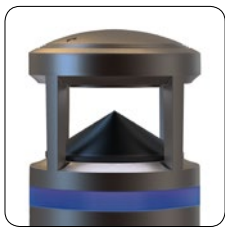
LUMINAIRE PERFORMANCE

Electrical Characteristics												Dimming				
Current	System Watts	Line Voltage		Amps AC						Min. Power Factor	Max THD (%)	Dimming Range	Source current out		Absolute voltage	
		VAC	Hz	120	208	240	277	347	480				Min	Max	Min	Max
350mA	14	120-480	50/60	0.18	0.11	0.09	0.08	0.06	0.05	>0.9	20	10% to 100%	0mA	1mA	0V	10V
500mA	22			0.12	0.07	0.06	0.05	0.04	0.03							

TM-21 LIFETIME CALCULATION

Operating Hours						
Ambient Temp.	0	25,000	TM-21-11 36,000	50,000	100,000	Calculated L ₇₀ (hours)
25°C / 77°F	100%	98%	97%	95%	90%	'60khrs
40°C / 104°F	100%	98%	97%	95%	90%	

LUMINOUS ACCENT



The Luminous Accent option adds an additional 1" / 25.4mm to the overall fixture height and may be controlled via wired DMX RDM or Bluetooth wireless. The Luminous Accent shall be IK08.

HUBBELL LIGHTING RGBW REMOTE APP

The Hubbell Lighting RGBW Remote application may be downloaded free of charge from the Apple App Store or Google Play.

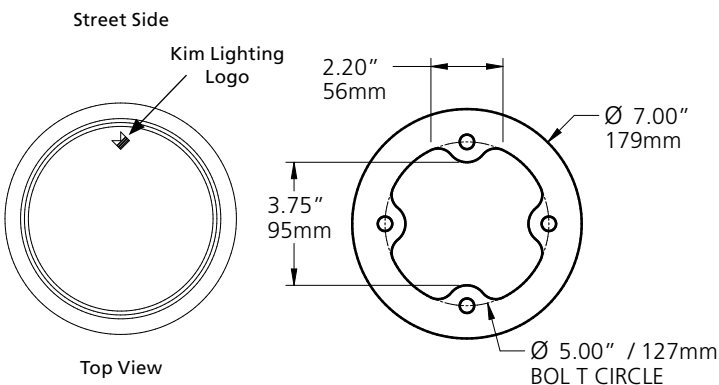
- Color selection and adjustment.
- Camera function for color matching.
- Intensity slider for dimming/ramping up.
- Save and rename up to 10 presets.
- Group and rename fixtures.
- Fixture is password protected, refer to instructions to set unique password.



MOUNTING

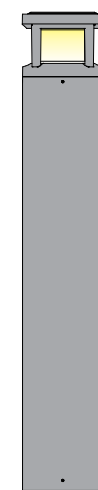
Aluminum Body

Once attached to base mounting plate, fixture may be rotated 20° in either direction and secured with set screws at base of the bollard body. KIM Lighting logo indicates 'street side' output.



SHIELDING

HS configurations feature factory installed 180° shield(s) that may also be installed in the field for any Optic configuration.



HSFront View



HS Side View

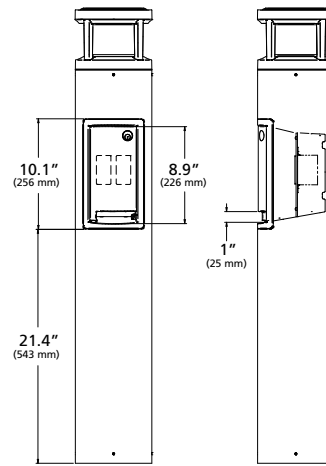


HS Back View

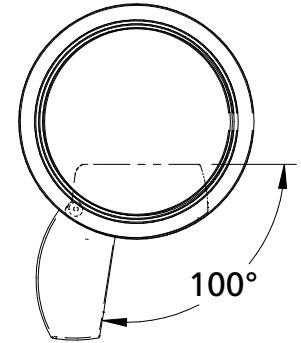
Kim Lighting reserves the right to change specifications without notice.

RECEPTACLE OUTLET PANEL

The Receptacle outlet panel shall be NEMA 3R rated for wet location(s) while in use and shall be compatible with any single receptacle outlet device with standard mounting holes. Door shall be self-closing. Tamper resistant lock must be specified at time of order. Devices and device wiring by others.



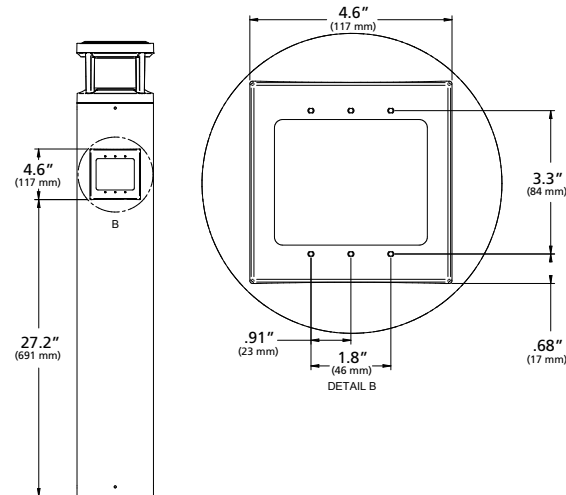
Range of Motion for access door



HUBBELL WIRING DEVICES USB DEVICES: <http://ecatalog.hubbell-wiring.com/productinformation/viewcatalog.aspx?Dest=hubbell-wiring.com/press/catalog/A.pdf&Page=18>

INTEGRAL ELECTRICAL BOX

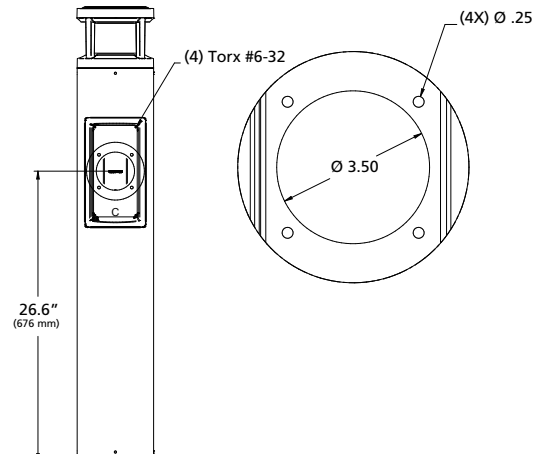
The integral 2 Gang electrical box shall be # deep and have standard mounting holes for installing either a single receptacle outlet device or a pair of single receptacle outlet device. Devices, device wiring, device hardware and bezel by others.



HUBBELL WIRING DEVICES GFCI DEVICES: <http://ecatalog.hubbell-wiring.com/productinformation/viewcatalog.aspx?Dest=hubbell-wiring.com/press/catalog/K.pdf>

SPEAKER GRILLE ENCLOSURE

The speaker grille enclosure shall accommodate a 3"Ø marine grade speaker rated for outdoor use. Grille shall be secured with (4) Torx # screws for accessibility. Mounting provisions as shown. Speaker, mounting hardware and wiring by others.



Kim Lighting reserves the right to change specifications without notice.

SPECIFICATIONS

Housing:

- Castings shall be low copper aluminum alloy die-cast.
- Gaskets shall be molded silicone to prevent harmful ingress to the lamp and driver compartments.
- Optical system shall be IP66 rated.

Shaft:

- Aluminum shaft(s) shall be .125" thick extruded aluminum 6061 alloy.
- Concrete shaft(s) shall conform to current specifications for "Portland Cement." ASTM C150, Type I or II. Aggregates shall meet current requirements of "Specifications for Concrete Aggregates," ASTM C33. Water shall be clean and free from deleterious amounts of silt, oil, acids, alkalies or organic materials. Wire for reinforcement shall conform to ASTM A185. Steel for lugs and plates shall conform to ASTM A36, or A283 grade D.
- Concrete shaft(s) shall be medium sand-blasted with anti-graffiti sealer and material color shall be integral to the concrete mix.
- Concrete shaft(s) shall be cured to allow for completion of the hydration process, and result in a 28 day compressive strength of not less than 4,500 psi.
- Concrete shaft(s) shall be cast from fiberglass molds used to insure uniform parts. Mold parting lines maybe slightly visible in finished parts.

Optics:

- U0 configurations shall have an optically clear flat tempered glass lens, all other configurations shall have either an optically clear or high transmission diffused acrylic lens.
- Maximum surge current shall be 20KA and shall fail open at end of life to prevent harm to the electrical components from uncontrolled or excess incoming power
- Driver shall be rated for -40°C environment

Bluetooth:

- The Integral module shall enable the adjustment of the Luminous Accent to dim or change color to the desired setting when paired with Hubbell Lighting RGBW Remote App via cellular/tablet device.
- The integral module shall be compatible with Bluetooth Low Energy (BLE) or Bluetooth Smart mobile devices operating on iOS8 or Android Gingerbread operating systems or newer.

DMX:

- 6 wires: Red (DMX+), Yellow (DMX-), Brown (DMX Ground), Black (Voltage), White (common), and Green (Ground)
- Single DMX universe with six slots/addresses of virtual control which are pre-programmed at the factory:

DMX slot/address 1 = red

DMX slot/address 2 = blue

DMX slot/address 3 = green

DMX slot/address 4 = white

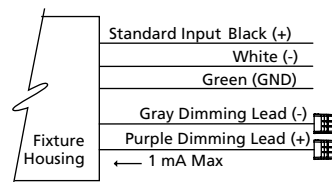
DMX slot/address 5 = X tilt, a 127 means do nothing, a value between 1-63 means left, a value between 192-254 means right

DMX slot/address 6 = Y tilt, a 127 means do nothing, a value between 1-63 means up, a value between 192-254 means down

- Fully DMX RDM compatible.

Controls

- Standard fixtures dimming range shall be from 10% to 100% and be compatible with 0-10V, user-defined, control devices. (Wiring illustration)
- Optional motion sensor shall be capable of detecting motion 360° around the bollard. When no motion is detected for the specified time, the sensor wattage to factory preset level, reducing the light level accordingly. When motion is detected by the sensor, the bollard shall return to full wattage and full light output. Please contact KIM Lighting if project requirements vary from standard configuration.
- Pavilion may be specified with SiteSync™ wireless control system for reduction in energy and maintenance costs while optimizing light quality 24/7. For more details, see ordering information or visit: www.hubbellighting.com/sitesync



Electrical:

- High temperature fuse holders factory installed inside the fixture housing. Fuse is included.
- Battery Backup shall have an operating range of -20°C to 50°C with a typical recharge time of 32 hours.

Installation

- Aluminum shaft configurations shall have four 3/8" x 10" x 2" zinc plated L-hook anchor bolts

shall to be installed with an included template. Nuts and washers shall be provided to level and secure the mounting plate to the anchor bolts.

- Aluminum shaft configurations shall have a mounting plate shall be able to be rotated 20° in either direction during installation for aiming adjustment.
- Concrete shaft configurations shall have four steel mounting tabs for installation on four 1/2" x 10" + 2" zinc electroplated L-hook anchor bolts. Each anchor bolt is supplied with two nuts, two washers, and a rigid pressed board template.
- Concrete shaft configurations shall be palletized with adequate hold-downs to prevent load movement in transit.

Finish:

- Fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) polyester powder coat.
- Standard colors include (BL) Black, (DB) Dark Bronze, (GT) Graphite, (PS) Platinum Silver, (LG) Light Gray, (TT) Titanium, (WH) White, and (CC) Custom Color (Include RAL#).

Certifications and Listings:

- UL 1598 Standard for wet locations for Luminaires.
- UL 8750 Standard for Safety for Light Emitting Diode (LED) Equipment for use in Lighting Products.
- CSA C22.2#250.0 Luminaires.
- RoHS compliant.
- IP66 rated.
- IDA approved, 3000K and warmer CCTs only.

Caution:

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

Warranty:

- For full warranty see <http://www.hubbellighting.com/resources/warranty>

Bluetooth® DMX



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Kim Lighting reserves the right to change specifications without notice.

Z-1030

Wall mounted • Wet location listed



Description:

A modern outdoor LED sconce with an architectural-inspired open linear frame and clear glass diffuser. Finished in Antique Bronze.

Specifications:

- Antique Bronze (-020) (painted)
- Aluminum construction
- Clear/ Clear Seeded diffuser
- Dimmable to 10% brightness (See Dimming Notes)
- covers a standard 4" octagonal recessed outlet box
- Mounting strap for outlet box included
- 6" of wire supplied
- ENERGY STAR® qualified
- Meets California Title 24 JA8-2016

Performance:

Number of Modules	1
Input Power	9w
Input Voltage	120 V
Input Frequency	60 Hz
Lumens/LPW	/66 (LM-79)
CCT	3000 K
CRI	90+
Life (hours)	60,000 (L70/TM-21)
EMI/RFI	FCC Title 47, Part 15, Class B
Min. Start Temp	
Max. Operating Temp	30° C
Warranty	
Labels	cCSAus Wet location listed ENERGY STAR® qualified Meets California Title 24 high efficacy requirements for outdoor use

P560051-020-30

Images:



Dimensions:

Width: 5-1/8"
Height: 12"
Depth: 5-3/4"
H/CTR: 2-1/4"



DESCRIPTION

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

FEATURES

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

PRODUCT AVAILABILITY TABLE

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

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



CDL4



CDL6

tradeSELECT®

APPLICATION

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

STANDARDS, CERTIFICATIONS & COMPLIANCE

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

WARRANTY

5 year limited warranty

Single Carton Weight CDL4: .52 lbs.

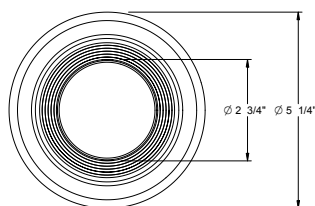
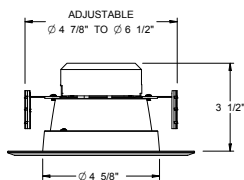
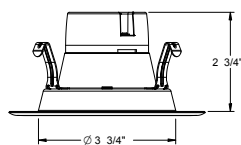
Single Carton Weight CDL6: .96 lbs.

Master Carton Quantity: 8 each

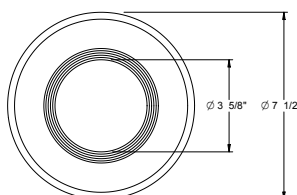
ORDERING GUIDE

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

DIMENSIONS



CDL4



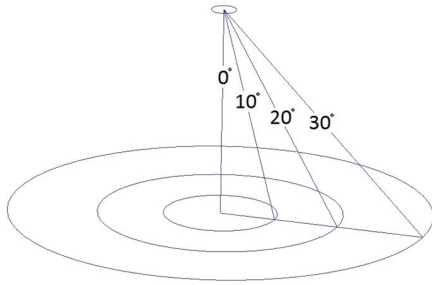
CDL6

ELECTRICAL DATA

	4"	5" & 6"
Input Voltage	120V AC	120V AC
Input Frequency	50/60 Hz	50/60 Hz
Input Current	0.08A	0.09A
Input Power	8.7W	10.0W
Power Factor	>0.90	>0.90
THD	<20%	<20%
EMI Filtering	FCC 47CFR Part 15, Class B	FCC 47CFR Part 15, Class B
Operating Temperature	-30°C to 40° C	-30°C to 40° C
Dimming	Yes*	Yes*
Over-voltage, over-current, short-circuit protected		
*See Dimming Notes for more information		

PHOTOMETRIC DATA

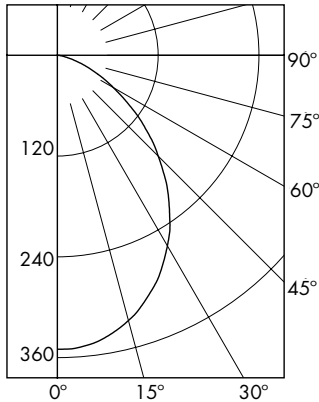
INITIAL FOOTCANDLES (fc) DATA CHART



Single Unit, fc on 30" Work Plane							Ceiling to Floor Height (ft)	Multiple Units, Average fc on 30" Work Plane			
0° (nadir)	10°		20°		30°			Fixture Spacing (ft)	RCR 2	RCR 5	RCR 7
fc	fc	Illuminated Dia (ft)	fc	Illuminated Dia (ft)	fc	Illuminated Dia (ft)			footcandles (fc)		
CDL4 7L30KAWH											
12	11	2	8	4	6	6	8	6 x 6	18	13	11
8	8	2	6	5	4	8	9	7 x 7	13	10	8
5	5	3	4	6	3	9	10.5	9 x 9	9	6	5
4	4	3	3	7	2	11	12	10 x 10	6	4	4
CDL6 8L30KAWH											
12	12	2	9	4	6	6	8	7 x 7	17	12	10
9	8	2	7	5	5	8	9	8 x 8	12	9	7
6	5	3	4	6	3	9	10.5	10 x 10	8	6	5
4	4	3	3	7	2	11	12	11 x 11	6	4	3

CDL4 7L30KAWH

LED Light Engine: 3000K 90 CRI
System Wattage: 8.7
Fixture delivered lumens: 705
Fixture Efficacy: 81.0
Spacing Criteria: 1.1



ZONAL LUMEN SUMMARY

ZONE	LUMENS	%LUMINAIRE
0-30	257	36.5
0-40	403	57.2
0-60	629	89.3
0-90	705	100.0

CANDELA DISTRIBUTION

DEG	CANDELA
0	350
5	348
15	327
25	288
35	233
45	170
55	106
65	53
75	17
85	3
90	0

COEFFICIENTS OF UTILIZATION

Zonal Cavity Method

Room Cavity Ratio	% Effective Ceiling Cavity Reflectance											
	80%			70%			50%			30%		
	20% Effective Floor Cavity Reflectance											
	% Wall Reflectance											
	70	50	30	10	70	10	50	30	50	30		
1	111	107	103	100	108	98	100	98	97	94		
3	94	85	78	72	92	72	81	75	78	73		
5	81	69	61	55	79	55	66	59	64	58		
7	70	57	49	44	68	44	55	48	54	48		
9	61	49	41	36	60	36	47	40	46	40		

CDL4 7L30KAWH

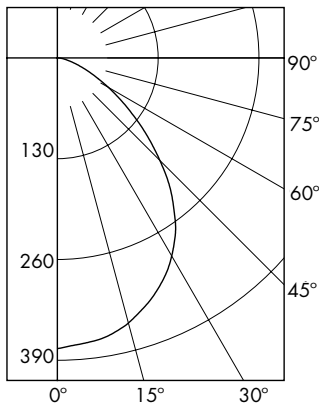
Test No. P17.00229

Test No. P17.00229

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

CDL6 8L30KAWH

LED Light Engine: 3000K 90 CRI
System Wattage: 10.1
Fixture delivered lumens: 763
Fixture Efficacy: 75.5
Spacing Criteria: 1.2



ZONAL LUMEN SUMMARY

ZONE	LUMENS	%LUMINAIRE
0-30	281	36.9
0-40	447	58.5
0-60	688	90.1
0-90	763	100.0

CANDELA DISTRIBUTION

DEG	CANDELA
0	375
5	370
15	354
25	319
35	266
45	187
55	108
65	50
75	18
85	4
90	0

COEFFICIENTS OF UTILIZATION

Zonal Cavity Method

Room Cavity Ratio	% Effective Ceiling Cavity Reflectance											
	80%			70%			50%			30%		
	20% Effective Floor Cavity Reflectance											
	% Wall Reflectance											
	70	50	30	10	70	10	50	30	50	30		
1	111	107	103	100	108	99	101	98	97	95		
3	95	85	78	73	92	72	81	76	78	74		
5	81	70	62	56	79	55	67	60	65	59		
7	70	58	50	44	69	44	56	49	54	48		
9	62	49	41	36	60	36	47	41	46	40		

CDL6 8L30KAWH

Test No. P17.00238

Test No. P17.00238

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

DIMMING NOTES:

Prescolite's recessed LED modules are designed to be compatible with many dimmer controls. Electronic low-voltage rated dimmer controls may offer favorable dimming performance. Incandescent type dimmers are not recommended. The following is a list of known compatible dimmer controls:

Manufacturer	Series	Part Number	Dimmer Type
Lutron	Nova T	NTELV-300	ELV
Lutron	Spacer	SPSELV-600	ELV
Lutron	Maestro	MAELV-600	ELV
Lutron	Diva	DVELV-300P	ELV

Dimming capabilities will vary depending on the dimmer control, load, and circuit installation. Always refer to dimmer manufacturer instructions or a controls specialist for specific requirements.

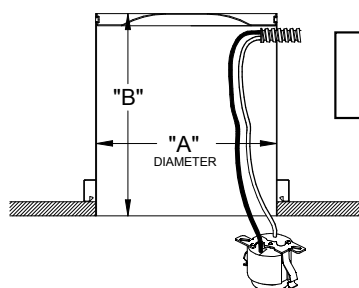
Dimmer control brand names where identified above are tradenames or registered trademarks of each respective company.

HOUSING CAPABILITY:

CDL4 modules are UL certified for use with Prescolite and most competitive recessed cans with the following "A" and "B" dimensions:

Prescolite

Capri
Commercial Electric
Elco
Emerald
Halo
Intense
Jimway



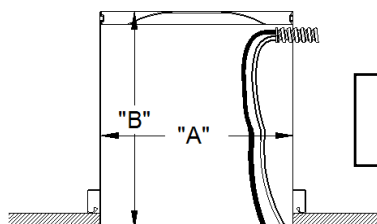
"A" = 4-5/16" MIN. 5-1/8" MAX.
"B" = 3-1/2 MIN.

CDL6 modules are UL certified for use with Prescolite and most competitive recessed cans with the following "A" and "B" dimensions:

Prescolite

Capri
Commercial Electric
Elco
Emerald
Halo
Intense
Jimway
Juno
Lithonia
Lumapro
Luminaire

Nora
Progress
Sea Gull
WAC



"A" = 6 5/16 MIN. 7 1/8 MAX
"B" = 5 1/2 MIN.

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.

0-10V dimming 120-277V only.

- 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



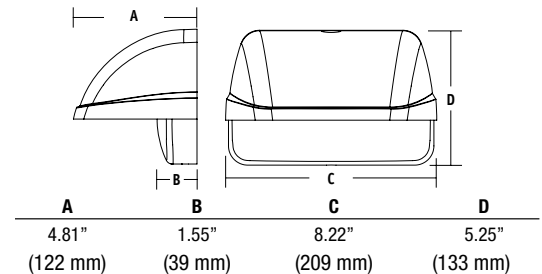
LNC-9L



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



*3000K and warmer CCTs only

ORDERING INFORMATION

ORDERING EXAMPLE: LNC-9LU-5K-3-1-PCU

SERIES	NUMBER OF LEDs	VOLTAGE	CCT	IES DISTRIBUTION	FINISH	OPTIONS
LNC	5L 5 LEDs 7L 7 LEDs 9L 9 LEDs	U 120V-277V 1 120V 2 208V 3 240V 4 277V	3K 3000K nominal, 70 CRI 4K 4000K nominal, 70 CRI 5K 5000K nominal	2 Type II 3 Type III 4 Type IV	1 Bronze 2 Black 3 Gray 4 White 5 Platinum	PCU Universal Button Photocell
AM ¹ Amber (590 μm available for "Turtle Friendly"/observatory applications, 350 mA (consult factory))						

¹ Amber LEDs only available on 7LU and 9LU configurations, 350 mA only



HUBBELL
Outdoor Lighting

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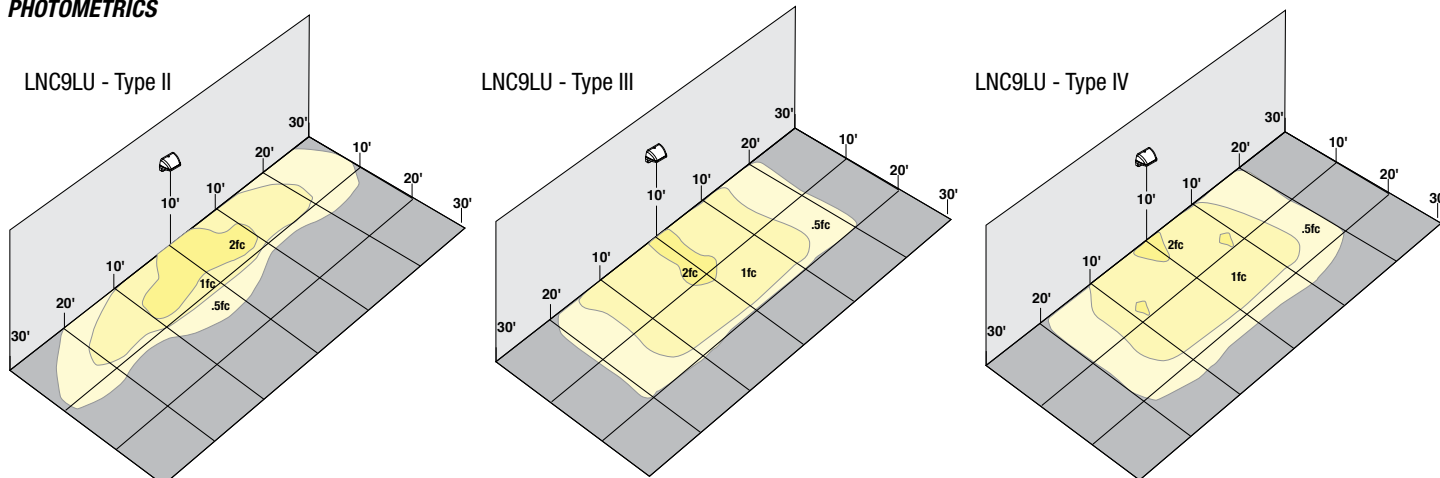
LAREDO LNC-SPEC

AUGUST 30, 2017 4:47 PM

REPLACEMENT PART

CATALOG NUMBER	DESCRIPTION
93039574	Frosted comfort shield, improved uniformity with only 5% reduction

PHOTOMETRICS



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 ¹	LUMENS	LPW ¹	LUMENS	LPW ¹	LUMENS	SYSTEM WATTS	LPW ¹
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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Outdoor Lighting

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LAREDO LNC-SPEC

AUGUST 30, 2017 4:47 PM



Att. O

14 Baxter Boulevard
Portland, Maine 04101
(p) (207) 773-4753
(f) (207) 761-5886

October 17, 2019

Caitlin Cameron
Urban Designer
Planning & Urban Development Department
389 Congress Street
Portland, ME 04101

RE: Neighborhood Meeting Certification for 47 Boyd Street

I, Tyler Plante, Development Officer for the Portland Housing Development Corporation and Portland Housing Authority, hereby certify that a neighborhood meeting was held on 10/16/19 at 81 Oxford Street, Portland, Maine at 5:30 PM for the proposed project located at 47 Boyd Street.

I also certify that on 10/3/19, 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,

A handwritten signature in blue ink that reads "Tyler Plante". The signature is fluid and cursive, with the first name "Tyler" and last name "Plante" clearly distinguishable.

Tyler Plante
Development Officer

Attached to this certification are:

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



14 Baxter Boulevard
Portland, Maine 04101
(p) (207) 773-4753
(f) (207) 761-5886

October 3, 2019

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans to renovate 47 Boyd Street, located at 47 Boyd Street, Portland, ME 04101. The proposal includes complete renovation of the existing building and expansion from nine units to twelve units of affordable rental housing.

Meeting Location: Community Room of 81 Oxford Street (Bayside Anchor), Portland, Maine 04101
Meeting Date: Wednesday, October 16th, 2019
Meeting Time: 5:30PM – 6:30PM

The City code requires that property owners within 500 feet of the proposed project 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 meeting minutes will be submitted to the City Planning Board.

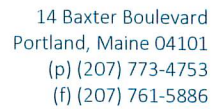
If you have any questions, please call Tyler Plante, Development Officer at Portland Housing Development Corporation/Portland Housing Authority, at 207-221-8028 or TDD 207-774-2570. Interpretation services are available upon request. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Tyler Plante". The signature is fluid and cursive, with the first and last names clearly legible.

Tyler Plante
Development Officer
Portland Housing Development Corporation
Portland Housing Authority
October 3, 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 planningboard@portlandmaine.gov.

[illegible]



14 Baxter Boulevard
Portland, Maine 04101
(p) (207) 773-4753
(f) (207) 761-5886

List Of The Developer And Consultant Team In Attendance
47 Boyd Street Neighborhood Meeting
10/16/19 @ 5:30pm

Tyler Plante
Development Office
Portland Housing Development Corporation (PHDC) and Portland Housing Authority (PHA)
14 Baxter Boulevard, Portland, Maine 04101
207-221-8028

Patrick J. Carroll
Principal
Carroll Associates Landscape Architects
217 Commercial Street, Suite 200, Portland, ME 04101
207-772-1552



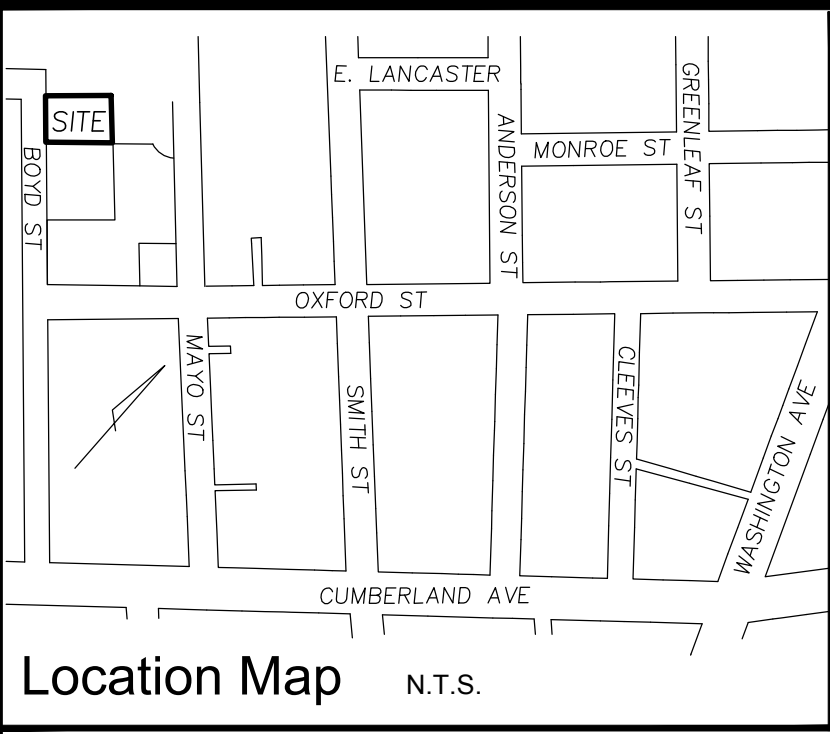
14 Baxter Boulevard
Portland, Maine 04101
(p) (207) 773-4753
(f) (207) 761-5886

Neighborhood Meeting Notes
47 Boyd Street
10/16/19 @ 5:30pm

Meeting began at 5:30 PM.

One member of the public attended. The attendee is a resident of East Bayside and a Director on the Board of Directors for Portland Housing Development Corporation (PHDC). PHDC is the developer and current owner of 47 Boyd Street. The attendee is already very familiar with the property and project. An informal discussion of the project occurred, including proposed changes to 47 Boyd Street parking, landscaping, side entrance and interior reconfiguration to add three new units. The attendee spoke in favor of the 47 Boyd Street rehabilitation and the proposed changes.

Meeting adjourned at 6:16 PM.



Legend

- CIRTB'S CAPPED IRON ROD TO BE SET
- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- UTILITY POLE
- ⊕ WATER VALVE OR SHUTOFF
- ⊕ SIGN
- DECIDUOUS TREE
- CURB
- FENCE
- OHW OVERHEAD WIRES
- SS SANITARY SEWER
- W WATER LINE
- G GAS LINE
- 15 1' CONTOUR
- CIRF CAPPED IRON ROD FOUND
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE
- ▲ POSSIBLE ENCROACHMENT
- ① SCHEDULE B EXCEPTION

Possible Encroachments

- ▲ CONCRETE SIDEWALK ONTO PREMISES 0.5'±

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE C, ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0013B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

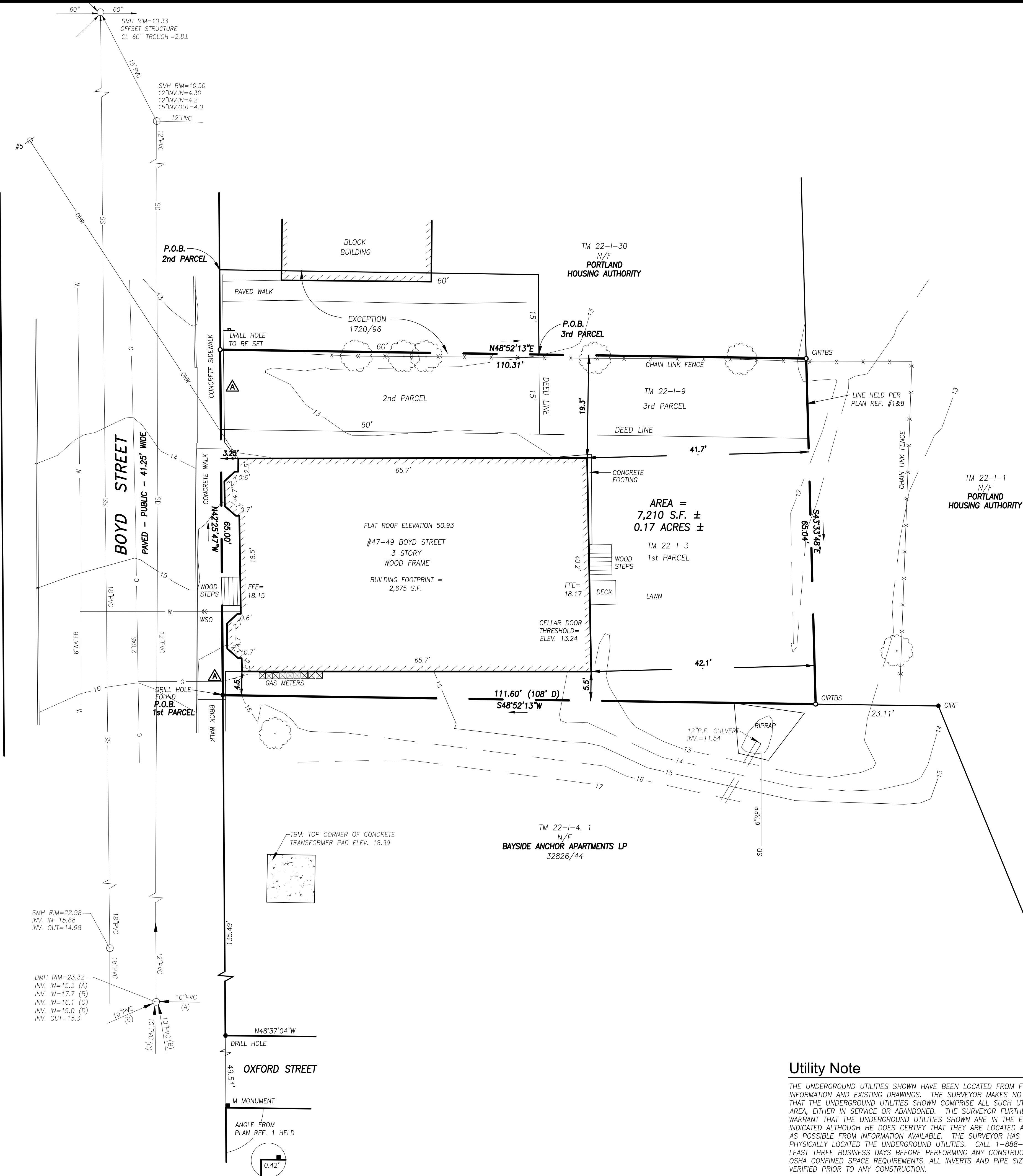
Zoning Information

NONE PROVIDED

General Notes

- OWNER OF RECORD: PORTLAND HOUSING DEVELOPMENT CORPORATION
C.C.R.D. BOOK 30462 PAGE 167
- LOCUS IS SHOWN AS LOTS 3 & 9 BLOCK 1 ON CITY OF PORTLAND'S TAX MAP 22.
- BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD 83 USING THE FOLLOWING CITY OF PORTLAND CONTROL POINTS:

3' OFFSET	3' OFFSET
4"x4" MONUMENT	4"x4" MONUMENT
T102-78-101	L751-8-3007
N 302993.85	N 302902.11
E 2929365.05	E 2929788.62
- ELEVATIONS ARE BASED ON OFFICIAL CITY BENCHMARK: MONUMENT T102-77-1 AT NORTHWEST CORNER OF ANDERSON STREET AND EAST LANCASTER STREET, ELEVATION 19.57 CITY DATUM.
- STREET LINES ARE BASED ON MONUMENTS FOUND ON OXFORD STREET AND HELD AS SHOWN AND PLAN REFERENCE 1.
- NO DELINEATION OF WETLANDS BY APPROPRIATE AUTHORITIES WAS OBSERVED.
- NO PROPOSED CHANGES TO RIGHT OF WAY LINES ARE KNOWN BY THIS SURVEYOR.
- NO EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL WAS OBSERVED.



Legal Description

A CERTAIN LOT OR PARCEL OF LAND WITH THE BUILDINGS THEREON, SITUATED IN THE CITY OF PORTLAND, COUNTY OF CUMBERLAND, AND STATE OF MAINE BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY SIDE OF BOYD STREET, SAID POINT BEING SITUATED ONE HUNDRED THIRTY-FIVE AND FIFTY-EIGHT HUNDREDTHS (135.58) FEET NORTHERLY FROM THE INTERSECTION OF SAID LINE OF BOYD STREET WITH THE NORTHERLY LINE OF OXFORD STREET; THENCE EASTERLY BY A LINE PARALLEL TO LANCASTER STREET ONE HUNDRED EIGHT (108) FEET TO BOYD LINE, SO-CALLED; THENCE NORTHERLY BY SAID BOYD LINE FIFTY (50) FEET, MORE OR LESS, TO A POINT; THENCE WESTERLY BY A LINE PARALLEL TO LANCASTER STREET ONE HUNDRED EIGHT (108) FEET TO BOYD STREET; THENCE BY SAID BOYD STREET TO THE POINT OF BEGUN AT.

ALSO ANOTHER CERTAIN LOT OR PARCEL OF LAND WITH THE BUILDINGS THEREON, SITUATED IN SAID PORTLAND, AND BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A STAKE IN THE NORTHEASTERLY SIDELINE OF BOYD STREET NINETEEN (19) FEET FROM THE HOUSE ON BOYD STREET FORMERLY OWNED BY SAMUEL H. COLESWORTHY AND JOSEPH C. COLESWORTHY; THENCE RUNNING SOUTHEASTERLY ALONG THE SAID SIDELINE OF BOYD STREET THIRTY (30) FEET TO LAND FORMERLY OF SAMUEL H. COLESWORTHY, BEING THE NORTHWESTERLY CORNER OF THE FIRST PARCEL ABOVE; THENCE NORTHEASTERLY ALONG SAID FIRST PARCEL ABOVE, FORMERLY OF SAID COLESWORTHY; THENCE BY SAID COLESWORTHY LAND NORTHWESTERLY THIRTY (30) FEET TO THE OTHER LAND FORMERLY OF SAID COLESWORTHY; THENCE SIXTY (60) FEET TO THE POINT OF BEGINNING. EXISTING AND RESERVING HOWEVER, THAT PORTION OF SAID PARCEL CONVEYED BY CUMBERLAND SAVINGS AND LOAN ASSOCIATION TO FLORENCE S. F. HOOPER BY DEED DATED JUNE 23, 1943, AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 1720, PAGE 96.

ALSO ANOTHER CERTAIN LOT OR PARCEL OF LAND, SITUATED IN THE REAR OF BOYD STREET IN SAID PORTLAND, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF A LOT OF LAND CONVEYED BY CUMBERLAND SAVINGS AND LOAN ASSOCIATION TO FLORENCE S. F. HOOPER BY DEED DATED JUNE 23, 1943, AT A POINT ON THE DIVISION LINE BETWEEN THE NORTHEASTERLY SIDELINE OF SAID ASSOCIATION'S LAND AND THE SOUTHWESTERLY SIDELINE OF SAID HOOPER'S LAND; THENCE NORTHEASTERLY ON A PROLONGATION OF THE SOUTHEASTERLY SIDE OF THE PREMISES CONVEYED BY SAID ASSOCIATION TO SAID HOOPER BY THE FOREMENTIONED DEED FORTY-EIGHT (48) FEET, MORE OR LESS, TO THE NORTHEASTERLY SIDELINE OF LAND FIFTEEN (15) FEET TO A POINT IN THE SOUTHEASTERLY SIDELINE OF SAID HOOPER'S LAND; THENCE SOUTHWESTERLY ALONG THE LAST NAMED BOUND FORTY-EIGHT (48) FEET, MORE OR LESS, TO THE DIVISION LINE BETWEEN THE NORTHEASTERLY SIDELINE OF SAID ASSOCIATION'S LAND AND THE SOUTHWESTERLY SIDELINE OF SAID HOOPER'S LAND; THENCE NORTHWESTERLY ALONG SAID LAST NAMED DIVISION LINE FIFTEEN (15) FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

Plan References

- "PLAN OF PROPERTY, TOPOGRAPHY & UTILITIES PORTLAND HOUSING AUTHORITY, PORTLAND, CUMBERLAND COUNTY, MAINE H.I. & E.C. JORDAN - SURVEYORS JULY 1968"
- "STANDARD BOUNDARY SURVEY FOR HABITAT FOR HUMANITY OF GREATER PORTLAND IN PORTLAND, MAINE APRIL 10, 1992 OWEN HASKELL, INC. JOB NO. 92052P"
- "BOUNDARY SURVEY AND LOT DIVISION OXFORD STREET & BOYD STREET, PORTLAND, MAINE MADE FOR PORTLAND HOUSING AUTHORITY" MAY 7, 2013 BY OWEN HASKELL, INC.
- "RECORDING PLAT OXFORD STREET & BOYD STREET, PORTLAND, MAINE MADE FOR OWNER OF RECORD PORTLAND HOUSING AUTHORITY" SEPTEMBER 11, 2015 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 216 PAGE 12.
- "ALTA/ACSM LAND TITLE SURVEY, OXFORD STREET & BOYD STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR BAYSIDE ANCHOR APARTMENTS, LP" NOVEMBER 5, 2015, REVISED DECEMBER 24, 2015 BY OWEN HASKELL, INC.
- "DRAINAGE & UTILITY PLAN, BAYSIDE ANCHOR, 81 EAST BOYD STREET, PORTLAND, MAINE PREPARED FOR: PORTLAND HOUSING DEVELOPMENT CORPORATION" DEC. 31, 2015 RANSOM CONSULTING, INC. WITH AS-BUILT CHANGES.
- "AS-BUILT ALTA/NSPS LAND TITLE SURVEY, 81 EAST OXFORD STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR RECORD OWNER BAYSIDE ANCHOR APARTMENTS, LP" JANUARY 10, 2017 REVISED MARCH 21, 2017 BY OWEN HASKELL, INC.
- "RECORDING PLAT ON OXFORD STREET & BOYD STREET, PORTLAND, MAINE MADE FOR BAYSIDE ANCHOR APARTMENTS, LP" SEPTEMBER 11, 2015 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 216, PAGE 12.

PRELIMINARY

ALTA / NSPS Land Title Survey

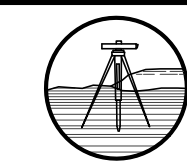
47-49 Boyd Street
Portland, Cumberland County, Maine
Made For Record Owner
Portland Housing Development
14 Baxter Boulevard, Portland, Maine

Surveyor's Certification

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 7(A), 7(B1), 8, 9, 11, 13, 14, 16, 17, 18, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 11, 2019.

RANDY L. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407

DATE OF PLAT OR MAP: JANUARY 23, 2019
DATE OF LAST REVISION:

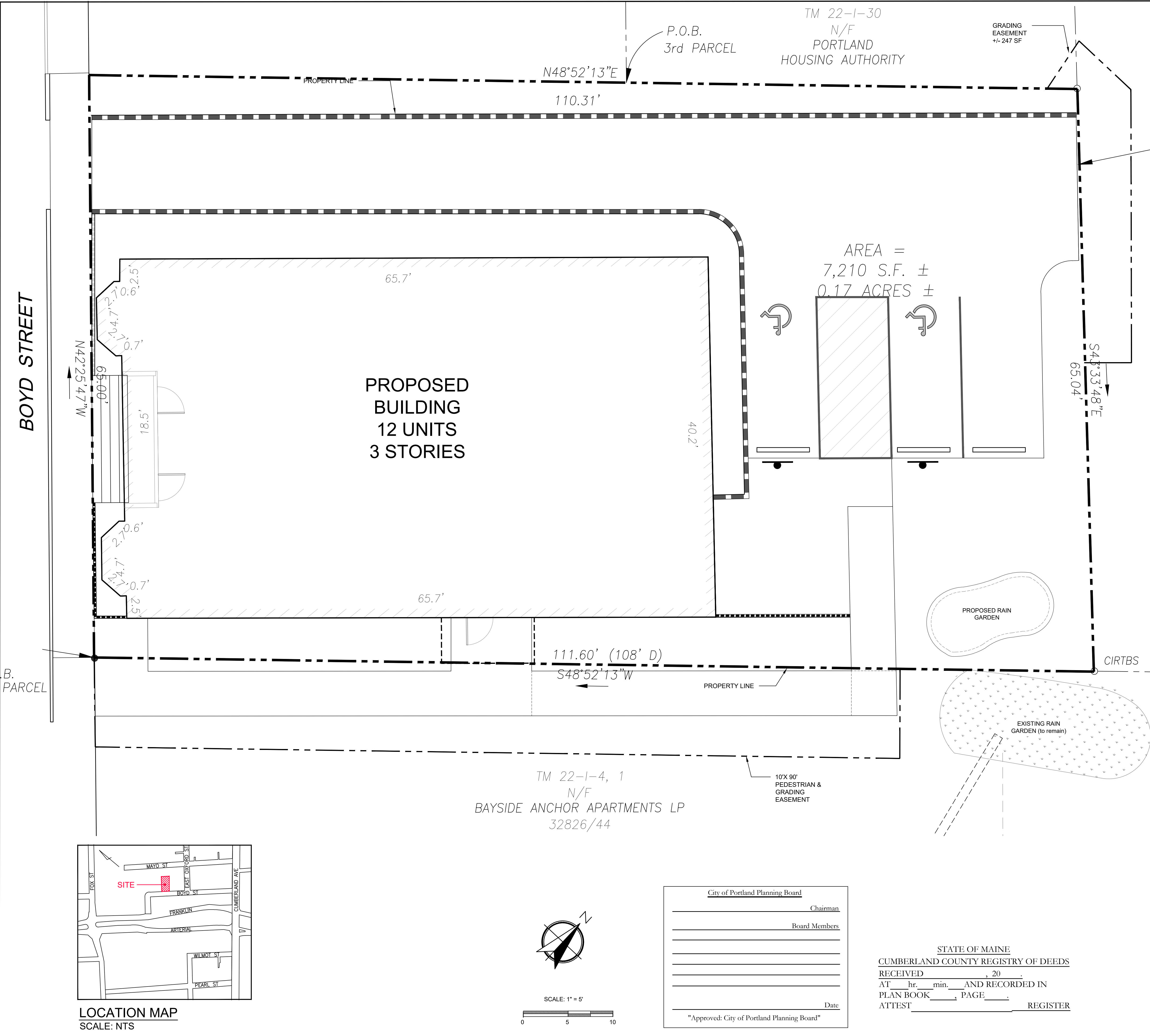


OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105

DRAWN BY: RRL / JLW	FIELD BOOK: FILE	JOB NO. 2018-349 P
CHECKED BY: RRL	SCALE: 1" = 10'	DRWG. NO. 1

Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.



GENERAL NOTES:

1. TOTAL SITE AREA: ±0.17 ACRES (± 7,210 SF)

2. ZONING DISTRICT: RESIDENTIAL ZONE (R-7)

3. OWNER: PORTLAND HOUSING DEVELOPMENT CORPORATION
14 BAXTER BLVD.
PORTLAND, ME 04101
(207) 773.4753

APPLICANT: PORTLANDHOUSING DEVELOPMENT CORPORATION
14 BAXTER BLVD.
PORTLAND, ME 04101
(207) 773.4753

4. TAX MAP: TAX MAP 21, BLOCK 1, LOT 3

5. BOOK AND PAGE: CCRD BOOK 30462, PAGE 1767

6. PROJECT ADDRESS: 47-49 BOYD STREET

7. BOUNDARY, TOPOGRAPHY, AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED: "ALTA/NSPS LAND TITLE SURVEY" AT 47-49 BOYD STREET, PORTLAND, MAINE. MADE FOR PORTLAND HOUSING DEVELOPMENT, 14 BAXTER BLVD., PORTLAND, MAINE 04101. DATED JANUARY 23, 2019. PREPARED BY OWEN HASKELL, INC. 390 US ROUTE ONE, FALMOUTH, ME 04105, TELEPHONE 207.774.0424

8. BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATE SYSTEM, MAINE WEST NAD 83 PER CITY POINTS:
T102-78-101 L751-8-3007
N: 302993.85 N: 302902.11
E: 2929365.05 E: 2929788.62

9. BENCH MARK: MONUMENT T102-77-1 AT NORTHWEST CORNER OF ANDERSON STREET AND EAST LANCASTER STREET, ELEVATION 19.57 CITY DATUM.

10. SPACE AND BULK (W/ DIVISION 30 AFFORDABLE HOUSING BONUSES APPLIED):

	R-7	PROPOSED
TOTAL DWELLING UNITS		12 DU
% AFFORDABLE		80% (10 DU)
MIN. LOT SIZE	NONE	0.17 AC
MIN. STREET FRONTAGE	NONE	65 FT.
MIN. FRONT YARD	NONE	6 INCHES
MIN. REAR / SIDE YARD	5 FT.	4.5 FT.
MAX. LOT COVERAGE	100%	<100%
MAX. BLDG HT. (+25' BONUS)	50 FT.	37 FT.
OFF-STREET PARKING	1 PS / D.U. (3 NEW)	3 PS

11. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.

12. ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.

13. EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4977).

14. ALL EXISTING VEGETATION TO BE PRESERVED AS SHOWN ON PLANS. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING. AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED.

15. STORAGE OR PARKING WILL NOT BE ALLOWED OVER THE ROOTS OF VEGETATION WHICH ARE TO BE PRESERVED. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS REQUIRED FOR THE WORK ON THESE PLANS.

16. ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

17. ALL AREAS DISTURBED OR WORK REQUIRED WITHIN TEMPORARY CONSTRUCTION AREAS ON PROPERTY SHALL BE REPAIRED BY RE-PAVING OR LOAM/SEEDING AS REQUIRED TO RETURN THE SITE TO PRE-CONSTRUCTION CONDITIONS.

18. ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES.

19. ALL EXTERIOR MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC STREETS AND ADJACENT SITES BY STRUCTURE WALLS, EVERGREEN LANDSCAPING, FENCING, MASONRY WALLS OR A COMBINATION THEREOF.

20. SNOW MAY BE STORED WITHIN THE TEMPORARY SNOW STORAGE AREAS ONLY. ANY SNOW THAT CANNOT BE STORED ON-SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFF-SITE WITHIN 24-48 HOURS FOLLOWING A STORM. SNOW TRANSPORTED OFF-SITE SHALL BE BROUGHT TO A MAINE DEP APPROVED 'SNOW DUMP' OR MEET THE EXEMPTION REQUIREMENT SPECIFIED WITHIN CHAPTER 573 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING, ETC. RESULTING FROM THEIR ACTIVITIES. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT. THE BUILDING OWNER / ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

EXISTING	PROPOSED
--- PROPERTY LINE	--- PROPERTY LINE
- - - EASEMENT LINE	- - - SETBACK LINE
--- ROW LINE	--- LIMIT OF WORK LINE
DECIDUOUS TREE (preserved)	DECIDUOUS TREE
DECIDUOUS TREE (to be removed)	SHRUBS
CURB	PERENNIALS
EDGE OF PAVING	ASPHALT PAVEMENT
POLE LIGHT	CONCRETE PAVEMENT
FIRE HYDRANT	BRICK PAVEMENT
MANHOLE	EDGE OF PAVING
EM/GM	CURB
ELEC / GAS METER	CROSSWALK STRIPING
UTILITY POLE	LIGHT
STREET LIGHT	TRAFFIC SIGNAGE
SIGN	CATCH BASIN
CATCH BASIN	SEWER MANHOLE
DRAIN MANHOLE	TRANSFORMER
WATER VALVE / SHUTOFF	BOLLARD
CHAIN LINK FENCE	CONTOUR LINE
OVERHEAD WIRES	SPOT ELEVATION
UNDERGROUND POWER	CAPPED IRON ROD SET
WATER LINE	CATCH BASIN / FIELD INLET
GAS LINE	SEWER MANHOLE
TELEPHONE	DRAIN MANHOLE
STORM DRAIN	

OWNER

PORTLAND HOUSING DEVELOPMENT CORPORATION

14 BAXTER BLVD.
PORTLAND, MAINE 04101

PROJECT

47-49 BOYD STREET APARTMENTS

59 BOYD STREET
PORTLAND, MAINE 04101

DRAWING

SUBDIVISION PLAN

CWS PROJECT NUMBER: 18.014

REVISIONS

REVISIONS PER CITY	10/21/19				
1					

DRAWING NUMBER

C-3.0

SCALE: AS NOTED

DATE: 08/12/2019

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

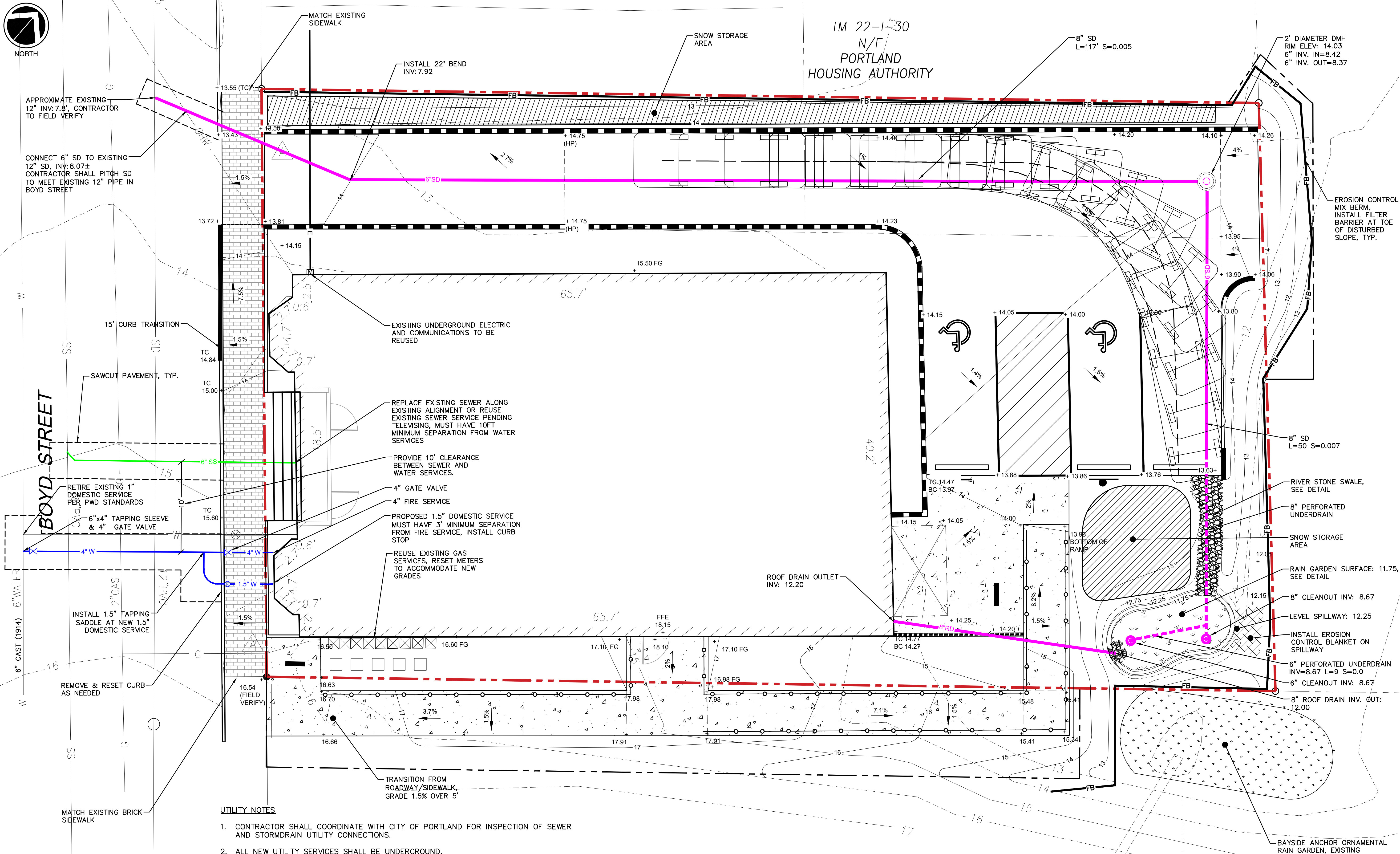
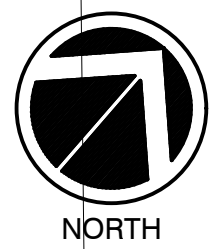
264 US Route One, Suite 100-2A
Scarborough ME 04074
OFFICE: 207 774 4441 CWSARCH.COM

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712

ANSOM
Consulting Engineers
and Scientists

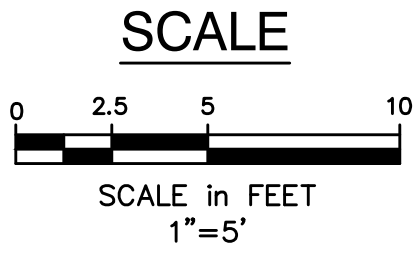
400 COMMERCIAL ST., SUITE 404
PORTLAND, ME 04101
P. 207.772.2891 F. 207.772.3248



FIRE HYDRANT
LOCATED 150' AWAY
AT THE CORNER OF
BOYD STREET &
OXFORD STREET

FOR PERMITTING

- UTILITY NOTES**
- CONTRACTOR SHALL COORDINATE WITH CITY OF PORTLAND FOR INSPECTION OF SEWER AND STORMDRAIN UTILITY CONNECTIONS.
 - ALL NEW UTILITY SERVICES SHALL BE UNDERGROUND.
 - ALL WORK IN THE RIGHT OF WAY SHALL BE IN COMPLIANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS.
 - ALL WATER UTILITIES SHALL COMPLY WITH PORTLAND WATER DISTRICT'S STANDARDS AND SPECIFICATIONS, (<https://www.pwd.org/document-library/>). FINAL SIZING OF DOMESTIC AND FIRE SERVICES TO BE DETERMINED BY MECHANICAL AND SPRINKLER SYSTEM DESIGNERS.
 - ALL UTILITY INSTALLATIONS SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND, AS WELL AS ANY OTHER LOCAL, STATE, FEDERAL CODES; AND THE UTILITY OWNER'S REQUIREMENTS/STANDARDS.
 - CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
 - UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. ANY DISCREPANCIES OR CONFLICTS SHALL BE IMMEDIATELY REPORTED TO THE ARCHITECT/ENGINEER.



TM 22-1-4, 1
N/F
BAYSIDE ANCHOR APARTMENTS LP
32826/44

- GRADING NOTES**
- ALL WALKWAYS, PEDESTRIAN AREAS, AND ACCESSIBLE PARKING AISLES SHALL CONFORM WITH THE APPROPRIATE ADA GUIDELINES. GRADING SHALL BE AS FOLLOWS:
 - WALKWAYS SHALL HAVE A MAXIMUM CROSS SLOPE (PERPENDICULAR TO THE DIRECTION OF TRAVEL) OF 2% AND A MAXIMUM RUNNING SLOPE (ALONG THE DIRECTION OF TRAVEL) OF 5%.
 - CURB RAMPS OR RAMPS WITH HANDRAILS MAY HAVE A RUNNING SLOPE OF UP TO 8.3% (1" PER FOOT); HOWEVER, THE MAXIMUM CROSS SLOPE IS STILL 2%.
 - LANDING AREAS, PATIO AREAS, ACCESSIBLE PARKING AISLES, AND AREAS WHERE PEDESTRIANS ARE TURNING SHALL HAVE A MAXIMUM SLOPE OF 2% IN ALL DIRECTIONS.
 - IF THE CONTRACTOR DETERMINES THAT ANY THE ABOVE STANDARDS ARE NOT COMPATIBLE WITH SITE CONDITIONS/PROPOSED GRADING THEY SHALL CONTACT THE ENGINEER/OWNER'S REP UPON DISCOVERY AND REQUEST GUIDANCE.
 - ANY WORK DONE OUTSIDE OF THESE GUIDELINES (WITHOUT FIRST REQUESTING GUIDANCE FROM THE ENGINEER/OWNER'S REP) SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST TO THE OWNER.

47-49 BOYD STREET
APARTMENTS
PORTLAND, MAINE

Civil Engineer:

JOHN I. MAHONEY, P.E. 12430
RANSOM CONSULTING, INC.
400 COMMERCIAL ST., SUITE 400
PORTLAND, ME 04101

OWNER:

58 BOYD STREET, LP
14 BAXTER BLVD.
PORTLAND, ME 04101

Consultants:

Architect:
CWS Architects
434 Cumberland Ave
Portland, ME 04101

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

Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207.772.2891

GRADING, DRAINAGE & UTILITIES

3	Revised per CITY Comments	10/22/19
2	Revised per PWD Comments	8/29/19
1	City Submission	8/9/19

No.	Revision/Issue	Date
Design by:	SJH/JIM	Checked by: JIM
Drawn by:	SJH	Approved by: JIM
Project:	191.06066	Date: AUGUST, 2019

Sheet No: **C-1**
Sheet 1 of 3

EROSION AND SEDIMENTATION CONTROL NOTES

INSPECTION REQUIREMENTS

CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENTATION CONTROL MEASURES ON A WEEKLY BASIS AND AFTER RAIN/STORM EVENTS AND SHALL KEEP A LOG OF THESE INSPECTIONS. ANY ISSUES IDENTIFIED SHALL BE ADDRESSED AS SOON AS POSSIBLE AND BEFORE ADDITIONAL PRECIPITATION.

EROSION CONTROL MEASURES AND SITE STABILIZATION

THE PRIMARY EMPHASIS OF THE EROSION & SEDIMENT CONTROL PLAN IS AS FOLLOWS:

- RAPID VEGETATION OF EXPOSED AREAS TO MINIMIZE THE PERIOD OF SOIL EXPOSURE.
- RAPID STABILIZATION OF DRAINAGE PATHS TO AVOID CHANNEL EROSION.
- THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (EROSION CONTROL BERM, STAKED HAY BALES ETC.)

THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL DEVICES WILL BE IMPLEMENTED AS PART OF THE SITE DEVELOPMENT. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE, SEE THE MAINE EROSION AND SEDIMENT CONTROL BMPS, (MOST RECENT REVISION).

TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING MEASURES ARE PLANNED AS TEMPORARY EROSION & SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION. THESE TEMPORARY EROSION CONTROL MEASURES SHOULD BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION HAS BEEN ESTABLISHED.

1. CRUSHED STONE--STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT SITE ENTRANCES.
2. WOOD WASTE COMPOST BERMS (EROSION CONTROL BERM) SHALL BE INSTALLED DOWNSTREAM OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL THE TRIBUTARY AREAS ARE VEGETATED. THE EROSION CONTROL BERMS SHALL BE INSTALLED PER THE DETAILS PROVIDED AND INSPECTED REGULARLY, INCLUDING BEFORE AND AFTER A STORM EVENT OF 0.5 INCHES OR GREATER. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE OR BERM LINE. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
3. STRAW, HAY MULCH AND HYDROSEEDING IS INTENDED TO PROVIDE COVER FOR BARE OR SEEDED AREAS UNTIL VEGETATION IS ESTABLISHED AND SHOULD BE APPLIED WITHIN 7 DAYS AT A RATE A 115 POUNDS PER 1000 SQUARE FEET. MULCH PLACED BETWEEN APRIL 15TH AND OCTOBER 15TH (ON SLOPES OF LESS THEN 15 PERCENT) SHALL BE ANCHORED BY APPLYING WATER. MULCH PLACED ON SLOPES OF EQUAL TO OR STEEPER THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. SLOPES STEEPER THAN 3:1 SHALL RECEIVE EROSION CONTROL BLANKETS OR RIP RAP.
4. USE STANDARD CONSERVATION SEED MIX OF 100% ANNUAL RYE GRASS OR FIELD BROMEGRASS. SEED APPLICATION RATE SHALL BE 40 LB/ACRE.
5. TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:

STOCKPILES SHALL BE STABILIZED WITHIN SEVEN DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE BY A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH, SUCH AS SHREDDED HAY, STRAW, OR EROSION CONTROL MIX.

STOCKPILES SHALL BE SURROUNDED BY SEDIMENTATION BARRIER AT THE TIME OF FORMATION.

6. ALL DISTURBED AREAS THAT ARE WITHIN 75 FEET OF AN UNDISTURBED WETLAND SHALL RECEIVE MULCH OR EROSION CONTROL MESH FABRIC WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL. ALL AREAS WITHIN 75 FEET OF AN UNDISTURBED WETLAND SHALL BE MULCHED PRIOR TO ANY PREDICTED RAIN EVENT REGARDLESS OF THE 48 HOUR WINDOW. IN OTHER AREAS, THE TIME PERIOD MAY BE EXTENDED TO 7 DAYS.
7. STATE AND LOCAL ROADS SHALL BE SWEEP TO CONTROL MUD AND DUST AS NECESSARY. ADDITIONAL STONE SHALL BE ADDED TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
8. STORMDRAIN CATCH BASIN INLET PROTECTION SHALL BE PROVIDED THROUGH THE USE OF STONE SEDIMENT BARRIERS OR APPROVED SEDIMENT BAGS (SUCH AS SILT SACK). INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE BARRIERS SHALL BE INSPECTED AFTER EACH RAINFALL AND REPAIRS MADE AS NECESSARY. SEDIMENT SHALL BE REMOVED AND THE BARRIER RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO HALF THE DESIGN DEPTH OF THE BARRIER. THE BARRIER SHALL BE REMOVED WHEN THE TRIBUTARY DRAINAGE AREA HAS BEEN STABILIZED.
9. WATER AND/OR CALCIUM CHLORIDE SHALL BE FURNISHED AND APPLIED IN ACCORDANCE WITH MDOT SPECIFICATIONS--SECTION 637--DUST CONTROL.
10. LOAM AND SEED IS INTENDED TO SERVE AS THE PRIMARY PERMANENT VEGETATIVE MEASURE FOR ALL BARE AREAS NOT PROVIDED WITH OTHER EROSION CONTROL MEASURES, SUCH AS RIPRAP.
11. WATER FROM CONSTRUCTION TRENCH DEWATERING OR TEMPORARY STREAM DIVERSION SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE. IN NO CASE SHALL THE FILTER BAG OR CONTAINMENT STRUCTURE BE LOCATED WITHIN 75 FEET OF A PROTECTED NATURAL RESOURCE.

PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

1. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, ETC.) WILL BE LOAMED, LIMED, FERTILIZED, MULCHED, AND SEEDED.
2. PLEASE REFER TO THE TURF AND GRASSES SPECIFICATION (SECTION 329200) FOR SEED MIX AND APPLICATION RATE

IMPLEMENTATION SCHEDULE

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED TO INSURE THE EFFECTIVENESS OF THE EROSION AND SEDIMENTATION CONTROL MEASURES ARE OPTIMIZED:

NOTE: FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE BY LIMITING THE DISTURBED AREA. THE

CONSTRUCTION OF BMPS SHOULD EITHER BE PERFORMED AFTER THE TRIBUTARY AREA IS STABILIZED OR TEMPORARY EROSION CONTROL MEASURES NEED TO BE IMPLEMENTED TO PROTECT THE BMPS FROM BEING CLOGGED WITH CONSTRUCTION SEDIMENT.

1. INSTALL CRUSHED STONE TO STABILIZED CONSTRUCTION ENTRANCES.
2. INSTALL PERIMETER EROSION CONTROL BERM.
3. CLEAR AND GRUB SITE WITHIN THE SPECIFIED CLEARING LIMITS.
4. COMMENCE EARTHWORK AND GRADING TO SUBGRADE.
5. COMMENCE CONSTRUCTION OF BUILDING FOUNDATION.
6. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
7. COMPLETE REMAINING EARTHWORK OPERATIONS.
8. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
9. INSTALL SUBBASE AND BASE GRAVEL WITHIN PROPOSED PARKING EXPANSION.
10. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS.
11. ONCE THE SITE IS STABILIZED AND A 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
12. TOUCH UP LOAM AND SEED.

NOTE: ALL BARE AREAS NOT SUBJECT TO FINAL PAVING, RIPRAP, OR GRAVEL; SHALL BE VEGETATED.

PRIOR TO CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE FOR THE COMPLETION OF THE WORK, WHICH WILL SATISFY THE ABOVE CONSTRUCTION SEQUENCE IN THE SPECIFIED ORDER, HOWEVER, SEVERAL SEPARATE ITEMS MAY BE CONSTRUCTED SIMULTANEOUSLY. WORK MUST ALSO BE SCHEDULED OR PHASED TO REDUCE THE EXTENT OF THE EXPOSED AREAS AS SPECIFIED BELOW. THE INTENT OF THIS SEQUENCE IS TO PROVIDE FOR EROSION CONTROL AND TO HAVE STRUCTURAL MEASURES SUCH AS EROSION CONTROL BERM AND CONSTRUCTION ENTRANCES IN PLACE BEFORE LARGE AREAS OF LAND ARE STRIPPED.

THE WORK SHALL BE CONDUCTED IN SECTIONS WHICH SHALL:

1. LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE PRECEDING 30 DAYS.
2. VEGETATE THE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN SEVEN DAYS OF FINAL GRADING OR BEFORE A STORM EVENT; OR TEMPORARILY STABILIZED WITHIN 48 HOURS OF INITIAL DISTURBANCE OF SOIL FOR AREAS WITHIN 75 FEET OF AN UNDISTURBED WETLAND AND 7 DAYS FOR ALL OTHER AREAS.
3. INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEM AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

WINTER STABILIZATION PLAN

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15TH, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION.

WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT ANY AREA LEFT EXPOSED CAN BE CONTROLLED BY THE CONTRACTOR. EXPOSED AREAS SHALL BE LIMITED TO THOSE AREAS IN WHICH WORK IS EXPECTED TO COMMENCE AND COMPLETE IN THE NEXT FIFTEEN (15) DAYS AND THAT CAN BE MULCHED WITHIN ONE DAY PRIOR TO ANY SNOW EVENT.

ALL AREAS SHALL BE CONSIDERED TO BE BARE UNTIL THE SUBBASE GRAVEL IS INSTALLED WITHIN PAVEMENT/BUILDING AREAS OR THE AREAS HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 POUNDS PER 1,000 SQUARE FEET (3 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED.

THE CONTRACTOR SHALL INSTALL ANY ADDED MEASURES, WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1,000 SF. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOODWASTE EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE SHALL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

1. SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOODWASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

2. MULCHING

AN AREA SHALL BE CONSIDERED BARE UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 SF. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THOUGH THE MULCH.

BETWEEN THE DATES OF NOVEMBER 1ST AND APRIL 15TH ALL MULCH SHALL BE ANCHORED BY PEG LINE, MULCH NETTING, TRACKING, OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

3. MULCHING ON SLOPES AND DITCHES

SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8%.

MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. EROSION CONTROL

BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

4. SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES, FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF THREE TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. DORMANT SEEDING MAY BE SELECTED TO BE PLACED PRIOR TO THE PLACEMENT OF MULCH AND FABRIC NETTING ANCHORED WITH STAPLES. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1000 SF. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 90% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

ALJDF

5. DEWATERING

WATER FROM CONSTRUCTION TRENCH DEWATERING SHALL PASS FIRST THROUGH A FILTER BAG OR SECONDARY CONTAINMENT STRUCTURE (E.G. HAY BALE LINED POOL) PRIOR TO DISCHARGE. THE DISCHARGE SITE SHALL BE SELECTED TO AVOID FLOODING, ICING, AND SEDIMENT DISCHARGES TO A PROTECTED RESOURCE.

6. INSPECTION AND MONITORING

MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUOUS FUNCTION. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL IN THE SPRING INSPECT AND REPAIR ANY DAMAGES AND/OR UNESTABLISHED SPOTS. ESTABLISHED VEGETATIVE COVER MEANS A MINIMUM OF 85% TO 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH.

STANDARDS FOR TIMELY STABILIZATION OF CONSTRUCTION SITES DURING WINTER

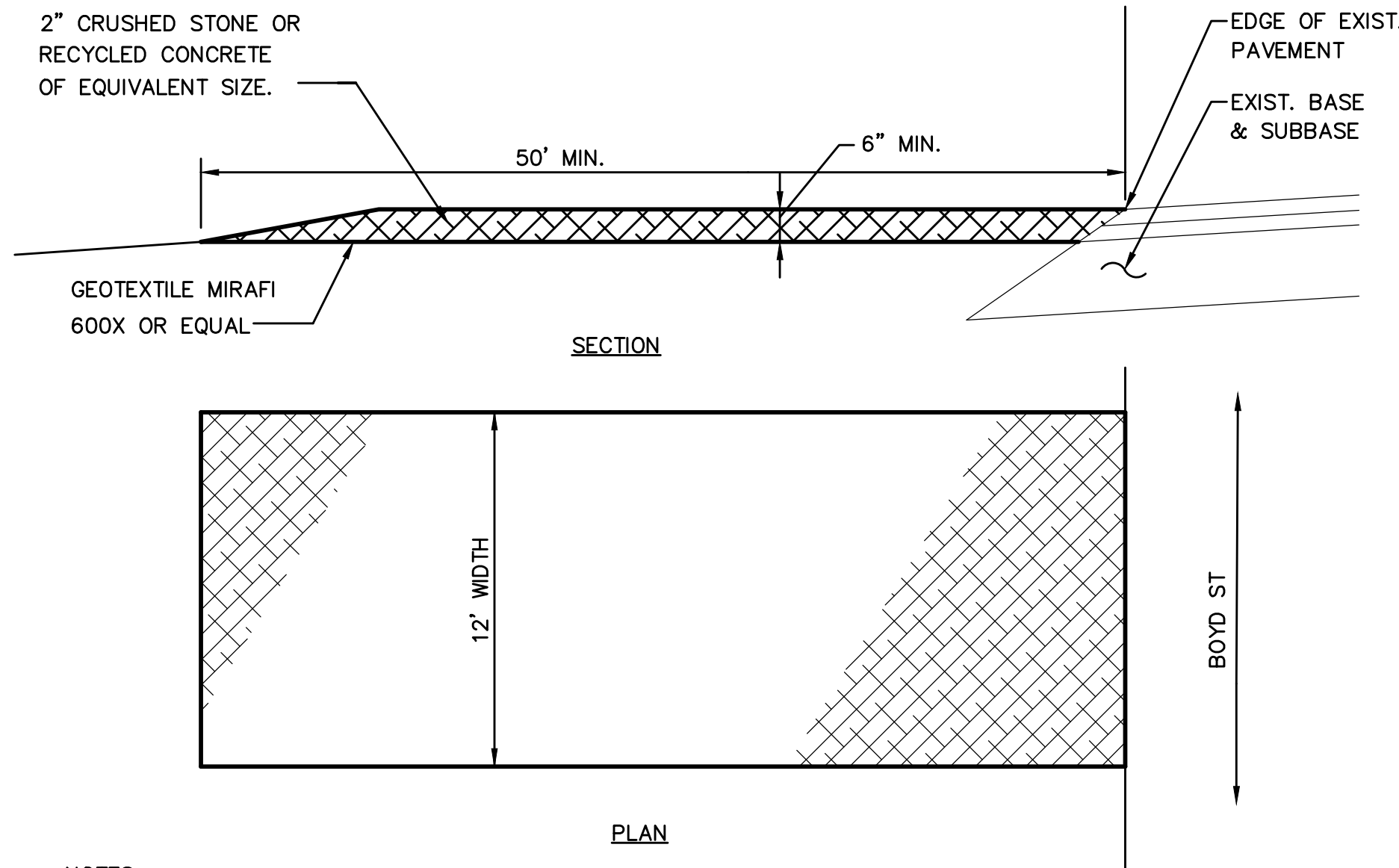
1. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH THE APPLICANT SHALL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE APPLICANT FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE APPLICANT SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

STABILIZE THE SOIL WITH TEMPORARY VEGETATION--BY OCTOBER 1ST THE APPLICANT SHALL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF THREE POUNDS PER 1000 SQUARE FEET. LATELY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15TH, THEN THE APPLICANT SHALL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED ABOVE.

STABILIZE THE SOIL WITH SOD--THE APPLICANT SHALL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.

STABILIZE THE SOIL WITH MULCH--BY NOVEMBER 15TH THE APPLICANT SHALL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

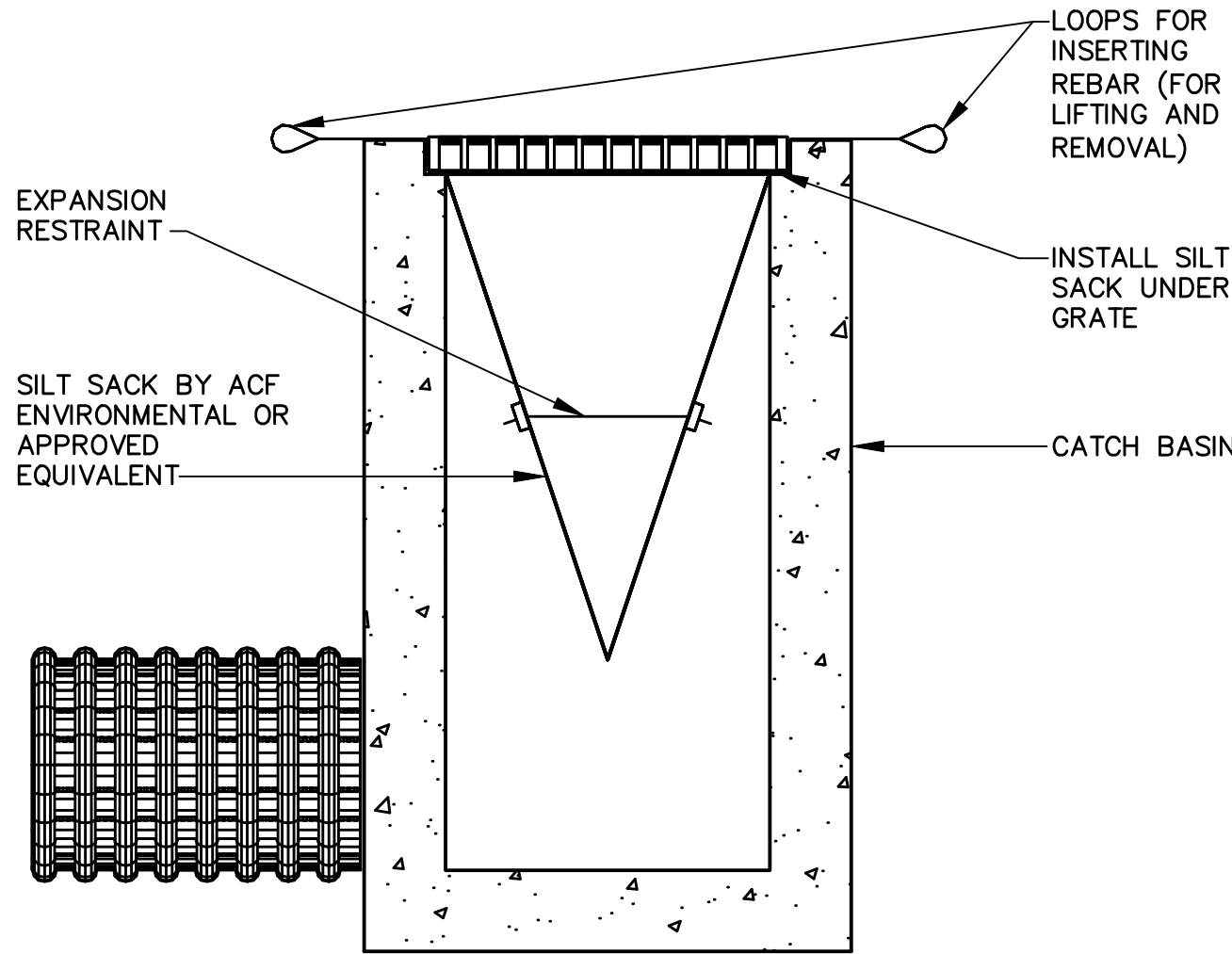


NOTES:

1. MAINTAIN ENTRANCE IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHT OF WAY. IF WASHING IS REQUIRED PREVENT SEDIMENT FROM ENTERING WATERWAYS, DITCHES OR STORM DRAINS.
2. REMOVE STABILIZED CONSTRUCTION ENTRANCE TO FINISH ROAD CONSTRUCTION & PAVEMENT.

STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

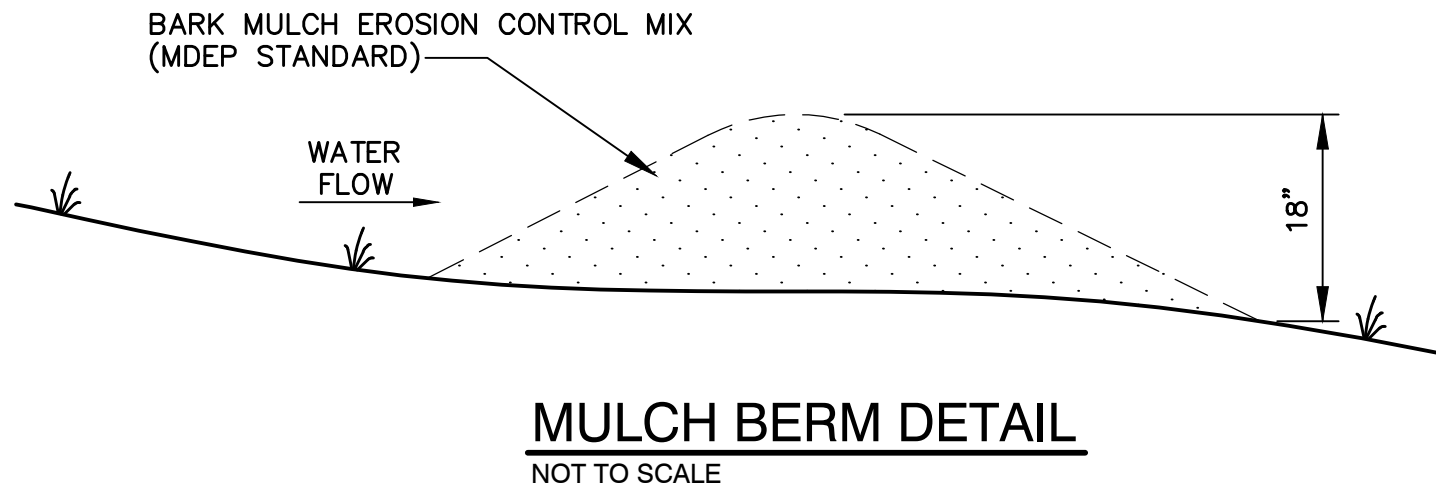


NOTES:

1. INSTALL SILTSACK PER MANUFACTURER'S RECOMMENDATIONS.
2. SILTSACKS SHALL BE CHECKED FOR SEDIMENT LEVEL AND OVERALL CONDITION IMMEDIATELY AFTER EVERY RAIN EVENT AND AT LEAST EVERY DAY DURING PROLONGED RAINFALL.
3. SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO 1/2 THE DESIGN DEPTH OF THE SILTSACK. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT WILL NOT ERODE.
4. SEDIMENT SHALL ONLY BE REMOVED BY REMOVING THE SILTSACKS FROM THE CATCH BASINS ACCORDING TO MANUFACTURER RECOMMENDATIONS.
6. CARE SHALL BE TAKEN TO AVOID SPILLING SEDIMENT WHILE REMOVING THE SILTSACK.
7. ANY DAMAGED SILTSACK SHALL BE REPLACED WITH A NEW SILTSACK.

INLET PROTECTION - SILT SACK

NOT TO SCALE



MULCH BERM DETAIL

NOT TO SCALE

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Civil Engineer:

STATE OF MAINE

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Consultants:

25
YEARS
CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

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CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS

Landscape Architect
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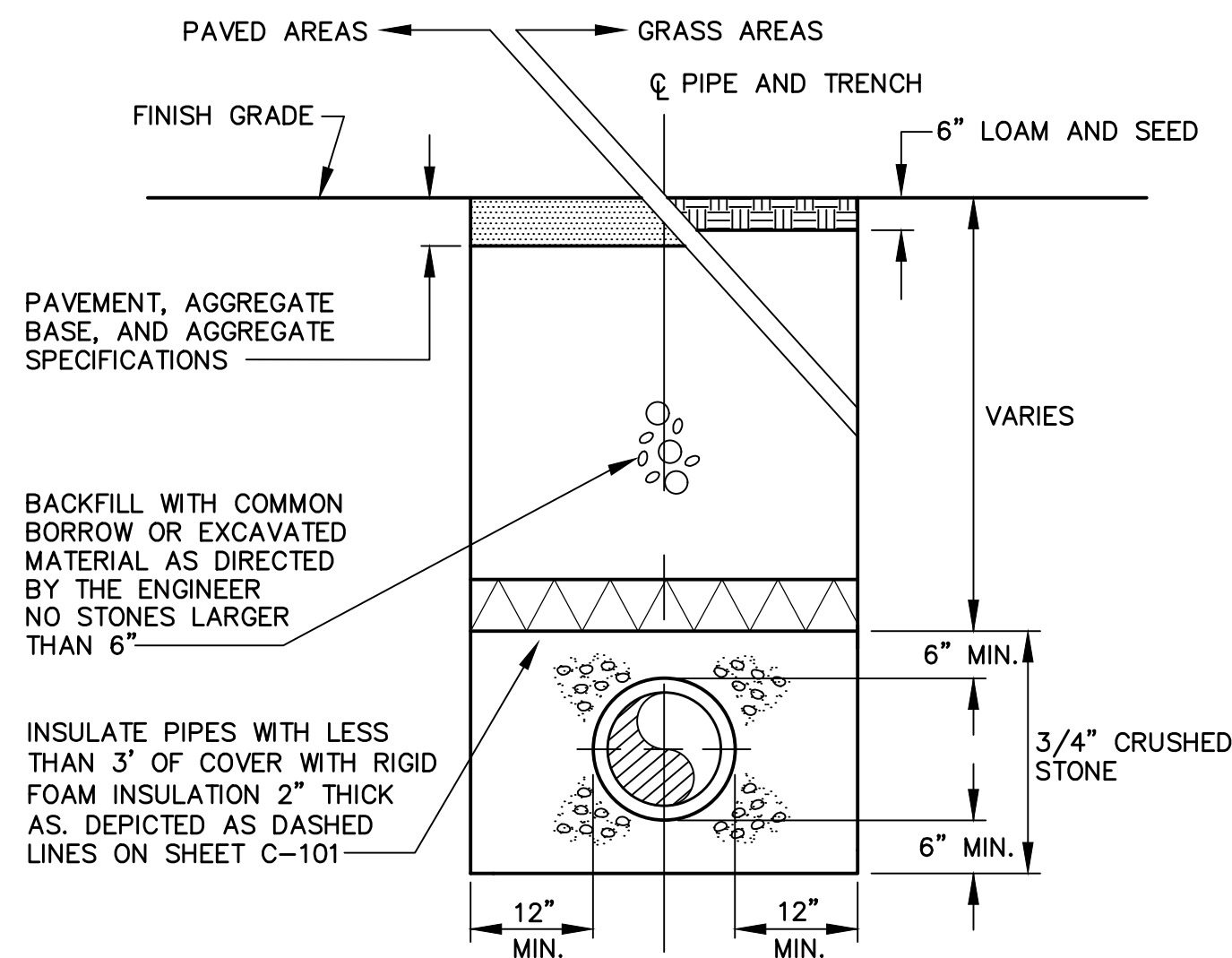
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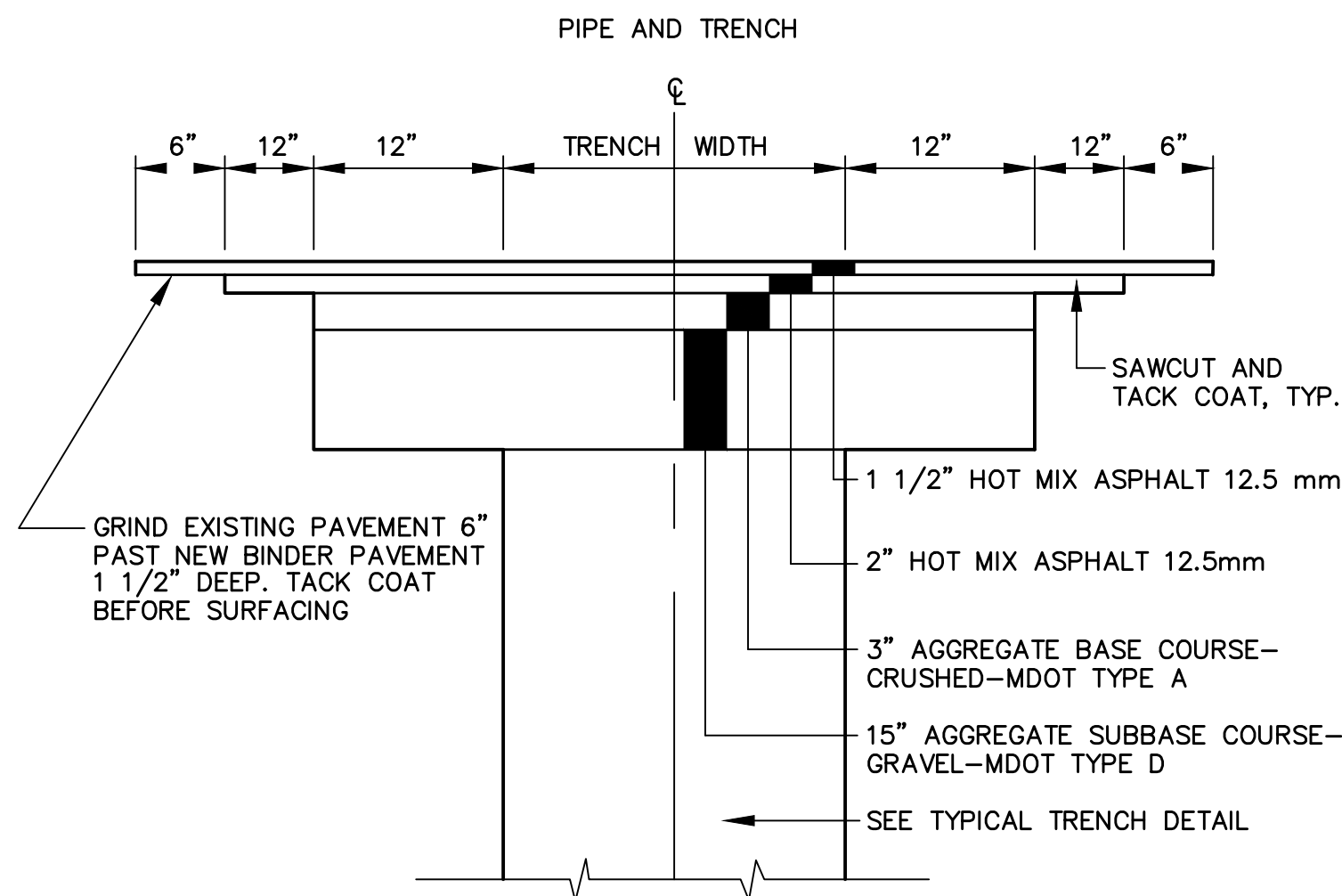
GRADING, DRAINAGE & UTILITIES

2	Revised per CITY Comments	10/22/19
1	City Submission	8/9/19
No.	Revision/Issue	Date
Design by:	SJH/JIM	Checked by: JIM
Drawn by:	SJH	Approved by: JIM
Project:	191.06066	Date: AUGUST, 2019
Sheet No:	C-2 Sheet 2 of 3	

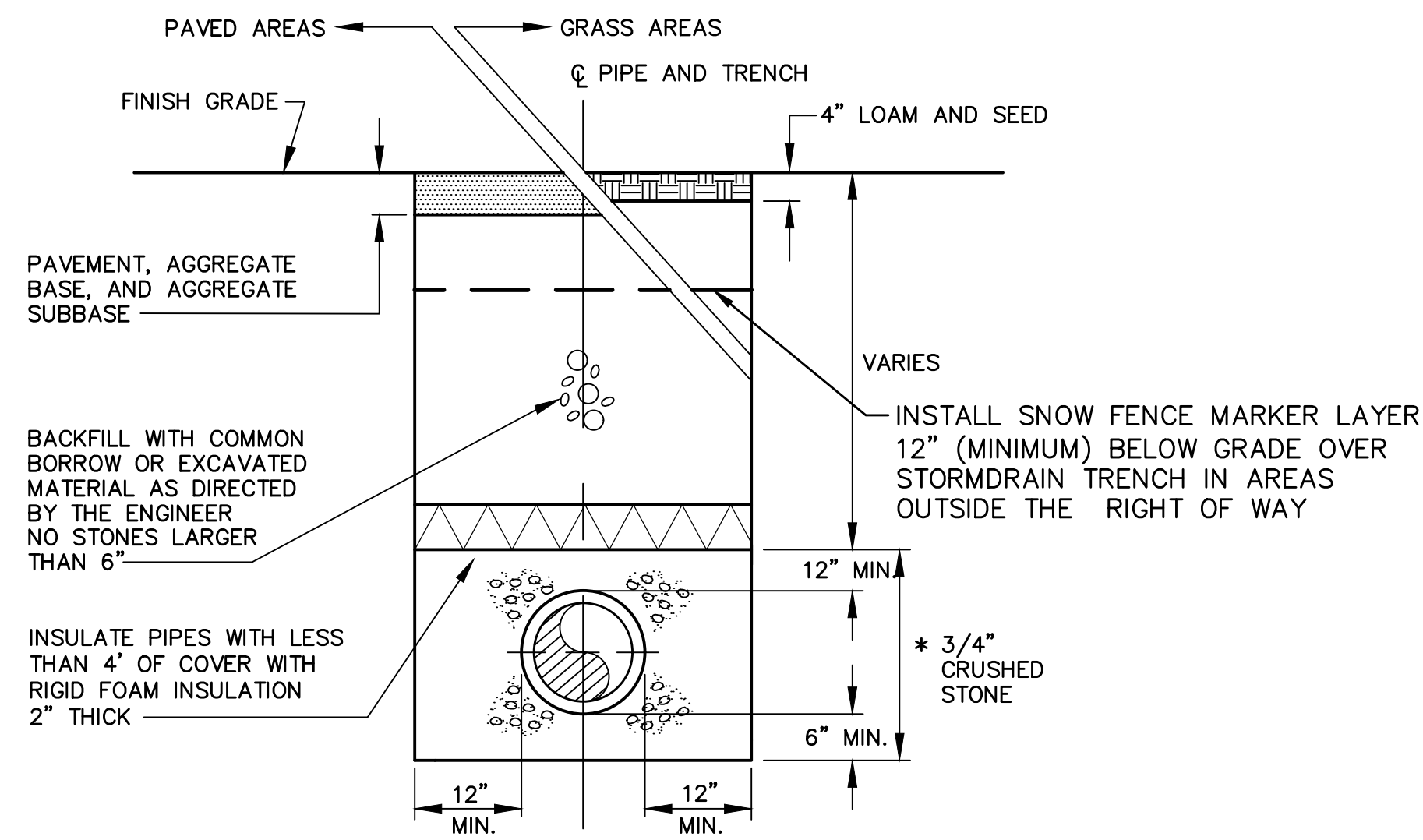
FOR PERMITTING



TYPICAL TRENCH - STORMDRAIN & SEWER
NOT TO SCALE

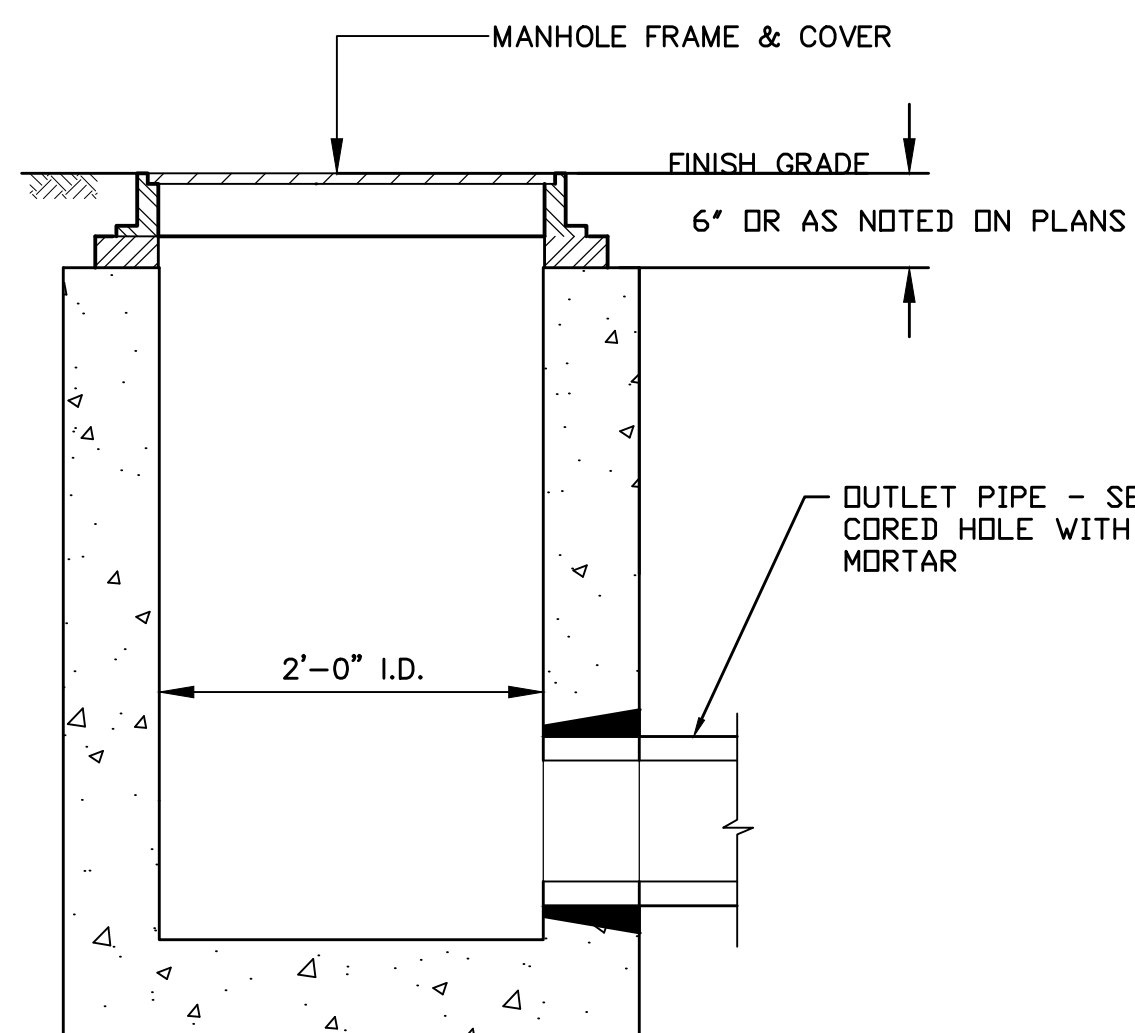


TYPICAL TRENCH PAVING DETAIL
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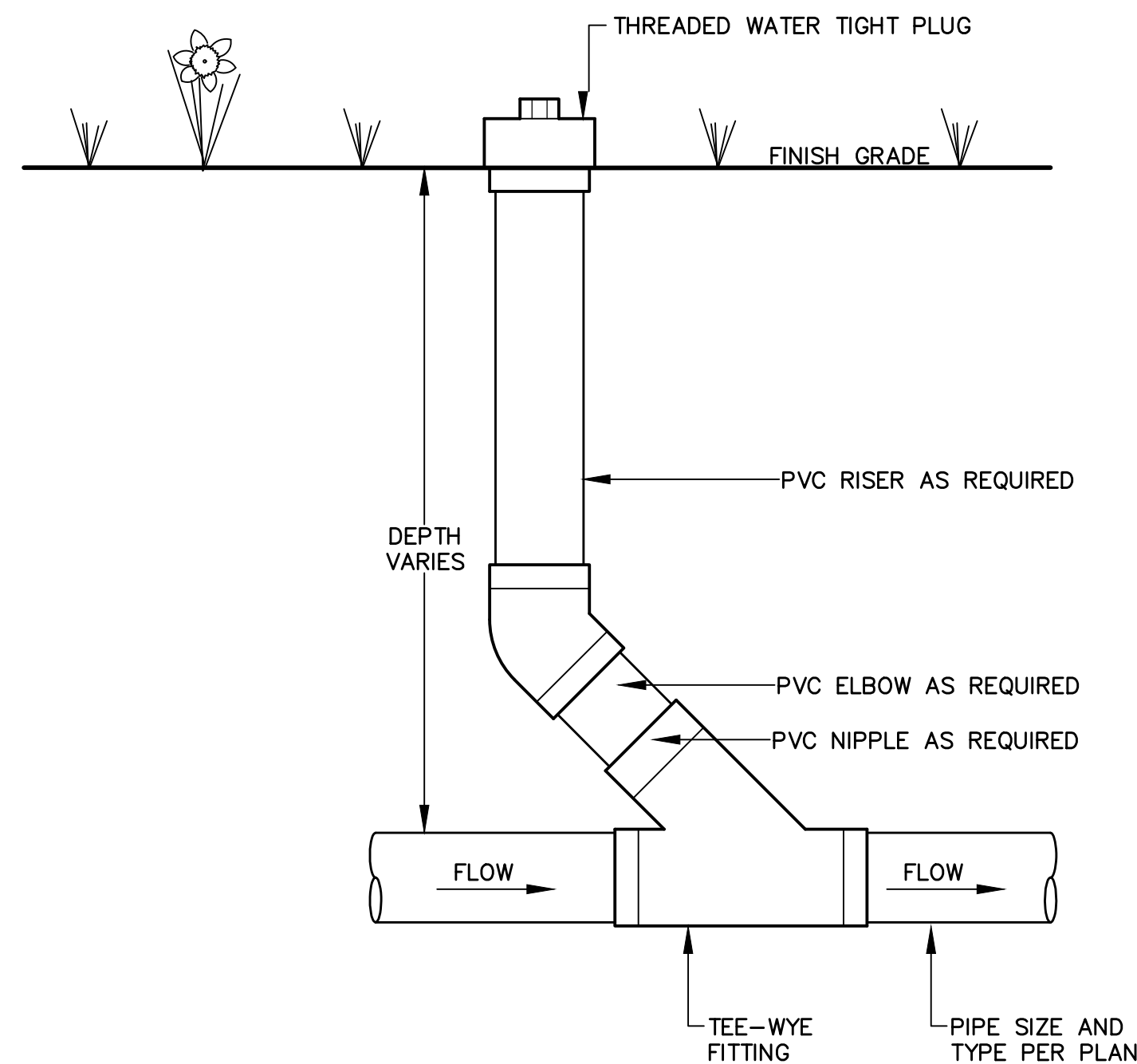


* USE SAND BEDDING FOR WATER INFRASTRUCTURE

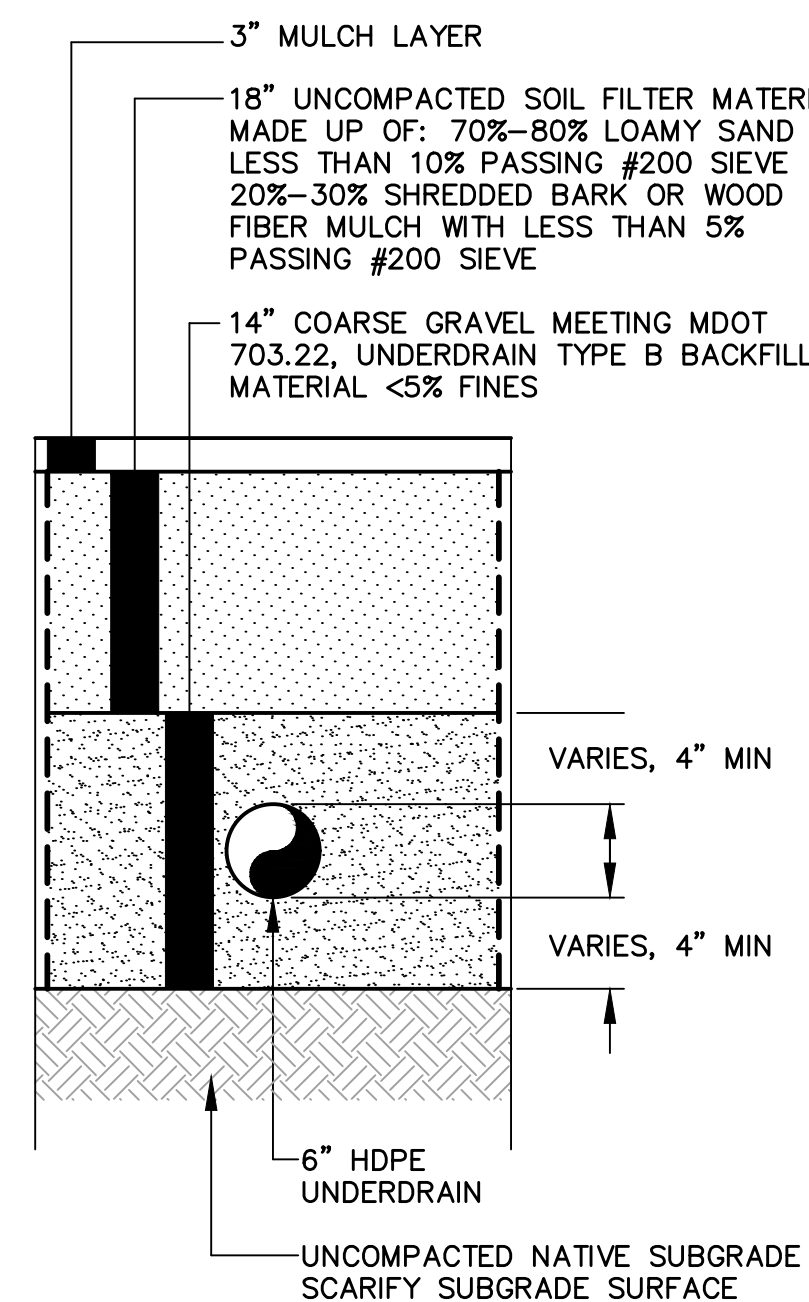
TYPICAL TRENCH REPAIR DETAIL
NOT TO SCALE



FIELD INLET
NOT TO SCALE



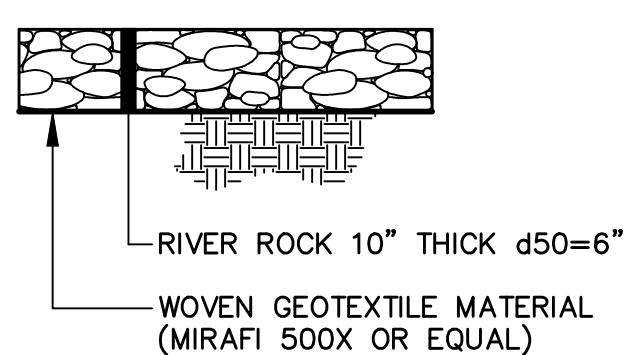
DRAIN CLEANOUT DETAIL
NOT TO SCALE



NOTES

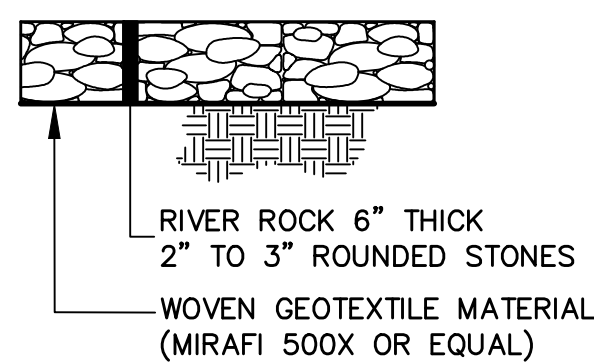
1. RAIN GARDEN SHALL BE CONSTRUCTED AND STABILIZED PRIOR TO RECEIVING RUNOFF.
2. SEE LANDSCAPE PLANS FOR RAIN GARDEN PLANTINGS
3. PERMANENT EROSION CONTROL AROUND ALL DISTURBED AREAS SHALL BE STABILIZED BY THE END OF EACH WORKDAY. STABILIZATION SHALL BE MAINTAINED ON A DAILY BASIS. SEED AND HAY MULCH SHALL BE APPLIED TO ALL EXPOSED SOIL AREAS AT THE END OF EACH WORKDAY.
4. CONSTRUCTION STAGING SHALL BE CONDUCTED IN A WAY TO MINIMIZE THE POTENTIAL FOR STORM WATER RUN-ON TO EXCAVATED AREAS. ALL STORM WATER "BASINS" AND DOWNSPOUTS SHALL BE CONSTRUCTED AND STABILIZED PRIOR TO CONSTRUCTION IN ORDER TO REDUCE POTENTIAL FOR STORM WATER RUN-ON.
5. THE CONTRACTOR SHALL BLEND ALL SPECIFIED SOIL FILTER MEDIA MATERIALS OFF-SITE AND PRIOR TO PLACEMENT.
6. THE CONTRACTOR SHALL LIMIT COMPACTION OF SUBGRADE OR RAIN GARDEN AREAS DURING EXCAVATION. SUBGRADE SURFACE SHALL BE MECHANICALLY RAKED WITH A TOOTHED-EXCAVATOR BUCKET TO PROMOTE THE INFILTRATION OF WATER INTO PARENT SOILS PRIOR TO PLACEMENT OF UNDERDRAIN BACKFILL.
7. SOIL FILTER MEDIA SHALL BE PLACED AND NOT COMPACTED PRIOR TO PLACEMENT OF MULCH. THE SOIL FILTER MEDIA SURFACE SHALL BE FLAT IN ORDER TO REDUCE THE POTENTIAL FOR CHANNELING WATER ACROSS THE SURFACE MEDIA.
8. SURFACE SOIL FILTER SHALL BE SUOUROUNDED WITH A MULCH BERM UNTIL THE SITE HAS BEEN PERMENALTY STABILIZED
9. THE CONTRACTOR IS STRONGLY ADVISED TO REVIEW THE SPECIFICATIONS FOR THE SURFACE SOIL FILTER MEDIA BEFORE BIDDING, SECTION 312000 EARTHWORK. THIS MATERIAL HAS SPECIAL PERMEABILITY TESTING REQUIREMENTS AND IS VERY SENSITIVE TO CONTAMINATION FROM EXPOSED SOILS DURING CONSTRUCTION.

RAIN GARDEN DETAIL
NOT TO SCALE



* USE FOR ROOF DRAIN APRON INTO RAIN GARDEN

RIP RAP DETAIL
NOT TO SCALE



* USE FOR ENERGY DISSIPATION FROM PARKING ARE TO RAIN GARDEN

RIVER ROCK DETAIL
NOT TO SCALE

FOR PERMITTING

Site: **47-49 BOYD STREET APARTMENTS**
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Civil Engineer: 

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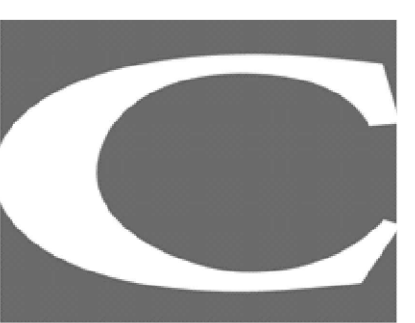
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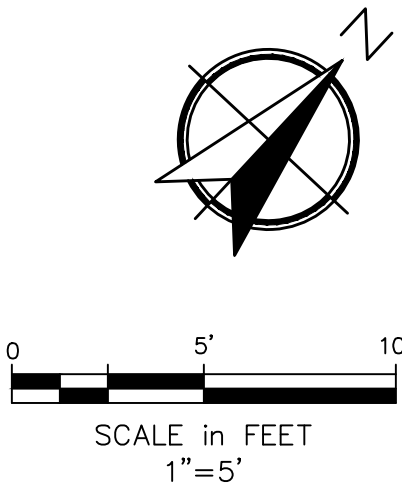
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	Sheet 3 of 3	

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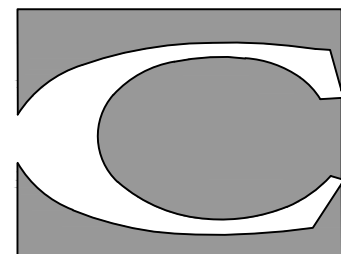


QTY.	SYM.	LABEL	FIXTURE MODEL + MAKE	WATTS	LUMENS
1		C1	CDL4 RECESSED LED DOWNLIGHT	8.7	705
4		KB	KIM - PAVILLION BOLLARD	14	960
2		W2	HUBBELL LNC-5LU-3K-2	12.9	884
1		W3	HUBBELL LNC-9LU-3K-4	22.2	1680
2		WS	PROGRESS LED WALL SCONCE	9.36	306

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
2	AR	<i>Acer rubrum</i> 'Bowhall'	Bowhall Red Maple	2"		X
2	CJ	<i>Cercidiphyllum japonicum</i>	Katsura	2"	Limbed up crown to clear walkway	
1	HV	<i>Hamamelis virginiana</i>	Common Witchhazel	5-6'		X
5	OA	<i>Oxydendrum arboreum</i>	Sourwood	2"	Planted 25' O.C.	X

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
3	CS	<i>Cornus sericea</i> 'Artic Fire'	Redtwig Dogwood	#5	Cont.	X
3	KL	<i>Kalmia latifolia</i> 'Hoffman's Pink'	Mountain Laurel	#3	Cont.	
2	RB	<i>Rhododendron</i> 'Boule de Neige'	Boule de Neige Rhododendron	2-2.5'	Cont.	
4	RO	<i>Rhododendron</i> 'Olga Mezlitt'	Olga Mezlitt Rhododendron	#5	Cont.	
6	TM	<i>Taxus x media</i> 'Tauntonii'	Taunton Yew	2-2.5'	B&B	

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	NATIVE
11	AC	<i>Achillea</i> 'Coronation Gold'	Yarrow	#2	2' O.C.	
15	CA	<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	Feather Reed Grass	#2		
8	EP	<i>Echinacea purpurea</i> 'Kim's Knee High'	Purple Coneflower	#2	1.5' O.C.	
60	DP	<i>Dennstaedtia punctilobula</i>	Hayscented Fern	#1	2' O.C.	X
14	EF	<i>Euonymus fortunei</i> 'Coloratus'	Wintercreeper Euonymus	#3	50 SF, 2' O.C.	
9	IV	<i>Iris versicolor</i>	Blue Flag Iris	#2	1.5' O.C.	X
45	NP	<i>Nepeta</i> 'Early Bird'	Catmint	#2	1' O.C.	
47	PP	<i>Panicum virgatum</i> 'Purple Tears'	Purple Tears Switch Grass	#2	2' O.C.	X
30	RH	<i>Rudbeckia hirta</i>	Black Eyed Susan	#2	1' O.C.	X



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PORTLAND, ME 04101
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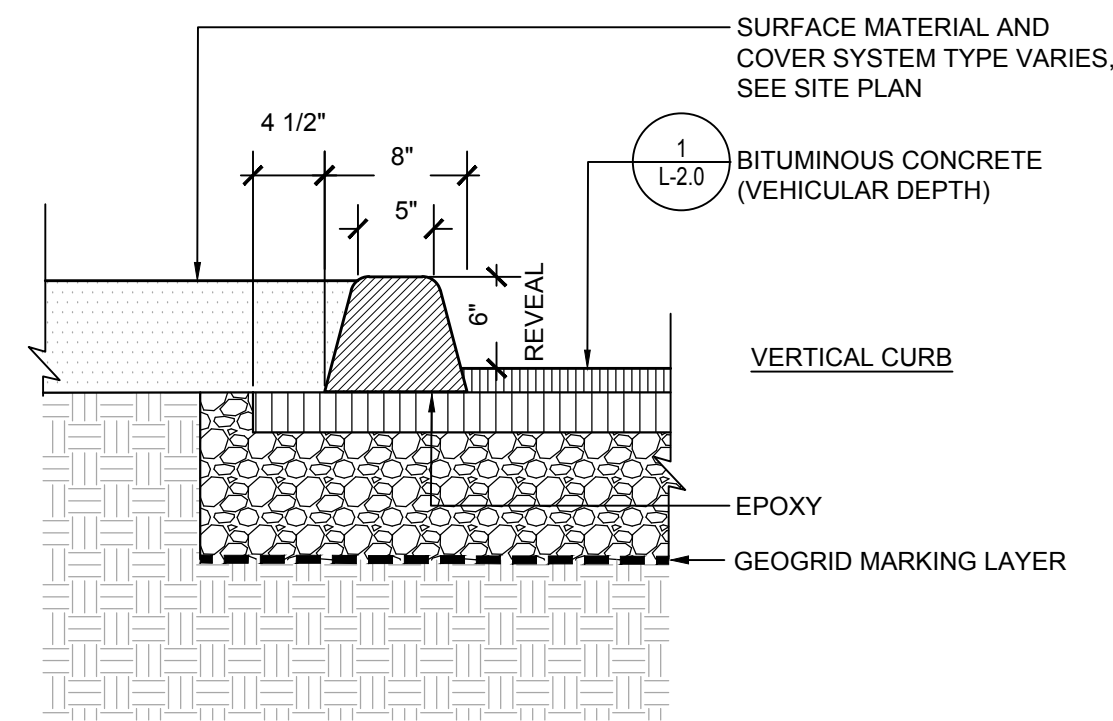
OWNER
PORTLAND HOUSING
DEVELOPMENT
CORPORATION
14 BAXTER BLVD
PORTLAND, MAINE 04101

PROJECT
47-49 BOYD STREET
APARTMENTS
58 BOYD STREET
PORTLAND, MAINE 04101

DRAWING
LANDSCAPE
DETAILS
CWS PROJECT NUMBER: 18.014

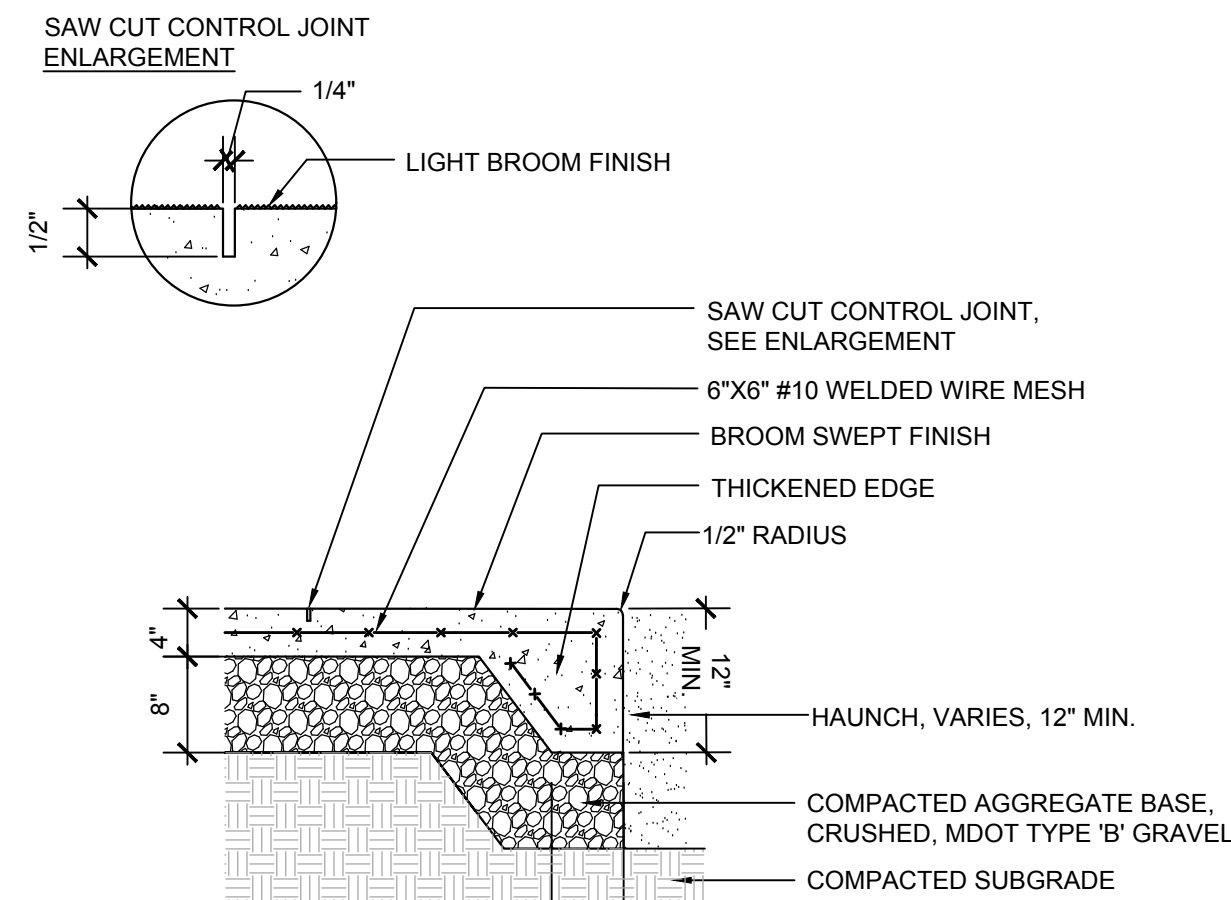
REVISIONS	10/21/19			
	REVISIONS PER CITY			
1				

DRAWING NUMBER
L-3.0
SCALE: AS NOTED
DATE: 08/12/2019



1 SLIPFORM CURB

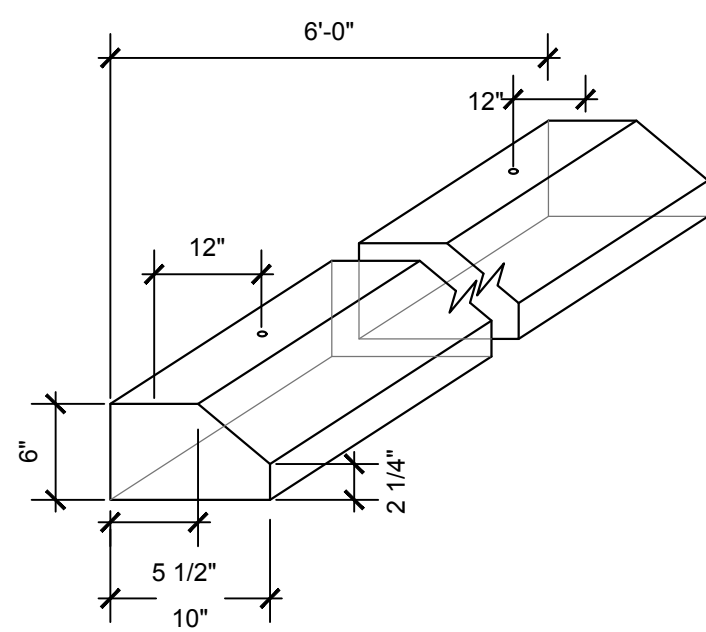
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- CONCRETE SPECIFICATION:
- 4000 p.s.i.
 - 3/4" AGGREGATE
 - 5-7 % AIR ENTRAINMENT
 - SLUMP - 4" ± 1"
- CONTROL JOINT SPECIFICATION:
- SPACING OF JOINTS
 - 10 FEET ON CENTER ALONG LENGTH
 - 6 FEET ON CENTER ALONG WIDTH
 - SAW CUT JOINTS AT 1 1/2" MAX. DEPTH
- FINISH SPECIFICATION:
- BROOM SWEEP FINISH
 - CURE WITH CURE-TO-SPEC MS
 - AFTER CONSTRUCTION JOINTS HAVE BEEN FILLED AND SEALED, APPLY "CONSOLIDACK SALT GUARD"
- NOTE:
- ALL CONCRETE SHALL BE PLACED BY AN A.C.I. FLATWORK CERTIFIED FINISHER

5 CIP CONCRETE RAMP & WALK

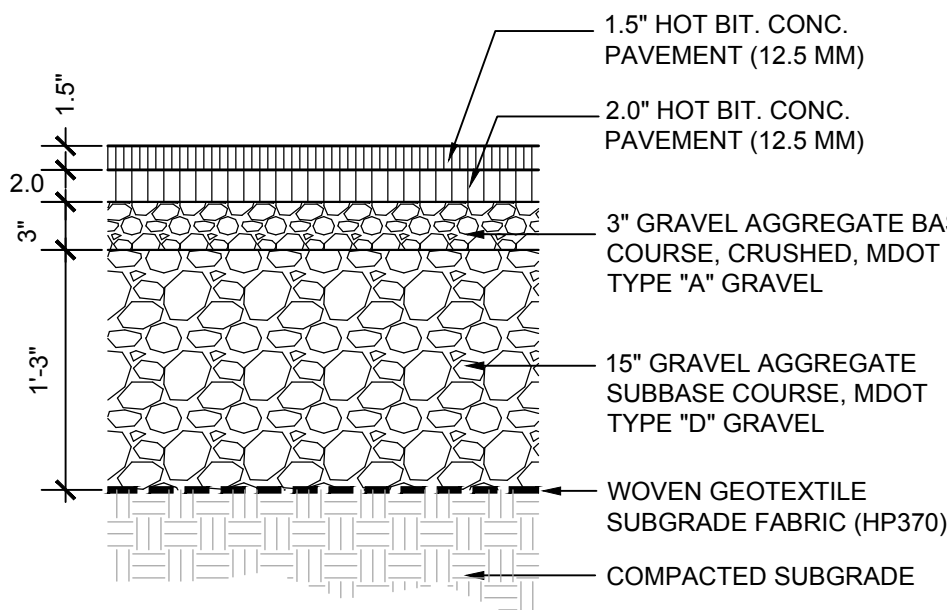
SCALE: 3/4"=1'-0"



- NOTES:
- CONCRETE STRENGTH = 5,000 PSI
 - REINF. W/ TWO (2) #4 REBARS
 - PROVIDE 3/4" CHAMFER AT END FACES
 - PROVIDE TWO 3" DEEP LIFT HOLES @ EITHER END
 - ANCHOR WHEEL STOP WITH TWO EPOXY-COATED #4 REBARS DRIVEN 24" MIN. BELOW BIT. CONC. ROADWAY SURFACE
 - CENTER WHEEL STOP IN PARKING SPACE 2'-0" BACK FROM FACE OF ADJACENT CURBLINE

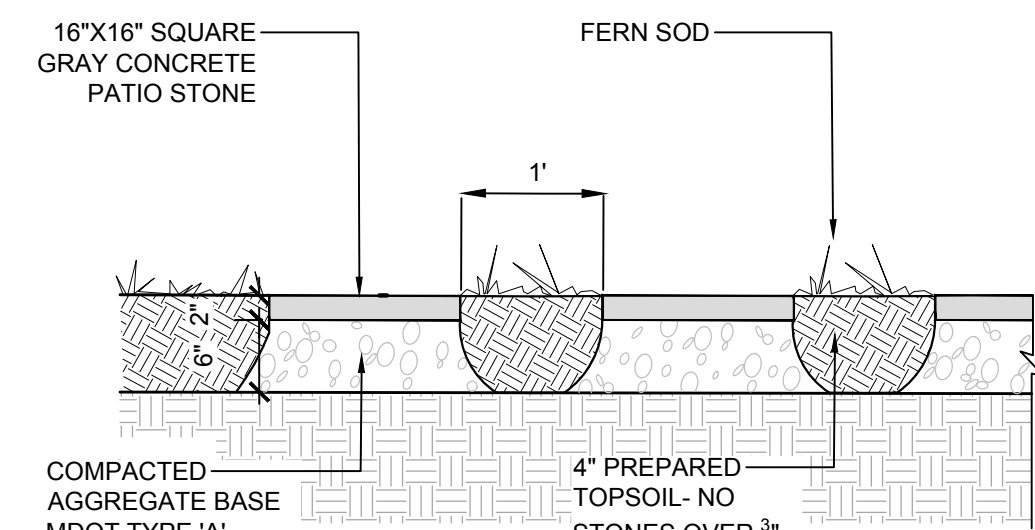
9 CONCRETE WHEEL STOP

NTS



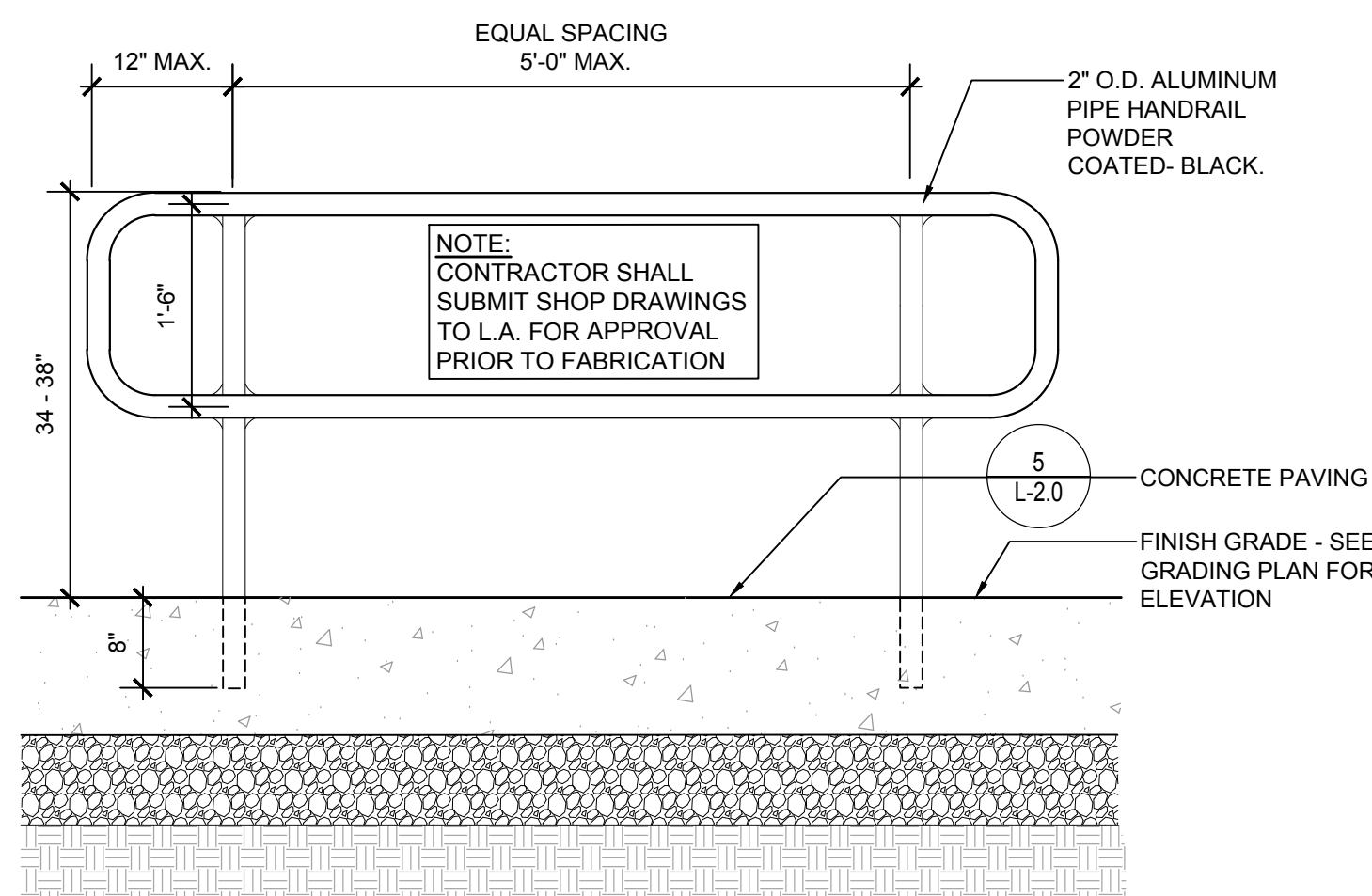
2 BITUMINOUS CONCRETE

SCALE: NTS



6 CONCRETE PAVER STEPPING STONE

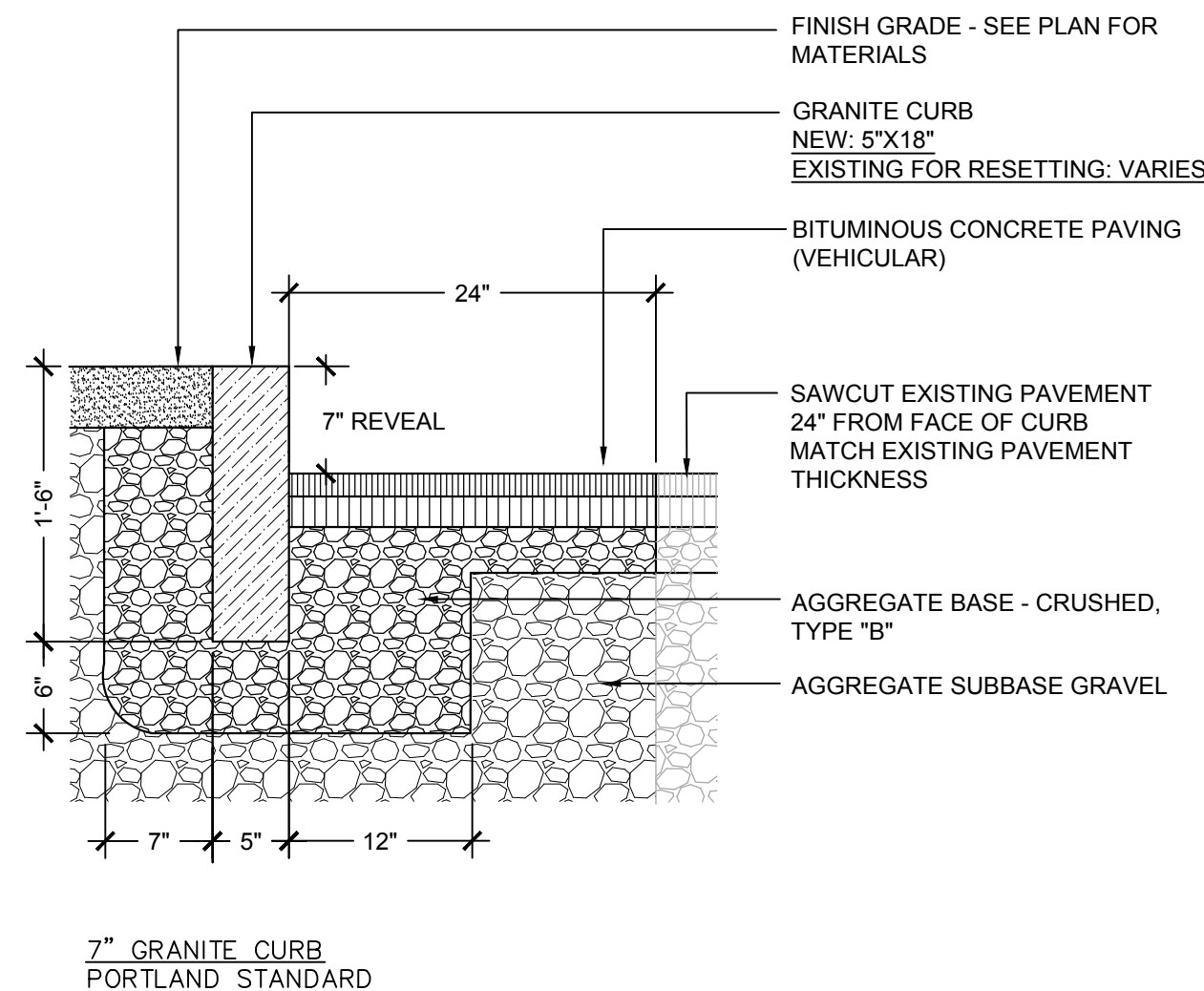
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SECTION ELEVATION
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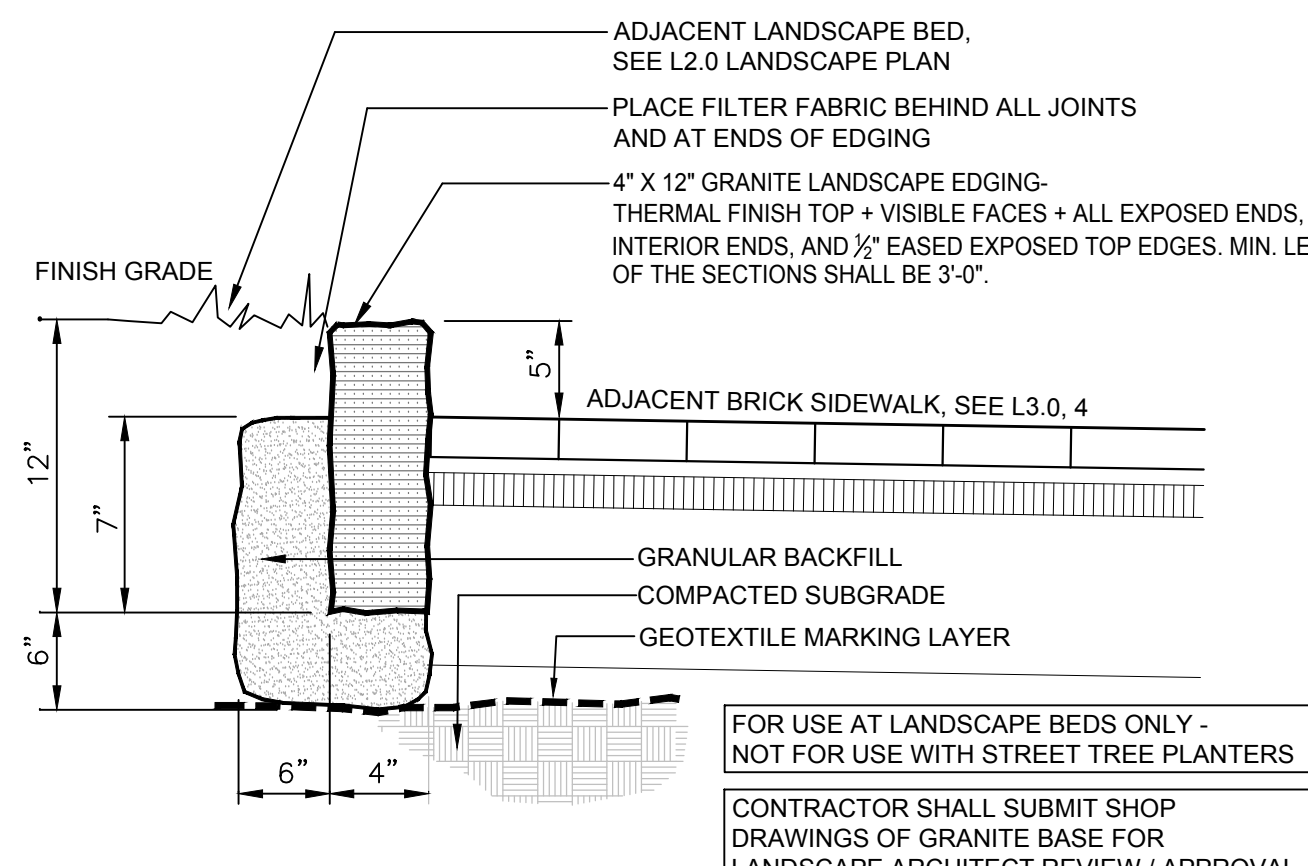
10 PIPE RAIL

AS NOTED



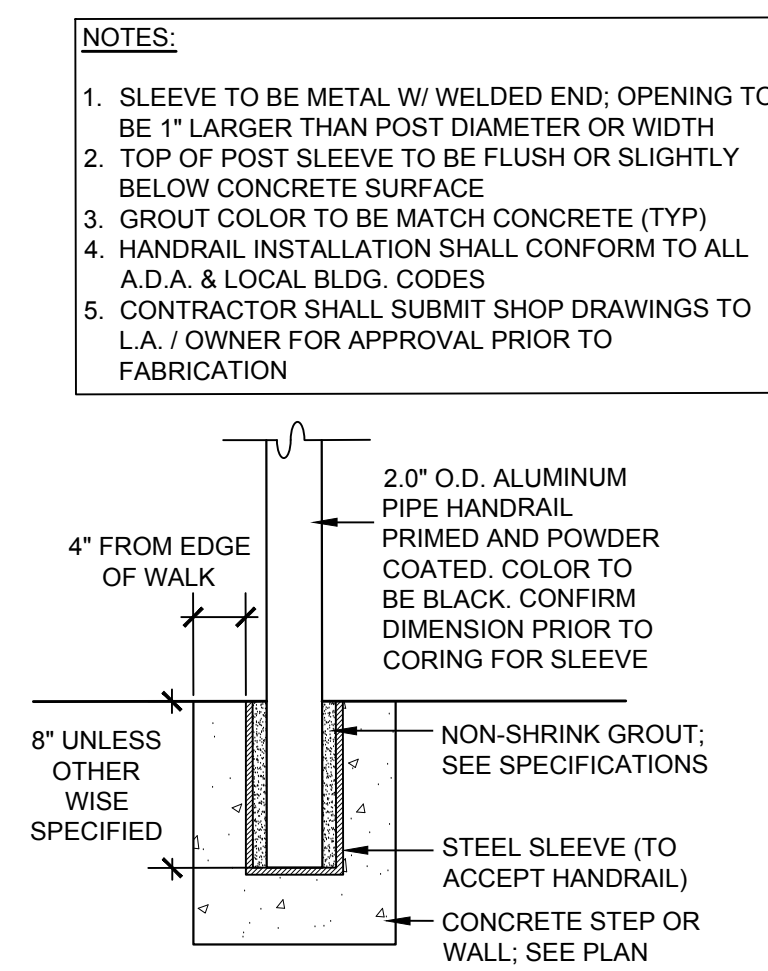
3 GRANITE CURB

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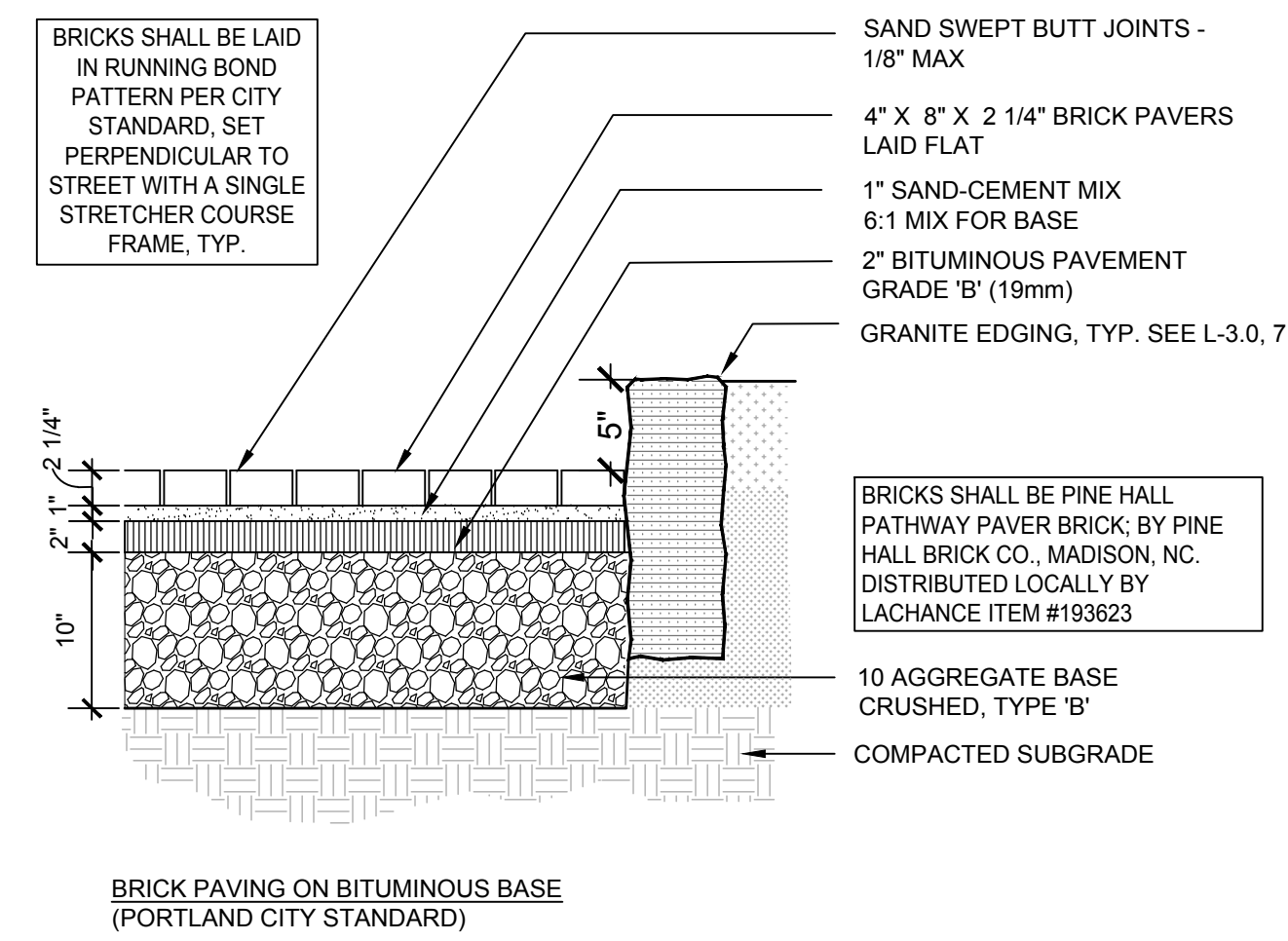


7 GRANITE EDGING

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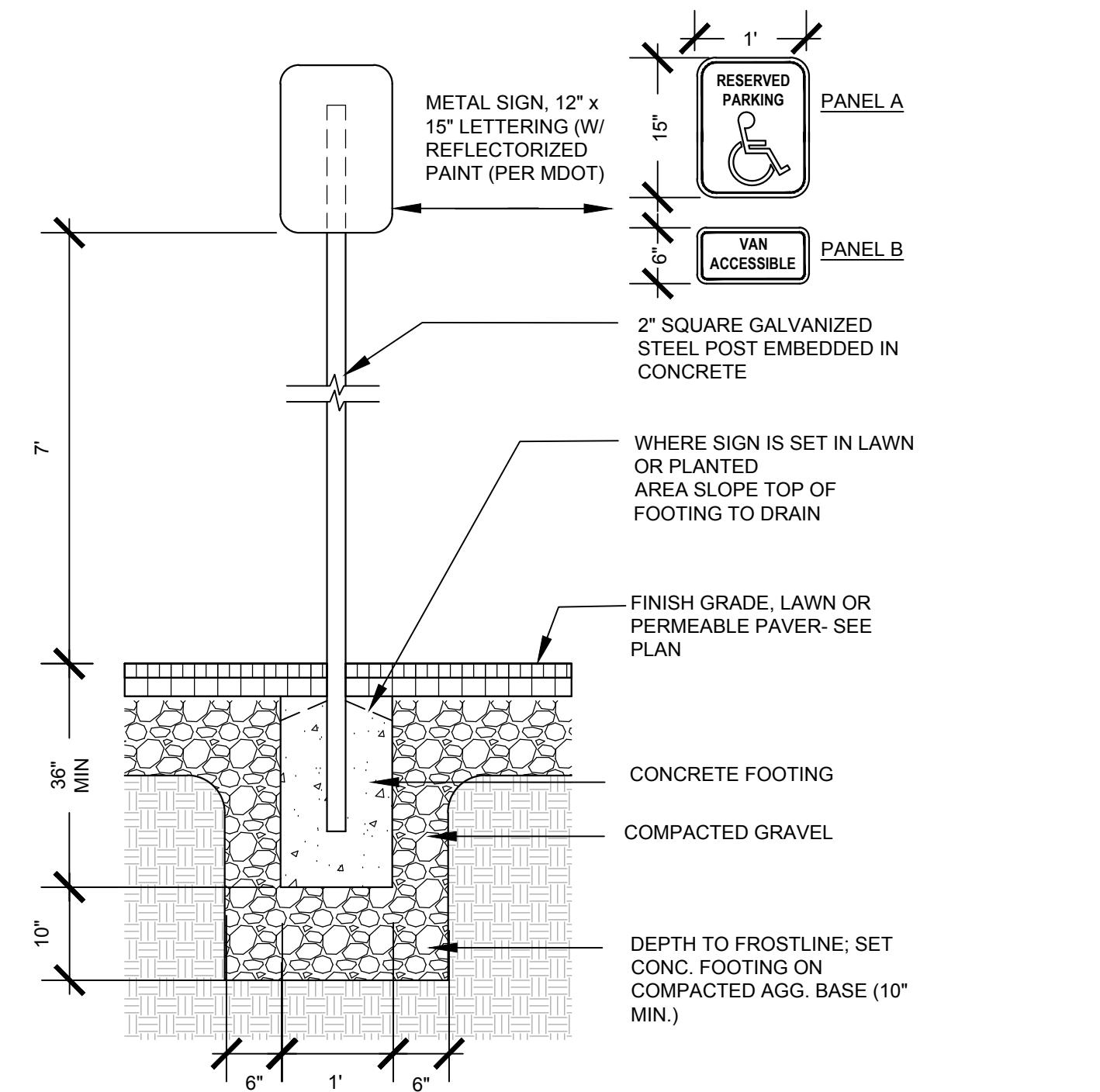


SLEEVE DETAIL
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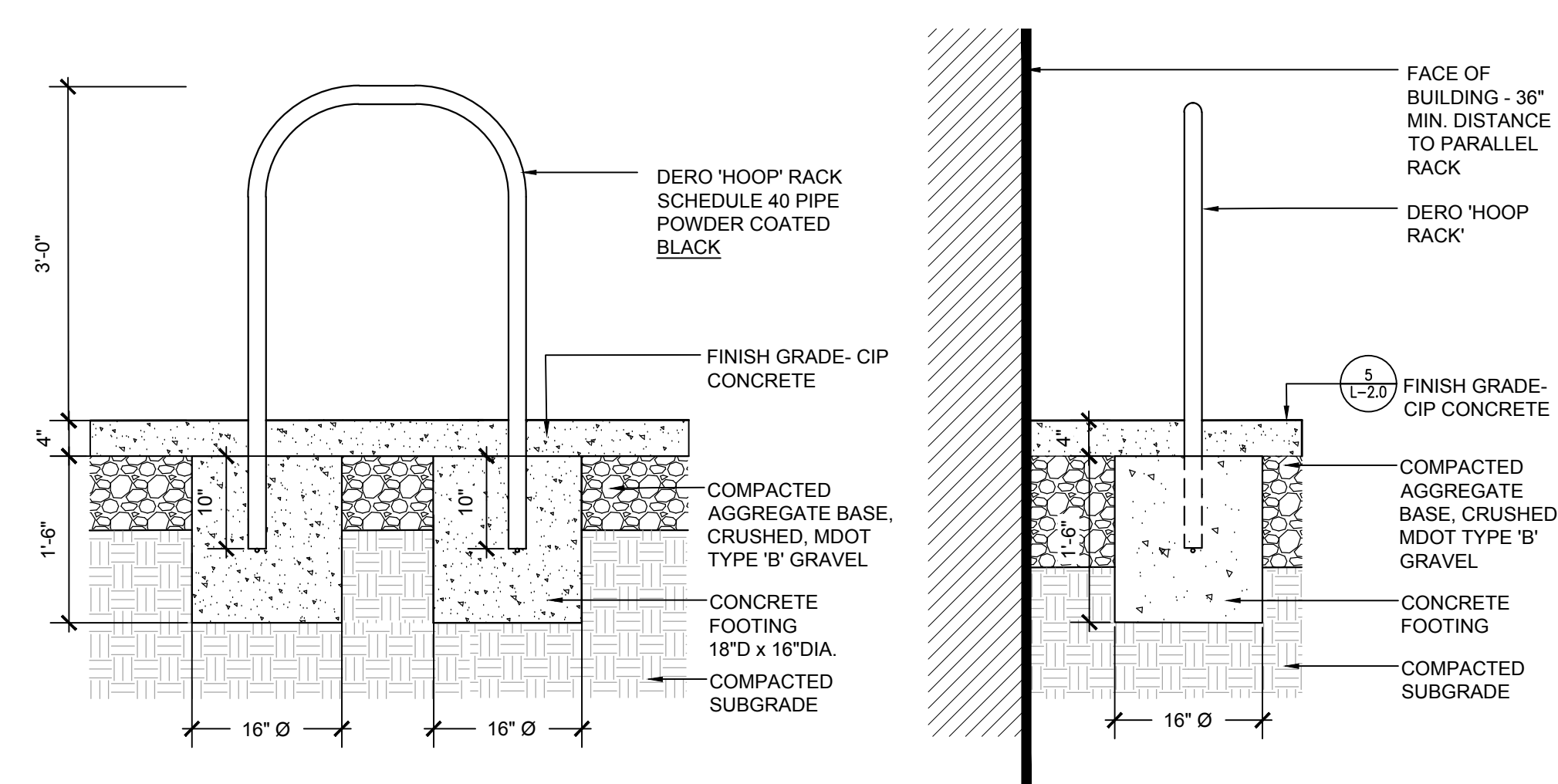
4 BRICK SIDEWALK

SCALE: 1"=1'-0"



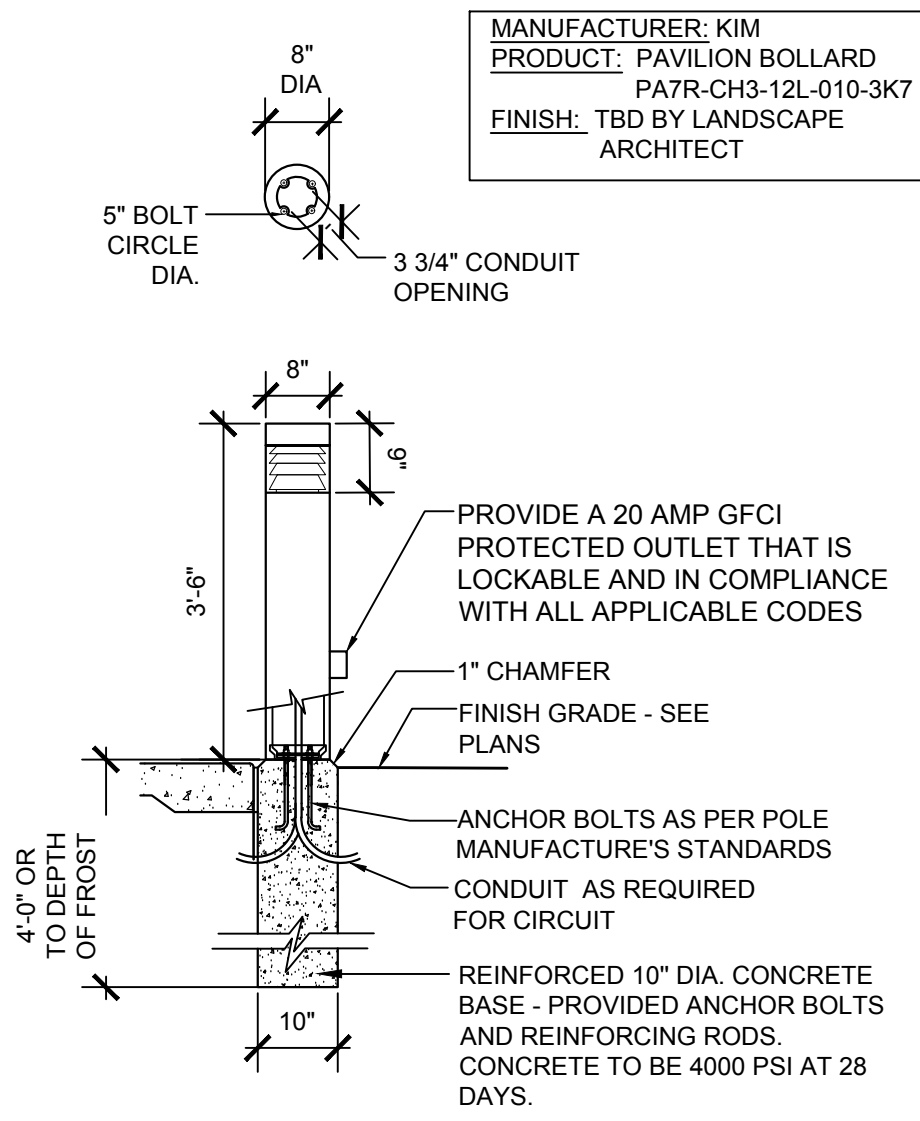
8 HC PARKING SIGNAGE

SCALE: 3/4"=1'-0"

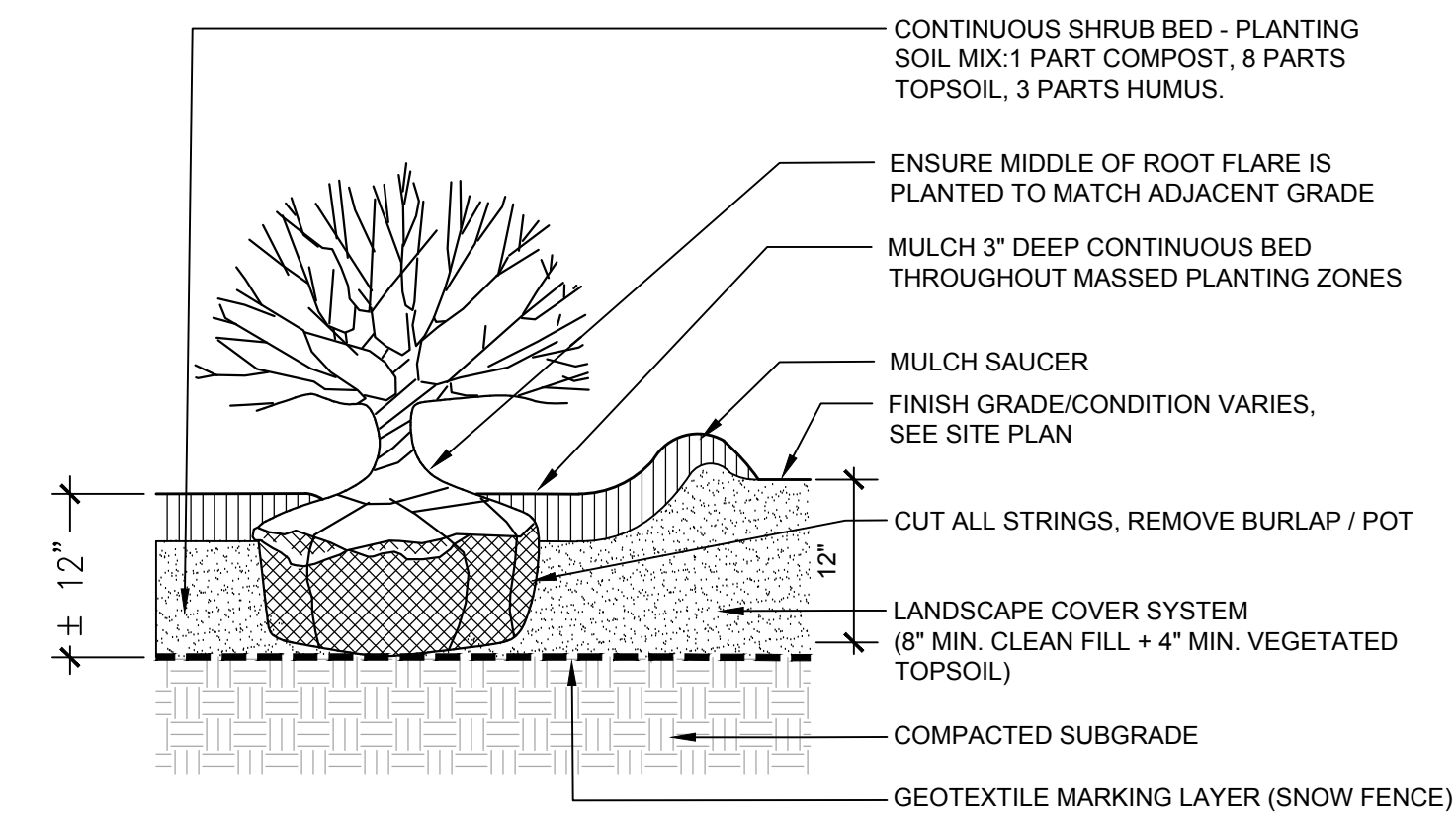


11 BIKE RACK

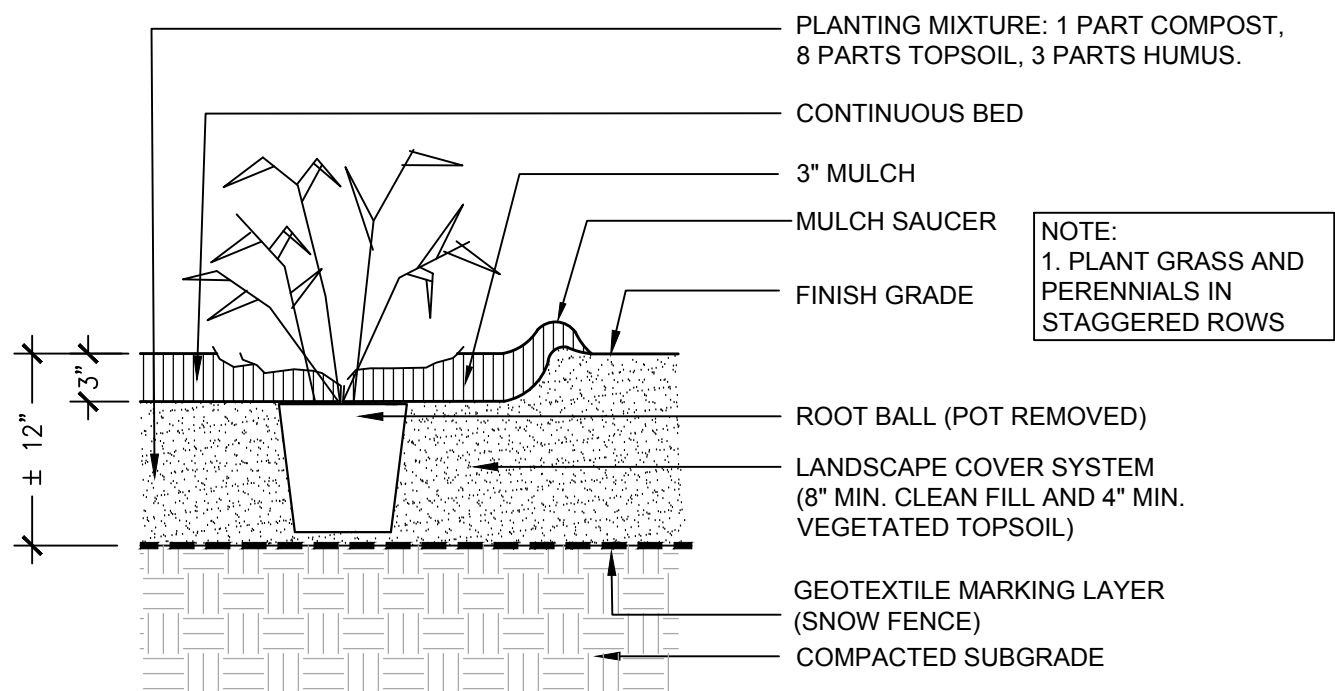
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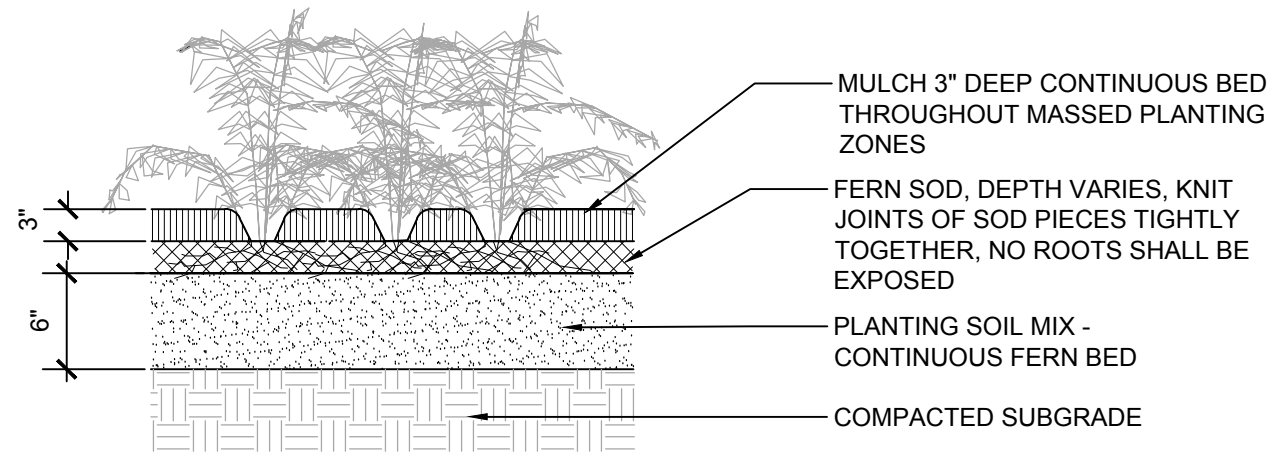
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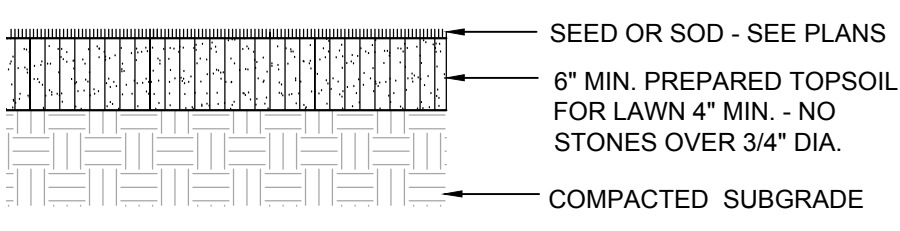
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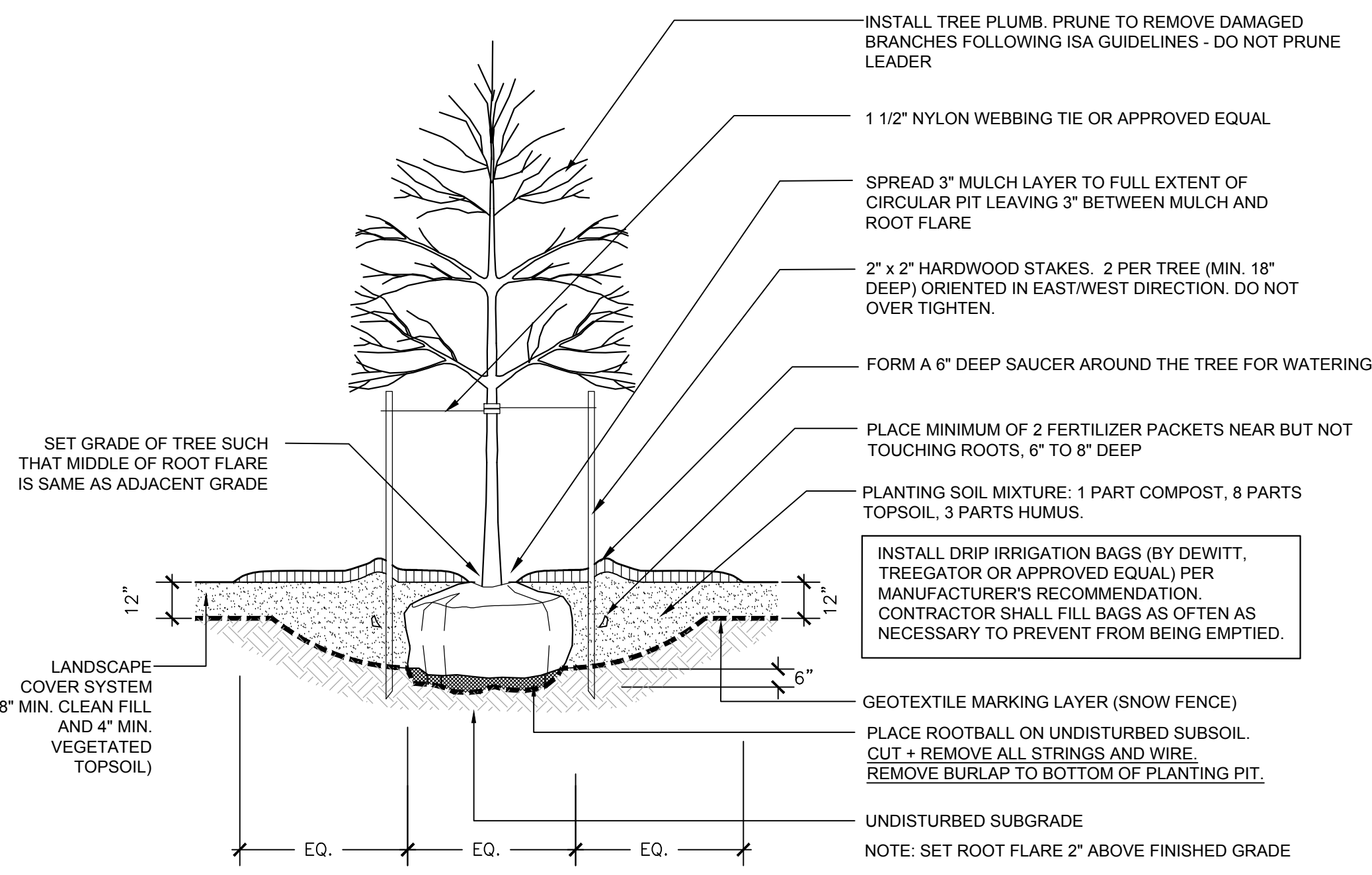
3 PERENNIAL & GRASS
SCALE: 1"=1'-0"



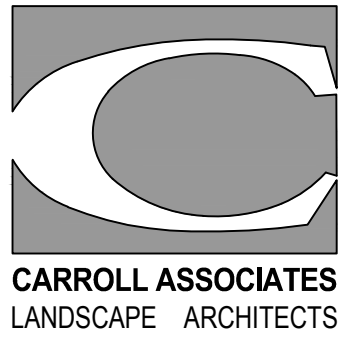
4 FERN SOD PLANTING
SCALE: 1"=1'-0"



5 LAWN
SCALE: 3/4"=1'-0"



6 TREE PLANTING
SCALE: 3/4"=1'-0"



217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552 V. F. 207.772.0712



400 COMMERCIAL ST. SUITE 404
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O W N E R

PORTLAND HOUSING
DEVELOPMENT
CORPORATION

14 BAXTER BLVD
PORTLAND, MAINE 04101

P R O J E C T

47-49 BOYD STREET
APARTMENTS

58 BOYD STREET
PORTLAND, MAINE 04101

D R A W I N G

LANDSCAPE
DETAILS

CWS PROJECT NUMBER: 18.014

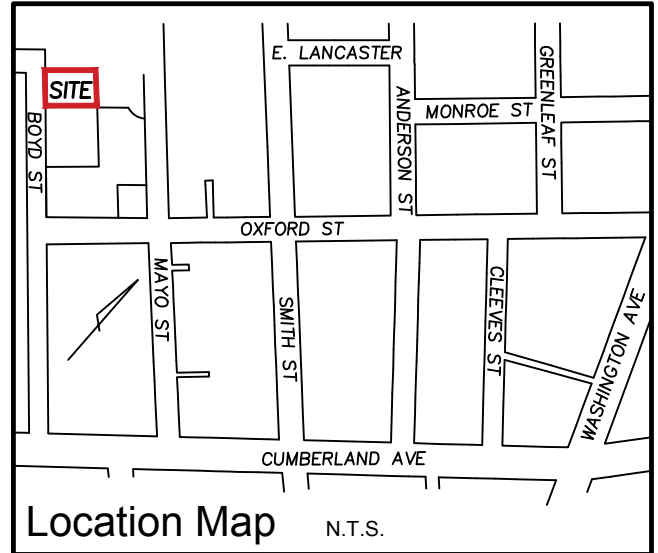
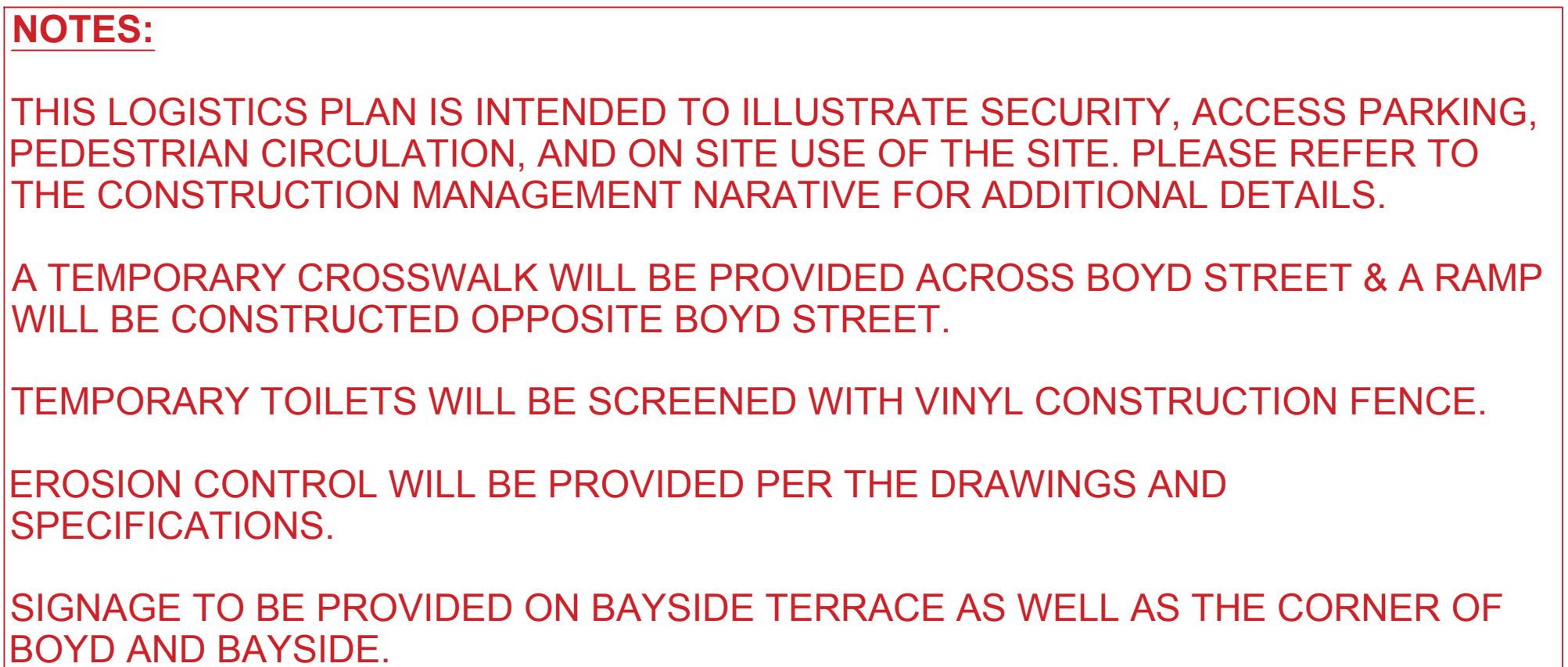
R E V I S I O N S

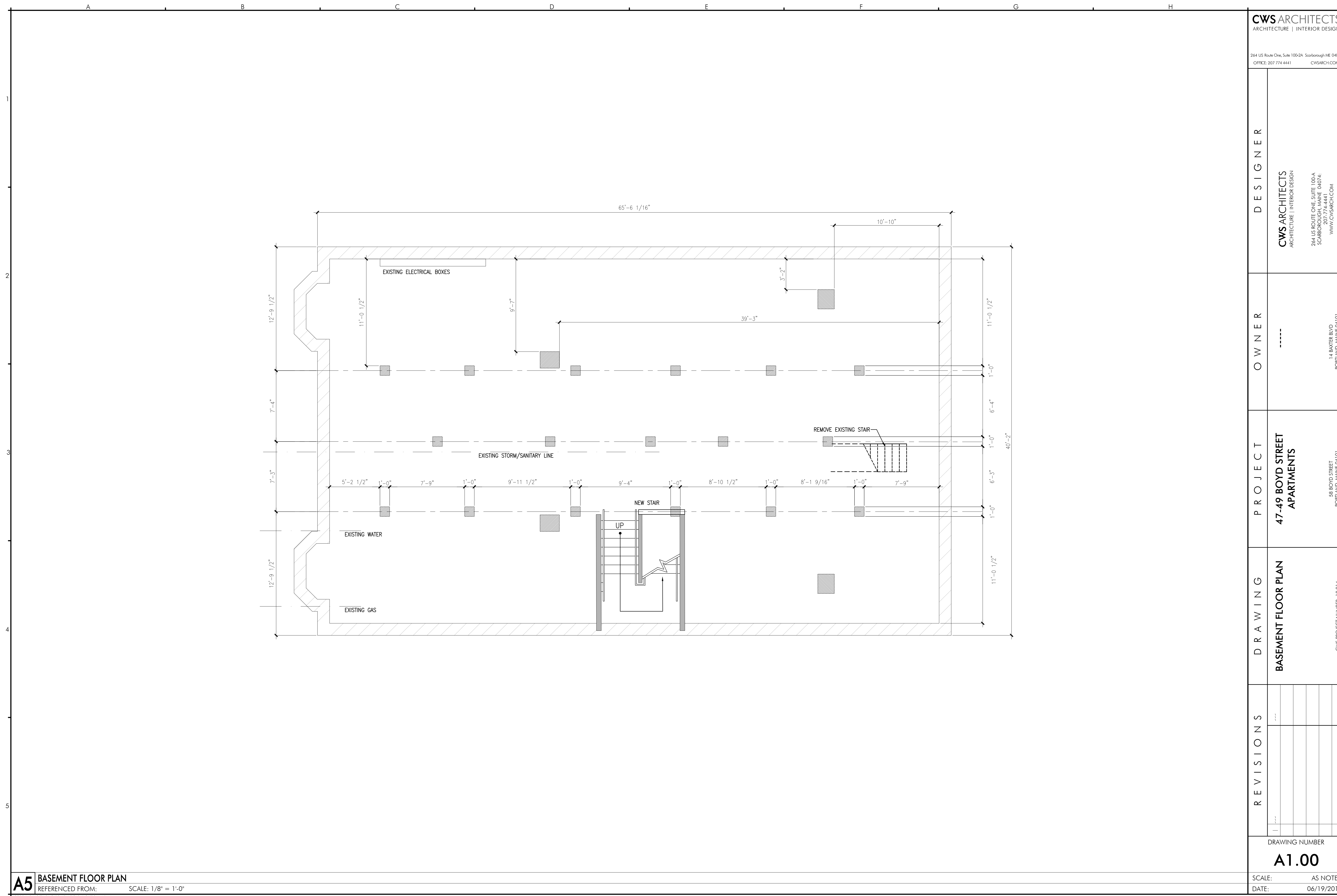
REVISIONS PER CITY	10/21/19								
1									

DRAWING NUMBER

L-3.1

SCALE: AS NOTED
DATE: 08/12/2019





CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

264 US Route One, Suite 100-2A, Scarborough, ME 04074
OFFICE: 207.774.4441 WWW.CWSARCH.COM

DESIGNER

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
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SCARBOROUGH, MAINE 04074
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WWW.CWSARCH.COM

OWNER

14 BAXTER BLVD
PORTLAND, MAINE 04101

PROJECT

47-49 BOYD STREET
APARTMENTS

58 BOYD STREET
PORTLAND, MAINE 04101

DRAWING

BASEMENT FLOOR PLAN

CWS PROJECT NUMBER: 18.014

REVISIONS

1	---				
2	---				
3	---				
4	---				
5	---				

DRAWING NUMBER

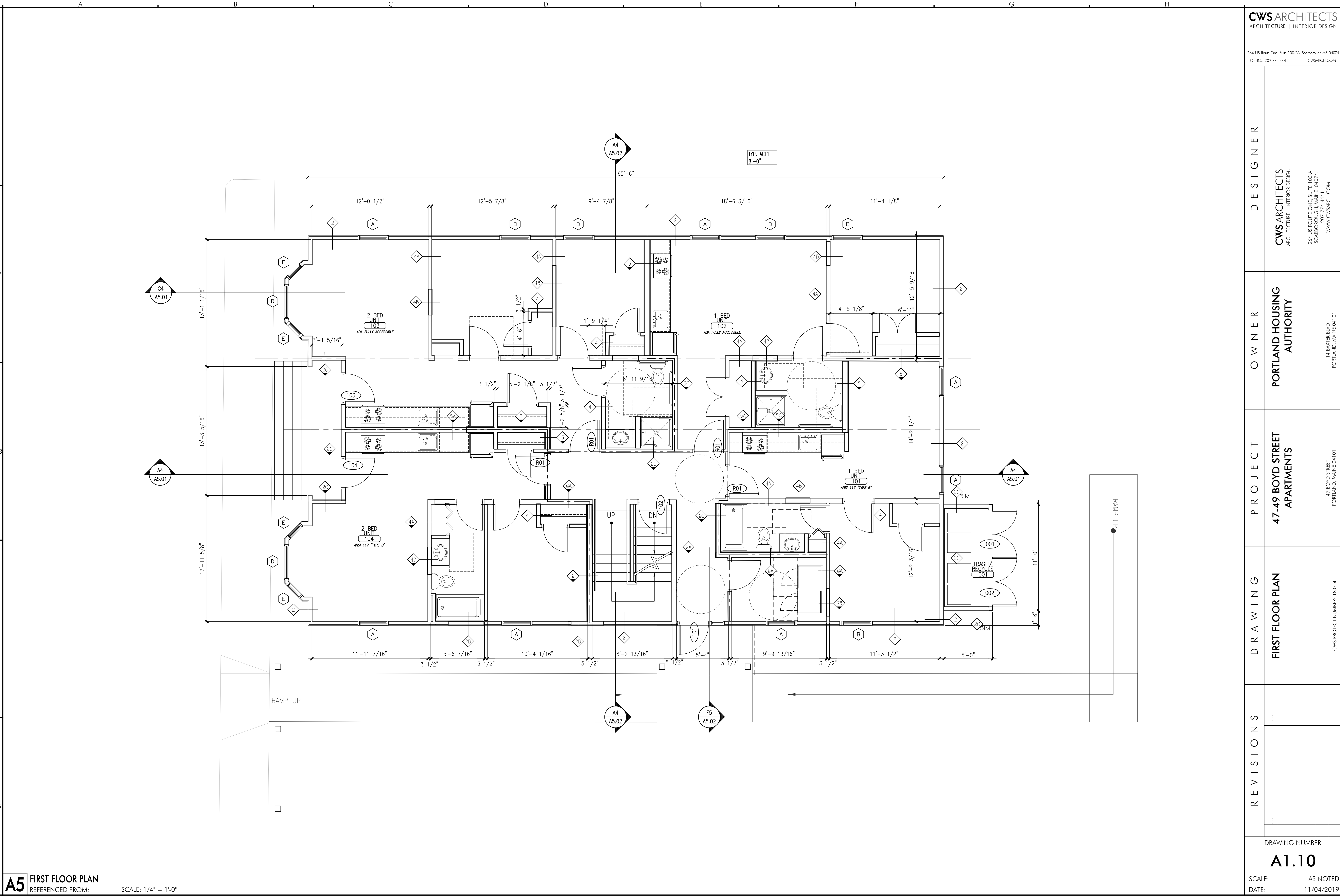
A1.00

SCALE:

AS NOTED

DATE:

06/19/2019



CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN

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DESIGNER

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OWNER

PORTLAND HOUSING AUTHORITY

14 BAXTER BLVD
PORTLAND, MAINE 04101

PROJECT

47-49 BOYD STREET APARTMENTS

47 BOYD STREET
PORTLAND, MAINE 04101

DRAWING

FIRST FLOOR PLAN

CWS PROJECT NUMBER: 18.014

REVISIONS

1	---				
2					
3					
4					
5					

DRAWING NUMBER

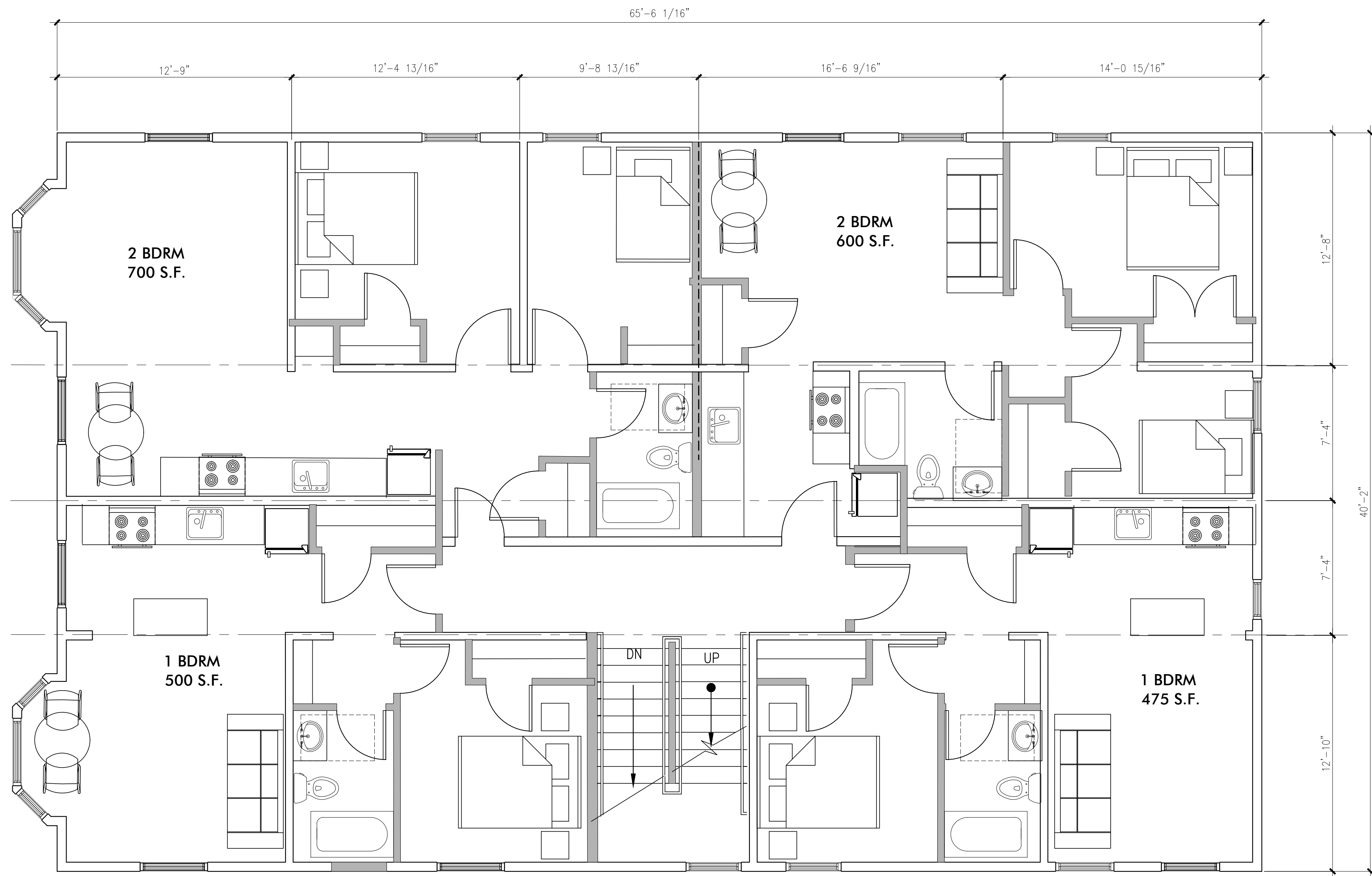
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SCALE:

AS NOTED

DATE:

11/04/2019



REVISIONS		DRAWING	PROJECT	OWNER	DESIGNER
1	----	SECOND FLOOR PLAN	47-49 BOYD STREET APARTMENTS	-----	CWS ARCHITECTS ARCHITECTURE INTERIOR DESIGN 264 US ROUTE ONE, SUITE 100-A SCARBOROUGH, MAINE 04074; TEL: 603.883.1111 WWW.CWSARCH.COM
		58 BOYD STREET SCARBOROUGH, ME 04074 PORTLAND, MAINE 04101 CWS PROJECT NUMBER: 18.014		14 BAXTER BLVD PORTLAND, ME 04101 WWW.CWSARCH.COM	

DRAWING NUMBER

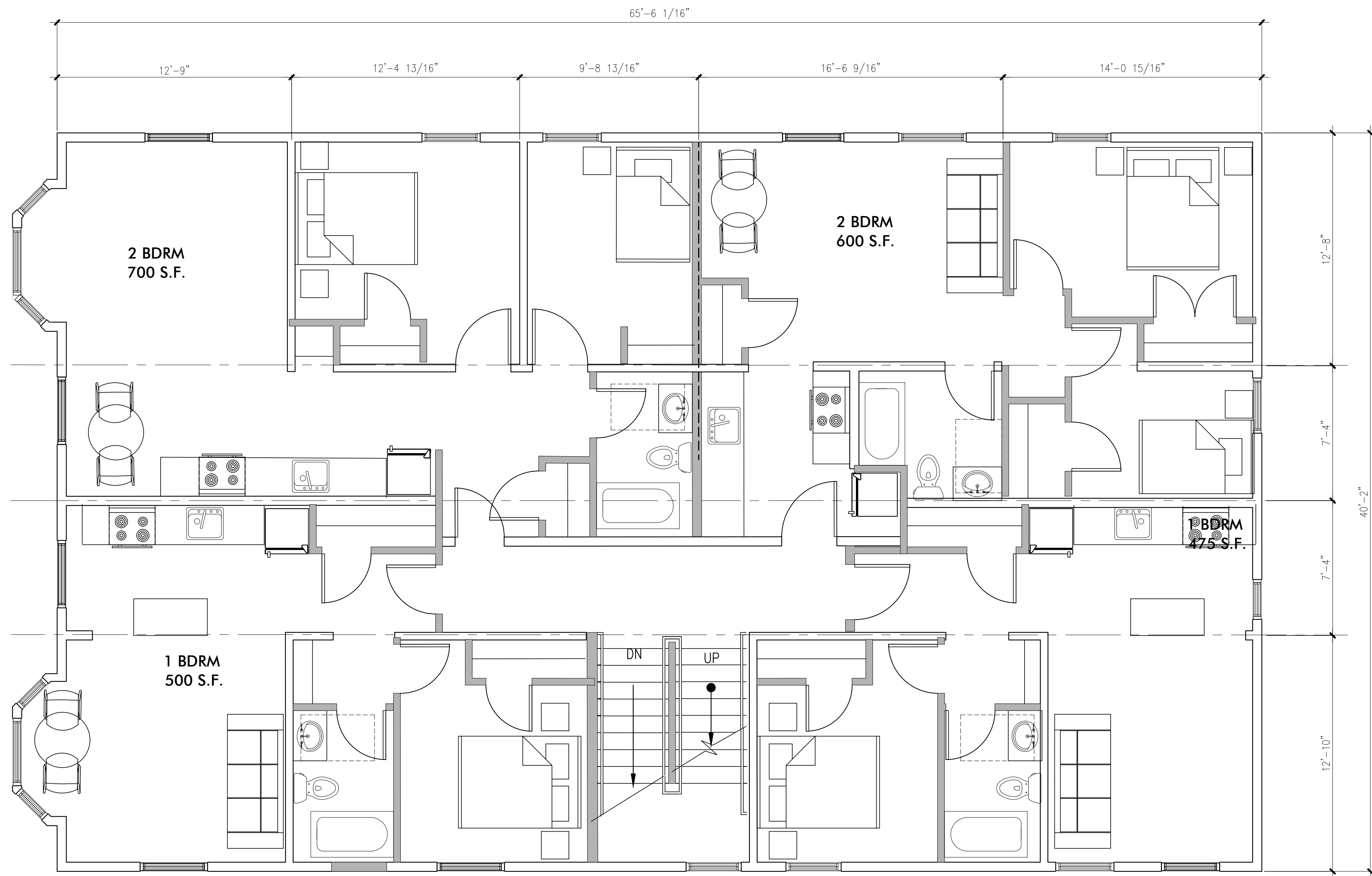
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SCALE:

AS NOTED

DATE:

06/19/2019



REVISIONS		DRAWING	PROJECT	OWNER	DESIGNER
1	----	THIRD FLOOR PLAN CWS PROJECT NUMBER: 18.014	47-49 BOYD STREET APARTMENTS	----- 14 BAXTER BLVD PORTLAND, MAINE 04101	CWS ARCHITECTS ARCHITECTURE INTERIOR DESIGN 264 US ROUTE ONE, SUITE 100-A SCARBOROUGH, MAINE 04074; (207) 888-8888 WWW.CWSARCH.COM

DRAWING NUMBER

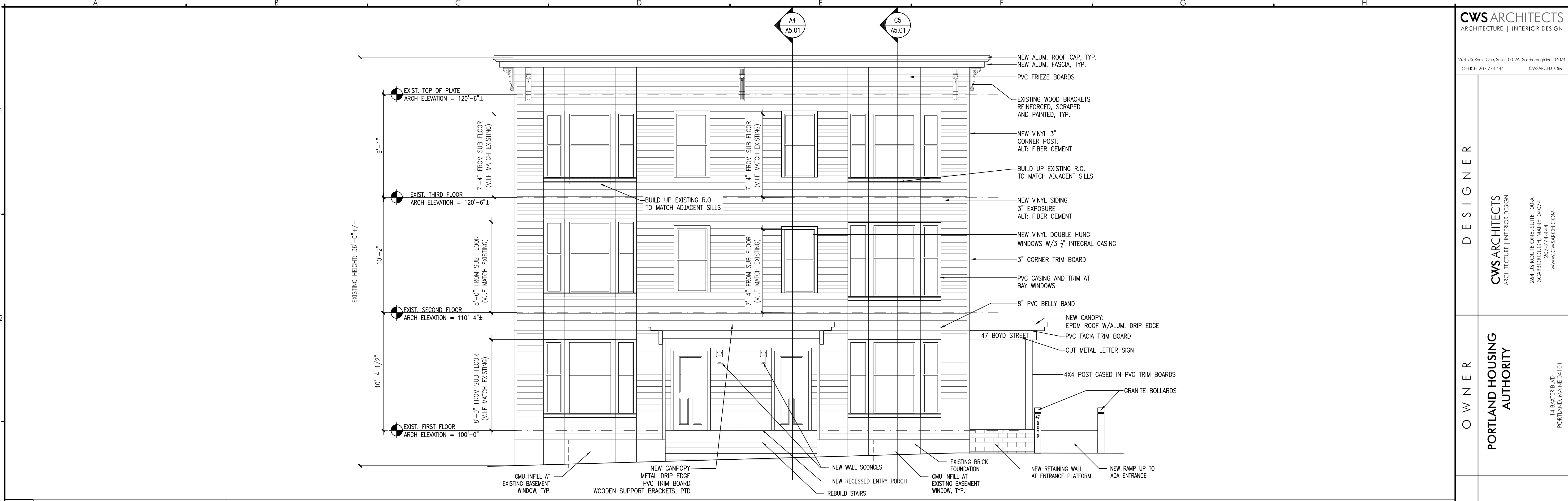
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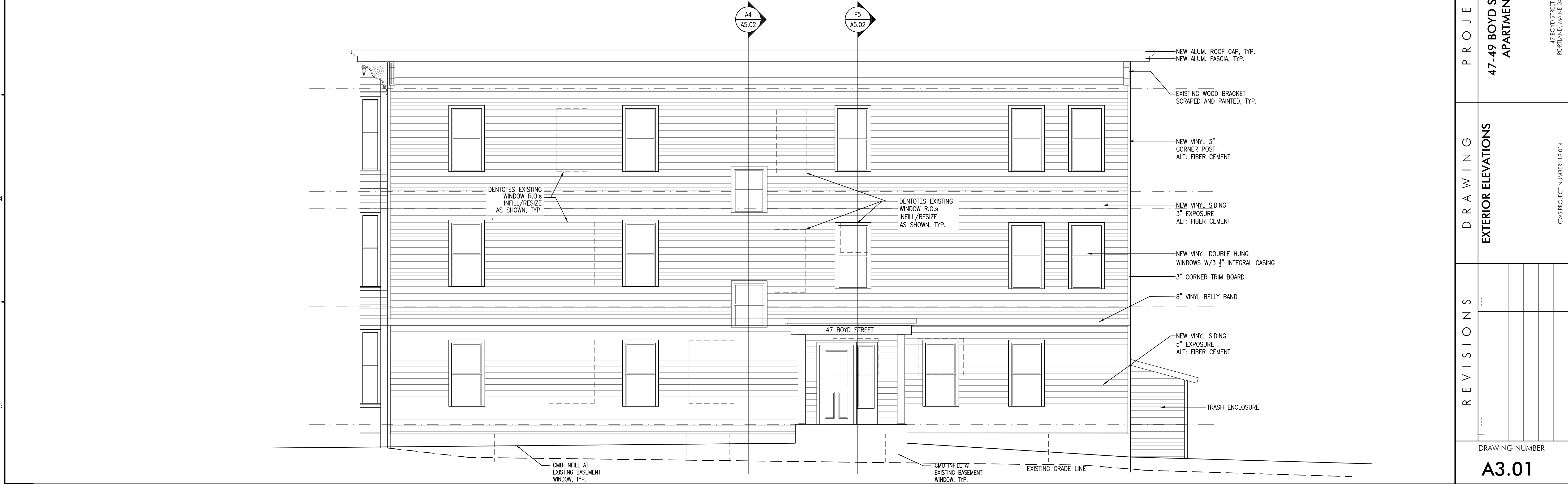
AS NOTED

DATE:

06/19/2019



A3 WEST ELEVATION: BOYD STREET ELEVATION)
REFERENCED FROM: SCALE: 1/4" = 1'-0"



A5 SOUTH ELEVATION: FACING BAYSIDE ANCHOR
REFERENCED FROM: SCALE: 1/4" = 1'-0"

DESIGNER
CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
264 US ROUTE ONE, SUITE 100-A
SCARBOROUGH, MAINE 04074
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OWNER
PORTLAND HOUSING
AUTHORITY
14 BAXTER BLVD
PORTLAND, MAINE 04101

PROJECT
47-49 BOYD STREET
APARTMENTS
47 BOYD STREET
PORTLAND, MAINE 04101

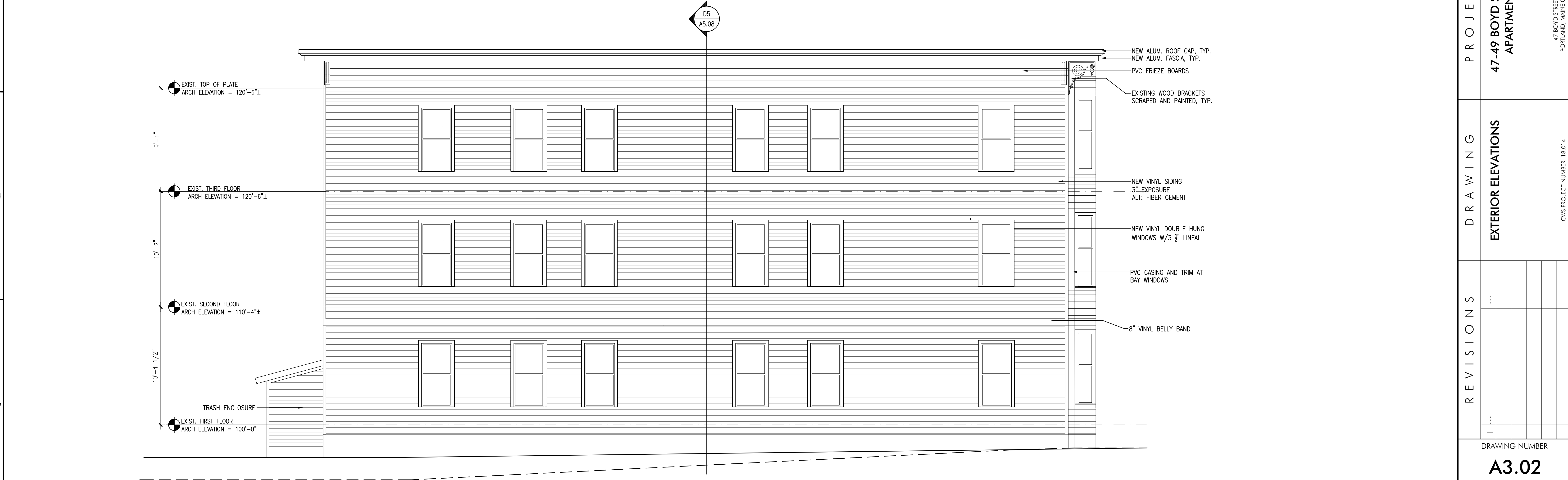
DRAWING
EXTERIOR ELEVATIONS
CWS PROJECT NUMBER: 18.014

REVISIONS	DATE	DESCRIPTION

DRAWING NUMBER
A3.01
SCALE: AS NOTED
DATE: 11/04/2019



A3 EAST ELEVATION
REFERENCED FROM: SCALE: 1/4" = 1'-0"



A5 NORTH ELEVATION
REFERENCED FROM: SCALE: 1/4" = 1'-0"

DESIGNER

CWS ARCHITECTS
ARCHITECTURE | INTERIOR DESIGN
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SCARBOROUGH, MAINE 04074
207.774.4441
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OWNER

PORTLAND HOUSING
AUTHORITY

14 BAXTER BLVD
PORTLAND, MAINE 04101

PROJECT

47-49 BOYD STREET
APARTMENTS

47 BOYD STREET
PORTLAND, MAINE 04101

DRAWING

EXTERIOR ELEVATIONS

CWS PROJECT NUMBER: 18.014

REVISIONS

1	2	3	4	5

DRAWING NUMBER

A3.02

SCALE: AS NOTED
DATE: 11/04/2019

PLANNING BOARD REPORT

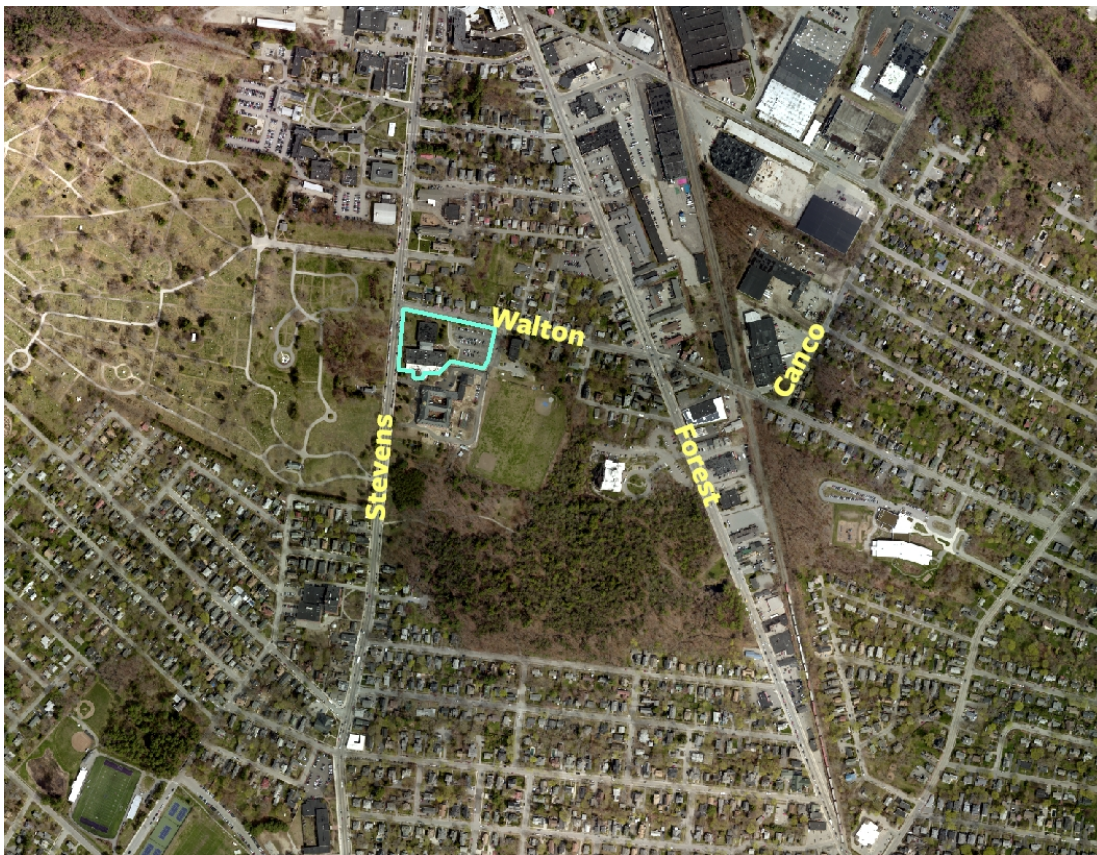
PORTLAND, MAINE

Zoning Map Amendment
631 Stevens Avenue
ZN-000779-2019
Developers Collaborative, Applicant



Submitted to: Portland Planning Board
Public Hearing Date: 11/12/2019

Prepared by: Christian Roadman, Planner
Date Prepared: 11/8/2019



The surrounding context of 631 Stevens Avenue, highlighted in teal

I. Introduction & Proposal Overview

Developers Collaborative seeks a map amendment to rezone the property at 631 Stevens Avenue, currently zoned R-5 residential to B-1 neighborhood business. The subject property is located at the corner of Stevens Avenue and Walton Street, across the street from the Evergreen Cemetery, down the road from Baxter Woods, and adjacent to the recently redeveloped Motherhouse apartments (605 Stevens Avenue). 631 Stevens Avenue was previously the location of the Maine Girls Academy, which ceased operations in 2018 (though the former school building recently hosted a winter farmers market and other events). Single

family and two family homes sit across from the property on Walton Street. Stevens Avenue is served by the 9A and 9B Metro lines, for which stops are located near the Walton Street intersection.

The current R-5 zoning allows for medium density residential development. The applicant seeks more flexibility on the site, in part because conversion of the existing former school building to residential use could be difficult. B-1 zoning would permit residential development, personal services, daycares, professional offices, and artist studios – all uses in which the applicant has expressed interest. Other uses allowed in the B-1 neighborhood business zone include restaurants and retail establishments.

Previously, Developers Collaborative sought a rezoning of the property to the B-2b community business zone. Staff expressed concern that such a change might not be appropriate in this area, based on the definition of the B-2b, its many allowed uses, and its permissive dimensional requirements. The applicant has since revised their request to seek the B-1 zoning, which is more restrictive than B-2b community business zoning.

A rezoning to the B-1 neighborhood business zone appears sufficient to facilitate the applicant's intended program at the subject property while limiting concerns about extremely intensive use or development. The applicant proposes the following uses at the subject property, though they would not be beholden to them if a rezoning is granted:

- Daycare: 9,054 square feet, for 94 students
- Professional office: 1,331 square feet
- Artist studios, yoga, small business use, etc.: 10,422 square feet
- Fitness center: 5,792 square feet
- Auditorium (existing): 7,841 square feet, 480 seats
- Gymnasium (existing): 10,069 square feet, for youth basketball clinics

II. Neighborhood Outreach and Public Comment

The Planning Division mailed 80 notices of this public hearing to property owners within 500 feet of 631 Stevens Avenue. A legal advertisement for the meeting ran on November 2 and November 4. At the time of this writing, the Planning Department received 14 public comments against the proposed rezoning (**attachments PC1 - PC3 and PC5 – PC15**) and one supporting the applicant's proposed program but expressing concern about neighborhood parking (**attachment PC4**).

The applicant held a required neighborhood meeting on October 15, 2019, and provided meeting documentation (**attachment I**). Fifteen members of the public signed in at the meeting. According to the provided minutes, the applicant described their proposed rezoning and use for the property and answered questions. As reported, the applicant received both negative and positive feedback from meeting attendees.

III. Zoning Analysis

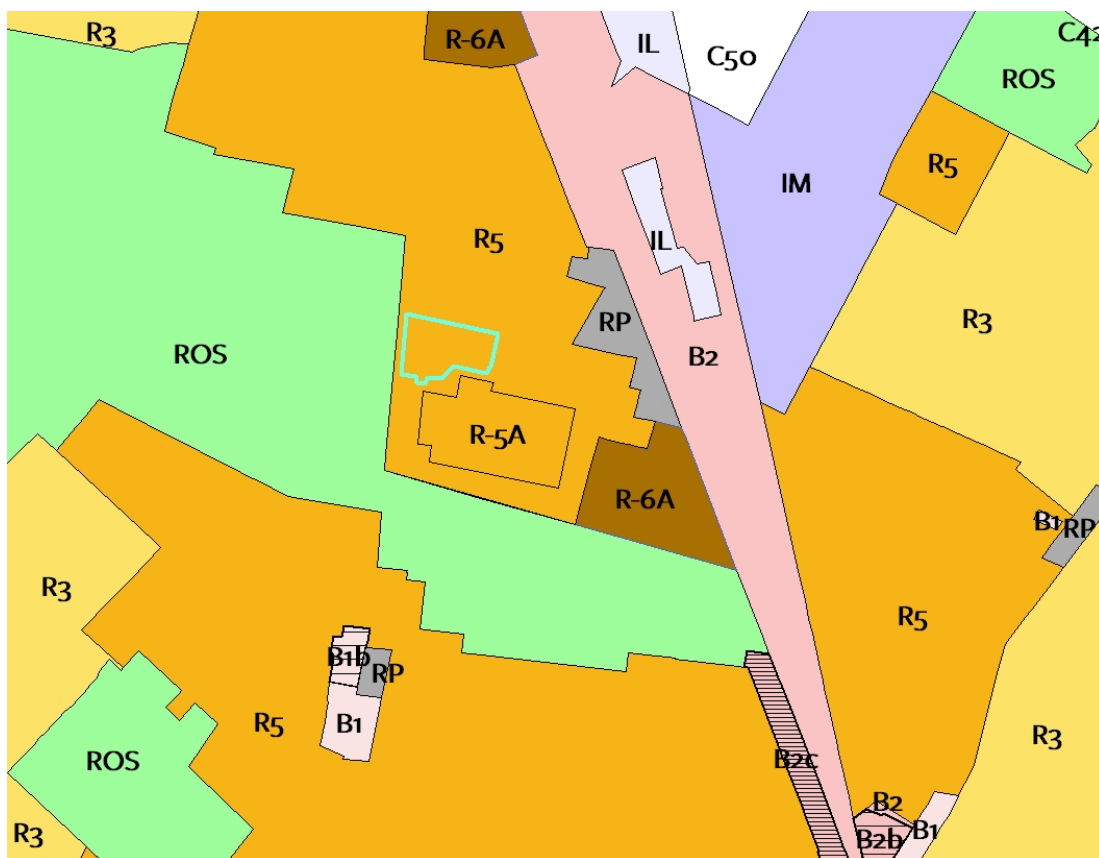
According to the City's zoning code, the R-5 residential zone is intended to:

“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.”

As noted by the applicant, a potential *conditional* use under the R-5 zoning is community hall, which is somewhat in line with their vision for the property. Per the Land Use Code, a community hall is:

“A building or portion of an existing building built for institutional or other non-residential uses and used for social, recreational, artistic, civic, or educational community functions. Such a facility would be open to the public for such functions, which, for example, could include but not be limited to performances, dance, exhibitions, cultural exchange, training programs and workshops, neighborhood meetings or gatherings. As part of these functions and activities, it shall be permissible to serve food, subject to other applicable codes and ordinances.”



Zoning context of 631 Stevens Avenue, highlighted in teal

In a presentation included in their application materials (**attachment C**), the applicant expressed that the community hall definition feels limiting. As noted above, additional uses are permitted in the B-1 neighborhood business zone which would partially cover their proposed program. Staff consulted with the Zoning Department, which clarified that the former school building’s auditorium and gymnasium could be considered existing legally nonconforming uses. The B-1 zone also allows “personal services,” which could encompass a fitness-related use of appropriate scale.

According to the City’s zoning code, the B-1 neighborhood business zone is intended to:

“provide limited areas for the location of small-scale commercial establishments intended to serve a local market. As a result, uses shall be complimentary, quiet and generally do not disturb the comfort and enjoyment of the adjoining neighborhood environment. Uses shall be designed for the pedestrian scale and will provide convenient access for nearby residents and workers to walk in to purchase goods and services. . . . This zone shall encourage mixed use buildings such as commercial first floor with residential uses above or combined retail/office uses in a multistory structure.”

IV. Comprehensive Plan

Stevens Avenue is identified as a “priority corridor” in the City’s comprehensive plan, [Portland’s Plan 2030](#), which indicates that a rezoning may be appropriate in the proposed area. As stated in that document:

“Priority corridors are major arterials that often see heavy vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer.”

The applicant provided additional analysis of consistency with the comprehensive plan (**attachment B**). They call out several policy goals identified in that document, including:

“Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.”

“Create economic prosperity by growing Portland’s tax and employment base.”

“Value and nurture Portland-based businesses.”

“Support livability by improving the quality of life in neighborhoods and improving the public health of residents.”

V. Traffic Impacts

While the issue before the Planning Board here is zoning (and not site plan review) staff acknowledge the potential for traffic impacts from development facilitated by a more permissive zone. Per staff request, the applicant provided traffic generation estimates for their rough development scheme (**attachment H**).

The City’s consulting traffic engineer reviewed these estimates, and provided the following response (**attachment 1**):

“I have reviewed the Traffic Report prepared by Sewall Associates and I find it to be responsive and the methodology to be acceptable. In my professional opinion the rezoning request will not have a significant impact on traffic and safety as compared to existing zoning or the prior High School use. A traffic study would likely be required as part of site plan permitting and thus specific traffic impacts will be reviewed. The following two comments would need to be addressed in the future during site plan review.

- *While I concur that the former High School trips can be used as credit, I would be interested in understanding how the peak hours of the prior High School compared to the proposed*

development. I suspect the High School peaked earlier in the afternoon and therefore the credit may not be as significant. A letter from MaineDOT is requested in the future.

- I would request, in the future, that MaineDOT confirm that the prior approved Motherhouse/Housing projects are not required to be included in a Traffic Movement Permit review. This project seems to be an example of a common scheme of development.”*

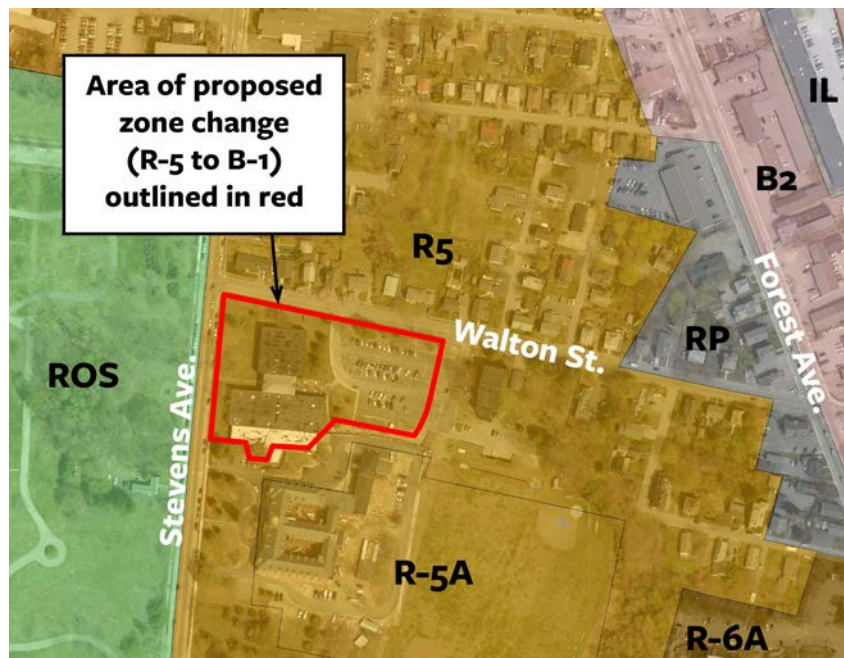
VI. Requisite Council Action

Any proposed rezoning, regardless of whether it is recommended by the Planning Board, must be approved by City Council vote in order to take effect.

VII. Proposed Motion for Map Amendment

On the basis of materials submitted by the applicant, the City of Portland Land Use Code, Portland's Comprehensive Plan, public comment, and the information provided in public hearing on November 12, 2019 for the application ZN-000779-2019, the Planning Board finds that the proposed zoning map amendment for approximately 138,760 square feet of privately owned land located at 631 Stevens Avenue (from the R-5 residential zone to the B-1 neighborhood business zone) **[is/is not]** consistent with the Comprehensive Plan for the City of Portland.

Therefore, the Planning Board **[recommends/does not recommend]** to the City Council adoption of the zoning map amendment for land at 631 Stevens Avenue (from R-5 residential to B-1 neighborhood business) as shown below.



Proposed boundaries of the zoning map amendment

Report Attachments

1. Consulting Traffic Engineer Final Comments 11-7-2019

Public Comment

- PC1. 10-4-2019
- PC2. 10-4-2019
- PC3. 10-25-2019
- PC4. 11-6-2019
- PC5. 11-7-2019
- PC6. 11-7-2019
- PC7. 11-7-2019
- PC8. 11-7-2019
- PC9. 11-7-2019
- PC10. 11-7-2019
- PC11. 11-7-2019
- PC12. 11-7-2019
- PC13. 11-7-2019
- PC14. 11-8-2019
- PC15. 11-8-2019

Applicant Submittals

- A. Map Amendment Application Checklist
- B. Consistency with Comprehensive Plan
- C. Proposed Amendment Memo with Attached Presentation
- D. Project Description
- E. Proposed Map Amendment (Illustration)
- F. Right, Title, and Interest
- G. Vicinity Map
- H. Trip Generation Analysis Memos
- I. Neighborhood Meeting Materials
- J. Zoning Analysis Memo

631 Stevens Avenue - Traffic Comments

2 messages

Tom Errico <thomas.errico@tylin.com>

Thu, Nov 7, 2019 at 11:24 AM

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 the Traffic Report prepared by Sewall Associates and I find it to be responsive and the methodology to be acceptable. In my professional opinion the rezoning request will not have a significant impact on traffic and safety as compared to existing zoning or the prior High School use. A traffic study would likely be required as part of site plan permitting and thus specific traffic impacts will be reviewed. The following two comments would need to be addressed in the future during site plan review.

- While I concur that the former High School trips can be used as credit, I would be interested in understanding how the peak hours of the prior High School compared to the proposed development. I suspect the High School peaked earlier in the afternoon and therefore the credit may not be as significant. A letter from MaineDOT is requested in the future.
- I would request, in the future, that MaineDOT confirm that the prior approved Motherhouse/Housing projects are not required to be included in a Traffic Movement Permit review. This project seems to be an example of a common scheme of development.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
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Falmouth, ME 04105
+1.207.781.4721 main
+1.207.347.4354 direct
+1.207.400.0719 mobile
thomas.errico@tylin.com
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Instagram

Christian Roadman <croadman@portlandmaine.gov>

To: Tom Errico <thomas.errico@tylin.com>

Thu, Nov 7, 2019 at 11:26 AM

Thanks Tom!

--

Christian Roadman
Planner
207.874.8984

Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

[Quoted text hidden]

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.

memo

To: Jeff Levine, Planning & Urban Development Director, City of Portland
From: Kevin Bunker, Manager, DC Baxter Woods II LLC
CC: City of Portland Planning & Urban Development Department
Date: July 24, 2019
Re: Proposed Map Amendment for 631 Stevens Avenue
Consistency with the Comprehensive Plan

This application for a Map Amendment to change the land use zone for 631 Stevens Avenue from R-5 (residential) to B2b (mixed-use community business zone) is consistent with the goals, policies, and land use plan of Portland's Comprehensive Plan. On Portland's Future Land Use Plan, 631 Stevens Avenue is located in a residential area, closely surrounded by open space, institutional, and mixed-use/commercial/office areas, and is located along a Priority Corridor (Stevens Avenue). Priority Corridors are "major arterials that often see heavy vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer." Located on the corner of Stevens Avenue and Walton Street, this site is an ideal location for a community business zone that can provide diverse amenities to the growing residential neighborhood. In addition, the site contains an existing building (the former Maine Girls Academy building) that already has a variety of spaces (e.g. pool, gym, auditorium, classrooms) that can be easily reused to provide amenities that are allowed in the B2b zone, but not the R-5 zone.

This zone change request focuses on creating a more livable neighborhood for residents by providing easy access to diverse businesses, services and cultural amenities, and, as such, is consistent with each of the six themes of Portland's Vision Statement:

Equitable: "We will incorporate the needs of all our residents in planning for our future."

Sustainable: "Portland will grow in order to sustain our community, infrastructure, and economy."

Dynamic: "Vibrant arts and cultural life will be central to our identity."

Secure: "We will strive to create a resilient economy through innovation, investment, and commitment to diversity."

Authentic: "The uniqueness and integrity of our neighborhoods will be maintained and enhanced."

Connected: "We will foster accessible linkages between where we live, work, shop, and play."

This zone change request is also consistent with the following policy goals:

Environment: "Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation."

"Portland's Plan recognizes that strong, complete neighborhoods are fundamental to the city's overall health. Portland's intent for its predominantly residential neighborhoods is one where all residents regardless of age, ability, or income have access to the basic necessities of daily life- high quality and affordable housing, schools and other civic functions, food, open space, other amenities and services – within a walkable, bikeable distance." (p. 79)

Historic: "Promote historic preservation as key economic, sustainability, and community development strategy."

According to a report by the National Trust for Historic Preservation, *The Greenest Building*, reusing an existing building can result in 4 to 46% less environmental impact than new construction, depending on the type of building, location, and level of energy efficiency. The former Maine Girls Academy building lays out well for a variety of commercial and cultural uses and would require minimal renovations for these uses.

Economy: Create economic prosperity by growing Portland's tax and employment base; Value and nurture Portland-based businesses.

More specifically, this zone change is consistent with Economic Strategy #5, Target Areas for Job Growth: "Evaluate zoning and the condition of existing infrastructure in priority areas – downtown, identified neighborhood nodes, and along transit corridors – to ensure that employment and housing growth can be supported." Located along Stevens Avenue, a Priority Corridor, Portland has already identified the need to evaluate zoning on this site to support economic and residential growth.

Transportation: Support livability by improving the quality of life in neighborhoods and improving the public health of residents.

memo

To: Christine Grimando, James Rather, City of Portland Planning & Urban Development Department

From: Kevin Bunker, Manager, DC Baxter Woods II LLC

Date: September 16, 2019

Re: Map Amendment for 631 Stevens Avenue

I am writing to apply for a Map Amendment to change the land use zone for the above referenced property from R-5 to B2b to allow for a variety of commercial and community uses at the site. 631 Stevens Avenue was previously home to the Maine Girls Academy until they suddenly ceased operations in July 2018. The existing building contains about 25,000 square feet of usable classroom space, a gymnasium, indoor pool, and an auditorium. However, the parcel is currently located in the R-5 zone, a residential zone, which only allows the following permitted uses: single and two-family residential dwellings, multiplex development, planned residential unit development (PRUD), parks and other active and passive noncommercial recreation spaces, accessory uses, home occupation, municipal uses, special needs independent living units, and wind energy systems. The R-5 zone also allows the following conditional uses: sheltered care group homes, alteration of a structure not in residential uses to three or more dwelling units, conversion of existing two-family or multiplex structures into lodging houses, use of existing space to accommodate additional dwelling units, institutional uses, off-street parking, utility substations, day care facilities, and temporary wind anemometer towers.

The existing building does not lay out well for a residential conversion, which is primarily what the current zoning allows. Additionally, located on the corner of Stevens Avenue and Walton Street in a growing residential neighborhood (including the adjacent Motherhouse Apartments and Stevens Square Condominiums), 631 Stevens Avenue and the existing building are an ideal location for a neighborhood node to provide commercial and community amenities, such as a fitness center, artist studios, and/or professional offices. However, these uses are not allowed under the current R-5 zone but would be

allowed under the proposed B2b zone. We have a potential fitness center tenant and could attract additional tenants to provide these commercial and community amenities with this proposed map amendment. The B-2b community business zone is “intended to provide neighborhood and community retail, business and service establishments that are oriented to and built close to the street. The B-2b zone is appropriate in areas where a more compact urban development pattern exists such as on-peninsula or in areas off-peninsula where a neighborhood compatible commercial district is established which exhibits a pedestrian scale and character. Such locations may include the peninsula and other arterials and intersections with an existing urban or neighborhood oriented building pattern.” The B-2b zone has a list of allowable uses (attached) that support our vision of the existing building as a node to provide commercial and community amenities for the neighborhood. More specifically, we are most interested in the following permitted uses: general business and professional offices, health clubs and gymnasiums, places of assembly, day care facilities, and studios for artists and craftspeople. This vision of a community business zone is also consistent with the goals, policies, and land use plan of Portland’s Comprehensive Plan, as described in more detail in the attached memo to the City, dated July 24, 2019.

In June 2019, I held a neighborhood meeting at 631 Stevens Avenue to discuss this proposed map amendment (see attached presentation). Between 50 and 60 residents attended the meeting and overall, the proposed reuse of the building was well received and the meeting was very collaborative. Based on this neighborhood support for a reuse of the existing building that requires this zone change, I am submitting this application to amend the zoning map for 631 Stevens Avenue from the R-5 residential zone to the B2-b community business zone. Please let me know what further information I can provide to facilitate the review of this request.

enactment of 44-day extension of moratorium enacted on 7-07-99, effective date 11/01/99 thru 12/15/99; Ord. No. 94-99, 11-15-99; Substitute Ord. No. 189-00, §2, 4-24-00; Ord. No. 151-03/04, 02/23/04; Ord. No. 244-09/10, 6-21-10)

*Editor's Note: Order No. 25, adopted 7-07-99, enacted an emergency 120-day moratorium on drive-through facilities on lots in B-2 Zone adjacent to lots with residential uses effective 7-07-99 through 11-1-99; Ord. No. 94A, adopted 11-01-99 extended the moratorium on said drive-through facilities through December 15, 1999.

Sec. 14-182. Table of uses.

Group ¹	Use	B-2 ²	B-2b	B-2c
R	Single family home	Y	Y	Y
R	Two family home	Y	Y	Y
R	Three family home	Y	Y	Y
R	Multifamily housing	Y	Y	Y
R	Combined live/work spaces provided the living space is at least 33% of the total net floor area	Y	Y	Y
B	General business and professional offices, as defined in section 14-47, and offices of trades	Y	Y	Y
B	Personal services, as defined in section 14-47	Y	Y	Y
B	General retail establishments	Y	Y	Y
B	Pharmacies with retail sales	Y	Y	Y
B	Banking Facilities	Y	Y	Y
B	Restaurants, except that restaurants shall close for all purposes including the service of alcohol no later than 11:00 p.m. unless otherwise authorized by the City Council	Y	Y	Y
B	Drinking establishments, as defined in section 14-47	Y	Y	N
B	Billiard parlors	Y	Y	Y
B	Funeral homes	Y	Y	Y
B	Miscellaneous repair services, excluding motor vehicle repair services	Y	Y	Y
B	Communication studios or broadcast and receiving facilities	Y	Y	Y

Group ¹	Use	B-2 ²	B-2b	B-2c
B	Health clubs and gymnasiums	Y	Y	Y
B	Veterinary hospitals and clinics provided there is no outdoor kennel	Y	Y	Y
B	Theaters and performance halls	Y	Y	Y
B	Hotels, Motels and Inns	Y	Y	Y
B	Bakeries, breweries, distilleries, commercial kitchens and similar uses with a retail component and with a total floor area under 10,000 net sf.	Y	Y	Y
B	Bakeries, breweries, distilleries, commercial kitchens and similar uses with a retail component and with a total floor area of 10,000 net sf. or greater	Y	N	N
B	Expansion of existing dairies	Y	Y	Y
B	Marijuana retail store	Y	C	C
B	Registered dispensary	Y	C	C
B	Small-scale marijuana caregiver	Y	Y	Y
I	Long term, extended and intermediate care facility	Y	Y	Y
I	Clinics, as defined in section 14-47	Y	Y	Y
I	Places of assembly	Y	Y	Y
I	Kindergarten, elementary, middle and secondary schools	Y	Y	Y
I	College, university, trade schools	Y	Y	Y
I	Municipal buildings and uses	Y	Y	Y
O	Lodging houses	Y	Y	Y
O	Day care facilities	Y	Y	Y
O	Accessory uses, as provided in section 14-404 ³	Y	Y	Y
O	Bed and breakfast, subject to the standards of article V (site plan), sections 14-522 and 14-523 notwithstanding. A bed and breakfast may include a meeting facility if for weddings, seminars, receptions, business meetings and the like and if the facility is less than 4,000 net sf.	Y	Y	Y
O	Studios for artists and craftspeople, less than 4,000 net sf.	Y	Y	Y

Group ¹	Use	B-2 ²	B-2b	B-2c
	per space			
W	Wind energy systems, as defined and allowed in Article X, Alternative Energy	Y	Y	Y
U	Utility substations, as defined in section 14-47, subject to the requirements of article V (site plan), sections 14-522 and 14-523 notwithstanding	Y	Y	Y
A	Drive-throughs associated with a permitted or conditional use ⁴	C	N	C
A	Auto service stations	C	N	N
A	Expansion of auto service stations in existence as of November 15, 1999	C	C	C
A	<u>Car washes</u>	C	C	C
A	<u>Automobile dealerships</u>	C	C	C
M	Printing and publishing establishments of 10,000 gross sf. or less	C	C	C
M	Expansion of existing printing and publishing establishments of greater than 10,000 gross sf. in existence since April 4, 1988	C	C	C
M	Wholesale distribution establishments of 10,000 gross sf. or less	C	C	C
M	Research and development and related production establishments of 10,000 gross sf. or less	C	C	C

¹ Uses within the same group lettering may be substituted without being considered a change of use under zoning, provided all dimensional and other requirements of this section are met. Other reviews may be required under City regulations, including but not limited to building permit, subdivision and site plan reviews. However, no additional parking shall be required for changes within the same use group for a change in total floor area up to 10,000 sf, except for the provision of additional housing units.

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Transportation: Support livability by improving the quality of life in neighborhoods and improving the public health of residents.

Former Maine Girls' Academy update

Developers Collaborative

June 19, 2019

Agenda

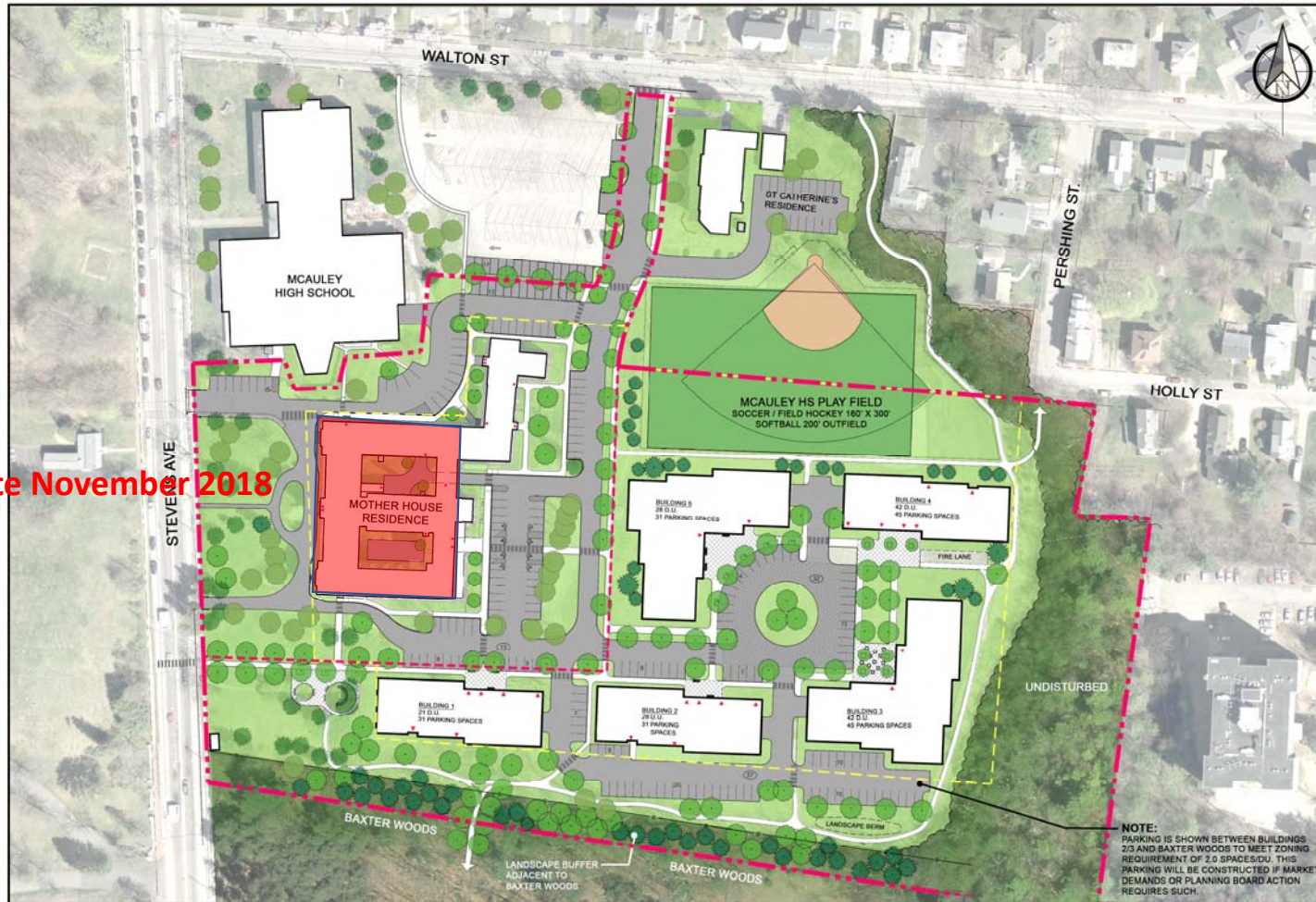
1. Master Plan Update
2. Current status of former MGA
3. Future Plans for MGA
4. Question/Comments/Next Steps

2016 Approved Master Plan



2016 Approved Master Plan

Complete November 2018



Motherhouse Senior Apartments



1. Completed November 2018
2. Approaching full occupancy
3. 66 affordable units; 22 market rate units
4. Winner of MEREDA Notable Project Award
5. Winner of Greater Portland Landmarks' Preservation Award
6. Partnership with UNE's Center for Excellence in Aging and Health

A Special Partnership



UNIVERSITY OF NEW ENGLAND
Center for Excellence
in Aging and Health



Extend Healthspan

Most are familiar with the concept of lifespan. It has been suggested that humans can live to The upper end of the human lifespan is ~120 years. Most living past age 75 can expect a period of months or years of frailty and decline. "Healthspan" is the period of life *before such decline occurs*. Extending healthspan has many benefits for individuals and society.



Engage Solutions

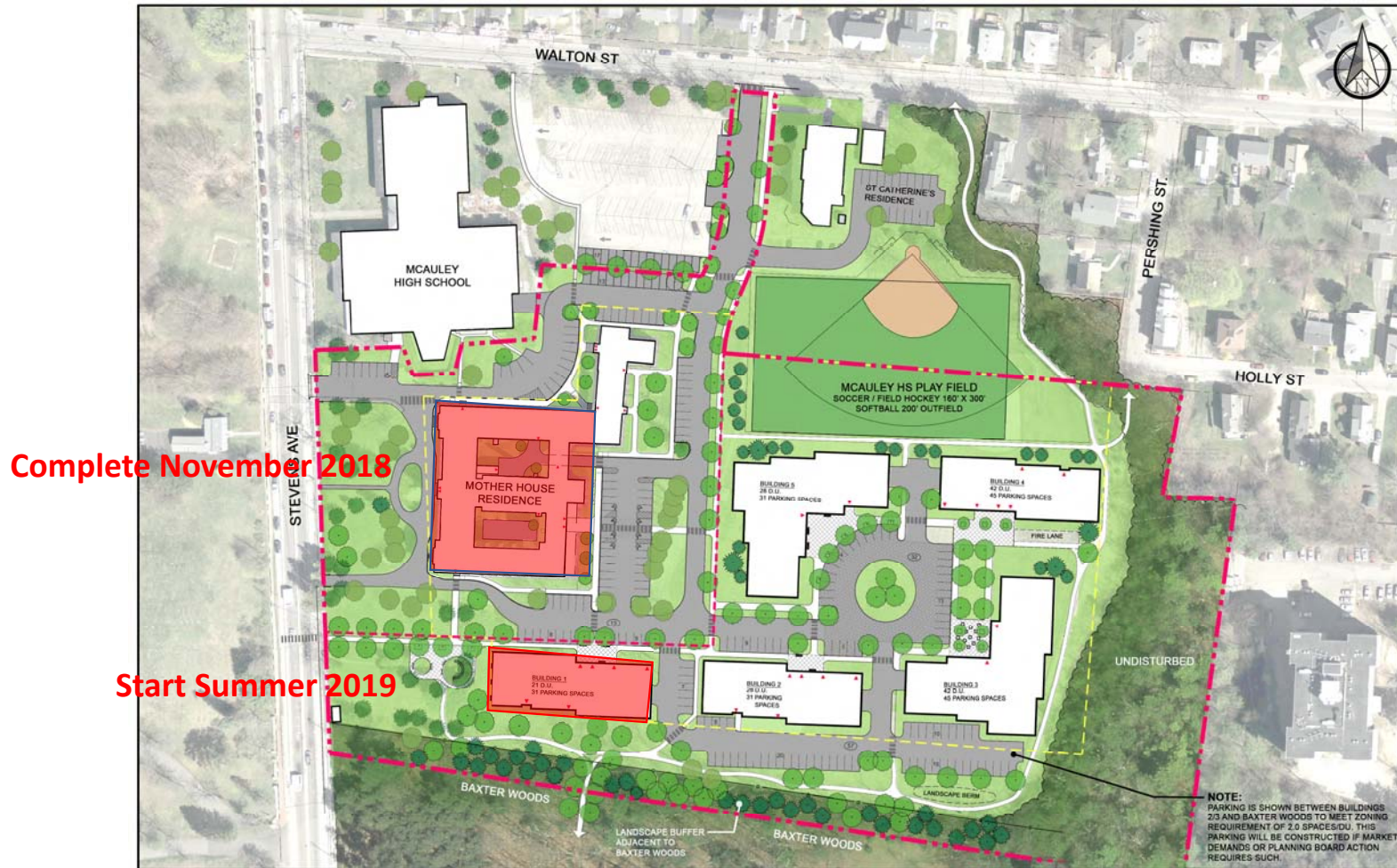
The CEAH maintains a satellite office in the [Motherhouse at Baxter Woods](#) - a celebrated local solution to affordable independent living. Residents engage with UNE students and faculty in shared learning, community building, and participatory research. Many Motherhouse residents are also UNE Legacy Scholars.



Value Elder Voices

The CEAH prioritizes narrative- informed research. Our faculty and students care about what older adults think, feel and believe. Narrative-informed research listens to the perspectives of people in the community. Qualitative interviews enrich and broaden our understanding of quantitative findings.

2016 Approved Master Plan



Stevens Square Condominiums

1. 21 units; market rate; 55+
2. 9 units unreserved
3. Construction this summer

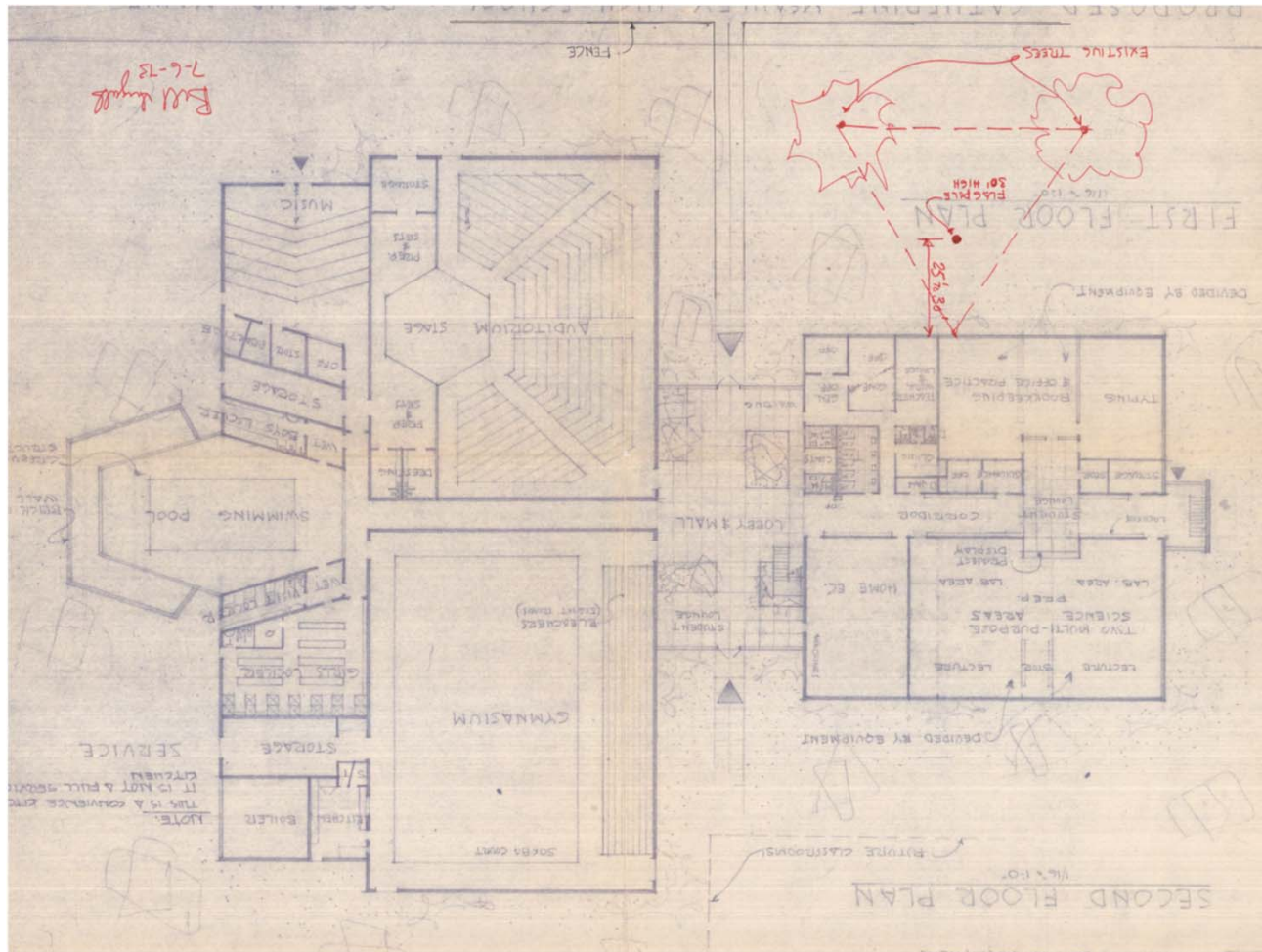


Former MGA



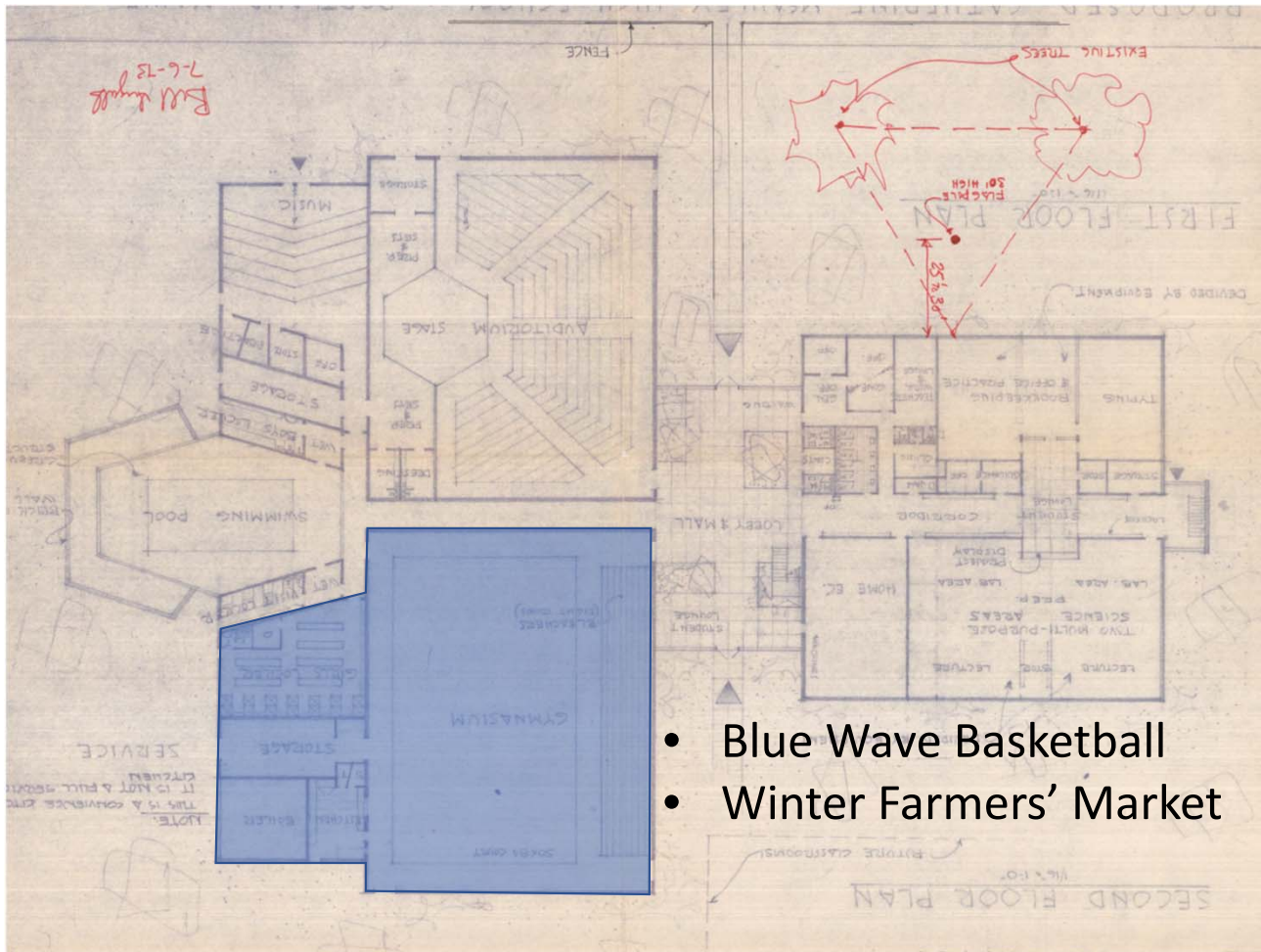
1. MGA closed suddenly last July
2. Never assumed we would have a redevelopment task there so quickly
3. Listed with Malone Commercial Brokers
4. Current zoning R-5
5. Allows a fairly narrow variety of uses

Former MGA



Four major portions:

Former MGA



Four major portions:

- Gym

- Blue Wave Basketball
- Winter Farmers' Market

Architectural floor plan of the first floor of a building. The plan shows a large central hall with a red dashed line indicating a path. To the left of the hall is a swimming pool and a gymnasium. To the right are several smaller rooms, including a kitchen, a living area, and a bedroom. A red arrow points to a specific area in the hall. The text "Marketing on-going" is written in red.

EXISTING TREES
30' HIGH
FLOOR PLAN
116' x 110'

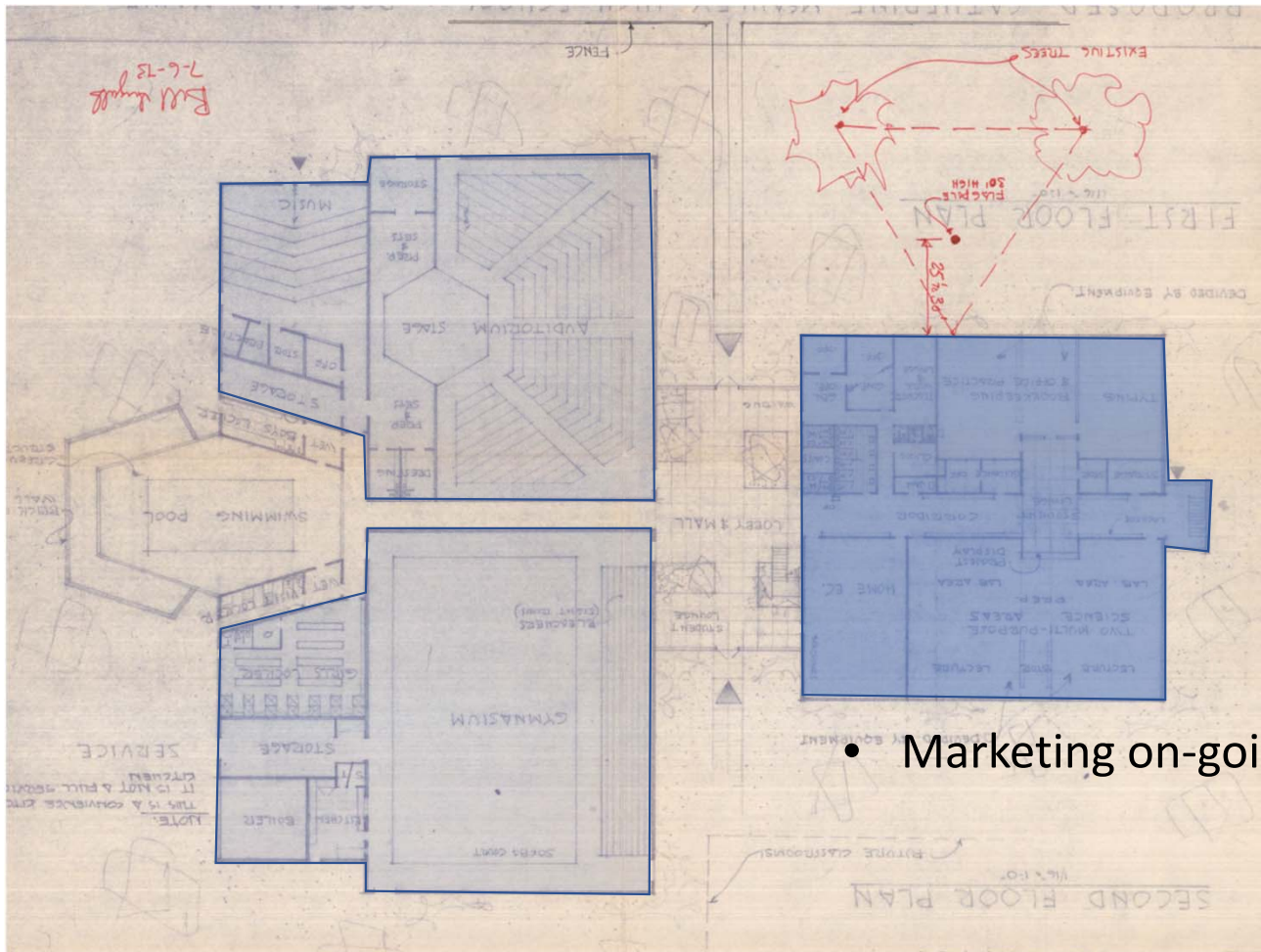
• Marketing on-going

SECOND FLOOR PLAN
116' x 110'

- Gym
- Auditorium

- Marketing on-going

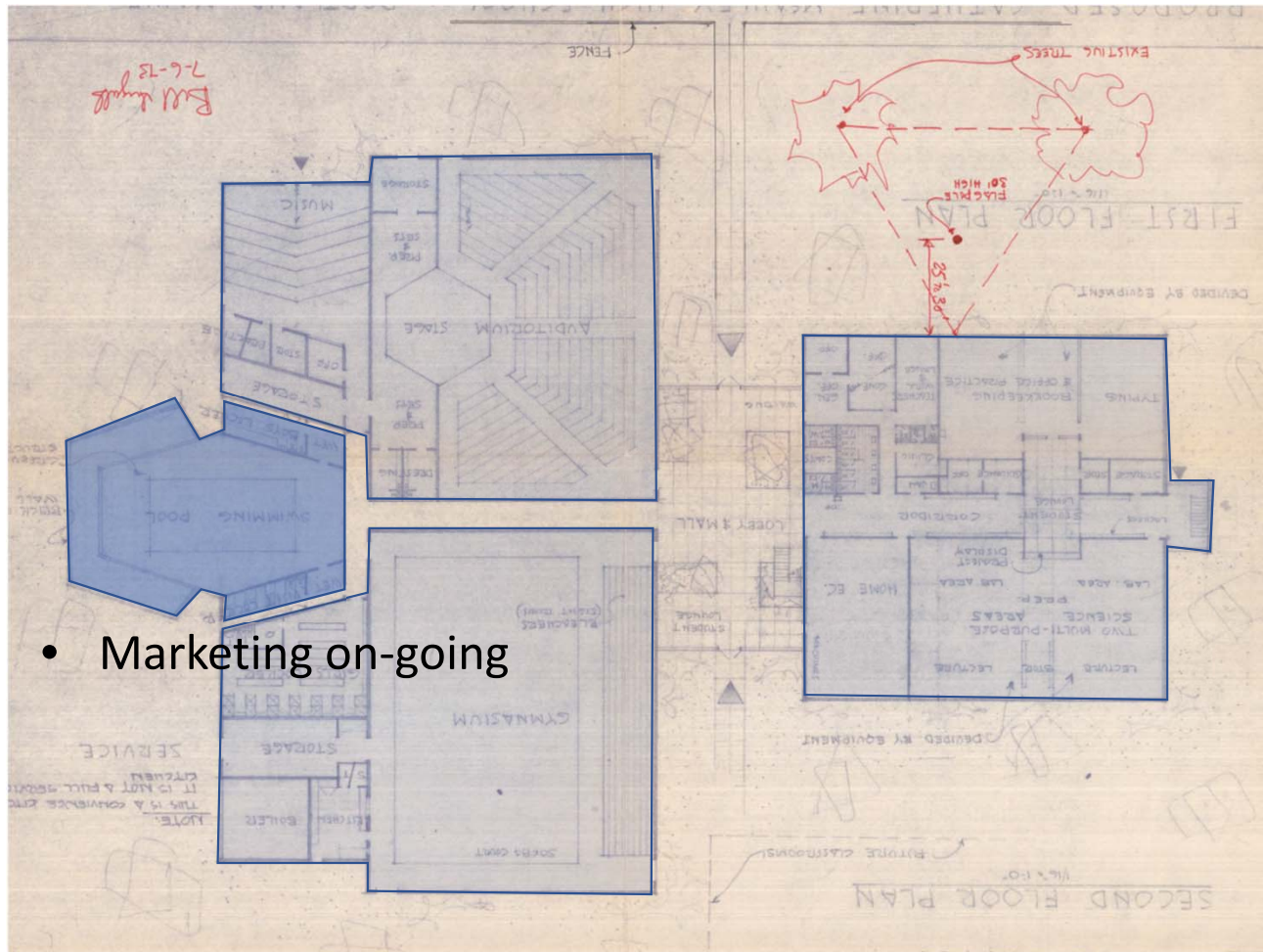
Former MGA



Four major portions:

- Gym
- Auditorium
- Classrooms
- Marketing on-going

Former MGA



Four major portions:

- Marketing on-going

- Gym
- Auditorium
- Classrooms
- Pool

R-5 zone

“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.”

R-5 zone

Allowable **permitted** uses: (sample list):

- Single and multi-family (& PRUD);
- Parks & municipal;
- Special needs independent living; and
- Wind energy systems

R-5 zone

Allowable **conditional** uses: (sample list):

- Group homes & lodging houses; day cares
- Institutional:
 - Schools
 - Long term & extended care
 - Universities
 - Places of assembly (includes community halls)
 - Hospitals

Community Hall

“A building or portion of an existing building built for institutional or other non-residential uses and used for social, recreational, artistic, civic, or educational community functions.”

Vision for the MGA Property

- In many ways, “community hall” encompasses our vision.
- The MGA property is the best opportunity on-campus to engage the public directly so the site is not entirely private.
- However, the R-5 zone and definition of community hall feels limiting.

DC Philosophy of Public and Private Space

- We feel public access enhances our projects (Reed School, Nathan Clifford)
- Baxter Woods \$ support and trail access points
- Public use of sports fields
- Winter Farmers' Market
- Police & Fire training
- Non-profit group meetings – chapel and MGA

Vision for the MGA Property

- However, MGA gives us an opportunity to engage with the public on a deeper level.
- We intend for it to be a community building, an amenity for both the campus, the neighborhood, and the city.
- We will struggle to do that with current zoning.

B-2b Zone

“The B-2b zone is intended to provide neighborhood and community retail, business and service establishments that are oriented to and built close to the street. The B-2b zone is appropriate in areas where a more compact urban development pattern exists such as on-peninsula or in areas off-peninsula where a neighborhood compatible commercial district is established which exhibits a pedestrian scale and character. Such locations may include the peninsula and other arterials and intersections with an existing urban or neighborhood oriented building pattern.”

B-2b zone

Allowable **permitted** uses: (sample list):

- Single and multi-family
- Business and professional office
- Personal Services
- Retail, Banking, Restaurants
- Communication / Broadcast studios
- Health Clubs
- Theaters
- Hotels
- Bakeries & Breweries
- Artist studios, live/work

B-2b zone

Allowable **conditional** uses: (sample list):

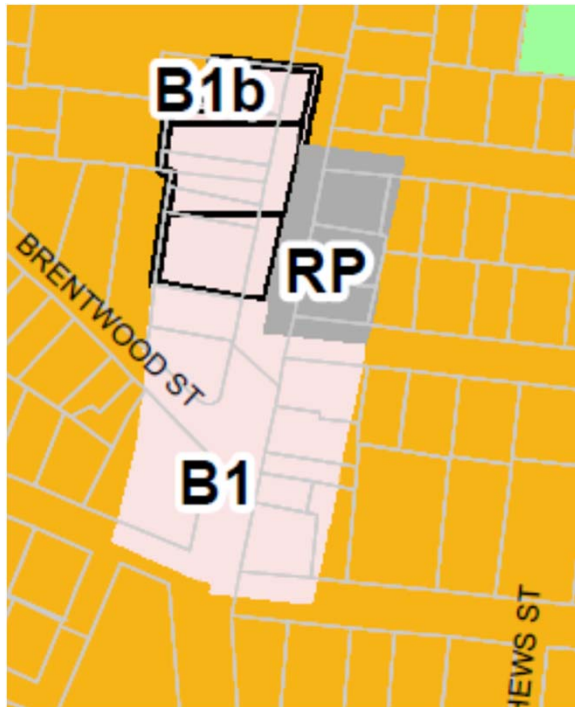
- Marijuana / Dispensary
- Auto dealers
- Printing & Publishing
- R&D
- Wholesale distribution

B-2b zone

While this list contains some uses not contemplated or even appropriate for the site, the existing building will not make a good housing conversion, making the R-5 not a good fit. The uses within the B-2b zone make more sense for the property's location and characteristics, an existing building along a neighborhood artery.

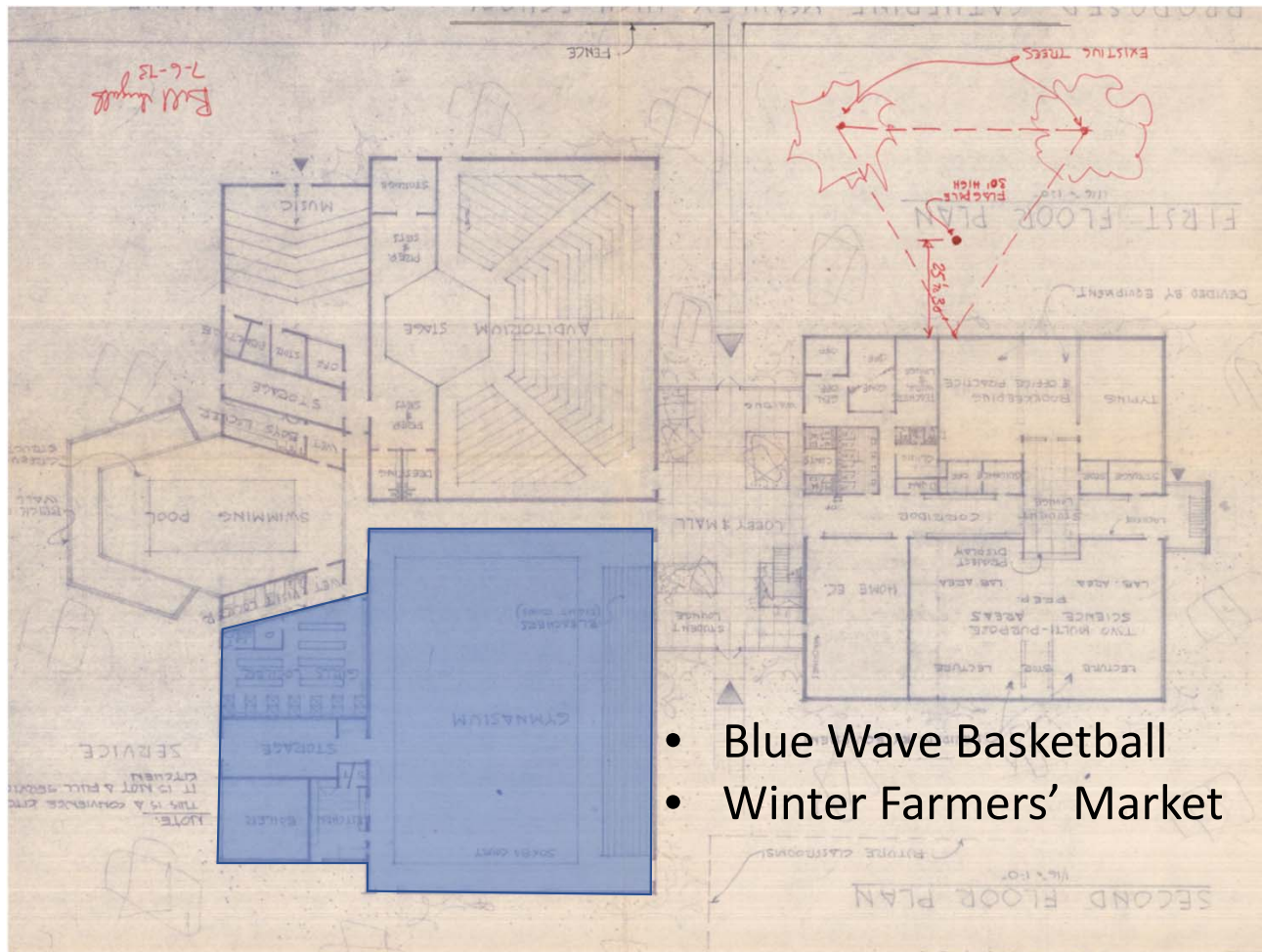
The B2b zone will also help us attract users/tenants who will draw the public into the building and the site, in a way the “community hall” does not.

Business zones on Stevens Ave.



- 510 Stevens Ave. – rezoned to B1-b in 2017
- Ours is a similar idea; the major difference being that we have a large existing building to activate vs. development of a small parcel
- With UNE immediately to the north, B2-b at 605 Stevens is a good compromise between the mixed residential context and the redevelopment needs of the existing building

Future Vision



Four major portions:

- Gym

- Blue Wave Basketball
- Winter Farmers' Market

Bull wings 7-6-73

EXISTING TREES

30' HIGH

30' HIGH

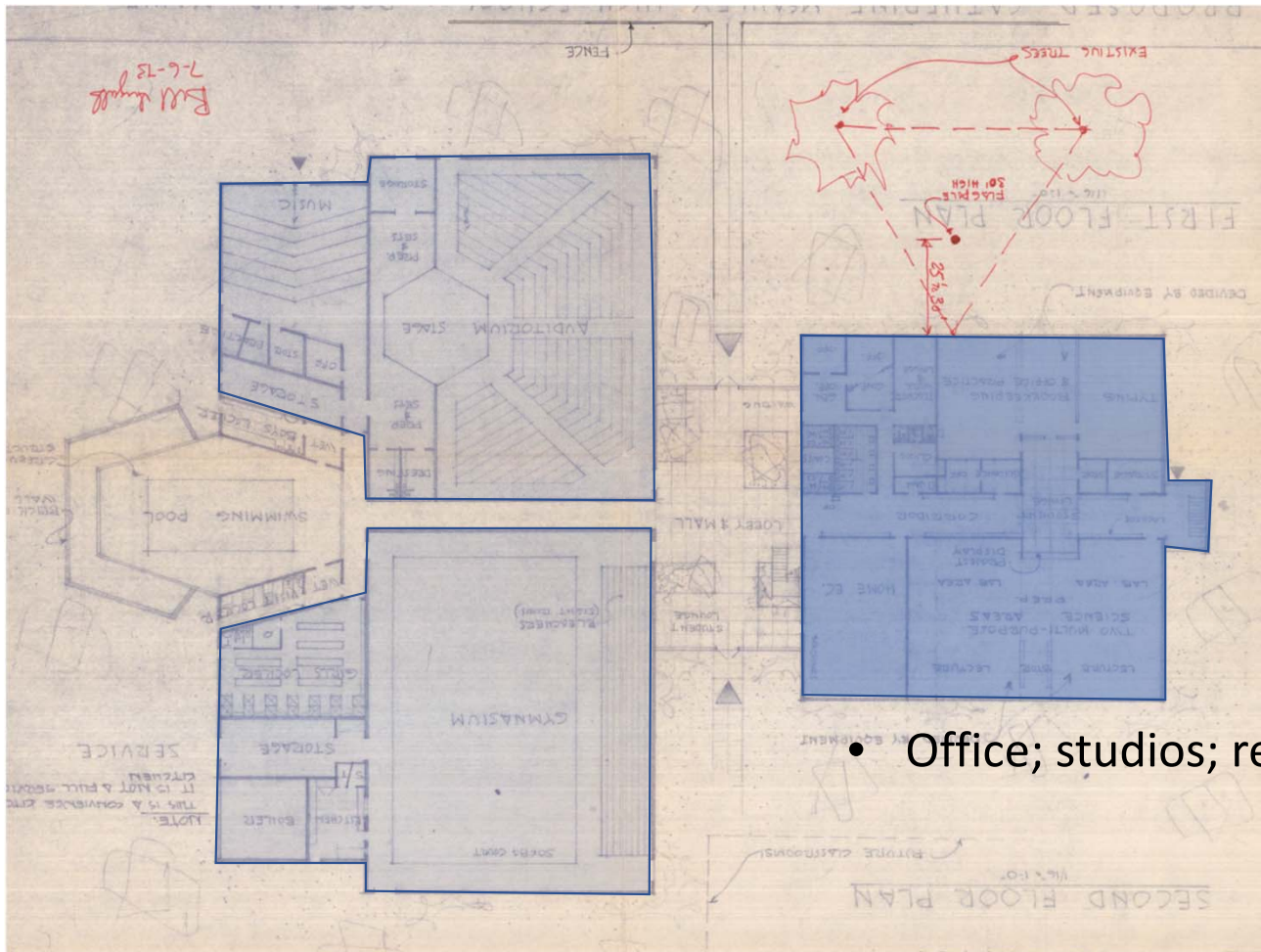
30' HIGH

• Theatre groups; special events

- Gym
- Auditorium

- Theatre groups; special events

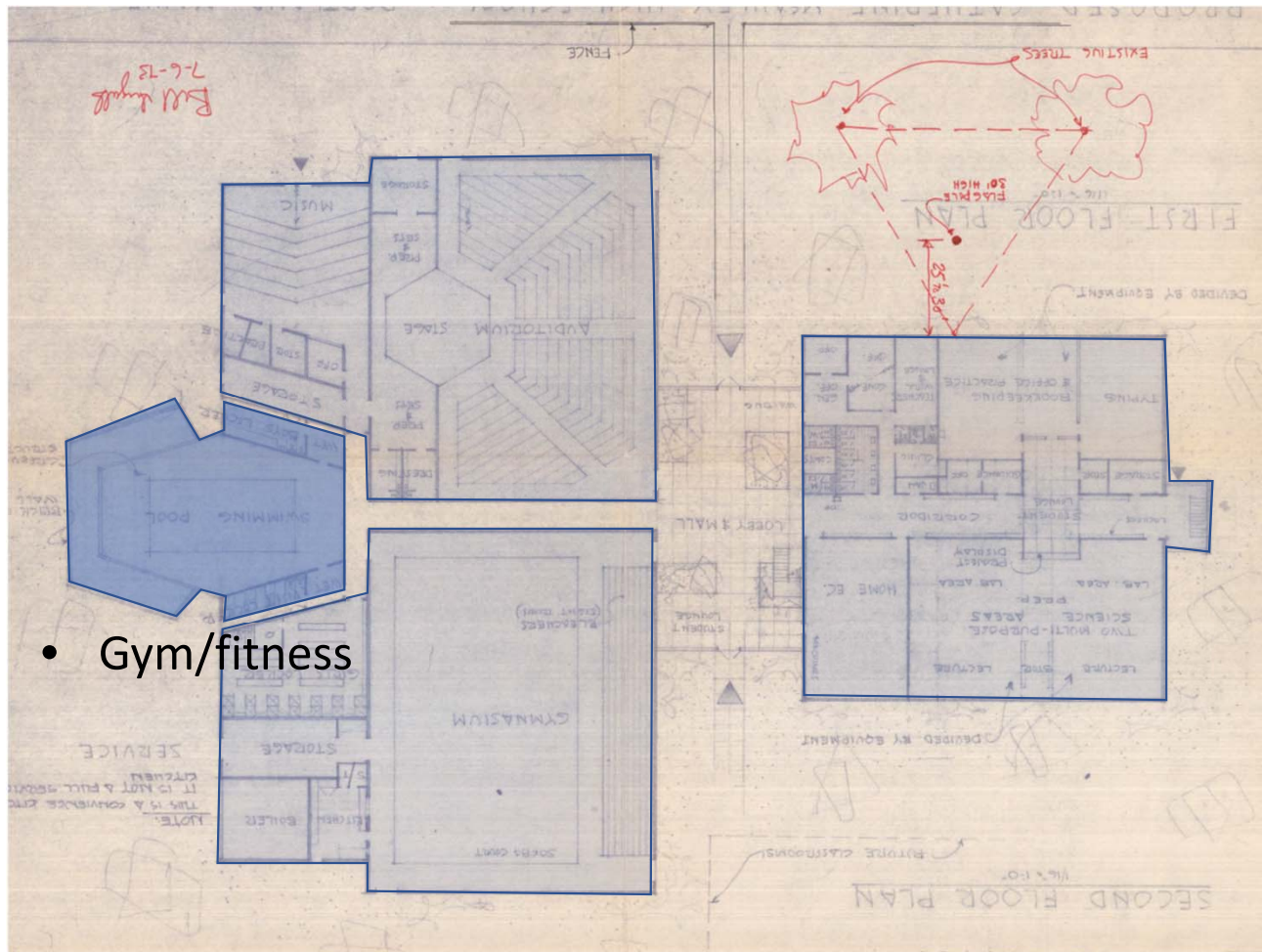
Future Vision



Four major portions:

- Gym
- Auditorium
- Classrooms
- Office; studios; retail; others?

Future Vision



Four major portions:

- Gym
 - Auditorium
 - Classrooms
 - Pool
- Gym/fitness

Health Coaches, Inc.

- Long-time local business
- Run by Mark Holmes
- Combination of wellness, massage, yoga, classes, personal training, and fitness
- Would occupy current pool area

Health Coaches, Inc.



Questions/Comments

- Next steps would include a formal re-zone application to the City of Portland



July 24, 2019

Jeff Levine
Planning & Urban Development Director
City of Portland
389 Congress Street, 4th Floor
Portland, ME 04101

Re: 631 Stevens Avenue

Dear Jeff,

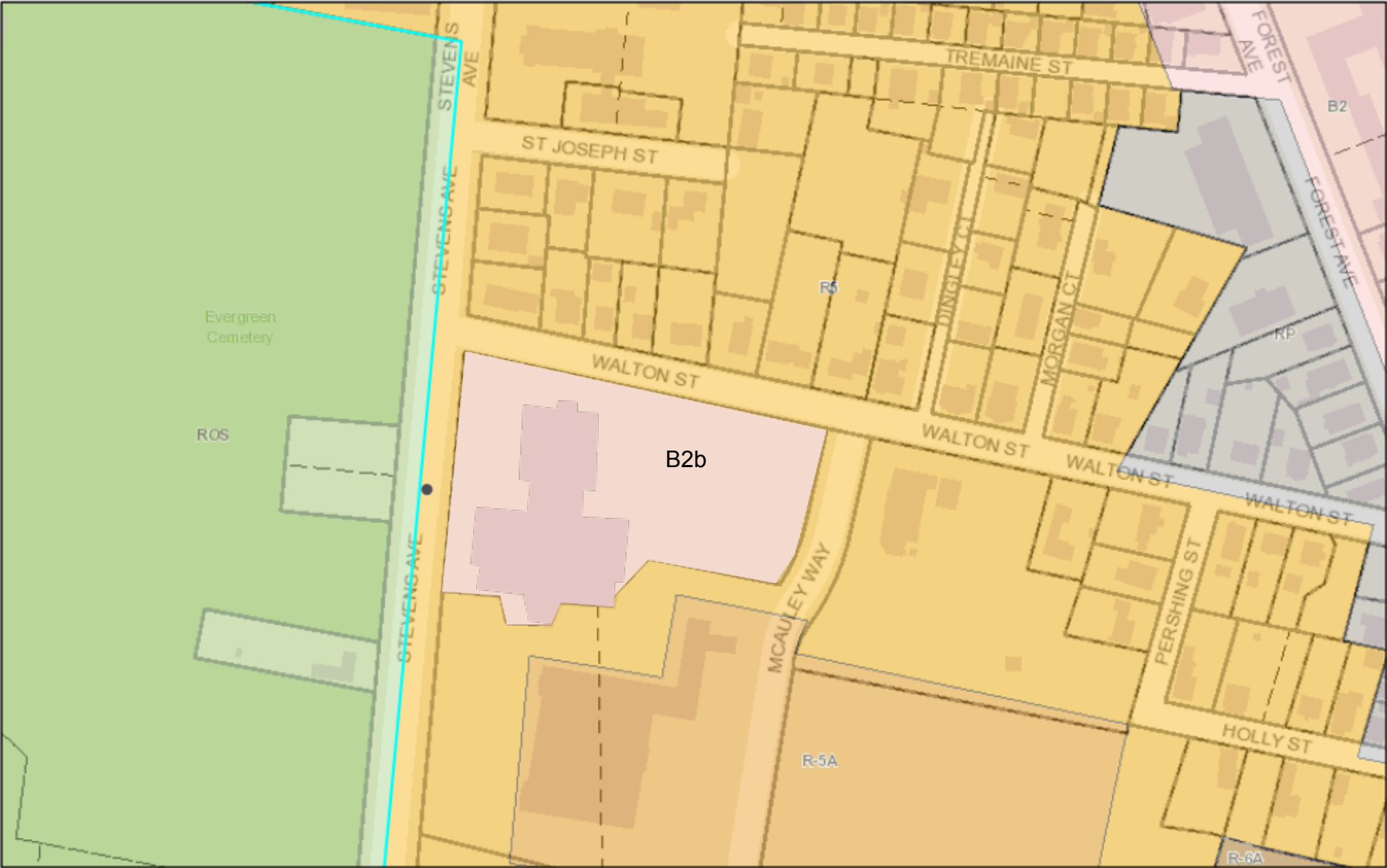
I am writing to apply for a Map Amendment to change the land use zone for the above referenced property from R-5 to B2b to allow for a variety of commercial and community uses at the site. 631 Stevens Avenue currently contains the former Maine Girls Academy building, about 25,000 square feet of usable classroom space, a gymnasium, indoor pool, and an auditorium. Located on the corner of Stevens Avenue and Walton Street, this site and the existing building are an ideal location for a neighborhood node, providing commercial amenities, such as a fitness center, artist studios, or professional offices, for the growing residential population in the neighborhood.

Sincerely,

Kevin Bunker, Manager
DC Baxter Woods II LLC

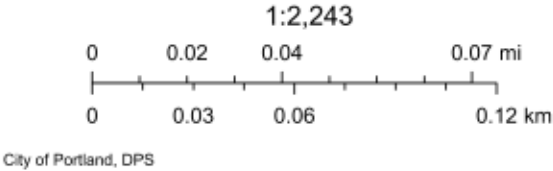
631 Stevens Avenue Proposed Map Amendment

Att. E



7/24/2019, 10:57:36 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	



DLN: 1001840035642

QUITCLAIM DEED (With Covenant)

KNOW ALL PERSONS BY THESE PRESENTS, that Sea Coast at Baxter Woods Associates, LLC, a Maine limited liability company, in consideration of One Dollar and other valuable consideration paid by **DC BAXTER WOODS II LLC**, a Maine limited liability company, whose mailing address is 100 Commercial Street, Suite 414, Portland, Maine 04101 ("Grantee"), the receipt whereof is hereby acknowledged, do hereby GRANT, TRANSFER, BARGAIN, SELL AND CONVEY unto the said DC BAXTER WOODS II LLC, its successors and assigns forever, the following described real estate:

Lot 2: A certain lot or parcel of land together with all buildings and improvements thereon located in the City of Portland, County of Cumberland and State of Maine, being Lot #2 as shown on the Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds, Plan Book 216, Page 433, as amended by the First Amended Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated April 10, 2017, and recorded in the Cumberland County Registry of Deeds, Plan Book 217, Page 151.

Lot 2 is conveyed subject to and with the benefit of:

1. Title to and rights of the public and others entitled thereto in and to those portions of the insured premises lying within the bounds of Stevens Avenue and Walton Street.
2. Such state of facts as shown on the Overall Subdivision Plan 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated June 24, 2015, as revised through June 15, 2016, and recorded in the Cumberland County Registry of Deeds, Plan Book 216, Page 433, as amended by the First Amended Overall Subdivision Plan, 605 Stevens Avenue, Stevens Avenue and Walton Street, Portland, Maine, made for Sea Coast at Baxter Woods Associates, LLC by Titcomb Associates, dated April 10, 2017, and recorded in the Cumberland County Registry of Deeds, Plan Book 217, Page 151, and on the Plan of Lot 3 Sectional Subdivisional Plat Motherhouse-88 Units made for Motherhouse Associates LP by Titcomb Associates, dated June 24, 2015 recorded in the Cumberland County Registry of Deeds in Plan Book 216, Page 434, as amended by the First Amended Plan of Lot 3 Sectional Subdivision Plat Motherhouse-88 Units made for Motherhouse Associates LP by Titcomb Associates, dated April 10, 2017 recorded in the Cumberland County Registry of Deeds in Plan Book 217, Page 152, and on the ALTA/NSPS Land Title Survey 605 Stevens Avenue, made for Sea Coast at Baxter Woods Associates LLC by Titcomb Associates, dated March 24, 2016, as revised through March 16, 2017.
3. City of Portland Certificate of Subdivision Waiver Approval, dated September 8, 2015 and recorded in the Cumberland County Registry of Deeds, Book 32584, Page 153.

MAINE REAL ESTATE TAX PAID

4. Rights and easements excepted and reserved by St. Joseph's Convent and Hospital in its deed to Sea Coast at Baxter Woods Associates, LLC, dated December 16, 2016 and recorded in the Cumberland County Registry of Deeds, Book 33698, Page 187.

5. Rights, covenants and easements set forth in the Stormwater Drainage System Maintenance Agreement from Sea Coast at Baxter Woods Associates, LLC to the City of Portland, dated December 23, 2016 and recorded in the Cumberland County Registry of Deeds, Book 33752, Page 170, as amended by an Addendum, dated June 1, 2017 and recorded in said Registry, Book 34050, Page 80.

6. Rights, easements and covenants set forth or references in the Declaration of Covenants and Easements dated May 5, 2017 and recorded in the Cumberland County Registry of Deeds, Book 33992, Page 172.

TO HAVE AND TO HOLD, the same, together with all the privileges and appurtenances thereunto belonging, to the said DC Baxter Woods II LLC, its successors and assigns forever, to use and behoof forever.

AND the undersigned does **COVENANT** with the said Grantee, its successors and assigns forever, that the undersigned will **WARRANT AND FOREVER DEFEND** the premises to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under it.

IN WITNESS WHEREOF, the said Sea Coast at Baxter Woods Associates, LLC, by John B. Wasileski, its Manager has hereunto set his hand and seal this 15th day of August, 2018.

WITNESS:

[Signature]

Sea Coast at Baxter Woods Associates, LLC

By: [Signature]
John B. Wasileski, its Manager

STATE OF MAINE
Cumberland, ss.

August 15, 2018

Then personally appeared the above-named John B. Wasileski, Manager of Sea Coast at Baxter Woods Associates, LLC as aforesaid and acknowledged the foregoing instrument to be his free act and deed in said capacity and the free act and deed of said limited liability company.

Before me,

[Signature]
Notary Public/Attorney-at-Law
Print Name: Ronald Epstein
My Commission Expires: _____



Map data ©2019 Google 500 ft



631 Stevens Ave

Portland, ME 04103

- 

Directions
- 

Save
- 

Nearby
- 

Send to your phone
- 

Share



October 30, 2019

Mr. Kevin Bunker
Developers Collaborative
100 Commercial Street, Suite 414
Portland, ME 04101

RE: ALTERNATIVE TRIP GENERATION ANALYSIS FOR 631 STEVENS AVENUE IN PORTLAND

INTRODUCTION

This is written to summarize trip generation analysis performed for potential rezoning and redevelopment of your building and parcel located at 631 Stevens Avenue, in the southeast quadrant of the intersection of Stevens Avenue and Walton Street, site of the former Maine Girls' Academy and McAuley High School.

Previous trip generation analysis was performed and summarized in an October 7th letter to you. That analysis was primarily based upon the reuse operating as a recreational community center, since almost all of the proposed individual uses were specifically described as components of that particular land use code, with the exception of the small amount of proposed office space. Tom Errico, P.E., has requested an alternative analysis be performed where individual land use codes are utilized for each of the components:

It is understood that you are proposing to reuse the existing school building in the following manner:

- Daycare – 9,054 sf – for 94 students
- Professional Office – 1,331 sf
- Auditorium – 480 seats – 7,841 sf
- Fitness Center – 5,792 sf
- Gymnasium – 10,069 sf – for youth basketball clinics
- Classrooms – 10,422 sf – expected to be utilized for uses such as
artist studios, yoga, & small business uses

ALTERNATIVE TRIP GENERATION ANALYSIS

The number of trips to be generated by the proposed reuse option under this alternative analysis approach was also estimated using the most recent Institute of Transportation Engineers (ITE) "Trip Generation" 10th edition report.

PROPOSED BUILDING REUSE

ITE land use codes (LUCs) were assigned to each individual components of the proposed reuse, as requested, as outlined below:

- Day Care – LUC 565 - Day Care Center – 94 students
- Professional Office – LUC 710 – General Office – 1,331 sf
- Fitness Center & Gymnasium – LUC 492 – Health/Fitness Club – 15,861 sf
- Classrooms – LUC 710 – General Office – since many of the classrooms are expected to be used for small offices or services, such as yoga studios – 10,422 sf
- Auditorium - There is no ITE land use code that specifically relates to a stand-alone auditorium. For the purpose of this alternative analysis, it is assumed that this use would not generate any significant trips during either the AM or PM commuter peak hours as primary use of an auditorium would be expected to occur off peak in the evenings or on weekends.

The results for the AM and PM peak hours, assuming the above LUCs, on the above noted bases, are summarized as follows:

<u>Time Period</u>	Proposed Building Reuse – One-way Trips				
	<u>Day Care</u>	<u>Office</u>	<u>Fitness</u>	<u>Classrooms</u>	<u>Total</u>
AM Peak Hour – Adjacent Street	73	2	21	12	108
PM Peak Hour – Adjacent Street	74	2	55	12	143

It is important to note that the above analysis doesn't consider any shared trips, which use of the recreational community center code would take into account. For example, many of the day care parents dropping off or picking up students may be utilizing the fitness center, gymnasium or classroom programs so the above results are expected to be conservative. This alternative analysis result is compared to the previous result utilizing the recreational community center and office space codes below:

<u>Time Period</u>	Proposed Building Reuse – One-way Trips		
	<u>Former Analysis</u>	<u>Alt. Analysis</u>	<u>Difference</u>
AM Peak Hour – Adjacent Street	78	108	+30
PM Peak Hour – Adjacent Street	102	143	+41

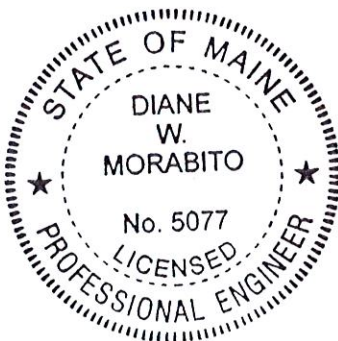
As seen above, the alternative analysis yields more trips than the former analysis, which would be expected since there is no accounting for shared trips in this approach. The difference is 30 additional trips in the AM peak hour and 41 in the PM peak hour.

FORMER SCHOOL TRIP CREDIT

Mr. Errico has concurred in his initial review that a trip credit for the former high school is appropriate, outlined in my previous October 7th letter as 192 AM peak hour trips and 139 PM peak hour trips. With consideration of these trip credits, even using the alternative analysis with no consideration for shared trips, new trip generation will be well under 100 trips, not requiring a TMP.

Mr. Errico has asked if this project needs to consider the previous Motherhouse and Seacoast at Baxter Woods project on the adjacent parcel. Since a TMP was issued by the City of Portland for all of that planned development, and since the high school was still operational then and no credit was taken for high school trips in that permitting process, it is my professional opinion that this previously approved development does not need to be reconsidered now.

As always, let me know if you or the City of Portland have any questions or concerns regarding our analysis or our findings.



Sincerely,



A handwritten signature in black ink that reads "Diane W. Morabito".

Diane W. Morabito, P.E. PTOE
Vice President Traffic Engineering

October 7, 2019

Mr. Kevin Bunker
Developers Collaborative
100 Commercial Street, Suite 414
Portland, ME 04101

RE: Trip Generation Analysis for 631 Stevens Avenue

Dear Kevin,

This is written to summarize trip generation analysis performed for potential rezoning and redevelopment of your building and parcel located at 631 Stevens Avenue, in the southeast quadrant of the intersection of Stevens Avenue and Walton Street, site of the former Maine Girls' Academy and McAuley High School.

It is understood that you are proposing to reuse the existing school building in the following manner:

Daycare – 9,054 sf
Professional Office – 1,331 sf
Auditorium – 480 seats – 7,841 sf
Fitness Center – 5,792 sf
Gymnasium – 10,069 sf – for youth basketball clinics
Classrooms – 10,422 sf – expected to be utilized for uses such as
artist studios, yoga, & small business uses

Lastly, an option to fully utilize the lot and maximize its use under the proposed zoning will be reviewed. This use assumes 60,000 sf of general office building. The following trip generation analyses will determine the potential change in traffic due to rezoning.

Trip Generation Analyses

The number of trips generated by the existing former school, the currently proposed reuse option and the potential full build out of the parcel was estimated using the most recent Institute of Transportation Engineers (ITE) "Trip Generation" 10th edition report.

Existing School Trip Generation

It is understood that the former McAuley High School frequently had an enrollment of 240 students. The trips for the school use were estimated using land use code (LUC) 536 - private school (K-12) on the basis of 240 students:

<u>Time Period</u>	Former School <u>One-Way Trips</u>
Weekday	596
Weekday AM Peak Hour – Generator	194
Weekday AM Peak Hour – Adjacent Street	192
Weekday PM Peak Hour – Generator	139
PM Peak Hour – Adjacent Street	41

As seen above, the former McAuley School would have generated 194 one-way trips during their morning peak hour.

Proposed Building Reuse

The trips for several components of the proposed reuse were calculated using land use code 495 – Recreational Community Center. This use is described as “A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children; a day care or nursery school; meeting rooms; swimming pools and whirlpools; saunas; tennis, racquetball, handball, basketball and volleyball courts; outdoor athletic fields/courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar. Public access is typically allowed but a fee may be charged.” Hence, the daycare, auditorium, fitness center, gymnasium and classroom spaces are all specifically described within this land use code. This land use code was utilized for the 43,178 square feet of existing space expected to be utilized for these purposes. The remaining office space was estimated using LUC 710 - General Office on the basis of the 1,331 square feet. The results are summarized as follows:

<u>Time Period</u>	Proposed Building Reuse		
	<u>Community Ctr</u>	<u>Office</u>	<u>Total</u>
Weekday	1,244	14	1,258
Weekday AM Peak Hour – Generator	76	2	78
Weekday AM Peak Hour – Adjacent Street	76	2	78

<u>Time Period</u>	Proposed Building Reuse		
	<u>Community Ctr</u>	<u>Office</u>	<u>Total</u>
Weekday PM Peak Hour – Generator	100	2	102
PM Peak Hour – Adjacent Street	100	2	102

Potential Build Out

The last option evaluated consists of 60,000 square feet of general office space, assuming full build out of the site with a new office building. The trips for this option were estimated using LUC 710 – general office on the basis of square footage.

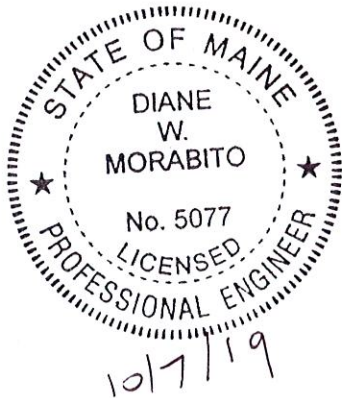
<u>Time Period</u>	Office Build Out <u>One-Way Trips</u>
Weekday	584
Weekday AM Peak Hour – Generator	88
Weekday AM Peak Hour – Adjacent Street	70
Weekday PM Peak Hour – Generator	85
PM Peak Hour – Adjacent Street	69

Overall Results

A summary of all results for comparison purposes is shown in the table below:

<u>Time Period</u>	<u>Former School</u>	<u>Proposed Reuse</u>	<u>Office Build Out</u>
Weekday	596	1,258	584
Weekday AM Peak Hour – Generator	194	78	88
Weekday AM Peak Hour – Adjacent Street	192	78	70
Weekday PM Peak Hour – Generator	139	102	85
PM Peak Hour – Adjacent Street	41	102	69

As seen in the preceding table, your proposed reuse generates fewer trips during peak hours than the former school, with the exception of the PM peak hour of the adjacent street since school traffic would typically be gone by then. The potential full build out of the site with 60,000 sf of office space had similar results, with fewer trips in the AM and PM peak hours than the former school, again with the exception of the PM peak hour of the adjacent street. Neither of the potential new site options approach the 190+ trips generated by the former school in the morning peak hours. As always, do not hesitate to contact me if you or the City of Portland have any questions regarding this analysis or need any additional information.



Sincerely,



Diane W. Morabito, P.E. PTOE
Vice President Traffic Engineering

631 Stevens Avenue Neighborhood Meeting Certification

I, Kevin Bunker, on behalf of DC Baxter Woods II LLC, hereby certify that a neighborhood meeting was held on October 15, 2019, at the Auditorium at 631 Stevens Avenue in Portland at 6:00 PM for the Map Amendment regarding 631 Stevens Avenue in Portland.

I also certify that on September 30, 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.

Signed,

A handwritten signature in black ink, appearing to read 'KB', is written over a horizontal line.

Kevin Bunker
October 19, 2019

Attached to this certification are:

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

DC Baxter Woods II LLC
100 Commercial Street, Suite 414
Portland, ME 04101

October 3, 2019

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our application for a Map Amendment to change the land use zone for 631 Stevens Avenue from R-5 to B2b.

Meeting Location: Auditorium at 631 Stevens Avenue, Portland, ME
Meeting Date: October 15, 2019
Meeting Time: 6:00 PM

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, please call 207-772-7673.

Signed,

A handwritten signature in black ink, appearing to read "KB", is written below the "Signed," text.

Kevin Bunker
October 3, 2019

Note:

Under Section 14-21(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

631 Stevens Avenue Neighborhood Meeting Sign-In Sheet

October 15, 2019

Auditorium at 631 Stevens Avenue, Portland

Developer and Consultant Team in Attendance:

NAME

EMAIL

Kevin Bunker	Bunker.Kevin@gmail.com
MARC Holmes	info@healthcoaches.biz

Members of the Public in Attendance:

NAME

EMAIL

Brian + Maria Segal	bsegal@maine.rr.com
Betty Smith Caton	betcaton@gmail.com
Barbara Brennan, RN	bbrennan2@maine.rr.com
Sister Mary Fasulo, RSN	mheaven981@gmail.com
Marc Lesperance	marc.lesperance@icloud.com
Suzanne Brewer	sbrewer427@gmail
Carolyn Elyhan	caroly.elyhan@maine.rr.com
John Pat Mooney	jmooney@mercy.org
Thomas Gaudet	tom.t.gaudet@gmail.com
Arthur Murdock	
Will Legue	100 Edgar legue@portlandschools.org
Sarah Paul	Sarah@birthroots.org
Nancy Levinsky	nlevinsky@maine.rr.com
Sr. Miriam Callahan	miriamcallahan2@gmail.com

→ Please use the emails to inform us of Mts. and progress - ¹ Thanks

Meeting Minutes

Kevin presented meeting starting at 6 pm. Presented on a campus update, plans for MGA building, proposed zone change, and next steps.

During presentation Art Murdock opined that the farmer's market was a bad thing and should be stopped. One of several of his comments about traffic and noise, generally. Claimed to witness regular drinking in the parking lot after basketball got out. We responded no one else had ever advised us of that nor had we ever found bottles.

Mark Holmes from Health Coaches also presented about his existing business and the concept for the neighborhood wellness center. Concept has been expanded to include 1300 sf of first floor space adjacent to the atrium and the plan is to use atrium as a common gathering space with community meeting rooms available adjacent. The idea of serving light food was discussed.

Generally comments were positive. 2-3 positive comments per negative comment.

Sample comments "Great building ideas and uses. Traffic not an issue as people have been coming and going for 50 years."

"UNE is not a good neighbor and needs to control their parking issues better."

Mark was asked if his clinic does medical billing. In cases, yes, but generally these services are provided offsite under contract to specific employers' wellness programs.

Bobbi Cope opposes the zone change and felt uses should stay within the R5. She said she was reluctant to oppose the zone change since she got one, but that one was different because it was a smaller parcel and adjacent to other commercial property. She expressed concern that while the current plan may be a good one (she said I had good ideas!!! 😊) that zoning is permanent and a successor owner could do something very different not in line with the community wishes.

I responded that it was important to ground theoretical arguments in reality. The underlying economics of demolishing the building and building a large new use are nowhere near there. The land value would have to be very very high to justify such an investment and that part of Portland – even with B1 – that is simply not feasible. And, if it ever was, and a truly objectionable plan came along, the council could and would stop it – just like the CVS on Forest Avenue. It was also pointed out that zoning is not forever, as Bobbi said she just got a zone change and we were right next to another piece of rezoned land. Finally I pointed out that I could do things like a very large sober house with hundreds of beds with no zone change as a conditional use under the R5, so zoning was no guarantee.

Bobbi also expressed concern about traffic, green spaces, and the Motherhouse that we restored.

Another neighbor spoke mostly in opposition to the approved master plan, saying that she didn't want 5 more buildings and asking "Why do we have to keep developing?". She said there was too much density already. She expressed doubt that the building would be for neighborhood services and thought people would drive from all over the city increasing traffic.

We were asked if we would build more parking. We said no. We were asked about parking for the new units and we advised they all could get 2 per unit.

Thomas Gaudet spoke: "I've been a Portland resident my whole life. I was walking through Evergreen thinking about density. There were 4 billion people on the earth when I was young and now there are many more. Portland hasn't really seen negative impacts from density. It has slowly increased but the effects have been positive. Those

same paths are better maintained now. It's important to look at issues associated with density but overall the effect has been positive, if we have good plans. And this is a good plan."

Sarah Paul of Birth Roots spoke about their mission of community supported parenting and expressed hope they would be able to continue to use the space as they had in the past.

A Sister of Mercy living at St. Catherine's spoke. "I have been living on the block for 50 years and I am thrilled. The Motherhouse is dignified. The landscaping is wonderful. The mission of serving little children and helping low income seniors is what we are called to be. I want you to succeed."

Bobbi commented that the setbacks would be zero, also commented that it seemed that the plan could be implemented within the R5 and we should do that instead of a zone change. She also asked if the site could be sold in pieces. I briefly went over the two ways that could happen, through a subdivision or a condo.

I was asked about timeline and gave a brief overview of the planning board and council process.

I was asked if there'd be an elevator, I said probably not.

Another Sister came up to me after the meeting in reference to Art's comments and said that she has a corner apartment overlooking the parking lot and she had never seen anybody in the parking lot after 10. Another Sister agreed saying she had never heard anything.

Meeting was adjourned at 7:15

Kevin Bunker

CURTIS THAXTER

ATTORNEYS AT LAW

ONE CANAL PLAZA, P.O. BOX 7320, PORTLAND, MAINE 04112/ TEL 207 • 774 • 9000/ FAX 207 • 775 • 0612/ WWW.CURTISTHAXTER.COM

MEMORANDUM

TO: DC Baxter Woods II LLC
FROM: Cito Selinger
DATE: October 21, 2019
RE: Permitted uses in the B-1 Neighborhood Business Zone

You asked us to analyze the uses you propose to make of the former McAuley School, also formerly known as the Maine Girls Academy, located on Stevens Avenue in Portland (the “Property”) in light of the potential zoning change of the Property to the B-1 Neighborhood Business Zone (the “Zone”). As a basis for this memo, we reviewed the proposed uses described below, as well as Division 9, B-1 and B-1b Neighborhood Business Zones as set forth in the City of Portland zoning ordinance as available on the City’s website (the “Ordinance”). We also reviewed applicable definitions contained in Section 14-47 of the Ordinance and other Ordinance provisions we deemed relevant.

You have advised us that potential uses for the Property include the following: general office uses, a daycare facility, a recreational space (gymnasium), an entertainment/ educational/ cultural space (theater) and a community wellness space which would include fitness and health related activities as well as a pool; community meeting rooms and classroom space; and incidental food service. These uses will be available to residents of the adjoining Stevens Square Condominiums that you are developing, as well as to the general public.

General Office/Commercial Uses

Professional, business and general offices uses are expressly permitted in the Zone, as are daycare facilities or babysitting services and restaurants, subject to specified limitations.

Community Wellness Uses

The community wellness uses, which you have advised is a total of 7,123 square feet, most likely fit the definition of a “neighborhood center.” A neighborhood center is defined in Section 14-47 of the Ordinance as “ [a] building or portion of a building used for recreational, artistic, social, educational, health, culture, or similar activities and services, usually owned [sic] and operated by a public or nonprofit group or agency. A neighborhood center is 10,000 square feet or less.” The list of uses within the definition is quite broad.

While the City's Zoning Administrator is ultimately charged with determining whether a particular use fits the meaning of the Ordinance, it seems reasonable to conclude that the combination of recreational, fitness, health, educational, cultural and community uses meets the definition of a "neighborhood center." The language in the definition does not prohibit neighborhood centers from being operated on a for-profit basis. The Ordinance does not define "health clubs and gymnasiums." Relying on plain language, it then appears that the uses you propose go beyond what would typically be offered in a health club such as Planet Fitness or Gold's Gym, and rather fit the definition of a neighborhood center, especially given that the intent is for the spaces in question to be used not only by condo owners of the Stevens Square community but also by the public at large, and for multiple purposes, not just organized sports. Finally, the fact that this space is intended to be the campus's primary gathering space for these multiple cohorts of the neighborhood lends further credence to the neighborhood center concept.

Gymnasium and Theater

As part of your process, you should seek an opinion from the Zoning Administrator as to the uses in the gymnasium and theater. You advise that generally the same functions are going on in them now as when the school was in use.

It seems that the theater should also be considered a neighborhood center or a community hall, as those terms are defined in the Ordinance. Per the Ordinance, a neighborhood center is a space of 10,000 square feet or less, the relevant uses of which are artistic, educational, culture or similar activities and services. The uses of a community hall are similar. If the theater is used for the foregoing purposes, then it fits the definition of both a community hall and a neighborhood center. You have advised the total square footage of the theater is 7,841.

You have advised that the gymnasium is currently rented to Blue Wave Basketball, an amateur youth basketball organization that provides instruction and coaching. Per Blue Wave's website, their mission is "...to teach kids in the Greater Portland area the proper way to learn the fundamentals of the game of basketball." Also according to the website, "Blue Wave Basketball year round programs focus on strengthening fundamentals, understanding the game, and instilling confidence in young athletes. In addition, Blue Wave Basketball teaches kids more than "how" to do a skill, but "why" they are doing a particular skill with a focus on the mastering of proper practice habits." Their philosophy is "Kids will reach their playing potential when their desire for success is coupled with sound instruction of basic fundamentals in a positive learning environment."

While there is no definition of school in the ordinance, it appears that the instructional nature of the program and lack of purely recreational programming lead to a reasonable conclusion that the gymnasium is being used as a basketball school and thus should be considered allowed under the Ordinance.

Google Groups

Zone change 631 Stevens Avenue

Bobbi Cope <bcope@maine.rr.com>

Oct 4, 2019 11:40 AM

Posted in group: **Planning Board**

City of Portland Planning Board:

Re: zone change request for 631 Stevens Avenue/old McAuley High School

Unfortunately I will not be able to attend the workshop which is scheduled for next week, so I'm submitting these written comment and questions.

I am a lifelong resident of Deering Center. I have some concerns about changing the zone from R5 to B2b on this property.

This is a large lot, more than 3 acres in the midst of an area which is virtually surrounded by parks/green space/historic properties (Evergreen Cemetery, Baxter Woods, the Motherhouse). There are no businesses on properties which are contiguous to it. Deering Center and Morrill's Corner on either end of this quiet section of Stevens Avenue have businesses which feels appropriate. And of course, Forest Avenue is populated all up and down with businesses.

Do city planners have a long range view for Stevens Avenue? We have a special place here. Although it is not specifically designated as a "historic zone", it seems to me that city planners would want to protect this area which is unique in Portland, if not the state, enhancing and retaining the feeling of it - without introducing a commercial zone.

What would the maximum possible build-out of this property look like in B2b?

What are the set backs in B2b?

What heights are allowed in B2b?

Are "drive-thrus" allowed in B2b?

Could the property be divided into smaller lots?

Please protect this special area from changing from the existing R5 to B2b.

Thank you.

Bobbi Cope
172 Concord Street

Sent from my iPhone

Google Groups

Oppose zone change

lorigribbs13 <lorigribbs13@gmail.com>

Oct 4, 2019 8:46 AM

Posted in group: **Planning Board**

I live at 16 Crosby Street, which is very near Baxter Woods and Evergreen Cemetery. I have been here for 24 years.

I oppose the proposed zone change from R5 to B2b at the Maine Girls Academy property/631 Stevens Avenue. I hope this special section of Stevens Avenue can be preserved without allowing a business zone in the heart of it.

It would end up being a stand-alone business zone with no other businesses contiguous to it. This is a huge parcel of land, more than 3 acres. Most of the properties in Deering Center and Morrill's Corner that have businesses, are on much smaller parcels. The potential business development there is just too big.

Does the city really want Stevens Avenue to become more like Forest Avenue? With all of our schools, churches and parks on Stevens, why can't we preserve this unique area?

I am worried that changing it to B2b, which allows building to the sidewalk with no setbacks on the front of the property, and means they could build right up to the sidewalk, provides an opportunity for too much commercial expansion. The current owner of the property could have no intention of altering the existing school building, but they may not always own it.

Under the B2b would selling small lots be possible? If so, how many lots could be allowed?

What is a worst case scenario that a future owner could do to maximize what is allowed in B2b?

Are drive-throughs allowed in B2b?

It seems inconsistent with the description of the B2b intention, which states 'The B2b zone is appropriate in areas where a more compact urban development pattern exists'. How does this match up with the surrounding neighborhood? Do you consider this a compact, urban neighborhood with Evergreen Cemetery across the street and Baxter Woods adjacent? I don't think there's anything particularly 'urban' about this area. If anything, it's one of the more 'rural' neighborhoods within the city, populated with schools, churches, the largest park in Portland (Evergreen Cemetery), Baxter Woods, the Motherhouse property and a few houses.

I am picturing the property expanded to the sidewalks and the parcel filled to capacity with commercial businesses. I don't think that imagery fits well directly across the street from historic Evergreen Cemetery.

Also, I am concerned about additional traffic congestion. We already have an awful lot of parking on Stevens Avenue, largely from UNE students, and even though there is a parking lot behind the former Maine Girls Academy, I worry about all the additional traffic that could be generated. When it was a school, the parking and traffic was limited to busy times only twice a day, coming in the morning and leaving in the afternoon, along with all of the other schools on the Avenue. It was part of the culture of the community. With all-day comings and goings it could potentially be very busy all day long. Having said that, there is a rumor going around the neighborhood that the Burbank Branch Library is looking for a new location. Could this be allowed in the existing building in the current R5? Even though it would create traffic, if it is already allowed in R5, maybe it would be a solution.

I like having the business districts separate from what we currently have here, where we have great parks and green space. Please do not support this proposed zone change.

Lori Gribbin
16 Crosby Street

Sent from my U.S.Cellular® Smartphone

Planning and Urban Development Department

Planning Division, 4th Floor

389 Congress Street

Portland, Maine 04101

October 24, 2019

To whom it may concern:

I am writing this letter to make you aware of what is going on at the old Catherine McAuley on Walton Street in Portland. The new owners had a meeting on October 15, 2019 @ 6 PM for the residents around the property about a change they seek to the zoning static for the property. I attended the meeting and listened to the presentation and asking questions about what changes would be taking place. I also told them that I had a few problems to discuss with them, but they did not seem interested in them so I left

They plan on using the building for basketball games, open up the swimming pool, use the auditorium as a movie theater, have day care rooms, yoga studios, farmers market, and whatever else they can use the other rooms for. In addition they plan using the fields for soccer games, baseball games, field hockey, and whatever else they want to use it for. Sometimes there are two or three events happening at the same time, the parking lot is not able to handle the cars, trucks, and buses. The traffic backs up on Walton Street because the parking lot cannot handle the amount of vehicle traffic, so what do they do, park on Walton Street and the side streets. Many of the houses on Walton Street do not have a parking lot, so when the games are at the school the people that own houses on Walton St. have to find another place to park, which is not fair. I can only imagine what the traffic will be like after the condos are completed, no one will be able to get in or out of the parking lot.

You will find attached a list of the complaints I have observed since the property has been sold to the new owners. I have lived on Walton Street for 19 years and since the new owners purchased the property it has been going downhill every day.



Arthur J. Murdock III

Walton Street

Portland, Maine

Problem with Renting the School Out

- 1) Loud music everyday – Days, Nights, & Late Nights from vehicles in parking lot.**
- 2) Both soccer games and basketball games scheduled at the same time (Parking Problems) it goes out to Walton St.**
- 3) Late night basketball games up until 11:00 or 12:00 PM.**
- 4) Drinking alcohol after the game until 1:00 – 2:00 AM leaving the beer bottles in the parking lot. Loud music, usually on Wednesday or Thursday nights in the parking lot.**
- 5) Speeding vehicles exiting the parking lot on to Walton St., not stopping for the stop sign and going fast. One night after a basketball games, one vehicle was going very fast around in circles.**
- 6) PARKING: Can't handle it now – Giving permission to others for the use of the fields, the parking lots can't handle the numerous cars and they park on the streets, so visitors can't visit the people living on Walton St.**
- 7) The mother house and the new condos built now can't handle the traffic, what is it going to be like after the numerous other condos will be completed.**
- 8) Vehicles going to fast down the driveway to the new apartments that are now open and rented.**

DC Baxter Woods II LLC
100 Commercial Street, Suite 414
Portland, ME 04101

October 3, 2019

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our application for a Map Amendment to change the land use zone for 631 Stevens Avenue from R-5 to B2b.

Meeting Location: Auditorium at 631 Stevens Avenue, Portland, ME
Meeting Date: October 15, 2019
Meeting Time: 6:00 PM

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, please call 207-772-7673.

Signed,



Kevin Bunker
October 3, 2019

Note:

Under Section 14-21(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

re: public hearing Tuesday Nov 12

Fr. Paul Sullivan, SJ (Our Lady of Hope - Portland) <paul.sullivan@portlanddiocese.org>
To: "croadman@portlandmaine.gov" <croadman@portlandmaine.gov>

Wed, Nov 6, 2019 at 8:48 AM

Hello

I cannot attend the public hearing next Tuesday on the proposed zoning change at 631 Stevens Ave as I have a prior commitment. As a near-neighbor I do not oppose what I have heard of the plans for this property, but I do have a definite concern. As I understand the plans of the developer, services at this property will be open to the public and not just residents on the Motherhouse property. If that is so, it is important that all required parking be available on that property, not the public streets.

As it is already, it is very difficult for Our Lady of Hope Parish (St. Joseph Church) to hold virtually any activity requiring parking during the time UNE classes are in session. St. Joseph is an older church and was built when there was little need for parking. That is no longer the case, unfortunately. Despite parking being available on the campus, UNE students and staff regularly fill up all the Stevens Ave parking each day, all day. This really limits the use of our property and the services we can offer the community. I would really hope we might resolve this situation someday, but at the very least I would not want to see it made worse by increasing demand for on-street parking.

Otherwise I support the plans for the 631 Stevens Ave. property.

Sincerely,

(Rev.) Paul Sullivan, S.J.

Pastor – Our Lady of Hope Parish

Google Groups

Zone Change for 631 Stevens Ave

Cynthia Loebenstein <cloebenstein@yahoo.com>

Nov 7, 2019 8:10 AM

Posted in group: **Planning Board**

Dear Planning Board,

I urge you not to grant a change to a B1 zone from a R5 zone for the property located at 631 Stevens Ave. It is my understanding that the applicant can request a conditional use to the R5 zone to build the wellness center that he told the neighborhood that he wanted to create. I think reusing the existing gym, pool and music room is a good idea and would support that but not creating a new business area.

As a resident of Deering Center, we already have a business center and I would like that area to remain intact but not creep up Stevens Avenue. What makes Stevens Avenue unique is the concentration of small businesses between Pleasant Ave and Hartley Street, three public schools, multiple churches, New England College and large areas of open space which includes Baxter Woods and Evergreen Cemetery surrounded by medium density housing. The primary business zone in this neighborhood is Forest Ave and that is where new business should be located.

631 Stevens Ave is directly across from Evergreen Cemetery, a National Historic Landmark. Creating a B1 zone across from this historic landscape will add cars that line the street and interrupt the view corridors that frame Wilde Chapel and the Columbarium. In addition, the increased noise will disrupt the serenity of Portland's largest outdoor sculpture park and garden Cemetery.

Sincerely,

Cynthia L. Loebenstein
164 Concord Street
Portland, Me 04103
207-712-6554

Google Groups

Michael Mertaugh <michaelmertaugh@gmail.com>

Nov 7, 2019 9:40 AM

Posted in group: **Planning Board**

Dear Members of the Planning Board,

I would like to express my opposition to the proposed zone change from R5 to B1 for the property at 631 Stevens Ave. The remarkable neighborhood feel of Stevens Avenue and the unique community assets that line it – including Baxter Woods, the historic schools, churches, and University, and the magnificent Evergreen Cemetery – make it a treasure not only for the residents of this areas, but for all who visit it. Granting the proposed change to B1 zoning would mark a fundamental change in character of this vital neighborhood and would make a travesty of the intention of its initial R5 zoning. More generally, zoning is meant for a purpose; it is not meant to be altered whenever a developer proposes a self-serving change. In deciding on the applicant's request, hopefully, the Planning Board will take seriously its mission of representing the broader public interest.

I recognize that a city needs to change to reflect evolving needs. But the Stevens Avenue neighborhood is unique and irreplaceable; there are other more appropriate locations for the business purposes that the applicant proposes, including the Forest Avenue axis.

Sincerely,

Michael Mertaugh
118 Beacon Street
Portland

zoning change request for McCauley HS building on Stevens Ave.

Carolyn Ehringhaus <carolyn.ehringhaus@gmail.com>

Nov 7, 2019 3:32 PM

Posted in group: **Planning Board**

Hello: I have been a resident of Deering Center for 22 years, and I am concerned about the zoning change proposal. I attended the recent public hearing, and it was apparent that everything the builder proposed regarding future occupancy would fit with current zoning (with one exception, a fitness center, which would be allowed if he applied for non-profit status).

We have yet to see the impact of increased traffic from the condominiums planned for the adjoining field. As anyone who travels Stevens Ave. knows, there are already lengthy backups during the day, most likely from the various schools. UNE added some valuable resources to the neighborhood, yet it came with the price of many added cars traveling and parking along the street.

Deering Center, which is a proper business zone, currently has at least one empty storefront. We experienced many years with a number of empty stores. Developers recently added a new multi-business building with apartments on the upper floor, and another such building is in the works. The last thing we need at this time of very rapid change would be yet more businesses zoned in the middle of the quiet beauty of Evergreen Cemetery and Baxter Woods.

I would suggest letting this developer finish his condominium project before evaluating the need for a zone change. My darker fear is that the zone change adds value to the property, allowing him to sell the entire plot (which has already happened three times) to yet another developer who might be planning a number of businesses that would not fit in with the neighborhood.

I do hope that your committee will seriously consider delaying any sort of zone change at this time.

Sincerely,

Carolyn Ehringhaus
11 James St.
Portland, ME 04103

Google Groups

Fwd: Zoning change; Stevens Ave/Walton St

jack dougherty <jack.285@hotmail.com>

Nov 7, 2019 5:51 PM

Posted in group: **Planning Board**

Sent from my iPad

Begin forwarded message:

From: "Theresa Dougherty" <td41@mail.com>
Date: November 7, 2019 at 3:45:21 PM EST
To: "jack.285" <jack.285@hotmail.com>
Subject: Zoning change; Stevens Ave/Walton St

I'm writing regarding the plan to change the zoning for the former McAuley High School/Girls Academy building area. As a resident living directly across from this property I am very much opposed to any zoning change. I've resided in my home on Walton Street for over 50 years. I've observed a significant increase in vehicle and foot traffic over the years which has already negatively impacted the residential safety, comfort and beauty of our long established neighborhood.

As you know, this area of Stevens Avenue and Walton Street has a large volume of senior citizens from Park Danforth and Deering Pavillion, and an even larger volume of children from all grade levels including college students. Within this same area is our most precious and historic part of Portland that also receives considerable vehicle and foot traffic to Evergreen Cemetary and St Josephs/Our Lady of Perpetual Hope Church and Father Hayes Center.

I already have major safety concerns due to the current traffic situation and feel any further 'commercialized' activity or development in this area will be putting too many peoples lives/safety at risk.

I'm asking that the board consider this serious safety matter in any decision to rezone this area. I can attest to the very dangerous vehicle and walking hazards as I've had too many close calls of being run over while attempting to cross from Walton St to Evergreen Cemetary even though there's a 'crossing light'. The lines of parked vehicles along all areas of Stevens Avenue and Walton Street block the ability to do a visual check to ensure nobody is turning right on red, or running the light which happens regularly. And, I'm certainly not the only person experiencing this as this is a main path for neighborhood dog walkers, elderly, church goers, people attending craft fairs/events, and students going to classes.

Lastly, I hope the board considers the future impact of such zoning change where potential city costs of street widening, changed traffic patters, lights and devalued property may have on revenue/expenses, and if in fact the city and taxpayers will end up on the losing end of this matter.

Thank you for considering my input and significant opposition to the zoning change.

John and Vivian Dougherty
285 Walton St
Portladn ME

651 Stevens Ave. zone change request

mary ellen randall <mary.e.randall@gmail.com>

Nov 7, 2019 6:59 PM

Posted in group: **Planning Board**

I am writing to express my opposition to the owner's request for a zoning change for the property at 631 Stevens Avenue.

The property owner is now asking for a zone change from existing R5 to B1.

From the description of the two zones and allowable uses, I believe the owner has a broad enough range of options with the current R5 zoning, options that would benefit the neighborhood.

This is primarily a residential neighborhood, where people need and support such businesses as those permitted under the R5 designation: fitness center, daycare, the indoor winter farmers' market. Access to the pool would be welcomed by many, for therapeutic recreation or just to have a local indoor pool. Another use that is certainly needed here is a community center, and this would be an ideal spot.

And we are in desperate need of more affordable housing, not housing for high income people or short-term stays. We all have a stake in keeping the focus on community.

If other cities and towns can regulate business to maintain the quality of their communities, Portland can too. We know developers are not so desperate that they will go elsewhere when there is a thriving city right here. There are enough larger businesses and hotels in Portland to bring tourist dollars to our city. Now we need to ensure that our city's identity is protected or they might as well go to any anonymous urban locale.

Thank you,

Mary Ellen Randall

202 Concord St.

Portland

Google Groups

631 Stevens Ave Portland ME

lorigribbs13 <lorigribbs13@gmail.com>

Nov 7, 2019 7:38 PM

Posted in group: **Planning Board**

City of Portland Planning Board

Re: 631 Stevens Avenue:

I am still concerned about the proposed zone change for the old Maine Girls Academy.

I opposed the change from R-5 to B2b and I oppose the change to B1 for all of the same reasons.

1. There is still the fact that there are no other businesses in that area. I think the potential of what B1 allows is too much. Could you please provide the maximum potential build-out allowed in B1?
2. We need to continue to protect this area from "business zone creep". I would never want it to become like Forest Avenue!
3. The traffic congestion and parking is a major concern as it is. A business zone would only add to that problem.
4. We have a special, beautiful corridor here of parks, churches and schools. We want to keep it that way.

I oppose this zone change wholeheartedly. I hope you will oppose it too.

Thank you,

Lori Gribbin

16 Crosby Street

Catherine McAuley High School Re-zoning

Jon Lynch <jplynch15@yahoo.com>

Nov 7, 2019 8:37 PM

Posted in group: **Planning Board**

To Whom It May Concern -

I am writing to oppose the re-zoning of the property where the old Catherine McAuley High School is located.

As a father and homeowner in Deering Center for 20 years, I have already tried to explain to my children why the precious green spaces that make our neighborhood a wonderful place to live are being made available to development. We are already losing woods and fields behind The Mother House.

As a builder and a homeowner I am aware of the effects of zoning changes on the surrounding area. Given the proximity of the property to the handful of small businesses in Deering Center, and to Forest Avenue, I believe the re-zoning of this property would encourage more non-residential development in an area which is cherished for its quiet residential community.

I believe this re-zoning, if approved, would be a short-sighted mistake.

Respectfully,

Jon Lynch

Oppose zone change 631 Stevens Ave

Suzanne Brewer <sbrewer427@gmail.com>

Nov 7, 2019 9:54 PM

Posted in group: **Planning Board**

I oppose the zone change at 631 Stevens Ave from Residential R5 to Business B1. I believe this area of town is already becoming too dense and losing its residential feel. This area of Portland is already being overwhelmed with massive traffic from UNE and from the use of Walton Street as a cut through between the major arteries in town. When the housing development is finished on the property next to 631 Stevens the traffic and density will become even worse. We should protect the neighborhoods we have left in Portland. Once we go in the direction of a business zone in this area we are opening a pandora's box. It brings in more congestion and urbanization. Many native Portland residents are feeling pushed out by all the developing going on in Portland. We need to step back and put the brakes on if we want to keep the last threads of a livable community.

zoning

r wilsbach <fellinibean@yahoo.com>

Nov 7, 2019 11:09 PM

Posted in group: **Planning and Urban Development**

Hello!

I'm not sure if you are the person to contact concerning the proposed rezoning of the 631 Stevens Avenue property from existing R5 to B1 but I need to address my concerns to someone on the Planning Board. I just now learned of the change under review and as a homeowner on Walton Street, I am very much opposed to converting this property to one of business. It would adversely affect the residential neighborhood and increase traffic on both Stevens and Walton. There are numerous properties available on Forest Avenue that are better suited to a business. Please don't let this happen.

Sincerely,

Thomas and Rebecca Wilsbach

Sent from Mail for Windows 10

Google Groups

Walton St. zone change

Johannah Hart <hartjohannah1@gmail.com>

Nov 8, 2019 7:58 AM

Posted in group: **Planning Board**

Dear planning board members,

I think the proposed zoning change for Walton St is imprudent. Surrounding areas are designated historic sites (on National Register) & zone change is incompatible w/ same. The Streetscape of Stevens Ave. in which you can go "from kindergarten to college" (actually pre K to graduate school) needs to be preserved in its entirety. Zone change is an open door. Who will be the next owner of the property?

Is there a compromise which can be applied here.

Thank you for your service to our city. Sincerely, Johannah Hart

631 Stevens Avenue

amy thompson <omemama@yahoo.com>

Nov 8, 2019 8:17 AM

Posted in group: **Planning Board**

Dear Planning Board Committee Members,

I am opposed to the rezoning of the property at 631 Stevens Avenue for many reasons that, as a Deering Center Neighbor, I believe are important to be considered in your decision making process.

I live a very short walk from the large green space that the former Motherhouse and Catherine McAuley school rest on and deeply value the historic value, the natural area both on the property and surrounding it, and how the property reflects the uniqueness of Deering Center as a neighborhood within Portland city limits at the edge of woods and fields.

This property both directly -- it's beauty-- and indirectly --the feeling it creates -- is why people want to move here and why generations of families have chosen to stay here.

I am genuinely frightened of the likely ripple effect that would happen should the property at 631 Stevens Avenue be rezoned to B1. I have seen the effects of rezoning in the town I grew up in which roads that contained neighborhoods slowly turned houses, schools and churches into storefronts. From Percival Street to Arbor Street one can take a historic stroll on Stevens Avenue, hear the sound of children playing, birds singing, church bells ringing and see college students rushing to class -- it feels like a neighborhood, and a lovely one. One street parallel to Stevens on Forest Avenue is dramatically different. People are in cars, in parking lots and there is not a sense of being in a neighborhood, a community or in the natural world. The two streets are completely different because of the zoning. Both are in Deering Center, but you would be hard pressed to find a Deering Center neighbor who spoke of Forest Avenue in describing the uniqueness of their home. I do not want Stevens Avenue to become like Forest Avenue.

631 Stevens Avenue is a 3 acre lot. More than half of that lot is open land. It is our duty as stewards of our city to preserve what green space we have left -- it is rare, in Portland's rapidly developing landscape to come upon such a gift. We need housing and green spaces much more urgently than we need commercial space of such magnitude.

I find it disturbing to think that the wishes of one person, a developer who does not live in Deering Center, or even in Portland, might have the power to change the course of history of my neighborhood's future.

I ask you to please consider the voices of the neighbors of Deering Center in considering the request for a zone change for the property of 631 Stevens Avenue and support that a R5 remain in place.

Sincerely,
Amy Thompson

PLANNING BOARD REPORT

PORTLAND, MAINE



Redevelopment
30 Mellen Street
Subdivision & Site Plan Review
Shalom House Inc., Applicant
PL-000771-2019 CBL: 047 A261001

Submitted to: Portland Planning Board
Public Hearing Date: November 12, 2019

Prepared by: Andrew Tufts, Planner
Date: November 8, 2019



Figure 1: Main House facade

I. INTRODUCTION

Shalom House, Inc. has submitted a Level III Site Plan and Subdivision application for the renovation of two existing buildings, a carriage house and a main house, into 11 low-income rental units and 12 lodging rooms for residents with mental illness. The property is a 22,733 square foot parcel at 30 Mellen Street, located between Cumberland Avenue to the north, and Deering Street to the south.

The neighborhood is primarily residential with nearby commercial and institutional uses. The subject property is split between two zones: the back portion of the site (carriage house) is in the B-2b community business zone, and the Mellen Street frontage (main house) is in the R-6 residential zone. It is also in the West End Historic District, and therefore subject to review by historic preservation staff.

The Planning Department sent 242 notices advertising this meeting to property owners within 500 feet of the site. Legal advertisement ran in the November 2nd & November 4th editions of the Portland Press Herald.

Applicant: Shalom House, Inc.

Consultants: Michael Tadema-Wielandt, P.E. (Terradyn Consultants, LLC (Engineer)) John Shields, PA (Shields Architects) Samuel Glidden (Owen Haskell Inc. (Surveying))

II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Drive Aisle width narrower than the required 24' width. <u>Staff Comments:</u> The City's Traffic Engineer supports a waiver given low traffic volumes and area traffic characteristics.	Technical Manual, <i>Section 1.14 & Figure I-29</i> , requiring 24.00' wide drive aisle for two-way access aisles with 90 degree parking.
To allow the existing 14' wide driveway to remain, as shown on site plan. <u>Staff Comments:</u> The City's Traffic Engineer supports a waiver from the City's Technical Standards for the proposed driveway design.	Technical Manual, <i>Section 1.14</i> , Multi-family residential with 10 parking spaces or more, minimum driveway width (two-way): 20 feet.
<i>Review</i>	<i>Applicable Standards</i>
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>

III. PROJECT DATA

Existing Zoning	R-6 residential & B-2b community business zones
Existing Use	<i>Carriage House:</i> (4) unit apartment building; <i>Main House:</i> apartment building (vacant); surface parking
Proposed Use	<i>10 Dwelling Units; 12 Lodging House Units</i>
Bedroom Mix	5 Efficiencies, (1) one-bedroom unit, 12 Lodging House Units, (3) three-bedroom units, (1) two-bedroom unit
Parcel Size	22,733 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	4,820 SF	4,820 SF	0
Building Floor Area	16,928 SF	16,928 SF	0
Impervious Surface Area	10,685 SF	10,685 SF	0
Parking Spaces	10	10	0
Bicycle Parking Spaces	0	4	+ 4



Figure 2: Axonometric Perspective

IV. EXISTING CONDITIONS

The proposed development site is located on Mellen Street in Portland's West End neighborhood and is developed with two existing, connected residential buildings and a paved surface parking area. The Main House is vacant and was formerly used as sober house with multiple rooms. The Carriage House currently contains 4 occupied apartments, but the structure of the building does not require extensive rehabilitation. Shalom House Inc. intends to work with the current tenants to avoid displacement.

The site is bordered by a number of private residences, and Avesta Housing occupies a property to the northeast on the corner of Mellen Street and Cumberland Avenue. Mellen Street features brick sidewalk

with granite curbing, and on-street parallel parking exists on both sides of the street. There is one street tree well in front of the main house with a newly planted tree. The existing buildings are served by overhead electric, water, gas, and sewer connections to Mellen Street. There is approximately 12,048 square feet of open green space on the site. Deering Oaks Park is approximately a 2-minute walk north down Mellen Street across Park Avenue. The nearest bus stop to the project is at the intersection of Mellen and Congress Streets, approximately 400' south of the site. Metro Bus Route 8 runs west on Congress Street in the vicinity of the project.

Owen Haskell, Inc. completed a boundary and topographic survey of the site in July of 2019. No existing easements or burdens associated with the site were identified.

V. PROPOSED DEVELOPMENT

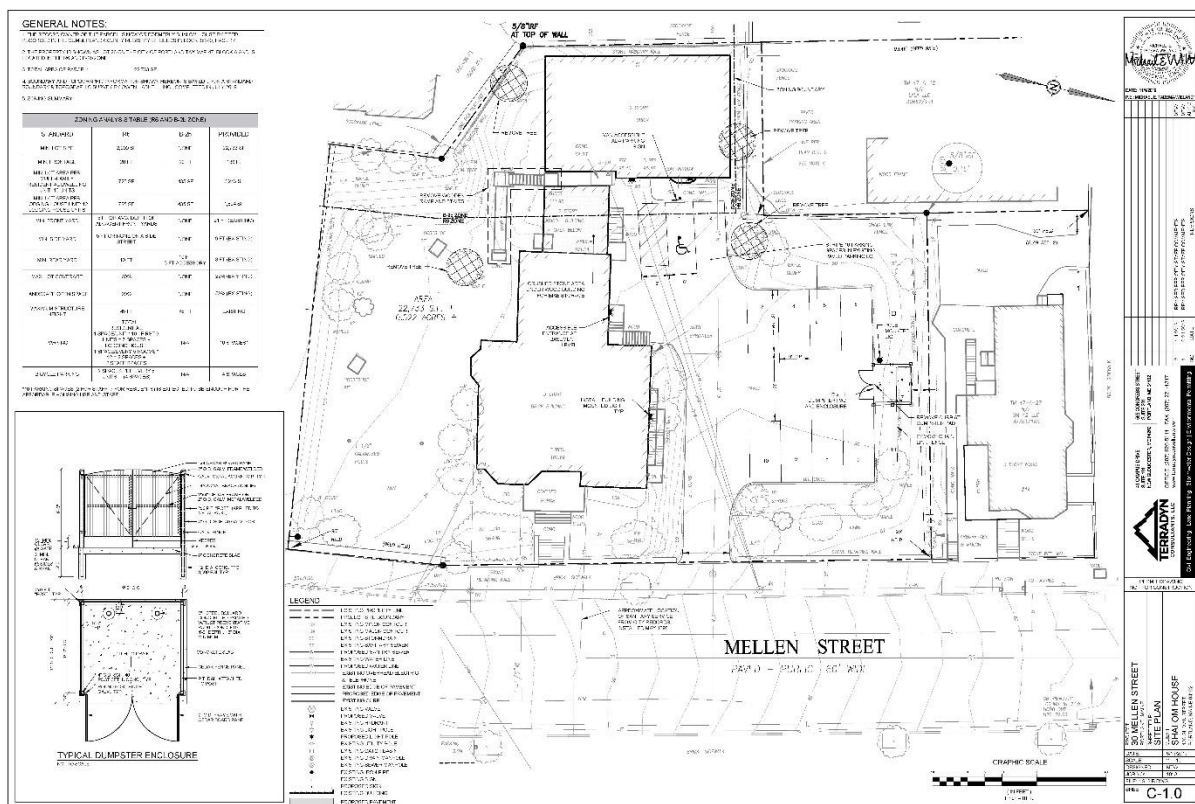


Figure 3: Proposed Site Plan

The proposed redevelopment includes renovations of the existing buildings with continued use of existing utility infrastructure. Shalom House intends to renovate and convert the Main House into a mix of apartments and lodging house units. This includes two one-bedroom units in the basement, twelve lodging house units on the first and second floors, and four efficiency units on the third floor. The lodging house units will have shared kitchen facilities, bathrooms, and common space. The four apartments in the Carriage House are to remain, but renovations would include updates to the bathrooms, kitchens, floors, and walls.

Once renovated, the property will provide affordable dwellings for residents with mental illness. Two staff members will be on site for 12 to 14 hours each day to provide mental health services to residents. There will be approximately 200 square feet of ancillary office space for the use of support staff and residents.

The applicant seeks two waivers regarding driveway aisle and width, both supported by the Department of Public Works reviewing engineer. The parking area, which would be restriped, will continue to be accessed from Mellen Street by a driveway to the north of the Main House. A new basement door would be added to the northern side of the Main House entering from the parking area for ADA access. Bicycle storage is proposed under the covered area beneath the structure that connects the Main House and Carriage House.

While the proposed project will use existing utility services to the proposed building, sprinkler systems must be updated and installed. Terradyn Consultants received an ability to serve letter from PWD on September 5, 2019. CMP currently maintains overhead and underground utilities in the area. Electric utilities currently serving the existing building will remain.

VI. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

The applicant team held a neighborhood meeting on 10-15-19 at the Shalom House offices at 106 Gilman Street, Portland, ME. 6 members of the public attended. The applicant gave an overview of the project and status of approval process, and asked for questions/comments from the public. Required documentation of the meeting is included in this report's attachments. No public comments were received.

VII. PLANNING BOARD WORKSHOP

A workshop was not held for the proposed redevelopment of 30 Mellen Street due to the minimal proposed site work and interior focus of the plan.

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

The owner of the property is Shalom House, Inc. The applicant provided a copy of the warranty deed, recorded at the Cumberland County Registry of Deeds, which demonstrates their right, title and interest in the property.

The applicant provided letters from Genesis Community Loan Fund and Federal Home Loan Bank of Boston indicating that, between the applicant's available funds and bank financing, the applicant has sufficient financial capacity to complete the proposed project.

The applicant team cited their experience and qualifications to demonstrate capacity to design and construct the project.

IX. ZONING ANALYSIS

Dimensional requirements for this project are dictated by the R-6 residential & B-2b community business zones. Because the proposed project involves renovation of existing buildings, several legally nonconforming dimensions are allowed.

Dimensional Requirements Analysis			
Zoning Requirements	R-6	B-2b	Provided
Minimum Lot Size	2,000 sf	None	22,733 sf
Minimum Lot Area per Residential Dwelling Unit	725 sf	435 sf	2,066 sf
Minimum Street Frontage	20 ft	20 ft	185.87 ft
Minimum Front Yard	5 ft or avg. depth of adjacent front yards	None	21 ft (existing)
Minimum Side Yard	5 ft, or none on a side street	None	9 ft (existing)
Minimum Rear Yard	10 ft	10 ft 5 ft accessory	3 ft (existing)
Maximum lot coverage	60%	None	~22% (existing)
Landscaped Open Space	20%	None	~53% (existing)
Maximum Structure Height	45 ft	45 ft	existing
Parking	9 spaces	N/A	10 spaces
Bicycle Parking	4 spaces	N/A	4 spaces

Residential Density Calculations

Because residential uses and lodging houses are subject to similarly phrased dimensional standards based on total land area, a summary of how each is applied in reviewing site plan and subdivision application follows.

Both the maximum permitted dwelling units and maximum permitted lodging house units are calculated by a required land area per unit. The R-6 zone has a residential density requirement of 725 square feet per dwelling unit. The parcel in question is 22,733 square feet, resulting in a maximum number of 31 dwelling units. Lodging house rooming units require 250 square feet per rooming unit in the R-6 zone, resulting in a maximum of 90 rooming units (Sec. 14-139.(a)).

The definition, below, of a dwelling unit in the City's Land Use Code specifically excludes lodging houses:

A building or portion thereof used exclusively for residential occupancy, including single-family, two-family and multi-family dwellings, but not including hotels, lodging houses, sheltered care group homes or tourist homes... (Section 14-47).

Per the City's code, dwelling units require private baths and kitchens, while lodging houses do not.

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

The applicant submitted a recording plat. The 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)

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

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

The proposed project does not include alteration of the project site, so no impervious surface will be added or removed. Therefore, the project is not required to meet the General or Flooding Standards. Post development stormwater will follow existing patterns. Runoff from the site currently flows overland west to east towards Mellen Street and enters the city's storm drain system in Mellen Street.

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

The Portland Water District provided the applicant with a capacity to serve letter.

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

The proposed development is not adding significant vehicular traffic to the site, and a traffic analysis is not required.

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

Existing sewer utilities servicing the existing 30 Mellen Street buildings are expected to be utilized.

The applicants have received and submitted a Wastewater Capacity Authorization Letter.

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

Portland's Plan 2030 includes the following policy goals:

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

C. 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

ADA compliance is provided from the accessible parking space to a new door at basement level on the north side of the Main House. The parking will be accessed from Mellen Street by a driveway to the north of the existing buildings.

b. Public Transit Access

The nearest bus stop to the project is at the intersection of Mellen and Congress Streets, approximately 400' south of the site. Metro Bus Route 8 runs west on Congress Street in the vicinity of the project.

c. Parking

Per ordinance requirements in the R-6 residential zone, the proposed project is required to have a total of 11 spaces:

The project will have 10 parking spaces within the surface parking lot on-site. Two (2) spaces will be provided for the lodging house use, seven (7) spaces will be used for the 10-unit apartment building, and 2 spaces will be used by staff. Due to the "very low to extremely low income" status of the residents, Shalom House typically sees no more than 20-30% of the residents owning vehicles, which is expected at 30 Mellen Street. The proposed 10 spaces (2 staff, 7 available for the residents) is expected to be enough.

Development in the R-6 zone must follow the parking requirements from Division 20 of the City's Land Use Code. Division 20 gives the Planning Board the ability to reduce total required parking based the applicant demonstrating that the project requires fewer spaces based on unique conditions, parking analysis, demand management techniques, or a combination of these factors.

d. Bicycle Parking

Four bicycle parking spaces are required for the proposed development, which will be provided under the covered two-story structure connecting the Main House and Carriage House.

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. The

existing landscape was reviewed by the City Arborist and deemed sufficient in lieu of the street tree requirement.

c. Water Quality, Storm Water Management and Erosion Control

No site work is being proposed as part of this project.

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, reviewed the submitted plans and found them to be acceptable, noting the following points (Attachment 1):

Trash storage shall be stored a minimum of 10' from the structure. Trash cannot be stored under a building.

In response, the applicant team relocated the trash storage to a fenced dumpster off the existing parking lot.

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 has been provided for all.

4. Site Design Standards

a. Snow and Ice Loading

Snow storage will be provided on the existing lawn areas adjacent to the existing parking lot.

b. View Corridors

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

c. Historic Resources

The proposed project is located within the West End Historic District and is subject to staff review. The applicant will have to work with staff in regard to any exterior changes when applying for a building permit.

d. Exterior Lighting

The applicant submitted a lighting and photometric plan, which was reviewed by staff and deemed acceptable.

e. Noise and Vibration

Evidence that the mechanicals will meet the zoning noise standards shall be submitted prior to the issuance of a permit.

f. Signage and Wayfinding

Because the site is located in the West End Historic District, any new sign or change in appearance shall be subject to the standards of Article IX and shall require a Certificate of Appropriateness.

g. Zoning Related Design Standards

Because this building is in the West End Historic District, Historic Preservation staff reviewed the proposed exterior elevations.

h. Construction Management Plan

The applicant submitted a construction management plan which was reviewed by staff and deemed acceptable.

XI. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommend that the Planning Board find the 30 Mellen Street redevelopment project meets the applicable standards of Portland's Land Use Code.

XII. PROPOSED MOTIONS FOR THE BOARD TO CONSIDER

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on November 12, 2019, for application #PL-000771-2019, relevant to the Site Plan Standards of the Land Use Code and Portland's Technical and Design Standards, and other regulations, and the testimony presented at the Planning Board hearing:

1. Driveway Aisle Width

The Planning Board **[finds / does not find]** based upon the City Engineer's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard (Section 1.14 [Figure I-29]) which requires a 24.00' wide drive aisle for two-way access aisles with 90 degree parking. The Planning Board **[waives/ does not waive]** the Technical Manual standard Section 1.14 to allow the driveway aisle width of 20 feet.

2. Driveway Width

The Planning Board **[finds / does not find]** based upon the City Engineer's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard (Section 1.14) which requires that a multi-family residential development with 10 parking spaces or more have a minimum driveway width of 20' feet. The Planning Board **[waives/ does not waive]** the Technical Manual standard Section 1.14 to allow the existing 14' foot wide driveway to remain.

C. SUBDIVISION REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on November 12, 2019, for application # PL-000771-2019, 30 Mellen Street relevant to the subdivision regulations, and the testimony presented at the Planning Board hearing, the Planning Board **[finds/does not find]** that the plan is in conformance with the subdivision standards of the Land Use Code.

D. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on November 12, 2019, for application #PL-000771-2019, 30 Mellen Street relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board **[finds/does not find]** that the plan is in conformance with the site plan standards of the Land Use Code.

XIII. ATTACHMENTS

ATTACHMENTS

1. COMMENT RESPONSE LETTER
2. ENERGOV COMMENTS
3. WASTEWATER CAPACITY AUTHORIZATION

APPLICANT'S SUBMITTALS

- A - DEVELOPMENT DESCRIPTION
- B - RIGHT TITLE AND INTEREST
- C - STATE AND FEDERAL PERMITS
- D - LAND ORDINANCE REVIEW
- E - EASEMENTS OR OTHER BURDENS
- F - TECHNICAL AND FINANCIAL CAPACITY
- G - CONSTRUCTION MANAGEMENT PLAN
- H - NATURAL FEATURES
- I - STORMWATER MANAGEMENT

J - CONSISTENCY WITH CITY MASTER PLANS
K - UTILITIES
L - SOLID WASTE
M - FIRE SAFETY
N - CONFORMITY WITH APPLICABLE DESIGN STANDARDS
O - NEIGHBORHOOD MEETING NOTES
P - CHECKLIST- LEVEL 2 & 3
Q - WAIVER TABLE
R - ZONING ANALYSIS TABLE - B-2b
S - ZONING ANALYSIS TABLE - R-6
T. -ZONING ANALYSIS TABLE
U - NEIGHBORHOOD MEETING SIGN IN FORM (10 15 19)
V - COMMENT RESPONSE LETTER

PLANS

P1. SURVEY
P2. COVER
P3. CARRIAGE HOUSE DEMO PLANS
P4. MAIN HOUSE DEMO PLANS
P5. CARRIAGE HOUSE FLOOR PLANS
P6. BASEMENT & 1ST FLOOR PLANS
P7. MAIN HOUSE 2ND & 3RD FLOOR PLANS
P8. CARRIAGE HOUSE EXTERIOR ELEVATIONS
P9. MAIN HOUSE SOUTH ELEVATION
P10. EXTERIOR ELEVATIONS
P11. EXTERIOR ELEVATIONS
P12. EXTERIOR ELEVATIONS
P13. SCHEDULES
P13.a SCHEDULES
P14. LIFE SAFETY PLANS
P15. SITE
P16. PHOTOMETRIC LIGHTING PLAN



Pineland

Cumberland Hall
41 Campus Drive, Suite 101
New Gloucester, ME 04260

Portland

565 Congress Street, Suite 201
Portland, ME 04101

October 24, 2019

1913

Mr. Andrew Tufts, Planner
City of Portland
389 Congress Street
Portland, ME 04101

**RESPONSE TO COMMENTS
30 MELLEN STREET RENOVATION**

Dear Andrew:

Terradyn Consultants, LLC is pleased to provide additional information and responses to comments for the 30 Mellen Street Renovation project proposed by Shalom House Inc. We received written comments in your memo dated October 10, 2019. We have reviewed the comments and prepared the responses below. For clarity, each comment is repeated in italics, followed by our response.

Engineering Comments from Mike Tremblay:

Comment 1: The applicant needs to provide a more thorough explanation regarding exactly how many bedrooms/tenants will be on site. There's a very wide mix of room/unit types and further details are needed for review.

Response: The proposed project includes 2 buildings, the Main House and the Carriage House. The total number of units proposed on the site is 11, and the total number of bedrooms is 29. The units/bedrooms are split into the two buildings as follows:

Main House: 7 units, 18 bedrooms/tenants total

5 x efficiency units

1 x 1-bedroom unit

1 x 12-bedroom unit with shared kitchen & bathing facilities (lodging house)

Carriage House: 4 units, 11 bedrooms total

3 x 3-bedroom units

1 x 2-bedroom units

Comment 2: The applicant will need a waiver for parking drive aisle width (20' proposed, 24' required).

Response: A waiver request table including this waiver has been uploaded to eplan. The applicant intends to utilize the existing paved parking area to provide on-site

parking, which results in the 20' drive aisle width. The applicant requests a waiver to allow a drive aisle width less than the 24' required.

Comment 3: The applicant will need a waiver for driveway width (14 feet existing to remain, 20 feet required for parking areas with >9 spaces).

Response: A waiver request table including this waiver has been uploaded to eplan. The applicant intends to utilize the existing driveway, which is approximately 14' wide. The applicant requests a waiver to allow a driveway width less than the 20' required.

Comment 4: Where is the accessible entrance? There is a ramp and stairs proposed to be removed, but it is not clear whether there is an accessible replacement, either from Mellen Street or from the accessible parking area.

Response: The accessible entrance to the Main House is located on the northern side of the building below the existing wood stairs and near the ADA parking space. A label has been added to the site plan. A new door is proposed to enter into the basement level here providing an accessible entrance to the main building basement and a lift to the 1st floor. This entry can be seen on architectural plan sheet A-4.0 Basement & 1st Floor Plans.

The accessible entrance to the Carriage House is at the existing front door adjacent to the ADA parking space. This entry can be seen on architectural plan sheet A-3.0 Carriage House Floor Plans.

Comment 5: Verify that existing water and sanitary sewer lateral will be sufficient for additional dwelling units. If any utility work is required, it should be summarized in the site plan or in a separate utility plan.

Response: The sanitary sewer lateral was televised by Eco-Clean in August 2019 and found to be sufficient. Attached is the report from Eco-Clean. As part of our submission to the City we included our Wastewater Capacity Application to Brad Roland, Wastewater Resources Division within the 11-Utilities section. We have not received confirmation from the City at this time. The existing sanitary sewer service is proposed to remain.

The existing water service is proposed to remain. We have communicated with the Portland Water District regarding ability to serve the project and at this time there is a question regarding the existing sprinkler system. The applicant is working to resolve the sprinkler system questions and will provide the ability to serve letter from PWD when received.

Fire Comments from Robert Thompson:

Comment 1: Trash storage shall be stored a minimum of 10' from the structure. Trash cannot be stored under a building.

Response: The trash storage has been relocated to a dumpster off the existing parking lot. The dumpster pad will be 10'x11' with a fence enclosure. The applicant intends to have the dumpster picked up by a private trash hauler once or twice a week. There is sufficient room for a truck to turn around on-site. The dumpster is approximately 5' from the property line, which meets the required side yard setback, and is located at least 10' from any structure.

Comment 2: The fire department has no site plan comments.

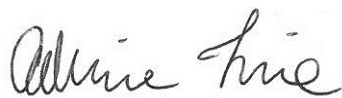
Response: Comment received.

Comment 3: The purpose of the vault between the two buildings should be clearly stated for permit review process.

Response: The concrete vault between the buildings is flush with the ground. It appears to be a utility vault for electrical utilities. Conduit runs from the meter bank on the Carriage House into this vault. The vault and electrical utilities are proposed to remain as they exist today.

We trust that the above responses address the comments and provide the necessary information for project review by the Planning Board. Revised plans and the waiver request table have been uploaded to eplan. Please contact me at (207) 322-1223 or adrienne@terradyconsultants.com if you have any questions or require additional information.

Sincerely,
TERRADYN CONSULTANTS, LLC



Adrienne Fine, P.E.
Project Engineer



Web Site www.ecoclean1.com

EcoClean, LLC- P.O. Box 10255 - Portland, Maine 04104 - Fax: (207) 467-3166 - Email: office@ecoclean1.com

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 Standard 1.7 - Driveway Design	Multi-family residential with 10 parking spaces or more, minimum driveway width (two-way): 20 feet	To allow the existing 14' wide driveway to remain, as shown on Site Plan C-1.0.	The applicant intends to use the existing driveway to access the site.
Technical Manual Standard 1.14 - Parking Lot and Parking Space Design	Required 24' parking aisle width.	To allows the parking aisle width within the surface parking to be narrower than the required 24' width, as show on Site Plan C-1.0.	The applicant intends to use existing parking areas to provide on-site parking, which results in a narrower drive aisle.



PLAN CORRECTIONS REPORT PL-000771-2019 FOR CITY OF PORTLAND

PLAN ADDRESS:	30 Mellen St Portland, Maine 04101	PARCEL:	047 A026001
APPLICATION DATE:	07/19/2019	SQUARE FEET:	0.00
EXPIRATION DATE:		VALUATION:	\$0.00
		DESCRIPTION:	The proposed project includes the renovation of two existing buildings to create 11 residential units.

CONTACTS	Name	Company	Address
Agent/Representative	Michael Tadema-Wielandt	Terradyn Consultants, LLC	565 Congress Street , 21 Portland, ME 04101

Comments & Corrections Required

City Arborist	Jeff Tarling
Civil Engineering - Third Party Reviewer	Lauren Swett
DPW Document Review	Bill Scott
DPW Engineering	Mike Tremblay
DPW Street Openings	Rhonda Zazzara
DPW Water Resources Compliance	Doug Roncarati
DPW Water Resources Engineering	Brad Roland
Fire	Robert Thompson

Comment(s)/ Recommendation(s):

Trash storage shall be stored a minimum of 10' from the structure. Trash cannot be stored under a building.

The Fire Department has no site plan comments.

The purpose of the vault between the two building should be clearly stated for the permit review process.

Parking	John Peverada
Planning	Andrew Tufts
Traffic - Third Party Reviewer	Tom Errico
Transportation/Planning	Bruce Hyman
Zoning	Pool Zoning

Conditions Required



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

Date: November 7, 2019

Re: Wastewater Capacity Authorization

Address: 30 Mellen Street
 Applicant: Shalom House, Inc.
 Planner: Andrew Tufts

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing flow to be removed				
Existing facilities	From PWD Records			(386)
Proposed flow				
Multiple Family Dwelling Units	1-Bedroom	6	120	720
Multiple Family Dwelling Units	3-Bedroom	3	270	810
Multiple Family Dwelling Units	4-Bedroom	1	360	360
Rooming House - With Meals	# Houses	1	180 GPD/ House	180
	# Roomers	12	40 GPD/ Roomer	480
Net Change				+ 2164
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

Comments:

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

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

Sincerely,

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

1 DEVELOPMENT DESCRIPTION

1.1 OVERVIEW

Shalom House, Inc. intends to renovate two existing buildings on a 22,733 square foot parcel located at 30 Mellen Street in Portland, Maine. The proposed project will result in 11 residential independent living units for residents with mental illness. Ten (10) of the units are apartments, and 1 unit is a lodging house with shared kitchen and bathing facilities. The project site is owned by Shalom House, Inc. and is depicted on the City of Portland Assessor's Map 47, Block A, Lot 26. The site is currently developed with a 3-story "Main House" building, an attached 2-story "Carriage House" building and paved parking areas.

1.2 PROJECT PURPOSE AND NEED

The proposed project includes renovations of the existing buildings in an area that has utility infrastructure in place and will provide residential units that are compatible with the existing neighborhood.

Parking for the development will be located on site in existing surface parking areas. Vehicular access to the site will be from Mellen Street at the existing paved driveway. The ground floor of the Main House building will also include a multi-purpose room, office space, and a common kitchen. Mechanical rooms and shared laundry facilities will be located in the basement levels of the buildings.

1.3 EXISTING CONDITIONS

The existing site is developed with two attached buildings and a paved parking area. The building with frontage on Mellen Street is known as the Main House and formerly served as a home for men with substance use disorders known as Serenity House (one unit). The attached Carriage House contains four residential apartments and is connected to the Main House by a 2-story wooden building open beneath it at the ground level. The site is located on the western side of Mellen Street, south of the intersection with Cumberland Avenue and across from the Deering Street intersection. The southern portion of the site is made up of lawn area and trees. Underground utilities in Mellen Street include water, gas, sewer, and storm drain. Overhead power and telecom services are on poles located on Mellen Street. The existing buildings are served by overhead electric, water, gas, and sewer connections from Mellen Street.

Mellen Street features brick sidewalks with granite curb, and on-street parallel parking exists on both sides of the street. Street lights along Mellen Street are mounted on utility poles. Mellen Street provides two-way traffic in two lanes in an approximately 40' wide paved road within a 60' wide public ROW. A paved driveway from Mellen Street provides access to approximately 10 parking spaces on the north side of the parcel. Residential uses abut the site to the north, south and west. Mellen Street abuts the site to the east. The site generally slopes from west to east towards Mellen Street. Photos of the existing site are provided in Attachment 1-A.

1.4 PROPOSED DEVELOPMENT

The development program includes the following components:

1.4.1 ON-SITE

Shalom House intends to renovate and convert the Main House into seven apartments, including two one-bedroom units in the basement, one large 12-bedroom unit on the first and second floors functioning as a lodging house with shared kitchen and bathing facilities, and four efficiency units on the third floor. The Carriage House will receive minor renovations and will remain as four apartments. The property is expected to provide independent living for residents with mental illness in 11 units. Approximately two staff members will be present on the site for 12 to 14 hours a day to provide mental health services to residents as needed.

The project parcel appears to be split between the R6 zoning district, which contains the main house and front of the parcel, and the B-2b district, which includes the carriage house and rear of the parcel.

The parking will continue to be accessed from Mellen Street by a paved driveway north of the Main House. The Main House will continue to be accessed from the existing ground level door facing Mellen Street and a new basement level door will be installed on the northern side of the building entering from the parking area for ADA access. Multi-purpose rooms and offices exist at the basement and first floor levels. The Carriage House will continue to be accessed from the existing ground level doors on the eastern side of the building. Bicycle storage will be provided on-site in a covered area beneath the “2-story wood building” that connects the Main House and Carriage House. This portion of the building is open below and the ground will be paved to provide an area for bicycle storage and solid waste storage.

Exterior building improvements will include removal of a wooden fire escape on the rear of the building, as well as required maintenance. The building lights will also be updated. Site improvements are limited to re-striping the existing parking areas, installing 1 pole mounted light near the parking area to provide site lighting, and removing four trees on site.

1.4.2 OFF-SITE IMPROVEMENTS

The applicant is not proposing off-site improvements. The existing vehicle entrance to the site includes a brick driveway apron within a brick sidewalk that appears to be in good condition. The existing steps from the Mellen Street sidewalk to the ground floor entrance will continue to be used and appear to be in good condition.

1.5 TRAFFIC

The proposed project site is made up of 11 residential units (10 apartments and 1 lodging house unit) and is expected to generate approximately 60 vehicle trips during an average weekday, and 5 trips during the PM peak hour. Trip generation data was taken from the ITE Trip Generation Manual, 10th edition; trip calculations are found below:

Multifamily Housing (Mid-Rise)

- 5.44 trips/unit on an average weekday * 11 units = 59.84 trips/weekday
- 0.41 trips/unit during the PM peak hour * 11 units = 4.51 trips/PM peak hr

The overall traffic generation of this project is expected to be less than estimated due to the affordable housing nature of the residences, and the project proximity to places of work and entertainment, which will encourage walking and alternative modes of transportation. The relatively small amount of traffic that will be generated by the project is not expected to have a significant effect on the surrounding street network.

1.6 PARKING

Per ordinance requirements in the R6 Zone, the proposed project is required to have a total of 9 spaces:

- 10 residential apartments require 1 space/unit after the first 3 units = 7 spaces
- 12-room lodging house unit requires 1 space/five rooming units = 2 spaces

The existing site has 10 parking spaces within the surface parking lot so the proposed project meets the parking requirements for the R6 Zone.

Four bicycle parking spaces are also required, which will be provided on-site in the covered area beneath the “2-story wood building” connecting the Main House and Carriage House. This area will be paved for bicycle storage.

1.7 UTILITIES AND STORMWATER

The existing buildings are served by overhead electric, water, gas, and sewer connections from Mellen Street. The existing utility services are expected to be utilized for the renovated building uses. More information on proposed utility services is provided in Section 11 of this application.

No site work is proposed as part of this project so stormwater runoff patterns will remain the same. More information on stormwater runoff from the site is provided in Section 9 of this application.

1.8 ATTACHMENTS

Attachment 1-A – Existing Site Photographs

ATTACHMENT 1-A

Existing Site Photographs

EXISTING SITE PHOTOGRAPHS

**30 MELLEN STREET, PORTLAND, MAINE
SHALOM HOUSE, INC.**



Photo 1 – 30 Mellen Street site looking westerly.



Photo 2 – Site frontage and sidewalk along Mellen Street, looking southerly.

EXISTING SITE PHOTOGRAPHS

30 MELLEN STREET, PORTLAND, MAINE
SHALOM HOUSE, INC.



Photo 3 – Site frontage and sidewalk along Mellen Street, looking northerly.



Photo 4 – Attached Carriage House located at the back of the site, looking westerly.

2 RIGHT, TITLE and INTEREST

2.1 OVERVIEW

The applicant and owner is Shalom House, Inc. by deed recorded in the Cumberland County Registry of Deeds in book 35240, page 17. A copy of the property deed is included in attachment 2-A.

2.2 ATTACHMENTS

Attachment 2-A – Property Deed

ATTACHMENT 2-A

Title, Right, or Interest Documentation

DLN: 1001840042077

MAINE REAL ESTATE TAX-Paid

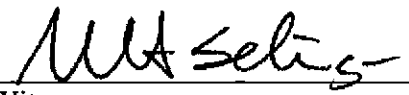
QUITCLAIM DEED
(with Covenant)

YORK COUNTY SHELTER PROGRAMS, INC., a Maine nonprofit corporation, successor by merger to Community Alcoholism Orientation House, Inc., with a mailing address of 24 George Road, Alfred, ME 04002 ("Grantor") for consideration paid grants to **SHALOM HOUSE, INC.**, a Maine nonprofit corporation with a mailing address of 106 Gilman Street, Portland, ME 04012 ("Grantee") with Quitclaim Covenant, a parcel of land, with any and all buildings and improvements thereon and all appurtenances thereto, situated in the City of Portland, County of Cumberland and State of Maine, all as more particularly described in Exhibit A attached hereto and incorporated herein by this reference.

Subject to the following:

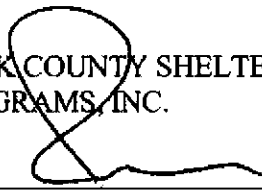
1. Multiple Services Agreement by and between the Portland Water District and Community Alcoholism Orientation House, Inc. dated September 9, 1986, recorded in the Cumberland County Registry of Deeds in Book 7427, Page 196.
2. Easement Grant from York County Shelter Program to Bramhall Row, LLC dated September 21, 2017, recorded in said Registry of Deeds in Book 34386, Page 122, for (1) a temporary 15 foot wide construction easement, and (2) a permanent 5 foot wide maintenance easement, to enable the installation and maintenance of an underground sewer line and underground storm water line on adjacent property at 24 Mellen Street.

IN WITNESS WHEREOF, York County Shelter Programs, Inc., has caused this instrument to be executed by Robert Dawber, its Executive Director thereunto duly authorized as of the 24 day of October, 2018.



Witness

YORK COUNTY SHELTER
PROGRAMS, INC.

By: 

Robert Dawber
Its: Executive Director

[remainder of page left blank intentionally]

STATE OF MAINE

Cumberland, ss

October 24, 2018

Personally appeared the above-named Robert Dawber, Executive Director of York County Shelter Programs, Inc., and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of York County Shelter Programs, Inc.

Before me,

ED
~~Notary Public~~/Attorney-at-Law Bar No 5760

EMILY ATKINS Esq
Printed Name

EXHIBIT A

Four (4) certain lots or parcels of land with the buildings thereon, situated on the westerly side of Mellen Street, in said Portland, and more particularly bounded and described as follows:

1. Said first parcel beginning at a point in said westerly side of Mellen Street distant southerly from the corner formed by the intersection of the westerly side of said Mellen Street and the southerly line of Cumberland Street (now Avenue), as marked by the street monuments of the City of Portland on March 23, 1898, when said lot was acquired by the late George S. Payson, one hundred forty-seven and seventy-eight one hundredths (147.78) feet; thence running westerly at right angles to said Mellen Street one hundred forty-nine and thirty-two one hundredths (149.32) feet to land formerly of H. Deering and others; thence in a director at right angles to said Cumberland Street (now Avenue) and by said Deering land fifteen and nine tenths (15.9) feet to a fence at land now or formerly of D. F. Emery, Jr.; thence easterly by said Emery land and fence thirty-nine (39) feet; thence northerly nearly parallel with said Mellen Street twelve and seven tenths (12.7) feet to a stake; thence easterly one hundred sixteen and forty-seven one hundredths (116.47) feet to said Mellen Street at a stake standing forty and twenty-two one hundredths (40.22) feet southerly from the point of beginning; thence northerly by said Mellen Street forty and twenty-two one hundredths (40.22) feet to point of beginning.

2. Said second parcel beginning at the northeasterly corner of the parcel above described on said westerly side of Mellen Street; thence running westerly by the northerly line of said above described lot one hundred and fifty (150) feet, more or less, to land formerly of Henry Deering; thence northerly by said Deering land fifty (50) feet, more or less, to land formerly of Henry Deering and others; thence easterly by the southerly line of said Deering land and land formerly of Prebel Tucker, one hundred and fifty (150) feet, more or less, to said Mellen Street; thence southerly by said Mellen Street fifty (50) feet, more or less, to point of beginning.

3. Said third parcel beginning on said westerly side of Mellen Street at a point forty-seven and twelve one hundredths (47.12) feet from the said corner of Mellen and Cumberland (now Avenue) Streets; thence running westerly at right angles to said Mellen Street ninety-nine and seventy-eight one-hundredths (99.78) feet to land now or formerly of one Coe; thence southerly in a direction at right angles to said Cumberland Street (now Avenue) and by said Coe land fifty and sixty-six one hundredths (50.66) feet to a point; thence easterly in a direction at right angles to said Mellen Street ninety-nine and fifty-five one hundredths (99.55) feet to said Mellen Street; thence northerly by said Mellen Street fifty and sixty-six (50.66) feet to point of beginning.

The aforesaid three parcels of land being the same premises, with the exception of a part excepted and subsequently acquired, conveyed to George S. Payson by Malcolm F. Hammond, by his warranty deed dated March 23, 1898, and recorded in Cumberland County Registry of Deeds, in Book 662, Page 195, and also the excepted premises above mentioned and subsequently conveyed by Francis Fessenden by his deed recorded in said Registry in Book 695, Page 36; to each of which deeds reference may be had for a further description of the premises.

4. Said fourth parcel beginning at the southeasterly corner of the first parcel above described and at a point in the westerly side line of Mellen Street one hundred and eighty-eight (188) feet, more or less southerly from Cumberland Avenue, and three hundred and thirty-nine (339) feet, more or less, northerly of Congress Street; thence running southerly by said Mellen Street forty-five (45) feet; thence westerly at right angles to said Mellen Street one hundred seventeen and six tenths (117.6) feet to land now or formerly of D. F. Emery; thence northerly by said Emery land and nearly parallel with said Mellen Street to said first parcel of land above described; thence easterly one hundred sixteen and forty-seven one hundredths (116.47) feet to the point begun at.

Being the same premises conveyed by deed of St. Elizabeth Roman Catholic Asylum to Geoffrey I. Rice, dated August 28, 1969, and recorded in said Registry of Deeds, in Book 3099, Page 695.

Meaning and intending to convey the same premises conveyed by Geoffrey I. Rice to Community Alcoholism Orientation House, Inc. (n/k/a York County Shelter Programs, Inc. by virtue of a merger effective March 27, 2012), dated November 16, 1971 and recorded in the Cumberland County Registry of Deeds in Book 3200, Page 757.

3 STATE AND FEDERAL PERMITS

The development is subject to Site Plan and Subdivision approval by the City of Portland and Building Permit(s) are also required. No additional State or Federal Permits are required.

4 LAND ORDINANCE REVIEW

4.1 OVERVIEW

The property currently lies within the City of Portland R6 zone and B-2b zone. The following Space and Bulk requirements apply:

		R6 and B-2b Zone Summary Dimensional and Parking Requirements Applied to 30 Mellen Street	
Zoning Requirements	R6	B-2b	Provided
Minimum Lot Size	2,000 sf	None	22,733 sf
Minimum Lot Area per Residential Dwelling Unit	725 sf	435 sf	2,066 sf
Minimum Street Frontage	20 ft	20 ft	185.87 ft
Minimum Front Yard	5 ft or avg. depth of adjacent front yards	None	21 ft (existing)
Minimum Side Yard	5 ft, or none on a side street	None	9 ft (existing)
Minimum Rear Yard	10 ft	10 ft 5 ft accessory	3 ft (existing)
Maximum lot coverage	60%	None	~22% (existing)
Landscape Open Space	20%	None	~53% (existing)
Maximum Structure Height	45 ft	45 ft	existing
Parking	9 spaces (1 space/unit *10 - 3 units = 7 spaces + 1 space/5 rooms*12 rooms = 2 spaces)	N/A	10 spaces
Bicycle Parking	4 spaces	N/A	4 spaces

4.2 SHORELAND ZONING

The site is not located within the Shoreland Zoning District.

5 EASEMENTS OR OTHER BURDENS

5.1 OVERVIEW

Owen Haskell, Inc. completed a boundary and topographic survey of the site in July of 2019. No existing easements or burdens associated with the site were identified.

6 TECHNICAL AND FINANCIAL CAPACITY

6.1 TECHNICAL CAPACITY

The applicant has assembled a highly qualified team of professionals to plan, permit, and develop construction documents for the project. The Team is working under the direction of Shalom House, Inc. as Project Developers. The Team services will be provided by the following companies and their respective team leaders:

6.2 CONSULTANT TEAM

<i>Civil Engineer</i>	Michael Tadema-Wielandt, P.E. Terradyn Consultants, LLC 565 Congress Street, Suite 201 Portland, ME 04101 (207) 632-9010 – Cell (207) 221-1317 – Fax mtw@terradynconsultants.com
<i>Surveyor</i>	Samuel D. Glidden Owen Haskell, Inc. 390 US Route 1, Unit 10 Falmouth, Maine 04105 (207) 774-0424 – Work (207) 774-0511 – Fax sglidden@owenhaskell.com
<i>Architect</i>	John Shields Shields Architecture 216 Range Road Cumberland, ME 04021 (207) 776-8926 – Work jshields1@maine.rr.com

6.3 EXPERIENCE OF PROJECT TEAM

The team of consultants retained by the Developer has expertise and experience in the design of similar projects. Resumes of key personnel for the development team can be provided upon request.

The applicant, Shalom House, Inc., has extensive experience in the development and management of affordable housing and mental health service projects. Shalom House, Inc. has developed many projects of this scale and nature within the Portland, ME area. Additional information on the applicant's experience can be found at their website www.shalomhouseinc.org.

6.4 FINANCIAL CAPACITY

The applicant has the capacity to finance the proposed project. The applicant will fund the project with a variety of funding sources as follows:

- Genesis Community Loan Fund Loan – award letter attached
- Federal Home Loan Bank of Boston Affordable Housing Funding – award letter attached
- Maine Housing Funding – waiting on award letter

Shalom House, Inc. will also take out a private bank loan as needed to cover remaining costs of the project not funded by the other three sources.

6.5 CONSTRUCTION COST ESTIMATE

The project has an overall construction cost estimate of approximately \$1,690,000. This construction cost value is considered preliminary and subject to change as building design and project layout is refined, etc.

6.6 ATTACHMENTS

Attachment 6-A – Funding Award Letters

ATTACHMENT 6-A

Funding Award Letters

December 19, 2018

Ms. Patricia Weigel
President & Chief Executive Officer
Norway Savings Bank
1200 Congress Street
Portland, ME 04104-8550

RE: Notice of Award for **A20181-060 (30 Mellen Street)**

Dear Ms. Weigel:

It is with pleasure that I write to notify you that we have approved your application for funding in the 2018 Affordable Housing Program (AHP) round. Congratulations on submitting a successful application. We have approved your initiative for the following funding, subject to the terms below:

Amount of Direct Subsidy: \$500,000

Amount of Advance: \$1,467,675 Term: 20 years

Amortization Period: 20 years

This award is subject to at least one condition as noted in the attached Special Condition Addendum. Please sign the attachment and return with the award letter.

Acknowledgement of this approval must be received by **February 01, 2019**. Please sign below and return this letter and the Special Condition Addendum to:

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

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

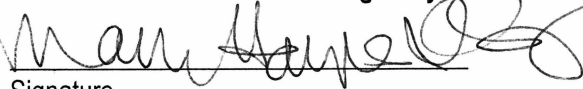
If you have any questions, please contact our Housing and Community Investment staff at 888-424-3863. Again, congratulations on your successful AHP application.

Sincerely,



Enclosures

Award Notification Acknowledged By:



Signature

Mary Hannes-Rodgers

Typed name and title

1/10/19

Date

Executive Director

cc: Richard R. Flagg, Vice President
Norman E. Maze, Shalom House, Inc., Housing Director

LETTER OF COMMITMENT

October 19, 2018

Shalom House, Inc.
Attn: Mary Haynes-Rodgers
106 Gilman Street
Portland, ME 04112

Dear Mary:

I am happy to confirm that the application of Shalom House, Inc. for acquisition financing for 30 Mellen Street (the "Loan") has been approved by The Genesis Fund Board of Directors. We are pleased to support your efforts to purchase and rehabilitate this property, which will preserve and expand SRO (single-room occupancy) and family rental housing units for people with mental illness.

The agreement of The Genesis Fund to make the Loan is subject to stipulations governing use of the funds and full and timely compliance with the following terms, conditions, and requirements:

1. *Borrower:* Shalom House, Inc., a Maine nonprofit corporation.
2. *Loan Amount:* One Million Five Hundred Thousand Dollars (\$1,500,000.00).
3. *Interest Rate and Terms:*
 - a. The Loan shall bear interest at a fixed annual rate of 5.25% and shall be non-assumable.
 - b. Loan principal and any accrued interest shall be repaid in full 24 months from the date of the Promissory Note evidencing the loan (the "Due Date").
 - c. A payment of interest only based on the outstanding principal balance shall be due monthly, commencing one month after the date of the closing and continuing on the same day of each month, until the Due Date, at which time Loan principal, together with all applicable interest and unpaid fees and charges, shall be repaid in full.
 - d. A loan origination fee of \$7,500.00 (non-refundable) shall be paid to The Genesis Fund at loan closing. The fee represents a one-half of one percent loan servicing charge.
4. *Collateral:* Collateral for the Loan shall be first-priority mortgage and security agreement on the property located at 30 Mellen Street, Portland, Maine, and all related personal property.

5. *Interest Computation:* Interest shall be calculated on the basis of a 30 day month over a 360 day year.
6. *Purpose:* The Loan shall be used exclusively for the acquisition and rehabilitation of the property located at 30 Mellen Street, Portland, Maine.
7. *Late Fee:* Any sum of interest unpaid fifteen days after the due date shall be subject to a penalty in compliance with loan documents and state law. A late fee equal to five percent (5.0%) of the unpaid amount or \$25, whichever is greater, shall be charged unless an extension for cause has been expressly granted to the borrower.
8. *Conditions Precedent to Loan Closing:* Borrower shall obtain and submit to The Genesis Fund for approval the documents described below:
 - a. An appropriate, legally binding document from Borrower authorizing the entity, by and through a specific individual, to execute and deliver all documents reasonably required by this transaction.
 - b. Evidence of adequate Fire/Hazard and Liability Insurance covering assets securing this Loan and listing The Genesis Fund as a “Mortgagee” for all real estate and “Loss Payee” for personal property.
 - c. A Lender’s Title Insurance policy, with all standard exceptions deleted, insuring The Genesis Fund in an amount equal to the loan amount.
 - d. An opinion of counsel as to Borrower’s existence and authority to execute the Loan documents, the existence of no pending or threatened litigation, no conflict with organizational documents or other agreements to which Borrower is a party, and such other matters as The Genesis Fund may reasonably request.
 - e. A completed Genesis Fund Social Outcomes Form.
9. *Additional Requirements:* During the term of the Loan, Borrower shall provide to The Genesis Fund a copy of its annual audited financial statements no later than 180 days after the end of the Borrower’s fiscal year. Borrower agrees to furnish such additional information concerning its financial condition as Lender may reasonably require from time to time.
10. *Document Preparation:* Lender shall prepare all legal documents appropriate to, or required by, this transaction, and Borrower shall bear all the costs of such preparation. Borrower shall also pay all recording fees.
11. *Commitment Expiration:* If this commitment letter is not accepted in writing by Borrower and returned to The Genesis Fund on or before Monday, October 22, 2018, then The Genesis Fund’s obligations hereunder shall be null and void and of no further force of effect. Once accepted, this commitment may be voided at the option of The Genesis Fund if the loan is not closed by Friday, October 26, 2018.

12. *Default*: The occurrence of any one or more of the following events shall, at the election of The Genesis Fund, constitute an event of default hereunder, and The Genesis Fund reserves the right to cancel this commitment and terminate its obligations hereunder:

- a. In the event that Borrower fails to observe or perform in a timely manner any of the terms, covenants, promises or agreements which it is obligated to observe or perform under this commitment;
- b. In the event that there occurs any material change in the collateral or any condition negatively affects the feasibility of Borrower's business in any material way.

13. *Miscellaneous*:

- a. *Non-Assignability*: This commitment and the Loan and proceeds thereof shall not be assignable by Borrower without the prior written consent of The Genesis Fund. Any attempt to assign shall be void and constitute an act of default hereunder.
- b. *Survival*: Borrower agrees that this commitment shall survive the Loan closing and that each and every one of the obligations and undertakings of Borrower contained herein shall be continuing and shall not cease and terminate thereon.
- c. *Entire Agreement*: This agreement may be modified, discharged, or terminated only by writing signed by the party or parties against whom enforcement of any modification, discharge, or termination is sought. No oral modification, discharge, or termination shall be effective.
- d. *Choice of Law*: This commitment and the documents that evidence, secure, and govern the Loan shall be governed and construed in accordance with laws of the State of Maine.

If you accept this commitment, please return a signed copy of this letter at your earliest convenience.

THE GENESIS FUND

By: 
Elizabeth Fleming-Ives, Deputy Director

The undersigned Borrower hereby agrees and accepts the terms and conditions set forth herein.

SHALOM HOUSE, INC.

By: 
Mary Haynes-Rodgers, Executive Director

7 CONSTRUCTION MANAGEMENT PLAN

The following information is provided in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(1).

7.1 CONSTRUCTION MANAGEMENT PLAN

Shalom House, Inc. is seeking to commence renovations of the 30 Mellen Street buildings during the fall of 2019 and complete work by the summer of 2020. The construction will involve site work, new building construction, and interior renovations of the existing building on site. The attached construction management plan outlines the anticipated timeline and sequence of activities.

7.2 ATTACHMENTS

Attachment 7-A – Construction Management Plan

ATTACHMENT 7-A

Construction Management Plan

CONSTRUCTION MANAGEMENT PLAN

Project:

30 Mellen Street
Portland, Maine 04101

Applicant:

Shalom House, Inc.
106 Gilman Street
Portland, Maine 04102

Prepared By:

Terradyn Consultants, LLC
565 Congress Street, Suite 201
Portland, Maine 04101

Construction Manager:

To be determined

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that the Applicant has identified to minimize impacts from the construction of 30 Mellen Street, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding buildings and communities.

B. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, the Applicant and Contractor shall meet all of the requirements contained in Section 14-530. Development review fees and post approval requirements and 14-532. General requirements and enforcement of Portland's Land Use Code.

Other permits, as applicable, include

- 1. Street Opening and Street Occupancy Permits:** Construction activity in the public right-of-way are controlled by Chapter 25 and sewer and stormwater system connections are controlled by Chapters 24 and 32 of the Land Use Code. All required permits shall be obtained through the Department of Public Works and the requests shall conform with the approved construction management plan.

C. Construction Administration and Communication

The Applicant and Contractor will work diligently to implement a communication strategy as outlined below. The communication strategy is intended to ensure that all construction operations are performed in accordance with all agreements, ordinances and special permits applicable to this project. The Construction Manager 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.

A Construction Manager has not been selected for the project yet. Once selected, a Contact Person, who will be available 24 hours in the event of an emergency, will be identified and the City shall be notified:

CONTACT PERSON:

To be determined

Construction Signage shall be posted at the site with Contact Information for the Contractor. Construction site signage shall be removed at project completion.

D. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing, prior to construction. The project is anticipated to start construction in October 2019.
2. Hours of Construction: Construction may occur during the daytime hours as defined in Section 17-18 of the City Code (Construction Activities) and Section 25-129 of the City Code (Noise, dust and debris).
3. Extended Hours or Night Work: Pursuant to Section 17-18, this section does not apply to emergency utility work or "Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority."
4. Material Deliveries: Delivery of materials shall take place during the Hours of Construction listed above and shall be stored on the project site in areas adjacent to the existing buildings.

E. Security & Public Safety

1. Construction fence and barriers are not necessary for this project because the proposed work is interior to the existing buildings. Exterior work is limited to maintenance of the existing building exteriors, tree removal, and light installation.
2. No construction gate is proposed so Fire Department access to the site will not be restricted during construction.
3. 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.*

4. Fire Safety Program. An overall construction of 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
5. Any temporary security lighting fixtures shall feature full cutoff optics to reduce light trespass onto abutting properties.

F. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: Construction activity in the public right-of-way is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.
2. Lane Closures: No lane closures are expected to occur as part of the proposed project.
3. Public Sidewalk Closures: No public sidewalk closures are expected to occur as part of the proposed project.
4. 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 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. No new sewer or stormwater connections are proposed as part of this project.
5. Work within City Right of Way: No work is expected within the City Right of Way as part of this project.

Construction operations shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, the Contractor may be allowed to close a street and/or detour a mode of traffic when absolutely necessary for safety. The Contractor 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 are an obstruction to bicycles or pedestrians.
- In extreme situations, flaggers may be required.
- Police detail is required at lighted intersections and may be requested by the City's transportation engineer or his designee.

All existing modes of travel in 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 out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works.

- 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 shall be maintained.
- Use of public parking spaces or the blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

G. Site Management and Controls

The contractor shall be responsible for maintaining the site in a safe condition and including the following:

1. A solid waste dumpster shall be located on site for the disposal of trash and debris.
2. The Mellen Street right of way shall be swept regularly to control the tracking of mud onto adjacent public streets.
3. Dust controls: The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris.
4. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code and Section 25-129 on Noise, dust and debris.
5. Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.
6. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.

- 1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
- 2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or site lines with the piles of snow.
- 3) Clear all walks & ramps with the work zone
- 4) Sand or Salt as needed
- 5) Clear all basin or drainage to help snow melt
- 6) This would include Monday-Friday Sat/Sunday/Holidays

H. Erosion Control and Preservation of Trees

1. The Contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan 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 significant storm events, and maintain any installed temporary or permanent stormwater management systems in 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 or the U.S. Environmental Protection Agency upon request.
2. The storage of materials shall be located in on-site areas surrounding the existing buildings.

I. Construction Staging and Deliveries

1. Material storage and lay down shall be located in on-site areas surrounding the existing buildings. Material storage shall not interfere with material deliveries.

J. Parking During Construction

1. Construction Parking: Construction workers shall utilize on-site parking. Additional off-site off-street parking shall be utilized if necessary. Construction workers shall abide by all posted on-street parking restrictions.

8 NATURAL FEATURES

8.1 OVERVIEW

The development site has been entirely developed and does not contain any significant natural features including wetlands, vernal pools or other protected resources or wildlife habitats.

9 STORMWATER MANAGEMENT

The following information is provided in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-526(b)(3).

9.1 OVERVIEW

The existing project site is entirely developed and slopes from the western property boundary in an easterly direction towards Mellen Street. Stormwater runoff from the project site drains overland across the eastern property boundary towards Mellen Street and enters the existing City stormdrain system within Mellen Street.

No site alterations are proposed as part of this project, so post development stormwater runoff will follow existing patterns. No impervious area will be added or removed as part of this project. The project is not required to meet the General or Flooding Standards, and does not meet the threshold for redevelopment standards.

10 CONSISTENCY WITH CITY MASTER PLANS

10.1 OVERVIEW

Our office is not aware of any applicable Master Plans created for the project site.

11 UTILITIES

11.1 OVERVIEW

The proposed project will utilize existing utility services connected to the buildings from public utilities within Mellen Street.

11.2 WATER SUPPLY

The proposed project will receive its water supply from the Portland Water District's (PWD) public water supply system. An existing 1.5" domestic water supply and 2" fire water supply serve the site. Both the Main House and Carriage House are sprinkled and will remain sprinkled. Terradyn Consultants contacted PWD to verify that the existing services are sufficient for the proposed use and will provide the ability to serve letter when we receive it. The correspondence with PWD is included in Attachment 11-A.

11.2.1 Total Project Water Usage

The total average daily water demand for the two buildings combined is estimated to be 2,550 gallons per day, based on design flows published in the State of Maine Subsurface Wastewater Disposal Rules.

6 x 1 Bedroom/Efficiency Residential Units at 120 gpd/unit	= 720 gpd
3 x 3 Bedroom Residential Units at 270 gpd/unit	= 810 gpd
1 x 4 Bedroom Residential Unit at 360 gpd/unit	= 360 gpd
12 lodging rooms at 40 gpd/boarder + 180 gpd for house	= 660 gpd
Total	= 2,550 gpd

11.3 WASTEWATER DISPOSAL

The existing buildings are served by a sewer service that is connected to the Portland Water District's and City of Portland's wastewater collection and conveyance systems. The City of Portland Wastewater Capacity Application has been completed and uploaded to the City's electronic plan review system for review by Brad Roland of the City's Water Resources Department. A copy of the application is included in Attachment 11-B.

The 11 residential units within the two buildings are anticipated to generate an average daily flow of approximately 2,550 gpd. Based on the existing sewer system in the area, there appears to be adequate capacity to handle these projected flow amounts. The existing site use is residential and the existing daily flow is estimated to be similar to the proposed, so the existing sanitary services is expected to be adequately sized. The applicant intends to investigate the size and condition of the sewer service since it has an install date of 1898 per the City of Portland records. Information on the existing sewer service will be provide when available.

11.4 ELECTRICITY SUPPLY

CMP currently maintains overhead and underground utilities in the area. Existing electric utilities will continue to be used. The existing electrical services are overhead from Poles #3.5 and #4 on the western side of Mellen Street.

11.5 GAS SUPPLY

An existing gas service is connected from the gas lines within Mellen Street to the southern side of the Main Building where the gas meter is located. This service is expected to remain.

11.6 ATTACHMENTS

Attachment 11-A – Portland Water District Ability to Serve Correspondence

Attachment 11-B – City of Portland Wastewater Capacity Application

ATTACHMENT 11-A

Portland Water District Ability to Serve Correspondence

July 19, 2019

MEANS
means@pwd.org
Portland Water District
225 Douglass Street
Portland, ME 04104

Request for Ability to Serve Letter
Existing Building Renovation
30 Mellen Street, Portland, Maine

Dear Sir or Madam:

Terradyn Consultants LLC has been retained by Shalom House, Inc. to assist with site design and permitting for a residential project located at 30 Mellen Street in Portland, Maine. The project includes the renovation of two existing buildings on site resulting in 11 residential units to provide independent living for residents with mental illness. Approximately two staff members will also be present on site for 12 to 14 hours a day. The proposed project intends to use existing water services, so we are writing to request a letter confirming the Portland Water District's ability to serve the proposed development and that the existing services are sufficient.

The 22,733 square foot parcel is identified as Block A, Lot 26 on the City of Portland Tax Map 47. Two attached existing buildings are utilized as follows today:

- Main House – multi-use apartment building
- Carriage House – four residential apartments

The proposed uses are:

- Main House – 1 residential unit with 12 bedrooms and shared kitchen and bathing facilities and 2 office spaces for staff, and 6 efficiency/1-bedroom units
- Carriage House – four residential apartments

Based on a survey completed by Owen Haskell, Inc. the site is currently served with:

- 1 ½" water service for domestic use
- 2" water service for sprinklers
- Both buildings are sprinkled today and will remain sprinkled

Portland Water District calculation sheets for peak flow based on fixture count are included for the proposed renovated buildings.

Attached is the Boundary & Topographic Survey plan prepared by Owen Haskell, Inc. in July 2019 showing the existing water services.

Please provide our office with confirmation that the Portland Water District has the ability to serve the proposed re-development and that the existing water services may be utilized for the renovated use.

If you have any questions or need more information to make your determination on ability to serve, please contact me at (207) 322-1223 or adrienne@terradyconsultants.com.

Sincerely,

TERRADYN CONSULTANTS LLC



Adrienne Fine, P.E.
Project Engineer

Enc. Survey Plan
Fixture Count Spreadsheet

ATTACHMENT 11-B

City of Portland Wastewater Capacity Application

August 15, 2019

Bradley Roland, P.E.
Wastewater Resources Division
Department of Public Services
55 Portland Street
Portland, ME 04101

30 Mellen Street, Portland
Wastewater Capacity Application

Dear Brad:

Terradyn Consultants LLC has been retained by Shalom House, Inc. to assist with site design and permitting for a residential project located at 30 Mellen Street in Portland, Maine. The project includes the renovation of two existing buildings on site resulting in 11 residential units to provide independent living for residents with mental illness. Approximately two staff members will also be present on site for 12 to 14 hours a day. The proposed project intends to use the existing sanitary service but the applicant intends to investigate the size and condition of the service lien. We are writing to request confirmation that the City of Portland has the ability to provide sanitary sewer service for the proposed re-development.

The 22,733 square foot parcel is identified as Block A, Lot 26 on the City of Portland Tax Map 47. Two attached existing buildings are utilized as follows today:

- Main House – multi-use apartment building
- Carriage House – four residential apartments

The proposed uses are:

- Main House – 1 residential unit with 12 bedrooms and shared kitchen and bathing facilities and 2 office spaces for staff, and 6 efficiency/1-bedroom units
- Carriage House – four residential apartments

The proposed 11-unit project is expected to generate approximately 2,550 gallons of wastewater per day based on the Maine Subsurface Wastewater Disposal Rules:

6 x 1 Bedroom/Efficiency Residential Units at 120 gpd/unit	= 720 gpd
3 x 3 Bedroom Residential Units at 270 gpd/unit	= 810 gpd
1 x 4 Bedroom Residential Unit at 360 gpd/unit	= 360 gpd
12 lodging rooms at 40 gpd/boarder + 180 gpd for house	= 660 gpd
Total	= 2,550 gpd

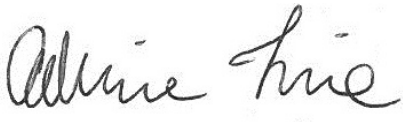
Attached is the Boundary & Topographic Survey plan prepared by Owen Haskell, Inc. in July 2019 showing how the site is served by utilities. Also attached is a City of Portland Wastewater Capacity Application form.

Please provide our office with confirmation that the City of Portland has the ability to provide sanitary sewer service to the proposed development and any comments you may have on the attached drawing.

Please contact me at (207) 322-1223 or adrienne@terradyconsultants.com if you have any questions or require additional information.

Sincerely,

TERRADYN CONSULTANTS LLC

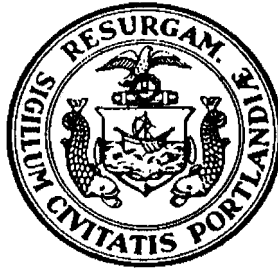
A handwritten signature in black ink, appearing to read "Adrienne Fine".

Adrienne Fine, P.E.
Design Engineer

Enc. Wastewater Capacity Application Form
Survey Plan

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

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



Bradley Roland, P.E.
Water Resources Division

Date: 7/18/2019

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

Site Address: 30 Mellen Street, Portland

Chart Block Lot Number: 47/A/26

Proposed Use: 11-unit residential

Previous Use: Residential (4 apartments + 1 group home)

Existing Sanitary Flows: unknown GPD

Existing Process Flows: N/A GPD

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

Existing 24" sewer in Mellen Street

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

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____

Owner/Developer Name: Shalom House, Inc.

Owner/Developer Address: 106 Gilman Street, Portland, ME 04102

Phone: _____ Fax: _____ E-mail: _____

Engineering Consultant Name: Terradyn Consultants, LLC, Adrienne Fine, P.E.

Engineering Consultant Address: 565 Congress Street, Suite 201, Portland, ME 04101

Phone: 207-322-1223 Fax: _____ E-mail: adrienne@terradyconsultants.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: 2,550 GPD

Peaking Factor/ Peak Times: x6

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) State of Maine Subsurface Wastewater Disposal Rules

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.

6 x 1 Bedroom/Efficiency Residential Units at 120 gpd/unit	= 720 gpd
3 x 3 Bedroom Residential Units at 270 gpd/unit	= 810 gpd
1 x 4 Bedroom Residential Unit at 360 gpd/unit	= 360 gpd
12 lodging rooms at 40 gpd/boarder + 180 gpd for lodging house	= 660 gpd
Total	= 2,550 gpd

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: N/A

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: N/A GPD

Do you currently hold Federal or State discharge permits? Yes _____ No _____

Is the process wastewater termed categorical under CFR 40? Yes _____ No _____

OSHA Standard Industrial Code (SIC): (<http://www.osha.gov/oshstats/sicser.html>)

Peaking Factor/Peak Process Times: _____

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

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

12 SOLID WASTE

12.1 OVERVIEW

The project will generate solid waste both during construction and on an on-going basis after construction is complete. Estimates of solid waste generation, recycling rates, and procedures for the transport and disposal of solid waste that will be generated by the operation of the proposed development are provided below.

The following amount of solid waste associated with the construction and operation of the development have been estimated:

- 113 cubic yards of construction debris related to the new building construction activities (excluding volume of recycled materials).
- 510 pounds per week of solid waste will be generated by the operation of the development. Assuming that 50% of the waste is recycled, it is estimated that the project will generate 6.6 tons of recyclable waste and 6.6 tons of non-recyclable waste per year.

12.2 SOLID WASTE GENERATED DURING THE BUILDING CONSTRUCTION

Approximately 113 cubic yards of construction debris is expected to be generated during construction. Assuming that 80% of construction debris is recycled, construction of the project will generate approximately 23 c.y. of non-recyclable waste.

The waste stream will be transported and disposed of at the following locations:

Hazardous Materials:	WMI Crossroads Facility in Norridgewock, Maine
Mixed Construction Material:	Riverside Recycling Facility in Portland, Maine; WMI Crossroads Facility in Norridgewock, Maine or Juniper Ridge in Old Town, Maine (Contractor option)
Separated Wood Construction Debris:	KTI Biofuels in Lewiston, Maine
Separated Metal/Ferrous Material:	One Steel Recycling Inc. in Arundel or Oakland, Maine

The collection, transfer, disposal, and payment of all fees for solid wastes shall be the responsibility of the Contractor, with all waste transferred by a licensed non-hazardous waste transporter.

12.3 SOLID WASTE GENERATED FROM THE OPERATION OF THE DEVELOPMENT

Approximately 510 pounds of solid waste and recyclable material is expected to be generated every week by the residents of the project. The operational solid waste and recyclable material will be collected by a private waste hauler to be contracted by the developer.

12.4 ATTACHMENTS

Attachment 12-A – Computations of Types and Volumes of Solid Wastes for Construction Project

ATTACHMENT 12-A

Computations of Types of Volumes of Solid Wastes

ATTACHMENT 12-A

SOLID WASTES COMPUTATIONS AND DISPOSAL

A. NEW BUILDING CONSTRUCTION:

Basis of Estimate: 10 c.y./1,500 s.f. of finished space

Area: Approximately 16,628 square feet of finished space
(includes proposed building and existing building renovation)

Solid Waste: Approximately 113 c.y.

Other Wastes Associated with Other Site Construction: Cardboard from packaging etc.: Limited Quantity

Total: 113 c.y. before recycling

Net: 22.6 c.y. if 80% of the material is recycled

Disposition:

Assume 10 percent is concrete which can be sent to the approved aggregate recycling facilities operated by Shaw Bros. or R.J. Grondin and Sons for processing into recycled aggregate.

Assume 70 percent is wood or metal which can be transported to KTI Biofuels in Lewiston (for wood) or One Steel Recycling in Oakland, Maine for metals.

Approximately 23 cubic yards of mixed construction debris that will be hauled to the Riverside Recycling Facility in Portland, WMI Crossroads facility in Norridgewock, Maine or the Juniper Ridge Facility in Old Town, Maine.

The contractor should provide dumpsters designated by material type and identify recycling methods and disposal sites prior to construction. All haulers must have a current non-hazardous waste haul license.

B. OPERATIONAL SOLID WASTE:

RESIDENTIAL USE:

Basis of Estimate: 17 pounds/wk per individual. From Table 14-1 of the CEQR Technical Manual from January 2014 Edition; Source: New York City Department of Sanitation.

Number of individuals: Estimate of up to 30 individuals living on site

Solid Waste: Approximately 510 pounds/week

13 FIRE SAFETY

13.1 OVERVIEW

The applicant and project team will provide the Portland Fire Department with the information required in the PFD Site Review Checklist, as well as a basic review of NFPA 1 and City of Portland Technical Standards related to public safety.

The project site will continue to be accessed from Mellen Street from a paved driveway north of the building providing access to the Carriage House and northern side of the Main House. A 6" water main owned by the Portland Water District currently exists in Mellen Street. Two fire hydrants exist nearby; one at the corner of Cumberland and Mellen Streets, and another at the corner of Mellen and Deering Streets.

Both of the buildings are fully sprinkled and will remain sprinkled in compliance with all applicable codes.

14 CONFORMITY WITH APPLICABLE DESIGN STANDARDS

14.1 OVERVIEW

This project conforms to all applicable Site Plan Standards of Section 14-526 of the city's Land Use Ordinance as described in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The project will not have a significant impact on the surrounding street system. Vehicles will access the site and parking areas from existing access points and the estimated number of new vehicle trips generated by the project is insignificant compared to existing trips on surrounding streets.

2. Access and Circulation:

a. Site Access and Circulation

- (i) Vehicular access and circulation will follow existing patterns. Pedestrian access to the existing building will follow existing patterns and utilize the Mellen Street sidewalk. Door controlled access will be provided at each of the building entry locations.
- (ii) The project will use existing points of vehicular access.
- (iii) Drive up features are not proposed

b. Loading and Servicing

- (i) Delivery or service vehicles are expected to be infrequent and may temporarily use on-street parking on Mellen Street or may also park in on-site surface parking areas.

c. Sidewalks.

- (i) The existing sidewalk along the Mellen Street appears to be in good condition and will remain.
- (ii) The driveway apron is brick within a brick sidewalk so no improvements are proposed.
- (iii) There are no proposed on-site walkways. The primary building entrance is on the Mellen Street sidewalk. The secondary building entrances are located adjacent to paved parking areas on site.

3. Public Transit Access:

Metro Bus Route 8 runs west on Congress Street in the vicinity of the project. The nearest bus stop to the project is at the intersection of Mellen and Congress Streets, approximately 400' south of the site. The project does not meet the minimum threshold to require a new transit facility.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The project requires a total of 9 parking spaces calculated below:
Residential = 1 space/unit * 10-units – first 3 exempt = 7 spaces
Lodging House = 1 space/every 5 units * 12 rooms = 2 spaces

The project site currently includes 10 parking spaces that will be utilized by the re-developed residential buildings.

- (ii) A parking study is not required for this project.
- (iii) Not Applicable.
- (iv) Parking spaces shall meet applicable dimensional standards as detailed in the Technical Manual. The existing driveway entrance has a 23' wide driveway apron at Mellen Street, which narrows to approximately 13' at the narrowest point. The existing driveway currently serves the same 10 parking spaces that will be utilized for the proposed use. The applicant requests that the existing driveway dimensions be allowed to remain to serve the proposed project.
- (v) The existing on-site parking lot will continue to be used and is constructed of bituminous pavement.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The project requires 2 bicycle parking spaces for every 5 dwelling units, or 4 spaces. Bicycle parking spaces will be provided on-site beneath the "2-story wood building" that connects the Main House to the Carriage House.

c. Motorcycles and Scooter Parking:

- (i) Dedicated motorcycle/scooter parking is not provided.

d. Snow Storage:

- (i) Snow storage will be provided on the existing lawn areas adjacent to the existing parking lot.
- (ii) Snow will not be stored in parking areas, and no bio-retention is proposed.

5. Transportation Demand Management (TDM):

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

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The development site has been entirely developed and does not contain any significant natural features including wetlands, vernal pools or other protected resources or wildlife habitats.
- b. Not applicable
- c. Not applicable

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) One street tree is located along the site's Mellen Street frontage and will remain. Four trees will be removed from the site that are in an unhealthy condition or located too close to the existing buildings.
- (ii) The existing trees along Mellen Street will be preserved.
- (iii) Existing plantings on-site, with the exception of 4 trees to be removed as shown on the site plan, will be protected.
- (iv) Waiver: Not applicable.
- (v) The project is not in the Shoreland Zone

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) Existing landscaping located between the on-site parking and the Mellen Street sidewalk will remain.

(b) Existing plantings are located on-site and will remain with the exception of 4 trees to be removed. The trees to be removed are shown on the site plan. They will be removed because they are in an unhealthy condition or are located too close to the existing buildings.

(c) Not applicable.

(d) Existing vegetated buffers between the on-site buildings and surrounding residential development will remain.

(ii) Parking Lot Landscaping:

(a) No modifications to on-site parking are proposed as part of this project, however, the existing parking lot is surrounded by trees.

(b) Not applicable.

(c) Not applicable.

(d) Not applicable.

(e) Waiver: Not applicable.

(iii) Street Trees

(a) The existing street tree along the Mellen Street frontage will remain. The proposed project is 11 units, so 11 street trees are required per the Technical Manual. The Mellen Street sidewalk is approximately 9' wide and overhead wires run above the sidewalk along the site's frontage so adding street trees in the City ROW is not practical. However, the project site contains many trees and large shrubs adjacent to the Mellen Street sidewalk and visible from the public ROW as summarized:

- (1) 8" locust
- (1) 12" locust
- (1) fir tree
- (4) lilac trees
- (2) fir shrubs
- (1) 18" spruce
- (2) 15" maple
- Total = 12 trees & shrubs within ~25' of the Mellen Street ROW

(b) The existing 12 site trees/shrubs and 1 street tree will satisfy the requirement for the 11 street trees. Additionally, the site contains at least 10 more trees throughout the site located farther than 25' from the sidewalk but visible from the public ROW that will remain.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

The proposed project does not include alteration of the project site, so no impervious surface will be added or removed as a result of this project. Therefore, the project is not required to meet the General or Flooding Standards.

Post development stormwater runoff will follow existing patterns. Runoff from the site currently flows overland west to east towards Mellen Street and enters the city's storm drain system in Mellen Street.

- (i) The project will not result in flooding of adjacent lots.
- (ii) Runoff volumes and rates will not increase onto adjacent lots.
- (iii) Volumes and rates of stormwater runoff into the Mellen Street right of way are expected to remain the same. The project will not create ponding, flooding, or other drainage problems within Mellen Street.
- (iv) Volumes and rates of stormwater runoff into the city's storm drain network are expected to be similar to existing volumes and rates. The project will not create problems downstream or exceed the capacity of the system.

b. The project will not result in a change in impervious surface and is not required to meet the General or Flooding Standards.

c. Not Applicable. The project is not located in a watershed of an urban impaired stream.

d. Not applicable.

e. The project will be served by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.

f. Wastewater will flow to the public sewer system, which is adequately sized for the project flows.

(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 of Portland Land Use Ordinance and off-premises infrastructure.
- b. Not applicable.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safety and security for residents and their guests. Access to the buildings will utilize keyed entry. Site lighting will provide added security.
- b. Emergency vehicle access will be via Mellen Street and the driveway accessing the site from Mellen Street north of the Main House building.
- c. Two fire hydrants exist nearby; one at the corner of Cumberland and Mellen Streets, and another at the corner of Mellen and Deering Streets. Both buildings are fully sprinkled and will remain sprinkled for fire suppression.

3. Availability and Adequate Capacity of Public Utilities:

- a. The project will be served by existing water and sewer utilities. An ability to serve letter was requested from the Portland Water District and will be provided once received. A Wastewater Capacity Application has been uploaded to eplan for review by Brad Roland at the City of Portland.
- b. Overhead electrical and telecommunications utilities exist along Mellen Street. The buildings will continue to be served by the existing overhead electrical services from Poles #3.5 and #4 located on the western side of Mellen Street.
- c. New utility infrastructure is not proposed as part of this project.
- d. The buildings will continue to utilize the sanitary sewer service connected to the public sewer system within Mellen Street.
- e. The existing sanitary sewer collection system will be used. Stormwater will continue to flow overland to existing public infrastructure in Mellen Street.
- f. A solid waste storage area will be provided beneath the existing 2-story wood building that is open below. This area will be paved to provide covered storage for solid waste bins.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:
 - a. Not applicable.
 - b. Not applicable.
 - c. Not applicable.
2. Shadows:
 - a. Not applicable.
3. Snow and Ice Loading:
 - a. Not applicable.
4. View Corridors:
 - a. The project site is located outside of any protected view corridors.
5. Historic Resources:
 - a. The development is located within a designated historic district. No changes are proposed to the exterior of the buildings. Review is under way with the City of Portland Historic Preservation.
 - b. Exterior renovation of the existing buildings is limited to addressing deferred maintenance items and the installation of one new window in an existing window opening.
 - c. There are no known archaeological resources on the site.
6. Exterior Lighting:
 - a. Site Lighting
 - (i) Exterior site lighting will be provided by building mounted lights at building entries and a new pole mounted light at the parking area. All fixtures will feature full cut-off optics to prevent unintended light pollution. Proposed lighting is shown on the Photometric Lighting Plan (Sheet P-1).
 - b. Architectural and Specialty Lighting:
 - (i) No architectural or specialty lighting is proposed.

- (ii) No up-lighting is proposed.

c. Street Lighting

- (i) No street lighting is proposed. Existing street lights exist along utility poles on Mellen Street.

7. Noise and Vibration:

Noise levels are expected to meet the permitted levels for the R6 Zone.

a. HVAC and Mechanical Equipment

- (i) The buildings will receive new heating systems (gas boilers, hot water heaters, baseboards) as part of this project. Proposed HVAC systems shall meet applicable state and federal emission requirements, and will not be visible from Mellen Street or adjacent sites.
- (ii) No emergency generator is proposed for this project.

8. Signage and Wayfinding:

a. All 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 subject to a Certificate of Appropriateness.
- (ii) Not applicable. No commercial or directional traffic signage is proposed as part of the project.
- (iii) Not applicable. No on-site directional traffic signage is proposed as part of the project.
- (iv) Not applicable. No waiver is required.

9. Zoning Related Design Standards:

a. The project is located within a historic zone and review is under way with the City of Portland Historic Preservation.

- (i) The project is designed to support the development of dense, mixed-use neighborhoods with attractive, safe and convenient street level pedestrian environments.
- (ii) Not applicable.
- (iii) Not applicable.

- (iv) Not applicable.
 - (v) The residential development shall integrate with and respect the character of surrounding residential development. No exterior changes are proposed to the existing historic buildings. Open space areas will remain the same. Landscaping will also remain the same with the exception of removing 4 trees that pose a safety risk.
- b. Not Applicable.

NEIGHBORHOOD MEETING MINUTES
30 MELLEN STREET
10/15/19

SHALOM HOUSE, INC.

Mary Haynes-Rodgers – Executive Director
Abby Spadone – Clinical Director
Norman Maze – Deputy Director, Housing Director

ARCHITECT

John Shields – Shields Architecture

MINUTES - the meeting began at approximately 6:15 PM at the Shalom House offices at 106 Gilman Street, Portland. Members of the public attending the meeting signed a sign-in sheet (attached).

1. Mary greeted the neighbors and explained the history of Shalom House and its mission.
2. John described the extent of the architectural work – noting that there was no proposed addition to the buildings or change to the site and that the exterior work was maintenance type work that had been deferred by the previous owners.
3. Abby explained in more detail the nature of the services provided by Shalom House, in particular those services planned for 30 Mellen Street.
4. Norman described how Shalom House services its clients and maintains its properties.
5. Mary went into more detail describing the continuum of services available to Shalom House's clients.
6. Mary and Abby described the demographic makeup of the population expected at 30 Mellen Street.
7. Mary, Abby and Norman asked the neighbors to call if they had any concerns and gave their direct phone numbers to the group.
8. John described the City's permitting process. The project would probably be on the Planning Board's agenda for 11/12/19; upon approval by the Planning Board the project would then be reviewed by Historic Preservation and Code Enforcement.

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST
 Submit each Tab as one PDF file and bookmark the items as noted below
 Please confirm by electronically checking the boxes to the left

Tab 1 – 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.

Submit each Tab as one PDF file and bookmark the items as noted below

Tab 2 - 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

Tab 3 - 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
Yes	NA	Plan	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	Plan	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	Plan	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable Landscaped islands within parking areas (Technical Manual, Section 4)
Yes	NA	Plan	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
Tab 4 - 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

Tab 5 - 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
☒	☐	☐	
Tab 6 - 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
Tab 7 - 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	
☒	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 & 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

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 Standard 1.7 - Driveway Design	Multi-family residential with 10 parking spaces or more, minimum driveway width (two-way): 20 feet	To allow the existing 14' wide driveway to remain, as shown on Site Plan C-1.0.	The applicant intends to use the existing driveway to access the site.
Technical Manual Standard 1.14 - Parking Lot and Parking Space Design	Required 24' parking aisle width.	To allow the parking aisle width within the surface parking to be narrower than the required 24' width, as shown on Site Plan C-1.0.	The applicant intends to use existing parking areas to provide on-site parking, which results in a narrower drive aisle.

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B-2b

All Projects:

	Required	Proposed
Lot Size	none	22,733 sf
Area Per Dwelling Unit	435 sf	2,273 sf
Minimum Street Frontage	20 ft	186 ft
Front Yard Minimum	none	21 ft (existing)
Front Yard Maximum	-	-
Rear Yard	10 ft / 5 ft	3 ft (existing)
Yard Right	none	9 ft (existing)
Yard Left	none	9 ft (existing)
Side Street Setback	none	-
Step Back	-	-
Maximum Lot Coverage	none	22%
Minimum Lot Coverage	-	-
Maximum Height	45 ft	existing
Open Space	none	53%
Maximum Impervious Area	-	-
Pavement Setback	-	-
Floor Area Ratio	-	-
Off Street Parking Spaces	11*	10**
Loading Bays	-	0
Other 1		
Other 2		
Other 3		

multi-family residential / 1,894 sf
lodging hosue

***Parking Calculations:**

Use	Ratio	# Spaces Required
Multi-family residential	1 space/unit – first 3 units * 10 units	7 spaces
Lodging House	1 space/every 5 rooms * 12 rooms	2 spaces
Staff	2 staff	2 spaces
		Total 11 spaces

**Due to the affordable housing nature of the project, Shalom House expects no more than 20-30% of the residents to own vehicles, so the 10 parking spaces will be enough for staff and residents.

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):			

ZONING ANALYSIS Relevant Zone(s) B-2b

All Projects:

	Required	Proposed
Lot Size	none	22,733 sf
Area Per Dwelling Unit	435 sf	2,273 sf
Minimum Street Frontage	20 ft	186 ft
Front Yard Minimum	none	21 ft (existing)
Front Yard Maximum	-	-
Rear Yard	10 ft / 5 ft	3 ft (existing)
Yard Right	none	9 ft (existing)
Yard Left	none	9 ft (existing)
Side Street Setback	none	-
Step Back	-	-
Maximum Lot Coverage	none	22%
Minimum Lot Coverage	-	-
Maximum Height	45 ft	existing
Open Space	none	53%
Maximum Impervious Area	-	-
Pavement Setback	-	-
Floor Area Ratio	-	-
Off Street Parking Spaces	11*	10**
Loading Bays	-	0
Other 1		
Other 2		
Other 3		

multi-family residential / 1,894 sf
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	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):			

ZONING ANALYSIS Relevant Zone(s) B-2b

All Projects:

	Required	Proposed
Lot Size	none	22,733 sf
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Yard Left	none	9 ft (existing)
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Step Back	-	-
Maximum Lot Coverage	none	22%
Minimum Lot Coverage	-	-
Maximum Height	45 ft	existing
Open Space	none	53%
Maximum Impervious Area	-	-
Pavement Setback	-	-
Floor Area Ratio	-	-
Off Street Parking Spaces	11*	10**
Loading Bays	-	0
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
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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):			

**30 MELLEN STREET
NEIGHBORHOOD MEETING
Tuesday, October 15, 2019**

Att. U

[illegible]



Pineland

Cumberland Hall
41 Campus Drive, Suite 101
New Gloucester, ME 04260

Portland

565 Congress Street, Suite 201
Portland, ME 04101

Att. V

October 24, 2019

1913

Mr. Andrew Tufts, Planner
City of Portland
389 Congress Street
Portland, ME 04101

RESPONSE TO COMMENTS 30 MELLEN STREET RENOVATION

Dear Andrew:

Terradyn Consultants, LLC is pleased to provide additional information and responses to comments for the 30 Mellen Street Renovation project proposed by Shalom House Inc. We received written comments in your memo dated October 10, 2019. We have reviewed the comments and prepared the responses below. For clarity, each comment is repeated in italics, followed by our response.

Engineering Comments from Mike Tremblay:

Comment 1: The applicant needs to provide a more thorough explanation regarding exactly how many bedrooms/tenants will be on site. There's a very wide mix of room/unit types and further details are needed for review.

Response: The proposed project includes 2 buildings, the Main House and the Carriage House. The total number of units proposed on the site is 11, and the total number of bedrooms is 29. The units/bedrooms are split into the two buildings as follows:

Main House: 7 units, 18 bedrooms/tenants total

5 x efficiency units

1 x 1-bedroom unit

1 x 12-bedroom unit with shared kitchen & bathing facilities (lodging house)

Carriage House: 4 units, 11 bedrooms total

3 x 3-bedroom units

1 x 2-bedroom units

Comment 2: The applicant will need a waiver for parking drive aisle width (20' proposed, 24' required).

Response: A waiver request table including this waiver has been uploaded to eplan. The applicant intends to utilize the existing paved parking area to provide on-site

parking, which results in the 20' drive aisle width. The applicant requests a waiver to allow a drive aisle width less than the 24' required.

Comment 3: The applicant will need a waiver for driveway width (14 feet existing to remain, 20 feet required for parking areas with >9 spaces).

Response: A waiver request table including this waiver has been uploaded to eplan. The applicant intends to utilize the existing driveway, which is approximately 14' wide. The applicant requests a waiver to allow a driveway width less than the 20' required.

Comment 4: Where is the accessible entrance? There is a ramp and stairs proposed to be removed, but it is not clear whether there is an accessible replacement, either from Mellen Street or from the accessible parking area.

Response: The accessible entrance to the Main House is located on the northern side of the building below the existing wood stairs and near the ADA parking space. A label has been added to the site plan. A new door is proposed to enter into the basement level here providing an accessible entrance to the main building basement and a lift to the 1st floor. This entry can be seen on architectural plan sheet A-4.0 Basement & 1st Floor Plans.

The accessible entrance to the Carriage House is at the existing front door adjacent to the ADA parking space. This entry can be seen on architectural plan sheet A-3.0 Carriage House Floor Plans.

Comment 5: Verify that existing water and sanitary sewer lateral will be sufficient for additional dwelling units. If any utility work is required, it should be summarized in the site plan or in a separate utility plan.

Response: The sanitary sewer lateral was televised by Eco-Clean in August 2019 and found to be sufficient. Attached is the report from Eco-Clean. As part of our submission to the City we included our Wastewater Capacity Application to Brad Roland, Wastewater Resources Division within the 11-Utilities section. We have not received confirmation from the City at this time. The existing sanitary sewer service is proposed to remain.

The existing water service is proposed to remain. We have communicated with the Portland Water District regarding ability to serve the project and at this time there is a question regarding the existing sprinkler system. The applicant is working to resolve the sprinkler system questions and will provide the ability to serve letter from PWD when received.

Fire Comments from Robert Thompson:

Comment 1: Trash storage shall be stored a minimum of 10' from the structure. Trash cannot be stored under a building.

Response: The trash storage has been relocated to a dumpster off the existing parking lot. The dumpster pad will be 10'x11' with a fence enclosure. The applicant intends to have the dumpster picked up by a private trash hauler once or twice a week. There is sufficient room for a truck to turn around on-site. The dumpster is approximately 5' from the property line, which meets the required side yard setback, and is located at least 10' from any structure.

Comment 2: The fire department has no site plan comments.

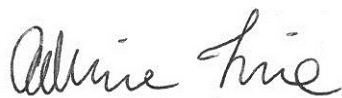
Response: Comment received.

Comment 3: The purpose of the vault between the two buildings should be clearly stated for permit review process.

Response: The concrete vault between the buildings is flush with the ground. It appears to be a utility vault for electrical utilities. Conduit runs from the meter bank on the Carriage House into this vault. The vault and electrical utilities are proposed to remain as they exist today.

We trust that the above responses address the comments and provide the necessary information for project review by the Planning Board. Revised plans and the waiver request table have been uploaded to eplan. Please contact me at (207) 322-1223 or adrienne@terradyconsultants.com if you have any questions or require additional information.

Sincerely,
TERRADYN CONSULTANTS, LLC



Adrienne Fine, P.E.
Project Engineer



EcoClean The Sewer & Drain Specialist
P.O. Box 10255
Portland, ME 04104
Phone # 207-310-8429 Fax # 207-467-3166
E-mail office@ecoclean1.com
Web Site www.ecoclean1.com

Invoice #
21467081519

Date	8/15/2019
Terms	Net 15

Billing Information		Service Address		Due Date	8/30/2019
Shalom House, Inc 106 Gilman St Tom Gorman Center & Residential Campus 106 Gilman St Portland, ME 04102-3034		Shalom House, Inc Megan Christensen 30 Mellen St Portland, ME 04101-2110		P.O. #	
				W.O. #	
				Rep	CPT
				Project	
Customer Contact	Christian KoeBi	Customer Alt. Contact	Christian- Cell	Lat TV - 10970	
Customer Phone	(207) 874-1080	Customer Alt. Phone	(207) 239-8609		
Customer Fax	(207) 874-1077	Add. Contact			
Customer E-mail	ckoebi@shalomhouseinc.org	Add. Phone			

Description	Qty	Rate	Amount
Customer scheduled televising of lines in 30 and 32 Mellen street in preparation for rehab. Building names are Serenity House and Carriage House respectively.	1	0.00	0.00
Lateral Color Camera for 1-1/2" - 6"+ Lines: 2 Hour Minimum, includes locating and thumb drive of videos.	1	250.00	250.00
** Carriage House: - Televised from 4" PVC main clean out 145'5" to city main. - Line is 4" PVC to 3'10" then switches to SDR 35 - Line is SDR 35 to 113'8" then switches to 6" VC at brick sidewalk in front of driveway. - Line is 6" VC to 129'5" then switches back to SDR 35 - Line Continues as SDR 35 to city main. Top of drop to city main is at 139'11". - Minor offsets a couple of VC joints - No defects noted in pipe ** Serenity House - Televised through 3" PVC stack in old restroom / utility room at back of basement 52'7" to building trap. - Line is 3" PVC to 1'6" then switches to 3" CI - Line is 3" CI to 5'8" switches to 3" PVC just inside new restroom - Line is 3" PVC to 6'5" then switches to 4" PVC - Line is 4" PVC to 7'1" then switches to 4" CI under wall chase with light switches in new bathroom. - Line continues as 4" CI through basement to building trap. - Heavy scale and sediment in line from 1'6" to 3" PVC section in new restroom. - No defects and only light scale in rest of line. - Attempted to televise through building trap but unable to make turn at discharge of trap. Can see down line and appears to be 4" CI in good condition Left thumb drive: Paul Lateral Color Camera per hour after Initial 2 Hour Minimum, includes locating and thumb drive of videos. - Additional hour of televising over initial 2hr minimum Recommend removing building trap during rehab to decrease issues with sewer line in future.			
	1	200.00	200.00
	1	0.00	0.00

Thank you for your business.	Payments/Credits	\$0.00
All jobs are COD at time of service unless stated otherwise. All costs of collection, including but not limited to lien costs, collection commissions, and attorney fees, shall be the responsibility of the customer and shall be paid by the customer in addition to the outstanding balance and interest owed. All late payments will incur a fee of 1.7% per month (20.4% per year). Also, a fee of \$25.00 will be added to any returned checks.	Balance Due	\$450.00

EcoClean, LLC- P.O. Box 10255 - Portland, Maine 04104 - Fax: (207) 467-3166 - Email: office@ecoclean1.com

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 Standard 1.7 - Driveway Design	Multi-family residential with 10 parking spaces or more, minimum driveway width (two-way): 20 feet	To allow the existing 14' wide driveway to remain, as shown on Site Plan C-1.0.	The applicant intends to use the existing driveway to access the site.
Technical Manual Standard 1.14 - Parking Lot and Parking Space Design	Required 24' parking aisle width.	To allows the parking aisle width within the surface parking to be narrower than the required 24' width, as show on Site Plan C-1.0.	The applicant intends to use existing parking areas to provide on-site parking, which results in a narrower drive aisle.

RENOVATIONS

30 MELLEN STREET

PORTLAND, MAINE



OWNER
SHALOM HOUSE, INC
106 GILMAN STREET
PORTLAND, MAINE 04102

BUILDER
HARDY POND CONSTRUCTION
7 TEE DRIVE
PORTLAND, MAINE 04103

ARCHITECT
SHIELDS ARCHITECTURE
CUMBERLAND, MAINE 04021

INTERIOR DESIGNER
M DESIGNS
PORTLAND, ME
207 233 5517

DRAWINGS

COVER SHEET - CODE ANALYSIS, SITE PLAN

A-1 CARRIAGE HOUSE - DEMOLITION PLANS

A-2 MAIN HOUSE - DEMOLITION PLANS

A-3 CARRIAGE HOUSE - FLOOR & ROOF PLANS

A-4 MAIN HOUSE - BASEMENT & FIRST FLOOR PLANS

A-5 MAIN HOUSE - SECOND & THIRD FLOOR PLANS

A-6 CARRIAGE HOUSE - EXTERIOR ELEVATIONS

A-7 MAIN HOUSE - SOUTH EXTERIOR ELEVATION

A-8 MAIN HOUSE - NORTH EXTERIOR ELEVATION

A-9 MAIN HOUSE - EAST EXTERIOR ELEVATION

A-10 MAIN HOUSE - WEST EXTERIOR ELEVATION

A-11 DOOR SCHEDULES.

A-11a FINISH SCHEDULES

A-12 LIFE SAFETY PLANS, WALL & FLOOR TYPES.

PROJECT DESCRIPTION

RENOVATION OF TWO EXISTING BUILDINGS, A CARRIAGE HOUSE AND A MAIN HOUSE.

THE CARRIAGE HOUSE IS AN EXISTING BRICK (4) UNIT APARTMENT BUILDING AND WILL REMAIN A (4) UNIT APARTMENT BUILDING. IT IS, AND WILL REMAIN, SPRINKLED. THE WORK IN THE CARRIAGE HOUSE IS LIMITED TO UPDATING FINISHES, KITCHEN CABINETS AND KITCHEN & BATHROOM FIXTURES. NO RECONFIGURATION OF THE FLOOR PLANS IS PROPOSED. EXTERIOR MAINTENANCE HAS BEEN DEFERRED - MINOR EXTERIOR MAINTENANCE ITEMS ARE INCLUDED IN THE WORK.

THE MAIN HOUSE IS AN EXISTING MULTI-USE APARTMENT BUILDING AND WILL REMAIN A MULTI-USE APARTMENT BUILDING. IT IS, AND WILL REMAIN, SPRINKLED. THE WORK INCLUDES RECONFIGURATION OF THE FLOOR PLANS, INSTALLATION OF A WHEELCHAIR LIFT SERVING THE BASEMENT & FIRST FLOOR, CONSTRUCTION OF A CONTINUOUS (1) HOUR FIRE RATED STAIR SERVING THE BASEMENT, FIRST, SECOND AND THIRD FLOORS. EXTERIOR WORK INCLUDES ADDRESSING DEFERRED MAINTENANCE ITEMS AND THE INSTALLATION OF (1) NEW WINDOW IN AN EXISTING WINDOW OPENING.

SQUARE FOOTAGES	
LOT	22,394 SF per Tax Map E8NE
CARRIAGE HOUSE	
BASEMENT	1,762 SF
FIRST FLOOR	1,762 SF
SECOND FLOOR	1,762 SF
	5,286 SF
MAIN HOUSE	
BASEMENT	2,710 SF
FIRST FLOOR	3,058 SF
SECOND FLOOR	3,058 SF
THIRD FLOOR	2,816 SF
	11,642 SF

City of Portland Zoning
CBL - 047 A02600
Zones - 1. Community Business Zone - B2b.
2. Residential Zone - R6.

CODE ANALYSIS - MUBEC
EFFECTIVE DECEMBER 1, 2010, THE STATE OF MAINE ADOPTED THE STATEWIDE MAINE UNIFORM BUILDING AND ENERGY CODE (MUBEC) WHICH CONSISTS OF FOUR INTERNATIONAL CODE COUNCIL (ICC) CODES AND FOUR STANDARDS.

A. MAINE UNIFORM BUILDING AND ENERGY CODE "MUBEC" CONSISTS OF THE FOLLOWING CODES:
2015 INTERNATIONAL RESIDENTIAL CODE (IRC)
2015 INTERNATIONAL BUILDING CODE (IBC)
2015 INTERNATIONAL EXISTING BUILDING CODE (IEBC)
2009 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)

THE FOLLOWING STANDARDS ARE ALSO ADOPTED AS PART OF THE MUBEC:

B. THE AMERICAN SOCIETY OF HEATING, REFRIGERATING AND AIR-CONDITIONING ENGINEERS (ASHRAE) STANDARDS:
62.1 - 2007 (VENTILATION FOR ACCEPTABLE INDOOR AIR QUALITY)
62.2 - 2007 (VENTILATION AND ACCEPTABLE INDOOR AIR QUALITY IN LOW-RISE RESIDENTIAL BUILDINGS)
90.1 - 2007 (ENERGY STANDARD FOR BUILDINGS EXCEPT LOW-RISE RESIDENTIAL BUILDINGS) EDITIONS WITHOUT ADDENDA.

C. E-1465-2006, STANDARD PRACTICE FOR RADON CONTROL OPTIONS FOR THE DESIGN AND CONSTRUCTION OF NEW LOW-RISE RESIDENTIAL BUILDINGS.

CODE ANALYSIS - 2015 IEBC, 2015 IBC

CHAPTER 3 OCCUPANCY
CARRIAGE HOUSE - SECTION 310, RESIDENTIAL R-2.
MAIN HOUSE - SECTION 310, RESIDENTIAL R-2

CHAPTER 6 TYPE OF CONSTRUCTION
CARRIAGE HOUSE - SECTION 602 - TYPE III.
MAIN HOUSE - SECTION 602 - TYPE III
CHAPTER 9 FIRE PROTECTION SYSTEMS
CARRIAGE HOUSE - NFPA 13R SYSTEM PER SECTION 903.3.1.2.
MAIN HOUSE - NFPA 13R SYSTEM PER SECTION 903.3.1.2.

NOTE: CARRIAGE & MAIN HOUSE:
OCCUPANT NOTIFICATION APPLIANCES WILL ACTIVATE THROUGHOUT THE NOTIFICATION AREA UPON SPRINKLER WATER FLOW.

CARRIAGE & MAIN HOUSE: SMOKE ALARMS REQUIRED PER 907.2.11.2.

CHAPTER 10 MEANS OF EGRESS

OCCUPANT LOAD: CARRIAGE HOUSE - 200 SF PER PERSON PER T1004.1.2.
FIRST FLOOR: 1,762 SF / 200 SF= 9 OCCUPANTS
SECOND FLOOR: 1,766 SF / 200 SF= 9 OCCUPANTS
18 OCCUPANTS

OCCUPANT LOAD: MAIN HOUSE - 200 SF PER PERSON PER T1004.1.2.
BASEMENT: 2,710 SF / 200 SF = 14 OCCUPANTS
FIRST FLOOR: 3,058 SF / 200 SF= 16 OCCUPANTS
SECOND FLOOR: 3,058 SF / 200 SF= 16 OCCUPANTS
THIRD FLOOR: 2,816 SF / 200 SF = 15 OCCUPANTS
61 OCCUPANTS

VERTICAL OPENINGS:
MAIN HOUSE - PER IEBC 803.2.1 - (1) HOUR RATED INTERIOR STAIRWELL.

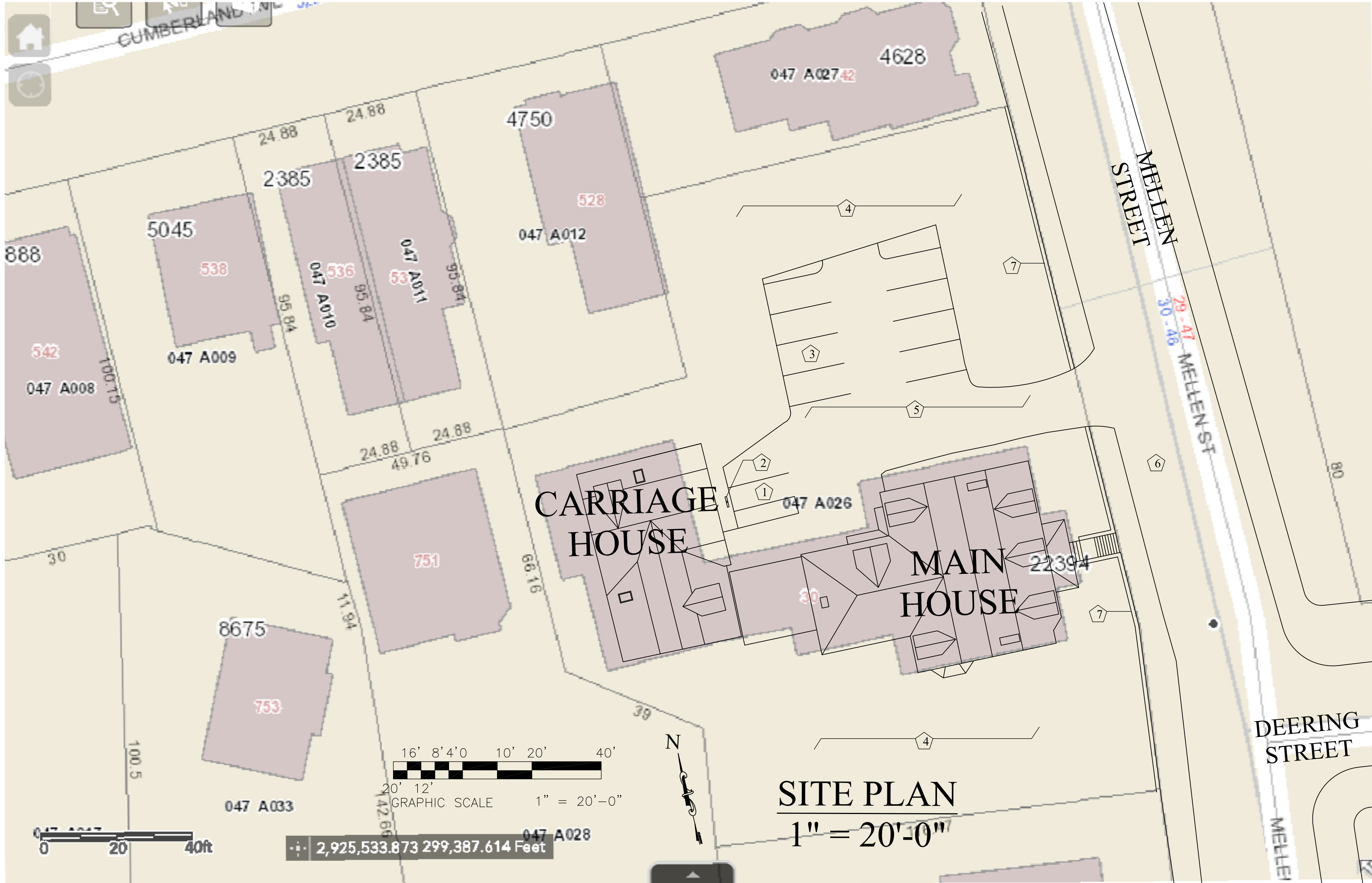
EMERGENCY LIGHTING - CARRIAGE & MAIN HOUSE PER SECTION 1001008.3.

CARBON MONOXIDE DETECTORS

1. REQUIRED PER STATE OF MAINE PUBLIC LAW CHAPTER 551.

ACCESSIBILITY

FEDERAL & MAINE HUMAN RIGHTS ACTS
1. GROUND FLOOR UNITS ARE REQUIRED TO BE ACCESSIBLE.
2. ACCESSIBLE UNITS TO MEET THE REQUIREMENTS OF "TYPE B" UNITS OF ANSI A117.1
3. LIGHT SWITCHES, ELECTRICAL DEVICES, ETC. SHALL BE LOCATED IN ACCESSIBLE LOCATIONS IN THE ACCESSIBLE UNITS.



LEGEND

PROPERTY LINE

KEYED NOTES

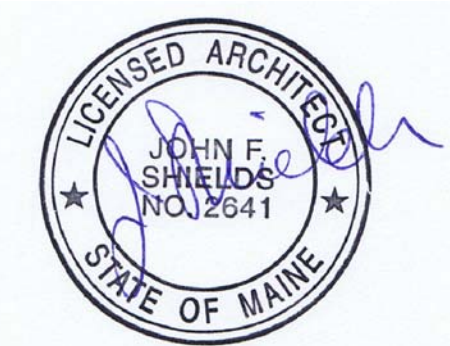
- 1 VAN ACCESSIBLE HC PARKING SPACE. (7' X 18' PARKING SPACE & 5' X 18" AISLE).
- 2 HC PARKING SIGN.
- 3 9' X 18' PARKING SPACE (TYP.).
- 4 EXISTING LAWN.

5 EXISTING PAVED DRIVE.

6 EXISTING BRICK SIDEWALK W/GRANITE CURB

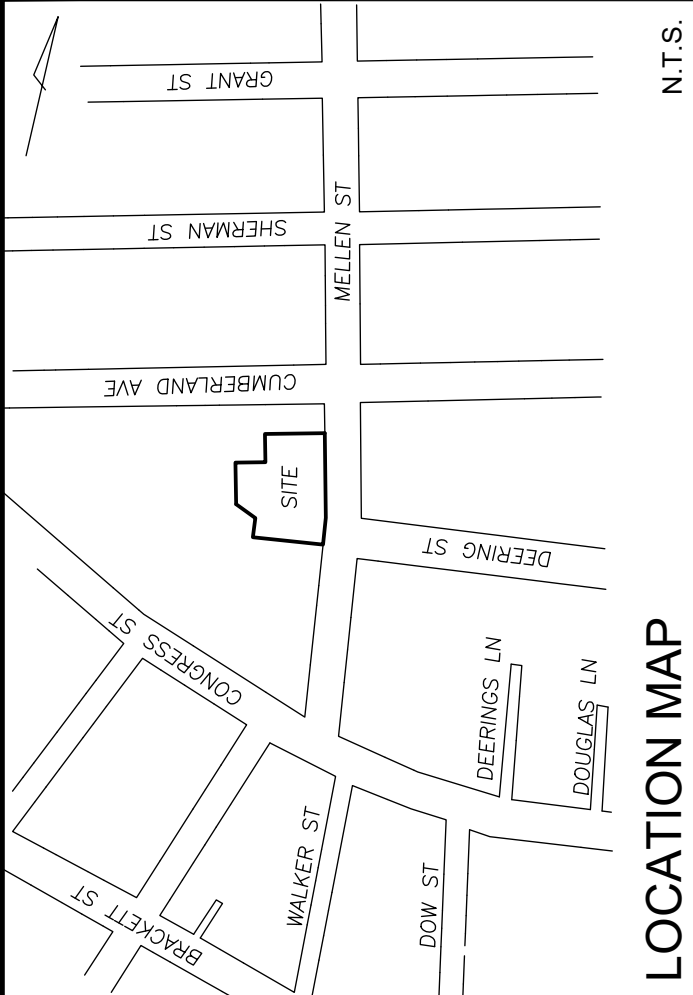
7 EXSITING STONE WALL.

3/21/19
ISSUED FOR PERMIT



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 SUCH UTILITIES IN THE AREA, EITHER SERVICE OR ABANDONED. THE SURVEYOR HAS NOT BEEN REQUIRED TO VERIFY THE LOCATION OF THE 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 THE VARIATIONS IN THE DEPTHS OF UTILITIES AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.



LOCATION MAP

LEGEND

- IRON PIPE OR ROD FOUND
- MONUMENT FOUND
- GAS VALVE
- UTILITY POLE
- MANHOLE
- ELECTRIC/GAS METER
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- LIGHT POLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- FENCE
- CURB
- OVERHEAD WIRES
- UNDERGROUND POWER
- WATER LINE
- GAS LINE
- TELEPHONE
- STORM DRAIN
- SAWARY SEWER
- 1" CONTOUR
- IRON PIPE OR ROD FOUND
- N/F
- 000/000
- DEED BOOK / PAGE
- CONC.

PLAN REFERENCES

1. PLAN OF DIVISION BETWEEN DEERING AND PREBLE ESTATES, KNOWN AS THE PLAN OF DEERING PASTURE, RECORDED IN PLAN BOOK 3, PAGE 37.
2. PLAN OF BLOCK M SHOWN ON PLAN BOOK 3, PAGE 37 (PLAN REFERENCE 1 HEREON) SURVEYED BY E.C. JORDAN, NOV. 1875. THIS MAP SHOWS THE PLACEMENT OF THE PASTURE FENCE, SHOWING VARIOUS MEASUREMENTS AND SOME LOT PROPORTIONS, RECORDED IN PLAN BOOK 4, PAGE 41.
3. "ALTA/ANSP'S LAND TITLE SURVEY, DEERING PLACE, FMA PROJECT NO. 022-35024, 510 CUMBERLAND AVENUE & 81 DEERING STREET, CITY OF PORTLAND, MAINE, FOR THE PORTLAND FIRE DEPARTMENT, DATED NOVEMBER 14, 2018 AND REVISED THROUGH APRIL 22, 2019. OHI JOB # 2016-288P.
4. "ALTA/ACSM LAND TITLE SURVEY, 749 CONGRESS STREET, PORTLAND, MAINE PREPARED FOR MARTIN B. DASSA," BY NORTHEAST CIVIL SOLUTIONS, DATED SEPTEMBER 13, 2006 AND REVISED THROUGH OCTOBER 12, 2007. NCS PROJECT# 29320.
5. "BOUNDARY SURVEY AT #42 MELLEN STREET, PORTLAND MADE FOR PATRICK BABCOCK," BY OWEN HASKELL, INC., DATED MARCH 20, 2007. OHI JOB# 2007-047P.
6. "STANDARD BOUNDARY SURVEY, PLAN OF PROPERTY MADE FOR SCI MAINE FURNACE SERVICES, INC., BY PETER HUBBARD ASSOCIATES, INC., DATED FEBRUARY 5, 1987 AND REVISED THROUGH AUGUST 17, 2001.
7. "BOUNDARY SURVEY AT 759 CONGRESS STREET, PORTLAND, MAINE MADE FOR RANDOM ORBIT, INC.," BY OWEN HASKELL, INC., DATED JUNE 11, 2010 AND REVISED THROUGH 6/14/19. OHI JOB # 2010-053P.
8. CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS BLUE SHEETS FOR MELLEN STREET AND CUMBERLAND AVENUE.
9. CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS WORKING DRAWING OF THE BLOCK OF MELLEN, STATE, CUMBERLAND, AND DEERING AS WELL AS SURROUNDING BLOCKS.

GENERAL NOTES

1. OWNER OF RECORD: SHALON HOUSE
749 MAP #27 BLOCK A LOT 26
C.C.R.O. BOOK 35240 PAGE 17
2. BEARINGS ARE BASED ON STATE PLANE COORDINATE SYSTEM, MAINE WEST ZONE, NAD 83 AND IS BASED ON MONUMENTS SHOWN ON PLAN REFERENCE 3.
3. ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM.
4. THE DEED OF LOT 47-A-12, NOW OR FORMERLY LALA, LLC, CALLS FOR BEING LOC'D IN BLOCK M ON PLAN REFERENCE 1, AND BEING 95 FEET DEEP, MORE OR LESS. BLOCK M WAS SURVEYED IN 1875 BY E.C. JORDAN (PLAN REFERENCE 2) AND IT WAS FOUND THAT THE DISTANCE BETWEEN CUMBERLAND AVENUE AND THE ANGLE IN MELLEN STREET WAS SHORT BY 11.5 FEET. E.C. JORDAN PROBATED THE LOTS TO ACCOUNT FOR THIS DISTANCE. E.C. JORDAN REVEALED THE DISTANCE BETWEEN THE LOTS IS PERPENDICULAR TO MELLEN STREET AT A POINT 94.24 FEET ALONG MELLEN. FROM THE INTERSECTION OF MELLEN AND CUMBERLAND STREETS. THIS LINE, BEING THE RECORD DEED/PLAN LINE, IS SHOWN HEREON. RIGHTS OF OTHERS MAY EXIST IN THE AREA BETWEEN THE RECORD LINE AND THE CHAIN LINK FENCE NEARER TO 2-STORY BUILDING ON THE LOCUS PARCEL.

Boundary & Topographic Survey

At
30 Mellen Street, Portland, Maine
Made for

Terradyn Consultants

565 Congress St, #201, Portland, Maine

OWEN HASKELL, INC.

PROFESSIONAL LAND SURVEYORS

390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL: 207-774-0424

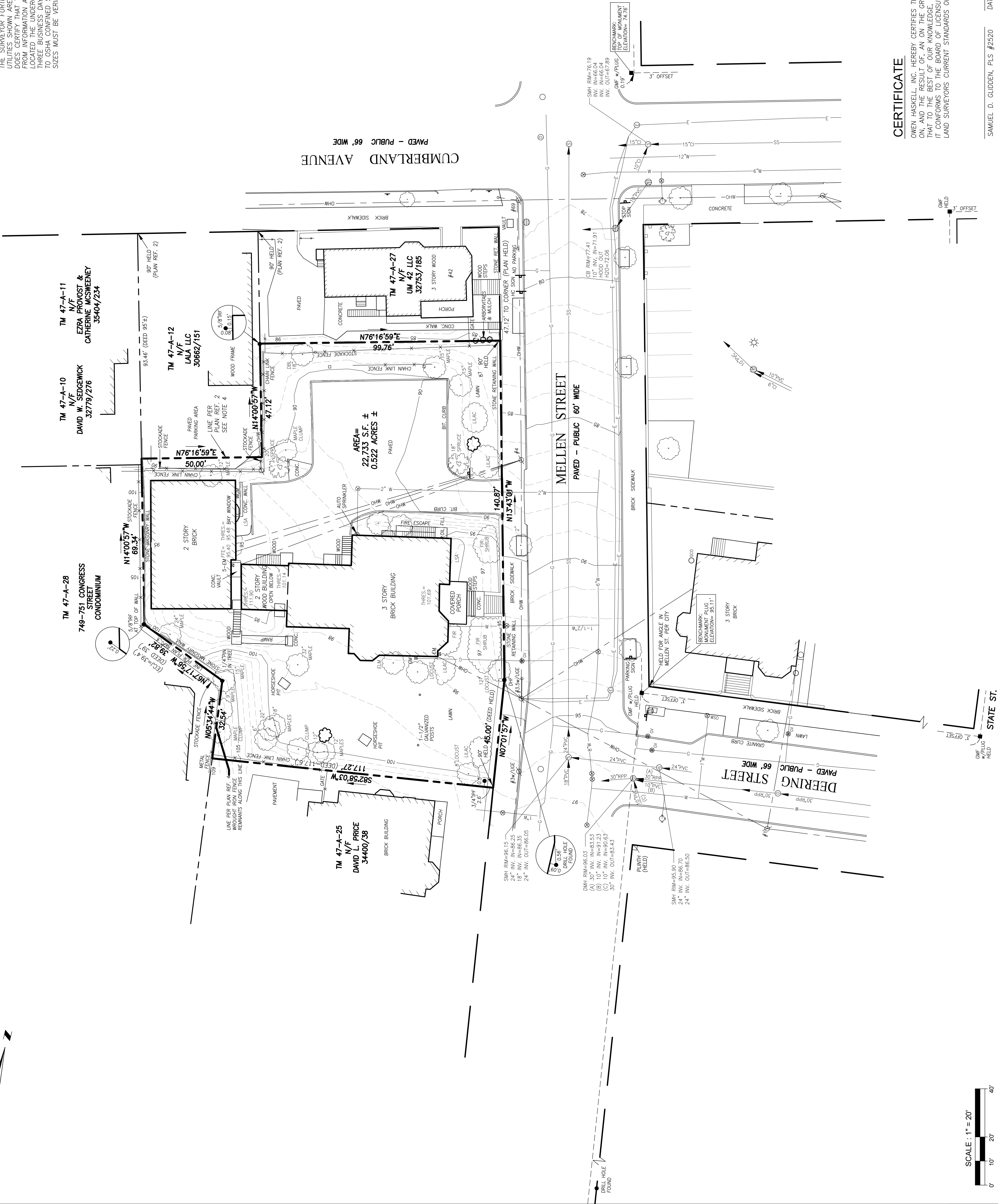
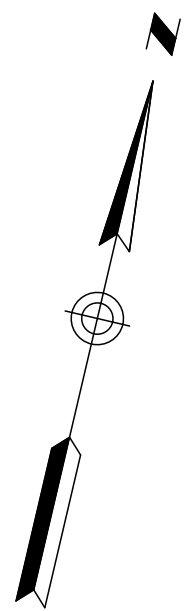
DRAWN BY: SDG /JLW DATE: JULY 12, 2019 JOB NO. 2019-119 P

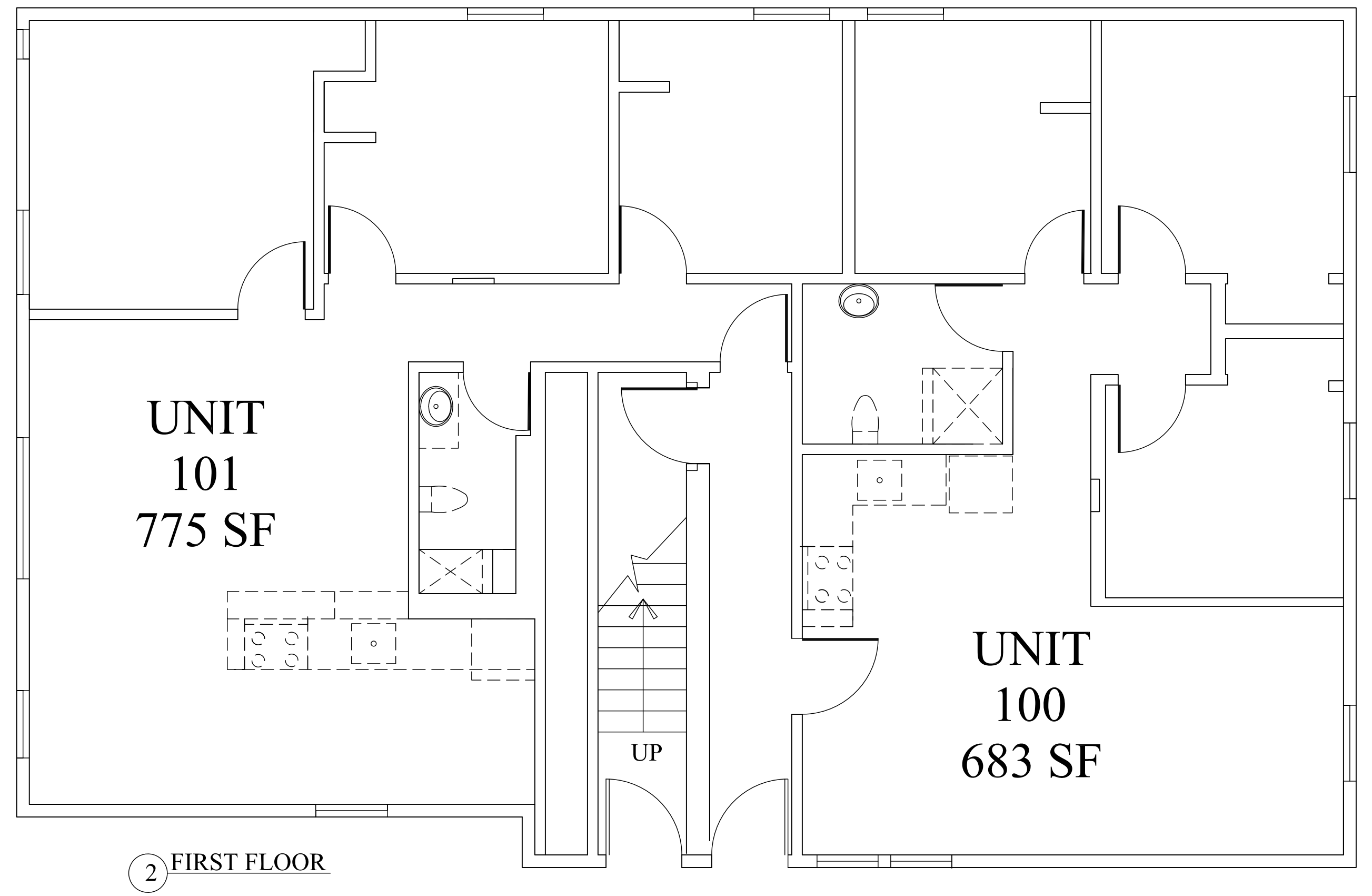
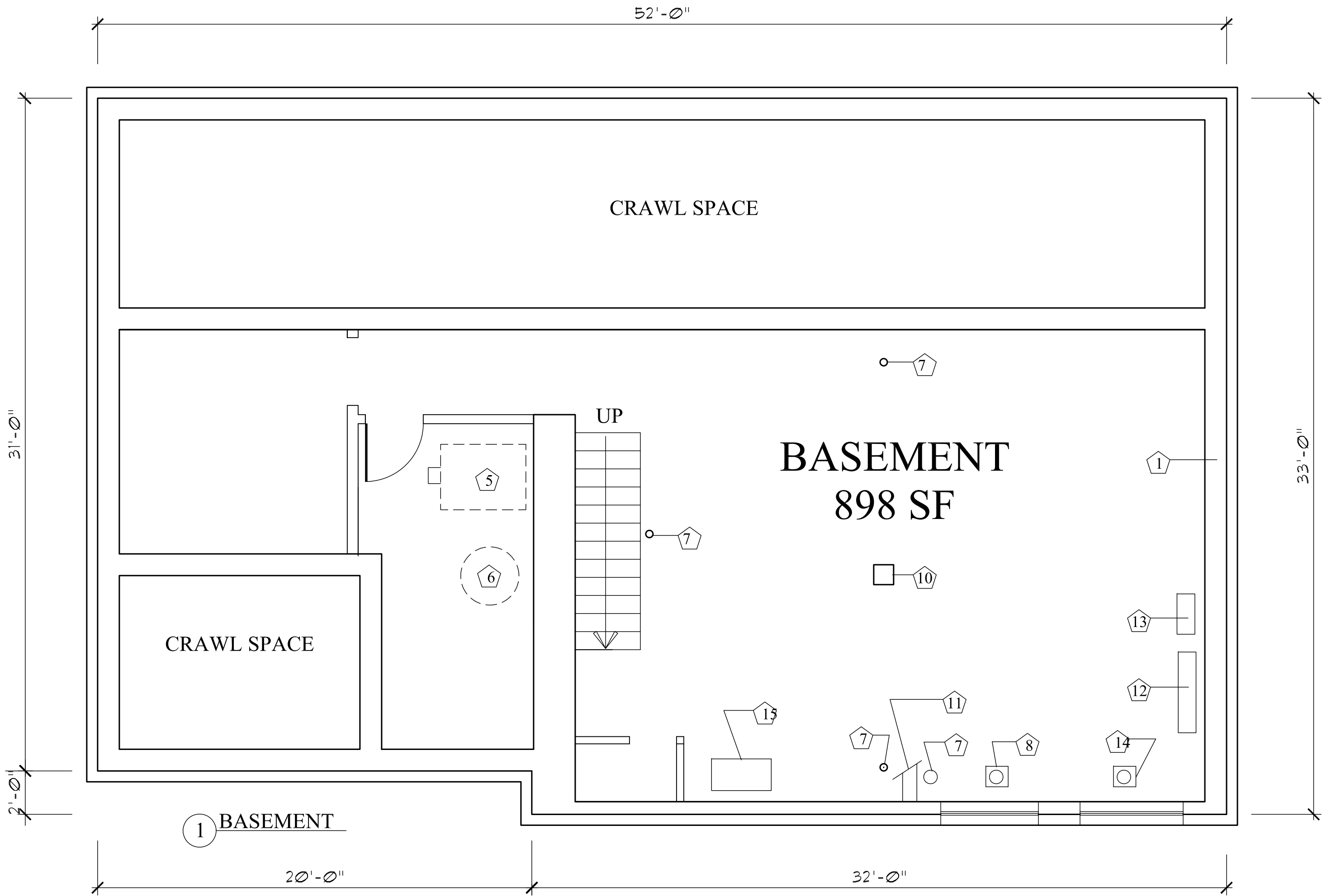
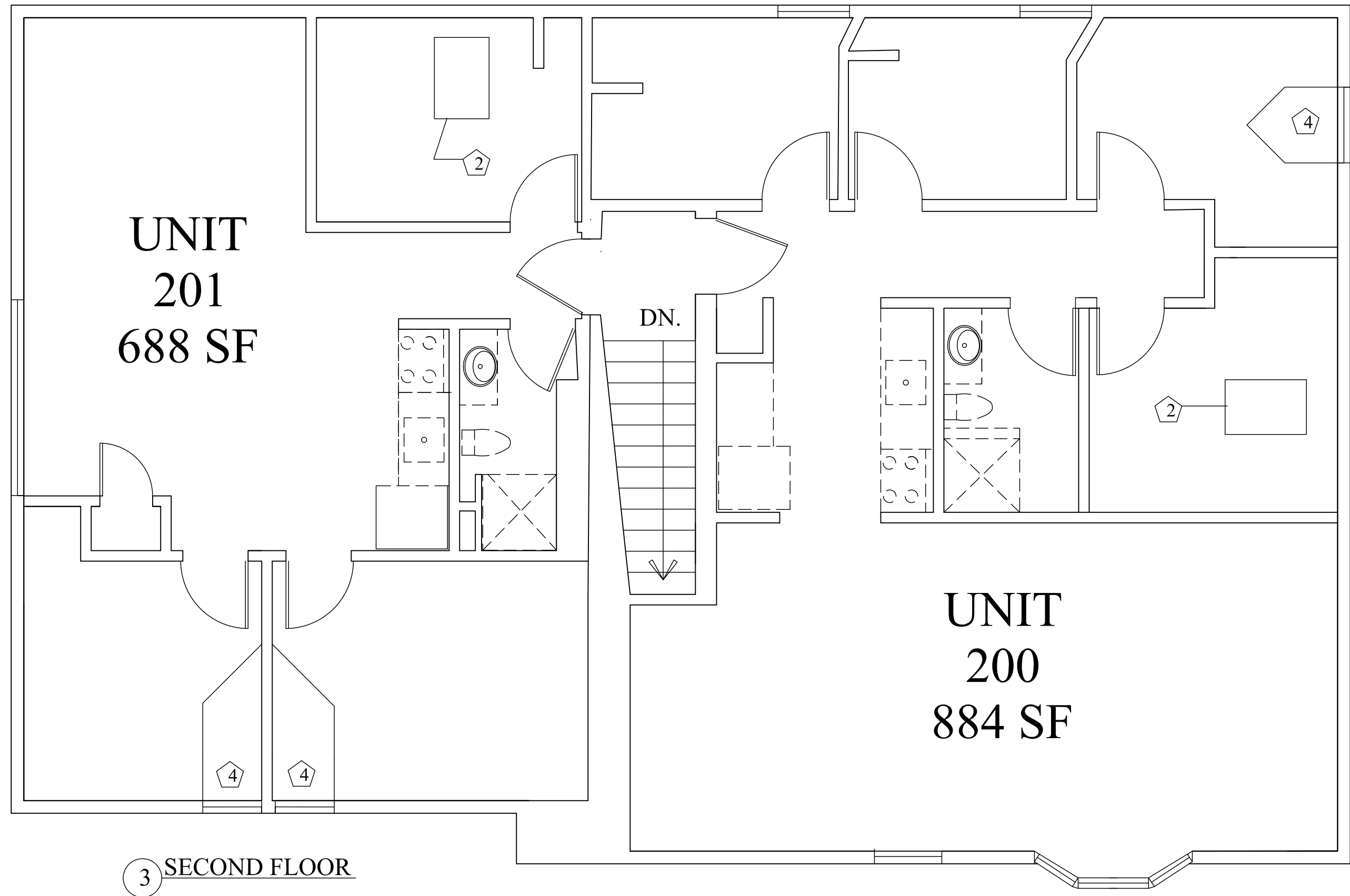
CHECKED BY: SDG SCALE: 1"=20' DRWG. NO. 1

CERTIFICATE

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

SAMUEL D. GLIDDEN, PLS #2520 DATE





LEGEND

EXISTING WALL

WALL OR ITEM TO BE REMOVED

GENERAL DEMOLITION NOTES

- FLOORING - REMOVE EXISTING CARPET/PAD/ACCESSORIES.
- BASEBOARD HEAT - REMOVE EXISTING BASEBOARD HEAT REGISTERS.
- KITCHEN & BATH APPLIANCES, FIXTURES, COUNTERS, ACCESSORIES - REMOVE.
- LIGHTING FIXTURES - REMOVE LIGHTING FIXTURES ON FIRST & SECOND FLOORS.

KEYED NOTES

- | | |
|---|-----------------------------|
| 1 FOUNDATION WALL - BRICK ABOVE RUBBLE. | 8 DOMESTIC WATER ENTRY. |
| 2 SKY LIGHT | 9 STEEL POST. |
| 3 NOT USED. | 10 BRICK PIER. |
| 4 DORMER | 11 SEWER OUTGO. |
| 5 BOILER - REMOVE. | 12 ELECTRICAL SERVICE ENTRY |
| 6 HOT WATER HEATER - REMOVE. | 13 FIRE ALARM PANEL. |
| 7 GAS ENTRY | 14 SPRINKLER ENTRY. |
| | 15 RADON EVACUATION SUMP. |



SHALOM HOUSE, INC.
106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Architect

Date: 3/21/19

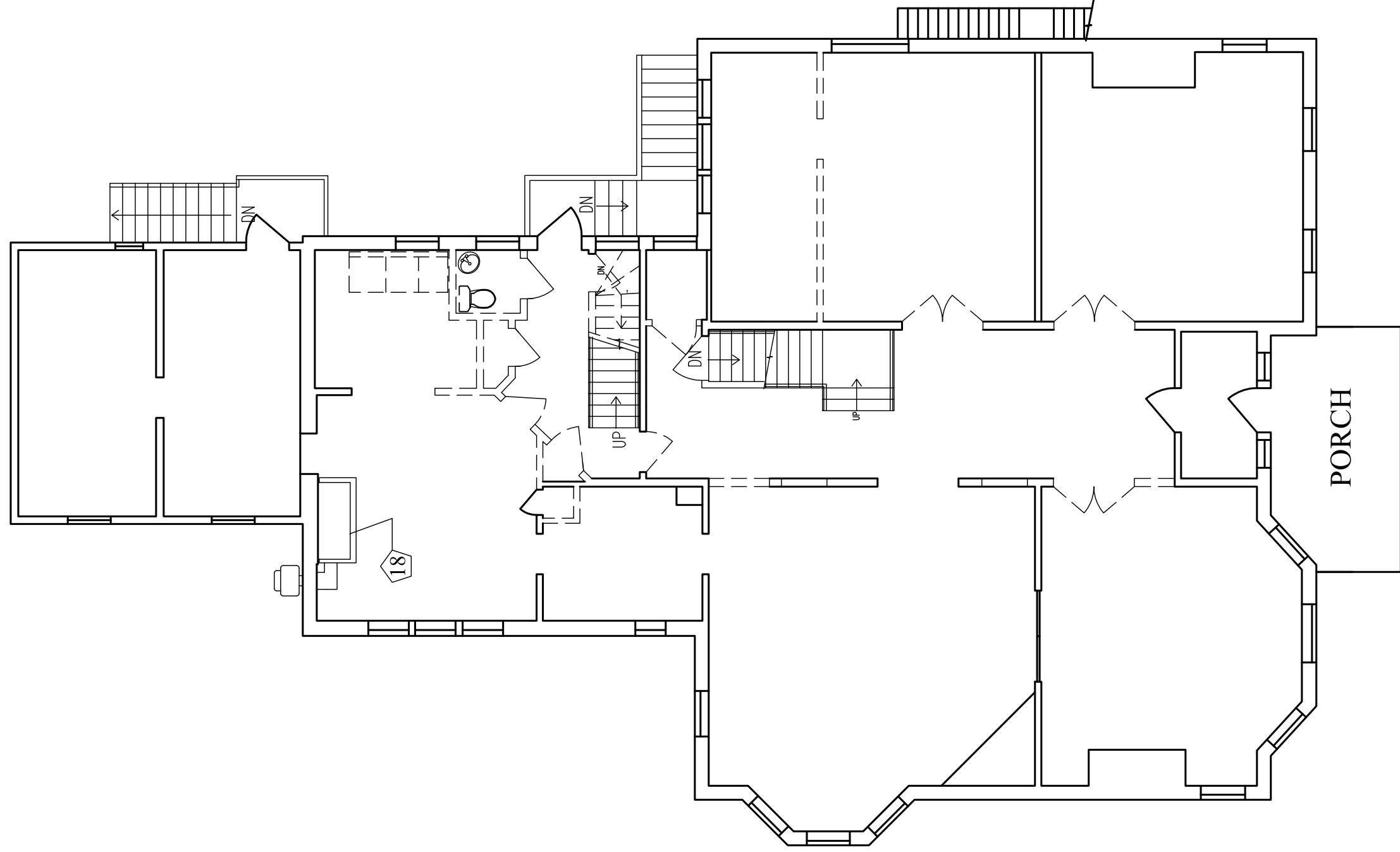
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Project:
30 MELLEN STREET
PORTLAND, MAINE

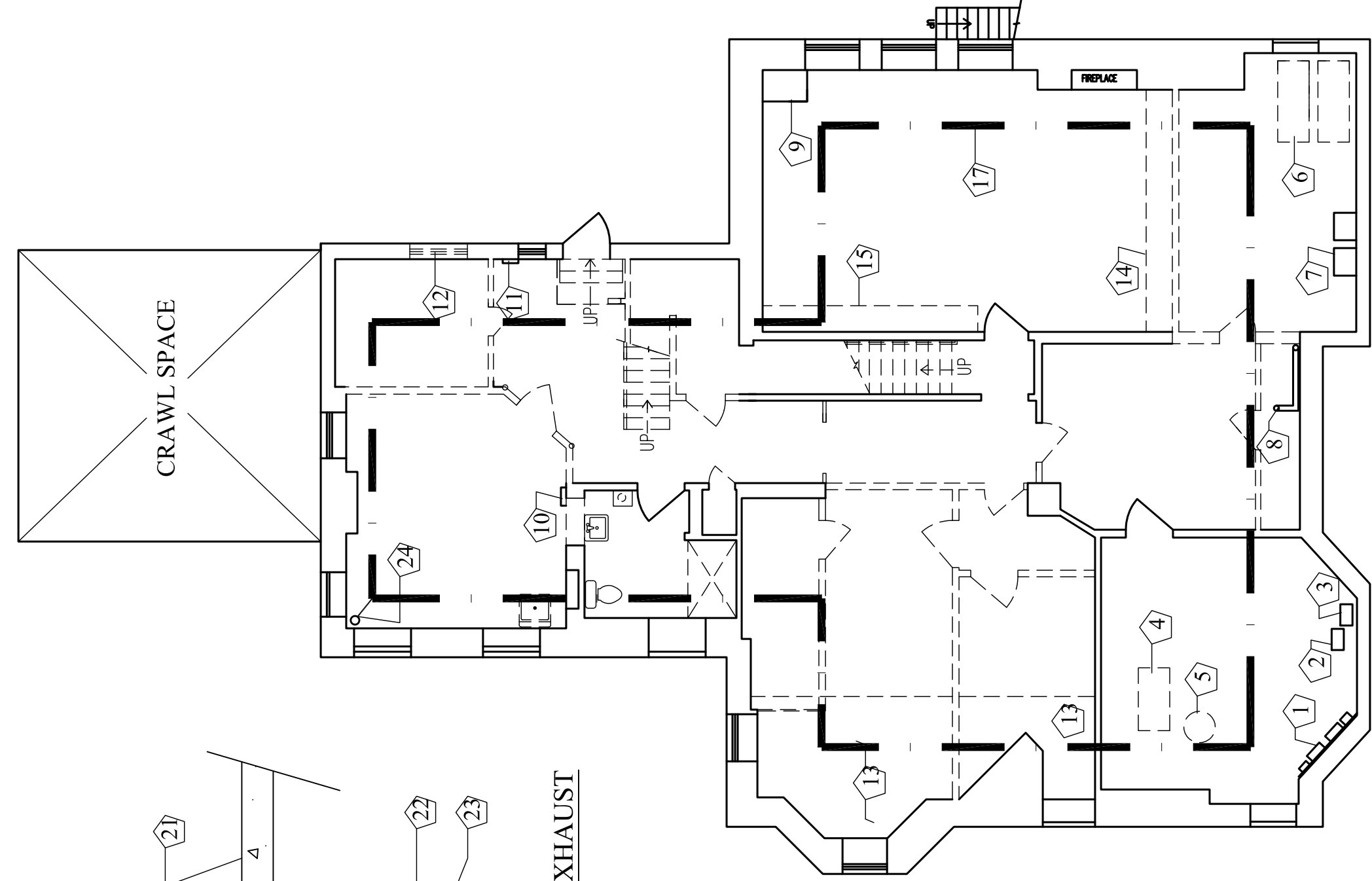
CARRIAGE HOUSE
DEMOLITION PLANS

Drawing

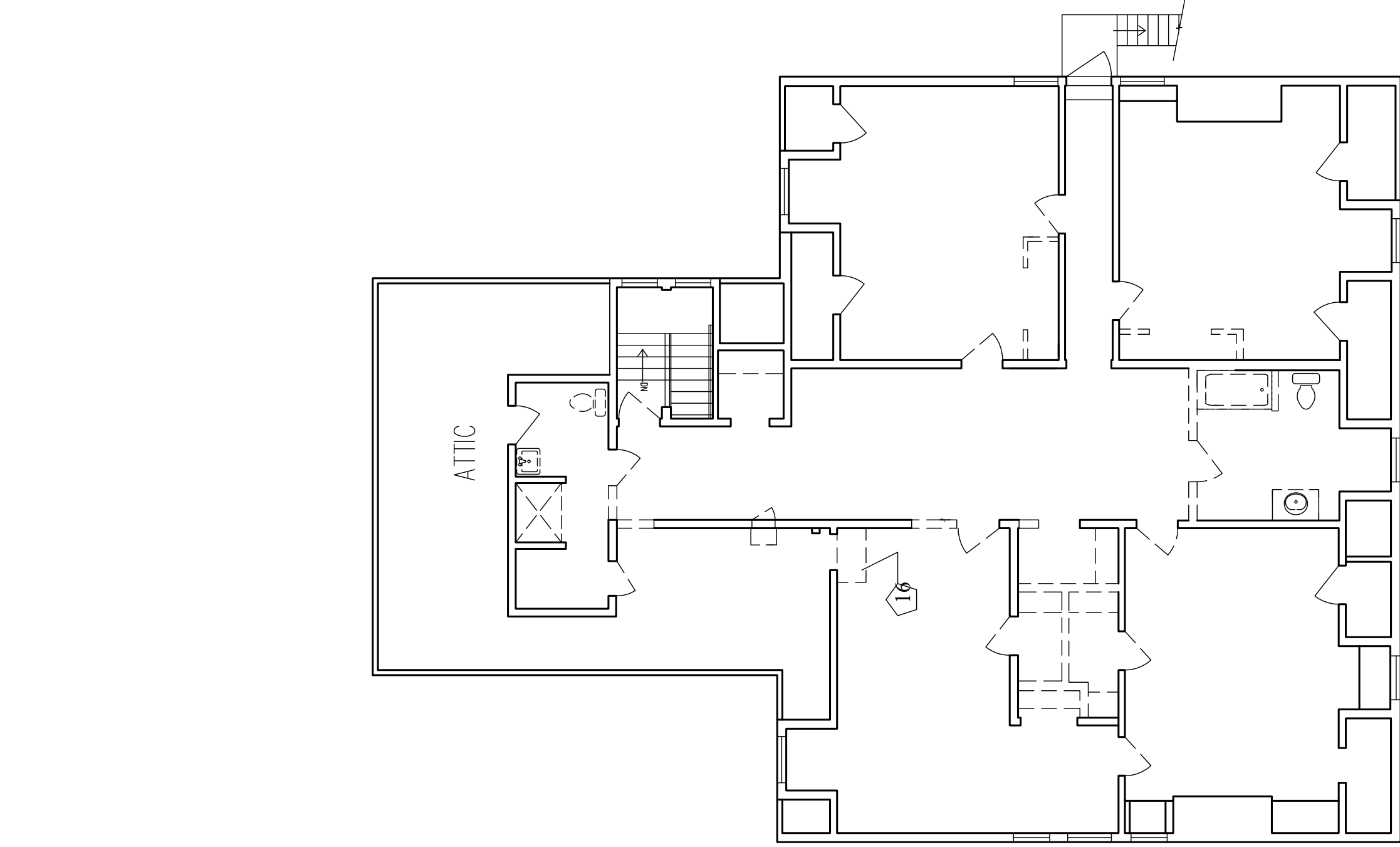
A1



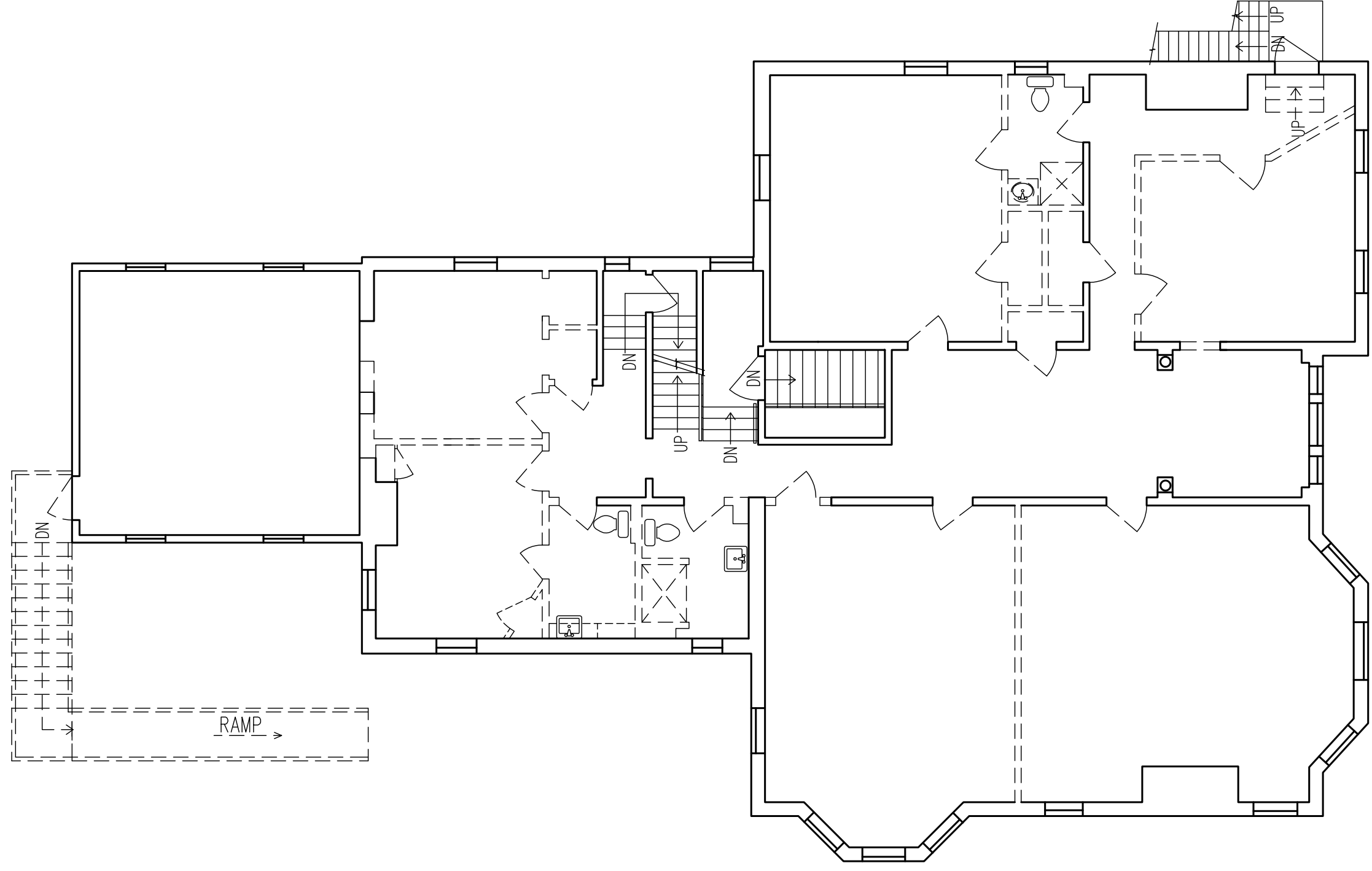
② 1ST FLOOR DEMO PLAN
1/8" = 1'-0"



① BASEMENT DEMO PLAN
1/8" = 1'-0"



④ 3RD FLOOR DEMO PLAN
1/8" = 1'-0"



③ 2ND FLOOR DEMO PLAN
1/8" = 1'-0"

WALL OR ITEM TO BE REMOVED - - - - -

BASEMENT - COMBINATION DRAIN LINE / RADON EXHAUST - SEE DETAIL A. - - - - -

KEYED NOTES

① ELECTRICAL PANELS - TO REMAIN.

② WATER ENTRANCE - TO REMAIN.

③ GAS ENTRANCE - TO REMAIN.

④ BOILER - REMOVE.

⑤ WATER HEATER - REMOVE.

⑥ (2) OIL TANKS - REMOVE.

⑦ GAS WATER HEATERS - TO REMAIN.

⑧ WASTE LINE - TO REMAIN.

⑨ SPRINKLER ENTRANCE - TO REMAIN.

⑩ ELEC. PANEL - TO REMAIN.

⑪ ELEC. PANEL - TO REMAIN.

⑫ REMOVE WINDOW AND DEMO WINDOW OPENING FOR NEW WINDOW - SEE AS A-8 NORTH EXTERIOR ELEVATION FOR ADD'L INFO.

⑬ PLATFORM, 7 1/2" ABOVE BASEMENT FLOOR - REMOVE.

⑭ BENCH - REMOVE.

⑮ CABINET - REMOVE.

⑯ REMOVE SLOPED CEILING - PREP FOR NEW FLAT CEILING.

⑰ BROKEN LINE INDICATES LOCATION OF SLAB SAWCUT FOR COMBO DRAIN / RADON LINE. SEE DETAIL A.
⑱ RANGE / HOOD / VENT - TO REMAIN.

⑲ REPORE CONC. SLAB, INSTALL 15 MIL POLY W/TAPED JOINTS.

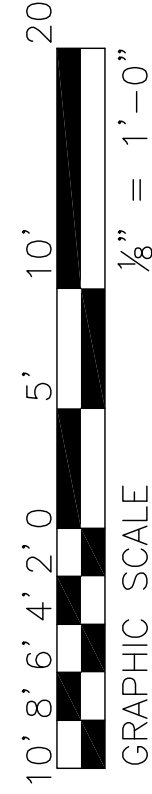
⑳ SAUCUT EXISTING CONC. SLAB.

㉑ EXISTING CONC. SLAB.

㉒ 3" STONE.

㉓ 6" PERFORATED DRAIN PIPE - SEE DETAIL A.

㉔ RADON EXHAUST PIPE UP W/IN LINE EXHAUST FAN.



Drawing

DEMOLITION PLANS
MAIN HOUSE

Date: 3/21/19
Project: 30 MELLEN STREET
PORTLAND, MAINE

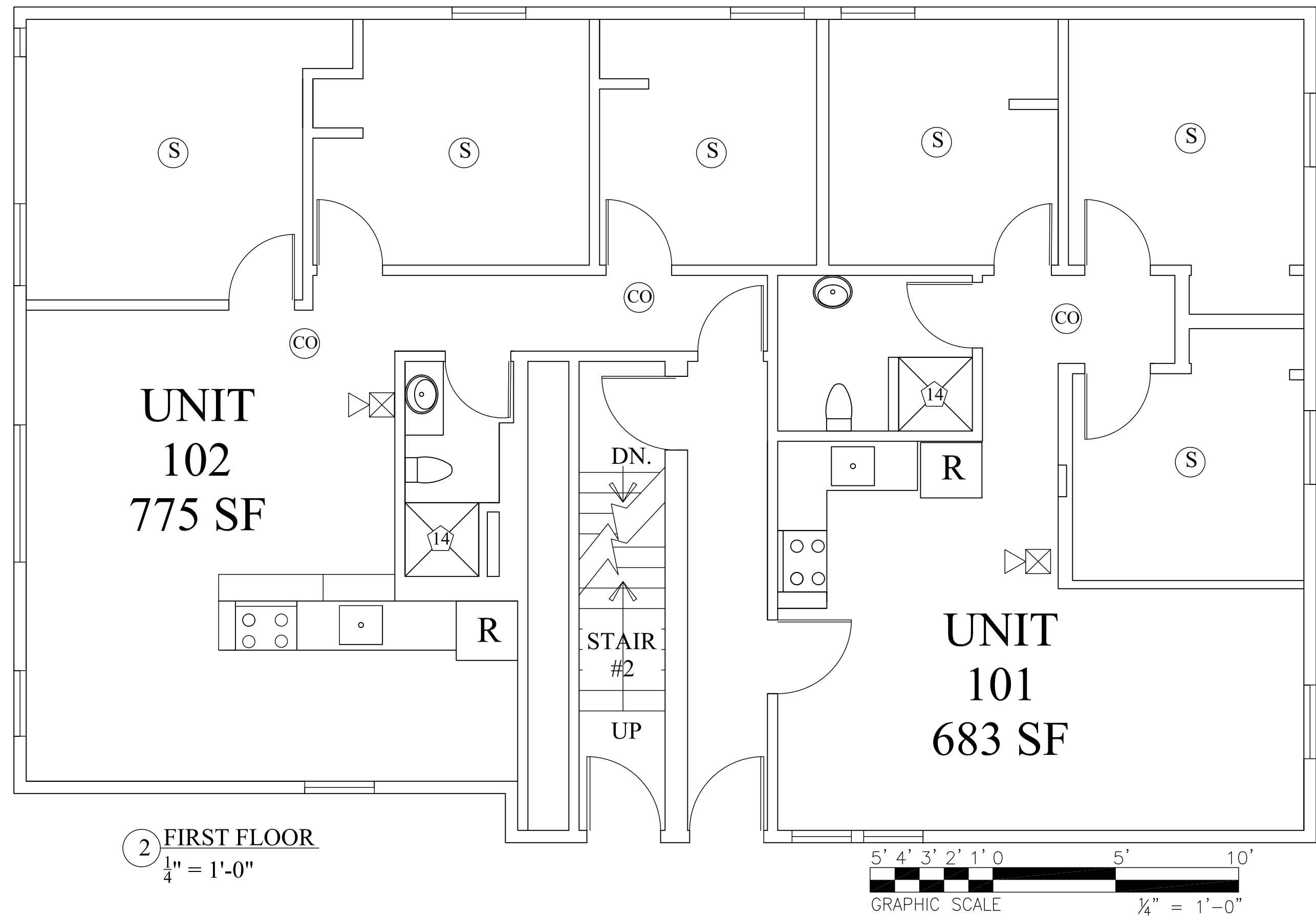
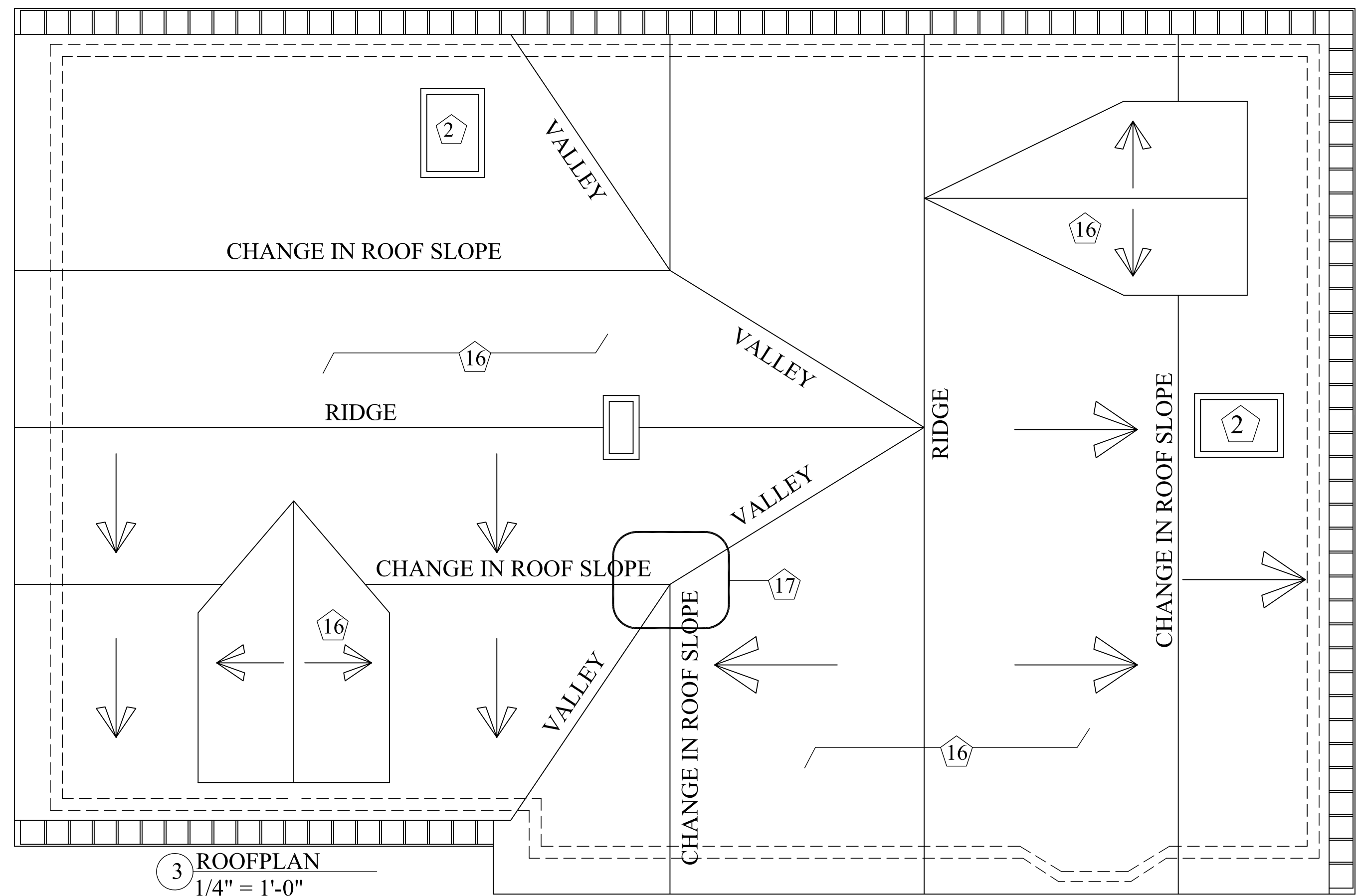
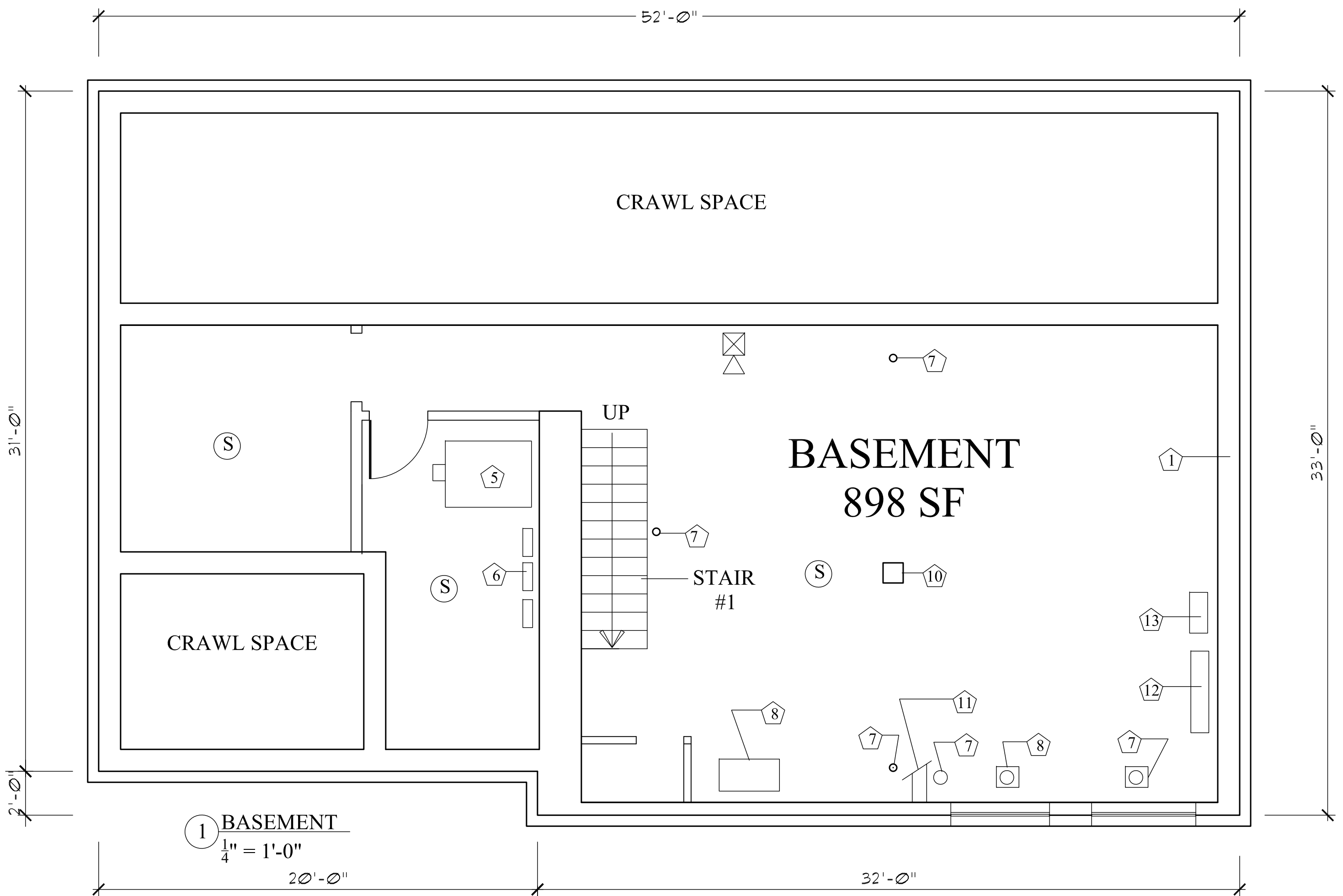
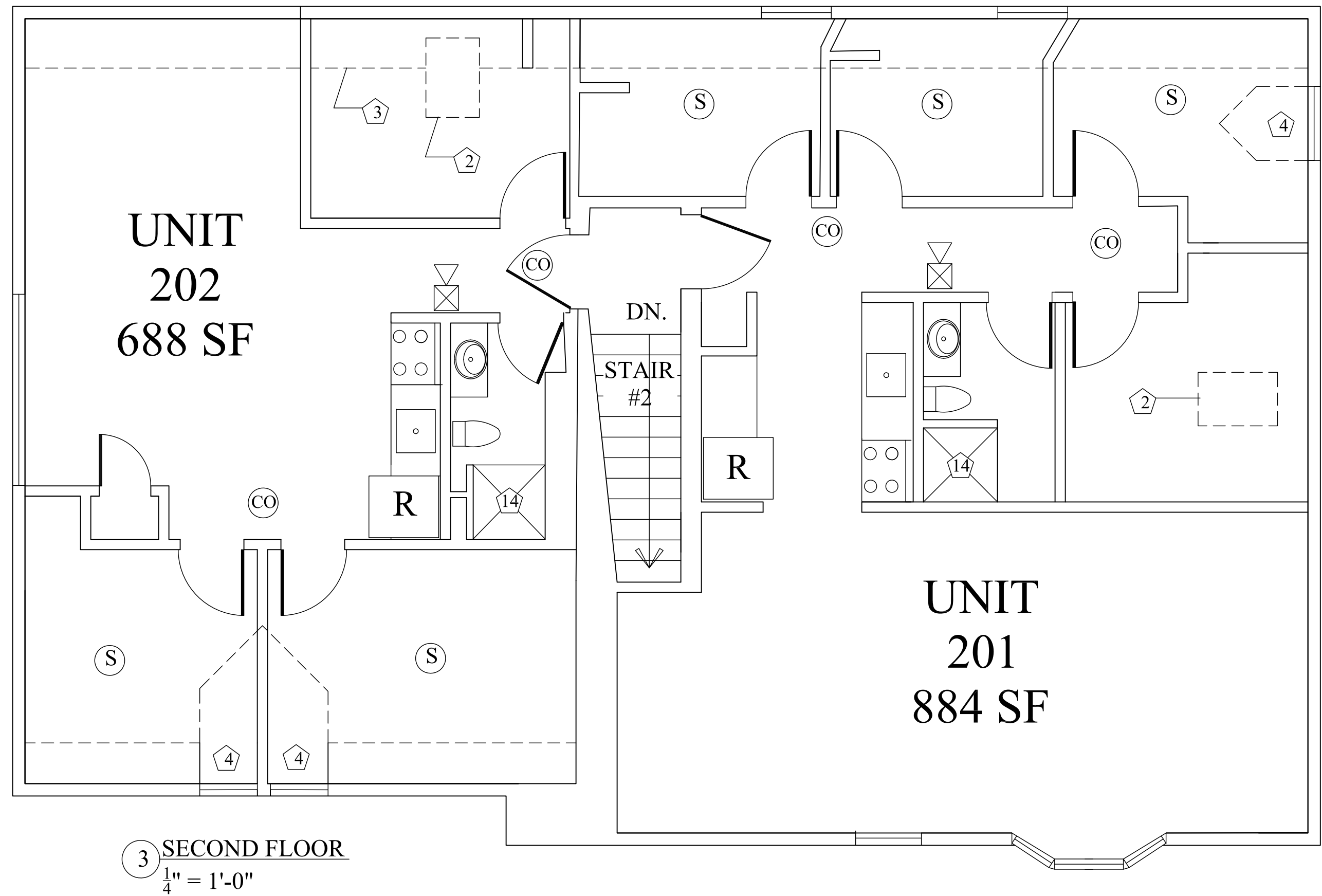
Architect
SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Owner

SHALOM HOUSE, INC.
106 GILMAN STREET
PORTLAND, MAINE 04102



A-2



- LEGEND**
- EXISTING WALL
ROOF PLAN - WALLS BELOW SHOWN DASHED
ROOF PLAN - ARROW INDICATES DIRECTION OF STORMWATER FLOW
SMOKE DETECTOR
CO DETECTOR
HORN / STROBE

- GENERAL NOTES**
- FLOORING - INSTALL $\frac{1}{4}$ " MULTIPLY UNDERLAYMENT THROUGHOUT UNITS & COMMON AREAS. INSTALL LVT FINISH FLOORING THROUGHOUT UNITS & COMMON AREAS.
 - ALL DOORS & WINDOWS ARE EXISTING TO REMAIN.
 - NOT USED.
 - NOT USED.
 - 2ND FLOOR BEDROOMS WITH SKY LIGHTS LACK EGRESS WINDOWS AND ARE NOT USABLE AS BEDROOMS.
 - INSTALL NEW HYDRONIC TYPE BASEBOARD IN ALL UNITS AND COMMON AREAS.
 - INSTALL NEW KITCHEN & BATHROOM APPLIANCES, FIXTURES, CABINETS AND ACCESSORIES. NEW ITEMS TO BE INSTALLED IN THE SAME CONFIGURATION AS THE EXISTING.
 - INSTALL NEW LIGHTING FIXTURES THROUGHOUT THE BUILDING. NEW FIXTURES SHALL BE LED TYPE FIXTURES INSTALLED IN THE SAME LOCATION, (USING EXISTING J-BOXES) AS THE EXISTING LIGHTING FIXTURES.

- KEYED NOTES**
- EXISTING FOUNDATION WALL - BRICK ABOVE RUBBLE.
 - EXISTING SKY LIGHT
 - DASHED LINE INDICATES SLOPED CEILING
 - EXISTING DORMER
 - HIGH EFFICIENCY CONDENSING TYPE GAS FIRED BOILER.
 - GAS FIRED ON DEMAND TYPE WATER HEATER - ONE PER EACH UNIT.
 - EXISTING GAS ENTRY
 - EXISTING DOMESTIC WATER ENTRY.
 - EXISTING SPRINKLER ENTRY.
 - EXISTING RADON EVACUATION SUMP.
 - EXISTING STEEL POST.
 - EXISTING BRICK PIER.
 - EXISTING SEWER OUTGO.
 - EXISTING ELECTRICAL SERVICE ENTRY
 - EXISTING FIRE ALARM PANEL.
 - 3'-0" x 3'-0" SHOWER ENCLOSURE (TYP.)
 - ROOF PLAN - EXISTING OPEN GUTTER.
 - EXISTING SLATE SHINGLES.
 - RENAIL EXISTING SLATE SHINGLES IN AREA SHOWN.



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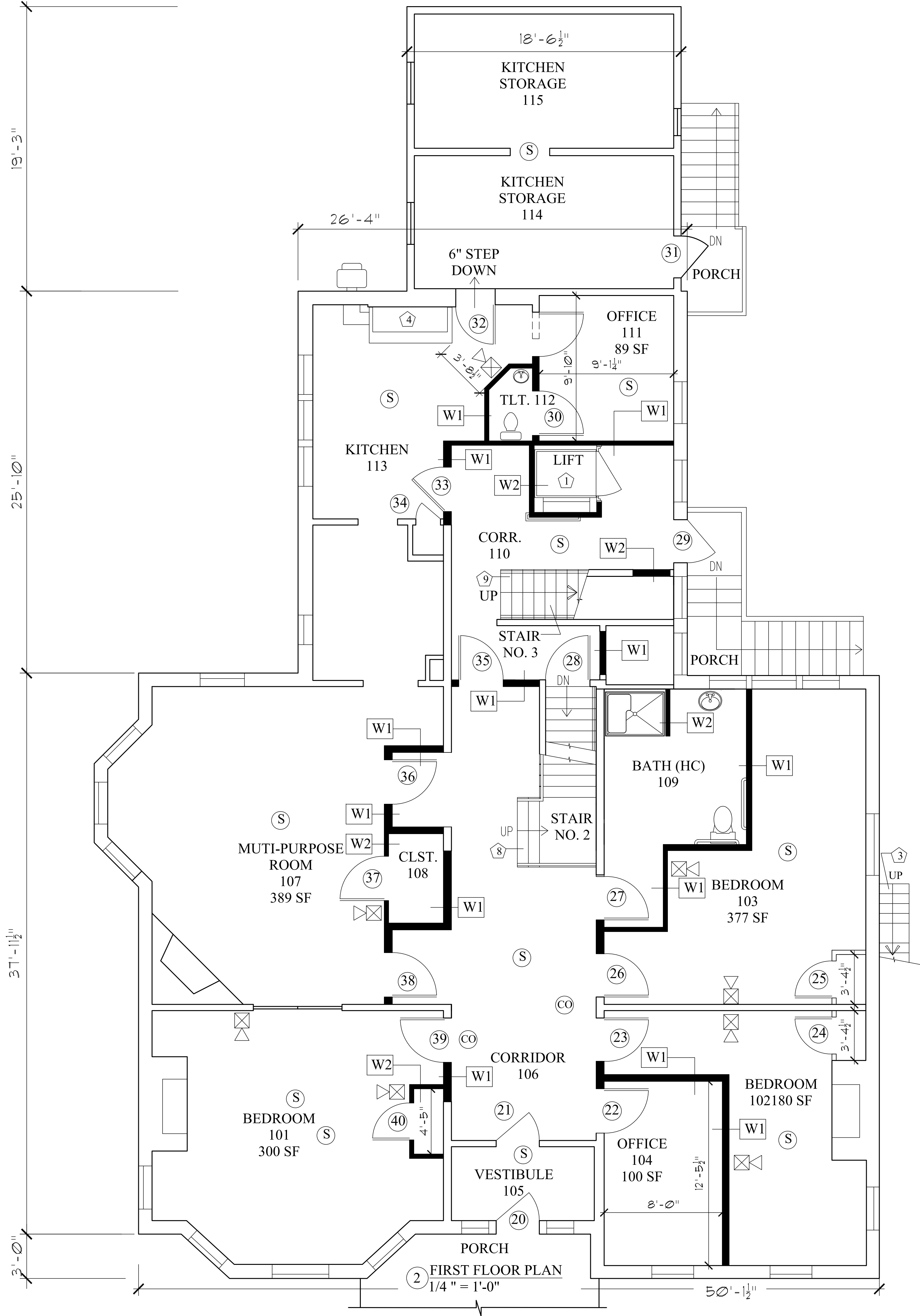
SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Date: 3/21/19
Scale: As Noted
Project: 30 MELLEN STREET
PORTLAND, MAINE

CARRIAGE HOUSE
FLOOR PLANS

Drawing

A-3



LEGEND

EXISTING WALL OR ITEM

NEW WALL

NEW PT WOOD PLATFORM -
ELEVATION TO MATCH ENTRY
ELEVATION.

WINDOW SCHEDULE

ALL WINDOWS ARE EXISTING TO REMAIN UNLESS
MARKED WITH A WINDOW KEY BELOW.

WINDOW KEYS:

SEE DRAWINGS A-8 & A-10 FOR
LOCATIONS OF TWO NEW WINDOWS.

SMOKE DETECTOR

CO DETECTOR

HORN / STROBE

2 NOT USED.

3 EXISTING METAL FIRE ESCAPE - SCRAPE & PAINT.

4 EXISTING RANGE / HOOD / EXHAUST VENT.

5 STAIR #1 - NEW STAIR - 7" RISER, 11" TREAD, 48" WIDTH.

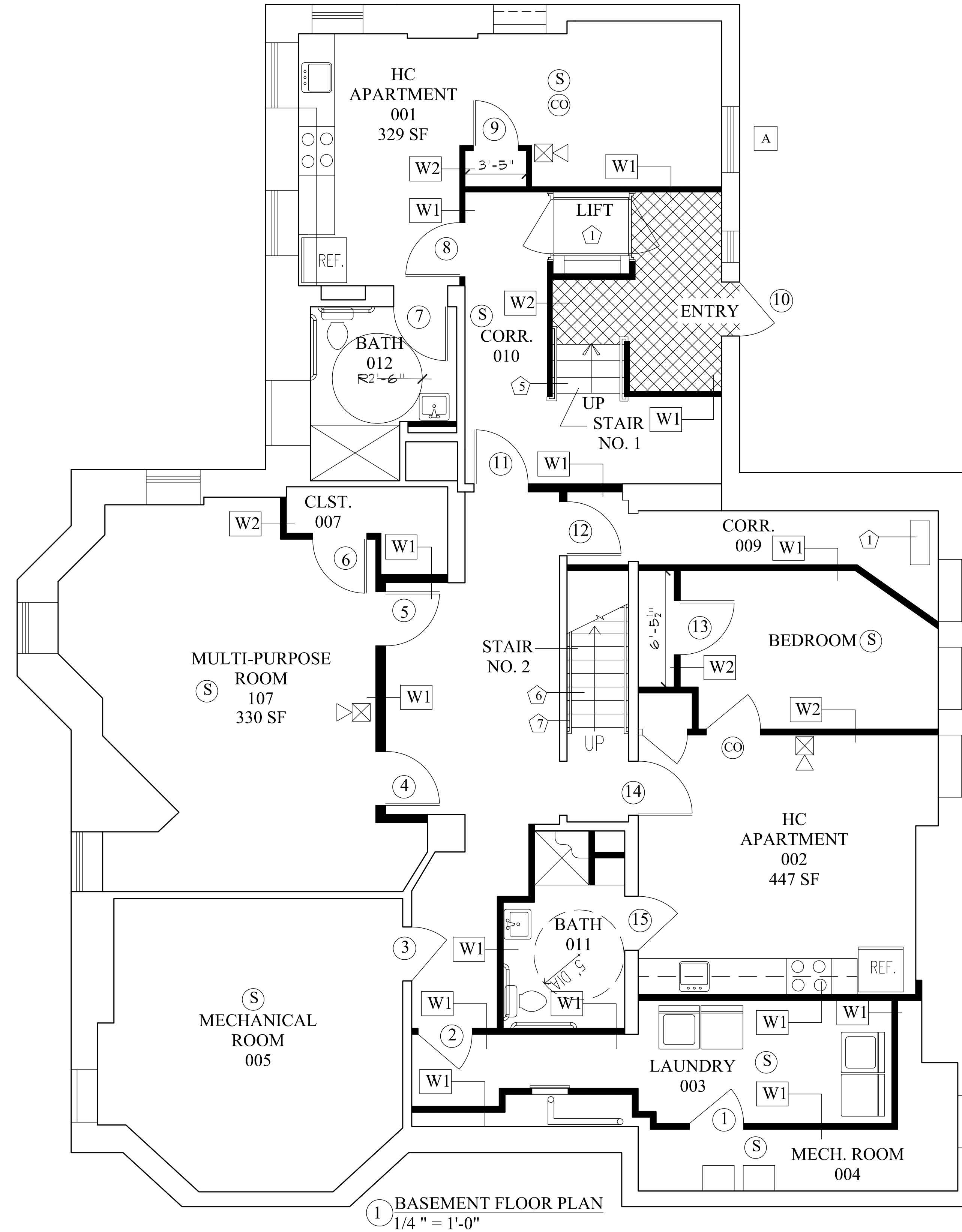
6 STAIR #2 - EXISTING STAIR - 7" RISER, 10" TREAD, 42" WIDTH.

7 ADD SECOND HANDRAIL AT STAIR #2.

8 STAIR #2 - EXISTING STAIR - 7 1/4" RISER, 10 3/4" TREAD, 56" WIDTH.

9 STAIR #2 - EXISTING STAIR - 7 1/4" RISER, 10 3/4" TREAD, 56" WIDTH.

10 STAIR #3 - EXISTING STAIR - 7 1/4" RISER, 10" TREAD, 40" WIDTH.



SHALOM HOUSE, INC.

106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

SHIELDS ARCHITECTURE

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(207) 776-8926

Architect

Scale
1/4" = 1'-0"

Date: 3/21/19

Project:

30 MELLEN STREET
PORTLAND, MAINE

Drawing

BASEMENT & 1st FLOOR
PLANS

A-4

- GENERAL NOTES
- CLOSETS ARE 2'-0" DEEP UNLESS NOTED OTHERWISE.
 - WALLS NOT CALLED OUT AS W1 OR W2 ARE WALL TYPE W3.

LEGEND

EXISTING WALL OR ITEM	
NEW WALL	
SMOKE DETECTOR	
CO DETECTOR	
HORN / STROBE	

WINDOW SCHEDULE

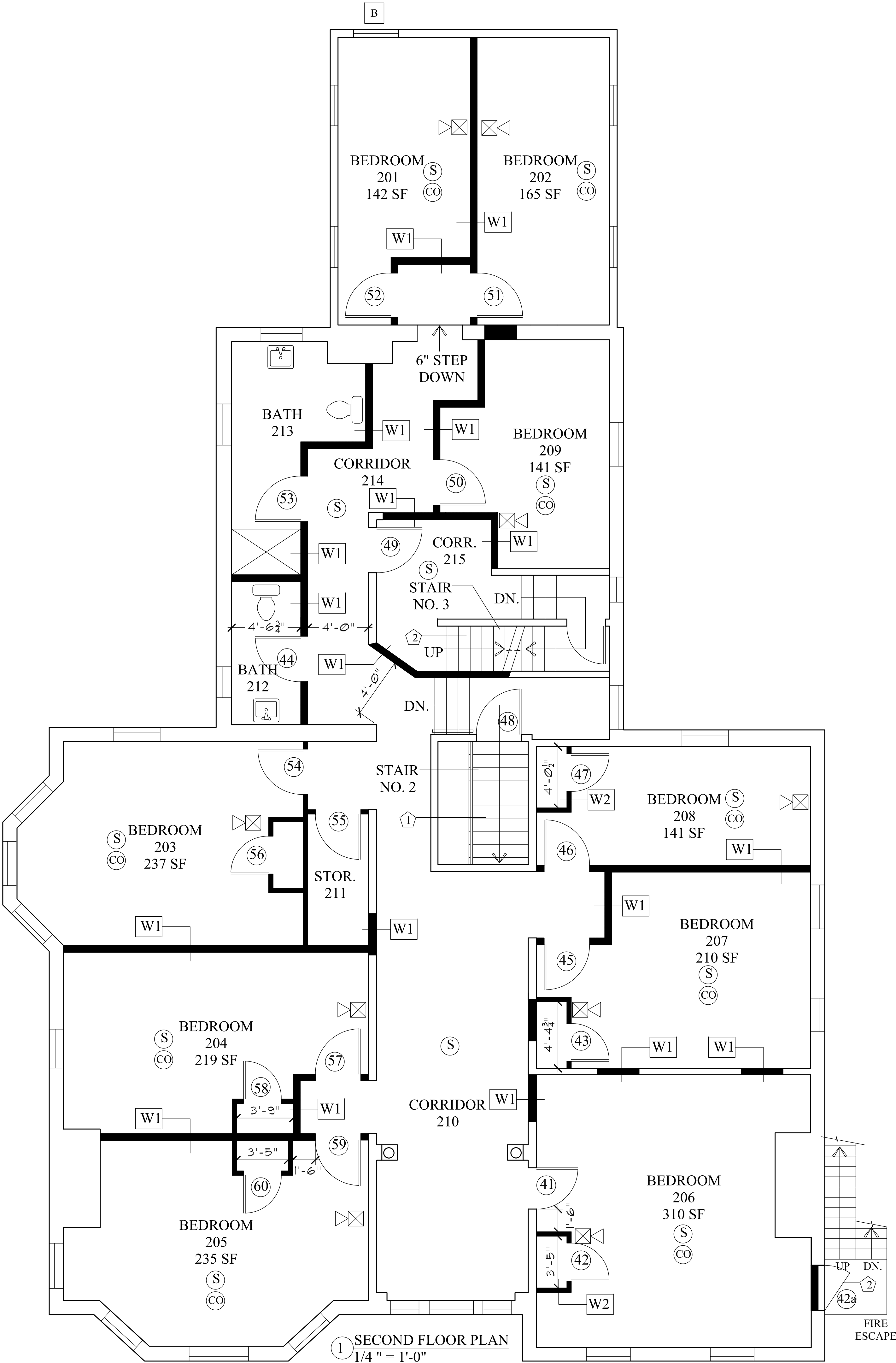
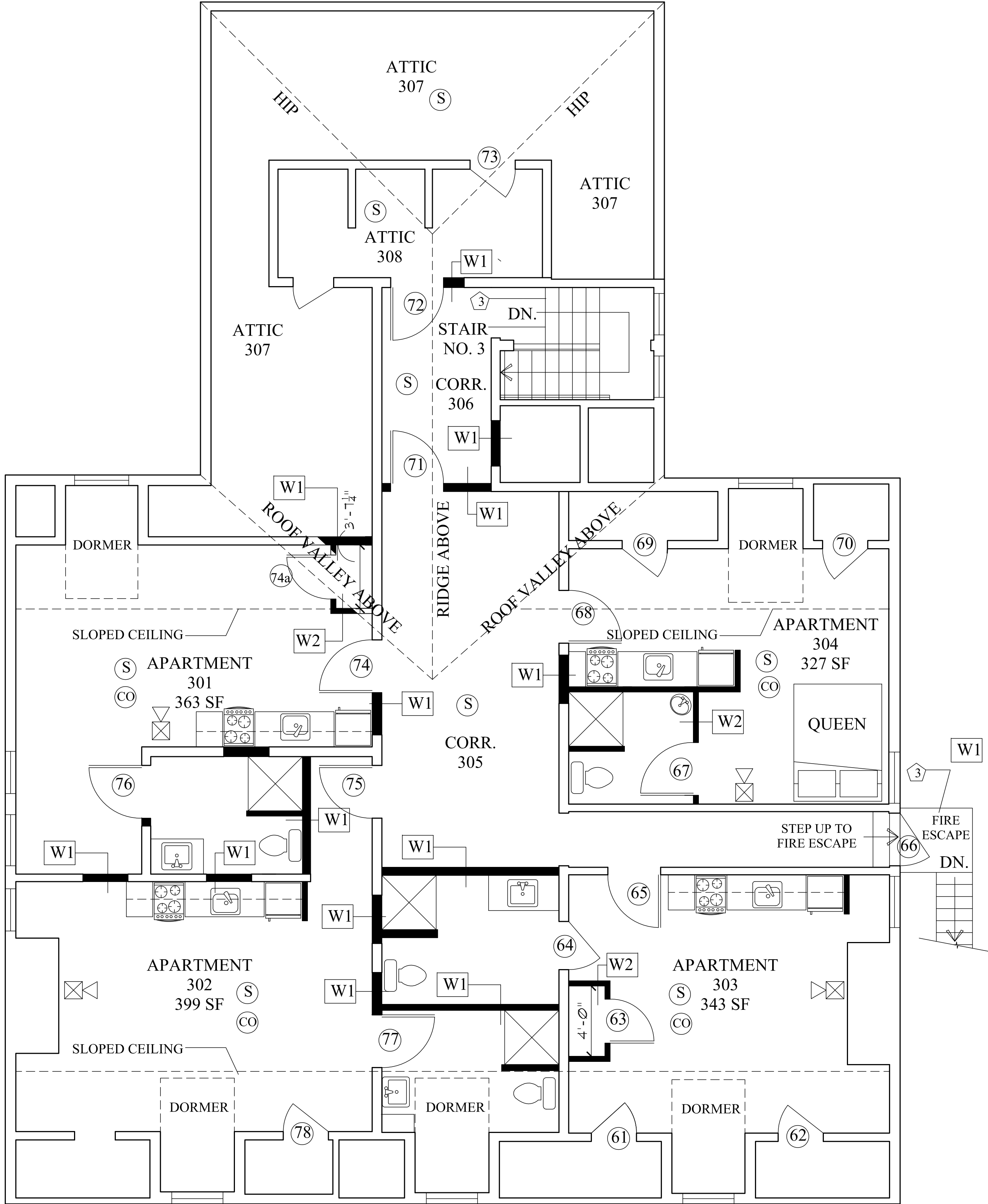
ALL WINDOWS ARE EXISTING TO REMAIN UNLESS MARKED WITH A WINDOW KEY BELOW.

WINDOW KEYS:
SEE DRAWINGS A-8 & A-10 FOR
LOCATIONS OF TWO NEW WINDOWS.

A

KEYED NOTES

- STAIR #2 - EXISTING STAIR - 7 1/4" RISER, 10 3/4" TREAD, 56" WIDTH.
- STAIR #3 - EXISTING STAIR - 7 1/4" RISER, 10" TREAD, 40" WIDTH.
- STAIR #3 - EXISTING STAIR - 7 3/4" RISER, 10" TREAD, 36" WIDTH.
- EXISTING METAL FIRE ESCAPE - SCRAPE & PAINT.





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Date: 3/21/19

Scale 1/4" = 1'-0"

Project: 30 MELLEN STREET
PORTLAND, MAINE

Drawing

MAIN HOUSE

2nd & 3rd FLOOR PLANS

A-5



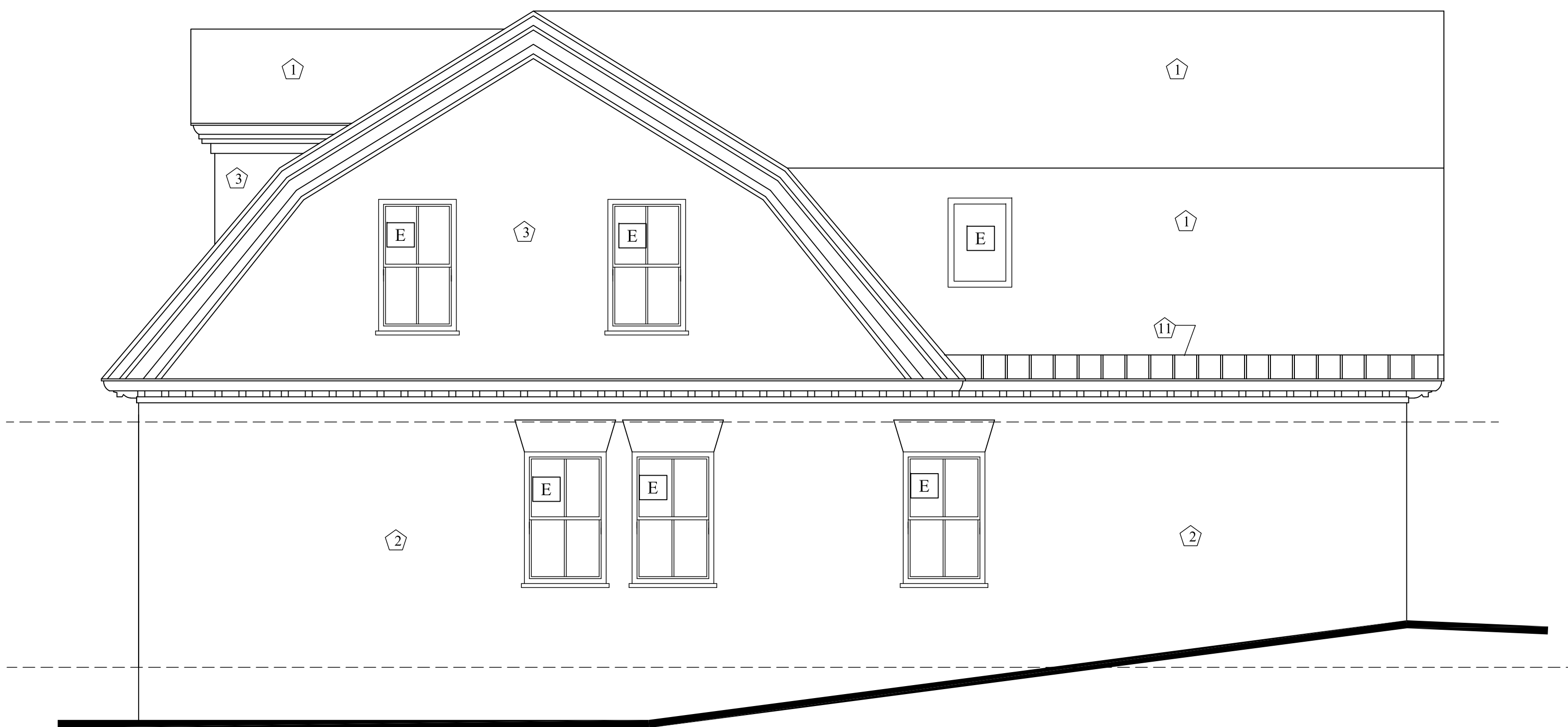
1 SOUTH ELEVATON
1/4" = 1'-0"



1 EAST (FRONT) ELEVATON
1/4" = 1'-0"



1 NORTH ELEVATON
1/4" = 1'-0"



1 WEST (REAR) ELEVATON
1/4" = 1'-0"

LEGEND

EXISTING WINDOW

E

EXISTING DOOR

E

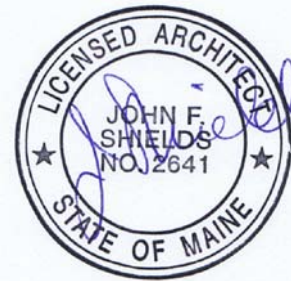
GENERAL NOTES

1. EXTERIOR TRIM - ALL WOOD TRIM (WINDOW, DOOR, EAVE, RAKE, ETC.) SHALL BE SCRAPPED & PAINTED.
2. ALL DOORS & WINDOWS ARE EXISTING TO REMAIN - SCRAPE & PAINT.

KEYED NOTES

- 1 EXISTING SLATE ROOFING
- 2 EXISTING BRICK WALL
- 3 EXISTING SLATE SIDING
- 4 EXISTING LEADER - RECONNECT TO GUTTER
- 5 EXISTING MECHANICAL VENT
- 6 EXISTING ELECTRICAL SERVICE CONNECTION

- 7 REPAIR RAKE TRIM - PTD.
- 8 EXISTING GAS SERVICE ENTRY
- 9 EXISTING PHONE / CABLE ENTRY
- 10 EXISTING ELECTRICAL SERVICE ENTRY
- 11 EXISTING OPEN GUTTER
- 12 EXISTING CLOSED OFF WINDOW OPENING W/MECH. VENT



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106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Architect

Date: 3/21/19 Scale 1/4" = 1'-0"

Project:

30 MELLEN STREET
PORTLAND, MAINE

CARRIAGE HOUSE
EXTERIOR
ELEVATIONS

Drawing

A-6



SHALOM HOUSE, INC.
106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

Architect

SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Date: 3/21/19

Scale

1/4" = 1'-0"

Project:

30 MELLEN STREET
PORTLAND, MAINE

Drawing

MAIN HOUSE
SOUTH ELEVATION

A-7



WINDOW NOTES:

1. ALL WINDOWS ARE EXISTING TO REMAIN UNLESS MARKED WITH A WINDOW KEY. SEE DRAWINGS A-8 & A-10 FOR LOCATIONS OF TWO NEW WINDOWS.
2. ALL EXISTING WINDOWS - SCRAPE & PAINT WOOD EXTERIOR TRIM.

KEYED NOTES

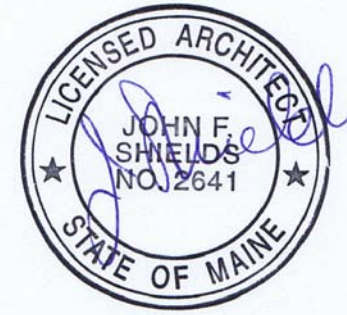
- | | |
|---|--|
| 1 | EXISTING ASPHALT SHINGLE ROOFING |
| 2 | EXISTING BRICK CHIMNEY |
| 3 | NO WINDOW - CLOSED OFF WINDOW OPENING. |
| 4 | EXISTING BRICK WALL |
| 5 | EXISTING METAL FIRE ESCAPE |
| 6 | EXISTING WOOD FIRE ESCAPE |
| 7 | EXISTING BRICK FOUNDATION WALL |

PAINTING NOTE:

1. ALL EXTERIOR WOOD ITEMS (TRIM, STEPS, PORCHES, ETC.) - SCRAPE & PAINT.

- | | | | |
|----|---|----|---|
| 8 | EXISTING SLATE SIDING | 14 | EXISTING WOOD STAIR/PORCH - PTD. |
| 9 | EXISTING WOOD CLAPBOARD SIDING | 15 | EXISTING T1-11 SIDING - PTD. |
| 10 | EXISTING OIL FILL/VENT - REMOVE | 16 | EXISTING CLAPBOARD SIDING - PTD. |
| 11 | EXISTING SPRINKLER ENTRANCE | 17 | EXISTING WOOD PORCH / STEPS - SCRAPE & PAINT. |
| 12 | EXISTING WOOD LATTICE - POWER WASH, SCRAPE - PTD. | 18 | EXISTING WOOD PORCH / STEPS - REPAIR CORNICE - PTD. |
| 13 | EXISTING WOOD STAIR/PORCH - PTD. | | |

- | | |
|----|---|
| 19 | EXISTING WOOD PORCH / ROOF / STEPS: SQUIRREL BARRIER- INSTALL LEAD WRAP AT ROOF CORNER - PTD. |
| 20 | EXISTING METAL RAILING - PTD. |
| 21 | EXISTING LEAD WRAP SQUIRREL BARRIER- PTD. |
| 22 | 3'-0" LATTICE LOCKABLE DOOR - LATTICE TO MATCH EXISTING - PTD. |
| 23 | LATTICE PANEL - LATTICE TO MATCH EXISTING - PTD. |
| 24 | EXISTING LEADER (TYP.). |
| 25 | EXISTING ELECTRICAL SERVICE ENTRANCE. |



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106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

Architect

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(207) 776-8926

Date: 3/21/19

Scale 1/4" = 1'-0"

Project:
30 MELLEN STREET
PORTLAND, MAINE

Drawing

EXTERIOR ELEVATION

A-8



WINDOW NOTES:

- ALL WINDOWS ARE EXISTING TO REMAIN UNLESS MARKED WITH A WINDOW KEY. SEE DRAWINGS A-8 & A-10 FOR LOCATIONS OF TWO NEW WINDOWS.
- ALL EXISTING WINDOWS - SCRAPE & PAINT WOOD EXTERIOR TRIM.

WINDOW KEY:
NEW EMERGENCY ESCAPE WINDOW
IN EXISTING WINDOW OPENING.

A

KEYED NOTES

- | | |
|--|--|
| 1 EXISTING ASPHALT SHINGLE ROOFING | 7 EXISTING BRICK FOUNDATION WALL |
| 2 EXISTING BRICK CHIMNEY | 8 EXISTING SLATE SIDING |
| 3 NO WINDOW - CLOSED OFF WINDOW OPENING. | 9 EXISTING WOOD CLAPBOARD SIDING |
| 4 EXISTING BRICK WALL | 10 EXISTING OIL FILL/VENT - REMOVE |
| 5 EXISTING METAL FIRE ESCAPE - SCRAPE & PAINT. | 11 EXISTING SPRINKLER ENTRANCE |
| 6 EXISTING WOOD FIRE ESCAPE | 12 EXISTING WOOD LATTICE - POWER WASH, SCRAPE - PTD. |

DOOR NOTES:

- ALL DOORS ARE EXISTING TO REMAIN UNLESS MARKED WITH A DOOR KEY BELOW.

DOOR KEYS:

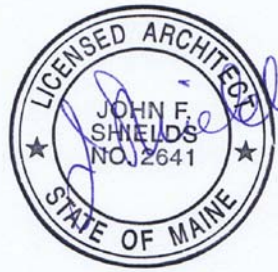
METAL INSULATED DOOR - SEE DOOR SCHEDULE

10

PAINTING NOTE:

- ALL EXTERIOR WOOD ITEMS (TRIM, STEPS, PORCHES, ETC.) - SCRAPE & PAINT.

- | | |
|---|---|
| 13 EXISTING WOOD STAIR/PORCH - PTD. | 19 EXISTING LEAD WRAP SQUIRREL BARRIER-PTD. |
| 14 EXISTING WOOD STAIR/PORCH - PTD. | 20 EXISTING METAL RAILING - PTD. |
| 15 EXISTING T1-11 SIDING - PTD. | 21 EXISTING WOOD PORCH / ROOF / STEPS - SCRAPE & PAINT. |
| 16 EXISTING CLAPBOARD SIDING - PTD. | 22 EXISTING BOARDED UP WINDOW OPENING - INSTALL NEW WINDOW. |
| 17 EXISTING WINDOW - REMOVE. PREP WALL FOR INSTALLATION OF NEW EMERGENCY ESCAPE WINDOW. EXTENT OF DEMO SHOWN HATCHED. | 23 EXISTING LEAD WRAP SQUIRREL BARRIER-PTD. |
| 18 EXISTING EXHAUST VENTS. | 24 3'-0" LATTICE LOCKABLE DOOR - LATTICE TO MATCH EXISTING - PTD. |
| | 25 LATTICE PANEL - LATTICE TO MATCH EXISTING - PTD. |
| | 26 EXISTING LEADER (TYP.). |



SHALOM HOUSE, INC.
106 GILMAN STREET
PORTLAND, MAINE 04102

SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Date: 3/21/19
Scale: 1/4" = 1'-0"
Project: 30 Mellen Street
Portland, Maine

EXTERIOR ELEVATION

A-9



WINDOW NOTES:

- ALL WINDOWS ARE EXISTING TO REMAIN UNLESS MARKED WITH A WINDOW KEY. SEE DRAWINGS A-8 & A-10 FOR LOCATIONS OF TWO NEW WINDOWS.
- ALL EXISTING WINDOWS - SCRAPE & PAINT WOOD EXTERIOR TRIM.

KEYED NOTES

- 1 EXISTING ASPHALT SHINGLE ROOFING
- 2 EXISTING BRICK CHIMNEY
- 3 NOT USED
- 4 EXISTING BRICK WALL
- 5 EXISTING METAL FIRE ESCAPE - SCRAPE & PAINT.

DOOR NOTES:

- ALL DOORS ARE EXISTING TO REMAIN UNLESS MARKED WITH A DOOR KEY BELOW. SEE NORTH EXTERIOR ELEVATION FOR ADD'L INFO.

- 6 EXISTING WOOD FIRE ESCAPE
- 7 EXISTING BRICK FOUNDATION WALL
- 8 NOT USED
- 9 EXISTING WOOD CLAPBOARD SIDING

- 10 EXISTING WOOD PORCH / STEPS: SQUIRREL BARRIER- INSTALL LEAD WRAP AT ROOF CORNER - PTD.
- 11 EXISTING METAL RAILING - PTD.
- 12 EXISTING WOOD PORCH / ROOF / STEPS - SCRAPE & PAINT.
- 13 EXISTING LEAD WRAP SQUIRREL BARRIER- PTD.

- 14 EXISTING ELECTRICAL SERVICE ENTRANCE.
- 15 EXISTING LEADER (TYP.).



SHALOM HOUSE, INC.
106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Architect

Date: 3/21/19

Scale 1/4" = 1'-0"

Project: 30 MELLEN STREET
PORTLAND, MAINE

Drawing

EXTERIOR ELEVATION

A-10



WINDOW NOTES:

- ALL WINDOWS ARE EXISTING TO REMAIN UNLESS MARKED WITH A WINDOW KEY. SEE DRAWINGS A-8 & A-10 FOR LOCATIONS OF TWO NEW WINDOWS.
- ALL EXISTING WINDOWS - SCRAPE & PAINT WOOD EXTERIOR TRIM.

WINDOW KEY:
NEW EMERGENCY ESCAPE WINDOW
IN EXISTING DOOR OPENING.

B

KEYED NOTES

- 1 EXISTING ASPHALT SHINGLE ROOFING
- 2 EXISTING BRICK CHIMNEY
- 3 NO WINDOW - CLOSED OFF WINDOW OPENING.
- 4 EXISTING BRICK WALL
- 5 EXISTING METAL FIRE ESCAPE

DOOR NOTES:

- ALL DOORS ARE EXISTING TO REMAIN UNLESS MARKED WITH A DOOR KEY BELOW. SEE NORTH EXTERIOR ELEVATION FOR ADDL INFO.

- 6 EXISTING WOOD FIRE ESCAPE - SCHEDULED FOR DEMOLITION
- 7 EXISTING BRICK FOUNDATION WALL
- 8 EXISTING KITCHEN HOOD EXHAUST.
- 9 EXISTING WOOD CLAPBOARD SIDING
- 10 NOT USED
- 11 NOT USED

PAINTING NOTE:

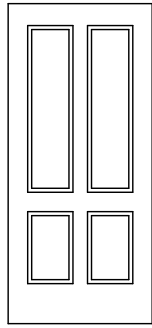
- ALL EXTERIOR WOOD ITEMS (TRIM, STEPS, PORCHES, ETC.) - SCRAPE & PAINT.

- 12 EXISTING WOOD LATTICE - POWER WASH, SCRAPE - PTD.
- 13 EXISTING WOOD STAIR/PORCH - PTD.
- 14 EXISTING WOOD STAIR/PORCH - PTD. STAIR/PORCH NOT SHOWN FOR CLARITY - SEE NORTH EXTERIOR ELEVATION.
- 15 EXISTING T1-11 SIDING - PTD.
- 16 EXISTING CLAPBOARD - PTD.
- 17 EXISTING LEADER (TYP.).

DOOR SCHEDULE - MAIN HOUSE											
No.	SIZE		DOOR			FRAME		LABEL	FUNCTION	REMARKS	No.
	Size	Thick	Type	Material	Finish	Material	Finish				
BASEMENT											
1	3'-0" X 6'-8"	1 3/4"	A	Mtl.	Ptd.	Mtl.	Ptd.	60 Min.	Storeroom		1
2	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Storeroom		2
3	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Storeroom		3
4	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	20 Min.	Classroom		4
5	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	20 Min.	Classroom		5
6	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Passage		6
7	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Privacy		7
8	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		8
9	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Passage		9
10	3'-0" X 6'-8"	1 3/4"	B	Insulated Mtl.	Ptd.	Wd.	Ptd.	---	Entrance		10
11	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Passage		11
12	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Storeroom		12
13	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wood	Ptd.	---	Passage		13
14	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Mtl.	Ptd.	20 Min.	Entrance		14
15	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wood	Ptd.	---	Passage		15
										Door keys 16 - 19 not used.	
FIRST FLOOR											
20										Existing wood entry door.	20
21										Existing wood entry door.	21
22	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		22
23	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		23
24	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Passage		24
25	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Passage		25
26	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		26
27	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		27
28	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Passage		28
28	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Passage		28
29										Existing entry door.	29
30	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd..	Ptd.	---	Privacy		30
31			B							Existing entry door.	31
32										Existing wood door.	32
33	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Storeroom		33
34										Existing wood door.	34
35	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Passage		35
36	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Classroom		36
37	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Storeroom		37
38	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Classroom		38
39	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Classroom		39
40	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Passage		40

SECOND FLOOR											
41	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		41
42	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd..	Ptd.	---	Passage		42
42a										Existing door - secured in closed position, weather sealed.	42a
43	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd..	Ptd.	---	Passage		43
44	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Privacy		44
45	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		45
46	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		46
47	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd..	Ptd.	---	Passage		47
48	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Passage		48
49	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Passage		49
50	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		50
51	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		51
52	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		52
53	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd..	Ptd.	---	Privacy		53
54	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		54
55	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Storeroom		55
56	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Mtl.	Ptd.	---	Passage		56
57	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		57
58	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Mtl.	Ptd.	---	Passage		58
59	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		59
60	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Mtl.	Ptd.	---	Passage		60

THIRD FLOOR											
61										Existing wood door.	61
62										Existing wood door.	62
63	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Passage		63
64	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Privacy		64
65	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		65
66										Existing door.	66
67	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Privacy		67
68	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		68
69										Existing wood door.	69
70										Existing wood door.	70
71	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Wd.	Ptd.	60 Min.	Passage		71
72	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Wd.	Ptd.	60 Min.	Storeroom		72
73										Existing door.	73
74	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		74
74a	2'-6" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Passage		74a
75	3'-0" X 6'-8"	1 3/4"	B	SC Moulded	Ptd.	Mtl.	Ptd.	60 Min.	Entrance		75
76	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Privacy		76
77	3'-0" X 6'-8"	1 3/8"	B	SC Moulded	Ptd.	Wd.	Ptd.	---	Privacy		77
78										Existing wood door.	78

DOOR TYPES & NOTES											
GENERAL DOOR NOTES: 1. ALL HARDWARE TO INCLUDE LEVER HANDLES. 2. RATED DOORS TO BE SELF CLOSING. 3. EXTERIOR DOORS TO RECEIVE WEATHERSTRIPPING. 4. UNIT ENTRY DOORS TO RECEIVE SMOKE GASKET.  TYPE A  TYPE B											

DOOR NOTE - CARRIAGE HOUSE											
1. ALL CARRIAGE HOUSE DOORS ARE EXISTING TO REMAIN, NO ADDITIONAL DOORS ARE PART OF THE WORK.											



SHALOM HOUSE, INC.
106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Date: 3/21/19

Scale 1/4" = 1'-0"

Project:

30 MELLEN STREET
PORTLAND, MAINE

Drawing

SCHEDULES

A-11

FINISH SCHEDULE - MAIN HOUSE					
ROOM	WALL	FLOOR	CLG	BASE	NOTE
STAIR #1	W1	F3	C1	B1	
STAIR #2	W1	F3	C1	B1	
STAIR #3	W1	F3	C1	B1	
BASEMENT					
APT 001	W1	F1	C1	B1	
APT 002	W1	F1	C1	B1	
LAUNDRY 003	W1	F1	C1	B1	
MECH. ROOM 004	W1	F4	C2	B1	
MECH. ROOM 005	W1	F4	C2	B1	
CORRIDOR 006	W1	F1	C1	B1	
MULTI-PURPOSE 007	W1	F1	C1	B1	
CLOSET 008	W1	F1	C1	B1	
CORRIDOR 009	W1	F1	C1	B1	
CORRIDOR 010	W1	F1	C1	B1	
BATH 011	W1	F1	C1	B1	
BATH 012	W1	F1	C1	B1	
FIRST FLOOR					
Bedroom 101	W1	F3	C1	B1	
Bedroom 102	W1	F3	C1	B1	
Bedroom 103	W1	F3	C1	B1	
OFFICE 104	W1	F3	C1	B1	
VESTIBULE 105	W1	F3	C1	B1	
CORRIDOR 106	W1	F3	C1	B1	
MULTI-PURPOSE 107	W1	F3	C1	B1	
CLOSET 108	W1	F3	C1	B1	
BATH 109	W1	F1	C1	B1	
CORRIDOR 110	W1	F3	C1	B1	
OFFICE 111	W1	F1	C1	B1	
TOILET 112	W1	F1	C1	B1	
KITCHEN 113	W1	F1	C1	B1	
STORAGE 114	W1	F1	C1	B1	
STORAGE 115	W1	F1	C1	B1	
SECOND FLOOR					
Bedroom 201	W1	F3	C1	B1	
Bedroom 202	W1	F3	C1	B1	
Bedroom 203	W1	F3	C1	B1	
Bedroom 204	W1	F3	C1	B1	
Bedroom 205	W1	F3	C1	B1	
Bedroom 206	W1	F3	C1	B1	
Bedroom 207	W1	F3	C1	B1	
Bedroom 208	W1	F3	C1	B1	
Bedroom 209	W1	F3	C1	B1	
CORRIDOR 210	W1	F3	C1	B1	
STORAGE 211	W1	F3	C1	B1	
BATH 212	W1	F1	C1	B1	
BATH 213	W1	F1	C1	B1	
CORRIDOR 214	W1	F3	C1	B1	
CORRIDOR 215	W1	F3	C1	B1	
THIRD FLOOR					
Apt 301	W1	F1	C1	B1	
Apt 302	W1	F1	C1	B1	
Apt 303	W1	F1	C1	B1	
Apt 304	W1	F4	C1	B1	
Corridor 305	W1	F4	C1	B1	
Corridor 306	W1	F1	C1	B1	
Attic 307	W1	F2	C1	B1	
Attic 308	W1	F2	C1	B1	

FINISH NOTE - CARRIAGE HOUSE & MAIN HOUSE					
1. ALL INTERIOR WOOD TRIM (WINDOWS, DOORS, ETC.) SHALL BE PAINTED. ALL DOORS (EXISTING & NEW) SHALL BE PAINTED.					

FINISH SCHEDULE - CARRIAGE HOUSE					
ROOM	WALL	FLOOR	CLG	BASE	NOTE

STAIR #1					NO WORK ON STAIR #1.
STAIR #2	W1	F2	C1	B1	
UNIT 101	W1	F1	C1	B1 / B2	
UNIT 102	W1	F1	C1	B1 / B2	F1 IN BEDROOM
UNIT 201	W1	F1	C1	B1 / B2	
UNIT 202	W1	F1	C1	B1 / B2	F1 IN BEDROOM

FINISH SCHEDULE KEY - CARRIAGE HOUSE	
FLOORING	
F1	"CLICK" LVT INSTALLED OVER ¼" MULTIPLY UNDERLAYMENT
F2	VINYL TREADS, RISERS, LANDINGS.
WALL	
W1	GYP. BD., EXISTING G.B. OR EXISTING LATH & PLASTER - PTD.
CEILING	
C1	GYP. BD., EXISTING G.B. OR EXISTING LATH & PLASTER - PTD.
BASE	
B1	WOOD BASE - PTD.

FINISH SCHEDULE KEY - MAIN HOUSE	
FLOORING	
F1	"CLICK" LVT INSTALLED OVER ¼" MULTIPLY UNDERLAYMENT
F2	EXISTING FLOORING TO REMAIN
F3	EXISTING WOOD FLOORING - REFINISHED.
F4	CONCRETE
WALL	
W1	GYP. BD., EXISTING G.B. OR EXISTING LATH & PLASTER - PTD.
CEILING	
C1	GYP. BD., EXISTING G.B. OR EXISTING LATH & PLASTER - PTD.
C2	NO CEILING.
BASE	
B1	WOOD BASE - PTD.

LICENCED ARCHITECT

JOHN F. SHIELDS

NO. 2541

STATE OF MAINE

SHALOM HOUSE, INC.

106 GILMAN STREET

PORTLAND, MAINE 04102

Owner

SHIELDS ARCHITECTURE

CUMBERLAND, MAINE

(207) 776-8926

Date: 3/21/19

Scale: 1/4" = 1'-0"

Project: 30 MELLEN STREET
PORTLAND, MAINE

Drawing

SCHEDULES

A-11a



SHALOM HOUSE, INC.
106 GILMAN STREET
PORTLAND, MAINE 04102

Owner

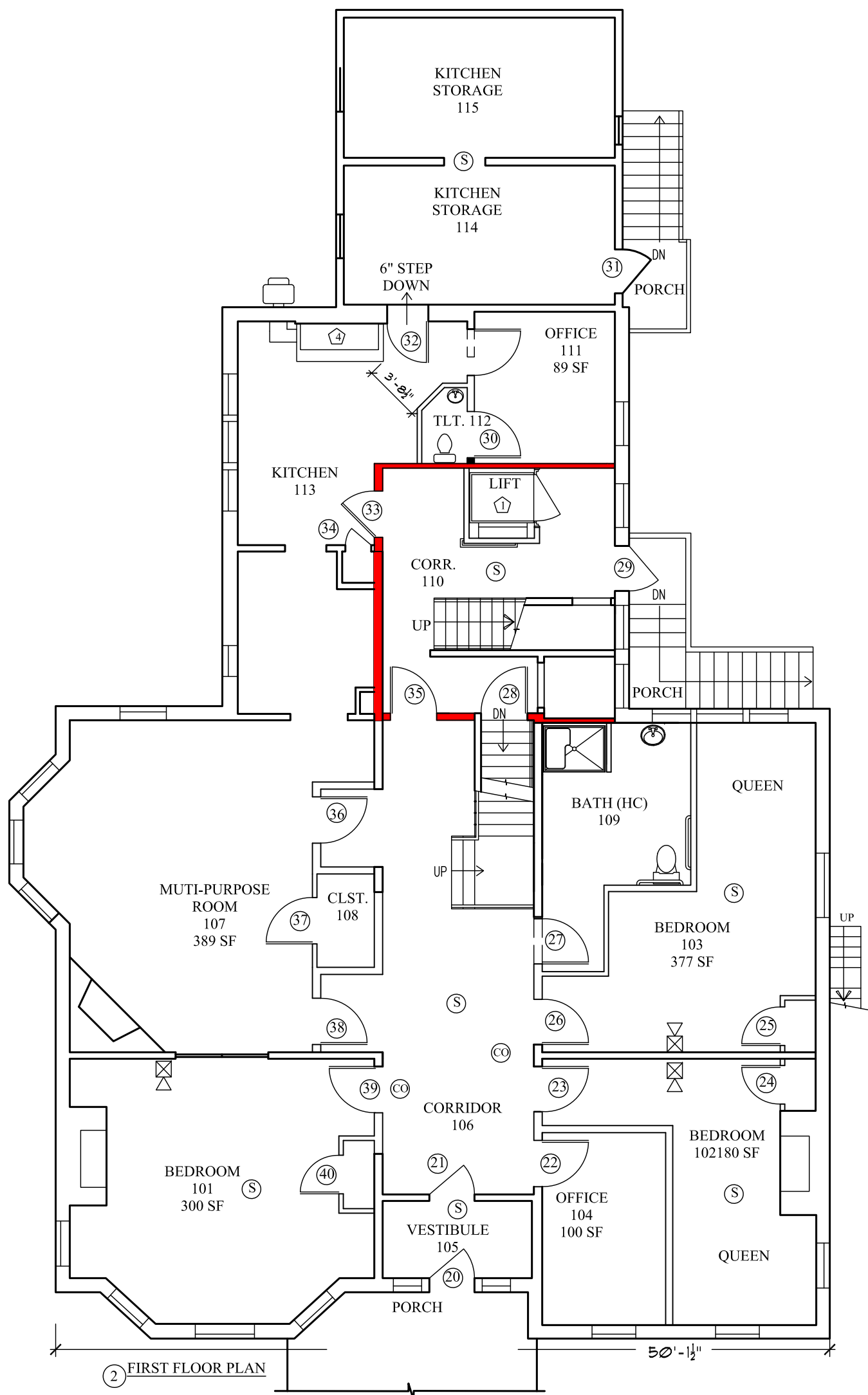
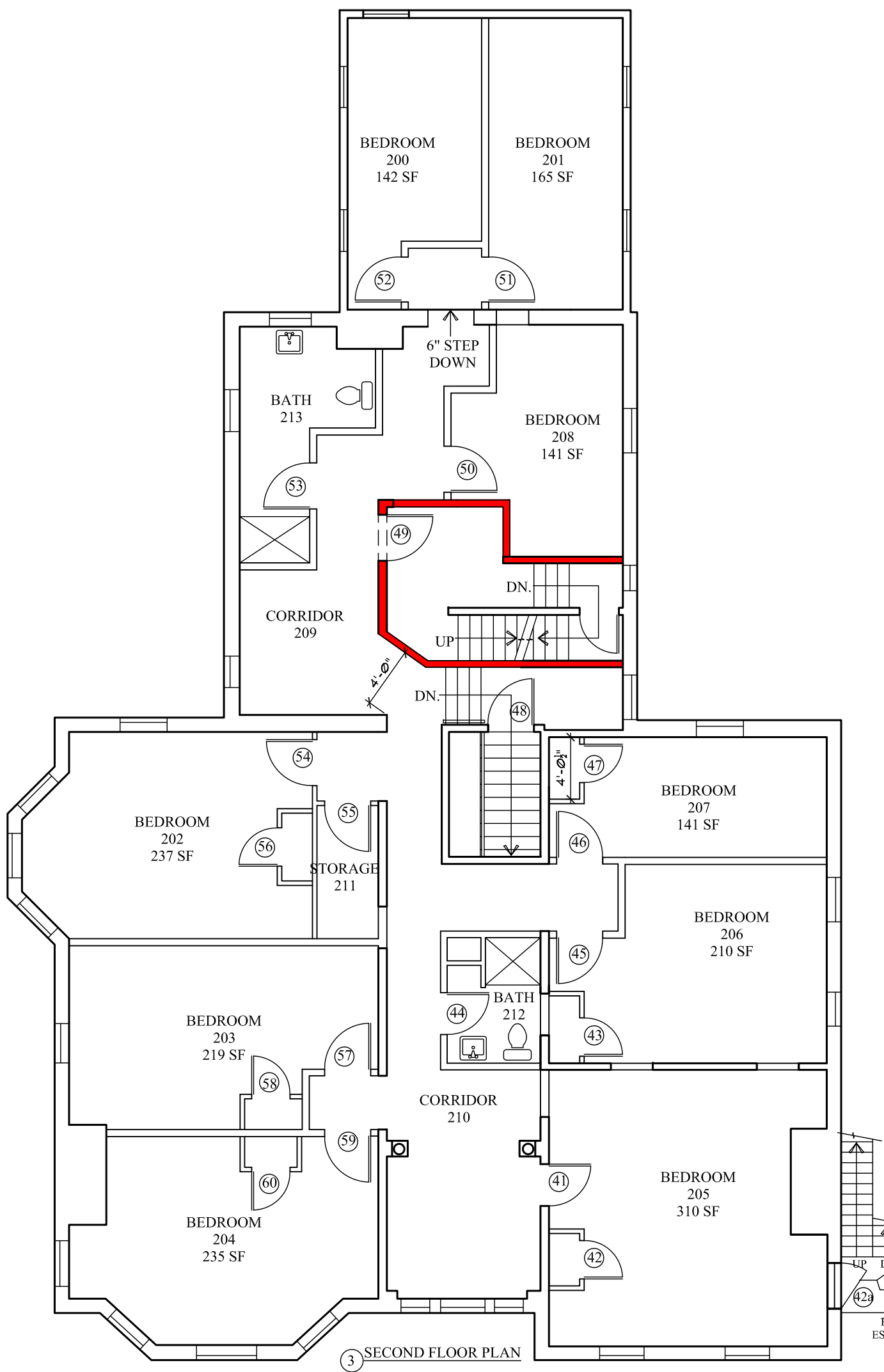
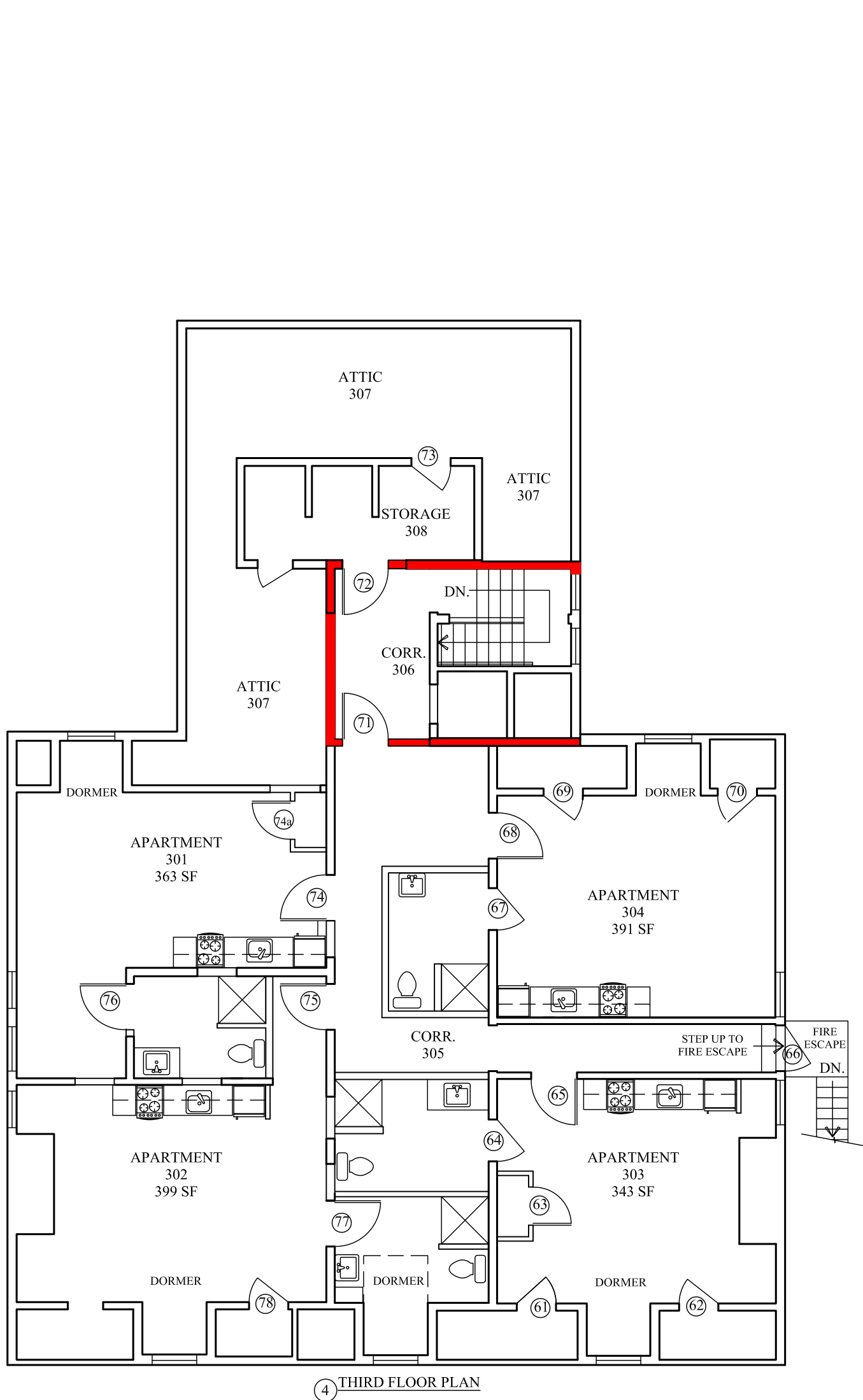
SHIELDS ARCHITECTURE
CUMBERLAND, MAINE
(207) 776-8926

Architect

Date: 3/21/19
Scale 1/8" = 1'-0"
Project: 30 MELLEN STREET
PORTLAND, MAINE

Drawing
LIFE SAFETY PLANS

A-12

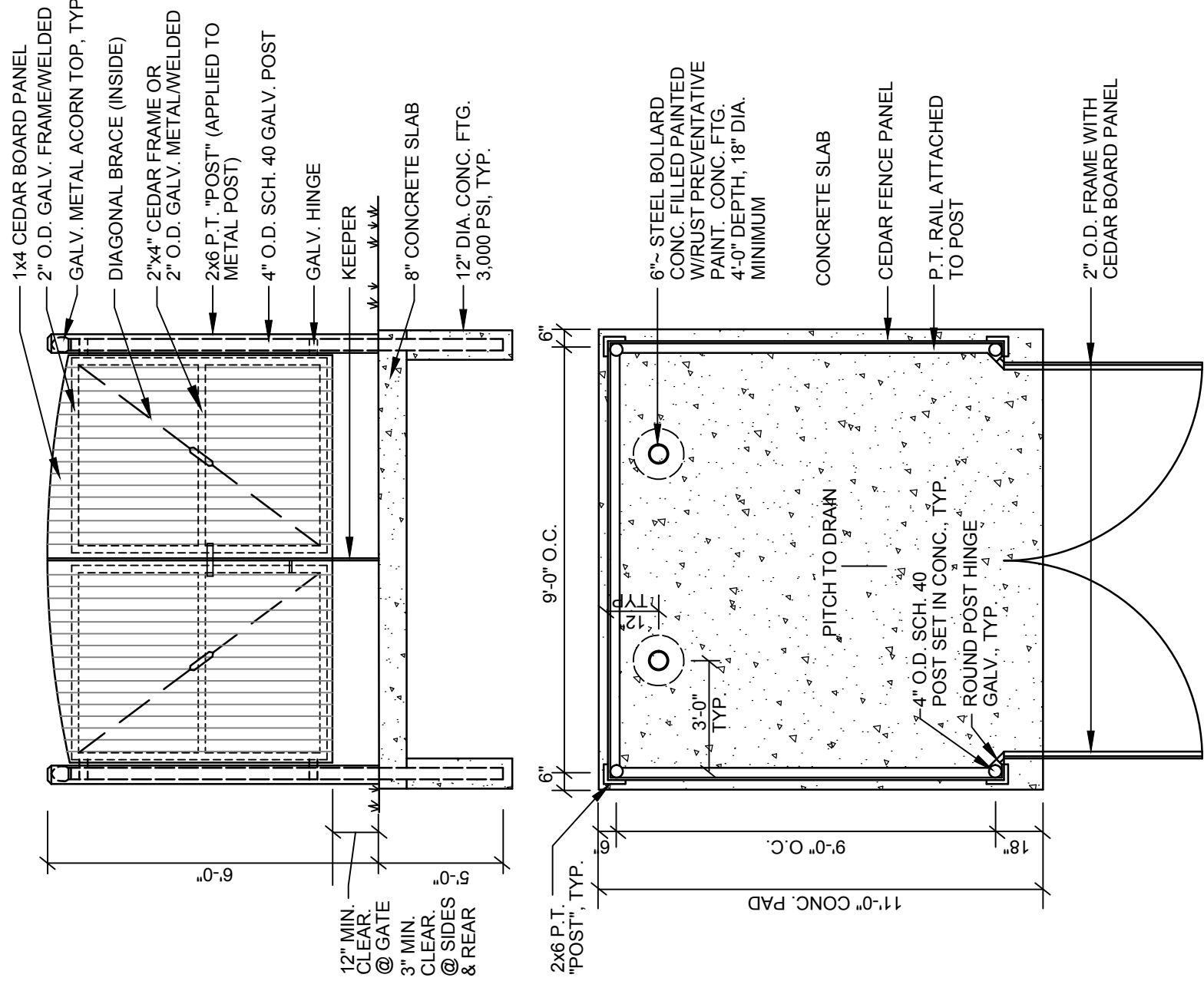


GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS NOW OR FORMERLY SHALOM HOUSE BY DEED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 35240 PAGE 17.
2. THE PROPERTY IS SHOWN AS LOT 26 ON THE CITY OF PORTLAND TAX MAP 47, BLOCK A AND IS LOCATED IN THE R6 AND B-2b ZONE.

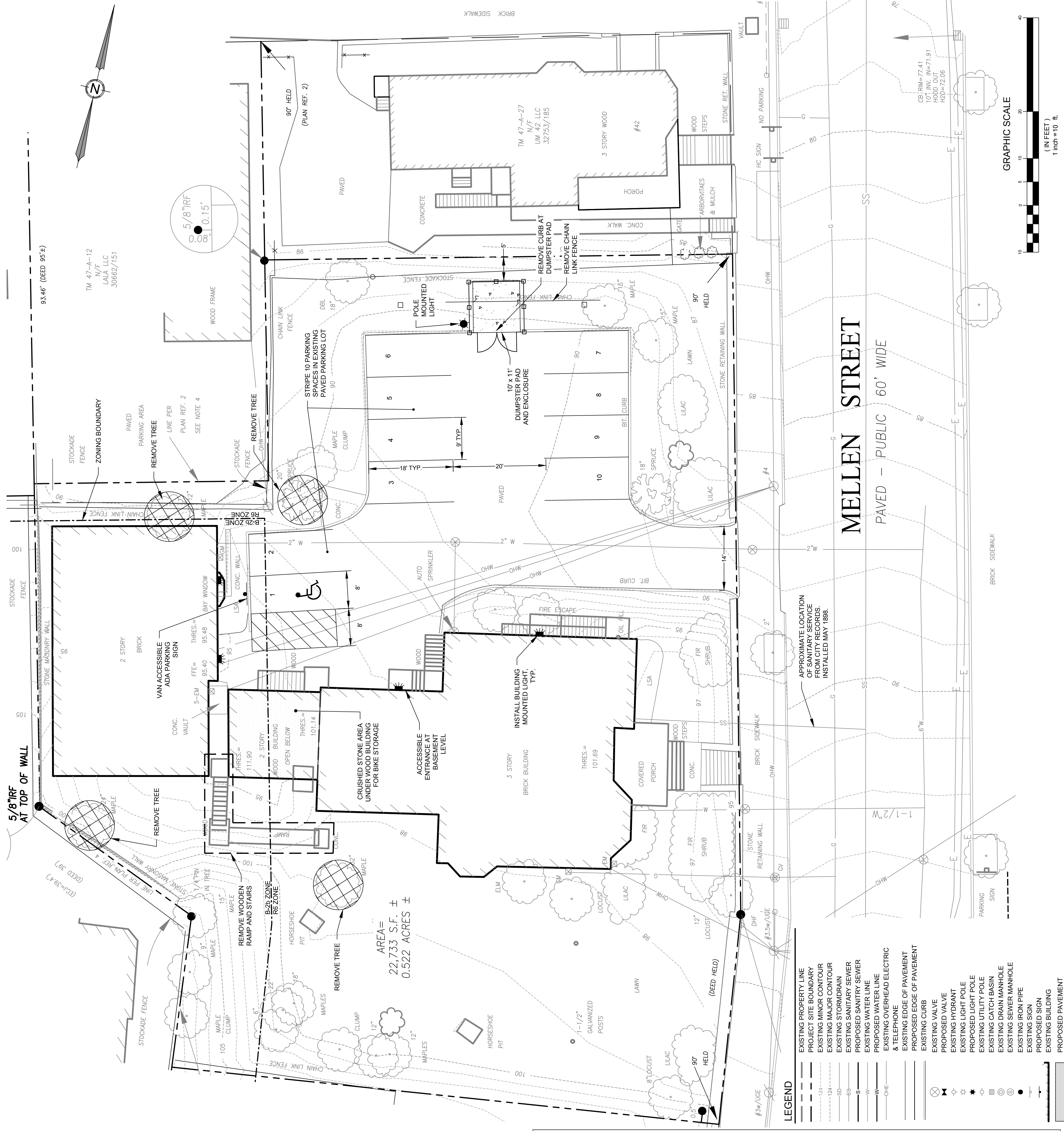
ZONING ANALYSIS TABLE (R6 AND B-2b ZONE)			
STANDARD	R6	B-2b	PROVIDED
MIN. LOT SIZE	2,000 SF	NONE	22,733 SF
MIN. FRONTAGE	20 FT	20 FT	186 Ft
MIN. LOT AREA PER MULTI-FAMILY RESIDENTIAL DWELLING UNIT: 10 UNITS	725 SF	435 SF	2,273 SF
MIN. LOT AREA PER LODGING HOUSE UNIT: 12 LODGING HOUSE UNITS	725 SF	435 SF	1,894 SF
MIN. FRONT YARD	5 FT OR AVG. DEPTH OF ADJACENT FRONT YARDS	NONE	21 FT (EXISTING)
MIN. SIDE YARD	5 FT OR NONE ON A SIDE STREET	NONE	9 FT (EXISTING)
MIN. REAR YARD	10 FT	10 FT 5 FT ACCESSORY	3 FT (EXISTING)
MAX. LOT COVERAGE	60%	NONE	22% (EXISTING)
LANDSCAPE OPEN SPACE	20%	NONE	53% (EXISTING)
MAXIMUM STRUCTURE HEIGHT	45 FT	45 FT	EXISTING
PARKING	11 TOTAL RESIDENTIAL: 1 SPACE/UNIT • 10 - FIRST 3 UNITS = 7 SPACES + LODGING HOUSE: 1 SPACE/EVERY 5 ROOMS • 12 = 2 SPACES + 2 STAFF SPACES	N/A	10 SPACES*
BICYCLE PARKING	2 SPACES PER EVERY 5 UNITS (4 SPACES)	N/A	4 SPACES

*10 PARKING SPACES (2 FOR STAFF, 7 FOR RESIDENTS) IS EXPECTED TO BE ENOUGH FOR THE AFFORDABLE HOUSING USE AND STAFF.



TYPICAL DUMPSTER ENCLOSURE
NOT TO SCALE

NOT TO SCALE



[illegible]

Altitude 2

Alt1, Alt2, Alt3

FEATURES

- Elegant form factor
- High performance optics up to 50,000 delivered lumens
- Precision lens for low glare comfort
- 100% dimmable
- iStacy™ Wireless control options

ORDERING INFORMATION (Example)

Series	LED Engine	CCT	Distribution	Rotation	Voltage	Mounting
Alt1 Altitude	28k-40k 50,000 lm 40k-50k 50,000 lm 50k-60k 50,000 lm 28k-40k 15,000 lm 40k-50k 15,000 lm 50k-60k 15,000 lm	CCT 4000K, 5000K, 6000K 4000K, 5000K, 6000K 4000K, 5000K, 6000K	FR Type I (Front Row) 2 Type II 4 Type III 4 Type IV 50M Type V Wide 50M Type I Square Medium 50M Type I Square Narrow 50M Type I Square Medium 5W Type II Wide (Round)	Blank for no rotation R 1° optic rotation left R 1° optic rotation right	UNV 120-277V 24V 347V 120V 480V 480V 480V	ASQ 4m Square pole ASQ 4m 1m 3.3-4.2' OD pole ASQ 4m 1m 3.3-4.2' OD pole MSF Internal Signifier 2.38' x 70" arm MSF Vertical Signifier Mount square for 2" pipe truss, (2.38' x 70") VPS 2" pipe truss, (2.38' x 70") VPS 2" pipe truss, (2.38' x 70") WB Wall Bracket
Alt2 Altitude	100k-200 15,000 lm 100k-200 30,000 lm 100k-240 30,000 lm 100k-288 35,000 lm 168k-308 45,000 lm 168k-348 45,000 lm 168k-388 50,000 lm					
Alt3 Altitude						

Fixture Finish

Fixture Finish	Control Options	Control Options	Options	Control Accessories
BL Black	7PR 7 pin Photo Receptacle (PFS)	MSWP30 No Wireless, PFS Occupancy Sensor, 100,000 hrs. life	BC Backlight	SOPREMO Remote control to 4GP
DB Dark Bronze	7PR-TL 7 pin PFS with touch lock photocontrol	MSWP30 No Wireless, PFS Occupancy Sensor, 100,000 hrs. life	DF Double Face	SWP Single Face
LC Light Gray	AD-01 AstroLine 50% output at midangle	NOVE No Wireless (Global Module)	TD Terminal	SWPB Single Face with 7 pin PFS
PS Light Gray	AD-02 AstroLine 50% output at midangle to 4AN	SCF-8F Low voltage sensor for 3rd party wireless control via PFS, for mounting heights 10' to 14'	CL Clear Lens	SWPB Single Face with 7 pin PFS
ST Silver	AD-03 AstroLine 50% output 10PR to 4AN	SCF-48F Low voltage sensor for 3rd party wireless control via PFS, for mounting heights 10' to 14'	HDL Diffuse Lens	SWBC Single Face with 7 pin PFS
WH White	AD-04 AstroLine 50% output 10PR to 4AN	SCF-8F Remote control programmable line voltage sensor		SWBC Single Face with 7 pin PFS
CC Custom	MSWP30 Wired NK PFS Occupancy Sensor, 100,000 hrs. life, PFS mounting, 30' cable length, 100,000 hrs. life	SCF-48F Remote control programmable line voltage sensor		SWBC Single Face with 7 pin PFS
Gold*	MSWP30 No Wireless, PFS Occupancy Sensor, 100,000 hrs. life	SCF-48F Remote control programmable line voltage sensor		SWBC Single Face with 7 pin PFS
Custom Factory	MSWP30 No Wireless, PFS Occupancy Sensor, 100,000 hrs. life	SCF-48F Remote control programmable line voltage sensor		SWBC Single Face with 7 pin PFS

- * Not available with 50K, 50K, and 60K distributions.
- * Not available with Type I distributions, CLK, or with option.
- * Not available with Type I distributions, CLK, or with option.
- * Only available with 10' to 14' height.

ROOM LIGHTING

