

PLANNING BOARD

Tuesday, August 11, 2026 at 4:30 PM
Room 24 (Basement Level of City Hall)
and Zoom



MEMBERS

Joseph Zamboni, Chair
Kelsey Robertson, Vice Chair
Eric Dinn
Nicholas Messina
David Silk
Austin Smith
Beverly Uhlenhake

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Please note that the placement of items on this agenda are subject to change – please check the [Agenda Center](#) prior to the meeting for the item start time.

AGENDA:

PUBLIC HEARING - 4:30 PM

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATION AND REPORTS**
- 3. REPORT OF ATTENDANCE AT THE MEETING HELD ON 7/28/2026**

Workshop

Text Amendment to Land Use Code Section 6.8.14: Din, Messina, Robertson, Smith, and Zamboni present. Silk and Uhlenhake absent.

Public Hearing

879 Congress Street: Din, Messina, Robertson, Smith, and Zamboni present. Silk and Uhlenhake absent.

- 4. REPORTS OF DECISIONS AT THE MEETING HELD ON 7/28/2026**

- i. Major Site Plan; 879 Congress Street; Portland Housing Development Corporation, Applicant. Robertson motioned and Din seconded a motion to waive Site Plan Standard 13.6.1.E, which requires mixed-use developments of 50,000 square feet or more in floor area to provide a Transportation Demand Management Plan. Vote 5-0 (Silk and Uhlenhake absent). Robertson motioned and Din seconded a motion to approve the Major Site Plan Application. Vote 5-0 (Silk and Uhlenhake absent.) Robertson motioned and Din seconded a motion to adopt the findings contained in the Staff Report and the draft approval letter, and to authorize the Board Chair to sign the approval letter as drafted and amended. Vote 5-0 (Silk and Uhlenhake absent).

- 5. NEW BUSINESS**

- i. Text Amendment to Chapter 14, Land Use Code – Section 6.8.14 (Entertainment Businesses in the B-3 and WCZ Zones); City of Portland, Applicant. The Planning Board will hold a public hearing to consider a proposed text amendment to Chapter 14 of the City Code, Land Use Code, Section 6.8.14, Entertainment Businesses in the B-3 and WCZ Zones. The proposed text amendment would repeal Section 6.8.14, eliminating the 100-foot separation requirement between businesses holding an entertainment license and permitting amplified music.

WORKSHOP - 4:45 PM

- i. Major Site Plan; 41 Ashmont Street; 509 Forest LLC, Applicant. The Planning Board will hold a workshop to consider an application for the construction of two multi-unit affordable apartment buildings in the B-1 zone. The proposed development includes a four-story, 30-unit building and a five-story, 33-unit building, for a total of 63 affordable dwelling units, along with 10 parking spaces.

100-foot Entertainment Buffer – Section 6.8.14
 Text Amendment
 City of Portland, Applicant

Submitted to:	Portland Planning Board	Prepared By:	Taylor Colbeth
Public Hearing Date:	August 11, 2026	Date:	August 5, 2026

I. INTRODUCTION

The City of Portland is bringing forth a Zoning Text Amendment to remove the 100-foot separation requirement for businesses holding an entertainment license within the Waterfront Central (WCZ) and B-3 Downtown Business zones, contained within Section 6.8.14 of the Land Use Code. The proposed amendment is intended to promote the clustering of entertainment businesses within Downtown.

This application is being referred to the Planning Board for consistency with the City’s Comprehensive Plan, which will result in a recommendation to adopt, adopt with modifications, or not adopt the proposed amendment by City Council.

A legal advertisement ran in the July 30, 2026, and July 31, 2026, editions of the Portland Press Herald.

II. PLANNING BOARD WORKSHOP SUMMARY

The Planning Board held a workshop on this text amendment on July 28, 2026. During the workshop, Board members did not have any clarifying questions for staff and expressed general support for the proposed text amendment. One member of the public spoke in favor of the text amendment. Prior workshop materials and the meeting recording are available at:

<https://portlandme.portal.civicclerk.com/event/8434/files/agenda/20198>.

III. BACKGROUND

In April 2007, the City Council, guided by the Mayor’s Old Port Task Force and the Public Safety Committee, adopted the Downtown Entertainment Overlay Zone. This ordinance regulated the location and density of establishments with liquor licenses that also permitted entertainment, requiring new establishments to be located at least 100 feet from similar establishments. The Downtown Entertainment Overlay Zone amended and superseded an earlier Old Port Overlay Zone, which capped the number of liquor licenses in the Old Port district and required a minimum separation of 100 feet. The purpose of both overlay zones has been to limit and disperse the negative impacts of late-night rowdiness on downtown streets. This 100-foot dispersal requirement is codified in Section 6.8.14 of the Land Use Code and is applicable to businesses with entertainment and liquor licenses that also have amplified entertainment in the B-3 and Waterfront Central Zones and remains in effect.

An amendment to remove Section 6.8.14 was first introduced to the Housing & Economic Development Committee in December 2025 in conjunction with amendments to Articles 3 & 6 to create a 750-foot buffer between large theaters or performance halls. At that time, the Committee

determined it would consider the elimination of the entertainment licensing 100-foot buffer separately at a later date.

On [June 30, 2026](#), the Housing & Economic Development Committee considered this amendment in response to concerns raised by local business owners regarding the 100-foot separation requirement. Business owners indicated that the regulation was overly restrictive and limited their ability to offer a diverse range of programming, including live music, performances, educational events, and community discussions. The committee expressed support for the proposed text amendment and referred the proposal to the Planning Board for consideration.

There are 98 total active entertainment licenses citywide, of which 41 are within the B-3 and WCZ zones as of July 22, 2026. A full list of active entertainment licenses can be found as Attachment B.

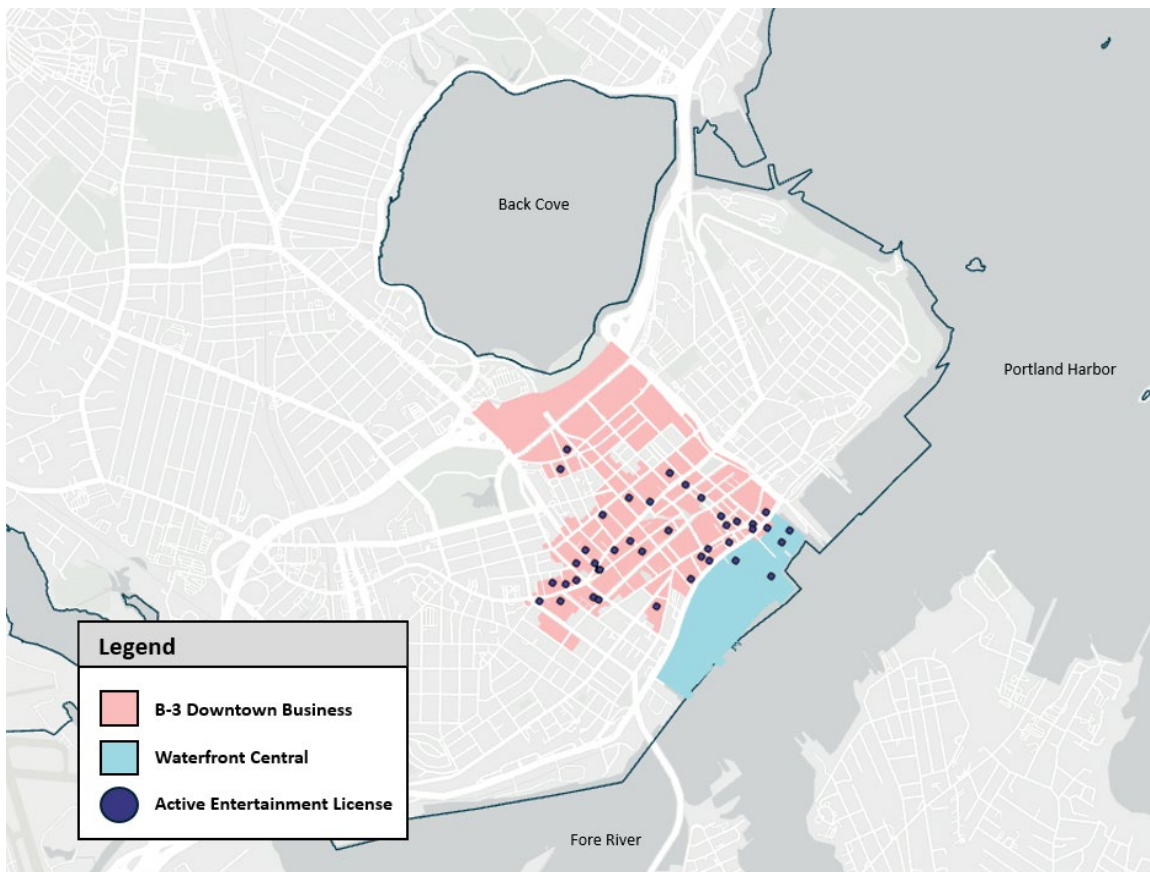


Figure 1. B-3 and WCZ zones Boundaries

IV. PROPOSED AMENDMENT

The proposed amendment would remove Section 6.8.14, Entertainment businesses in the B-3 and WCZ zones, of the Land Use Code. The existing language prohibits a business with an entertainment license and that offers amplified entertainment to be located within 100 feet of an existing entertainment business, measured along, and/or perpendicular across public ways from the main entrance(s) of each. Secondary entrances used for staff, limited or ADA access, or performers are not subject to the 100-foot separation requirement.

Removing this section would remove separation requirements for businesses with an entertainment license in the B-3 and WCZ zones. A redline version of this amendment is provided in Attachment A.

V. COMP PLAN ANALYSIS

Section 1.10.4 of the Land Use Code requires that amendments to the Land Use Code be pursuant to and consistent with the Comprehensive Plan, Portland's Plan 2030. For the purpose of this review, the Planning Board is evaluating the proposed text amendment for compatibility with the goals and strategies as outlined in the Comprehensive Plan to provide a recommendation to City Council.

Zone Purpose Statements

Portland's downtown including the Old Port is within the B-3 Downtown Business zone. The purpose of the B-3 zone as outlined in Table 5-D of the Land Use Code is to "... maintain and enhance the role of the downtown as the business and commercial center of the region, and to enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working, and visitor populations. The B-3 zone encourages increased housing opportunities downtown, including three-family, four-family, townhouse, and multi-family structures to accommodate Portland's diverse residential population, and supports an active, walkable pedestrian environment through the encouragement of intensive mixed-use activities, enhancement and maintenance of public and private open space, and the enlivenment and increased attractiveness of the street environment. Standards of the B-3 zone require excellence in urban design, to preserve and capitalize on the unique character and historic fabric of downtown Portland by encouraging reuse of significant existing structures and providing opportunities for an enhanced presence and integration of arts and cultural activities. The zone reinforces the role of downtown as a meeting place for community residents and visitors alike from all walks of life and all socio-economic groups by prioritizing access via multiple modes of transportation and enhancing and protecting the pedestrian environment."

The B-3 Zone permits a wide range of uses, including residential development, retail establishments, hotels, institutional uses, cultural facilities, restaurants, bars, theaters, performance venues, and a variety of commercial and service-oriented businesses.

The purpose of the WCZ is to "... protect and support water-dependent and marine-related uses to ensure their present and future viability as key features of Portland's waterfront."

The WCZ establishes a hierarchy of uses that prioritizes the protection and long-term economic viability of existing marine uses as the highest priority, followed by new marine and marine-related support uses. Non-marine uses are permitted and encouraged where they do not interfere with these priority uses. Such uses are recognized as contributing to the financial viability of waterfront properties by generating revenue that supports the maintenance, improvement, and continued operation of marine infrastructure. To further accommodate non-marine activity, the WCZ includes the Commercial Street Subdistrict, as outlined in Section 10.3.2, where new and existing development may be occupied entirely by non-marine uses, including restaurants, retail establishments, and other commercial activities.

Policy Guide: Economy

Portland's Plan 2030 recognizes the City's urban form as an integral component for the health of its economy, including its walkable downtown and neighborhood centers. Portland's commercial nodes

have become characterized by new clusters of economic activity, including local food and artisan entrepreneurial activity in East Bayside, blue economy in the International Marine Terminal and the Eastern Waterfront, and new retail along inner Washington Avenue. With the City's dynamic and evolving commercial activity, Downtown has remained a hub for food and nightlife.

Economic Policy Goals & Strategies

The Comprehensive Plan has identified several state and local goals for continuing to bolster the City's commercial hubs. The City's goals associated with economic policy place an emphasis on increasing job opportunities and overall economic wellbeing through nurturing Portland-based businesses, maintaining the City's unique quality, and valuing innovation and creativity as cornerstones of the local economy. Local goals also aim to reinforce the waterfront as a key component of Portland's economic health through balancing traditional and emerging industries with tourism and recreation.

Several Economic Development Goals and Strategies contained in the Comprehensive Plan provide policy support for eliminating the entertainment buffer, including:

<i>State Goal</i>	<i>Promote an economic climate that increases job opportunities and overall economic well-being.</i>
<i>Local Goal</i>	<i>Create economic prosperity by growing Portland's tax and employment base.</i>
	<i>Value innovation and creativity as cornerstones of the local economy and as central to Portland's uniqueness and diversity.</i>
	<i>Reinforce the waterfront as a key component of Portland's economic health, balancing traditional and emerging industries with tourism and recreation.</i>
	<i>Respect that our unique quality of place is key to our current and future economic success.</i>
	<i>Value and nurture Portland-based businesses.</i>

There are several strategies identified for supporting the above goals included in the Comprehensive Plan, several of which this amendment supports. The strategies for achieving economic policy goals emphasize supporting local business, encouraging innovation, and emphasizing the City's existing arts and cultural scene. The identified strategies call for policies that encourage the growth of local business with an emphasis in priority areas. The 100-foot entertainment business buffer requirement places constraints on local economic development, as it reduces local business location opportunities and discourages business clustering. Relevant strategies contained in the Comprehensive Plan, include:

<i>Support local business retention and recruitment</i>	<i>Pursue policies that create, nurture, and retain local businesses.</i>
<i>Target areas for job growth</i>	<i>Ensure that new employment can be accommodated in priority growth areas across the city.</i>

	<i>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.</i>
	<i>Modify ordinances and make strategic investments to better promote business development and job creation in priority areas.</i>
<i>Encourage innovation and enrich the creative economy</i>	<i>Support policies that foster innovation, entrepreneurship, and the creative economy.</i>
<i>Emphasize arts and culture</i>	<i>Leverage arts and culture as a central element of Portland's distinct quality of place.</i>
	<i>Support our cultural institutions and spaces for the arts.</i>
	<i>Support access to arts and culture for all residents.</i>

Future Land Use Framework

The Comprehensive Plan's, Future Land Use Framework section further emphasizes areas most critical to the City's continued growth and highlights the goal to "Reinforce the Center." The Plan affirms that Downtown Portland remains central to the region's arts and cultural, economic, and civic vitality and embraces the principle that downtown should continue to serve as a primary locus of activity for the broader region. Downtown is therefore identified as a priority growth node for continued enhancement and investment.

Analysis

This proposed text amendment advances several goals and strategies of the Comprehensive Plan by creating opportunities for business growth, investment, and job creation within Downtown, an area identified as a priority growth node. The amendment supports the continued enhancement of Downtown Portland as the region's primary center for arts and culture, commerce, civic activity, and entertainment, while reinforcing its role as a focal point for the broader region.

By allowing compatible entertainment and commercial uses to cluster within a centralized area that is well served by multimodal transportation, the amendment would strengthen Downtown's function as an entertainment destination. Increased concentrations of activity can generate additional foot traffic, support surrounding restaurants and retail establishments, encourage private investment, and contribute to the overall economic vitality and vibrancy of Portland's downtown area.

Furthermore, the Comprehensive Plan emphasizes the ability to adapt to changing conditions to ensure continued economic growth and vitality. The intent of the original policy was sound in its reasoning to prevent the overconcentration of nightlife establishments in the WCZ and B-3 zones and to address concerns related to noise and public safety. However, the changing regulatory context, including licensing requirements, noise ordinances, and policing operational standards, address many of the impacts the separation requirement was intended to mitigate. Therefore, modifying ordinances to be in alignment with changing conditions to promote business development and job creation in priority areas is in direct alignment with the Comprehensive Plan.

The proposed amendment is also consistent with the purpose statement of the B-3 zone, which exists to maintain and enhance the role of downtown as the business and commercial center of the region and reinforce the role of downtown as a meeting place for community residents and visitors. This amendment is also consistent with the purpose statement of the WCZ, as the prioritization of marine and marine-related uses would not change.

VI. STAFF RECOMMENDATION

Staff find the text amendment to Section 6.8.14 of the Land Use Code to be consistent with the vision, goals, and strategies outlined in the Comprehensive Plan and recommend that the Planning Board vote to recommend the proposed amendment to the City Council.

VII. PLANNING BOARD DECISION

On the basis of material provided in the staff report dated August 5, 2026, as well as public testimony and other information provided during the Planning Board's workshop on July 28, 2026, the Planning Board finds that the proposed text amendment to remove the 100-foot separation requirement for businesses holding an entertainment license within the Waterfront Central (WCZ) and B-3 Downtown Business zones, as shown in Attachment A **[is/is not]** consistent with the City of Portland's Comprehensive Plan for the City of Portland; and, therefore, the Planning Board **[recommends/does not recommend]** adoption of the text amendment to the City Council.

ATTACHMENTS

Attachments

Attachment A – Redline Text Amendment 6.8.14

Attachment B - FSE With Entertainment License

Public Comment

PC from 7-28-2026 Workshop



Att. A

6 USE STANDARDS

6.1 APPLICABILITY

6.1.1. In general

- A. The use of buildings, structures, private property, and City-owned property are governed by this article, except when superseded by other applicable laws or ordinances. It is the intent that, when in doubt, this article should be interpreted to accommodate the goals of the City's Comprehensive Plan and other plans.
- B. All uses shall comply with any applicable federal and state requirements, and any additional applicable federal, state, county, and/or city ordinances.
- C. All uses shall comply with any supplemental use standards in Section 6.4 as applicable. Use standards address specific impacts, design or siting standards, and/or additional regulations outside of this Code.

6.2 DETERMINATION OF USE

6.2.1 Use tables

- A. Tables 6-A to 6-G shall determine if a use is permitted (●), conditional (◐), or not permitted () as a principal use within a zone. Where a use is listed as both permitted and conditional (●/◐), determination shall be based on the nature of such use as described in the use standards of Section 6.4. Unless otherwise noted, where a use is listed in terms of square footage, square footage figures shall correspond to the total square footage of the use as indicated.
- B. Certain uses within Tables 6-A to 6-G shall meet required use standards listed in Section 6.4. A reference is provided in the "Use

Standards" column the tables. In the case of conflict of required standards (i.e., a cross reference is missing from the table, the numbering of standards has changed but not updated in the Table, etc.), the use standards in Section 6.4 control.

6.2.2 Unlisted uses

- A. Uses not expressly listed as permitted or conditional in Tables 6-A to 6-G are prohibited as principal uses except that a use may be permitted subject to meeting the following performance-based standards:
 - 1. The proposed use is consistent with the purposes of the zone.
 - 2. The proposed use is closely related to a permitted or conditional use in terms of character, scale, and external impacts.
 - 3. The buildings and structures associated with the proposed use are designed and operated so that it will prevent undue adverse environmental impacts, substantial diminution of the value or utility of neighboring structures, or significant hazards to the health or safety of neighboring residents by controlling noise levels, emissions, traffic, lighting, odor, and any other potential negative impacts.
- B. The review authority shall determine whether the uses not listed as permitted or conditional uses meet the above standards. If it is determined that the use does not meet the above criteria, it shall not be permitted.
- C. The review authority may impose reasonable conditions of approval on the proposed use to ensure that it is similar in character and impact to a permitted or conditional use.

6.2.3 Multiple uses

- A. A lot may contain more than one principal use, providing each use is allowed within the zone. Each principal use shall be permitted separately. In certain cases, uses are defined in Article 3 to include accessory uses that provide necessary support or are functionally integrated into the principal use.
- B. Notwithstanding the above, and unless otherwise specifically permitted by this Code, lots containing a single family, two-family, three-family, or four-family dwelling may contain more than one principal use only so long as the total number of dwelling units on the lot does not exceed four, or three on the islands, not including accessory dwelling units.

6.2.4 Uses operated in an enclosed structure

- A. In all mixed-use, office, and industrial zones, uses shall be operated within a completely enclosed structure, except for those customarily operated in open air.
- B. In the mixed-use zones, open air activities shall be those licensed by the City.

6.2.5 Uses in zones not listed

- A. Use permissions for certain zones within this Code are not included in Tables 6-A to 6-G, but are addressed separately as follows:
 - 1. Use permissions for overlay zones are found in Article 8.
 - 2. Use permissions for the India Street Form-Based Code (IS-FBC) zone are found in Article 9.
 - 3. Use permissions for the waterfront zones are found in Article 10.

6.3 CHANGE OF USE

A change of use from one use in Tables 6-A to 6-G to another is governed by the requirements of the new use. The use of any part of any building, structure, or property shall not be changed to any other use, whether principal or accessory and whether alterations in the building, structure, or property are involved or not, until a permit and certificate of occupancy authorizing such change of use has first been secured from the Building Authority in accordance with Chapter 6 of the City of Portland Code of Ordinances.

TABLE 6-A: PERMITTED AND CONDITIONAL USES IN RESIDENTIAL NEIGHBORHOOD ZONES

		RN-1	RN-2	RN-3	RN-4	RN-5	RN-6	Use Standards
Residential	Single-family dwellings	●	●	●	●			
	Two-family dwellings	●	●	●	●			
	Three-family dwellings	●	●	●	●			
	Four-family dwellings	●	●	●	●			
	Multi-family dwellings	○	●	○	●	●	●	6.4.12
	Townhouse dwellings		●		●		●	6.4.13
	Group homes	○	○	○	○	○	○	6.4.17
	Lodging houses			○	○	●	●	6.4.21
	Child care centers + small child care facilities	○	○	○	○	○	○	6.4.9
Institutional	Elementary, middle, and secondary schools	○	○	○	○	○	○	
	Governmental uses	●	●	●	●	●	●	
	Places of assembly	○	○	○	○	○	○	6.4.30
	Post-secondary schools			○	○	○	○	6.4.31
	Residential care facilities (small)	○	○	○	○	○	○	6.4.35
	Residential care facilities (large)	○	○	○	○	○	○	
	Bed and breakfasts				●/○	●/○	●/○	6.4.7
Comm.	Hostels				●/○	●/○	●/○	6.4.18
	Market gardens	○	○	○	○	○	○	6.4.25
	Neighborhood nonresidential reuse	○	○	○	○	○	○	6.4.26
	Cemeteries	●	●	●	●	●	●	
Other	Parks and open spaces	●	●	●	●	●	●	
	Solar energy systems (minor)	●	●	●	●	●	●	6.4.38
	Utility substations	○	○	○	○	○	○	6.4.39

Key: ● = permitted | ○ = conditional | Blank = not permitted | ●/○ = permitted or conditional per use standards

TABLE 6-B: PERMITTED AND CONDITIONAL USES IN ISLAND ZONES

		IR-1	IR-2	I-B	Use Standards
Residential	Single-family dwellings	●	●	●	
	Two-family dwellings	●	●	●	
	Three-family dwellings			●	
	Four-family dwellings			●	
	Multi-family dwellings			ⓘ	6.4.12
	Live/work dwellings			●	
	Lodging houses		ⓘ	●	6.4.21
Institutional	Child care centers + small child care facilities	ⓘ	ⓘ	●	6.4.9
	Cultural facilities			●	
	Elementary, middle, and secondary schools	ⓘ	ⓘ	ⓘ	
	Governmental uses	●	●	●	
	Places of assembly	ⓘ	ⓘ	●	6.4.30
Commercial / Service	Auto service stations			ⓘ	6.4.5
	Bed and breakfasts			●	6.4.7
	General offices			●	6.4.15
	General services			●	
	Greenhouses/nurseries (retail)			ⓘ	6.4.16
	Hotels			ⓘ	6.4.19
	Market gardens	ⓘ	ⓘ	●	6.4.25
	Neighborhood nonresidential reuse	ⓘ	ⓘ		6.4.26
	Restaurants			●	6.4.34
	Retail			●	6.4.36
	Specialty food service			●	
	Agriculture	●			6.4.3
	Boathouses and storehouses for fishing equipment	●	●	●	
Other	Campgrounds	ⓘ			6.4.8
	Cemeteries	ⓘ	ⓘ		
	Low-impact industrial			●	
	Marinas			●	
	Parks and open spaces	●	●	●	
	Solar energy systems (minor)	●	●	●	6.4.38
	Studios for artists and craftspeople	●	●	●	
	Utility substations	ⓘ	ⓘ	ⓘ	6.4.39
	Wharves, piers, docks, and landing ramps	●	●	●	

Key: ● = permitted | ⓘ = conditional | Blank = not permitted | ●/ⓘ = permitted or conditional per use standards

TABLE 6-C: PERMITTED AND CONDITIONAL USES IN MIXED-USE ZONES

		B-1	B-2	B-2b	B-3 ¹	B-4	B-5	B-6	Use Standards
Residential	Two-family dwellings	●	●	●	●	●	●	●	
	Three-family dwellings	●	●	●	●	●	●	●	
	Four-family dwellings	●	●	●	●	●	●	●	
	Townhouse dwellings	●	●	●	●	●	●	●	6.4.13
	Multi-family dwellings	●	●	●	●	●	●	●	6.4.12
	Live/work dwellings	●	●	●	●	●	●	●	
	Lodging houses	●	●	●	●	●	●		6.4.21
	Child care centers + small child care facilities	●	●	●	●	●	●	●	6.4.9
	Clinics	●	●	●	●	●	●		
	Cultural facilities	●	●	●	●	●	●	●	
Institutional	Elementary, middle, and secondary schools	●	●	●	●		●	●	
	Emergency shelters				●	●	●		6.4.14
	Governmental uses	●	●	●	●	●	●		
	Places of assembly	●	●	●	●	●	●	●	6.4.30
	Post-secondary schools		●	●	●	●	●	●	6.4.31
	Residential care facilities (small)	●	●	●	●	●	●	●	
	Residential care facilities (large)		●	●	●	●	●	●	6.4.35
	Adult business establishments				●				6.4.2
	Auto, boat, and related dealerships		●			●			
	Auto service stations		●	●		●			6.4.5
Commercial / Service	Bars		●	●	●	●	●	●	6.4.6
	Bed and breakfasts	●	●	●	●				6.4.7, 6.4.10
	Exhibition, meeting, and convention halls				●	●	●	●	
	Funeral homes		●	●		●			
	General offices	●	●	●	●	●	●	●	
	General services	●	●	●	●	●	●	●	6.4.15, 6.4.10
	Greenhouses/nurseries (retail)		●	●		●			
	Hostels	●			●		●		6.4.18, 6.4.10
	Hotels		●		●	●	●	●	6.4.19
	Intermodal transportation facilities		●	●	●	●	●	●	
Commercial / Service	Marijuana retail stores		●		●	●			6.4.23
	Market gardens	●	●	●	●	●	●	●	6.4.25, 6.4.10
	Recreation and amusement centers		●	●		●	●		

Key: ● = permitted | ● = conditional | Blank = not permitted | ●/● = permitted or conditional per use standards

TABLE 6-C (CONT.): PERMITTED AND CONDITIONAL USES IN MIXED-USE ZONES

	B-1	B-2	B-2b	B-3 ¹	B-4	B-5	B-6	Use Standards
Commercial/Service	Registered marijuana dispensaries	●		●	●			6.4.23
	Restaurants	●	●	●	●	●	●	6.4.34, 6.4.10
	Retail	●	●	●	●	●	●	6.4.36, 6.4.10
	Small-scale marijuana caregivers		●	●	●			6.4.23
	Specialty food service	●	●	●	●	●	●	6.4.10
	Theaters and performance halls (small)		●	●	●	●	●	
	Theaters and performance halls (large)		●	●	●	●	●	6.4.42
	Veterinary services	●	●	●	●	●	●	
	Animal-related services		●		●	●		6.4.4
	Communication studios		●	●	●	●	●	
Industrial	Dairies		●		●			6.4.11
	Impound lots				●			6.4.20
	Laboratory and research facilities		⦿	⦿	●	⦿	⦿	
	Low-impact industrial	●	●	●	●	●	●	6.4.22
	Marijuana manufacturing facilities				●			6.4.23
	Marijuana testing facilities				●			
	Printing and publishing			●	●	●	●	6.4.32
	Self-storage facilities				●			6.4.37
	Studios for artists and craftspeople	●	●	●	●	●	●	
	Warehousing and distribution facilities				●			6.4.40
	Marine uses					●	●	6.4.24
	Off-street parking			●/⦿		●	⦿	6.4.27
	Parks and open spaces	●	●	●	●	●	●	
	Social service centers		⦿	⦿	⦿	⦿	⦿	
Other	Solar energy systems (minor)	●	●	●	●	●	●	6.4.38
	Solar energy systems (major)				⦿			
	Utility substations	●	●	●	●	●	●	6.4.39
	Wind energy systems (minor)		⦿	⦿	⦿	⦿	⦿	6.4.41

Key: ● = permitted | ⦿ = conditional | Blank = not permitted | ●/⦿ = permitted or conditional per use standards

¹ Uses within the B-3 zone may be subject to the standards of the Pedestrian Activities District (PAD) Overlay found in Section 8.5 of this Code.

TABLE 6-D: PERMITTED AND CONDITIONAL USES IN TRANSIT-ORIENTED DEVELOPMENT ZONES

		TOD-1	TOD-2	Use Standards
Residential	Townhouse dwellings	●	●	6.4.13
	Multi-family dwellings	●	●	6.4.12
	Live/work dwellings	●	●	
	Lodging houses	●	●	6.4.21
Institutional	Child care centers + small child care facilities	●	●	6.4.9
	Clinics	●	●	
	Cultural facilities	●	●	
	Elementary, middle, and secondary schools	●	●	
	Governmental uses	●	●	
	Places of assembly	●	●	6.4.30
	Post-secondary schools		●	6.4.31
	Residential care facilities (small)	●	●	6.4.35
	Residential care facilities (large)	●	●	
	Bars	●	●	6.4.6
	Exhibition, meeting, and convention halls		●	
	General offices	●	●	
	General services	●	●	6.4.15
	Hostels		●	6.4.18
	Hotels		●	
Commercial / Service	Intermodal transportation facilities	●	●	
	Recreation and amusement centers		●	
	Restaurants	●	●	
	Retail	●	●	
	Specialty food service	●	●	
	Theaters and performance halls (small)	●	●	
	Theaters and performance halls (large)	●	●	6.4.42
	Veterinary services	●	●	
Industrial	Communication studios	●	●	
	Low impact industrial	●	●	6.4.22
	Studios for artists and craftspeople	●	●	



Key: ● = permitted | ① = conditional | Blank = not permitted | ●/① = permitted or conditional per use standards

TABLE 6-D (CONT.): PERMITTED AND CONDITIONAL USES IN TRANSIT-ORIENTED DEVELOPMENT ZONES

		TOD-1	TOD-2	Use Standards
Other	Parks and open spaces	●	●	
	Solar energy systems (minor)	●	●	6.4.38
	Utility substations	●	●	6.4.39
	Wind energy systems (minor)	①	①	6.4.41

Key: ● = permitted | ① = conditional | Blank = not permitted | ●/① = permitted or conditional per use standards



TABLE 6-E: PERMITTED AND CONDITIONAL USES IN OFFICE ZONES

		O	Use Standards
Inst.	Child care centers + small child care facilities	●	6.4.9
	Governmental uses	●	
Com.	General offices	●	
	Office parks	●	6.4.28
Ind.	Laboratory and research facilities	●	
	Printing and publishing	●	6.4.32
	Parks and open space	●	
Other	Solar energy systems (minor)	●	6.4.38
	Wind energy systems (minor)	⦿	6.4.41

Key: ● = permitted | ⦿ = conditional | Blank = not permitted | ●/⦿ = permitted or conditional per use standards

TABLE 6-F: PERMITTED AND CONDITIONAL USES IN INDUSTRIAL & AIRPORT ZONES

		I-L/I-Lb	I-M/I-Mb	I-H	A-B ¹	Use Standards
Institutional	Live/work dwellings	●				
	Airports				●	
	Child care centers + small child care facilities	●	●		●	6.4.9
	Emergency shelters	●	●	●		6.4.14
	Places of assembly	●				6.4.30
Commercial / Service	Bars				●	6.4.6
	General offices	●	●			6.4.15
	General services				●	
	Hotels				●	
	Intermodal transportation facilities	●	●			
	Market gardens	●				6.4.25
	Recreation and amusement centers	●	●			
	Restaurants				●	
	Self-storage facilities		●	●		6.4.37
	Specialty food service	●	●			
	Veterinary services	●	●	●		
	Animal-related services	●	●	●		6.4.4
	Auto service stations	●	●	●	●	6.4.5
	Construction & engineering services	●	●	●		
	Dairies	●	●	●		
Industrial	Food & seafood processing, packing, and distribution		●	●		
	High-impact industrial uses			●		
	Impound lots		●	●		6.4.20
	Laboratory and research facilities	●	●	●		
	Low-impact industrial	●	●	●		6.4.22
	Lumber yards	●	●	●		
	Marijuana cultivation facilities	●	●	●		
	Marijuana manufacturing facilities	●	●	●		6.4.23
	Marijuana testing facilities	●	●	●		
	Printing and publishing	●	●	●		

Key: ● = permitted | ● = conditional | Blank = not permitted | ●/● = permitted or conditional per use standards

TABLE 6-F (CONT.): PERMITTED AND CONDITIONAL USES IN INDUSTRIAL & AIRPORT ZONES

	I-L/I-Lb	I-M/I-Mb	I-H	A-B ¹	Use Standards
Industrial	Recycling facilities	●	●		6.4.33
	Solid waste disposal facilities		●		6.4.33
	Studios for artists and craftspeople	●	●		
	Warehousing and distribution facilities	●	●		6.4.40
Other	Off-street parking			●	
	Social service centers	●	●	●	
	Solar energy systems (minor)	●	●	●	6.4.38
	Solar energy systems (major)		●	●	
	Telecommunication towers (ground-mounted)		●		
	Utility substations	●	●		6.4.39
	Wind energy systems (minor)	●	●	●	6.4.41
	Wind energy systems (major)		●	●	

Key: ● = permitted | ● = conditional | Blank = not permitted | ●/● = permitted or conditional per use standards

¹ Permitted uses on lots within airport restricted access areas shall be limited to those which do not require or encourage access or visits by the public and which provide technical administrative or other support to airport operations.

TABLE 6-G: PERMITTED AND CONDITIONAL USES IN OPEN SPACE ZONES

	OS-R ¹	OS-P	Use Standards
Cemeteries	●		
Cultural facilities	◐		
Marinas	●		
Parks and open space	●	●	6.4.29
Solar energy systems (minor)	◐		6.4.38, 6.5.6
Solar energy systems (major)	◐		
Stadiums	◐		6.5.6
Utility substations	●/◐		6.4.39, 6.5.6
Wharves, piers, docks, and landing ramps	●	◐	
Wind energy systems (minor)	◐		6.4.41, 6.5.6

Key: ● = permitted | ◐ = conditional | Blank = not permitted | ●/◐ = permitted or conditional per use standards

¹ Accessory uses within structures of 2,500 SF or more shall be treated as a conditional use under subsection 6.5.6.

6.4 SUPPLEMENTAL USE STANDARDS

These standards shall apply to the following uses as indicated in Tables 6-A to 6-G, whether permitted or conditional. Where a use is allowed as conditional, these standards apply in addition to the general conditional use standards in Section 6.5.

6.4.1 Street Access

Unless specifically excepted under Section 7.4, a building or structure may only be constructed on or moved onto a lot, or a dwelling unit added to a lot, if one of the following conditions is met. These standards apply to all buildings and structures unless specifically exempted by this section.

A. Existing, accepted streets

1. The lot has frontage on a paved and accepted City street with a minimum width of 10 feet on a one-way street and 20 feet on a two-way street, measured from curb to curb. In the absence of a

curb, the minimum clear paved width shall be measured from the edge of the pavement, excluding sidewalks.

2. The lot has frontage on an accepted or continued street on an island in Casco Bay that meets a minimum width of 16 feet, measured from the edge of the pavement, or from the edge of the built surface if unpaved.
 3. The required minimum width may be reduced, or the requirement waived on the islands only, if the Fire Chief and the Public Works Director or their designee(s) jointly determine that meeting the minimum width is impracticable and the City's ability to provide services will not be unreasonably impaired by a reduction in width.
- B. Streets to be improved in connection with development. The owner or developer of a lot that is not located on an existing, accepted (or

in the case of the islands, continued) street that meets the minimum criteria established above shall improve the street in accordance with the following.

1. The street, between the lot and the nearest existing, accepted City street and including the frontage of the lot itself, shall be improved to meet the standards adopted elsewhere in this Code, including those adopted by the Public Works Authority and the Planning Authority. In the case of a corner lot, this shall apply to the frontage of the lot from which access is taken.
2. The street may be improved to an alternative standard if the Fire Chief and the Public Works Director or their designee(s) jointly determine that:
 - a. Meeting the standards adopted elsewhere in this Code is impracticable;
 - b. There is limited potential for further development on the street or for further connections to the City's existing street network; and
 - c. The City's ability to provide services will not be unreasonably impaired by a modification of the standards of this Code.
3. The owner or developer shall take all necessary steps under Chapter 25, Article III, of the City Code to dedicate the improved portion of the street to the City for acceptance. This shall include provision of a waiver of any claim for damages that may result from acceptance.

C. Exceptions. On lots with an existing, inhabited structure or structures on an unaccepted City street, the following buildings and structures are exempt from the requirements of this subsection.

1. Accessory buildings not intended for habitation.
2. The addition of one accessory dwelling unit within an existing single-family dwelling.

6.4.2 Adult business establishments

- A. Adult business establishments shall be located at least 1,000 feet from any other adult business establishment, and at least 500 feet from any residential zone, as measured in a straight line from the nearest point of the lot line on the lot which the use is proposed to the nearest point of the lot line on the lot where the other use or zone is located, without regard to intervening structures or objects.
- B. No sexually explicit materials, entertainment, or activity shall be visible from the exterior of the premises.

6.4.3 Agriculture

- A. No animals shall be kept on any lot less than three acres or closer than 100 feet to any street or lot line, except domesticated chickens as regulated in Chapter 5 of the City of Portland Code of Ordinances.
- B. Raising of domesticated animals as a component of any agricultural use shall not create any odor, noise, health, or safety hazards, or other nuisance to neighboring properties.
- C. Raising of pigs or reptiles is not permitted.

6.4.4 Animal-related services

- A. In the B-2, B-4, B-5, I-L and I-Lb zones, animal-related services may not include kennel or boarding facilities.
- B. No animal-related service may include outdoor kennel facilities.
- C. Any exterior training and exercise areas shall be located in a side or rear yard only, and shall be completely fenced.
- D. Exterior training and exercise areas are not permitted within 200 feet of a residential zone.

6.4.5 Automobile, boat, and related dealerships and auto service stations

- A. In the B-2b zone, auto service stations shall only be permitted as an expansion of an auto service station in existence as of 11/15/1999.
- B. Signs shall not adversely affect visibility at intersections or access drives. Signs shall be constructed, installed, and maintained so as to ensure the safety of the public, and shall advertise only services or goods available on the premises.
- C. No ingress and egress driveways shall be located within 30 feet from an intersection. No entrance or exit for vehicles shall be in such proximity to a playground, school, church, other place of public assembly, or any residential zone that the nearness poses a threat or potential danger to the safety of the public.
- D. A landscaped buffer, no less than five feet wide, shall be located along street frontages (excluding driveways). The buffer shall consist of a variety of plantings in accordance with the City of Portland *Technical Manual*.

- E. Car washes shall be designed to avoid the tracking of residual waters into the street.

6.4.6 Bars

- A. In the B-6 zone, no bars located east of Waterville Street shall be permitted within 50 feet of Fore Street.

6.4.7 Bed and breakfasts

- A. Bed and breakfasts in the RN-4, RN-5, and RN-6 zones are allowed only as conversions of residential structures existing as of 3/3/1997. Such uses are a permitted use if they contain four or fewer guest rooms, and a conditional use if they contain five to nine guest rooms.
- B. In the RN-4, RN-5, and RN-6 zones, the minimum lot area for bed and breakfasts shall be 2,000 square feet for the first three guest rooms and 500 square feet for each additional guest room.
- C. In the I-B zone, bed and breakfasts are permitted on Peaks Island only. The minimum lot area for bed and breakfasts shall be 5,000 square feet for the first three guest rooms and 5,000 square feet for each additional guest room. When not served by public water and sewer, a bed and breakfast in the I-B zone shall require 10,000 square feet of lot area per guest room.

6.4.8 Campgrounds

- A. Campgrounds shall not include recreational vehicles.
- B. No tent shall be located within 75 feet of the perimeter of site.



- C. The land area of the campground shall not be less than the equivalent of 5,000 square feet of land area per tent site exclusive of the roadway network.

6.4.9 Child care centers and small child care facilities

- A. Outdoor play areas shall be screened and buffered from surrounding residences with landscaping and/or fencing.
- B. Solid waste shall be stored in covered containers. Such containers shall be screened on all sides.
- C. For child care centers in residential and island residential zones, the following additional standards apply:
 - 1. Outdoor play areas shall be located in the side or rear yards only, and shall be screened from adjacent properties by a fence or wall at least 48 inches in height.
 - 2. The minimum lot area shall be 10,000 square feet.

6.4.10 Commercial and service uses in the B-1 zone

- A. Commercial and service uses in the B-1 zone shall be permitted provided that such uses generate less than 100 peak hour vehicle trips per 2,000 square feet of floor area and less than 100 peak hour vehicle trips in total.
- B. No beverage container redemption centers shall be permitted.

6.4.11 Dairies

In the B-2 and B-2b zones, dairies are permitted only if an expansion of an existing dairy.

6.4.12 Dwellings, multi-family

- A. Use limitations
 - 1. In the RN-1 and RN-3 zones, multi-family dwellings are allowed only as conversions of existing nonresidential structures.
 - 2. In the I-B zone, multi-family dwellings are allowed only as conversions of existing residential or nonresidential structures.
- B. Conversion standards
 - 1. No multi-family conversion is allowed in an existing structure with less than 1,500 square feet of habitable floor area.
 - 2. Any new off-street parking provided for multi-family conversion of existing residential structures shall be located to the side or rear of the structure.

6.4.13 Dwellings, townhouse

- A. For townhouse dwellings, interior side setback requirements do not apply to the interior side yard where the party wall for the structure is located. Such requirements only apply to end units without an attached party wall.
- B. There shall be a minimum separation of 15 feet between exterior sidewalls of townhouse buildings. Where the front or rear wall of a townhouse faces the front or rear wall of another townhouse, the minimum required separation between such buildings shall be 30 feet. Driveways and parking areas may be located within this minimum separation area.

6.4.14 Emergency shelters

- A. In the B-3 zone, no emergency shelters shall be permitted north of Oxford Street.
- B. The facility shall provide adequate space for conducting security searches and other assessments.

- C. The facility shall be designed with a centralized shelter operations office on each level providing sightlines to sleeping areas. This provision shall not apply for emergency shelters designed for family use.
- D. A management plan adequately outlining the following areas shall be provided: management responsibilities; process for resolving neighborhood concerns; staffing; access restrictions; on-site surveillance; safety measures; controls for resident behavior and noise levels; and monitoring reports.
- E. Adequate access to and from fixed route transit service shall be provided. The facility shall be within a $\frac{1}{4}$ mile of fixed route transit service, or shall be within $\frac{1}{2}$ mile of fixed route transit service and provide adequate indoor space to permit all shelter guests day shelter, as well as implement strategies to help residents utilize transit.
- F. The facility shall provide on-site services to support residents, such as case management, life skills training, counseling, employment and educational services, housing assistance, or other programs.
- G. Suitable laundry, kitchen, pantry, bicycle storage, and secure storage facilities for shelter stayers shall be provided on-site.
- H. An outdoor area for guest use shall be provided on-site with adequate screening to protect privacy of guests.

6.4.15 General offices and general services

- A. General office and general service uses in the I-B and B-1 zones are limited to a maximum of 5,000 square feet of gross floor area.
- B. General office uses in the I-L and I-Lb zones shall be limited to those involving minimal

public visitation and minimal direct service to the general public, primarily to provide support services to larger organizations such as educational institutions, social service agencies, or business headquarters.

6.4.16 Greenhouses/nurseries (retail)

In the I-B zone, the indoor display of retail goods and point of sale area shall be limited to a maximum of 1,000 square feet.

6.4.17 Group homes

- A. Group homes shall be subject to the minimum lot area requirements for nonresidential uses.
- B. A group home shall not be located within 500 feet of another, as measured along street lines to the respective property lines.
- C. The Board of Appeals or Planning Board may impose conditions upon a conditional use permit concerning the creation or operation of a group home including but not limited to the following: site and building maintenance; lighting, fencing, and other appropriate security measures; screening and buffering of parking areas; compatibility of any additions or alterations with the existing residential structure; and compatibility of new structures with the architectural character of the surrounding area.

6.4.18 Hostels

- A. An operations plan shall be submitted demonstrating that:
 1. No unaccompanied minors under the age of 18 shall be permitted in the facility.
 2. The length of stay for transient guests shall not exceed 15 days within any 60-day period.

- B. In the RN-4, RN-5, and RN-6 zones, hostels are permitted if for no more than 10 overnight transient guests, and conditional if for between 11 and 20 overnight transient guests. No more than 20 overnight transient guests shall be permitted.
- C. In the B-1 zone, no more than 20 overnight transient guests shall be permitted.

6.4.19 Hotels

- A. Hotels in the I-B zone are limited to a maximum of 50 guest rooms.
- B. The minimum gross floor area for hotels in the I-B zone shall be 5,000 square feet for the first three guest rooms and 5,000 square feet for each additional guest room. When not served by public water and sewer, a hotel in the I-B zone shall require 10,000 square feet of lot area per guest room.
- C. Hotels in the B-6 zone are limited to a maximum of 150 guest rooms.

6.4.20 Impound lots

Impound lots shall be at least 300 feet from any residential zone or lawfully conforming residential use.

6.4.21 Lodging houses

- A. In the RN-3 and RN-4 zones, lodging houses are allowed only as conversions of existing two-family, three-family, four-family, or multi-family residential structures, provided that the lodging house shall not be located within 500 ft. of another as measured along street lines.
- B. Lodging houses shall be subject to the minimum lot area requirements for nonresidential uses.

- C. Individual rooming units in a lodging house shall be a minimum of 70 square feet in area.
- D. Lodging houses shall provide a minimum of 200 square feet of combined rooming unit and common area per rooming unit.
- E. Lodging houses, except for lodging houses located in the IR-2 and I-B zones, shall contain common areas for use by residents, including a kitchen. A kitchen need not be available as a part of the common areas where all meals are provided on a daily basis.
- F. In the IR-2 and I-B zones, lodging houses are allowed with no more than nine rooming units. When not served by public water and sewer, lodging houses shall require 10,000 square feet of lot area per rooming unit.

6.4.22 Low-impact industrial

- A. Low-impact industrial in the B-1, B-2b, B-3, and B-6 zones is limited to a maximum of 10,000 square feet in gross floor area.
- B. In the B-6 zone, no brew pubs or microbreweries east of Waterville Street shall be permitted within 50 feet of Fore Street.
- C. When a low-impact industrial use is located in any mixed-use zone, the following standards apply:
 1. All circulation and maneuvering, including loading, unloading, and turnaround areas, must be located on site. No maneuvering, loading, or unloading may happen in the right-of-way.
 2. Truck loading, unloading, and access shall be located in the rear or interior side yard where possible.
 3. Shared infrastructure shall be utilized to the extent practicable, including but not limited to service alleys, parking areas,

stormwater treatment, public transportation facilities, and driveways.

6.4.23 Marijuana-related uses

A. The following standards apply to the following marijuana-related uses:

1. Marijuana cultivation facilities.
2. Marijuana manufacturing facilities.
3. Marijuana retail stores.
4. Marijuana testing facilities.
5. Small-scale marijuana caregivers.
6. Registered dispensaries.

B. Location criteria

1. No marijuana cultivation facility, marijuana manufacturing facility, marijuana testing facility, small-scale marijuana caregiver, marijuana store, or registered dispensary may be located within 500 feet of a pre-existing public school, private school, or a public preschool program, as defined by 20-A M.R.S. § 1. Distance shall be measured in a straight line from the nearest point of the lot line on the lot which the use is proposed to the nearest point of the lot line on the lot where the public school, private school, or public preschool program is located, without regard to intervening structures or objects.
2. No marijuana cultivation facility, marijuana manufacturing facility, or marijuana testing facility may be located within 300 feet of any residential zone. Distance shall be measured in a straight line from the nearest point of the lot line on the lot which the use is proposed to the nearest point of the lot line on the lot where the residential zone is located,

without regard to intervening structures or objects.

- C. Marijuana retail stores and registered dispensaries may not exceed a maximum gross floor area of 2,000 square feet.
- D. Marijuana cultivation facilities shall be limited to less than 2,000 square feet of plant canopy in the I-L/I-Lb zone and less than 7,000 square feet of plant canopy in the I-M/I-Mb zone.
- E. For purposes of this ordinance, any approval issued for a marijuana cultivation facility, marijuana manufacturing facility, or marijuana testing facility operated pursuant to 22 M.R.S. § 2421 et seq. shall be deemed to constitute approval for the same corresponding marijuana cultivating, manufacturing, or testing facility use operating under 28 M.R.S. § 101 et seq. Notwithstanding the above, no marijuana cultivation facility, marijuana manufacturing facility, or marijuana testing facility may operate without the applicable state and City license.

6.4.24 Marine uses

- A. In the B-5 zone, marine uses shall include marine products wholesaling and retailing; harbor and marine supplies and services; marine repair services and machine shops; shipbuilding and facilities for the construction, maintenance, and repair of vessels; marine museums and aquariums; boat repair yards; boat storage; and seafood processing, packing, and distribution for human consumption.
- B. In the B-6 zone, marine uses shall include marine products wholesaling and retailing; harbor and marine supplies and services; and underground marine fuel storage provided

that such storage shall be used solely for the purpose of fueling vessels.

6.4.25 Market gardens

Market gardens may be located outdoors or fully enclosed within a permanent building, subject to the following:

- A. Outdoor market gardens are limited to the cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity.
- B. The keeping of livestock, chickens or other poultry, and apiaries are prohibited.
- C. Greenhouses, including high tunnels/hoop-houses, cold-frames, and similar structures, are permitted to extend the growing season.
- D. Accessory structures, including but not limited to a shed or utility building necessary for the use's operation may be allowed for the storage of tools and materials. All accessory structures shall be located a minimum of five feet from any lot line.
- E. Farmstands are permitted, and are limited to sales of items grown at the site. Farmstands shall be removed during the time of the year when the use is not in operation. Only one farmstand is permitted per market garden.
- F. When located in a fully enclosed permanent building, market gardens may include all of the forms of cultivation and production allowed for outdoor market gardens, as well as hydroponics, aquaponics, myco-culture, and other similar indoor crop-production techniques.
- G. Market gardens within a fully enclosed permanent building may include an area

within the building for sales of items grown at the site. Such sales area may occupy no more than 15% of the floor area devoted to the principal use.

6.4.26 Neighborhood nonresidential reuse

- A. Neighborhood nonresidential reuse is only allowed within existing structures that are nonresidential in their original construction and/or current principal use as of the effective date of this Code.
- B. The following nonresidential uses are permitted within a neighborhood nonresidential reuse. The initial conditional use approval for the neighborhood nonresidential reuse may specify one or more uses under the list below. A modification of the conditional use approval is required for a change to any of the uses below which were not specified in the initial or subsequent conditional use approval.
 - 1. General offices <5,000 square feet
 - 2. General services <5,000 square feet
 - 3. Restaurants
 - 4. Retail <5,000 square feet
 - 5. Specialty food service
 - 6. Studios for artists and craftspeople
- C. No off-street parking is required for a neighborhood nonresidential reuse.
- D. Drive-through facilities are prohibited for any neighborhood nonresidential reuse.
- E. Neighborhood nonresidential reuses shall comply with the performance standards of the B-1 zone.

6.4.27 Off-street parking

- A. In the B-3 zone, structured parking is a permitted use. Surface parking within the B-3 zone shall be allowed as a conditional use.
- B. Surface parking in the B-3 and B-6 zones is subject to the following standards:
 - 1. Surface parking lots shall be laid out in a manner conducive to development of future buildings, and/or structured parking on site.
 - 2. All surface parking areas, including parking aisles, shall be located a minimum of 35 feet from any street. This 35-foot setback shall not apply to access drives oriented perpendicularly to a street.
- C. In the B-3, B-5, and B-6 zones, structured parking is subject to the following standards:
 - 1. Parking structures shall incorporate ground-floor retail space or other non-parking and active use space along all street frontages. Such retail or active space shall maintain a minimum depth of 30 feet from all street-facing façades of the structure.
 - 2. The Planning Board may waive the requirement for ground-floor retail or other non-parking and active use space upon demonstration that the project meets at least one of the following criteria:
 - a. The applicant demonstrates that steepness of grade or the character of the adjacent street does not support retail or other non-parking and active use space.
 - b. The ground floor of the garage is set back a minimum of 35 feet from the street right-of-way, and its design does not serve as an impediment for the development of space between the structure and the right-of-way for retail or other non-parking and active use in the future. Any such space located between the structure and the right-of-way shall not be used for surface parking.
- c. The applicant demonstrates, to the satisfaction of the Planning Board, that market support for ground floor retail or other non-parking active uses does not currently exist. In such cases, the structure of the garage shall be designed to accommodate such spaces in the future as follows:
 - i. On the ground floor of a structure, a minimum of 30 feet in depth, measured from the façade of the structure, shall be designed to accommodate retail or active uses in the future.
 - ii. Such space shall maintain a minimum height of 12 feet from finished floor to finished ceiling. Where a parking structure fronts on more than one public street, and where there is an existing change in grade elevation of over 5% across the footprint of the garage, this requirement only applies to the frontage facing the street with higher traffic volumes.
 - iii. The applicant must demonstrate that the design of the parking structure anticipates the future development of utilities and

circulation necessary to support non-parking active uses.

3. In cases where the Planning Board waives the requirement for ground-floor retail or other non-parking and active use space, garages shall be designed to enhance the pedestrian experience and disguise the parking use to the greatest extent possible. Use of traditional storefront design concepts and traditional building materials is encouraged.

6.4.28 Office parks

- A. Office parks shall have a minimum gross area of three acres of contiguous land, and may be developed with multiple buildings on a single lot under common ownership, or as a coordinated development on multiple parcels under unified control or management.
- B. Office park development proposals shall include a master plan of the office park, which shall include the following:
 1. The location of the building(s) on the site.
 2. The location of infrastructure on the site.
 3. The location of all common areas and landscape buffers.
 4. Identification of traffic circulation patterns, traffic controls, and parking areas, including demonstration that additional traffic generated by the project itself can be reasonably accommodated on existing public streets.
 5. Identification of internal sidewalks, illustrating the manner in which the developer will provide this amenity to take advantage of the topography and natural features of the site.
- C. Office parks shall include a landscape program that meets the following standards.
 6. Building elevation drawings which indicate architectural style, exterior finishes and color, building height and scale, and location and scale of window and door openings. Samples of exterior building materials shall also be submitted.
 7. The location and style of lighting to be used in the development.
 8. Identification and description of all proposed signage.
 9. A description of phasing and timing of the development.
 10. A description of any proposed private development restrictions.
 11. Delineation of the subdivision of land, if proposed as a coordinated development on multiple parcels.
 12. Any other information necessary and sufficient to ensure compliance with the standards in this subsection.

- D. Office parks shall consider and be sensitive to the need to preserve natural features on site. Natural features include, but are not limited to existing vegetation, floodplains, rock outcroppings, surface water bodies, drainage swales and courses, and wetlands.
- E. All light fixtures shall be hooded or shielded so that the light shines downward.

6.4.29 Parks and open spaces

In the OS-P zone, parks and open spaces shall be limited to passive recreational use, including but not limited to trails and paths for pedestrians and bicyclists, and areas for fishing, hiking, wildlife management and conservation activities. Essential services shall also be permitted.

6.4.30 Places of assembly

- A. In all off-peninsula RN zones, construction of a new principal building as a place of assembly is permitted only on lots with frontage on collector or arterial roads. Places of assembly are allowed on streets of any classification as adaptive reuse of existing structures that are nonresidential in their original construction and/or current use as of the effective date of this Code.
- B. Places of assembly in the B-1, I-L, and I-Lb zones are limited to 10,000 square feet or less in gross floor area.

6.4.31 Post-secondary schools

- A. In any residential zone, expansion of existing post-secondary schools onto land other than the lot(s) on which the principal use is located shall be subject to a determination that the proposed use cannot be reasonably accommodated on the existing lot(s) through

more efficient utilization of land or buildings, and will not cause significant physical encroachment into established residential areas.

- B. In any residential zone, a new post-secondary school or expansion of an existing post-secondary school shall not cause displacement or conversion of existing residential uses.

6.4.32 Printing and publishing

Printing and publishing in the B-3, B-5, B-6, and O zones is limited to a maximum of 10,000 square feet in gross floor area, unless an expansion of a printing and publishing establishment greater than 10,000 square feet and in existence as of 4/4/1988.

6.4.33 Recycling and solid waste disposal facilities

Within the I-M/I-Mb zone, recycling and solid waste disposal facilities are permitted within an enclosed structure only.

6.4.34 Restaurants

- A. In the B-1 zone, restaurants are limited to a maximum of 2,000 square feet in gross floor area, shall not operate between the hours of 11 p.m. and 6 a.m., and shall not accept deliveries or services between the hours of 10 p.m. and 7 a.m. Food service and consumption shall be the primary function.
- B. In the B-6 zone, restaurants located east of Waterville Street within 50 feet of Fore Street shall be limited in hours of operation to between 5 a.m. and 11 p.m. each day, and food service and consumption shall be the primary function of the restaurant.

6.4.35 Residential care facilities

In the residential zones, large residential care facilities shall require a minimum lot area of 20,000 square feet.

6.4.36 Retail

- A. In the I-B zone, retail uses are limited to a maximum of 10,000 square feet in gross floor area.
- B. In the B-1 zone, retail uses are limited to a maximum of 5,000 square feet in gross floor area, and shall not operate between the hours of 11 p.m. and 6 a.m., and shall not accept deliveries or services between the hours of 10 p.m. and 7 a.m.
- C. Retail in the B-3 and B-5 zones shall not include wholesale or bulk purchase sales of lumber and construction supplies, truck rental establishments, sales, rental, and repair of heavy equipment, or wholesale establishments, including establishments where membership is required.

6.4.37 Self-storage facilities

- A. Storage units shall not be used for residential occupancy or business.
- B. Plumbing connections shall not be permitted in self-storage units.
- C. The following additional standards apply to self-storage facilities with units accessed directly from the outdoors:
 1. Outdoor self-storage facilities shall be oriented so that storage unit access doors do not face the public right-of-way.
 2. Outdoor self-storage facilities are allowed to include an area for storage of recreational vehicles. Storage areas for

recreational vehicles shall be located in the rear yard.

3. No storage of recreational vehicles is allowed within 25 feet of any rear lot line. No storage of recreational vehicles is allowed within 30 feet of any interior side lot line. No storage of recreational vehicles is allowed within 50 feet of any front or corner side lot line.
4. If storage areas for recreational vehicles are provided, they shall be screened along interior side and rear lot lines with a solid fence or wall, a minimum of six feet and a maximum of seven feet in height. Shrubs shall be planted and spaced sufficiently to form a continuous linear hedgerow at plant maturity; plantings shall be placed inside the fence oriented toward the interior of the lot.

6.4.38 Solar energy systems (major and minor)

- A. In general
 1. All solar energy systems shall meet the technical, safety, and maintenance standards in the City of Portland *Technical Manual*.
 2. Solar energy systems shall minimize impacts resulting from construction and maintenance of the solar energy system, including lighting, security measures, traffic, and grid connections.
 3. Solar panel placement shall minimize or negate any solar glare impacting nearby properties or roadways, without unduly impacting the functionality or efficiency of the solar energy system.
- B. Ground-mounted solar energy systems

1. Ground-mounted solar energy systems are only permitted in the B-4, I-L, I-Lb, I-M, I-Mb, I-H, and A-B zones.
 2. Ground-mounted solar energy systems shall be located away from and screened from public ways and nearby residential/institutional uses to the extent possible and shall be designed to minimize impacts on significant scenic views.
 3. Layout and fencing for ground-mounted systems shall be integrated with existing landscape and minimize removal of vegetation to the extent possible.
 4. Minor ground-mounted solar energy systems shall be located a minimum 50 feet from all RN zones, and the B-1 and B-2/B-2b zones.
 5. Major ground-mounted solar energy systems shall be located at least 75 feet from all RN zones, and the B-1 and B-2/B-2b zones.
 6. The absolute height of any ground-mounted solar energy system shall be no more than 20 feet above the ground as measured from the base of the support.
 7. The following components of a ground-mounted solar energy system shall be counted as impervious in the calculation of landscaped open space ratio:
 - a. Foundation systems, typically consisting of driven piles, monopoles, or helical screws with or without small concrete collars or weighted ballast.
 - b. All mechanical equipment of the solar energy system, including maximum horizontal extents of any concrete pad or any pad mounted structure for batteries, switchboard, transformers, or storage cells.
 - c. Paved access roads servicing the solar energy system.
- C. Roof-mounted solar energy systems
1. Roof-mounted solar energy systems are not included in the calculation of maximum structure height. Solar energy systems mounted on flat roofs shall meet the following standards:
 - a. In residential zones, solar energy systems mounted on flat roofs are limited to a height of 5 feet above the surface of the roof upon which they are mounted, and shall be set back from the edge of the roof one foot for every one foot of solar energy system height.
 - b. In B-4 and industrial zones, flat roof-mounted systems are not subject to limitations on height, or to a required setback.
 - c. In all other zones, solar energy systems mounted on flat roofs are limited to a height of 8 feet above the surface of the roof upon which they are mounted, and shall be set back from the edge of the roof one foot for every one foot of solar energy system height.
 2. Solar energy systems mounted on pitched roofs shall meet the following standards:
 - a. Solar energy systems on pitched roofs shall be mounted with a maximum distance of one foot between the surface of the roof to the highest point of the system.

- b. Solar energy systems on pitched roofs shall be installed parallel to the roof surface on which they are mounted.
- c. Solar energy systems on pitched roofs may not extend higher than the highest point of the roof surface upon which they are mounted.

6.4.39 Utility substations

- A. Utility substations shall be as small in size as practicable, and shall be set back a minimum of 35 feet from any right-of-way, not including limited-access roads.
- B. Substations shall be suitably screened and landscaped so as to ensure compatibility with the surrounding neighborhood. The remainder of the lot not occupied by the utility substation and its related access shall be designed and designated for future development.
- C. In the OS-R zone, sewage pumping and treatment facilities shall be permitted. Water pumping stations shall be treated as a conditional use and subject to the additional standards of subsection 6.5.6.

6.4.40 Warehousing and distribution facilities

- A. Warehousing and distribution facilities in the I-L and I-Lb zones are limited to a maximum of 10,000 square feet in gross floor area.
- B. No outdoor storage is permitted as a component of warehousing and distribution in the B-4 and I-L/I-Lb zones, except for boat storage.

6.4.41 Wind energy systems (major and minor)

- A. General

- 1. All wind energy generation equipment shall be approved under a certification program approved by the U.S. Department of Energy.
- 2. Wind energy systems, including foundations and support structures, electrical connections, control equipment, and associated site improvements shall be designed, engineered, and installed to comply with all applicable local, state, and federal construction and electrical regulations and Federal Aviation Administration regulations. Applicable state and local approvals shall be obtained prior to installation of any wind energy system.
- 3. All on-site electrical wiring associated with the proposed wind energy system shall be located within the tower/pole/supporting structure or underground. Above ground on-site connections near substations or to the electric grid shall be allowed.
- 4. Wind energy systems shall be designed to avoid electromagnetic interference with the transmission or reception of radio, telephone, television, microwave, navigational, or similar signals to neighboring areas.

B. Setbacks

- 1. Minor ground-mounted wind energy systems shall be set back from all property boundaries and street right-of-way lines by a distance equal to or greater than 1.1 times the total height of the system, measured from the base of the system to the top of the system at maximum vertical rotation. The setback

distance shall be measured to the center of the wind generator base.

2. Major ground-mounted wind energy systems shall be set back from all property boundaries and street right-of-way lines by a distance equal to or greater than 1.5 times the total height of the system, measured from the base of the system to the top of the system at maximum vertical rotation. The setback distance shall be measured to the center of the wind generator base.

C. Height

1. Ground-mounted wind energy systems are limited to a maximum height of 65 feet in the B-2/B-2b, B-5, and B-6 zones.
2. All moving components of a ground-mounted wind energy system shall be a minimum of 12 feet from ground level or accessible surface.

D. Siting and placement

1. No wind energy system shall be located within 250 feet of any significant wildlife habitat, as defined by the Maine Department of Environmental Protection/Maine Department of Inland Fisheries and Wildlife under provisions of the Natural Resources Protection Act (38 M.R.S. § 480 et seq.) including wildlife habitat for species appearing on the official state and federal list of endangered or threatened animal species.
2. For all major and minor wind energy systems, or any system over 100kW, evidence shall be provided that the Environmental Coordinator of the Maine

Department of Inland Fisheries and Wildlife and the Maine Natural Area Program have been notified of the location, height, and design of the proposed wind energy system at least three weeks prior to any final determination under this subsection. Any comments received therefrom shall be addressed to the satisfaction of these state authorities prior to any final determination under this provision.

3. The support structure (e.g. tower, pole) for ground-mounted wind generating systems shall not be climbable for a minimum height of 12 feet above the surrounding ground level. All ground-mounted electrical and control equipment shall be labeled and secured to prevent unauthorized access.
4. The use of guy wires is discouraged. If required, they shall be located away from pedestrian routes/access points and marked with visible, reflective, colored objects, such as flags, reflectors, or tape, which shall be placed on the anchor points of guy wires and along the guy wires up to a height of ten feet from the ground.
5. Ground-mounted wind energy systems shall be located away from and screened from public ways and nearby residential/institutional uses to the extent possible and shall be designed to minimize impacts on significant scenic views.

E. Illumination and signs

- A. No part of the system may be illuminated, except as required by the

Federal Aviation Administration (FAA) or other authorities for safety and security purposes. Where lighting is required, it shall be at the lowest intensity allowable with fixtures shielded and directed to minimize glare and visibility from the ground.

- B. There shall be no signs, advertisements, flags, or decorative items on a wind energy system or any associated facilities, except for the manufacturer's/installer's/owner's identification (not exceeding one square feet in size), appropriate warning signs, or lights if required by the FAA.

6.4.42 Theater and performance halls (large) in the B-3 and WCZ zones

- A. A large theater and performance hall may not be located within 750 feet of another large theater and performance hall, as measured along or across public ways from the main entrance of each. The main entrance is defined as one or more public entrances intended to provide primary access for patrons to areas designed for public use, such as lobbies, vestibules, concourses, seating areas, or similar spaces. This definition does not include secondary entrances used primarily for staff, production, limited public or ADA access, or performers.
- B. Any large theater and performance hall located in the B-3 or WCZ zones on or before December 1, 2024 shall not be required to comply with this dispersal requirement. If located within 750 feet of another large theater and performance hall, such business shall be considered a lawfully nonconforming

use subject to the standards of Article 4 of this Code.

- C. Where two or more large theater and performance halls operate on one site, and where each entity requires or has a separate business license, or displays in a manner visible from public property separate business trademarks, logos, service marks, or other mutually identifying names or symbols, each entity shall be counted as a separate large theater and performance hall for the purposes of this section.

6.5 CONDITIONAL USES

6.5.1 Conditional use review procedure

- A. Review authority. The Zoning Board of Appeals shall review all conditional use applications, with the exception that the Planning Board shall review all conditional use applications associated with projects that are otherwise before the Planning Board.
- B. Application. Applications for conditional use review shall be submitted to the Building Authority for all Zoning Board of Appeals reviews and the Planning Authority for all Planning Board reviews. A nonrefundable application fee, as established from time to time by the City Council to cover administrative costs and costs of a hearing, shall accompany each application. The application shall be in such form and shall contain such information and documentation as shall be prescribed from time to time by the review authority.
- C. Public hearing. A public hearing shall be set, advertised, and conducted by the review authority in accordance with Article 2 of this Land Use Code.

- D. Action. Within 30 days following the close of the public hearing, the review authority shall render its decision, in a manner and form specified by Article 2 of this chapter, approving the conditional use, approving the conditional use subject to conditions as specified in Subsection 6.5.3, or denying it. The failure of the review authority to act within 30 days shall be deemed an approval of the conditional use, unless such time period is mutually extended in writing by the applicant and the review authority. Within five days of such decision or the expiration of such period, the Building Authority or Planning Authority shall mail notice of such decision or failure to act to the applicant and, if a conditional use is authorized, list therein any and all conditions imposed by the review authority.

6.5.2 General conditional use standards

The review authority shall, after review of the application, approve a conditional use upon a finding that the proposed conditional use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zone. The review authority shall find that this standard is satisfied if it finds that:

- A. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone.
- B. The proposed use will not create unsanitary or harmful conditions by reason of noise,

glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.

- C. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.
- D. The proposed use will meet any additional zone or use-specific standards identified in Tables 6-A to 6-G and Section 6.4.

6.5.3 Conditions on conditional use approvals

The review authority may impose such reasonable conditions upon the premises benefited by a conditional use as may be necessary to prevent or minimize adverse effects therefrom upon other property in the neighborhood. Such conditions shall be expressly set forth in the resolution authorizing the conditional use. Violation of such conditions shall be a violation of this article.

6.5.4 Effect of issuance of a conditional use approval

The approval of a conditional use shall not authorize the establishment or extension of any use nor the development, construction, reconstruction, alteration, or moving of any building or structure, but shall merely authorize the preparation, filing, and processing of applications for any permits or approvals which may be required by the City of Portland Code of Ordinances, including but not limited to a building

permit, a certificate of occupancy, subdivision approval, and site plan approval.

6.5.5 Limitations on conditional use approvals

No conditional use approval shall be valid for a period longer than three years from the date of approval, unless the conditional use has commenced or a building permit is issued and construction has begun within that period and is thereafter diligently pursued to completion. A conditional use approval shall be deemed to authorize only the particular use for which it was issued and such approval shall automatically expire and cease to be of any force or effect if such use shall for any reason be discontinued for a period of 12 consecutive months or more.

6.5.6 Supplemental standards for certain conditional uses in the OS-R zone

In addition to general conditional use standards and supplemental use standards, the following standards shall apply to stadiums, solar energy systems, water pumping stations, wind energy systems, and accessory uses within structures of 2,500 square feet or more within the OS-R zone:

- A. The use shall be in conformity with or satisfy a deficiency identified in a federal, state, regional, or City recreation and open space plan, including but not limited to the state *Comprehensive Outdoor Recreation Plan*, as such plans may from time to time be created or revised.
- B. Buildings and structures shall not obstruct significant scenic views presently enjoyed by nearby residents, passersby, or users of the site.
- C. Indoor recreation or nonrecreational uses in the OS-R zone shall serve a significant public

purpose that cannot reasonably be accommodated outside of the OS-R zone.

6.6 ACCESSORY USES

6.6.1 In general

- A. Accessory uses shall be permitted in conjunction with permitted or conditional principal uses. Accessory uses shall be:
 1. Customarily found in association with the principal use.
 2. Generally consistent with the impacts of the principal use.
 3. Secondary in nature, clearly incidental and subordinate to the principal use in terms of area and function.
 4. Located on the same lot as the principal use unless otherwise permitted.
 5. Consistent with the intent of the zone.
- B. No accessory use or uses within a building shall occupy more than a combined total of 25% of the floor area of the principal building, with the exception of required off-street parking, unless otherwise provided in Subsection 6.6.2 below. In the case of multi-tenant buildings, this standard shall apply separately to each leased portion of the principal building.
- C. No accessory use or uses not within a building shall occupy more than a combined total of 25% of the unbuilt lot area, with the exception of off-street parking or as otherwise provided in Subsection 6.6.2.

6.6.2 Standards for specific accessory uses

- A. Accessory Dwelling Units (ADUs)
 1. Accessory Dwelling Units (ADUs) shall be permitted on all lawfully conforming and

- nonconforming lots with legal residential uses.
 2. ADUs shall be permitted as new detached accessory structures, building additions, or within existing lawfully conforming or nonconforming structures. However, the addition of an ADU may in no way increase the degree of nonconformity of any structure unless otherwise permitted under this subsection.
 3. Up to two ADUs shall be permitted per qualifying property.
 4. Under circumstances where an existing nonconforming structure is converted to an ADU, the design of the ADU shall take into consideration to the extent practicable the privacy of adjacent properties.
 5. An ADU shall be limited to a gross floor area of 2/3 of the gross floor area of the largest principal unit on the lot. The aggregate square footage of detached ADUs on a lot shall not exceed the gross floor area of the principal structure.
 6. ADUs shall be exempt from maximum lot coverage and minimum lot area per dwelling unit requirements.
 7. Detached ADUs shall be limited to a maximum height of 18 feet, unless constructed above a garage, in which case the height of the structure shall be limited to 25 feet.
 8. In residential zones, detached ADUs, regardless of size, shall be subject to side and rear setbacks for detached accessory structures less than 250 square feet, as established in Article 7.
 9. Detached ADUs shall not be permitted between a principal structure and a front lot line.
- B. Antennas, discs, transmitting and receiving equipment. Building-mounted antennas, discs, and other transmitting and receiving equipment shall be:
 1. No taller than 15 feet above the highest structural steel of the building roof.
 2. Setback no less than 15 feet from the building perimeter.
 3. Integrated into the architecture of the building in placement, form, color, and material so as to screen or camouflage such equipment from public view.
 - C. Drive-throughs
 1. Drive-throughs shall be permitted as an accessory use in the B-4 zone.
 2. Drive-throughs shall be permitted as conditional accessory uses in the B-2 zone only if a drive-through was located on the site as of the effective date of this Code.
 3. In all other zones, drive-throughs shall be prohibited.
 4. Drive-throughs shall be subject to the following review standards:
 - a. All components of a drive-through, including, but not limited to, signs, stacking lanes, menu/order boards, trash receptacles, and service windows shall be located to the side or rear of the principal building where practicable, except where such placement will be detrimental to an adjacent residential zone or use, and shall be located a minimum of 40 feet from any adjoining property in a residential zone. This

distance shall be measured from the outermost edge of the outside drive-through feature to such property line. In addition, drive-through features shall be located a minimum of 25 feet from a right-of-way.

- b. The site shall have adequate stacking capacity for vehicles waiting to use these service features without impeding vehicular circulation or creating hazards to vehicular circulation on adjoining streets.
- c. Any speakers, intercom systems, or other audible means of communication shall not play pre-recorded messages. Any speakers, intercom systems, audible signals, computer prompts, or other noises generated by drive-through services or fixtures shall not exceed 55 dB or shall be undetectable above the ambient noise level as measured by a noise meter at the property line.
- d. Site and vehicular light sources shall not unreasonably spill over or be directed onto adjacent residential properties and shall otherwise conform to the lighting standards set forth in the City of Portland *Technical Manual*.
- e. Where automobiles may queue, waiting for drive-through services, their impacts shall be substantially mitigated to protect adjacent residential properties from headlight glare, exhaust fumes, and noise. As deemed necessary by the review authority, mitigation measures shall

consist of installation of solid fencing with landscaping along any residential property line which is exposed to the drive-through or the enclosure of the drive-through fixtures and lanes so as to buffer abutting residential properties and to further contain all associated impacts.

- f. Drive-through lanes shall be designed and placed to minimize crossing principal pedestrian access-ways or otherwise impeding pedestrian access.

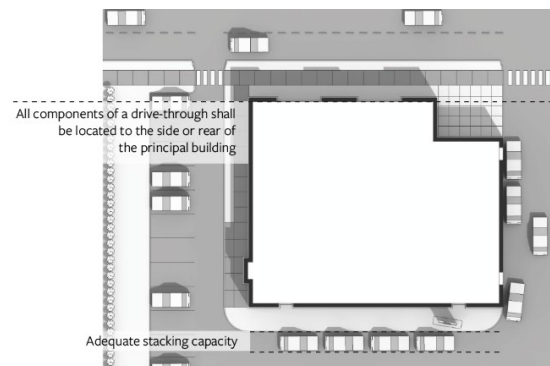


FIGURE 6-A: DRIVE-THROUGH SITING

- D. Heliports. A heliport shall be designed and constructed in accordance with all federal and state regulations.
- E. Home occupations
 - 1. A home occupation shall be incidental to the residential use of a dwelling, and shall not change the essential residential character of the dwelling.
 - 1. No interior or exterior alterations that are inconsistent with the residential use and character of the building shall be permitted. With the exception of a

permitted sign, there shall be no evidence visible from the exterior of the premises that the property is used in any way other than as a dwelling. No display of products shall be visible from the exterior of the premises.

2. Exterior signs shall be limited to one non-illuminated sign not exceeding a total area of two square feet. Such sign must be affixed to the building, and may not project more than one foot from the façade of the building.
3. The home occupation and all related activity, including any storage, equipment, and display of products shall be conducted entirely within a principal building or accessory structure. This does not apply to the home occupation of licensed family childcare provider, which may include outdoor space needed to meet state licensing requirements.
4. No toxic, explosive, flammable, combustible, corrosive, etiologic, radioactive, biohazardous, or other restricted materials shall be used or stored as a component of a home occupation.
5. No home occupation shall include dispensing of medication from the dwelling.
6. The home occupation shall not produce any perceptible noise, vibration, heat, smoke, odor, electrical interference, dust or other particulate matter, or other nuisance effects in excess of that normally associated with residential use.
7. A home occupation shall be limited to residents of the dwelling and no more

than two nonresident employees on the premises.

8. The home occupation shall not create vehicular or pedestrian traffic in greater volumes than average for a residential neighborhood. The home occupation and any related activity shall not create any traffic hazards or nuisances in public rights-of-way.
 9. Any clients or business-related visitors shall be limited to the hours of 7:00 a.m. to 8:00 p.m.
 10. The storage of semi-trucks, trailers, or heavy equipment such as construction or landscaping equipment used in a commercial business, is prohibited.
 11. Repair and service of any vehicles, any type of heavy machinery, or any type of engine, is prohibited. Repair of small electronics or appliances is allowed.
 12. A family childcare provider as a home occupation shall not be subject to floor area limitations for an accessory use, but shall be limited to the care of not more than 12 children.
 13. Businesses with no employees, no customers, and no external impacts are not considered home-occupations for the purposes of this subsection, and are exempt from its provisions. Remote work is also not considered a home occupation, and is exempt from these provisions.
- F. Makers' markets in the IL-b zone. Makers' markets, including periodic or seasonal sale of handcrafted and limited production products for final consumption, which may include prepared or raw foods, shall be permitted as

an accessory use in the IL-b zone, provided that:

1. Such sales are located within a lawfully conforming principal permitted use.
2. Such sales occupy an area no larger than 45% of the floor area devoted to the principal use.
3. Such sales by any single vendor or group of vendors shall occur for no more than a total of 28 hours a week collectively.
4. Such products are produced or permitted to be produced in the IL/IL-b zone.
5. Such products are sold by the producer of the product or their designee.

G. Tasting rooms in industrial zones. Tasting rooms shall be permitted as accessory uses on the premises of facilities where beer, wine, spirits, other alcoholic or non-alcoholic beverages, or food are produced, provided that:

1. Service of food in the facility is limited to that which does not constitute a full meal.
2. No more than 10% of the beverage menu in tasting rooms accessory to beverage production or 10% of the food menu in tasting rooms accessory to food production is produced or manufactured off-site.
3. Tasting rooms shall not be subject to the limitations on the use of unbuilt lot or yard area in Subsection 6.6.1(C).

H. Solar energy generation

1. Accessory solar energy systems shall be permitted in all zones except within cemeteries.
2. All accessory solar energy systems are subject to the following conditions:
 - a. All systems shall meet the technical, safety, and maintenance standards in the City of Portland *Technical Manual*.
 - b. Solar energy systems shall minimize impacts resulting from construction and maintenance of the solar energy system, including lighting, security measures, traffic, and grid connections.
 - c. Solar panel placement shall minimize or negate any solar glare impacting nearby properties or roadways, without unduly impacting the functionality or efficiency of the solar energy system.
 - d. Ground-mounted accessory solar energy systems shall be located in side or rear yards only, and shall be subject to all dimensional standards for detached accessory structures within Article 7 unless otherwise specified.
 - e. Building-mounted or roof-mounted accessory solar energy systems are not included in the calculation of maximum structure height, but must meet the following standards:
 - i. Systems installed on pitched roofs shall be installed parallel to the roof surface on which they are mounted, and may project a maximum of one foot from the

- surface of the roof to the highest point of the system. Systems may not extend higher than the highest point of the roof surface on which they are mounted.
- ii. Systems installed on flat roofs must be set back a minimum of one foot for each foot of system height. Systems are limited to a height of five feet above the surface of the roof in all residential zones, 15 feet in the B-4 zone and industrial zones, and eight feet in all other zones.
- I. Wind energy generation. Ground-mounted and roof-mounted accessory wind energy systems shall be permitted as accessory uses within all zones. Accessory wind energy systems are subject to the following standards:
 1. Accessory wind energy systems shall comply with all general use standards for wind energy systems as stated under Subsection 6.4.41.A of this article.
 2. Properties shall be limited to one ground-mounted accessory wind energy system and two roof-mounted accessory wind energy systems.
 3. The maximum height of a ground-mounted accessory wind energy system is 25 feet in all RN zones, the B-1 zone, and all island zones. In all other zones, the maximum height shall be the maximum height allowed within the zone or 45 feet, whichever is less.
 4. The maximum height of any roof-mounted accessory wind energy system is 15 feet above the height of such structure. Roof-mounted systems are not included in the calculation of maximum structure height.
 5. Roof-mounted accessory wind energy systems shall be set back from any edge of the building upon which they are mounted by a distance equal to or greater than the total height of the system, measured from the roof surface at the point of attachment to the top of the system at maximum vertical rotation. The setback distance shall be measured to the center of the wind generator base.
 6. Ground-mounted accessory wind energy systems shall be setback from property lines by a distance equal to or greater than 1.1 times the total height of the system, measured from the base of the system to the top of the system at maximum vertical rotation. The setback distance shall be measured to the center of the wind generator base.
 7. Ground-mounted accessory wind energy systems shall be located within the rear yard only and shall be sited to maximize existing vegetative or other screening from nearby residential buildings and public ways. The location shall minimize changes to existing topography and natural vegetation which would result from construction or maintenance of the system.

6.7 TEMPORARY USES

6.7.1 In general

Temporary uses may be permitted as determined by the Planning Authority or Building Authority. Temporary uses on private property shall comply

with the standards of this section, as well as regulations pertaining to temporary uses contained elsewhere in the City of Portland Code of Ordinances. All temporary uses require a temporary use permit unless specifically cited as exempt. A temporary use permit may be issued for additional temporary uses not specifically listed per Subsection 6.7.2(G) below. Temporary uses do not require additional parking unless specifically cited in the temporary use standards or stipulated as a condition of approval.

6.7.2 Standards for specific temporary uses

A. Farmstands

1. A farmstand for the sale of food or non-food crops grown only on the premises is permitted, and shall be exempt from temporary use permit requirements.
2. In the island zones, such stand may include the sale of agricultural products produced on the premises or the sale of fish or shellfish caught by the occupant of the premises.
3. Acceptable stands are a portable table or cart, and cannot exceed an area of 200 square feet.
4. Farmstands are permitted for no more than 180 days per calendar year, and shall be removed when not in use.
5. Farmstands must be set back from all public rights-of-way a distance of no less than five feet.

B. Garage/yard sales

1. A garage/yard sale is permitted as a temporary use on residential property, and shall be exempt from temporary use permit requirements.

2. Garage/yard sales are limited to no more than six days per calendar year.

C. Real estate project sales offices or model units

1. A real estate sales office/model unit(s) is allowed for a residential development.
2. No real estate sales office/model unit(s) may be located in a manufactured home or off-site.
3. The temporary use permit shall be valid for the life of the residential development project. The real estate sales office must be removed and/or closed within 30 days after the sale or rental of the last unit within the development. The model unit(s) must be closed within 30 days after the sale or rental of the last unit of the development.
4. All activities conducted within real estate sales office/model unit(s) must be directly related to the construction and sale of properties within the particular development. Use as a general office of operation of any firm is prohibited.

D. Temporary contractor's yards

1. A temporary contractor's yard is allowed incidental to a construction project.
2. The temporary use permit shall be valid for the life of the project, to be verified by open permits.
3. The temporary contractor's yard shall be removed within 30 days of the completion of construction, and the premises shall be restored to their pre-construction state.
4. Temporary contractor's yards shall be screened on all sides by a fence a minimum of six feet in height to a

maximum of eight feet in height. Fencing shall not be required on shared lot lines if the abutting lot contains a fence or other barrier that prohibits entry onto the lot.

E. Temporary outdoor sales

1. Temporary outdoor sales in residential zones are limited to those events conducted by and located on the premises of a place of assembly, an elementary, middle, or secondary school, or a post-secondary school, and shall be exempt from temporary use permit requirements.
2. Time limits shall be as follows:
 - a. Time limitations apply to the lot, not the operator of the use.
 - b. Temporary outdoor sales events in residential zones are limited to three events per calendar year, with a maximum of either three consecutive days, or two consecutive weekends. A minimum of 30 days between events is required.
 - c. Temporary outdoor sales events in nonresidential zones are limited to four events per calendar year, with a maximum duration of five days per event, and a minimum of 30 days between events.
 - d. Temporary outdoor sales events for seasonal sales, such as Christmas trees or pumpkins, are limited to four events per calendar year, with a maximum of 30 days per event and a minimum of 30 days between events.
 - e. Temporary outdoor sales events in any nonresidential zone must be

located a minimum of 125 feet from a residential zone.

F. Temporary outdoor storage containers

The use of an outdoor storage container is limited to a maximum of 90 days per calendar year, and shall be exempt from temporary use permit requirements.

- G. Additional temporary uses. In addition to the temporary uses listed above, a temporary use permit may be issued by the Planning Authority or Building Authority for other temporary uses that are substantially similar to a temporary use listed above. A permit may be issued if the Planning Authority determines that such use is compatible with the surrounding land uses and proper care has been taken to address potential impacts to surrounding land uses. The time limit of such temporary use will be determined and approved as part of the temporary use permit.

6.8 PERFORMANCE STANDARDS

All uses shall comply with the performance standards established in this section, unless any federal, state, or local law, ordinance, or regulation establishes a more restrictive standard, in which case the more restrictive standard shall apply.

6.8.1 Development in the OS-R and OS-P zones

All development in the OS-R and OS-P zones shall comply with the following development standards:

- A. All ground areas not used for parking, loading, vehicular, or pedestrian areas and not left in their natural state shall be suitably landscaped

and designed with quality materials that are consistent with adopted City policy or master plans, and which provide a comfortable, durable, accessible, readily maintainable, and aesthetically pleasing environment.

- B. Natural features, such as mature trees and natural surface drainageways, shall be preserved to the greatest possible extent consistent with the uses of the property.
- C. Loading areas shall be screened and parking areas shall be screened and landscaped so as to avoid a large continuous expanse of paved area.
- D. Buildings and structures shall be sited to avoid obstructing significant scenic views presently enjoyed by nearby residents, passersby, and users of the site.
- E. Storage of commodities and equipment shall be completely enclosed within buildings or provided with screening by a fence, wall, or landscaping.
- F. The outer perimeter of playfields, play lots, and other active recreational areas shall be screened, or shall be located a reasonable distance from any residential use.

6.8.2 Discharges

No discharge shall be permitted at any point into any private sewage disposal system, or stream, or into the ground, of any materials in such a way or of such nature or temperature as to contaminate any water supply, or otherwise cause the emission of dangerous or objectionable elements, except in accordance with standards approved by the Public Health Authority or by the Public Works Authority. No discharge into harbor water areas shall be permitted, unless permitted by the Maine Department of Environmental Protection under a

waste discharge license and as approved by the Department of Public Works in accordance with Chapter 24 of the City of Portland Code of Ordinances. All private sewage disposal or private wastewater treatment facilities shall comply with the provisions of Chapter 24.

6.8.3 Electromagnetic interference

In any industrial zone, there shall be no electromagnetic interference that adversely affects the operation of any equipment other than that belonging to the creator of such interference.

6.8.4 Exterior lighting

All exterior lighting shall be designed and installed with full cut-off fixtures to direct illumination onto the site and to prevent illumination from such fixtures on neighboring properties in accordance with the City of Portland *Technical Manual*.

6.8.5 Landscaping and screening

- A. In all mixed-use zones, the I-B zone, TOD zones, the O zone, and the A-B zone outside of restricted access areas, sites shall be landscaped to screen parking and accessory site elements, including storage and solid waste receptacles, from the right-of-way, public open space, or abutting residential zones.
- B. In the I-H zone, where a front yard abuts an arterial or a major collector street, it shall be landscaped. Rear yards, side yards, and the perimeter of any parking area for greater than 15 vehicles shall be landscaped if visible from a right-of-way, public open space, or residential zone.

TABLE 6-H: NOISE STANDARDS

Zone	Daytime/Evening (7 a.m.-9 p.m.)	Night (9 p.m.-7 a.m.)
I-B	60 dBA	55 dBA
O	60 dBA	60 dBA
B-1	55 dBA	55 dBA
B-2/B-2b	60 dBA	55 dBA
B-3	60 dBA	55 dBA
B-4	65 dBA	60 dBA
B-5, B-6	60 dBA	50 dBA
TOD-1/TOD-2	60 dBA	55 dBA
I-L/I-Lb	60 dBA	50 dBA
I-M/I-Mb	70 dBA	55 dBA
I-H	75 dBA	55 dBA
A-B	60 dBA	60 dBA

6.8.6 Noise

- A. No use shall be operated so as to generate recurring noises that are unreasonably loud, cause injury, or create a nuisance to any person of ordinary sensitivities.
- B. The maximum permissible sound level of any continuous, regular, or frequent source of sound produced by an activity shall be as shown in Table 6-H.
- C. Sound shall be measured as follows:
 1. For noise generated by a use in the I-L/I-Lb, I-M/I-Mb, and I-H zones, sound shall be measured at or within the boundaries of the nearest residential zone.
 2. For noise generated by a use in the B-1, B-2/B-2b, B-3, B-4, B-5, B-6, TOD, I-B, O, and A-B zones, sound shall be measured at lot boundaries.
- D. Sound levels shall be measured with a sound level meter with a frequency weighting

network manufactured according to standards prescribed by the American National Standards Institute (ANSI) or its successor body.

- E. Wind energy systems. Where the underlying zone is residential and does not specify sound requirements, or where the system will be within 100 feet of a residential zone, sound generated by the wind energy system shall not exceed 45 decibels on the A scale between the hours of 9:00 p.m. and 7:00 a.m., and 50 decibels on the A scale between 7:00 a.m. and 9:00 p.m., as measured at the nearest property line in accordance with this provision and technical standards set out in the City of Portland *Technical Manual*. Audible sound levels of wind energy systems shall include sounds generated in all conditions including low and high winds (furling, yawing, and flutter) and power outages (freewheeling).
- F. Exemptions
 1. Noises created by construction and maintenance activities between 7:00 a.m. and 9:00 p.m. are exempt from the maximum permissible sound levels set forth in Table 6-H.
 2. The following uses and activities shall also be exempt from the requirements of Table 6-H:
 - a. The noises of safety signals, warning devices, emergency pressure relief valves, and any other emergency devices.
 - b. Traffic noise on public roads or noise created by aircraft and railroads.
 - c. Noise created by refuse and solid waste collection.

- d. Emergency construction or repair work by public utilities, at any hour.
- e. Noise created by any recreational activities which are permitted by law and for which a license or permit has been granted by the City, including but not limited to concerts, parades, sporting events, and fireworks displays.

6.8.7 Odor

It shall be a violation of this article to create an odor nuisance. An odor nuisance shall be considered to exist when 10 confirmed complaints relating to odors of such intensity and character as to be detrimental to the public health and welfare occur in an area within two separate 24-hour periods. The 10 confirmed complaints must originate from 10 different households in a residential zone, or from 10 different individuals in a commercial or industrial zone.

6.8.8 Exterior stairways

Exterior stairs may be permitted, so long as such stairways shall have minimal visual impact upon

the building and are located in the rear or side yard.

6.8.9 Outdoor storage

Outdoor storage shall comply with the requirements of Table 6-I.

6.8.10 Smoke and dust

Visible emissions from a direct or fugitive emission source may not exceed an opacity of 20% for more than 2.5 minutes in any half-hour period. All visible emissions must comply with the standards of the Maine Department of Environmental Protection.

6.8.11 Storage and repair of vehicles

- A. In all residential zones, all island zones, and the B-3 zone, only one unregistered motor vehicle may be stored outside, for a period not exceeding 30 days.

In all other mixed-use zones, storage of unregistered motor vehicles for more than 10 days, and outdoor storage of used automobile tires shall be prohibited.

TABLE 6-I: OUTDOOR STORAGE STANDARDS

	B-1	B-2/ B-2b	B-3	B-4	B-5	B-6	I-B	O	A-B	I-L/ I-Lb	I-M/ I-Mb	I-H
There shall be no outdoor storage except for fully enclosed receptacles for solid waste disposal.	●		●		●	●		●				
All outdoor storage must be located a minimum of 20 feet from any lot line. However, when abutting a residential zone, all outdoor storage must be located a minimum of 100 feet from a lot line abutting such zone.		●		●			●		●	●	●	●
Outdoor storage areas must be designed and maintained so as to prevent the accumulation of debris and standing water that can attract insects and vermin. All outdoor storage areas shall employ measures to prevent displacement of materials and windblown dust or particulates, including the use of windbreaks, tarps, or other coverings to protect stored materials from the elements.		●		●			●		●	●	●	●
No outdoor storage shall be permitted in the front setback, except for storage for plant and tree nurseries or lumber yards if listed as a permitted use. All such storage located in the front setback shall consist of live plant materials or lumber products. No aggregate materials, machinery, or other materials or products shall be stored in the front setback.		●		●			●		●			
All outdoor storage shall be suitably screened from the public way and abutting properties by a landscaped buffer or solid fence at least five feet in height. This does not apply to storage of materials allowed in the front setback for plant and tree nurseries or lumber yards.		●		●			●		●			
Exterior lighting of outdoor storage areas shall not exceed that which is required for security purposes and shall meet the standards of Subsection 6.8.4.	●	●	●	●	●	●	●	●	●	●	●	●

B. No partially dismantled, wrecked, or junked vehicles shall be stored outdoors. This

provision does not apply to vehicles undergoing repair.

- C. All vehicle repair facilities shall be screened along interior side and rear lot lines by a landscaped buffer or solid fence a minimum of five feet in height.

6.8.12 Waste disposal

- A. All solid waste disposal, including materials which might cause fumes or dust, or constitute a fire hazard if stored outdoors, shall be only in fully enclosed, covered containers or receptacles. In all nonresidential zones except for the industrial zones, such containers or receptacles shall be within designated, screened areas. In industrial zones and the B-4 zone, outdoor storage of refuse, debris, or previously used materials awaiting reuse shall either be in an appropriate container or located within a designated, screened area.
- B. Containers or receptacles shall not leak or otherwise permit liquids or solids to escape from the container or be transferred beyond lot boundaries by natural causes or forces. Areas attracting large numbers of insects or vermin are prohibited.
- C. Where food processing is permitted, all food processing waste shall be stored within a completely enclosed structure. If not refrigerated, such waste shall be removed from the site in an enclosed container within 48 hours of its generation. All enclosed and exterior food processing waste storage areas shall be cleaned and sanitized on a regular basis.

6.8.13 Vibration

- A. In any mixed-use zone and the O zone, vibration inherently and recurrently generated shall be imperceptible without instruments at lot boundaries. This shall not apply to vibration resulting from activities aboard a vessel or from railroad vehicle activities, or from activities on a pile-supported pier.
- B. In all industrial zones, any use creating earthshaking vibrations, with the exception of airports, shall be controlled in such a manner as to prevent transmission beyond lot lines of vibrations causing a displacement of .003 or greater on one inch, as measured by a vibrograph or similar instrument at the property boundaries.

~~6.8.14 Entertainment businesses in the B-3 and WCZ zones~~

- A. ~~In the B-3 and WCZ zones, a business with an entertainment license as required or authorized by Chapter 4, Section 4-51(a) of the City of Portland Code of Ordinance shall be considered an entertainment business for the purposes of this section, and may not be located within 100 feet of another entertainment business, as measured along and/or perpendicularly across public ways from the main entrance or entrances of each. The main entrance is defined as one or more public entrances intended to provide primary access for patrons to areas designed for public use, such as lobbies, vestibules, concourses, seating areas, or similar spaces. This definition does not include secondary entrances used primarily for staff, production, limited public or ADA access, or performers. This dispersal requirement shall not apply to entertainment~~

- businesses that do not allow amplified entertainment.
- B. ~~Any entertainment business located in the B-3 or WCZ zones on or before January 3, 2006 shall not be required to comply with this dispersal requirement. If located within 100 feet of another entertainment business, such business shall be considered a lawfully nonconforming use subject to the standards of Article 4 of this Code. Any such business shall continue to be considered an entertainment business for the purpose of administering this dispersal requirement for a new or relocating entertainment business in the B-3 and WCZ zones.~~
- C. ~~Where two or more entertainment businesses operate on one site, and where each business entity requires or has a separate business license, or displays in a manner visible from public property separate business trademarks, logos, service marks, or other mutually identifying names or symbols, each business entity shall be counted as a separate entertainment business for the purposes of this section.~~
- D. ~~Following a hearing held pursuant to Chapter 15, Section 15-10 of the City of Portland Code of Ordinances, the Building Authority may impose conditions on the food service license of any entertainment business in the B-3 and WCZ zones that operates between 1:00 a.m. and 4:00 a.m. to maintain or improve public safety. Such conditions may be imposed following a written recommendation from the Portland Police Department that such conditions are necessary. The Building Authority's decision may be appealed to the City Manager pursuant to Chapter 15, Section~~
- ~~15-9 of the City of Portland Code of Ordinances. Nothing in this section shall be construed to limit the Building Authority's authority in Chapter 15 to deny, suspend, or revoke any license pursuant to the standards and process in that chapter.~~

Address	Business License Type	Entertainment Type	Parcel Number
6 Custom House Wharf #16 Portland, ME 04101	Liquor License	Indoor Entertainment	029 K001001
135 WASHINGTON AVE Portland, ME 04101	Liquor License	Indoor Entertainment	012 P001001
250 READ ST Portland, ME 04103	Liquor License	Indoor Entertainment	147 A022001
41 FOX ST Portland, ME 04101	Liquor License	Combined Entertainment	012 C012001
40 WASHINGTON AVE Portland, ME 04101	Liquor License	Outdoor Entertainment	013 E015001
31 DIAMOND ST Portland, ME 04101	Liquor License	Combined Entertainment	023 E001001
107 HANOVER ST Portland, ME 04101-	Liquor License	Indoor Entertainment	034 K004001
38 EVERGREEN DR Portland, ME 04101-	Liquor License	Indoor Entertainment	329 A002001
17 WESTFIELD ST Portland, ME 04101-	Liquor License	Indoor Entertainment	076 A031001
265 MARGINAL WAY Portland, ME 04101	Liquor License	Combined Entertainment	023 A002001
35 INDUSTRIAL WAY Portland, ME 04103	Liquor License	Indoor Entertainment	327A A007001
1 INDUSTRIAL WAY Portland, ME 04101-	Liquor License	Combined Entertainment	327A A001001
867 RIVERSIDE ST Portland, ME 04101-	Liquor License	Indoor Entertainment	326 B002001
26 FREE ST Portland, ME 04101-	Liquor License	Indoor Entertainment	038 A005001
468 FORE ST Portland, ME 04101	Liquor License	Combined Entertainment	038 F009001
638 CONGRESS ST Portland, ME 04101	Liquor License	Indoor Entertainment	045 A003001
59 WASHINGTON AVE Portland, ME 04101	Liquor License	Combined Entertainment	013 I04301A
34 GRAY ST Portland, ME 04102	Liquor License	Indoor Entertainment	044 H004002
82 HANOVER ST Portland, ME 04101	Liquor License	Indoor Entertainment	034 G001001
389 CONGRESS ST Portland, ME 04101-	Liquor License	Indoor Entertainment	027 C012001
504 CONGRESS ST Portland, ME 04101	Liquor License	Indoor Entertainment	037 H013001
75 CONGRESS ST Portland, ME 04101-	Liquor License	Indoor Entertainment	014 F020001
25 LONG WHARF Portland, ME 04101-	Liquor License	Indoor Entertainment	030 H001001

45 SEASHORE AVE Portland, ME 04108- 25 Preble St	Food	Indoor Entertainment	084 E006001
Portland, ME 04101 184 COMMERCIAL ST	Liquor License	Combined Entertainment	027 A001001
Portland, ME 04101	Liquor License	Outdoor Entertainment	031 J030001
1945 CONGRESS ST Unit: BLDG B Portland, ME 04102	Liquor License	Indoor Entertainment	216 A006002
18 CUSTOM HOUSE WHARF Portland, ME 04101	Liquor License	Combined Entertainment	030 A001001
186 WASHINGTON AVE Portland, ME 04101-	Liquor License	Indoor Entertainment	010 F002001
39 EXCHANGE ST Portland, ME 04101	Liquor License	Combined Entertainment	032 E008001
178 WARREN AVE Portland, ME 04101-	Liquor License	Indoor Entertainment	295 C008001
25 FOREST AVE Portland, ME 04101-	Liquor License	Indoor Entertainment	037 A022001
609 CONGRESS ST Portland, ME 04101-	Liquor License	Indoor Entertainment	046 D031001
1 DIAMOND ST Portland, ME 04101-	Food	Indoor Entertainment	023 E006001
54 DANFORTH ST Portland, ME 04101-	Food	Indoor Entertainment	040 C009001
27 HANCOCK ST Portland, ME 04101	Liquor License	Indoor Entertainment	020 C009001
15 EXCHANGE ST Portland, ME 04101	Liquor License	Indoor Entertainment	032 F010001
330 FORE ST Portland, ME 04101	Liquor License	Indoor Entertainment	029 C005001
360 CUMBERLAND AVE Portland, ME 04101	Liquor License	Indoor Entertainment	037 D003001
35 DIAMOND ST Portland, ME 04101	Liquor License	Indoor Entertainment	023 E010001
9 CENTER ST Portland, ME 04101	Liquor License	Indoor Entertainment	038 G005001
23 DEERING ST Portland, ME 04101-	Liquor License	Indoor Entertainment	046 B015001
200 RIVERSIDE ST Portland, ME 04103	Liquor License	Indoor Entertainment	267 A015001
631 STEVENS AVE Portland, ME 04103	Liquor License	Indoor Entertainment	143 F014001
32 GARDEN PL Portland, ME 04108-	Food	Combined Entertainment	084 R031001
538 Congress Street Portland, ME 04101	Liquor License	Indoor Entertainment	037 H005003

133 FREE ST Portland, ME 04101- 184 ST JOHN ST	Liquor License	Combined Entertainment	037 G010001
Portland, ME 04101- 625 CONGRESS ST	Liquor License	Indoor Entertainment	068 D001001
Portland, ME 04101 1 INDUSTRIAL WAY	Liquor License	Indoor Entertainment	046 D028001
Portland, ME 04101- 51 WHARF ST	Liquor License	Indoor Entertainment	327A A001001
Portland, ME 04101 951 FOREST AVE	Liquor License	Indoor Entertainment	032 R007001
Portland, ME 04103 20 CUSTOM HOUSE WHARF	Liquor License	Combined Entertainment	142 B004001
Portland, ME 04101 116 HIGH ST	Liquor License	Combined Entertainment	030 A001001
Portland, ME 04101- 109 FOX ST	Liquor License	Indoor Entertainment	039 A027001
Portland, ME 04101 144 FORE ST	Liquor License	Combined Entertainment	023 A008001
Portland, ME 04101 82 HANOVER ST	Liquor License	Indoor Entertainment	019 A008001
Portland, ME 04101 1 LONGFELLOW SQ	Liquor License	Combined Entertainment	034 G001001
Portland, ME 04101- 643 CONGRESS ST	Liquor License	Indoor Entertainment	045 A035001
Portland, ME 04101 83 EXCHANGE ST	Liquor License	Indoor Entertainment	046 D022001
Portland, ME 04101- 271 PARK AVE	Liquor License	Indoor Entertainment	032 D004001
Portland, ME 04102 20 VAN AKEN WAY	Liquor License	Combined Entertainment	049 A001001
Portland, ME 04102 205 THOMPSONS POINT RD	Liquor License	Indoor Entertainment	202 A006001
Portland, ME 04102 241 COMMERCIAL ST	Liquor License	Outdoor Entertainment	202 A016001
Portland, ME 04101 20 MILK ST	Liquor License	Indoor Entertainment	038 F004001
Portland, ME 04101- 115 THAMES ST	Liquor License	Indoor Entertainment	029 R001001
Portland, ME 04101 279 DIAMOND AVE	Liquor License	Combined Entertainment	018 A005001
Portland, ME 04109 72 COMMERCIAL ST	Liquor License	Combined Entertainment	083F A290001
Portland, ME 04101- 170 COMMERCIAL ST	Liquor License	Indoor Entertainment	030 D001001
PORTLAND, ME 04101	Liquor License	Combined Entertainment	030 H001001

1171 Forest Ave Portland, ME 04103	Liquor License	Indoor Entertainment	152 B015001
72 COMMERCIAL ST Portland, ME 04101-	Liquor License	Indoor Entertainment	030 D001001
94 COMMERCIAL ST Portland, ME 04101	Liquor License	Indoor Entertainment	030 A005001
129 Commercial St Portland, ME 04101	Liquor License	Indoor Entertainment	029 D001001
199 W COMMERCIAL ST Portland, ME 04102	Liquor License	Outdoor Entertainment	071 C002002
66 COVE ST Portland, ME 04101	Liquor License	Combined Entertainment	010 H006001

100-Foot Entertainment Buffer Removal — Context from an Affected Operator

Inbox

 Summarize this email


Cocktail Mary mary@cocktailmary.com via portlandmaine.gov
to planningboard 

3:36 PM (14 minutes ago)

To the Planning Board,

My name is Isaac MacDougal. I'm the managing member of Cocktail Mary, a cocktail bar and event space at 30 Market Street, Portland.

I'm writing ahead of your review of the proposed removal of the 100-foot buffer between licensed entertainment venues (City Code Ch. 14, §6.8.14). The Housing & Economic Development Committee voted to recommend removal on June 30, and I understand it now comes to you for review.

I want to give you a working operator's picture of what the timeline means on the ground.

Cocktail Mary has been holding on by a thread since we opened in November of 2019. After years of looking, we finally found a space in Portland's entertainment district that was built as a nightclub — no residential neighbors, nobody affected by our sound. It is, by design, about as low-impact a location as exists downtown. And we still cannot get an entertainment license, for one reason: there is another bar within 100 feet of us.

We've put substantial time and money into making this business as unobtrusive as possible — sound mitigation, staffed door and sidewalk management, full compliance with our lease and the City's standards. None of it matters under the current rule. The buffer doesn't measure impact; it measures distance.

Last week the City Council passed an emergency measure exempting single-day entertainment permits from the buffer. I'm grateful for it — it was a real and fast response. But it's limited to five permits. We plan to program Thursday through Saturday, so five nights is roughly two and a half weeks of normal operation.

I've been advised by Council that the earliest they expect to take this up is a September meeting. If the Board's review could conclude in time for an August Council agenda instead, it would make a world of difference. It would let us capture the remaining summer weeks — when the business is there to be had — and carry programming continuously into the fall rather than going dark for a stretch and restarting cold as things slow down.

I want to be plain about the stakes. We have already lost thousands in revenue for the business as well as local DJs, drag performers, musicians and the door people I had planned to hire. Food and beverage is down across Portland this year. If we can't get an entertainment license early in the fall, it puts the future of the business in serious question.

What's at stake isn't only a business. Cocktail Mary is a community space — one of the places Portland's queer community gathers for dance and drag performance downtown. That kind of space is genuinely hard to build and easy to lose, and it's exactly what a city like Portland should want to keep. The rule preventing it was written to manage impacts the City now regulates directly, business by business, through licensing, noise ordinances, and public safety standards.

I'm not asking the Board to shortcut its review — only to understand that the interim relief is much thinner than it may appear, and that where scheduling flexibility exists, it translates directly into a venue staying open and artists getting paid.

I'd welcome the chance to answer questions, and I'm glad to provide whatever would be useful — including the perspective of other owner-operators in town, several of whom are in the same position. If it would help to hear from me at a workshop or hearing, I'll be there.

Thank you for your time and your work on this.

Isaac MacDougal

Owner Cocktail Mary

30 Market street Portland, ME 04010

(207)400-4100

June 8, 2026

Mr. Kevin Kraft –Director

City of Portland Planning & Urban Development
 389 Congress Street, 4th Floor
 Portland, ME 04101

Subject: Land at 41 Ashmont Street - Major Site Plan Application
Mixed Residential development
Applicant: DC 509 Forest LLC
CBL: 125 J 10

Dear Kevin:

The team of DC 509 Forest LLC (DC) has retained LJB Inc. to prepare plans and permit applications for two proposed multi-unit apartment buildings in an existing parking lot at 41 Ashmont Street in Portland, ME. The existing 0.45-acre site is identified by the City of Portland GIS Parcel Viewer as part of Tax Map 125/Lot J 010. Building 1 will be a 30-unit four story structure targeting the Home for Good residential program. Building 2 will be a 33-unit five story building constructed on the MSHA Low Income Housing Tax Credit program. It is expected that Building 1 may be the initial phase although both buildings may get constructed concurrently. The buildings will contain studio and 1-bedroom units targeting individuals as the primary tenants and not families.



Fig 1. aerial image

The development site is currently used as a parking lot, with many of the spots leased to tenants at offsite buildings along Forest Avenue. The property is part of the overall common deed associated with the building assemblage from 501-533 Forest Avenue. A pre-application meeting was conducted on December 17, 2025. The applicant intends to possibly subdivide the property into two lots although the exact dimensional alignment has yet to be determined. The two buildings are expected to be financed individually.



STRUCTURAL



FALL PROTECTION
SAFETY



TRANSPORTATION



SITE DESIGN
Page 57



SURVEY



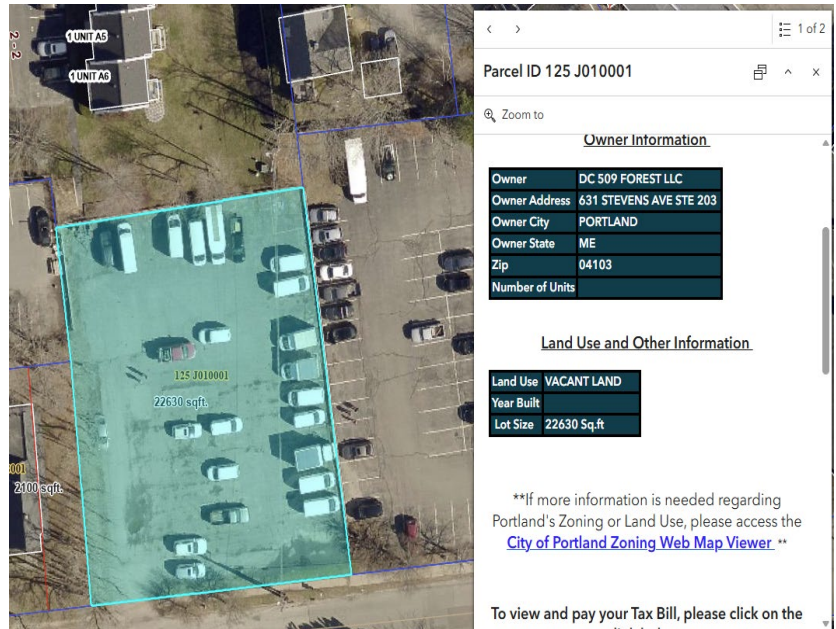
WATER
RESOURCES



TECHNOLOGY
& INNOVATION

In addition to DC 509 Forest LLC, the project team includes Invivid Architecture and LJB Inc (formerly Gorrill Palmer). All have established professional relationships and have partnered previously on similar projects.

According to the boundary survey by Owen Haskell Inc, the site is 19,619 SF or 0.45 acre. The site is an existing parking lot containing 45 leased parking spaces and a single driveway off Ashmont Street. Many of the spaces are leased to tenants at 509 Forest Avenue which is also the applicant's property as reflected in the common deed for the properties. See a copy of the deed recorded CCRD Book 39688 page 7. Surrounding land uses include a parking lot and office building to the east, the Clairmont Court Condominium to the north and parking and multi-unit residential, to the west.



Single family dwellings exist to the south on the opposite side of Ashmont Street.

The proposed development includes greater than three dwelling units therefore the proposal qualifies for a Major Site Plan approval from the Planning Board in accordance with Table 13-A of the ReCode. The following summarizes the reviews required by the City:

Proposal	Applicable Standards
New Construction over 20,000 SF	Sec 13.6 Site plan Review, B-3 Design Review, HP Advisory
Subdivision (55 dwelling units)	Sec 14 Subdivision Review
Multi-family Residential >10 units	Section 17.2 Affordable Housing

Existing Conditions

The site is a paved parking lot off the north side of Ashmont Street. The site contains two drainage catch basins that are believed to tie into a 36" storm drainpipe in Ashmont Street. The site also has an overhead utility line benefiting the Clairmont Condominium and this service line will need to be relocated. The site is located in the B-1 Neighborhood Business zone as identified to the right. To the east the zoning changes to B-2b Community Business and to the west and north it is RN-3 zoning. There is a fire hydrant at the front of the site that will be removed and transitioned into a new fire service for one of the buildings. A new fire hydrant will be installed in front of the site.

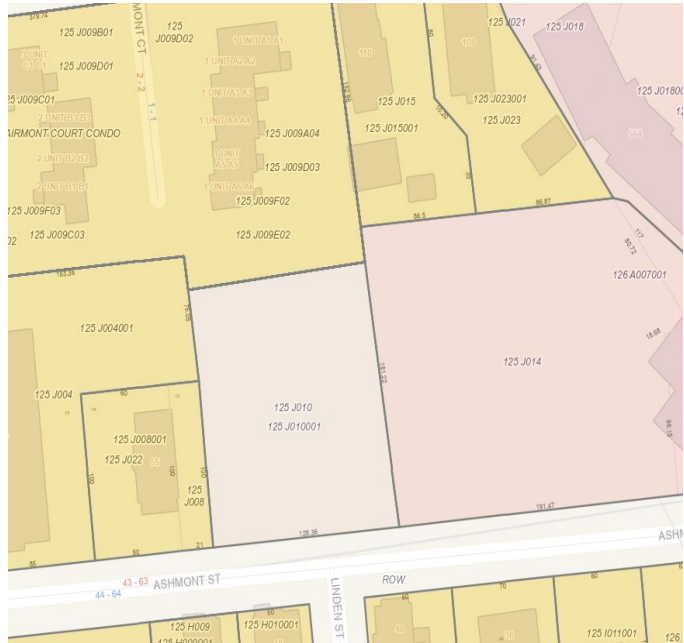


Fig. 3 City Zoning Map

According to City records, underground utilities in the surrounding streets include water, gas, and sewer. Overhead three phase power and communications lines are located near Ashmont Street. The sidewalk in front of the site is concrete, and it is expected that a new concrete sidewalk will be installed along the property frontage.



Fig. 4 Streetview Image 41 Ashmont Street

Proposed Development

The applicant proposes to construct two multi-story buildings either phased or concurrently. Building #1 is a four-story structure located on the west side of the site. This building has a height of 41'-6" to comply with the zoning threshold of 45' maximum height for an affordable housing structure¹ located within 20 ft of the RN-3 zoning district. Building #2 will be a five-story structure at a height of about 53'-5" which is below the zoning threshold of 55'.

Both structures will have main entrances off the Ashmont Street frontage. A twenty-foot-wide paved access drive will separate the buildings, and the drive will provide access to a small parking area at the rear of the buildings.

The proposed buildings will involve the following unit mix and sizes:

BUILDING 1

FIRST FLOOR -	5 STUDIO UNITS
SECOND FLOOR -	9 STUDIO UNITS
THIRD FLOOR -	9 STUDIO UNITS
FOURTH FLOOR -	9 STUDIO UNITS +
<u>TOTAL</u>	<u>32 STUDIO UNITS</u>

BUILDING 1 GROSS SF CALCULATIONS

FIRST FLOOR	5,019 GSF
SECOND FLOOR	5,025 GSF
THIRD FLOOR	5,025 GSF
FOURTH FLOOR	5,025 GSF +
<u>TOTAL GROSS SF -</u>	<u>20,094 GSF</u>

BUILDING 2

FIRST FLOOR -	5 1-BR UNITS
SECOND FLOOR -	7 1-BR UNITS
THIRD FLOOR -	7 1-BR UNITS
FOURTH FLOOR -	7 1-BR UNITS
FIFTH FLOOR -	7 1-BR UNITS +
<u>TOTAL</u>	<u>33 1-BR UNITS</u>

BUILDING 2 GROSS SF CALCULATIONS

FIRST FLOOR GROSS SF -	4,885 SF
SECOND FLOOR GROSS SF -	4,885 SF
THIRD FLOOR GROSS SF -	4,885 SF
FOURTH FLOOR GROSS SF -	4,885 SF
FIFTH FLOOR GROSS SF -	4,885 SF +
<u>TOTAL GROSS SF -</u>	<u>24,425 SF</u>

¹ See ReCode 17.2.2.D

Preliminary floor plans and site renderings by Invivid accompany this submission.

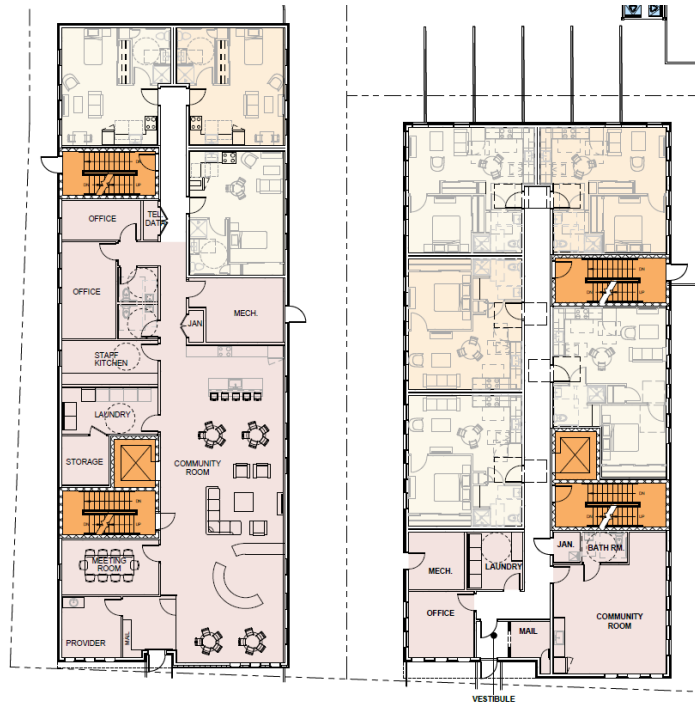


Fig. 5 First floor Plan – HFG and LIHTC housing 41 Ashmont Street

Site amenities will include:

- Covered bike parking at the rear of the site for at least 40 Bicycles. EV Bike charging capacity will also be provided.
- A covered designated smoking zone will be provided.
- Parking for 10 vehicles including one ADA space will be provided on site.
- The site is proximate to the Route 2 Riverton METRO service route for both inbound and outbound travel. The nearest stop is for inbound pick up in front of 550 Forest Ave which is about 500 LF from the site.
- The buildings will contain the following:
 - Elevator and multiple stairwells
 - Office space
 - Community Rooms
 - Laundry facilities
 - Meeting rooms
 - Mail room

Traffic/parking

The site plan includes very modest traffic and parking provisions. Overall Traffic will be reduced since the parking lot size will be reduced from 45 spaces down to 10 spaces. Trip generation is expected to be less than 100 daily trips and fewer than 10 peak hour trips based on the anticipated tenant characteristics.

Parking/Circulation

- Ten new parking lots will be available for the Home For Good building #1 Staff, guests and visitors. As it is expected that the majority of tenants will not own a vehicle, parking is not a priority for the development.
- The site access from the Ashmont Street Driveway will allow entering and exiting movements.
- Currently there is no parking in front of the site on Ashmont Street, and this will continue upon completion of the new development.
- The development will include a covered bike storage space capable of holding as many as 40 bikes. Per the code, 1 bike space per two units is required which equals 32 bike spaces.

Pedestrian Circulation

- The Ashmont Street sidewalk extends easterly to Forest Ave where sidewalks and bike lanes exist for pedestrian/bicyclist use.
- Walking distance to the nearest transit stop is less than 600 ft. Walking distance to Back Cove is about 2200 feet. Walking distance to the Hannaford Store is 4,300 ft. Longfellow Park is about 700 ft. south of the site.

Utilities

The proposed project will involve new utility connections that are described as follows:

- The buildings will be sprinkled, and each contain domestic water service, both extended from a 6" water main in Ashmont Street as currently designed. The Fire Dept connection will be located along the south side of the buildings facing Ashmont Street.
- The domestic sewer connections are proposed to tie into an existing 15" sewer line in Ashmont Street. A Wastewater capacity authorization request has been submitted to the DPW Engineering department, and we have requested he review the sewer connection alternatives and guidance as to the most suitable option for connection to the City sewer.

- The building may be served by Natural gas coming from nearby, although the MEP design has not been advanced enough to decide on gas need. All HVAC equipment will be roof top mounted and screened.
- There is three-phase overhead power in Ashmont Street, and the nearest pole is slightly east of the site. A new riser pole and underground service are currently contemplated subject to coordination with Central Maine Power. The design team is currently coordinating with CMP and the communications providers on these services. Use of electrical systems for the building's heating and cooling systems will be prioritized.
- The site currently contains two catch basins that are understood to tie into City drainage infrastructure in Ashmont Street which is a 36" storm drainpipe. The two drain lines will be reused for the roof drains. The design team is currently working on potential exterior pavement drainage collection and treatment as measures to improve the site's SWM credits. The overall imperviousness will decrease as a result of the project as outlined further below. Further stormwater management information will be provided.

Consistency with Master Plan

Highlights of the development proposal as accepted by the City Council include:

- A development concept that creates 63 affordable rental homes for Portland individuals, including those experiencing homelessness.
- A focus on neighborhood safety created by serving individuals and providing relevant supportive services.
- A thorough and inclusive neighborhood engagement plan that considers the varied impacts of potentially two phased development sites and also allows for timely delivery of housing.
- A project team with extensive qualifications and a proven track record of delivering comparable projects, both in terms of scale and in community engagement.

On Portland's Future Land Use Plan, Forest Avenue remains located in the Mixed Use/Commercial/Office zone and is located on a Priority Corridor (Forest Avenue). Priority Corridors are *"major arterials that often see heavy vehicular traffic but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer."* Located near Forest Avenue, the site is within an area that maintains a robust level of activity and development. This site is an ideal location for buildings that offer enhanced residential housing programming while providing great transit and support services access. We

believe the proposed residential land use goes hand in hand as complimentary to the surrounding land use as envisioned in the Comprehensive plan and current zoning.

In accordance with the Major Site plan General Document Checklist, we offer the following information. Separate sections addressing each of the Site plan standards is included in the application materials to be uploaded to Eplan.

General Documents

1. **Project Description** – A new total of 63 residential units over two buildings constructed for affordable rental homes for Portland individual's, including those experiencing homelessness, located in the B-1 zoning district. The project infills an existing 45 space parking lot on Ashmont Street. The site is proximate to the METRO 2 transit route and related services in the surrounding Forest Avenue Corridor. See description above.
2. **Completed Checklist** – See upload to Eplan once authorized.
3. **Evidence of Right, Title and Interest.** The site is owned by the DC 509 Forest LLC per Deed recorded at the CCRD Book 39688, page 7, a copy of which is attached to this submission document.
4. **Zoning Assessment** – see attached. Located in B-1 zone.
5. **Site plan Standards Assessment** – see information below and with the Site plan Standards narrative.
6. **Summary of Existing and/or proposed easements or covenants** – no easements or covenants are proposed at this time. An existing utility easement for overhead power to the Clairmont Condominium crosses the site and this will need to be relocated.
7. **Waiver Request** – The applicant is requesting a waiver to allow a parking lot aisle width reduction from 24 ft down to 20 ft.
8. **Evidence of financial and Technical Capacity** – The applicant has retained Invid Architecture, and LJB Inc. Engineers to assist with the design and construction of the proposed project. The applicant will be seeking Maine State Housing Low Income Housing Tax Credit financing support. The applicant is currently working with their potential lender to obtain a financial capacity support letter. This will be uploaded upon receipt.

Transportation – see full narrative uploaded to Eplan

9. **Impact on Surrounding Street system** – The impact on the surrounding street system is expected to be minor based on historic street conditions and land use surrounding the site. The activity involves redevelopment of previously developed property for parking and there will be an overall reduction in parking on the site. The site use is not expected to create or aggravate any existing or proposed hazard or safety concerns on adjacent streets as the sidewalk conditions are robust and accommodating. The site access conditions are consistent with the neighboring sites on both sides of the street. The development is not proposing on-street parking on Ashmont Street.
10. **Access and Circulation** – The first floor of the buildings are to be accessible to foot traffic from Ashmont Street as well as the interior parking lot. There will be stairs and an elevator supporting each building. The elevators will be sized to allow stretchers and emergency personnel. The building entrances off the Ashmont Street sidewalk will be flush to existing grade. The proposed finish floor elevation will be at least 36.0 (NGVD29) placing it well above any floodplain. Access to an exterior screened waste enclosure will be provided off sidewalks/accessway between the buildings and the parking lot.
11. **Public transit** –METRO Route 2 is on Forest Ave with bus stops on both sides of Forest within 750 feet of the site.
12. **Off-Street Parking** –Onsite parking for 10 vehicles is proposed for tenants or support staff.

Environmental – See full narrative uploaded to Eplan

13. **Preservation of Significant Natural Features** – Not applicable based on the nature of the existing parking lot.
14. **Landscape Preservation** – the existing trees within the Site will be removed to make way for the two buildings. A limited amount of new planting will be provided at the front of the buildings. Two street trees will be removed and replaced in slightly different locations.
15. **Site landscaping and Buffers** –The applicant is considering a screen fence around the sides and rear site perimeter. Otherwise, the site activity will cover the entirety of the site.
16. **Water Quality, Stormwater Management and Erosion control** – The site is 19,619 SF in size and there is about 18,800 SF of existing pavement. The proposed site will contain approximately 17,500 SF of impervious area including about 9,904 SF of roof and 7,596 SF of pavement/sidewalk/concrete surface area. The plan includes

tying the two roofs into the existing drainage pipes exiting the site out to the Ashmont Street 36" storm drain. The remaining pavement area will be collected in a new onsite drainage system with new connection out to the 36" storm drain in the street. As the site's imperviousness decreases no further stormwater management is proposed. Erosion control prevention and temporary measures will be provided during construction.

Public Infrastructure and Safety – See full narrative uploaded to Eplan.

- 17. **Consistency with City Master Plans** – See Above
- 18. **Public Safety and Fire Prevention** – The new buildings will have full sprinkler systems and Fire Department Connections along the Ashmont Street Façade. A new fire hydrant may be installed on Ashmont Street to replace the hydrant to be removed subject to confirmation from PWD.
- 19. **Availability and Adequacy of Public Utilities** – see above.

Site Design – See Full narrative uploaded to Eplan

- 20. **Massing, Ventilations and Wind Impact** – not applicable – See Architectural renderings for further information on the building.
- 21. **Shadows** – Not applicable
- 22. **Snow and Ice Loading** – the buildings are primarily flat roof. Snow and Ice will not fall onto adjacent properties.
- 23. **View Corridors** – Not applicable
- 24. **Historic Resources** Not applicable
- 25. **Exterior Lighting** – The applicant proposes some building mounted fixtures to satisfy safety and security needs around the site. There are existing cobra head streetlights on the existing utility poles on the surrounding streets, opposite the property.
- 26. **Noise and Vibration** – Not applicable- rooftop equipment will be screened and dampened as necessary to satisfy City noise and vibration standards.
- 27. **Signage and Wayfinding** – All signage to be permitted separately by the applicant.
- 28. **Zone Related Design Standards** – The development satisfies ReCode 13.6.4.I.1. for the B-1 and Technical Design Manual Section (d) for the B-1, where the design shall support the development of a dense, Mixed-use neighborhood with an attractive, safe, and convenient street-level pedestrian environment.

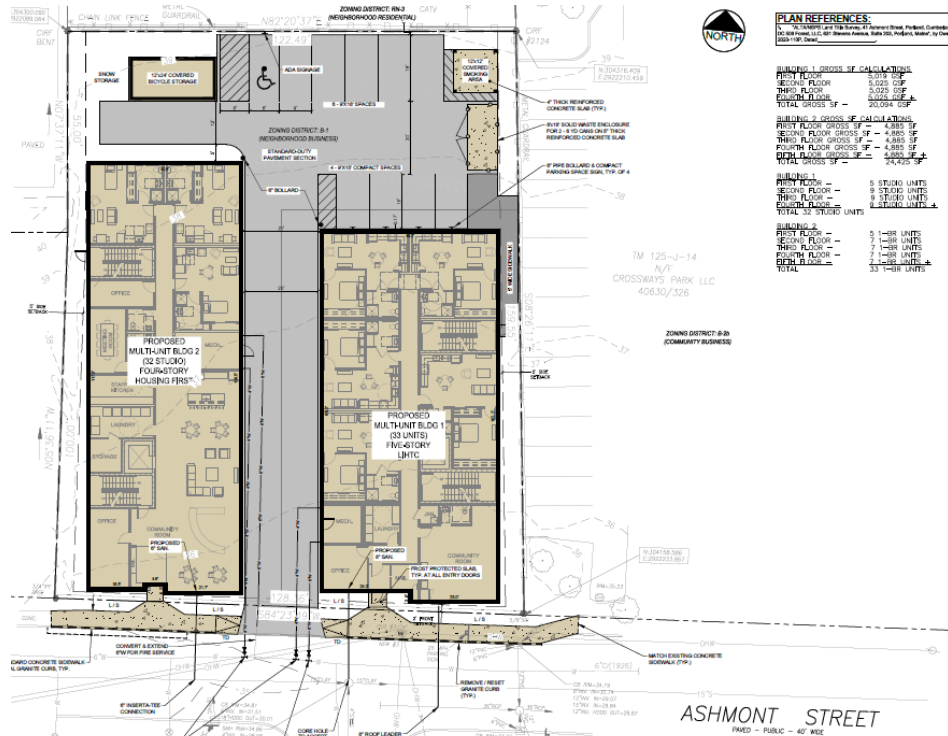


Fig. 6 Proposed Site plan – 41 Ashmont Street

We trust the supporting application materials are acceptable and we look forward to the Planning Authority's prompt review and scheduling of a workshop with the Planning Board. The team is scheduling an official neighborhood meeting prior to the workshop. The applicant is targeting a LIHTC submission to MSHA in September therefore we seek approval no later than mid-August, if possible, to improve application scoring for the project.

Sincerely,

LJB Inc

Stephen Bushey, PE
Senior Associate
Phone: 207-772-2515 x286
sbushey@ljbinc.com

See separate uploads to Eplan

C: Laura Reading/Amanda Bartlett – DC 509 Forest LLC

City of Portland Site Plan Form

Part 1. Project Description & Site Information			
Application type:	Major Site Plan	Submission type:	Initial Submission
	Address:	CBL number:	Lot area (square feet):
Main property:	41 Ashmont Street	125 J 10	19,619
Additional properties (if applicable):			
Project description:	construction of two multi-unit apartment buildings containing 30 units and 33 units respectively on an existing 45 space parking lot		
Type(s) of work: (Select which type(s) of work apply from the dropdown list. If not applicable, select N/A.)			
New residential construction or additions		5 or More Dwelling Units	
New non-residential construction or additions			
Creation of <u>disturbed area</u>		1,000 square feet - 3 acres	
Creation of <u>impervious surface</u>		1,000 square feet - 1 acre	
Construction or paving of parking		Construction or paving of 5-25 parking spaces	
Change of use		10,000-20,000 square feet	
Does this project include State or Federal funding, permits, review, or sponsorship?			☐ Yes ☒ No
If yes, list applicable entities:		MSHA	
Associated applications: (Check all that apply)		☒ Maine DEP- GC Permit ☐ Subdivision ☐ Army Corps of Engineers General Permit ☐ Maine DEP - NRPA ☐ Traffic Movement Permit ☐ Floodplain Development Permit ☐ Site Location of Development ☐ Zoning Amendment ☐ Harbor Commission Construction Permit ☐ Stormwater Quality ☐ Other:	

Part 2. Use Information			Total Existing	Total Proposed	Net New
Residential	General	Residential <u>floor area</u> (square feet)	0	44,519	44,519
		For Group Living uses with no dwelling units, list the number of rooming units			
		Dwelling units			
		Ownership units			
		Rental units	0	63	63
	Bedrooms	Studio units	0	30	30
		1-bedroom units	0	33	33
		2-bedroom units			
		3-bedroom units			
		4+ bedroom units			
	Affordability	Market-rate units			
		% AMI			
		% AMI			
Non-Residential		Commercial/Service <u>floor area</u> (square feet)			
		Industrial <u>floor area</u> (square feet)			
		Institutional <u>floor area</u> (square feet)			
		Other <u>floor area</u> (square feet)			

Part 3. Inclusionary Zoning			Total Existing	Total Proposed	Net New
Inclusionary Zoning (IZ) dwelling units			0	63	63
Ownership IZ units		% AMI			
Rental IZ units		% AMI	0	63	63
Bedrooms	Studio IZ units		0	30	30
	1-bedroom IZ units		0	33	33
	2-bedroom IZ units				
	3-bedroom IZ units				
	4-bedroom IZ units				
IZ fee-in-lieu		\$	for	of the required	IZ dwelling units

City of Portland Site Plan Form

Part 4. Building & Site Metrics	Total Existing	Total Proposed	Net New
Number of buildings	0	2	2
Building <u>floor area</u> (square feet)	0	44,519	44,519
Building <u>footprint</u> (square feet)	0	9,904	9,904
Street trees	2	2	
Automobile parking spaces	45	10	-35
ADA-accessible parking spaces	0	1	1
Compact parking spaces	0	4	4
Level 2 Electric Vehicle (EV) charging spaces	0	0	
Level 3 Electric Vehicle (EV) charging spaces	0	0	
Bicycle parking spaces	0	40	40
Number of water service connections	0	2	2
Number of sewer service connections	0	2	
Impervious area (square feet)	18,800	17,500	-1,300
New <u>developed area</u> (square feet)		19619	
Non-roof <u>redeveloped impervious area</u> (square feet)		9715	
Limits of <u>disturbance</u> (square feet)		21000	
Alteration to wetlands or watercourses (square feet)		0	

Part 5. Zoning (You can use this link to view the zoning for your property)					
Base Zone	B-1		Base Zone #2 (if applicable)		
Local Historic District?		Overlay Zone #1 (if applicable)		Overlay Zone #2 (if applicable)	
Zoning Standards – Project Site	Requirements	Proposed	Requirements	Proposed	
<u>Lot area</u> (square feet)	0	19619			
<u>Street frontage</u> , Minimum (feet)	20	128.36			
<u>Lot coverage</u> , Maximum (%)					
<u>Landscaped open space ratio</u> , Minimum (%)	0.0				
<u>Build-to Zone</u> (feet)	5.0	2			
<u>Build-to percentage</u> , Minimum (%)					
<u>Blank wall area</u> , Maximum (feet)					
Additional standard:					

Zoning Standards by Building (Use Extra Sheets if >2 Buildings)	Building #1 Zone Requirements	Proposed	Building #2 Zone Requirements	Proposed
<u>Front setback</u> , Minimum/Maximum (feet)	5	2	5	2
<u>Rear setback</u> , Minimum (feet)	10	35	10	55
<u>Side setback</u> , Minimum (feet)	5	5	5	5
<u>Structure height</u> , Maximum (feet)	45	43.5	55	53.45
Additional standard:				

Affordable Housing Density Bonuses (if applicable)	Maximum Allowable with Bonus	Proposed
Density, Maximum (x base)		
Height, Maximum (feet)		
If Needed, Explanatory Text Can Be Provided Below		

CITY OF PORTLAND
Planning & Urban Development Department

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

MAJOR SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

**Provide assessment of compliance with standards and include supplemental documentation, as applicable.
Please submit each document as a separate PDF file.**

TRANSPORTATION

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

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

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

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

MAJOR SITE PLAN DRAWINGS CHECKLIST

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

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

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

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

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

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

Existing Conditions Plan with the following:

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

Proposed Site Plan with the following:

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

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

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B-1 - apartment site -41 Ashmont

All Projects:

	Required	Proposed
Lot Size	-	19,619 SF
Area Per Dwelling Unit	-	
Minimum Street Frontage	20 ft	128.36 ft+/-
Front Yard Minimum		
Front Yard Maximum	-	3.5 ft
Rear Yard	10 ft	>10 ft
Yard Right	-	
Yard Left	5 ft	5 ft
Side Street Setback		
Step Back	0 - 5 ft	3 ft.
Maximum Lot Coverage	100%	<100%
Minimum Lot Coverage		
Maximum Height	45 ft adj RN-3	41'-6"
Open Space		
Maximum Impervious Area	100%	<90%
Pavement Setback		
Floor Area Ratio		
Off Street Parking Spaces	0	10
Loading Bays		
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

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

Affordable Housing Density Bonuses (if applicable)

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

DLN: 1002240208447

QUITCLAIM DEED WITH COVENANT
Statutory Short Form

JOSEPH B. WOJCIK, JR., of the Town of Falmouth, County of Cumberland State of Maine

For Consideration Paid, GRANTS with QUITCLAIM COVENANT to:

DC 509 Forest LLC, a Maine Limited Liability Company, with a mailing address of 631 Stevens Avenue, Suite 203, Portland, ME 04103

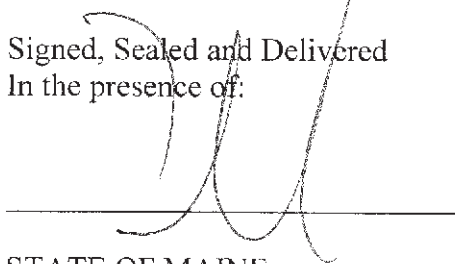
Certain lots or parcel of lands with the buildings and improvements thereon, situated in the City of Portland, County of Cumberland and State of Maine, bounded and described in Exhibit A annexed hereto and made a part hereof.

Being the same premises conveyed to Grantor herein by deed of Delta Realty, LLC, dated August 31, 2017, and recorded at the Cumberland County Registry of Deeds in Book 34280, Page 136 along with the same premises conveyed to Grantor herein by deed of Alpine Realty Corp., dated August 31, 2017, and recorded at the said Registry of Deeds in Book 34280, Page 146.

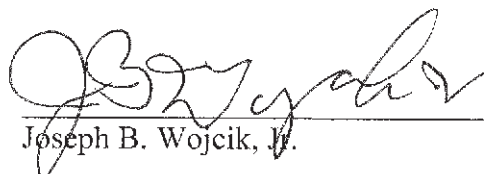
This conveyance is made SUBJECT to the current real estate taxes to the City of Portland, subject to proration at the closing, which the Grantee herein by its acceptance of this deed hereby assumes and agrees to pay.

In Witness Whereof, I, Joseph B. Wojcik, Jr., have hereunto set my hand and seal this 31st day of August, 2022.

Signed, Sealed and Delivered
 In the presence of:



STATE OF MAINE
 CUMBERLAND, SS

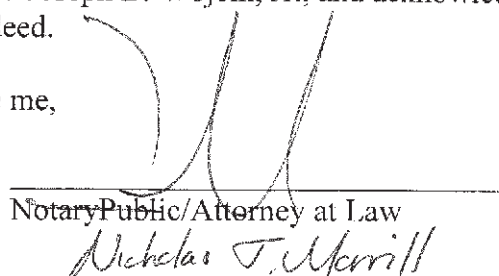


Joseph B. Wojcik, Jr.

Dated: August 31st, 2022

Personally appeared the above-named Joseph B. Wojcik, Jr., and acknowledged the foregoing instrument to be his free act and deed.

Before me,



Notary Public/Attorney at Law
 Nicholas J. Merrill

MAINE REAL ESTATE TAX-Paid

Exhibit A

Certain lots of parcels of land, together with the buildings and improvements thereon located at Forest Avenue and Ashmont Street, Portland, Cumberland County, Maine, more particularly bounded and described as follows, to wit:

PARCEL ONE: (509 Forest Avenue, Portland)

Beginning at a point on the Northeasterly sideline of said Forest Avenue, said point being distant 249.20 feet as measured on a bearing of North 34° 20' 30" West along said sideline of Forest Avenue from its intersection with the Northwesterly sideline of Dartmouth Street, said point also being on the southwesterly extension of the centerline of the 12 inch party wall between the building on the premises herein described and the building on the adjacent premises at 501 Forest Avenue formerly of Shirley M. George;

Thence North 55° 38' 30" East along said extension of, and through the center line of said 12-inch party wall and its extension Northeasterly, 220.04 feet to a point on the Southwesterly sideline of a private way known as Indian Lane;

Thence North 34° 20' 00" West along said sideline of Indian Lane 121.38 feet to a point; said point being on the extension Northeasterly of the centerline of the 12-inch party wall between the building on the premises herein described and the building on the adjacent premises at 517 Forest Avenue formerly of The Dartmouth Company, and being Parcel Two described below;

Thence 55° 37' 30" West along said extension of, and through the centerline of said 12-inch party wall and its extension Southwesterly, 220.04 feet to a point on the Northeasterly sideline of said Forest Avenue;

Thence South 34° 20' 30" East along said Northeasterly sideline of Forest Avenue 121.38 feet to the point of beginning.

ALSO conveying all of the grantor's right, title and interest in and to an undivided one-half interest in common in that adjacent portion of Indian Lane which portion is more particularly bounded and described as follows:

Beginning at a point marked by an iron pin set on the southwesterly sideline of Indian Lane which point is located 249.13 feet, more or less, from the intersection of the southwesterly sideline of Indian Lane and the northwesterly sideline of Dartmouth Street;

Thence northeasterly 20 feet, more or less, to a point on the northeasterly sideline off Indian Lane;

Thence North 34° 20' West along Indian Lane 121.38 feet, more or less, to a point;

Thence southwesterly 20 feet, more or less, to a point on the southwesterly sideline off Indian Lane;

Thence South 34° 20' East along Indian Lane 121.38 feet, more or less, to the point of beginning.

ALSO conveying all of the grantor's right, title and interest, if any, in and to those portions of Forest Avenue adjacent to the above described premises.

PARCEL TWO: (517 Forest Avenue, Portland)

Beginning at a point on the Northeasterly sideline of Forest Avenue, said point being distant 177.83 feet on a bearing of South 34° 20' 30" East from the southwesterly corner of land now or formerly of Dewey W. Couri (formerly Adam D. MacLean) and said point of beginning also being distant 313.29 feet on a bearing of South 34° 20' 30" East from the intersection of the Northeasterly sideline of Forest Avenue with the Southeasterly sideline of Belmont Street;

Thence North 55° 41" East to and along the Southerly face of a concrete curb 130.00 feet to a point on the Southwesterly face of the garage-office building on the premises conveyed herewith;

Thence North 34° 25' West along the brick face of said garage-office building 0.25 feet to a point;

Thence North 55° 35' 30" East in the center of a 12-inch brick wall 59.80 feet to a point on the Northeasterly face of the said garage-office building, said 12 inch brick wall being a party wall between the said garage-office building and the garage on the remaining land now or formerly of Couri Pontiac, Inc.;

Thence continuing North 55° 35' 30" East 30.26 feet to a point on the Southwesterly side of Indian Lane;

Thence South 34° 20' East along the Southwesterly side of Indian Lane 79.30 feet to a point;

Thence South 55° 37' West 30.00 feet to a point on the Northeasterly face of the aforesaid garage-office building;

Thence continuing South 55° 37' West in the center off a 12-inch brick wall 180.12 feet to a point on the Southwesterly face of the said garage-office building; said 12 inch brick wall being a party wall between the said garage-office building and the building on land formerly of The Dartmouth Company, and being Parcel One described above;

Thence continuing South $55^{\circ} 37'$ West 9.92 feet to the Northeasterly sideline of Forest Avenue;

Thence North $34^{\circ} 20' 30''$ West along the Northeasterly sideline of Forest Avenue 79.18 feet to the point of beginning, containing 17,420 square feet.

ALSO, all right, title and interest of grantor, if any, in and to that portion of Forest Avenue adjacent to and lying to the southwest of the above described premises.

ALSO, an undivided one-half interest in common in and to a certain lot or parcel of land adjacent to the above described premises, being a portion of Indian Lane and bounded and described as follows:

Beginning at the Southeasterly corner of the above described parcel;

Thence North $34^{\circ} 20'$ West along the northeasterly boundary of the above described premises 79.30 feet to a point;

Thence North $55^{\circ} 35' 30''$ East 20 feet to a point;

Thence South $34^{\circ} 20'$ East 79.30 feet to a point;

Thence South $55^{\circ} 37' 30''$ West 20.00 feet to the point of beginning.

Grantor hereby grants an easement to grantee, its successors and assigns, for pedestrian and vehicular ingress and egress across and along that part of Indian Lane, which is bounded and described as follows:

Beginning at a point on the Northwesterly sideline of Dartmouth Street, said point being distant 220 feet Northeasterly from the intersection of the Northwesterly sideline of Dartmouth Street With the Northeasterly sideline of Forest Avenue;

Thence North $34^{\circ} 20'$ West 370.52 feet to the Southeasterly corner of the first above described parcel;

Thence continuing North $34^{\circ} 20'$ West along the Northeasterly boundary of the above described parcel 79.30 feet to the Northeasterly corner thereof;

Thence North $55^{\circ} 35' 30''$ East 20 feet to a point;

Thence South $34^{\circ} 20'$ East 449.82 feet to a point on the Southwesterly sideline of Dartmouth Street;

Thence South $55^{\circ} 37' 30''$ West 20 feet to the point of beginning.

All bearings are magnetic in the year 1964.

PARCEL THREE: (41 Ashmont Street, Portland)

ALSO, another certain lot or parcel of land situated in the City of Portland, County of Cumberland and State of Maine, being bounded and described as follows:

Beginning at a railroad spike on the northeasterly side of Ashmont Street;

Thence South $79^{\circ} 23'$ West by said Ashmont Street a distance of One Hundred Twenty-Eight and Thirty-Six Hundredths (128.36) feet, more or less, to a point and land now or formerly of Ralph L. Allen and Helen L. Allen:

Thence North $10^{\circ} 37'$ East along Allen land a distance of One Hundred (100) feet, more or less to an iron pipe and land now or formerly of James Kelley;

Thence North $8^{\circ} 36'$ East along said Kelley land a distance of fifty-five (55) feet, more or less to a point and land now or formerly part of Clairmont Court Condominium;

Thence North $81^{\circ} 24' 00''$ East, along said Clairmont Court Condominium land, a distance of One Hundred Twenty-Two and Fifty Hundredths (122.50) feet, more or less, to a point and land now or formerly of Dwight L. Sanborn and Elaine Sanborn;

Thence South $7^{\circ} 47'$ West, along land of said Sanborn land, a distance of approximately One Hundred Fifty-Nine and Fifty-Five Hundredths (159.55) feet, more or less, (incorrectly referenced as One Hundred Eighty-One and Twenty-Hundredths (181.22) feet by scrivener's error in prior instrument), to the point of beginning.

The above-described premises are more clearly depicted on a plan entitled "Survey Plan of Clairmont Court. Condominium" in Portland, Maine for Clairmont Court, Inc., dated March 16, 1981.

Subject to and together with all easements, covenants, restrictions and takings of record, if any, insofar as they may be in force and applicable.

PARCEL FOUR: (501 Forest Avenue, Portland)

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

Beginning at a point on the Northeasterly sideline of said Forest Avenue, said point being distant two hundred forty-nine and twenty hundredths (249.20) feet as measured on a bearing of North $34^{\circ} 20' 30''$ West along said sideline of Forest Avenue from its

intersection with the Northwesterly sideline of Dartmouth Street, said point also being on the Southwesterly extension of the centerline of the twelve (12) inch party wall between the building on the premises herein described and the building on the adjacent premises at 509 Forest Avenue formerly of the Dartmouth Company;

Thence North $55^{\circ} 38' 30''$ East along said extension of, and through the centerline of said twelve (12) inch party wall and its extension Northeasterly, two hundred twenty and four hundredths (220.04) feet to a point on the Southwesterly sideline of a private way known as Indian Lane;

Thence South $34^{\circ} 20' 00''$ East along said sideline of Indian Lane Seventy-nine and sixty-one hundredths (79.61) feet to a point, said point being on the extension Northeasterly of the centerline of the twelve (12) inch party wall between the building on the premises herein described and the building on the adjacent premises at 495 Forest Avenue now or formerly of the Dartmouth Company;

Thence South $55^{\circ} 37' 30''$ West along said extension of, and through the centerline of said twelve (12) inch party wall and its extension Southwesterly, two hundred twenty and three hundredths (220.03) feet to a point on the Northeasterly sideline of said Forest Avenue;

Thence North $34^{\circ} 20' 30''$ West along said Northeasterly sideline of Forest Avenue seventy-nine and sixty-eight hundredths (79.68) feet to the point of beginning. The above described premises contain 17,524 square feet and are shown on a plan entitled, "Plan of Land in Portland, Maine for George Business Forms," by Owen Haskell, Inc. dated September 9, 1980. Bearings are magnetic as of the year 1964.

Subject, however, to existing public utility and service easements of record.

ALSO conveying all of the Grantor's right, title and interest in and to an undivided one-half (1/2) interest in common in that adjacent portion of Indian Lane, which portion is more particularly bounded and described as follows:

Beginning at a point marked by an iron pin to be set on the southwesterly sideline of Indian Lane which point is located two hundred fifty-two and five tenths (252.5) feet, more or less, from the intersection of the southwesterly sideline of Indian lane and the northwesterly sideline of Dartmouth Street;

Thence northeasterly twenty (20) feet, more or less, to a point on the northeasterly sideline of Indian Lane;

Thence South $34^{\circ} 20'$ East along Indian Lane eighty (80) feet, more or less, to a point;

Thence southwesterly twenty (20) feet, more or less, to a point marked by an iron pin to be set on the southwesterly sideline of Indian Lane;

Thence North 34° 20' West along Indian Lane eighty (80) feet, more or less, to the point of beginning.

TOGETHER WITH an easement for pedestrian and vehicular ingress and egress from the above described premises across Indian Lane to Dartmouth Street. Subject, however, to all existing easements for pedestrian and vehicular ingress and egress across Indian lane to Dartmouth Street in common with others and specifically excepting and reserving the same ingress and egress rights across Indian Lane to Dartmouth Street for the benefit of adjoining premises granted of record by the Dartmouth Company.

SUBJECT TO the restriction, which restriction shall run with the land and be binding upon the Grantee, its successors and assigns, that Indian Lane shall be kept in a reasonable state of repair and that the cost of said repairs and real estate taxes and assessments applicable to Indian Lane shall be borne by the owner or owners of all parcels of real estate abutting Indian Lane or portions of such parcels, whether or not the portion owned abuts Indian lane, in proportion to the respective total land area of each such owner of a parcel or portion thereof.

ALSO CONVEYING all of the Grantor's right, title and interest, if any, in and to those portions of Forest Avenue adjacent to the above described premises.

EXCEPTING AND RESERVING the perpetual right and easement to repair, maintain, replace and remove the existing storm sewer pipes and mains with all necessary fixtures and appurtenances. Said storm sewer runs northwesterly two hundred sixty (260) feet, more or less, from Dartmouth Street along the northeasterly side of Indian Lane to a point, and thence westerly to a point at the rear of the existing building on the above described premises near the northwesterly side of the ramp serving said building.

ALSO CONVEYING to the Grantee, its successors and assigns, the perpetual right and easement in common with others to repair, maintain, replace and remove the existing storm sewer pipes and mains with all necessary fixtures and appurtenances, the location of which is described above.

EXCEPTING AND RESERVING the perpetual right and easement, for the benefit of the adjoining premises, to repair, maintain, replace and remove the existing storm sewer connection running southeasterly from the building at 509 Forest Avenue through the party wall to said storm sewer located at the rear of a building on the above described premises.

ALSO CONVEYING to the Grantee, its successors and assigns, the perpetual right and easement, in common with others, to repair maintain, replace and remove existing sewer line, together with all necessary fixtures and appurtenances, which sewer line runs from the basement of the above described premises southeasterly to Dartmouth Street, the center line of said sewer easement being described as follows:

Beginning at a point on the northwesterly sideline of Dartmouth Street one hundred (100) feet, more or less, from the intersection of the southwesterly sideline of Indian Lane and the northwesterly sideline of Dartmouth Street; thence northwesterly and running parallel to the existing building at 49 Dartmouth Street one hundred seventy-three (173) feet, more or less, to the above described premises and a point which is located one hundred eighteen (118) feet, more or less, from the northeasterly sideline of Forest Avenue.

TOGETHER WITH AND SUBJECT TO the obligations under a Sewer Easement Maintenance Agreement between 49 Dartmouth LLC and The George Family, LLC dated June 28, 2002 and recorded in said Registry of Deeds in Book 18009, Page 278.

ALSO CONVEYING to the Grantee, its successors and assigns, the perpetual right and easement, in common with the others, to repair, maintain, replace and remove the existing water mains and pipes which service the above described premises, together with all necessary fixtures and appurtenances, the center line of said easement being described as follows:

Beginning at a point on the northeasterly sideline of Forest Avenue which point is located one hundred seventy (170) feet, more or less, from the intersection of the northeasterly sideline of Forest Avenue and the northwesterly sideline of Dartmouth Street; thence northeasterly at approximately right angles to Forest Avenue through the paved drive of premises located at 495 Forest Avenue and parallel to the concrete curb which divides the paved drive, seventy-three (73) feet, more or less, to a point at the rear of said paved drive; thence northwesterly three (3) feet, more or less, to the above described premises.

The above described premises are conveyed SUBJECT TO AND TOGETHER WITH THE BENEFIT OF the easements and rights granted in an agreement between Couri Pontiac, Inc. and Dartmouth Real Estate Company dated August 18, 1970 and recorded in said Registry of Deeds, Book 3139, Page 689, to the extent said easements and rights affect the above described premises, which shall run with the land and be binding upon and inure to the benefit of Grantee, its successors and assigns, and Grantee, its successors and assigns, by acceptance of this deed, hereby agrees to be bound by said terms and conditions of said agreement.

SUBJECT TO the matters referred to in the Affidavit of Scott Scully dated January 14, 1987 and recorded in Book 7596, Page 245 (as affected by Affidavit of Scott Scully dated January 14, 1987 and recorded in Book 10175, Page 113), regarding the forgoing Agreement recorded in said Registry of Deeds, Book 3139, Page 689.

EXCEPTING AND RESERVING the easements over the within conveyed premises to maintain and repair existing utility lines and appurtenances on said premises which serve all adjacent property now or formerly of The Dartmouth Company, referenced in said agreement dated August 19, 1970 and recorded in said Registry of Deeds in Book 3139, Page 689.

The premises are also conveyed together with the benefit of the agreement of Boulevard Associates, Inc., its successors and assigns, to furnish heat and maintain utility lines and appurtenances thereto and necessary easements in connection herewith for the benefit of the above described premises on generally the same terms and conditions as set forth in said agreement recorded in said Registry of Deeds, Book 3139, Page 689, all as provided for in the deed from Dartmouth Real Estate Company to Boulevard Associates dated December 10, 1971 and recorded in said Registry of Deeds, Book 3204, Page 373.

SUBJECT TO AND TOGETHER WITH THE BENEFIT OF a twelve (12) inch party wall one hundred twenty (120) feet, more or less, in length connects 495 Forest Avenue (also being premises formerly owned by The Dartmouth Company) and the 501 Forest Avenue premises herein conveyed. Said walls shall be preserved and maintained so long as either abuttor desires to maintain a structure adjacent to the walls, or of which the walls are a part. So long as there is a structure on both sides of either wall, structural maintenance of that common party wall shall be shared equally. In the event that either abuttor elects to raze the structure adjacent to either wall, said razing shall not disturb that common party wall, but the expense of maintaining that wall shall be assumed by whichever party continues utilization of that wall.

PARCEL FIVE: (525 Forest Avenue, Portland)

A certain lot or parcel of land with the buildings thereon, situated on the northeasterly side of Forest Avenue in said Portland, bounded and described as follows:

Beginning at a point on the northeasterly sideline of Forest Avenue, said point being distant 177.83 feet on a bearing of S 34° 20' 30" E from the southwesterly corner of land now or formerly of Dewey W. Couri (formerly Adam D. MacLean) and said point of beginning also being distance 318.29 feet on a bearing of S 34° 20' 30" E from the intersection of the northeasterly sideline of Forest Avenue with the southeasterly sideline of Belmont Street and also being the northwesterly corner of premises

conveyed by Couri Pontiac, Inc. to Robert E. Adair et al. by deed dated July 20, 1972 and recorded in the Cumberland County Registry of Deeds in Book 3270, Page 206;

Thence N 55° 41' 30" E to and along the southerly face of a concrete curb and by said land of Adair et al. 130.00 feet to a point on the southwesterly face of the garage-office building on the premises conveyed to Adair et al. as aforesaid;

Thence N 34° 25' W along the brick face of said garage-office building 0.25 feet to a point;

Thence N 55° 35' 30" E in the center of a 12-inch brick wall 59.80 feet to a point on the northeasterly face of the side garage-office building, said 12-inch brick wall being a party wall between the said garage-office building and the garage on the within conveyed premises;

Thence continuing N 55° 35' 30" E 30.26 feet to a point on the southwesterly side of Indian Lane;

Thence N 34° 20' W along the southwesterly side of Indian Lane 78.75 feet, more or less, to a point which is an extension N 55° 35' 30" E 30.26, more or less, feet from the center of a 12-inch brick wall, being a party wall between the garage on the within conveyed premises and the adjacent building on other land formerly of Couri Pontiac, Inc.;

Thence S 55° 35' 30" W 30.26 feet, more or less, to the center of said brick wall;

Thence continuing in the center of said brick wall S 55° 35' 30" W 59.00 feet, more or less, to the end of said brick wall;

Thence S 55° 41' 30" W 130.00 feet, more or less, to the northeasterly sideline of Forest Avenue;

Thence S 34° 20' 30" E along the northeasterly sideline of Forest Avenue 79.00 feet, more or less, to the point of beginning, containing approximately 17,400 square feet.

ALSO, all the right, title and interest of grantor, if any, in and to that portion of Forest Avenue adjacent to and lying to the southwest of the above described premises.

ALSO, an undivided one-half interest in common in and to a certain lot or parcel of land adjacent to the above described premises, being a portion of Indian Lane and bounded and described as follows:

Beginning at the southeasterly corner of the above described parcel;

Thence N 34° 20' W along the northeasterly boundary of the above described premises 78.75 feet to a point;

Thence N 55° 35' 30" E 20.00 feet to a point;

Thence S 34° 20' E 78.75 feet to a point;

Thence S 55° 35' 30" W 20.00 feet to the point of beginning, subject to an easement for vehicular and pedestrian passage of The Dartmouth Company, and such other abutters on Indian Lane as may have similar rights of record, and their respective successors and assigns and the duty to keep Indian Lane in a reasonable state of repair as more specifically provided herein.

This conveyance is subject to public utility and service easements of record, including but not limited to an easement from Couri Pontiac, Inc. to Portland Water District dated August 16, 1977 and recorded in said Registry of Deeds in Book 4079, Page 139.

This conveyance is made subject to and with the benefit of the terms and conditions of an agreement between Couri Pontiac, Inc. and Dartmouth Real Estate Company dated August 18, 1970 and recorded in the Cumberland County Registry of Deeds in Book 3139, Page 689, to the extent said terms and conditions affect or pertain to the within described premises. The duties of Dartmouth Real Estate Company under said agreement were transferred to Boulevard Associates, Inc. by Dartmouth Real Estate Company by deed dated December 10, 1971, and recorded in said registry of Deeds in Book 3204, Page 373. Grantor and Grantee, their successors and assigns, covenant and warrant that if notice is received by either of them from Boulevard Associates, Inc., its successors and assigns, under Paragraph 8 of said agreement, they will immediately give a copy of any such notice to the other party, their successors and assigns.

PARCELS SIX AND SEVEN: (533 and 537 Forest Avenue, Portland)

A certain lot or parcel of land, with the buildings and improvements thereon, situated on the easterly side of Forest Avenue in said Portland and bounded and described as follows:

Beginning at a stake on the easterly side of Forest Avenue distant southerly ninety and thirty six hundredths (90.36) feet from a drill hole marking the intersection of said easterly side of Forest Avenue with the southerly side of Belmont Street;

Thence easterly making an excluded angle with Forest Avenue of $96^{\circ} 22'$ and by an existing chain link fence seventy nine and seventy four hundredths (79.74) feet to an angle in said fence;

Thence southerly and making an included angle with the last described course of $88^{\circ} 32' 30''$ and by said fence fifty-seven (57) feet, more or less, to land now or formerly of the Dartmouth Real Estate Co.;

Thence westerly by said Dartmouth Real Estate Co. land seventy-five (75) feet, more or less, to Forest Avenue;

Thence northerly by said Forest Avenue, fifty (50) feet, more or less, to the point of beginning. Subject to any and all existing rights of the City of Portland in and to said premises for sewer and other purposes.

ALSO, another lot or parcel of land, with the buildings thereon, situated on the northeasterly side of Forest Avenue, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at a point on the northwesterly side line of Forest Avenue, said point being the southwesterly corner of land now or formerly of Dewey W. Couri (formerly Adam D. MacLean) and said point being distant 140.46 feet on a bearing of $S 34^{\circ} 20' 30'' E$ from the intersection of the northeasterly side line of Forest Avenue with the southeasterly side line of Belmont Street;

Thence $N 65^{\circ} 49' 30'' E$ along said land now or formerly of Dewey W. Couri 72.76 feet to a point;

Thence $S 23^{\circ} 09' 30'' E$ along land now or formerly of George David Corey, et al., 4.67 feet to a point;

Thence $N 55^{\circ} 37'' E$ along said land now or formerly of George David Corey, et al., and along other land now or formerly of Dartmouth Real Estate Company and along land now or formerly of Sidney Ginsberg, et al., 167.21 feet to a point (this line runs along or near the outside face of the garage-office building on the premises conveyed herewith);

Thence $S 23^{\circ} 09' 30'' E$ along land now or formerly of Eugene Glickstein, et al., 37.59 feet to a point;

Thence $S 51^{\circ} 28' 30'' W$, 10.60 feet to a point;

Thence $S 34^{\circ} 20' E$ along the southwesterly side of Indian Lane, 43.85 feet, more or less, to a point which is the extension $N 55^{\circ} 35' 30'' E$, 30.26 feet, more or less, from the

center of a 12-inch brick wall, being a party wall between the building on the within conveyed premises and the garage building on adjacent premises now or formerly of The Dartmouth Company;

Thence S 55° 35' 30" W, 30.26 feet, more or less, to the center of said brick wall;

Thence continuing in the center of said brick wall S 55° 35' 30" E, 59 feet, more or less, to the end of said brick wall;

Thence S 59° 41' 30" W, 130 feet, more or less, to the northerly side line of Forest Avenue;

Thence N 34° 20' 30" W along the northwesterly side of Forest Avenue, 98.83 feet, more or less, to the point of beginning.

ALSO, all right, title and interest in common in and to a certain lot or parcel of land adjacent to the above parcel being a portion of Indian Lane and bounded and described as follows:

Beginning at the southeasterly corner of the above described parcel;

Thence N 34° 20' W, along the northeasterly boundary of the above described premises, 43.85 feet, more or less, to a point;

Thence N 51° 28' 30" E, 20.05 feet to a point;

Thence S 34° 20' E, 45.31 feet, more or less, to a point;

Thence S 55° 30' 30" W, 20.00 feet to the point of beginning.

ALSO, including the easement across Indian Lane for pedestrian and vehicular ingress and egress in common with others conveyed to Ethel J. Young by deed dated December 18, 1984 and recorded in the Cumberland County Registry of Deeds in Book 6643, Page 322, and subject to the conditions in said deed.

TRANSPORTATION

13.6.1(A) Impact on Surrounding Street system – No significant impact is predicted for the proposed development. The activity consists of the development of two new low-income apartment buildings for individuals within a formerly developed 45-space+ parking lot. The site will be accessed from Ashmont Street. The proposed development includes a single access drive between the buildings that will provide access to a 10-space parking lot at the rear of the property. The proposed site use is not expected to create or aggravate any existing or proposed hazards or safety concern on adjacent streets as sidewalk conditions are ample to allow pedestrian movement to nearby streets, services, transit, and activities. The site access conditions are consistent with the neighboring sites on both sides of the street. The activity is considered an urban infill development that's consistent with City goals and objectives.

Daily trip generation is expected to be below 100 trips per day and peak hour trips will be below 10 trips, all of which are substantially below the likely existing conditions attributable to the existing parking lot conditions.

In accordance with Section 2 of the Technical manual it appears that a Traffic Movement permit will not be required as trip generation will be less than 100 passenger car equivalents (PCE) in the peak hour. The Peak hour trip generation is below 25 PCE and thus we will await any further direction from the City traffic staff as to any further need of a Transportation Study. On the basis of the existing site access conditions we don't believe the project will significantly impact onsite conditions and surrounding traffic on Forest Avenue or Ashmont Street

13.6.1(B) Access and Circulation – The ground level of the buildings will be accessible with ample access for emergency vehicles and site tenants along the street fronts and in the small parking lot. The elevators and hallways will be sized to allow for a medical stretcher and emergency personnel. The building entrances off the Ashmont Street sidewalk will be flush to existing grade. The existing Ashmont Street sidewalk along the site frontage will be reconstructed as it will be impacted during foundation construction. ADA access will be accommodated at just the front entrances.

Parking/Circulation

- Ten new parking lots will be available for the Home For Good building #1 Staff, guests and visitors. As it is expected that the majority of tenants will not own a vehicle, parking is not a priority for the development.
- The site access from the Ashmont Street Driveway will allow entering and exiting movements.
- Currently there is no parking in front of the site on Ashmont Street, and this will continue upon completion of the new development.
- The development will include a covered bike storage space capable of holding as many as 40 bikes. Per the code, 1 bike space per two units is required which equals 32 bike spaces.

Pedestrian Circulation

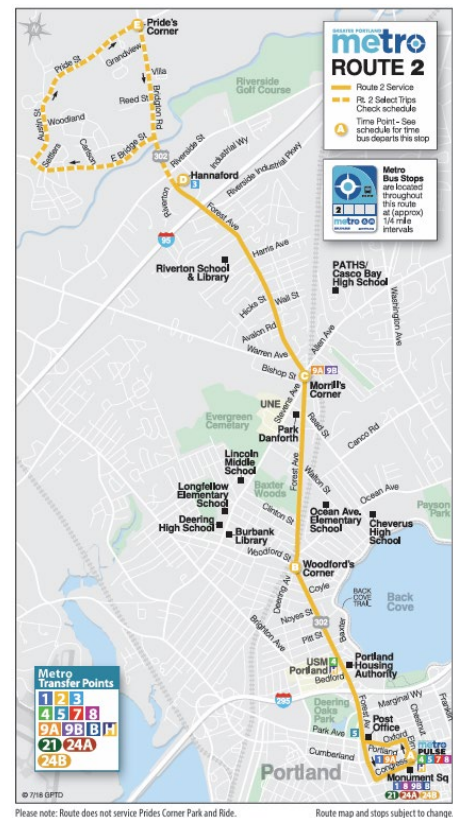
- The Ashmont Street sidewalk extends easterly to Forest Ave where sidewalks and bike lanes exist for pedestrian/bicyclist use.

- Walking distance to the nearest transit stop is less than 600 ft. Walking distance to Back Cove is about 2200 feet. Walking distance to the Hannaford Store is 4,300 ft. Longfellow park is about 700 ft. south of the site.

13.6.1(C) Public transit –The nearest bus stop (pictured below) is on Forest Avenue in front of 550 Forest Ave (the Sanborn Building)

13.6.1(D) Off-Street Parking – Off street parking is to be provided with 10 spaces onsite. Several City Standard Dero Bike Hitches will be provided in the sidewalks as may be determined by City Staff to support the 288 SF covered bike storage behind the buildings. At least 40 bicycle storage spaces will be provided in the covered space at the rear of the building.

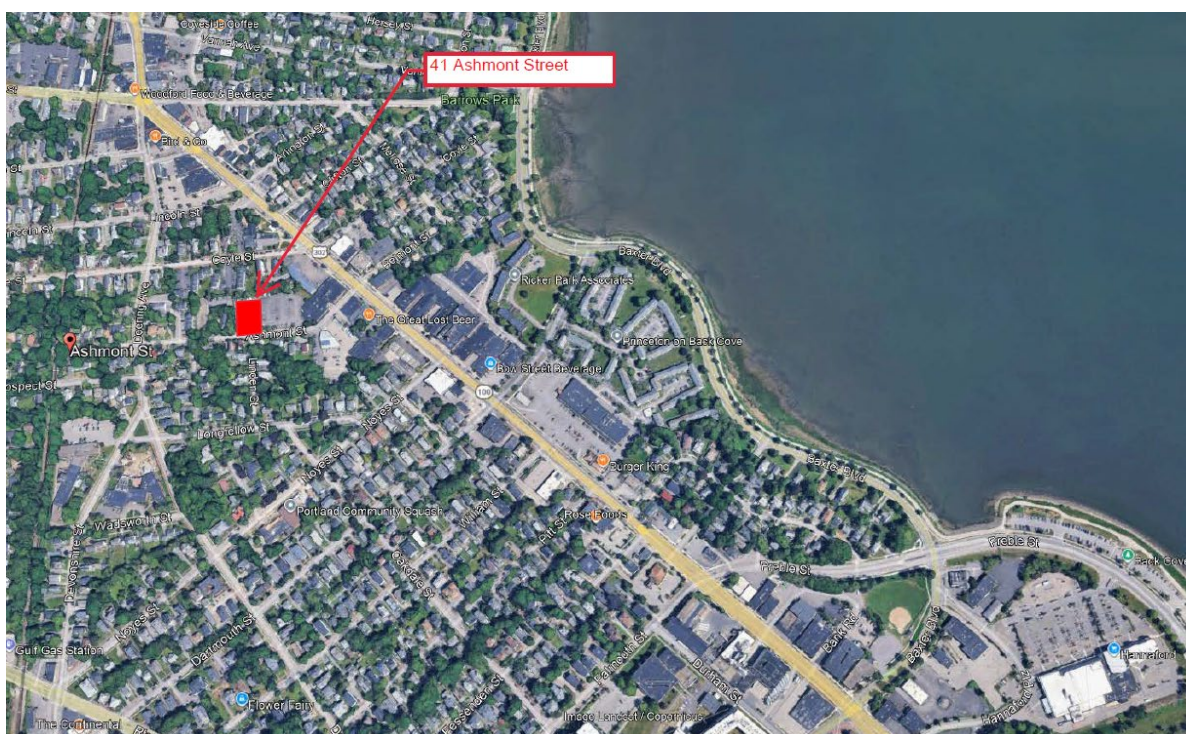
13.6.1 (E) Traffic Demand Management - Not applicable



PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY

13.6.3.A Consistency with City Master Plans – On Portland’s Future Land Use Plan, Forest Avenue is located within the mixed use/commercial office zone and is a Priority Corridor. 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 off Forest Avenue, the site is within a corridor area that is characterized by a robust level of activity and development including proximity to many services, a transit corridor, schools, public spaces, and related neighborhood conveniences. The 41 Ashmont Street site is an ideal location for affordable housing that is complimentary to existing nearby land use in our opinion.

The proposed land use is as envisioned in the Comprehensive plan and current zoning.



Aerial Image of surrounding vicinity

13.6.3 (B) Public Safety and Fire Prevention – The new buildings will have full sprinkler systems and Fire Department Connection along the Ashmont Street Façade. The nearest fire hydrant is located on Ashmont Street, immediately in front of the site, less than fifty feet from the proposed buildings. Features for safety and security including locking doors, video, and related measures will be considered and applied as needed within the buildings to assure safety and security throughout.

13.6.3 (C) Availability and Adequacy of Public Utilities – The proposed project will involve new utility connections that are described as follows:

- The buildings will be sprinkled and contain a domestic water service and fire services, both to be extended from a 6” water main in Ashmont Street. The Fire Dept connections will be located along the south side of the buildings facing Ashmont Street.
- The domestic sewer connections for each building are proposed to tie into an existing 15” sewer line in Ashmont Street.
- The buildings may be served by Natural gas coming from Ashmont Street.
- There is overhead 3-phase power on Ashmont Street about 200 Feet to the east. The design team is currently coordinating with CMP and the communications providers on these services.

SITE DESIGN

13.6.4 (A) Massing, Ventilations and Wind Impact – not applicable – See architectural elevations and renderings for further information on the building. The proposed height for Building #2 on the east side is 53'-5-1/2" which is below the allowed 55' height limit in the B-1 Zone. The proposed height for Building #1 on the west side is 41'-6" which is below the 45 ft allowed¹.

13.6.4 (B) Shadows – Not applicable as the building heights are less than 65 ft. The nearest building is located greater than 45 ft. from the proposed building.

13.6.4 (C) Snow and Ice Loading – the buildings are primarily flat roof. Snow and Ice will not fall onto adjacent properties or within the public ROW.

13.6.4 (D) View Corridors – Not applicable

13.6.4 (E) Historic Resources – Not applicable.

13.6.4 (F) Exterior Lighting – The applicant proposes wall mount lighting for safety and security and the door entrances. All lighting will be full cut off and dark sky compliant. Fixtures will be 3000K color temperature. Exposure Lighting has prepared the site lighting plans and selected fixtures in the accompanying site lighting information.

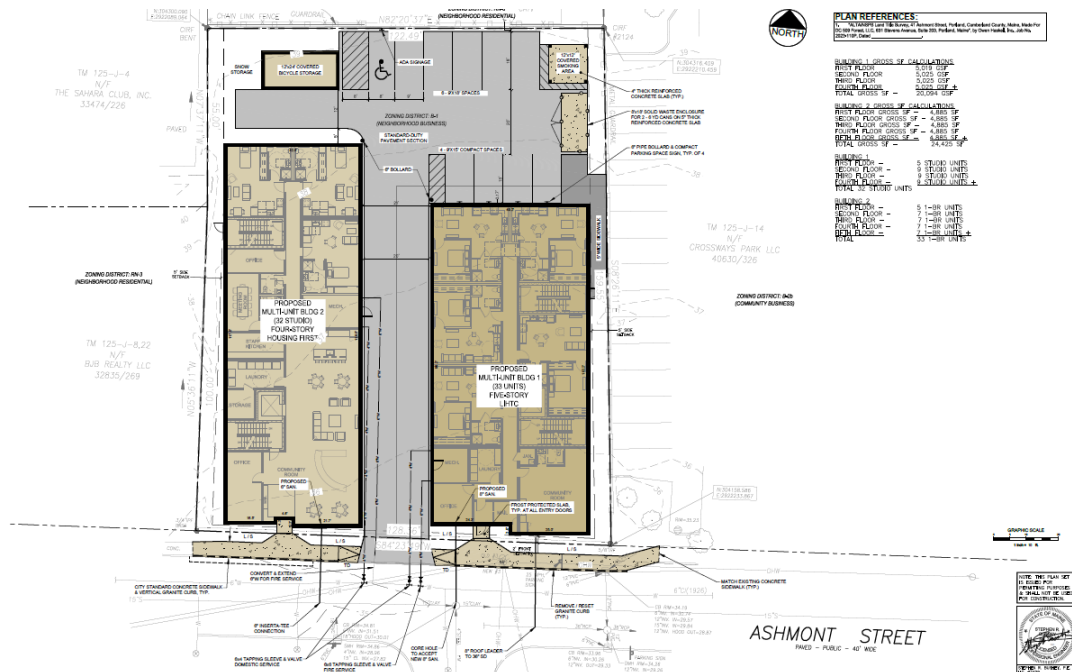
13.6.4 (G) Noise and Vibration – Not applicable- roof top equipment will be screened and dampened as necessary to satisfy City noise and vibration standards.

13.6.4 (H) Signage and Wayfinding – All tenant signage to be permitted separately by the applicant.

13.6.4 (I) Zone Related Design Standards – The development satisfies ReCode 13.6.4.I.1 and the *Design Manual* for the B-1 where the design shall support the development of a dense, Mixed-use neighborhood with an attractive, safe, and convenient street-level pedestrian environment.



¹ Per Section 17.2.2.D.2 max height of 35 ft when adjacent a RN-3 zone can be increased by 10 feet for affordable housing.



Proposed Site plan – 41 Ashmont Street



Front View Rendering 41 Ashmont Street

ENVIRONMENTAL

13.6.2 (A) Preservation of Significant Natural Features – Not applicable

There are no significant trees within the site except for a line of deciduous trees along the westerly boundary line. Those trees will need to be removed to make way for the proposed building #1 on the west side. Based on the proposed building height and narrow space between the building and property line, no new plantings are proposed.



Trees to be removed for bldg. construction

13.6.2 (B) Site landscaping and Buffers – As mentioned above, the applicant is proposing new street tree plantings along the street frontage. No heritage or feature trees exist on the site, and none are proposed.



Streetview from Ashmont Street.

14.6.2 (C) Water Quality, Stormwater Management and Erosion control – The site is mostly covered with pavement (18,800 SF out of 19,619 SF site size) in the current condition and there are no onsite stormwater management measures in place. Stormwater runoff sheets across pavement before capture in two catch basins in the parking lot. Runoff is then conveyed via storm drain pipe out to the 36" storm drain pipe in Ashmont Street. It is believed the Ashmont Street drainage ties into a large system in Forest Ave which ultimately discharges out to Back Cove. The site's impervious will decrease to 17,500 SF and become a combination of roof and new pavement surfaces. The design includes reuse of the two onsite drain leaders which will be reused for the building roof drains. A small collection system consisting of a catch basin and drainage pipe will capture runoff within the access driveway and this will tie into the storm drain system in the street. As the development proposes to reduce overall imperviousness of the property, no further stormwater management measures are proposed. Erosion control measures including stabilized construction entrance and perimeter silt fencing will be provided during construction.

Stormwater Management Memorandum

To: Andrew Graminski
Planner

From: Stephen Bushey, PE

Date: June 25, 2026

Re: Proposed Residential Development
41 Ashmont Street
DC 509 Forest LLC

Task

Perform a stormwater management analysis for the proposed development of two new multi-unit residential buildings and redeveloped parking area in Portland, ME.

References

- Boundary and Topographic Survey dated 11/03/25 by Owen Haskell Inc
- Field reconnaissance by LJB Inc./LJB Inc
- Civil Plan Set dated June 2026 prepared by LJB Inc
- City GIS information and archived plans
- City of Portland Technical Manual

Background

DC 509 Forest LLC (DC) is seeking a Major Site Plan Permit from the City of Portland Planning Board for the construction of a residential housing development consisting of a new 5,019± SF, 30-unit building and a new 4,885 SF+/-, 33-unit building on a 0.45-acre parcel at 41 Ashmont Street. The site is identified by the City of Portland GIS Parcel Viewer as part of Tax Map 125/Lot J 010.

The site is tributary to the City's public separated stormwater collection system within Ashmont Street. The project will create less than 1 acre of new impervious area and therefore will not require permitting from MeDEP. However, to meet local City of Portland ordinances, the project will follow the provisions of Section 5 of the Technical manual as the project results in greater than 10,000 SF of disturbed area. The plans prepared by LJB Inc. include the infrastructure necessary to serve the project and to comply with current local stormwater standards. Erosion and Sedimentation Controls will also be employed during the construction of this project and are summarized in the Erosion and Sedimentation Control Plans provided on Sheet C-4.0.

In the existing condition, there is approximately 18,800 SF +/- of impervious area onsite, consisting of a paved parking lot. The post-development condition includes 17,500 SF +/- of impervious area including roof and pavement. This equates to a net reduction of 1,300 SF of impervious area. The entire site is nearly all developed in the existing condition, consisting of either parking lot or infrequently maintained vegetated conditions. Therefore, no newly developed area will be created during this project although ground areas will be disturbed and redeveloped. These areas are summarized in Table 1 below.

TABLE 1 – IMPERVIOUS AND DEVELOPED AREAS SUMMARY (SQ. FT.)			
	Pre-development	Post-development	Net
Impervious Area	18,800	17,500	-1,300
Lawn Area	819	2,119	+1,300
Developed Area	19,619	19,619	0

The project includes the removal of much of the existing impervious parking lot to make way for two new buildings, with a portion of this area being revegetated into lawn area and some remaining as paved surface. The new buildings and parking lot will replace existing parking and developed areas. A further breakdown of the change in land cover from the existing condition to the post-development site is displayed in Table 2 below. These areas will determine the treatment requirements onsite, detailed further in this report.

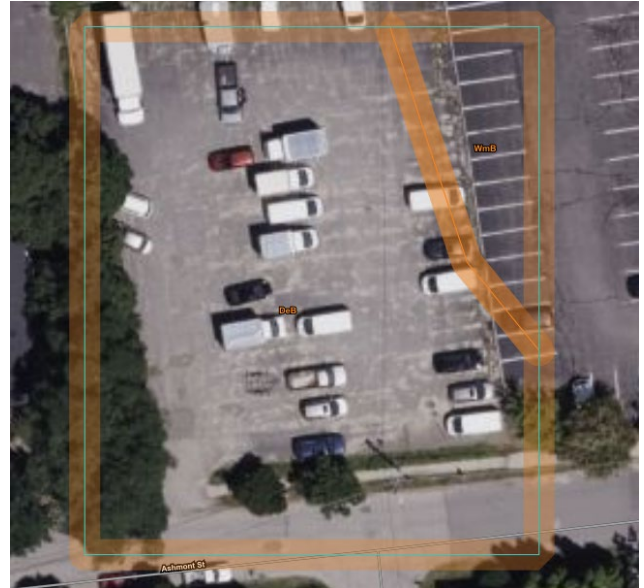
TABLE 2 – CHANGES IN LAND COVER	
	Area (Sq. Ft.)
Existing Lawn to Pavement	596
Existing Lawn to Roof	0
Existing Lawn to Lawn	500
Existing Pavement to Pavement	7000
Existing Pavement to Roof	9,904
Existing Pavement to Lawn	800
Total Area	19,619

The purpose of this analysis and memorandum is to document what measures will be implemented to provide stormwater management for the project.

Existing Conditions

The project site is comprised of an existing 18,800± SF paved parking lot, as well as 819 SF of unmaintained non-impervious area around the perimeter within a total lot size of 19,619 SF. The site generally drains southerly, towards two onsite catch basins that tie into an existing separated drainage system in Ashmont Street. The storm drain in Ashmont consists of a 36" RCP pipe that flows towards Forest Avenue. It is understood these flows ultimately are conveyed to an outfall in Back Cove.

A Medium Intensity Soil Survey was obtained from USDA's Web Soil Survey. The site primarily consists of Deerfield loamy sand (DeB), which is classified as a HSG Type A soil. These soils are acceptable to support the installation of the proposed SWM BMP, using proper installation techniques and measures to prevent erosion.



Proposed Development

The proposed development will include the redevelopment of portions of the existing parking lot and lawn area into a total of 63 residential units over two buildings, associated utilities, and parking facilities. The site will continue to drain to Ashmont Street in the post-development condition. The newly created parking lot and a portion of the new lawn area will be graded to drain via sheet flow to a proprietary FocalPoint™ filtration BMP designed by Ferguson Waterworks. Stormwater. Greater than 95% of the paved area will be treated by the FocalPoint™, stored in subsurface R-Tank™ chambers, and conveyed to the existing public drainage system within Ashmont Street. In total, the proposed project is anticipated to result in a reduction of impervious area, and no new developed area as the site is currently all developed. Stormwater detention for a volume equal to 1" of rainfall times the site's impervious area of 17,500 SF will be provided for within an R-Tank™ underground storage system.



Image 1: FocalPoint system Example

Analysis

The project will meet the standards outlined in the Technical Manual specifically as follows:

- In accordance with Section 5.2.2.A.1.c. the project will treat 95% of non-roof redeveloped impervious area. This amounts to 7,596 SF of pavement. The treatment will be provided by a Focal Point™ proprietary system consisting of no less than 30 SF surface area for the filter media (based on the DEP approved minimum of 174 SF per 1 acre of impervious area treated). The proposed Focal Point™ is designed to contain 32 SF surface area.
- In accordance with Section 5.2.4.A.1 the project will provide a minimum onsite stormwater detention volume equal to 1" of rainfall times the TOTAL impervious area within the project's disturbed limits. The project will have 17,500 SF of impervious area which equates to 1,458 CF of storage required. Using the RTank™ underground storage system, each RTank has 4.22 CF of storage. The required storage equals approximately 346 tanks, and the designed system will consist of 348 tanks. The design includes tanks stacked two high over a footprint of 174 tanks.

The project will decrease the site's impervious area and thus no impact to the site's overall peak discharge or runoff volume is expected although detention storage of up to 1" of rainfall will be provided in an underground system.

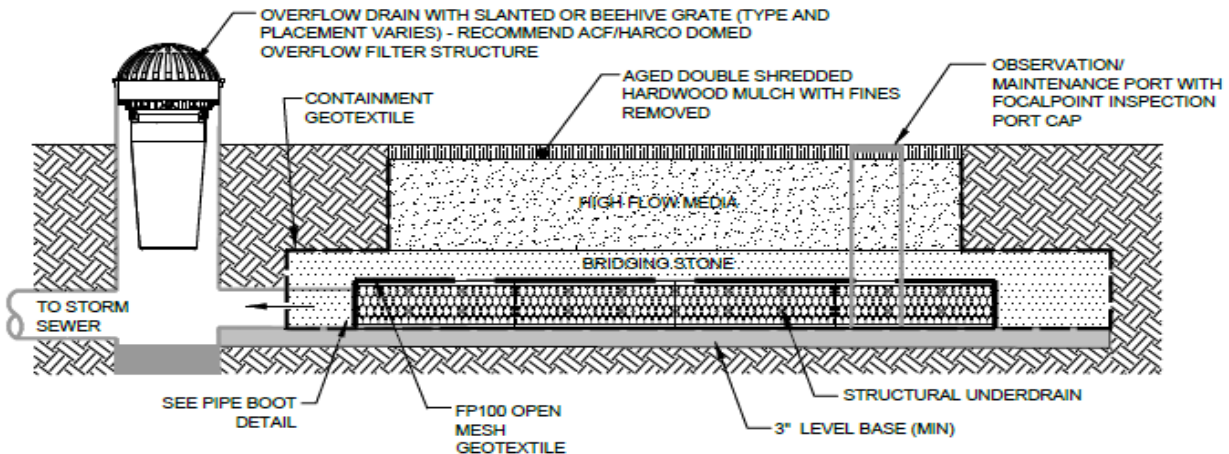
Stormwater Quality

The project is proposed to be treated utilizing a FocalPoint™ and R-Tanks™ stormwater best management practices (BMPs). These proprietary systems are approved by MaineDEP to provide stormwater treatment in more confined areas where traditional stormwater management approaches may not be feasible. As opposed to traditional systems, which require an area equal to roughly 5% of the subcatchment's impervious area (~2,200 SF per acre), these proprietary systems only require 174 SF of area per acre of the sub-catchment impervious area. This is because the filter media within the FocalPoint™ is designed to permeate water quickly (100" per hour). The proposed FocalPoint™ provides storage between the mulch filter media surface and the domed overflow grate which is situated 6" to 12" above the mulch or planting surface. Additional storage is provided beneath the FocalPoint™ by subsurface "R-Tank" chambers. Runoff from smaller storms is filtered down through the 18" of filter media and 6" of bedding stone, is stored in the R-Tanks™, withheld by an outlet control structure (OCS), and will be conveyed to the larger storage system before conveyance to the existing public drainage system within Ashmont Street. Runoff from larger storm events will follow the



Image 2: R-Tank chamber

same process, however, the surface flows will be collected by both the FocalPoint™ and its overflow grate.



G FOCALPOINT SECTION X-X
N.T.S.

The OCS will detain the channel protection volume to be released within 24-48 hours of the storm event. The FocalPoint™ will provide treatment for approximately 7,596 SF of impervious paved area and 500+/- SF of landscaped area. The treatment will be provided through a 32 SF filter basin area, which meets the minimum filter surface area required.

Per section 5.2.2.B.2 of the Technical Manual water quality treatment is not required for existing impervious areas which are developed into building roofs unless otherwise required by a state stormwater permit. This project does not require a state stormwater permit therefore, the design objective is to treat all the pavement only and provide storage for the pavement and roofs.

The following table presents the design information for the FocalPoint™:

TABLE 3 - FOCALPOINT™		
	REQUIRED	PROVIDED
Non roof Impervious Area		7,596 SF
Vegetated Developed Area		500 SF
FocalPoint™ mulch bed elevation		34.0'
Max. stage over filter for 0.95" storm		34.75'

Rim of overflow structure		34.75'
Filter surface area	30 SF	32 SF
Filter media ratio	>1:5	>1:5

The proposed development will treat no less than 95% of the non-roof impervious area of the site in accordance with the Technical Manual. As the site is currently entirely developed, there will be no new developed area created.

The following table presents the treatment summary for this development in accordance with the City of Portland's Technical Manual Section 5.2.2.

Table 4 – Overall Treatment for Development				
	New Impervious Area	New Developed Area	Non-Roof Redeveloped Impervious Area	Roof Redeveloped Impervious Area
Area Treated	0	0	7,596	0
Area Untreated	0	0	0	0
Total Area of Project	0	0	7,596	0
Percent Treated	0	-	100%	0
Percent Required	95%	80%	95%	0%

Stormwater Quantity

The site's total impervious area is 17,500 SF which for a 1" rainfall equals 1,458 CF of volume. The proposed RTank™ underground storage system will include 348 RTank™'s each containing 4.22 CF of storage volume or a total volume of 1,468 CF. The roof runoff from each building will be conveyed directly via pipe to the storage system while the Focal Point overflow will also be captured within the storage system. An outlet control structure (OCS) with a 1.5" orifice hole in the baffle wall will control peak discharge out of the storage system to 0.1 CFS. Once the system is full the baffle weir in the OCS is set to allow the overflow discharge during larger storm events. The OSC will connect to a new manhole to be placed on the existing 12" storm drainpipe that connects from an existing onsite catch basin to the City Catch Basin in Ashmont Street. The City Catch basin ties into the main 36" storm drain trunk line running easterly on Ashmont to Forest Avenue.

City of Portland Standards

Technical Manual Section 3

Section 3 of the City's Technical Manual requires site plans to obtain a minimum of 80 points as noted on the LID scorecard Appendix 3A. The report includes the completed scorecard as an attachment, with a score greater than the minimum 80 points.

Technical Manual Section 5

5.2.2. Water quality treatment requirements:

The project provides stormwater quality treatment as summarized in Table 4 of this report.

5.2.3. Flooding standard requirements:

The project complies with Technical Manual Stormwater detention volume Standard as shown in Table 6 above.

5.2.4. Minimum stormwater detention volume requirement:

This project proposes to connect into the City's separated storm drain system and therefore provides a minimum on-site storage detention volume of 1" of rainfall over the total impervious area within the project's disturbance limits. The total impervious area within the disturbance is 17,500 SF, which equates to a minimum detention volume of 1,458 CF. The R-Tank system provides a detention of 1,468 CF that will be released at a flow rate of 0.1 CFS using a 1.5" orifice.

5.2.4. Urban impaired stream requirements:

The project is not located within any of the city's urban impaired streams.

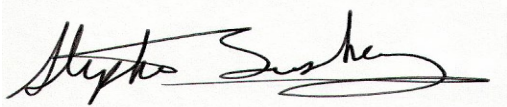
Conclusion

As described above, the proposed stormwater management plan for this project is anticipated to provide sufficient water quality treatment and water quantity detention to reduce post-development flows to below pre-development conditions. The FocalPoint™ BMP will provide treatment of approximately 7,596 SF of impervious area, and the R-Tank will provide storage and slow release of 1,468 CF of runoff volume.

Based on the proposed design, the runoff from the proposed development will be captured and conveyed in a manner that will not have an adverse impact on the surrounding stormwater systems or the environment.

Regards,

LJB INC.



Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286
sbushey@ljbinc.com

Attachments – City of Portland LID Scorecard

City of Portland ME: Low-Impact Design Requirements				
Owner / applicant name:	DC 509 Forest LLC			
Representative name:	Stephen Bushey, PE - LJB Inc (Agent)			
Project address:	41 Ashmont Street			
Project CBL:	125 J 010			
Application ID (if known):				
	Maximum Points	How to Apply	Points Awarded	LID Standard / Approach
CORE METHODS: Wetlands, Streams, & Drainage				
Protect natural drainage paths	Required			
Shoreland Zoning	Required			
Meeting DEP and ACOE standards for stream crossings	Required			
Protect wetlands	12	Select one option	12	Select a site that does not have wetlands or vernal pools = 12pts
				Project maintains a 50' set-back / no-disturb buffer to all wetlands = 10pts
				Project maintains a 25' set-back / no-disturb buffer to all wetlands = 7pts
				Project does not place structures in wetlands and avoids wetlands impacts from construction and stormwater discharges = 5pts
				Project replicates impacted wetlands elsewhere on site or within watershed = 3pt
				Project pays wetlands impact fee = 0pts
Permanently protect stream (intermittent and perennial) and riparian buffers (exclusive of approved stream crossings; must include a no-disturb zone with markers installed and deed restriction recorded at registry of deeds)	12	Select one option	12	Select a site with no streams = 12pts
				Permanently protect all 100ft shoreline buffers = 10pts
				Permanently protect all 75ft shoreline buffers = 7pts
				Permanently protect all 50ft shoreline buffers (intermittent streams) = 6pts
				Permanently protect all 50ft shoreline buffers (required minimum for perennial streams) = 5pts
				Permanently protect all 25ft shoreline buffers (required minimum for intermittent streams) = 5pts
Stream crossings	12	Select one option	12	Select a site with no streams = 12pts
				Avoid any stream crossings = 10pts
				All stream crossings use a bridge or open bottom culvert structure sized at 1.2 times the bank full width of the stream = 10pts
				All stream crossings use Maine Stream Smart Principles to preserve natural pre-development drainage pathways = 6pts
CORE METHODS: Natural Areas & Habitat				
Preserve threatened or endangered species habitat	Required (Beginning with Habitat Maps at a minimum)			
Protect 30% of trees over 10" DBH	Required (Tree survey required)			
Protect intact, contiguous forests and native trees over 10" DBH	8	Select one option	8	All development and land disturbance outside of existing wooded/forested areas (no site clearing in prior 10 years) = 8pts
				Protect 50% of trees over 10" DBH = 6pts
				Protect 40% of trees over 10" DBH = 4pt

CORE METHODS: Soils & Slopes				
USDA Web Soil Survey	Required (provide details how soil limitations will be mitigated)			
Avoid steep slope disturbance	5	Select one option	5	Selecting a site without slopes 15% or greater = 5pts
				Maintain >20' undisturbed vegetated buffer to all slopes 15% or greater = 3pts
				Maintain 10-20' undisturbed vegetated buffer to all slopes 15% or greater = 2pts
				Maintain 1-10' undisturbed vegetated buffer to all slopes 15% or greater = 1pt
				Disturbance of any slope 15% or greater = 0pts
Protect soils	5	Select one option	5	Redevelopment sites = 5pts
				Detailed, site-specific soil survey; preparation of a Soil Management and Protection Plan; protect highly permeable soils = 5pts
Limit site disturbance and earthwork	8	Select one option	8	Redevelopment limits disturbance to existing footprint = 8pts
				New development disturbs less than 50% of existing undeveloped site area = 8pts
				New development disturbs less than 75% of existing undeveloped site area = 6pts
				New development disturbs greater than 75% of existing undeveloped site area = 0pts
Soil preparation & minimizing compaction	6	Select all options that apply		Till soils to a depth of at least 10" prior to revegetation = 3pts
				Organic matter amendments as needed based on soil tests = 3pts
CORE METHODS: Landscaping				
Low-Impact Landscaping	6	Select all options that apply		Redevelopment sites reduce lawn area by 50%, provided no increase in impervious area (lawn becomes landscaping) = 2pt
				New development results in >50% non-impervious developed area is landscaping = 2pt
			2	Use only native vegetation for landscaped areas = 2pts
			2	Using only locally-sourced landscape materials = 2pt
CORE METHODS: Impervious Area & SW Management				
Meeting City's stormwater management standards	Required			
Reduce impervious and increase permeable surfaces	10	Select all options that apply, up to a maximum of 10 points		50% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 6pts
			4	Minimize parking impervious area by using only the minimum required number of parking spaces, the minimum required parking lot dimensions, maximizing compact spaces and utilizing low-turnover standard parking space width reductions = 4pt
				25% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 3pts
				Minimize roadway impervious area by developing roadways and driveways at the minimum width and using minimum number of curb cuts = 2pt
				Reducing the number of driveways by using a shared driveway design = 2pt
			2	Providing transportation alternatives (such as bike share, car share, or similar) = 2pt
Use GI / natural stormwater treatment systems	12	Select all options that apply	6	Treatment requirements and conveyance achieved through vegetated systems = 6pts
			3	No more than 1-acre of drainage per treatment system = 3pts
				Increase time of concentration on site (1" 25 year storm event) = 3pts
Limit / eliminate salt use	4	Select one option		Detailed winter maintenance agreement, with annual reporting requirement, limiting chloride use (required in UIS watersheds) = 4pts

Bonus Points				
Bonus points are offered for strategies that may go above and beyond typical approaches; may offer particularly innovative site design or engineering ; or may help achieve the larger goal of low-impact development on a regional scale.	10			Utilizing structured parking = 10pts
	10			Utilizing a green roof for at least 50% of a newly developed or redeveloped building roof = 10pts
	10			Restoration of previously disturbed natural resources (minimum 500 square feet of restoration) = 10pts
	10			BMPs designed for known water quality impairment within watershed = 10pts
	10			Connecting to City sewer from a site >200 ft from existing City infrastructure = 10pts
	6			Detention of 1.5 times the required volume = 6pts
	6			Treatment for 1.5 times the required water quality volume = 6pts
	6			Innovative LID site design and/or stormwater improvement - 6pts
	10			Establishing a Traffic Demand Management plan for projects under 50,000ft = 10pts
	Total Possible Points 178		Total Points Awarded 81	Minimum points required for approval of LID strategies and techniques 80

Primary NXT Quick Ship - P3RD-NXT-QS
3" Round Downlight

Fixture Type: W3



usailighting.com/primarynxt-QS

Primary NXT provides consistent, high quality white light in an economical architectural solution.

FEATURES

- 2700K and 3000K color temperature options, both at 90+ CRI
- Downlight, adjustable and wallwash configurations
- Dry/damp/wet location rated for bathrooms and showers 
- Dimmable to 1%
- High LED performance with budget-conscious features

PERFORMANCE DATA

 Classic White

BeveLED Mini Primary NXT Round Downlight		15W LED	
		15L2	
Color Temperature		2700K, 90+ CRI	3000K, 90+ CRI
M Medium beam 30° reflector Solite lens	Lumens	1036	1075
	lm/W	75	78
	Intensity (cd)	1793	1860
	UGR	11.7	11.8
W Wide beam 50° reflector Solite lens	Lumens	1066	1105
	lm/W	77	80
	Intensity (cd)	849	880
	UGR	22.5	22.7

Primary NXT Quick Ship - P3RD-NXT-QS
3" Round Downlight

Fixture Type: W3



P3RDF	15L2M	30KH	S	WH	NCIC	UNV-D22	-	-
Trim Style	Wattage	LED Color	Lens	Finish	Housing Choices	Voltage & Dimming Driver	Options	Spackle Frame Accessory Kit
F Flange trim	 Classic White	S Solite Glass (provided standard)	WH White	Integral Dimming Driver Housings	Universal Voltage 120V-277V	- None (Integral nailer bars provided standard)	- None	
L Flangeless Trim	15L2M 15W LED	27KH 2700K, 90+ CRI	BL Black	NCEC Economical new construction tray	UNV-D22 ERP Trimode (0-10V and Phase 2-wire), 1%	PFBK Pair of butterfly brackets for vertical adjustment of Primary NXT housings	SPAK Spackle frame accessory	
		30KH 3000K, 90+ CRI		NCIC Insulation-contact rated, airtight		PFBK-CB27 Pair of butterfly brackets for vertical adjustment of Primary NXT housings with 27" Channel Bar		
						PFBK-CB32 Pair of butterfly brackets for vertical adjustment of Primary NXT housings with 32" Channel Bar		
						PFBK-CB52 Pair of butterfly brackets for vertical adjustment of Primary NXT housings with 52" Channel Bar		

IMPORTANT NOTES

- UL2043 rated for use in air handling plenums. Rated for use in steam rooms and saunas, up to 15W maximum.
- Housing ships with integral nailer bars provided standard. These mounting accessories are required for grid ceiling applications. Specify PFBK accessory for butterfly brackets which allow for in-place housing height adjustment. To install with channel bars, specify a PFBK-CB kit
- Dry/damp/wet location rated for bathrooms and showers
- Products will ship within 10 days for 100 pieces or less - per fixture type. Consult with USAI Lighting for larger quantities.

Primary NXT Quick Ship - P3RD-NXT-QS 3" Round Downlight

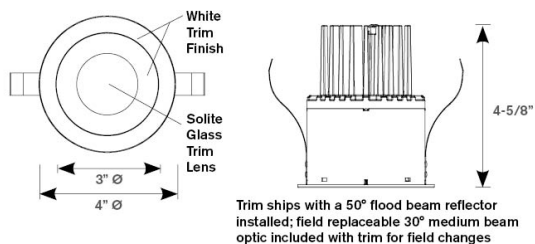
Fixture Type: W3



USAI
Lighting

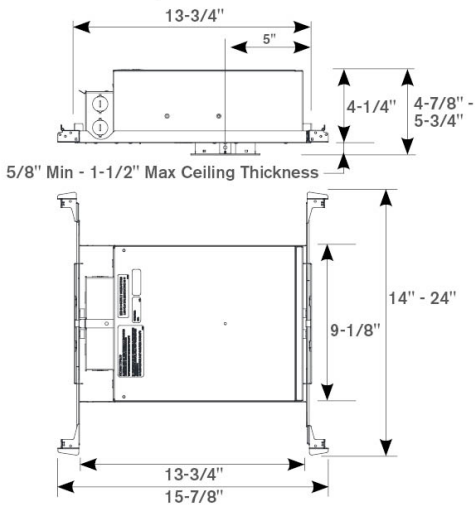
TRIM DETAILS

P3RDF NXT Round Downlight



HOUSING DETAILS

New Construction, Insulation Contact Rated - NCIC



Primary NXT Quick Ship - P3RD-NXT-QS 3" Round Downlight

Fixture Type: W3



USAI
Lighting

FIELD REPLACEABLE LED LIGHT ENGINE is serviceable with a Phillips screwdriver. All USAI Lighting LED light engines feature industry-leading color consistency.

USAI CLASSIC WHITE LED COLOR TECHNOLOGY: is tightly binned for fixture-to-fixture color consistency within a 2-Step MacAdam's Ellipse.

TRIM: P3 series flanged trims are a 3" round or square aperture with a 1" regressed die cast aluminum bevel and 1/2" flange, powdercoat painted white or black retained by two mounting clips.

TRIM LENS: Trims are shipped with solite glass lens.

REFLECTOR: Downlight trim is shipped with 50° wide beam reflector installed in trim, and is also provided with interchangeable 30° medium beam specular reflector for field changes.

HOUSING: Housing is fabricated of 20 ga. steel with 18 ga. steel J-box and is rated for direct contact with insulation and is Airtight. Housing accepts ceiling thicknesses from 1/2" to 1-1/2" maximum and ships with integral nailer bars provided standard. Specify PFBK butterfly bracket accessory for vertical adjustment or for grid ceiling applications with channel bars. Housing weighs 7 lbs.

MOUNTING: Adjustable nailer bars with integral nails provided standard with each housing. Nailer bars are extendable from 14" to 24" centers. Butterfly brackets that are optionally available and can be used with the nailer bars provided to enable vertical adjustment during installation. Channel bars are available in 27", 32", and 52" lengths as butterfly brackets included because they cannot be used without them.

CEILING CUTOUT: 3-5/8" diameter

WARRANTY: Based on IESNA LM80-2008, USAI Lighting LED light fixtures have a 50,000 hour rated life at 70% lumen maintenance (L70). USAI Lighting Warranty covers replacement parts for 5 years from date of shipment. Ambient temperatures at fixture location should not exceed 40 degrees C.

NOTES: Ambient temperatures at fixture location should not exceed 40°C during normal operation. Not for use in corrosive environment. Use of pressure washer voids warranty.

LISTINGS: Dry/Damp/Wet listed under covered ceilings only. UL2043 rated for use in air handling plenums. NCIC and NCAIC housings are Airtight. Rated for use in steam rooms and saunas, up to 15W maximum. NRTL/CSA-US tested to UL standards.



PHOTOMETRICS: Consult factory or website for IES files. Tested in accordance with IESNA LM79.



Primary NXT Quick Ship - P3RD-NXT-QS
3" Round Downlight

Fixture Type: W3

FIELD REPLACEABLE DIMMING DRIVER: An ERP ESS series Trimode (0-10V and 2-wire phase) dimming solid state electronic constant current integral driver with a high power factor is provided. This dimming driver is located within the fixture housing and is serviceable from below the ceiling through the aperture. Some ontime delay may be experienced depending on control system used. All dimming drivers comply with IEEE C62.41 surge protection.

D22 ERP ESS 0-10V, Forward and Reverse Phase Trimode Dimmer Compatibility Charts

120V ONLY Phase Dimmer Compatibility Chart								
Dimmer Information		Dimming Range		Dimmer Information		Dimming Range		Qty Fixtures
Manufacturer	Product	Maximum	Minimum	Manufacturer	Product	Maximum	Minimum	Per Dimmer
Cooper	DAL06P	100%	0%	Lutron	CT103P	99%	6%	Max number of fixtures is limited by dimmer load rating per dimmer specification sheet. Use fixture wattage per fixture specification sheet to determine maximum number of fixtures per dimmer.
	DLC03P	100%	0%		DV600P	99%	3%	
	SLC03P	100%	0%		DVCL-153P	99%	0%	
	6161	99%	10%		DVELV303P	97%	3%	
Leviton	6631-2	100%	0%		FAELV500	99%	7%	
	6633-P	100%	0%		LG600P	99%	5%	
	6673-10W	99%	6%		MAELV600	99%	7%	
	6683-1W	100%	2%		S600P	99%	1%	
	IPE04	100%	3%		S-603PG	86%	4%	
	IPI06-1LZ	99%	0%		SELV300P	97%	3%	
	VPE06	100%	5%		TG-600P	99%	13%	
					TGCL-153P	99%	2%	

0-10V Dimmer Compatibility Chart				Qty Fixtures Per Dimmer*
Manufacturer	Product	Part Number	Dimmed Light Output Range	
120V / 277V				Use source current per fixture specification sheet to determine number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating.
Crestron	iLux dimmer expansion module	CLS-EXP-DIMFLV	100% - 1%	
Crestron	DIN Rail dimmer	DIN-4DIMFLV4	100% - 1%	
Crestron	DIN Rail analog output module	DIN-A08	100% - 1%	
Crestron	8 Channel dimmer module	GLX-DIMFLV8	100% - 1%	
Crestron	8 Channel dimmer module	GLXP-DIMFLV8	100% - 1%	
Leviton	IllumaTect dimmer	IP710-DLX	100% - 1%	
Lutron	Nova T	NFTV-XX	100% - 1%	
Lutron	Diva	DVTV-XX	100% - 1%	

Calculating the maximum fixture quantity per dimmer:

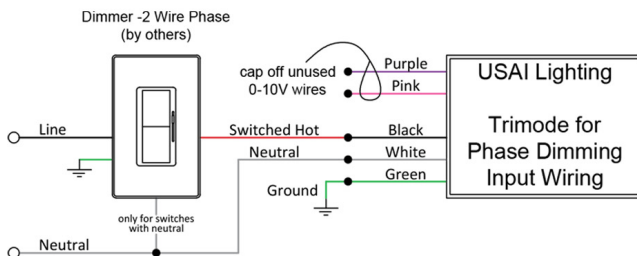
FOR PHASE CONTROLS (120V ONLY)

Use fixture wattage per fixture specification sheet to determine maximum number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating per dimmer specification sheet.

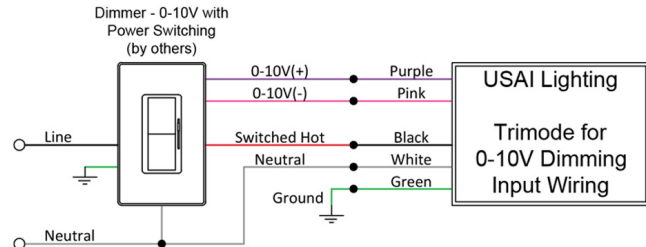
FOR 0-10V CONTROLS (120V-277V UNIVERSAL)

Use source current per fixture specification sheet to determine number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating.

When used with phase dimming controls - 120VAC Only



When used with 0-10V dimming controls - 120V-277V Universal



USAI PART NUMBER BREAKOUT

Full Fixture Specification: P3RDF-15L2M-30KH-S-WH-NCIC-UNV-D22

Primary NXT Trim: P3RDF-L2M-30KH-S-WH-TRM

Primary NXT Housing: P23U-15M-NCIC-UNV-D22-HSG

Primary NXT Quick Ship - P3RD-NXT-QS
3" Round Downlight

Fixture Type: W3



DOWNLOAD FILES

↓ IES FILES

INSTALLATION INSTRUCTIONS

- [Primary NXT P23 DL WW Trim Installation I2-762](#)
- [Primary NXT P23 Driver Service I2-640](#)
- [Primary NXT P23 Heatsink Service I2-641](#)
- [Primary NXT P23 LED Service I2-642](#)
- [Primary NXT P23 NCEC Hsg Installation - I2-639](#)
- [Primary NXT P23 NCIC Hsg Installation I2-654](#)
- [Primary NXT P3 Trimless Spackle Installation I2-761](#)

WIRING INSTRUCTIONS

- [TRIMODE DIM GENERAL WIRING INST I2-718-07](#)

PRODUCT BROCHURES

- [Primary NXT Brochure](#)
- [USAI Revit Family User Guide](#)
- [Quick Ship Brochure](#)

↓ REVIT / BIM

SPEC SHEET PDFS

- [BeveLED Mini Primary NXT Quick Ship - P23-QS PDF](#)

DIMMING COMPATIBILITY

- [USAI Dimming Driver Choices](#)
- [TRIMODE DIMMING COMPATIBILITY REFERENCE GUIDE I2-717-07](#)



Mirada Small Silicone (XWS SIL)

Outdoor Wall Sconce



IP65 IK10



OVERVIEW

Lumen Package (lm)	1,000 - 8,000
Wattage Range (W)	10 - 61
Efficacy Range (LPW)	124 - 162
Weight lbs (kg)	10 (4.5)
Control Options	IMSBT, ALB, ALS, PCI

QUICK LINKS

[Ordering Guide](#)[Performance](#)[Photometrics](#)[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Extended housing available with 1/2" threaded hubs for surface conduit and rated wire.
- Standard luminaire shipping weight: TBD lbs in carton.
- Max luminaire shipping weight: 12 lbs in carton (20 lbs w/EH option)

Optical System

- State-of-the-Art one piece silicone optic provides industry leading optical control while also acting as an integrated gasket reducing system complexity and improving fixture reliability.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 4, and FT.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.

• Zero uplight.

- 5000K, 4000K, 3500K, 3000K, and 2700K color temperatures per ANSI C78.377. Also available in Phosphor Converted Amber with peak intensity at 610nm.
- 70 or 80CRI Minimum.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short circuit and over temperature protection. Custom lumen and wattage packages available.

- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours
- Total harmonic distortion (THD): <20%
- Operating temperature: -40°C to 40°C (-40°F to +104°F)
- Power factor (PF): >.90
- Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed via hinged door.
- Optional integral emergency battery pack provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. The fixture delivers 1500 lumens during emergency mode.

Controls

- Integral passive infrared Bluetooth™ motion sensor options. Fixtures operate independently and can be commissioned via an iOS or Android configuration app. Updates and modifications to the control strategy are easily implemented via an intuitive app.
- AirLink™ Blue wireless control system with technology partner Silvar incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim

Installation

- Universal wall mounting plate mounts directly to vertical surface or 4" junction box (octagonal or square).
- Luminaire hinges to the top of the mounting plate and is secured via two flush mount screws that help to conceal the hardware and prevent over tightening during installation.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to <https://www.lsicorp.com/resources/terms-conditions-warranty/> for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K or warmer color temperature selection and fixed mounting.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP65 rated luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications when pole mounted (using optional XPM bracket) or wall mounted.
- IK10 rated luminaire per IEC 66262 mechanical impact code.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.



Mirada Small Silicone (XWS SIL)

Type : _____

 **Have questions?** Call us at (800) 436-7800

ORDERING GUIDE

[Back to Quick Links](#)

TYPICAL ORDER EXAMPLE: XWS LED 6L SIL FT UNV DIM 40 70CRI ALBMR1LR BLK CWBB						
Prefix	Light Source	Lumen Package	Lens	Distribution	Voltage	Driver
XWS - Mirada Small Wall Sconce	LED	1L - 1,000 (10w) UNV Only 2L - 2,000 (13w) 3L - 3,000 (19w) 5L - 5,000 (35w) 6L - 6,000 (43w) 8L - 8,000 (61w) Custom Lumen Packages ¹	SIL - Silicone	2 - Type 2 3 - Type 3 4 - Type 4 FT - Forward Throw	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DIM - 0-10v Dimming (10-100%)
Color Temperature	Color Rendering	Controls			Finish	Options
50 - 5,000 CCT 40 - 4,000 CCT 35 - 3,500 CCT (80 CRI only) DarkSky Approved CCT's 30 - 3,000 CCT 27 - 2,700 CCT (80 CRI only)	70CRI - 70 CRI 80CRI - 80 CRI	Blank - None <u>Wireless Controls</u> ALBMR1LR - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (8-15' MH) ^{2,3} ALBMR2LR - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (16 - 40' mounting height) ^{2,3} <u>Standalone Controls</u> EXT - 0-10v Dimming leads extended to housing exterior IMSBT1L - Integral Bluetooth™ Motion Sensor 8-24' MH ^{2,3} <u>Button Type Photocells</u> PCI120 - 120V PCI208-277 - 208 -277V PCI347 - 347V			BLK - Black BRZ - Dark Bronze GMG - Gun Metal Gray GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White	Blank - None BB - 10w Battery Back-up (0°C) ⁴ CWBB - 10w Cold Weather Battery Backup (-20°C) ⁴ BB20 - 20W Battery Back-up (0°C) ⁴ EH - Extended Housing ⁵ SP1 - 10kV Surge Protection Device



Need more information?
[Click here for our glossary](#)

Have additional questions?
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ACCESSORY ORDERING INFORMATION*

Part Number	Description
758274CLR	XWS Extended Housing/Surface Conduit Wiring Box
760159CLR	XWS Spacer Plate/Wiring Box

*Accessories are shipped separately and field installed.

Battery Backup

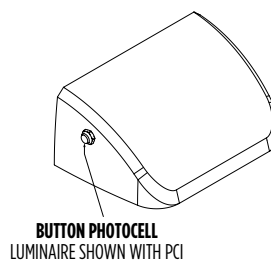
- Emergency battery system provides 90-minutes of constant power to the LED system, ensuring code compliance.
- A test switch/indicator button is installed on the housing for ease of maintenance.
- 10w battery delivers ~1,500 lumens during emergency mode.
- 20w battery delivers ~3,000 lumens during emergency mode.



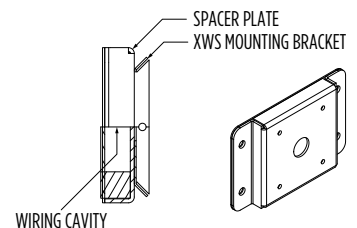
Luminaire shown with battery backup



AirLink Wireless Control Luminaire shown with ALBMR1LR



BUTTON PHOTOCELL LUMINAIRE SHOWN WITH PCI



SPACER PLATE XWS MOUNTING BRACKET
 WIRING CAVITY

¹ Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.

² When high voltage (HV) is specified, IMSBT and ALBMRxLR control options are limited to 6L and 8L lumen packages.

³ Sensors are field configurable via a phone app that can be downloaded from your smartphone's native app store.

⁴ Universal Voltage Only (120-277V). 20W Battery Backup only available 1L - 6L.

⁵ For applications with surface conduit.



PERFORMANCE

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Delivered Lumens¹												
Lumen Package	Distribution	CRI	3000K CCT (70 CRI)			4000K CCT (70 CRI)			5000K CCT (70 CRI)			Wattage
			Delivered Lumens	Efficacy	Bug Rating	Delivered Lumens	Efficacy	Bug Rating	Delivered Lumens	Efficacy	Bug Rating	
1L	2	70	1,429	143	B1-U0-G1	1,524	152	B1-U0-G1	1,526	153	B1-U0-G1	10
	3		1,491	149	B0-U0-G1	1,590	159	B0-U0-G1	1,592	159	B0-U0-G1	
	4		1,433	143	B0-U0-G1	1529	153	B0-U0-G1	1530	153	B0-U0-G1	
	FT		1,459	146	B0-U0-G1	1,556	156	B1-U0-G1	1,557	156	B1-U0-G1	
2L	2	70	1,851	142	B1-U0-G1	1,974	152	B1-U0-G1	1,976	152	B1-U0-G1	13
	3		1,930	148	B1-U0-G1	2,058	158	B1-U0-G1	2,060	158	B1-U0-G1	
	4		1884	145	B0-U0-G1	2010	152	B0-U0-G1	2012	155	B0-U0-G1	
	FT		1,889	145	B1-U0-G1	2,015	155	B1-U0-G1	2,017	155	B1-U0-G1	
3L	2	70	2,765	146	B1-U0-G1	2,950	155	B1-U0-G1	2,953	155	B1-U0-G1	19
	3		2,884	152	B1-U0-G1	3,077	162	B1-U0-G1	3,079	162	B1-U0-G1	
	4		2,772	146	B1-U0-G2	2957	156	B1-U0-G2	2959	156	B1-U0-G2	
	FT		2,822	149	B1-U0-G1	3,010	158	B1-U0-G1	3,012	159	B1-U0-G1	
5L	2	70	4,655	133	B2-U0-G1	4,965	142	B2-U0-G1	4,970	142	B2-U0-G1	35
	3		4,855	139	B1-U0-G1	5,179	148	B1-U0-G1	5,184	148	B1-U0-G1	
	4		4,666	133	B1-U0-G2	4978	142	B1-U0-G2	4983	142	B1-U0-G2	
	FT		4,750	136	B1-U0-G2	5,067	145	B1-U0-G2	5,072	145	B1-U0-G2	
6L	2	70	5,578	130	B2-U0-G1	5,950	138	B2-U0-G2	5,956	139	B2-U0-G2	43
	3		5,819	135	B1-U0-G2	6,207	144	B1-U0-G2	6,214	145	B1-U0-G2	
	4		5,298	123	B1-U0-G2	5966	139	B1-U0-G2	5972	139	B1-U0-G3	
	FT		5,693	132	B1-U0-G2	6,073	141	B1-U0-G2	6,079	141	B1-U0-G2	
8L	2	70	7,531	123	B2-U0-G2	8,034	132	B2-U0-G2	8,041	132	B2-U0-G2	61
	3		7,856	129	B2-U0-G2	8,380	137	B2-U0-G2	8,388	138	B2-U0-G2	
	4		7,552	124	B1-U0-G3	8055	132	B1-U0-G3	8063	132	B1-U0-G3	
	FT		7,687	126	B2-U0-G2	8,199	134	B2-U0-G2	8,207	135	B2-U0-G2	

LUMEN SCALING FACTOR		
70CRI - 80CRI	3000K 70CRI - 3500K 80CRI	3000K 70CRI - 2700K 80CRI
0.93	1.00	0.86

Electrical Data - Current Draw AMPS ²						
Lumen Package	120V	208V	240V	277V	347V	480V
1L	0.08	0.05	0.04	0.04	0.03	0.02
2L	0.11	0.06	0.05	0.05	0.04	0.03
3L	0.16	0.09	0.08	0.07	0.05	0.04
5L	0.29	0.17	0.15	0.13	0.10	0.07
6L	0.36	0.21	0.18	0.16	0.12	0.09
8L	0.51	0.29	0.25	0.22	0.18	0.13

Recommended Lumen Maintenance - XWS ³					
Ambient Temperature C°	Initial ⁴	25K hrs. ⁴	50K hrs. ⁴	75K hrs. ⁵	100K hrs. ⁵
25	100%	95%	90%	85%	80%
40	100%	91%	82%	73%	65%

1 1L not available in HV
2 1L not available with controls.
3 Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
4 In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
5 In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

Mirada Small Silicone (XWS SIL)

Type : _____

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PHOTOMETRICS

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Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

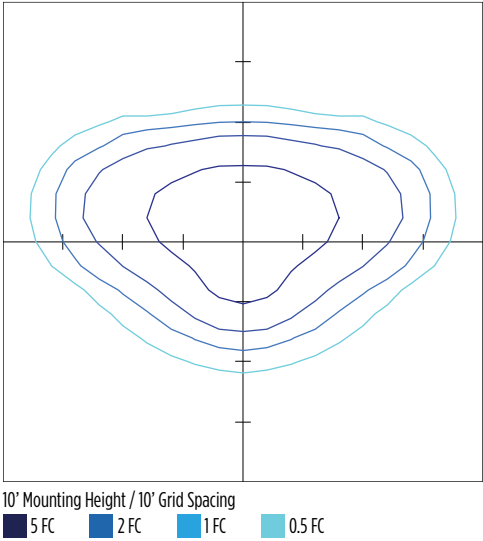
See the individual product page on <https://www.isicorp.com/> for detailed photometric data.

XWS-LED-6L-SIL-2-40-70CRI

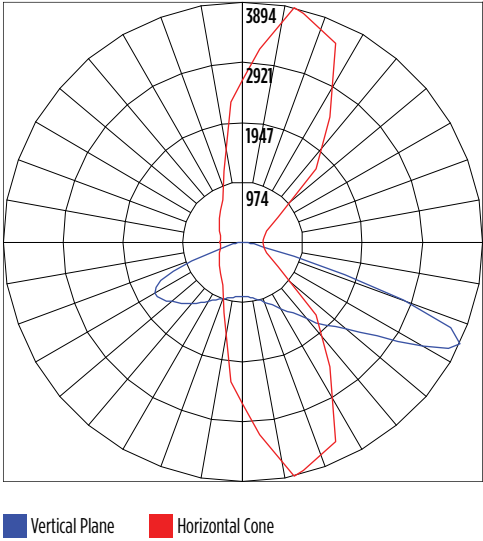
Luminaire Data	
Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	5,951
Watts	42.5
Efficacy	138
IES Type	Type II - Short
BUG Rating	B1-U0-G1

Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	834	20%
Medium (30-60°)	3,379	50%
High (60-80°)	1,647	28%
Very High (80-90°)	91	1%
Uplight (90-180°)	0	0%
Total Flux	5,951	100%

ISO Footcandle



Polar Curve

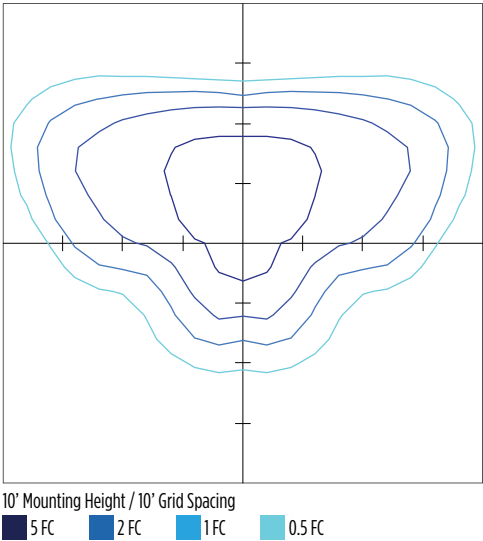


XWS-LED-6L-SIL-3-40-70CRI

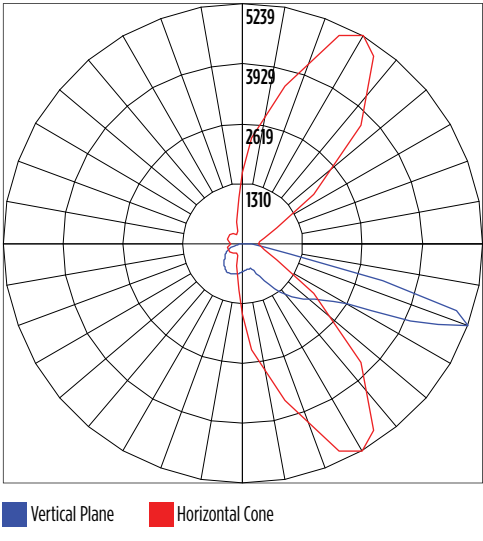
Luminaire Data	
Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	6,208
Watts	42.5
Efficacy	146
IES Type	Type III - Medium
BUG Rating	B1-U0-G2

Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	582	9%
Medium (30-60°)	2,997	48%
High (60-80°)	2,506	40%
Very High (80-90°)	124	2%
Uplight (90-180°)	0	0%
Total Flux	6,208	100%

ISO Footcandle



Polar Curve



Mirada Small Silicone (XWS SIL)

Type : _____

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PHOTOMETRICS

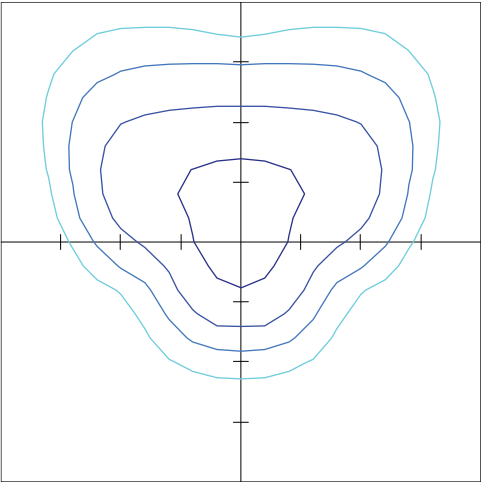
[Back to Quick Links](#)

XWS-LED-6L-SIL-FT-40-70CRI

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	6,073
Watts	42.5
Efficacy	143
IES Type	Type IV - Short
BUG Rating	B1-U0-G2

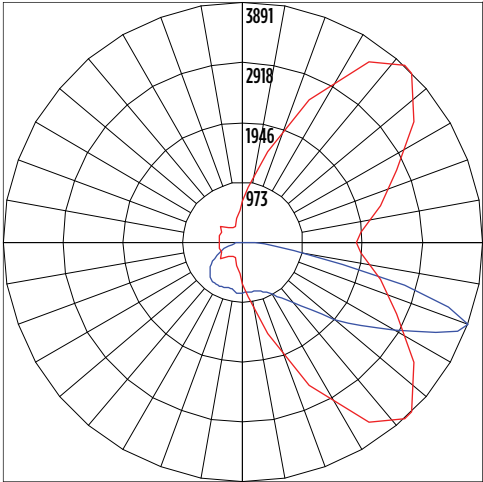
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	708.3	12%
Medium (30-60°)	2,715.5	45%
High (60-80°)	2,475.4	41%
Very High (80-90°)	173.6	3%
Uplight (90-180°)	0	0%
Total Flux	6,073	100%

ISO Footcandle



10' Mounting Height / 10' Grid Spacing
■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

Polar Curve



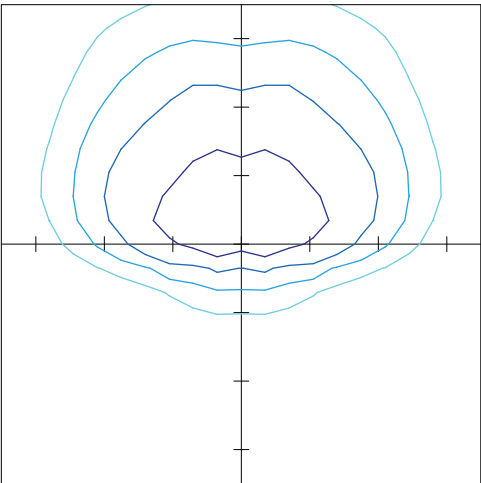
■ Vertical Plane ■ Horizontal Cone

XWS-LED-6L-SIL-4-40-70CRI

Luminaire Data	
Type 4 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	5,966
Watts	42.5
Efficacy	139
IES Type	Type IV - Very Short
BUG Rating	B1-U0-G2

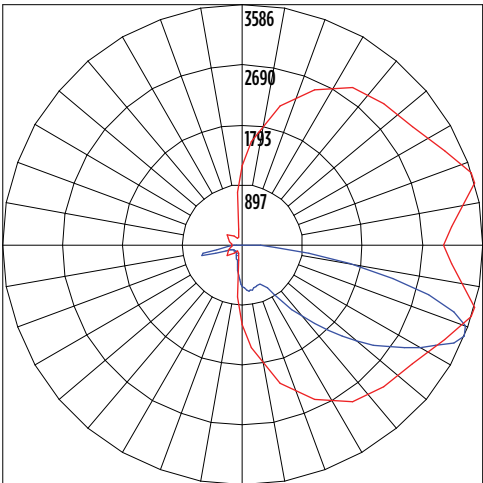
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
Low (0-30°)	544.6	9%
Medium (30-60°)	2,524.2	42%
High (60-80°)	2,624.8	44%
Very High (80-90°)	272.8	5%
Uplight (90-180°)	0	0%
Total Flux	5,966	100%

ISO Footcandle



10' Mounting Height / 10' Grid Spacing
■ 5 FC ■ 2 FC ■ 1 FC ■ 0.5 FC

Polar Curve

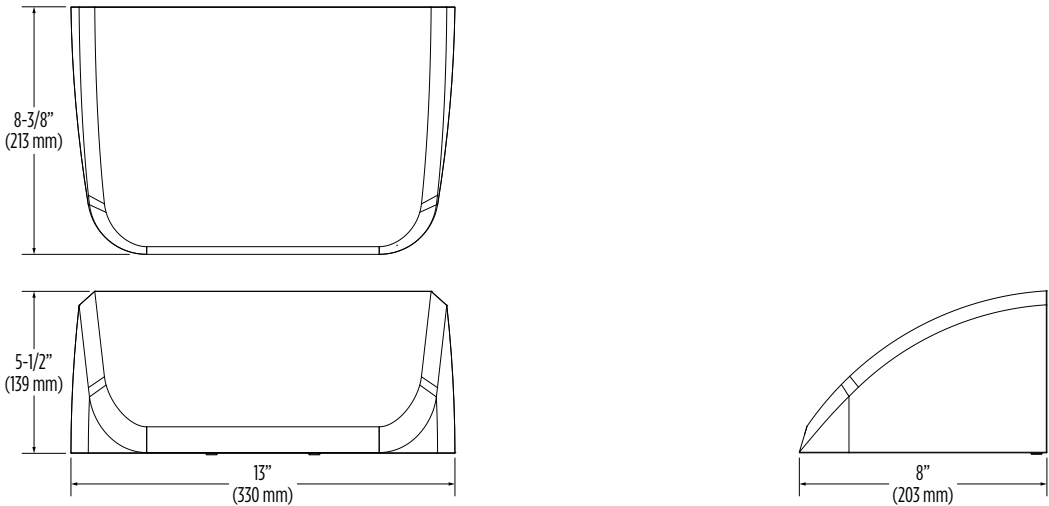


■ Vertical Plane ■ Horizontal Cone

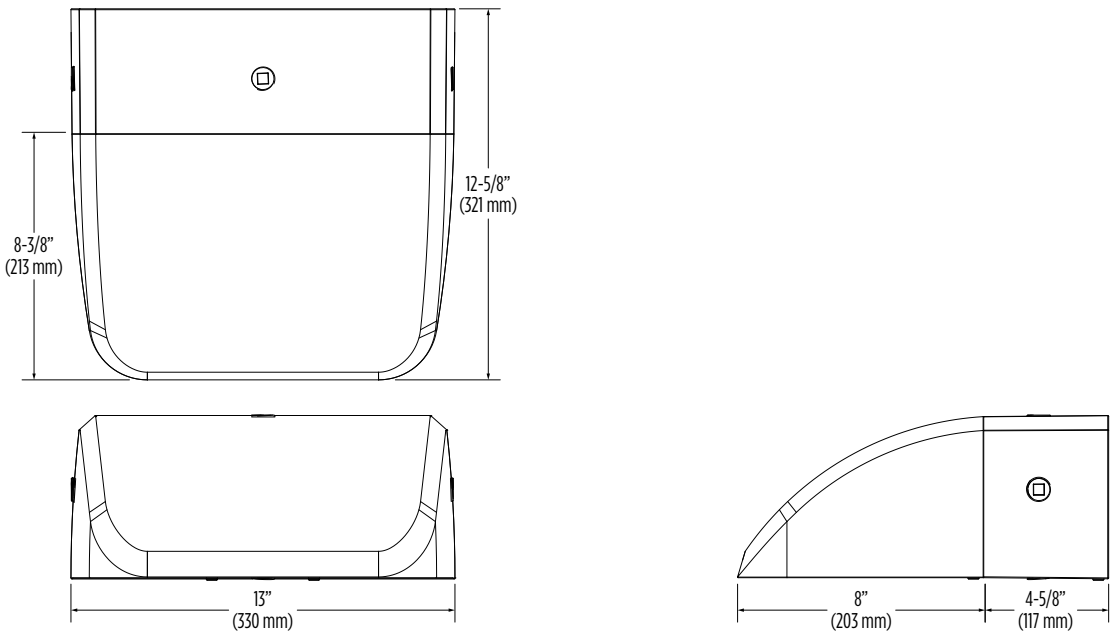
PRODUCT DIMENSIONS

[Back to Quick Links](#)

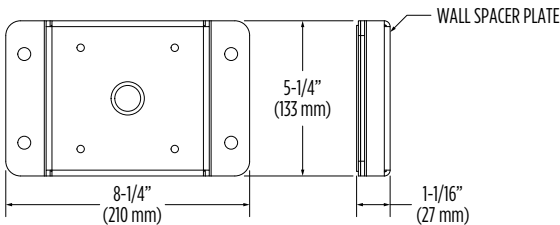
STANDARD HOUSING
(XWS)



SCWB EXTENDED HOUSING
(XWS 758274CLR)



XWS SPACER PLATE/WIRING BOX
(XWS 760159CLR)



NOTE: Wall spacer plate allows the luminaire to float off the wall and provides space for securing wires (8.25" X 5.25" X 1.07").

CONTROLS

[Back to Quick Links](#)

Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

[Click here to learn more details about IMSBT](#)



LEVITON App



Apple



Android

AirLink Wireless Lighting Controller (ALSC, ALSCS)

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

[Click here to learn more details about AirLink](#)

AirLink Blue (ALBMRxLR)

Wireless Bluetooth Mesh Lighting Control System that incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim to provide energy savings code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App with technology partner Silvair. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

[Click here to learn more details about AirLink Blue](#)



AirLink Blue App



Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

ULEW-30001

Leeds 1 Small Surface Wedge Downlight



Construction

Aluminum

Less than 0.1% copper content - Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength, clean detailed product lines and excellent heat dissipation.

Pre paint

8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket

Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management

LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression

Standard 10kv surge suppressor provided with all fixtures.

BUG Rating

B0 - U0 - G0 [T1, T2, T3, T4, ME]
B1 - U0 - G0 [M, W, EW]

Finishing

All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint

UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg. C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

MicroPRIM Finishes

MicroPRIM is Ligman's trade marked decorative powder coating technology that permanently infuses colors, patterns, or imagery directly into the surface of luminaires and poles while providing protections that standard powder coating does not offer.

MicroPRIM finishes include nature-inspired wood grains and stone aesthetics, material-inspired finishes such as brushed metal, concrete, and carbon fiber, Solid colors in Ligman standard colors, as well as any RAL or Pantone color, Decorative patterns, custom imagery and more.

Coating and Infusion Process

Metal components are pre-treated and powder coated with a proprietary polyurethane-based coating engineered for outdoor architectural use. Decorative patterns or imagery are then permanently infused into the cured powder coat through a heat-based process, creating a durable, integrated finish.

Performance and Validation

MicroPRIM finishes are suitable for indoor and outdoor applications and meet AAMA2605 architectural coating requirements. Performance is validated through laboratory and real-world testing to ASTM standards for UV exposure, adhesion, abrasion, impact, salt spray, chemical resistance, and graffiti resistance.

All MicroPRIM finishes are backed by Ligman's 10-year warranty.

Key Performance Attributes

- Anti-graffiti resistance
- UV and weather resistance
- Scratch and abrasion resistance
- Natatorium Rated for installation in corrosive environments)

Hardware

Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes

Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens

Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED

Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life

L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Clean, beautiful, surface wall fixtures with class leading performance. Minimalist form, yet the most powerful and flexible lighting tool of its type, offering packages up to 2,400 lumens and microVos technology.

A range of small, square and rectangular, ADA compliant wall mounted luminaires with options of upward or downward light distributions. Ideally suited to illuminate the wall and surfaces in front of wall and for light accents on vertical surfaces using high efficiency LED's. The Leeds is suitable for indoor and outdoor applications and provides a clean, visually appealing solution for small, unobtrusive wall mounted luminaires.

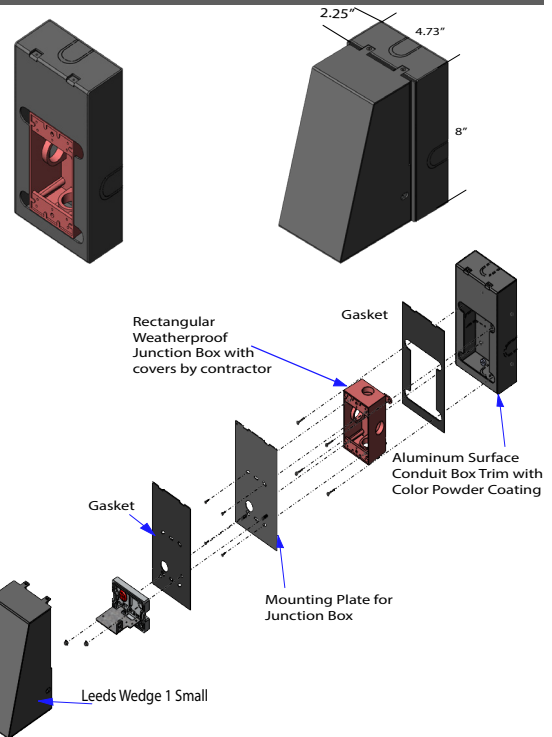
This luminaire is available in 3 different sizes and in combinations of down, up or up/down light distributions.

This fixture utilizes microVos technology, meaning the ability to do Type I,II,III,IV & V distributions as well as hybrid distributions to suit the designer's requirements.

Using the microVos optics allows for very wide spacing to mounting height ratios, while still providing perfect uniformity and code compliant light levels.

To meet International Dark Sky criteria, 3000k or warmer LEDs must be selected and luminaire fix mounted (+/- 15° allowable to permit leveling).

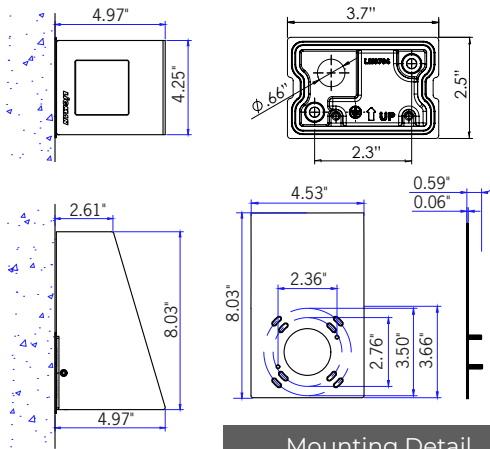
Additional Options (Consult Factory For Pricing)



SCBT
Surface Conduit Box Trim

NOTE: This trim covers a shallow single gang, surface mount junction box [Provided by contractor]
Example: Hubbell - 5322-0 - 1-Gang Weatherproof Box, Five 1/2" in. Threaded Outlets - or - 5332-0 - 1-Gang Weatherproof Box, Five 3/4 in. Threaded Outlets

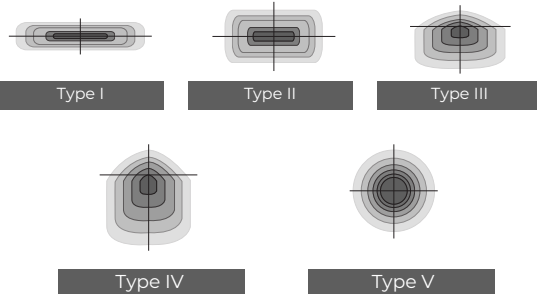
5.5w LED 627 Lumens
IP65 · Suitable For Wet Locations
IK07 · Impact Resistant
Weight 5 lbs



Mounting Detail



Ligman's micro Variable Optical System provides the ability to interchange, mix & rotate optics to provide specific light distributions for optimized spacing and uniformity.



ULEW-30001

Leeds 1 Small Surface Downlight

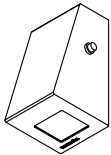
PROJECT					DATE	
QUANTITY		TYPE		NOTE		

ORDERING EXAMPLE || ULEW - 30001 - 5.5w - T2 - W30 - 02 - 120/277v - Options

ULEW-30001					
	LAMP	BEAM	LED COLOR	FINISH COLOR	VOLTAGE
5.5w LED 627 Lumens	T1 - Type I Distribution T2 - Type II Distribution T3 - Type III Distribution T4 - Type IV Distribution M - Medium 30° W - Wide 56° EW - Extra Wide 99° x102°	W27 - 2700K W30 - 3000K W35 - 3500K W40 - 4000K AMB - TURTLE FRIENDLY Amber LED	01 - BLACK RAL 9011 02 - DARK GREY RAL 7043 03 - WHITE RAL 9003 04 - METALLIC SILVER RAL 9006 05 - MATTE SILVER RAL 9006 06 - LIGMAN BRONZE 07 - CUSTOM RAL	120/277v	

ADDITIONAL OPTIONS		

NAT - Natatorium Rated
 F - Frosted Lens
 BPC - Button Photocell
 SCBT - Surface Conduit Box Trim



BPC
Button Photocell

More Custom Finishes Available Upon Request

Consult factory for pricing and lead times

THERE IS AN ADDITIONAL
COST FOR THESE FINISHES

MicroPRIM FINISHES

- SW01 - OAK FINISH
- SW02 - WALNUT FINISH
- SW03 - PINE FINISH
- DF - DOUGLAS FIR FINISH
- CW - CHERRY WOOD FINISH
- NW - NATIONAL WALNUT FINISH
- SU01 - CONCRETE FINISH
- SU02 - SOFTSCAPE FINISH
- SU03 - STONE FINISH
- SU04 - CORTEN FINISH
- CSM - Custom Image/Pattern

MicroPRIM FINISHES

- MP - MAPLE FINISH
- MHG - MAHOGANY FINISH
- BH - BEECH FINISH
- CN - CHESTNUT FINISH
- WMBL - WHITE MARBLE FINISH
- MBL - MARBLE FINISH
- GRNT - GRANITE FINISH
- BGD - BRUSHED GOLD FINISH
- BBRZ - BRUSHED BRONZE FINISH
- CAMO - CAMOUFLAGE FINISH

- MP01 - MicroPRIM RAL 9011 Black (Glossy)
- MP02 - MicroPRIM RAL 7043 Dark Grey (Glossy)
- MP03 - MicroPRIM RAL 9003 White (Glossy)
- MP04 - MicroPRIM RAL 9006 Metallic Silver (Glossy)
- MP05 - MicroPRIM RAL 9006 Matte Silver (Matte/Textured)
- MP06 - MicroPRIM Ligman Bronze (Glossy)
- MP07 - MicroPRIM Custom Color (Glossy)



MicroPRIM Finish



Leeds Product Family



Leeds 1 - Up/Down

· ULEE-30031-2x5.5w-2x570lm



Leeds 2 - Down

· ULEE-30001-5.5w-570lm



Leeds 3 - Up/Down

· ULEE-30041-2x14w-2x1660lm



Leeds 4 - Down

· ULEE-30011-14w-1660lm



Leeds 5 - Up/Down

· ULD-30051-2x20w-2x2422lm



Leeds 6 - Down

· ULEE-30021-20w-2422lm

Leeds Wedge Product Family



Leeds Wedge 1

· ULEW-30001-5.5w-570lm



Leeds Wedge 2

· ULEW-30011-14w-1660lm



Leeds Wedge 3

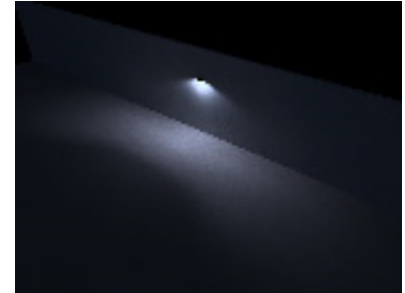
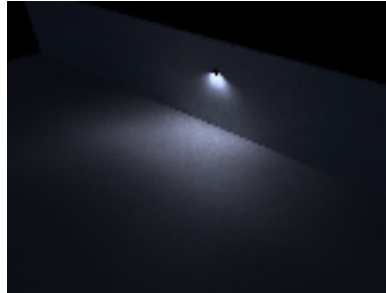
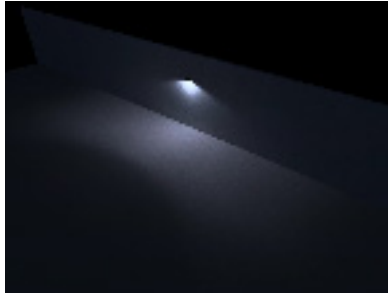
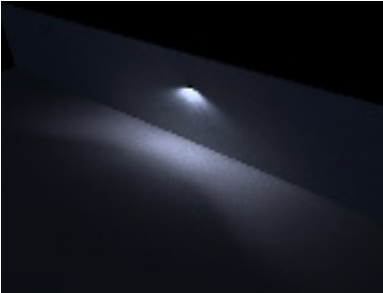
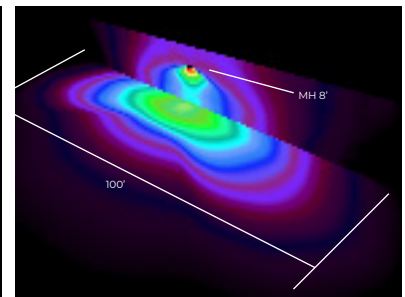
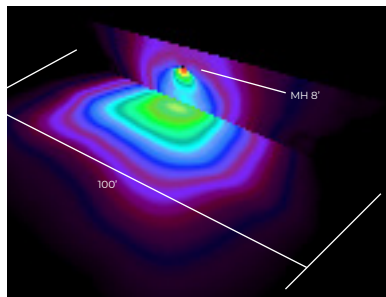
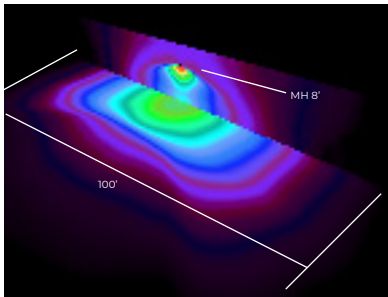
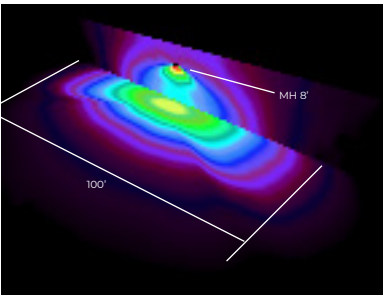
· ULEW-30021-20w-2422lm

Type II Distribution

Type III Distribution

Type IV Distribution

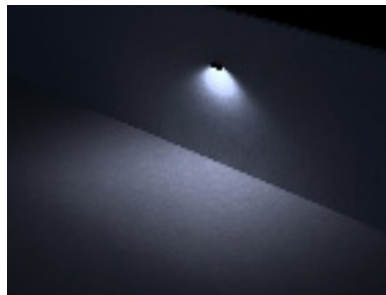
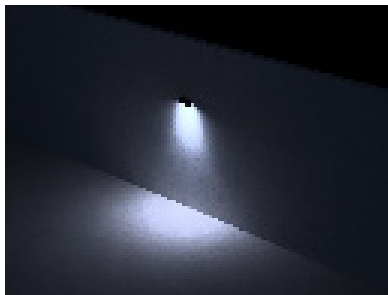
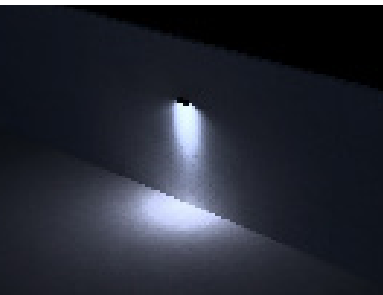
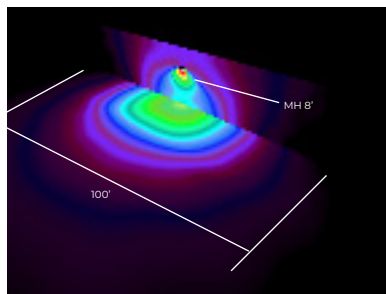
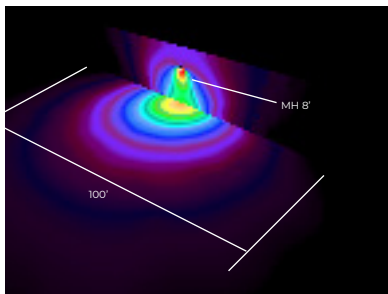
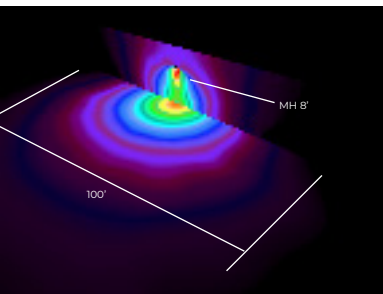
Type ME Distribution



Medium Beam - 30°

Wide Beam - 56°

Extra Wide Beam - 99° x 102°





38 AND 76 SERIES BRUSHED SMOOTH OR CEDAR TEXTURE PRIMED LAP SIDING

Att. M

LOUISIANA-PACIFIC CORPORATION PERIODICALLY UPDATES AND REVISES ITS PRODUCT INFORMATION AND APPLICATION INSTRUCTIONS. WARRANTY REMEDIES ARE NOT AVAILABLE IF THESE APPLICATION INSTRUCTIONS ARE NOT FOLLOWED. THE INFORMATION IN THIS DOCUMENT IS SUBJECT TO CHANGE WITHOUT NOTICE.

FIND ALL LP® SMARTSIDE® PRODUCT LITERATURE AT LPCORP.COM/SMARTSIDE

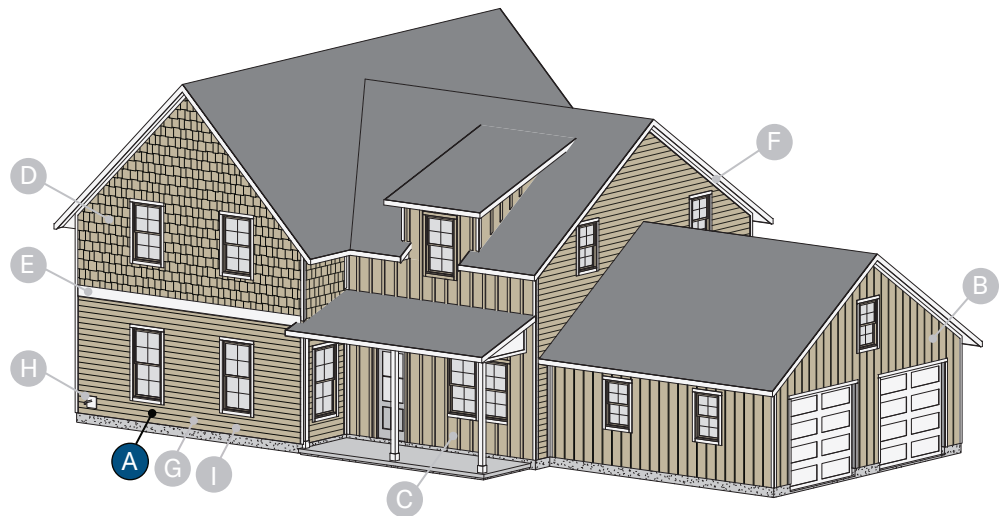
LP® SmartSide® Trim and Siding is covered under the LP® SmartSide® Prorated 50-Year Limited Warranty. Refer to the warranty, which is available online, for complete terms and conditions. Product must be transported, stored, handled, installed, finished, and maintained in accordance with all published application, finishing, and maintenance instructions and technical notes and bulletins (collectively, "Instructions") in effect at the time of installation.

Failure to follow such Instructions will make the Limited Warranty inapplicable as to the products affected by such failure. No modification or exception to these Instructions and no non-published recommendations are valid unless issued in writing on a project-specific basis by LP's Director of Technology prior to application. Always check and comply with local building codes. Where conflicts occur among the Instructions, applicable codes or referenced standards, the designer of record, or an authority having jurisdiction, the most restrictive requirement shall apply. Regardless of sheathing type or configuration of wall assembly components, LP's liability for the performance of the product is limited as expressly provided in the Limited Warranty.

⚠ WARNING: Drilling, sawing, sanding or machining wood products can expose you to wood dust, a substance known to the State of California to cause cancer. Avoid inhaling wood dust or use a dust mask or other safeguards for personal protection. For more information go to P65Warnings.ca.gov/wood-dust.

PRODUCT LEGEND

- A** LP® SmartSide® Lap Siding
- B** LP® SmartSide® Panel Siding
- C** LP® SmartSide® Vertical Siding
- D** LP® SmartSide® Cedar Shake
- E** LP® SmartSide® Trim & Fascia
- F** LP® SmartSide® Soffit
- G** LP® SmartSide® ExpertFinish® Lap Joint Siding
- H** LP® SmartSide® Accessories
- I** LP® SmartSide® Nickel Gap Siding



GENERAL INFORMATION

STORAGE

- Handle siding with care during storage and application.
- Store siding under a roof or separate waterproof covering.
- Store off the ground, supported on a flat well-drained surface.
 - Additional support may be required to achieve clearance from the ground.



BEFORE YOU BEGIN

- At the time of manufacture, siding meets or exceeds the performance standards set forth in ICC-ES AC321 and has achieved recognition under PR-N124, ESR-1301, CCMC 11826-L, FL#9109 and HUD-MR-1318d. For copies of product approvals go online at <https://lpcorp.com/product-literature> or call LP Customer Support at 888-820-0325.
- Where siding butts window trim, door casings, etc. leave a 3/16 inch (5 mm) gap and seal.
- Min. 6 inch (152 mm) clearance must be maintained between siding and finish grade (ground cover). *[Min. 200 mm (8 inch) clearance must be maintained between cladding and finish ground when installing cladding in Canada in accordance with NBC, Section 9.27.2.4.(1) or local building code requirements.]*

GENERAL INFORMATION (CONT'D.)

- Siding applied adjacent to surfaces such as porches, patios, balconies, or walking surfaces (including porch columns) must have a clearance of at least 1 inch (25 mm) above horizontal surface.
 - Clearance may be reduced to 3/8 inch (10 mm) for:
 - Porches, patios, balconies, or walking surfaces that slope away from the structure or the surface provides gaps that allow water to flow through so that it cannot accumulate, and is covered by a roof, not an eave or overhang; or
 - Porch columns with walking surfaces that slope away from the structure or the surface provides gaps that allow water to flow through so that it cannot accumulate.
- All wood substrate directly exposed to the weather must be sealed to prevent moisture intrusion and water build up.
 - Seal ALL exposed cuts of siding and trim. Field spray applied coatings on cuts are not recommended.
 - Sealing can be accomplished by applying a paint or sealant according to the manufacturer's requirements.
- See **Alternate Fastening Options** starting on page 7 for attaching lap to SIP or wood structural panel sheathing, steel studs, or ICF. Lap siding installed vertically can be found on pages 7, 8 and 9.

TRIM

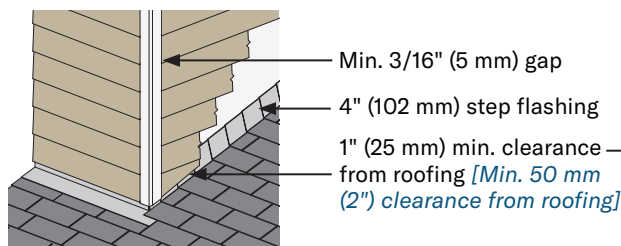
- Use a min. 540 Series trim so the lap siding does not extend beyond the face of the trim.
 - If trim is installed over lap, a thinner 440 or 190 Series trim may be used.
- Lap siding is not designed to be used as trim.
 - Exception: lap siding may be used as fascia.
- See page 9 for PREFERRED and ALTERNATE details for Outside and Inside Corner Trim. (Figure 9b, 9c, 9d, 9e)

FLASHING

- All openings must be properly sealed or flashed in a manner that prevents moisture intrusion or buildup.
- Flashing shall be metal or another durable material that will last for not less than 50 years.
- Install step flashing at roof-to-wall intersections with a min. 4 inch (102 mm) upper leg. (Figure 2a)
- All other flashing must have a min. 4 inch (102 mm) upper leg.
 - Add 4 inch (102 mm) wide adhesive flashing when upper leg is less than 4 inches (102 mm).
- Properly integrate flashing with WRB. Use WRB or flashing tape to maintain counterflashing principle.

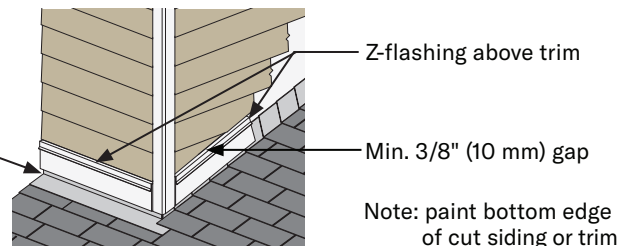
ROOF TO WALL INTERSECTION

- Maintain 1 inch (25 mm) clearance between siding and roofing, or trim and roofing. *[Min. 50 mm (2 inch) clearance at intersection with roof line must be maintained between roof surface and cladding when installing cladding in Canada in accordance with the NBC, Section 9.27.2.4.(2) or local building code requirements.]*



Roofing Option - Siding

Figure 2a



Roofing Option - Trim

Figure 2b

KICK-OUT FLASHING

- Install kick-out flashing at roof eave-to-wall intersections to direct water into gutter.
- DO NOT extend siding or trim into kick-out flashing or gutter.**
- Maintain 1 inch (25 mm) clearance between the end of the gutter and the adjoining wall to allow for proper maintenance of the siding.

Kick-out flashing
Do not run siding or trim inside of kick-out flashing

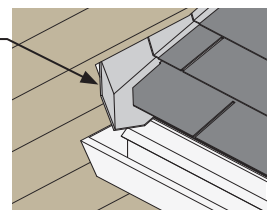


Figure 2c

MOISTURE

- Moisture and vapor control are critical elements of proper housing design.
 - Check your local building code for requirements for handling moisture and water vapor in your area.
 - Do not apply engineered wood siding to a structure having excessive moisture conditions such as drying concrete, plaster or wet blown cellulose insulation.
 - If such conditions exist, building should be well ventilated to allow to dry prior to siding application.
 - When using wet blown cellulose insulation it must not be in direct contact with the siding, and it must be allowed to dry a min. of 24 hours or longer if specified by the insulation manufacturer.
- Siding must not be installed on green or crooked studs.
- Do not apply siding over rain-soaked or buckled sheathing.

WATER-RESISTIVE BARRIER (WRB)

- A properly installed WRB is required behind siding, unless exempt by building code.
 - Although building codes generally exempt concrete masonry units (CMU) or poured concrete from WRB requirements, LP still requires a non-compressible drainable housewrap behind siding ([See TB #031](#)).
- LP assumes no liability for water penetration or any other issues associated with the WRB.

FASTENING INSTRUCTIONS

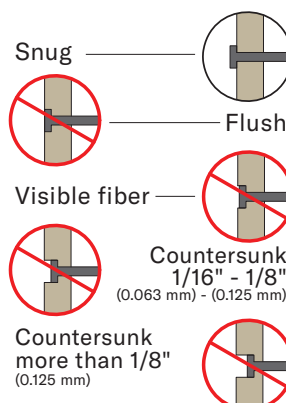
STUD SPACING OPTIONS

- 38 Series lap siding may be attached **direct to studs** spaced max. 16 inches (406 mm) o.c.
- 76 Series lap siding may be attached **direct to studs** spaced max. 24 inches (610 mm) o.c.
- Both 38 and 76 Series lap siding may be attached **directly to a min. 7/16 Category wood structural panel sheathing** with studs spaced a max. 24 inches (610 mm) o.c.

INSTALLATION

- Begin by nailing a starter strip 3/8 inch (10 mm) thick x 1-1/2 inches (38 mm) wide, flush with bottom edge of sill plate.
 - Starter strip serves two purposes
 - Provides separation of lap siding from CMU or poured concrete.
 - Provides proper angle to first course of lap siding.
 - Exception: starter strip may be omitted if separation from concrete is maintained. ([Figure 6e, 6f or 6g](#))
- Install siding blind-nailed, place nail 3/8 inch (10 mm) from either end, and a min. of 3/4 inch (19 mm) from the top edge.
 - Overlap successive courses of lap a min. 1 inch (25 mm).
 - Shim siding at studs as needed to avoid drawing siding against uneven walls.
 - Nails will be exposed on siding located immediately below window sills, fascia boards, or horizontal trim and shall be spaced a max. 8 inch (203 mm) o.c. ([Figure 9a](#))
- Use a min. 0.092 inch shank diameter, hot-dip galvanized nail (ASTM A153) or equivalent; capable of preventing rust, stain and deterioration under normal outdoor environmental conditions for a period of no less than 50 years. Penetrate studs or combination of WSP sheathing and studs a min. of 1-1/2 inches (38 mm).
 - A larger 0.113 inch shank diameter nail may be required depending on the wind pressure, wind speed and wind exposure category limitations in PR-N124 or ESR-1301. Penetrate studs or combination of WSP sheathing and studs a min. of 2 inches (51 mm).
- Nail from the center of the siding toward the ends, or from one end to the other end. NEVER nail from the ends of the siding toward the middle.
- Butt joints should be staggered over successive courses.
- Do not overdrive nails.
 - Nail head should seat snug to face of siding, but not flush to distort the siding surface.
 - Face nails:** corrections are detailed in [Figure 3a](#).
 - Blind nails:** only correction required would be re-nailing when countersunk more than 1/8 inch.
- Painting all exposed nail heads is recommended.

FACE NAILED CONDITION



CORRECTION

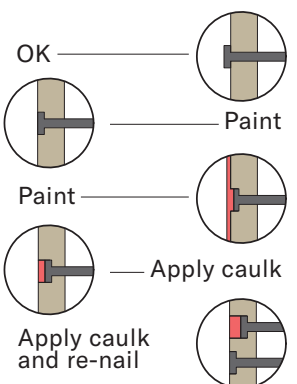


Figure 3a

FASTENING OPTIONS OVER FOAM PLASTIC SHEATHING (RIGID FOAM INSULATION)

- Lap siding may be installed directly over foam sheathing.

FOAM PLASTIC SHEATHING $\leq$ 1 INCH (25 MM)

- Increase nail length to ensure a min. 1-1/2 inch (38 mm) penetration into studs, or combination of studs and WSP sheathing (Figure 4a), or WSP sheathing only attachment. (Figure 4b)

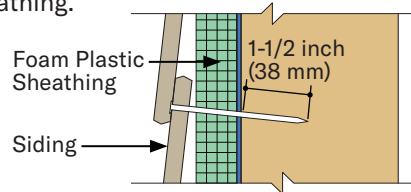


Figure 4a

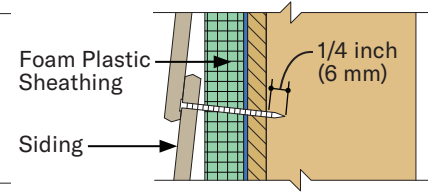


Figure 4b

FOAM PLASTIC SHEATHING $>$ 1 INCH (25 MM)

- Siding attachment: Refer to IRC Chapter 7, Wall Covering for prescriptive siding attachments over foam sheathing up to 4 inches (102 mm) thick, direct to wood or steel studs for support of siding weight only. **Does NOT include wind loads.**
 - Refer to Table 703.15.1 for min. fastening requirements over foam sheathing to wood studs.
 - Refer to Table 703.16.1 for min. fastening requirements over foam sheathing to steel studs.
- Fastener placement:
 - Nail spacing depends on siding attachment method; Direct to Stud or wood structural panel (WSP) sheathing attachment, and
 - Wind load limitations in PR-N124 or ESR-1301.
- LP assumes no liability for loss or damage associated with fastening requirements of the applicable code.

FURRING OVER FOAM PLASTIC SHEATHING

- Use a min. 3/4 inch (19 mm) thick x 3-1/2 inch (89 mm) wide Southern Pine furring strip with a specific gravity $\geq$ 0.55.
 - 38 Series lap siding may be attached to furring spaced a max. 16 inches (400 mm) o.c.
 - Depending on wind load limitations in PR-N124 or ESR-1301.
 - 76 Series lap siding may be attached to furring spaced a max. 24 inches (600 mm) o.c.
 - Depending on wind load limitations in PR-N124 or ESR-1301.
- Furring attachment direct to wood or steel studs:
 - Refer to IRC Chapter 7 on Wall Covering for prescriptive furring attachment over foam sheathing up to 4 inches (102 mm) thick.
 - Refer to Table 703.15.2 furring min. fastening requirements over foam sheathing to wood studs.
 - Refer to Table 703.16.2 furring min. fastening requirements over foam sheathing into steel studs.
- Siding attachment to furring: (Figures 10d, 10e)
 - Use a min. 0.120 inch diameter ring shank, hot-dip galvanized nail (ASTM A153) or equivalent.
 - Nail length must be long enough to penetrate min. 1/2 inch (13 mm) into furring.
 - Place nail 3/4 inch (19 mm) from top edge of siding.
 - Increase min. overlap to 1-1/8 inch (29 mm).
 - Blind nail two fasteners per furring strip (four nails at butt joints). (Figure 4c)

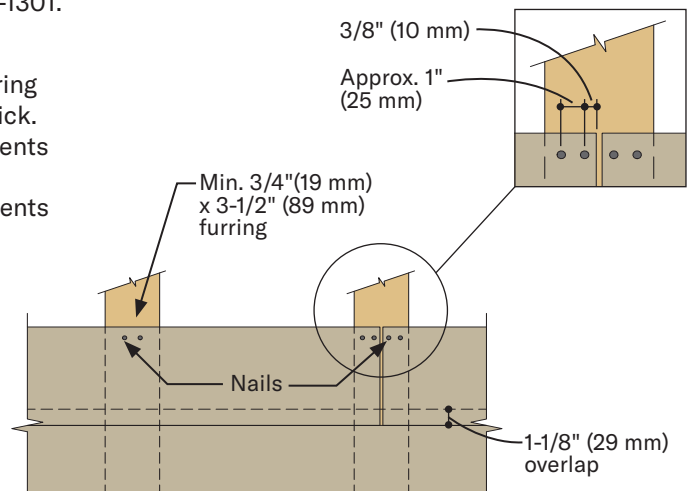


Figure 4c

ADDITIONAL FASTENING OPTIONS $\leq$ 1 INCH (25 MM)

EXTERIOR GYPSUM SHEATHING

- Siding may be installed over exterior gypsum sheathing, according to the following:
 - Adequate bracing of the wall is provided in accordance with the local building code.
 - Nail length must be increased to ensure a min. 1-1/2 inch (38 mm) penetration into wood studs, or combination of WSP sheathing and wood studs.

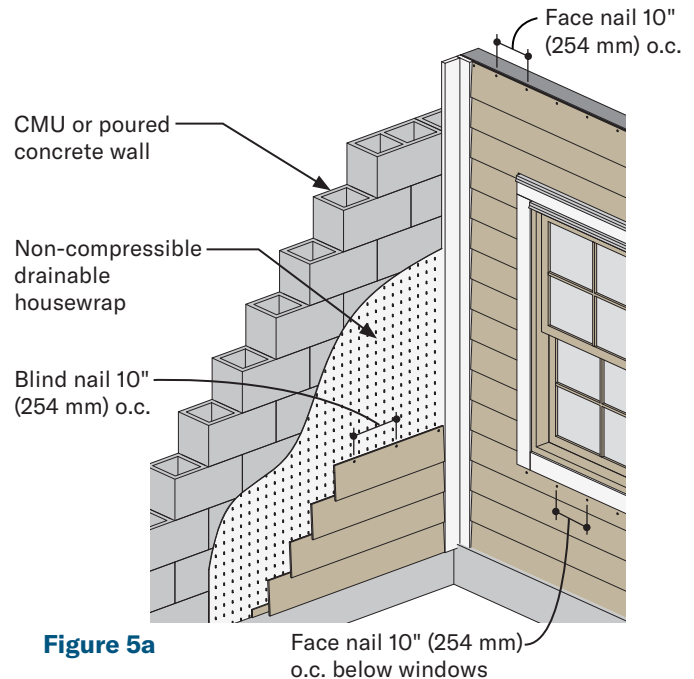
EXISTING WOOD SIDING OR WOOD COMPOSITE SIDING

- Siding may be installed over existing wood or wood composite siding, if the existing siding does not affect the ability to correctly install siding.
 - A properly installed WRB is required between the existing siding and the new siding.
 - A uniform surface behind siding is required to avoid contouring of siding.
 - Do not install over existing siding that is not flat or uniform.
 - Min. nail penetration and max. stud spacing must not be compromised.
 - Ensure wall assembly meets structural requirements specified in building code and by local code authority.
 - Repair any areas of the existing siding that are not structurally sound, not installed correctly, or exhibit signs of decay.

ADDITIONAL FASTENING OPTIONS (CONT'D.)

CONCRETE MASONRY UNIT (CMU) OR POURED CONCRETE

- Non-Compressible Drainable Housewrap (NCDH) is required behind siding installed over CMU or poured concrete walls.
 - Refer to [Technical Bulletin #031](#) for definition of NCDH.
 - Attach NCDH to wall per manufacturer's instructions or use a min. 3/8 inch (10 mm) stub nail.
 - Properly tape and/or seal wall penetrations in accordance with the NCDH manufacturer's instructions.
- Siding attachment: Use fasteners suitable for CMU or poured concrete walls as specified by the fastener manufacturer.
 - Use a fastener with a min. allowable withdrawal capacity and fastener head pull-through capacity of 62 lbf/nail (276 Nf/nail) or greater, based on load duration factor of 1.6.
 - Min. shank diameter = 0.140 inch (3.6 mm).
 - Min. length = 1.25 inches (32 mm).
- Commonly used concrete fasteners include, but not limited to Aerosmith® Power- Pin™ 5323HPG PT2000 plating, head diameter 0.300 inch (7.6 mm) x shank diameter 0.145 inch (3.7 mm) x length 1.25 inches (32 mm), smooth shank.
- Fastener placement:
 - Install blind-nailed a max. 10 inches (254 mm) o.c. with fastener placed 3/8 inch (10 mm) from either end, a min. 3/4 inch (19 mm) from the top edge of the board.
 - Immediately below window sills, frieze boards and horizontal trim nails will be exposed every 10 inches (254 mm) o.c.
 - Overlap siding a min. 1 inch (25 mm).



FIRE-RATING

CAL FIRE WUI

- California Building Code, Chapter 7A [SFM] Materials and Construction Methods for Exterior Wildfire Exposure compliance can be achieved using LP® SmartSide® lap siding installed as described in:
 - CAL FIRE BML# 8140-2027:0001 over 1/2" (13 mm) standard gypsum wallboard applied behind lap on exterior side of framing; or
 - CAL FIRE BML# 8140-2027:0005 atop LP® FlameBlock® sheathing.

FIRE-RATED WALL ASSEMBLY

- LP SmartSide lap siding may be installed over the exterior portion of a 1-hour fire-resistive exterior wall assembly, including assemblies using gypsum wallboard listed in the Gypsum Association Fire Resistance Design Manual.
- For information on fire-rated wall assemblies: <https://lpcorp.com/products/panels-sheathing/fire-rated-osb-sheathing/assemblies>

FINISHING INSTRUCTIONS

- Seal gaps with a high-quality, non-hardening, paintable sealant meeting ASTM C920, minimum Class 25.
 - Follow sealant manufacturer's instructions for application.
- Paint all exposed surfaces, including all drip edges or where water will hang. For best results, use a high-quality 100% acrylic exterior paint specially formulated for use on wood and engineered wood substrates; oil paint is acceptable.
 - DO NOT USE stain or vinyl-based paint.
 - Apply paint as soon as possible or within 180 days.
 - Follow paint manufacturer's instructions for application.
 - Follow LP's Care & Maintenance Instructions.

BRUSHED SMOOTH Lap Siding:

- Either flat, satin or semi-gloss coatings can be applied to brushed smooth finish lap siding.
 - Each offers different appearance & maintenance benefits.

CEDAR TEXTURE Lap Siding:

- For best results use semi-gloss finish.

BUTT JOINTS

• Butt joint can be finished in one of four options:

1. If **sealant (caulking)** option is selected, caulk gap at butt joints with a high-quality exterior sealant meeting ASTM C920, min. Class 25.

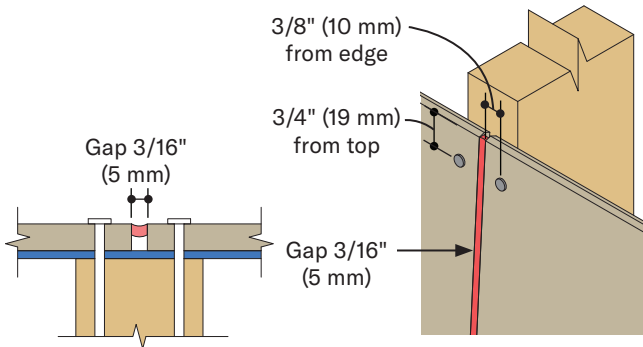


Figure 6a

2. If **joint moulding** option is selected, add the thickness of the joint moulding web to butt joint gap retaining a net 3/16 inch (5 mm) space for expansion.

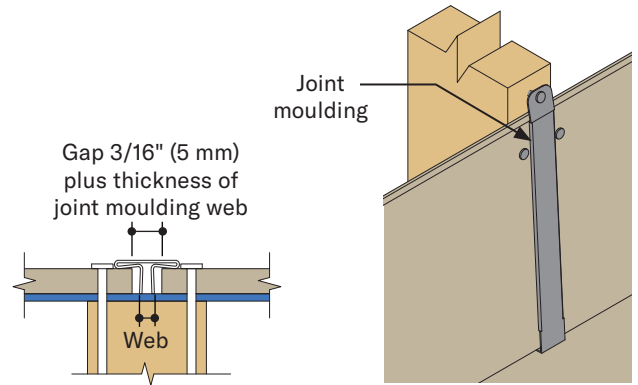


Figure 6b

3. If **open butt joint** (no caulking or moulding) using **primed siding** is selected, a min. 4 inch (102 mm) wide pan flashing is required, factory primed ends must be maintained on both sides of butt joint.
 - In addition the factory primed ends must be coated with an additional layer of high-quality 100% acrylic exterior primer per the manufacturer's requirements prior to installation of siding.

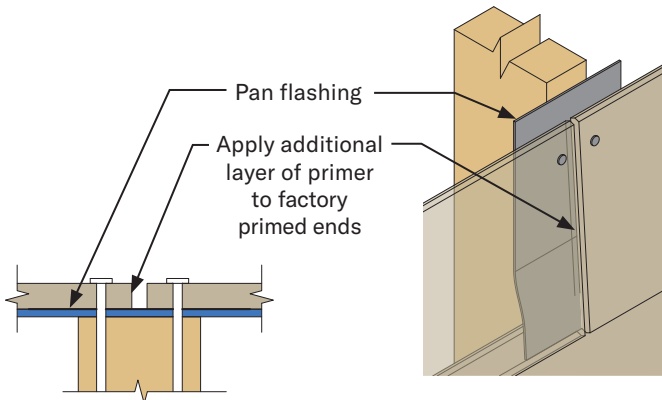


Figure 6c

4. If **open butt joint** (no caulking or moulding) using **factory Prefinished siding** is selected, a min. 4 inch (102 mm) wide pan flashing is required, factory prefinished ends must be maintained on both sides of butt joint.

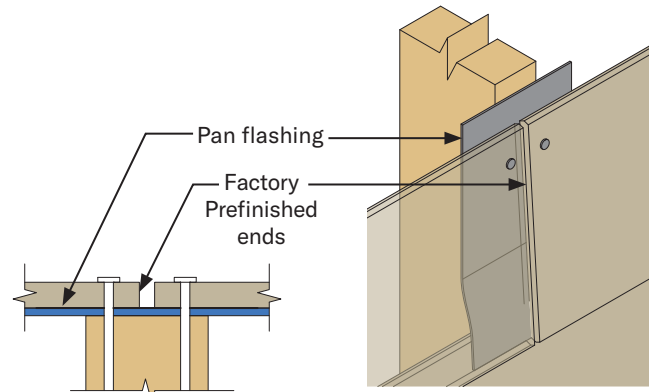
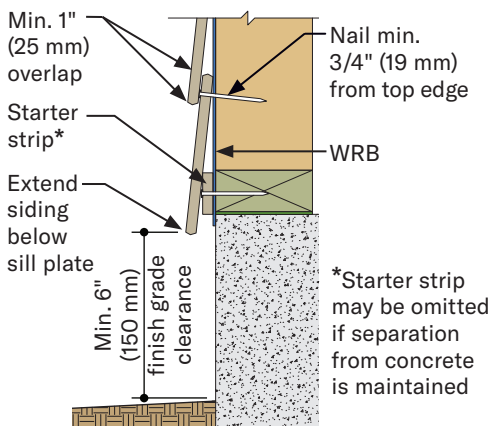


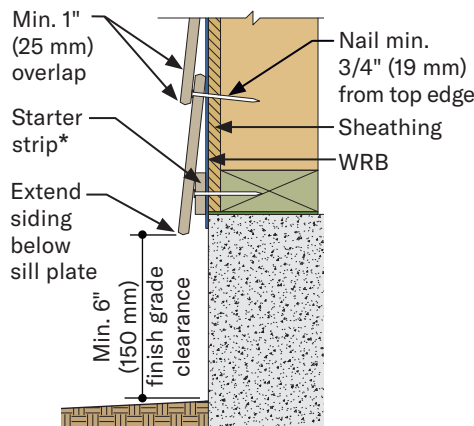
Figure 6d

OVERLAP, CLEARANCE & NAIL PLACEMENT



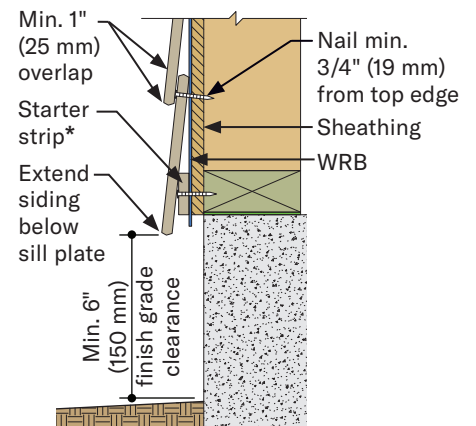
Siding - Direct to Stud Attachment

Figure 6e



Siding - Direct to Stud w/WSP Attachment

Figure 6f



Siding - WSP Sheathing Attachment

Figure 6g

SIDING OR TRIM ADJACENT TO STUCCO/MASONRY

- Where siding is installed adjacent to stucco, brick, cultured stone, mortar, etc.
 - Leave a 3/8 inch (10 mm) gap and caulk.
 - Backer rod may be required by caulking manufacturer.

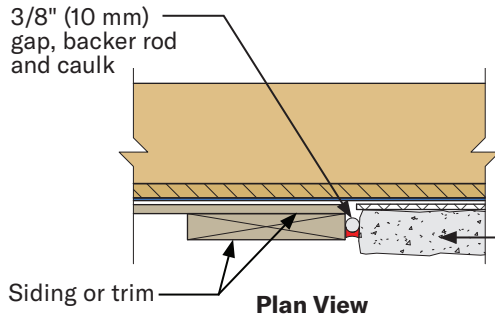


Figure 7a

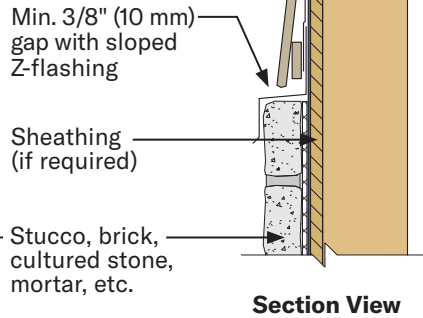


Figure 7b

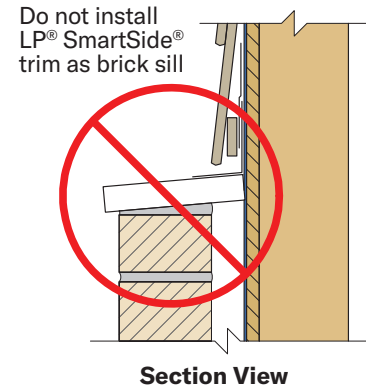


Figure 7c

ALTERNATE FASTENING OPTIONS

WOOD STRUCTURAL PANEL (WSP) SHEATHING OR SIP ASSEMBLIES

- WSP wall sheathing must be a min. 7/16 Category with APA Trademark that contains the consensus Standard DOC PS 2.
- Siding may be nailed to SIP or WSP sheathing with:
 - Min. 0.092 inch diameter **ring shank**, hot-dip galvanized nail (ASTM A153) or equivalent.
 - Nail length must be long enough to fully penetrate sheathing by at least 1/4 inch (6 mm). (Figures 7d, 7e)
 - Ensure that the ring shanks of the nail fully engage the wood structural panel sheathing.
 - Space fasteners depending on the wind pressure, wind speed and wind exposure category limitations in PR-N124, Table 4a or 4b; or ESR-1301, Table 4a or 4b.

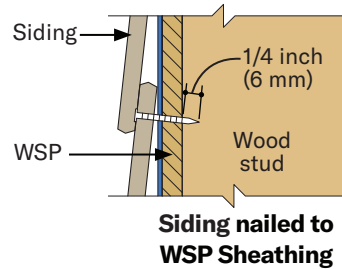


Figure 7d

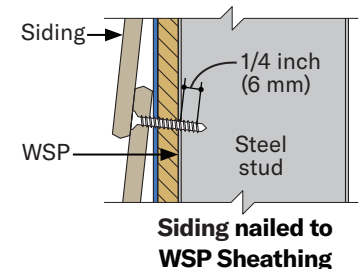


Figure 7e

STEEL STUD FRAMING ASSEMBLIES

- Siding must be fastened with:
 - Min. #8 stainless steel or equivalent, self-drilling tapered head screw.
 - Min. of 5 threads beyond the combined thickness of the siding and steel stud framing. (Figures 7f, 7g)
- Min. steel stud thickness of 0.032 inch (8 mm) or 20 gauge.
- Min. withdrawal value of steel stud must be 50 lbs. (23 kg).
 - Refer to steel stud manufacturer's evaluation report.

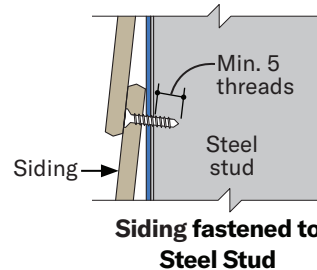


Figure 7f

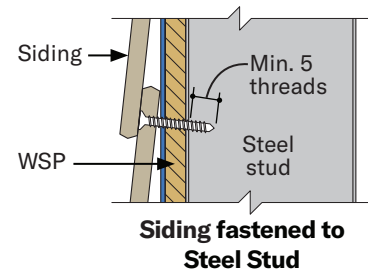


Figure 7g

INSULATED CONCRETE FORMS (ICF) ASSEMBLIES

- Siding must be fastened with:
 - Min. #8 stainless steel or equivalent, self-drilling tapered head screw.
 - Min. penetration of 3/8 inch (10 mm) beyond the thickness of the nailing flange.
- Larger screws may be required by ICF Manufacturer based on the following min. withdrawal requirements.
 - Min. withdrawal value of ICF nailing flange must be 50 lbs. (23 kg) with max. 12 inches (305 mm) o.c. spacing.
 - Min. withdrawal value of ICF nailing flange must be 31 lbs. (14 kg) with max. 6 inches (152 mm) o.c. spacing.

LAP SIDING INSTALLED VERTICALLY

- Siding must be installed in a sheathing only attachment method over min. 7/16 Category WSP sheathing with an APA Trademark that contains the consensus Standard DOC PS 2.
 - Exception: can be installed over LP® FlameBlock® Fire-Rated OSB Sheathing.
- Due to expected plate shrinkage, each vertical application of battens or lap siding is not to span beyond one floor to ceiling distance, or one floor to top of gable distance. (Figures 8a, 8b)
 - Exception: residing existing structures.
- The edges of lap siding installed vertically must be spaced a min. of 3/16 inch (5 mm) from each other. (Figures 9a, 9b)

ALTERNATE FASTENING OPTIONS (CONT'D.)

- DO NOT bridge floors with lap installed vertically or battens. (Figures 8b)
 - Create a horizontal joint between floors.
 - Joint must be flashed with sloped Z-flashing.
- Siding nail requirements:
 - Use a min. 0.092 inch diameter **ring shank**, hot-dip galvanized nail (ASTM A153) or equivalent.
 - Nail shall be long enough to fully penetrate WSP sheathing by at least 1/4 inch (6 mm). Ensure that the ring shanks of the nail fully engage the WSP sheathing.
 - **Caution:** nail length should be chosen to reduce possible damage to wiring or utilities in wall.
 - Place nails 3/8 inch (10 mm) from ends and edges. (Figure 8c)
 - Nail spacing for lap siding installed vertically or lap over lap:
 - Place with two nails at both ends, with additional nails spaced a max. of 6 inches (152 mm) o.c. along alternating edges (Figure 9c)
- Batten nail requirements:
 - Use a min. 0.092 inch diameter **ring shank**, hot-dip galvanized nail (ASTM A153) or equivalent.
 - Ring Shank nails provide superior resistance to nail pull-through. In Hurricane-Prone Regions or locations where negative wind loads are a concern, ring shank nails should be used.
 - Finish nails may be used in other locations with the following cautions: Do not overdrive or counter sink the fastener, nail snug with the surface of batten.
 - Place nails 3/8 inch (10 mm) from ends and edges. (Figure 8d, 8e)
 - Detachment of batten is not covered by the LP SmartSide limited warranty whether ring shank or finish nails are used.
 - Nail Spacing for Battens: Place two nails at both ends, with additional nails spaced a max. 12 inches (309 mm) o.c. along alternating edges the length of batten. (Figure 8d)
 - Exception: for battens 1-1/2 inches (38 mm) wide or less, one nail is required at each end with additional nails spaced a max. 24 inches (305 mm) o.c. along alternating edges. (Figure 8e)
 - Batten may be a min. 1/2 inch (13 mm) x 1-1/2 inch (38 mm) wide.
 - Caution: when selecting batten less than 2-1/2 inches (64 mm) wide, it may be difficult for batten to conceal nail heads.
 - Visible nail heads that are not covered by battens are an aesthetic issue and not covered under Limited Warranty.

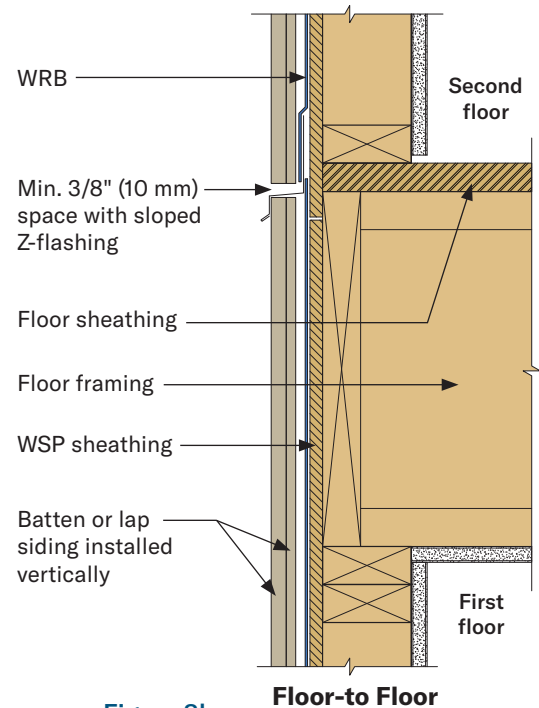


Figure 8b

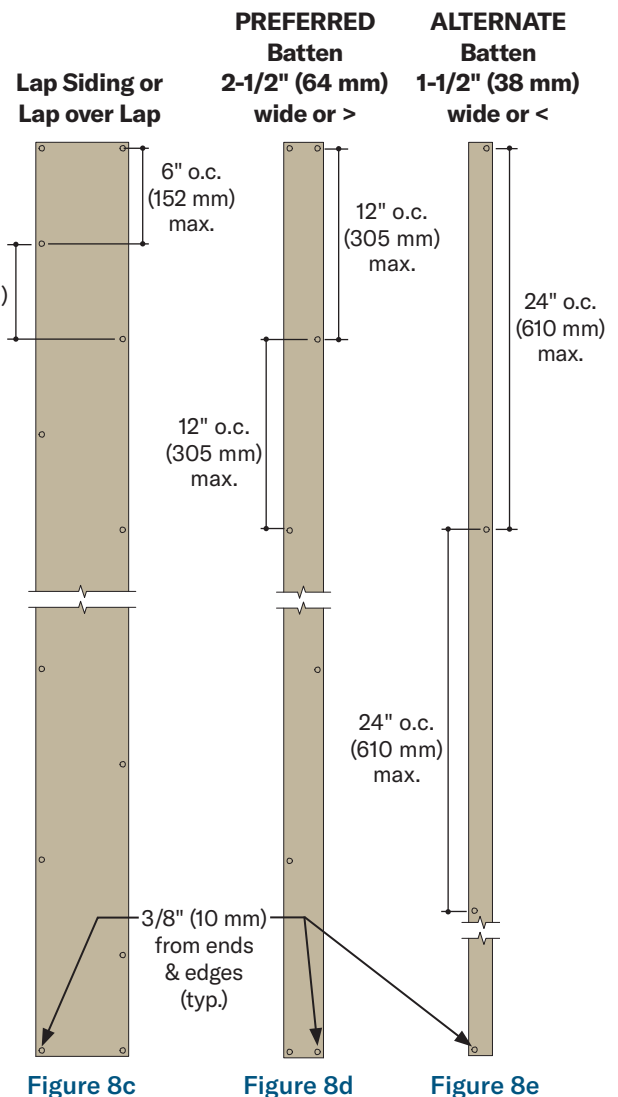


Figure 8c

Figure 8d

Figure 8e

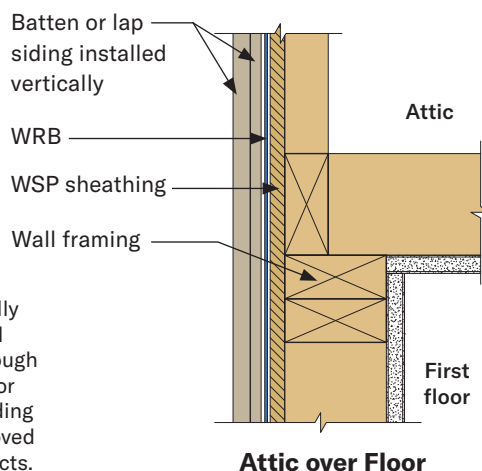
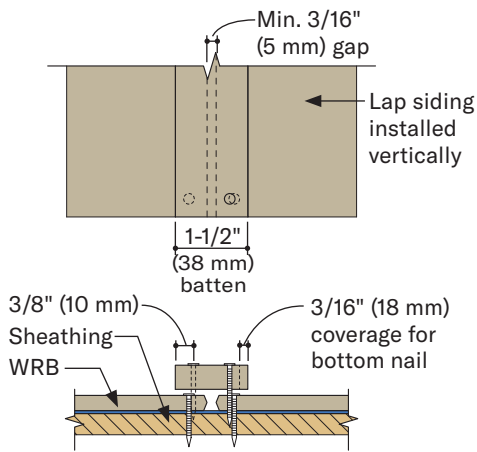


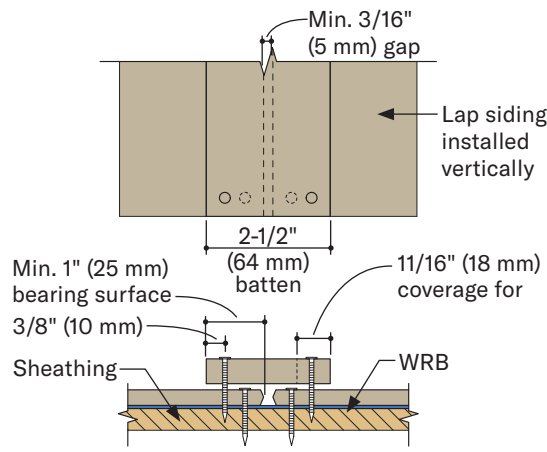
Figure 8a

Note: Lap siding installed vertically may be applied over an entangled mat WRB. Ensure mat is rigid enough to receive siding to avoid a wavy or inconsistent appearance. Lap siding installed horizontally is not approved for use over entangled mat products.

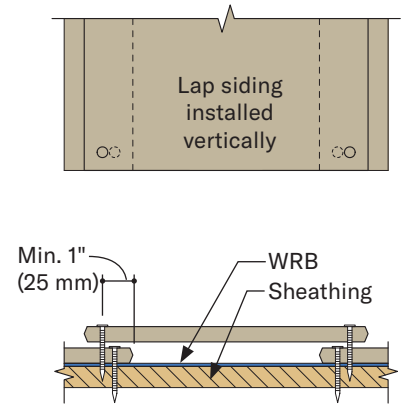
ALTERNATE FASTENING OPTIONS (CONT'D.)



ALTERNATE
Batten Attachment
1-1/2" (38 mm) wide or <
Figure 9a



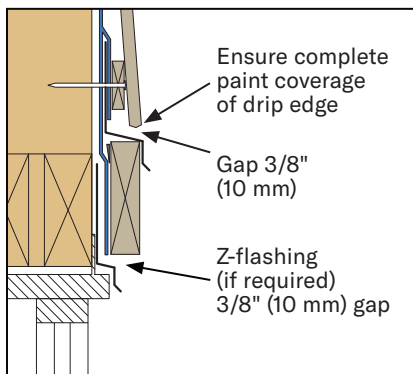
PREFERRED
Batten Attachment
2-1/2" (64 mm) wide or >
Figure 9b



Lap over Lap Attachment

Figure 9c

GENERAL INFORMATION



FLASHING OVER DOOR & WINDOW OPENINGS

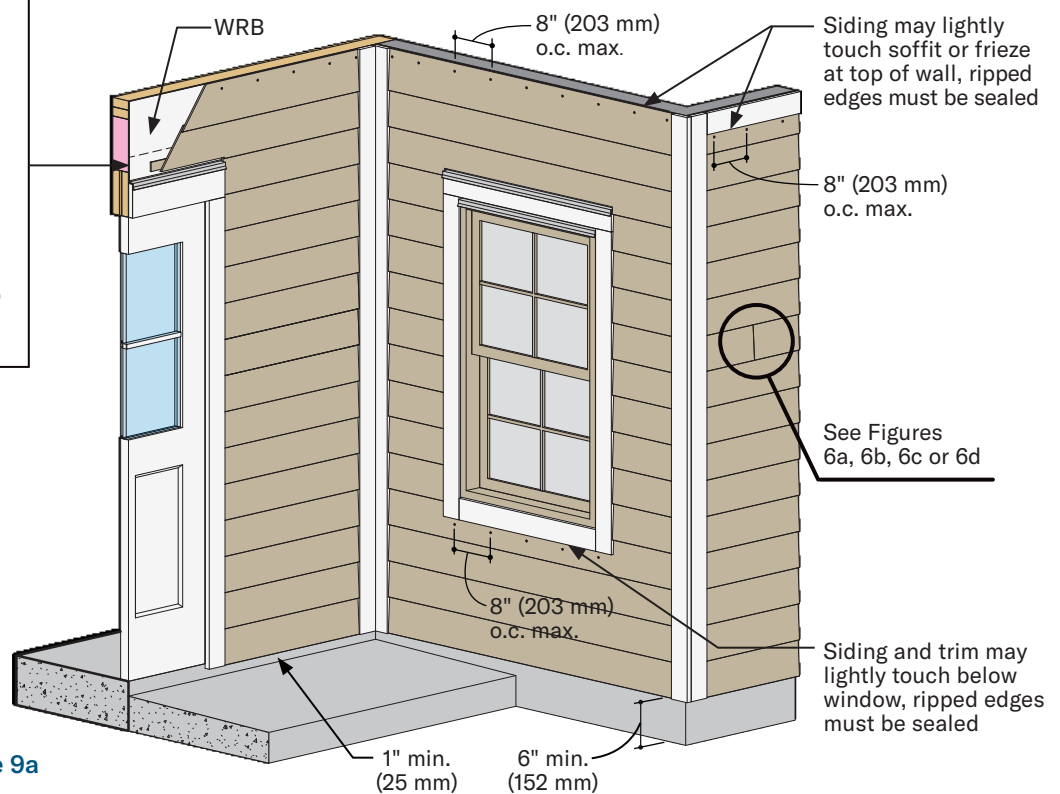
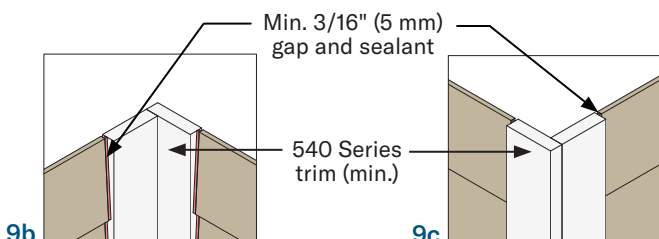
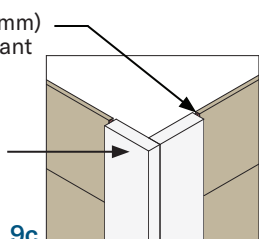


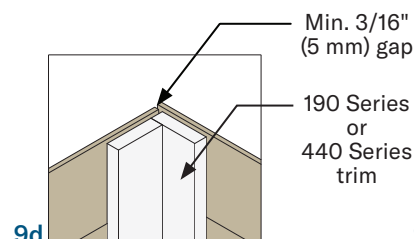
Figure 9a



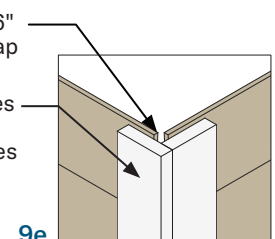
INSIDE CORNER PREFERRED



OUTSIDE CORNER PREFERRED



INSIDE CORNER ALTERNATE



OUTSIDE CORNER ALTERNATE

WOOD FRAMED WALL ASSEMBLIES - EXAMPLES

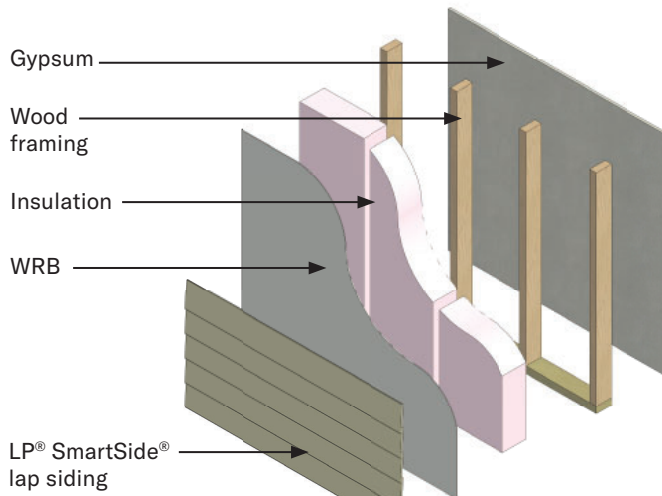


Figure 10a

Siding without Sheathing

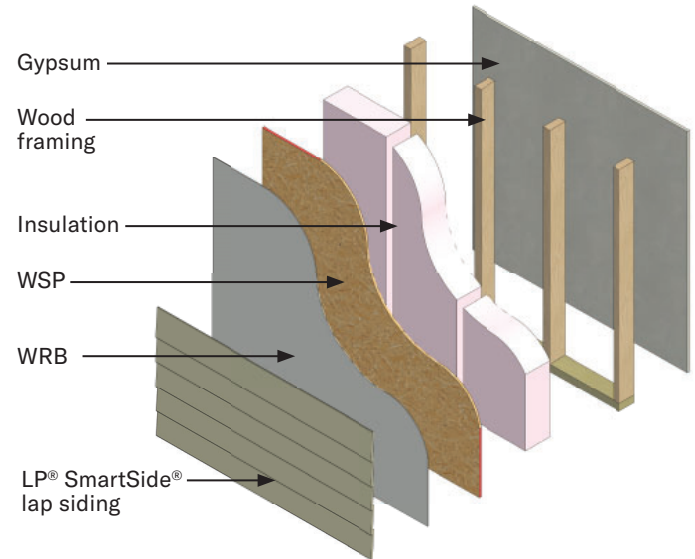


Figure 10b

Siding with WSP Sheathing

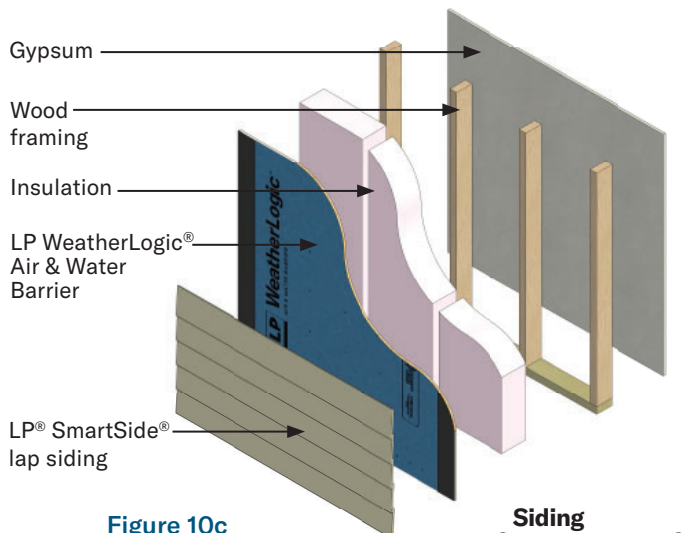


Figure 10c

Siding with LP® WeatherLogic®

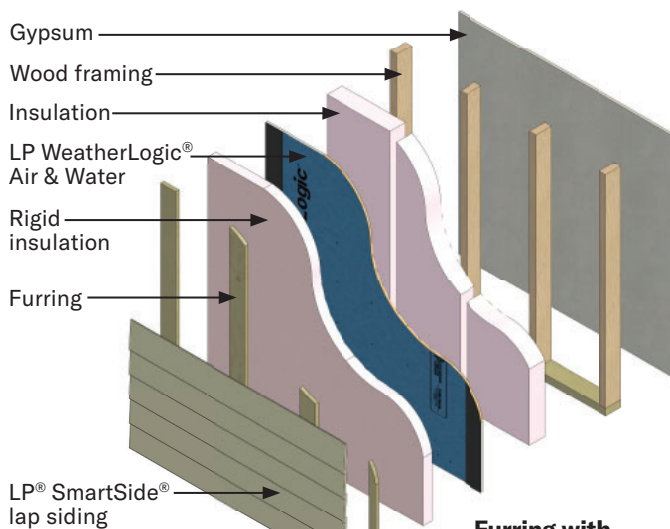


Figure 10e

Furring with Rigid Insulation w/ WeatherLogic® Sheathing

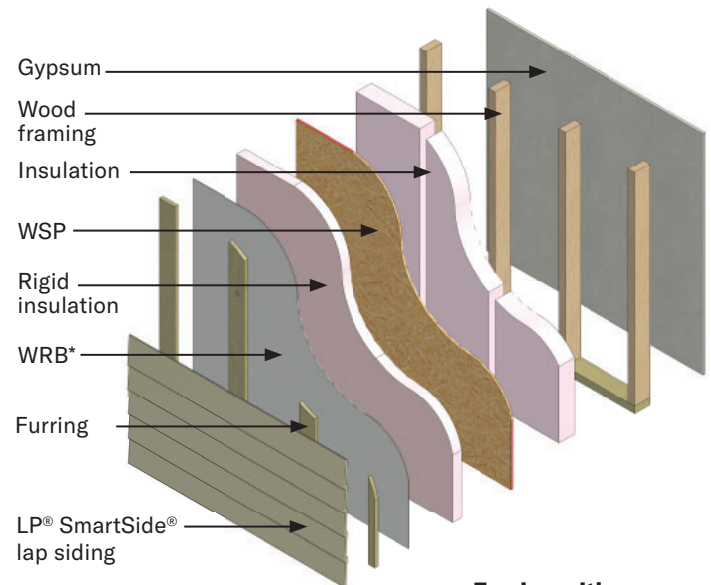


Figure 10d

Furring with Rigid Insulation w/ WSP Sheathing

* WRB location in wall assembly may vary depending on climate zone or other factors.

LP® SmartSide® Lap Siding

Application Tips

IMPORTANT Always refer to the complete application instructions for the product you are installing. The application tips provided below are not intended to replace such instructions. Application instructions can be found at LPCorp.com. Failure to follow the full application instructions could cause personal injury or property damage, affect system performance, void any applicable warranty and/or violate applicable building codes.

Exercise safe practices at all times while handling and using this product. Refer to the relevant Safety Data Sheet (SDS) for important information on the safe handling and use of this product. These can be found at LPCorp.com.

- ☐ Lap siding may be attached Direct to Studs or Direct to Wood Structural Panel (WSP) Sheathing:
 - **Direct to Stud** - nails must penetrate structural framing, or combination of WSPs and structural framing min. 1-1/2" (38 mm), some installations may require 2" (51 mm) penetration see PR-N124 or ERS-1301
 - **Direct to WSP Sheathing** - nails must be long enough to penetrate beyond WSP by 1/4" (6 mm)
- ☐ Stud spacing - see application instructions for spacing from 16" (406 mm) o.c. to 24" (610 mm) o.c.
- ☐ See application instructions for alternative nailing options for: SIP, steel studs, ICF's and lap siding installed vertically.
- ☐ Nail size:
 - **Direct to Stud** - a min. 0.092" shank diameter hot-dip galvanized (ASTM A153) nail may be used, some installations may require a larger 0.113" shank diameter depending on wind pressure, wind speed and wind exposure limitations in PR-N124 or ESR-1301
 - **Direct to WSP Sheathing** - a min. 0.092" shank diameter hot-dip galvanized (ASTM A153) ring shank nail
- ☐ Nail placement - 3/8" (10 mm) from siding end and a min. of 3/4" (19 mm) down from top edge of siding
- ☐ Nail spacing:
 - **Direct to Stud** - one nail every 16" (406 mm) o.c. or 24" (610 mm) o.c. depending on stud spacing of lap siding
 - **Direct to WSP Sheathing** - nailing pattern varies from 8" (203 mm) o.c. to 12" (305 mm) o.c. depending on the wind pressure, wind speed and wind exposure limitations in PR-N124 or ESR-1301
- ☐ Overlap - min. of 1" (25 mm), siding shall not project beyond the face of trim
- ☐ Do not overdrive nails - nail head should seat snug to the face of siding, if overdriven - see Application Instructions
- ☐ Caulk - use a high-quality, non-hardening, paintable exterior sealant meeting ASTM C920, min. Class 25
- ☐ Seal all exposed substrate - sealing can be accomplished by applying a paint or caulk
- ☐ Spacing at lap siding butt joints and trim - min. 3/16" (5 mm)
- ☐ Butt joints - 4 methods:
 1. Caulk
 2. Joint Moulding
 3. Pan flashing - primed siding
 4. Pan flashing - Prefinished siding
- ☐ Siding clearance at finish grade (ground cover) - min. 6" (152 mm)
- ☐ Siding clearance adjacent to surfaces such as porches, patios, or porch columns, etc. - min. 1" (25 mm):
 - May be reduced to 3/8" (10 mm) - see Application Instructions
- ☐ Siding must not be in direct contact with CMU, poured concrete, brick, cultured stone, stucco, mortar, etc.
- ☐ Drip cap flashing - required above all windows, doors and horizontal trim per manufacturer's instructions:
 - Flashing shall be metal or another durable material that will last for not less than 50 years
 - Provide 3/8" (10 mm) gap above any drip cap flashing, do not caulk gap
- ☐ The piece of lap siding below a windowsill or frieze board will require face-nailing - see Application Instructions
- ☐ Siding over foam plastic sheathing adds complexity to siding installation - see Application Instructions
- ☐ For Limitations of Use - see Application Instructions, Technical Notes, Technical Bulletins and NSA Bulletins



BRUSHED SMOOTH OR CEDAR TEXTURE PREFINISHED NICKEL GAP SIDING

LOUISIANA-PACIFIC CORPORATION PERIODICALLY UPDATES AND REVISES ITS PRODUCT INFORMATION AND APPLICATION, CARE, AND MAINTENANCE INSTRUCTIONS. WARRANTY REMEDIES ARE NOT AVAILABLE IF THESE INSTRUCTIONS ARE NOT FOLLOWED. THE INFORMATION IN THIS DOCUMENT IS SUBJECT TO CHANGE WITHOUT NOTICE.

FIND ALL LP® SMARTSIDE® PRODUCT LITERATURE AT LPCORP.COM/PRODUCT-LITERATURE

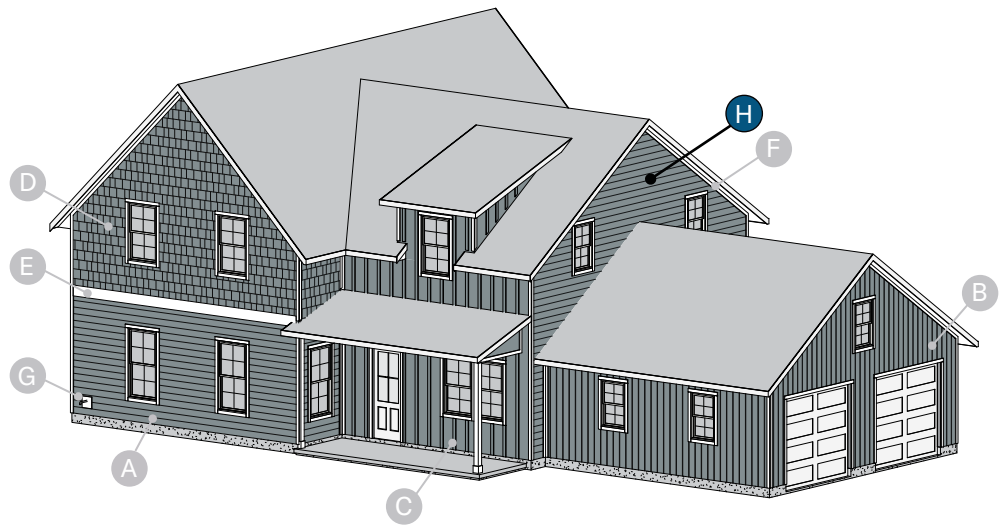
LP® SmartSide® ExpertFinish® Trim and Siding is covered under the LP® SmartSide® Prorated 50-Year and 15-Year Limited Warranty. Refer to the warranty, which is available online, for complete terms and conditions. Product must be transported, stored, handled, installed, finished, and maintained in accordance with all published application, finishing, care, and maintenance instructions, technical notes, and bulletins (collectively, "Instructions") in effect at the time of installation.

Failure to follow such Instructions will make the limited warranty inapplicable as to the products affected by such failure. No modification or exception to these Instructions and no non-published recommendations are valid unless issued in writing on a project-specific basis by LP's Sr. Director of Technology prior to application. Always check and comply with local building codes. Even where these instructions approve installation over certain substrates or incorporate requirements of building codes, LP's liability for the performance of the product is limited as expressly provided in the Limited Warranty.

⚠ WARNING: Drilling, sawing, sanding or machining wood products can expose you to wood dust, a substance known to the State of California to cause cancer. Avoid inhaling wood dust or use a dust mask or other safeguards for personal protection. For more information go to P65Warnings.ca.gov/wood-dust.

PRODUCT LEGEND

- A LP® SmartSide® ExpertFinish® Lap Joint Siding
- B LP® SmartSide® ExpertFinish® Panel Siding
- C LP® SmartSide® ExpertFinish® Vertical Siding
- D LP® SmartSide® ExpertFinish® Cedar Shake
- E LP® SmartSide® ExpertFinish® Trim & Fascia
- F LP® SmartSide® ExpertFinish® Soffit
- G LP® SmartSide® ExpertFinish® Accessories
- H LP® SmartSide® ExpertFinish® Nickel Gap Siding



GENERAL INFORMATION

HANDLING

- Handle prefinished LP SmartSide ExpertFinish lap siding with extreme care during storage and application.
 - When unpackaging siding, cut the clear shrink-wrap the full-length of siding to avoid dragging and scuffing of the painted surface.
 - If siding is restacked after removing clear shrink-wrap, make sure to keep slip between painted surface and back of the siding.



STORAGE

- Store off the ground well supported, on a flat well-drained surface. If delivered without a pallet, additional support may be required to provide a minimum 2 inch (51 mm) clearance of Prefinished siding from the ground.
- Store Prefinished siding under a roof or separate waterproof covering until the siding is installed on the structure. **The clear shrink-wrap is perforated and does not provide protection from water intrusion.**
 - Protect the Prefinished siding at the end of each installation day by moving siding back under a roof or reapply a waterproof covering.
- Do not install if any type of residue is detected on the surface. Follow Residue Removal Guidelines in [Technical Bulletin #053](#).

GENERAL INFORMATION (CONT'D.)

BEFORE YOU BEGIN

- At the time of manufacture, siding meets or exceeds the performance standards set forth in ICC-ES AC321 and has achieved recognition under PR-N124, CCMC 11826-L and HUD-MR-1318d. For copies of product approvals go online at <https://lpcorp.com/product-literature> or call LP Customer Support at 888-820-0325.
- Where siding butts window trim, door casings, etc. or at butt joints, leave a 3/16 inch (5 mm) gap and seal.
 - A larger gap is required when siding is adjacent to stucco, brick, cultured stone, mortar, etc. (Figure 3f, 3g)
- Siding applied adjacent to surfaces such as porches, patios, balconies, or walking surfaces (including porch columns) must have a clearance of at least 1 inch (25 mm) above horizontal surface.
 - Clearance may be reduced to 3/8 inch (10 mm) for:
 - Porches, patios, balconies, or walking surfaces that slope away from the structure or the surface provides gaps that allow water to flow through so that it cannot accumulate, and is covered by a roof, not an eave or overhang; or
 - Porch columns with walking surfaces that slope away from the structure or the surface provides gaps that allow water to flow through so that it cannot accumulate.
- All wood substrate directly exposed to the weather must be sealed to prevent moisture intrusion and water build up.
 - Seal ALL exposed cuts of siding. Field spray applied coatings on cuts are not recommended.
 - Sealing can be accomplished by applying a paint or sealant according to the manufacturer's requirements.
- See **Alternate Fastening Options** starting on page 7 for Nickel Gap siding installed vertically, and page 8 for attaching Nickel Gap siding to SIP or wood structural panel (WSP) sheathing, steel studs, or Insulated Concrete Form (ICF) assemblies.

TRIM

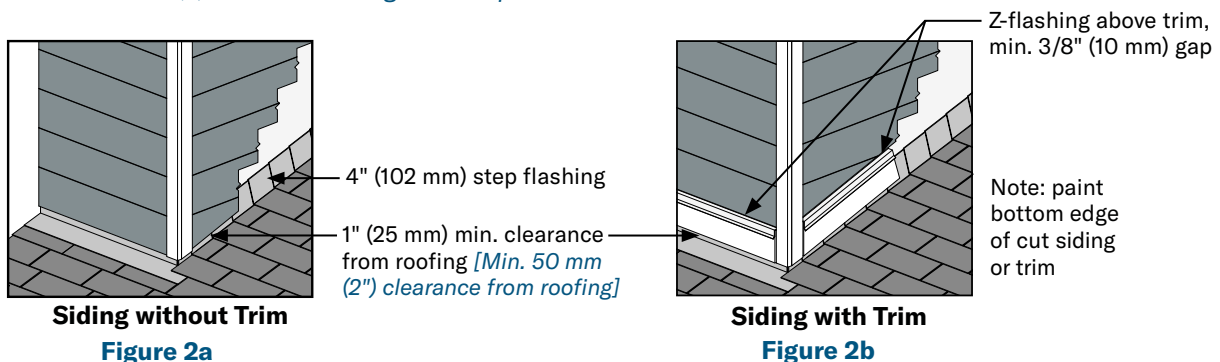
- Use a min. 440 Series trim so the siding does not extend beyond the face of the trim.
 - If trim is installed over siding, 190 Series trim may be used.
- See page 9 for PREFERRED and ALTERNATE details for Outside and Inside Corner Trim. (Figure 9d, 9e, 9f, 9g)

FLASHING

- All openings must be properly sealed or flashed in a manner that prevents moisture intrusion or buildup.
- Flashing shall be metal or another durable material that will last for not less than 50 years.
- Install step flashing at roof-to-wall intersections with a min. 4 inch (102 mm) upper leg. (Figure 2a, 2b)
- All other flashing must have a min. 4 inch (102 mm) upper leg.
 - Add 4 inch (102 mm) wide adhesive flashing when upper leg is less than 4 inches (102 mm).
- Properly integrate flashing with WRB, use flashing tape or WRB to maintain counterflashing principle.
- LP manufactures a custom pan flashing profile intended to be used with Nickel Gap siding. Refer to pages 6 and 7 for butt joint flashing options and installation guidelines.

ROOF TO WALL INTERSECTION

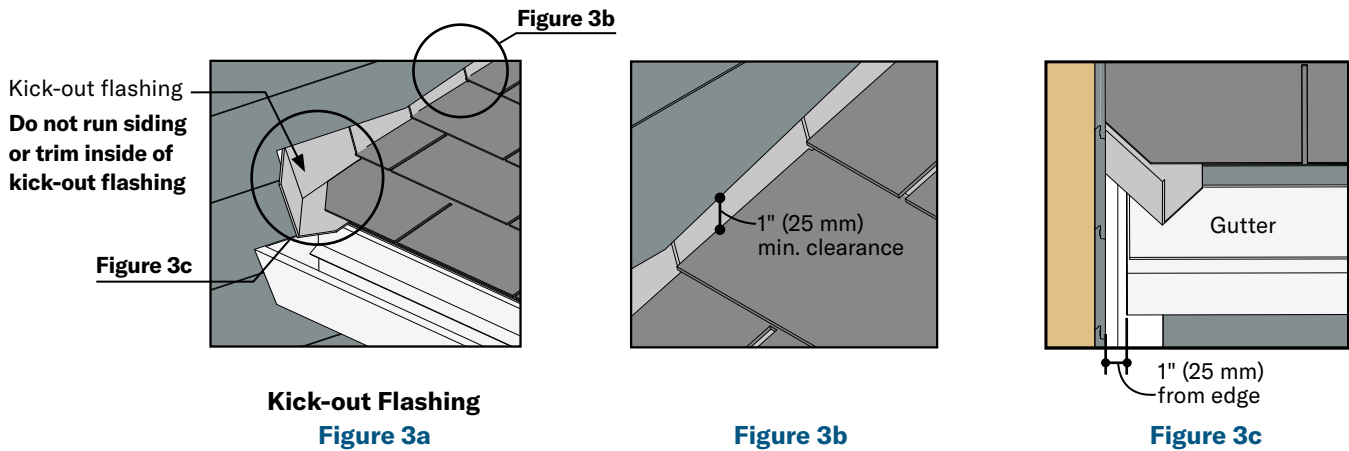
- Maintain 1 inch (25 mm) clearance between siding and roofing, or trim and roofing. *[Min. 50 mm (2 inch) clearance at intersection with roof line must be maintained between roof surface and cladding when installing cladding in Canada in accordance with the NBC, Section 9.27.2.4.(2) or local building code requirements.]*



KICK-OUT FLASHING

- Install kick-out flashing at roof eave-to-wall intersections to direct water into gutter. (Figure 3a)
- **DO NOT extend siding or trim into kick-out flashing or gutter.**
- Maintain 1 inch (25 mm) clearance between the end of the gutter and the adjoining wall to allow for proper maintenance of the siding.

FLASHING



Kick-out Flashing

Figure 3a

Figure 3b

Figure 3c

MOISTURE

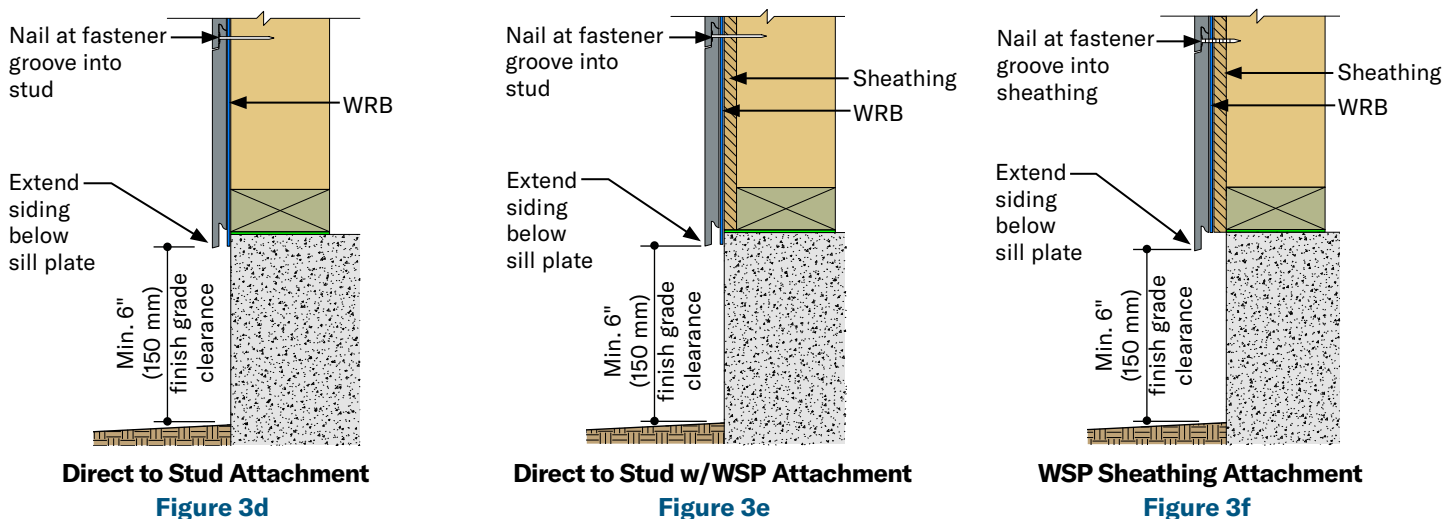
- Moisture and vapor control are critical elements of proper housing design.
 - Check your local building code for requirements for handling moisture and water vapor in your area.
 - Do not apply engineered wood siding to a structure having excessive moisture conditions such as drying concrete, plaster or wet blown cellulose insulation.
 - If such conditions exist, building should be well ventilated to allow to dry prior to siding application.
 - When using wet blown cellulose insulation it must not be in direct contact with the siding, and it must be allowed to dry a min. of 24 hours or longer if specified by the insulation manufacturer.
- Siding must not be installed on green or crooked studs. Green studs must be allowed to equilibrate to ambient moisture conditions before siding is installed, and siding must be shimmed to maintain flatness if studs are crooked.
- Do not apply siding over rain-soaked or buckled sheathing.

WATER-RESISTIVE BARRIER (WRB)

- A properly installed WRB is required behind siding, unless exempt by building code.
- LP assumes no liability for water penetration or any other issues associated with the WRB.

CLEARANCE & SEPARATION GUIDELINES

- Min. 6 inch (152 mm) clearance must be maintained between siding and finish grade (ground cover). *[Min. 200 mm (8 inch) clearance must be maintained between cladding and finish ground when installing cladding in Canada in accordance with NBC, Section 9.27.2.4.(1) or local building code requirements.]*
- Provide separation between back of siding and concrete or masonry foundation. Separation can be achieved using a WRB, flashing, or similar product. (Figures 3d, 3e, 3f)



Direct to Stud Attachment

Figure 3d

Direct to Stud w/WSP Attachment

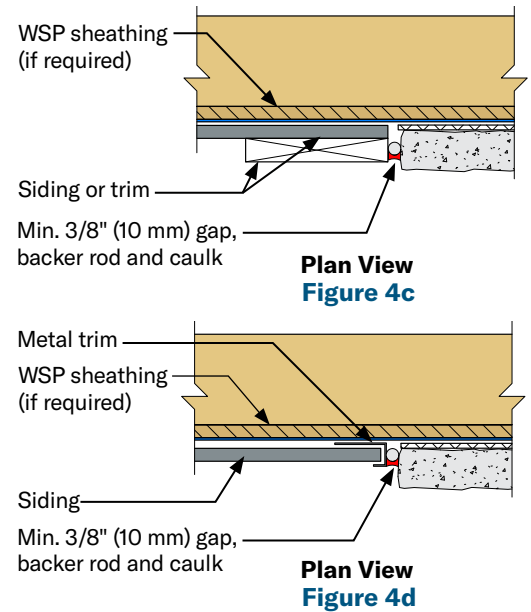
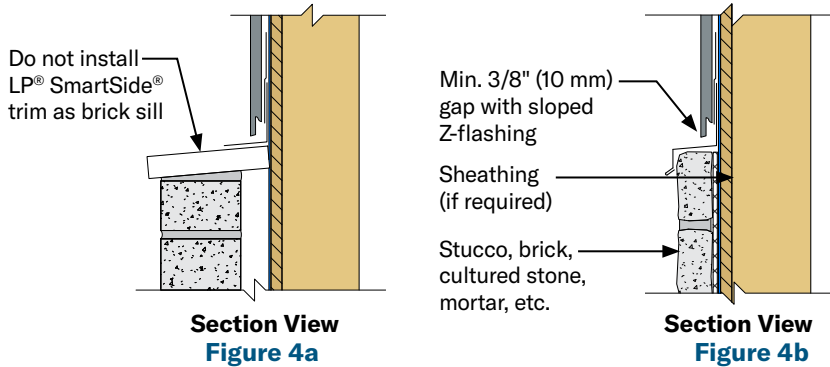
Figure 3e

WSP Sheathing Attachment

Figure 3f

TRIM OR SIDING ADJACENT TO STUCCO/MASONRY

- Do not install trim or siding horizontally to create ledge or window sill. (Fig. 4a)
- Where siding is installed directly adjacent to stucco, brick, cultured stone, mortar, etc., leave a min. 3/8 inch (10 mm) gap and caulk, backer rod recommended. (Figure 4b, 4c, 4d)



FINISHING INSTRUCTIONS

- When caulk is required, use a high-quality, non-hardening, paintable sealant meeting ASTM C920, minimum Class 25.
 - Follow sealant manufacturer's instructions for application.
- Paint all exposed surfaces, including all drip edges or where water will hang. For best results, use a high-quality 100% acrylic exterior paint specially formulated for use on wood and engineered wood substrates; oil paint is acceptable.
 - DO NOT USE stain or vinyl-based paint.
 - Apply paint as soon as possible or within 180 days.
 - Follow paint manufacturer's instructions for application.
 - Follow LP's Care & Maintenance Instructions.

BRUSHED SMOOTH Lap Joint Siding:

- Either flat, satin or semi-gloss coatings can be applied to brushed smooth finish lap siding.
 - Each offers different appearance & maintenance benefits.

CEDAR TEXTURE Lap Joint Siding:

- For best results use semi-gloss finish.
- Touch up any damage to finish that may occur during application
- Apply touch up paint to cover scratches less than 1 inch (25 mm) in length and less than 1/16 inch (2 mm) wide, exposed nail heads and small nicks.
- Do not apply touch up paint to spots greater than 3/4 inch (19 mm) in diameter.
- Touch up paint should be used sparingly.
 - Apply touch up paint only when air, siding and paint temperature are above 50°F.
 - Store touch up paint between 40°F and 100°F.
 - Shake touch up paint for 90 seconds before every use.
 - Do not use touch up paint if you suspect it has frozen.
 - Do not apply touch up paint to wet siding.
 - Avoid touch up painting when condensation likely to form.
 - Avoid touch up painting when precipitation is possible.
- The touch up paint is air dried, while the factory applied coating is cured using ovens. For this reason, the touch up paint will have some minor differences initially and after time. Minimizing the use of touch up paint is the best approach to help ensure these minor differences are less noticeable.
- Use the appropriate applicator provided in the LP® SmartSide® ExpertFinish® Touch-Up Kit.
 - Nail Head Paint Applicator (Figure 4e)
 - Cut End Paint Applicator (Figure 4f)
- For additional touch-up paint, please call 888-820-0325.



Figure 4e



Figure 4f

FASTENING INSTRUCTIONS

STUD SPACING OPTIONS

- Siding may be attached **direct to studs** spaced max. 24 inches (610 mm) o.c.
- Siding may be attached **directly to a min. 7/16 Category wood structural panel (WSP) sheathing** with studs spaced a max. 24 inches (610 mm) o.c. (Figure 9c, 9d)

INSTALLATION

- Provide separation of Nickel Gap siding from CMU or poured concrete foundation. (Figures 3d, 3e, 3f)
 - Separation should be achieved by ensuring WRB is placed behind siding.
 - A starter strip is not required.
- Install siding blind-nailed, place nail in fastener groove. (Figure 5a)
 - Stack successive courses.
 - The following tools may be used to assist in obtaining desired gap when stacking pieces:
 - Pull bar typically used to install wood flooring, can be used to pull siding together to achieve desired horizontal gap. (Figure 5b)
 - Create blocking by cutting a section of Nickel Gap siding. Remove top nailing flange to create a flat surface. Rest blocking on top flange and **firmly tap** siding into place. (Figure 5c)
 - 2x wood stud, approx. 16 inches (406 mm) long. Rest blocking on top flange and **firmly tap** siding into place. (Figure 5c)
 - Desired gap can range between 1/16 inch (2 mm) and 1/8 inch (3 mm). Use a 0.092 inch or 0.113 inch diameter nail to verify desired gap is achieved.
 - Do not damage** top nailing flange when using these tools.
- Nail from the center of the siding toward the ends, or from one end to the other end. NEVER nail from the ends of the siding toward the middle.
- Use a min. 0.092 inch shank diameter, hot-dip galvanized nail (ASTM A153, Class D) or equivalent; capable of preventing rust, stain and deterioration under normal outdoor environmental conditions for a period of no less than 50 years. Penetrate studs or combination of WSP sheathing and studs a min. of 1-1/2 inches (38 mm).
 - A larger 0.113 inch shank diameter nail may be required depending on the wind pressure, wind speed and wind exposure category limitations in [PR-N124](#). Penetrate studs or combination of WSP sheathing and studs a min. of 2 inches (51 mm).
- Butt joints should be staggered over successive courses.
- Top flange must be ripped at top of wall where siding meets soffit or frieze board. (Figure 5d)
- Do not overdrive nails. (Figure 5e)
 - Nail head should seat snug in fastener groove, but not countersunk which is considered overdriven.
 - Blind nails:** only correction required would be re-nailing when countersunk more than 1/8 inch. (Figure 5f)
 - Face nails:** will occur immediately below window sills, soffit, frieze boards, and horizontal trim. Corrections are detailed in Figure 5g.
- Painting all exposed nail heads is recommended.

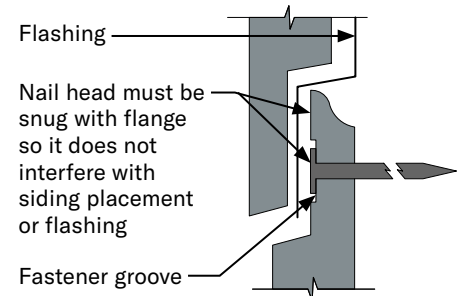


Figure 5a

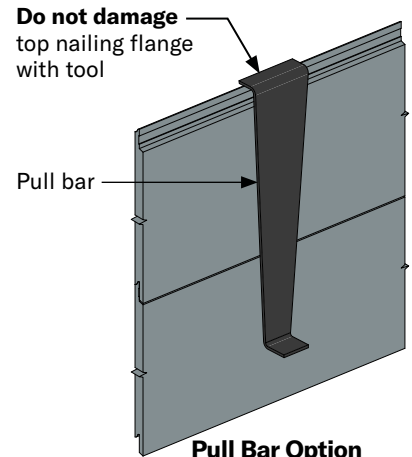
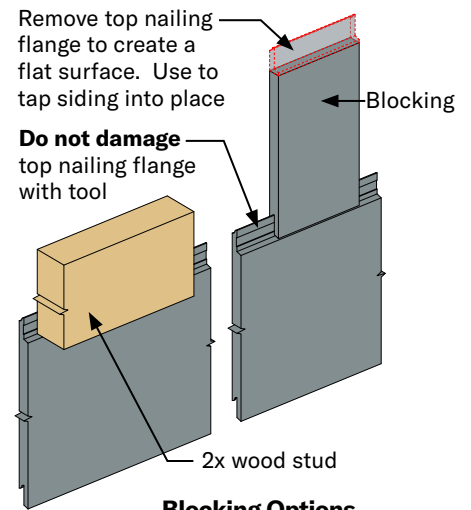


Figure 5b



Blocking Options
Figure 5c

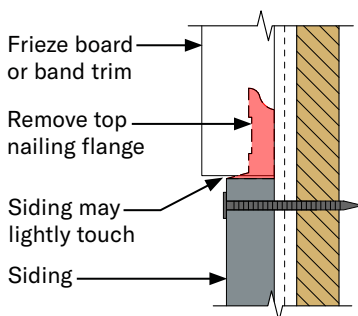
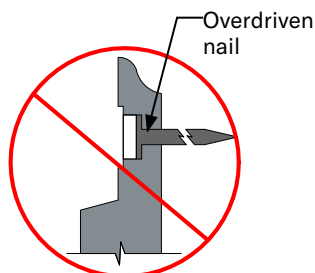
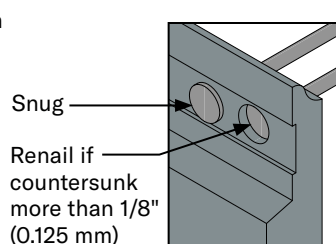


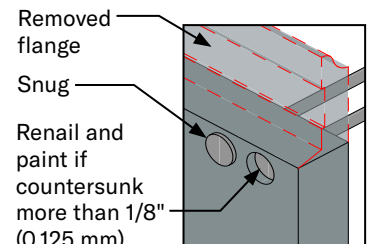
Figure 5d



INCORRECT
Figure 5e



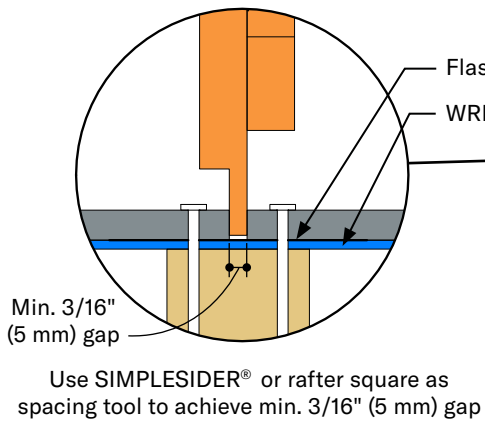
BLIND NAILED
CONDITION
Figure 5f



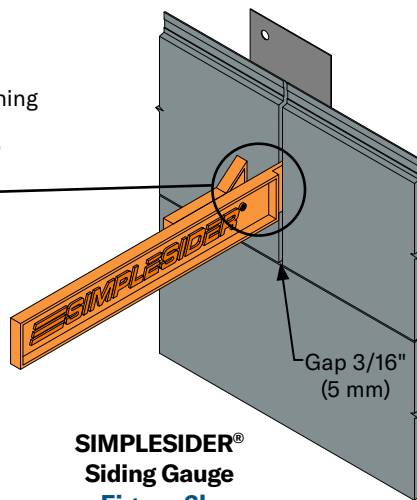
FACE NAILED
CONDITION
Figure 5g

BUTT JOINTS

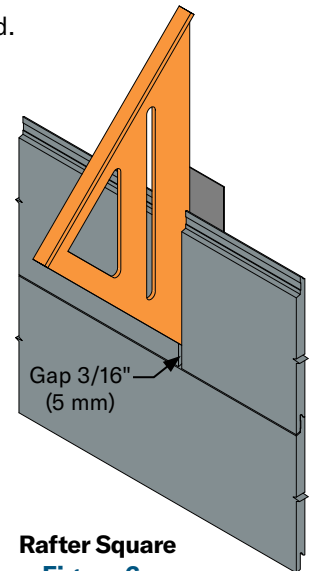
- Siding has been manufactured to remove a section of the flange located on the back of siding to accommodate flashing at the butt joint. Ensure this feature and factory prefinished ends are maintained on both sides of the butt joint. (Figure 6e)
- Butt joints must occur over studs. (Figure 6a)
 - Exception: sheathing only applications.
- Stagger butt joints a min. of 16 inches (406 mm).
 - Stacking or stair-stepping butt joints is not recommended as it may cause an undesirable appearance.
- **Provide a min. 3/16 inch (5 mm) gap at butt joint.** (Figure 6a)
 - Use spacing tool like SIMPLESIDER® siding gauge (Figure 6b) or rafter square (Figure 6c) to achieve proper gapping.
 - Rafter square thickness varies between manufacturers, confirm min. 3/16 inch (5 mm) thickness is provided.
 - Gapping will allow for linear expansion of siding.
 - Caulk is not required.
- LP recommends applying a min. 1 inch (25 mm) wide strip of matching paint down the center of flashing prior to installation of flashing, or use a paint brush to manually apply a coating of paint to flashing after it has been installed to help ensure complete paint coverage is worked into the butt joint. (Figure 6d)
 - Painting flashing helps to create a more consistent finished appearance but is not required.



Butt Joint
Figure 6a



**SIMPLESIDER®
Siding Gauge**
Figure 6b



Rafter Square
Figure 6c

- Flashing butt joints can be accomplished by using one of three options:
 1. **LP SmartFlash metal flashing** is specifically manufactured to integrate with Nickel Gap siding. (Figure 6d)
 - A min. 3 inch (76 mm) section of the flange located on back of siding has been removed to receive flashing. (Figure 6e)

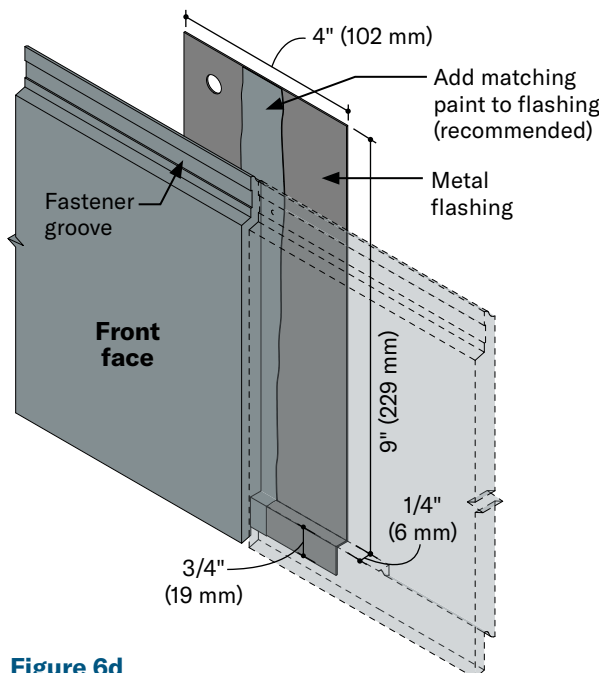


Figure 6d

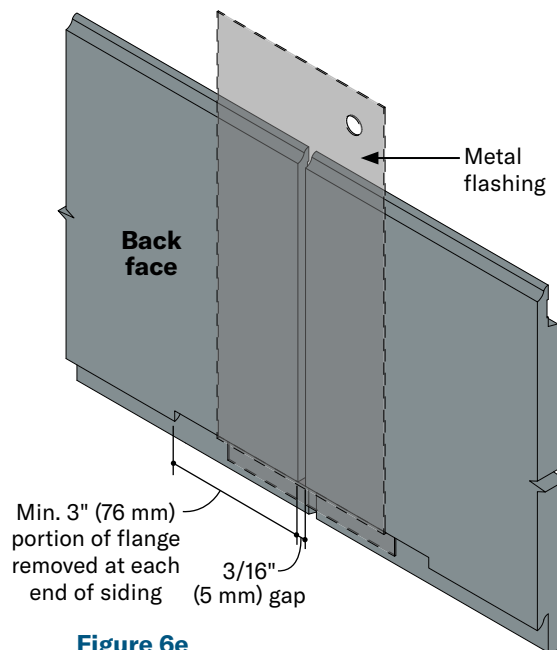
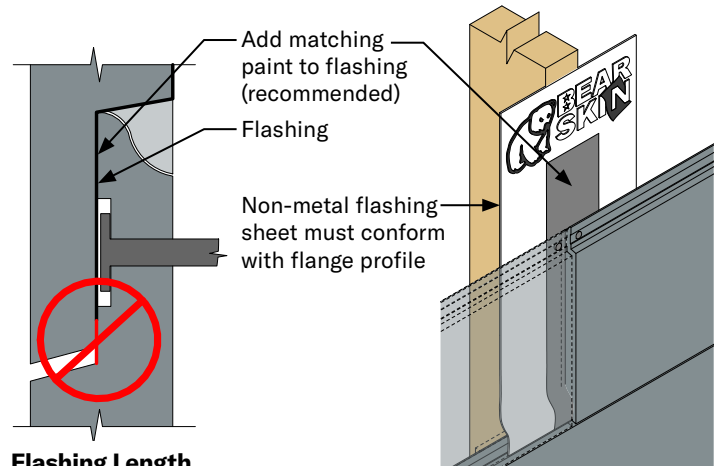


Figure 6e

BUTT JOINTS (CONT'D.)

2. Field fabricated metal flashing.

- Ensure nail head is snug to the face of the fastener groove so it does not interfere with installing the flashing.
- Ensure flashing does not restrict vertical movement at the nailing flange and does not interfere with the siding to properly stack or lay flat.
- Vertical leg of flashing is long enough to cover nail head and does not extend to the bottom of the nailing flange. (Figure 7a)



Flashing Length
Figure 7a

3. Non-metal flexible flashing sheet.

- Non-metal flexible flashing sheets must conform to nailing flange, shall not prevent siding from properly stacking, laying flat or provide proper drainage. (Figure 7b)
- May use non-metal flexible flashing sheet such as Bear Skin flashing sheets.

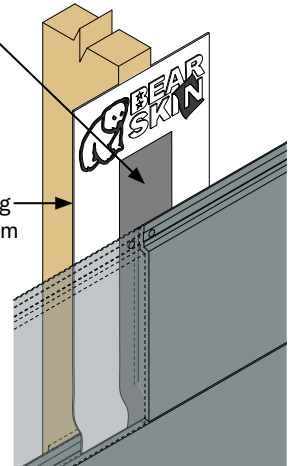


Figure 7b

FASTENING OPTIONS OVER FOAM PLASTIC SHEATHING (RIGID FOAM INSULATION)

- Nickel Gap siding may be installed vertically or horizontally directly over foam sheathing.

FOAM PLASTIC SHEATHING ≤ 1 INCH (25 MM)

- Increase nail length to ensure the required min. penetration into studs (Figure 7c), or combination of studs and WSP sheathing; or nail length long enough to fully penetrate sheathing a min. 1/4 inch (6 mm) for a sheathing only attachment. (Figure 7d)

FOAM PLASTIC SHEATHING > 1 INCH (25 MM)

- Siding attachment: Refer to IRC Chapter 7, Wall Covering for prescriptive siding attachments over foam sheathing up to 4 inches (102 mm) thick, direct to wood or steel studs for support of siding weight only.

Does NOT include wind loads.

- Refer to Table 703.15.1 for min. fastening requirements over foam sheathing to wood studs.
- Refer to Table 703.16.1 for min. fastening requirements over foam sheathing to steel studs.
- Fastener placement:
 - Nail spacing depends on siding attachment method;
 - Direct to Stud or WSP sheathing attachment, and
 - Wind load limitations in [PR-N124](#) or [ESR-1301](#).
- LP assumes no liability for loss or damage associated with fastening requirements of the applicable code.

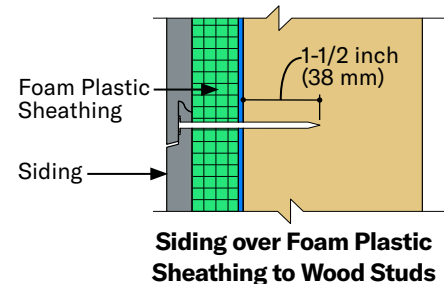


Figure 7c

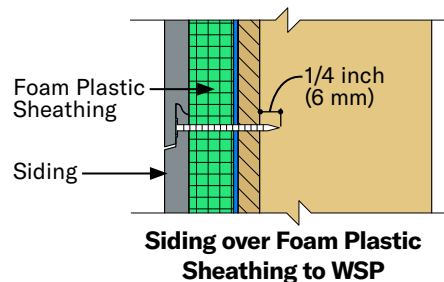


Figure 7d

ADDITIONAL FASTENING OPTIONS

EXTERIOR GYPSUM SHEATHING

- Siding may be installed over a max. 1 inch (25 mm) exterior gypsum sheathing, according to the following:
 - Adequate bracing of the wall is provided in accordance with the local building code.
 - Nail length must be increased to ensure a min. 1-1/2 inch (38 mm) penetration into wood studs, or combination of WSP sheathing and wood studs.

EXISTING WOOD SIDING OR WOOD COMPOSITE SIDING

- Siding may be installed over existing wood or wood composite siding, if the existing siding does not affect the ability to correctly install siding.
 - A properly installed WRB is required between the existing siding and the new siding.
 - A uniform surface behind siding is required to avoid contouring of siding.
 - Do not install over existing siding that is not flat or uniform; for example over lap or clapboard siding.
 - Min. nail penetration and max. stud spacing must not be compromised.
 - Ensure wall assembly meets structural requirements specified in building code and by local code authority.
 - Repair any areas of the existing siding that are not structurally sound, not installed correctly, or exhibit signs of decay.

FIRE-RATING

FIRE-RATED WALL ASSEMBLY

- LP SmartSide Nickel Gap lap siding may be installed over the exterior portion of a 1-hour fire-resistive exterior wall assembly, including assemblies using gypsum wallboard listed in the Gypsum Association Fire Resistance Design Manual.
- For information on fire-rated wall assemblies: <https://lpcorp.com/products/panels-sheathing/fire-rated-osb-sheathing/assemblies>

ALTERNATE FASTENING OPTIONS

NICKEL GAP SIDING INSTALLED VERTICALLY

- Siding must be installed in a sheathing only attachment method over min. 7/16 Category WSP sheathing with an APA Trademark that contains the consensus Standard Doc PS 1 or DOC PS 2. *[In Canada in accordance with CSA O437.0]*
 - Exception: can be installed over LP® FlameBlock® Fire-Rated Sheathing.
- Remove bottom nailing flange when installing siding next to trim. (Figure 8a)
 - Removing top nailing flange is not required.
 - Do not nail through top flange.
- The following tools may be used to assist in obtaining desired gap:
 - Pull bar typically used to install wood flooring, can be used to pull siding together to achieve desired vertical gap. (Figure 8b)
 - Create blocking by cutting a section of Nickel Gap siding. Remove top nailing flange to create a flat surface. Rest blocking on top flange and **firmly tap** siding into place. (Figure 8c)
 - 2x wood stud, approx. 16 inches (406 mm) long. Rest blocking on top flange and **firmly tap** siding into place. (Figure 8c)
 - **Do not damage** top nailing flange when using these tools.
- Siding nail requirements:
 - Use a min. 0.092 inch diameter **ring shank**, hot-dip galvanized nail (ASTM A153, Class D) or equivalent.
 - Nail shall be long enough to fully penetrate WSP sheathing by at least 1/4 inch (6 mm). Ensure that the ring shanks of the nail fully engage the WSP sheathing.
 - **Caution:** nail length should be chosen to reduce possible damage to wiring or utilities in wall.
 - Place nails max. 24 inches (610 mm) o.c. along fastener groove. (Figure 8d)
- Due to expected plate shrinkage, each vertical application of Nickel Gap is not to span beyond one floor to ceiling distance, or one floor to top of gable distance. (Figures 9a)
 - Exception: re-siding existing structures.

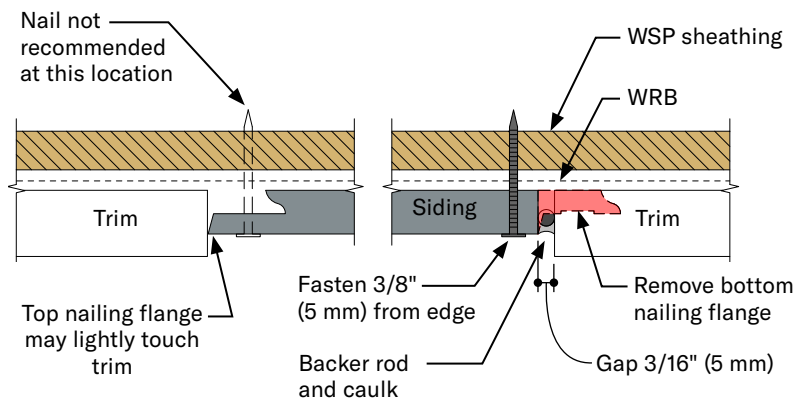
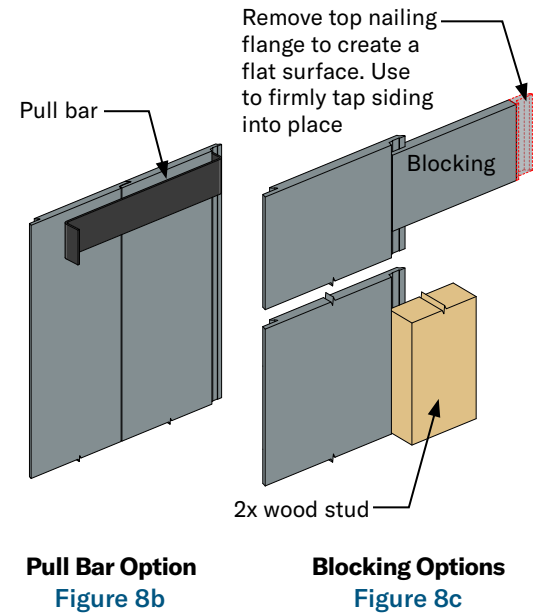


Figure 8a

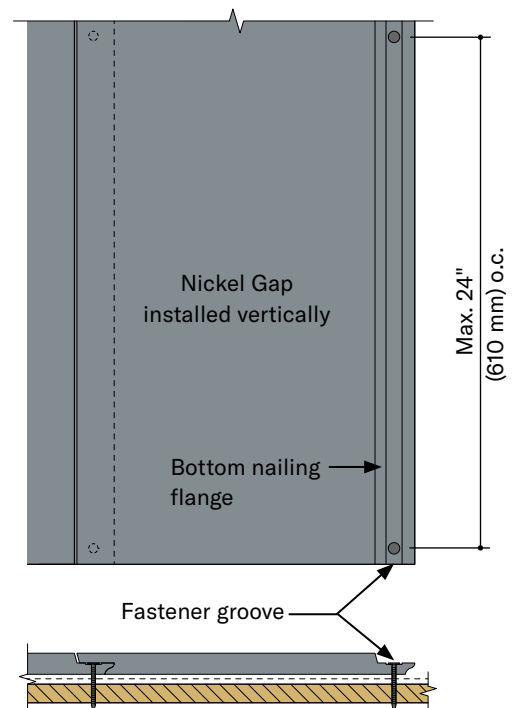


Figure 8d

NICKEL GAP SIDING INSTALLED VERTICALLY (CONT'D.)

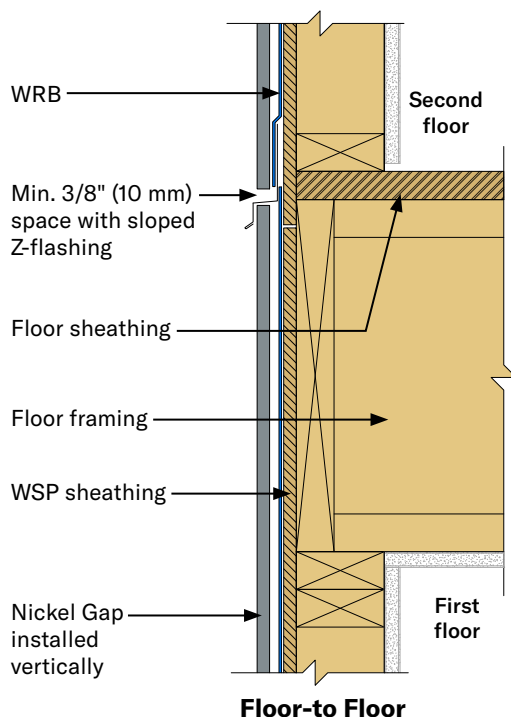


Figure 9a

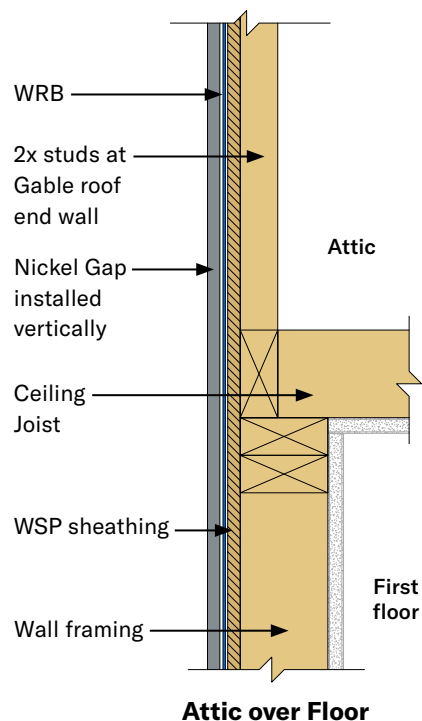


Figure 9b

NICKEL GAP SIDING INSTALLED HORIZONTALLY TO WOOD STRUCTURAL PANEL (WSP) SHEATHING OR SIP ASSEMBLIES

- WSP wall sheathing must be a min. 7/16 Category with APA Trademark stamp that contains the consensus Standard DOC PS 1 or DOC PS 2. *[In Canada in accordance with CSA O437.0]*
- Siding may be nailed to SIP or WSP sheathing with:
 - Min. 0.092 inch diameter **ring shank**, hot-dip galvanized nail (ASTM A153, Class D) or equivalent.
 - Nail length must be long enough to fully penetrate sheathing by at least 1/4 inch (6 mm). (Figures 9c, 9d)
 - Ensure that the ring shanks of the nail fully engage the wood structural panel sheathing.
 - Space fasteners depending on the wind pressure, wind speed and wind exposure category limitations in PR-N124, Table 4a or 4b; or ESR-1301, Table 4a or 4b.

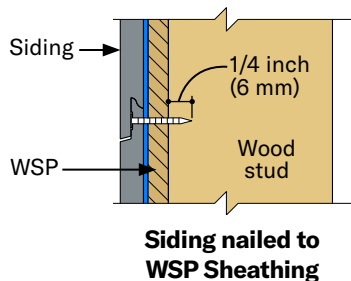


Figure 9c

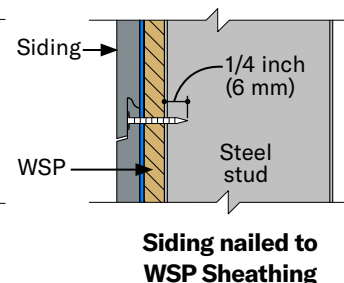


Figure 9d

STEEL STUD FRAMING ASSEMBLIES

- Siding must be fastened with:
 - Min. #8 stainless steel or equivalent, self-drilling tapered head screw.
 - Min. of 5 threads beyond the combined thickness of the siding and steel stud framing. (Figures 9e, 9f)
- Min. steel stud thickness of 0.032 inch or 20 gauge.
- Min. withdrawal value of steel stud must be 50 lbs. (23 kg).
 - Refer to steel stud manufacturer's evaluation report.

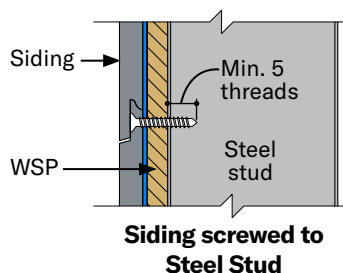


Figure 9e

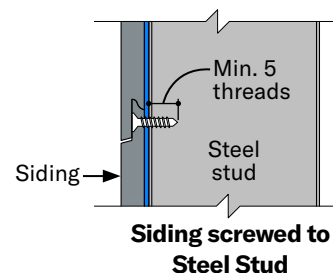
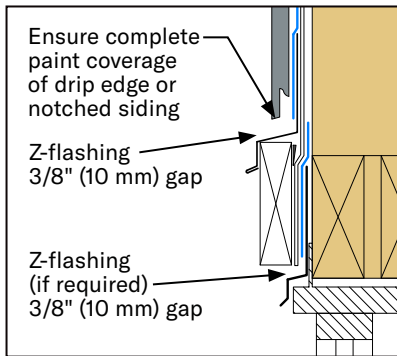


Figure 9f

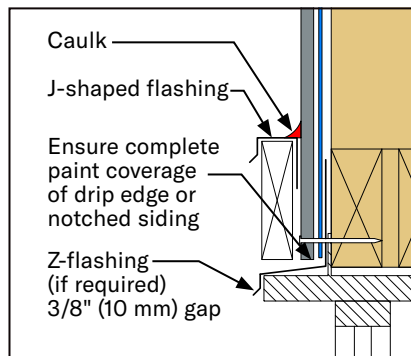
INSULATED CONCRETE FORMS (ICF) ASSEMBLIES

- Web flange must be wide enough to accommodate fastener spacing requirement at butt joint.
- Siding must be fastened with:
 - Min. #8 stainless steel or equivalent, self-drilling tapered head screw.
 - Min. penetration of 3/8 inch (10 mm) beyond the thickness of the nailing flange.
- Larger screws may be required by ICF Manufacturer based on the following min. withdrawal requirements.
 - Min. withdrawal value of ICF nailing flange must be 50 lbs. (23 kg) with max. 12 inches (305 mm) o.c. spacing.
 - Min. withdrawal value of ICF nailing flange must be 31 lbs. (14 kg) with max. 6 inches (152 mm) o.c. spacing.

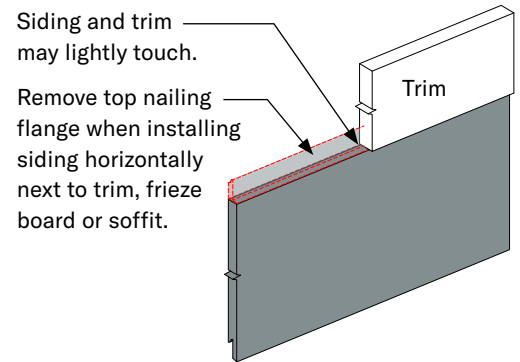
GENERAL INFORMATION



**Z-FLASHING OVER
DOOR & WINDOW OPENINGS
PREFERRED**
Figure 10a



**J-SHAPED FLASHING OVER
DOOR & WINDOW OPENINGS
ALTERNATE**
Figure 10b



**SIDING INSTALLED
HORIZONTALLY**
Figure 10c

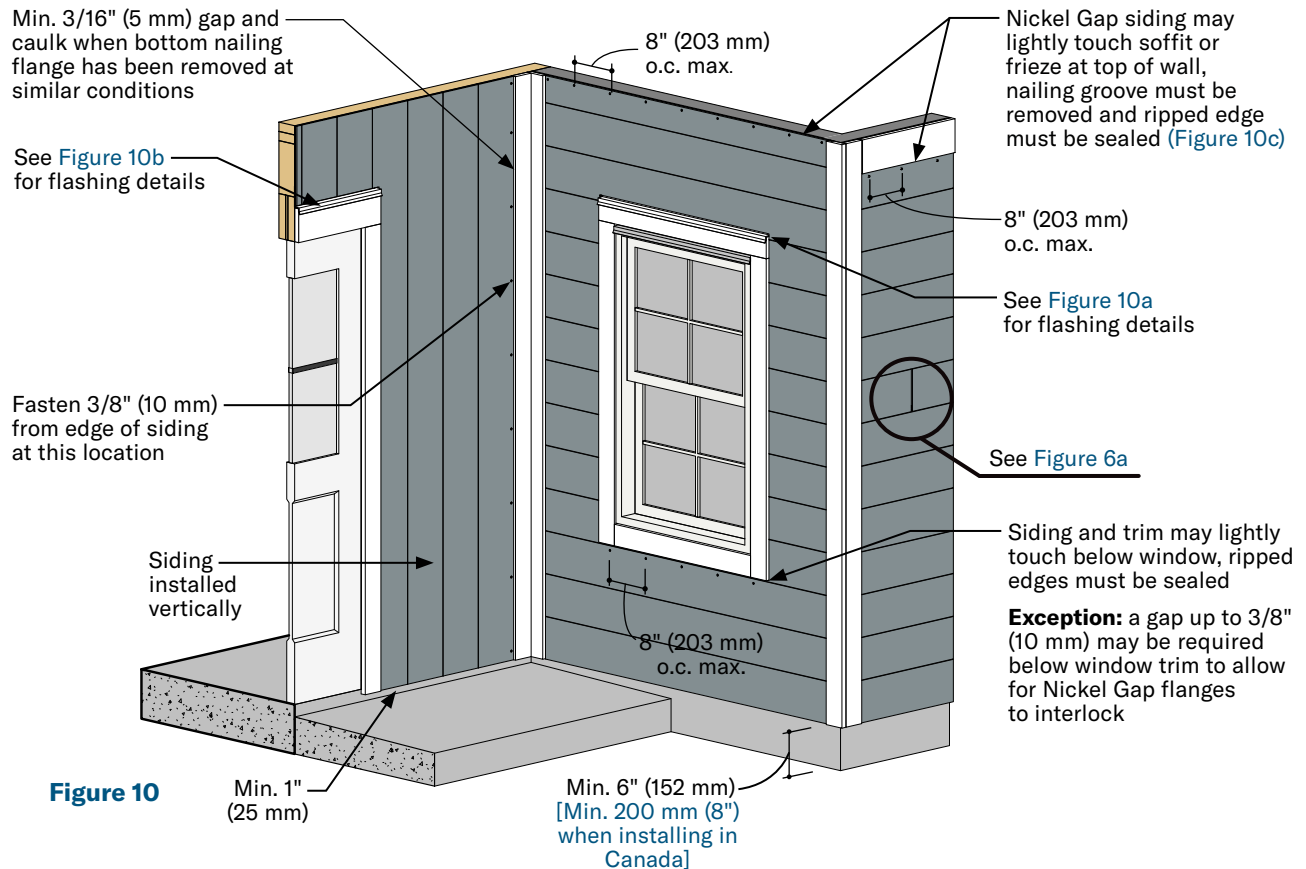
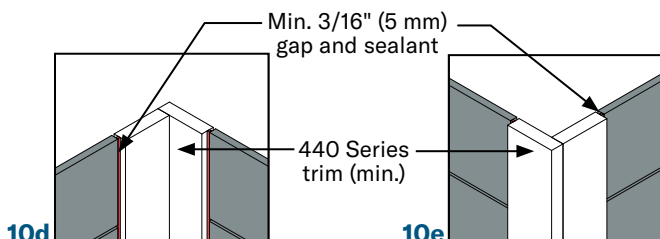
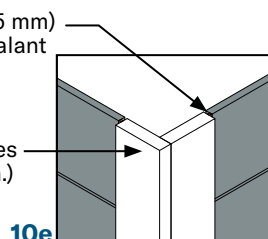


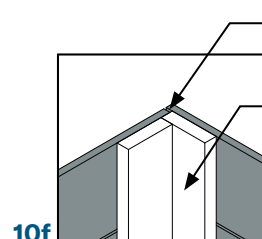
Figure 10



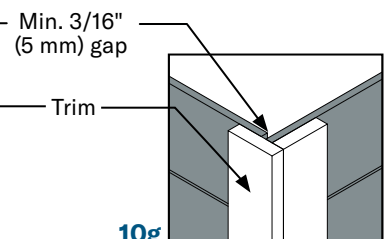
10d
**INSIDE CORNER
PREFERRED**



10e
**OUTSIDE CORNER
PREFERRED**



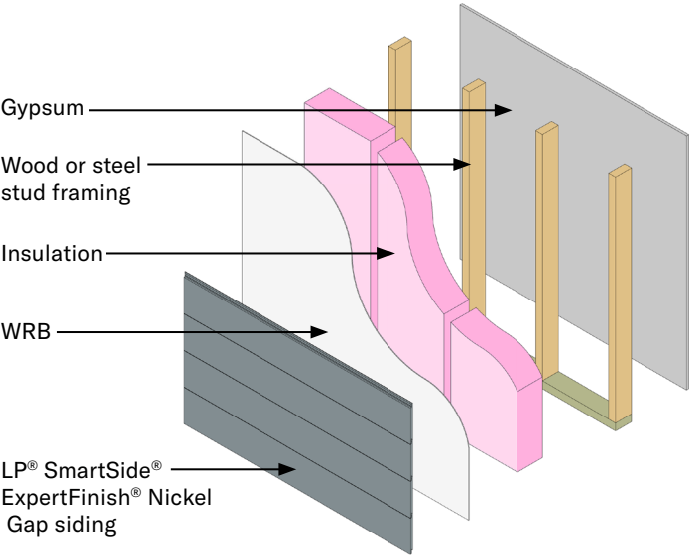
10f
**INSIDE CORNER
ALTERNATE**



10g
**OUTSIDE CORNER
ALTERNATE**

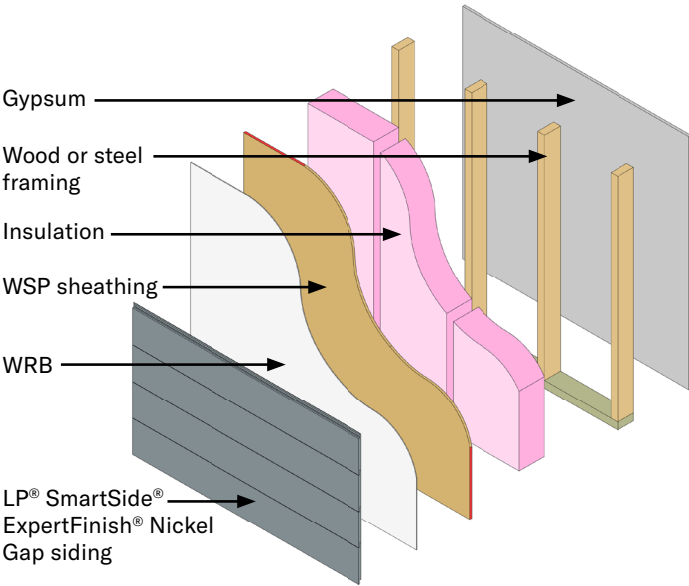
WOOD FRAMED WALL ASSEMBLIES - EXAMPLES

• WRB location in wall assembly may vary depending on climate zone or other factors.



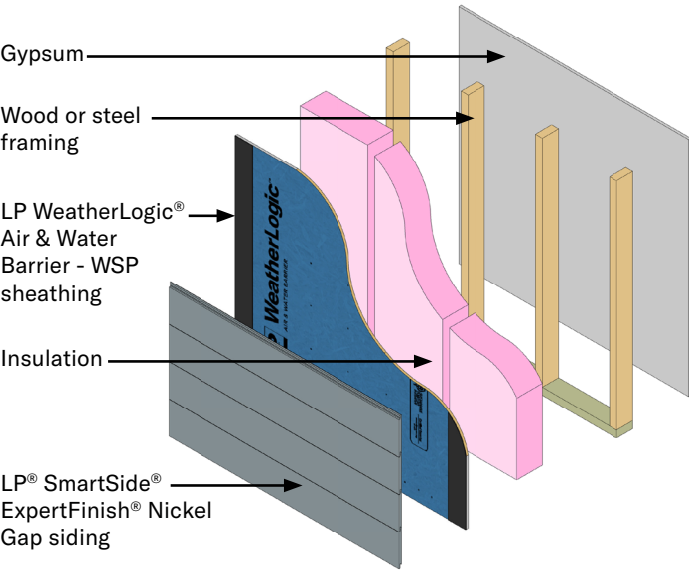
Siding without Sheathing

Figure 11a



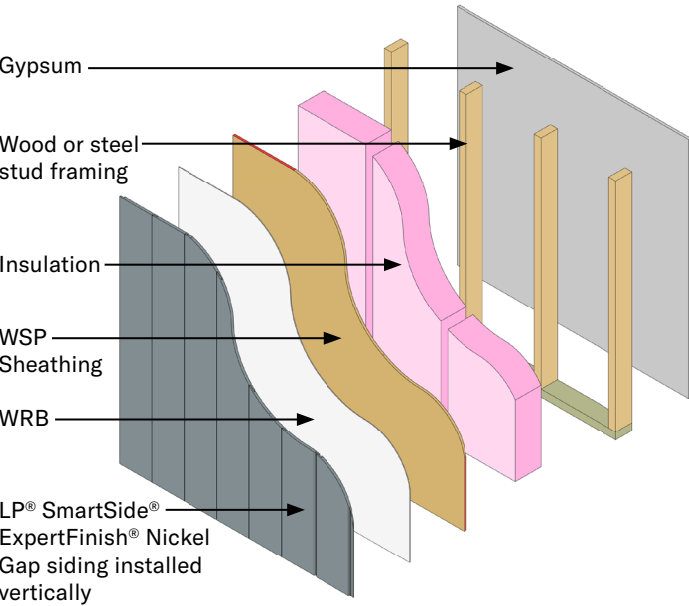
Siding with WSP Sheathing

Figure 11b



Siding with LP WeatherLogic

Figure 11c



Siding Installed Vertically Directly to WSP Sheathing

Figure 11a

LP® SmartSide® ExpertFinish® Nickel Gap Siding

Application Tips

IMPORTANT Always refer to the complete application instructions for the product you are installing. The application tips provided below are not intended to replace such instructions. Application instructions can be found at LPCorp.com. Failure to follow the full application instructions could cause personal injury or property damage, affect system performance, void any applicable warranty and/or violate applicable building codes.

Exercise safe practices at all times while handling and using this product. Refer to the relevant Safety Data Sheet (SDS) for important information on the safe handling and use of this product. These can be found at LPCorp.com.

- ☐ Nickel Gap siding may be attached Direct to Studs or Direct to Wood Structural Panel (WSP) Sheathing:
 - **Direct to Stud** - nails must penetrate structural framing, or combination of WSP and structural framing min. 1-1/2" (38 mm), some installations may require 2" (51 mm) penetration see [PR-N124](#) or [ESR-1301](#)
 - **Direct to WSP Sheathing - ring shank** nails must be long enough to penetrate beyond WSP by 1/4" (6 mm)
- ☐ Stud spacing – siding may be attached **direct to studs** spaced max. 24 inches (610 mm) o.c.
- ☐ See application instructions for alternative nailing options for: Nickel Gap siding installed vertically, SIP assemblies or WSP sheathing, steel studs and ICF assemblies
- ☐ Nail size:
 - **Direct to Stud** – a min. 0.092" shank diameter hot-dip galvanized (ASTM A153, Class D) nail may be used, some installations may require a larger 0.113" shank diameter depending on wind pressure, wind speed and wind exposure limitations in PR-N124
 - **Direct to WSP Sheathing** – a min. 0.092" shank diameter hot-dip galvanized (ASTM A153, Class D) **ring shank** nail
- ☐ Nail length - see page 4 in Application Instructions
- ☐ Nail placement – place nail in center of fastener groove
- ☐ Nail head must be snug with flange so it doesn't interfere with ability to stack siding or properly integrating pan flashing
- ☐ Nail spacing:
 - **Direct to Stud** – one nail every 16" (406 mm) o.c.
 - **Direct to WSP Sheathing** – nailing pattern varies from 8" (203 mm) o.c. to 24" (610 mm) o.c. depending on the wind pressure, wind speed and wind exposure limitations in PR-N124 or ESR-1301
- ☐ Where siding butts up against a window or door frame, or corner trim – space min. 3/16" (5 mm)
- ☐ Do not overdrive nails – nail head should seat snug to the face of siding or fastener groove, if overdriven - see Application Instructions
- ☐ Caulk – use a high-quality, non-hardening, paintable exterior sealant meeting ASTM C920, min. Class 25
- ☐ Seal all exposed substrate – sealing can be accomplished by applying a paint or caulk
- ☐ Spacing at butt joints and trim – min. 3/16" (5 mm)
- ☐ Butt joints – 3 methods (add matching ExpertFinish paint color to flashing to help ensure a more consistent appearance):
 1. LP SmartFlash Pan flashing
 2. Field fabricated metal flashing
 3. Non-metal flexible flashing sheet, such as Bear Skin flashing sheets
- ☐ Siding clearance at finish grade (ground cover) – min. 6" (152 mm) *[Min. 200 mm (8 inch) when installing in Canada]*
- ☐ Siding clearance adjacent to surfaces such as porches, patios, or porch columns, etc. – min. 1" (25 mm):
 - May be reduced to 3/8" (10 mm) – see Application Instructions
- ☐ Siding must not be in direct contact with CMU, poured concrete, brick, cultured stone, stucco, mortar, etc.
- ☐ Flashing is required above all windows, doors and horizontal trim per manufacturer's instructions:
 - Flashing shall be metal or another durable material that will last for not less than 50 years
 - Provide 3/8" (10 mm) gap above any drip cap flashing, **do not caulk gap**
- ☐ Siding below windowsill, soffit, horizontal trim or frieze board will require face-nailing - see Application Instructions
- ☐ Siding over foam plastic sheathing adds complexity to siding installation – see Application Instructions
- ☐ For Limitations of Use – see Application Instructions, Technical Notes, Technical Bulletins and NSA Bulletins



300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

June 8, 2026

Mr. Justin Pellerin, P.E.
Water Resources Division
City of Portland Public Services
212 Canco Road, Suite B
Portland, Maine 04103

Subject: 41 Ashmont Street
Applicant – DC 509 Forest LLC
Proposed Multi-Unit Housing – 63 units over two buildings
Request for Ability to Serve Letter/Wastewater Capacity Determination

Dear Justin:

DC 509 Forest LLC c/o Developers Collaborative Predevelopment LLC (DC) has retained LJB Inc (formerly Gorrill Palmer) to prepare plans and permit applications for a proposed 63-Unit apartment complex in an existing parking lot at 41 Ashmont Street in Portland, ME. The 0.45-acre site is identified by the City of Portland GIS Parcel Viewer as part of Tax Map 125/Lot J010.

The existing 45 space parking lot will be converted into two residential buildings containing 30 studios and 33 single bedroom units, respectively. The buildings are targeting individual affordable living units under the MSHA Home for Good and Low-Income housing Tax Credit programs. The site is relatively flat and currently contains a paved parking lot with 45 spaces. There is an existing 15" sanitary sewer main in Ashmont Street in front of the site. We propose each building have their own 6" or 8" sewer service connection out to the main line in the street.

The projected water use for the project is summarized below using flow demand projections from the Maine State Plumbing Code:

Flow Demand		
Use	Design Flow per user (GPD)	Design Flow (GPD)
1-Bedroom Units - 63	120 gpd per unit	7,560
2-Bedroom Units -	90 gpd per bed	
3-Bedroom Units -	90 gpd per bed	
4-Bedroom Units -	90 gpd per bed	
Total		7,560



STRUCTURAL



FALL PROTECTION
SAFETY



TRANSPORTATION



SITE DESIGN
Page 152



SURVEY



WATER
RESOURCES



TECHNOLOGY
& INNOVATION

A copy of the fixture count spreadsheets for each building accompany this letter along with a wastewater capacity authorization request.

Specifically, our office is interested in a letter from you indicating the following:

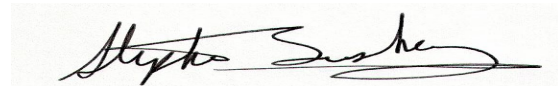
- The ability of the City's wastewater division to serve the project.
- Any other factors which may affect the water and sewer service to this site.
- The ability of the wastewater collection and treatment systems to handle site generated wastewater flow.
- Any connection service or impact fees.

Based on the presence of existing wastewater infrastructure in the vicinity of the site, we trust that the existing water system has adequate capacity to serve this building, so we request your consideration of this determination. As requested by the City of Portland, we are writing to request a letter indicating the ability of the DPW to serve this project. A base map of the site is included with this letter. Your prompt review and reply are appreciated as we would like to provide any information possible related to the water supply to the development to City staff in an upcoming submission on June 6th.

If you have any questions regarding this information requested, please contact me at 772-2515 or at sbushey@ljbinc.com.

Sincerely,

LJB Inc.



Stephen Bushey, PE

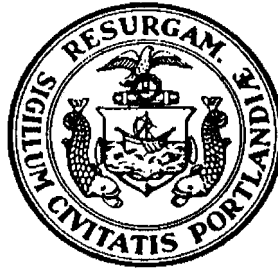
Senior Associate

Phone: 207-772-2515 x286
sbushey@gorrillpalmer.com

Attachments

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
212 Canco Road Suite B
Portland, Maine 04103-2991



Bradley Roland, P.E.
Water Resources Division

Date: June 8, 2026

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

Site Address: 41 Ashmont Street - new 30 unit apartment building and 33 unit apartment building

Chart Block Lot Number: Tax Map 125/Lot J010

Proposed Use: 63 Residential Units

Previous Use: parking lot

Existing Sanitary Flows: unknown GPD

Existing Process Flows: 0 GPD

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

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

X

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

2. Please, Submit Contact Information.

City Planner's Name: TBD Phone: _____

Owner/Developer Name: DC 509 Forest LLC C/O Developers Collaborative

Owner/Developer Address: 631 Stevens Ave Suite 203 Portland Maine 04103

Phone: _____ Fax: _____ E-mail: Amanda@dcmaine.com

Engineering Consultant Name: Stephen Bushey, P.E.

Engineering Consultant Address: LJB Inc 300 Southborough Drive - Suite #200, So. Portland, ME 04106

Phone: 207-772-2515 Fax: _____ E-mail: sbushey@ljbinc.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: 7,560 GPD

Peaking Factor/ Peak Times: Not Applicable

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) XSUBSURFACE 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.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: Not Applicable

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: Not Applicable 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.

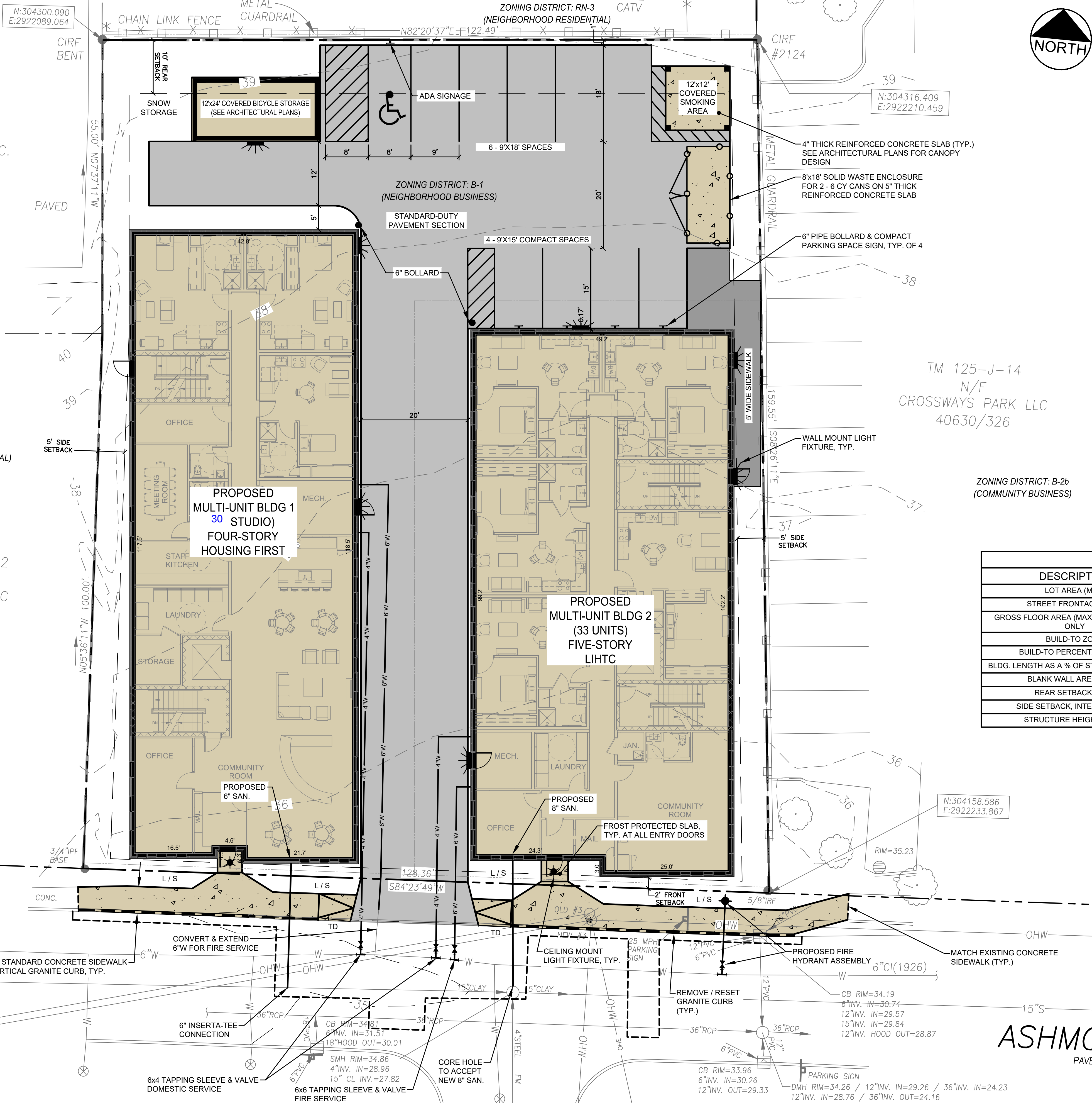
see cover letter

U:\Developers Collaborative\0132326A.00 - 41 Ashmont Street Residential\Z - CAD\DWG\ASHMONT-SITE & UTILITY.dwg 6/5/2026 11:27 AM

TM 125-J-4
N/F
THE SAHARA CLUB, INC.
33474/226

ZONING DISTRICT: RN-3
(NEIGHBORHOOD RESIDENTIAL)

TM 125-J-8,22
N/F
BJB REALTY LLC
32835/269



PLAN REFERENCES:

1. "ALTA/NSPS Land Title Survey, 41 Ashmont Street, Portland, Cumberland County, Maine, Made For DC 509 Forest, LLC, 631 Stevens Avenue, Suite 203, Portland, Maine", by Owen Haskell, Inc., Job No. 2023-110P, Dated 06/05/26

BUILDING 1 GROSS SF CALCULATIONS

FIRST FLOOR 5,019 GSF
SECOND FLOOR 5,025 GSF
THIRD FLOOR 5,025 GSF
FOURTH FLOOR 5,025 GSF +
TOTAL GROSS SF - 20,094 GSF

BUILDING 2 GROSS SF CALCULATIONS

FIRST FLOOR GROSS SF - 4,885 SF
SECOND FLOOR GROSS SF - 4,885 SF
THIRD FLOOR GROSS SF - 4,885 SF
FOURTH FLOOR GROSS SF - 4,885 SF
FIFTH FLOOR GROSS SF - 4,885 SF +
TOTAL GROSS SF - 24,425 SF

BUILDING 1

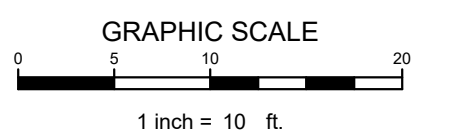
FIRST FLOOR - 3 STUDIO UNITS
SECOND FLOOR - 9 STUDIO UNITS
THIRD FLOOR - 9 STUDIO UNITS
FOURTH FLOOR - 9 STUDIO UNITS +
TOTAL 30 STUDIO UNITS

BUILDING 2

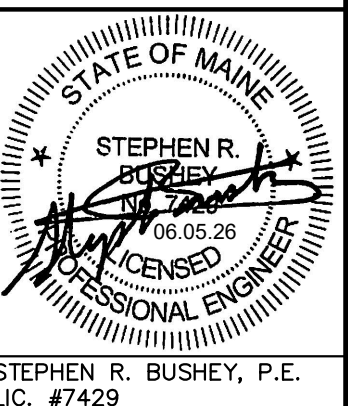
FIRST FLOOR - 5 1-BR UNITS
SECOND FLOOR - 7 1-BR UNITS
THIRD FLOOR - 7 1-BR UNITS
FOURTH FLOOR - 7 1-BR UNITS
FIFTH FLOOR - 7 1-BR UNITS +
TOTAL 33 1-BR UNITS

SPACE & BULK SUMMARY TABLE - B-1 ZONE

DESCRIPTION	REQUIRED / ALLOWED	PROVIDED
LOT AREA (MIN.)	N / A	19,619 SF / 0.45 ACRES
STREET FRONTAGE (MIN.)	20 FT	128.36 FT
GROSS FLOOR AREA (MAX.) NON-RES USES ONLY	N / A	-
BUILD-TO ZONE	0 - 5 FT	2 FT
BUILD-TO PERCENTAGE (MIN.)	100%	-
BLDG. LENGTH AS A % OF ST FRONTAGE (MIN.)	N / A	-
BLANK WALL AREA (MAX.)	20 FT	< 20 FT
REAR SETBACK (MIN.)	10 FT	35.5 FT
SIDE SETBACK, INTERIOR (MIN.)	5 FT	5 FT
STRUCTURE HEIGHT (MAX.)	55 FT / 35 FT WITHIN 20 FT OF AN RN-3 ZONE	35 FT (BLDG 1) / 55 FT (BLDG 2)



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



Design: SRB Draft: — Date: DEC 2025
Checked: SRB Scale: AS NOTED Job No.: 0132326A
File Name: ASHMONT-SITE & UTILITY.dwg

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LJB Engineering Company
LJBinc.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:

SITE LAYOUT & UTILITY PLAN

Project:

MULTI-UNIT RESIDENTIAL DEVELOPMENT
41 ASHMON STREET, PORTLAND, MAINE

Client:

DC 509 FOREST LLC
631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.

C-3.0



Prepared For: Portland Department of Planning & Urban Development Department

Project Owner: DC 509 Forest LLC

Construction Manager: To be determined

This document and its subsequent attachments comprise the Construction Management Plan being submitted to the Portland Department of Planning & Urban Development Department for the new 33-unit LIHTC 5-story, residential apartment building and 30-unit four story HFG residential apartment building at 41 Ashmont Street. This plan is being submitted by LJB Inc on behalf of the Owner. The Plan is subject to modification by the selected contractor. The purpose of the Construction Management plan is to identify, mitigate and plan for all potential impacts throughout the duration of construction. The Contractor will ensure that the safety of the public and the surrounding communities are a top priority.

The Development consists of two structures varying in floor plate from approximately 4,885 SF to 5,100 SF. The completion of the project is currently anticipated for July 2028.

This CM plan will be continually updated as the project progresses to meet the needs of the project, community, and the City of Portland. The Contractors' main objective is to deliver the project successfully with zero safety accidents or incidents, by means of communication and teamwork.

A. Construction Management Principles

The impact of this project during construction will be minimized via the following management practices and principals:

- As articulated on the attached plan (Exhibit A), the Construction Zone will be secured with a combination of jersey barriers, fencing and gates along Ashmont Street as may be necessary. These barriers will prevent any access into the site from public. Sidewalk closings will be reviewed and coordinated with DPW.

- All construction activities will be performed within the limits of the site fence to ensure public is never exposed to any risks caused by construction activities. The sidewalk along Ashmont Street adjacent to the building will be closed for the duration of the project until completion. One entrance off Ashmont Street will be maintained into and out of the site although site access may also come from the adjacent property.
- Pedestrians on Ashmont Street will be rerouted to the south side of the street around the limits of the project. The nearby crosswalks at the nearby intersections will be utilized to reroute pedestrians across Ashmont Street.
- Proper signage will be utilized to inform pedestrians of the change in travel conditions.
- All adjacent buildings along Ashmont Street and Forest Avenue will remain fully accessible to the public throughout construction.
- All deliveries will be scheduled and coordinated to ensure there is minimal off-site queuing required.
- All construction activities will occur within the sound ordinance times regulated by City Code.

B. Development Review of Construction Management Plan

The contractor will develop a comprehensive management plan that will be in place for the duration of the construction timeline (or until permanent/final measures are installed and can be utilized).

These are depicted on Exhibit A.

Each contractor member will complete a job specific safety orientation prior to starting work activities. At no point will the public have access to the project site within the fenced limits.

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

All fees, building permit fee and guarantees will be paid/issued prior to the commencement of construction. All street opening permits will be applied for by the selected site contractor upon award and in hand prior to opening the street for work.

There is no blasting anticipated for this project however there may be pile driving.

D. Construction Administration and Communication

The contact person for all construction activities for the project will be:

General Superintendent TBD

Due to the proximity to nearby buildings and the number of anticipated deliveries, community

outreach and communication will be required throughout construction to keep the public and neighboring businesses informed of our plan.

Signage will be posted onsite with additional emergency contact information for the selected Superintendent that will be the site contact for the project. An Emergency Call Log will be developed and distributed to the project team (to include subcontractors).

Quarterly reporting and updating of our Construction Management Plan will be required to update the city and community of the following activities:

1. Construction schedule updates
2. Material deliveries, including notice of any oversized loads that may impact public traffic
3. Requests for upcoming off-hours work including weekends and holidays
4. Notice of any upcoming activities that may produce strong noise, vibration or dust that could adversely affect the neighboring communities
5. Requests for any street openings or public sidewalk work to be completed as part of the construction contract

E. Construction Schedule

The project is expected to commence immediately upon permit issuance (summer 2027) and be completed no more than 14 to 16 months post commencement of work. The anticipated completion date is August 2028.

Construction work hours will be in accordance with section 17-18.

Specifically, work hours will be limited to Monday – Friday 7:00am -7:00pm. Should Saturday work be required, the use of heavy equipment will be kept within the time constraints of 8:00am to 4:00pm.

Final Schedule to be provided by the select contractor

F. Security & Public Safety

Please refer to Exhibit A for the site fencing/gates, traffic, and pedestrian routing plan, which will be

utilized for the duration of the project. If required by the city, Knox Box Pad Locks will be installed at each gate for fire department emergency access.

The fire safety program on-site will consist of the following:

1. Fire extinguishers will be placed throughout the construction site for the duration of the project.
2. On site fuel storage will be limited but will be required throughout construction. A free-standing, 30-minute fire-rated enclosure will be provided for this safe and secure storage.
3. During construction, our Means of Egress will have at least two permanent stairs. Temporary signage will be installed to clearly indicate these egress methods.
4. Good Housekeeping – The Contractor will provide dumpsters for the removal of debris from the site. All subcontractors are responsible for the daily clean-up of their work areas. Additionally, the Contractors will have laborers to assist with this daily clean-up. Daily safety walks by the Construction Superintendent will be utilized to ensure that all working floors are equipped with an inspected fire extinguisher and a clear means of egress in the event of an emergency.
5. Any personnel (whether working or visiting the site) will go through our safety orientation that will include our emergency evacuation plan.

G. Construction Permitting and Traffic Control Plans

The construction will be near pedestrian right of ways and will interact with public traffic throughout the duration of the project. There will be little to no lay down area for materials on-site. Deliveries will be scheduled in advance and planned for accordingly. We will stay in constant communication with the City and the neighboring businesses to keep them informed of upcoming construction activities / deliveries with the intent to minimize impacts to all surrounding Streets.

This project includes new utilities that will require new taps/tie-ins within the public ROW. All street opening permits will be applied for and approved prior to start of utility work in the street.

H. Site Management and Controls

The General Contractor will adopt the following site management and maintenance activities through the duration of the project:

1. Trash and debris will be contained within the project fencing and changed out on a regular basis.
2. A stabilized construction entrance will be installed at the gate locations and maintained by the selected sitework contractor. Street cleaning will be reviewed daily and cleaned as required to remove dirt/debris caused by the construction efforts
3. Noise will comply with City Ordinances.
4. If needed, water will be used to control dust during the sitework activities of the project. We do not anticipate any other activities that will require dust control measures.
5. Onsite snow removal will be handled by the General Contractor.

I. Erosion Control and Preservation of Trees

We will comply with the approved erosion and sedimentation control plan and City Code requirements.

J. Construction Staging Area

Exhibit A of this document is the draft site logistics plan for the project. An offsite marshalling area may be needed during the erection of the steel structure, concrete placements, and the exterior siding system due to the limited area on site. Once all these subcontractors are procured, we will have further review and update this plan accordingly.

K. Parking During Construction

Off-site parking is required. Employee parking will be provided by employers utilizing legal parking methods including nearby parking lots. It will be discussed in the Subcontract agreements that no street parking will be allowed during work hours to leave available for the local businesses and citizens. Subcontractors can utilize the nearby parking and shuttle to the site but they will not be allowed to use adjacent parking without prior authorization.

L. Special Measures as Necessary

The buildings will be erected utilizing a small 80-Ton RT Crane. Once an erector /crane has been selected, the contractor will further review and discuss with the City to update this plan if needed particularly for any in-street crane parking. Should we encounter any groundwater, dewatering will be handled by the sitework contractor. This can be further discussed with the Contractor at the Preconstruction meeting for specific details.

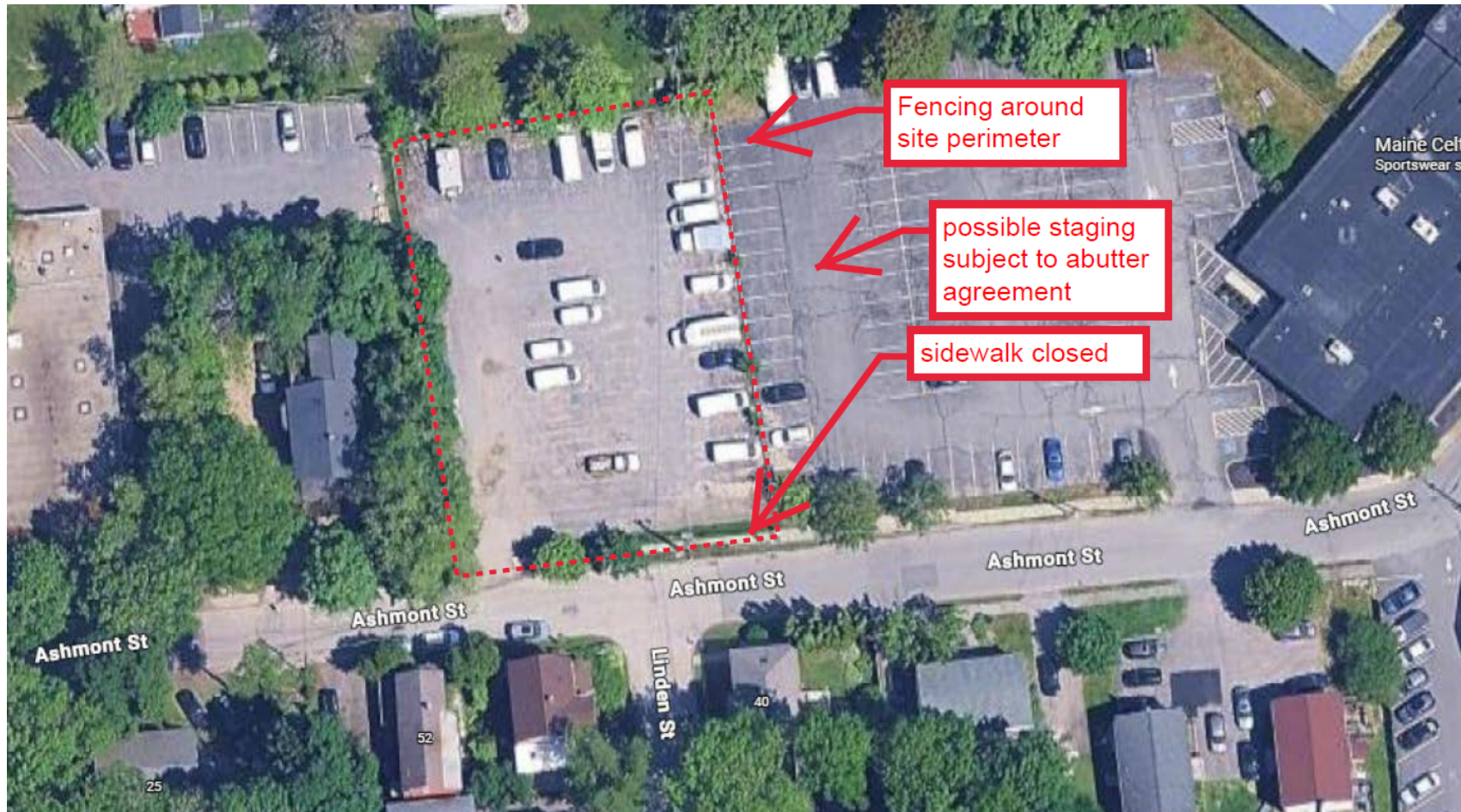
M. Project truck routing

All truck deliveries will be routed as stated below:

Incoming- US Highway I-295 to Forest Avenue, and then left onto Ashmont Street. The gate entrance will be located at the front of the project off Ashmont Street.

Outgoing- Leave site via signalized intersection, turn left or right and head to highway or points intown Portland.

Ashmont Street/Temporary Pedestrian Access Plan



Signage at Construction Gates

Deliveries

Due to the confined nature of the site, we will implement a Just In Time Delivery system to minimize onsite material storage.



June 25, 2026

Dear Neighbor:

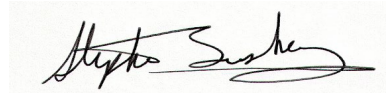
Please join us for a rescheduled Neighborhood Meeting to discuss the proposed Major Site Plan application for two affordable housing projects consisting of 30-unit and 33-unit buildings at 41 Ashmont Street in Portland, ME. The project will create 63 studio and one-bedroom individual apartments and 10 parking spaces on a 0.45-acre existing parking lot on Ashmont Street. The 30-unit building will be supported by the MSHA Home for Good, affordable housing program and the applicant will be seeking financing supported by the MSHA Low Income Housing Tax Credit (LIHTC) program for which an application is due in September 2026. A Major Site plan application for DC 509 Forest LLC as applicant, has been submitted to the City of Portland Planning Authority and will be tentatively considered by the Planning Board in upcoming meetings in July and August, 2026. The Project ID is PL-003618-2026.

Meeting Location: United Way of Southern Maine meeting room - see signs for meeting room entry at the rear of the building off the parking lot
550 Forest Avenue Suite 100
Portland, ME 04101

Meeting Date/Time: Monday July 6th, 2026 - 6:00 PM – 7:00 PM

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an “interested parties list”, be invited to participate in a neighborhood meeting. The applicant is seeking a workshop meeting with the Planning Board on July 28th and the neighborhood meeting must be held no less than 21 days prior. We will take attendance and submit a sign-in sheet to the Planning Board. The meeting will last no more than 60 minutes. If you have any questions, please feel free to contact Stephen Bushey 207-770-4657.

Sincerely,

GORRILL PALMER

Stephen Bushey, PE

Senior Associate

Sbushey@ljbinc.com

O 207-770-4657

Note: Under the City of Portland land use code, an applicant for a major site plan, subdivision of over five lots, or zoning map amendment is required to hold a neighborhood meeting no less than twenty-one (21) calendar days before a workshop or public hearing. Should you wish to offer additional comments on this proposed development, you may forward them by e-mail to planning@portlandmaine.gov or by mail to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101



STRUCTURAL

FALL PROTECTION
SAFETY

TRANSPORTATION

SITE DESIGN
Page 164

SURVEY

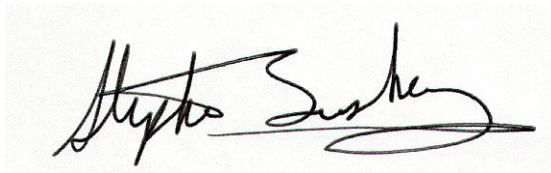
WATER
RESOURCESTECHNOLOGY
& INNOVATION

I, Stephen Bushey, of LJB Inc, hereby certify that a Neighborhood Meeting was held on Monday July 6, 2026, at 6:00 P.M. at the United Way of Southern Maine office at 550 Forest Avenue, in Portland, ME.

I also certify that on June 25, 2026 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1,000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.

Signed,



Stephen Bushey, Sr. Associate

July 7, 2026

Date

Attached to this certification are:

1. Copy of the Invitation Sent
2. Meeting Minutes

June 25, 2026

Dear Neighbor:

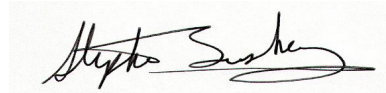
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Sincerely,

GORRILL PALMER

Stephen Bushey, PE

Senior Associate

Sbushey@jlbinc.com

O 207-770-4657

Note: Under the City of Portland land use code, an applicant for a major site plan, subdivision of over five lots, or zoning map amendment is required to hold a neighborhood meeting no less than twenty-one (21) calendar days before a workshop or public hearing. Should you wish to offer additional comments on this proposed development, you may forward them by e-mail to planning@portlandmaine.gov or by mail to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101



STRUCTURAL

FALL PROTECTION
SAFETY

TRANSPORTATION



SITE DESIGN



SURVEY

WATER
RESOURCESTECHNOLOGY
& INNOVATION

Developers Collaborative/Catholic Charities of Maine
Neighborhood Meeting- 41 Ashmont Street Residential Housing
United Way of Southern Maine Conference Rm Forest Ave
July 6, 2026, at 6:00 PM

MEETING MINUTES

1. ATTENDEES

Presenters

Steve Bushey (SRB), LJB
Kevin Bunker (KB) Developers Collaborative (DC)
Amanda Bartlett (AB) Developers Collaborative
Jeff Tiner (JT) Catholic Charities of Maine (CCM)
Virginie Stanley (VS) Invivid Architecture

Neighbors/Interested parties

See attached list

2. MINUTES

- Attendee introductions
- SRB explained City PB process and opportunity for more public comment at upcoming workshop and public hearing.
- KB and AB provided an overview of the project including introduction of DC and Catholic Charities as to who they are and what they do. KB provided overview of overall vision of 509 Forest redevelopment and residential conversion and current goals for 41 Ashmont Street. AB provided slide deck presentation (see attached) of proposed project.
- Questions were taken throughout the duration of the presentation and various general categories of concerns and neighborhood interests were raised. The following is a broad summary of presented information and Q and A:
 - AB explained the programming associated with the 30-unit Home For Good building and the partnership with CCM who will provide 24/7 staffing support in the building. The second building will be a 3- unit 55+ Senior housing apartment building owned and managed by DC. CCM will own the HFG project.
 - The HFG units will all be studio size for individuals and not couples.
 - The Senior housing will all be one bedroom for either individuals or couples.
 - Building height is a concern.
 - Are pets allowed? Rules will apply including allowances for service animals and smaller pets.
 - HFG program has spelled out rules for tenants and what is and isn't allowed. No illegal activities are allowed and if discovered are grounds for removal.

- Outside smoking area to be located at NE corner of site. A suggestion was made to shift to the NW corner closer to the Sahara Club parking lot.
 - Sidewalk improvements are a concern and are needed out to Forest Ave. See attached Sidewalk Connectivity Plan provided by resident Carol R. Schiller. Several questions asked about sidewalks, ADA and general safety.
 - Sahara Club Parking was widely discussed and generally represented that parking in the neighborhood is significantly impacted during their meetings, especially on weekends.
 - Various questions on security and safety. AB explained how tenant applications are taken and a screening process for acceptance is undertaken. Applicants will not line up at the site for entry. Interior and Exterior Security including surveillance cameras will be put into place.
 - AB and JT outlined CCM experience at other locations and their expectations for this development. JT outlined success of current sites and programming particularly related to Emergency services, security, etc. Back and forth dialogue ensued regarding various operational concerns and issues amongst the attendees.
 - Extended discussion regarding HFG target population, CCM goals and objectives for the residents, and long -term operations. JT offered explanations and background.
 - Residents expressed concerns asking fundamental questions on size and compatibility with the neighborhood.
 - More discussion regarding on-street parking conditions in the neighborhood, Sahara Club, street widths, and overall accessibility.
 - Comments regarding parking and lack thereof, and questions related to City code requirements for parking. Without onsite parking won't the neighborhood suffer due to increased parking demands from the development? Senior Housing tenants will have vehicles and will need parking despite proximity to transit.
 - Suggestion that a parking study is needed to include the entirety of the neighborhood. Particularly when Sahara Club is having an event.
 - Traffic and speed issues for Ashmont and surrounding streets. What about bike safety?
 - Concerns raised on density and neighborhood compatibility despite zoning. Building heights are excessive considering adjacent residential structures, most of which are only two-story.
 - Suggestion regarding one-way traffic flow on Ashmont Street.
 - Construction timing and phasing and duration. A construction management plan and methodology to alert residents on a routine basis as to ongoing activities and deliveries would be highly appreciated.
 - Resident support for conducting a second neighborhood meeting to more fully discuss architecture, outside amenities, internal programming spaces etc.
- The meeting ended after about 90 minutes of discussion.

Developer and consultant Team in Attendance:

NAME/Firm	Email
Stephen Bushey/LJB Inc	sbushey@ljbinc.com
Amanda Bartlett/ DC 509 Forest LLC	amanda@dcmaine.com
Alyssa Gilberti/Catholic Charities	apekins@CCMAINE.ORG
Jeff Tiner/Catholic Charities	jtiner@CCMAINE.ORG

7/6/2026

Additional Public Attendance:

NAME/Address	EMAIL/PHONE
CAROL SCHILLER	Schiller, Carol@yahoo.com
SADIE STEWART / TEMPLE BETHEL	events@themaine.org
DONNA PALLEY / STEELE SCUD	palleydonna@yahoo.com
Steve / SCUDDER	scudsteven@yahoo.com
DAVID CARAS	davidLcaras@yahoo.com
Nancy Wagner	nannaw55@gmail.com
Bill Brown / DI Clairmont Court	207 - 775 - 2338
Patricia Burrows	BurrowsPAS3@hotmail.com
PAUL SARVIS	psarvis51@gmail.com
Ken Dunlap	grd@arrgh.net
Alice Kornhauser	ALICE@AARGH.NET
Ali Kaplan	ahkapal@yahoo.com
Penelope Sarvis / 24 Linden St	pjsarvis@gmail.com
JIM KESSLER 46 Longfellow	jkessler@maine.rr.com
Ann MacLauchlin 5 Holwell St.	ann.maclauchlin@gmail.com
Bill Moore 5 Holwell St	bill.pinetree data@gmail.com
Audrey Rolfe 89 Longfellow St.	rolfeaudrey@gmail.com
BOB ROLFE 24 Longfellow	jrolfe1966@gmail.com
Junica Locke	tamaj@gmail.com
CMO GRADY	452 DEERING A CMO950@gmail.com
Melissa Flink 9 Longfellow Street	melissa.gross507@gmail.com
Kristen O'Neill	KristenLockabx@gmail.com
Stephanie Kelley	stephanne.a.kelley@gmail.com
Mary Kiffney	mkiffney@gmail.com
Helen Jerlach / 19 Cottage St	helenjerlach@gmail.com
John Bowllan / 52 Ashmont St	jbowlan@gmail.com
LARS JERLACH / 19 COTTAGE ST.	ljerlach@gmail.com
DAVID SCOTT / 15 Longfellow St	dscttina@gmail.com
Regina Phillips	rphillips@portlandmaine.gov
BRIAN TANTON	bctanton@gmail.com

41 Ashmont Street Neighborhood Meeting Sign-In Sheet

July 6, 2026

United Way of Southern Maine Conference Room 550 Forest Ave Suite 100

Multi-Unit Residential Development at 41 Ashmont Street Portland ME

Member of the Public in Attendance:

NAME/Address	EMAIL/Phone
DALE KINNEY 26 WILLIAM ST	kinneyfam@maine.rr.com 760-0273
Jeff Gregory 40 Ashmont St	svk7K4029.eicloud.com
Dan Bergeron 40 Ashmont St	berged@maine.rr.com
JUDY ROBERTSON C2 CLAIRMONT CT	judyrob@usa.net
Deirdre Dupree 16 Clairmont Ct	deirdredupree@gmail.com
Julie Kilcoyne Clairmont Ct	Kilcoy2@aol.com
THERESA MCAULIFFE 38 LONGFELLOW ST	theresa.mcauliffe@gmail.com
TOM McAdam 25 Cottage St	barbel2@aol.com
Justin van Soest 45 Longfellow	JVSSHOP@GMAIL.COM
Kierston Van Soest 45 Longfellow	Kpvansoest@gmail.com
Marcia Goldenberg 59 Longfellow	marcia.goldenberg@maine.edu
SUZANNE MURPHY 57 LONGFELLOW	smurphkitten@gmail.com
Megan Roberts 15 Cottage St	m.g.roberts90@gmail.com
CHRIS DINGWELL 28 HOLWELL ST.	chris@chrisdingwellartco.com
Daphne Brackett C1 Clairmont Court	daphnebrackett@icloud.com
Michael Hillard 59 Longfellow	mhillard@maine.edu
Rebecca Schroeder F2 Clairmont Ct	rebeckerschroeder@gmail.com
Kyle Patten 15 Holwell St., Portland, ME	KylePatten@gmail.com
Katie Patten 15 Holwell St., Portland, ME	Katiepatten2@gmail.com
Maria Harris 134 Oakdale St	mhharris@gmail.com
Phil Carlstrom 11 Cottage St	ECarlstrom86@gmail.com
David DiConzo 550 Forest Ave	david@coastportmgmt.com
Colby Willette 550 Forest Ave	Colbyw@coastportmgmt.com
STEVE HOFFMAN 14 FREEMAN	stevchoffman7047@gmail.com
MINDY FOX 14 Freeman St.	mindyfox68@gmail.com
Jack Vreeland 147 Deering Ave	JackVreeland@gmail.com
MATTHEW JONES 22 Cottage St.	mryderj@gmail.com
Brian Burrell 21 Longfellow St.	bburrell@maine.edu

James Costello C5 Clairmont J.COSTELLO04/03@hotmail
Megan Tazzic C6 Clairmont megantazzi@gmail.com
Katie Andrews Katiegussie@gmail.com

tommy Wilson tmWilson7@gmail.com

41 Ashmont

Neighborhood Meeting

July 6, 2026



Placemaking and Purpose

- History of acquisition 41 Ashmont and 501-533 Forest
- Vision: Diverse Needs, Diverse Solutions
- 38-Unit Market Rate/Mixed-Use/Historic Renovation Complete
- Next Up, Affordable Senior Housing and Permanent Supportive Housing
- Result: Thoughtful, Mixed-income 101-unit Housing Continuum



41 Ashmont Plan Overview

2 Projects: 30-Unit Permanent Supportive Housing and 33-Unit Affordable Senior Housing

Catholic Charities Maine: Providing 24/7 Onsite Services for PSH/Home for Good Project

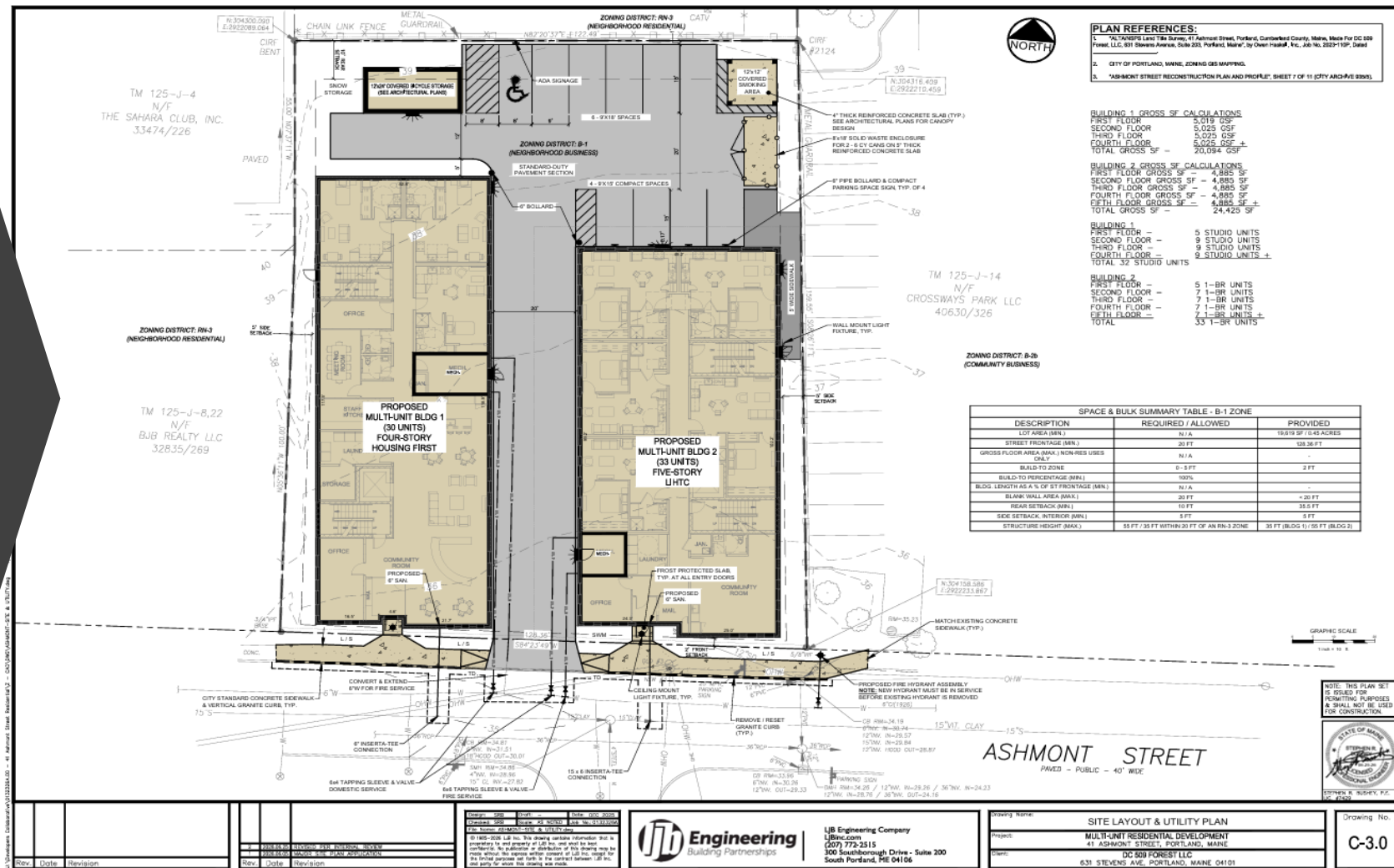
Developer: Developers Collaborative

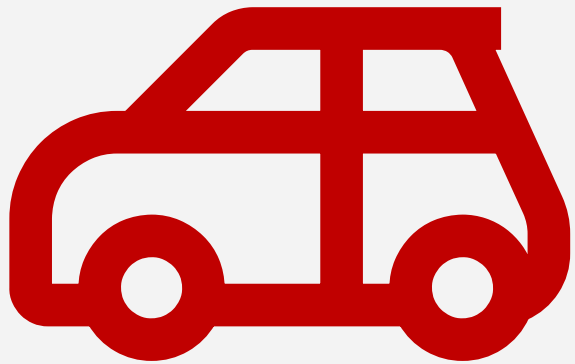
Professional Onsite Property Management : DC Management



Street View

Site Plan

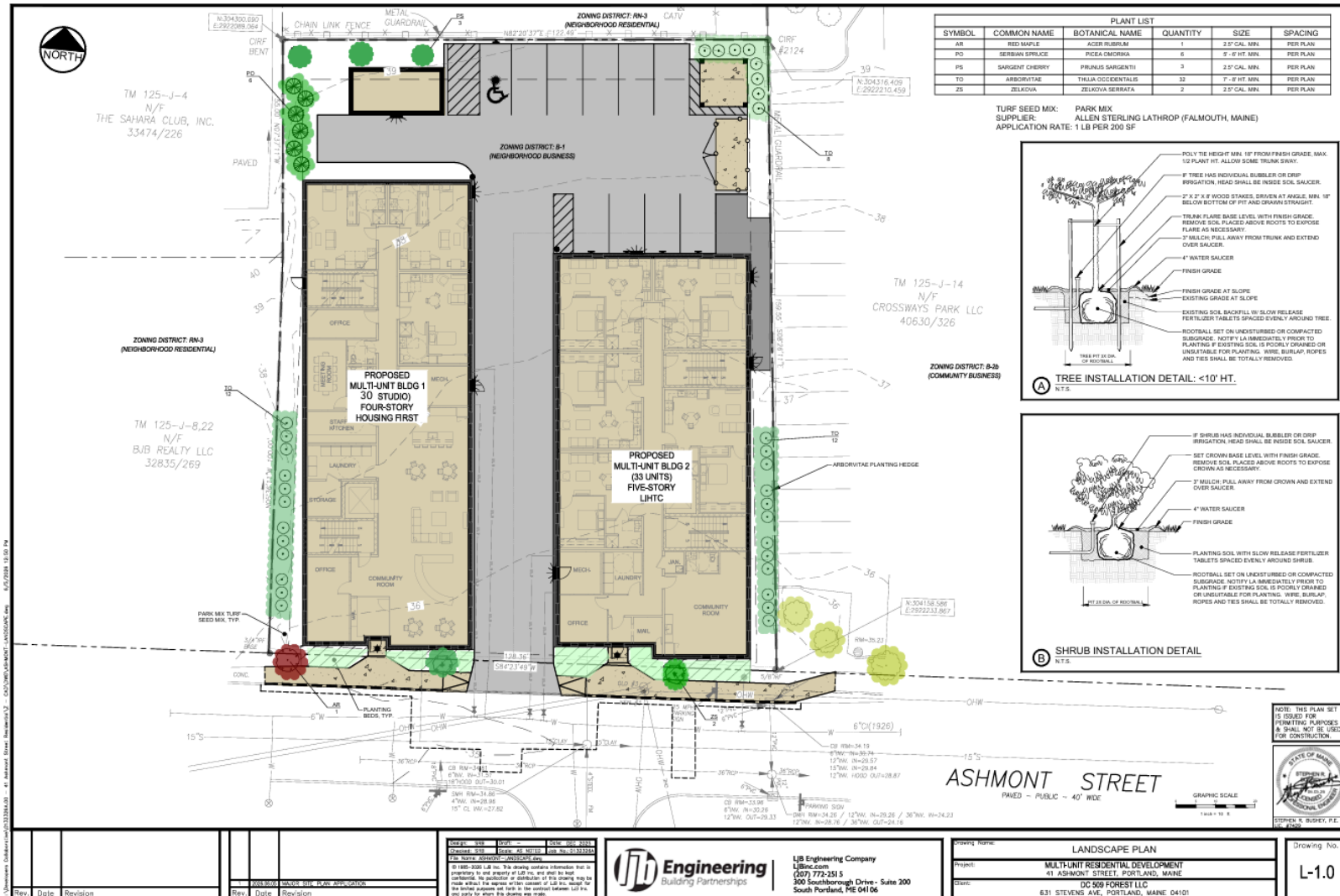




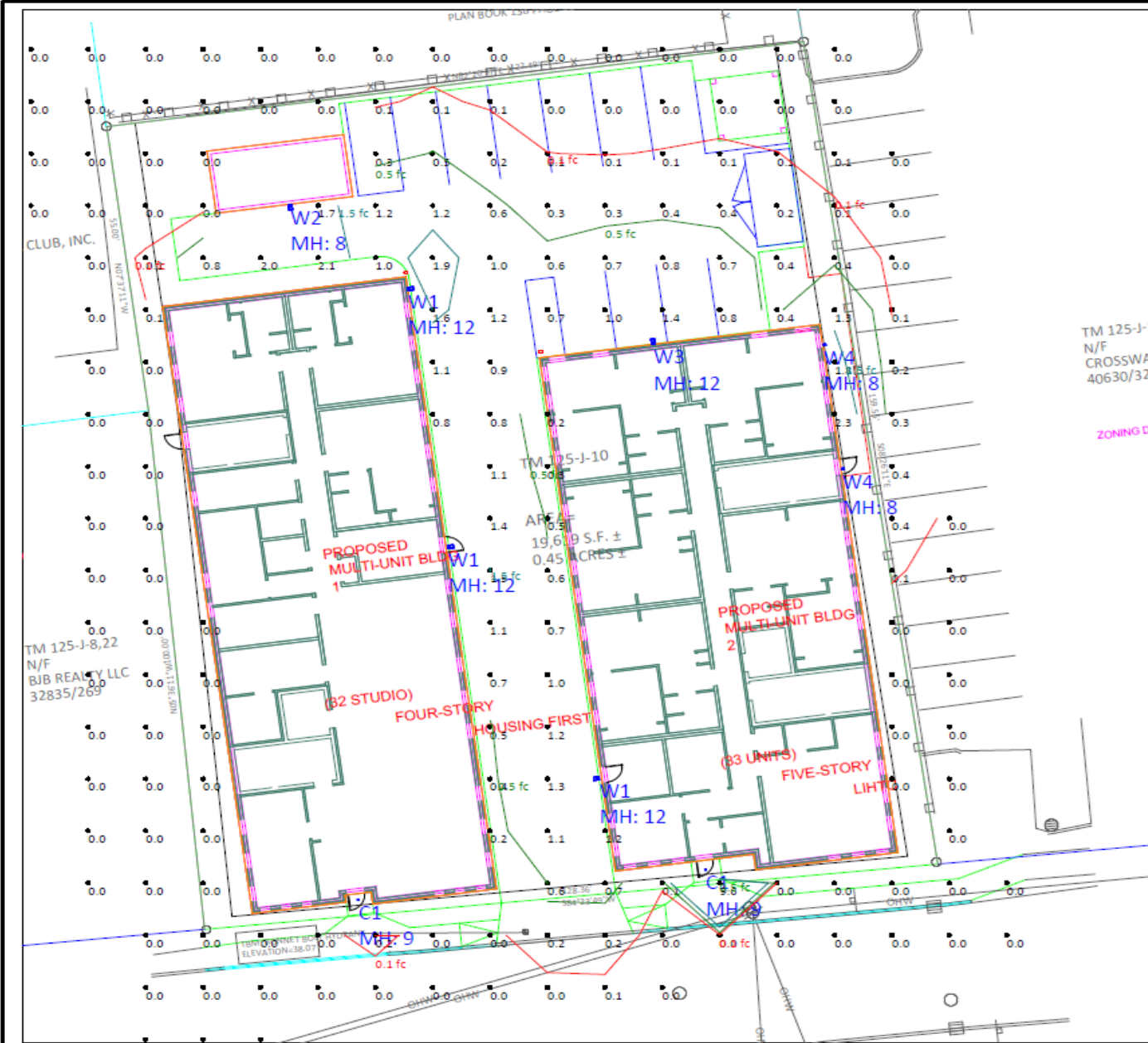
Parking Plan

- Parking in rear of building for Home for Good project
- Based on experience, HFG projects require parking for providers/staff only
- For these housing types within ½ mile of bus stop, city policy and financial feasibility drive off-street parking limitations.

Landscape Plan and Buffering



Lighting Plan



Affordable Senior 55+

- 33, 1-Bedroom Units
- Onsite Resident Services Coordinator
- Professional Property Management
- Eligibility 55+ with incomes below 60% AMI (Currently 58,440/yr for an individual and 66,780/yr for a couple). All applicants subject to screening by DC Management.
- Current rent limit \$1565/mo



Home for Good

- Housing Intervention with 24/7 onsite Supportive Services – CCM
- Serves 30 individuals exiting chronic homelessness
- Residents pay 30% of Income Towards Rent
- Capital Funding From MaineHousing, Services Funding from DHHS
- Eligibility screening conducted by Catholic Charities, DC Management and MaineHousing
- Catholic Charities Maine Team Info



What's Next?



PB Workshop July 28th



Targeting 2027 Construction Starts



Maintaining Open Line of Communication Throughout Process

Follow-up

- Amanda Bartlett,
Director of Mission and
Community Impact,
Developers Collaborative,
Amanda@dcmaine.com



Questions and Comments

Notice of Public Meeting Certification

I, Stephen Bushey/LJB Inc. hereby certify that a notice of neighborhood meeting sign was posted from 07/28/26 to 08/11/26 prior to the Planning Board workshop held on 08/11/26 for the proposed project PL-003618-2026 located at 41 Ashmont Street.



Signed

A handwritten signature in black ink, appearing to read "Stephen Bushey", written over a light-colored, textured background.

July 29, 2026

PROJECT PARCEL SITE		
ZONING: B-1 (NEIGHBORHOOD BUSINESS)		
PORTLAND TAX ASSESSOR'S MAP AND LOT NUMBERS		
MAP	BLOCK	LOT
125	J	10

CURRENT LAND OWNER:
DC 509 FOREST LLC
631 STEVENS AVE, SUITE 203
PORTLAND, ME 04103

C.C.R.D. BOOK 39688, PAGE 007

DEVELOPER / APPLICANT:
DC 509 FOREST LLC
631 STEVENS AVE, SUITE 203
PORTLAND, ME 04103
CONTACT: KEVIN BUNKER / AMANDA BARTLETT / LAURA READING
207.772.7673
bunker.kevin@gmail.com

INDEX

- C-1.0 COVER SHEET
- C-1.1 GENERAL NOTES & LEGEND
- C-1.2 ALTA / NSPS LAND TITLE SURVEY (BY OWEN HASKELL, INC.)
- C-2.0 EXISTING CONDITIONS & REMOVALS PLAN
- C-3.0 SITE LAYOUT & UTILITY PLAN
- C-3.1 RECORDING PLAT
- C-4.0 GRADING, DRAINAGE & EROSION CONTROL PLAN
- C-5.0 SITE & MISCELLANEOUS DETAILS
- C-5.1 SITE & MISCELLANEOUS DETAILS
- C-5.2 SITE & MISCELLANEOUS DETAILS
- C-5.3 SITE & MISCELLANEOUS DETAILS
- C-5.4 SITE & MISCELLANEOUS DETAILS
- C-5.5 SITE & MISCELLANEOUS DETAILS
- *C-6.0 UTILITY PROFILES
- L-1.0 LANDSCAPE PLAN
- *CONSTRUCTION MANAGEMENT PLAN

* NOT INCLUDED IN THIS PLAN SET

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

Stephen R. Bushey

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

UTILITIES

WATER:
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104
207.761.8310
CONTACT: ROBERT BARTELS
rbartels@pwd.org

SEWER:
CITY OF PORTLAND
PUBLIC SERVICES DIVISION
212 CANCO ROAD
PORTLAND, MAINE 04103
207.874.8840
CONTACT: KEITH GRAY / BRAD ROLAND

ELECTRIC:
CENTRAL MAINE POWER
162 CANCO ROAD
PORTLAND, MAINE 04103
207.842.2367
CONTACT: JAMIE COUGH

TELEPHONE:
FIDIDIUM FIBER
600 SABLE OAKS DRIVE
SOUTH PORTLAND, MAINE 04106
207.409.2557
CONTACT: SEAN McCULLOUGH
sean.mccullough@fidium.com

NATURAL GAS:
NORTHERN UTILITIES / UNITIL
376 RIVERSIDE INDUSTRIAL PARKWAY
PORTLAND, MAINE 04103
207.541.2536
CONTACT: SCOTT CARPENTER
carpenter@unitil.com

CABLE TV:
TIME WARNER CABLE / SPECTRUM
115 JOHNSON ROAD
PORTLAND, MAINE 04102
207.253.2324
CONTACT: MARK PELLETIER

DIG SAFE:
CALL BEFORE YOU DIG
DIAL 811 (AT LEAST 72 HRS IN ADVANCE)

LOCAL

MAJOR SITE PLAN & CONDITIONAL
USE APPLICATIONS:

BUILDING PERMIT:

UTILITY OPENING PERMITS:

STREET OPENING PERMIT:

PERMITS / APPROVALS

GOVERNING BODY

CITY OF PORTLAND PLANNING AUTHORITY
CITY HALL, CONGRESS STREET
PORTLAND, MAINE 04103
207.874.8608
CONTACT: ANDREW GRAMINSKI
EMAIL: agraminski@portlandmaine.gov

CITY OF PORTLAND CODE ENFORCEMENT OFFICE
CITY HALL, CONGRESS STREET
PORTLAND, MAINE 04103
207.874.8900

CITY OF PORTLAND PUBLIC SERVICES DIVISION
212 CANCO ROAD
PORTLAND, MAINE 04103

CITY OF PORTLAND PUBLIC SERVICES DIVISION
212 CANCO ROAD
PORTLAND, MAINE 04103

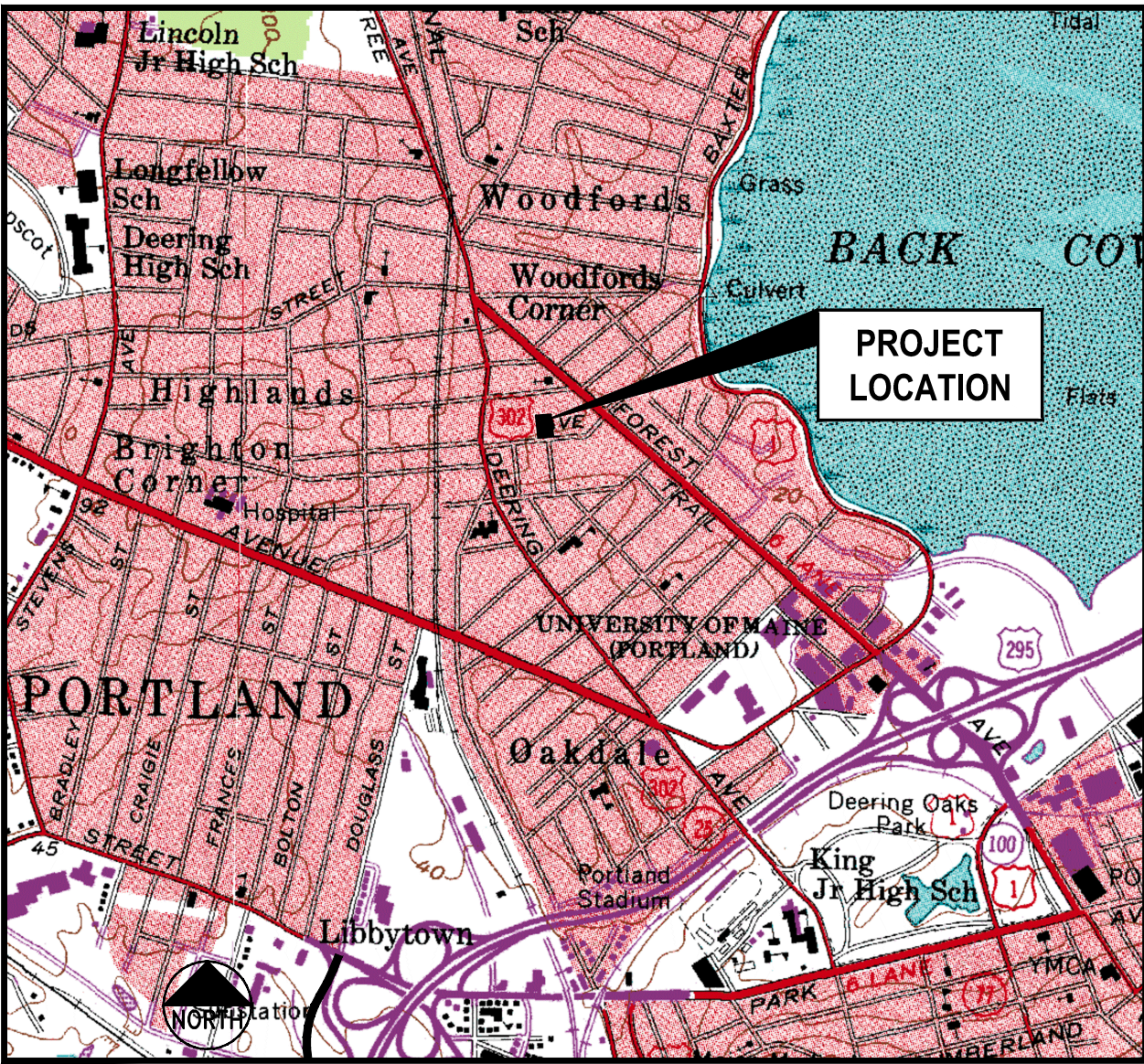
STATUS

MAJOR SITE PLAN APPLICATION: JUNE 05, 2026

BY OWNER/ARCHITECT

BY CONTRACTOR

BY CONTRACTOR



LOCATION MAP
N.T.S.

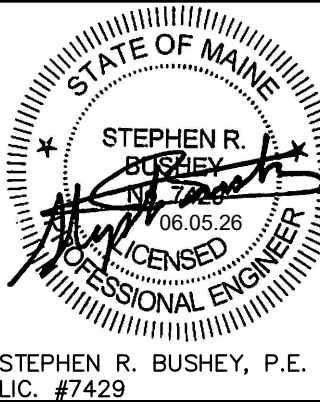
CONSULTANT LIST

CIVIL ENGINEER:
LJB Inc.
300 SOUTHBOROUGH DRIVE, SUITE 200
SOUTH PORTLAND, MAINE 04106
207.772.2515
ATTN: STEPHEN BUSHEY
sbushey@gorrillpalmer.com

SURVEYOR:
Owen Haskell, Inc
390 US ROUTE 1, UNIT 10
FALMOUTH, ME 04105
207.774.0424
ATTN: RANDY LOUBIER

ARCHITECT:
INVIVID ARCHITECTURE
631 STEVENS AVE, SUITE 200
PORTLAND, ME 04103
207.939.7602
ATTN: VIRGINIA STANLEY AIA
virginia@invividarchitecture.com

NOTE: THIS PLAN SET
IS ISSUED FOR
PERMITTING PURPOSES
& SHALL NOT BE USED
FOR CONSTRUCTION.



Rev.	Date	Revision

Rev.	Date	Revision
1	2026.06.05	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: —	Date: DEC 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0132326A
File Name: ASHMONT-COVER.dwg		
© 1985–2026 LJB Inc. This drawing contains information that is proprietary to and property of LJB Inc. and shall be kept confidential. No publication or distribution of this drawing may be made without the express written consent of LJB Inc. except for the limited purposes set forth in the contract between LJB Inc. and party for whom this drawing was made.		



LJB Engineering Company
LJBinc.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	COVER SHEET
Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMONT STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.
C-1.0

1. THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
4. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF THE FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT.

1. ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. BITUMINOUS CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.01, 703.07, AND 609.04.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.
5. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS AND STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
6. SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.
7. STOP BARS SHALL BE 12" WIDE.
8. PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

3. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $n = 0.013$ OR LESS.

2. AN "AS-BUILT" CERTIFICATION OF THE STORMWATER DRAINAGE SYSTEM BY A REGISTERED ENGINEER IS REQUIRED PRIOR TO THE OWNER ACCEPTING THE BUILDING AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT.

3. SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.

4. ALL DISTURBED AREAS NOT TO BE PAVED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM, SEED, FERTILIZER AND MULCH.

5. **COMPACTION REQUIREMENTS:**

LOCATION	MINIMUM COMPACTION
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS, AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557.

6. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

7. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS. ALL ADA COMPLIANT PARKING SPACES SHALL BE PAVED WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE WORK CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH CONSOLIDATED COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC WORKS DEPARTMENT.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.
5. COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS. IN CASE OF CONFLICT, THE MORE STRINGENT STANDARDS SHALL APPLY.
6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY.
7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.

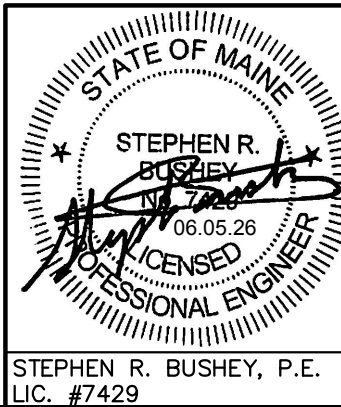
1. ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.
2. PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.
3. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM, SEED, FERTILIZER, AND MULCH.
4. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TOP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 4" LOAM, SEED, FERTILIZER AND MULCH.
5. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.
6. ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.
7. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.
8. THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
9. NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.
11. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.

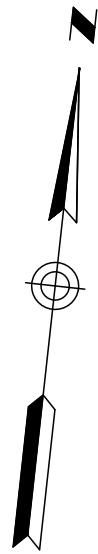
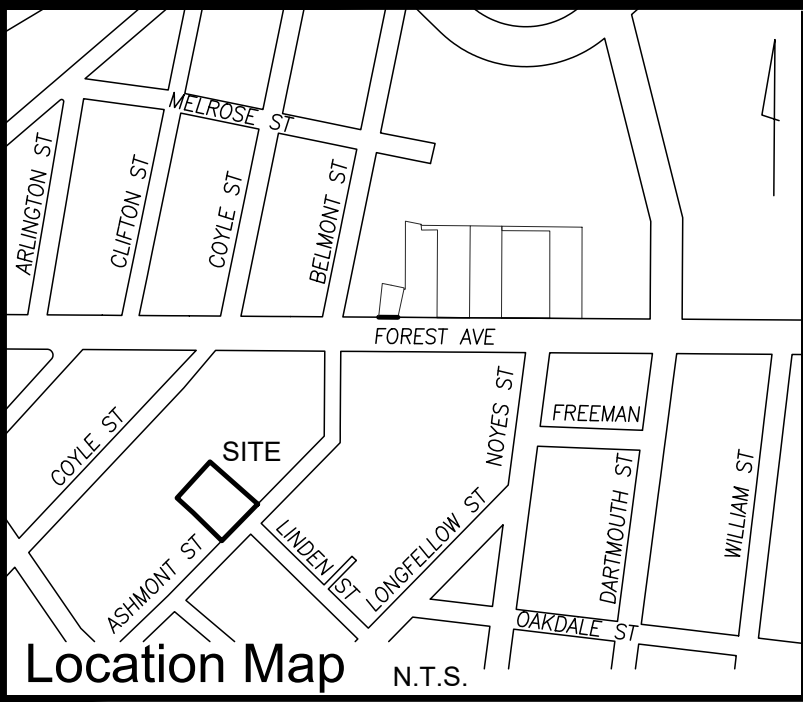
3. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER EROSION CONTROLS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.
3. PRIOR TO PAVING, THE CONTRACTOR SHALL FLUSH SILT FROM ALL STORM LINES.
4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
5. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD. SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR.
6. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.
7. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION / SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
8. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.
9. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY. FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS $\frac{1}{2}$ THE STRUCTURE HEIGHT.
10. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION & SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONVERSATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 1991"

EXISTING	LEGEND	PROPOSED	
	EXISTING STRUCTURE		BUILDING
	EDGE OF TRAVEL WAY, PAVEMENT, ROADS, DRIVES		PROPERTY LINE
	CURBING		RETAINING WALL
	PROPERTY LINE		CURBING
	EASEMENT LINE		VERTICAL GRANITE*
	OVERHEAD ELECTRIC LINES / OVERHEAD WIRES		SLOPED GRANITE*
	UNDERGROUND GAS MAIN		EDGE OF PAVEMENT
	UNDERGROUND TELEPHONE LINE		GRADING CONTOUR LINE
	WATER LINE		SPOT ELEVATION
	WATER GATE VALVE		GUARD POST/BOLLARD
	STORM DRAIN LINE		POLE WITH LIGHT FIXTURE(S)
	SANITARY SEWER LINE		FREESTANDING SIGN
	ROADWAY PAVEMENT STRIPING		BARRIER FREE PARKING SYMBOL
	FENCE		PEDESTRIAN CROSSWALK
	EXISTING CONTOUR LINE		DIRECTION OF TRAFFIC FLOW
	EXISTING WETLANDS		UNDERGROUND TELEPHONE / CABLE
	UTILITY POLE		UNDERGROUND ELECTRIC/TELEPHONE
	SIGN		WATER LINE
	LIGHT POLE		SEWER LINE
	CATCH BASIN		GAS LINE
	SEWER MANHOLE		STORM DRAIN LINE
	HYDRANT		HYDRANT
	TREES, LANDSCAPING		WATER GATE VALVE
			WATER SHUT OFF VALVE
			MANHOLE
			CATCH BASIN
			EXISTING CATCH BASIN TO BE ALTERED
			RIPRAP
			SILT FENCE
			CHAIN LINK OR SAFETY FENCE
			WOOD FENCE
			GUIDE RAIL
			LIMIT OF WORK
			STONE SEDIMENT BARRIER
			TRANSFORMER PAD

* OWNER RESERVES THE RIGHT TO MODIFY ALL
ONSITE CURBING TO SLIPFORM CONCRETE

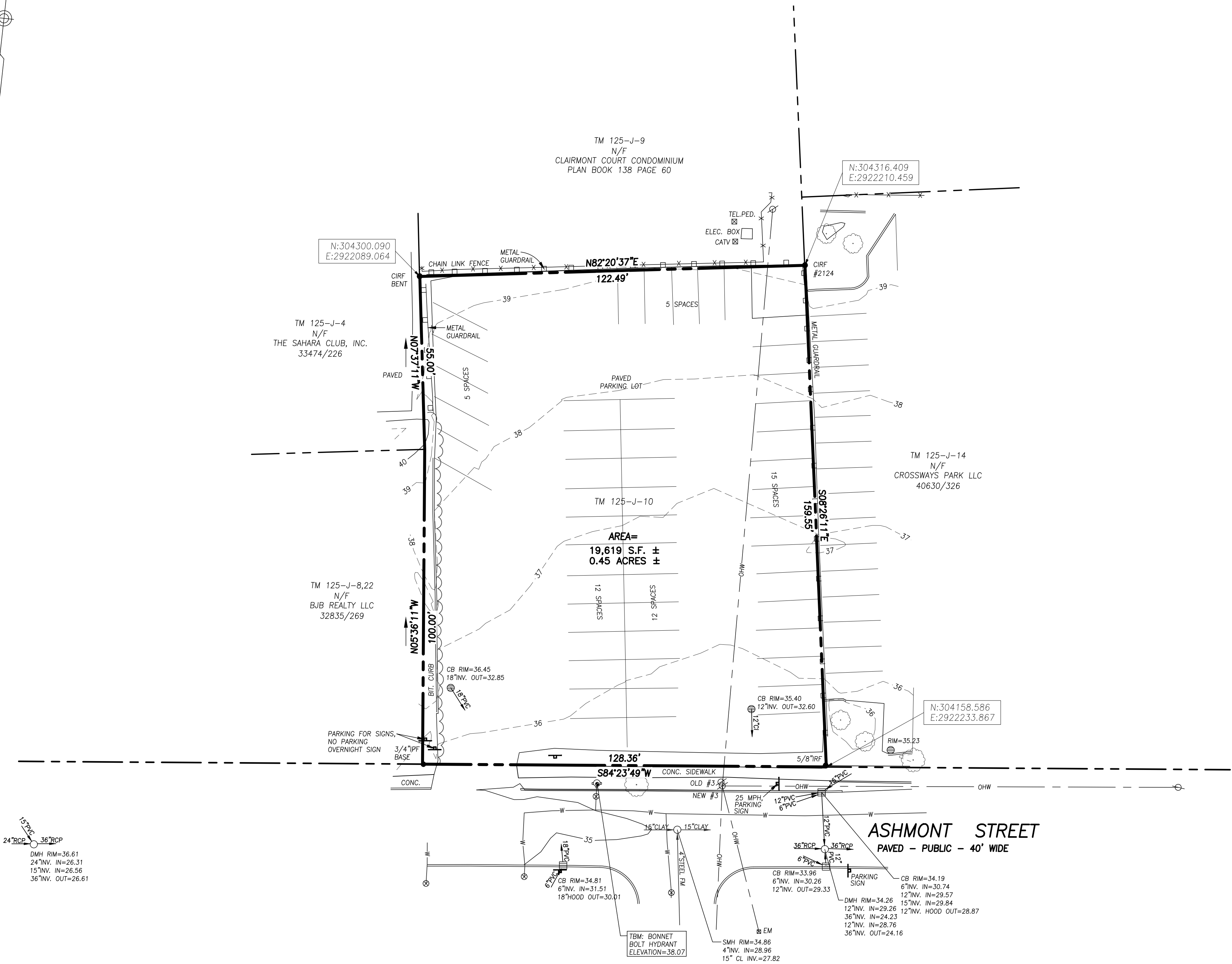
NOTE: THIS PLAN SET
IS ISSUED FOR
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[illegible]



Legend

- IRON PIPE OR ROD FOUND
- UTILITY POLE
- MANHOLE
- SIGN
- CATCH BASIN
- HYDRANT
- WATER VALVE OR SHUTOFF
- DECIDUOUS TREE
- CURB
- FENCE
- OHW OVERHEAD WIRES
- W WATER LINE
- SD STORM DRAIN
- SS SANITARY SEWER
- N/F NOW OR FORMERLY
- 000/000 DEED BOOK / PAGE
- P.O.B. POINT OF BEGINNING
- CONC. CONCRETE
- △ POSSIBLE ENCROACHMENT
- ① SCHEDULE B EXCEPTION



Plan References

- "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR ALTON B. WARREN MARCH 30, 1956" BY H.I. & E.C. JORDAN CIVIL ENGINEERS.
- "PLAN OF PROPERTY IN PORTLAND, MAINE FOR MIDEASTERN DEVELOPMENT CORP. JAN. 12, 1973" BY H.I. & E.C. JORDAN SURVEYORS.
- "PLAN OF LAND IN PORTLAND, MAINE FOR ASHCO, INC. FEB. 1969" BY OWEN HASKELL, INC.
- "PLAN OF LAND IN PORTLAND, MAINE FOR B & D REALTY AUG. 24, 1976" BY OWEN HASKELL, INC.
- "SURVEY PLAN OF CLAIRMONT COURT CONDOMINIUM IN PORTLAND, MAINE FOR CLAIRMONT COURT, INC. MARCH 16, 1981 REVISED JUNE 28, 1983" BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 138, PAGE 60.
- "STANDARD BOUNDARY SURVEY ON ASHMONT ST., PORTLAND, MAINE MADE FOR CASCO NORTHERN BANK, N.A. NOV. 24, 1995" BY OWEN HASKELL, INC.
- "PLAN OF PROPERTY, PORTLAND, MAINE FOR THE DARTMOUTH COMPANY" RECORDED IN PLAN BOOK 120, PAGE 8.

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X (AREAS OF MINIMAL FLOODING) OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 23005C0691F, WHICH BEARS AN EFFECTIVE DATE OF JUNE 20, 2024 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.



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

- OWNER OF RECORD:
DC 509 FOREST LLC
631 STEVENS AVENUE, SUITE 203, PORTLAND, MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK 39688 PAGE 7
TAX MAP 125 BLOCK J LOT 10 #41 ASHMONT STREET
- BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATE SYSTEM, WEST ZONE, NAD 83. ELEVATIONS ARE BASED ON CITY DATUM.
- THERE ARE 49 DELINEATED REGULAR SPACES ON SITE.

Boundary & Topographic Survey

41 Ashmont Street
Portland, Cumberland County, Maine
Made For
DC 509 Forest, LLC
631 Stevens Avenue, Suite 203, Portland, Maine

Surveyor's Certification

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

Randy R. Loubier
RANDY R. LOUBIER, PLS #2407

11/03/2025
DATE



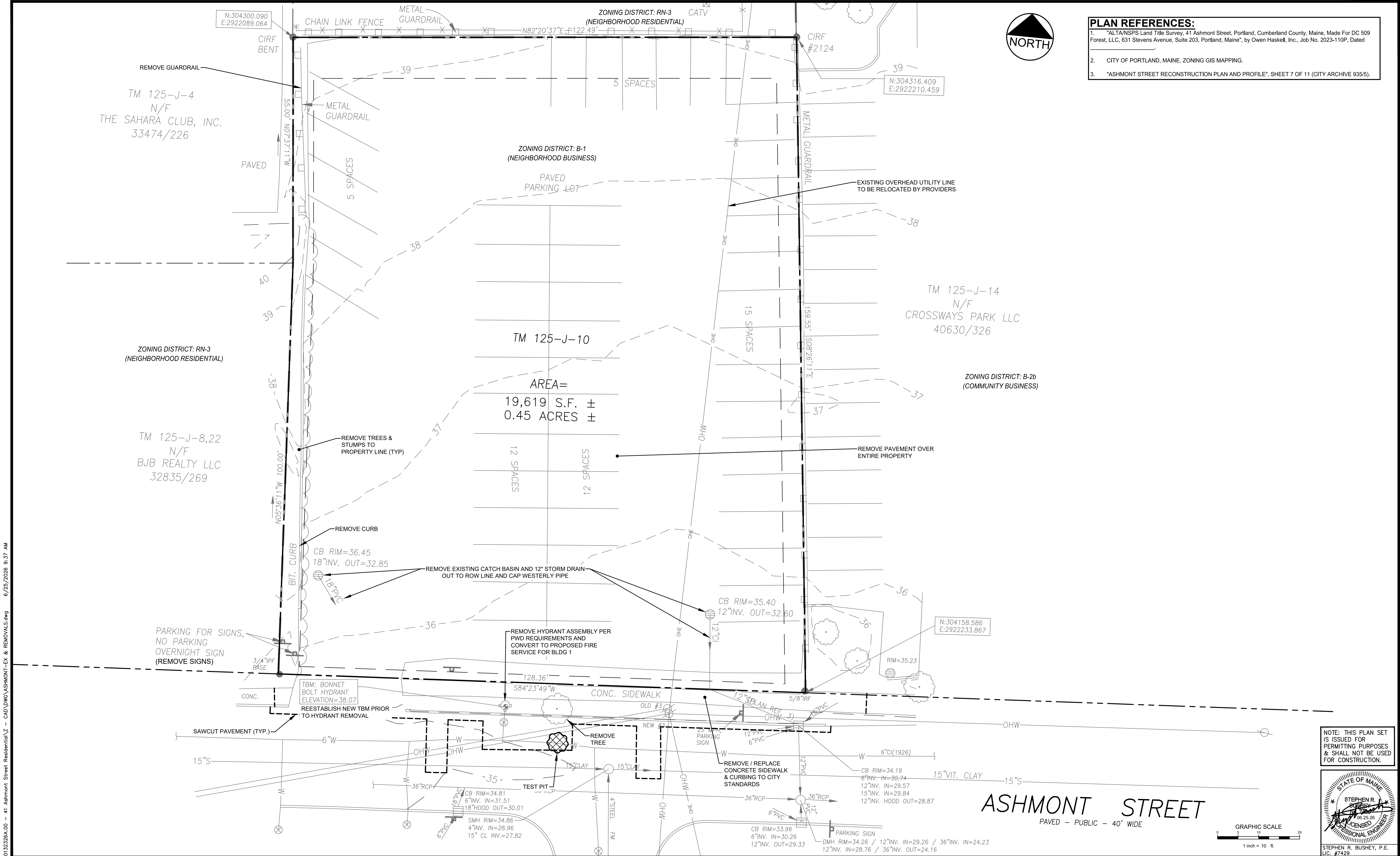
OWEN HASKELL, INC.

PROFESSIONAL LAND SURVEYORS

390 U.S. ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL: 207-774-0424

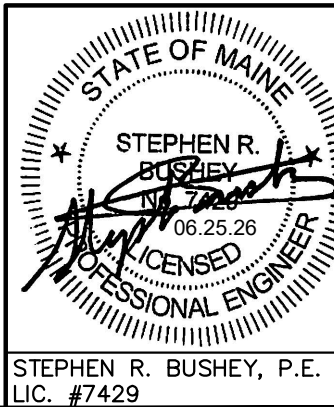
DRAWN BY:	RRL / JLW	FIELD BOOK:	FILE	JOB NO.	2023-110 P
CHECKED BY:	RRL	SCALE:	1" = 20'	DRWG. NO.	1

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- PLAN REFERENCES:**
1. "ALTA/NSPS Land Title Survey, 41 Ashmont Street, Portland, Cumberland County, Maine, Made For DC 509 Forest, LLC, 631 Stevens Avenue, Suite 203, Portland, Maine", by Owen Haskell, Inc., Job No. 2023-110P, Dated 08/25/2023
 2. CITY OF PORTLAND, MAINE, ZONING GIS MAPPING.
 3. "ASHMONT STREET RECONSTRUCTION PLAN AND PROFILE", SHEET 7 OF 11 (CITY ARCHIVE 935/5).

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



Rev.	Date	Revision
1	2026.06.05	MAJOR SITE PLAN APPLICATION
2	2026.06.25	REVISED PER INTERNAL REVIEW

Rev.	Date	Revision
1	2026.06.05	MAJOR SITE PLAN APPLICATION
2	2026.06.25	REVISED PER INTERNAL REVIEW

Design: SRB	Draft: -	Date: DEC 2025
Checked: SRB	Scale: AS NOTED	Job No: 0132326A
File Name: ASHMONT-EX & REMOVALS.dwg		
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LJB Engineering
Building Partnerships

LJB Engineering Company
LJBinc.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	EXISTING CONDITIONS & REMOVALS PLAN
Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMONT STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

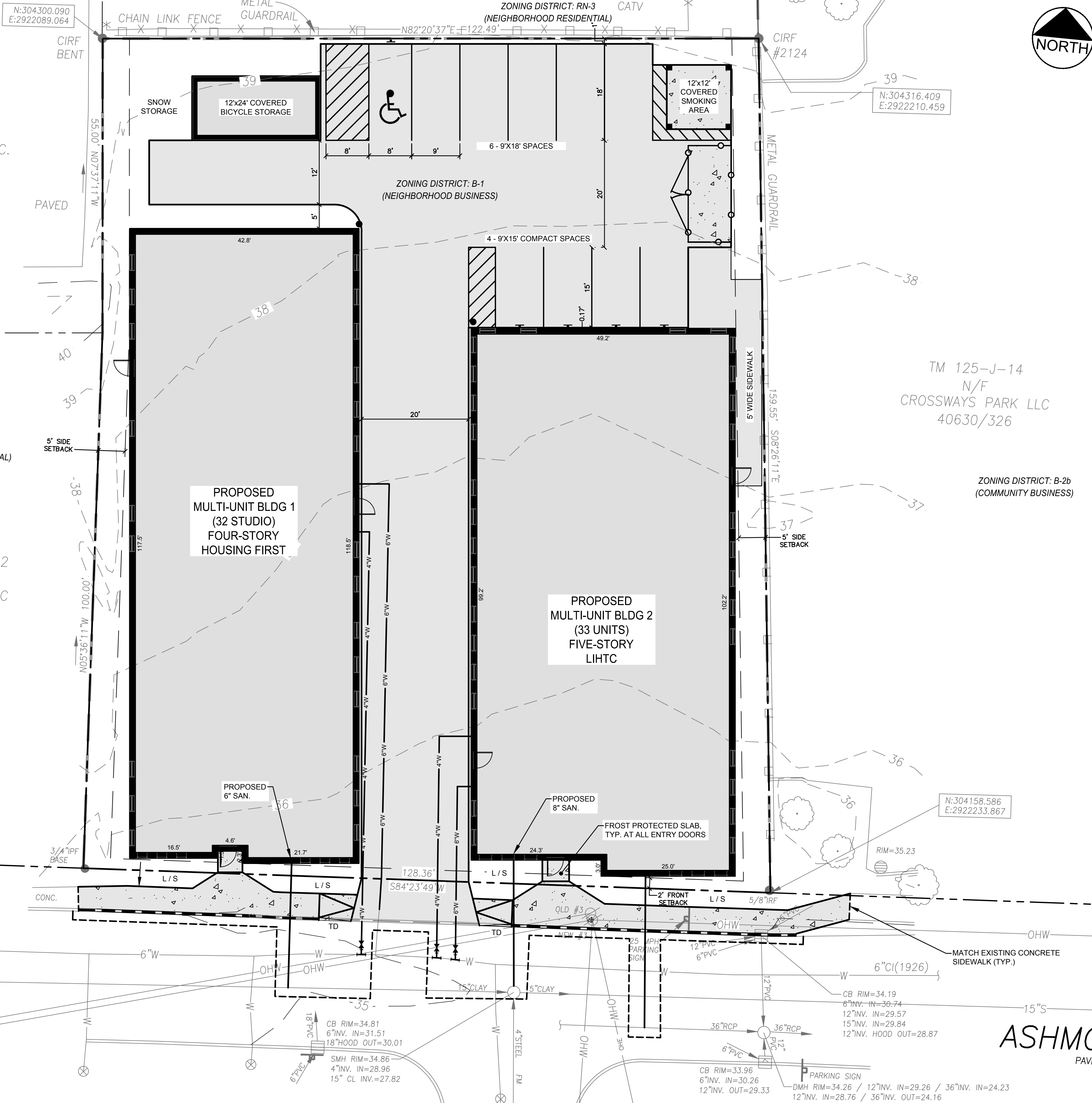
Drawing No.	C-2.0
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TM 125-J-4
N/F
THE SAHARA CLUB, INC.
33474/226

ZONING DISTRICT: RN-3
(NEIGHBORHOOD RESIDENTIAL)

TM 125-J-8,22
N/F
BJB REALTY LLC
32835/269



PLAN REFERENCES:
1. "ALTA/NSPS Land Title Survey, 41 Ashmont Street, Portland, Cumberland County, Maine, Made For DC 509 Forest, LLC, 631 Stevens Avenue, Suite 203, Portland, Maine", by Owen Haskell, Inc., Job No. 2023-110P, Dated _____

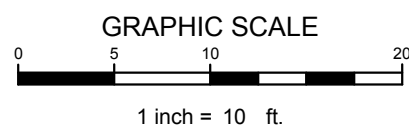
**CITY OF BATH PLANNING BOARD
SITE PLAN/SUBDIVISION APPROVAL**

CHAIRMAN _____

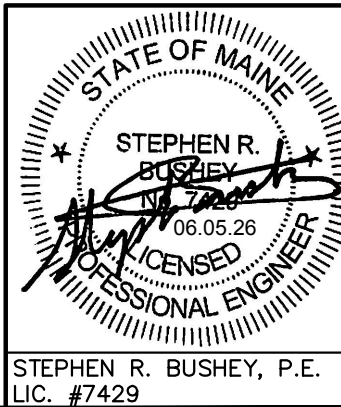
DATE _____

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20____
AT _____h _____m _____M. AND RECORDED IN
PLAN BOOK _____PAGE _____
ATTEST _____
REGISTER

CURRENT LAND OWNER:
DC 509 FOREST LLC
631 STEVENS AVE, SUITE 203
PORTLAND, ME 04103
C.C.R.D. BOOK 39688, PAGE 007



NOTE: THIS PLAN SET
IS ISSUED FOR
PERMITTING PURPOSES
& SHALL NOT BE USED
FOR CONSTRUCTION.



Rev.	Date	Revision
1	2026.06.05	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: -	Date: DEC 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0132326A
File Name: ASHMONT-RECORDING PLAT.dwg		
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LJB Engineering
Building Partnerships

LJB Engineering Company
LJBinc.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: **RECORDING PLAT**

Project: **MULTI-UNIT RESIDENTIAL DEVELOPMENT
41 ASHMON STREET, PORTLAND, MAINE**

Client: **DC 509 FOREST LLC
631 STEVENS AVE, PORTLAND, MAINE 04101**

Drawing No.
C-3.1

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TM 125-J-4
N/F
THE SAHARA CLUB, INC.
33474/226

ZONING DISTRICT: RN-3
(NEIGHBORHOOD RESIDENTIAL)

TM 125-J-8,22
N/F
BJB REALTY LLC
32835/269

TM 125-J-14
N/F
CROSSWAYS PARK LLC
40630/326

ZONING DISTRICT: B-2b
(COMMUNITY BUSINESS)

PLAN REFERENCES:

- "ALTA/NSPS Land Title Survey, 41 Ashmont Street, Portland, Cumberland County, Maine, Made For DC 509 Forest, LLC, 631 Stevens Avenue, Suite 203, Portland, Maine", by Owen Haskell, Inc., Job No. 2023-110P, Dated
- CITY OF PORTLAND, MAINE, ZONING GIS MAPPING.
- "ASHMONT STREET RECONSTRUCTION PLAN AND PROFILE", SHEET 7 OF 11 (CITY ARCHIVE 935/5).

BUILDING 1 GROSS SF CALCULATIONS

FIRST FLOOR	5,019 GSF
SECOND FLOOR	5,025 GSF
THIRD FLOOR	5,025 GSF
FOURTH FLOOR	5,025 GSF ±
TOTAL GROSS SF	20,094 GSF

BUILDING 2 GROSS SF CALCULATIONS

FIRST FLOOR GROSS SF	4,885 SF
SECOND FLOOR GROSS SF	4,885 SF
THIRD FLOOR GROSS SF	4,885 SF
FOURTH FLOOR GROSS SF	4,885 SF
FIFTH FLOOR GROSS SF	4,885 SF ±
TOTAL GROSS SF	24,425 SF

BUILDING 1

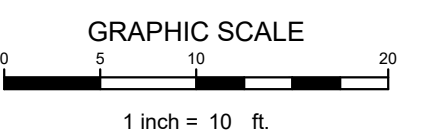
FIRST FLOOR	5 STUDIO UNITS
SECOND FLOOR	9 STUDIO UNITS
THIRD FLOOR	9 STUDIO UNITS
FOURTH FLOOR	9 STUDIO UNITS ±
TOTAL 32 STUDIO UNITS	

BUILDING 2

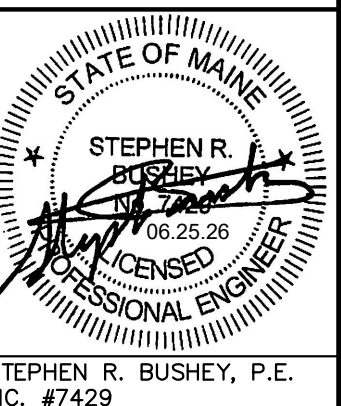
FIRST FLOOR	5 1-BR UNITS
SECOND FLOOR	7 1-BR UNITS
THIRD FLOOR	7 1-BR UNITS
FOURTH FLOOR	7 1-BR UNITS
FIFTH FLOOR	7 1-BR UNITS ±
TOTAL	33 1-BR UNITS

SPACE & BULK SUMMARY TABLE - B-1 ZONE

DESCRIPTION	REQUIRED / ALLOWED	PROVIDED
LOT AREA (MIN.)	N / A	19,619 SF / 0.45 ACRES
STREET FRONTAGE (MIN.)	20 FT	128.36 FT
GROSS FLOOR AREA (MAX.) NON-RES USES ONLY	N / A	-
BUILD-TO ZONE	0 - 5 FT	2 FT
BUILD-TO PERCENTAGE (MIN.)	100%	
BLDG. LENGTH AS A % OF ST FRONTAGE (MIN.)	N / A	-
BLANK WALL AREA (MAX.)	20 FT	< 20 FT
REAR SETBACK (MIN.)	10 FT	35.5 FT
SIDE SETBACK, INTERIOR (MIN.)	5 FT	5 FT
STRUCTURE HEIGHT (MAX.)	55 FT / 35 FT WITHIN 20 FT OF AN RN-3 ZONE	35 FT (BLDG 1) / 55 FT (BLDG 2)



NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



ASHMONT STREET
PAVED - PUBLIC - 40' WIDE

Design: SRB Draft: — Date: DEC 2025
Checked: SRB Scale: AS NOTED Job No.: 0132326A
File Name: ASHMONT-SITE & UTILITY.dwg

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LJBinc.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:

SITE LAYOUT & UTILITY PLAN

Project:

MULTI-UNIT RESIDENTIAL DEVELOPMENT
41 ASHMONT STREET, PORTLAND, MAINE

Client:

DC 509 FOREST LLC
631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.

C-3.0

Project:

41 ASHMONT

41 Ashmont
Portland, ME
Owner/Client:

Developers Collaborative

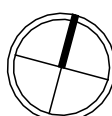
Consultant:

Revisions:

Key Plan:

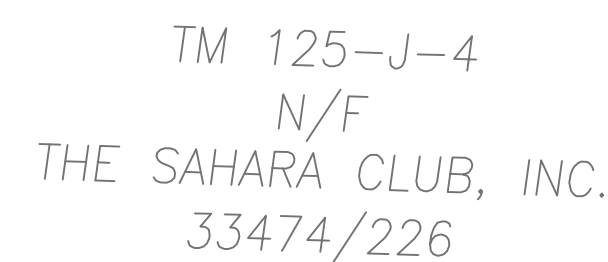
1ST FLOOR PLAN

Scale:
1/8" = 1'-0"



06/05/2026





ZONING DISTRICT: RN-3
(NEIGHBORHOOD RESIDENTIAL)

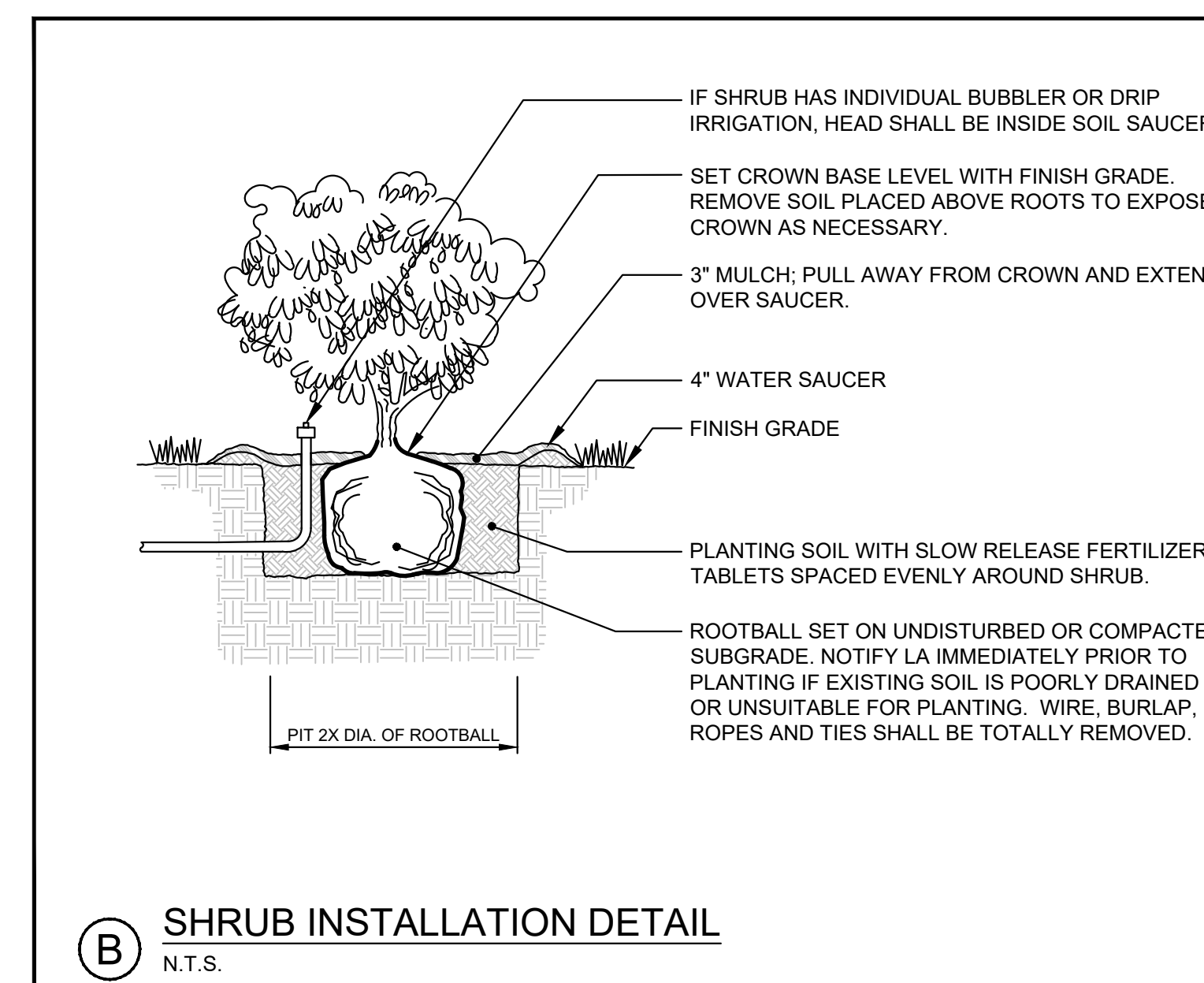
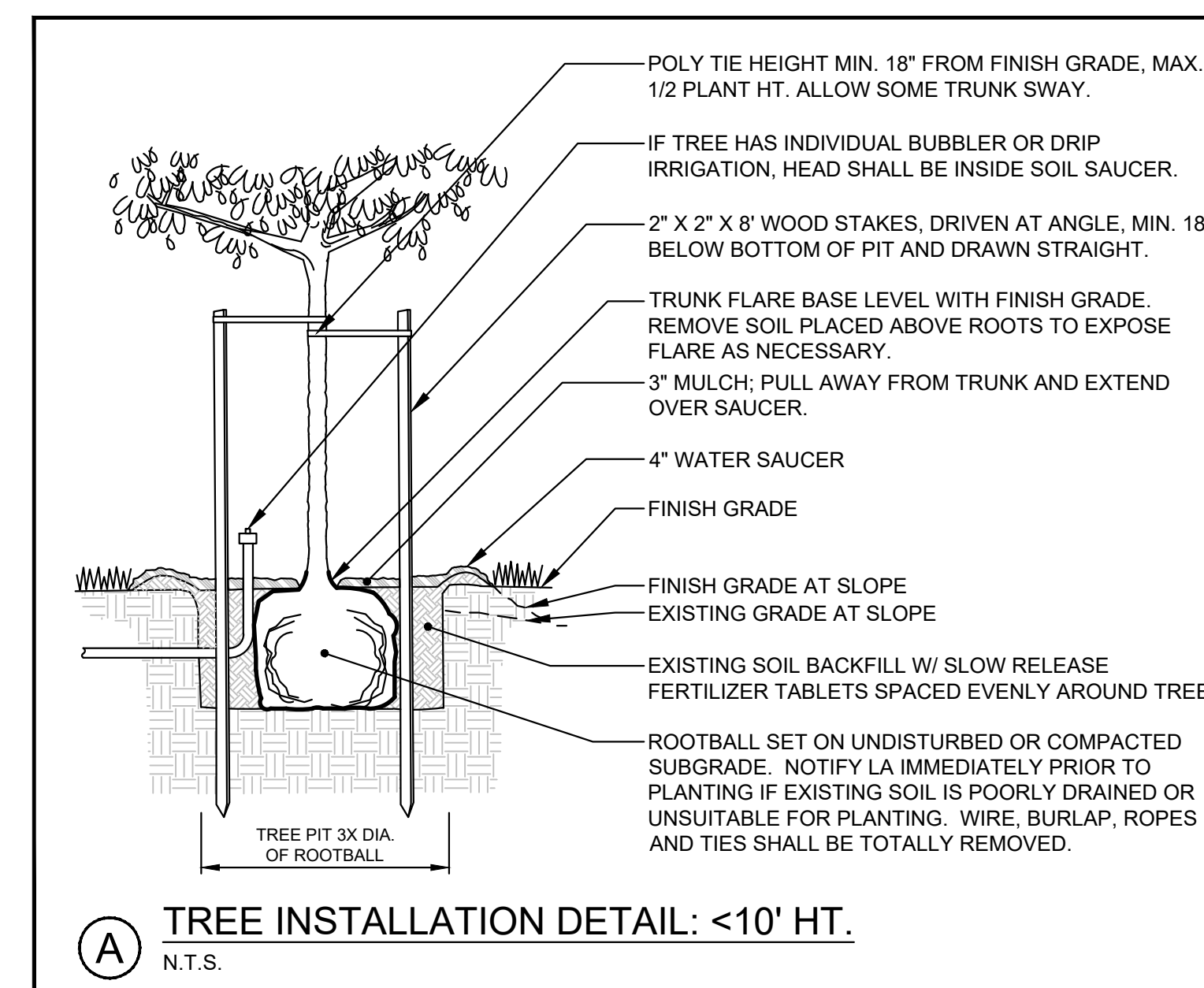
TM 125-J-8,22
N/F
BJB REALTY LLC
32835/269

PROPOSED
MULTI-UNIT BLDG
(32 STUDIO)
FOUR-STORY
HOUSING FIRST

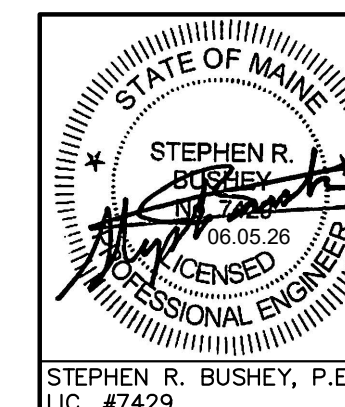
PROPOSED
MULTI-UNIT BLDG 2
(33 UNITS)
FIVE-STORY
LIHTC

PLANT LIST					
SYMBOL	COMMON NAME	BOTANICAL NAME	QUANTITY	SIZE	SPACING
AR	RED MAPLE	ACER RUBRUM	1	2.5" CAL. MIN.	PER PLAN
PO	SERBIAN SPRUCE	PICEA OMORICA	6	5" - 6" HT. MIN.	PER PLAN
PS	SARGENT CHERRY	PRUNUS SARGENTII	3	2.5" CAL. MIN.	PER PLAN
TO	ARBORVITAE	THUJA OCCIDENTALIS	32	7" - 8" HT. MIN.	PER PLAN
ZS	ZELKOVA	ZELKOVA SERRATA	2	2.5" CAL. MIN.	PER PLAN

TURF SEED MIX: PARK MIX
SUPPLIER: ALLEN STERLING LATHROP (FALMOUTH, MAINE)
APPLICATION RATE: 1 LB PER 200 SF



NOTE: THIS PLAN SET
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FOR CONSTRUCTION.



STEPHEN R. BUSHEY, P.E.
LIC. #7429

Drawing No.

L-1.0

J:\Developers Collaborative\0132326A.00 - 41 Ashmont Street Residential\Z - CAD\DWG\ASHMONT-LANDSCAPE.dwg 6/5/2026 12:50 PM

Rev.	Date	Revision

1	2026.06.05	MAJOR SITE PLAN APPLICATION
Rev.	Date	Revision

Design: SRB	Draft: -	Date: DEC 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0132326
File Name: ASHMONT-1 LANDSCAPE.dwg		

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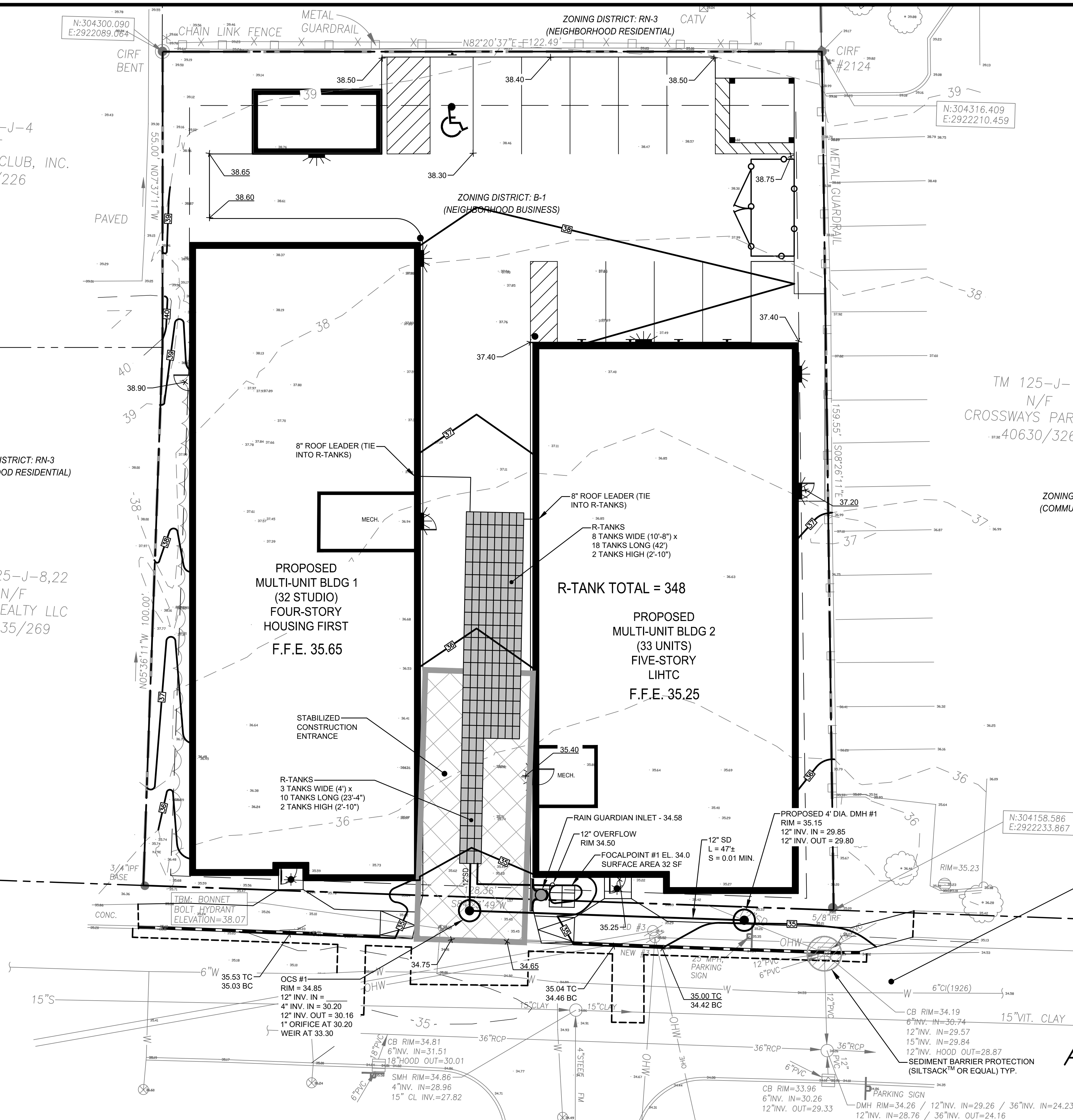
Drawing Name:	LANDSCAPE PLAN
Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMON STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

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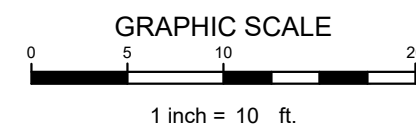
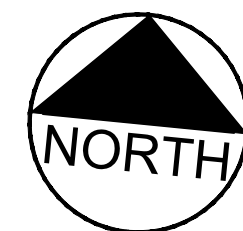
TM 125-J-4
N/F
THE SAHARA CLUB, INC.
33474/226

ZONING DISTRICT: RN-3
(NEIGHBORHOOD RESIDENTIAL)

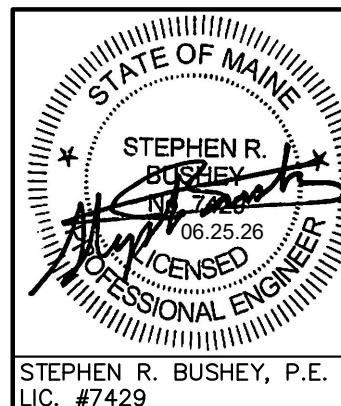
TM 125-J-8,22
N/F
BJB REALTY LLC
32835/269



PLAN REFERENCES:
1. "ALTA/NSPS Land Title Survey, 41 Ashmont Street, Portland, Cumberland County, Maine, Made For DC 509 Forest, LLC, 631 Stevens Avenue, Suite 203, Portland, Maine", by Owen Haskell, Inc., Job No. 2023-110P, Dated _____



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ASHMONT STREET
PAVED - PUBLIC - 40' WIDE

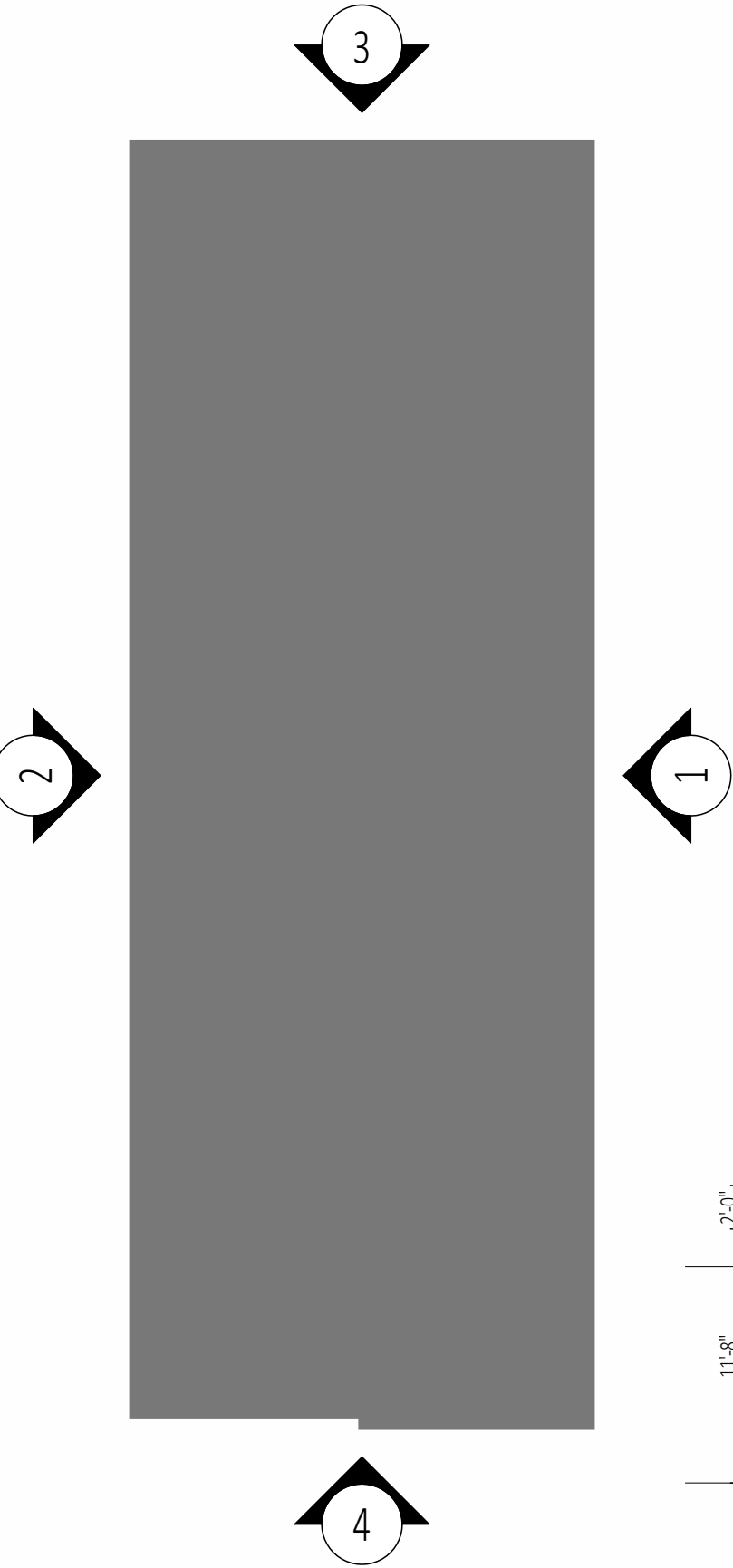
Design: SRB Draft: — Date: DEC 2025
Checked: SRB Scale: AS NOTED Job No.: 0132326A
File Name: ASHMONT-GRADING.dwg
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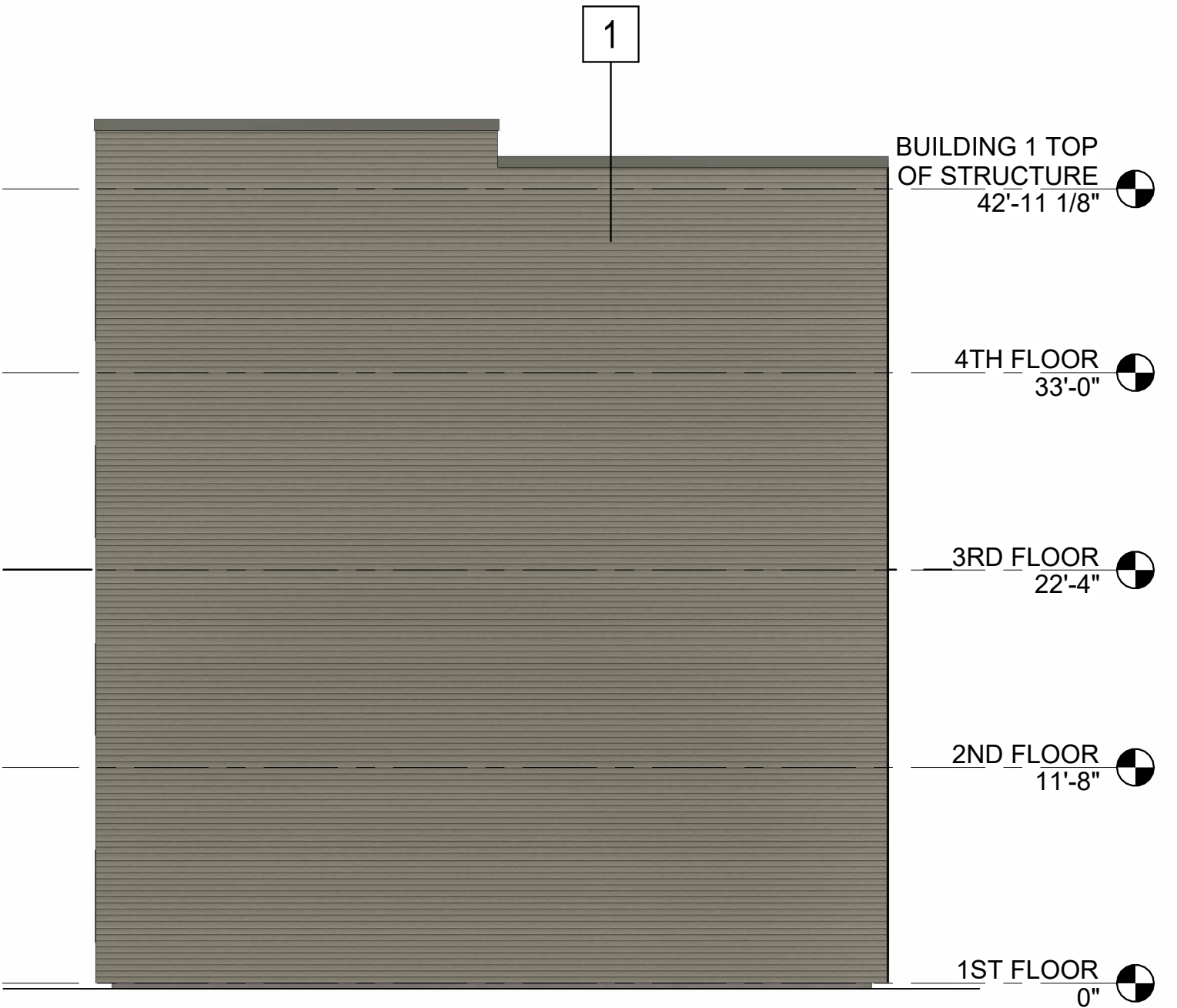
LJB Engineering Company
LJBinc.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: **GRADING, DRAINAGE & EROSION CONTROL PLAN**
Project: **MULTI-UNIT RESIDENTIAL DEVELOPMENT**
41 ASHMONT STREET, PORTLAND, MAINE
Client: **DC 509 FOREST LLC**
631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.
C-4.0



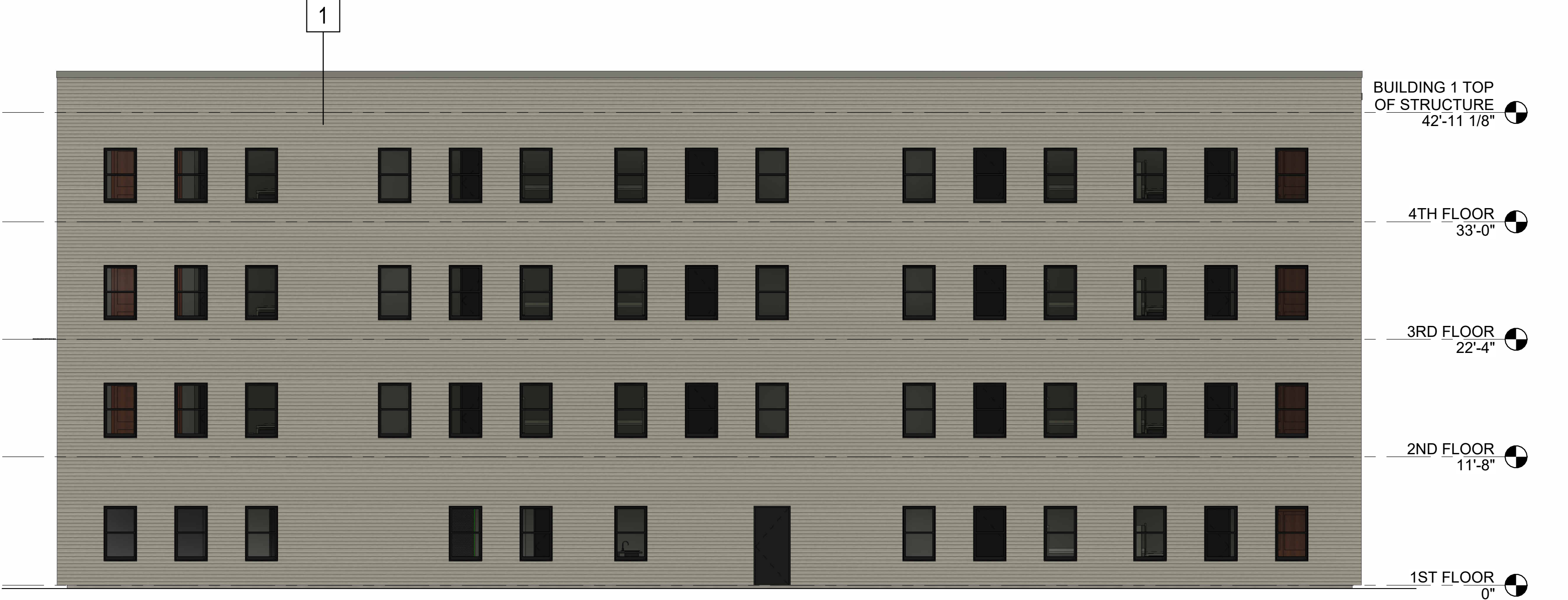
4 | SOUTH ELEVATION - BUILDING 1
1/8" = 1'-0"



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



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



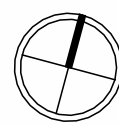
1 | EAST ELEVATION - BUILDING 1
1/8" = 1'-0"

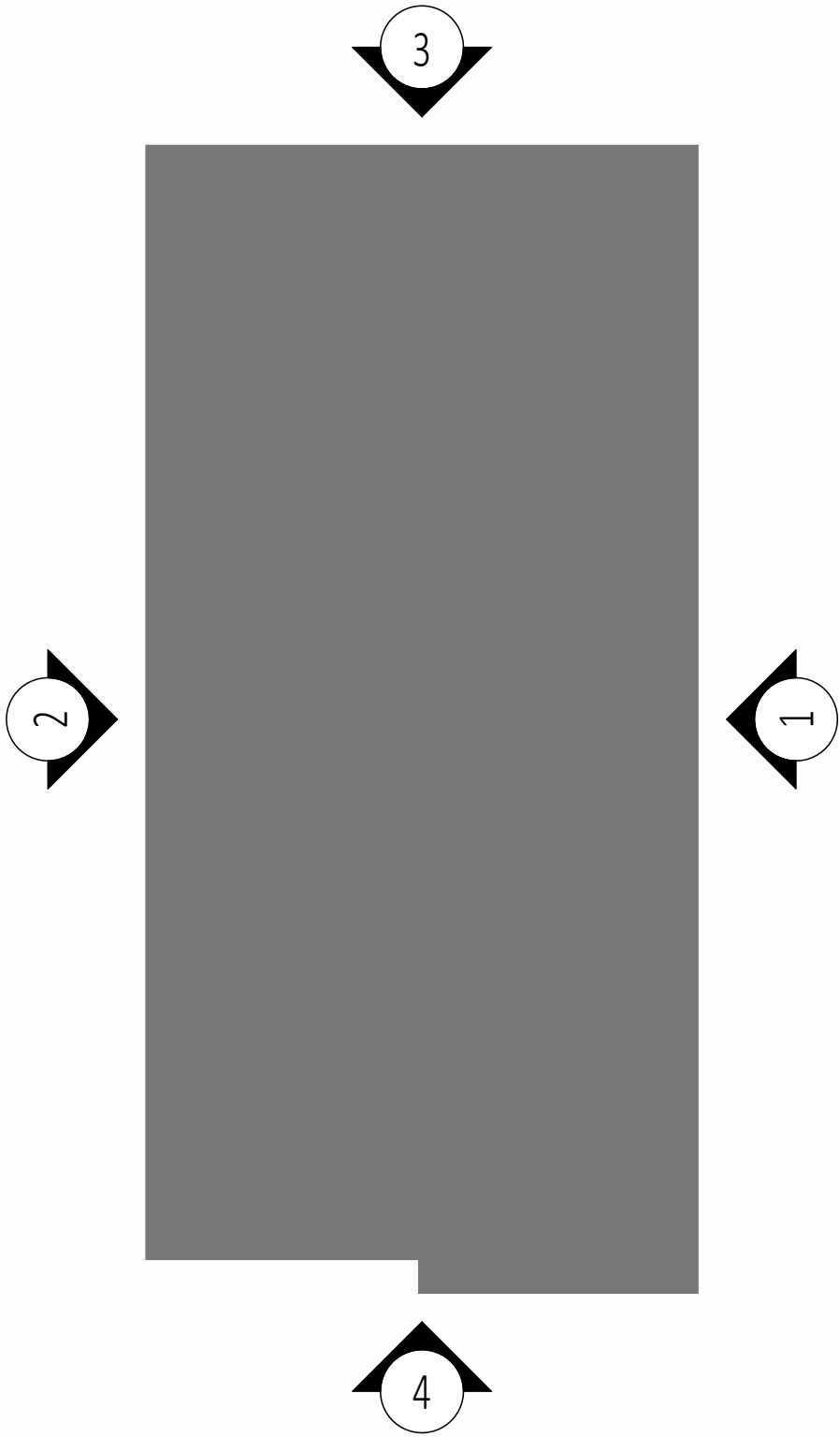
MATERIAL SCHEDULE				
Key Name	DESCRIPTION	MANUFACTURER	PRODUCT	COLOR
1	HORIZONTAL SIDING	LP SMARTSIDE	8" LAP SIDING, BRUSHED SMOOTH	MIDNIGHT SHADOW
2	WOOD GRAIN PANEL	LP SMARTSIDE	NICKEL GAP SIDING, CEDAR TEXTURE	WEATHERED WALNUT
3	METAL TRIM	FRY REGLET	SEE DETAILS A5.00	BLACK

GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION: GRADE TAKEN AT THE FOUR (4) CORNERS DIVIDED BY FOUR (4) - $37.5' + 37.8' + 35.4' + 35.2' = 145.9' / 4 = 36.48'$

2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF STRUCTURE = 53'-5 1/2"





MATERIAL SCHEDULE				
Key Name	DESCRIPTION	MANUFACTURER	PRODUCT	COLOR
1	HORIZONTAL SIDING	LP SMARTSIDE	8" LAP SIDING, BRUSHED SMOOTH	MIDNIGHT SHADOW
2	WOOD GRAIN PANEL	LP SMARTSIDE	NICKEL GAP SIDING, CEDAR TEXTURE	WEATHERED WALNUT
3	METAL TRIM	FRY REGLET	SEE DETAILS A5.00	BLACK

- GENERAL NOTES:
1. AVERAGE GRADE BY DEFINITION: GRADE TAKEN AT THE FOUR (4) CORNERS DIVIDED BY FOUR (4) - $37.5' + 37.8' + 35.4' + 35.2' = 145.9' / 4 = 36.48'$
2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF STRUCTURE = $53'-5\frac{1}{2}"$



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



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



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



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

41 ASHMONT

41 Ashmont
Portland, ME

Developers Collaborative

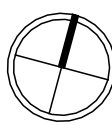
Consultant:

Revisions:

Key Plan:

EXTERIOR RENDERING

Scale:



06/05/2026

A0.08





41 ASHMONT

41 Ashmont
Portland, ME

Developers Collaborative

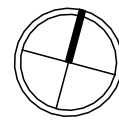
Consultant:

Revisions:

Key Plan:

EXTERIOR RENDERING

Scale:



06/05/2026

A0.09

41 ASHMONT

41 Ashmont
Portland, ME

Developers Collaborative

Consultant:

Revisions:

Key Plan:

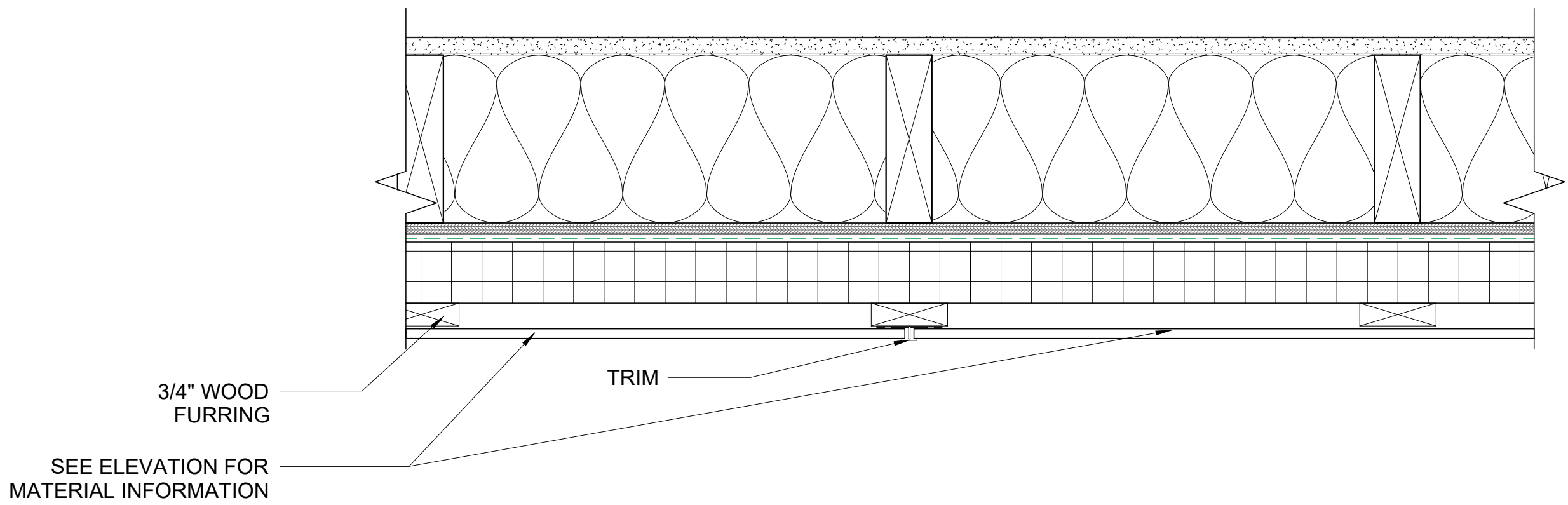
EXTERIOR DETAILS

Scale:
3" = 1'-0"

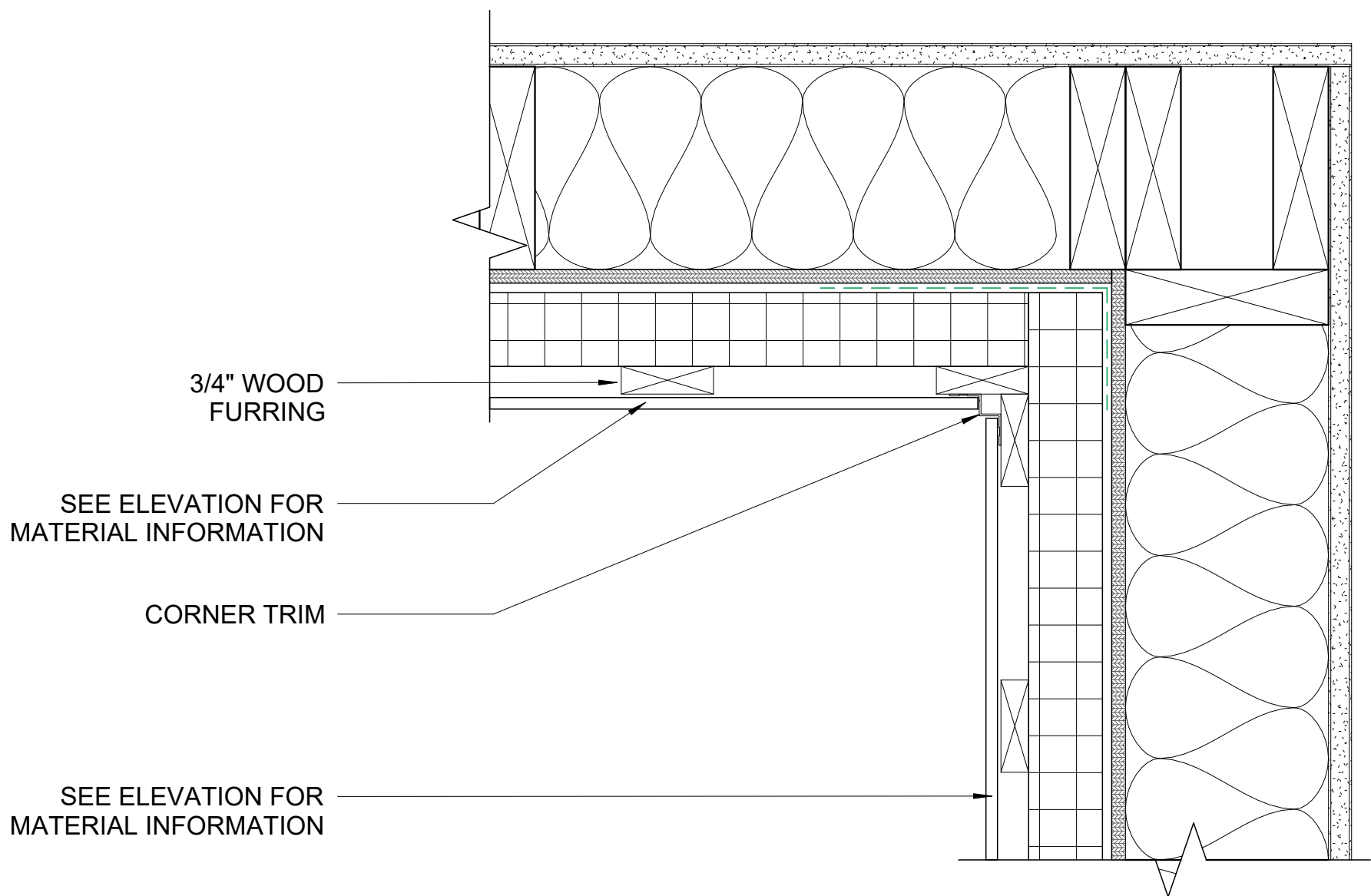


06/05/2026

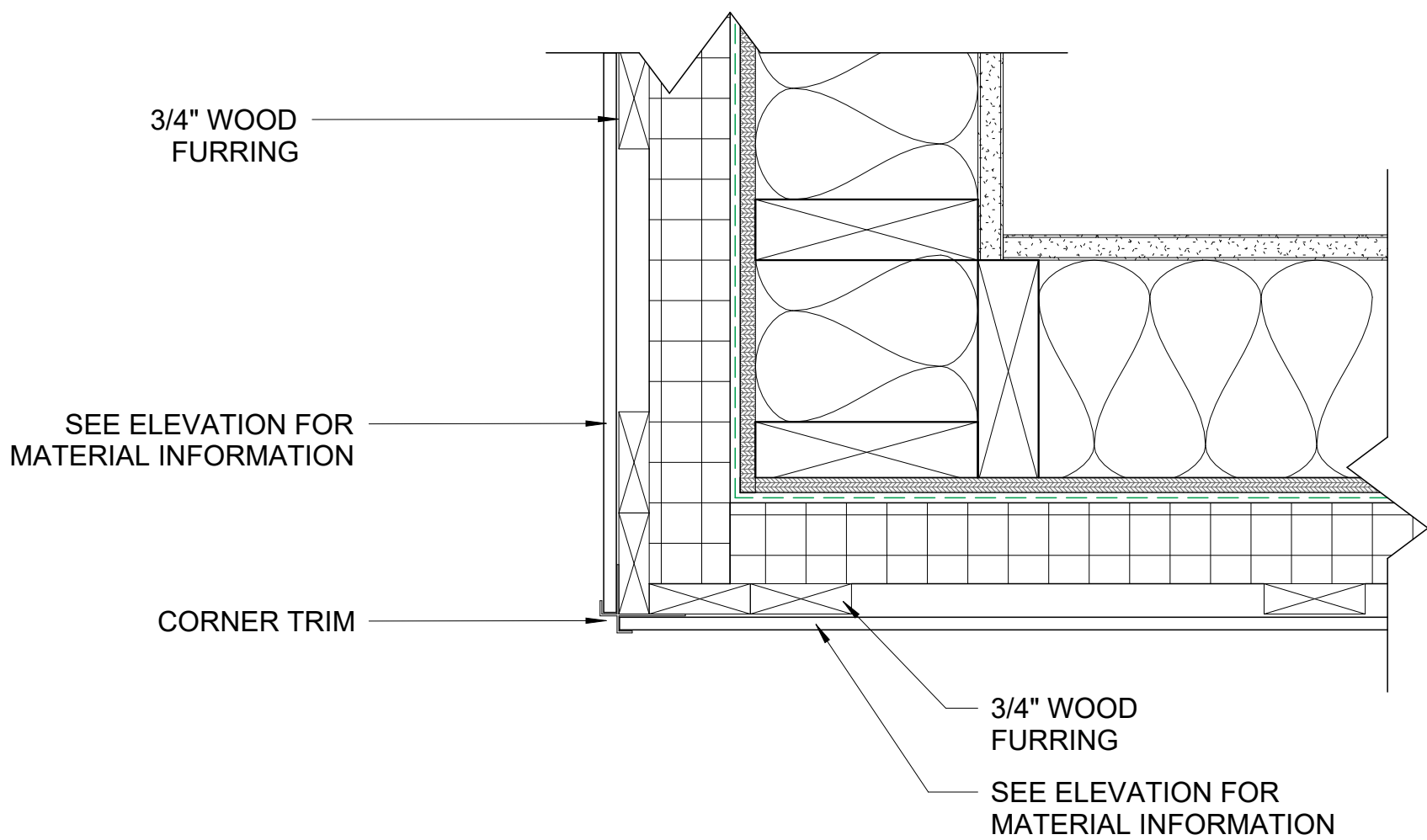
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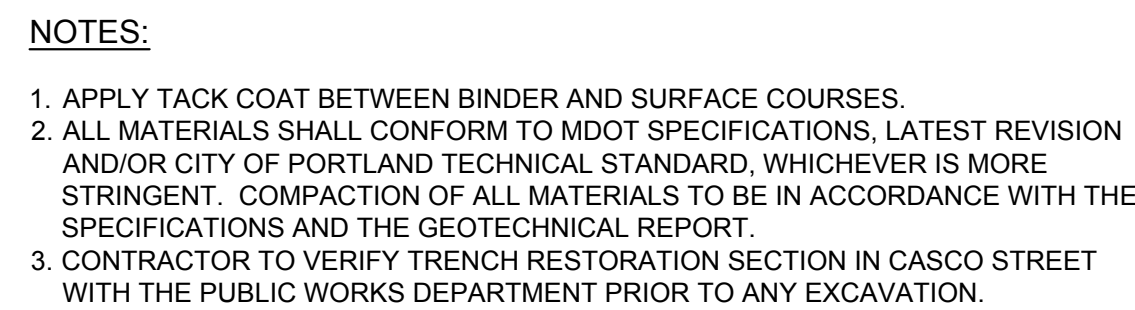
3 | EXTERIOR MATERIAL TRANSITION DETAIL
3" = 1'-0"



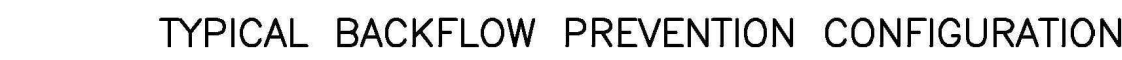
2 | EXTERIOR INNER CORNER TRIM DETAIL
3" = 1'-0"



1 | EXTERIOR OUTER CORNER TRIM DETAIL
3" = 1'-0"

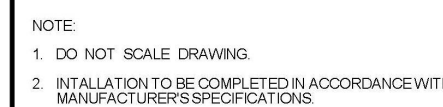


(B) N.T.S.

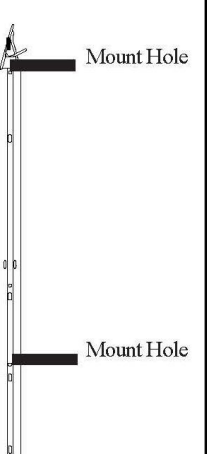


- ### NOTES
1. ALL PORTLAND WATER DISTRICT (PWD) CUSTOMERS ARE REQUIRED TO INSTALL BACKFLOW PREVENTION. PWD WILL SPECIFY THE TYPE OF BACKFLOW PREVENTION DEVICE REQUIRED BASED ON TYPE OF SERVICE AND DEGREE OF CROSS-CONNECTION HAZARD.
 2. BYPASSING A BACKFLOW DEVICE WILL NOT BE ALLOWED UNLESS PROTECTED BY A SECOND BACKFLOW DEVICE. PARALLEL BACKFLOW PREVENTERS MAY BE INSTALLED BY THE CUSTOMER IF THE WATER SUPPLY CANNOT BE INTERRUPTED DURING ANNUAL TESTING OR DURING MAINTENANCE PROCEDURES.
 3. CUSTOMER SHALL SUPPLY, INSTALL AND MAINTAIN DEVICE(S) IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS AND PWD CROSS-CONNECTION GUIDELINES.
 4. DEVICE(S) SHALL BE INSTALLED DOWNSTREAM OF THE WATER METER AND METER VALVES, WITH A MINIMUM DISTANCE TO THE FIRE DIAPHRAGM BETWEEN METER VALVE AND BACKFLOW PREVENTION ASSEMBLY.
 5. PWD WILL VERIFY BACKFLOW PREVENTION WHEN THE METER IS INSTALLED.
 6. THE BACKFLOW DEVICE MAY BE EQUIPPED WITH A RELIEF VALVE ASSEMBLY, WHICH UNDER CERTAIN CONDITIONS MAY DUMP LARGE VOLUMES OF WATER. CONSEQUENTLY, ADEQUATE DRAINAGE SHOULD BE PROVIDED.
 7. THE INSTALLATION OF A STRAINER IS STRONGLY RECOMMENDED TO PROTECT THE DISKS OF THE BACKFLOW DEVICE FROM UNNECESSARY FOULING.
 8. INSTALLATION OF TESTABLE BACKFLOW DEVICES WITHIN METER PITS IS NOT ALLOWED UNLESS OTHERWISE AUTHORIZED BY PWD.
 9. CUSTOMERS ARE REQUIRED TO HAVE BACKFLOW PREVENTION DEVICES INSPECTED ANNUALLY BY A PERSON CERTIFIED PER THE CCC PROGRAM.
 10. AS A QUALITY ASSURANCE MEASURE, PWD WILL RANDOMLY INSPECT BACKFLOW PREVENTION DEVICES AT NO CHARGE TO THE CUSTOMER.

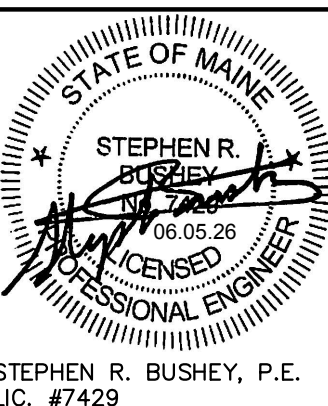
(F) PORTLAND WATER DISTRICT BACKFLOW PREVENTION DETAIL
N.T.S.



We warrant this product to the first consumer to be free from defect in material and workmanship for a period of one year from date of purchase. (Please retain your sales slip for your records.) Any product or part thereof found to be defective within that period will be replaced without charge provided that: (1) the product was not misused; (2) no alterations or modifications were made; (3) its failure resulted from a defect in material or workmanship and not from normal wear expected in the use of the product; (4) the product or part is delivered, freight prepaid, to Manufacturers only obligation shall be to replace such products or parts proved to be defective. Damage to mounting surface is not covered under warranty.



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JC. #7429

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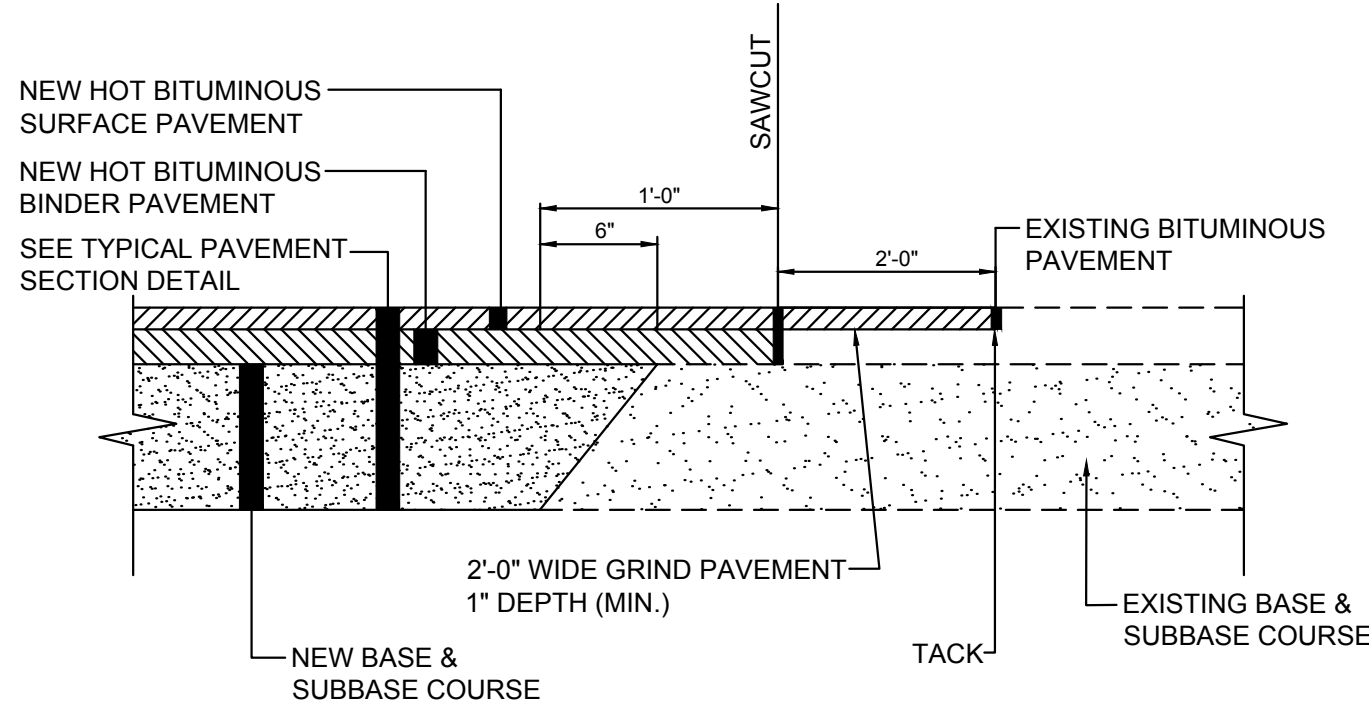
LJB Engineering Company
LJBinc.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMONT STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.

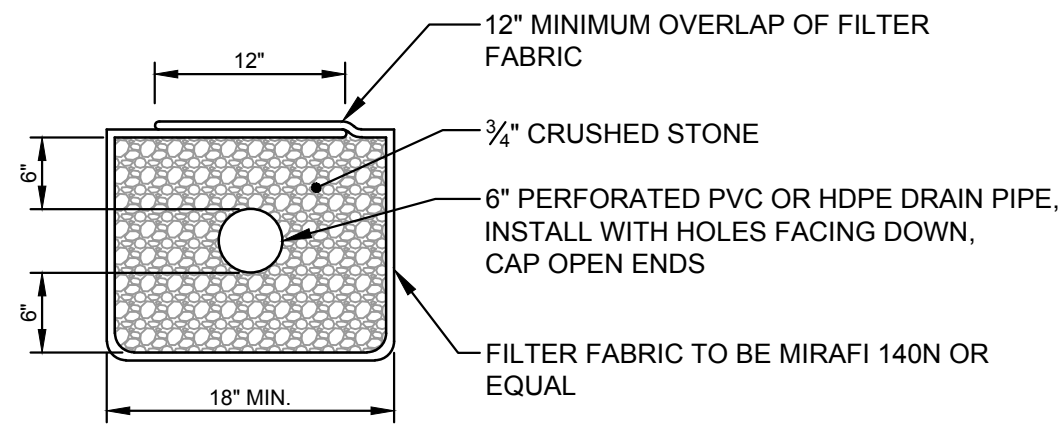
C-5.0

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- NOTES:**
- USE THIS DETAIL FOR THE RADIUS FILLET AT THE DRIVEWAY ENTRANCE TO THE PUBLIC STREETS OR TO MATCH PARKING LOT/DRIVE PAVEMENTS WHERE WIDENING OF EXISTING PAVEMENT AREA IS REQUIRED.
 - WHERE SURFACE PAVEMENT HAS NOT BEEN INSTALLED, THE 2'-0" WIDE GRIND IS NOT REQUIRED.

(A) PAVEMENT SAWCUT DETAIL
N.T.S.



NOTE:
LOCATIONS AS NOTED ON PLANS - COORDINATE WITH
ARCHITECTURAL AND / OR STRUCTURAL PLANS.

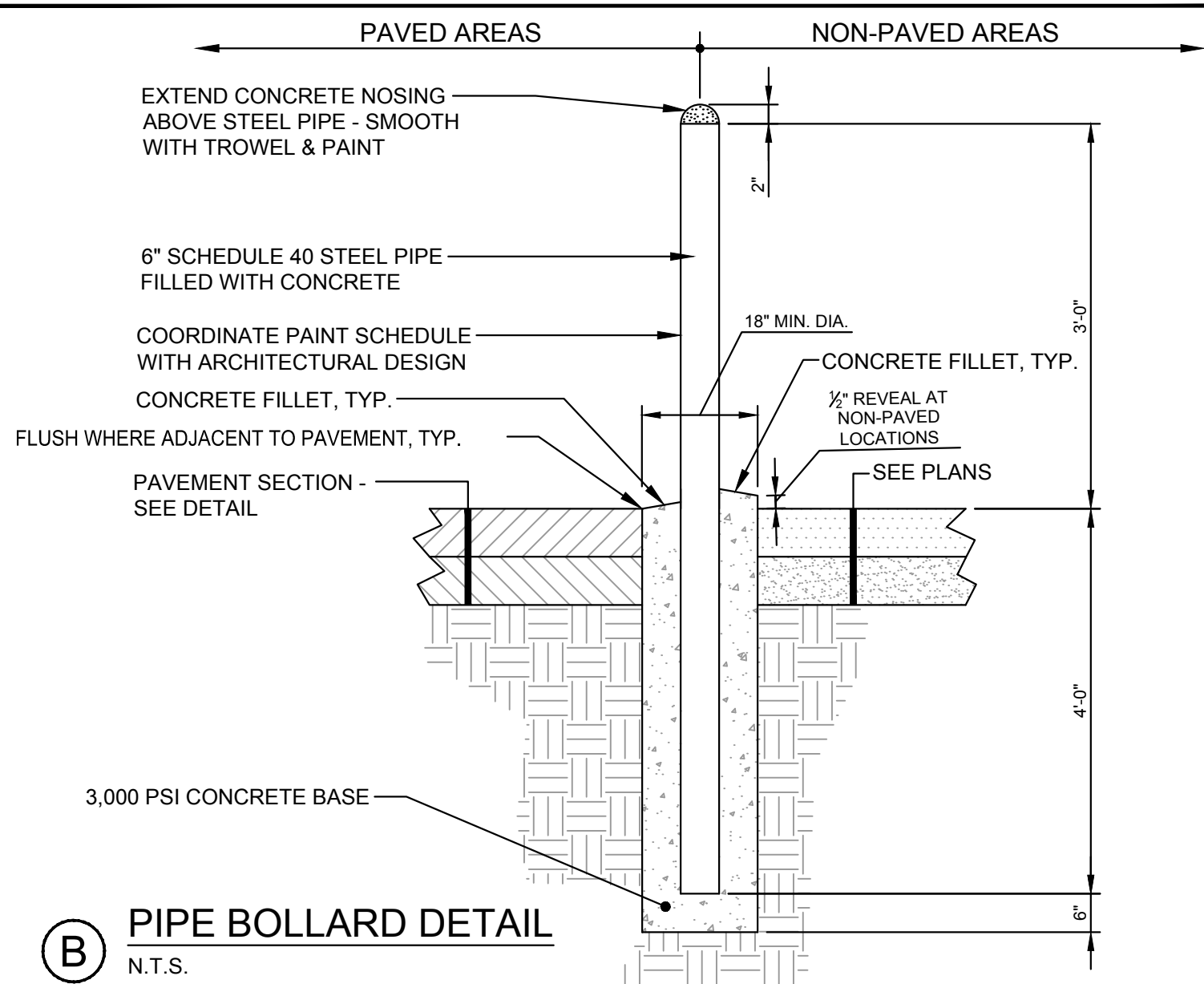
(D) TYPICAL FOUNDATION DRAIN DETAIL
N.T.S.

- INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.
- ANY MODIFICATION TO THRUST BLOCK SIZING OR PIPE RESTRAINT REVISIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.
- ANY WORK RELATING TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS.
- ALL RESTRAINED JOINTS MUST HAVE GRIPRING™.

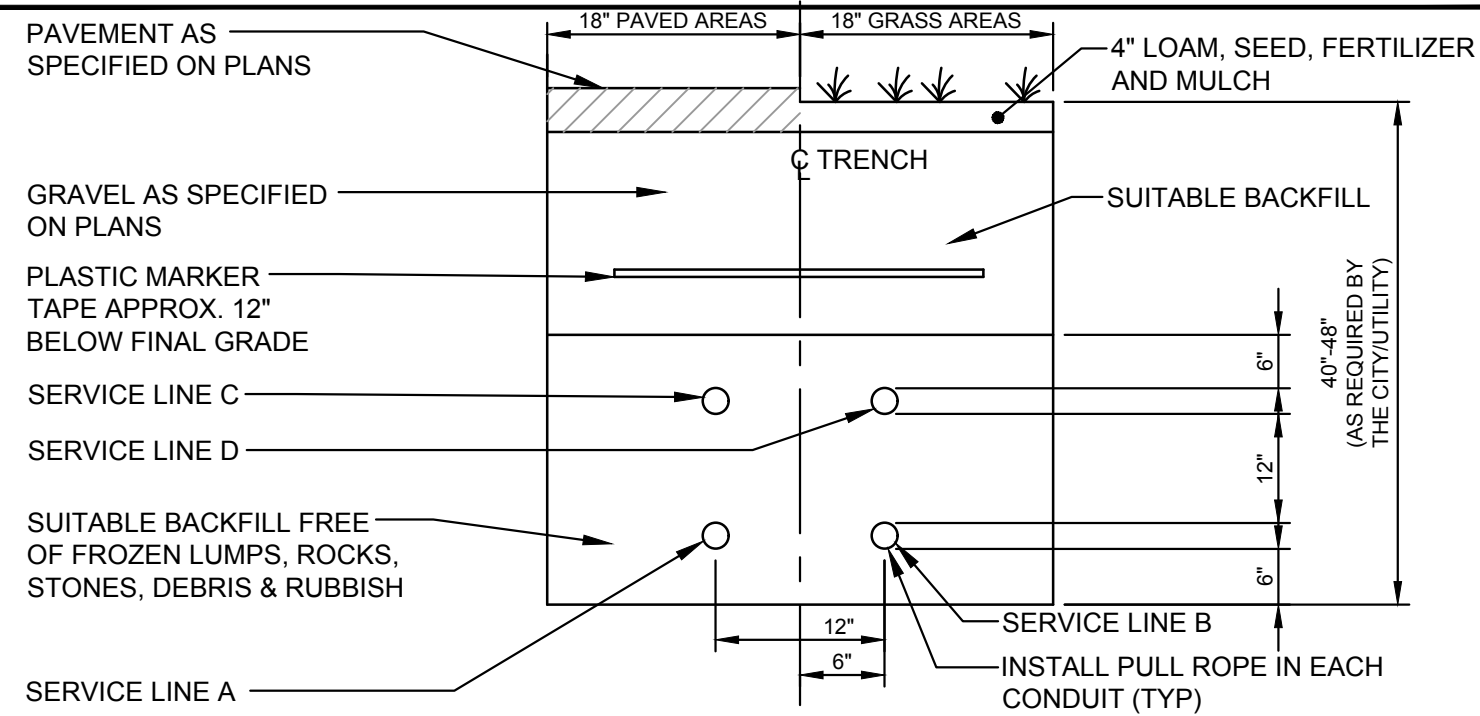
BEARING SURFACE REQUIRED IN SQUARE FEET

PIPE SIZE	1/2 BEND	1/6 BEND	1/8 BEND	1/4 BEND	TEES/CAPS
6" / 8"	5.0	5.0	5.0	6.5	5.0
12"	11.5	11.5	11.5	20.0	22.0

(G) THRUST BLOCK NOTES
N.T.S.



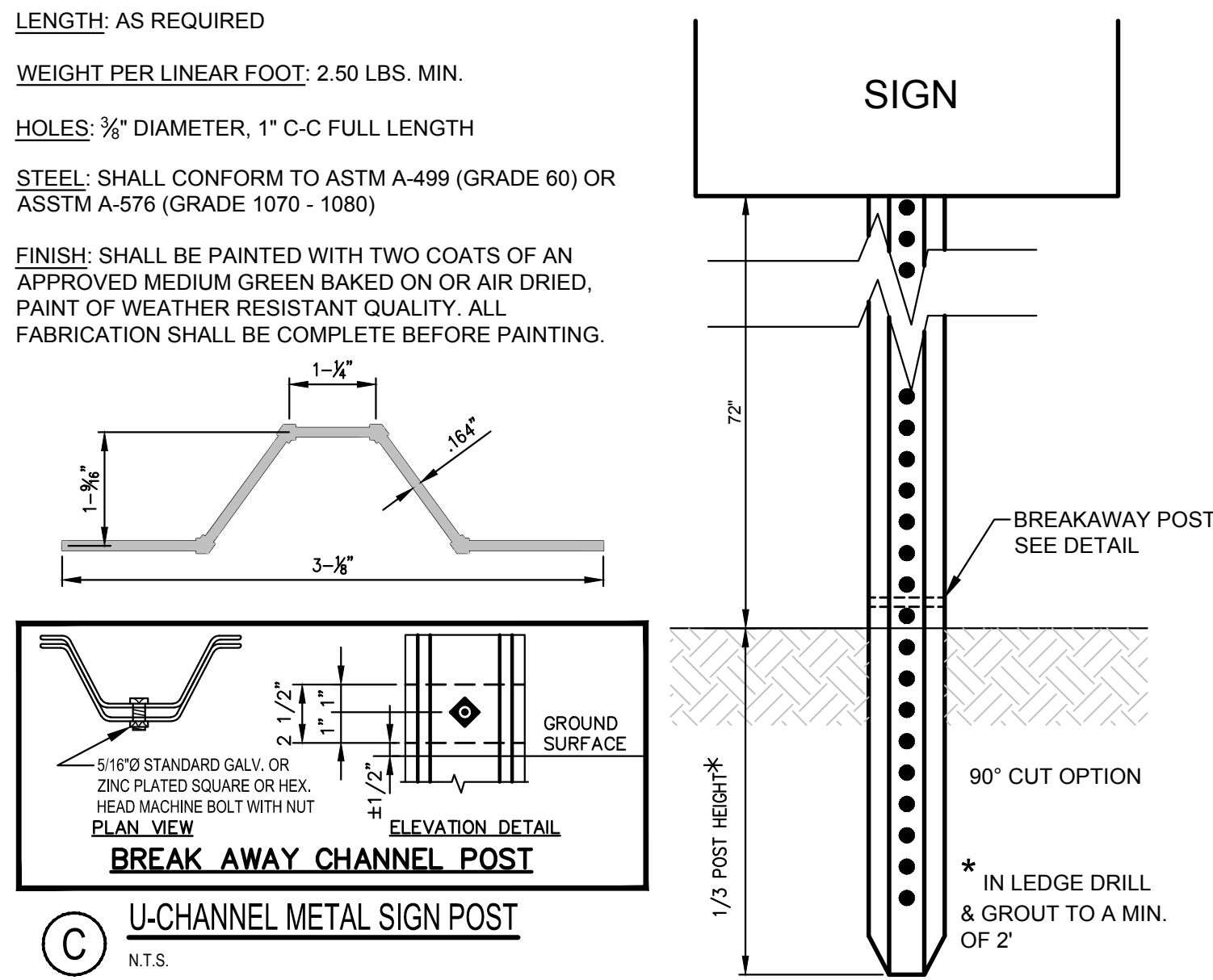
(B) PIPE BOLLARD DETAIL
N.T.S.



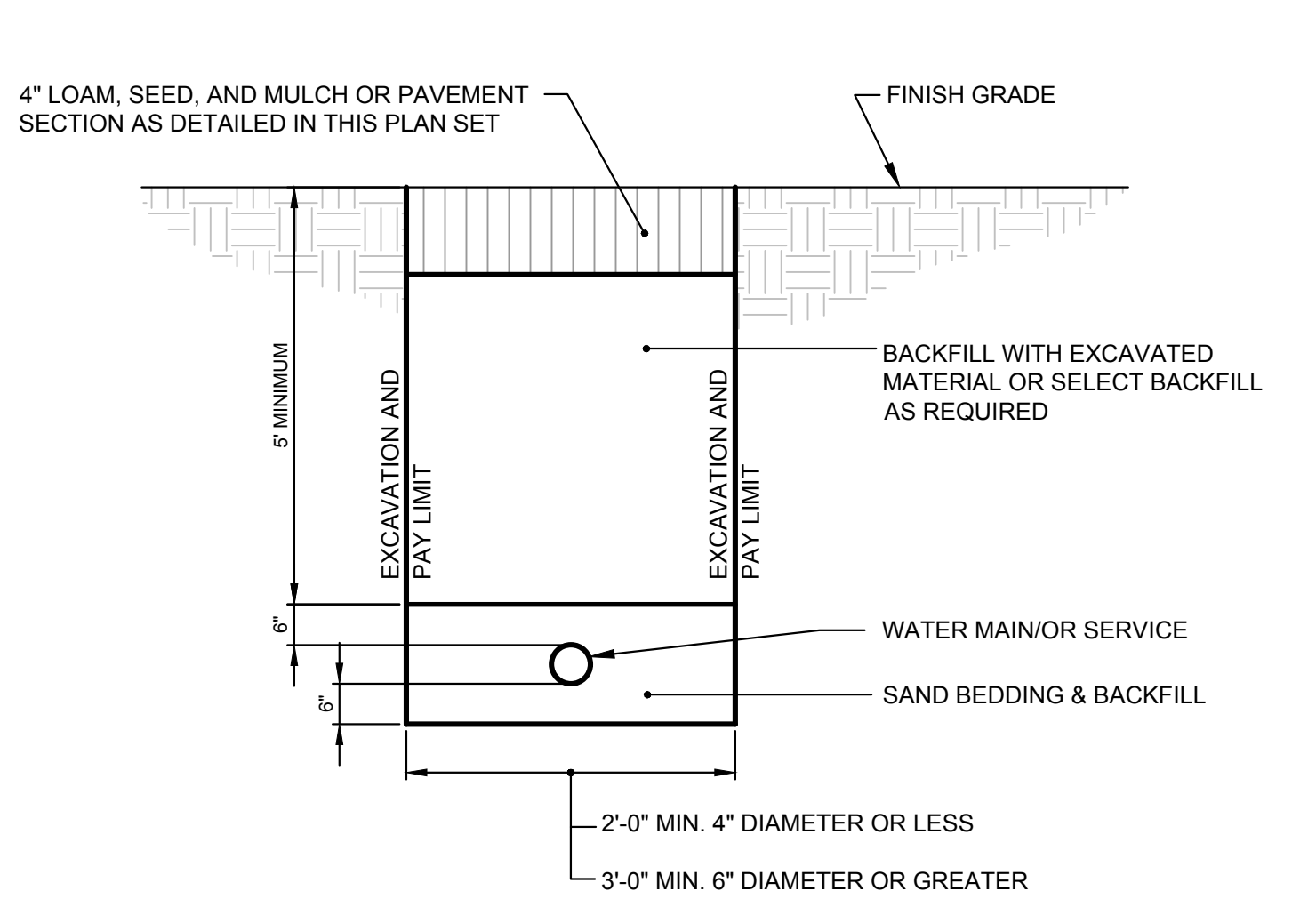
SERVICE	CONDUIT SIZE	GRASS AREAS	PAVED AREAS	UTILITY	REMARKS
A	2-6"	SCHEDULE 40 PVC ELECTRICAL GRADE	RIGID GALVANIZED STEEL, ASTM A120"	POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120"	TELEPHONE	SEE NOTE
C	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120"	COMMUNICATION	SEE NOTE
D	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120"	SPARES	SEE NOTE

- NOTES:
- ONE CONDUIT CAPPED FOR SPARE. PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10' ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS. COORDINATE WITH ELECTRICAL SITE PLANS BY E.S. BOULOS.
 - IN CITY RIGHT OF WAY, CONDUITS TO HAVE 36" MIN. COVER AND BE ENCASED WITH MIN. 3" CONCRETE ON ALL SIDES.

(E) UTILITY TRENCH - PRIMARY ELEC., TEL. & COMM.
N.T.S.

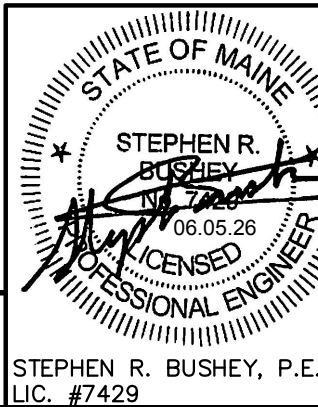


(C) U-CHANNEL METAL SIGN POST
N.T.S.



SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL **(L)**
(F) WATER SERVICE TRENCH SECTION
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.



STEPHEN R. BUSHEY, P.E.
LIC. #7429

Design: SRB	Draft: —	Date: DEC 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0132326A
File Name: ASHMONT-DETAILS.dwg		

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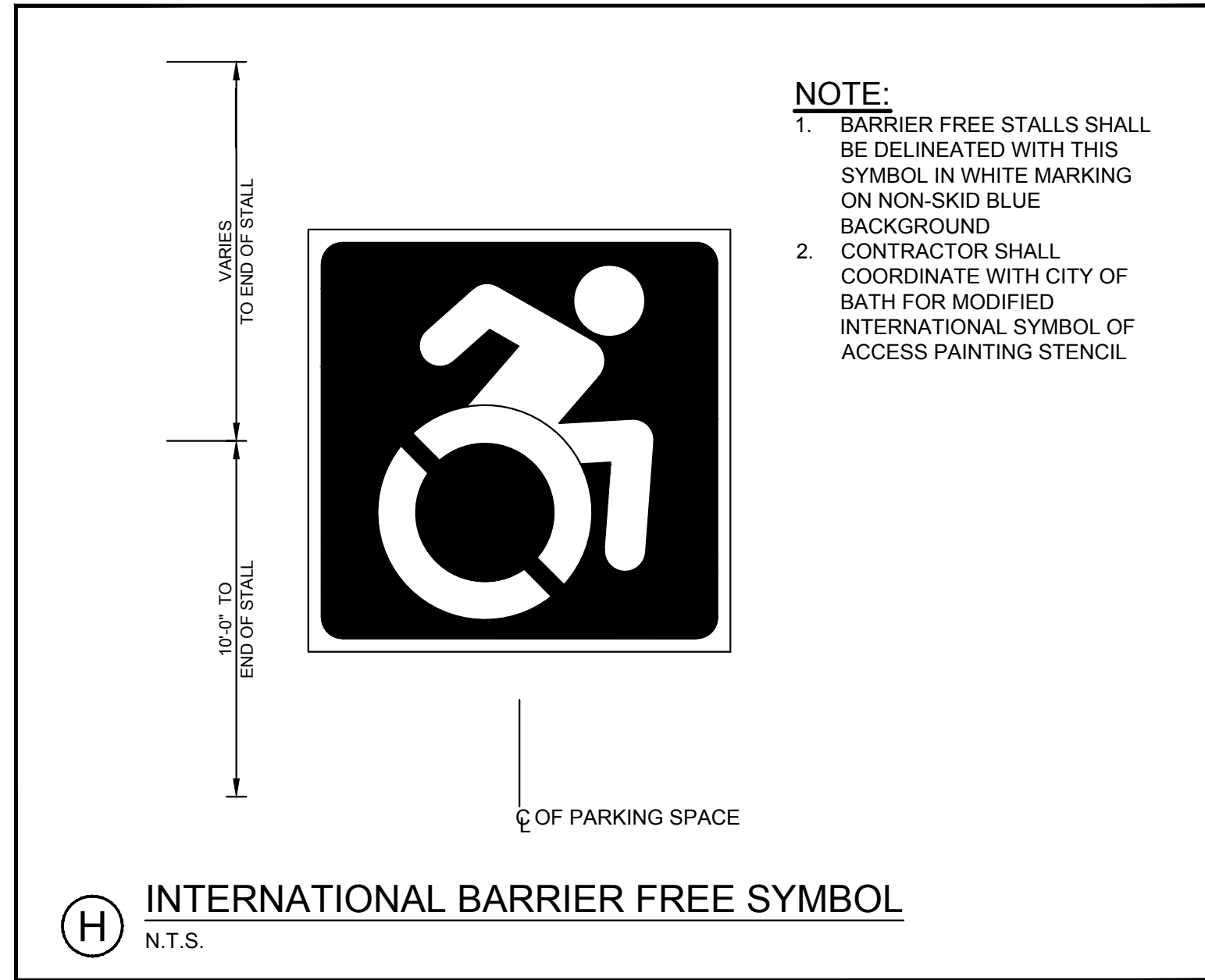
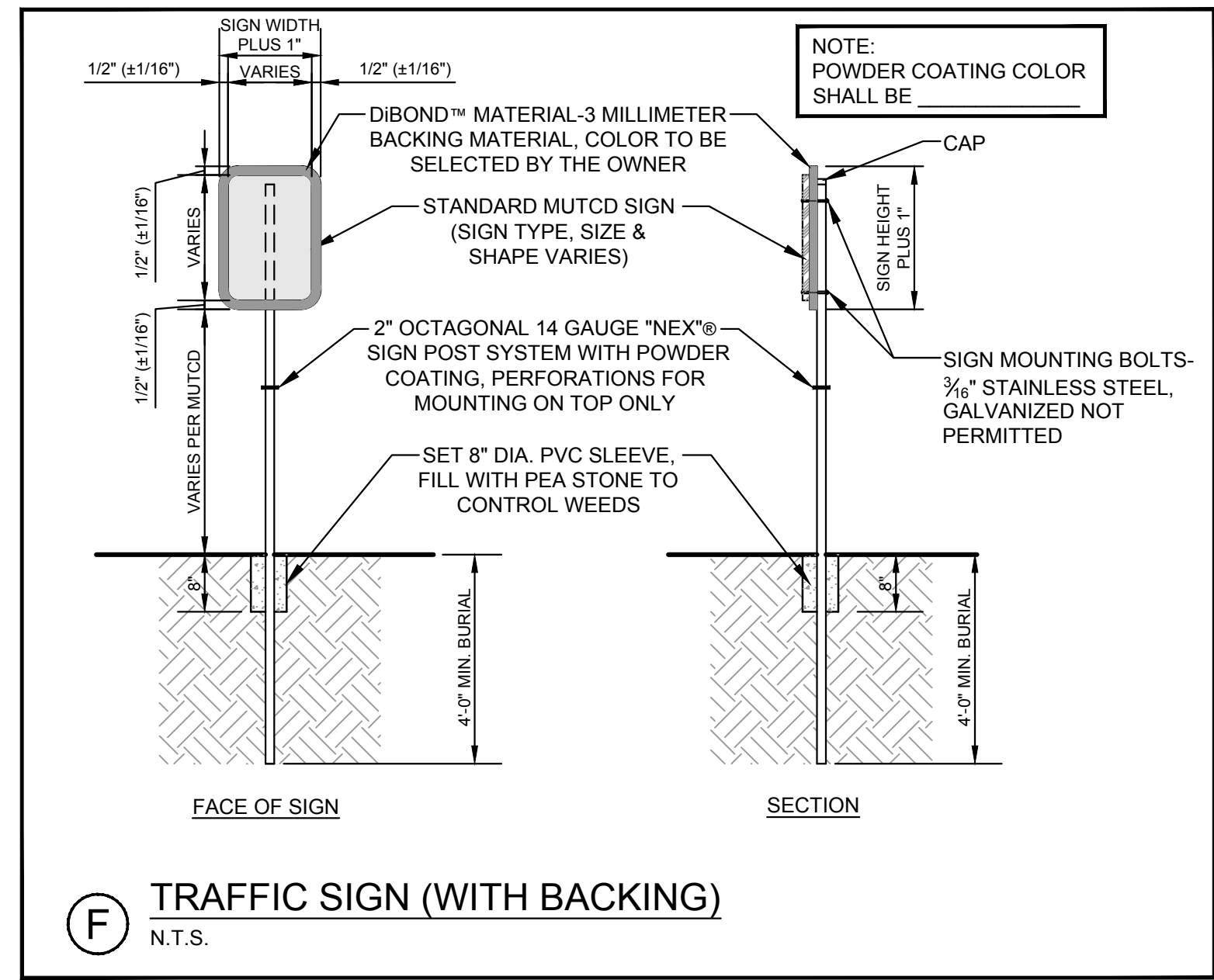
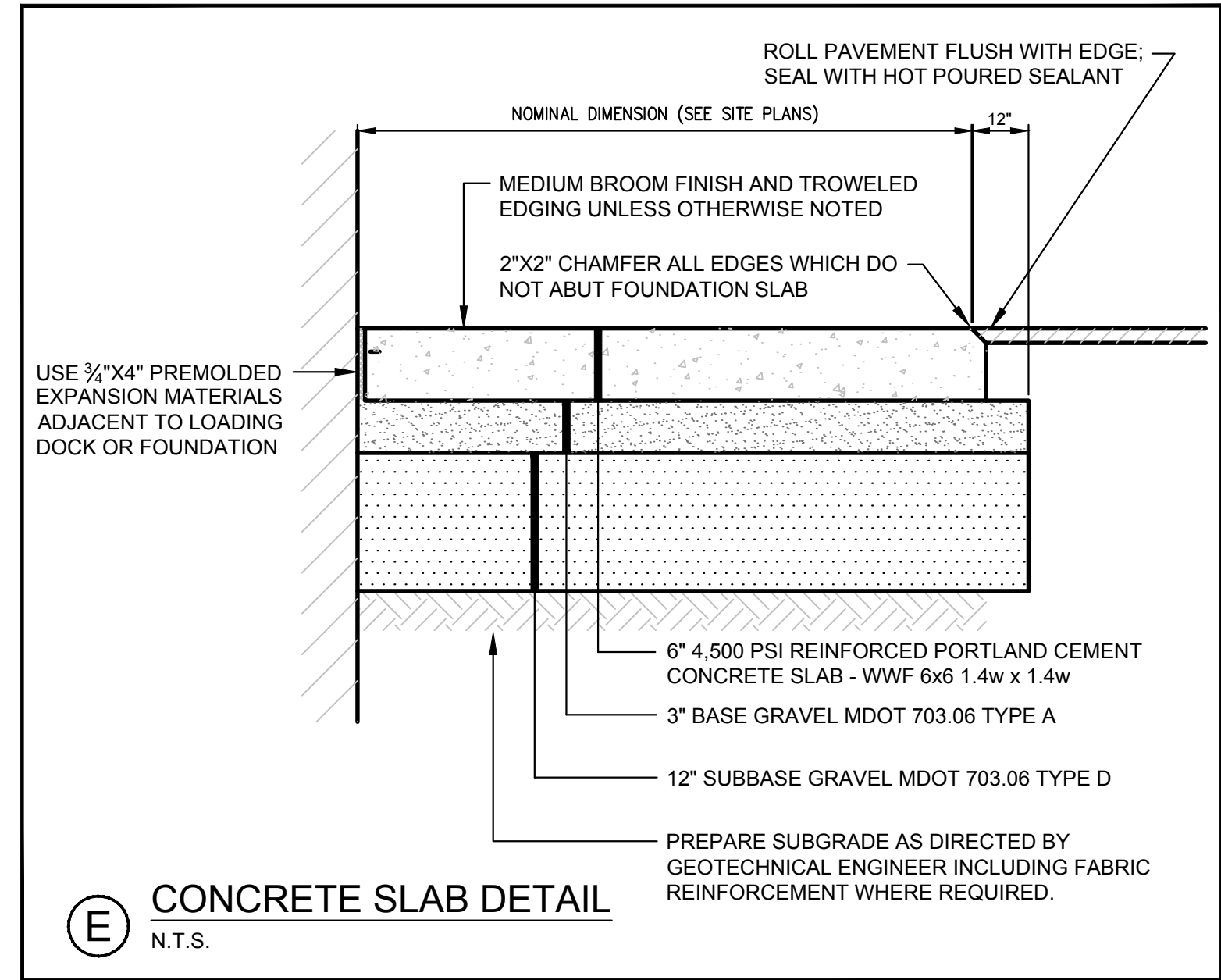
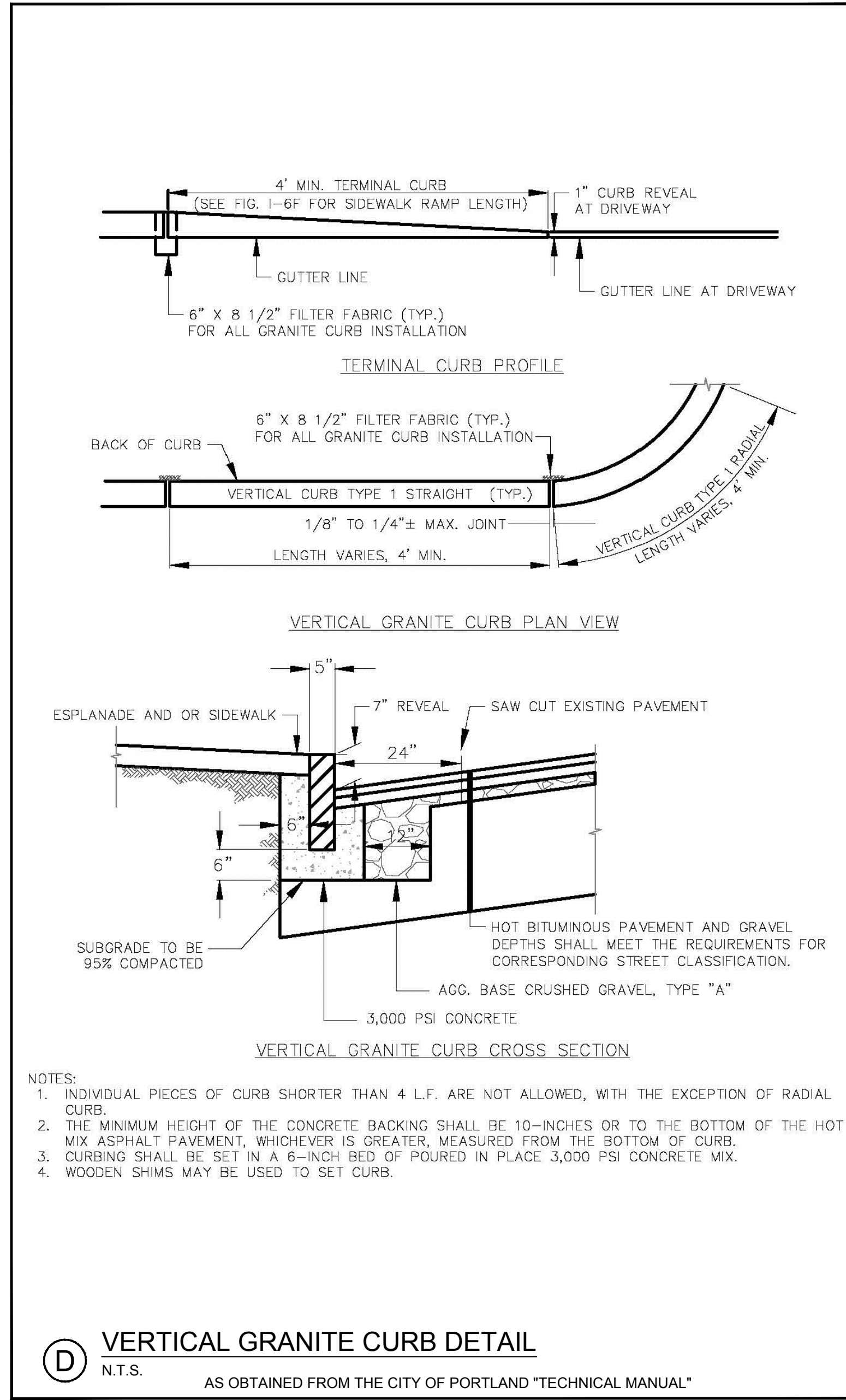
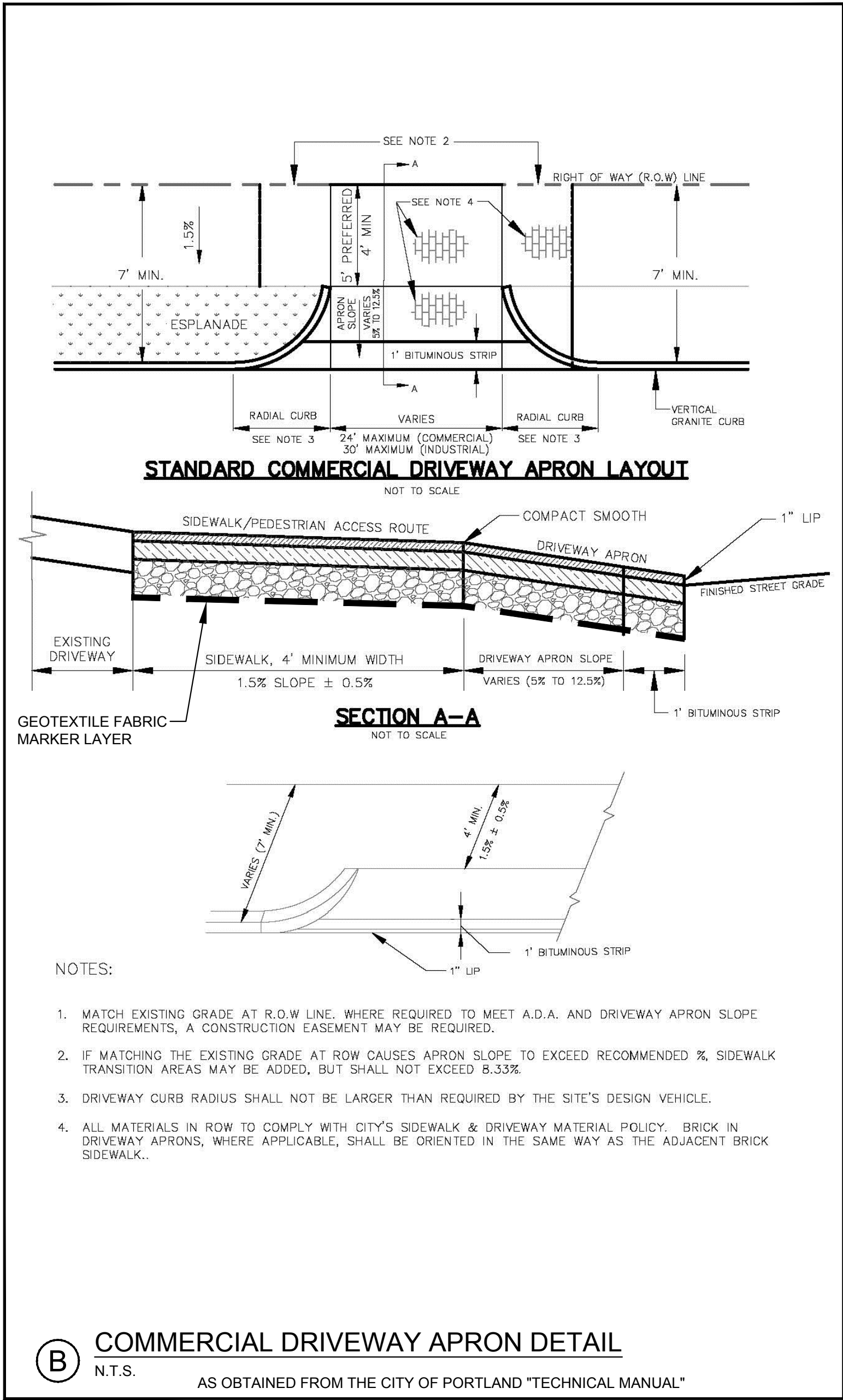
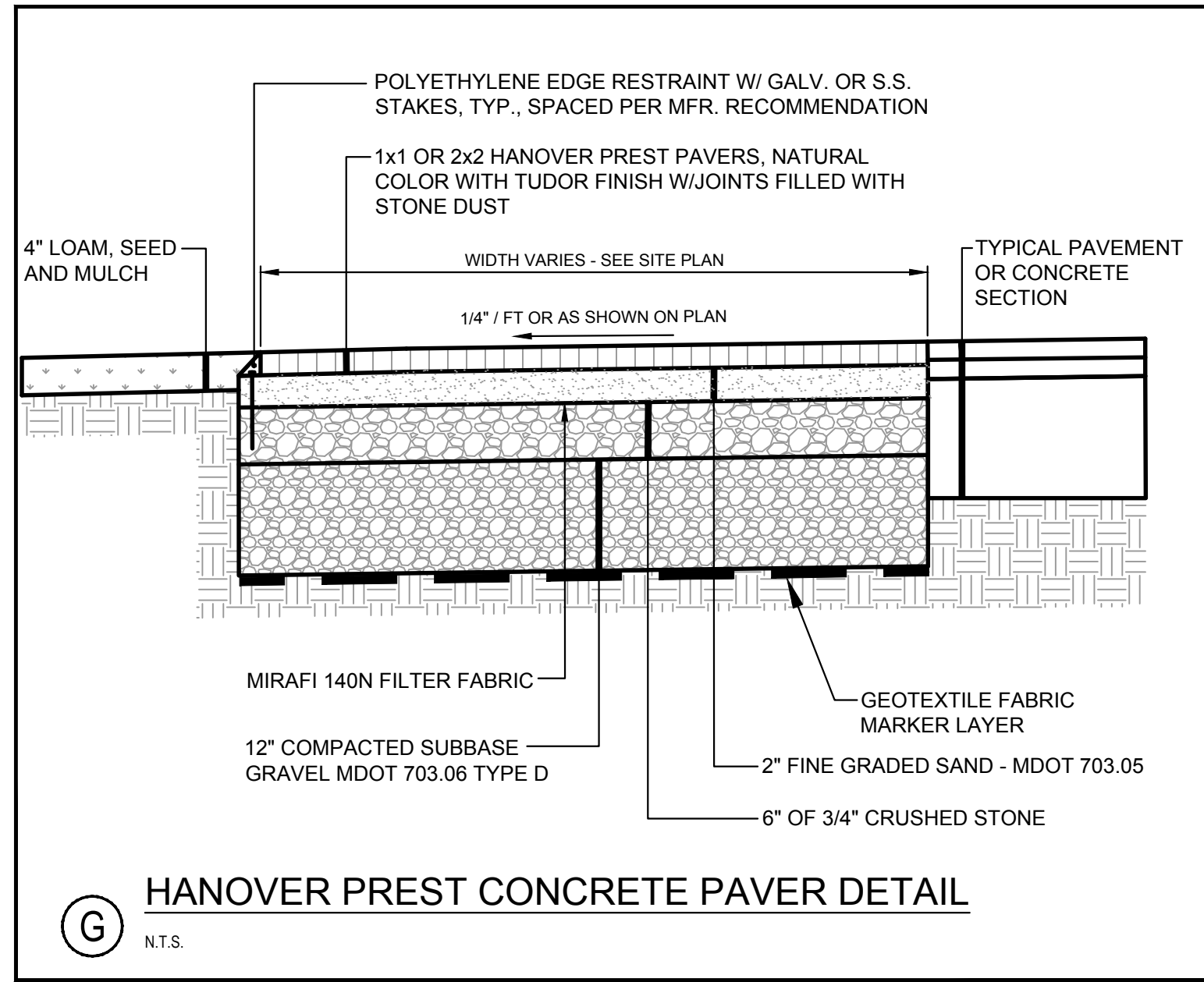
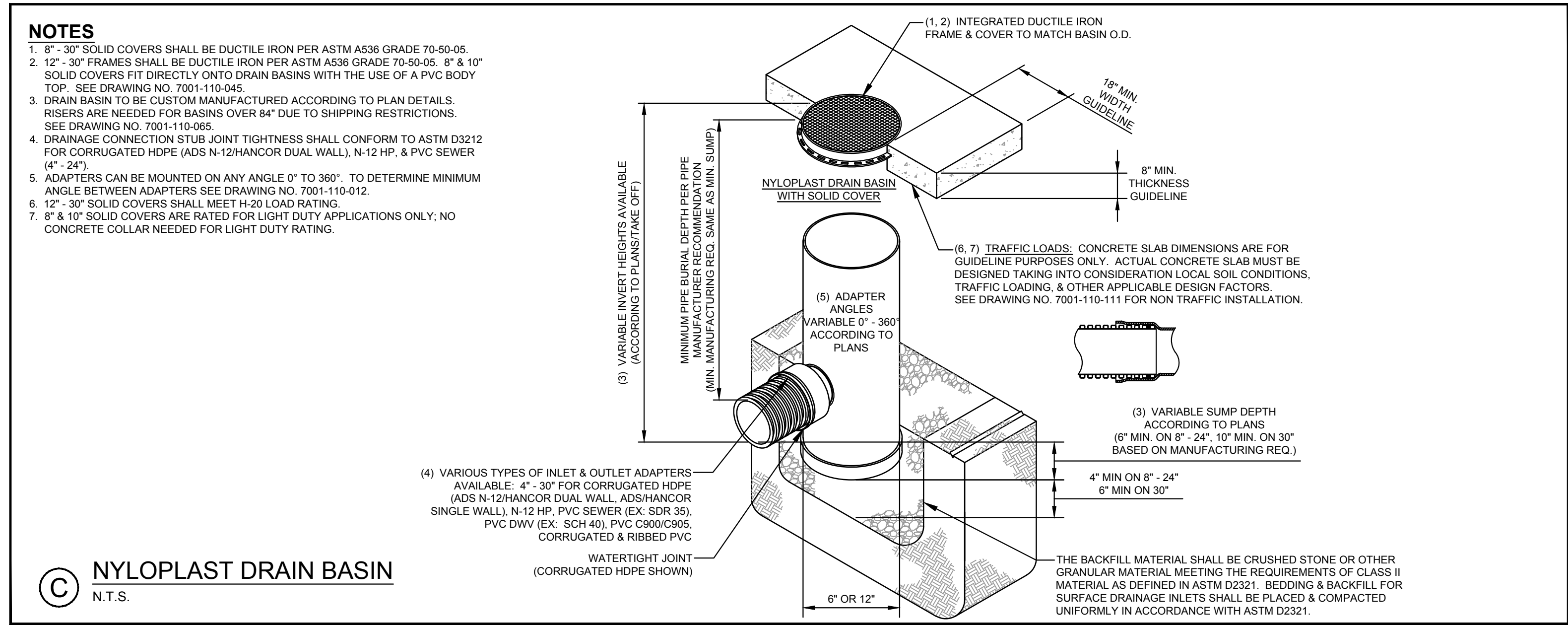
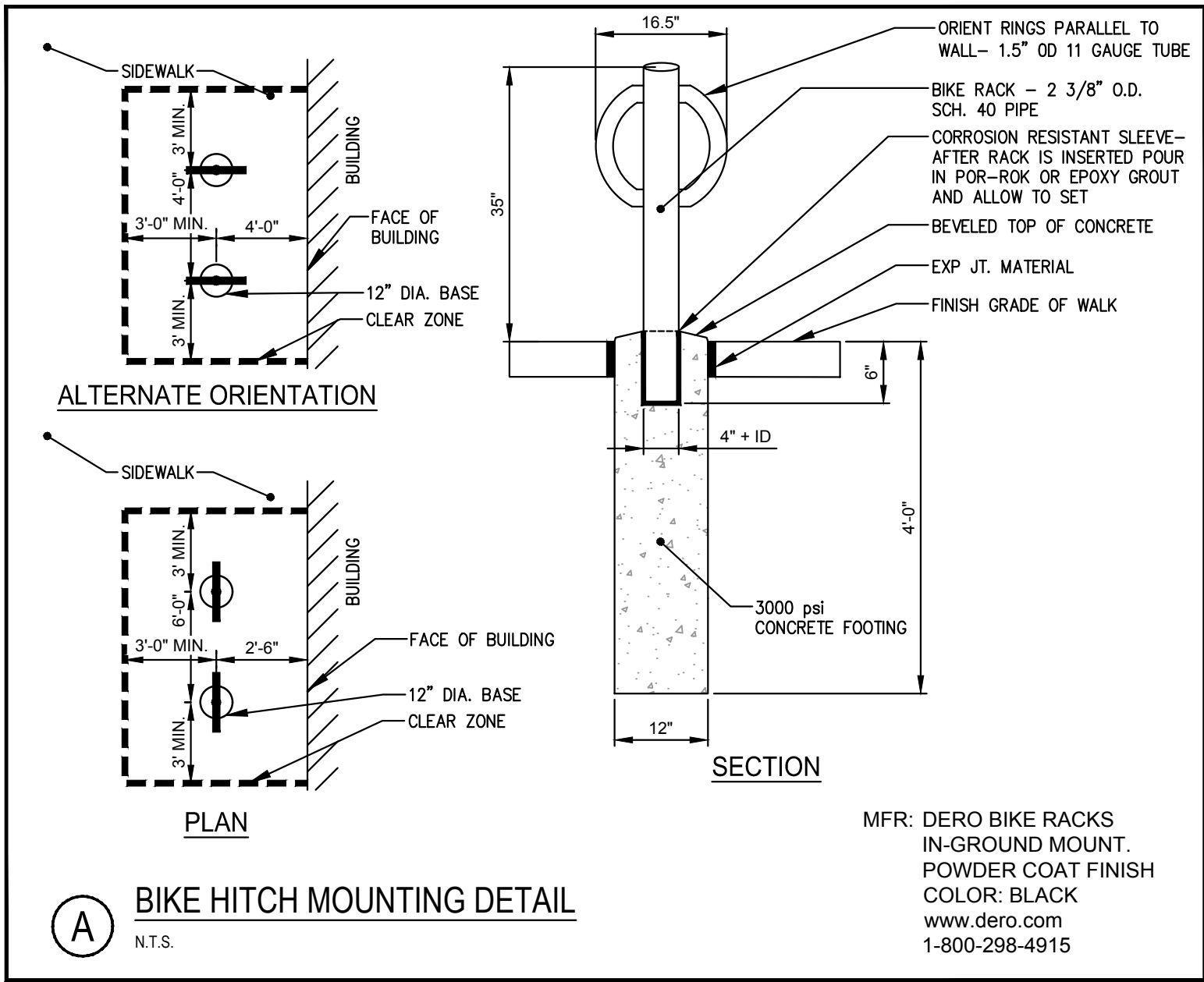


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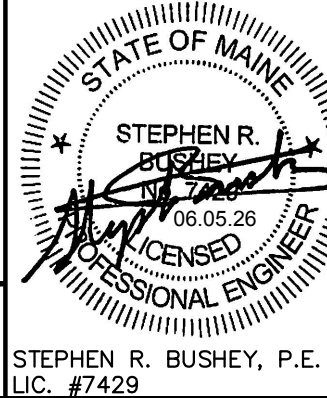
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Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMONT STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.

C-5.1



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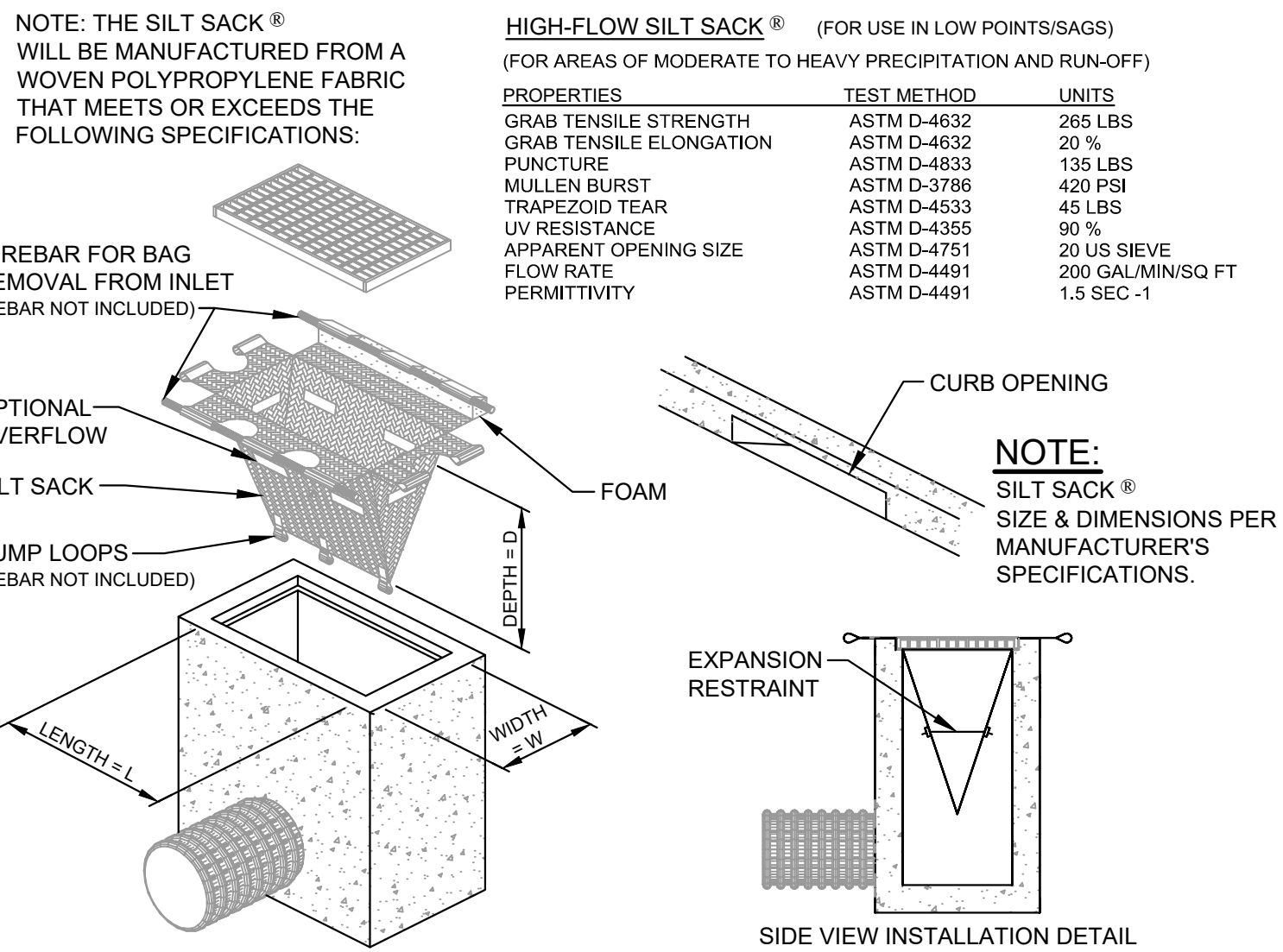


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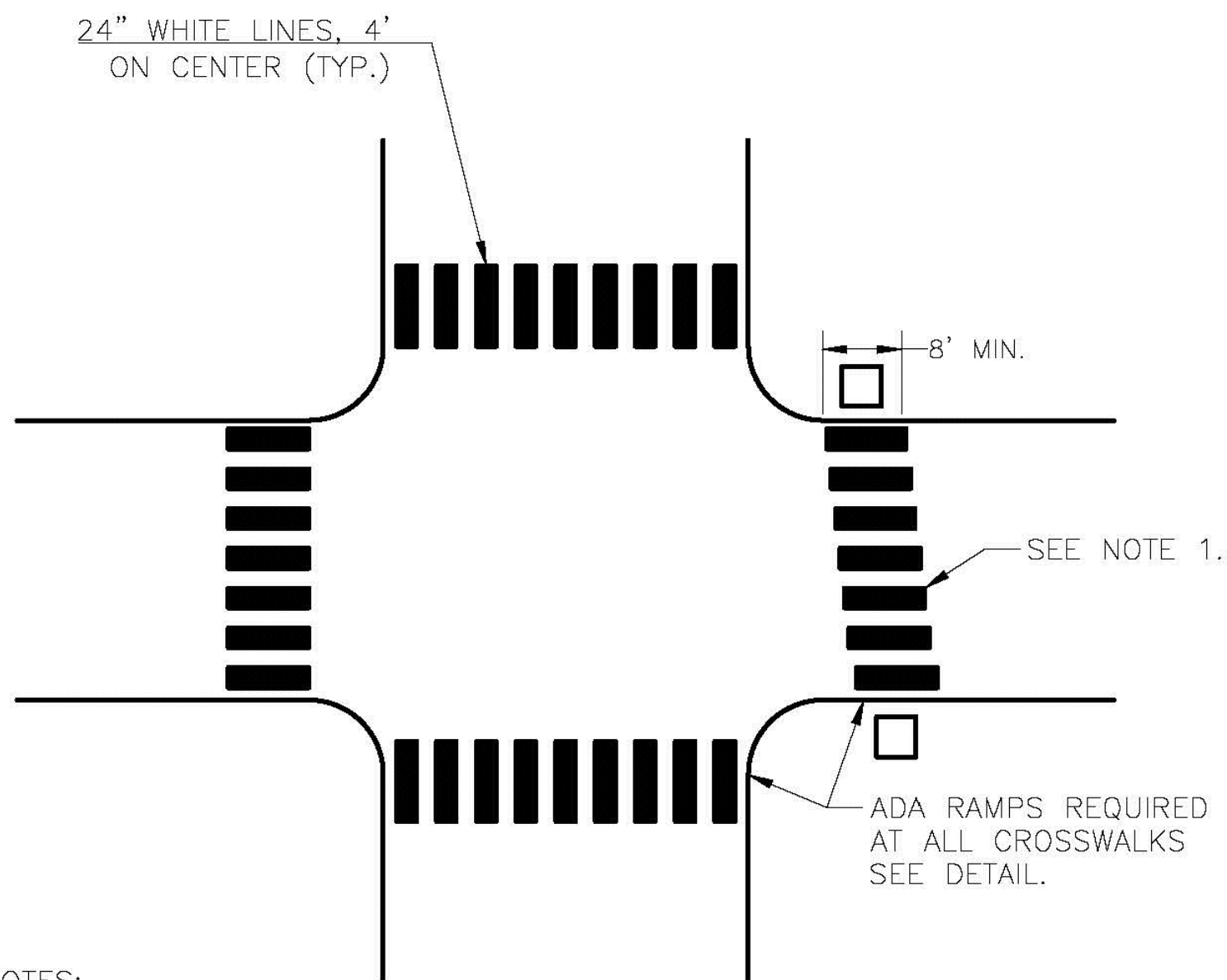
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Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.
C-5.2

U:\Developers Collaborative\0132326A.00 - 41 Ashmont Street Residential\Z - CAD\DWG\ASHMONT-DETAILS.dwg 6/24/2026 5:52 PM



(A) SILT SACK® DETAIL & SPECIFICATIONS
N.T.S.



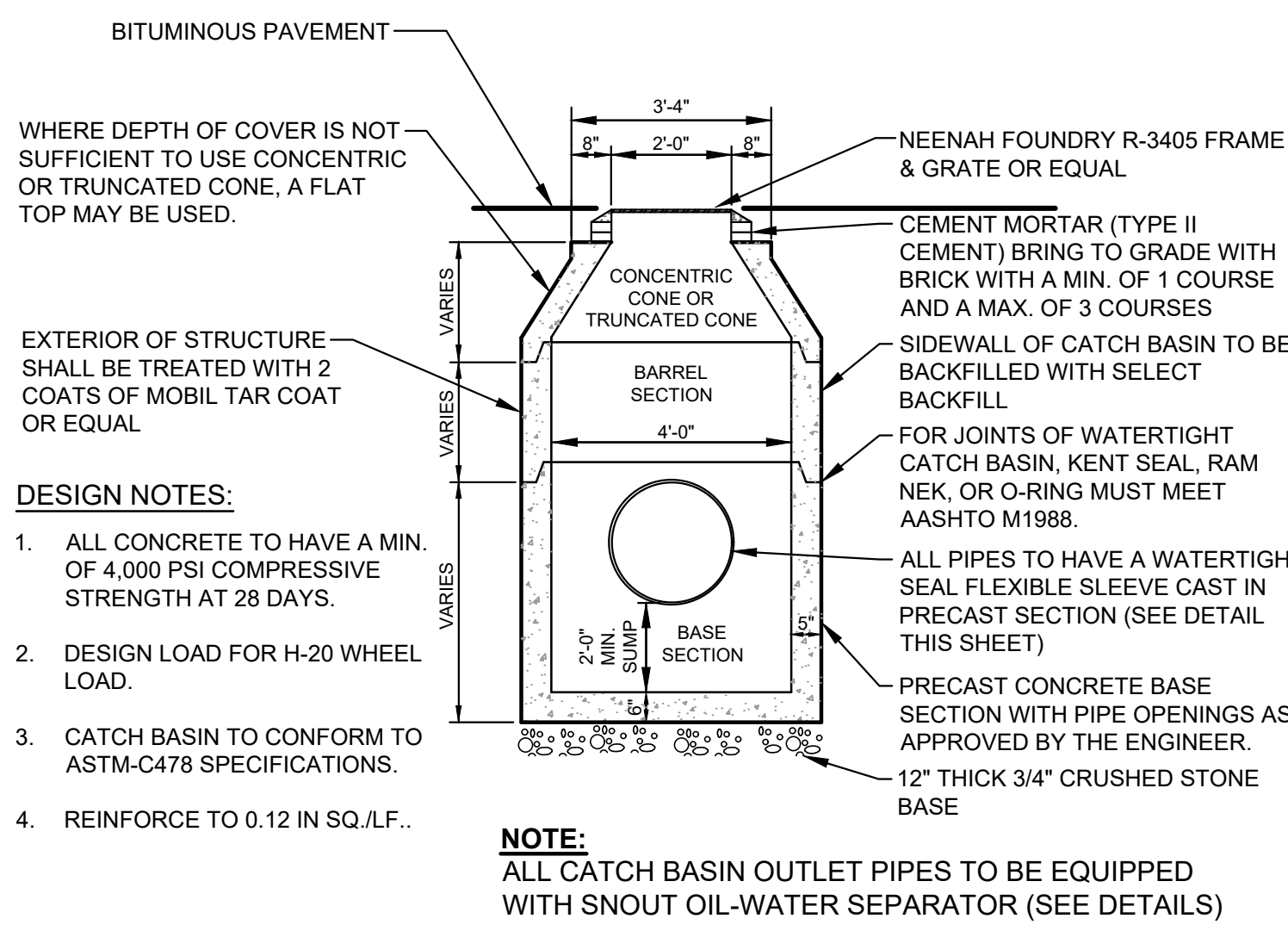
- NOTES:
- CROSSWALK BLOCKS SHALL BE STAGGERED AND REMAIN PARALLEL TO THE ROADWAY CENTERLINE AT SKEWED CROSSING LOCATIONS.
 - CROSSWALK MARKINGS LOCATED ON ARTERIAL STREETS SHALL BE APPLIED WITH A THERMOPLASTIC MATERIAL (OR APPROVED EQUAL) MEETING ALL MANUFACTURER AND MUTCD REQUIREMENTS.
 - THE ESTABLISHMENT PERIOD FOR CROSSWALK MARKINGS SHALL BE BASED ON MANUFACTURER'S SPECIFICATIONS AND SHALL AT A MINIMUM MEET MAINE DOT STANDARD SPECIFICATION 627.07 ESTABLISHMENT PERIOD REQUIREMENTS.

CROSSWALK MARKINGS

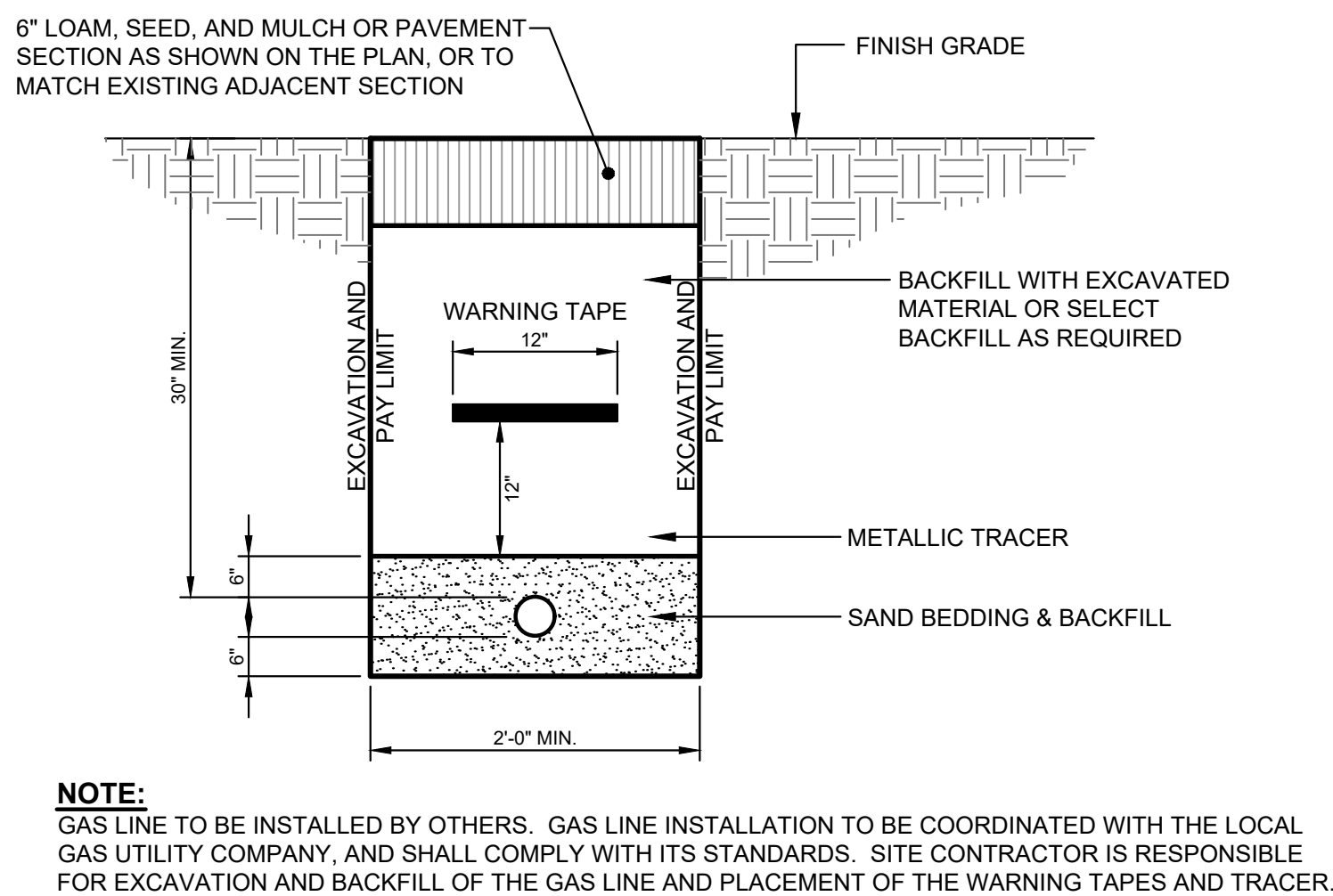
NOT TO SCALE

(B) TYPICAL CROSSWALK MARKINGS
N.T.S.

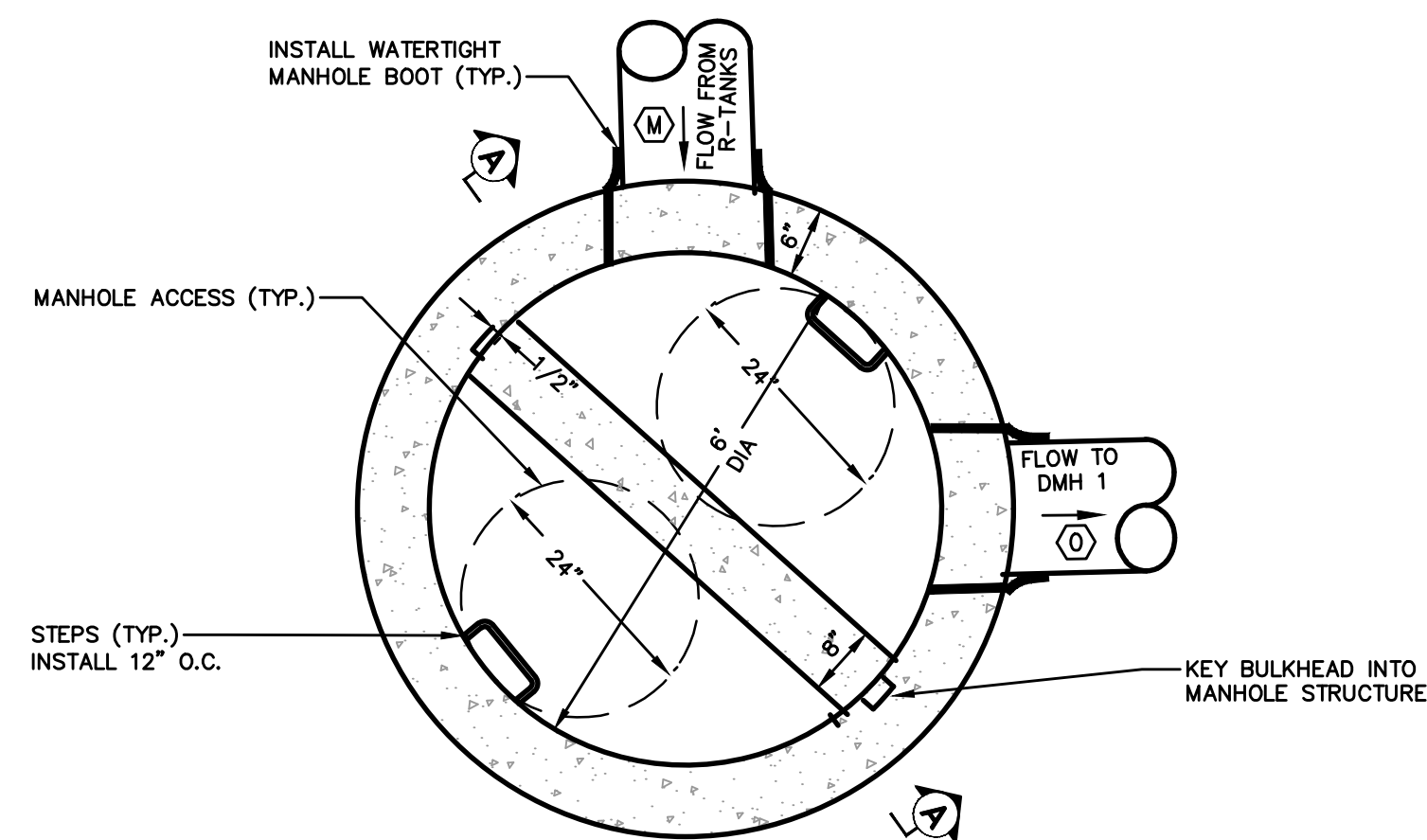
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



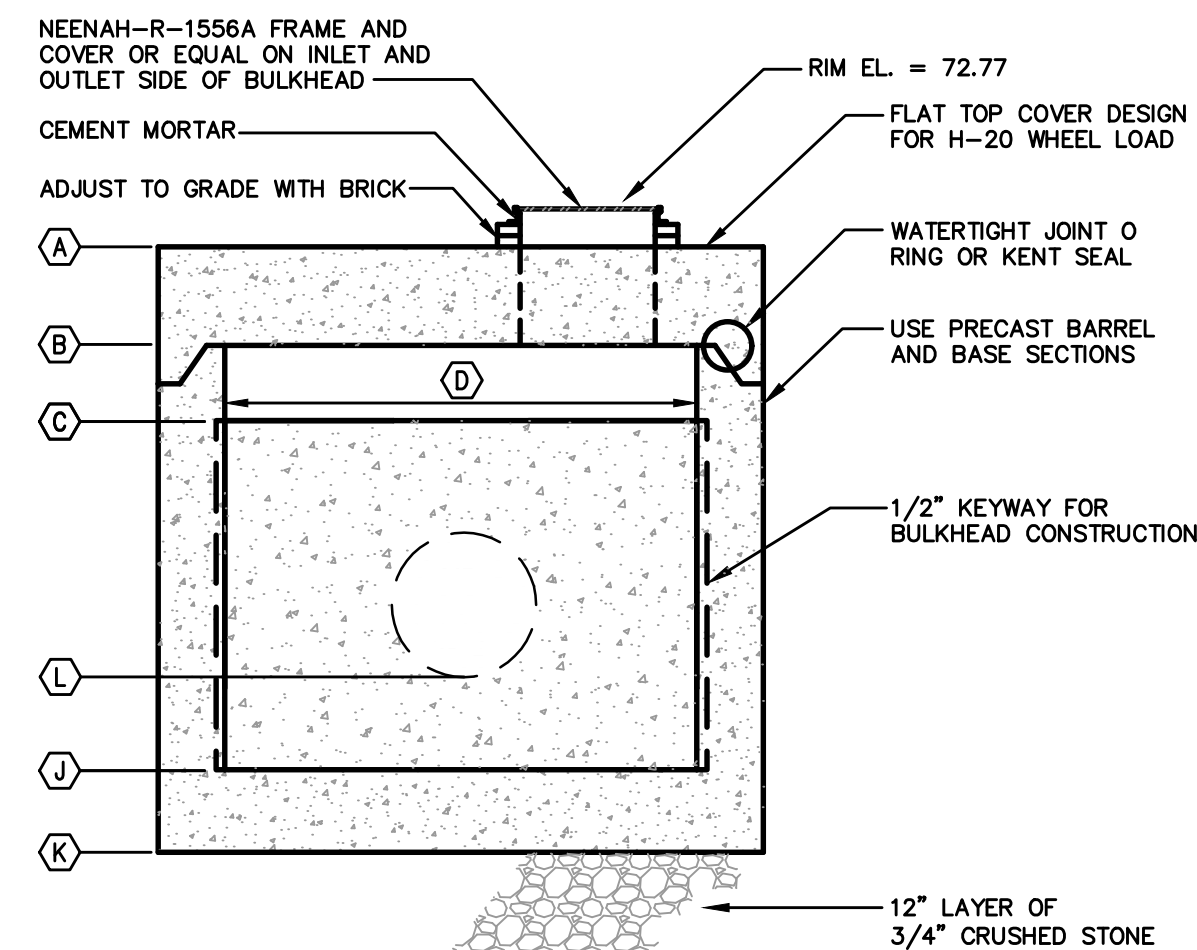
(C) 4'-0" PRECAST CATCH BASIN DETAIL
N.T.S.



(D) GAS SERVICE TRENCH SECTION
N.T.S.



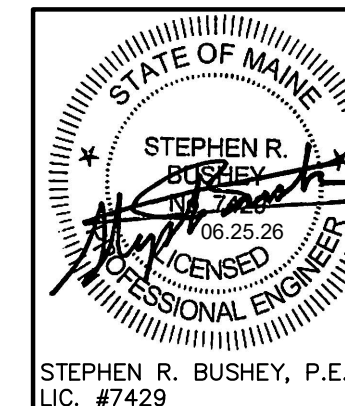
PLAN VIEW
OUTLET CONTROL STRUCTURE 1 (OCS 1) PLAN VIEW



SECTION A-A
OUTLET CONTROL STRUCTURE 1 (OCS 1) SECTION VIEW

(F) OUTLET CONTROL STRUCTURE DETAILS
N.T.S.

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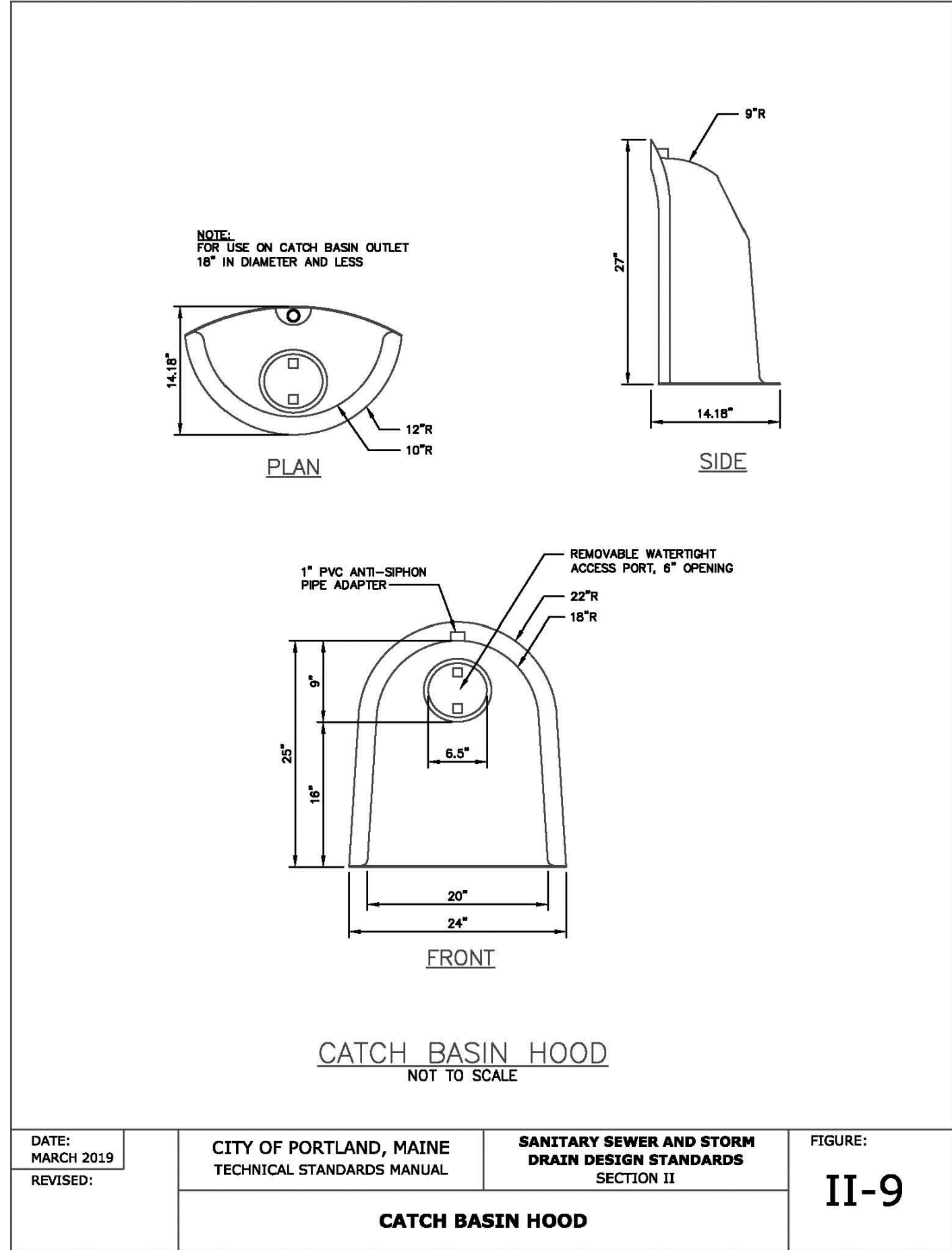
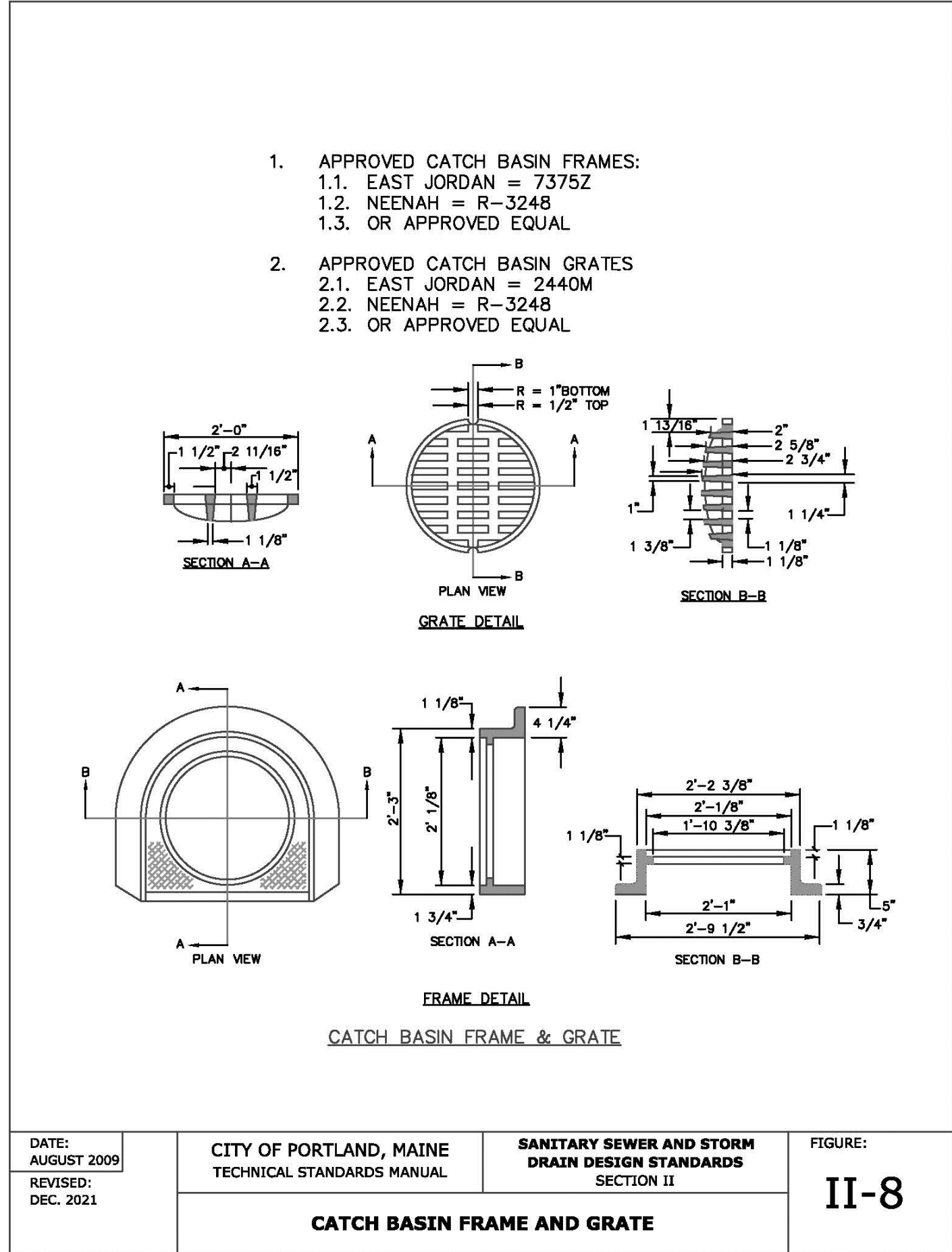
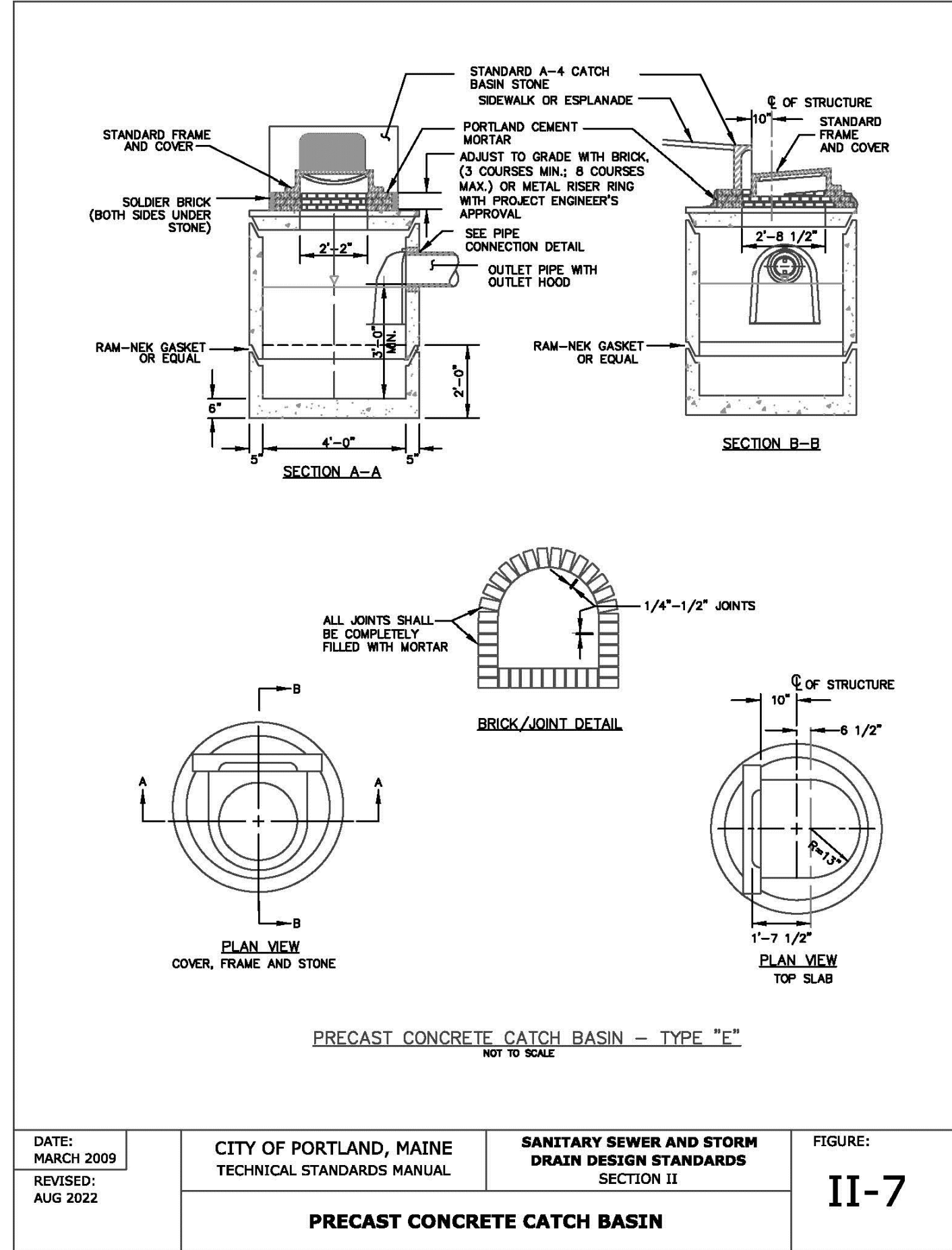
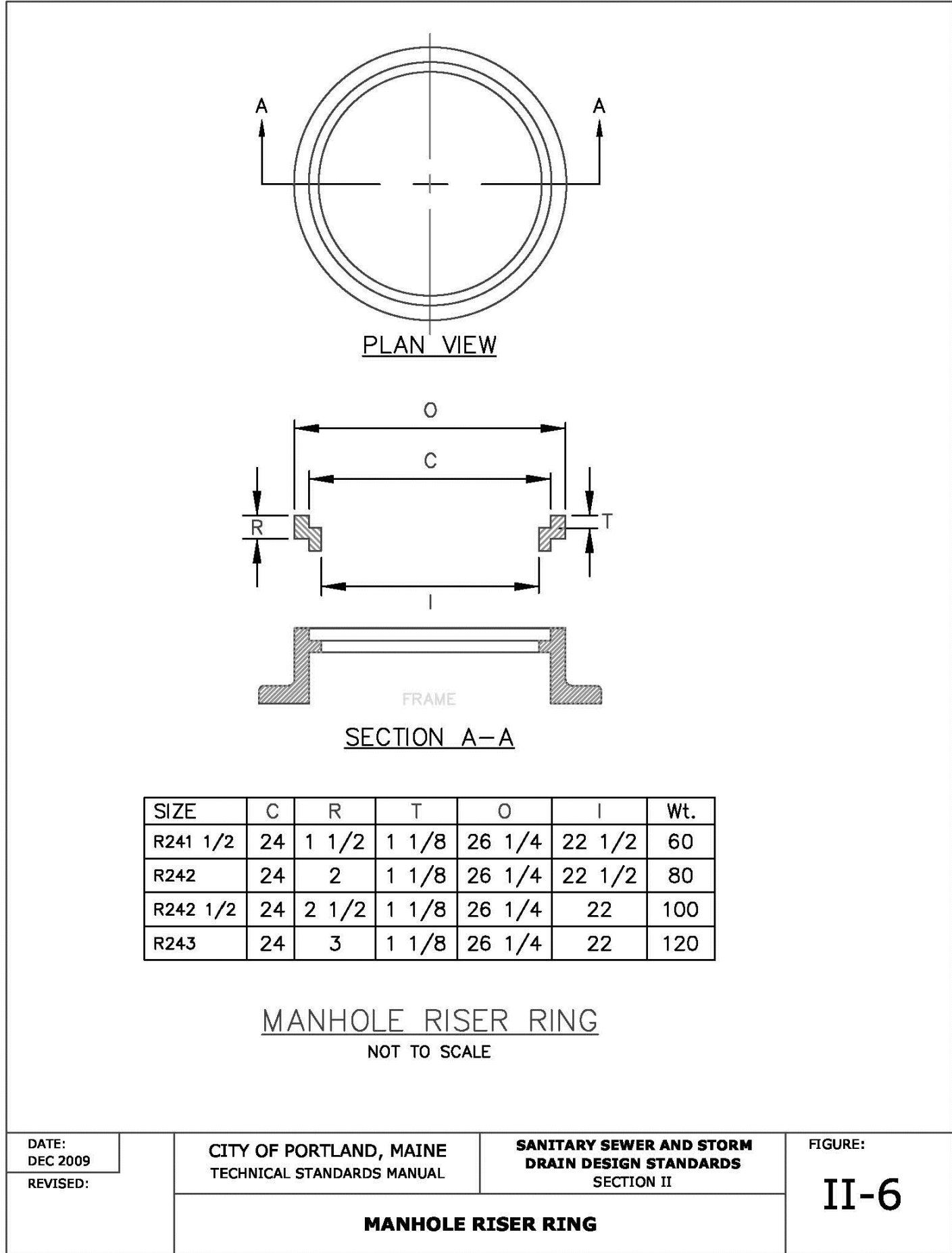
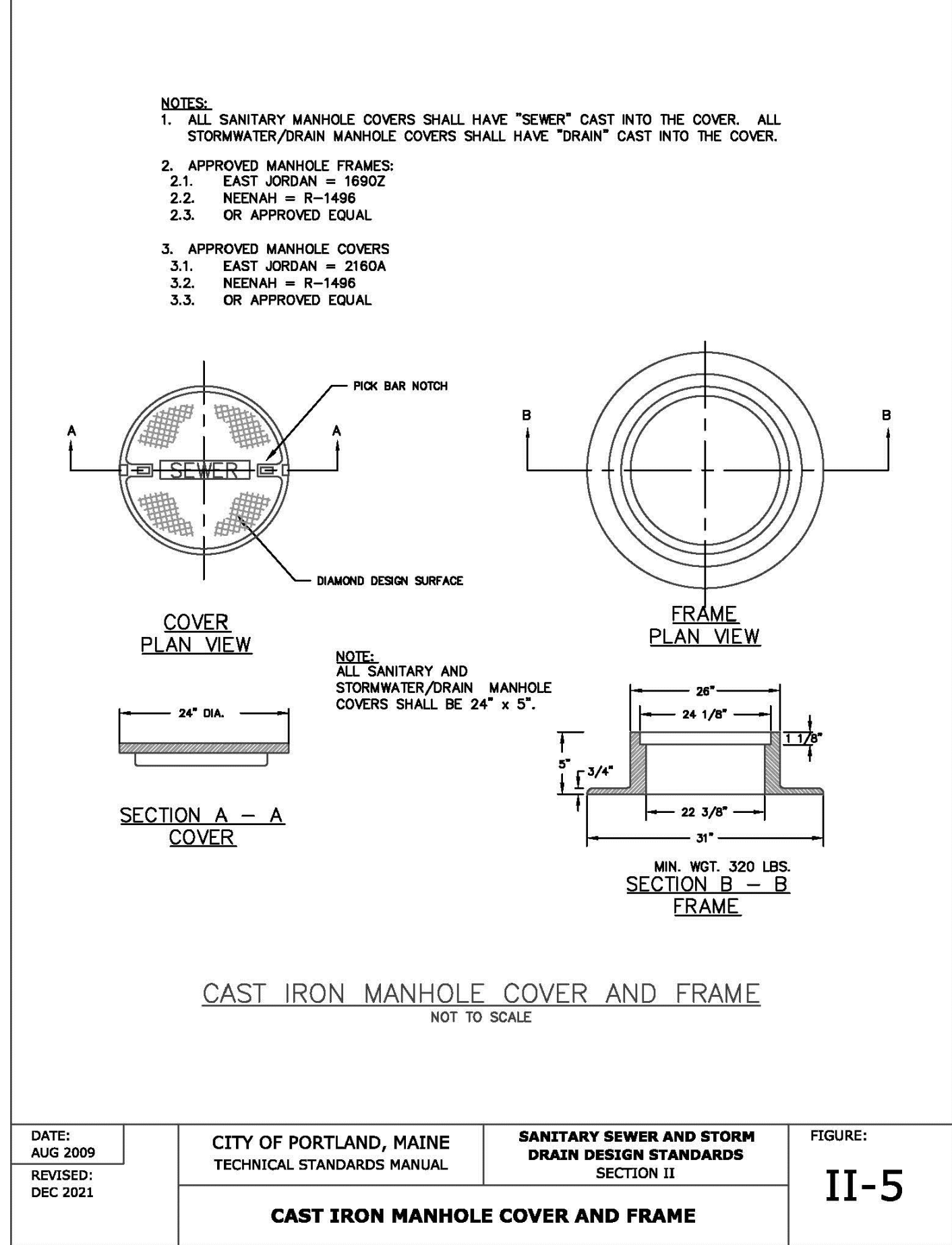
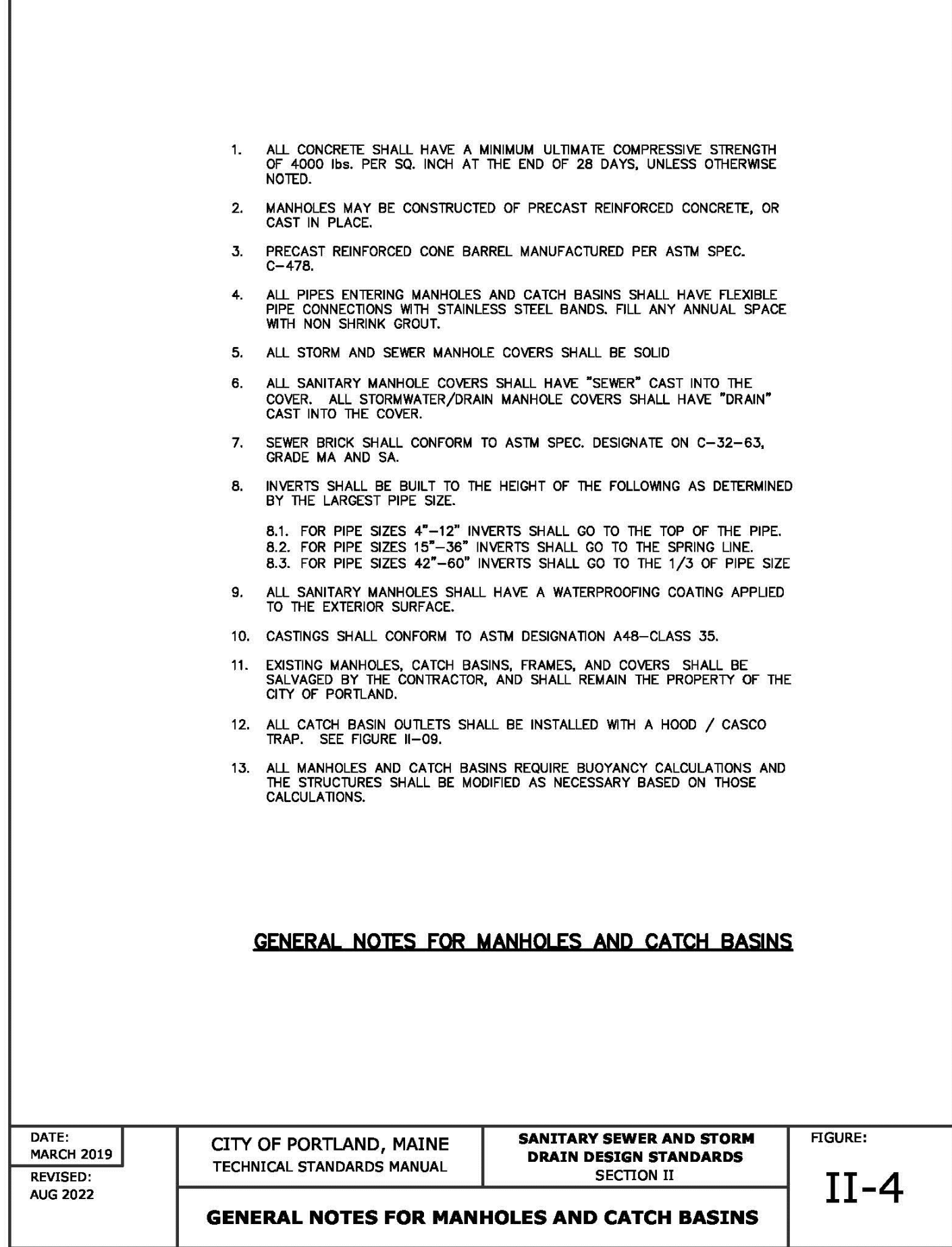
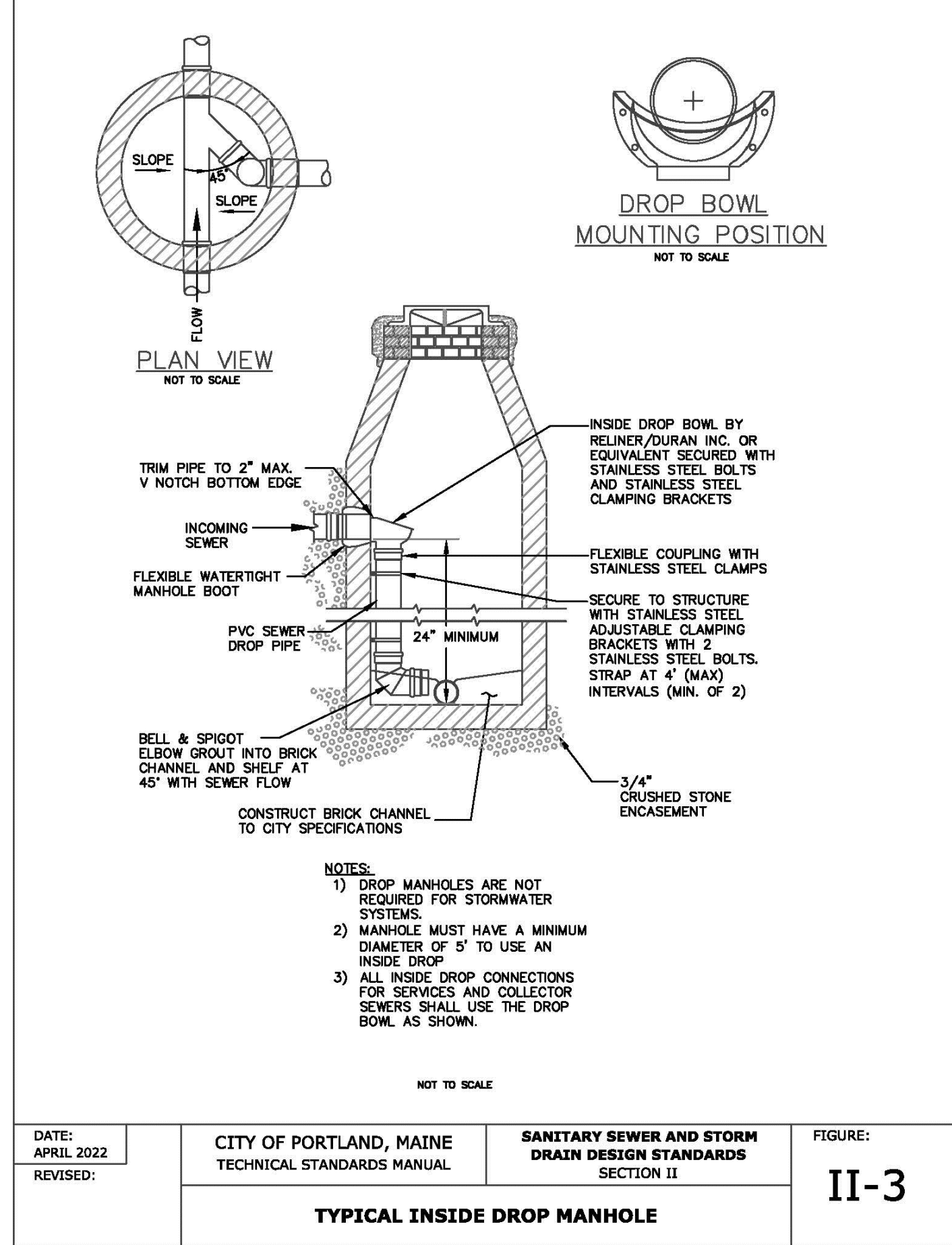
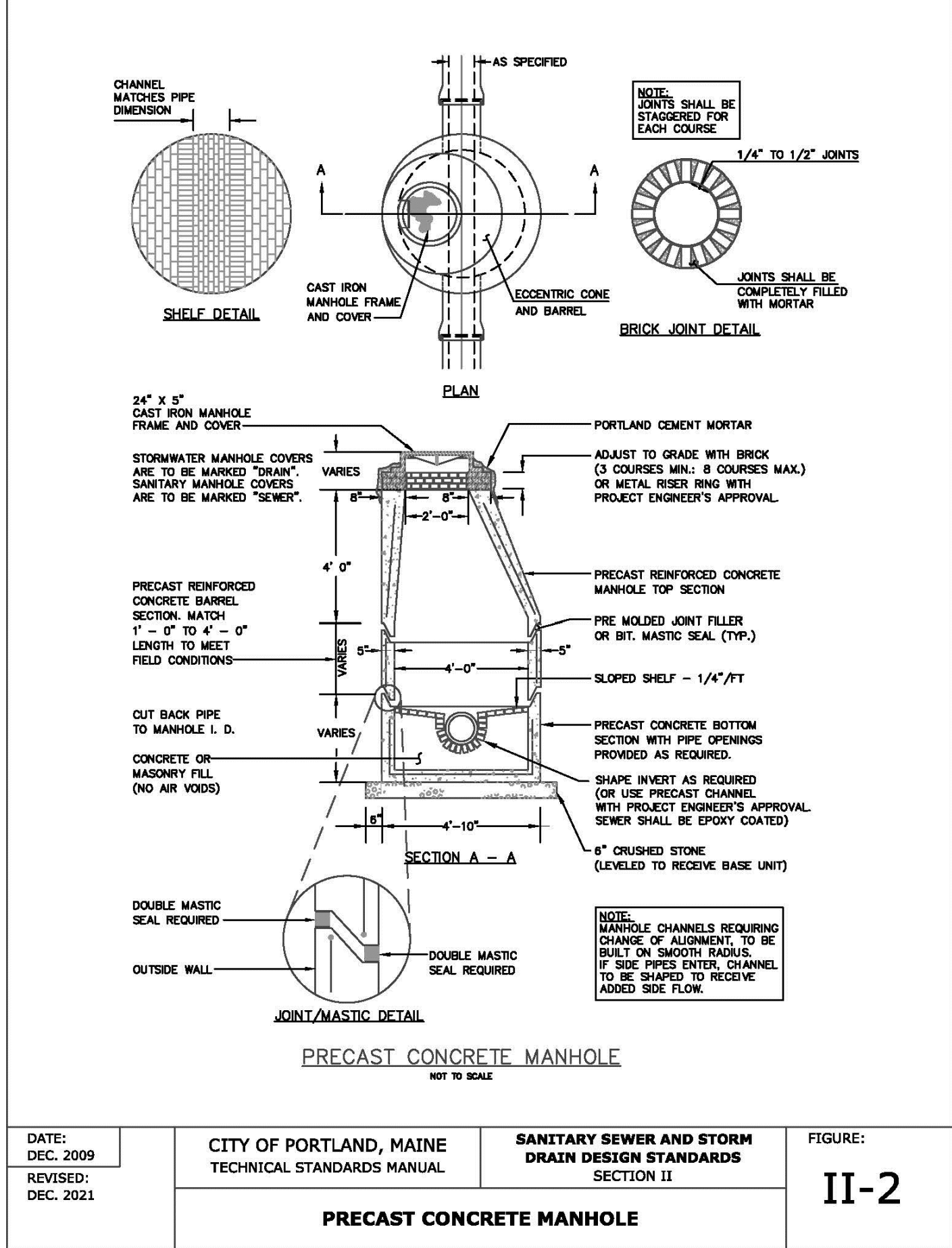


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Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMONT STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

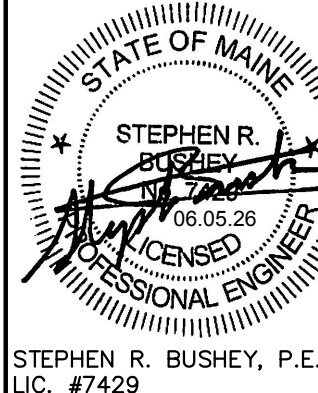
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C-5.3



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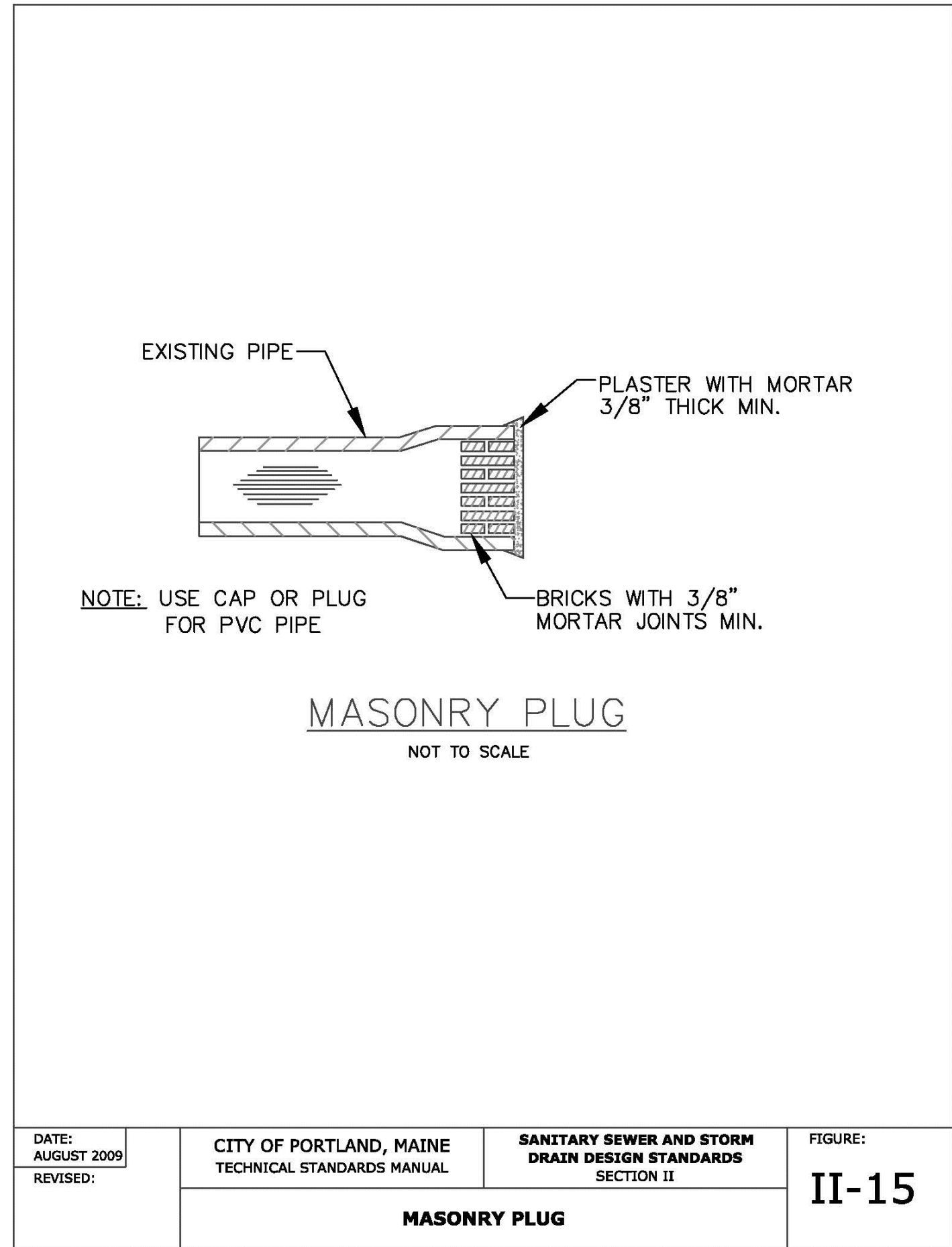
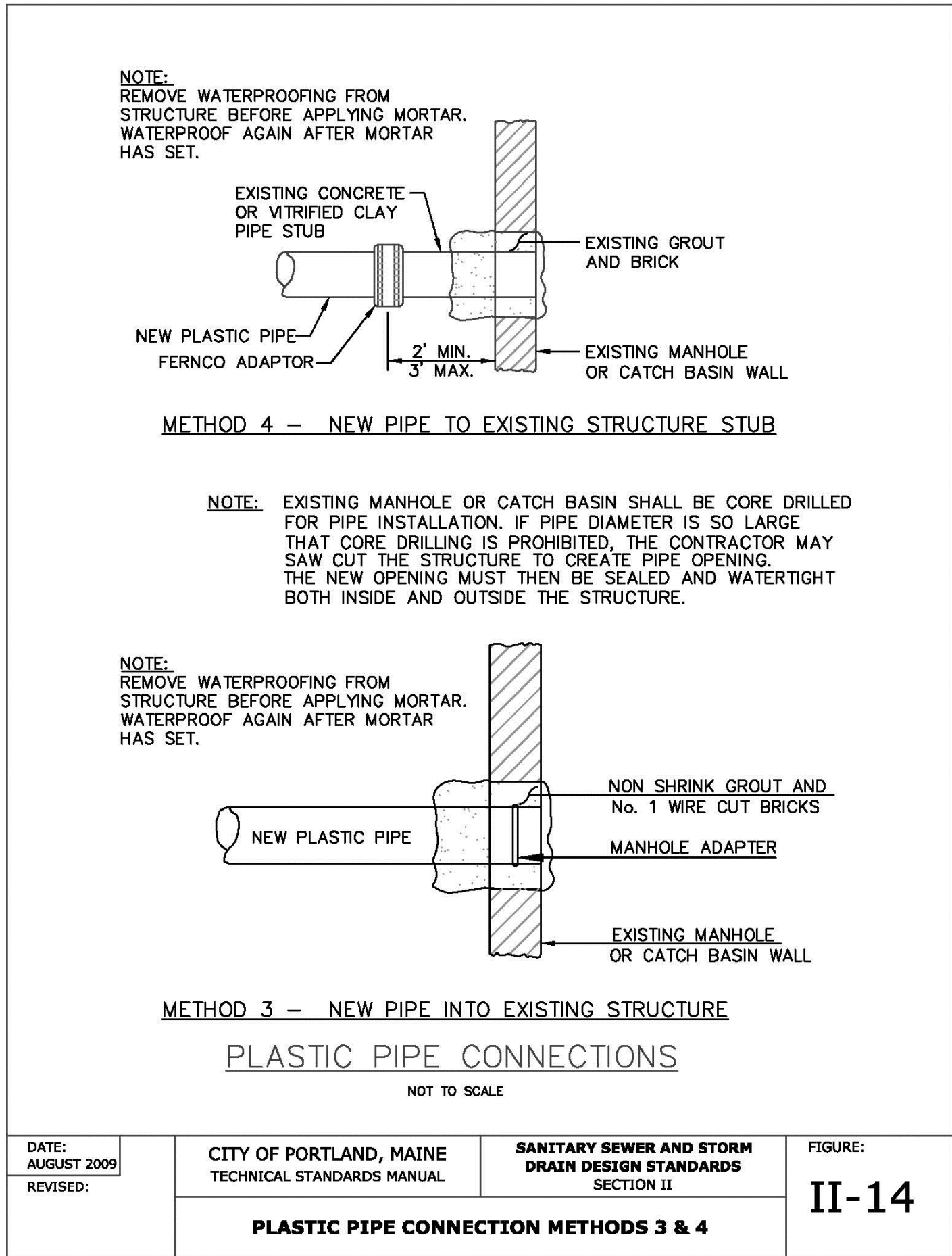
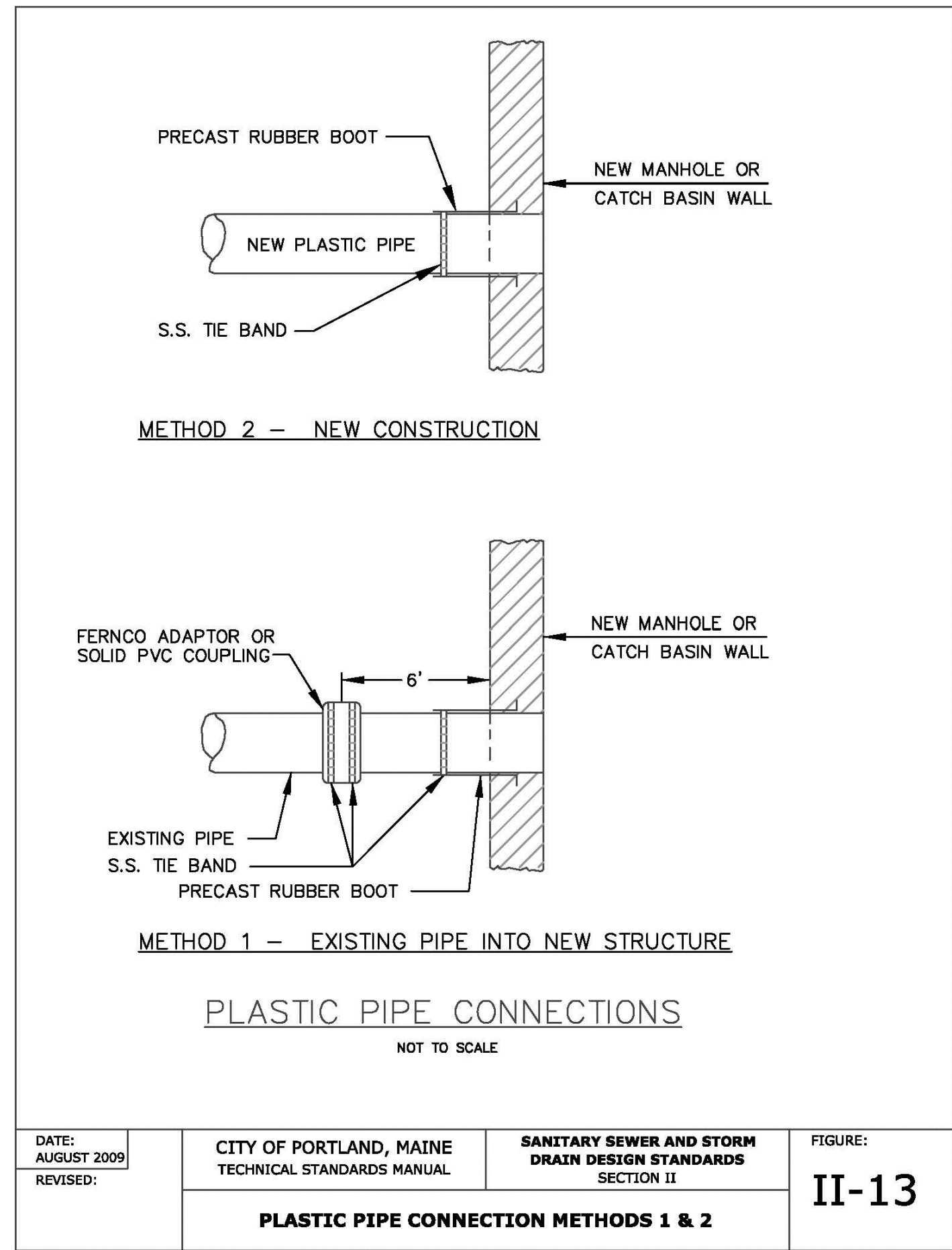
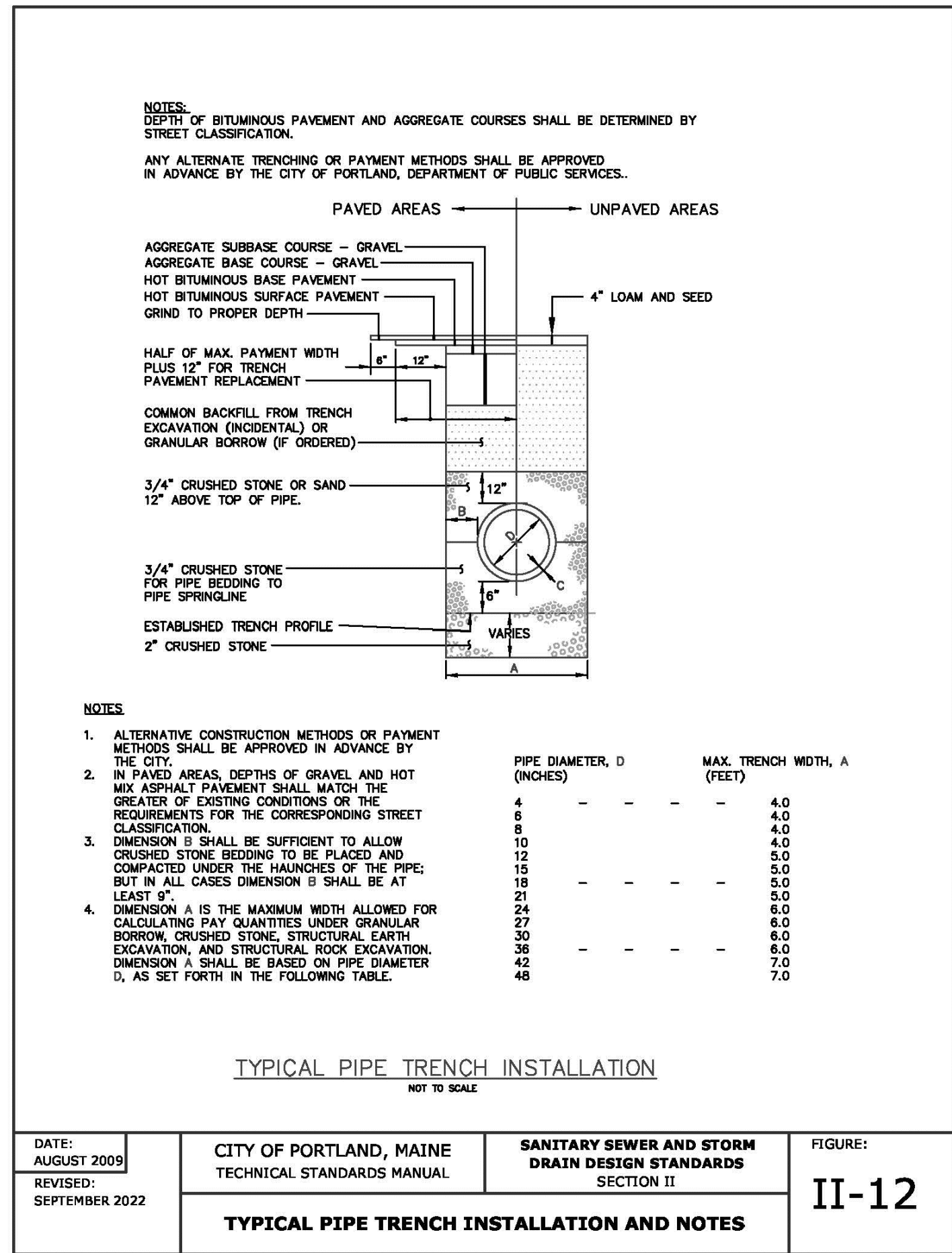
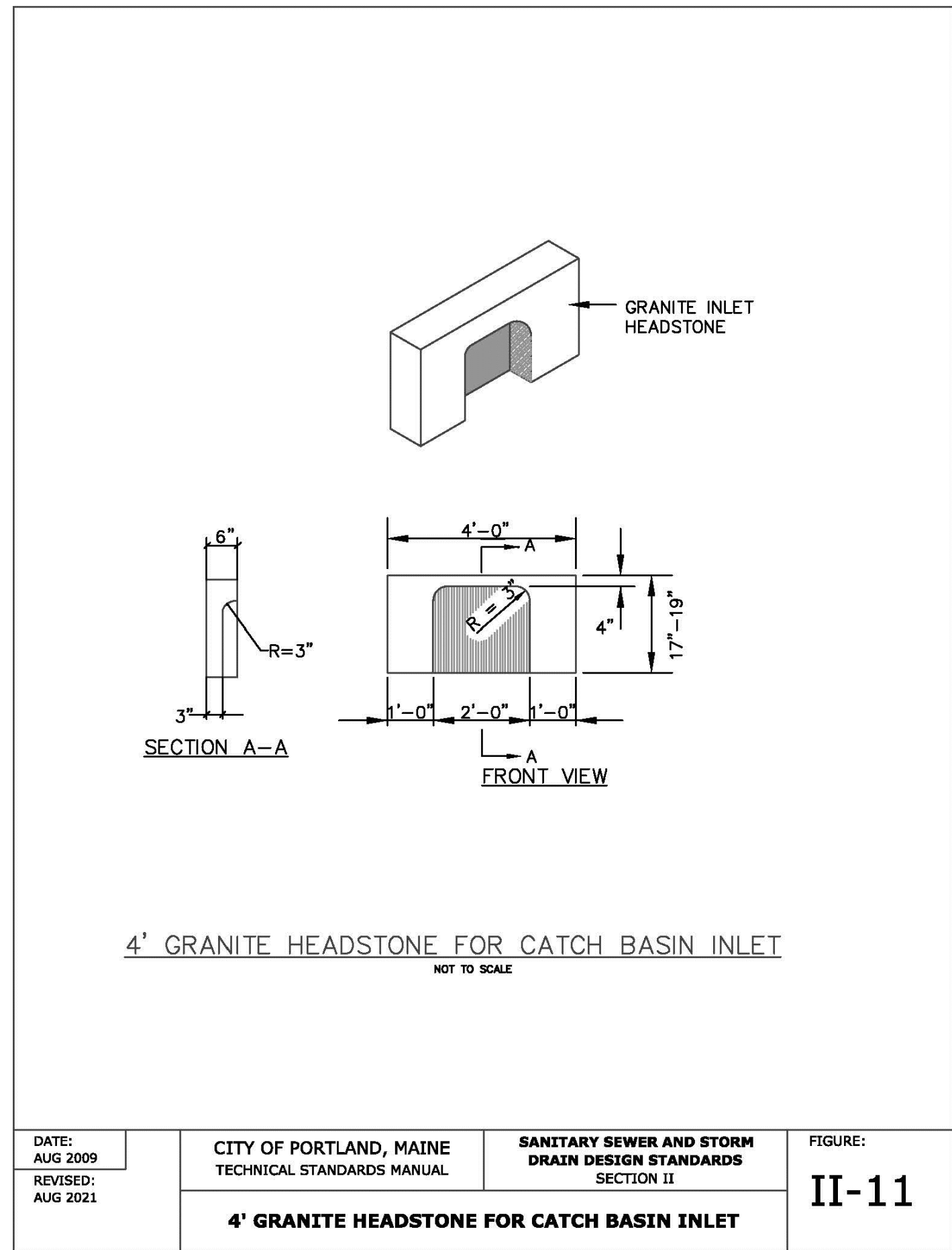
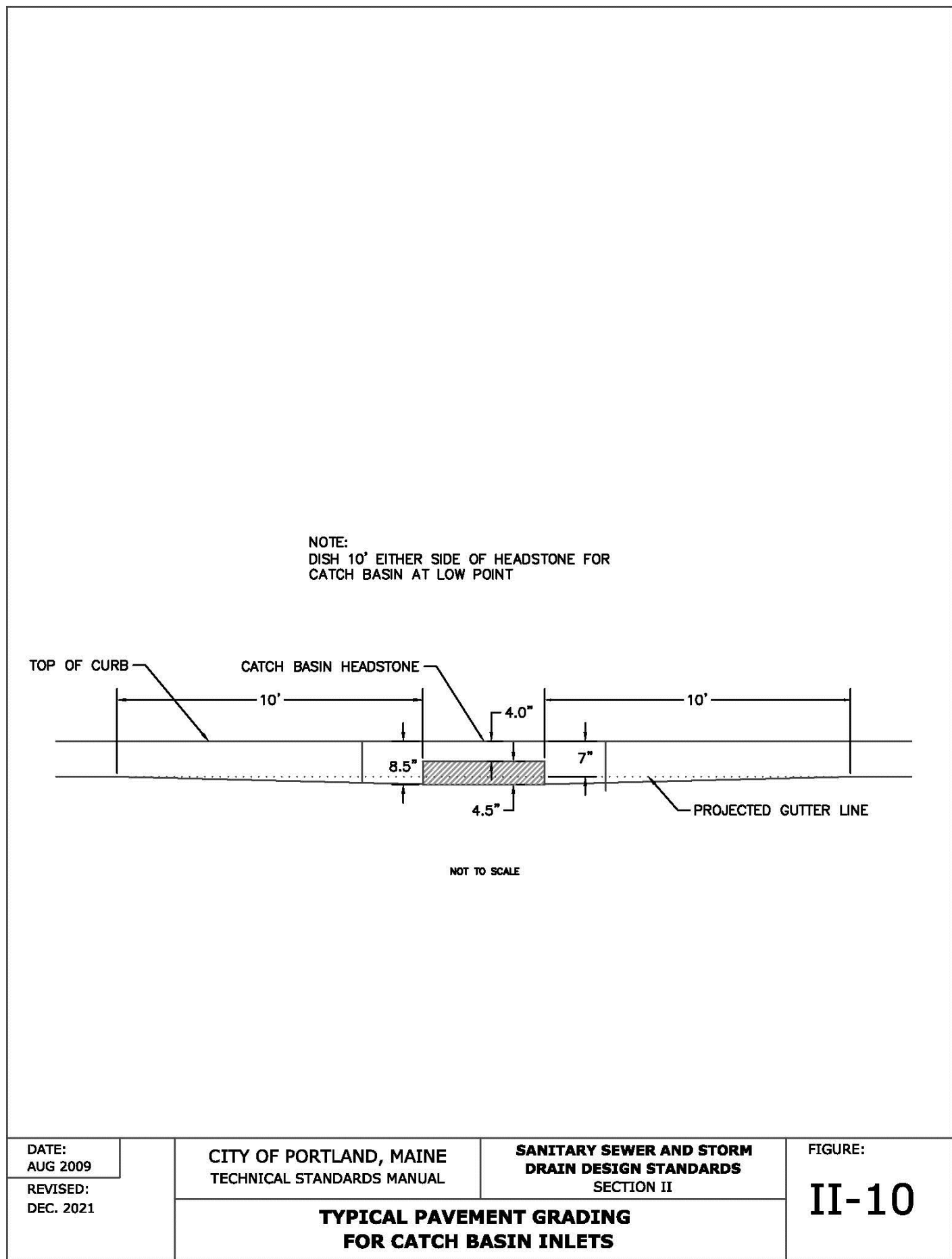


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Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMON STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.
C-5.4

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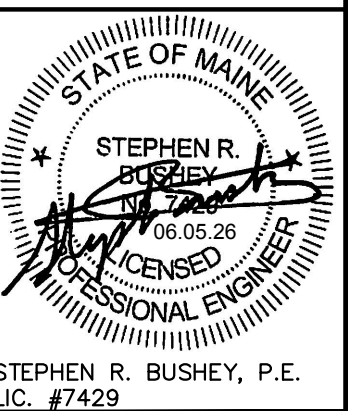


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Drawing Name:	SITE & MISCELLANEOUS DETAILS
Project:	MULTI-UNIT RESIDENTIAL DEVELOPMENT 41 ASHMONT STREET, PORTLAND, MAINE
Client:	DC 509 FOREST LLC 631 STEVENS AVE, PORTLAND, MAINE 04101

Drawing No.	C-5.5
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Carter Frank <cfrank@portlandmaine.gov>

Proposed affordable housing project PL-003618-2026

1 message

B Holmberg <blacksmithbeth@gmail.com>

Tue, Jun 23, 2026 at 11:45 AM

To: planning@portlandmaine.gov

Cc: rphillips@portlandmaine.gov, pali@portlandmaine.gov

Dear Planning Dept. folks,

I am writing in reference to the housing project proposed for [41 Ashmont St.](#) Let me start by saying that I am excited to have more affordable housing in Portland in general, and in my neighborhood in specific. The focus on studio units makes sense for higher density housing. It's about time! That said, I have some questions and concerns, specifically:

- I received official notice of the application and neighborhood meeting yesterday, on June 22nd, for a meeting on June 25th. This is simply not adequate notice! I'm upset that I cannot attend the meeting because of this short notice. Is this timing legal?

- Is there a way to be out on an email list so that I will know when this project is being considered at Planning Board Meetings? If so, please put me on that list!

- The letter from LBJ Engineering describes this as "2 affordable housing projects." Are all 63 units classified as affordable? And what does that mean? Are they all rent controlled, or are some of them market rate? I am more in support of truly affordable housing, versus something that starts out affordable, but then shifts to market rate.

- How will short-term rentals (ie. AirBnBs) be kept out, so that this remains housing for Portlanders?

- I am aware that requirements for one parking slot per unit has been a barrier to affordable housing. And it's great that this will be on the Forest Ave bus line. But 10 parking spots for 63 units seems like just too few! There's only so much on-street parking in the area. And, sadly, jobs are not mostly accessible by bus- having a car can be vital. I would be more comfortable with more like 30 parking spaces. How will this not cause parking problems?

- As a local resident, I am of course concerned with how it will be to live with the construction. Will the sidewalks remain open and cleared of snow? (Too many recent city projects have needlessly allowed sidewalk closures that produced dangerous conditions for pedestrians!) Will all aspects of construction adhere to noise ordinances? (The recent construction up and down Deering Ave. included heavy equipment being delivered at 6 am, with lots of loud banging.) Will Ashmont remain open?

Again, I'm glad to see much needed affordable housing added in my neighborhood. But I would like more information, and am dismayed by the lack of notice and what it might signal for the future behavior of the construction company involved.

Sincerely,
Beth Holmberg

[435 Deering Ave.](#)
Portland

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
City Hall, [389 Congress Street, 4th Floor](#)
Portland, Maine 04101

(207) 874-8719 (T)

(207) 756-8258 (F)

planning@portlandmaine.gov

www.portlandmaine.gov

Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

Proposed Major Site Plan at 41 Ashmont Street

1 message

Julie Kilcoyne <juliekilcoyne2@gmail.com>

Sun, Jun 28, 2026 at 5:49 PM

To: planning@portlandmaine.gov
Cc: wpelletier@portlandmaine.gov

Portland Planning Board

I received notification of a 63 unit housing project to take place on .45 acre parking lot behind my home. I have many concerns, which include the following:

- Increased Light Pollution
- Traffic Congestion
- Lack of Parking
- Narrow Streets
- Noise Pollution
- Devaluation of Property

I feel the magnitude of the project is too large for our small neighborhood. Further, the noise issues related to the Sierra Club have never fully been resolved. Adding another 63 residents will add to this. I believe it will likely impact street safety, noise, and the quality of life in the surrounding residential homes.

Thank you for your consideration

Sincerely
Julie Kilcoyne
B1 Clairmont Court
Portland, ME
(207)210-2638

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
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Portland, Maine 04101
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(207) 756-8258 (F)
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Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

----- Forwarded message -----

From: **Carol Schiller** <schiller.carol@yahoo.com>

Date: Fri, Jul 3, 2026 at 4:45 PM

Subject: 41 Ashmont Street Housing Development – July 6 Meeting

To: Andrew Graminski <agraminski@portlandmaine.gov>, Stephen Bushey <sbushey@ibinc.com>, Regina Phillips <rphillips@portlandmaine.gov>, <planningboard@portlandmaine.gov>, <info@developerscollaborative.com>

July 3, 2026

Hello All,

I hope everyone is staying cool on this very hot day!

In preparation for the July 6, 2026 neighborhood meeting regarding the proposed 41 Ashmont Street housing development at United Way, 550 Forest Avenue, please find my attached PDF, Linden and Cottage Street Sidewalk Connectivity Plan, for your review and consideration.

I appreciate the opportunity to share these ideas and look forward to a productive discussion about the proposed development and ways to create safe, accessible connections between future residents and the surrounding Oakdale neighborhood.

I respectfully request that the attached document be included in the July 6, 2026 meeting minutes and provided to the Portland Planning Board for consideration as part of its review of the proposed 41 Ashmont Street housing development.

Thank you for your time, consideration, and the work that has gone into planning this meeting.

Warm regards,

Carol R. Schiller
7 Longfellow Street
207-210-8781

Linden and Cottage Street Sidewalk Connectivity Plan

By Carol R. Schiller

Connecting Residents. Building Community.

Supporting the Proposed 41 Ashmont Street Housing Development

July 3, 2026

Re: Proposed 41 Ashmont Street Housing Development

To:

- Kevin Bunker, Founder & Principal, Developers Collaborative
- Amanda Bartlett, Director of Mission and Community Impact, Developers Collaborative
- Stephen Bushey, Gorrill Palmer
- Andrew Graminski, AICP, Planning & Development Review Manager
- Portland Planning Board
- Councilor Regina Phillips, District 3

Dear Mr. Bunker, Ms. Bartlett, Mr. Bushey, Mr. Graminski, Councilor Phillips, and Members of the Portland Planning Board:

Thank you for your work on the proposed 41 Ashmont Street housing development and for the significant investment being made to expand Portland's housing opportunities.

I respectfully propose that the Linden and Cottage Street Sidewalk Connectivity Plan become an integral part of the proposed 41 Ashmont Street housing development plan. Constructing continuous, ADA-compliant sidewalks and safe pedestrian crossings will ensure that current and future residents can move safely and independently through the neighborhood and connect to Longfellow Park, Shalom Community Park, Portland Community Squash Center, Portland Metro buses, the University of Southern Maine Portland campus, local businesses such as Proper Cup, banking, community organizations, religious institutions, and other Oakdale neighborhood destinations.

Cottage and Linden Streets are natural pedestrian connections between the proposed housing site, Longfellow Park, and the greater Oakdale neighborhood. Yet these streets do not provide continuous, accessible sidewalks capable of serving current residents or the increased pedestrian activity the development will bring.

Pedestrian safety and accessibility should be a top priority as this development moves forward. New housing should be supported by infrastructure that allows people of all ages and abilities to move safely and independently through the neighborhood. Continuous, ADA-compliant sidewalks, visible pedestrian crossings, improved lighting, and appropriate traffic-calming measures would reduce barriers, improve mobility, and create lasting public benefits for both current and future residents.

Without strong pedestrian connections, residents of 41 Ashmont Street risk becoming physically and socially isolated from the surrounding Oakdale neighborhood. Isolation is unhealthy. Building a connectivity bridge through Linden and Cottage Streets would link the new housing with the broader community and open opportunities for social engagement, connections with nature, independent mobility, and healthy living.

Investing in housing must also mean investing in the ability of residents to safely and independently reach the community beyond their front door. Continuous, ADA-compliant sidewalks are essential infrastructure that improves mobility, independence, pedestrian safety, and quality of life.

The attached photographs document existing conditions and opportunities for improvement.

Historical Background: Thirty Years of Unresolved Sidewalk Accessibility Deficiencies

For more than three decades, residents have repeatedly requested improvements to Cottage and Linden Streets. During that time, the sidewalks have continued to deteriorate, remain incomplete, and fail to provide continuous, ADA-compliant pedestrian routes. These longstanding conditions create significant accessibility barriers for people using wheelchairs, walkers, strollers, bicycles, and other mobility devices.

As a recipient of federal transportation and public works funding, the City of Portland has responsibilities under Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 to provide accessible public facilities and pedestrian routes. The longstanding conditions on Cottage and Linden Streets raise important questions about whether these accessibility obligations are being fully met.

The proposed 41 Ashmont Street housing development presents an important opportunity to address these longstanding deficiencies. Constructing continuous, ADA-compliant sidewalks on both sides of Cottage and Linden Streets would create accessible pedestrian connections between Ashmont Street, Longfellow Street, neighborhood parks, public transit, the University of Southern Maine Portland campus, banking, local businesses, religious institutions, community organizations, and other neighborhood destinations.

Proposed Improvements

- Construct continuous, ADA-compliant sidewalks on both sides of Linden and Cottage Streets.
- Fully resurface Linden and Cottage Streets.
- Install a highly visible crosswalk across Ashmont Street.
- Evaluate a pedestrian crossing signal and additional traffic-calming measures.
- Provide secure indoor bicycle storage for residents and bicycle parking for visitors.
- Improve neighborhood lighting, wayfinding, and walking connections to nearby parks, public transit, the University of Southern Maine Portland campus, banking, businesses, religious institutions, and community destinations.

Planning Board and Developers Collaborative Questions & Considerations

1. Has a pedestrian connectivity study been completed, and will it be made public?
2. Has Developers Collaborative discussed partnering with the City to improve connecting sidewalks?
3. How will residents with mobility limitations safely reach neighborhood destinations?
4. Will pedestrian safety improvements be evaluated?
5. Will bicycle storage and visitor parking be included?
6. What parking demand analysis has been completed?
7. How will pedestrians, bicyclists, drivers, and people using mobility devices safely share the streets?
8. How will this project help residents connect with the surrounding Oakdale neighborhood?

9. Would Developers Collaborative consider partnering with the City on public infrastructure improvements?

Requested Action

The Portland Planning Board

I respectfully request that the Portland Planning Board encourage Developers Collaborative and City staff to evaluate the Linden and Cottage Street Sidewalk Connectivity Plan and identify opportunities to implement these pedestrian improvements as part of the 41 Ashmont Street housing development or through coordinated public infrastructure investment.

Request for Inclusion in the July 6, 2026 Meeting Minutes and Planning Board Packet

I respectfully request that this letter and all attached photographs be included in the official July 6, 2026 meeting minutes and in the Portland Planning Board packet for the 41 Ashmont Street Housing Development. I also request that written responses from Developers Collaborative, Gorrill Palmer, and City staff be included in future Planning Board packets as part of the public record.

Thank you for your thoughtful consideration.

Respectfully,

Carol R. Schiller

Resident Since 1989

7 Longfellow Street

Portland, Maine 04103

COTTAGE STREET



**SIDEWALK & ROAD IMPROVEMENTS
FOR A SAFER, CONNECTED
COMMUNITY**





COTTAGE STREET SIDEWALK DETAILS

– NOT ADA COMPLIANT



LINDEN STREET



**SIDEWALK & ROAD IMPROVEMENTS
FOR A SAFER, CONNECTED
COMMUNITY**





LINDEN STREET SIDEWALK DETAILS

EXISTING CONDITIONS — NOT ADA COMPLIANT



NO CONTINUOUS SIDEWALK



SIDEWALK ENDS AT GRASS



BROKEN / NARROW ASPHALT PATH



MISSING SIDEWALKS



MISSING SIDEWALKS — BOTH SIDES OF LINDEN STREET

Re: 41 Ashmont Street — neighbor questions ahead of the July 28 workshop - correctio

1 message

Jack Vreeland (NMDI) <jackvreeland@gmail.com>

Sun, Jul 12, 2026 at 11:30 AM

To: planning@portlandmaine.gov

Cc: planningboard@portlandmaine.gov, amanda@dcmaine.com

Dear Planning Staff,

A correction to my earlier note: the elevations do show a 2-foot step down at the western portion of Building 1, to approximately 40'-11 $\frac{1}{8}$ ". My question stands, since even that lower figure appears to exceed the 35-foot limit once average grade is subtracted.

Jack Vreeland
447 Deering Ave.
Portland, ME 04103 USA

207-879-9152
jackvreeland@gmail.com

On Jul 12, 2026, at 8:04 AM, Jack Vreeland (NMDI) <jackvreeland@gmail.com> wrote:

Dear Planning Staff,

I am a resident of the Woodfords Corner neighborhood, writing regarding the major site plan application for 41 Ashmont Street (Developers Collaborative / DC 509 Forest LLC), scheduled for a Planning Board workshop on July 28.

Below are a few questions. They are questions, not objections — I would rather have the City's answers on the record than speculate. I have kept them to the few I think genuinely bear on the Board's review, and I am sending them now so that staff have time to respond before the workshop.

We support the housing this project would create, and we have real regard for Developers Collaborative's work here — the Motherhouse is an excellent project. Our aim is simply to see this one fit the street it sits on.

FIRE & RESCUE — EMERGENCY ACCESS

1. Where is the fire apparatus access road for these buildings? Is the paved drive between Building 1 and Building 2 designated as the access road? If so, does it meet NFPA 1 in full — not only the 20-foot unobstructed width of § 18.2.3.5.1.1, but surface, load capacity, turning radius, and ingress/egress?
2. Apparatus must still reach the site along Ashmont Street. I measured Ashmont at roughly 24 feet curb-to-curb. With one small car parked on the permitted side, that leaves about 17 feet of clear travel width — and less in winter, when plowed snowbanks narrow it further; residents already have difficulty getting an ordinary car through. Has Fire & Rescue evaluated the approach under these conditions, and can it confirm adequate access in writing?
3. If adequate emergency access requires prohibiting parking on both sides of Ashmont, how would the resulting loss of on-street parking be addressed for the existing neighborhood?

I raise the street questions with the understanding that they may warrant the City's attention regardless of this project — this is really a neighborhood-wide safety concern.

PLANNING — HEIGHT, PARKING, AND SUBDIVISION

4. Building 1's structure height: the bulk table on Sheet C-3.0 reports 35 feet, but the architectural elevations show "TOP OF STRUCTURE — 42'-11 $\frac{1}{8}$ " on all four faces, with a uniform roofline along the West Elevation. Sheet C-3.0 shows that west wall set back 5 feet from the RN-3 zone, where Table 7-C limits height to 35 feet. (I have raised this separately with staff and would appreciate the answer in the project file.)
5. Parking: the plans provide roughly 10 spaces, for staff, across 63 units, on a street where neighbors already petitioned to restrict parking to one side. I understand § 18.1.2 requires no off-street parking. Will a Transportation

Demand Management Plan be required under § 13.6.1, and can it be conditioned to address spillover onto surrounding streets?

6. Subdivision: the plans appear to divide the parcel into three lots. Is this the intention? If so, is a subdivision review required in addition to site plan review? Will each lot independently meet B-1 standards, and will the fire access route and shared parking crossing the new lot lines be secured by recorded easements?

I'd be grateful if you could confirm receipt, let me know which planner is assigned to this application, and include this inquiry in the project file for 41 Ashmont Street.

Thank you for your time.

Sincerely,

Jack Vreeland
[447 Deering Ave.](#)
Portland, ME 04103

207-879-9152
jackvreeland@gmail.com

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Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

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Planning and Urban Development Department
City Hall, [389 Congress Street, 4th Floor](#)
Portland, Maine 04101
(207) 874-8719 (T)
(207) 756-8258 (F)
planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

Questions and concerns regarding 41 Ashmont Street project (directly abutting neighbor)

1 message

John Bowllan <jbowllan@gmail.com>

Mon, Jul 13, 2026 at 5:06 PM

To: planning@portlandmaine.gov

Cc: Amanda@dcmaine.com, agraminski@portlandmaine.gov, info@developerscollaborative.com, Kamli Faour <kamli.w.faour@gmail.com>

Hello,

My name is John Bowllan, and my wife, Kamli Faour, and I live at [52 Ashmont Street](#), directly across from the proposed 41 Ashmont Street project, which includes the 30-unit Home for Good building and the 33-unit senior living building.

We support new housing in our neighborhood and appreciate the effort being made to approach this project thoughtfully. I would like to submit the following questions and concerns for the Planning Board's review and for inclusion in the project record ahead of the upcoming July/August meetings. I hope these issues can be incorporated into the planning and development process.

1. **Construction impacts:** As an abutting home, we are concerned about dust, debris, and noise reaching our windows and yard. What construction-management measures are planned, including dust and debris control, work hours, street cleaning, and a designated neighborhood contact? Would the developer consider funding periodic exterior/window cleaning or protective barriers for immediately adjacent homes during construction?
2. **Construction phasing:** We learned from the most recent neighborhood meeting that the two buildings may be constructed in separate phases, with the funded Home for Good building proceeding first and the senior building following once financing is secured. Two separate construction periods would significantly extend the total duration of disruption for abutting homes. We request that both buildings be built concurrently, within a single construction window, to minimize the overall construction impact on the neighborhood.
3. **Parking:** The notice proposes only 10 parking spaces for 63 units, with most spaces allocated to support staff. On-street parking is already constrained several times a week, including when the Sahara Club meets. While future tenants may own cars at a lower rate than the general population, the project could still bring additional vehicles from residents, residents' friends and family, staff, other visitors, service providers, and others. We are concerned that Ashmont Street and neighboring streets could face significantly increased parking pressure. How will parking demand from residents, staff, and visitors be managed without overwhelming the surrounding streets? Can a parking-demand study be provided that accounts for existing neighborhood congestion and recurring high-demand periods?
4. **Outdoor and communal space:** Will there be sufficient on-site communal outdoor space for residents during warm weather, along with landscaped buffering, so that gathering does not spill onto the street or neighboring yards?
5. **Supportive services for the Home for Good building:** Because the success of supportive housing depends heavily on staffing, services, and ongoing management, what will the 24/7 support model include? What resident code of conduct, security measures, and enforcement procedures will be in place? What is the contingency plan if DHHS or other services funding changes in the future?
6. **Tenant screening and referrals:** What are the eligibility and screening criteria for each building? Who conducts the screening (e.g. Catholic Charities, DC Management, MaineHousing, or another entity) and how are residents referred and selected?
7. **Sidewalks and pedestrian safety:** Will the project add or upgrade ADA-compliant sidewalks, crosswalks, and street lighting in the immediate area?
8. **Building height, shadow, and privacy:** With proposed 4- and 5-story buildings directly across a narrow street from homes that are generally no more than 2 stories, has a shadow study been completed? How will upper-floor windows be placed, screened, or designed to avoid looking directly into neighboring homes and yards?
9. **Drainage, waste, and ongoing contact:** How will stormwater runoff from the larger buildings and paved areas be managed so it does not worsen drainage on adjacent lots? Where will trash and dumpster enclosures be located, and how often will they be serviced? Who will be the designated property-management contact for neighbor concerns after occupancy?

I would appreciate having these questions and concerns entered into the project packet and record. I would also welcome any information about how neighbors can stay updated throughout the review process.

Thank you for your time and consideration.

John Bowllan
[52 Ashmont Street](#)
 Portland

--
 Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
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www.portlandmaine.gov
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Proposed housing at 41 Ashmont St.

1 message

Gwyneth Jones <gjones@bowdoin.edu>
To: "npol@portlandmaine.gov" <npol@portlandmaine.gov>
Cc: Gwyneth Jones <gjones@bowdoin.edu>

Thu, Jul 16, 2026 at 8:43 AM

Hello Neha,

I have concerns about this proposal. 63 proposed units on a small piece of land with only 10 parking spaces seems like way too much for our neighborhood to absorb. We have already absorbed the Sahara Club and there are many times during the week that their patrons park where there are no parking signs with cars way too close to the intersections. There are young families on our block and on Cottage street and I think we are already concerned about the amount of car traffic and excessive speed in our neighborhood. Adding 63 units feels like way too much. Also this proposal does not seem to include any kind of outdoor space for the residents.

I have lived in this neighborhood for 35 years. We raised our kids here. I love the neighborhood and love living in Portland. I am in support of more housing. I am not in support of overloading one neighborhood with so many people. I think a more modest proposal with more parking and green space would be welcomed.

Sincerely,
Gwyneth Jones
24 Linden St.
Portland, ME
04103

Judy Robertson
 C2 Clairmont Ct
 Portland ME 04103
 (786) 567-0681 / judyrob@usa.net

Date: July 19 2026

To: Portland Planning Board

RE: Major Site Plan – Project ID PL-003618-2026 / 41 ASHMONT ST

Dear Planning Board:

My name is Judy Robertson and I live at C2 Clairmont Court, situated off-peninsula, directly adjacent to the proposed project referenced above. I am a strong advocate for providing affordable housing in our city, and I support doing this by increasing residential density along major corridors, Forest Avenue being an obvious example. However, after hearing the presentation by members of Developers Collaborative and Catholic Charities at the neighborhood meeting on July 6, I would like to share my concerns about the project as currently proposed.

The parcel is zoned **B-1**, described in Portland's Land Use Code as follows: *"To provide limited areas that support a small scale, pedestrian-friendly, mixed-use environment, allowing residents access to daily shopping and service needs within walking distance of nearby established residential neighborhoods. The B-1 zone provides for a mixture of commercial and service uses, closely integrated with – and complimentary to – the surrounding residential neighborhood fabric to support the concept of a complete neighborhood. The zone encourages both vertical and horizontal mixed-use, such as a commercial first floor with residential uses above, combined retail/office uses in a multi-story structure (vertical), or commercial uses mixed with three-family, four-family, townhouse, and multi-family structures across the face of a block (horizontal). Suitable locations for this zone may include street intersections and arterial streets with existing or proposed traditional neighborhood retail and service uses."*

Details from the developers' presentation:

"41 Ashmont St" proposes two buildings - one 4-story and one 5-story residence - on a half-acre lot located on a narrow side street which juts into the adjacent neighborhood off Forest Avenue, surrounded on 3 sides with 2-story single and 2-family homes. Set-backs on either side of the project are minimal (5'), with 10 parking spaces, dumpster, utilities, and designated smoking area at the rear.

My concerns pertain to the scope of the 2 proposed 63-unit buildings: the height and massing are without precedent in Portland, both on- and off-peninsula. On-peninsula, in those neighborhoods where there is designated B-1 zoning, existing developments are no more than 3 stories tall with the occasional set back 4th story, all of which follow the intended use described above, incorporating ground-floor retail and

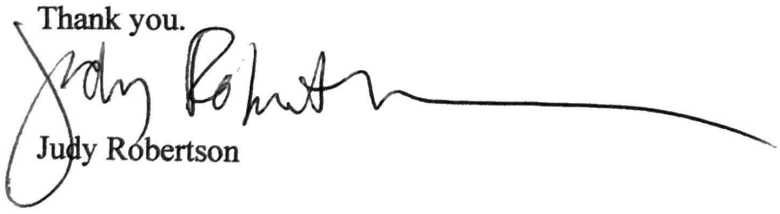
residential use above. As one looks beyond the downtown area and compares developments in B-1 zones off-peninsula, the height and massing shrinks even further. I refer to locations at the intersections of Stevens Ave. and Brighton Ave., Brighton Ave. and Woodford St., and Congress St and Frost St. Other B-1 developments off-peninsula are stretches of residential buildings with occasional mom-and-pop businesses at street level or 1- or 2-story office buildings opposite 2-story residential complexes. (see attached zoning code map with circled locations).

In the immediate neighborhood surrounding this parcel – including the busy corridor of Forest Avenue - there are ZERO buildings above 2 stories. That should be the starting point for any discussion of compatibility. That is the precedent that should be guiding this project, particularly since it is *not located directly on a major corridor* (as envisioned above in the zoning definition) – making the massing and height even more critical in establishing compatibility with the surrounding neighborhood.

What is being proposed by this developer – however strong an advocate of affordable housing they may be – lacks any sensitivity to the spirit and intentions outlined by the Portland city planners who conceived of B-1 zoning in the first place, as a complimentary ‘edge’ zone to more densely developed areas *along city corridors*. This project will not only compromise the quality of life of its neighbors but will stand out like a sore thumb, with its overblown massing and its 5-story height. Nearby residents will experience 1) the dramatic loss of open space created by reasonable setbacks: 2) they will forfeit natural light to immediately adjacent properties: 3) there will be a reduction in street parking, already an overflow problem with attendees of daily meetings at the Sahara Club: and 4) the loss of any sound barriers between this quiet side street and what will be a densely populated, and inevitably transient, housing community.

I urge you to instruct the developers to return to the drawing board and reduce the scope of this project by half. As proposed, this project serves neither the needs of its future occupants nor those of our community.

Thank you.



Judy Robertson

(see attachment)

Find address or place



Date: July 21, 2026
 To: Portland Planning Board
 From: Rebecca Schroeder
 Subject: Public Comment 41 Ashmont Street PL-003618-2026

Dear Chair Zamboni and Members of the Planning Board,

My name is Rebecca Schroeder and I am an owner of Unit F2 Clairmont Ct, on Ashmont St, a residence that lies a half block from the proposed development at 41 Ashmont Street. I am writing to comment on the Major Site Plan application ahead of your July 28 workshop.

I do not oppose affordable housing, but I believe this building proposal is too large and impactful for this 0.45 acre site, this street, and neighborhood. Ashmont lies within a residential area that is already congested with single, condominium style, and multifamily housing, parking limitations, and businesses along Forest Avenue that contribute to traffic on Ashmont as a cut-through to Deering Avenue. The following are some of my concerns:

Traffic, safety, and emergency: Access on Ashmont Street is nominally 24 feet wide and already congested during peak use of the Sahara Club at 57 Ashmont and during truck deliveries for the Great Lost Bear. a restaurant that borders Ashmont Street. There are many times I have driven on Ashmont where cars are unable to pass without a full stop and pull over to allow oncoming vehicles to pass. This has been doubly problematic in the months where snowbanks have impeded access. The application proposes no traffic study. I ask the Board to require one, scoped to include Sahara Club peak periods, speeds on the Deering-to-Forest cut-through, and fire-apparatus turning movements — including under winter snowbank conditions — with the Fire Department's review comments placed in the public record before any approval. Our neighborhood lost six people in the 2014 Noyes Street fire; I ask the Board to treat emergency access as a central finding, not a checklist item.

Height near the residential boundary: Building height far exceeds any existing structure that currently exists in or near this residential setting. Building 1 is proposed at 41'6", and five feet from the RN-3 zone boundary, where the code's step-down caps height at 35 feet unless the affordable-housing bonus is read to override it. The applicant's own cover letter assumes the favorable reading — describing the building as designed "to comply with the zoning threshold of 45' maximum height". This is an interpretation the City has not confirmed. At the July 6 neighborhood meeting residents were told the limit "might be seventy-five feet." Neighbors have now been given several different answers to the same question. I ask that Planning staff's written interpretation

be provided before the workshop, and that the Board consider requiring a top-floor step-back of at least 20 feet from the western and northern boundaries as a condition of approval. If the step-down is read as unmodified, the building as drawn does not comply.

Parking displacement: The project removes approximately 45 leased parking spaces and provides no tenant parking, displacing both existing and new demand onto surrounding streets already subject to one-sided parking restrictions. As a resident at Clairmont Court I have already had many instances where unauthorized vehicles park in private assigned spaces on the property, most likely due to limitations of street parking. I ask the Board to weigh this under its congestion findings.

Snow, lighting, and operations: On a site that is ~89% building and pavement, I ask the Board to require a specific snow storage and removal plan, full-cutoff lighting with building-side shielding, and a written condition that program space serve residents only, as the applicant committed on July 6. These are issues of safety for future project residents and abutting neighbors who will be impacted by this building project.

Construction phasing and funding risk: Only one of the two buildings is funded. The other depends on a competitive tax-credit award. I ask the Board to require a phasing plan and construction management plan as condition of approval, and to state how long the approval remains valid if construction on either building stalls. The applicant seeks expedited approval by mid-August to fit a funding deadline. The code permits expedited review only “without impairing the scope or thoroughness of the review.” I ask the Board to take the time to fully understand this project's impact on our neighborhood — and to require complete, on-the-record answers to the community's open questions before any approval. A building decision this consequential and permanent cannot tolerate unresolved answers or a guess as to the viability of future funding, nor can it achieve rubber stamp approval without the full consideration of neighborhood impact.

Thank you for your consideration.

Rebecca Schroeder
F2 Clairmont Ct., Portland ME



Carter Frank <cfrank@portlandmaine.gov>

community meeting to discuss building project

rebecca schroeder <rebeckerschroeder@gmail.com>

Mon, Jun 22, 2026 at 12:22 PM

To: planning@portlandmaine.gov

Good day,

I am an owner of property at F2 Clairmont Court on Ashmont Street in Portland. I received a notice from Ijb Engineering stating they were having a community meeting to discuss a future building project. Because of the short notice, I am not able to attend, but want to register my objection to this proposed project.

They intend to build a 63-unit apartment project on a 0.45-acre lot adjacent to a highly congested area off of Forest Avenue on Ashmont Street. They also intend to add only 10 parking spots to this project, which is totally inadequate for the possible number of residents who might live there. The project ID is PL-003618-2026.

I want to ensure that my objection to this proposed project is registered and noted in the minutes for the next planning board meeting that reviews this request. I do not see in the planning board agenda when this issue will be taken up, but I would like to attend this meeting if possible. Please let me know which meeting date/time this occurs.

Thank you for your attention to this matter.

Respectfully,

Rebecca Schroeder

978-505-8515

F2 Clairmont Ct, Portland ME

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department

City Hall, [389 Congress Street, 4th Floor](#)

Portland, Maine 04101

(207) 874-8719 (T)

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planning@portlandmaine.gov

www.portlandmaine.gov

Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

Public Comment in SUPPORT of Project ID: PL-003618-2026 (41 Ashmont Street)



Assigned to me by cfr...@portlandmaine.gov

Subscribe

1 view



Tommy Wilson

to planni...@portlandmaine.gov

Jul 5, 2026, 9:07:12 PM

Dear Chair and Members of the Portland Planning Board,

My name is **Thomas Wilson**, and I am a resident of the neighborhood residing at **106 Oakdale St, Portland, ME 04103**.

I am writing to express my strong support for the proposed development at 41 Ashmont Street (Project ID: PL-003618-2026) by DC 509 Forest LLC.

As a neighbor, I welcome this project for three key reasons:

- **Highest and Best Use of Land:** Portland is in the middle of a severe housing shortage. Converting a surface parking lot into 63 homes for our community is exactly the kind of smart, infill development our city desperately needs to alleviate the housing crisis.
- **Solving Homelessness:** I strongly support the inclusion of 30 units dedicated to the MSHA "Home for Good" program. The evidence is clear that the "Housing First" model—providing permanent housing with 24-hour, on-site wrap-around services—is the most effective, fiscally responsible, and compassionate way to solve chronic street homelessness.
- **Transit-Oriented Design:** Because this lot is located right off the Forest Avenue transit corridor, the inclusion of just 10 parking spots is entirely appropriate for the target demographic and encourages reliance on our city's public transit infrastructure.

Please approve this site plan application and help move Portland toward a more affordable, abundant future.

Thank you for your time and your service to our city.

Sincerely,

Thomas Wilson

PUBLIC COMMENT: Strong Opposition to Proposed Development at 41 Ashmont Street (Project ID PL-003618-2026)



Assigned to me by cfr...@portlandmaine.gov

Subscribe

1 view



Arthur Hamill

Jul 6, 2026, 7:09:12 PM

to planni...@portlandmaine.gov, bus...@lbjinc.com

Dear Members of the Portland Planning Board,

I am writing to express my strong opposition to the proposed major site plan application for the 63-unit development at 41 Ashmont Street.

First, the communication regarding this proposed development has been exceptionally poor, and the execution of the mandatory neighborhood meeting tonight, July 6th, was completely unacceptable. When I attempted to attend the meeting this evening, I was surprised to find there was no video feed or remote access provided. While I appreciate the United Way hosting, the venue was completely packed to standing-room-only capacity. For a development that will have such a massive impact on our neighborhood, we must have appropriate venues that can actually accommodate the public. Frankly, booking such a tiny room for a required neighborhood meeting feels almost intentional to limit public participation. Please know that the neighborhood is taking note of these tactics, and we expect a much deeper analysis of this project moving forward.

Property owners in the area received virtually no advanced notice and feel completely blindsided by a project of this magnitude. We have been brought into the process far too late, and I am formally asking what recourse we have as neighborhood property owners to contest this timeline and the lack of adequate public notice. As a resident of the Oakdale Neighborhood, I am deeply concerned about how this project will fundamentally change the fabric of our neighborhood. Forest Avenue is already a highly challenging corridor. We are currently dealing with ongoing issues related to transient populations moving through from the shelter areas down near Westbrook. Personally, I have had my trash cans stolen multiple times and have had to repeatedly call the police late at night due to vagrants in the area. Introducing a dense, 63-unit development that represents a huge shift in the area's demographic and socioeconomic makeup will only amplify these existing safety and stability issues.

Furthermore, our neighborhood is already suffering from major parking shortages. Adding 63 new residential units with only 10 proposed parking spaces is completely unfeasible and will severely impact the surrounding residential streets.

Because the venue tonight was standing-room-only and completely overcrowded, I was unable to stay for the full duration and had to leave. I respectfully request that the Planning Board direct me to any official resources, presentation materials, or video feeds associated with tonight's presentation. If no recording is available, please advise on how the public can access the official meeting minutes or the developer's sign-in and notes so that I can review what was discussed in my absence.

I urge the Planning Board to exercise strict due diligence, listen to the very real concerns of the public, and ultimately deny the approval of this development. This project is a very bad fit for the neighborhood.

Sincerely,

Arthur Hamill
Resident, Oakdale Neighborhood

Thank you,

--

Arthur Hamill
[207.838.4920](tel:207.838.4920)

Proposed development at 41 Ashmont St



Assigned to me by cfr...@portlandmaine.gov

Subscribe

0 views



sharon merrill

to planni...@portlandmaine.gov

Jul 13, 2026, 1:36:19 PM (11 days ago)

Dear Planning Board,

I am writing regarding Plan PL-003618-2026 for the proposed affordable housing development at 41 Ashmont Street. I have two concerns of equal importance.

The first is the "affordable" designation. I appreciate the importance of creating additional affordable housing in Portland, but is this just another "market rate" development? We know that market rate or slightly below market rate is not affordable for working class members of our community. What assurances do we have that this housing will meet the need of community members?

The second is more nuanced.

I have serious concerns regarding the proposed parking. The development would add 63 residential units while providing only 10 parking spaces. Parking for USM, Temple Beth El, Portland Community Squash, The Sahara Club, numerous businesses on Forest Avenue, and a high-density population of multi-unit apartments already makes parking in our neighborhood challenging at best.

I am concerned that the proposed parking is insufficient and will result in substantial overflow parking onto surrounding streets, bleeding into the lower end of Deering Highlands (near Deering Avenue) neighborhood whose streets are already nearly impossible to negotiate, especially in the winter with the streets clogged with snow. This would negatively affect existing residents, create traffic congestion, limit access for emergency vehicles, and reduce overall neighborhood safety.

These two concerns combine to paint a picture. The lack of consideration to provide adequate parking for such a large development shows a disregard for community needs that brings the benefit to the community, especially under the guise of affordability, into question.

I respectfully request the Planning Board require a comprehensive parking and traffic impact study before considering approval. I will also ask that the developer provide a realistic plan demonstrating how parking demand will be accommodated without shifting the burden onto neighboring streets.

Thank you for considering these concerns.

Sharon Merrill
53 Longfellow Street
Portland, Maine 04103

Neighborhood Concerns Regarding 41 Ashmont Street — PL-003618-2026

Subscribe

0 views



Sharon Merrill
to planni...@portlandmaine.gov

Jul 22, 2026, 3:50:41 PM (2 days ago)

Dear Members of the Planning Board,

I am Sharon Merrill, a resident of 53 Longfellow St. I sent an email on 13 July 2026 before I was aware of the development's details. I am writing because I have serious concerns about whether the proposed 63-unit development at 41 Ashmont Street can be safely and responsibly accommodated at this location.

I understand the need for affordable and supportive housing in Portland, and I support that larger goal. However, supporting affordable housing should not prevent the City from carefully examining whether a particular proposal is appropriately sized and designed for its site. This plan would place two large buildings on a 0.45-acre property along a narrow residential street that already experiences parking, speeding, and congestion problems.

Those of us who live here see the conditions of these streets every day. I frequently see vehicles using our street as a shortcut between Forest and Deering Avenues, often traveling too quickly for a neighborhood where people walk and children ride bicycles. These existing problems should be fully evaluated before another significant source of traffic and parking demand is introduced.

The property currently provides approximately 45 leased parking spaces. The proposal would eliminate those spaces and replace them with only 10 on-site spaces, primarily intended for staff. This raises an obvious question: Where will everyone park?

The people currently leasing spaces will need to park elsewhere. The new buildings will also generate parking demand from residents, staff, visitors, deliveries, maintenance workers, healthcare providers, and other services. Even if many residents do not own cars, it is unrealistic to assume that a 63-unit development will produce almost no additional parking demand.

I ask the Board to require thorough traffic and parking studies preformed independently and reviewed by qualified, impartial professionals who have no financial relationship with the developer. The studies should examine:

- The loss of approximately 45 existing parking spaces.
- The combined parking needs of residents, staff, visitors, deliveries, and service providers.
- Existing congestion during busy periods at the Sahara Club.
- Speeding and cut-through traffic on Ashmont and adjacent streets.
- Effects on pedestrians, bicyclists, children, and residential driveways.
- Emergency-vehicle access when cars and winter snowbanks reduce the available street width.

The public should be able to review the methodology, data, assumptions, and conclusions—not simply be presented with a final estimate. I also ask that the Fire Department provide a written, publicly available assessment of whether fire apparatus can safely access and maneuver around the property during both peak parking periods and winter conditions.

Snow removal is another practical issue that should not be overlooked. With approximately 89% of the site covered by buildings or pavement, there appears to be very little space available for snow storage. The

applicant should be required to provide a detailed plan showing where snow will go, when it will be removed from the property, and how sidewalks, hydrants, driveways, visibility, and emergency access will remain unobstructed. The surrounding streets and neighboring properties should not be expected to absorb the development's snow.

I am also concerned about Longfellow Park. This is a very small neighborhood park that is used by children playing, riding bicycles, and adults walking dogs for example. I personally have had many classes from the Maine Center for Taiji and Qigong there when the weather was particularly nice. Because the development provides little meaningful outdoor space for its residents, Longfellow Park may become the nearest practical gathering area for a substantial number of additional people. The Planning Board should consider whether this small park has the capacity for that additional use without making neighborhood children and families feel crowded out or uncomfortable using it.

The Home for Good program may house people who continue to experience substance-use or behavioral-health challenges. These individuals deserve stable housing and appropriate support. The neighborhood also deserves specific information about how that support will operate in practice.

Someone experiencing severe intoxication, confusion, or a behavioral-health crisis may wander from the property or enter a private yard or porch without fully understanding where they are. This does not necessarily involve harmful intent, but it can still create a frightening or unsafe situation for residents—particularly children, older adults, or someone who is home alone.

Before approval, I ask the Board to require a written operating and neighborhood-response plan that identifies:

- Minimum staffing levels during the day, evening, and overnight.
- Staff training for substance-use and behavioral-health crises.
- Procedures for locating and assisting a disoriented or severely impaired resident.
- How staff will respond when someone enters a neighboring yard, porch, building, or other private property.
- A 24-hour telephone number through which neighbors can immediately reach on-site staff.
- Procedures for responding to disruptive or unsafe conduct near the development or in Longfellow Park.
- A system for recording and reviewing complaints, emergency calls, attempted entries, and property damage.
- Clear circumstances under which staffing, supervision, or security will be increased.

General promises that the building will be staffed are not enough. These responsibilities and response procedures should be clear, measurable, and enforceable.

Finally, I urge the Board to give this proposal the time and scrutiny it requires, regardless of the applicant's funding schedule. A deadline associated with financing should not take precedence over a complete review of parking, traffic, emergency access, snow removal, staffing, public-space impacts, and neighborhood safety.

This is a permanent decision that will affect both the future residents of the development and the people who already live here. The best outcome requires honest examination of the site's limitations and enforceable plans for addressing them.

Thank you for reading and considering my concerns.

Sincerely,

Sharon Merrill

53 Longfellow St

Portland, ME 04103

merrillsharon@hotmail.com



Carter Frank <cfrank@portlandmaine.gov>

Project ID PL-003618-2026

Lars Jerlach <larsjerlach@gmail.com>

Sun, Jun 21, 2026 at 2:09 PM

To: planning@portlandmaine.govCc: agraminski@portlandmaine.gov, rphillips@portlandmaine.gov

Portland Planning Board and other interested parties.

My household received a letter dated June 16, 2026, notifying us of a neighborhood meeting regarding Project ID PL-003618-2026, scheduled for June 25, 2026. This notice provided fewer than ten days for residents to become aware of the meeting and make arrangements to attend.

I am concerned that such limited notice significantly restricts the ability of interested community members to attend, ask questions, and provide meaningful feedback on a development proposal that may have substantial and long-term impacts on our neighborhood. Public participation is most effective when residents are given adequate time to review the proposal, consider its implications, and adjust their schedules accordingly.

Given the timing of the meeting during the summer season, when many residents are traveling or managing previously scheduled commitments, I respectfully request that the neighborhood meeting be rescheduled to a later date and that at least six weeks notice be provided. This would allow all interested parties a reasonable opportunity to receive notice, make arrangements to attend, and participate fully in the process.

Thank you for your consideration of this request. I look forward to your response.

Best regards,

Lars Boye Jerlach

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Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
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(207) 756-8258 (F)
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41 Ashmont Street Proposal

0 views



Assigned to me by cfr...@portlandmaine.gov

Subscribe



Lars Jerlach

to planni...@portlandmaine.gov

Jul 19, 2026, 12:00:08 PM (5 days ago)

RE: Major Site Plan – 41 Ashmont Street Proposal, Developers Collaborative, 33 Units of Affordable Housing, 30 Units Housing First Facility

Dear Members of the Planning Board

My name is Lars Boye Jerlach and my family and I live at 19 Cottage Street within 500' of the proposed 41 Ashmont Street development. We've lived in Woodfords Oakdale for nearly 13 years, raising a family in a neighborhood that successfully balances outdoor space, apartment density, and single-family homes. When moving to Portland we specifically chose this neighborhood as it's quiet, family friendly, and, importantly, safe. A perfect place to raise three young girls who've all thrived in the neighborhood, and are happy to live in such a beautiful part of the city.

I will start by saying that I support affordable housing in Maine, and the City's urban density goals. However, this project appears to sacrifice Land Use Code standards, tenant wellbeing, and neighborhood traffic safety for profit and economy of scale, so I do not support the project as proposed. It represents too many units on too small a parcel, achieving technical compliance only through minimal setbacks and exemptions rather than genuine fit with the neighborhood. The recently approved project on outer Forest Ave shows a better path is possible, and undermines the argument that this design is necessary.

Traffic and Parking

The applicant argues that low-income and formerly homeless residents won't own cars, so traffic won't increase. This ignores the reality of car ownership, car services, deliveries, staff, and visitors that any 94-person building generates. Ashmont Street is only 23'10" wide, already experiences congestion (especially near the Sahara Club recovery center at 57 Ashmont), and has no proposed traffic study. In 2020, the City had to restrict parking on Linden and Cottage Streets due to congestion from the Sahara Club alone; but problems persist today, and there are often traffic violations.

The project offers no tenant parking, only 10 staff spaces, while displacing the roughly 45-49 spaces currently on the lot. The 20' shared driveway will have to accommodate two-way traffic, pedestrians, and emergency vehicles. Given that Woodfords Oakdale lost six lives in the 2014 Noyes Street fire, I'm especially concerned about fire access during winter or when the street is congested. I request the Board mandate a traffic safety study before proceeding.

Not Actually on Forest Avenue

The applicant frames this project as part of the Forest Avenue "Priority Corridor," but the site itself sits on Ashmont Street, a 24' interior residential street of two-story homes. Its impacts should be evaluated based on where it actually sits, not its proximity to Forest Ave.

No Outdoor Space for Residents

The applicant's own materials show that of the 19,619 sq. ft. parcel, roughly 89% will be covered by building or pavement. Setbacks are just 5' from the RN-3 property line and 2' from the street. Nowhere in the applicant's 28-item Site Design narrative is there any courtyard, play area, or seating space — only a small covered smoking area. Up to 94 residents, many low-income or formerly homeless, will have no on-site place to sit outside or gather. This need doesn't disappear; it gets exported into the surrounding RN-3 neighborhood, and to the nearby Longfellow Park.

Height and the RN-3 Buffer

Building 1 sits just 5' from the west boundary at 41'6" tall — exceeding the 35' height limit specifically meant to buffer RN-3 zones. The applicant relies on a general affordable-housing provision (17.2.2.D) allowing a 10' height bonus to override this targeted RN-3 protection. I'd ask the Board to seriously weigh whether general "as permitted" language should be allowed to override a protection written specifically for RN-3 zones.

Massing and Compatibility

Building 1 (41'6") and Building 2 (53'5") are both calibrated just under the maximum allowed heights, with minimal setbacks and no transition or buffer to the adjacent two-story homes. The applicant's own renderings show flat, institutional facades with little architectural relief — a visual eyesore, with no real precedent in this neighborhood. Notably, the applicant's Site Design checklist marks "Massing, Ventilation and Wind Impact" as "not applicable," sidestepping the very compatibility analysis the Code's "context sensitivity" standard requires.

Conclusion

This project maximizes density and profit while minimizing outdoor space, street safety, fire access, and long-term livability for its own residents — all while pushing those costs onto the surrounding neighborhood.

I urge the Planning Board to:

1. Require a traffic study assessing congestion and parking spillover.
2. Deny the height variance for Building 1 adjacent to the RN-3 zone.
3. Address the lack of outdoor gathering space for up to 94 residents.
4. Compare this proposal against the stronger precedent set by the Forest Ave project.
5. Uphold the compatibility and context-sensitivity standards Woodfords Oakdale is entitled to under the Code.

Smart urban density is broadly supported in Portland, but it isn't "smart" if it relies on the fiction that residents won't need cars or outdoor space. I ask the Board to request a redesign — closer to a third of the current scale — that truly fits within the RN-3 fabric and gives future residents a real chance to thrive.

Thank you for your consideration.

Lars Boye Jerlach

Jul 19, 2026, 1:42:28 PM (5 days ago)

Penelope Sarvis
to planni...@portlandmaine.gov

Dear Chair Zamboni and Members of the Planning Board,

My name is Penelope Sarvis and I am writing to comment on the Major Site Plan application ahead of your July 28 workshop with the applicant. I live at 24 Linden St, the second house from the corner of Ashmont and Linden, roughly 60' from the proposed development at 41 Ashmont Street - so we are very close. We have owned and lived in this house for 35 years, raised our children here and truly love our neighborhood. This project will be an enormous change that poses safety, parking, and traffic concerns on Ashmont St, a narrow and busy street.

As many of my neighbors are, I am very supportive of affordable housing in Portland, but am worried that the scale and scope of the project is too large for our neighborhood.

I am deeply concerned that this project is being fast-tracked without thorough considerations as to the general impact to the neighborhood. We were informed of the project only about a month ago or less and have been told that the applicant wants approval in mid-August. I ask the Board to take the time to fully understand this project's impact on our neighborhood - and to require complete, on-the-record answers to the community's open questions before any approval.

Thank you for your consideration,

Sincerely,
Penelope Sarvis
24 Linden St., 2B
Portland, ME 04103

re: 41 Ashmont Proposed build 0 views



Jolene McGowan

Jul 21, 2026, 11:35:52 AM (3 days ago)

to planni...@portlandmaine.gov, rphi...@portlandmaine.gov

Good morning,

My name is Jolene McGowan. I live at 25 Cottage Street, on the corner of Ashmont Street, one house away from the proposed development at 41 Ashmont Street (PL-003618-2026).

I live directly across the street from the Sahara Club at 57 Ashmont Street, one of the busiest locations in the city, with hundreds of cars coming and going every day for AA and NA meetings. On any given day, there are dozens of cars parked illegally up and down Ashmont Street and on the adjacent side streets of Cottage and Linden. Even though the Sahara Club provides parking for its guests, many drivers ignore it and park wherever it is most convenient—in front of driveways, facing the wrong direction on this narrow street, at angles, in no-parking zones near corners, and in other unsafe locations, making it impossible for emergency vehicles to pass.

Ashmont Street is also a heavily used cut-through from Forest Avenue to Deering Avenue during rush hour. It is often impossible for two cars to pass without one stopping to let the other through. Emergency vehicles, including fire trucks and ambulances, face the same challenge.

I begin with this information because our neighborhood is already dealing with significant traffic congestion, a severe shortage of parking, and individuals disrespecting our private property. This proposed five-story, 63-unit project includes only 10 parking spaces. That assumes the residents of either the "Home for Good" building or the affordable senior housing building will not have cars. Even if many residents do not drive, service providers, visiting family members, taxis, ride-share vehicles, home health aides, and residents who do own cars will all need places to park. Those vehicles will inevitably end up on streets that are already beyond capacity.

The developers refer to this location as the "Forest Avenue Corridor." I find that description misleading. This project is not on Forest Avenue—it is on a small residential side street made up primarily of two-story homes with limited street parking. That distinction matters.

A five-story building in this neighborhood, with virtually no planned green space, will add even more congestion to an already crowded area. The buildings will sit very close to the street, leaving residents with little outdoor space other than the sidewalks. Two buildings of this height will dramatically change the character of our neighborhood. Other than the University of Southern Maine dormitories and library, these would be the tallest buildings in the surrounding area.

We are a neighborhood of hardworking families who have raised our children here and sent them to Portland's public schools. We understand the need for additional housing,

and we recognize that Portland faces difficult challenges. We also pay substantial property taxes and contribute to this city's success.

In return, we are asking that this project be moved to a location that makes sense. If the intent is to develop along the Forest Avenue corridor, then it should be located on Forest Avenue—not on a small residential side street that is already struggling with overcrowded streets, inadequate parking, and the ongoing impacts of the heavy traffic. We already deal with meeting attendees smoking on our lawns, leaving trash behind, and creating additional congestion, despite having no long-term investment in our neighborhood's quality of life.

I respectfully ask that you consider the realities of this location and the impact this development will have on those of us who already live here. Thank you for your time and consideration.

Sincerely,

Jolene McGowan
joleneamcgowan@gmail.com

41 Ashmont Street, PL-003618-2026" 0 views



Bruce Maasbyll

to planni...@portlandmaine.gov

Jul 21, 2026, 1:07:10 PM (3 days ago)

To Whom it may concern:

I'm writing as a concerned citizen, regarding the Home For Good project, proposed for 41 Ashmont St in Portland.

There are many issues to mention. Not the least of which for the neighborhood and specifically abutting neighbors are, but certainly not limited to:

- increased noise pollution (Sahara Club is already right there and can be very loud, profane and people cutting through abutting Clairmont Court)
- increased light pollution
- increase in vehicle congestion
- exacerbation of lack of on- street parking that already exists.

Though these issues as well as ability of emergency vehicles to navigate are big issues, my biggest issue is this:

I was shocked to hear that people being given this housing in a well established, family neighborhood:

- are ok to still be actively using drugs and/or alcohol
- do not need to be participating in any rehabilitation programs.
- do not need to be employed
- Sharps buckets in every unit to make sure of appropriate disposal of used syringes/needles.

Why on earth would we want to locate unemployed people, actively using illegal substances and everything that goes along with it, in an old, well established, family and professional neighborhood!? It makes zero sense. It sounds to me like giving people a safe, private, warm/cool place in which to do drugs. Now, I certainly believe everyone deserves a home, a chance and that not all will match the above, but many will.

My loved one has lived in the abutting Clairmont Court complex for 25 years and has had to deal with the constant disruption of the Sahara Club next door. I am now very concerned for her safety with this proposed project and I am more concerned with she and her safety than anyone else's "rights" to safely do drugs in a new home.

What type of people, even other than the residents themselves do you think this will draw to the area? What types of things might people do wandering around high? When they don't work, have no money and need a fix, what might they do in order to get some money? Maybe Rob? Break in? Assault?

My loved one has lived there for 25 years. Paid her taxes and her joy is walking her dog around this neighborhood for hours, at all hours of the day. She has always felt safe. She is now petrified at the thought if this goes through.

If you have one thought when thinking about this project, please think of her and all the others like her. This is THEIR home. Placing known drug addicts and everything that goes along with that, in the middle of this beautiful and vibrant family neighborhood will have a chilling effect on everyone and put them in danger. Please think about if that were going to be placed on your doorstep.

Thank you for your attention to this matter.

Best,

Bruce Maasbyll
179 Sisquisic Trail
Yarmouth, ME 04096
bmaas1@hotmail.com
[207 415-3103](tel:2074153103)



Scott Merrill

Jul 22, 2026, 4:45:47 PM (2 days ago)

to planni...@portlandmaine.gov, Scott Merrill

To: planningboard@portlandmaine.gov**Subject:** Public Comment — 41 Ashmont Street, PL-003618-2026

Dear Chair Zamboni and Members of the Planning Board,

My name is **Scott Merrill**, and I live at **53 Longfellow St Portland, Maine**, near the proposed development at 41 Ashmont Street. I support the creation of affordable and supportive housing, but I believe this 63-unit proposal is too intensive for this small site and narrow residential street without further study and enforceable protections.

As a longtime resident and jogger, I regularly observe **speeding, parking congestion, difficulty entering, navigating, and/or leaving the street. All of these issues are further exacerbated by winter snow conditions.** I can attest that Ashmont and adjacent streets are already used as high-speed cut-through routes between Forest and Deering Avenues. Congestion increases with Sahara Club activities, with overflow occurring on adjacent streets.

This project would remove approximately 45 leased parking spaces while providing only 10 on-site spaces, primarily for staff, and effectively no resident parking. That demand will not disappear. Existing parking users, residents, visitors, staff, service providers, and deliveries will likely place additional pressure on surrounding streets, some of which already have, and should have, parking restrictions.

Ashmont Street is nominally only 24 feet wide and becomes substantially narrower when cars are parked, and snowbanks accumulate. This raises serious questions about pedestrian and bicycle safety, municipal snowplowing, sightlines, and emergency access.

I ask the Board to require comprehensive traffic and parking studies conducted or independently reviewed by qualified, impartial professionals with no financial relationship to the applicant or development team. These studies should evaluate:

- Current and projected traffic and parking demand.
- Displacement of the approximately 45 existing leased spaces.
- Peak activity periods at the Sahara Club.
- Speeding and cut-through traffic between Deering and Forest Avenues.
- Fire-apparatus access and turning movements under actual winter conditions.
- The cumulative effects on Ashmont and adjacent streets, rather than examining the development in isolation.

The study methodology, underlying data, assumptions, and findings should be made publicly available. The Fire Department's written assessment should also be placed in the public record before approval.

Snow management needs a specific answer. With approximately 89% of the property covered by buildings or pavement, it is unclear where snow will be stored. The Board should require an enforceable plan

demonstrating that snow will not obstruct the street, sidewalks, hydrants, driveways, sightlines, or emergency access, and that off-site removal will occur when necessary.

I am also concerned about Longfellow Park. It is a small and valued neighborhood space where children play and ride bicycles. Because the proposal provides little meaningful outdoor space for as many as 63 households, the park could experience significant additional pressure. The Board should evaluate whether Longfellow Park has the capacity to absorb that use while remaining safe, welcoming, and accessible to neighborhood children and families.

The Home for Good building will serve people who may continue to experience substance-use or behavioral-health challenges. Stable housing and compassionate support are important. At the same time, neighbors need clear assurance that adequately trained staff will be present and responsive at all hours.

A person experiencing severe intoxication, disorientation, or a behavioral-health crisis may unintentionally wander into a private yard, porch, or other space without recognizing property boundaries. I therefore ask the Board to require a written neighborhood operations plan that clearly establishes:

- Minimum staffing levels for every shift, including overnight.
- Procedures for responding to intoxication, disorientation, or behavioral-health crises.
- Immediate intervention when someone enters neighboring private property.
- A direct, 24-hour contact number for on-site staff.
- Procedures for addressing disruptive behavior around the property or Longfellow Park.
- Documentation and review of neighborhood complaints, attempted entries, property damage, and emergency calls.
- A process for increasing staffing or security if documented problems arise.

These concerns should be addressed through specific, enforceable conditions rather than general assurances.

Finally, I ask the Board not to allow the applicant's funding deadline to determine the pace of this review. Affordable housing deserves support, but it also deserves responsible siting and careful planning. The effects of this development on parking, traffic, emergency access, snow removal, private property, and shared public spaces will be permanent.

Please require complete independent studies with sufficient review time, written agency findings, publicly available evidence, and enforceable protections before making a decision.

Thank you for your consideration.

Respectfully,

[Scott Merrill]

[53 Longfellow Street, Portland, Maine, 04103]



Carter Frank <cfrank@portlandmaine.gov>

Regarding planned housing project at 41 Ashmont Street

2 messages

Michael Hillard <mhillard@maine.edu>

Sun, Jun 21, 2026 at 3:10 PM

To: sbushey@ljbinc.com, planning@portlandmaine.gov

Cc: rphillips@portlandmaine.gov, agraminski@portlandmaine.gov, "wpelletier@portlandmaine.gov" <wpelletier@portlandmaine.gov>

Dear Stephen/Andrew/Portland Planning et al.,

My wife Marcia Goldenberg and myself live at [59 Longfellow Street](#), about one block away from this planned housing project. We learned in a letter yesterday that a public meeting is scheduled for this coming Thursday, June 25. My wife and I have plans to be out of town this Thursday. We are writing to request that this public meeting be moved until later this summer so that we would have the opportunity to participate in discussing such a massive and consequential project for our neighborhood. It is our understanding that notice of such meetings needs to be given 10 days in advance, which did not happen here.

I look forward to hearing from you. Sincerely, Michael Hillard

--

Michael Hillard
Professor of Economics Emeritus
University of Southern Maine
mhillard@maine.edu

Author of "Shredding Paper: The Rise and Fall of Maine's Mighty Paper Industry."

<https://www.cornellpress.cornell.edu/book/9781501753152/shredding-paper/#bookTabs=1>

"Philosophers have only interpreted the world. The point, however, is to change it."

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
City Hall, [389 Congress Street, 4th Floor](#)
Portland, Maine 04101
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(207) 756-8258 (F)
planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

'Stephen Bushey' via Planning and Urban Development <planning@portlandmaine.gov>

Mon, Jun 22, 2026 at 3:28 PM

Reply-To: Stephen Bushey <sbushey@ljbinc.com>

To: Michael Hillard <mhillard@maine.edu>, "planning@portlandmaine.gov" <planning@portlandmaine.gov>

Cc: "rphillips@portlandmaine.gov" <rphillips@portlandmaine.gov>, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, "wpelletier@portlandmaine.gov" <wpelletier@portlandmaine.gov>

Mr. Hillard

Please find the accompanying meeting cancellation notice. We apologize for the inconvenience and look forward to an upcoming neighborhood meeting in July. The notice will be distributed by hand on Tuesday June 23rd. Please share with interested parties as may apply.

Thank you.



Stephen Bushey PE
Senior Associate

o (207) 772-2515 x286
c (207) 756-9359

e SBushey@LJBinc.com

Website | LinkedIn | Facebook

From: Michael Hillard <mhillard@maine.edu>

Sent: Sunday, June 21, 2026 3:11 PM

To: Stephen Bushey <sbushey@ljbinc.com>; planning@portlandmaine.gov

Cc: rphillips@portlandmaine.gov; agraminski@portlandmaine.gov; wpelletier@portlandmaine.gov

Subject: Regarding planned housing project at 41 Ashmont Street

EXTERNAL MESSAGE – TREAT LINKS/FILES WITH CARE

This is the first time you received an email from this sender (mhillard@maine.edu). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Stephen/Andrew/Portland Planning et al.,

My wife Marcia Goldenberg and myself live at 59 Longfellow Street, about one block away from this planned housing project. We learned in a letter yesterday that a public meeting is scheduled for this coming Thursday, June 25. My wife and I have plans to be out of town this Thursday. We are writing to request that this public meeting be moved until later this summer so that we would have the

opportunity to participate in discussing such a massive and consequential project for our neighborhood. It is our understanding that notice of such meetings needs to be given 10 days in advance, which did not happen here.

I look forward to hearing from you. Sincerely, Michael Hillard

--

Michael Hillard

Professor of Economics Emeritus

University of Southern Maine

mhillard@maine.edu

Author of "Shredding Paper: The Rise and Fall of Maine's Mighty Paper Industry."

<https://www.cornellpress.cornell.edu/book/9781501753152/shredding-paper/#bookTabs=1>

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2026.06.22 neighborhood meeting cancelation notice DC 509 Forest LLC 41 Ashmont.pdf
151K



Carter Frank <cfrank@portlandmaine.gov>

41 Ashmont St. proposal

2 messages

John Rolfe <jrolfe1966@gmail.com>

Tue, Jun 23, 2026 at 8:34 AM

To: sbushey@ljbinc.com, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, "rphillips@portlandmaine.gov" <rphillips@portlandmaine.gov>, planning@portlandmaine.gov

Dear Mr. Bushey and City of Portland planners:

As residents of [29 Longfellow Street](#) since 1989, my wife, Audrey, and I have a strong interest in the well-being of the Oakdale neighborhood.

We were therefore dismayed when a letter arrived on Saturday, June 20, announcing that LJB Engineering would be holding a meeting five days later (Thursday evening, June 25) to highlight the firm's proposal to build 63 units at 41 Ashmont Street.

As our neighbor Justin Van Soest explains in his email, the timing of the letter is unfortunate: 10 days' notice, at minimum, is legally required of the applicant, to inform residents within 500 feet of the proposed project.

The late mailing unfortunately left many neighbors unable to attend the meeting, due to schedule conflicts or travel plans.

Given the circumstances, we request that the meeting be rescheduled – ideally, to early August, to allow time for all the interested parties to make plans to attend.

Sincerely,

John and Audrey Rolfe

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
City Hall, [389 Congress Street, 4th Floor](#)
Portland, Maine 04101
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(207) 756-8258 (F)
planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

'Stephen Bushey' via Planning and Urban Development <planning@portlandmaine.gov>

Tue, Jun 23, 2026 at 8:38 AM

Reply-To: Stephen Bushey <sbushey@ljbinc.com>

To: John Rolfe <jrolfe1966@gmail.com>, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, "rphillips@portlandmaine.gov" <rphillips@portlandmaine.gov>, "planning@portlandmaine.gov" <planning@portlandmaine.gov>

Mr. Rolfe,

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Thank you.



Stephen Bushey PE
Senior Associate

o (207) 772-2515 x286
c (207) 756-9359

e SBushey@LJBinc.com

Website | LinkedIn | Facebook

From: John Rolfe <jrolfe1966@gmail.com>

Sent: Tuesday, June 23, 2026 8:35 AM

To: Stephen Bushey <sbushey@ljbinc.com>; agraminski@portlandmaine.gov; rphillips@portlandmaine.gov; planning@portlandmaine.gov

Subject: 41 Ashmont St. proposal

EXTERNAL MESSAGE – TREAT LINKS/FILES WITH CARE

This is the first time you received an email from this sender (jrolfe1966@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

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We were therefore dismayed when a letter arrived on Saturday, June 20, announcing that LJB Engineering would be holding a meeting five days later (Thursday evening, June 25) to highlight the firm's proposal to build 63 units at [41 Ashmont Street](#).

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Sincerely,

John and Audrey Rolfe

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2026.06.22 neighborhood meeting cancelation notice DC 509 Forest LLC 41 Ashmont.pdf
151K



Carter Frank <cfrank@portlandmaine.gov>

Request to Reschedule Community Hearing | Project ID PL-003618-2026

Devon Tackels <dtackels@gmail.com>

Mon, Jun 22, 2026 at 11:46 AM

To: planning@portlandmaine.gov, sbushey@ljbinc.com

Hello,

Today, I received a letter dated 6/16/2026 notifying me of a neighborhood meeting to discuss **project ID PL-003618-2026**. The meeting is currently scheduled for 6/25/2026.

The city provided me with **less than 10 days notice** for the scheduled meeting, and due to my work schedule, I will be unable to attend this meeting at the current time.

I would like to request it be rescheduled with more notice to make myself available. As a homeowner and engaged community member, I deserve the opportunity to share comments and learn more about this project—which has the potential to reshape the neighborhood in which I own property and raise my children.

To be completely transparent, I am quite concerned about the way this project appears to be being handled by the city: The notification window feels like an attempt to expedite the required neighborhood meeting with little notice—limiting neighborhood residents and homeowners their due right to prepare, attend, ask questions, and submit comment on a development plan that has potentially far-reaching impacts on our community.

I would insist that this meeting please be rescheduled to a future date at least 8 weeks out to allow time for all interested parties to receive notice of the new meeting date and plan attendance accordingly.

It's a busy time of year here in Maine, and with many members of our immediate neighborhood away from home and/or otherwise occupied with demanding summer schedules, I feel 8 weeks notice prior to the meeting date is a bare minimum, and highly reasonable request.

I will look forward to your reply.

Sincerely,

Devon Tackels

Portland Resident & Community Member

15 Cottage St, Portland, ME 04103

dtackels@gmail.com

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department

City Hall, [389 Congress Street, 4th Floor](#)

Portland, Maine 04101

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(207) 756-8258 (F)

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Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.



Carter Frank <cfrank@portlandmaine.gov>

Request for additional Neighborhood Meeting: project ID PL-003618-2026

Megan Roberts <m.g.roberts90@gmail.com>

Tue, Jul 7, 2026 at 1:43 PM

To: Stephen Bushey <sbushey@ljbinc.com>

Cc: rphillips@portlandmaine.gov, "planning@portlandmaine.gov" <planning@portlandmaine.gov>

Mr. Stephen Bushey and Portland Planning Board,

I wanted to thank you for the time during the 7/6/2026 Neighborhood Meeting for the 41 Ashmont St development (project ID PL-003618-2026). I was glad to be able to attend, learn more about the project, and ask a question.

However, I did want to express that the 1-hour time limit and small meeting room space left many questions unanswered. At 7:30PM (90 minutes into the meeting) it felt many attendees still had questions that they were not able to ask: some had their hands raised to ask questions for most of the meeting and still were not able to get their questions in by the time the meeting had to be adjourned.

I know that a neighbor of mine volunteered to help coordinate an additional neighborhood meeting at a larger venue within the neighborhood, to allow greater attendance and participation. **I would like to formally request an additional neighborhood meeting to learn more details about the project and allow more neighbors the opportunity to ask their questions and share concerns.**

I did also want to share the feedback that it was often difficult to get direct answers to very specific and clear participant questions, which I feel directly contributed to the meeting running so long. I would hope that in future meetings we might get more direct and succinct answers.

I was also hoping for clarification on 2 points about the upcoming July 28 Planning Board Workshop:

- Is July 28 confirmed for the next Planning Board session on this project? I believe at last night's meeting it was noted as tentative.
- Is the July 28 Planning Board session closed, or open to the public?

Thank you for your attention here,

--

Megan Roberts
Portland, ME
628.223.0328

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

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planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.



Carter Frank <cfrank@portlandmaine.gov>

Document Request: project ID PL-003618-2026

Megan Roberts <m.g.roberts90@gmail.com>

Tue, Jul 7, 2026 at 9:16 PM

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

Portland Planning Board,

I live at 15 Cottage Street, and am an interested party living in the immediate proximity of 41 Ashmont Street.

I am aware of the Major Site Plan application that was recently submitted to the Portland Planning Authority for a development at 41 Ashmont Street. I was wondering whether it would be possible for me to please be sent a digital copy of the Major Site Plan that was submitted, or how I could otherwise review a copy of the plan that was submitted by the applicant, DC 509 Forest LLC.

Any assistance you can provide here would be greatly appreciated.

Warmly,

--

Megan Roberts
Portland, ME
628.223.0328

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
City Hall, [389 Congress Street, 4th Floor](#)
Portland, Maine 04101
(207) 874-8719 (T)
(207) 756-8258 (F)
planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.



Carter Frank <cfrank@portlandmaine.gov>

Neighbor complaint: project ID PL-003618-2026

3 messages

Megan Roberts <m.g.roberts90@gmail.com>
To: planning@portlandmaine.gov, sbushey@ljbinc.com

Sun, Jun 21, 2026 at 1:42 PM

Portland Planning Board,

We received a letter dated 6/16/2026 notifying us of a neighborhood meeting to discuss project ID PL-003618-2026, the meeting scheduled for 6/25/2026. This letter provided us with less than 10 days notice for the scheduled meeting, and due to long-booked plans I will be unable to attend this meeting.

I am very disappointed and concerned about what feels like an obvious attempt to hastily schedule the required neighborhood meeting with minimal notice, thereby limiting interested parties' ability to attend, ask questions, and submit comment on a development plan that has potentially far-reaching impacts on our community. **I would insist that this meeting please be rescheduled to a future date at least 8 weeks out to allow time for all interested parties to receive notice of the new meeting date and plan attendance accordingly.** It is obviously a very busy time of year here in Maine, and with many members of the community away from home and/or otherwise occupied with demanding summer schedules, I feel 8 weeks notice prior to the meeting is a bare minimum, highly reasonable request.

I will look forward to your reply.

Best,

Megan Roberts
15 Cottage St, Portland ME 04103
628.223.0328

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
City Hall, [389 Congress Street, 4th Floor](#)
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www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

'Stephen Bushey' via Planning and Urban Development <planning@portlandmaine.gov>

Mon, Jun 22, 2026 at 3:25 PM

Reply-To: Stephen Bushey <sbushey@ljbinc.com>
To: Megan Roberts <m.g.roberts90@gmail.com>, "planning@portlandmaine.gov" <planning@portlandmaine.gov>
Cc: Andrew Graminski <agraminski@portlandmaine.gov>

Ms. Roberts,

Please find the accompanying meeting cancellation notice. We apologize for the inconvenience and look forward to an upcoming neighborhood meeting in July. The notice will be distributed by hand on Tuesday

June 23rd. Please share with interested parties as may apply.

Thank you.



Stephen Bushey PE
Senior Associate

o (207) 772-2515 x286
c (207) 756-9359

e SBushey@LJBinc.com

Website | LinkedIn | Facebook

From: Megan Roberts <m.g.roberts90@gmail.com>

Sent: Sunday, June 21, 2026 1:42 PM

To: planning@portlandmaine.gov; Stephen Bushey <sbushey@ljbinc.com>

Subject: Neighbor complaint: project ID PL-003618-2026

EXTERNAL MESSAGE – TREAT LINKS/FILES WITH CARE

This is the first time you received an email from this sender (m.g.roberts90@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Portland Planning Board,

We received a letter dated 6/16/2026 notifying us of a neighborhood meeting to discuss project ID PL-003618-2026, the meeting scheduled for 6/25/2026. This letter provided us with less than 10 days notice for the scheduled meeting, and due to long-booked plans I will be unable to attend this meeting.

I am very disappointed and concerned about what feels like an obvious attempt to hastily schedule the required neighborhood meeting with minimal notice, thereby limiting interested parties' ability to attend, ask questions, and submit comment on a development plan that has potentially far-reaching impacts on our community. **I would insist that this meeting please be rescheduled to a future date at least 8 weeks out to allow time for all interested parties to receive notice of the new meeting date and plan attendance accordingly.** It is obviously a very busy time of year here in Maine, and with many members of the community away from home and/or otherwise occupied with demanding summer schedules, I feel 8 weeks notice prior to the meeting is a bare minimum, highly reasonable request.

I will look forward to your reply.

Best,

Megan Roberts

15 Cottage St, Portland ME 04103

628.223.0328

This electronic message, the identity of any senders and recipients and the contents of any attachment are confidential and protected from disclosure. The information is intended to be used solely by the recipient(s) named. If you are not an intended recipient, be aware that any review, disclosure, copying, distribution or use of this transmission or its contents is prohibited. If you have received this transmission in error, please notify the sender immediately.

[Quoted text hidden]



2026.06.22 neighborhood meeting cancelation notice DC 509 Forest LLC 41 Ashmont.pdf
151K

Megan Roberts <m.g.roberts90@gmail.com>

Mon, Jun 22, 2026 at 5:49 PM

To: Stephen Bushey <sbushey@ljbinc.com>

Cc: "planning@portlandmaine.gov" <planning@portlandmaine.gov>, Andrew Graminski <agraminski@portlandmaine.gov>

Stephen and Portland Planning,

Thank you for your thoughtful response to my message. I will keep an eye out for the updated neighborhood meeting notification and look forward to continued engagement here.

Best,

Megan Roberts

15 Cottage St, Portland ME

628.223.0328

[Quoted text hidden]



Carter Frank <cfrank@portlandmaine.gov>

41 Ashmont Street, Neighborhood Planning Meeting Schedule

4 messages

Justin Van Soest <justinvansoest@gmail.com>

Sun, Jun 21, 2026 at 2:36 PM

To: sbushey@ljbinc.com, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, "rphillips@portlandmaine.gov" <rphillips@portlandmaine.gov>, planning@portlandmaine.gov

Dear Stephen and Portland Planning,

My name is Justin Van Soest and my wife and I live at 45 Longfellow Street within 500' of the 41 Ashmont proposed development, **PL-003618-2026**,

This past Saturday, June 20, residents in the vicinity of the proposed 41 project received notice of an imminent meeting to discuss this project on June 25.

My understanding of City regulations is that neighbors are entitled to a minimum 10 notice prior to meetings of this nature. Your letter is dated June 16, postmarked June 17, and was mailed over a holiday weekend. Many neighbors have been blindsided by this schedule and your notice does not meet the City scheduling standard.

For ourselves, we can not attend due to travel. Several of our neighbors are in the same situation. Needless to say this project is of extremely high consequence for this neighborhood given its proposed scale and MSHA Home for Good designs.

I'm sure you agree notifying and meeting affected residents is not a perfunctory step.

I therefore respectfully request you reschedule this meeting and comply with Portland City notice standards so that more neighbors can attend. I urge you to provide at least 6 weeks notice which is far more realistic for a legitimate dialog of this magnitude.

I have CC'd Andrew Graminski and Ragina Phillips on the email.

Thank you so much for your kind attention in this matter.

Justin Van Soest

45 Longfellow Street
Portland, Maine 04103
207-233-9881

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department
City Hall, 389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8719 (T)
(207) 756-8258 (F)
planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

Regina Phillips <rphillips@portlandmaine.gov>

Sun, Jun 21, 2026 at 5:21 PM

To: Justin Van Soest <justinvansoest@gmail.com>

Cc: sbushey@ljbinc.com, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, planning@portlandmaine.gov, Kevin Kraft <kkraft@portlandmaine.gov>, Mike Murray <msm@portlandmaine.gov>, Regina Phillips <wrlphillips@gmail.com>

Justin,

Thanks for reaching out.

I'm not sure how this date was chosen, or who at the city, if anyone, coordinated this meeting with LJB Inc. Therefore, I'm copying Kevin Kraft, Planning Dept. and Mike Murray, Public Works Director to this email, for clarification.

However, it appears that this isn't a city-sponsored meeting, as the letter is from LJB. Therefore, they don't have to follow the city's 10 day notice rule. Sorry.

I'm sorry that you and some of your neighbors will be out of town and unable to attend this meeting. I will leave it up to those who organized the meeting to determine if they want to reschedule and/or schedule another meeting to get additional feedback.

Thanks again,
Councilor Regina Phillips, D3

[Quoted text hidden]

Justin Van Soest <justinvansoest@gmail.com>

Mon, Jun 22, 2026 at 6:55 AM

To: Regina Phillips <rphillips@portlandmaine.gov>

Cc: sbushey@ljbinc.com, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, planning@portlandmaine.gov, Kevin Kraft <kkraft@portlandmaine.gov>, Mike Murray <msm@portlandmaine.gov>, Regina Phillips <wrlphillips@gmail.com>

Dear Councilor Phillips,

Thank you so much for your kind note!

The 10 day neighborhood notice is, in fact, required for the applicant (not as a City function).

In the letter from LBJ Engineering, Stephen Bushey is quoting from the chapter 14 of the City of Portland Land Use Code 13.5.5 because LBJ (the Applicant) is bound to it. This project is defined as a "Major" development due to its scope and therefore regulation 13.5.5 applies. It is listed on page 269 under "Neighborhood Outreach/Timing and Location". I have attached that page here.

Stephen Bushey's letter of June 16 does not meet the 10 day requirement, was mailed prior to a holiday weekend, and has given residents limited options for participation. I urge LBJ Engineering to reschedule and give neighbors at least 6 weeks notice. Your support in this matter is deeply appreciated.

Thank you for your service, Councilor, and please reach out if you have any questions.

Justin Van Soest

45 Longfellow Street
Portland, Maine 04103
207-233-9881

On Sun, Jun 21, 2026 at 5:21 PM Regina Phillips <rphillips@portlandmaine.gov> wrote:

Justin,

Thanks for reaching out.

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Thanks again,
Councilor Regina Phillips, D3

On Sun, Jun 21, 2026 at 2:36 PM Justin Van Soest <justinvansoest@gmail.com> wrote:
Dear Stephen and Portland Planning,

My name is Justin Van Soest and my wife and I live at 45 Longfellow Street within 500' of the 41 Ashmont proposed development, **PL-003618-2026**,

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My understanding of City regulations is that neighbors are entitled to a minimum 10 notice prior to meetings of this nature. Your letter is dated June 16, postmarked June 17, and was mailed over a holiday weekend. Many neighbors have been blindsided by this schedule and your notice does not meet the City scheduling standard.

For ourselves, we can not attend due to travel. Several of our neighbors are in the same situation. Needless to say this project is of extremely high consequence for this neighborhood given its proposed scale and MSHA Home for Good designs.

I'm sure you agree notifying and meeting affected residents is not a perfunctory step.

I therefore respectfully request you reschedule this meeting and comply with Portland City notice standards so that more neighbors can attend. I urge you to provide at least 6 weeks notice which is far more realistic for a legitimate dialog of this magnitude.

I have CC'd Andrew Graminski and Ragina Phillips on the email.

Thank you so much for your kind attention in this matter.

Justin Van Soest

45 Longfellow Street
Portland, Maine 04103
207-233-9881

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

[Quoted text hidden]

 **Chapter 14 Land Use Code - Revised 4-27-2026 (PDF).pdf**
466K

'Stephen Bushey' via Planning and Urban Development <planning@portlandmaine.gov>

Mon, Jun 22, 2026 at 3:27 PM

Reply-To: Stephen Bushey <sbushey@ljbinc.com>

To: Justin Van Soest <justinvansoest@gmail.com>, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, "rphillips@portlandmaine.gov" <rphillips@portlandmaine.gov>, "planning@portlandmaine.gov" <planning@portlandmaine.gov>

Mr. Van Soest,

Please find the accompanying meeting cancellation notice. We apologize for the inconvenience and look forward to an upcoming neighborhood meeting in July. The notice will be distributed by hand on Tuesday June 23rd. Please share with interested parties as may apply.

Thank you.



Stephen Bushey PE
Senior Associate

o (207) 772-2515 x286
c (207) 756-9359

e SBushey@LJBinc.com

Website | LinkedIn | Facebook

From: Justin Van Soest <justinvansoest@gmail.com>

Sent: Sunday, June 21, 2026 2:36 PM

To: Stephen Bushey <sbushey@ljbinc.com>; agraminski@portlandmaine.gov; rphillips@portlandmaine.gov; planning@portlandmaine.gov

Subject: 41 Ashmont Street, Neighborhood Planning Meeting Schedule

EXTERNAL MESSAGE – TREAT LINKS/FILES WITH CARE

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I have CC'd Andrew Graminski and Ragina Phillips on the email.

Thank you so much for your kind attention in this matter.

Justin Van Soest

45 Longfellow Street

Portland, Maine 04103

207-233-9881

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[Quoted text hidden]



2026.06.22 neighborhood meeting cancelation notice DC 509 Forest LLC 41 Ashmont.pdf
151K

41 Ashmont Street, PL-003618-2026

1 message

Stephanie Kelley <stephanie.a.kelley@gmail.com>

Fri, Jul 24, 2026 at 3:59 PM

To: planningboard@portlandmaine.govCc: planning@portlandmaine.gov

Good afternoon members of the Planning Committee,

My name is Stephanie Kelley and I own and live in my property at 1 Clairmont Court (Unit A1 facing Coyle St), making me a direct abutter (back yard) to the above mentioned parcel. Like many of my neighbors, I share some serious concerns about the scope of this project, particularly with regard to the developer's lack of conscientiousness and regard for the neighborhood. I will not forget in the first meeting, when asked why they were proposing two buildings that would TOWER over the entire neighborhood, and were completely out of scale, they responded "Because we can." This is extremely concerning to me. Throwing a 4 and 5 story buildings into a neighborhood of 2 and 3 story buildings is outrageous. And it's not just because we're a residential neighborhood. Look at the surroundings? Where along Forest Ave, in the vicinity of Woodford's Corner do you find buildings that tall? You have to go to USM or Park Danforth, neither of which are abutting single family homes. Throughout the business corridor, the buildings are 2-3 stories, appropriate for the neighborhood.

Building a skyscraper in this neighborhood should not even be a consideration, but because inexplicably the parking lot is business zoned, the developers act as though they are entitled. They weren't even initially interested in the parcel, it just happened to come with their purchase of the block on Forest Ave.

While I can admire their desire to build affordable housing, the size and scope of the project are inappropriate. Please tell me that you, the planning committee, will take into account the Land Use Code and the City's Design Manual to regulate the scope of this project so that it aligns with the capacity of the neighborhood. This is not a matter of aesthetics. Anything larger than 2-3 stories brings on density that the neighborhood is not equipped to withstand. Clearly there is a reason there are not skyscrapers in this neighborhood, and it's clear that this project overestimates the neighborhood's capacity and density. The size of the roads (most are one lane at best, due to parking), the sewer and water, the electric grid, emergency response, the utilities and infrastructure of this neighborhood is intended to support moderate sized buildings, not monstrosities like the proposed.

Thank you for taking the time to read my long email and I appreciate your willingness to look at this issue holistically and take into account the inappropriateness of its size, relative to the area around it.

Warm regards,
Stephanie Kelley
A1 Clairmont Court
(207) 361-7524

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

(207) 874-8719 (T)

(207) 756-8258 (F)

planning@portlandmaine.gov

www.portlandmaine.gov

Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.



Carter Frank <cfrank@portlandmaine.gov>

Public comment — 41 Ashmont Street, PL-003618-2026

1 message

'kilcoy2@aol.com' via Planning Board <planningboard@portlandmaine.gov>

Sun, Jul 26, 2026 at 5:58 PM

Reply-To: kilcoy2@aol.com

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

Dear Chair Zamboni and Members of the Planning Board,

My name is Julie Kilcoyne and I live at Clairmont Court on Coyle Street, in the condominium behind the Sahara Club, across from the unit that will be directly behind the proposed development at [41 Ashmont Street](#). I am writing to comment on the Major Site Plan application ahead of your July 28 workshop.

I feel this project will have a devastating impact on life in our neighborhood. Cramping two omnipotent structures on a .45 acre lot to house 63 plus residents will create problems for neighbors that cannot be mitigated by fences or trees. During peak times at the Sahara Club I have witnessed large crowds of patrons congregate in the middle of the road on Ashmont Street. The same is likely to happen at the proposed site for residential units, as renters will not have enough outdoor space at this location. Regardless of the population served, people need space or they will be subject to sensory overload. I feel the magnitude of the project is too large for our small neighborhood and I believe it will impact safety, noise, and the quality of life for the surrounding residents. I am asking the board to seriously consider this and the following:

- **Traffic, safety, and emergency access** : Ashmont Street is less than 26 feet wide and is already congested during peak use of the Sahara Club at 57 Ashmont. Residents at Clairmont Court have reported they cannot exit the driveway onto Ashmont Street during these times. This congestion has been previously acknowledged by the City by restricting parking on Cottage and Linden Streets. The application proposes no traffic study. I ask the Board to require one, scoped to include Sahara Club peak periods, speeds on the Deering-to-Forest cut-through, and fire-apparatus turning movements, including under winter snowbank conditions, with the Fire Department's review comments placed in the public record before any approval. I ask the Board to treat emergency access as a central finding, not a checklist item.
- **Parking displacement**: The project removes approximately 45 leased parking spaces and provides no tenant parking, displacing both existing and new demand onto surrounding streets already subject to one-sided parking restrictions. The displaced parking may inadvertently worsen trespassing, as we are already experiencing people parking away from Ashmont Street cutting through our yard and/or parking in our private spaces during peak periods at the Sahara Club. I ask the Board to weigh in on this under its congestion findings.
- **Snow, lighting, and operations** : On a site that is approximately 89% building and pavement. I ask the Board to require a specific snow storage and removal plan, full-cutoff lighting with building-side shielding, and a written condition that space serve residents only.
- **Sidewalks**- Proposal will create heavy pedestrian traffic not only on Ashmont Street, but adjacent streets. Sidewalks on these streets are narrow and will likely not support heavy pedestrian use. Current sidewalks on Cottage Street are less than 3 feet wide and there aren't

any sidewalks on Linden Street. Concern for barrier for those who depend on wheelchairs or other assistive devices.

- **Construction phasing and funding risk:** Years of construction in the proposed area will make living in the area extremely difficult for residents. I ask the Board to require a phasing plan and construction management plan as conditions of approval, and to state how long the approval remains valid if the construction on either building stalls.
- **Thoroughness of review :** The applicant seeks expedited approval by mid-August to fit a funding deadline. I ask the Board to take the time to fully understand this project's impact on our neighborhood and to require complete, on-the-record answers to the community's open questions before any approval.
- **Safe Bearing Capacity** Adjacent properties with clay, high moisture levels with sinking decks, cracked foundations, and history of flooded basements. Possible need for extensive testing related to the strength of the soil to support the buildings at the proposed site.
- **Potential risk** for inadvertently enabling drug use or behavioral issues off site to surrounding neighborhood if wrap-around services, for example counseling for alcohol or drug addiction are not required on site.
- **Risk for drug trafficking.** Because of the permanent housing without mandating sobriety, these buildings could be targeted by outside drug dealers and criminal networks exploiting vulnerable residents.
- **Smoking** within 5 feet of residential property. There is no safe level of exposure. This will limit the residents behind the building of the ability to use land, decks, and open windows. This seems counter-intuitive to Smoke-Free Portland's Mission to reduce involuntary exposure to smoke and will likely serve to catalyze adverse health outcomes for residents on the other side of the fence. Basic human rights to breathe clean air will be robbed and regular exposure to cancer causing agents will remain a substantial risk. Additionally, smoking within 5 feet of a residents property line near planters, dry grass, and/or a grounded transformer potentially poses an ongoing fire risk, especially coupled with the lack of sobriety requirement.
- **Additional cost to surrounding residents-** as no new fencing proposed to prevent trespassing and/or help mitigate light, smoke, and noise. Residents will be responsible for additional home modifications to lessen the severity from the project. Over twenty years of investing in my property and neighborhood will be erased by this project.
- **Shifting or concentrating unhoused populations** from other parts of the state creates an asymmetrical burden, which relieves pressure on one region, but imposes demand for community, medical, and social services in cities that implement Housing First Program, with subsequently higher tax burden for project for residents of Portland to support infrastructure changes. As my taxes increase, the benefit of my living in this area will decrease, as will the value of my home.

Thank you for your consideration

Julie Kilcoyne

B1 [Clairmont Court](#)
[Portland, ME 04103](#)



Fwd: 41 Ashmont Street development — constituent concern

1 message

Kate O'Sullivan <kosullivan@portlandmaine.gov> Thu, Jul 30, 2026 at 12:57 PM
To: Planning and Urban Development <planning@portlandmaine.gov>, Greg Jordan <gjordan@portlandmaine.gov>

FYI

Kate O'Sullivan
Executive Assistant
(207) 756-8241
kosullivan@portlandmaine.gov



----- Forwarded message -----
From: <kilcoy2@aol.com>
Date: Wed, Jul 29, 2026 at 11:51 AM
Subject: Re: 41 Ashmont Street development — constituent concern
To: kosullivan@portlandmaine.gov <kosullivan@portlandmaine.gov>

2/2 email, if you can forward to the appropriate councilor.

Appreciate
Julie Kilcoyne
B1 [Clairmont Court](#)
[Portland, ME 04103](#)

On Monday, July 27, 2026 at 06:51:51 AM EDT, kilcoy2@aol.com <kilcoy2@aol.com> wrote:

Dear Councilor Phillips,
I am your constituent at B1 Clairmont Court on Coyle Street. I'm writing about the 63-unit development proposed at [41 Ashmont Street](#) (PL-003618-2026), which goes to a Planning Board workshop on July 28.

I feel this project will have a devastating impact on life in our neighborhood. Cramping two omnipotent structures on a .45 acre lot to house 63 plus residents will create problems for neighbors that cannot be mitigated by fences or trees. During peak times at the Sahara Club I have witnessed large crowds of patrons congregate in the middle of the road on Ashmont Street. The same is likely to happen at the proposed site for residential units, as renters will not have enough outdoor space at this location. Regardless of the population served, people need space or they will be subject to sensory overload. Further, placing a smoking section 5 feet from our backyard will provide for adverse health outcomes and an ongoing fire risk due to placement near a grounded transformer, planters, and dry grass, especially with lack of requirement for sobriety which is part of the low barrier program proposed. I feel the magnitude of the project is too large for our small neighborhood and I believe it will impact safety, noise, and the quality of life for the surrounding residents.

reasons:

First, and most urgently: the developer is seeking approval on an accelerated timeline driven by its September funding deadline, with no traffic study proposed for a street that is nominally 24 feet wide and already congested. The neighborhood is asking for a full, thorough review — including a properly scoped traffic study — before any approval. Your voice with city staff matters on whether the process gets the time this project's open questions require.

Second, I'd welcome the chance to show you the street in person — particularly during evening hours when it is most congested. Seeing one Sahara Club letting-out — or the street between winter snowbanks — makes clear how little room a fire engine would have. It's worth more than anything I can write here.

Third, looking ahead: the developer has said it will ask the City for Tax Increment Financing. When that request reaches the Council, I ask you to condition any TIF on the neighborhood infrastructure this project makes urgent — a complete sidewalk connection between Forest and Deering Avenues, street-width and parking management on Ashmont, traffic calming on the cut-through, and any street improvements the Fire Department identifies as needed for emergency access.

Thank you for your service.

Julie Kilcoyne

B1 [Clairmont Court](#)

[Portland, ME 04103](#)

207-210-2638

--

Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

--

Planning and Urban Development Department

City Hall, [389 Congress Street, 4th Floor](#)

Portland, Maine 04101

(207) 874-8719 (T)

(207) 756-8258 (F)

planning@portlandmaine.gov

www.portlandmaine.gov

Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

Public comment — 41 Ashmont Street, PL-003618-2026

John Bowllan <jbowllan@gmail.com>

Thu, Jul 30, 2026 at 1:49 PM

To: planningboard@portlandmaine.gov

Cc: planning@portlandmaine.gov, Kamli Faour <kamli.w.faour@gmail.com>

Dear Members of the Planning Board,

My name is John Bowllan, and my wife Kamli Faour and I live at 52 Ashmont Street, directly across from the proposed development at [41 Ashmont Street](#). I support the creation of affordable and supportive housing in Portland. My concern is whether a development of this scale can be safely accommodated on Ashmont Street without meaningful changes to the current site plan and surrounding infrastructure.

Traffic, street width, and emergency access

I measured Ashmont Street in front of my property at approximately 287 inches curb to curb, or 23 feet 11 inches. Ashmont is a two-way street with parking permitted on one side. When a larger passenger vehicle or pickup occupies approximately 7 to 8 feet along the curb, only about 16 feet remains for traffic moving in both directions—and less when vehicles are parked away from the curb, doors are opening, or snowbanks narrow the street.

In practice, there is not enough room for two vehicles to pass safely when a car is parked. Drivers routinely pull into private driveways, including ours, to allow oncoming traffic through. The condition is particularly pronounced during meetings at the Sahara Club, which occur several times on weekends and intermittently during the week. In winter, the usable width becomes narrower still.

The development would introduce approximately 65 apartments, staff and service-provider trips, rideshares, deliveries, trash collection, and emergency-service activity. The applicant has stated that deliveries and pickups will occur on the street because the ten proposed parking spaces are intended for staff and service providers. The project would also rely on one 20-foot-wide driveway as its sole vehicular access, despite the stated 24-foot standard. The applicant has further indicated that it does not intend to complete a full traffic-impact study, while the parking count was conducted on a weekday even though residents identified weekends and winter as the periods of greatest congestion.

Before approval, I ask the Board to require:

- A traffic and parking study whose scope is established or independently reviewed by City traffic staff, including observations during Sahara Club meeting periods (especially weekend) and an analysis of winter conditions.
- Written Fire Department findings addressing Ashmont Street's usable width, apparatus access, vehicle turning movements, the relocated hydrant, and the proposed reduction of the sole driveway from 24 feet to 20 feet.
- A sight-distance analysis at the new driveway opposite Linden Street, where the proposal would effectively create a new intersection.
- A specific on-site plan for deliveries, rideshares, pickups, trash collection, moving vehicles, and other short-term loading, rather than relying on vehicles to stop within the already constrained street.
- A City evaluation of whether Ashmont should become one-way, whether parking should be further restricted, or whether physical improvements such as widening, curb extensions, designated pull-off areas, crosswalks, or other traffic-calming measures are necessary.

The concern is heightened because Ashmont does not have a continuous sidewalk. When vehicles cannot pass, they maneuver into driveways and close to the street edges where pedestrians may be walking. Residents on differing sides of the proposal have apparently agreed on the need for a properly scoped traffic study, traffic calming, and continuous sidewalks. I ask that these improvements be evaluated as part of the approval and, where appropriate, made conditions of approval or incorporated into any future TIF agreement.

Parking and loading

On-street parking is already extremely limited during Sahara Club meetings. The proposed project would replace a commercial parking lot containing approximately 45 to 49 delineated spaces with two buildings and only ten spaces reserved for staff and service providers. The senior building would have no dedicated parking, and the applicant has reportedly stated that prospective residents with cars may "self-select" out of living there.

Even without a minimum parking requirement, the practical effects of displaced parking, resident vehicles, staff shifts, visitors, home-health providers, deliveries, rideshares, moving trucks, and maintenance vehicles must be considered as part of the Board's congestion, circulation, loading, and safety findings.

I therefore ask the Board to require the applicant to demonstrate, with realistic assumptions and observations during actual peak periods, that these activities can be accommodated without worsening unsafe conditions on Ashmont and the surrounding streets. The applicant should also be required to identify where each category of vehicle will stop and how illegal or obstructive parking will be prevented.

Outdoor space and effects on neighboring properties

The current plan appears to devote nearly the entire parcel to buildings and pavement, without a courtyard, lawn, seating area, or other meaningful outdoor recreation space for approximately 65 households. The only identified outdoor amenity is a covered smoking area.

This is not an abstract concern for my household. During periods of congestion and high attendance at the Sahara Club, we have repeatedly experienced people entering or lingering in our yard, sitting or gathering on our porch, and leaving litter on our property. We installed a security camera in part because of these recurring incidents.

I am not suggesting that future residents will behave in any particular way, but our direct experience demonstrates what can happen when many people gather on a constrained street without adequate public or private outdoor space. A residential development should provide its residents with a

safe, attractive, and clearly defined place to spend time outdoors instead of placing the entire demand for outdoor activity onto the sidewalk, street, and neighboring properties.

I ask the Board to require a secure and usable outdoor amenity within the development, such as a landscaped courtyard, terrace, rooftop common area, or comparable space. The plan should also include clear property boundaries, landscaping, lighting, screening, and on-site management responsibility for addressing loitering, litter, smoking, and unauthorized use of adjoining properties.

Construction impacts

Because we live directly across the street, we are also concerned about construction staging. Only one building is currently funded, and the applicant has acknowledged that sequential construction could last 28 to 30 months. On a street this narrow, construction vehicles, material deliveries, worker parking, dumpsters, equipment, and temporary closures could substantially interfere with residents' access and emergency response.

I ask that approval be conditioned on a detailed construction-management and phasing plan that includes:

- No staging, truck queuing, material storage, or worker parking on Ashmont Street.
- Preservation of access to residents' driveways and homes.
- Continuous pedestrian access except during brief, necessary frontage work.
- Defined construction and delivery hours.
- A snow-removal and winter-access plan.
- A designated neighborhood contact empowered to address problems promptly.
- A plan for the unfunded portion of the property if the second building is delayed.

I recognize the importance of the housing this project would provide. However, a permitted use still must demonstrate safe circulation, adequate emergency access, appropriate loading, functional pedestrian infrastructure, and compatibility with its immediate surroundings. The project is located on a narrow interior residential street, directly across from our home, not on Forest Avenue itself.

I respectfully ask the Board not to approve the application until the traffic, parking, emergency-access, loading, sidewalk, outdoor-space, and construction questions are answered with objective evidence and enforceable conditions.

Thank you for your consideration.

John Bowllan and Kamli Faour
[52 Ashmont Street](#)
Portland, Maine 04103

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Your inquiry has been received by the City of Portland Planning and Urban Development Department. A staff member from the Department will be in touch with you, with a response, as soon as possible.

Thank you.

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Planning and Urban Development Department
City Hall, [389 Congress Street, 4th Floor](#)
Portland, Maine 04101
(207) 874-8719 (T)
(207) 756-8258 (F)
planning@portlandmaine.gov
www.portlandmaine.gov
Office Hours are Monday - Friday 8:00 a.m. - 4:00 p.m.

Justin and Kierston Van Soest
 45 Longfellow Street
 Portland, Maine 04103
kpvansoest@gmail.com

August 2, 2026

City of Portland
 Planning and Urban Development Department
planningboard@portlandmaine.gov

Re: Plan Number : PL003618-2026; 41 Ashmont

We are residents of 45 Longfellow Street and within 500 feet of the above referenced proposed development.

Ashmont Street has significant pre-existing constraints which should be taken into account when determining whether this proposed development, in aggregate, creates safety constraints that should be addressed when determining compliance with the Technical Manual.

Ashmont Street, a local street, is narrower than standard width. At two separate locations in front of the site, the width (curb to curb) is less than 24". As such, parking is only permitted on one side of the street and only in defined areas. Parking outside of the allowed areas is common and not enforced, particularly during peak hours for the Sahara Club meetings at 57 Ashmont. The vehicular traffic during peak hours overwhelms the parking lot at 550 Forest Avenue (where the Sahara Club instructs its members to park). On a recent Sunday (July 26), 120 vehicles were counted within a one hour period as a result of the Sahara Club meeting: 84 vehicles in the 550 Forest Avenue lot (and at maximum capacity), 26 vehicles in the Sahara Club parking lot, and 10 vehicles observed parking on street (including illegally).

In addition, the pedestrian traffic resulting from 120+ individuals walking to their vehicles within a 15-20 minute period at the start and end of meetings overwhelms the existing sidewalks and drives pedestrians into the street.

Given these pre-existing conditions, the density of this development and the potential cumulative degradation of safety conditions, I respectfully request a third party engineering review to validate that the proposed site plans as submitted meet the following safety requirements of the Technical Manual:

1. Driveway Separation From Intersection

As required in the Technical Manual Table 1-B Driveway Design Standards, confirmation that the proposed relocation of the driveway associated with the site is a minimum of 35 feet from

the intersection of Ashmont Street and Linden Street. Note that the proposed entrance will be located closer to this intersection than the existing parking lot entrance.

2. Driveway Spacing

As required in the Technical Manual Table 1-B Driveway Design Standards, confirmation that the proposed relocation of the driveway associated with the site is a minimum of 50 feet from the driveways associated with 55 Ashmont Street and 52 Ashmont Street. Please note that although the existing driveway may not conform, a significant change in use and complete rebuilding of a new driveway should require adherence to safety requirements.

3. Loading, Circulation and Backing Maneuvers

As required in the Technical Manual Table 1-B Driveway Design Standards, make a determination on whether a) all necessary functions for loading, circulation, parking maneuvers shall occur within the site and outside of the right-of-way, given the site context and b) whether the driveway and parking area are sufficient to ensure that all vehicles are able to enter and exit the site facing forward as required. Consideration should be given to reasonably envisioned vehicle volume associated with staff, service providers, residents, guests, maintenance, supportive van transportation services, solid waste removal, ride sharing, delivery vehicles (e.g. UPS, Ubereats, DoorDash, etc.).

4. Driveway Aisle Width

Review the safety implications of the developer's request for a waiver for proposed 20 foot wide driveway given additional circumstances documented in this letter.

5. Fire Department Vehicle Access

Review the ability for this development to provide access on at least two sides of each structure for safety equipment, particularly given the width of the driveway, the width of Ashmont Street, and the resulting turning radius. (Section 10.3.2)

6. Parking Lot Aisle Width

As required in the Technical Manual, Figure I-16A, confirm the adequacy of the parking aisle width given the minimum 24 foot minimum requirement for right angle parking. (Section 1.10.7).

Thank you very much. We look forward to reading the results of this review. Please reach out if you have any questions.

Justin and Kierston Van Soest

41 Ashmont Street Development (PL-003618-2026) — Written Comment and Attachments for August 11 Workshop

0 views



Carol Schiller

Aug 4, 2026, 11:07:03 AM (yesterday)

to planni...@portlandmaine.gov, agram...@portlandmaine.gov, Regina Phillips, Amanda Bartlett, Dena Libner, Carol Schiller, Jeff Tiner, Stephen Bushey

To: planningboard@portlandmaine.gov

Subject: 41 Ashmont Street Development (PL-003618-2026) — Written Comment and Attachments for August 11 Workshop

Dear Members of the Portland Planning Board,

Please find attached my written comment regarding the proposed 41 Ashmont Street development (Plan Number PL-003618-2026), to be considered at the public workshop on Tuesday, August 11, 2026.

I am submitting the following documents and respectfully ask that all three be entered into the public record for the Board’s review and deliberation on this application:

- 1. Letter to the Portland Planning Board — Neighborhood Connectivity and Resident Transportation Recommendations
- 2. Petition requesting permanent lighting for Longfellow Park, together with the CHARRON Reflex Lighting design plan
- 3. Longfellow Park’s Documented History and Purpose — historical background supporting the recommendations in my letter

Please confirm receipt and let me know if you need anything further from me before the workshop.

Thank you for your time and consideration.

Sincerely,

Carol Schiller
Resident and Property Owner
7 Longfellow Street, Portland, ME
[\(207\) 210-8781](tel:(207)210-8781)
President, University Neighborhood Organization (UNO)

####

Carol Schiller
7 Longfellow Street
Portland, ME

August 4, 2026

Portland Planning Board
389 Congress Street
Portland, ME 04101

Re: 41 Ashmont Street Housing Development (Developers Collaborative and Catholic Charities Maine) — Plan Number PL-003618-2026 — Neighborhood Connectivity and Resident Transportation Recommendations

Dear Members of the Portland Planning Board,

I am writing regarding the proposed 41 Ashmont Street “Home for Good” development, a partnership between Developers Collaborative and Catholic Charities Maine, to be considered at the public workshop scheduled for Tuesday, August 11, 2026 (Room 24, City Hall, 4:45 PM). The proposal consists of two separate buildings on the same lot: a four-story, 30-unit building for chronically homeless adults, and a five-story, 33-unit building of one-bedroom apartments for households with at least one member age 55 or older — 63 affordable dwelling units in total, with 10 parking spaces. Catholic Charities Maine will employ two staff members to provide 24/7 on-site services, but only for the 30-unit chronically homeless building; Catholic Charities Maine has no connection to the separate 33-unit affordable building. I appreciate the commitment Developers Collaborative and Catholic Charities Maine have made, together, to providing this supportive and affordable housing. Because neither building includes its own outdoor land, the surrounding neighborhood — its sidewalks, transit access, and Longfellow Park in particular — will effectively become the outdoor space for residents of both buildings. I am asking the Board to condition approval on the recommendations below, which I believe are necessary to genuinely connect this development to the neighborhood rather than isolate its residents within it, and I ask that this letter, with attachments, be entered into the public record for the Board’s consideration in deliberating on whether to approve the project.

Recommendations

1. Van transportation for the chronically homeless building

That Developers Collaborative and Catholic Charities Maine jointly purchase a van for Catholic Charities Maine to maintain and operate, with Catholic Charities Maine providing drivers to transport residents of the 30-unit chronically homeless building to stores, recreational activities, business, outings, medical appointments, and other points of interest. Catholic Charities provides this kind of van transportation at other supportive homeless housing projects it operates across the country, and it should be provided here as well. This is especially important because these residents will have little or no income and will not have vehicles of their own; without reliable transportation, they will have no way to reach shopping, recreation, or community activities independently. I ask that Developers Collaborative and Catholic Charities Maine commit to jointly purchasing this van as part of the project.

2. New Metro bus shelter

That a new Greater Portland Metro bus shelter, with seating and lighting, be constructed in front of the United Way building at the corner of Ashmont Street and Forest Avenue, in partnership with Metro, to serve residents of both 41 Ashmont buildings as well as the general public. Many residents have disabilities and need a warm, lit place to sit while waiting for the bus rather than standing exposed to the weather. I also ask that lighting be added along Ashmont Street to help residents safely navigate to and from the bus shelter.

3. ADA-accessible sidewalk network

That ADA-accessible sidewalk improvements be constructed on both sides of Ashmont Street, Linden Street, and Cottage Street, in partnership with the Department of Public Works, to create a continuous and safe pedestrian network connecting the development to the surrounding neighborhood. Cottage Street’s existing sidewalks currently do not meet ADA requirements, and Linden Street currently has only scattered sections of asphalt sidewalk that do not form a continuous path and needs a continuous sidewalk built. These two perpendicular side streets connect Ashmont Street to Longfellow Street, the heart of the Oakdale neighborhood and Longfellow Park, and are the direct route by which residents with disabilities will travel from 41 Ashmont Street to Longfellow Park’s Oakdale and Longfellow Street corner entrance, making their repair and construction essential rather than optional. I ask that Developers Collaborative be required to financially contribute to these sidewalk improvements as a partner in this development.

4. Pedestrian connection to Longfellow Park

That the City, working with the Parks Department, remove the overgrown vegetation currently blocking the park’s entrance at the corner of Oakdale and Longfellow Streets and complete the missing sidewalk connection at that entrance. Longfellow Park has three entrances, but the Oakdale and Longfellow Street corner is the entrance that 41 Ashmont and Portland Center for Assisted Living residents with mobility issues will use. This corner was originally designed with a direct center walkway from the street into the park, and restoring it — rather than leaving residents and neighbors to navigate around a large vegetation clump — is essential given how many 41 Ashmont and Portland Center for Assisted Living residents will depend on this route for outdoor access.

That the City create a welcoming neighborhood entrance at this accessible-ramp destination, with landscaping and design consistent with Longfellow Park's original character, so that it functions as a genuine gathering point for recreation and community interaction rather than a bare pass-through.

5. Permanent park lighting

That the City fund and install permanent lighting throughout Longfellow Park that meets City of Portland lighting standards, providing warm, welcoming light on timers, with historic lantern lamps and bollards as outlined in the CHARRON Reflex Lighting design plan, to improve safety for residents, families, seniors, and individuals with disabilities who use the park during evening hours, and to add to and evoke the park's 100-year charm and character. I ask that Developers Collaborative make a financial contribution toward this permanent lighting and form an ongoing partnership with the Portland Parks Department to help maintain Longfellow Park, since the 41 Ashmont development is providing no green space of its own for its residents and will rely on this park as their primary outdoor space.

Attached to this letter is a petition, together with the CHARRON Reflex Lighting design, requesting this permanent lighting for Longfellow Park. I ask that both the petition and the lighting design be included as part of the public record along with this letter.

6. One-way road reconfiguration

That the Department of Public Works convert Ashmont Street, Linden Street, and Cottage Street to one-way streets, with new pedestrian crosswalks added. This reconfiguration would reduce parking congestion, discourage traffic from speeding through the neighborhood, and improve safety for pedestrians — including 41 Ashmont and Portland Center for Assisted Living residents who will be walking these streets regularly to reach the bus shelter, Longfellow Park, and other neighborhood destinations.

Why these conditions matter

These improvements would help residents of both 41 Ashmont buildings become genuinely connected to the neighborhood while supporting their independence, accessibility, and safe mobility. Van transportation for the chronically homeless building, together with a new Metro shelter serving both buildings at Ashmont Street and Forest Avenue, a complete ADA sidewalk network, one-way street reconfiguration with new crosswalks, and a permanently and appropriately lit Longfellow Park, would link the new housing to public transportation, neighborhood amenities, and green space — helping residents of both the 30-unit and 33-unit buildings build relationships and feel part of the Oakdale community rather than isolated within it. This is a win-win for occupants of both buildings, surrounding residents, businesses, and the Oakdale neighborhood community.

I respectfully ask that the Board not approve this development without a firm commitment from Developers Collaborative and Catholic Charities Maine to jointly purchase a van, and from Catholic Charities Maine to maintain it and provide drivers for residents of the chronically homeless building, and without corresponding commitments from Developers Collaborative and the City — in partnership with Metro, the Department of Public Works, and the Parks Department — to deliver the neighborhood infrastructure improvements described above. Developers Collaborative and Catholic Charities Maine have described their vision of integrating the 41 Ashmont Street development into the Oakdale neighborhood; these conditions are what would make that vision real for residents of both buildings. I ask that this letter, along with the attached petition and lighting design, be made part of the public record for the Board's deliberation on Plan Number PL-003618-2026.

Thank you for your time and consideration.

Sincerely,

Carol Schiller

Carol Schiller, Resident and Property Owner
7 Longfellow Street
Portland, ME 04103
President, University Neighborhood Organization (UNO)

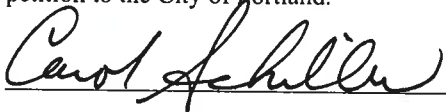
Petition Circulator's Affidavit

I, Carol Schiller, being duly sworn, certify that I personally circulated the attached petition entitled "Petition for Vegetation Removal, a Direct ADA-Accessible Route, Landscaping, and Permanent Lighting Improvements at Longfellow Park, Portland, Maine."

I further certify that, to the best of my knowledge and belief, the signatures appearing on this petition were personally signed by the individuals whose names appear on the petition. The signatures were collected in support of the following requested improvements to Longfellow Park:

1. 1. Removal of the overgrown vegetation at the Oakdale and Longfellow Street entrance to create a direct ADA-accessible route connecting the sidewalk to the park's center walkway, together with attractive landscaping to improve accessibility, safety, and appearance.
2. 2. Installation of permanent park lighting consistent with the lighting plan prepared by Charron Reflex Lighting, providing improved visibility, safety, and accessibility throughout Longfellow Park.

I make this affidavit voluntarily and under oath for the purpose of confirming that I personally collected these petition signatures and supporting the submission of this petition to the City of Portland.

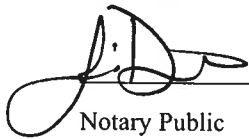


Carol Schiller
Petition Circulator

Date: July 28, 2026

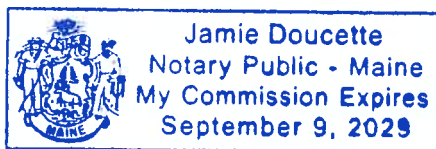
State of Maine
County of Cumberland

Subscribed and sworn before me on this 28th day of July, 2026, by
Carol Schiller.



Notary Public

My Commission Expires: September 9, 2029



PETITION

For Vegetation Removal, a Direct ADA-Accessible Route, Landscaping, and Permanent Lighting Improvements at Longfellow Park, Portland, Maine

We, the undersigned residents, respectfully petition the City of Portland, Portland Parks & Recreation, and City Manager Danielle West to address two important improvements at Longfellow Park.

First, remove the overgrown vegetation at the Oakdale and Longfellow Street entrance and create a clear, direct, ADA-accessible route connecting the sidewalk to the park's center walkway. Replace the vegetation with attractive landscaping that creates a safe, welcoming, and accessible entrance for all park visitors.

Second, install permanent park lighting consistent with the proposal prepared by Charron Reflex Lighting Company (site plan and proposal attached), including four Sentry SUB-NL-LED post-top fixtures mounted on 8-foot poles at the park's center and seating areas, and five Sentry SAL-W-BOL 44-inch bollard fixtures at the park entrances along Longfellow, Oakdale, and Noyes Streets.

Together, these improvements will improve visibility, provide clear sightlines, enhance public safety after dark, strengthen ADA accessibility, and create a more welcoming park for families, seniors, children, and individuals using wheelchairs, walkers, strollers, and other mobility devices.

If Portland Parks & Recreation declines to implement these improvements, we respectfully request that City Manager Danielle West review this petition and exercise appropriate oversight to ensure these important accessibility, safety, and beautification improvements are given full consideration.

Signatures

By signing below, I support the requests outlined above regarding Longfellow Park.

#	First Name	Last Name	Home Address	Email Address
1	Lucas	Malone	381 Deering Ave	lucas.js.malone@gmail.com
2	Declan	Scott	15 Longfellow St	declan5114@gmail.com
3	DAVID	Swill	21 Longfellow St	dscottmarz@gmail.com
4	Monahan	Cynthia Scott	15 Longfellow #1	monahancscott@gmail.com
5	Gunnhild	Gross	11 Longfellow	gannelle144@gmail.com
6	Julie	Kilcoyne	321 Clairmont Court	Kilcoy2@aol.com
7	AARON	CARSON	125 WILLIAM ST	acarsonator@gmail.com
8	DANA	WOODWARD	10 FREEMAN #3	dana.c.woodward@gmail.com
9	BRIAN	TAINTOR	121 DARTMOUTH ST	
10	Tobey	Solomon-Agr	121 Dartmouth St	
11	Sean	Lafferty	58 Noyes St.	Sixers2329@gmail.com
12	Kathryn	Brouillette	108 Oakdale St	KATHRYN.ANDREWS3@GMAIL.COM

#	First Name	Last Name	Home Address	Email Address
13	Lark	Wicines	61 Falmouth St.	larkwicines@gmail.com
14	Julian	Erickson-Watson	61 Falmouth St	julian.erickson.Watson@gmail.com
15	Austin	Leise	42 Noyes St	
16	Linda	Harwood	42 Noyes St	Harwood
17	Jaye	Pertuis	42 Noyes St.	
18	Dean	Flint	9 Longfellow St	deanflint320@gmail.com
19	Melirra	Flint	4 Longfellow St	melirra-griff607@gmail.com
20	Sarah	Elkind	435 Deering Ave	
21	Beth	Holmberg	435 Deering Ave	
22	Marcia	Minter	441 Deering Ave	
23	Danny	French	441 Deering Ave	Portland
24	Joseph	French	48 Ashmont St	jdannyfrench@gmail.com
25	Avery	French	48 Ashmont St	avennyurichte@gmail.com
26	John	Bowllan	52 Ashmont St	jbowlan@gmail.com
27	Kamli	Faar	52 Ashmont St	kamli.w.faar@gmail.com
28	Kate	Loughlin	65 Longfellow St	katecloughlin151@gmail.com
29	Agnie	Day	30 Wadsworth St	Agnie.Barbora@yahoo
30	Liz	DAY	30 WADSWORTH	
31	Elizabeth	Norton	90 Lincoln St. Apt. 1	lizzybnorton@gmail.com
32	Gavia	Ragana	37 William St	gaviaragana@proton.me
33	Devon	Tackels	15 Cottage St	dtackels@gmail.com
34	Megan	Roberts	15 Cottage St	m.g.roberts90@gmail.com
35	Julianne R. Opperman		25 Woodmont St	julianne.r.opperman@gmail.com
36	Sadie Stewart	Temple Beth El	400 Deering Ave	events@tbemaine.org
37	Barry	Plakosian	59 Orland St	barry22@pcsquash.com
38	Jordan	Johnson	46 Noyes Street	jordan.johnson@maine.edu
39	Nichola	Dambrie	14 Cottage St	ndambrie@gmail.com
40	Riley	Fenner	23 Noyes St.	riley.fenner@gmail.com
41	Carol	Schiller	7 Longfellow St.	schiller.carole@yahoo.com





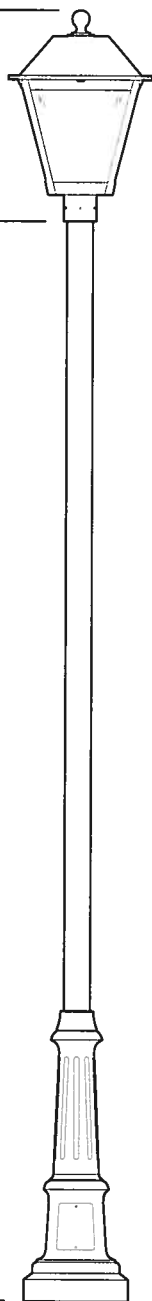
SUB-NL-LED Suburban Night Lighter

Luminaires: Lanterns - 4 Sided

Luminaire Height: 20" to 24"
Square: 16 1/2"

TYPE P5 FIXTURE

A perennial favorite for residential, campus and street lighting in communities everywhere. Series SUB-NL is reminiscent of the traditional four-sided lanterns that gave street lighting its beginnings in colonial America.



Features a high-strength cast aluminum structure with acrylic panels. Mates tastefully with aluminum, or, cast iron poles.



SUB-NL-LED utilizes the most current solid state technology to deliver high lumen output, exceptional light distribution, superior visual comfort, extended service life, and energy reduction.

For Ordering Information see reverse.



*Shown with 12 ft. aluminum pole.
Catalog #: SAL-3H-P-12'*

Sentry
ELECTRIC

SUB-NL-LED Suburban Night Lighter

Sentry Electric LLC

185 Buffalo Avenue, Freeport, New York, 11520

Telephone: 516.379.4660 Fax: 516.378.0624

www.sentrylighting.com

info@sentrylighting.com

SUB-NL-LED Suburban Night Lighter

Luminaires: Lanterns - 4 Sided

Product Features

Construction

All components including finial, hood, struts and base to be of high-strength ASTM 356.1 cast aluminum. Luminaire shall be fully welded creating one integral housing. Hood shall be hinged to allow for easy access to the optical chamber. LED components and driver are securely affixed to the mechanical structures. A thermal management system dissipates heat to insure compliance with ratings of the LED components and driver.

Optical

Four flat acrylic frosted lens panels with internal optical system to optimize performance, distribution, and visual comfort. Available in symmetrical and asymmetrical light distribution.

Electrical

Meets UL 1598 for Safety. Utilizes voltage sensing 120-277V driver. Rated life of 50,000 hours at 70% lumen maintenance at 25°C. Compatible with 0-10V lighting control systems. Surge protected line-neutral, line-ground, and neutral-ground in accordance with ANSI/IEEE 62.41, Category C3. Luminaires shall be prewired and factory tested.

Ambient Temperature

-40° C minimum to 35° C maximum (Luminaire not to operate at maximum temperature for a period of time longer than 15% of total operating hours.).

Finish

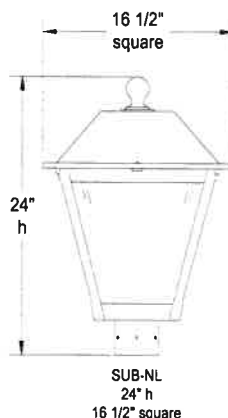
To insure product durability, all exposed metallic surfaces shall be finished with a high performance coating consisting of high gloss Super Durable polyester powder coat paint to be applied utilizing a multistage process that includes phosphate pretreatment, electrostatic powder application, and convection curing. Paint shall be weather, corrosion, abrasion, and UV resistant in compliance with the American Architectural Manufacturers Association's specification AAMA 2604-05. Color to be specified.

Mounting

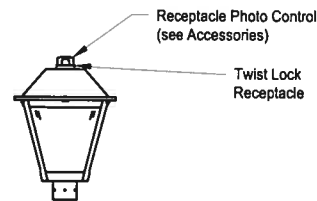
Post top version mounts to a Ø3" by 3" tall tenon. Three (3) 3/8"-16 UNC stainless steel allen head cup point set screws secure luminaire to post top tenon. All mounting hardware shall be stainless steel.

Pendant version mounts to a 1-1/4" NPS nipple using a 1-1/4" NPS coupling in top casting of luminaire. One (1) 3/8"-16 UNC stainless steel allen head cup point set screw stops the luminaire from unwanted movement on the nipple.

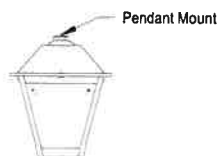
Model



SUB-NL-NF
21 1/2" h
16 1/2" square



SUB-NL-TLR
23" h
16 1/2" square



SUB-NL-PM
20" h
16 1/2" square

Light Source	LEDV29B-1.05A		LEDV29B-0.7A		LEDV18C-0.7A	
Wattage	59W		38W		26W	
Color Temp	3000K		3000K		3000	
	Delivered Lumens	Lumens Per Watt	Delivered Lumens	Lumens Per Watt	Delivered Lumens	Lumens Per Watt
KHT2 (Type II)	6366	108	4296	113	2791	107
KHT3 (Type III)	6149	104	4149	109	2696	104
KHT4 (Type IV)	6145	104	4147	109	2694	104
KHT5SQ (Type V Square)	6058	103	4088	108	2656	102

Ordering Information

Choose the **boldface** catalog references that best suit your needs.

Example: **Model** **Light Source** **Color Temp** **Distribution** **Options** **Accessories** **Finish**
Example: SUB-NL - LEDV29B-0.7A - 830 - KHT5SQ - TLR - RPC - BK

Model	Mounting		Light Source & Wattage		Distribution		Options		Finish	
SUB-NL	(blank)	Post Top Mount	LEDV29B-1.05A	59 watts	KHT5SQ	Type V Square	TLR	Twist Lock Receptacle	BK	Black
			LEDV29B-0.7A	38 watts	KHT4	Type IV	TLR7	Twist Lock Receptacle, 7 Pin with Dimming and Control Contacts	BZ	Bronze
	PM	Pendant Mount	LEDV18C-0.7A	26 watts	KHT3	Type III	NF	No Finial	FG	Federal Green
				KHT2	Type II	HSS	House Side Shield	GY	Gray	
								(TLR and TLR7 only for Post Top Mount)	WH	White
			CRI & Color Temperature				Accessories		SIL	Silver
			827	80 CRI, 2700K			RPC Receptacle Photo Control (TLR only)		BLU	Blue
			830	80 CRI, 3000K			Voltage		SBRZ	Statuary Bronze
			835	80 CRI, 3500K			(blank)	120V thru 277V (Standard)	Consult factory for additional finishes.	
			840	80 CRI, 4000K			120V	120V (With BPC Only)		
			Consult factory for additional light source and color temperature options.				208-277V	208V thru 277V (With BPC Only)		

Sentry Electric LLC, 185 Buffalo Avenue, Freeport, New York, 11520
 Telephone: 516.379.4660 Fax: 516.378.0624

www.sentrylighting.com
 info@sentrylighting.com

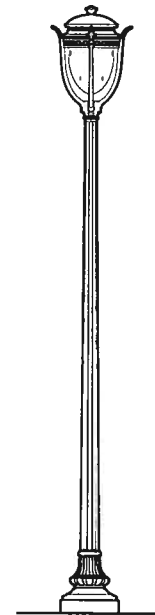
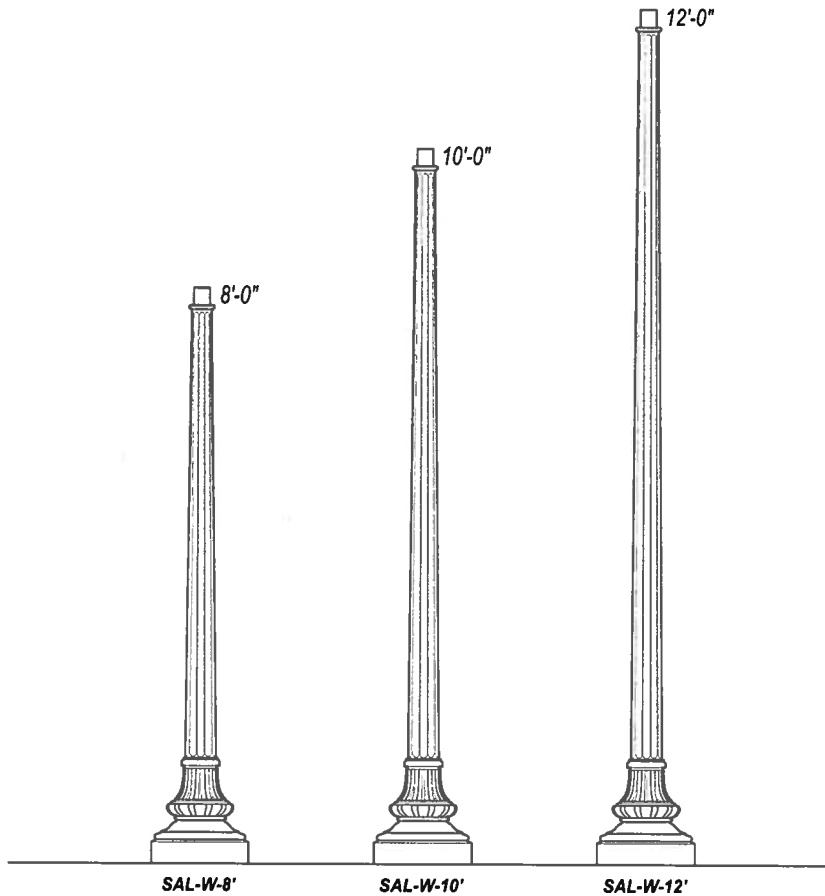
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 © 2023

SAL-W Series

Cast Aluminum (SAL) Poles - Cast Shaft

Post Heights
8'-0"
10'-0"
12'-0"

Base Diameter 17"



**Above shown with
Luminaire: SLNS
Pole: SAL-W-12'**

SCALE: 3/8" = 1'-0"

Product Features

Construction

The lighting pole shall be fully cast from ASTM 356.1 aluminum.

One (1) access door in the base (4" x 5" minimum opening) shall be secured with stainless steel hardware. A 3/8"-16 UNC grounding lug provision shall be provided inside the base of the pole.

Luminaire Mounting

A Ø3" by 3" tall tenon shall be an integral part of the pole provided for post top mounting of the luminaire.

Installation

The lighting pole shall be provided with (4) Ø3/4" x 24" long "L-Type" anchor bolts. Each anchor bolt shall be supplied assembled with (1) nut, (1) flat washer and (1) split lock washer. The pole shall have a Ø12" bolt circle and requires a 3" anchor bolt projection. All anchorage hardware shall be fully galvanized.

Finish

To insure product durability, the pole shall be finished with a high performance coating consisting of high gloss Super Durable polyester powder coat paint to be applied utilizing a multistage process that includes phosphate pretreatment, electrostatic powder application, and convection curing. Paint shall be weather, corrosion, abrasion, and UV resistant in compliance with the American Architectural Manufacturers Association's specification AAMA 2604-05. Color to be specified.

For Ordering Information see reverse.

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SAL-W Series

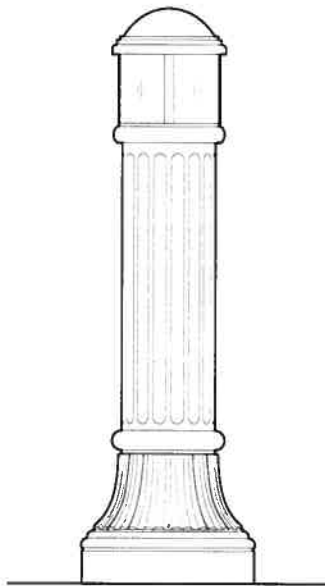
Sentry Electric LLC

185 Buffalo Avenue, Freeport, New York, 11520

Telephone: 516.379.4660 Fax: 516.378.0624

www.sentrylighting.com

info@sentrylighting.com

SAL-W-BOL-LED**Bollards (BOL) - Cast Aluminum (SAL)****Bollard Height 44"**
Base Diameter 13 1/2"**SAL-W-BOL-LED**

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

Product Features**Construction**

The bollard shall be made from cast ASTM 356.1 aluminum construction. One (1) access door in the base (3 1/2" x 4 1/2" minimum opening) shall be secured with stainless steel hardware. The top optical assembly shall create a weather tight chamber for the LED component(s), driver(s) and internal optics.

Optical

The optical assembly is comprised of an acrylic lens and refractive components that produce a symmetrical or asymmetrical light distribution.

Electrical

Meets UL 1598 for safety. Bollard shall utilize voltage sensing 120-277V driver, suitably rated for the specified LED component(s). Bollard shall be prewired and factory tested.

Surge Protection

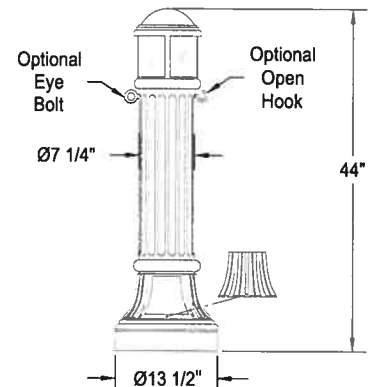
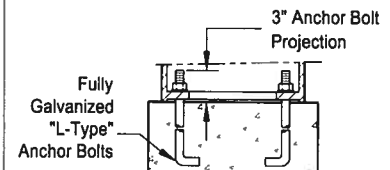
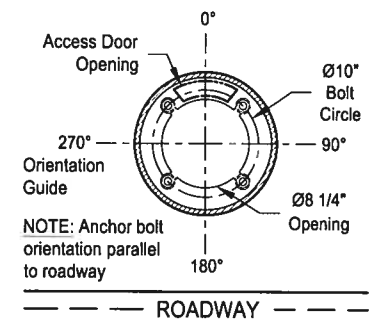
Surge protected line-neutral, line-ground, and neutral-ground in accordance with ANSI/IEEE 62.41, Category C3.

Installation

The bollard shall be provided with (4) Ø1/2" x 18" long "L-Type" anchor bolts. Each anchor bolt shall be supplied assembled with (1) nut, (1) flat washer and (1) split lock washer. The bollard shall have a Ø12" bolt circle and requires a 3" anchor bolt projection. All anchorage hardware shall be fully galvanized.

Finish

The bollard shall be finished with a high performance coating consisting of high gloss Super Durable polyester powder coat paint. Paint shall be weather, corrosion, abrasion, and UV resistant in compliance with AAMA 2604-05. Color to be specified.

Detail**Installation Details****Specifications****Ambient Temperature**

-40° C minimum to 35° C maximum (Bollard not to operate at maximum temperature for a period of time longer than 15% of total operating hours.)

Rated Life @ 25° C Ambient Temperature

50,000 Hours at 70% lumen maintenance

Driver Specifications

- 120-277V power supply.
- Compatible with 0 to 10V lighting control systems.
- Complies with the requirements of UL and CSA.

Ordering Information

Choose the **boldface** catalog references that best suit your needs.
Example:

Model Light Source Color Temp Distribution Options Finish
SAL-W-BOL - (2)LEDV10D-0.35A - 830 - GA5 - EB - BK

Model	Light Source	CRI & Color Temperature	Distribution	Options	Finish
SAL-W-BOL	(2)LEDV10D-0.35A 21 watts, 350mA	827 80 CRI, 2700K	GA5 Type V	EB Eyebolt	BK Black
	(2)LEDV10D-0.27A 16 watts, 270mA	830 80 CRI, 3000K	GA3 Type II	HK Open Hook	BZ Bronze
		835 80 CRI, 3500K			FG Federal Green
		840 80 CRI, 4000K		see <i>Orientation Guide</i>	GY Gray
Consult factory for additional light source and color temperature options.					
WH White SIL Silver BLU Blue SBRZ Statuary Bronze Consult factory for additional finishes.					

Performance Data

Light Source and Distribution	System Watts	Delivered Lumens	Efficacy (lm/W)
(2)LEDV10D-0.35A-GA5	21	1761	84
(2)LEDV10D-0.35A-GA3	21	1860	89
(2)LEDV10D-0.27A-GA5	16	1385	87
(2)LEDV10D-0.27A-GA3	16	1462	91
Initial values shown above with 80 CRI and 3000K.			

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SAL-W-BOL-LED

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 www.sentrylighting.com info@sentrylighting.com



Summarization to City of Portland:

To Whom it May Concern

Our interest is to bring a sense of community and safety to Longfellow Park via a lighting improvement project implementing strategically placed LED luminaries to achieve this goal. Longfellow Park has a rich history in the community and over the years it's brought many residents together for recreation and leisure. Our proposal brings about multiple benefits that will encourage it's use for many years to come.

The design incorporates (4) Sentry SUB-NL-LED Suburban Night Light fixtures on 8' poles. Powered with 26W LED Light engines at either 2700K or 3000K (to city's discretion) and Type 5 light distributions provides a warm and welcoming environment at park center and adjacent to the park benches.

At each point of entry to the park we have positioned (5) Sentry SAL-W-BOL 44" tall bollards with 16W LED Light engines at either 2700K or 3000K (to city's discretion) and Type 5 light distributions indicating clear points of entry to the park paths which leads the user to its center and also indicating an exit for all available pathways when leaving.

The aesthetic of the products proposed yield classic municipal standards and typical installation practices.

BUG RATINGS:

P5 Post Top – B2-U3-G3
B1 Bollard – B1-U2-G1

Although these fixtures are not Dark Sky Rated (with U source at 0) it should be noted these fixtures are typical to those installed in various locations throughout the city. They are not of open globe design meaning the product will be lensed and the LED source is contained within the top of the housing removing a vast majority of the uplight as viewed from above and will have no direct diode illustration. IES illustrates a U3 rating is between 50lm and 500lm maximum in the uplight direction. Our product will be roughly 100lm simply due the refraction taken place at the lensing.

Example of such product is alongside Union Street outside of 2 Portland Square.

This design will provide each pathway leading to the center with proper illumination while adding an element of design that fosters community engagement and a sense of safety for those to enter throughout the course of the day.

I hope this finds you well and thank you for your time and consideration.

Thanks and let me know what you think!

Regards,

ERIK MILLES
Principal

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Longfellow Park's Documented History and Purpose

Longfellow Park was established in 1927, according to public City records, four years before its feature in the October 4, 1931 edition of the Portland Sunday Telegram and Sunday Press Herald, which already recognized it as one of Portland's five finest neighborhood parks. The article documents that this triangular tract at Longfellow, Noyes and Oakdale Streets had sat as "an unsightly location with barren gray soil" before neighborhood property owners petitioned the City to develop it, contributing \$2,500 toward its purchase; the City added \$4,000, and the article notes the park marked an epoch as the first tract in Portland set aside for a neighborhood park through citizen sponsorship.

By 1931 the article describes a matured, richly landscaped park: Norway maples providing shade around the entire triangle, elaborate flower beds, and a lattice-bordered fountain at its center, offering contrast through both summer and winter. A hedge bordered the paving, backed by circling shrubbery enclosing clumps of Japanese quince, meadow spirea, and azalea, with corner plantings of Rowe hydrangea, Pee Gee hydrangea, crimson autumn-leaf spirea, flowering crab, red-twigg dogwood, and barberry. Marigolds and dwarf zinnias were planted at the tip of the triangle, adding color opposite the park's entrance each spring — confirming the park had a clearly defined, planted entrance, not the overgrown corner that blocks it today.

The accompanying photograph from that same 1931 article shows this design in practice: a direct, paved walkway leading from the street corner into the park's planted center, bordered by the flowering shrubs and hedges described in the text.



Longfellow Park as originally constructed and documented in the Portland Sunday Telegram, October 4, 1931 — a direct, open walkway from the corner to the park's center.

That is the standard we are asking the City to restore — not a new or unusual request, but the park's own founding design and purpose. Today, that same corner looks like this:



Current condition, 2026: overgrown vegetation blocking the same corner entrance, where the CDBG-funded accessible ramp and Longfellow Street sidewalk now end without a completed connection into the park.

The City has already built the accessible ramp and sidewalk on Longfellow Street with CDBG grant funds specifically to bring residents to this corner. What remains unbuilt is the short, direct connection from that new ramp into the park's center walkway — the very connection the park was originally designed to provide. We are asking the City to complete it, restoring Longfellow Park's original, documented purpose: safe, direct, welcoming access for everyone, not a detour around an overgrown obstacle.

Longfellow Park has been neglected for years, and its historic landscape — the ornamental shrub beds, flowering borders, and fountain documented in 1931 — has largely disappeared. With the 41 Ashmont Street development bringing roughly 100 new residents who will rely on this park as their primary outdoor space, that neglect can no longer continue. Financial contributions from Developers Collaborative, paired with a renewed partnership between the City and the Portland Parks Department, could restore this historic landscape and its ornamental gardens, and fund the permanent lighting proposed for the park. Together these investments would re-energize Longfellow Park for the higher demand and daily use it will now see, and rekindle it as the beautiful, well-tended neighborhood park it was built to be.

To: planningboard@portlandmaine.gov

Subject: 41 Ashmont Street Development (PL-003618-2026) — Written Comment and Attachments for August 11 Workshop

Dear Members of the Portland Planning Board,

Please find attached my written comment regarding the proposed 41 Ashmont Street development (Plan Number PL-003618-2026), to be considered at the public workshop on Tuesday, August 11, 2026.

I am submitting the following documents and respectfully ask that all three be entered into the public record for the Board's review and deliberation on this application:

1. Letter to the Portland Planning Board — Neighborhood Connectivity and Resident Transportation Recommendations
2. Petition requesting permanent lighting for Longfellow Park, together with the CHARRON Reflex Lighting design plan
3. Longfellow Park's Documented History and Purpose — historical background supporting the recommendations in my letter

Please confirm receipt and let me know if you need anything further from me before the workshop.

Thank you for your time and consideration.

Sincerely,

Carol Schiller
Resident and Property Owner
7 Longfellow Street, Portland, ME
President, University Neighborhood Organization (UNO)

Carol Schiller
7 Longfellow Street
Portland, ME

August 4, 2026

Portland Planning Board
389 Congress Street
Portland, ME 04101

Re: 41 Ashmont Street Housing Development (Developers Collaborative and Catholic Charities Maine) — Plan Number PL-003618-2026 — Neighborhood Connectivity and Resident Transportation Recommendations

Dear Members of the Portland Planning Board,

I am writing regarding the proposed 41 Ashmont Street “Home for Good” development, a partnership between Developers Collaborative and Catholic Charities Maine, to be considered at the public workshop scheduled for Tuesday, August 11, 2026 (Room 24, City Hall, 4:45 PM). The proposal consists of two separate buildings on the same lot: a four-story, 30-unit building for chronically homeless adults, and a five-story, 33-unit building of one-bedroom apartments for households with at least one member age 55 or older — 63 affordable dwelling units in total, with 10 parking spaces. Catholic Charities Maine will employ two staff members to provide 24/7 on-site services, but only for the 30-unit chronically homeless building; Catholic Charities Maine has no connection to the separate 33-unit affordable building. I appreciate the commitment Developers Collaborative and Catholic Charities Maine have made, together, to providing this supportive and affordable housing. Because neither building includes its own outdoor land, the surrounding neighborhood — its sidewalks, transit access, and Longfellow Park in particular — will effectively become the outdoor space for residents of both buildings. I am asking the Board to condition approval on the recommendations below, which I believe are necessary to genuinely connect this development to the neighborhood rather than isolate its residents within it, and I ask that this letter, with attachments, be entered into the public record for the Board’s consideration in deliberating on whether to approve the project.

Recommendations

1. Van transportation for the chronically homeless building

That Developers Collaborative and Catholic Charities Maine jointly purchase a van for Catholic Charities Maine to maintain and operate, with Catholic Charities Maine providing drivers to transport residents of the 30-unit chronically homeless building to stores, recreational activities, business, outings, medical appointments, and other points of interest. Catholic Charities provides this kind of van transportation at other supportive homeless housing projects it operates across the country, and it should be provided here as well. This is especially important because these residents will have little or no income and will not have vehicles of their own; without reliable transportation, they will have no way to reach shopping, recreation, or community activities independently. I ask that Developers Collaborative and Catholic Charities Maine commit to jointly purchasing this van as part of the project.

2. New Metro bus shelter

That a new Greater Portland Metro bus shelter, with seating and lighting, be constructed in front of the United Way building at the corner of Ashmont Street and Forest Avenue, in partnership with Metro, to serve residents of both 41 Ashmont buildings as well as the general public. Many residents have disabilities and need a warm, lit place to sit while waiting for the bus rather than standing exposed to the weather. I also ask that lighting be added along Ashmont Street to help residents safely navigate to and from the bus shelter.

3. ADA-accessible sidewalk network

That ADA-accessible sidewalk improvements be constructed on both sides of Ashmont Street, Linden Street, and Cottage Street, in partnership with the Department of Public Works, to create a continuous and safe pedestrian network connecting the development to the surrounding neighborhood. Cottage Street's existing sidewalks currently do not meet ADA requirements, and Linden Street currently has only scattered sections of asphalt sidewalk that do not form a continuous path and needs a continuous sidewalk built. These two perpendicular side streets connect Ashmont Street to Longfellow Street, the heart of the Oakdale neighborhood and Longfellow Park, and are the direct route by which residents with disabilities will travel from 41 Ashmont Street to Longfellow Park's Oakdale and Longfellow Street corner entrance, making their repair and construction essential rather than optional. I ask that Developers Collaborative be required to financially contribute to these sidewalk improvements as a partner in this development.

4. Pedestrian connection to Longfellow Park

That the City, working with the Parks Department, remove the overgrown vegetation currently blocking the park's entrance at the corner of Oakdale and Longfellow Streets and complete the missing sidewalk connection at that entrance. Longfellow Park has three entrances, but the Oakdale and Longfellow Street corner is the entrance that 41 Ashmont and Portland Center for Assisted Living residents with mobility issues will use. This corner was originally designed with a direct center walkway from the street into the park, and restoring it — rather than leaving residents and neighbors to navigate around a large vegetation clump — is essential given how many 41 Ashmont and Portland Center for Assisted Living residents will depend on this route for outdoor access.

That the City create a welcoming neighborhood entrance at this accessible-ramp destination, with landscaping and design consistent with Longfellow Park's original character, so that it functions as a genuine gathering point for recreation and community interaction rather than a bare pass-through.

5. Permanent park lighting

That the City fund and install permanent lighting throughout Longfellow Park that meets City of Portland lighting standards, providing warm, welcoming light on timers, with historic lantern lamps and bollards as outlined in the CHARRON Reflex Lighting design plan, to improve safety for residents, families, seniors, and individuals with disabilities who use the park during evening hours, and to add to and evoke the park's 100-year charm and character. I ask that Developers Collaborative make a financial contribution toward this permanent lighting and form an ongoing partnership with the Portland Parks Department to help maintain Longfellow Park, since the 41 Ashmont development is providing no green space of its own for its residents and will rely on this park as their primary outdoor space.

Attached to this letter is a petition, together with the CHARRON Reflex Lighting design, requesting this permanent lighting for Longfellow Park. I ask that both the petition and the lighting design be included as part of the public record along with this letter.

6. One-way road reconfiguration

That the Department of Public Works convert Ashmont Street, Linden Street, and Cottage Street to one-way streets, with new pedestrian crosswalks added. This reconfiguration would reduce parking congestion, discourage traffic from speeding through the neighborhood, and improve safety for pedestrians — including 41 Ashmont and Portland Center for Assisted Living residents who will be walking these streets regularly to reach the bus shelter, Longfellow Park, and other neighborhood destinations.

Why these conditions matter

These improvements would help residents of both 41 Ashmont buildings become genuinely connected to the neighborhood while supporting their independence, accessibility, and safe mobility. Van transportation for the chronically homeless building, together with a new Metro shelter serving both buildings at Ashmont Street and Forest Avenue, a complete ADA sidewalk network, one-way street reconfiguration with new crosswalks, and a permanently and appropriately lit Longfellow Park, would link the new housing to public transportation, neighborhood amenities, and green space — helping residents of both the 30-unit and 33-unit buildings build relationships and feel part of the Oakdale community rather than isolated within it. This is a win-win for occupants of both buildings, surrounding residents, businesses, and the Oakdale neighborhood community.

I respectfully ask that the Board not approve this development without a firm commitment from Developers Collaborative and Catholic Charities Maine to jointly purchase a van, and from Catholic Charities Maine to maintain it and provide drivers for residents of the chronically homeless building, and without corresponding commitments from Developers Collaborative and the City — in partnership with Metro, the Department of Public Works, and the Parks Department — to deliver the neighborhood infrastructure improvements described above. Developers Collaborative and Catholic Charities Maine have described their vision of integrating the 41 Ashmont Street development into the Oakdale neighborhood; these conditions are what would make that vision real for residents of both buildings. I ask that this letter, along with the attached petition and lighting design, be made part of the public record for the Board's deliberation on Plan Number PL-003618-2026.

Thank you for your time and consideration.

Sincerely,

Carol Schiller

Carol Schiller, Resident and Property Owner
7 Longfellow Street
Portland, ME 04103
President, University Neighborhood Organization (UNO)